

# BURY MARKET MASTERPLAN



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BURY MARKET  
MURRAY ROAD  
BURY  
BL9 0BJ

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# INTRODUCTION

The Masterplan  
for Bury town  
centre sets out an  
ambitious vision  
for the future of  
Bury over the next  
20 years...

This volume will focus on the overall masterplan of Bury market and the Flexi-hall, looking into how the surrounding area and further future developments have influenced the design decisions.

5.0

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# MASTERPLAN

|            |                        |
|------------|------------------------|
| <b>5.0</b> | <b>MASTERPLAN</b>      |
| 5.1        | Vision for Bury Market |
| 5.2        | Landscape Masterplan   |
| 5.3        | Landscaping Principles |

# VISION FOR BURY MARKET

## Zone B

The development for Bury Market is part of a wider masterplan for Bury town centre. The zone in question is Zone B. This Zone proposes the creation of an iconic new gateway and focal point for Bury which celebrates the Market and secures its future for generations to come. Through comprehensive regeneration of the public realm and the addition of a new Flexi-hall, we can ensure that the historic market is in the best place to thrive, modernise and meet the challenges of today. In addition. Alongside the new market canopies and the new Flexi-hall, the redevelopment of Bury Interchange will provide a modern, attractive and user-friendly public transport hub with better links to the town centre.

There are opportunities to develop and grow Bury Market to increase wider footfall and diversify the potential customer base whilst safeguarding the existing market uses. Proposals include the inclusion of a new civic space, landscaping the installation of a new roof over the existing market, a new flexi-hall and redevelopment of some areas to create a more visible and high-profile arrival point. As one of Bury Town Centre's most valuable assets, the market's vibrant reputation provides the perfect platform for adding value to the user experience on both market and non-market days.



# LANDSCAPE MASTERPLAN



REFER TO GILLESPIES LANDSCAPING  
MASTERPLAN FOR FULL DESIGN PROPOSAL

# LANDSCAPING PRINCIPLES

The landscaping plan put forward by Gillespies has been informed by a variety of design drivers specified by the Architect. These include, but are not limited to:

- Refuse
- Drop off
- Vehicle Access
- Pedestrian Movement
- Major Entrances
- Active Facades
- Transport links
- Emergency Vehicle Access

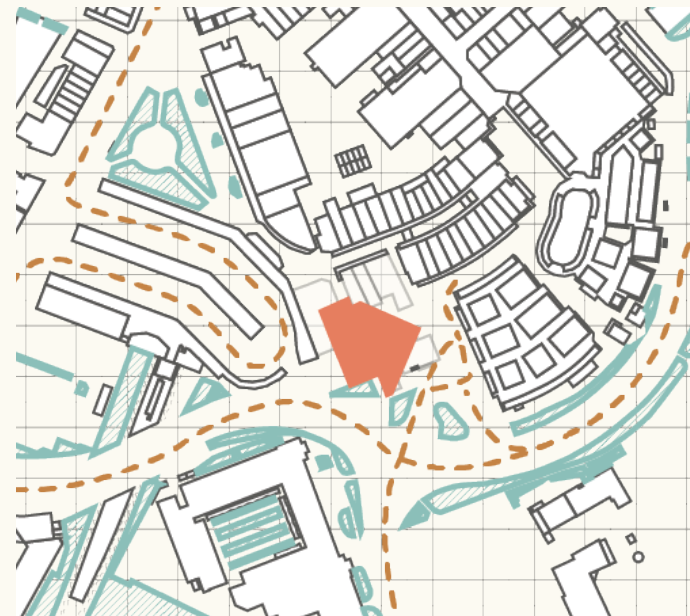
Pedestrian Routes



Sight Lines



Vehicle Access



Active Facade



# ACCESS STATEMENT

This statement illustrates decisions taken by the client and design teams in regard to the site's accessibility. Starting at strategic level it will be used as a template through all the design stages, from concept through to the detailed Access Strategy, and will be used as a basis for building access requirements up to, and including occupation and the ongoing management of the building.

- 6.0 **SITE ACCESSIBILITY**
- 6.1 Pedestrian Access
- 6.2 Access for Cyclists
- 6.3 Access for Cars and Emergency Vehicles
- 6.4 Servicing Access

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# ACCESS FOR CYCLISTS

A small number of 'Oxford' style cycle stands will be provided to the southern end of the building. This provision is designed to complement the proposed new cycle hub that forms part of the new masterplan for the Transport Interchange by TGFM.

A shower facility is also provided within the building for use by staff members who cycle to work. Further narrative regarding this provision is provided in the transport assessment by WSP.



i Cycle Stands



## ACCESS FOR CARS AND EMERGENCY VEHICLES

Disabled users arriving as passengers by car are provided with 6 no. accessible parking bays directly to the south of the building, close to the southern building entrance, and those arriving by taxi on market days can make use of the servicing area directly adjacent to the parking bays. A new turning circle will be created to allow for vehicles to access and egress from Murray Road without crossing the main pedestrian routes towards the open market from Kay Gardens. The area directly north of this turning will essentially be a pedestrian space, with security gates and / or bollards limiting vehicular use to controlled times. This route is also suitable for ambulances and fire tender vehicles, and access in and around this area is illustrated on the fire service access drawing by bespoke Fire Safety Design included with this application.

Further narrative is provided in the transport assessment by WSP.



# SERVICING ACCESS

All deliveries to the building will be to the south; with drop off in the service area adjacent to the new sub stations. The main access for notification of deliveries will be through the Market Management Office entrance, with a secondary service access outside business hours through the secondary entrance door to the south, if required. These routes into the building have security restricted access and the Market Reception is intended as the principal registration point for goods and deliveries, to be policed by the Management Team at the reception point and directed to the correct location within the building from this area.

The refuse store is accessed directly from the service yard via double doors and access internally from the rear service corridor. Plant spaces are accessed externally and have no internal access points.

