

137 THE ROCK BURY

DESIGN & ACCESS STATEMENT

NOVEMBER 2022

OLLIER SMURTHWAITE ARCHITECTS

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INTRODUCTION

This design & access statement has been prepared by Ollier Smurthwaite Architects and Luke Powell, in support of the Planning Application by 21 Living for the redevelopment of a site located on The Rock, Bury.

The proposed development involves the partial demolition, conversion and extension of the existing commercial building to 10 x 1bed apartments and 3 x 1bed mews houses at the rear of the site.

The purpose of this document is to set out the design principles, concepts and strategy behind the proposals for the scheme.

01 UNDERSTANDING THE CONTEXT

REGIONAL IDENTITY

Bury is a large market town in Greater Manchester located on the River Irwell and is 8.9km east of Bolton and 12.8km north west of Manchester. The name Bury comes from the Saxon word for stronghold.

Bury Metropolitan Borough consists of six towns, Bury, Ramsbottom, Tottington, Radcliffe, Whitefield and Prestwich. The borough has an area of 9919 ha and serves a population of 181,300. The six towns are made up of 17 separate wards.

There are many points of interest in Bury including Bury Art Museum, Bury Castle a fortified manor house, the traditional market, Castlesteads and Peel Tower. Bury is known for its traditional market in the town centre and its history as a mill town manufacturing textiles during the industrial revolution. Many of these mills and factories still exist although many have also been removed for other forms of development in the area.

The River Irwell flows through the town from north to south cutting the centre in half. Bury bridge provides a key connection between the two sides of the river. The Manchester Metrolink tram system has a terminus in the town providing a direct link into Manchester and surrounding areas.



Bury Market



East Lancashire Railway



Bury Parish Church with Robert Peel Statue



The Rock Shopping Centre



Aerial view of Bury Shopping district



Bury Castle

01 UNDERSTANDING THE CONTEXT

LOCAL HISTORY

Historically there is evidence of Bury dating back to Roman occupation with a roman road connecting Bury to 'Mamucium', what is now known as Manchester. As a result of the industrial revolution, Bury emerged as a mill town known for manufacturing textiles which became an important factor in the local economy. The rivers Roch and Irwell provided power for the spinning mills and processing water for the finishing trades. The trade further expanded when Bury was connected to the national canal network via the Bolton & Bury Canal that opened in 1808.

Following this expansion, railways were opened that linked the town to Manchester and the neighbouring mill towns. Other trades included paper, printing and light engineering. The town expanded to incorporate Elton, Walmersley and Heap which were then encircled by rows of terraced houses beside mills and factories. The houses that were built during this period to accommodate the increasing work force were without basic facilities, sewers or proper streets, which led to the rapid spread of disease in these areas. As a result of this the average age of death in Bury was 13.8 years old in 1838.

The post-war period saw the major decline of the textile industry throughout the north west. Bury's economy gradually came to rely on the development of retail outlets and shopping facilities as it does today. The town centre itself is well known for its traditional market.

During recent years Bury has become a commuter town for those who work in Manchester City Centre. The railway line to Manchester Victoria from Bury closed in 1990 to be replaced by the light, rapid transit Metrolink transit system in 1992.



Bolton Street Station, East Lancashire Railway



Bury Old Market



Bury Town Hall



Bury, The Rock c1955



Weavers Cottages

01 UNDERSTANDING THE CONTEXT

HISTORICAL DEVELOPMENT PATTERN

The earliest map, from the 1890's shows the site to already be quite built up. The site itself is shown as a hotel, before emerging as a public house from the 1910's up until the 1960's. At this time, it was known as the Black Bull hotel, which also included a public house.

During the 1890's until the 1930's 'The Rock' was split up into two parts with Rock Street to the South-West end and Stanley Street to the North-East end. From the 1930's onwards, the whole strip became known as 'The Rock' which it still does today.

Throughout the timeline of all of the maps, from 1890's to the 1960's, the site area was largely dominated by industrial mills and works, most notably Vulcan Cotton Mills on the site where The Rock shopping and leisure centre now sits. A notable feature across the maps is also the presence of St. John's Church to the North East of the site. This church is no longer present, and has instead been replaced with St' John's public gardens.



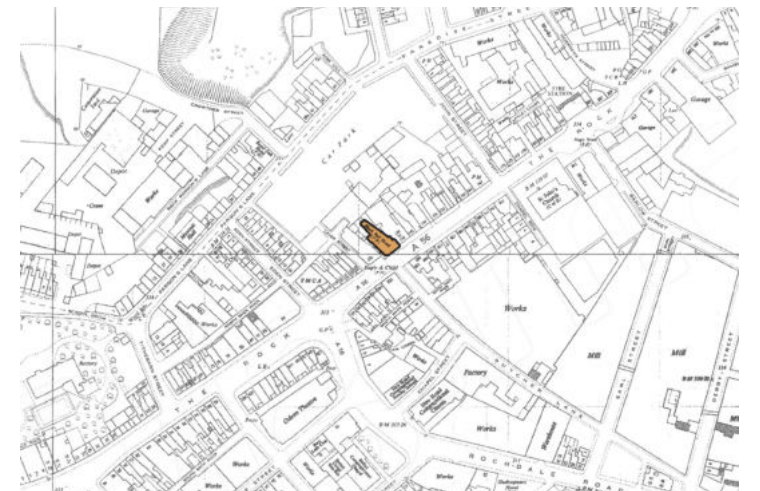
1890's



1910's



1930's



1960's

01 UNDERSTANDING THE CONTEXT

LINKAGES TO SURROUNDINGS & MOVEMENT PATTERNS

The site is located on The Rock, a secondary road connecting with the primary traffic route at the junction with Peel Way [A56], Walmersley Road [A56], Derby Road [connecting the M6] and the B6222 connecting to Rochdale.

The A56 and A58 are the main arterial routes through Bury. The A56 links Bury to Manchester in the south and Lancashire to the north whilst the A58 connects Bury to Bolton in the west and Rochdale to the east. These routes also provide connections to the motorway network (M60, M62 and M66).

The Rock itself ends several meters South West from the site, where the area then becomes pedestrian only, creating a public domain for the shopping and retail infrastructures.

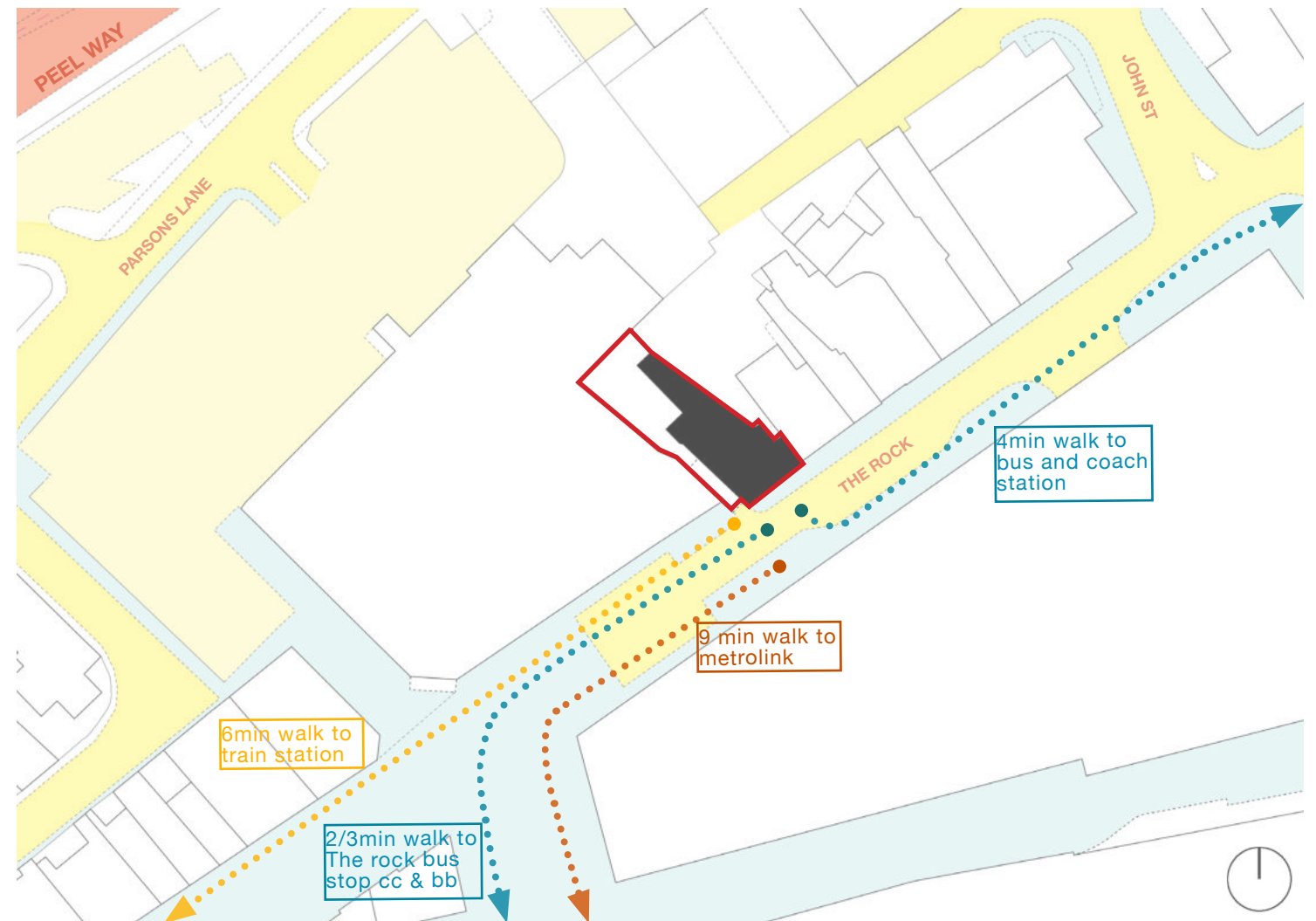
The immediate context of the site is supplied by several car parks, notably a larger one immediately to the rear of the site.

Bury has a comprehensive network of public transport services which provides links to key local destinations and further afield. Metrolink operates from Bury town centre travelling south to Manchester City Centre and beyond to other areas of Greater Manchester including Eccles, Oldham, Rochdale, Chorlton, Didsbury, Droylsden and Media City and Manchester Airport. Park and Ride sites are provided at key stops including Bury, Radcliffe and Whitefield.

Bus services in the district comprise local routes from the town centres to suburban housing areas and rural communities with inter urban services providing frequent links to neighbouring towns including Bolton, Rawtenstall, Bacup and Rochdale. There are also several frequent routes to Manchester, serving various residential areas including those some distance away from Metrolink stops.

Bury Interchange provides the largest public transport 'hub' for the district and enables convenient transfer between different bus services or between bus and Metrolink. However, the Interchange is considered to be poorly configured and suffers from a poor environment that does not reflect its status as the Borough's key transport hub.

- Pedestrian Only
- Primary Roads
- Secondary Roads
- Parking
- Route to metrolink
- Route to train station
- Route to bus stops



01 UNDERSTANDING THE CONTEXT

LOCAL CHARACTER

Most of the site and the surrounding area is used for retail and commercial purposes. Down The Rock, much of the North side consists of red brick terraced blocks with late victorian designs, and 20th century shop fronts at ground level. This is similar to the South side, but with stone construction. No.1 The Rock dates back to 1874 and has arts & crafts features with a large vertical chimney and facade details.

Immediately opposite the site is The Rock shops and flats, as well as The Rock shopping and leisure centre. These are both reasonably new builds featuring varying brick colours, large glazed walls, metals panel cladding and varying forms.

In general, the area has a mix of different building styles expressed, however, the use of these for largely commercial purposes remains constant.



The Derby Chambers



The Rock Accomodation



No.1 The Rock, built 1874



The Rock Shopping Centre



The Rock terraced retail buildings

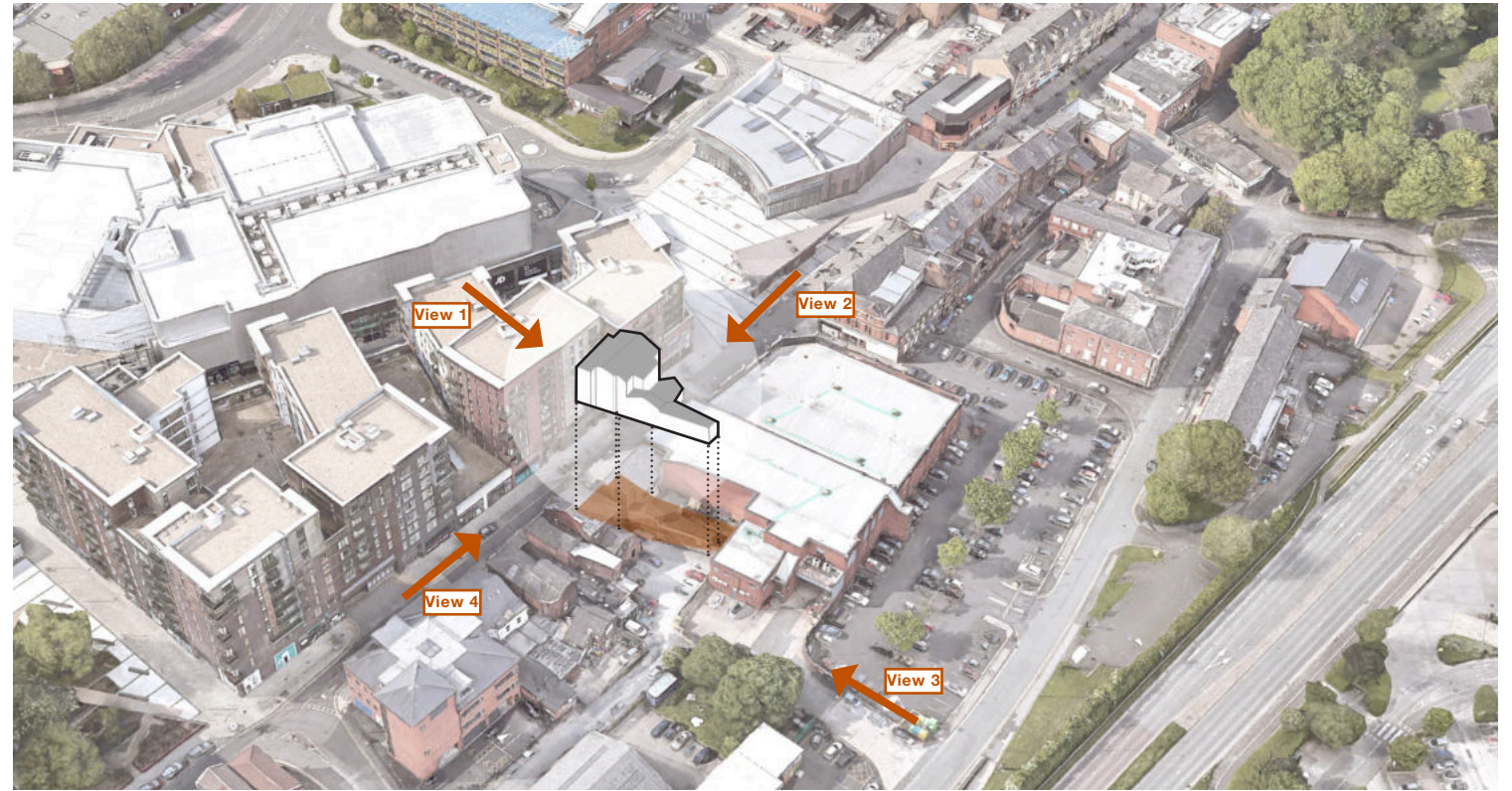


The Rock terraced retail buildings

01 UNDERSTANDING THE CONTEXT

SITE CONTEXT

Currently the site is occupied by a victroian style two storey building without any use. Period features are visible although the buildings's condition is slightly deteriorated. We aim to bring this building back to it's intended shape and conditon thus enhancing both character of the building itself and the street's character.



Aerial of 137, The Rock/ Site Views Diagram



137 The rock- VIEW 1



137 The rock- VIEW 2



137 The rock- VIEW 3



137 The rock- VIEW 4

01 UNDERSTANDING THE CONTEXT

LAYOUT & FORM OF BUILDINGS

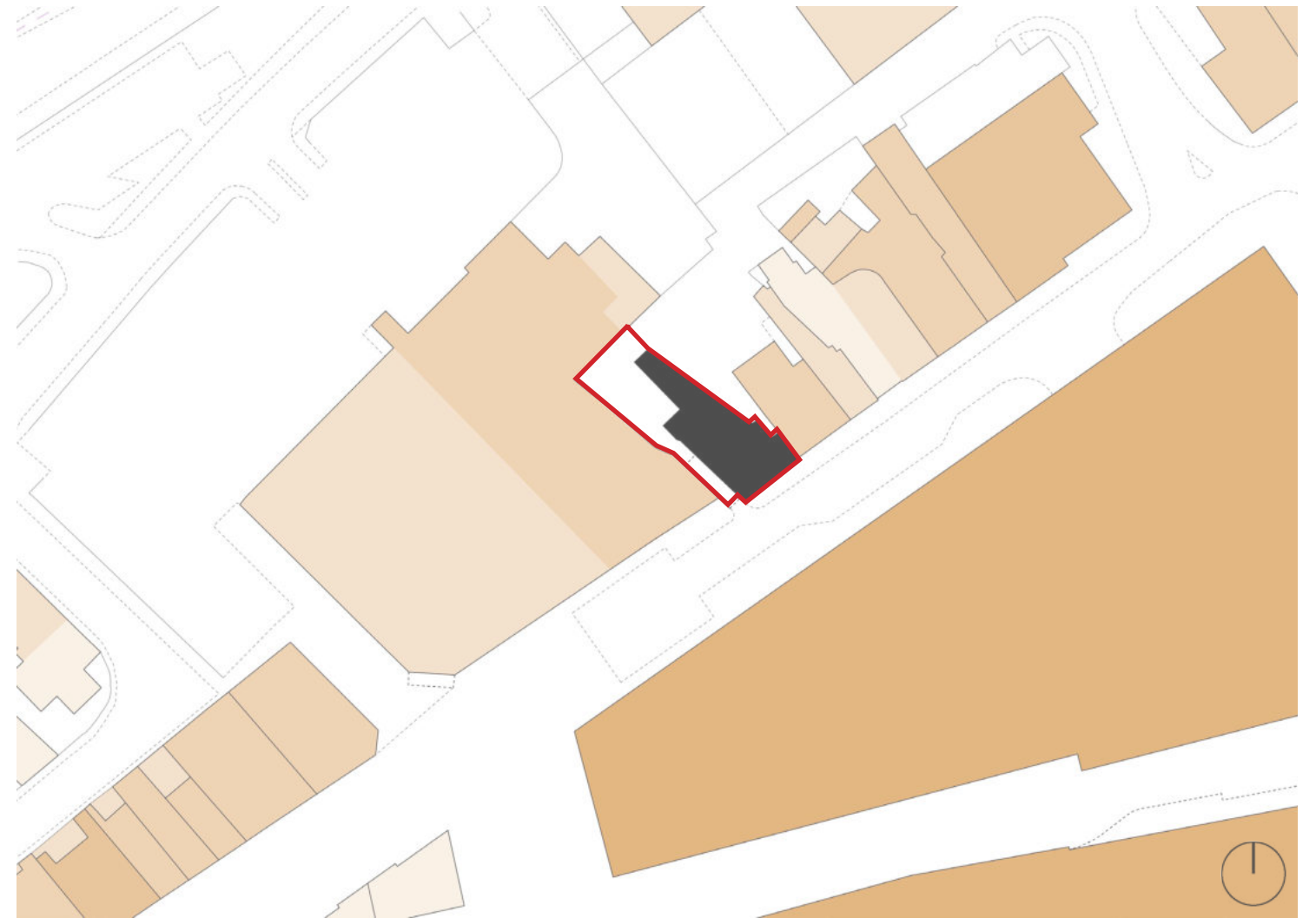
The density of the site ranges from 1 storey commercial buildings to over 4 storey large scale commercial and residential units.

Directly opposite the site is a large scale residential and commercial scheme, featuring stores and shops on the ground level, with flats above. This has up to 10 storeys.

To the West of the site is a large 1/2 storey commercial store. The form of this wraps around the proposed site.

The remaining buildings along The Rock included 2/3 storey terraces.

>4 Storeys
4 Storeys
3 Storeys
2 Storeys
1 Storey



01 UNDERSTANDING THE CONTEXT

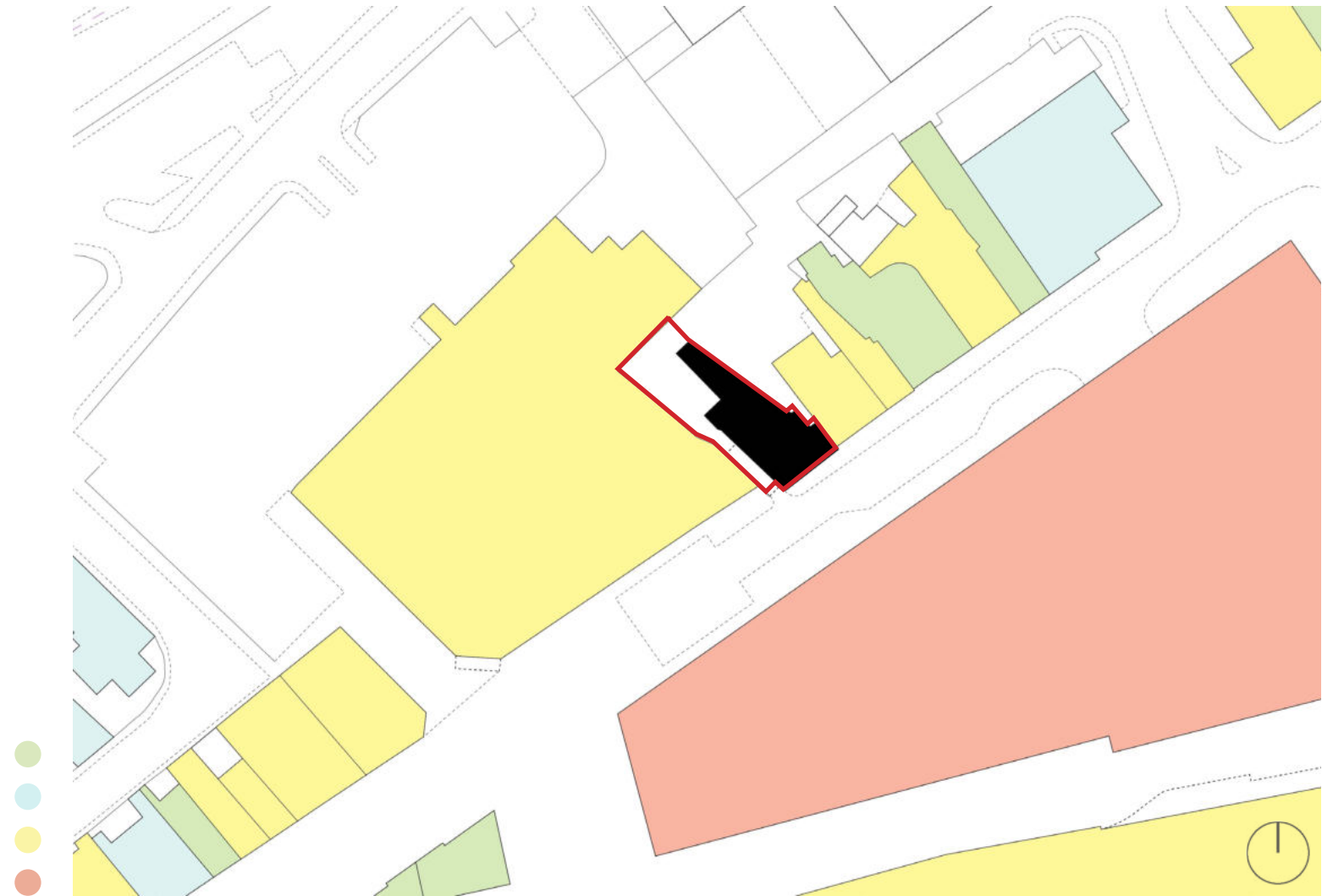
LAND USES

In the immediate context of the site, much of the area is commercially orientated with lots of stores for retail, sale of food and drink, as well as businesses providing services and amenities.

Directly opposite the site to the South is a block which features commercial and retail units on the ground floor and then residential living on all of the floors above that.

The immediate context also features local amenities including a gym, education centres, vets, fire station etc.

Food / Drink
Health
Retail
Residential



01 UNDERSTANDING THE CONTEXT

NATURAL FEATURES

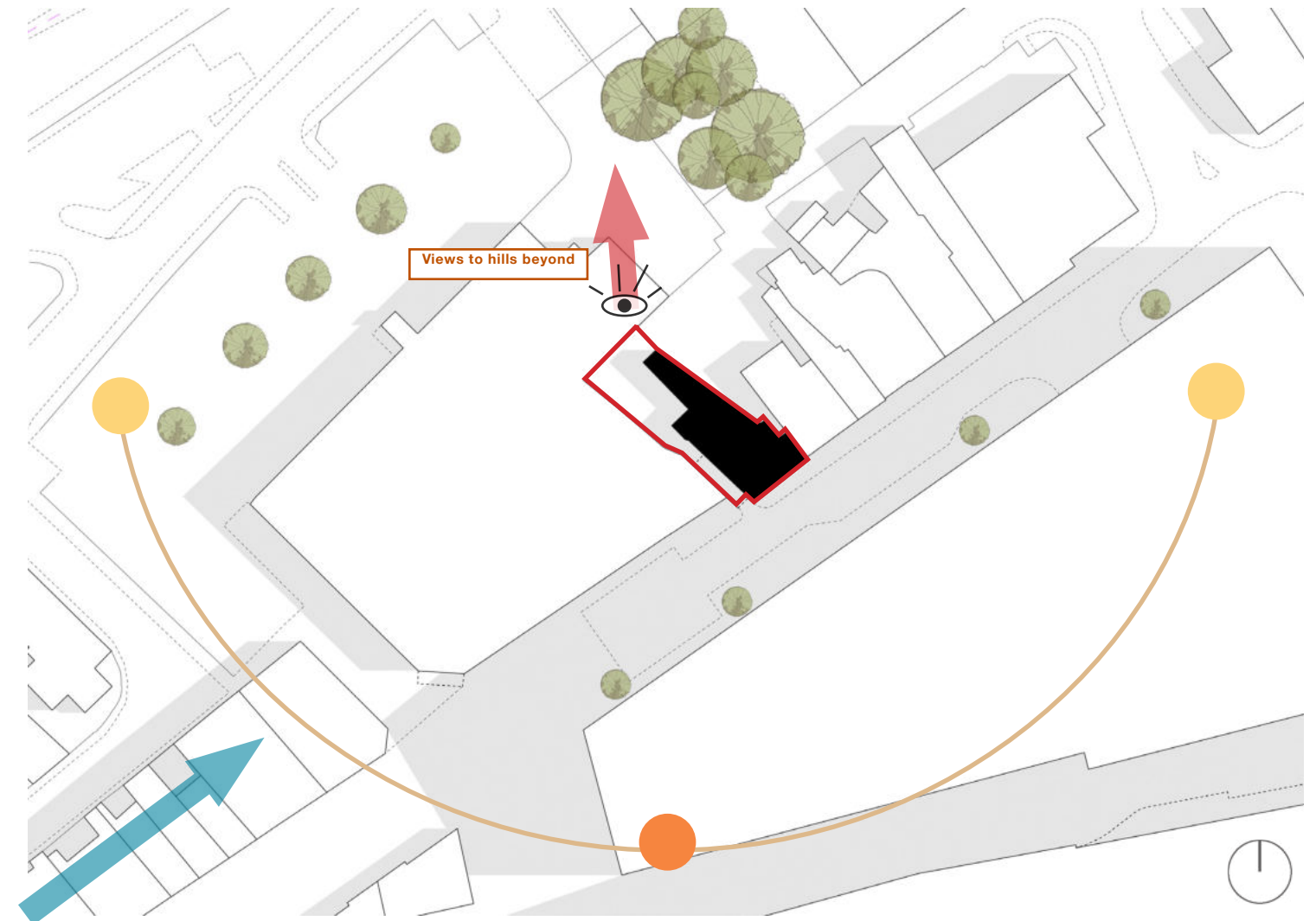
The site and the surrounding area feature little areas of green space and minimal amounts of trees. To the North-East [just off the map shown], there is a public greenspace with planted trees [St John's Gardens]. To the South-West [also just off the map], there is a small area densely populated with mature trees. However, apart from these, there is only some small planted trees within the car park to the rear of the site.

From the upper floors on the North elevation are great views to the hills and countryside beyond.

Prevailing wind on the site is from the South-West.

Trees / Greenery
Sun / Sun Path
Building Cast
Shadows
Prevailing Wind [SW]

***NOTE**
Site topography is level



01 UNDERSTANDING THE CONTEXT

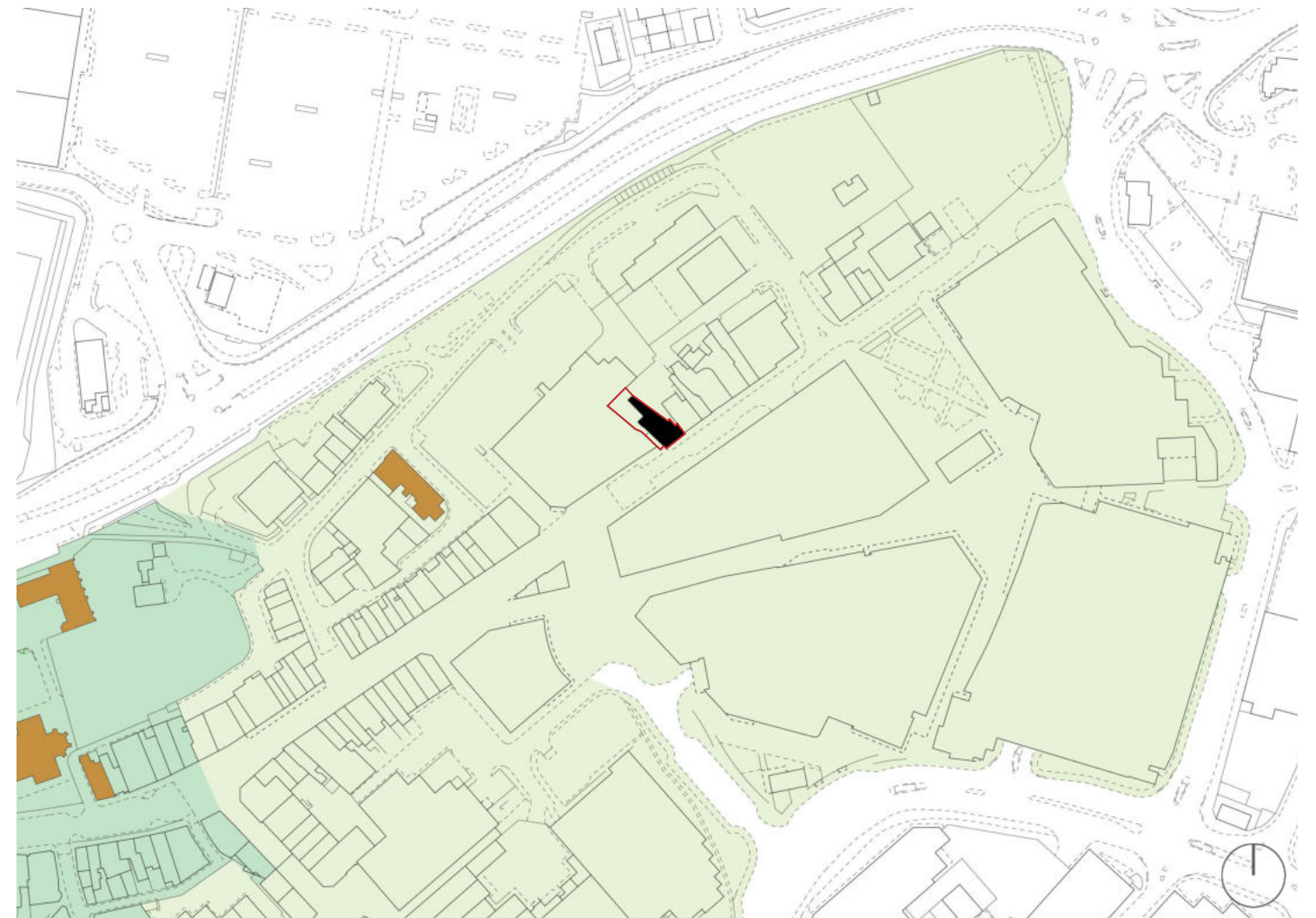
PLANNING CONSIDERATIONS

The site is located just 200m North-East of the Bury Town Centre Conservation Area. Although outside, it may be necessary to still consider the possible implications for design that may have occurred if located within this area. The design must still respond to and compliment the site it sits within.

The whole area is largely populated by commercial and retail based parties. This appears to be defined by the primary road network around the edge of this. Being located within an area that has been largely catered to the public with much of it pedestrianised could have implications for the site design. It will be important to consider ways to maintain privacy and security from the mass amounts of people that visit the area daily.

In the immediate context, there are quite few listed buildings, with the majority of them located to the South-West of the site; heading more towards the town centre. The nearest however is the Grade ii listed building just 100m West of the site. This building houses the Bury Health Authority offices.

Listed Buildings
Conservation Area
Retail and Commercial - defined by roads



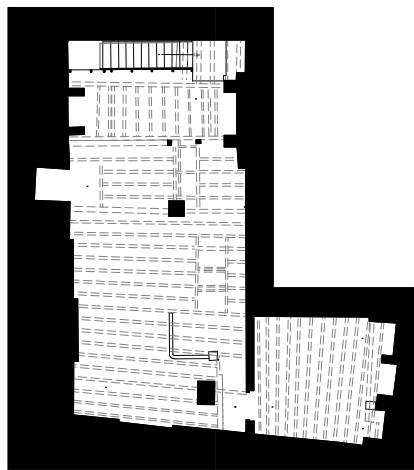
This site plan illustrates the layout of a residential development. The central area is occupied by a large building footprint, with a smaller structure to its right. Surrounding these are parking areas, landscaping zones, and utility infrastructure. The plan includes a north arrow in the top left and a scale bar in the top right. Various annotations provide details on materials, elevations, and specific features.

Key Features and Annotations:

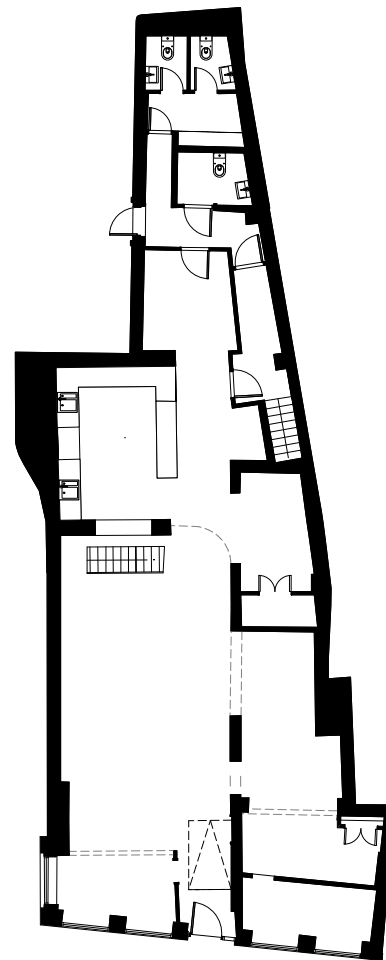
- Building Footprints:** A large central building and a smaller structure to its right.
- Parking Areas:** Indicated by hatched patterns and labeled "Paving".
- Landscaping:** A large area on the left is labeled "Dense Vegetation". Other areas are labeled "Concrete" and "Cobbles".
- Utility Infrastructure:** Includes manholes (MH), catch basins (CB), and stormwater (ST) and sanitary (S) lines. Specific annotations include "MH CL95.44 IL93.97", "MH CL95.32 IL91.80", "CB", "ST", and "S".
- Elevations:** Numerous spot elevations are provided throughout the plan, such as "RF 103.25", "RF 106.05", "EV 104.90", and "RF 125.20".
- Materials and Finishes:** Labels include "Concrete", "Cobbles", "Gravel", "Paving", "Tarmac", "Black Paving", and "Drainage Channel".
- Other Features:** A "Garage/Carport" is shown near the top left, and a "Water" feature is indicated near the bottom center.

01 UNDERSTANDING THE CONTEXT

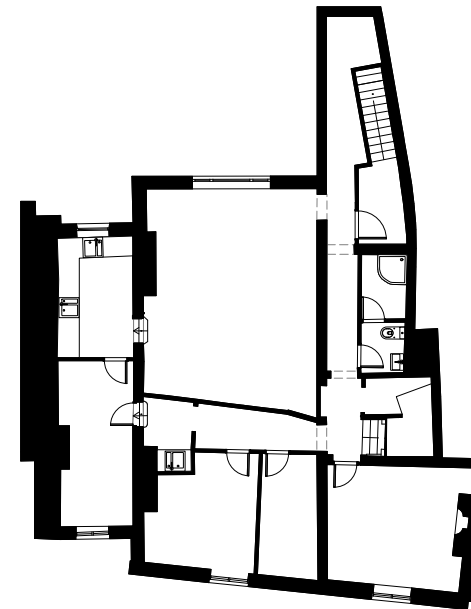
EXISTING FLOOR PLANS



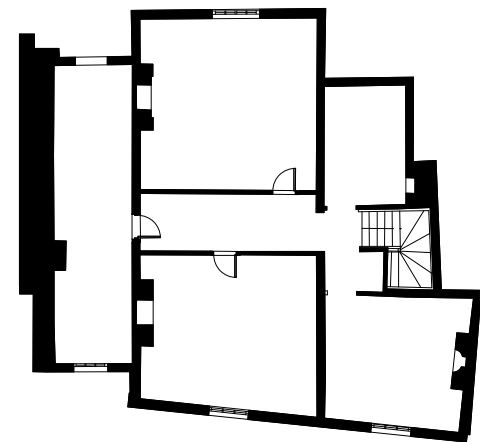
BASEMENT FLOOR PLAN



GROUND FLOOR PLAN



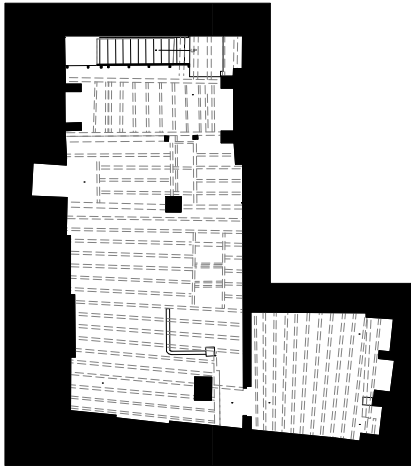
FIRST FLOOR PLAN



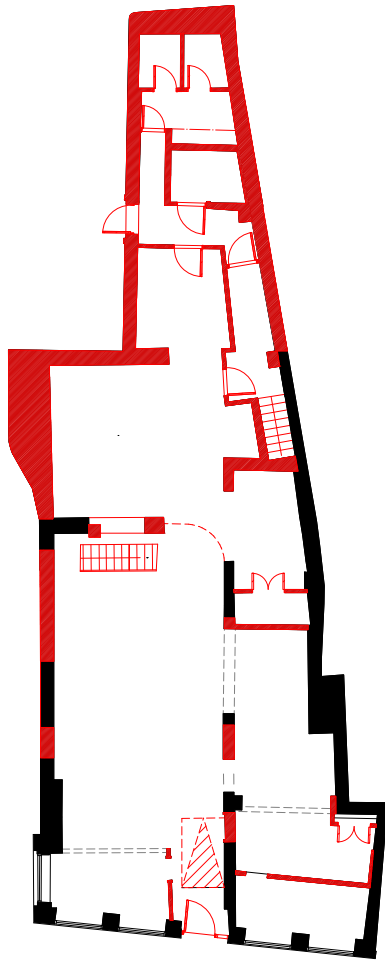
SECOND FLOOR PLAN

01 UNDERSTANDING THE CONTEXT

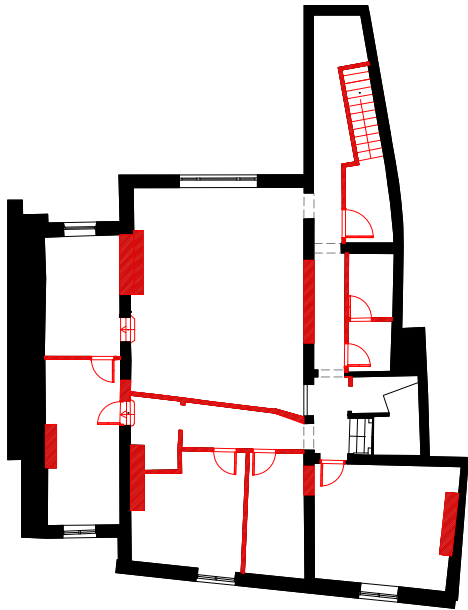
DEMOLITION PLANS



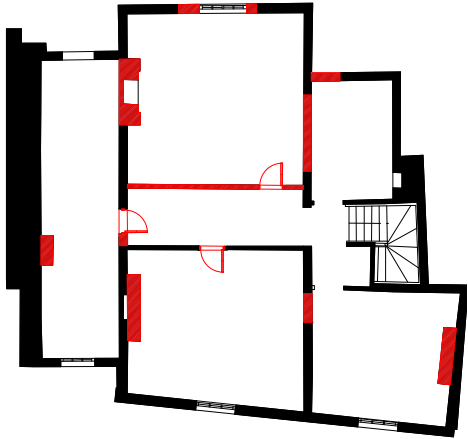
BASEMENT FLOOR PLAN



GROUND FLOOR PLAN



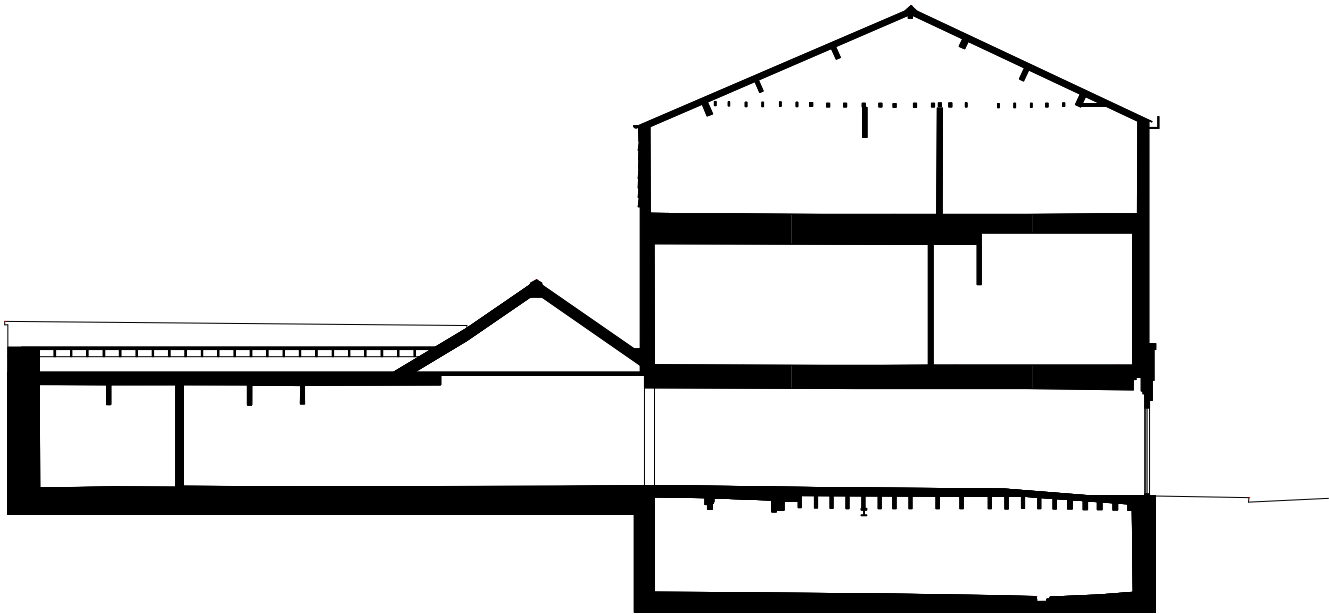
FIRST FLOOR PLAN



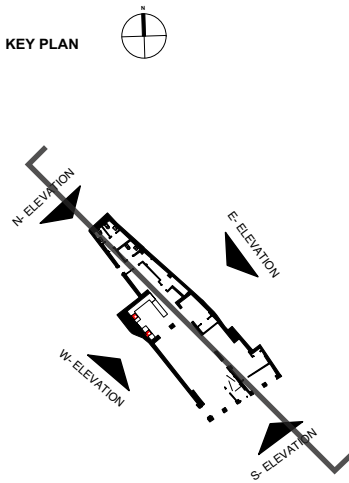
SECOND FLOOR PLAN

01
UNDERSTANDING THE
CONTEXT

EXISTING SECTION

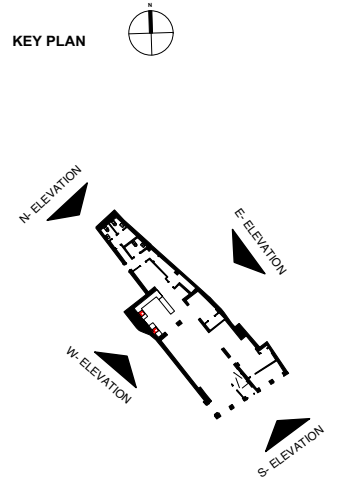


SECTION A-A

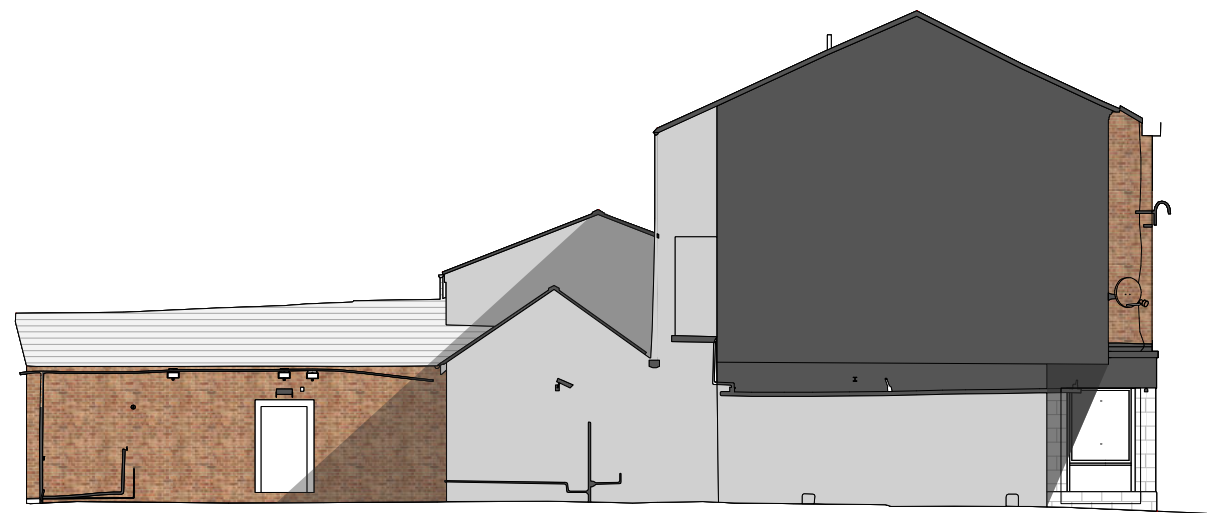


01 UNDERSTANDING THE CONTEXT

EXISTING ELEVATIONS
- SOUTH AND NORTH



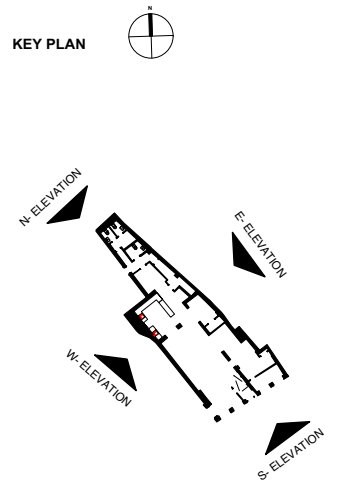
SOUTH ELEVATION



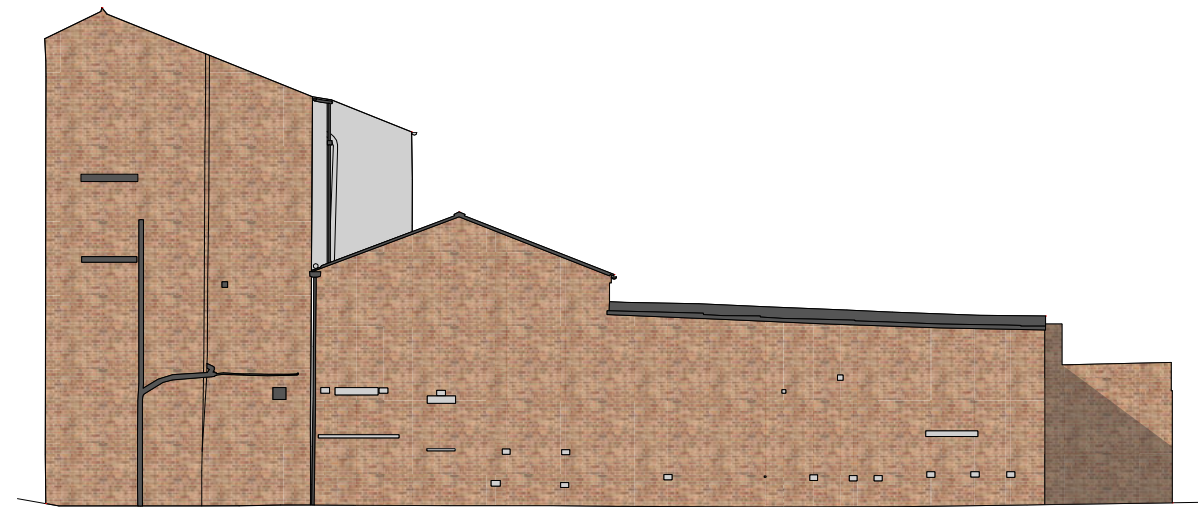
EAST ELEVATION

01 UNDERSTANDING THE CONTEXT

EXISTING ELEVATION -
EAST AND WEST



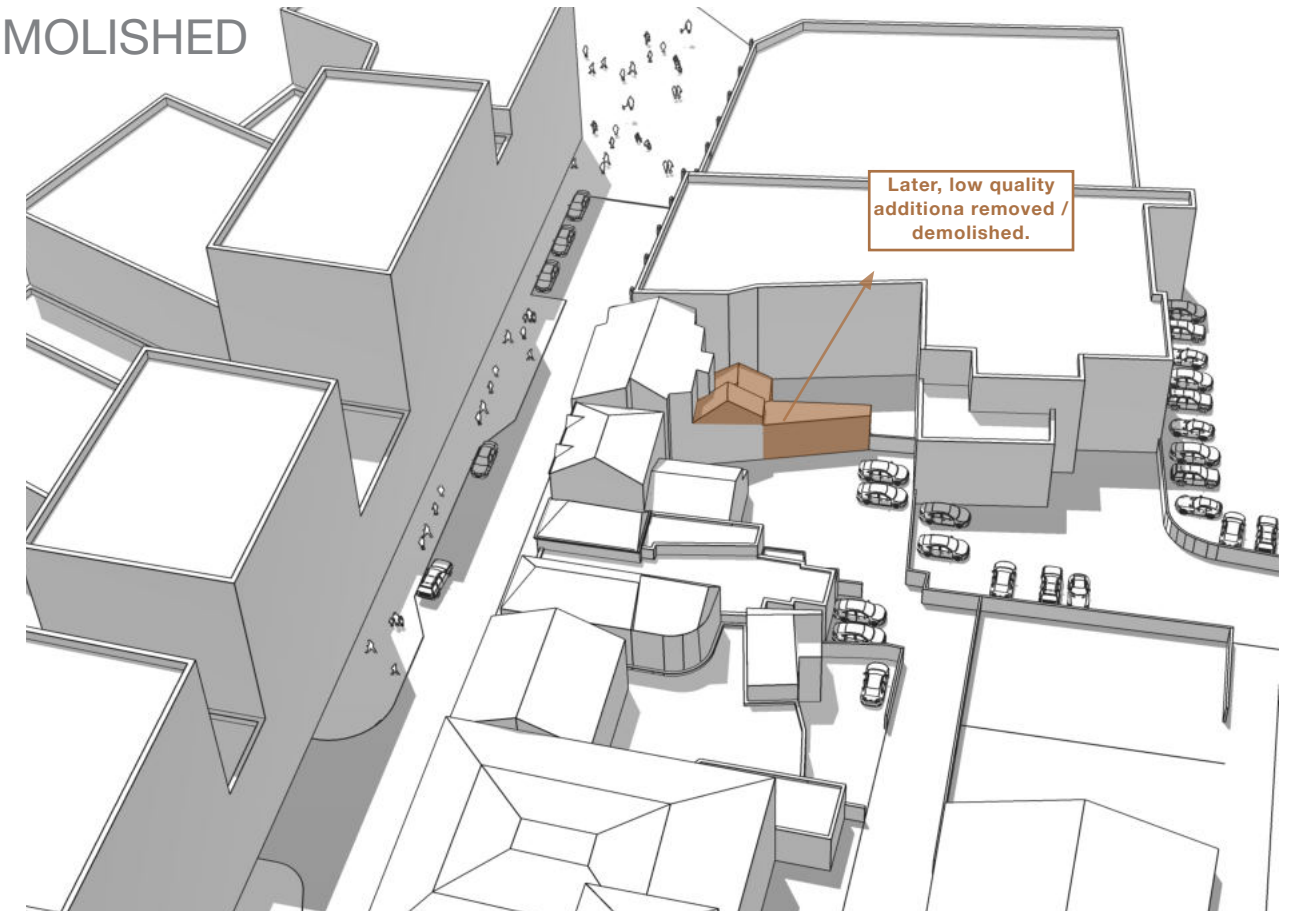
NORTH ELEVATION



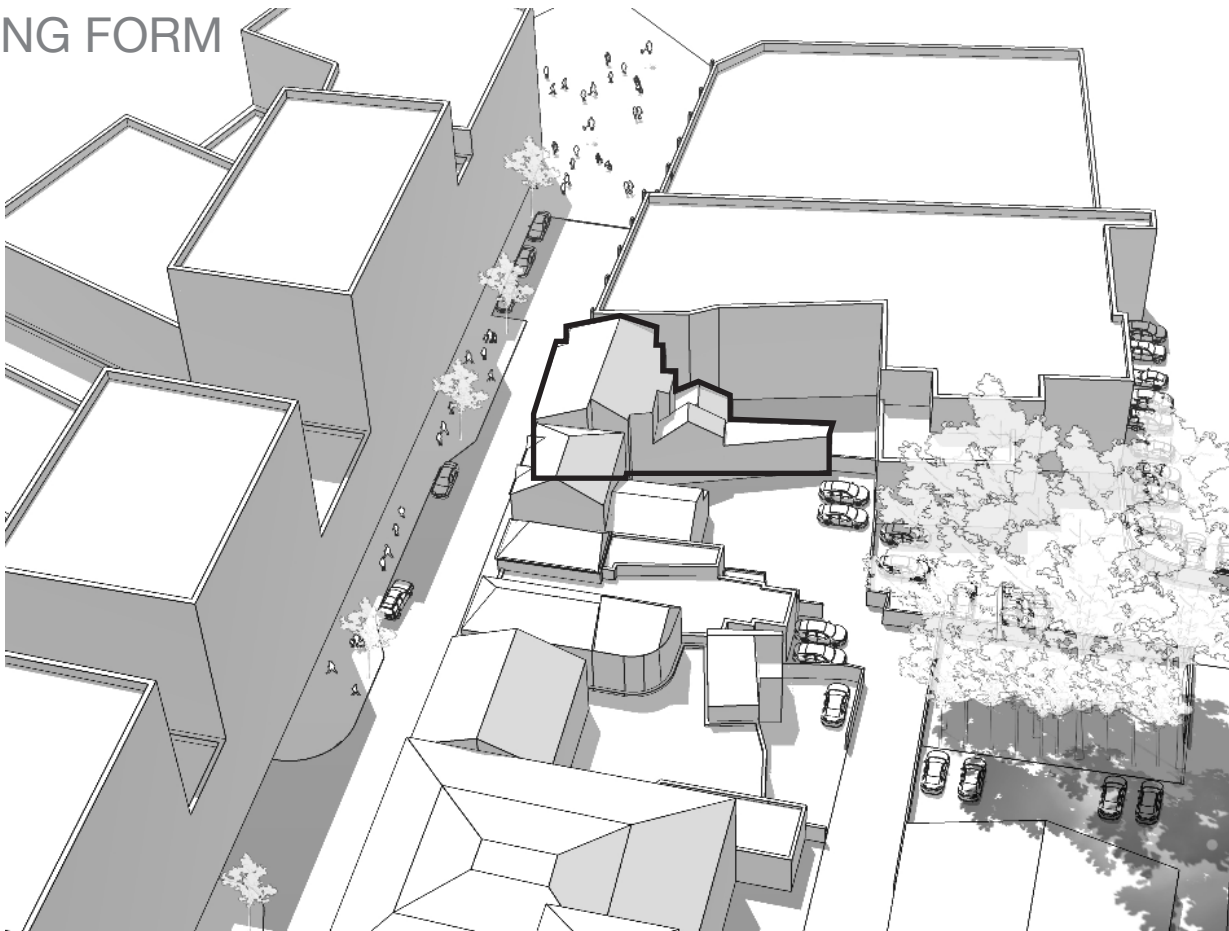
WEST ELEVATION

02 DESIGN STRATEGY

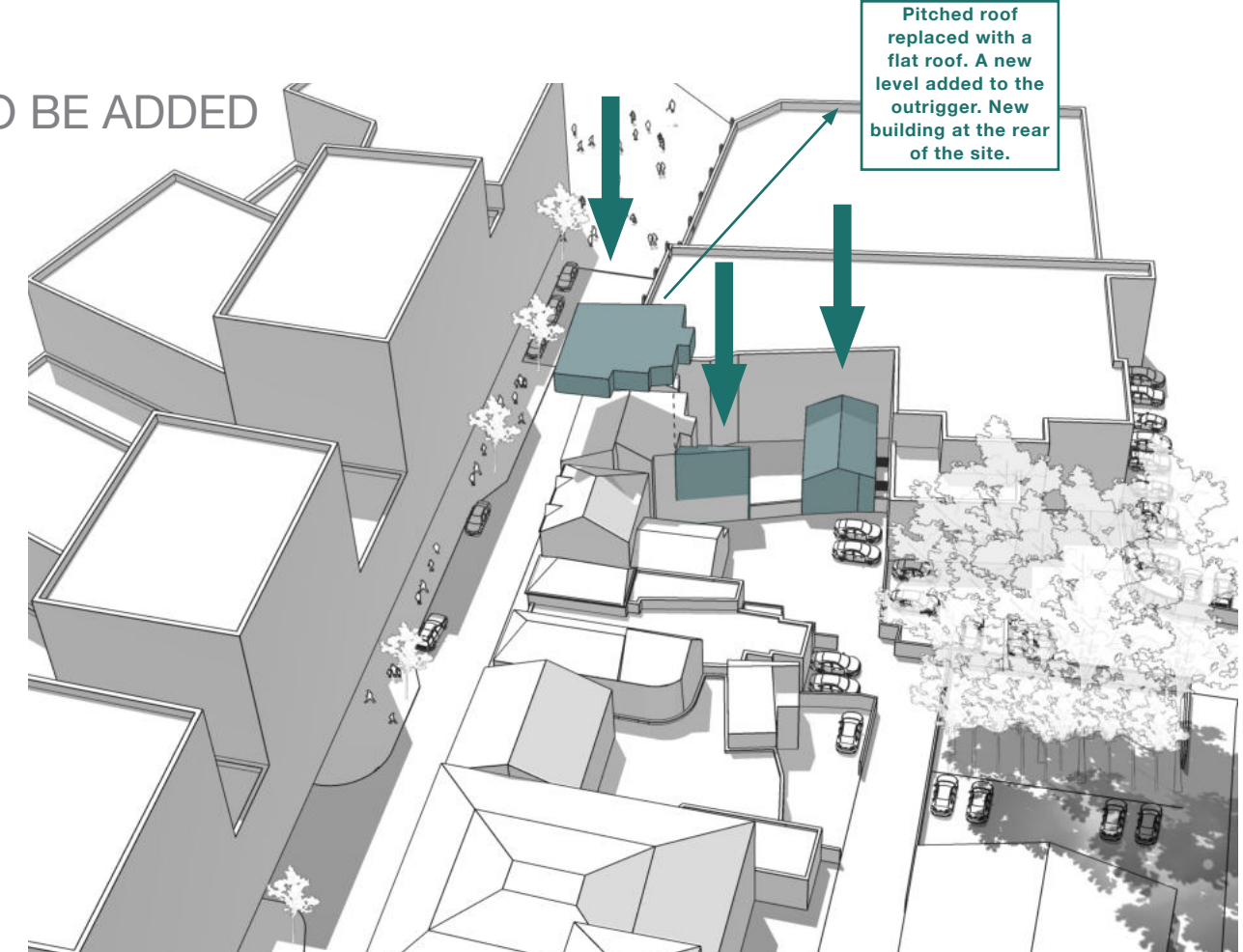
TO BE DEMOLISHED



EXISTING FORM



TO BE ADDED



02 DESIGN STRATEGY

SCALE



LAYOUT

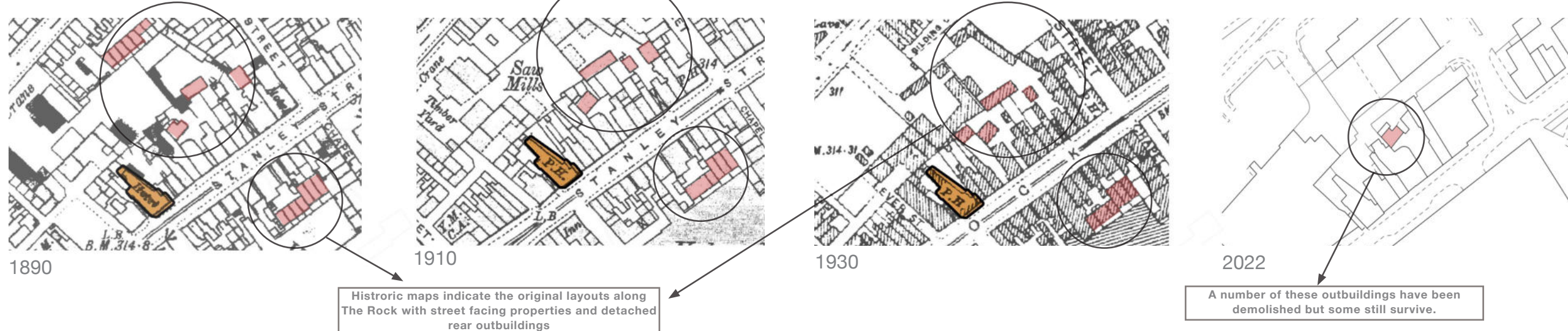


USE

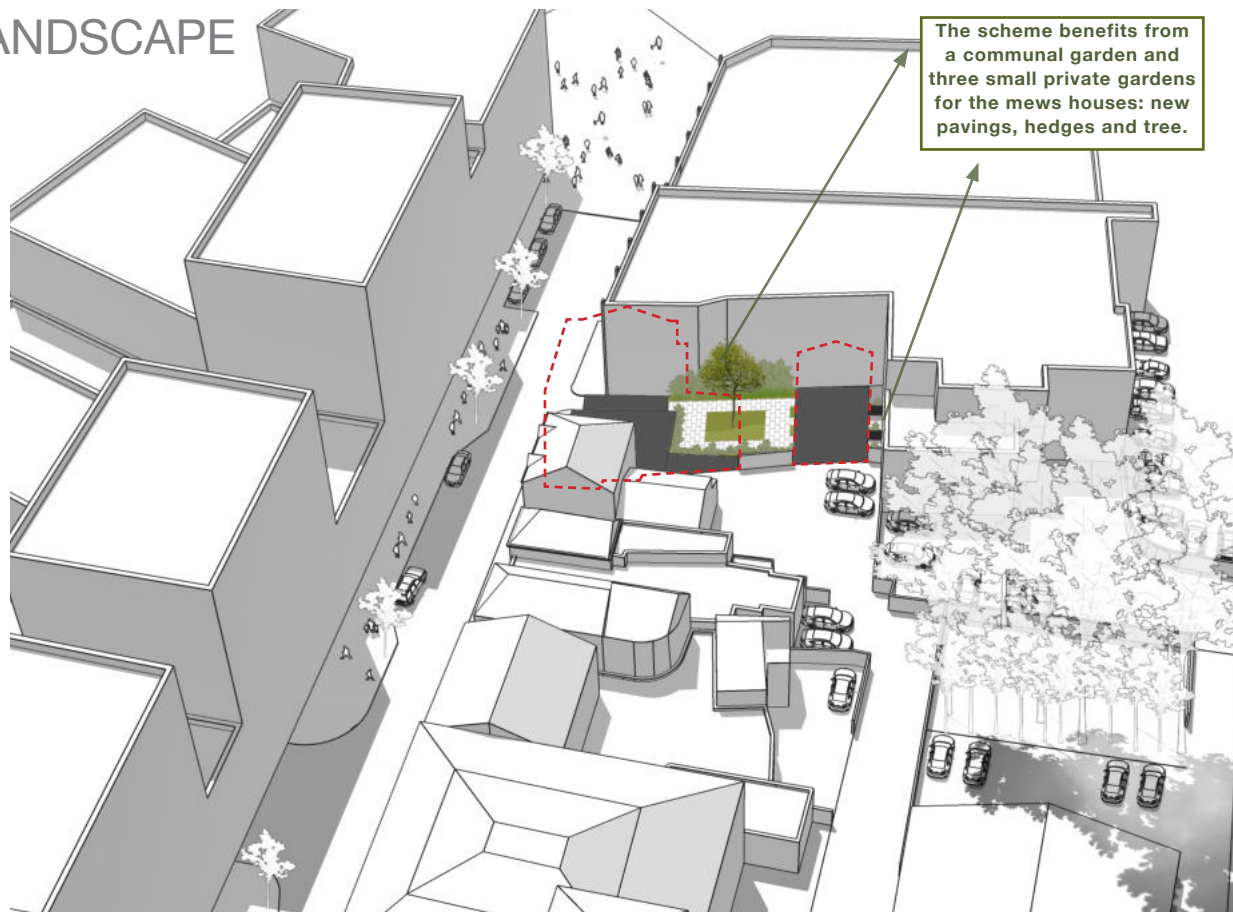


02 DESIGN STRATEGY

HISTORICAL ANALYSIS



LANDSCAPE



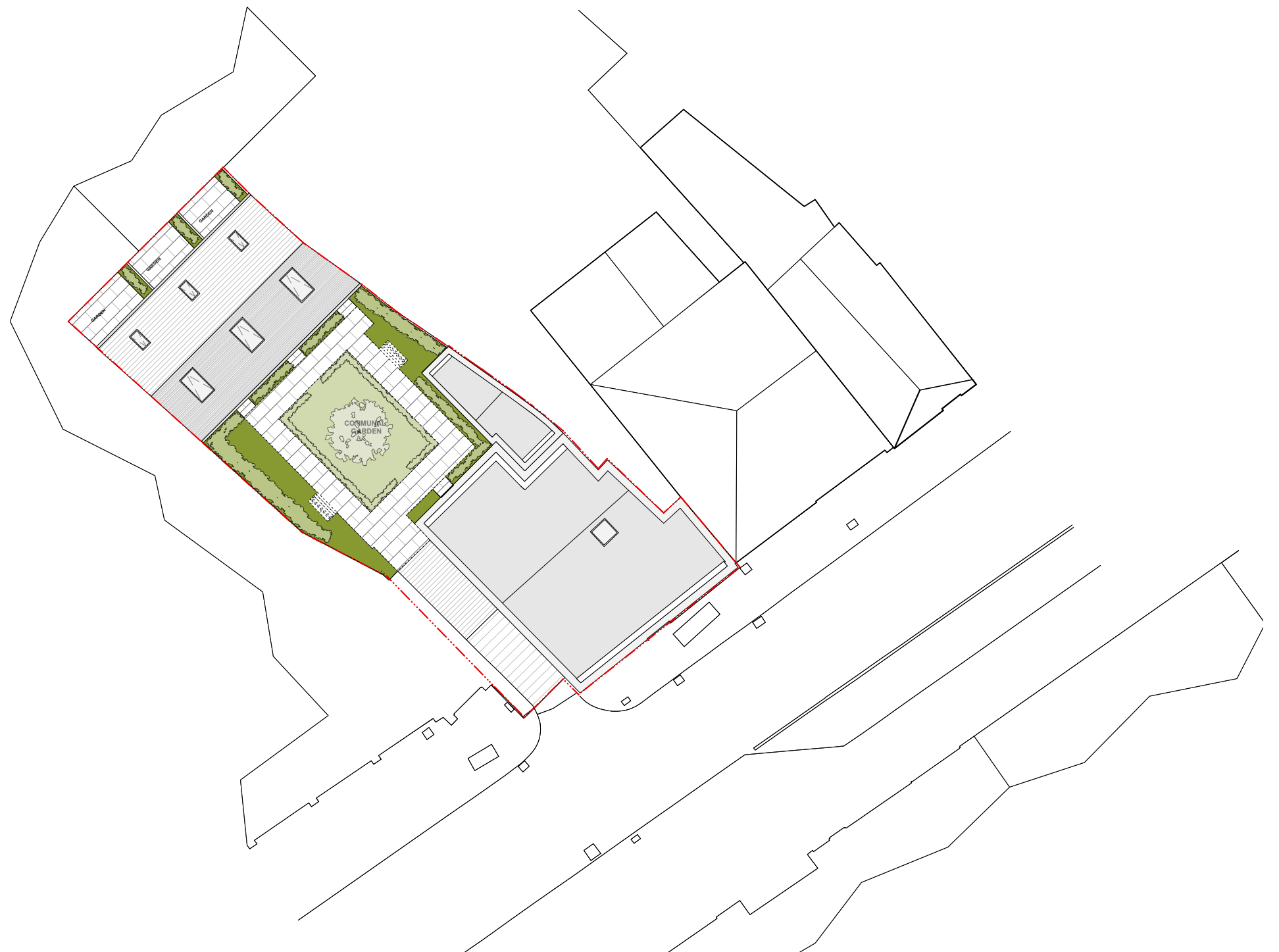
ACCESS



03 PROPOSALS

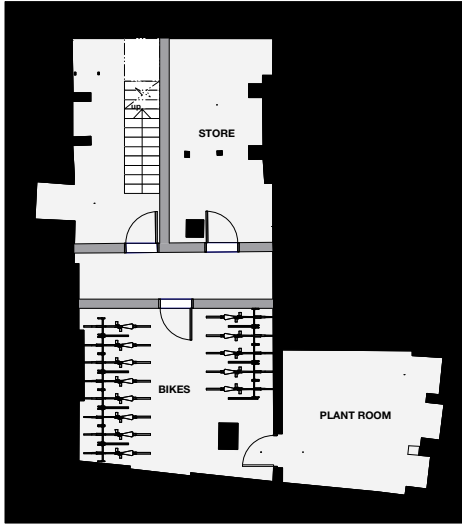
SITE PLAN

The proposal is for a residential development comprising of 10no. 1 bed apartments and 3 one bed mews houses at the rear of the site. The 3 mews houses benefit from a small private garden each while the whole scheme enjoys a shared garden.

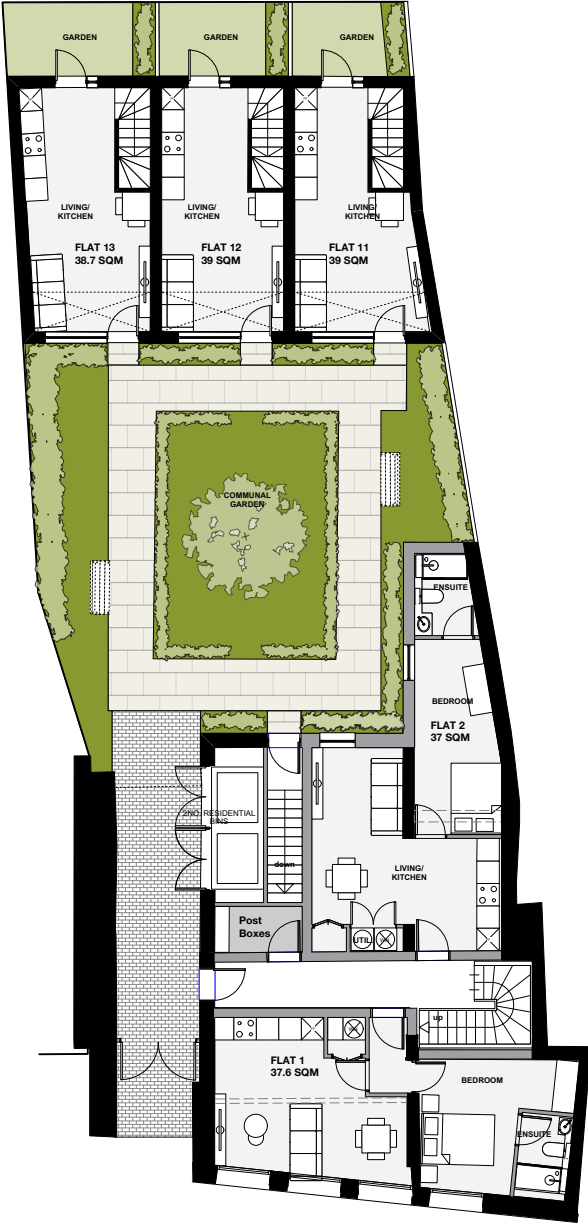


03 PROPOSALS

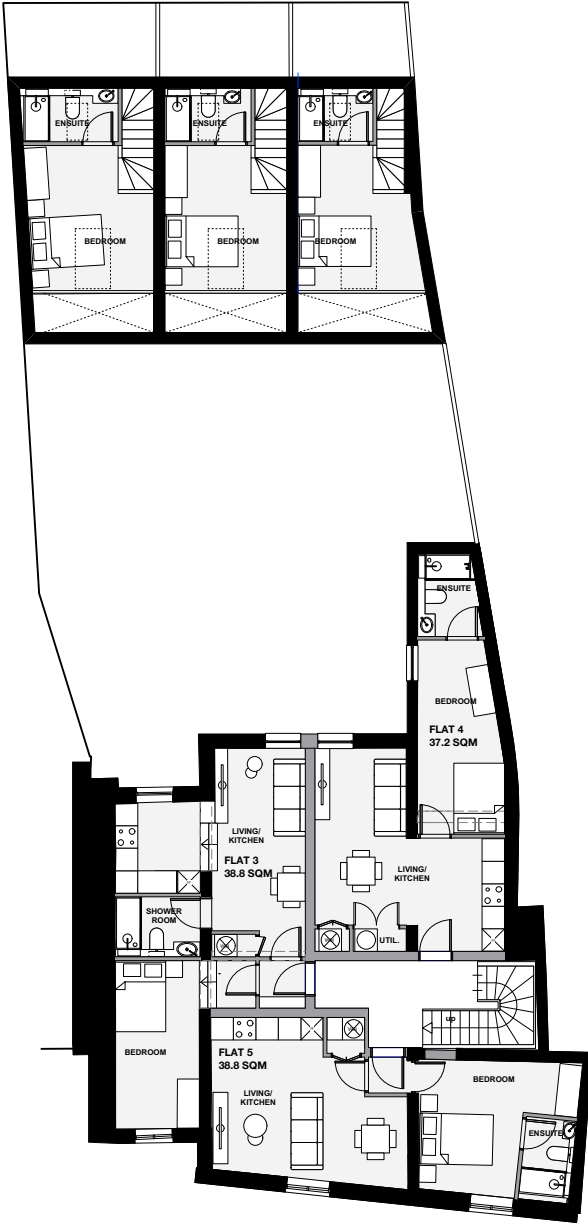
PROPOSED FLOOR PLANS



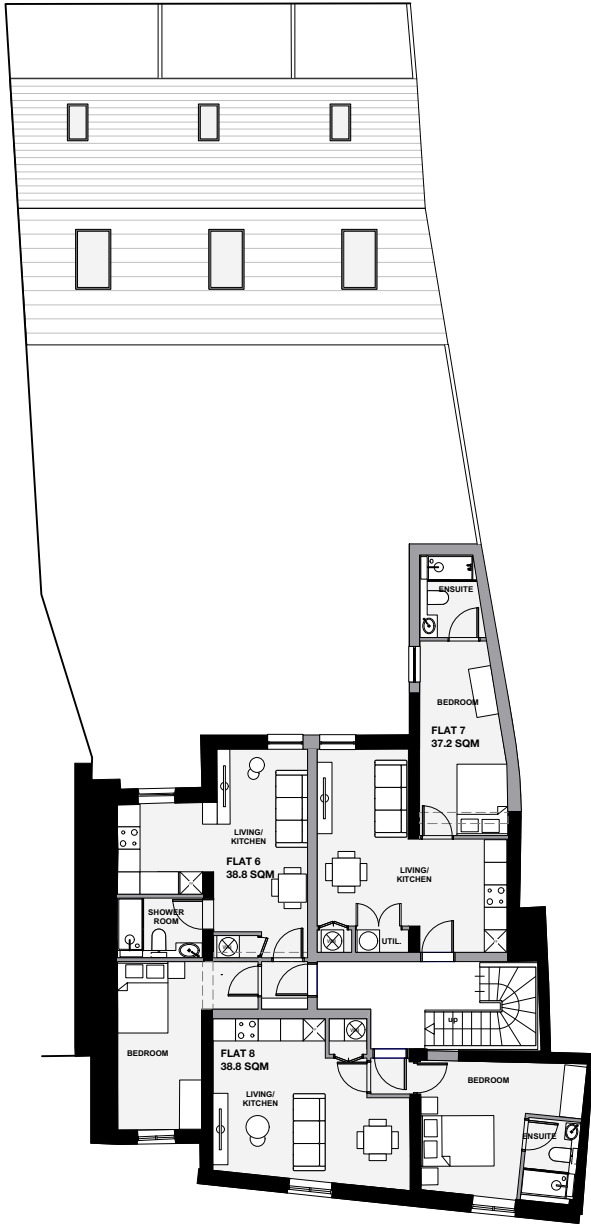
BASEMENT FLOOR PLAN



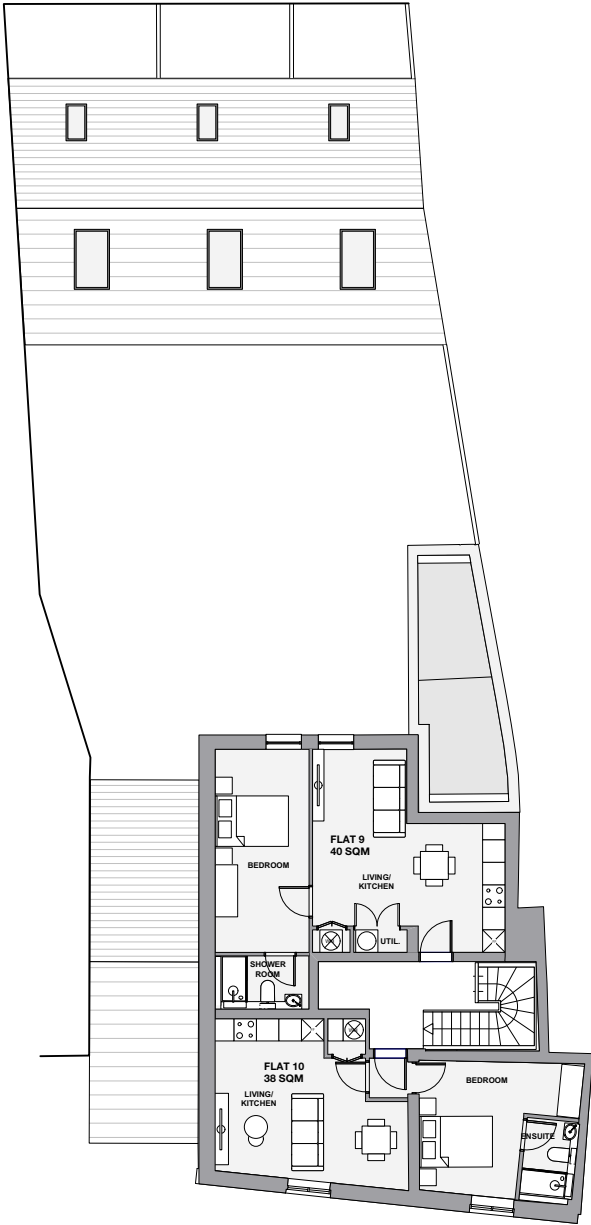
GROUND FLOOR PLAN



FIRST FLOOR PLAN



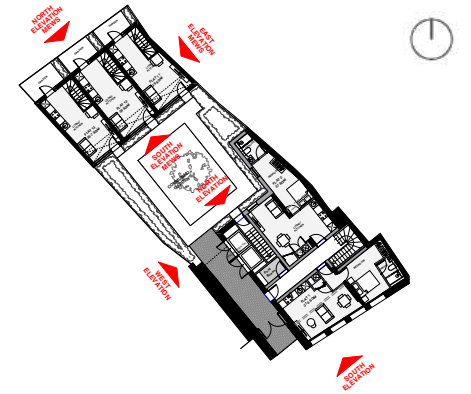
SECOND FLOOR PLAN



THIRD FLOOR PLAN

03 PROPOSALS

PROPOSED ELEVATIONS: SOUTH AND NORTH



SOUTH ELEVATION



NORTH ELEVATION

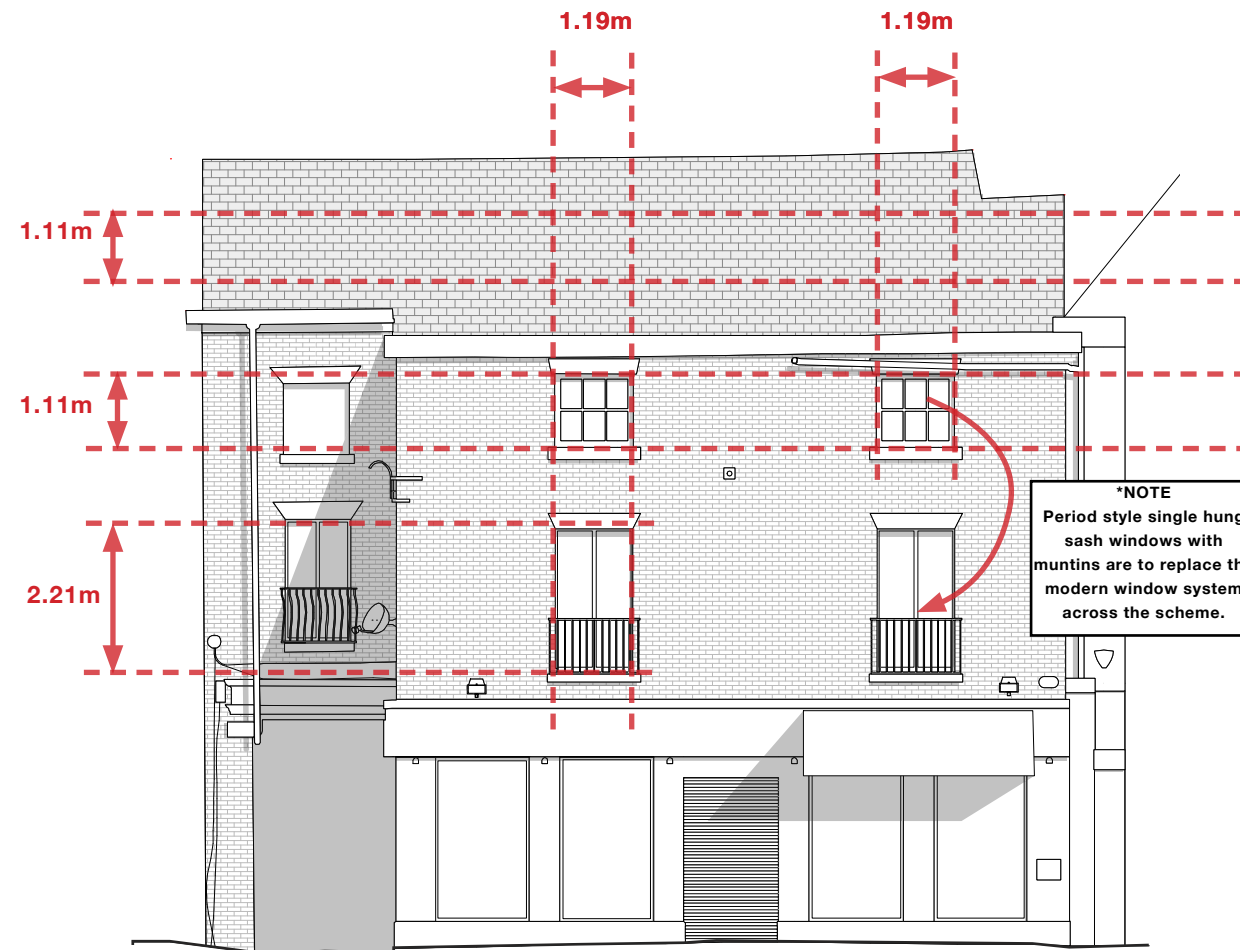
03 PROPOSALS

FACADE DESIGN ANALYSIS WINDOW DESIGN- FRONT FACADE

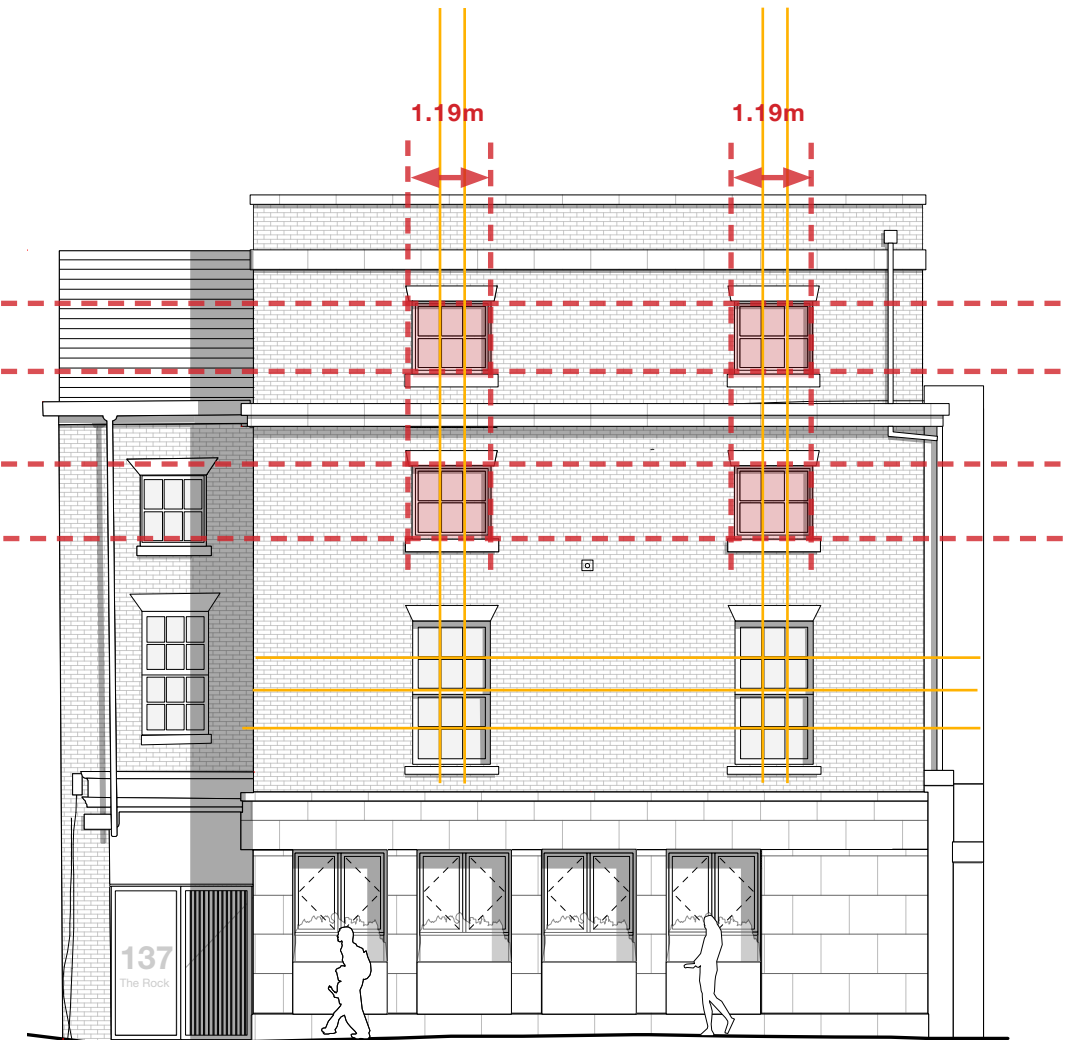
Originally the windows would have been timber single hung sash windows with muntins. The building's change of use over time has replaced the windows with some modern ones. Our aim is to bring back its character, maintain the proportions of the window and create an overall sympathetic and fluid design.

The existing building and its adjacent neighbours employ standard Victorian proportions and principles in their fenestration by decreasing the height of the windows incrementally with every storey going up.

We have proposed that the windows on the extra storey follow the same principles.



EXISTING SOUTH ELEVATION

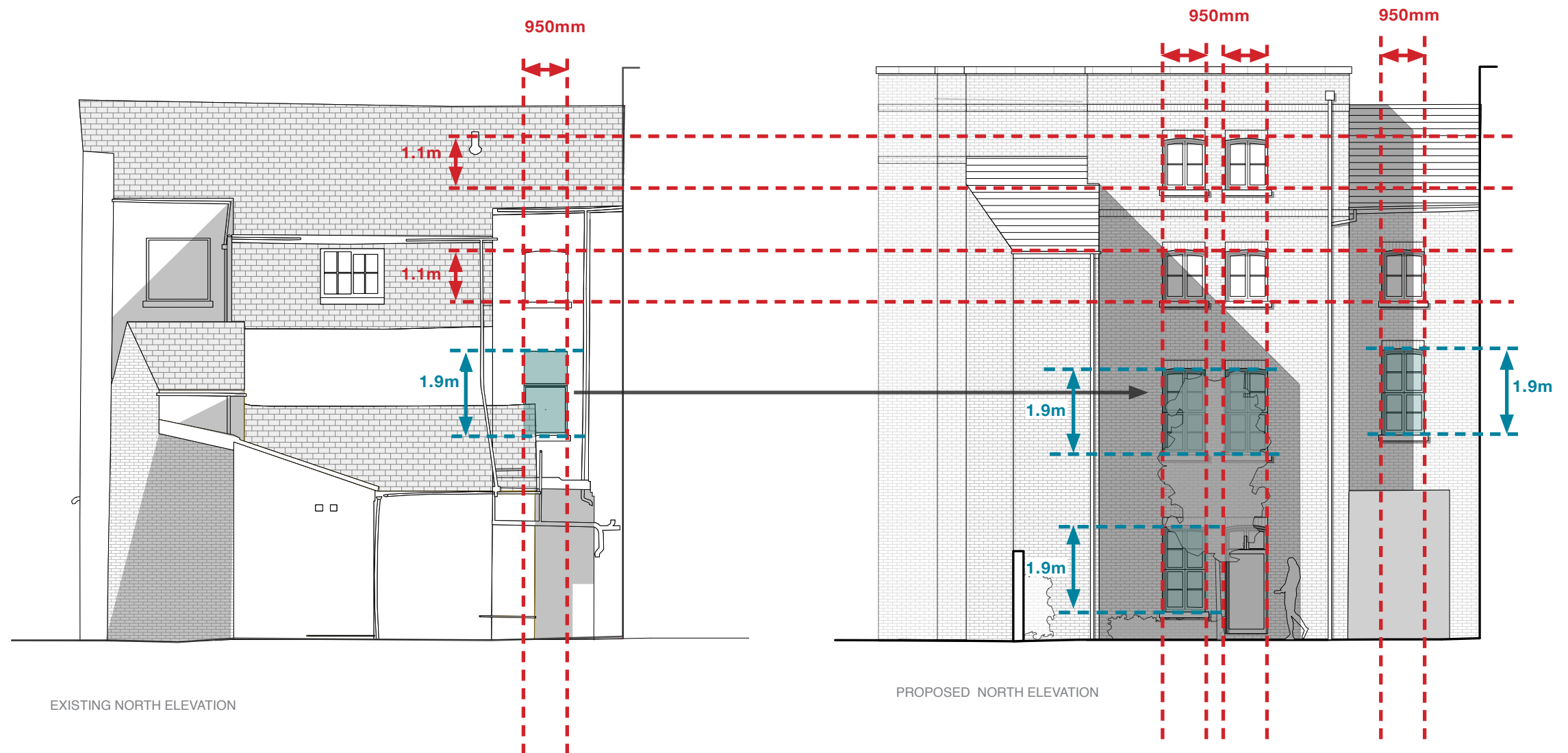


PROPOSED SOUTH ELEVATION

03 PROPOSALS

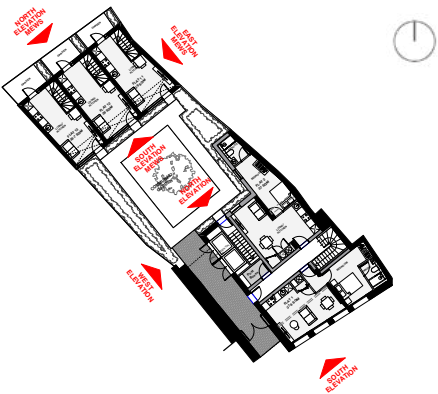
FACADE DESIGN ANALYSIS WINDOW DESIGN-BACK FACADE

Originally the windows would have been timber single hung sash windows with muntins. The building's change of use over time has replaced the windows with some modern ones. Our aim is to bring back its character, maintain the proportions of the window and create an overall sympathetic and fluid design.

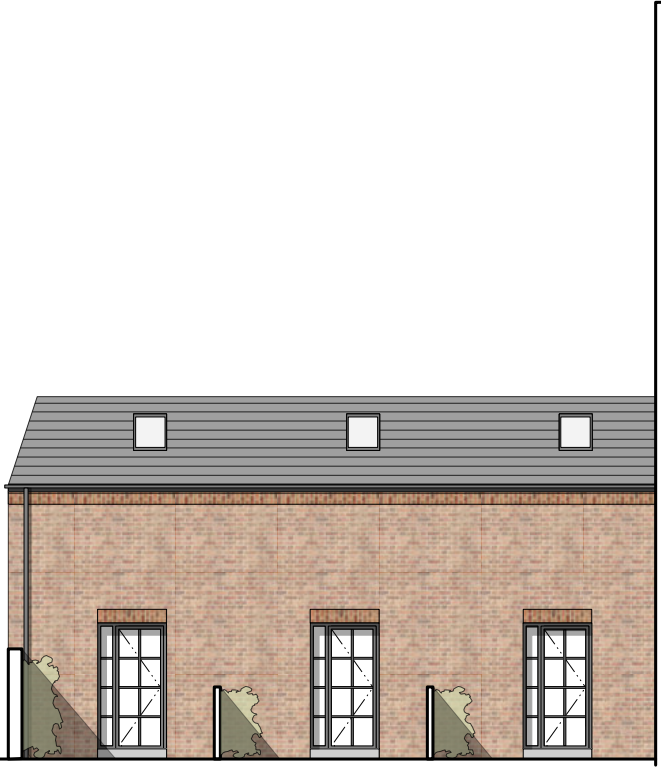


03
PROPOSALS

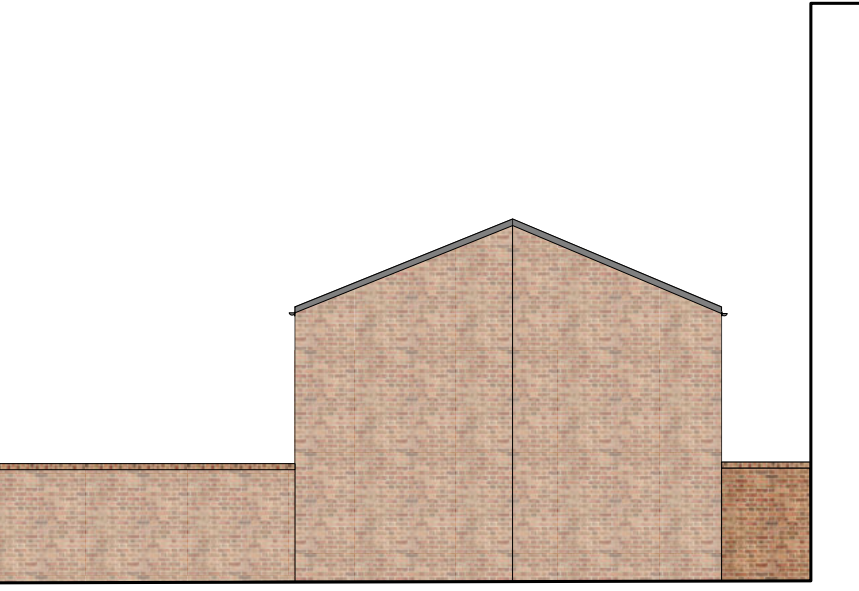
PROPOSED ELEVATIONS MEWS
HOUSES



SOUTH ELEVATION MEWS HOUSES



NORTH ELEVATION MEWS HOUSES



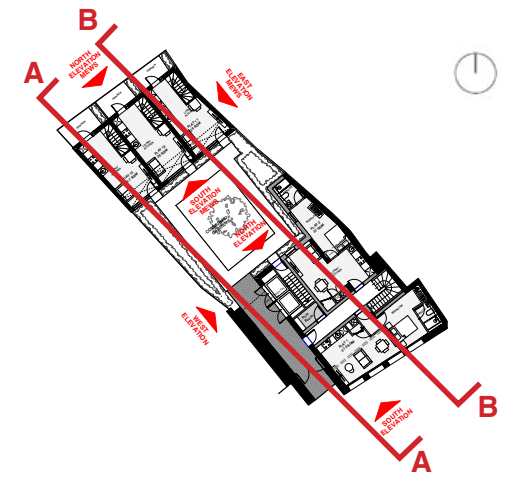
EAST ELEVATION MEWS HOUSES

03 PROPOSALS

PROPOSED SECTIONS



SECTION B-B



SECTION A-A

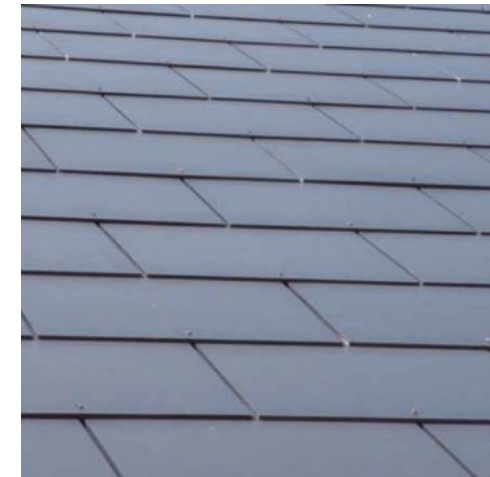
03 PROPOSALS

MATERIALS ROOF & ROOF LIGHTS

Materials are chosen to compliment the existing buildings in local area. The roof material is proposed as tile in a slate grey colour. Roof lights are to be fitted flush with the roof profile.



Roof lights to sit flush in grey tiled roof



Residential Roofs - Cembrit Jutland Fibre Cement Roof Slates



Roof Lights- Flush roof lights

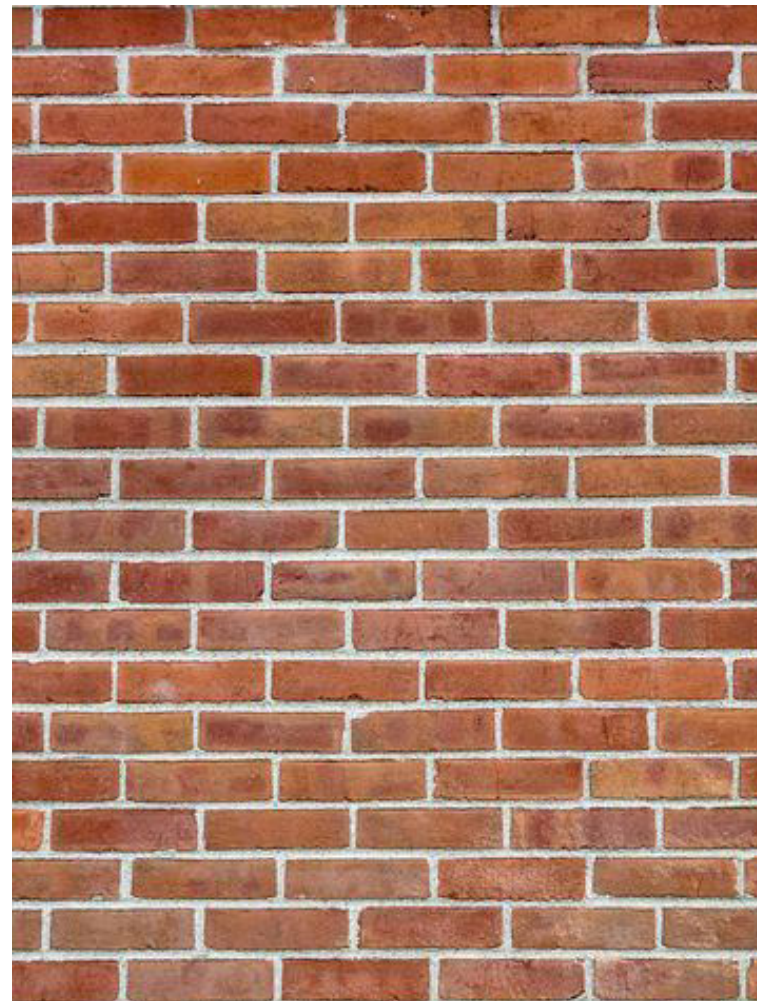


Fibre Cement Roof Tiles to houses

03 PROPOSALS

MATERIALS BRICK & BRICK DETAILS

The brick tone is chosen to complement the existing building and relate to the existing local character. To complement the front facade, the extension facade at the back features brick soldier course lintels.



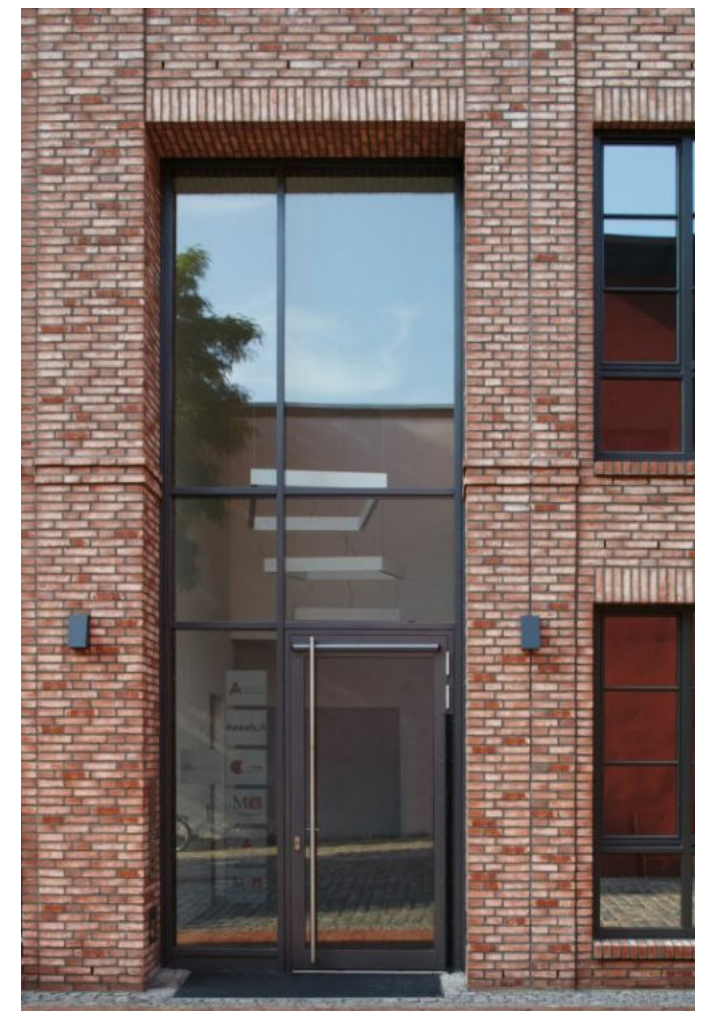
Common brick



Soldier brick



Soldier brick / window style

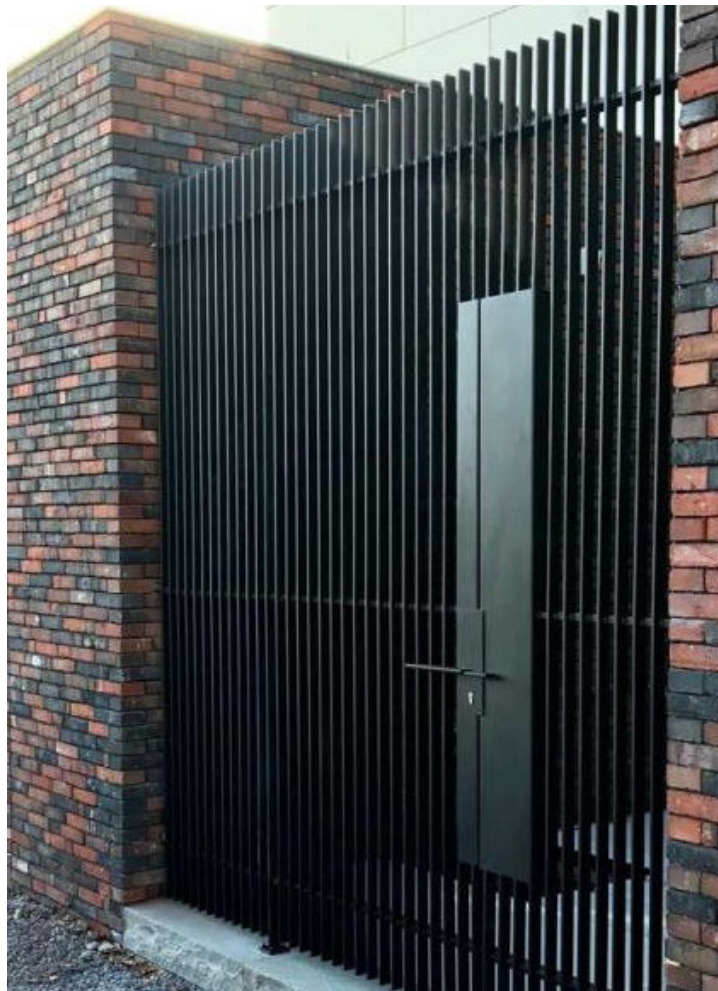


Soldier brick

03 PROPOSALS

MATERIALS, EXTERNAL WORKS

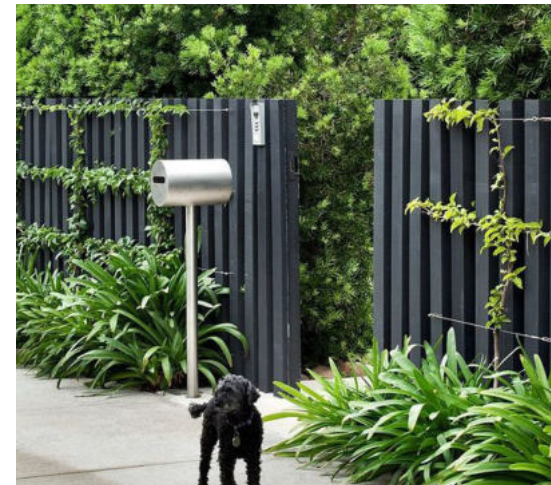
The proposed entrance for the residential is secured and separate from the street accessed through metal gates and lit signage. The apartment block entrance door is timber glazed to bring light into the hallway. The door to the bins area is timber with a fanlight above to allow for natural light to enter the space.



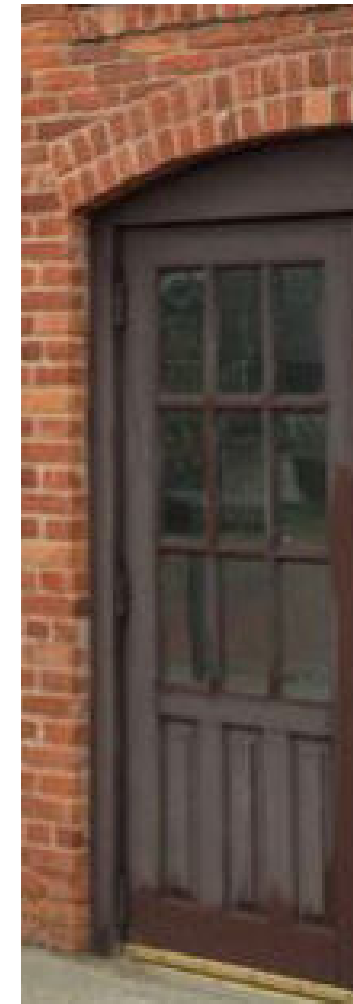
Modern metal gates



Timber doors to bin area with fanlight above



Timber post and rail fence to private gardens and planting



Glazed timber entrance door



Metal planter at the ground floor windows for privacy



03 PROPOSALS

GROUND VIEWS

PERSPECTIVE VIEWS |
WALKING THROUGH THE SITE



Approach from the north east



Directly opposite



Approach from the south west

03 PROPOSALS

GROUND VIEWS

PERSPECTIVE VIEWS |
WALKING THROUGH THE SITE



Access through to the courtyard and houses via the ginnel



View into the courtyard from the ginnel



View from the house facing back towards the main building

03 PROPOSALS



EXTERNAL VIEWS- FRONT STREET

03 PROPOSALS



EXTERNAL VIEWS- COMMUNAL COURTYARD