

BURY FLEXIHALL & MARKET CANOPY
HERITAGE IMPACT ASSESSMENT

ISSUE 01
MARCH 2023

Mark Clifford

On behalf of Purcell ®

St James', 79 Oxford Street, Manchester M1 6FQ

mark.clifford@purcelluk.com

www.purcelluk.com

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Issue 01

March 2023

Just H Architects



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BURY FLEXIHALL & MARKET CANOPY: HERITAGE IMPACT ASSESSMENT

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SECTION 1.0

INTRODUCTION

1.1 PURPOSE

This document has been prepared by Purcell, a firm of conservation architects and heritage consultants, specialising in the conservation of the historic environment. Specifically, it has been prepared by Mark Clifford (Bsc. (Hons), MA, IHBC), Senior Heritage Consultant, Purcell on behalf of the Just-H-Architects.

This document has been commissioned to assess the potential impact upon designated or non-designated heritage assets arising from the proposals for the Bury Flexihall and market canopy scheme.

1.2 APPROACH AND METHODOLOGY

This heritage statement has been prepared to comply with the tests and requirements of the *National Planning Policy Framework* (NPPF), specifically paragraphs 194 and 195, under which a description of the significance of a site, including any contribution made by its setting, must be provided to support any planning applications. There is a requirement for applicants to make an informed assessment of heritage significance as part of a staged approach to decision-making. As part of determination of applications for planning and listed building consent, local authorities must also identify and assess the effect on significance of any proposed changes.

The assessment follows the staged approach to decision-making set out within *Historic England Advice Note 12 - Statements of Heritage Significance: Analysing Significance in Heritage Assets* (2019):

- 01 Understand the form, materials and history of the affected heritage asset(s), and/or the nature and extent of archaeological deposits
- 02 Understand the significance of the asset(s)
- 03 Understand the impact of the proposal on that significance
- 04 Avoid, minimise and mitigate negative impact, in a way that meets the objectives of the NPPF
- 05 Look for opportunities to better reveal or enhance significance

The report also draws on other best practice guidance documents such as, *Conservation Principles* (2008) and *Historic Environment Good Practice Advice in Planning Note 3 - The Setting of Heritage Assets* (2017).

Any potential archaeological impacts are beyond the remit of this report.

Research has been primarily desk-based consulting historic mapping as well as written secondary sources.

A site visit was undertaken on 22nd March 2023 which included a visual inspection of the exterior of the site and the surroundings.

1.3 THE PROPOSAL

The proposals relate to demolition of various structures and a proposal building known as 'the Flexihall', the proposals also include a canopy to the existing market stalls.

INTRODUCTION

1.4 LOCATION AND DESIGNATIONS

The site sits on the outskirts of Bury Town Centre just north of the A58 ring road, following Princess Parade on the north edge. There are no designated heritage assets within the site area, although the proposed Flexihall sits near the southern edge of the Bury Town Centre Conservation within which is the nearby Kay Monument (Grade II Listed). The list entry and full conservation area boundary are shown in appendix A and B respectively.

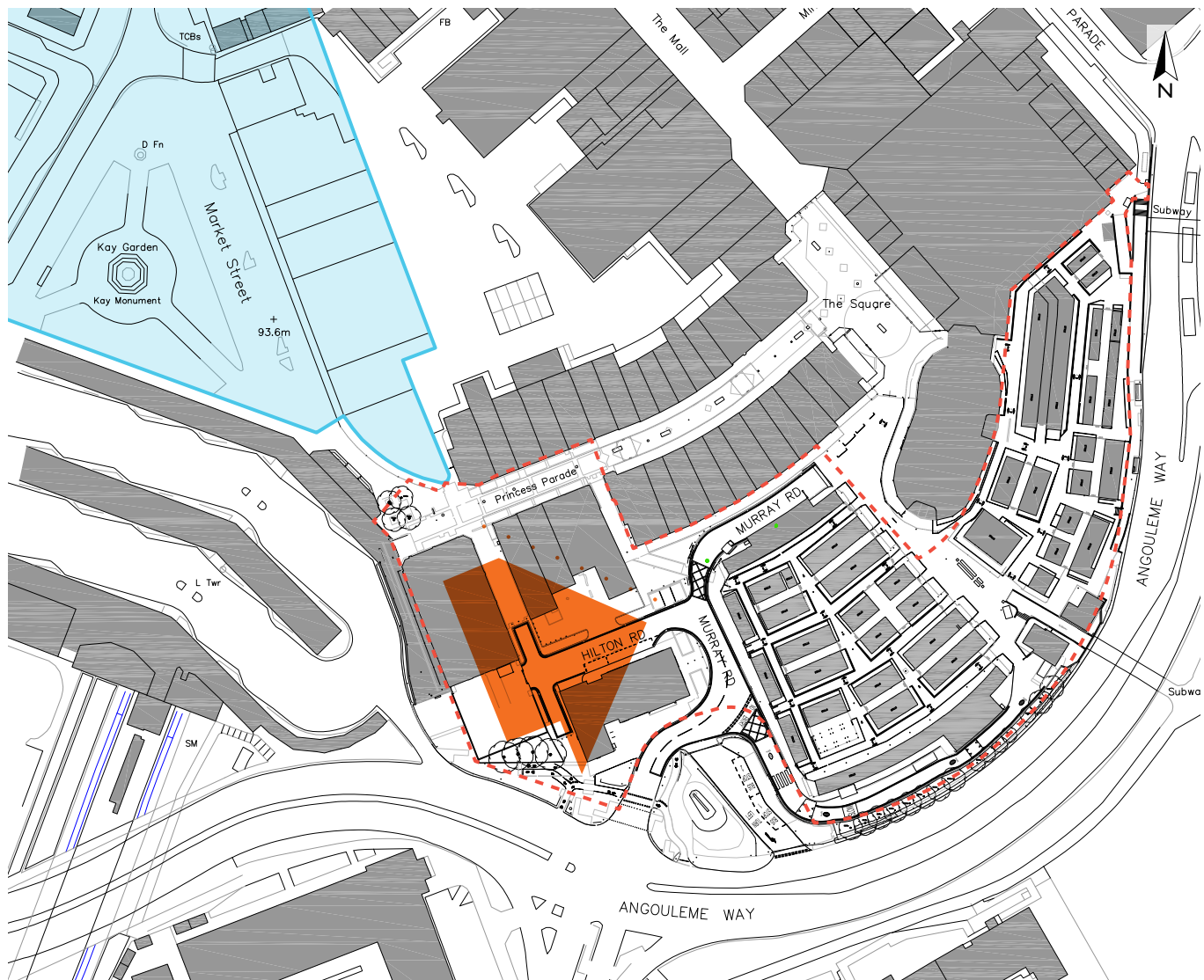
1.5 HISTORIC ENVIRONMENT RECORD

The local Historic Environment Record (HER) was reviewed, however, there were no entries within 100m of the site area other than the designations already discussed.

SITE PLAN

- Bury Town Centre Conservation Area Boundary
- - - Site Area
- Site of Flexihall

This plan is not to scale



The site area showing nearby designations

SECTION 2.0

SITE DESCRIPTION AND SETTING

2.1 SETTING AND VIEWS

The NPPF details the requirement to describe the significance of any heritage assets including any contribution made by their setting:

'Elements of a setting may make a positive or negative contribution to the significance of an asset and may affect the ability to appreciate that significance or may be neutral.'

Originally produced in 2011 by Historic England, *Historic Environment Good Practice Advice In Planning, Note 3: The Setting Of Heritage Assets (Second Edition) (2017)*, has been revised to reflect changes resulting from the NPPF and now takes the form of a Good Practice Advice note (GPA 3). The document sets out how the significance of a heritage asset derives not only from its physical presence and historic fabric but also from its setting – the surroundings in which it is experienced. The careful management of change within the surroundings of heritage assets therefore makes an important contribution to the quality of the places in which we live.

Much of the site within the red line boundary is occupied by the Bury Market complex which is a 20th century structure of concrete and glazing with the surrounding open air market structures. Moving west from the Market are three buildings, each of these three buildings are mid-late 20th century. One is of red brick with an artificial slate roof with the others of brown brick and concrete dressings with flat roofs. None of which are of any architectural or historic interest.

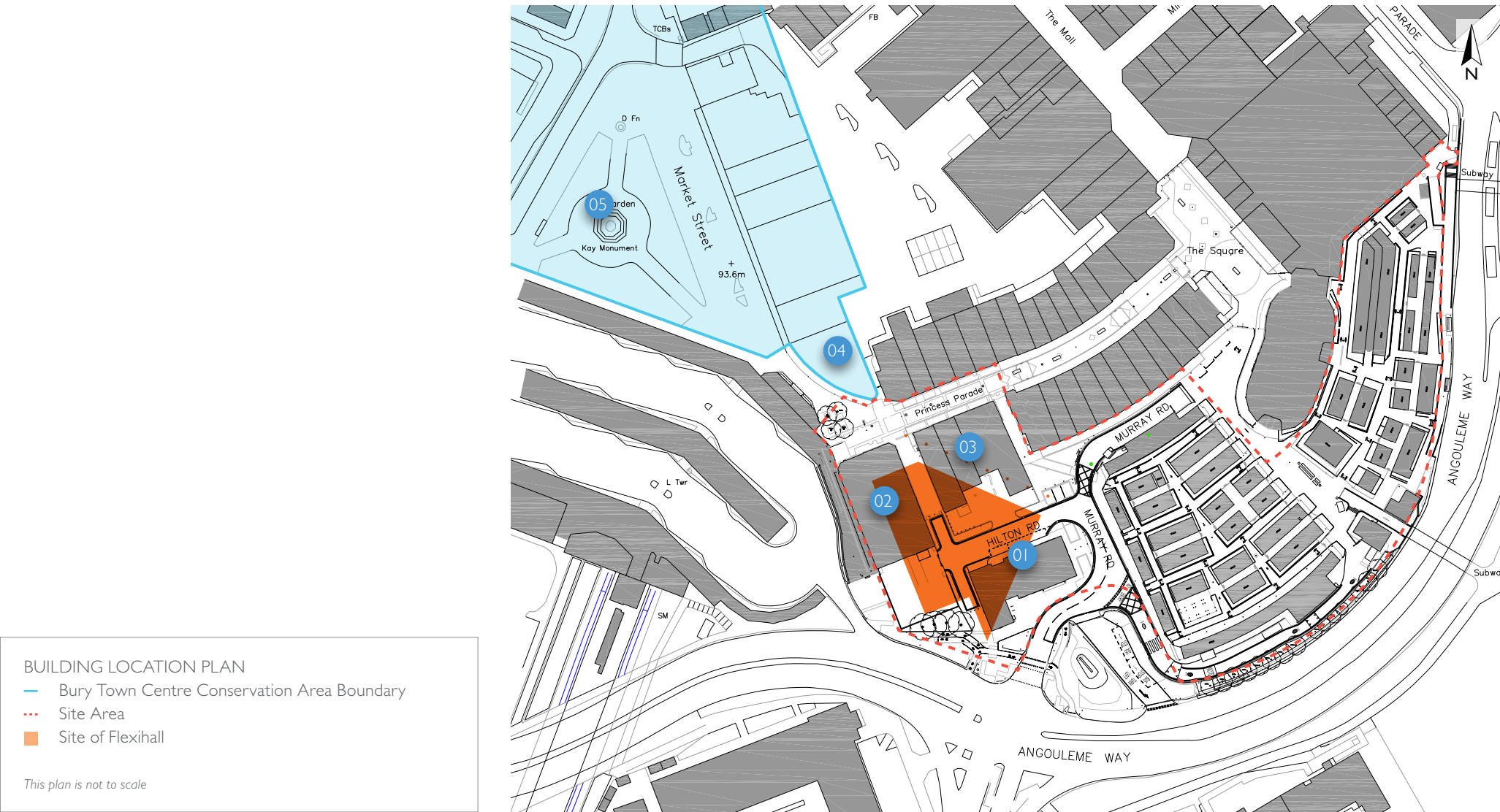
Directly opposite the site area on Princess Parade is a 19th century building of red brick with stone dressings that elegantly curves around the corner; this forms the southern edge of the Bury Town Centre Conservation Area. It has modern casement windows, 21st century stopfronts and a ground floor metal canopy; as the canopy continues along the modern shopping centre adjacent it appears to be a modern addition of no interest.

Continuing north from the site area is the Kay Monument which is an imposing stone structure sat on a series of steps at the centre of a triangular park. The Monument is an attractive feature and due to its prominence and setting is a focal point for the immediate area.

Surrounding the park the roads follow the triangular layout and the surrounding buildings form an attractive setting of predominantly 19th century buildings; although there are later additions and replacements, most notably the Mill Gate Shopping Centre. The southern boundary of the park and Conservation Area follows the modern glazed bus depot.

The Conservation Area continues north beyond the Kay Monument but this is not assessed in detail as the proposals will have no visual impact on any elements beyond the Kay gardens area.

SITE DESCRIPTION AND SETTING



Caption

SITE DESCRIPTION AND SETTING



01



02



03



04



05

SITE DESCRIPTION AND SETTING

2.2 KEY VIEWS

The contribution of setting to the significance of a heritage asset is often expressed by reference to views, a purely visual impression of an asset or place which can be static or dynamic, long, short or of lateral spread, and include a variety of views of, from, across, or including that asset.

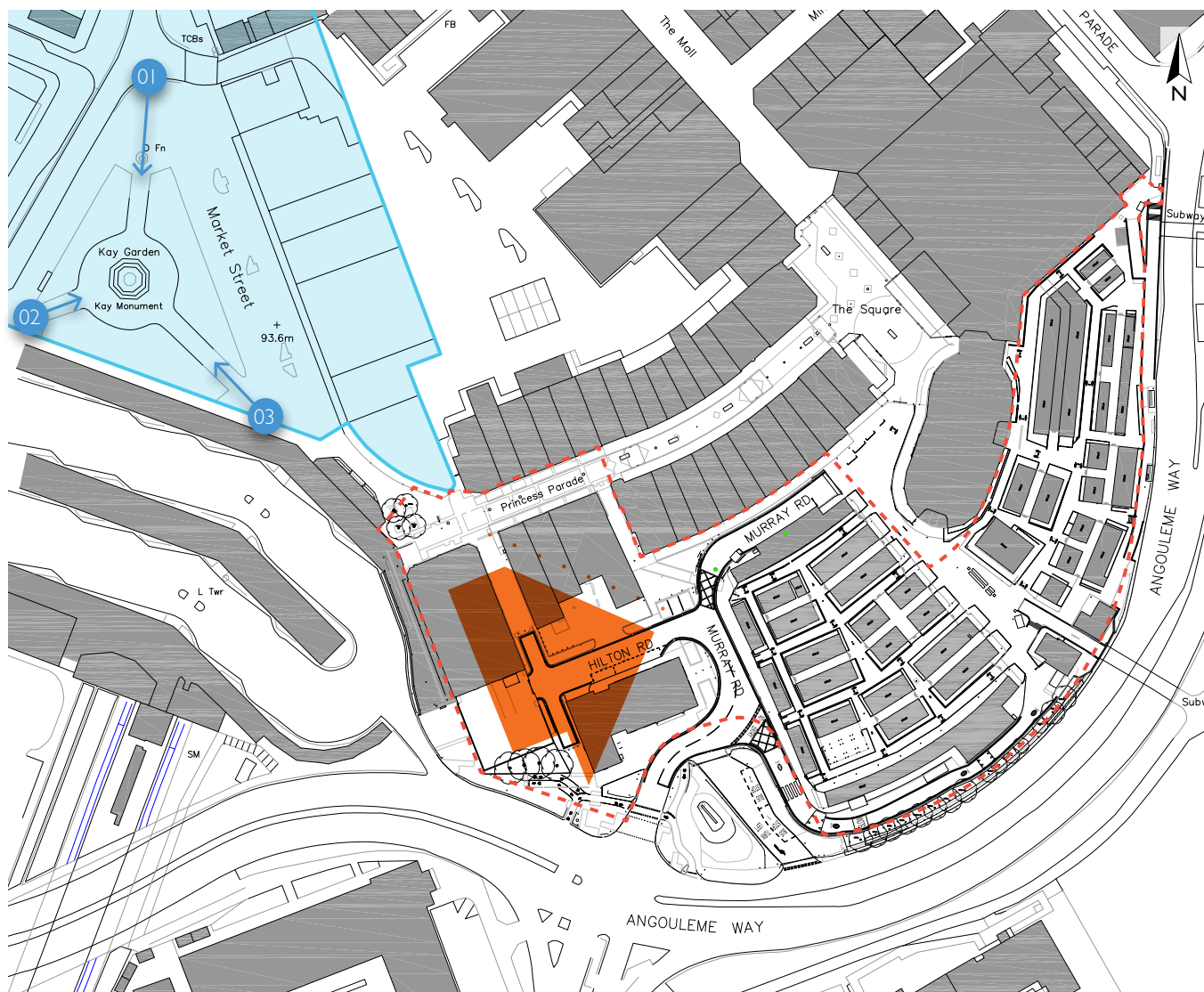
The key views demonstrate how the immediate setting of the Conservation Area (in this location) and the Kay Monument, are best experienced. These views are not the only way the assets can be experienced, they are a representative example of key vistas. Individual heritage assets will have their key views and setting which are not shown here.

As the Kay Monument is the key landmark and centrepiece for the surrounding roads it forms the basis for the key views in the area. The monument can be seen from all sides but the triangular pattern and pathways channel visitors to see the monument from specific angles. The northern elevation is likely considered 'the front' as it is here where the plaque to Kay is sited, the bus depot to rear somewhat harms this vista (view 1). Other views include those from the corner of Hay Market and Princess Parade (view 2) and the corner of Princess Parade near the site area (view 3).

KEY VIEWS PLAN

- Bury Town Centre Conservation Area Boundary
- - - Site Area
- Site of Flexihall

This plan is not to scale



Key Views Plan

SITE DESCRIPTION AND SETTING



01



02



03

SECTION 3.0

HISTORIC BACKGROUND

3.1 BURY HISTORIC DEVELOPMENT

The township of Bury lies principally in the narrow tongue of land between the Irwell and the Roch. The church is situated above what was the old course of the Irwell, the ground falling rapidly to the north of the Bolton and Rochdale Road leading past the church.

In 1791 the Manchester, Bolton and Bury Canal Company was formed, allowing the supply of raw materials and transport of finished goods out of the town. In the 19th century the Lancashire and Yorkshire Company's railway from Manchester to Accrington passed north through the town with the station opening in 1846. The Bolton to Rochdale line crosses the other at right angles, with a station at Knowsley Street (which has since been demolished).

Bury has long been a seat of woollen manufacture; in particular 'Bury Blankets' known nationwide. C.1535 Leland speaks of 'yarn sometime made about Bury, a market town on Irwell'; and Defoe, c. 1730, observed that at Bury 'the manufacture of cotton . . . was ended, and the woollen manufacture of coarse sorts, called half-thicks and kerseys, begun; which employs this and all the villages about it.' There were also extensive cotton mills, iron and brass foundries, paper mills, and bleach works⁰¹.



Old Market Hall, Kay Gardens, Bury, James 'Clock' Shaw (1836–1915) Copyright Bury Art Museum

⁰¹ 'Townships: Bury', in A History of the County of Lancaster: Volume 5, ed. William Farrer and J Brownbill (London, 1911)

HISTORIC BACKGROUND

3.2 THE SITE DEVELOPMENT

The Bury Town Plan of 1847 shows the site area comprising rows of terraced properties in a grid pattern. Princess Street (now pedestrianised) is evident but little of this historic street plan now survives. The site of the current Kay Monument and park was a market set around the triangular shape that still survives in the streetscape today. This market had opened in 1839 replacing an existing one elsewhere in the town. The plot on the southern tip of the Conservation Area that is now occupied by a building that curves around Princess Street was still vacant at this point.



Bury Town Plan (1847; Sheets 3 and 4 combined)

HISTORIC BACKGROUND

By 1890 Bury had expanded significantly, with the vacant plots opposite the market now all occupied; including the curved building on the corner identified as 'Queen's Hotel'. The existing triangular market has since been covered and is shown as a 'Market Hall' (this was covered with glazing in 1867). To the south of the Market Hall a fish market has since opened on the site of the current bus depot.

The tight plots of properties in the site area remain along with the grid street pattern, but since 1847 a local tram service can be seen running along Princess Street and north past the Market Hall. This tram service was in operation from 1883 running via steam power⁰²; between 1898-1904 these were upgraded to electric.



Bury - Lancashire LXXXVIII.9.7 (1890)

⁰² <https://localtransporthistory.co.uk/fleetlists/bury/>

HISTORIC BACKGROUND

By 1907/08 the glazed Market Hall had been replaced by the extant Kay Monument and gardens (discussed further below). A new market was constructed in 1901 to the south of the existing (the site of the current bus depot) which is shown on the 1907/08 plan. The market was opened by the Major of Bury in December 1901, with its construction costs said to be 'about £15,000'⁰³; the existing Market Hall was then demolished. A market ground on which a spacious open market was held adjoined the Hall.



The 1901 Bury Market building with the Kay Monument in the foreground

⁰³ Manchester Evening News - Friday 13 December 1901

HISTORIC BACKGROUND

In November 1968 a fire devastated the Market Hall and the building was raised to the ground⁰⁴; a new temporary Market Hall was built at a cost of around £30,000 and opened in March 1969.

On 6th October 1971, the old Bury Market had moved to the current site. The New Market Hall described as one of the best equipped and most architecturally striking market halls in the north-west with its 'gull-wing' roof, and open market were built at an estimated cost of £900,000⁰⁵. This is still the home of the indoor market.

The post-war period saw a major decline in the cotton industry with many of the former industrial buildings and mills becoming vacant and ultimately demolished.

The old shopping area around Princess Street and Union Square was demolished in the late 1960s, and a concrete precinct was built to replace it. This development was replaced by the Mill Gate Shopping Centre in 1995.

The town centre is famous for its current market, with its "world famous" black pudding stalls⁰⁶.



Lancashire Sheet LXXXVIII.SW (1907/08)

⁰⁴ Heywood Advertiser - Friday 22 November 1968

⁰⁵ <https://www.burymarket.com>

⁰⁶ Ibid

HISTORIC BACKGROUND

3.3 THE KAY MONUMENT

Kay Gardens are an open space created from the former marketplace when a new market hall was built in 1901. The space and the memorial at its centre, erected in 1908, were paid for by Henry Whitehead, a wealthy local millowner.

The monument was designed by Bristol architect, William Venn Gough (1842-1918) and constructed by local builders Thompson and Brierley⁰⁷.

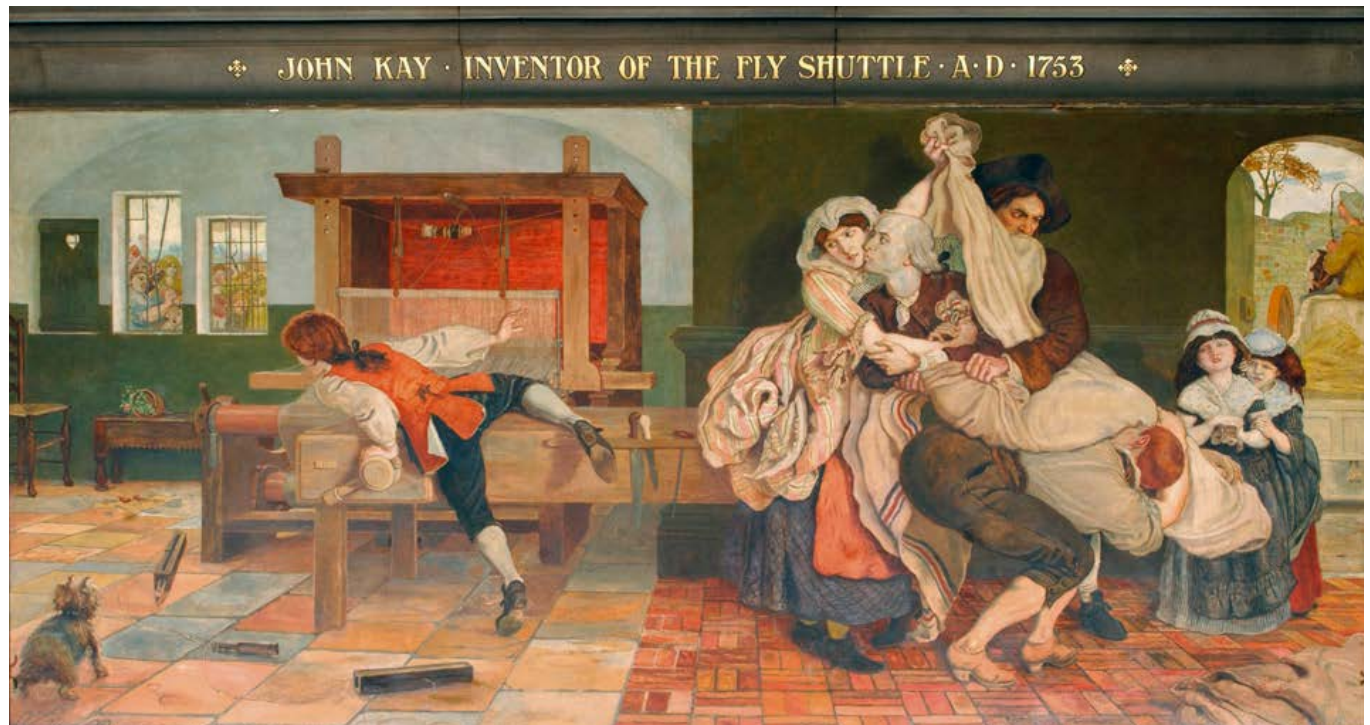
The bronze statues, medallion and plaques are all by John Cassidy. Fame, perched at the top of the dome, is shown blowing a long trumpet and holding a laurel wreath. Of the four workers the original description was: 'Agriculture' is a young man with a sickle, mopping his brow; Engineering is a man with a cogwheel and a pair of compasses or dividers; Mining is a bare-chested man with a pickaxe and safety lamp; and Weaving is the main in a cap holding a shuttle.'

Kay Gardens and the Kay Monument were opened in April 1908. Mrs Henry Whitehead opened the gardens and the Earl of Derby unveiled the monument.

The inscription on the monument reads -

The gift of Henry Whitehead of Haslam Hey to his native town to perpetuate the name and fame of John Kay of Bury whose invention in the year 1733 of the fly shuttle quadrupled human power in weaving & placed England in the front rank as the best market in the world for textile manufactures. He was born in Bury in 1704, and died in exile and poverty in France, where he lies in an unknown grave.

Originally there were railings round the top step of the plinth (as visible in the stonework), probably removed during World War II.



The mural from Manchester Town Hall featuring John Kay being protected from local rioters

John Kay (1704 – c. 1779) was a Bury-born inventor whose most important creation was the flying shuttle, which was a key contribution to the Industrial Revolution. The flying shuttle was a mechanism for speeding up the production of cloth on a hand-operated loom. Unfortunately for Kay, various patent disputes meant he didn't make any significant profits from his invention. In the 1750s Kay moved to France working on commissions for the French Government but again found that his invention was widely copied generating him limited income.

Although he left Bury, he has always been seen as a celebrated son of the town and one of the men responsible for Lancashire's success in the cotton industry. Various sources suggest he was driven out of Bury by hostile weavers who believed his inventions threatened their livelihoods, 'died in exile and poverty' as suggested by the memorial. This is likely to be a dramatisation of actual events. The legend is included in Ford Madox Brown's murals in Manchester Town Hall perpetuating the idea he was smuggled out of Bury in a sack to protect him from rioters.

⁰⁷ <http://www.johncassidy.org.uk/kay.html>

SECTION 4.0

IMPACT ASSESSMENT

4.1 PLANNING AND LEGISLATIVE GUIDANCE

4.1.1 Planning (Listed Buildings and Conservation Areas) Act (1990) and the Enterprise and Regulatory Reform Act (2013)

Listed Buildings are designated under the Planning (Listed Buildings and Conservation Areas) Act 1990 for their special architectural or historic interest. Conservation Areas are also protected under Section 69 of the same act. In 2013 the government abolished the requirement for Conservation Area Consent under the Enterprise and Regulatory Reform Act 2013. This has been replaced with a requirement for planning permission for demolition of a building in a Conservation Area.

4.1.2 National Planning Policy Framework

The National Planning Policy Framework (2021) sets out the Government's planning policies for England and how these are expected to be applied in 'the presumption in favour of sustainable development'. It outlines the Government's requirements for the planning system only to the extent that it is relevant, proportionate and necessary to do so. The NPPF is a material consideration for local planning authorities in determining planning and LBC applications. It supersedes and vastly simplifies the policy that previously existed in the form of Planning Policy Statements.

4.1.3 Conserving and Enhancing the Historic Environment

Within NPPF Section 16, 'Conservation and enhancing the historic environment', are the government's policies for the protection of heritage. The policies advise a holistic approach to planning and development, where all significant elements which make up the historic environment are termed heritage assets. These consist of designated assets, such as listed buildings or conservation areas, non-designated assets, such as locally listed buildings, or those features which are of heritage value. The policies within the document emphasise the need for assessing the significance of heritage assets and their setting in order to fully understand the historic environment and inform suitable design proposals for change to significant buildings.

Key paragraphs include –

197. In determining applications, local planning authorities should take account of:

- a) the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
- b) the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and
- c) the desirability of new development making a positive contribution to local character and distinctiveness.

199. When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.

200. Any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification. Substantial harm to or loss of:

- a) grade II listed buildings, or grade II registered parks or gardens, should be exceptional;
- b) assets of the highest significance, notably scheduled monuments, protected wreck sites, registered battlefields, grade I and II* listed buildings, grade I and II* registered parks and gardens, and World Heritage Sites, should be wholly exceptional.

201. Where a proposed development will lead to substantial harm to (or total loss of significance of) a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or total loss is necessary to achieve substantial public benefits that outweigh that harm or loss, or all of the following apply:

- a) the nature of the heritage asset prevents all reasonable uses of the site; and
- b) no viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; and
- c) conservation by grant-funding or some form of not for profit, charitable or public ownership is demonstrably not possible; and
- d) the harm or loss is outweighed by the benefit of bringing the site back into use.

202. Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.

4.2 LOCAL PLANNING POLICY

The relevant local planning policy is contained within Adopted Bury Unitary Development Plan (adopted 1997) which sets the development management policies in relation to the historic built environment and specifically those in relation to heritage assets with the relevant policy shown below –

EN2 - Conservation and Listed Buildings. The Council will seek to preserve the Borough's built heritage through the control of development, especially that affecting Conservation Areas, Listed Buildings and areas of local historical importance.

EN2/1 - Character of Conservation Areas. The Council will take action as appropriate to preserve or enhance the character or appearance of the Borough's Conservation Areas. The Council will be especially concerned with encouraging and, where appropriate, implementing measures to: retain, replace and restore features of historical and architectural interest; retain and enhance existing landscape features including trees, parks and gardens; initiate and promote environmental improvement/enhancement schemes such as landscaping, refurbishment of street furniture, traffic management and pedestrian schemes; remove dereliction and bring unused land or buildings back into beneficial use; prepare and promote design guidelines to ensure sympathetic development.

EN2/2 - Conservation Area Control Development within a Conservation Area will only be acceptable if it preserves or enhances the special character or appearance of the area. In considering proposals for development in Conservation Areas, regard will be had to the following criteria: the nature of the development in terms of its bulk, height, materials, colour, design and detailing; the relationship between the proposed development and the architectural and visual qualities of the surrounding area; where demolition is proposed, the contribution of any proposed new building to the character or appearance of the area as compared to the building to be demolished; in the case of the re-use of buildings or the introduction of new uses, the impact of the proposal on the character or appearance of the area and the fabric of the existing building.

EN2/3 - Listed Buildings. The Council will actively safeguard the character and setting of Listed Buildings by not permitting works, alterations or changes of use which would have a detrimental effect on their historical or architectural character and features. Proposals for demolition will be opposed and will only be considered where it is demonstrated conclusively that the building(s) cannot be retained. In considering applications for Listed Building Consent, the Council will have regard to the following criteria: a) the impact of the proposal on the historic fabric of the building; the relationship of any extension to the Listed Building in terms of its height, size, design, and roofscape; the need to protect the setting of the Listed Building; the impact of associated ancillary facilities and infrastructure works.

IMPACT ASSESSMENT

4.3 IMPACT ASSESSMENT

The following section is intended to assess the impact of the development proposals on the heritage significance of the site itself and any designated and non-designated heritage assets within its setting. This assessment is carried out in line with the NPPF.

In order to more fully understand the effect of the impact on the heritage value of the building and its wider context, the following assessment provides a comparable analysis of the heritage value against the level of change. This assessment is based on the criteria set out by ICOMOS, and is a clear way of understanding not just the impact of change but how levels of impact vary according to the value of the heritage asset.

MAGNITUDE OF IMPACT	DEFINITION	
High Beneficial	The development considerably enhances the heritage assets, views of the heritage assets, or the ability to appreciate their significance.	ENHANCES SIGNIFICANCE
Medium Beneficial	The development enhances to a clearly discernible extent the heritage assets, views of the heritage assets, or the ability to appreciate their significance.	
Low Beneficial	The development enhances to a minor extent the heritage assets, views of the heritage assets, or the ability to appreciate their significance.	
Neutral	The development does not affect the heritage assets, views of the heritage assets, or the ability to appreciate their significance.	PRESERVES SIGNIFICANCE
Low Adverse	The development harms to a minor extent the heritage assets, views of the heritage assets, or the ability to appreciate their significance.	LESS THAN SUBSTANTIAL HARM
Medium Adverse	The development harms to a clearly discernible extent the heritage assets, views of the heritage assets, or the ability to appreciate their significance.	
High Adverse	The development severely harms the heritage assets, views of the heritage assets, or the ability to appreciate their significance.	SUBSTANTIAL HARM

IMPACT ASSESSMENT

4.3.1 Summary of Proposal

The proposals involve the demolition of three existing buildings near Princess Parade and the replacement 'Flexihall' building, along with the covering and canopy for the existing market stalls.



The Flexihall elevation that will face towards the Conservation Area

IMPACT ASSESSMENT



The canopy for the existing market stalls

IMPACT ASSESSMENT

4.3.2 Impact upon Designated Assets

There is a very limited visual connection from the Kay Monument to the site area. There is no visual connection to the market stalls so the canopy proposal will have no direct impact on either the Conservation Area or the Grade II Listed Kay Monument.

The Flexihall will be visible from the Kay Monument looking between the narrow gap between the existing bus depot and the curved building on the corner of Princess Parade. Currently the existing buildings proposed for demolition do not make a positive contribution to the setting of either designated asset. At best they can be describing as making a neutral impact (with the two brown brick buildings not visible) with the red brick building having a low-level detrimental impact visually.

The proposal will introduce trees and planting around the Flexihall to help green the boundary of the Conservation Area and potentially partially screen views of the building. The replacement building will be partially visible from the Conservation Area and Kay Monument. The proposal will lose the street pattern as currently exists but this has a limited relationship to the 19th century street pattern with it having already been replaced in the 20th century.

At approximately three storeys the proposed building is comparable to the existing red brick building and will not dominant the view from either its scale or massing.

The proposed building is of a high architectural design and will offer a visual enhancement to the architecturally poor existing buildings. In summary, the proposals will not result in any harm to designated assets and offers a low-level enhancement to the setting of both the Grade II Listed Kay Monument and the Conservation Area.



The view from the Kay Monument looking towards the site area

IMPACT ASSESSMENT

4.2.3 Compliance with Planning Policy

Any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification.

Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.

NPPF, paragraphs 200 and 202

The proposals will not result in any harm to designated assets and therefore no further justification is required as per the NPPF. As the proposals will enhance heritage assets, and make a positive contribution, the proposals are also compliant with the NPPF paragraph 197.

In determining applications, local planning authorities should take account of:

- a the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;*
- b the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and*
- c the desirability of new development making a positive contribution to local character and distinctiveness.*

NPPF, paragraph 197

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ONLINE SOURCES

<https://localtransporthistory.co.uk/fleetlists/bury/>

<https://www.burymarket.com>

<http://www.johncassidy.org.uk/kay.html>

APPENDIX A

LIST ENTRIES

KAY MONUMENT AT KAY GARDENS

Official list entry

Heritage Category: **Listed Building**

Grade: **II**

List Entry Number: **1163636**

Date first listed: **29-Jan-1985**

List Entry Name: **KAY MONUMENT AT KAY GARDENS**

Statutory Address 1: **KAY MONUMENT AT KAY GARDENS, MARKET STREET**

This List entry helps identify the building designated at this address for its special architectural or historic interest.

Unless the List entry states otherwise, it includes both the structure itself and any object or structure fixed to it (whether inside or outside) as well as any object or structure within the curtilage of the building.

For these purposes, to be included within the curtilage of the building, the object or structure must have formed part of the land since before 1st July 1948.

[Understanding list entries](https://historicengland.org.uk/listing/the-list/understanding-list-entries/) (<https://historicengland.org.uk/listing/the-list/understanding-list-entries/>)

[Corrections and minor amendments](https://historicengland.org.uk/listing/the-list/minor-amendments/) (<https://historicengland.org.uk/listing/the-list/minor-amendments/>)

Location

Statutory Address: **KAY MONUMENT AT KAY GARDENS, MARKET STREET**

The building or site itself may lie within the boundary of more than one authority.

District: **Bury (Metropolitan Authority)**

Parish: **Non Civil Parish**

National Grid Reference: **SD 80426 10633**

Details

SD 8010 NW MARKET STREET 1/53 Kay Monument at Kay Gardens -

- II

1908, by W Venn Gough of Bristol, Memorial to John Kay, inventor of the Flying Shuttle. An ornate, Italianate domed octagon, 34 ft high. 7 steps. Horizontally rusticated based sandstone, re-used from old market. Main stage of 8 red granite ionic columns broken forward under entablature frames panels depicting looms, except on side bearing medallion of Kay. Dome of Portland stone encircled by balustrade, surmounted by bronze figure of Fame and surrounded by smaller figures of Agriculture, Engineering, Mining and Weaving.

Listing NGR: SD8042610633

Legacy

The contents of this record have been generated from a legacy data system.

Legacy System number: **210688**

Legacy System: **LBS**

Legal

This building is listed under the Planning (Listed Buildings and Conservation Areas) Act 1990 as amended for its special architectural or historic interest.



LIST ENTRIES

Map

This map is for quick reference purposes only and may not be to scale.
This copy shows the entry on 30-Mar-2023 at 11:19:40.

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(<https://historicengland.org.uk/terms/website-terms-conditions/>).

End of official list entry



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APPENDIX B

CONSERVATION AREA BOUNDARY

