

Conservation Area Appraisal

Bury Town Centre Conservation Area



Market Street, looking north from Kay Gardens

Appraisal of Bury Town Centre Conservation Area

Prepared for

Bury Metropolitan Borough Council

by

The Architectural History Practice Limited

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1.0 Introduction

Bury Town Centre Conservation Area was designated in 1978, and extended to the west in September 2005.

Under the Planning (Listed Buildings and Conservation Areas) Act 1990, local planning authorities have a statutory obligation to designate as conservation areas those areas of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance. National conservation guidelines place a responsibility on the local authority to formulate and publish proposals for the preservation and enhancement of conservation areas and, in exercising their planning powers, to take into account the desirability of preserving or enhancing their character or appearance. Conservation area legislation also protects buildings that contribute to the area's character; consent is needed for their demolition.

This appraisal of Bury Town Centre Conservation Area describes the historical development of the area and its immediate surroundings, and describes the elements which contribute to its special characteristics. It also considers aspects which could contribute adversely to the area's protection and enhancement and suggests mitigating policies.

This document is not intended as a detailed evaluation of each building and feature, and omissions are not indicative of lack of merit or interest.

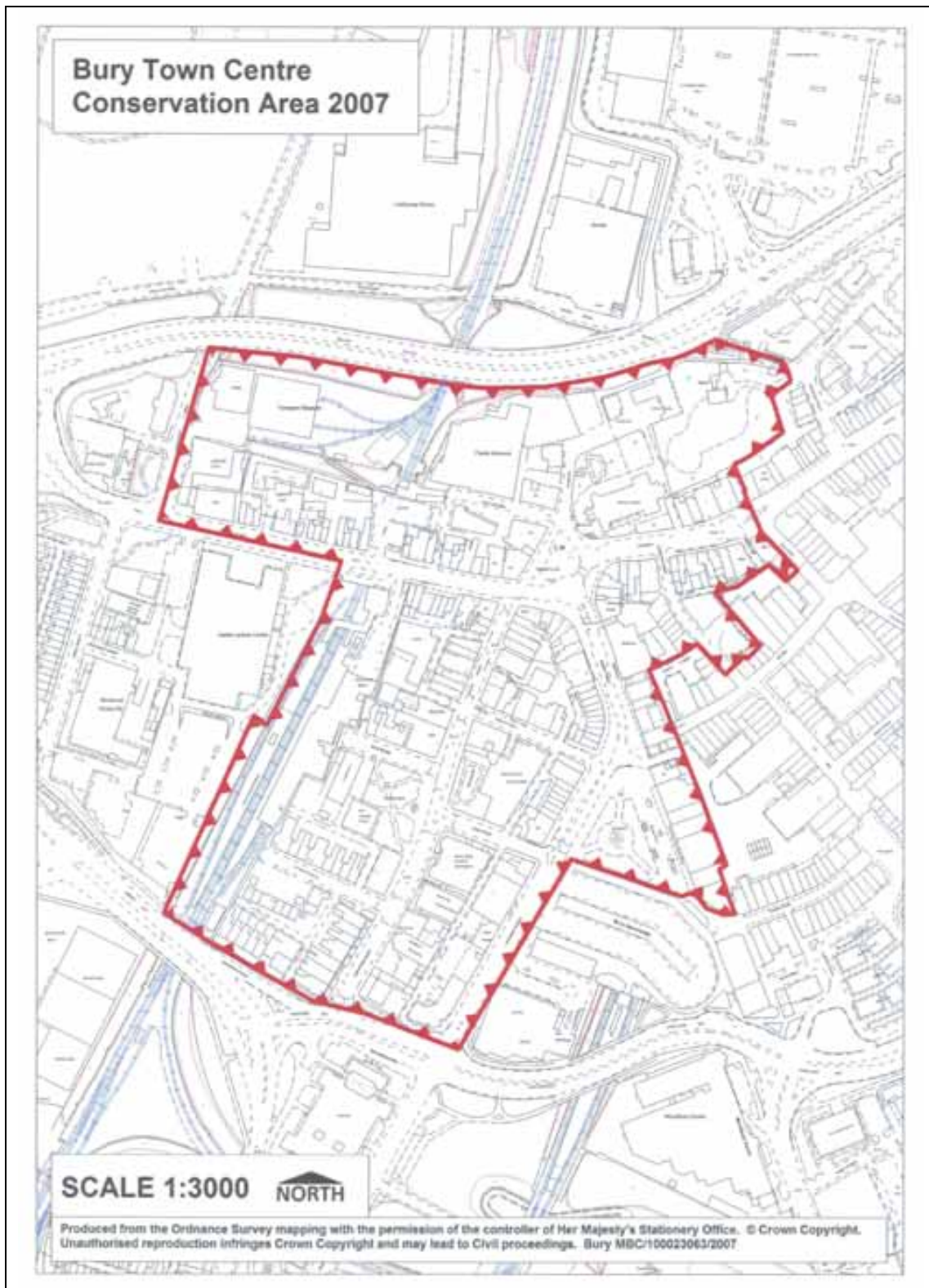


Fig. 1a Bury Conservation Area: current boundary

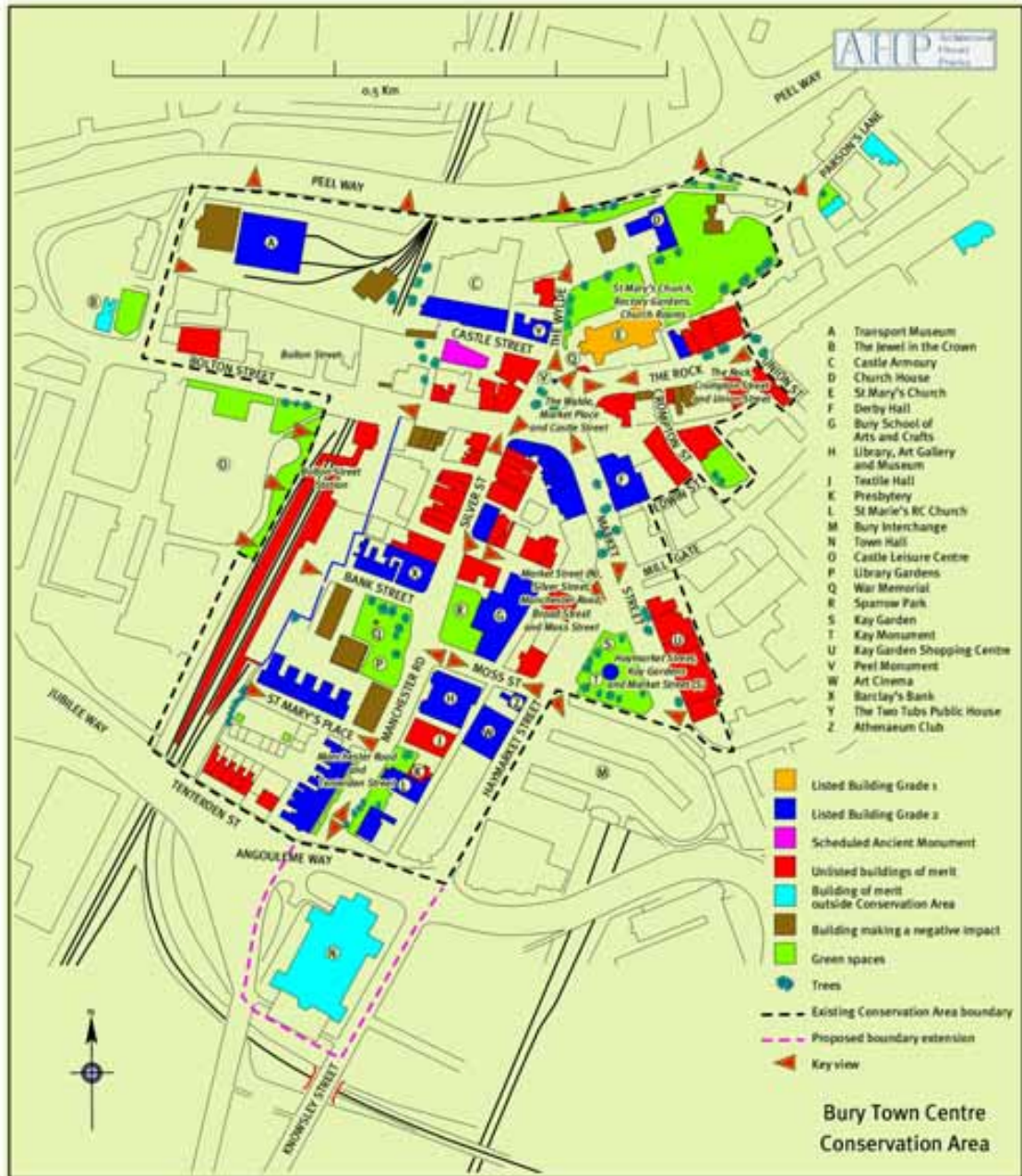


Fig. 1b Bury Conservation Area: annotated map.

2.0 Summary of Special Interest

Formerly in the administrative county of Lancashire, in 1974 Bury was merged with the neighbouring boroughs of Radcliffe and Prestwich, and the urban districts of Whitefield, Tottington and Ramsbottom to become the Metropolitan Borough of Bury. The council offices are located in Bury, the smallest of the major towns surrounding the metropolis of Manchester. With a population of around 61,000, Bury retains the character of a Lancashire market town and is the principal town in the upper Irwell Valley.

Bury developed as a medieval market town with a castle and church, and the street pattern around Market Place reflects this early stage in the town's history. The post-medieval phase of the town's development is associated with its growth as a textile town, initially for woollens but most significantly for the manufacture and processing of cotton in the late eighteenth and early nineteenth centuries. As well as spinning and weaving cotton, the town also had plants for bleaching and dyeing fabric, and spinning mules were manufactured in the town. Bury was also a centre of paper making and had several iron foundries.

Bury expanded rapidly from the mid-19th century, resulting in ordered grids of terraced housing, and ashlar-faced civic and commercial buildings. Within the conservation area, the prevailing character of the street scene is the result of this 19th century period of prosperity, with Victorian and Edwardian buildings lining the medieval and later streets. The town's development owes much to the entrepreneurial spirit of a few key residents, including the Peel family, who owned Peel Mills, north of the town centre, and John Kay. Kay helped to mechanise textile manufacture by patenting the flying shuttle in 1734.

The conservation area covers the historic core of central Bury, the heart of the medieval settlement, with densely built-up streets radiating to the east, south and west. The irregular grid of streets focuses on the junction of the Market Place, Bolton Street, Silver Street and The Rock. Although there are no mills within the conservation area, cotton mills were built in the area south of the Rock, and to north of the town centre. The architectural interest of the conservation area is principally in the fine grouping of Victorian and Edwardian civic and commercial buildings which remind visitors of the town's 19th century heyday.

The town's distinctive and unified character is partly derived from the use of local sandstone, and the fact that many of the town's most important buildings were constructed in a relatively narrow window of time between 1850 and the early 20th century. This contributes to the overall Victorian character of the principal streets, which are enlivened by later Edwardian additions which neither use local materials nor ape the existing building style. Bolton Street Station, the Art Picture House on Haymarket Street, and number 1 and numbers 15-21 The Rock are good examples. The prevailing scale is three to four storeys. The Bolton Street railway station is a reminder of the role of transportation in the 19th century development of the town; this line opened in 1846, one of two into the town.

A vibrant mix of shops, restaurants and community buildings ensures that the town centre has a dynamic atmosphere. Within the conservation area there are now only a limited number of residences; concentrated in the south west corner, these are well preserved. There is little evidence of industrial buildings in commercial or manufacturing use, apart from small clusters of workshops on back streets like Back Silver Street. At a detailed level, the town centre streets are notable for buildings that retain a high proportion of attractive historic features, particularly windows and stone

detailing. Many shop fronts have been modernised. Boundary walls, gate piers and railings add to the detailed interest of the street scene.

Principal road surfaces and town centre pavements are generally of modern materials. Castle Street retains original stone setts, and there are several examples of back lanes that also retain setts and kerbs. Examples include Gutter End, Back Silver Street and the unnamed alley between numbers 43 and 44 Bolton St.

The moors of the nearby West Pennines provide Bury with an attractive setting, and are particularly visible from streets in the northern half of the conservation area.

3.0 Historic Development and Archaeology

3.1 Early Bury

The settlement of Bury grew up around the present Market Place, on a hill between the river Irwell and one of its tributaries, the river Roch. The name of the town originates from its defensible position overlooking Bury Bridge, the crossing point of the Irwell. The site has been in continuous occupation since early Saxon times, although Bury is not noted in the Domesday survey of 1086 (it is, however, possible that the settlement was destroyed by invading Normans). The earliest reference to the town's modern name is in the late 12th century, when the Norman knight Edward de Bury took over the manor from John de Lacy; the place name first appears as *Biri*, derived from 'burh', the Anglo-Saxon word for defended homestead or stronghold.

The parish of Bury was probably carved out of Prestwich parish. Its first rector is recorded in 1189 as Peter de Bury. By 1350 the manor at Bury had passed into the ownership of the de Pilkington family, who owned much of the land which makes up the current Metropolitan Borough. In 1440 John Pilkington was granted a royal charter to establish a market in Bury, at an important junction on the roads to Manchester, Walmersley and Rochdale. The Market Place and The Wylde, between the castle and the church, was the core of Bury's early settlement. Around this time a church, in Perpendicular Gothic style, was built on the site of the current St Mary's Church.

In 1469, in response to rising regional tensions (which heralded the start of the 'Wars of the Roses'), Edward IV granted Sir Thomas Pilkington a licence to fortify, crenellate and machicolate his manor house. The timber-framed house was rebuilt with two metre thick stone walls, and the moat was widened and augmented by a buttressed curtain wall with small tower and stone bridge. These and subsequent fortifications led the site to become known as Bury Castle. Following Richard III's defeat at the Battle of Bosworth in 1485, Pilkington – a Yorkist – forfeited his estates to the new king, Henry VII.

Henry VII granted the manor and estates at Bury to Thomas Stanley, first Earl of Derby. The earl was an absent landlord who allowed the fortified house to decay, prompting the commentator Leland to write in c. 1540 that 'Byri on Irwel Water' was 'but a poore market' with 'a ruine of a castel by the paroch chirch yn the towne'. The Greater Manchester Archaeological Unit reports: 'Except for sandstone rubble within the moat the absence of reusable materials (in excavation) suggests a thorough and systematic stripping of the buildings in the 16th century', although Baines (1824) says the castle was battered by the cannons of the parliamentarians in 1644, so it must have been briefly refortified in the 17th century. Following excavations in the 1970s, the archaeological remains of the castle were consolidated in Castle Street.

In the 16th and 17th century the market supported the continued survival of the town, which appears to have had mixed fortunes during this period. An Elizabethan commentator called Camden described Bury as a market town 'not less considerable than Rochdale'. By the early 17th century the market place was encircled by beer houses, of which the Two Tubs Inn, on The Wylde, is the only remaining example. Less than a century after Camden, in the late 1660s, another traveller described Bury as a market town of 'no great account'. The market cross – a stone column with a circular base – was erected in the centre of the market place in 1659. A pillory and stocks stood to the east, near the main churchyard entrance. The cross was taken down in 1818 because of its poor condition. The stocks and pillory, last used in 1800, were taken down at the same time.

In the 1660s, Bury's population was between 1,000 and 1,500. A map of 1696 shows that buildings were grouped around the current Market Place, and along the main roads to Manchester (Silver Street) and Rochdale (The Rock). More houses dotted the roadside along Bury Lane, now Bolton Street, which led to Bury Bridge. The hearth tax assessment of 1664 paints a picture of a village steeped in poverty: Bury Bridge and castle were ruinous, the streets were unpaved and nearly half of the settlement's 222 houses were exempt from hearth tax on account of poverty. 40 per cent of Bury's houses were cottages with one or two hearths. The rectory, a large timber-framed building of eight and a half bays and ten hearths, was the largest house in Bury.

Bury's medieval church was dilapidated by the mid 18th century, when the town's population was 2,000. A new classical church replaced the old church in 1776, when the parish of Bury included Bury, Cowpe with Lench, Elton, Musbury, Tottington, Walmersley with Shuttleworth and Heap townships. Several non-conformist chapels were built in Bury in the late 17th and early 18th centuries. In 1764, an Act of Parliament empowered the rector of Bury to grant building leases in the eastern half of the current town's centre, making the Church one of the town's two principal landowners. The freehold of the western half of the town was retained by the Earl of Derby.

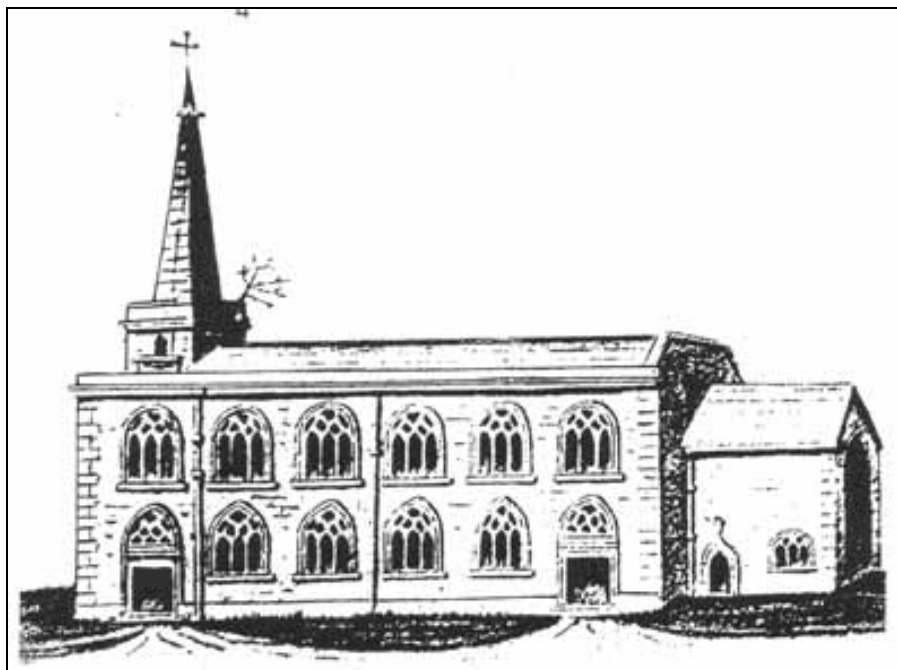


Fig. 2 Bury parish church in the eighteenth century(Campbell, 1985)

3.2 The Industrial Development of Bury

At the start of the 18th century the wool trade, traditionally a small-scale activity, was becoming more important, but by the end of the 18th century cotton manufacture had taken over as the main textile. Bury grew more prosperous as the century progressed, its rise in fortune assisted by an invention by town resident John Kay. In 1733 Kay patented the flying shuttle, which ultimately allowed textile handlooms to become mechanised machines. In 1760 Robert Kay of Bury, John's son, invented the 'drop box', which allowed weavers to use any one of three shuttles to produce a fabric of various colours.

In the late 18th century textile manufacture was the driving force behind the town's growth: Hartwell quotes the *Beauties of England and Wales*, which reported in 1807 that 'the cotton manufactures of [Bury] and its vicinity are carried on to an almost incredible extent', facilitated by the late eighteenth century advent of steam power to drive machinery. Robert Peel opened his bleaching, dying and print works – Bury's first large-scale mill complex – in 1770. It was situated on the banks of the Irwell, north west of the town. In 1773, Bury's population was 2,000 people. By 1821 Bury was home to 10,500 people, the majority of whom were employed by the town's manufacturing industry. Shortly after the 1821 census, Baines records that, of 6,303 families in the parish of Bury, 5,727 were 'engaged in trade, manufactures, or handicraft'; the rest were farmers, agricultural workers, professionals or unemployed. He wrote in 1824:

Situated as [Bury] is, upon the banks of one river, the Irwell, and skirted as it is, by another, the Roach, and supplied moreover abundantly with coal, its situation as a manufacturing station can scarcely be excelled.

Unusually for a Lancashire mill town, Bury was not overly-dependent on cotton. It was also home to iron foundries, paper-making plants and coal mines, the products of which were dispersed on the Manchester, Bolton and Bury Canal. This was completed in 1791, with a terminus to the west of the town centre.

Factories were largely absent from the town's centre; there were none in what is now the conservation area. Benson's map of 1845 show a tannery to the north of School Brow, an iron foundry south of Bolton Street, beyond the conservation area's western boundary, and another foundry at the east end of Foundry Street, well south east of what is now Princess Parade (see *fig. Benson's map*).

Baines describes a flurry of civic improvement funded by gains from the cotton industry in the early 1820s, including street lighting and improved access to water for the Bury's inhabitants:

Within the last few years the spirit of improvement in this place has been very strongly displayed; old dilapidated buildings are giving way to handsome new erections; the streets are becoming spacious, and on every hand indications of growing prosperity, public spirit, and private enterprise are to be seen.

Between May 1823 and May 1824, 200 new houses were built in Bury. The town's expansion is visible on Benson's 1845 map, which shows that Bolton Street and the Rock (the streets which formed the developed heart of the settlement in 1696) had become densely packed with terraced houses and shops. Union Street and the grid to its east and west were also densely developed. Haymarket Street and Market Street were, by contrast, largely undeveloped, and Silver Street and Manchester Road were dotted with the large houses and spacious gardens of mill owners and merchants. Despite its industrial wealth, the area surrounding Bury was still predominantly rural in the mid 19th century

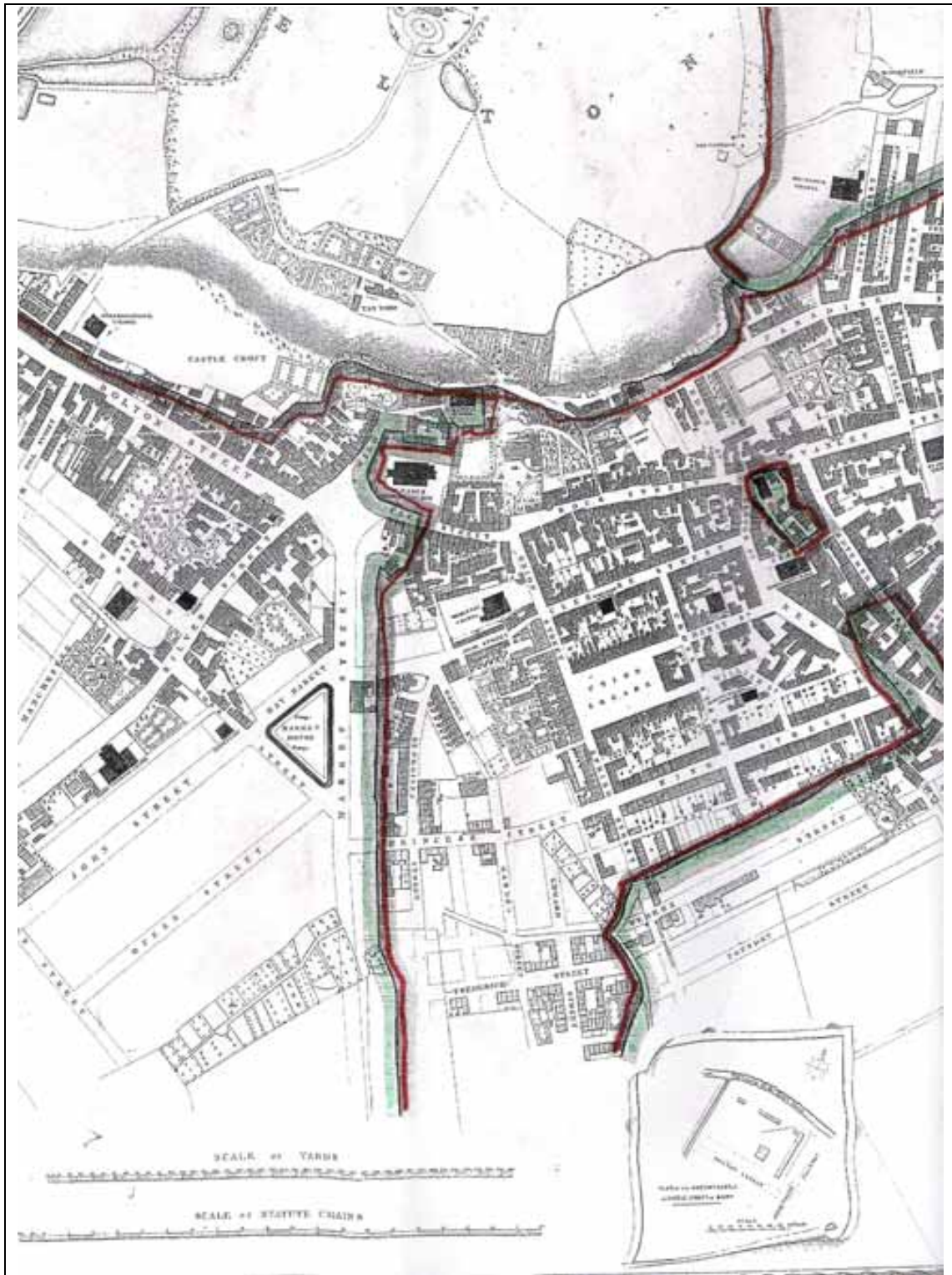


Fig. 3a Benson's map of 1845. The green line marks the limit of the property belonging at that time to the Earl of Derby. The red line marks out glebe land owned by the Rector of Bury.

The railway arrived in Bury relatively early, in 1846, further spurring the industrial growth of the town. From Bolton Street station there were connections to Manchester, Radcliffe, Rawtenstall and Accrington, and from Knowsley Street Station to the neighbouring mill towns of Bolton, Heywood and Rochdale. In the 1840s Bury

became the headquarters of the Lancashire Fusiliers, who built a barracks on Bolton Road (outside the existing conservation area) between 1842 and 1845.

From the mid-19th century the prospering town embarked on rebuilding schemes which focused initially on Market Street. In 1850 Derby Hall, Derby Hotel and The Athenaeum were built here, followed in the next decade by offices and commercial premises on the other side of the street, up to the Market Place. Next came the buildings which now enclose the Market Place, including Castle Buildings and the new St Mary's Church, built between 1872 and 1876 by J.S. Crowther. The tower and spire date from 1842, and are by A.H. Cates of York. The timber-framed rectory, north east of the church, was demolished in the 18th century to make way for a two-storey brick house, which was altered in the 19th century. This was demolished some time before 1974, and replaced with the current building. The walls enclosing the rectory's extensive grounds have survived.



Fig. 3b Bury Rectory and parish church in c1910 (Inman, 1990)

The relatively undeveloped southern half of what is now the conservation area was rapidly built upon from the mid-1800s, as the town expanded to cater for a population which reached 40,000 by 1876. Broad Street – originally called Cornmarket – was laid out and built upon, and, during the last quarter of the 19th century, the area south east of what is now Kay Gardens, hitherto fields and rope walks, was laid out with terraced streets. Development also intensified around the railway station and in the streets north and south of The Rock, the town's main eastern thoroughfare. By 1893, the west side of Knowsley Street (now Haymarket Street), had been developed, as had the west side of Manchester Road, which had been fields in 1848.

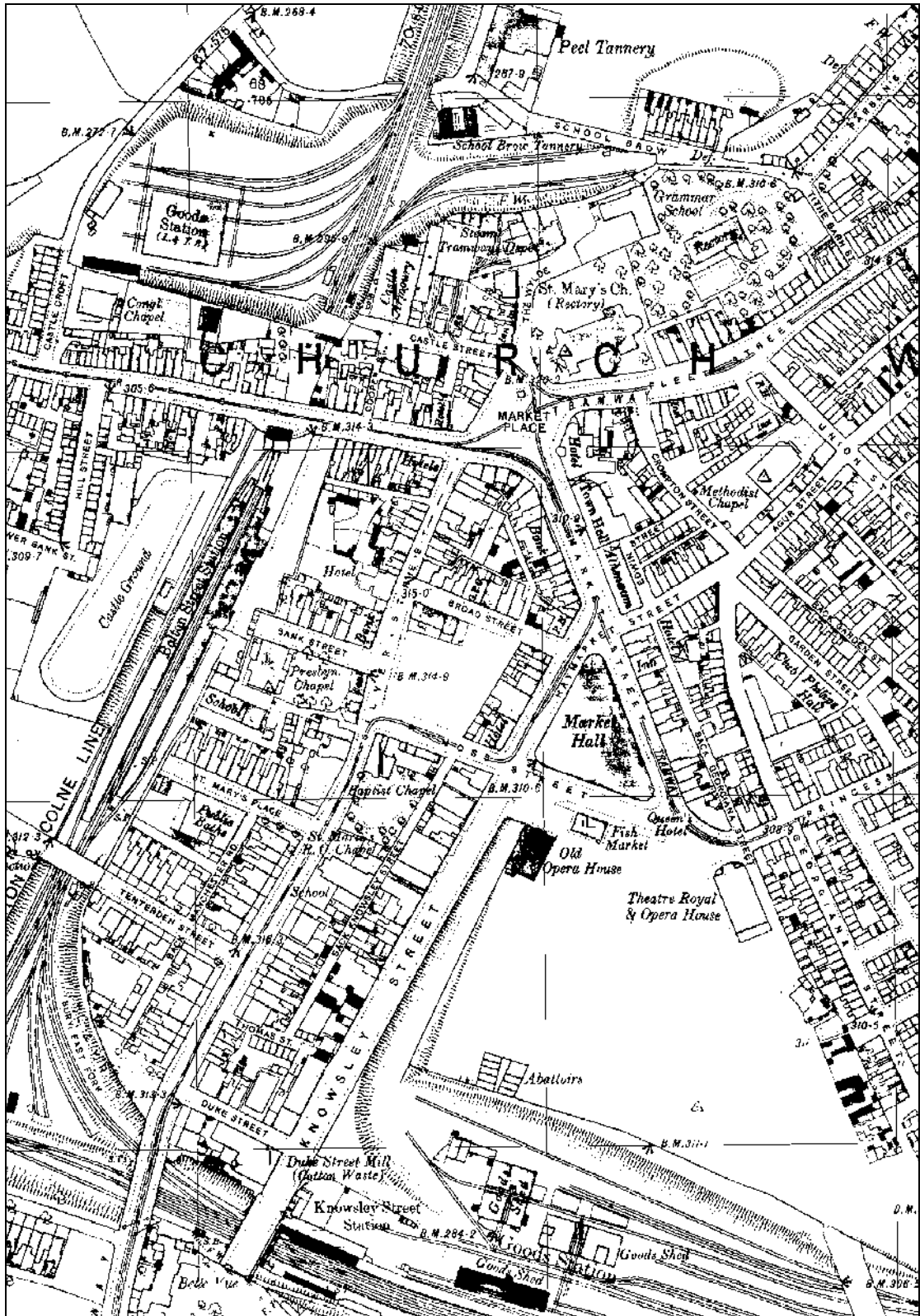


Fig. 4 Bury town centre, 1893. Ordnance Survey.

As befitting an industrial town which, by the end of the 19th century, had become the biggest centre of paper making in the world, some significant civic buildings were constructed in the decade either side of 1900. Early Victorian Silver Street was largely rebuilt with commercial blocks, a hotel, a new library and the Textile Hall. The technical school (now the School of Arts and Crafts) was built in Broad Street in

1893. Silver Street, Broad Street and Moss Street consequently became the new focus of civic and cultural activity in the town. The 1839 market hall was demolished to build the Kay Gardens and Memorial in 1908. A new market hall was erected immediately south of the gardens. The town was granted a charter of incorporation in 1876.



Fig. 5 Bury town centre in 1910. Ordnance Survey.

Some inter-war redevelopment took place in the town centre, most notably on the north side of Bolton Street, where a cinema replaced some 19th century houses. All but two of the now-listed terraced houses on the east side of Manchester Road were demolished to make way for an extension of Tenterden Street.



Fig. 6 Bury town centre, 1937. Ordnance Survey.

The cotton industry suffered a decline during the 20th century, except for a brief respite during the World Wars. During the last decades of the 20th century many mill buildings were demolished, or in a minority of cases, reused for other purposes. Post-war planning decisions affected Bury in much the same way as towns throughout England, resulting in the loss of some important historic buildings. For example, Smirke's 1850 Derby Hotel and Athenaeum on Market Street were

demolished in the 1960s, as was the Presbyterian Chapel on Silver Street. The 19th century terraces to the east and west of the now-foreshortened Union Street were redeveloped as a new shopping centre in the late 1960s, and many buildings on The Rock, east of Union Street, date from the last quarter of the 20th century. In 1972 Bolton Street station was closed to passenger traffic; Knowsley Street station was also closed in the 1970s, and no trace of the station buildings survive. During the same decade, the town centre was tightly ringed by dual carriageways.

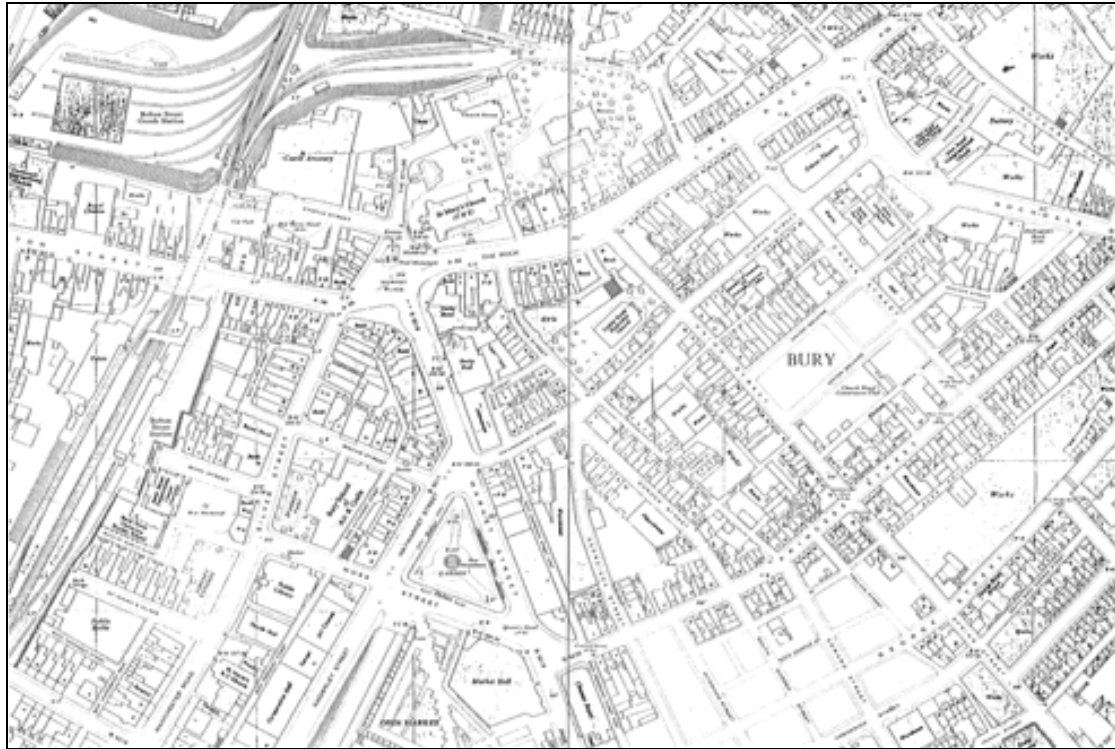


Fig. 6 Bury town centre, 1960. Ordnance Survey.

The buildings which line Bury's main streets are therefore a mixed product of late Georgian, Victorian, Edwardian and later 20th century redevelopment. Stone and brick-faced buildings in the principal thoroughfares of Market Street, Silver Street, Bolton Street and The Rock are a product of the town's prosperous commercial and industrial past. More recent town centre redevelopment, notably along The Rock and on the south side of Bolton Street, provides little architectural reference to the historic core.

4.0 Architecture and Environment

4.1 General Form and Setting

Location and Context

Bury is situated on the east bank of the river Irwell, five miles south of Ramsbottom and five miles north of Prestwich. A few miles to the east of Bury lies the M66 motorway, and the town centre is ringed by the A58. Bury is c. 96m above sea level, situated in the coal measures which fuelled the town's 19th century industrial growth. The underlying geology of the town is carboniferous sandstone, a reliable building stone. Bury's physical character and historical development is related to its situation near the river Irwell; the town developed on a promontory of glacial sands and gravels overlooking the river which curves around the town to the north and west. The river provided the water for textile processes, particularly bleaching and printing which contributed to Bury's 19th century prosperity.

The population within the ward (covering an area larger than the conservation area) of Bury is currently approximately 60,718. There is a thriving retail core in the town centre, which is built more or less on one level. Retail and commerce provide an important source of employment and economic activity for the town. Light industry also provides support for the town, but is not significantly represented within the conservation area. The 1992 tram link between Bury and Manchester has made the town increasingly popular with commuters.

The historic core of the town is the area around the Market Place, which reflects Bury's early development at the junction of the roads to Rochdale, Manchester and Bury Bridge. Enclosing the Market Place are several listed buildings, including St Mary's Church. Immediately north west is The Wylde, a medieval street, and the archaeological remains of Bury Castle. South of the Market Place, on Silver Street, Market Street and Broad Street, is a fine collection of 19th century commercial and civic buildings. The south western part of the conservation area is predominantly residential in character, although some former houses are now used as offices. The restored East Lancashire Railway, with a station in Bolton Street, forms the western boundary of the conservation area and provides an important focus for tourism. Many of the conservation area's features are linked to or surrounded by areas of public open space.

Landscape Setting

The town is situated in the broad Irwell valley with the hills to the north providing a dramatic backdrop to the town. There are fine views into and out of the conservation area, particularly towards the north. From both Bolton Street and St Mary's churchyard, for example, there are views of the moorlands. Looking south from the Market Place there are fine vistas of the core of the conservation area, along Silver Street and Market Street. Views into and across the town are punctuated by key landmarks, particularly St Mary's Church, the GPO in Crompton Street and The Armoury in Castle Street.

Key visual gateways into the town are, from the east, The Rock; from the south, Market Street, Haymarket Street, Manchester Road and the dual carriageway of Angouleme Way; and from the west, Bolton Street.

4.2 Spatial Analysis

The heart of the conservation area is characterised by its dense, fine grain. The commercial buildings on Market Street, Market Place, Silver Street and The Rock are generally built up to the back of the pavement. Narrow streets and alleyways add to the intimate feel of the area: Crompton Street is a good example. The dense grain in this area is the result of building plots being mostly long and narrow, resulting in a high building to space ratio, narrow frontages and a generally vertical emphasis in the street scene. The dense grain of the central area is relieved by a number of open areas. On some streets, the distinction between private and public space is not always evident; alleyways lead from the street into either back streets or private courtyards. These are a mixture of formal gardens (e.g. Kay Gardens) and hard landscaped squares (e.g. Bury Lions' Garden at the southern end of Crompton Street).

The southern half of the conservation area is characterised by lower-density building. The bottom end of Silver Street and Manchester Road feature detached buildings set in their own grounds and large terraced houses (now almost all converted to offices) with front gardens. The grounds around historic buildings often make a significant contribution to the spatial and visual character of an area, and also provide an indication of its historic social status. In this case, the civic buildings of this area signal a change in character from the bustling commerce of The Rock and Market Street to the more cultural and genteel townscape of Victorian Bury. The terraces of middle-class housing on the west side of Manchester Road had more garden space than workers' housing, although no examples of the latter survive in the conservation area. As well as gardens and civic grounds, there are public open spaces here. and Memorial Gardens

The railway cutting marks the western boundary of the conservation area until it reaches Bolton Street. This cutting (bridged from Bank Street by stone steps and by bridge over Bolton Street) affects the character of the area by changing the levels: from the west end of Bank Street and St Mary's Place, views of the leisure centre and car park dominate. The cutting itself lends the area a busy, industrial feel, even though the station is no longer in general public use.



Fig. 7 Bolton Street station



Fig. 8 Bolton Street station



Fig. 9 Bolton Street station



Fig. 10 Steps to Bolton Street station

West of the cutting, Bolton Street has a mixture of buildings from different eras, including the twentieth century leisure centre and the single-storey, twin-vaulted Temperance Billiard Hall. In front of the leisure centre is informal green space. Much of the north side of the road is characterised by three-storey terraced shops which follow the downwards slope of the street, directing the eye to views of the moors beyond. Several of these terraced houses have been replaced with smaller buildings which disrupt the street line and urban grain.



Fig. 11 Car park between number 34 Bolton Street and the taxi office.



Fig. 12 North side of Bolton Street.

Behind these terraces are a series of industrial buildings that have been sensitively converted for modern use, largely preserving the working character of the railway yards.



Fig. 13 Transport museum with view of St Mary's Church in the background

North of the Market Place, beyond the conservation area boundary, the land drops away to the river valley. Again, this change of level affects the setting and views of the buildings which overlook the dip. Extensive walled gardens around the rectory, east of St Mary's Church, provide the north eastern boundary of the conservation area.

There is a sharp contrast between the spatial character of the town and the openness of the moors beyond. When seen in longer views, this adds to the drama of the town's setting and character.

Scale

Typically buildings in the northern half of the conservation area are mid-size in scale, predominantly three to four storey commercial properties. This helps to unify the appearance of the area and contributes strongly to the sense of a bustling historic market town. St Mary's Church, with its tall spire, can be seen from points throughout the conservation area.

In the southern half of the conservation area two-storey buildings predominate, either commercial terraces or finely detailed two-storey public buildings. The south west corner of the conservation area is characterised by early Victorian, two-storey brick terraces. These are residential in character, but some are used as offices.

Some post-war buildings in the conservation area fail to echo the scale, construction materials or style of their historic surroundings. Examples of these are given in section 6.7.

4.3 Character Areas

To aid understanding of how Bury town centre has developed, in the following section the conservation area has been divided up into eight distinct character areas. Each area is described in order to provide a clear picture of why parts of the conservation area are different in character, despite the comparatively small geographical reach of the town centre.

The Wylde, the Market Place and Castle Street

The Wylde, between the castle and the church, is the old market area of Bury. Along with the Market Place, which was the junction of roads to Rochdale and Manchester,

this was the core of the early settlement. It is, therefore, home to some of the oldest buildings in the conservation area and, since the closure of through traffic from The Rock, has resumed the air of a bustling meeting point. The name 'Wylde' is probably derived from 'Wild Irish': a row of houses of this name once existed in the area. In 1865 the Improvement Commission built a sewer on the site of the remains of Bury Castle. Over the sewer was constructed a short stretch of road which became Castle Street, with a new opening onto The Wylde immediately south of the two-storey Two Tubs Inn. The Wylde retains its original low-rise, domestic character.

The Market Place is enclosed by a number of listed buildings including St Mary's Church, the Two Tubs and numbers 2-10 Market Place. Castle Buildings and number 4 Bolton Street, fine ashlar-fronted buildings constructed in the mid-1870s, enclose the north side. The Armoury is the principal historic building on Castle Street, and overlooks the newly-landscaped remains of Bury Castle. Numbers 5 and 7 The Wylde, of plain brown brick with stone sills and lintels, are the only remains of a pre-1845 terrace.



Fig. 14 Market Place in 1902 (Ashworth, 2002)



Fig. 15 Cooper St looking towards the Armoury (Campbell, 1989)

St Mary's Church, Rectory gardens, Church Rooms

The rectory gardens, the church and the former grammar school at the north end of The Wylde form an ecclesiastical group in the north east corner of the conservation area. Taken in isolation, this low-density area is an important reminder of Bury's pre-industrial past. It is also an oasis of quiet in Bury town centre.



Fig. 16 Rectory wall, rear of 1 The Rock

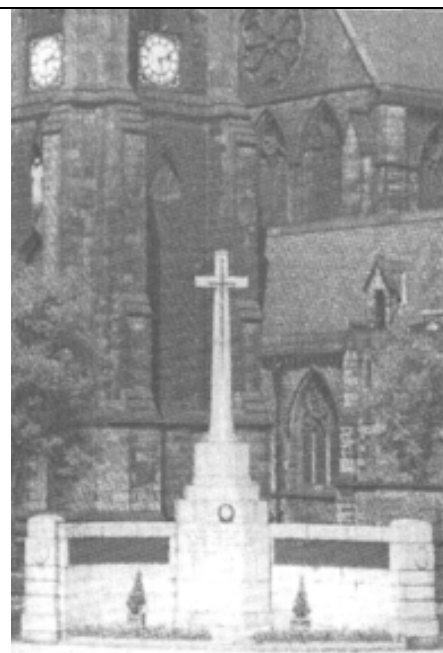


Fig. 17 View of St Mary's from top Silver St

Although the rectory is a modern building, its walled grounds constitute the oldest enclosed and undeveloped space in the town centre. The walls provide a strong feature in the conservation area, and they are particularly visible along School Brow. St Mary's Church is probably the fourth church to have occupied the site overlooking the Market Place on its north east side. The present church is Victorian, built between 1872 and 1876 and designed by J.S. Crowther, with a spire of 1842 by A.H. Cates of York. It replaced a classical church of 1776. This replaced a late medieval church which in turn probably replaced an earlier medieval church. Historic gravestones, which in some cases pre-date the present church, have been laid as paving stones around the building. Reginald Blomfield's 1924 granite and bronze war memorial, set into the church walls overlooking the Market Place, adds an interesting layer of 20th century history to the area. At the end of The Wylde is the L-shaped Church Rooms, in two phases of 1786 and 1864, which was originally the town's grammar school.



*Fig. 18 Grammar School, The Wylde, 1895
(Ashworth, 2002)*



*Fig. 19 War Memorial in c. 1955
(Ashworth, 2002)*

Bolton Street

As the road from Bury Bridge, Bolton Street was one of the earliest streets of Bury to be settled and developed, although no pre-Victorian buildings survive. Bolton Street never attained the civic status of Silver Street or Market Street, a fact reflected in the height of its buildings and the materials used. While the buildings of the Market Place are predominantly stone-faced, the prevailing material in Bolton Street is red brick. The best preserved of Bolton Street's brick buildings is number 16, a three-storey mid-nineteenth century house on the corner of Cooper Street which retains its domestic character despite its conversion into a restaurant. There is an Edwardian shop fascia, carved pilasters and door surround to numbers 5 and 7, and good examples of modern timber shop fronts to numbers 8-10. There are fine views of the moors as Bolton Street drops away to the west. The buildings are predominantly used as offices and shops.



Fig. 20 (L-R) 16-4 Bolton Street



Fig. 21 Reproduction shop fronts on Bolton Street.



Fig. 22 5-7 Bolton Street

West of the 1846 railway line and cutting which dissects the street from north to south, Bolton Street has a mixture of buildings from different eras, including the large block of the twentieth century leisure centre and the twin-vaulted roofs of the Temperance Billiard Hall. In front of the leisure centre is informal green space. Much of the north side of the road is characterised by three-storey terraced shops which follow the downwards slope of the street. Several of these terraced houses have been replaced with smaller buildings which disrupt the street line and urban grain. The presence of the railway line must have meant that late Victorian improvement schemes were easier to effect elsewhere in the centre. Partly as a consequence of this – and the fact that new buildings and alterations to existing ones have damaged existing historic character – the street has become marginalised from the shopping and civic centre of the town, and is suffering a general decline.

Bolton Street Station

Bolton Street station marks the western boundary of the conservation area. It was built in 1846 as a stop on the Manchester, Bury and Rossendale line. The rails, running north-south, are sunk in a cutting which leads underneath Bolton Street. The ticket office and station was rebuilt by the newly-formed British Rail in 1952 following a fire. The main ticket office, a single-storey, flat-roofed brick building, incorporates original tiled shop surrounds and a bank of glass and wood doors. It is flanked by a brick tower which is distinctive in its post-war austerity. The station complex includes the listed Castlecroft Transhipment Shed (1846), to the rear of the shops on the north side of Bolton Street. The deep cutting has fine sandstone retaining walls and railings, and stone steps leading from the station complex up to Bank Street.



Fig. 23 Bolton Street station



Fig. 24 Railway line immediately west of Castle Street

The complex has been restored and is run as a tourist attraction by the East Lancashire Railway. Therefore, the views down into the cutting from both sides are a step back in time, with steam locomotives waiting at platforms which have timber canopies and 1950s signage. The character of the area is still strongly reminiscent of Bury's industrial past, when crowds of workers flocked on day trips and cotton and coal were freighted to Manchester and beyond. Constant activity is the only thing missing.

From the west bank of the cutting there are interesting views across the conservation area to nineteenth and twentieth century former warehouses and the gable ends of terraces on St Mary's Place and Bank Street.



Fig. 25 Bolton Street station walls



Fig. 26 Bolton Street station

The Rock, Crompton Street and Union Street

As the main road to Bury from the east, The Rock was one of the earliest areas in the town to be settled and developed. No pre-Victorian buildings survive, but, as a busy commercial street, the layers of Victorian, Edwardian, Art Deco and later architecture provide a varied and interesting streetscape. The scale is predominantly three or four storeys, with buildings hugging the street line and following the gentle curve eastwards from the Market Place.



Fig. 27 Crompton Street looking north to St Mary's Church

South of The Rock are the remains of the nineteenth century street pattern, including Union Street, Edwin Street and Crompton Street. Union Street was truncated by a 1960s shopping centre, but Crompton Street still retains its curving terrace whose northern view is closed by St Mary's Church. Historic setts remain in Gutter End and the alley between number 1 The Rock and the rear of St Mary's. Again, the nature of this area is that of a busy shopping precinct.

Very few historic shop fronts survive: there is an Art Nouveau surround to 14 The Rock and a slightly later shop front with curved glass to the rear of number 14, on Crompton Street. 32 The Rock has a modern shop front which attempts to recreate the character of a historic shop front, with panelled surround and stall riser.



Fig. 28 North side of The Rock in c. 1955 (Ashworth, 2002)



Fig. 29 The Rock in c. 1955 (Ashworth, 2002)

Market Street (north), Silver Street, Manchester Road (north), Broad Street and Moss Street

Buildings in this area post-date 1850, when Sydney Smirke's Derby Hotel, Derby Hall and Athenaeum sparked a wave of Victorian redevelopment which saw Silver Street and Market Street become Bury's grandest civic streets. The predominant building material is stone, apart from some brick commercial blocks on the west side of north Silver Street and the early Victorian brick terrace on Bank Street. The unity of the area is partly derived from the predominant three-storey building height. The open spaces and quality of the architectural materials provide the area with the character of a genteel cultural quarter.

On Market Street, the dominant building is Derby Hall, the only survivor of Smirke's trio, with its tall pediment and Corinthian-columned frontage. The 1860s ashlar-faced offices, opposite, are well-proportioned and vertical in emphasis. From this street there are fine views north and south, to the Market Place and Kay Gardens respectively.



Fig. 30 Market Street and Derby Hall



Fig. 31 View from north end of Market Street

To the north end of Silver Street three-storey commercial buildings dating from the last quarter of the 19th century predominate. On numbers 5-22 there is some fine carved brickwork. Opposite, the ashlar-fronted Victoria Buildings retains its wooden fascia, cornice and parts of the late Victorian entrance detail. The brick terrace on Bank Street is a rare survival in this central part of civic Bury.



Fig. 32 6-22 Silver Street



Fig. 33 Entrance to Victoria Buildings, 7-13 Silver Street

Further south, beyond Bank Street, the buildings are set back from the pavement. By the School of Arts and Crafts, Sparrow Park (until 1893 the site of a terrace of buildings along Moss Street and a larger building to the north) and Memorial Gardens, opposite, relieve the urban grain. The Memorial Gardens is the site of a succession of Unitarian chapels, the first was built here in 1719; the present chapel dates from 1974 although the boundary wall on bank Street is 19th century. The north end of Manchester Road has more in common with the southern end of Silver Street than with the rest of Manchester Road. It includes the Library, the Textile Hall and St Marie's Roman Catholic Church, which make an important group of fine-quality, stone-fronted, detached public buildings set in their own grounds. The Library and the School of Arts and Crafts have some high quality railings and gates.

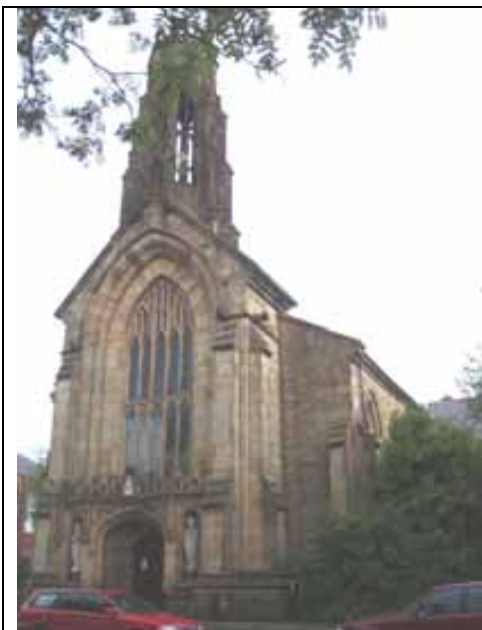


Fig. 34 St Marie's Roman Catholic Church, Manchester Road



Fig. 35 Rear elevation of the School of Arts and Crafts School

Moss Street and Broad Street connect the parallel streets of Market Street and Silver Street. Broad Street was laid out shortly after 1850: a largely mid-19th century terrace runs along the north side. The best survivals in the terrace are numbers 7 and 9, former town houses. The rusticated ashlar frontage and carved door case to number 17 is a good survival, although the roller shutters on its windows are a negative feature. Stretching between Moss Street and Broad Street is the School of Arts and Crafts, using some fine metalwork on its exterior. The single-storey, stone-faced, cupola-topped elevation to Moss Street adds to the high-quality, polite appeal of this low-rise area.



Fig. 36 7-19 Broad Street



Fig. 37 17 Broad Street

Manchester Road (south) and Tenterden Street

During the early to mid-nineteenth century Manchester Road and the southern section of Silver Street was dotted with the spacious detached houses and gardens of mill owners and merchants. Mid-nineteenth century development was built to a higher density, to provide good quality terraced housing, particularly to the west side of Manchester Road. This includes St Mary's Place (1845), 2-14 Manchester Road (mid-19th century) and 4-14 Tenterden Street (1850-60). The terraces on Manchester Road and Tenterden Street were built with front gardens. These terraces give the area a pleasantly domestic, low-density character, despite the fact that most of the bigger houses have been converted for office use.

The new terrace which replaced the Victorian baths, to the south of St Mary's Place, echoes the scale and verticality of the 1845 terrace. Setts survive on part of the alley leading from Tenterden Street to St Mary's Place.

On the east side of Manchester Road, numbers 1 and 3 are the remains of a terrace part demolished in the early 1900s for an extension to Tenterden Street. Number 3 is double-fronted and dates from c. 1830. The ashlar-clad town hall on Knowsley Street, by Jackson and Edmonds of Birmingham (1939-40 and 1947-54), visually closes the view south along Manchester Road.



Fig. 38 (L-R) 14-10 Manchester Road



Fig. 39 View of town hall from Manchester Road

Haymarket Street, Kay Gardens and Market Street (south)

The northern part of Haymarket Street, by Kay Gardens, was sparsely developed in 1848; the triangle formed by the current gardens was home to the Lord Derby's 1839 Market Hall. Now this part of Haymarket Street is predominantly two storeys, red brick and a mixture of late Victorian and early twentieth century architecture. Kay Gardens, with its listed memorial to John Kay, dates from 1908; it has recently been restored. South of Kay Gardens is a low-rise modern transport interchange, while the area to the east, on south Market Street, includes a three-storey, nineteenth century terrace and the much-altered Bury District Co-operative Society Emporium of 1936.

The west side of the southern half of Haymarket Street, first developed as John Street in the last half of the nineteenth century, now has a range of buildings of differing heights and architectural styles. On the corner of Moss Street is a grade II listed c. 1840s former dispensary which survives largely unaltered externally; next door is the Art Picture House, a 1921-2 cinema listed partly for its intact interior. Some buildings in this area are in a deteriorating condition. This problem, and the sheer volume of cars, taxis and buses using the streets, contribute to the area's current down-at-heel character.

The street is terminated to the south by Angouleme Way, a dual carriageway. Back Haymarket Street provides interesting back-street views looking north south, and some nice features including metalwork to the rear of the School of Arts and Crafts.



Fig. 40 Corner of Haymarket Street and Moss Street



Fig. 41 6 Market Street and, beyond, the former Bury District Co-operative Society Emporium



Fig. 42 View from Moss Street towards the town hall, beyond the conservation area boundary



Fig. 43 Railings at the side of the School of Arts and Crafts

4.4 Significant Buildings

Listed buildings (see appendix 1 for list descriptions):

Bank Street

Bank Chambers, Grade II: 1868, by Blackwell and Son and Booth, of Manchester and Bury. Red brick with stone dressings. Annexe to the adjoining Barclays Bank, on Silver Street.

Numbers 2-8, Grade II: red brick, two storey terrace dating from c. 1840. They are marked on Benson's 1845 map, and an earlier 1843 map shows a continuous terrace stretching down to what is now Lower Bank Street. However, when the railway arrived in 1846 the central section of the terrace was demolished.

Railings at west end of Bank Street, and railings of steps down to railway, Grade II: c. 1860, cast iron railings.

Broad Street

Bury School of Arts and Crafts, Grade II: 1893. Former technical school designed by Joshua Cartwright, Bury Borough Council's chief engineer. This building was the first educational building erected by Bury Corporation, and served as a technical school until 1946. Constructed of stone and brick, with an ashlar façade, and mainly of two storeys.



Fig. 44 Technical School, 1805 (Ashworth, 2002)

Castle Street

Castle Armoury, Grade II: 1868. Built by public subscription to house 8th Lancashire Rifle Volunteers. It was built over much of the site of Bury Castle, re-using some of the castle's building materials. In the 1880s an adjoining steam tram depot was built; this was replaced in 1907 by a drill hall in the same Medieval Gothic style as the armoury. Snecked rock-faced rubble; mainly two storeys.

Castlecroft Road

Bury Transport Museum, Grade II: 1846 or 1847, with minor 20th century alterations. Former railway warehouse erected for the East Lancashire Railway Company Ltd. as

part of the company headquarters in Bury. The goods shed is thought to have formed part of the original station complex built in Bury in 1846: it is not shown on Benson's 1845 map but is depicted on the 1848 O.S. map as a 'goods warehouse'. It was built on hitherto undeveloped glebe land north of the Congregational Chapel, which survived until after 1960. The 1848 map shows two lines entering the building, three lines flanking the building and a short section of track running parallel to the west wall. All the sections of track appear to be linked by turntables. Coursed rubble sandstone with dressed quoins and voussoirs; Welsh slate roof.

Haymarket Street

Art Picture House, Grade II: 1921-2, by Albert Winstanley (historically in Knowsley Street, now in Haymarket Street). Former cinema. Brick-clad steel frame with three-storey, nine-bay faience frontage. Replaced several buildings marked on the 1910 O.S. map. The cinema, built as it was opposite the 'Circus of Varieties' and the fairground, must have made this area Bury's entertainment 'quarter'. Good original cinema interior.

Athenaeum Club, Grade II: Built in 1829 as Bury Dispensary, which remained here until 1882. It is marked on Benson's 1845 map, but was probably extended shortly afterwards as the footprint on the O.S. map of 1848 is rather larger. Two storeys, with four bays to Haymarket Street and three to Moss Street. Red brick with stone riser and string course. Pedimented stone door case over former entrance to Haymarket Street: only the pediment remains as the door was turned into a window in the last quarter of the 19th century. An arched doorway to Moss Street was also converted into a window, probably at the same time. Despite the alterations, this building is a fine example of late Georgian architecture in the conservation area.

Manchester Road

Roman Catholic church of St Marie, Grade II: 1841, by J Harper of York. Ashlar stone; perpendicular style. Built on land belonging to the Earl of Derby.

Number 1, Grade II: c. 1840. Red brick, and two storeys. Built on land belonging to the Earl of Derby, and marked on Benson's 1845 map.

Number 3, Grade II: c. 1830, altered at rear c. 1850. Red brick, and two storeys. Built on land belonging to the Earl of Derby.

Numbers 2-14, Grade II: Post-1845, two-storey terrace in red brick with stone dressings. Built on fields owned by the Earl of Derby, immediately south west formal gardens marked on Benson's 1845 map.

Market Place

Statue of Sir Robert Peel, Grade II: 1852. Shaped plinth of Aberdeen granite bearing a bronze standing figure of Peel. Built at a cost of £2,500 and sculpted by Mr E.H. Baily. The statue was unveiled by Frederick Peel M.P. in 1852, two years after the death of Robert Peel. Robert Peel was born at Chamber Hall in 1788, and forged a political career based on wealth from his family's industrial mills. He founded the Metropolitan Police in 1829, and was prime minister between 1841 and 1846.

Parish Church of St Mary, Grade I: Church of 1872-6 by J.S. Crowther. Designed in Victorian Decorated style, the church is faced in coursed rubble and the steeple in ashlar gritstone. Reredos, chapel screens and stained glass by Hardman, Kempe,

and Clayton and Bell. Many monuments recall the fact that St Mary's is a garrison church. Crowther's church replaced a classical Georgian building constructed in 1776 at a cost of £3,500, when the parish of Bury included Bury, Cowpe with Lench, Elton, Musbury, Tottington, Walmersley with Shuttleworth and Heap townships. The 18th century church had, in turn, replaced a late medieval church in Perpendicular Gothic style, which was dilapidated by the mid 18th century. The medieval half spire steeple – small in proportion to the 18th century building – survived until 1842, when A.H. Cates of York was commissioned to design a new tower and spire. The first rector was noted in 1189 as Peter de Bury.

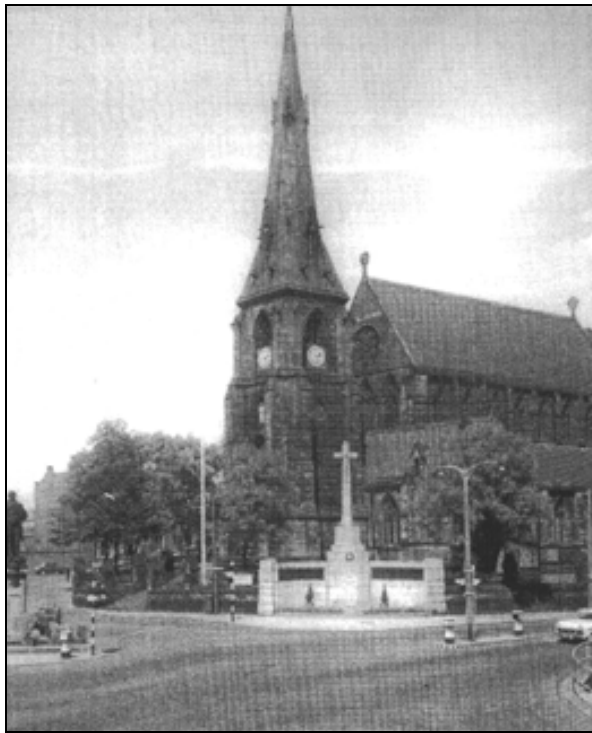


Fig. 45 St Mary's parish church, c1955 (Ashworth, 2002)

Numbers 2-10, Grade II: Dated between 1850 and 1860. Curved front, rusticated ashlar façade, two-storey and classical in style. These commercial premises were built to complement the Derby Hall complex, opposite, on Market Street. Benson's 1845 map shows that the area where these buildings were located had not been built upon. The land belonged to the Earl of Derby.

Numbers 12-16, Grade II: These buildings are similar in style to numbers 2-10 (above), slightly lower in height and with plain ashlar facades.

Market Street

Derby Hall, Grade II: 1850 by Sydney Smirke. Classical style, formerly comprising (from left to right) the Derby Hotel, Derby Hall (originally the town hall) and the Athenaeum. Derby Hotel and the Athenaeum were demolished in the mid 20th century. Ashlar façade with horizontal rustication on the ground floor, dentil cornice and blocking course. Built for the 13th Earl of Derby on hitherto undeveloped plots at the eastern edge of his town land.



Fig. 46 Market Street in 1895 (Ashworth, 2002)



Fig. 47 (L-R) 14-8 Market Street in 1900 (Bury Library archive)

Kay Monument at Kay Gardens, Grade II: 1908, by W. Venn Gough, architect of Bristol. Signed by John Cassidy, 1907. Both the monument and the garden were constructed in memory of John Kay, inventor of the flying shuttle, and paid for by Henry Whitehead. Italianate domed octagon with bronze figures on four pediments. Set on a rusticated plinth reached via six stone steps. The garden was opened by Mrs Henry Whitehead and the monument unveiled by Lord Derby on the same day in 1908. Kay Gardens is the site of Bury's first indoor market, built by Lord Derby in 1839.

18 and 20 Market Street, Grade II: c. 1860-70, built as the Manchester and District Bank. Now a wine bar. Symmetrical classical design of two storeys, with ashlar façade and rusticated quoins. Built on land owned by the Earl of Derby.

Moss Street

Art Gallery and Library, Grade II: 1899-1901, by Woodhouse and Willoughby of Manchester. Free classical style with ashlar facade. The building was constructed as a condition of the gift to the town of the Wrigley painting collection, and the site chosen was that of a former Baptist Chapel. The foundation stone was laid by Oswald Osmond Wrigley in 1899 and the building opened by the Earl of Derby in 1901.



Fig. 48 Art Gallery, Silver Street in 1902 (Ashworth, 2002)

St Mary's Place

Numbers 2-20, Grade II: Dated 1845 (shown on the 1848 O.S. but not on Benson's 1845 map). Two storey terrace of two bay houses. Built on land owned by the Earl of Derby.

Silver Street

Number 26, Barclays Bank, Grade II: 1868, by Blackwell and Son and Booth, of Manchester and Bury, with sculpture by Joseph Bonehill. Two storey ashlar with enriched classical detail. Replacement windows. The present building replaced an earlier bank on the site after its owners, the Bury Banking Company (originally Grundy and Wood, of The Wylde), outgrew their offices. The Bury Banking Company merged with the Lancashire and Yorkshire Bank in 1888, later becoming Martin's Bank and, later still, Barclays. The upper floors were once used as Bury's council chamber and Town Clerks Department.

Numbers 15-19, including 5 Broad Street, Grade II: 1904, built as a bank for the Union Bank of Manchester. Broad Street was laid out between 1850 and 1890. The corner building which was demolished in 1902 occupied a similar footprint to the present building. In the 19th century the building was occupied by a tailor's shop (15 Silver Street), Wigan Coal and Iron Company (17 Silver Street) and the Conservative Club (5 Broad Street). The interior was reconstructed by Barclays Bank in 1974/5.

The Rock

No 1 (Union Buildings), Grade II: 1874. Neo-Gothic four-storey building of red brick with stone dressings, mock timbering and plaster infill. Modern shop front. This building replaced an earlier building on the same footprint which was constructed on the glebe lands of the rector of St Mary's Church.

The Wylde

Two Tubs Inn, Grade II. Two buildings joined together. Brick cladding and 19th century plaster over 17th or early 18th century timber frame. Recent research points to a possible late medieval origin, with some 16th century box framing and a Tudor doorway. There is a metal water spout carrying the date 1747 – this is likely to mark a later phase of renovation. Built on land belonging to the Earl of Derby. The sole survivor of a number of 17th or early 18th century inns which once surrounded Bury's Market Place.

Church Rooms, Grade II: Of two phases, the first (1786) in a classical style which was altered in 1861, and the second (1864) in neo-Gothic style. The first grammar school on the site was founded by Henry Bury in c.1620; it was re-endowed in 1726 by the Reverend M. Kay, who was not the rector of St Mary's but was presumably connected to the town as one of the Kay family. The 1786 building, shown on a Bury estate plan of c. 1790, was erected at a cost of £1,330. In 1864 a date from the original seventeenth century school (1625¹) was incorporated into the new neo-Gothic wing, under the bell tower, but this has since been moved to the Girls Grammar School.

¹ This is apparently a few years later than the actual build date.

Scheduled Ancient Monuments

Bury Castle – SAM number 27595

Late medieval moated manor site, consisting of a timber-framed manor house and moat built in the late 14th century. In the early 15th century the manor house was rebuilt on stone foundations, and, following a licence to crenellate in 1469, it was rebuilt in stone. The manor house came into the possession of the Earl of Derby in 1485 and was allowed to decline. Southern arm of moat buttressed wall has been conserved and is the centrepiece of the square formed by Castle Street, Cooper Street, the rear of Castle Buildings and the rear of numbers 6-16 Bolton Street.

Significant unlisted buildings that make a positive contribution to the character of the conservation area:

Bolton Street

Wyldes Public House (former Lloyds Bank), 4 Bolton Street. Originally built for Driffield Bros., General Drapers, Silk Mercers and House Furnishers, in 1873. Three storey building with a loft storey. Classical style, with ashlar facing; five bays to Market Place and three bays to Bolton Street. String courses with rolling scroll decoration; cornice above second floor. Sliding sash windows to all but the mansard storey, which has PVCu replacements. Decorated panel at the top of the corner bay which says 'Providence House'.

Number 6. Old White Lion Public House. Four storeys and three bays, with white and stone-coloured painted stucco frontage. String course and moulded stone detail to windows are painted to look like stone. Oriel windows in the first and third bay of the first floor. Marked on the 1848 O.S. as The Old White Lion Inn; the current building was rebuilt in the later 19th century.

Numbers 14 and 16. Remains of a mid-1800s terrace, of three storeys and two bays. Stone lintels. Number 16, with four bays to Cooper Street, is better preserved, with original window openings and frame types. Lintels and sills are painted stone.

Former Temperance Billiard Hall. Built 1910, by Norman Evans. Brick building with mosaic tiling, topped by a double-span barrel roof. The gables of the roof face Bolton Street, and are rendered. Tiling survives on the façade, but the dormers have gone. Replaced what was probably a residential terrace. Now Bury Snooker Club.

The Clarence Public House, including numbers 4 and 5 Silver Street. Built as a public house and hotel between 1880 and 1890, on the site of buildings marked on the 1848 O.S. as The Hare and Hound Inn and the 'District Bank' (on Silver Street). The land belonged to the Earl of Derby. Five-bay frontage to Silver Street; four-bay frontage to Bolton Street. Late Victorian Gothic style, with red brick, painted banding and sash windows.

Bolton Street Station. Built in 1846, as a stop on the Manchester, Bury and Rossendale line. The Bolton Street ticket office, a single-storey, flat-roofed brick building with an adjacent brick tower which is distinctive for its post-war austerity, was rebuilt by the newly-formed British Rail in 1952 following a fire. It incorporates original tiled shop surrounds and a bank of glass and wood doors. The station complex includes Castlecroft Transshipment Shed (1846) and various 19th century features including platform canopies. The station was built on land owned by Lord Derby, along the line of a new road tentatively marked 'Manchester Street' on Benson's map of 1845. The railway cut a swathe through existing terraces on Bank Street and north of Bolton Street, but the station itself appears to have been built in the grounds of a large house set back from the road, between Bolton Street and Silver Street. In 1972 British Rail closed passenger services from the station; the goods service was stopped in 1980. The East Lancashire Railway Preservation Society reopened the railway between Bury, Rawtenstall and Heywood in 1991.

Broad Street

Number 7 and 9. Broad Street was not laid out until the mid 19th century, but these pair must have been two of the new street's original houses. Built of brick, each with three storeys and two bays, and eight-over-eight sash windows which are a rare

survival in the town centre. Number 9 has an original-looking shop surround with stone riser. Poor siting of modern down pipe on number 7.



Fig. 49 (L-R) 16-8 Bolton Street, 1895 (Bury Library archive)

Numbers 13-17. Mid 19th century buildings, all of separate builds. Built of brick, each with three storeys and two bays, with stone string course and stone sills and lintels to numbers 13 and 17. Number 15 has round-headed windows on first floor, with stone keystone. Number 17 has a rusticated ashlar ground floor with ornate pedimented door case. The windows of numbers 13 and 15 have been replaced.

Crompton Street

Numbers 8-20. Crompton Street was laid out in the last half of the 19th century. This terrace of shops with flats above were probably built at the end of the 19th century, but certainly between 1893 and 1910. Neat brick terrace with some modest stone detailing to windows. Number 8 has double the number of bays as all the rest of the two-bay terrace, and has a rusticated ashlar corner doorway which faces towards The Rock. A mix of modern shop fronts: although number 8 has its original shop surround, it has a modern plastic fascia and metal windows.

General Post Office (not buildings to rear). Built probably at the end of the 19th century, but certainly between 1893 and 1910. Red brick with stone dressings, in neo-Elizabethan style with stone mullioned windows, finials, blind-arch parapets, corner turret and tower over the main entrance. The large extension to the rear is late 20th century.

Haymarket Street

Numbers 28-30 (including rear of 28, which has a separate entrance adjacent to School of Arts and Crafts). Originally three houses, all dating from the mid-19th century. The two houses which are now called number 30 have four bays and are of dark red brick, with stone sills and lintels, and ornate carved wooden window

surrounds to the first floor of the first and last bay. The carving features a crown, which may relate to the building's early twentieth century use as a public house. Replaced or boarded up windows; modern shop fronts. Number 28 has six bays to Broad Street and one bay to Haymarket. Dark red brick, stone sills, lintels and riser. Stone door case to Broad Street, adjacent to School of Arts and Crafts. Replacement wooden windows.

Number 46. The Knowsley Public House. Built as a hotel in 1881 as part of the development of Haymarket Street, which had, until the 1850s, only a few buildings along its length. The Haymarket frontage – of five bays and three storeys – was altered in the early 20th century and has a brighter brick façade. Early 20th century stained glass windows survive. The Moss Street frontage has also been altered: the stone gate posts (if they were not moved here from elsewhere) may indicate the entrance to original stables or a yard. They now lead to a small car park. The only original part of the hotel, a two-bay corner section, retains some good features including a carved stone corner door case and original windows to the upper storeys of one bay. Stone sills and lintels.

Manchester Road

Textile Hall: 1893. Designed by David Hardman, with sculpture by Whittick and Royle depicting different aspects of the textile industry. It was built to house the offices of the different textile trade unions operating in the area. Front elevation is ashlar, the rest of the building is brick. Officially opened on 5 May 1893 by Lady Emilia Dyke, a philanthropist and campaigner on behalf of cotton workers. The hall was built in the grounds of a Baptist Chapel which appears on the 1893 O.S. (In 1848, the area was the formal gardens of a house on the corner of Silver Street and Moss Street.) The hall had a tower and flag pole over its central projecting bay until the mid-twentieth century; this was removed between 1951 and 1974, along with the decorative stone roof vents and carved stone pediment over the central bay, both of which are visible in a photograph of 1895. The original railings were removed during the twentieth century. Good reproduction railings have been installed on the retaining wall of the disabled access ramp.

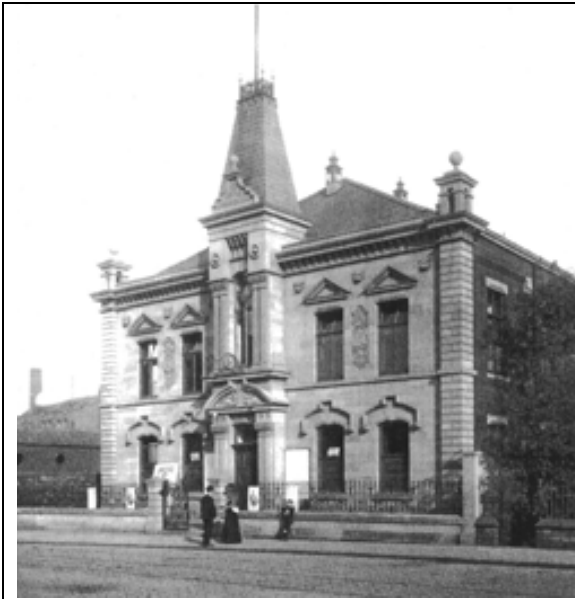


Fig. 50 Textile Hall, Manchester Road in 1895 (Ashworth, 2002)



Fig. 51 Railings now missing from Textile Hall

St Marie's Roman Catholic Church Hall. Two-storey addition of c. 1850s adjoining the east end of the north side of the listed church (1841-2). In the same sandstone materials but Elizabethan in style, with stone mullions, drip mouldings and string course. Gable end faces Manchester Road.

Market Place

War Memorial, south west boundary wall of St Mary's Church. 1924, by Sir Reginald Blomfield. Tall grey granite cross with granite wings curving away from its base. Bronze panels on the wings by J.H. Cawthra, of soldiers, sailors, nurses and workers on the home front.

Castle Buildings. Built between 1874 and 1876. Four-storey, ashlar-faced brick building in neo-Gothic style with five bays facing the Market Place. Slate roof, dormer windows and gables; sliding sash windows. Turret on the corner of Castle Street. The long Castle Street frontage is a retained façade with a new development fixed to the rear. Originally used as offices by the Manchester, Bury, Rochdale and Oldham Steam Tramways, and by a veterinary surgeon called Thomas Briggs. The arch next to the current public house was the entrance to a series of stables which extended to the first floor, accessed to the rear by a ramp. Series of archways in the first and second bays remain in tact (although the stable archway in the second bay – and the stable yard to which it led – has been filled in); the public house which occupies the northern-most three bays of the ground floor has incorporated some of the original external architectural detail. From 1931 Castle Buildings was partly used as a ticket office by Bury Corporation Tramway. An exclusive gentleman's club called the Palatine Club leased the oriel room for some time.

Market Street

Number 5, George Public House. This building appears to have been refronted in stone in the late 19th century, covering two houses whose footprint has changed little since 1845. The stone parapet rises above the roof of the building. Front is faced in rusticated ashlar, with Art Nouveau-style carved and curved glazing bars to the windows of the ground floor. Deep stone hood to central entrance door, with fanlight. Glazing to fanlight has been removed, a wooden panel inserted behind and the whole painted over. Rest of the windows on this three-storey, three-bay building are replacements.

Number 6. Former public house, now part of Argos. Three storeys and three bays. First and second floors are of brick with stone banding and window surrounds, with pediment and columns marking the central bay. Modern shop front and cladding to ground floor; all windows have been replaced with mirrored glass, which greatly diminishes the building's historic interest.

Bury District Co-operative Society Emporium (1936). This building's frontage has been so altered with mirrored glass that there no longer exists much of any historic merit. However, the tall limestone bays which remain are a strong feature to the east of Kay Gardens, and they dominate the view north east from the Haymarket and the southern edge of the conservation area.



Fig. 52 Towers of former Bury Co-op Emporium, Market Street.

Silver Street

Numbers 6-22. Three storey commercial block constructed between 1893 and 1910, replacing a range of early Victorian or late Georgian buildings. Numbers 8-12 appear to have been built at the same time, with arched red brick window surrounds to the

first floor, carved brickwork and stone details to the ground floor doors and corner façade (number 8). Stone lintels to upper floor windows. Numbers 14-22 are of one build, of the same materials as number 8-12 but with plainer detailing. Modern shop fronts.

Number 24. Built as a hotel between 1893 and 1910, replacing an earlier hotel on the same site. Faced in ashlar sandstone, which chimes with the listed Barclays Bank next door. Neo-classical block with Elizabethan and Dutch influences, including stone mullions and a pedimented Flemish gable. Ornate carving over central entrance door. Carved panels above the ground floor windows.

Numbers 3-5. Sandstone-fronted block with gothic detailing to window heads. Built in the late 19th century, around the same time as numbers 7-13 Silver Street. Replaced a range of Victorian or late Georgian buildings.

Numbers 7-13, Victoria Buildings. Sandstone-fronted block which was built at the end of the 19th century, replacing a range of Victorian or late Georgian buildings. Neo-classical, using various features in that style including Ionic columns and rustication. Wooden painted fascia, cornice and parts of the late Victorian entrance detail survive.

Number 21. Early Edwardian block of four storeys, with seven bays to Broad Street and five bays to Silver Street. Upper floors are of red brick; the ground floor is faced in ashlar, with modern office fascia and windows. Sliding sash windows elsewhere, apart from some modern replacements in the gable end and top storey of the Silver Street elevation. Built in the grounds of a large house almost opposite Bank Street, on a range which may have been the stables. The house was most probably demolished in the mid-19th century.

Memorial Gardens: World War Memorial. Squat stone obelisk erected by the town's Unitarian and Presbyterian Churches. Inscribed with the names of members of both churches who died in the World Wars. The stone walls on Bank Street are a reference to the historic church yard of the Unitarian Chapel, now a public space.

Tenterden Street

Number 4: Built between 1850 and 1860 for residential use, on land belonging to the Earl of Derby. Two storey, ashlar-fronted building. The house is detached and has three bays, with bay windows to the either side of the ground floor entrance, which has a moulded stone hood and square fanlight. Three bays of double light windows on the first floor: the central bay of windows on this floor is round-headed, and the rest are square-headed, with stone mouldings over. Projecting cornice with parapet; ashlar quoins; slate pitched roof.

Numbers 6-14: Built between 1850 and 1860 for residential use, on land belonging to the Earl of Derby. Two storey, ashlar-fronted terrace of five buildings. Each house is two bays; numbers 6-10 have a bay window to the left hand side of the entrance door. Materials and decoration similar to number 4, but not as ornate. All windows, apart from one bay of number 12, have been replaced.

The Rock

Number 3. Marsden Building Society. c.1880s, three-storey, three-bay building faced in ashlar sandstone. Oriel window over what was probably an ornate central

entrance, which has been obscured by a modern shop front. A carved crocodile and lion can be seen below the oriel, at either corner.

Numbers 5-9. Yorkshire Bank. A c.1930s building with five bays. The first two bays are three storeys with a gable window, and the three easternmost bays are four storeys, topped with crenellation and flanked by small turrets. Painted frontage. Modern shop front.

Number 11-13. Coursed stone building of four storeys, whose gable end faces The Rock. Carved stone window architraves, drip mouldings and ashlar banding. Sash windows. Modern shop front.

Numbers 15-21. 1920s, Egyptian style Art Deco with three storeys. Cream-painted upper storeys are dominated by pilasters which enclose five bays of original metal windows. Dentil cornice. Former Burton's clothes shop front has been replaced with a modern fascia and windows.



Fig. 53 North side of The Rock in c. 1955 (Ashworth, 2002)

Derby Chambers, 2-8. Built c. 1888, and first occupied by a firm of solicitors. Four-storey, ashlar-fronted corner building with rustication to the ground floor, a pedimented east doorway, ornate dormer windows and a deep cornice. A recent English Heritage CAP scheme funded the restoration of shop fronts, the reinstatement of architectural stonework, and roof, window and stonework repairs. Derby Chambers replaced several narrow buildings depicted on the 1848 O.S., on what was then called Fleet Street. These were built on land belonging to the Earl of Derby.

Number 14. Built in the 1880s or early 1890s, in red brick with extensive stone dressings. Stone mullioned windows; two Dutch gables each to The Rock and Crompton Street. Art Nouveau motifs on the ground floor.

Natwest Bank, 36. c. Early 1930s building faced with ashlar limestone, with tall arch-headed windows flanked by Tuscan columns. Five bays to The Rock; seven bays to Gutter End. Single storey, with some rustication and parapets on each elevation flanked by acroteria.

Royal Bank of Scotland, 40. Built as a bank between 1895 and 1898. Three storeys, with four bays facing The Rock and seven bays facing Union Street. Revived classical style, in brick with stone dressings. Ashlar to ground floor, with moulded arches. Some of the windows on the ground floor have been replaced with large panes of plate glass, and, on The Rock, the window opening to the right of the main entrance has been shortened, but otherwise the building appears externally as it must originally have looked. The bank was known for some time as William and Glyn's Bank, but is now used by the Royal Bank of Scotland. It was built on the site of the White Horse Hotel, which was demolished in 1895.

The Wylde

Numbers 5 and 7. The remains of a pre-1845 terrace. Plain brown brick with stone sills and lintels; later windows.

Buildings of particular merit just outside the town centre conservation area:

There are a number of buildings of historic merit just beyond the boundaries of the conservation area.

The Rock: Hornby Buildings, 118-126 Hornby Buildings, built by the Corporation of Bury in 1933, is named after the family who once owned the land where it stands. It replaced a terrace of shops and houses, of mixed age and size, and was set back from the street line in order, presumably to widen the principal eastern avenue to the market place. Completed in 23 weeks, it is steel-framed and clad in cream glazed terracotta tiles. The building is Art Deco in style, with clean lines, a curved corner with Rochdale Road and shades of the Egyptian revival in its window decoration, and the pilasters and portico of its principal bay. Its exterior also features the coat of arms of Bury Corporation. The original shop fronts survived in tact until 1969. One, that of H. Stone, survives.

The planned demolition of Hornby Buildings will have an impact on the eastern gateway to the conservation area, even though the complex is beyond the current boundary. As such, it is important that the replacement building enhances the east end of the Rock and echoes the scale and verticality of surrounding buildings.

Bolton St (west corner of Castlecroft Road): Jewel in the Crown PH

Three-bay, two-storey red brick building with limestone surrounds to windows and door. Early 20th century. Replacement wooden windows.

Knowsley Street: Town Hall

By Reginald Edmonds of Jackson and Edmonds of Birmingham (1939-40 – outer shell; rest 1947-54). Clad in ashlar, with semi-circular, columned portico entrance. The town hall was officially opened by the Queen on 22 October 1954, 15 years after the first stone had been laid by the Earl of Derby. The basement was used as an air

raid shelter during WWII. The building now houses the Borough Council offices.

Knowsley Street: Railway Bridge

Railway Bridge carrying Knowsley Street. Probably 1846, with radiating voussoirs. Last visible remains of Knowsley Street station.

Tithebarn Street: number 12

Remains of an L-shaped late Georgian block marked on the 1848 O.S. Retains 8-over-8 sash windows, fine brickwork and the enclosed remains of a once-larger front garden.

Parsons Lane: number 18

Originally the Bury Union Offices, built in 1865. Brick and ashlar façade. Cartouche on the roof. Asymmetrical, Italianate.

4.5 Building Materials

- *Stone and brick:* historic buildings within the conservation area are mostly constructed from the local sandstone – a fine-to-medium grained buff sandstone – or red brick. The stone used is fine quality and has weathered well. The local sandstone is a durable building stone that has not suffered adversely from erosion. This is undoubtedly because the stone is of fine quality and was well laid. The brick in the conservation area is a mixture of modern and more historic brick. In general, there are few examples of serious problems with erosion.

The deep cutting of the railway line is protected by high mid-19th century stone retaining walls. Stone steps with railings climb from the station car park to Bank Street. Stone entrance steps are a feature of many public buildings and older terraces. Stone boundary walls to parks and former church yards are an important part of the street scene, as at Memorial Gardens.

Good quality masonry is a feature of Bury. The town is rich in good stone details, including decorative door cases, quoins, string courses, and coved and moulded stone cornices.



Fig. 54 Door case, 17 Broad Street



Fig. 55 Door case, Silver Street Chambers (1893)



Fig. 56 Stone detail, former GPO, Crompton Street



Fig. 57 Stone detail, 2-4 Market Place

Bury also has some fine decorative brickwork detail, especially on Silver Street. There are some good examples of stone walls with gate piers and railings, including at St Mary's Church.



Fig. 58 Brickwork detail, 14-16 Silver Street



Fig. 59 Churchyard walls, Memorial Gardens, Silver Street

- *Roofs:* traditionally of dark grey stone slate or Welsh slate, roofs have generally survived throughout the conservation area without major alteration.

4.6 Architectural Features

- *Windows and door joinery:* there are some good examples of historic windows and door joinery in the conservation area. The top storeys of numbers 7 and 9 Broad Street retain very attractive 8-over-8 sash windows (the ground floor also retains wooden Victorian shop fascias, cornice and architraves). Later nineteenth century sash windows have also been retained on larger commercial buildings in the centre, and in most of the terraces at the southern end of Manchester Road.



Fig. 60 Sash windows in (L-R) 14-10 Manchester Road

- *Metalwork:* Bury town centre has some fine quality metalwork, used to make railings, gates with decorative details and lamp stands. The gates on the library which retract into the perimeter walls are particularly interesting examples. There are good contemporary examples of metalwork on the Art Gallery frontage.



Fig. 61 Gates, St Mary's Church



Fig. 62 Lamp stand, Bury Library



Fig. 63 Retracting gates, Bury Library

- *Rainwater goods:* these are traditionally of cast-iron. Replacement in plastic, at least to the frontage of historic buildings, is not widespread. PVCu gutters are particularly damaging where the plastic is grey and of the incorrect dimensions and profile.



Fig. 64 Cast iron gutters on the frontage of 7 Broad Street



Fig. 65 Cast iron gutters to the rear of 21 Silver Street

- *Chimneys:* these punctuate the town's roofscape. Stone chimney pots still exist on many commercial buildings. Such features are important as they are reminders of former uses and living patterns, when open fire places were the only form of heating. Chimneys contribute to the liveliness of the roofscape and should be retained.



Fig. 66 Chimney pots, Market Place

4.7 Shop fronts

Bury has very few original or historic shop fronts, but those that do exist contribute to the character of the conservation area.



Fig. 67 9 Broad Street



Fig. 68 Early twentieth century shop front at 5-7 Bolton Street



Fig. 69 Art deco style shop front, 1 Crompton Street



Fig. 70 Reproduction shop fronts at 8-24 Bolton Street

Within the conservation area there are good examples of reproduction shop fronts which maintain the character of the historic centre (8-12 Bolton Street, for example).

4.8 The Condition of the Public Realm

4.8.1 Paving and surface treatment

Main roads have tarmac surfaces, although many of the back streets, alleys and side roads retain their historic sandstone sett surfaces and stone kerbs. The northern end of Gutter End, the alley between 1 The Rock and St Mary's Church and the alley leading from Tenterden Street to St Mary's Place are good examples. Setts can also be seen on School Brow, where the tarmac has worn away. Some granite kerbs have also been used in the conservation area.



Fig. 71 Paving and setts, Castle Street



Fig. 72 Setts to north end of Gutter End



Fig. 73 Setts visible under tarmac, School Brow



Fig. 74 Paving on St Mary's Place, as seen from Tenterden Street

Historic materials have not survived on principal footways; pavements are mainly paved with concrete slabs in the town centre, and kerbs are generally concrete, although new highway refurbishment works have employed granite kerbs. Some paving schemes have used concrete setts, for example those in Crompton Street and

at the southern end of The Wylde. The area around Kay Gardens is paved with cracking concrete slabs, which detract from this focal point in the conservation area. In the Market Place, concrete paving has been combined with concrete sets. The paving and planters in Memorial Gardens now looks outdated and fussy.



Fig. 75 Paving at southern end of Crompton Street



Fig. 76 Paving, Market Place



Fig. 77 Paving, Kay Gardens



Fig. 78 Paving and planters, Memorial Gardens

4.8.2 Signage



Fig. 79 Signage by Kay Gardens, Market Street

- Highways signage: properly managed, these additions to the streetscape can be unobtrusive. In Bury there appears to be a tendency to over-clutter the town centre streets with signage.

- Interpretive signage: there are good examples of interpretive signage in the Market Place and Market Street.

4.8.3 Street furniture

- Bollards: Traditional-style, black-and-gold painted, modern examples are used throughout the conservation area to prevent pavement parking. While they do not overly detract from the historic character of the area, they are a very common feature.

- Railings: ornamental railings front large public and commercial buildings throughout the conservation area. Their presence often reflects the higher social status of the historic building. Although some railings have been removed over the years, civic improvement schemes have reinstated some good reproduction railings, including those surrounding Kay Gardens. Modern black-painted railings are used to good effect to control pavement traffic on, for example, The Rock.



Fig. 80 Bollards, Broad Street



Fig. 81 Railings, School Brow (the old railing holes can still be seen)



Fig. 82 Railings, School of Arts & Crafts



Fig. 83 Railings, Kay Gardens



Fig. 84 Railings, The Rock.

- Post boxes and telephone boxes: very few historic post boxes and telephone boxes survive, but where they do, they add to the historic character of the town.



Fig. 85 George V post box and telephone, Bolton Street station.

4.8.4 Street Lighting



Fig. 86 Lamp standards on Bolton Street

The same modern, black-painted, heritage-style design has been used for street lamps on Bolton Street, Castle Street and Silver Street. Other streets in the conservation area – most notably Haymarket Street and Market Street – have a mixture of these and older lamps introduced during street improvement schemes which must date back to the 1970s. In the Market Place lamps have been mounted on buildings; this is unobtrusive and reduces street clutter.



Fig. 87 Wall-mounted lamp on Market Place building



Fig. 88 Mid twentieth century lamp stands in Market Street

4.9 Views and Vistas (key views are marked on fig. 1b)

Views to the moors from the northern half of the conservation area are dramatic. In the northern half of the conservation area views are punctuated by St Mary's Church spire, standing out against the skyline. Looking south along Silver Street, the tower of St Marie's Church is dominant. Views of the town from the surrounding Pennines are also impressive, and help to put the town in its geographical context.



Fig. 89 View to the moors from the top of Bolton Street/Market Place



Fig. 90 View of St Mary's from the north end of Silver Street



Fig. 91 View from Bolton Street towards the Armoury



Fig. 92 View of St Mary's Church from Castle Street

Narrow views are often framed between buildings in the conservation area, allowing intriguing glimpses of the intimate scale, density and layering of Bury's character. Good examples include the view of the Armoury from the junction of Bolton Street and Cooper Street, and the view of St Mary's from both Crompton Street and Castle

Street. In a few cases, negative buildings detract from the view along important streets.

Differing storey heights within the conservation area has provided an opportunity for taller gables to enliven the street scene, as is the case on a corner of Market Place.



Fig. 93 View of Silver Street from Moss Street



Fig. 94 Gable of Derby Chambers, Market Place/The Rock

4.10 Trees and Green Spaces

Bury has significant green spaces and areas of mature planting which soften the hard urban form of the densely developed town centre, and provide an important amenity for residents and visitors. Memorial Gardens on Manchester Road, by Bank Street and, opposite, Sparrow Park on the corner of Moss Street and Silver Street, are particularly good examples. Other formal open spaces include Kay Gardens, the churchyard of St Mary's Church on The Wylde, which has views of the moors beyond Peel Way, and the garden of St Marie's Roman Catholic church.

The rectory's walled garden is the oldest preserved green space in the town centre: the grounds of different houses on the site have always been open land or garden. This is not a public space but it is densely planted with mature trees which are important in the conservation area. The trees are particularly visible from School Brow, which is also overlooked by trees to the north, by Peel Way. Trees are planted throughout the conservation area, dotting all the main streets of the conservation area. They have also been planted in areas where buildings do not abut the pavement, for example outside the leisure centre on Bolton Street. The Market Place has been planted with trees and flowers, and dotted with benches. Floral displays in public spaces, including hanging flower baskets contribute to the attractiveness of the street scene.



Fig. 95 School Brow, by Tithebarn Street

The end of Crompton Street has recently been re-designed as a hard landscape open space, replacing Bury Lion's Garden at the same time as the Union Street Methodist Church was demolished. The archaeological remains of Bury Castle on Castle Street is surrounded by hard landscaping, with benches overlooking the site.

Private gardens between the public highway and domestic buildings provide an attractive setting for historic houses, whether detached or in terraces. Examples include numbers 2-14 and 1-3 Manchester Road. Railings, walls and gate piers, in a great variety of historic designs, are also important features of gardens in the conservation area, used to mark the boundary between private and public space. In some cases, for example 1-3 Manchester Road and the Textile Hall, railings have been removed.



Fig. 96 Gardens, 1-3 Manchester Road



Fig. 97 Foreshortened gardens, 2-14 Manchester Road

- *Planters:* flower baskets are a common feature in the town. Where appropriate, these should co-ordinate with other items of street furniture and not cause an obstacle. Street clutter would be minimised if the design of planters in prominent locations were co-ordinated.



Fig. 98 Un-co-ordinating planters, Market Place.

4.11 Conclusion

Bury Conservation Area contains some fine listed buildings and unlisted buildings of historic merit. The use of local building stone gives the town its important local context, and architectural features including fine metalwork and joinery contribute to provide a town centre of unique character. Bury also has a number of green spaces and hard landscaped areas which provide an oasis in the centre of the conservation area.

These positive conclusions are, however, challenged by ongoing threats to the character of the conservation area. These exist in the form of alterations to historic fabric, general street clutter and such problems as under-used upper floors. Sections 5 and 6 outline the various issues which face Bury Conservation Area, now and in the future.

5.0 Issues

The following issues will be taken into account in compiling the final appraisal document. For policies and recommendations see section 7.

5.1 Building Materials

Bad repairs can be detrimental to the overall character of the area, resulting in loss of unity in the street scene, particularly where the change occurs in mid-terrace. There are only a few examples of damaging stone or brickwork repairs in the conservation area: poor repointing to the rear of St Marie's Church is one.



Fig. 99 Poor repointing, rear of St Marie's Church, Manchester Road.

5.2 Architectural Features

- *Windows and door joinery:* while Bury town centre's buildings retain some good examples of historic windows and doors, the replacement of such joinery is a major issue throughout the conservation area. Listed buildings on the Market Place have had windows replaced, but the problem is particularly visible in Bolton Street, Haymarket Street and the southern end of Market Street. On these streets, many traditional upper-floor timber sliding-sashes have been replaced by a variety of different window styles which damage the unity and regularity of terraced streets. The residential terraces in the south west corner of the conservation area also have a

large number of inappropriate replacement windows and doors. Window openings have, however, rarely been altered which helps to preserve the historic proportions and retain some unity.



Fig. 100 Replacement upper floor windows, 2-4 Market Street



Fig. 101 PVC replacement windows, north side of Bolton Street



Fig. 102 Historic sashes, 20 Market Street



Fig. 103 Replacement windows in the listed terrace of St Mary's Place



Fig. 104 Glazing replaced with mirrored glass, 6 Market Street



Fig. 105 Replacement door, 4 Tenterden Street

- *Shop fronts:* within the conservation area there are good examples of original and reproduction shop fronts which maintain the character of the historic centre (8-12 Bolton Street, for example), but some good buildings are spoilt by crude shop front signage and fascias. 14-16 Market Street (WDC Estates and Nationwide Building Society), 8-10 Market Place (BSM), 17 Broad Street and 13-21 The Rock are some of the more obvious examples.



Fig. 106 Modern commercial shop front signage on 12-20 Market Place



Fig. 107 Roller shutters on 17 Broad Street



Fig. 108 Modern commercial shop front signage on (L-R) 12-2 Market Place



Fig. 109 Modern shop fronts, 13-21 The Rock

Roller shutters have also been installed on a few historic shop fronts, including 17 Broad Street. Although this is rare, it is all the more obvious because of the small number of original shop fronts in Bury town centre.

5.3 Building alterations

- *Loft conversions:* within the conservation area these are not visually intrusive, although a series of loft windows on Bank Street are visible from Memorial Gardens. Loft windows in the roofscape of the south side of the Market Place are hidden from ground level because of the height of the buildings. Dormer windows are a relatively rare addition to property in the town.
- *Satellite dishes, TV aerials and alarm boxes:* satellite dishes and security boxes have been installed on many properties, commercial and domestic, in the conservation area, although these are rarely on the building frontages. Nevertheless, the accumulated effect of too many dishes, alarm boxes and aerials can detract from the character of the area and be visually intrusive.



Fig. 110 Satellite dishes on the locally-listed Clarence PH on Bolton Street



Fig. 111 Alarm box on Castle Buildings, Market Place



Fig. 112 Aerials on top of 18-20 Crompton Street



Fig. 113 Satellite dishes on the locally-listed former Temperance Billiard Hall, Bolton Street

- *Disabled Access:* There are several good examples of disabled access ramps whose impact on historic fabric is minimal, including Derby Hall on Market Street. More recent ramps, including that newly-installed outside the listed Barclays Bank on Silver Street, which uses reconstituted stone in an unsuitable colour, are less sympathetic.

5.4 New Design

Proposals for extensions, infill development or to replace inappropriate post-war buildings have so far not had a damaging impact on the conservation area's overall character. The few development sites which exist or may in future appear in the town centre provide a chance to enhance the character of the conservation area, particularly if they respect the scale and materials of the buildings which give the area its historic integrity and interest.



Fig. 114 Single-storey taxi office, Bolton Street.

5.5 Buildings at risk

Throughout the conservation area, late twentieth century demolition of historic frontages has been rare and there are few gap sites. On Bolton Street the c. 1970s redevelopment of numbers 11-19 left a narrow gap between number 7 and number 11. The setting back of this development from the street line also caused disruption to the rhythm of the existing terraces. A more appropriate redevelopment would adhere to the prevailing street line, match existing roof heights and echo the vertical emphasis of the street. Between numbers 24 and 34 Bolton Street the 19th century building of a tunnel for the railway inhibited future development on the site. It is now a car park, with views of Castle Street and the Armoury. Numbers 22-28 the Rock were rebuilt in the c.1960s, as were the ranges immediately south of 18-20 Market Street and Derby Hall. Ribblesdale House, on the corner of Market Place and Market Street, is a late 20th century building with stone details.



Fig 115: Gap site by 11 Bolton Street

5.6 Vacancy and under use

Few buildings in Bury conservation area are entirely empty and at risk of neglect. Exceptions include the fine former post office building on Crompton Street and the listed Art Picture House on Haymarket Street, which has weeds sprouting from its gutters and several boarded up windows in the upper storeys. This building needs a sympathetic owner and a viable new use to ensure it continues to contribute to the character of the conservation area.



Fig. 116 Haymarket St, Art Picture House.

A more widespread issue is the under use of the upper storeys of many historic buildings in the town centre. Under-use can lead to neglect and falling property values, making the buildings' future vulnerable. Affected listed buildings include number 1 The Rock and 8-10 Market Place, and buildings of historic merit such as 16 Bolton Street, Castle Buildings and parts of Derby Chambers on The Rock. A strategic approach to the use of upper floors should be employed to address this issue.



Fig. 117 To let: upper floors of 1 The Rock



Fig. 118 To let: upper floors of 8-10 Market Place



Fig. 119 To let: upper floors of 16 Bolton Street



Fig. 120 To let: upper floors of Castle Buildings, Market Place

5.7 Inappropriate development

There are various negative buildings whose scale, construction materials or style mean they detract from the historic appeal of streets in the conservation area. These include the following:

- the post-war Job Centre by Memorial Gardens on Manchester Road Bury Unitarian Church and Craig House, overlooking Memorial Gardens (the church replaced a Presbyterian chapel built in 1710 which survived until after 1960);
- the single-storey funeral parlour which currently closes the view along Castle Street from The Wylde;
- the single-storey taxi rank by 24 Bolton Street;
- the corrugated iron sheds between the west end of Castle Street and the listed Transport Museum;
- 11-19 Bolton Street;
- the rectory;
- the garage by the transport museum;
- the shed between the transport museum and the Armoury;
- Wilson Scout Hall, the Wylde



Fig. 121 Job Centre, Silver Street



Fig. 122 Single-storey building, Castle Street



Fig. 123 Railway sheds opposite the west end of Castle Street



Fig. 124 14-32 The Rock, including post-war redevelopment with little reference to surrounding historic buildings.

5.8 Negative planning and redevelopment

Adjacent to the current conservation area boundaries, there are a number of sites which are detrimental to the character of the area:

- The 1960s redevelopment of Union Street and the surrounding area erased much of the 19th century street pattern, imposing a part-covered shopping centre which must have sucked trade from conventional shopping areas like Bolton Street. The shopping centres which exist now make little reference to their historic past.
- The dual carriageways of Peel Way, to the north of the conservation area, and Angouleme Way, to the south, are an immovable barrier between the historic core of the town and its wider surroundings.
- The single storey shops at 7-15 Tithebarn Street are a negative gateway to the conservation area from School Brow and Parsons Lane. Any redevelopment should take better account of the historic assets in this area, including the rectory's tree-lined walls and the Georgian house at 12 Tithebarn Street, which is just outside the conservation area.

5.9 The Condition of the Public Realm

The town centre has benefited in the past from publicly-funded schemes of enhancement work to the public realm and to individual properties, part-funded by English Heritage and the Heritage Lottery Fund. However, there is scope for further, focused work. For example, co-ordination of new street furniture and the retention of traditional pieces will help to protect the attractiveness of the streets.

5.9.1 Paving and surface treatment

The treatment, design and maintenance of the public realm is generally unobtrusive, but in some cases it does detract from the historic character of the town centre. The paving and profusion of street furniture on the east side of Kay Gardens, along Market Street (south), is an example.



Fig. 125 Street furniture, Kay Gardens

In some cases the modern surface treatment is too diverse and serves to erode the coherence of the space as a whole. In Market Place, for example, different colours of surface are used for vehicle and pedestrian areas, with bollards, planters and multiple poles cluttering the street scene. Different textures in a similar colour would work better. The pink textured surfaces used to denote hazards such as crossings are also visually intrusive: other textured materials such as stone paving with raised discs would be less so.



Fig. 126 Road treatment at the north end of Silver Street



Fig. 127 Surfaces on the Market Place

5.9.2 Signage

Highways signage is essential, but in some areas of Bury town centre it has impacted on the historic character of the conservation area. In such cases, badly sited signs cause visual clutter, block views of buildings and may provide an additional obstacle to pedestrians.



Fig. 128 Highways signage clutter on the corner of Market Place and Market Street

5.9.3 Street furniture



Fig. 129 Later twentieth century railings at the corner of Tenterden Road



Fig. 130 Later twentieth century railings at the south end of School Brow



Fig. 131 Reproduction railings alongside mid-twentieth century railings on School Brow

- *Railings:* some ornamental railings have been removed over the years (those which marked the boundary walls of Textile Hall and 1-3 Manchester Road are examples). While modern black-painted railings are used to good effect in some areas, there are a few examples of railings in the secondary streets of the conservation area which pay little heed to their historic setting. In School Brow, new railings on the restored retaining wall clash with c. 1970s railings.

5.9.4 Lighting

Some streets in the conservation area – most notably Haymarket Street and Market Street – have a mixture of modern, reproduction lamps and older lights, which creates an undesirable visual clutter. There are a number of examples in the conservation area where the streetscape would benefit from a rationalisation of lamps.



Fig. 132 Three different styles of street light on the corner of Bolton Street and the Market Place

5.9.5 Refuse bins

Bright yellow commercial bins are more visibly intrusive than the black 'heritage' style public bins installed in prominent locations such as the Market Place, but these are confined to side streets. Where recycling bins have been installed, for example in the Market Place, these have been well designed to co-ordinate with the existing bins.



Fig. 133 Co-ordinating bins for recycling and general rubbish, Market Place

5.9.6 Parking

Parking is generally provided in designated car parks outside the conservation area or behind main frontages, but the impact of parked cars in the town centre is still marked. For example, the high number of parked cars in Castle Street detracts from the recent archaeology-led improvement scheme in what is part of the historic core of the town. Despite the fact that the area is designated only for disabled or office access, Castle Street still feels like a back street car park. The car park at the north end of The Wylde is a poor setting for the listed Church Rooms and St Mary's Church: the views from here north to the moors could be better used. There are bays of on-street parking on the main streets of the town centre, but these are not overly intrusive and are also important for the passing trade of shops.

5.10 Back Streets and non-prominent elevations

Whilst the upper storeys of the street frontages are largely intact, commercial premises, particularly those selling food and drink, have introduced modern services like mechanical vents to the rear of properties. (In one case on 7 Broad Street, this has been installed on the front elevation.) Back streets such as Crompton Street and Back Haymarket Street suffer from intrusive air handling units, extract flues, telephone cables, fire escapes and other accretions which detract from the historic character of the area. Some rear boundary walls have been removed to enable car parking, or replaced with inappropriate boundaries, such as timber fences.



Fig. 134 Air Con units at end of 20 Crompton Street



Fig. 135 Services to the rear of the Art Picture House, Haymarket Street

Whilst secondary to the main frontages, back streets play an important part in contributing to the character of the area, offering intrigue, views, layers and often enclosed spaces. The effect of changes to rear elevations is not as obvious in Bury as in a town centre on different levels, but there are areas where rear elevations can

be clearly seen, for example from the west bank of the railway. The appearance of rear elevations is significant and can be easily compromised by poor alterations, parking areas and poorly sited services. Side elevations are also important where these frame views and are visible from main streets.



Fig. 136 Side elevations can be as important as front elevations: NatWest, 36 The Rock



Fig. 137 Royal Bank of Scotland, 40 The Rock

Poor management of bins is a particular problem in back streets and alleys. The alley behind 6-22 Silver Street and beside the Art Gallery are examples. Although this is difficult to tackle because bin placement is not a planning issue, it may be that departments of Planning and Environmental Health could work together to resolve the problem.



Fig. 138 Bins in Back Silver Street



Fig. 139 Bins in side street by the Art Gallery

5.11 Trees and green spaces

The town centre conservation area contains many areas of greenery and trees that relieve the hardness of the built townscape. Trees dot the main streets and there are public gardens or churchyards on many of the principal streets (including Silver

Street, Market Street and The Wylde). As well as providing important local amenities, these provide a visual backdrop to historic buildings.

The front gardens of the once-domestic range of numbers 2-14 Manchester Road were foreshortened, probably in the 1970s, to make parking bays on Manchester Road. The gardens opposite, in front of 1 and 3 Manchester Road, have survived better. Both areas of green space convey the sense of a lower-density, domestic character in this area, even if the Manchester Road terraces have been converted into offices.



Fig. 140 Foreshortened gardens at 2-14 Manchester Road.

Flower baskets are a common feature in the town, but their design is not always coordinated, and this helps to create a form of visual clutter.

6.0 Accommodating Change

6.1 Bury in the 21st Century

Bury Conservation Area is a well-preserved example of a Lancashire market town that had its greatest period of prosperity in the 19th century. The centre of Bury provides an area of considerable local distinction; its historic assets help to give the town a unique character. It is important that these assets are well looked after in the future – such care reflects an awareness of their important contribution to Bury's sense of place and identity.

A surprising number of buildings are still in the use for which they were built; public and commercial buildings predominate in the town centre. However, changes have inevitably occurred: the town's fortunes declined as the local manufacturing base declined, and redevelopment in the 1960s and 1970s did much to alter the character of parts of Bury. The clearance of historic buildings to the east of the town centre, the redevelopment of the markets and the construction of the ring road separated the historic core from the surrounding urban fringe. New uses have been found for the few prominent historic buildings where the original use has ceased. The conversion of 18-20 Market Street into a wine bar is a good example. There is now very little residential accommodation within the conservation area, although there is potential for new flats above commercial ground floors.



Fig. 141 18-20 Market Street

High levels of car ownership on streets where once there was none bring some parking problems in the town centre, although the transport interchange on Haymarket Street does help to limit motorised commuters; the Metrolink provides an important direct connection to Manchester. The space around St Mary's Place is diminished by the number of cars parked there, and the street line is broken up on

Bolton Street where a building has been demolished for a car park. However, car parks do not diminish the character of the conservation area elsewhere; most of the parking is consigned to beyond the conservation area. The 1970s ring road reduced the number of cars going through the town, and allowed The Rock to be part-pedestrianised.

Highway signage and lighting is an essential part of the modern highway, but designs chosen for their reference to historic patterns, such as those around the Market Place, fit better into the historic town centre than standard modern concrete or steel designs. Historic street and footway materials have largely been superseded by tarmac or concrete paving, although on less used or prominent streets, setts and stone paving are still a distinctive part of the street scene and should be retained. Appropriate maintenance and good repair of historic materials is essential to ensure their future survival.

Modern communications and security needs have impinged on buildings and the streetscape; telephone wiring, satellite dishes, alarm boxes and air handling units are intrusive on some commercial buildings, for example on Crompton Street. With care, these services could be installed with less visual damage to the street scene.

The pressures for modern, back-lit plastic shop fascias from high street chains and others has contributed to the loss of visual unity on the principal commercial streets of The Rock, Bolton Street, Market Street and The Haymarket. A large number of windows and doors in the conservation area have been replaced with modern patterns which pay little heed to the buildings' architectural character and their historic context.

Whilst many of the changes are individually relatively minor, taken together they can have an adverse impact on the appearance and character of the conservation area. Drawing attention to the special features of the place and setting this in a historic framework is one way of highlighting the special interest of the area, to help inform owners and the local authority, so that insensitive alterations can be minimised in the future

6.2 Bury Conservation Area's future role in the town centre

To ensure that the conservation area remains a vibrant part of Bury's future, historic buildings need to be fully occupied and maintained. The 2002 report 'Bury but Better' found that there is potential demand for town centre housing and some town centre offices. Such findings should inform a Council-wide strategy covering unused floor space in the town centre. Increasing under-use of upper floors will gradually result in the deterioration of historic buildings. As well as loss of important and unique fabric, this also represents lost economic and social potential in the town centre. Increasing residential occupation in historic buildings may require some alterations, but it will also help to secure the future prosperity of parts of the conservation area. However, the Council's strategy should recognise that different character areas within the conservation area have different issues: Bolton Street may not have the same potential for residential reuse as, for example, Silver Street. In Bolton Street, selective demolition of negative buildings may attract new development of a suitable type and scale which would reinforce the historic building line and original verticality. Possible candidates for demolition include numbers 11-19 and the single-storey taxi office by number 24 Bolton Street.

The 'Bury but Better' report also draws attention to a study by Drivers Jonas which found that there was potential to expand Bury's shopping centre. Planned new

development is currently focused to the east of the town centre, along the Rock and on Knowsley Street. Such development may refocus the centre of activity in the town centre and move some attention away from the Market Place, Silver Street and Bolton Street. Bolton Street, as the least prosperous of these three areas, is the most immediately at risk of neglect and disuse. The application of a Council strategy on under-used upper floors in this area would be helpful. It may be useful to undertake a separate study specific to Bolton Street in order to understand why decline has already set in here. Any report should review existing uses, look at the reasons for vacant space, appraise the condition of existing buildings and the public realm, and examine the potential for careful redevelopment. The report should also take account of the importance of the street as the western gateway into the town centre. Great potential exists for shops and businesses in the street to benefit from tourists using Bolton Street Station, which is a vibrant and unusual focus for the area.

6.3 Philosophy for Change

As noted above, Bury Conservation Area has successfully accommodated many changes. Conservation policies are not intended to prevent change: it is recognised that change takes place and that organisations and individuals need and wish to improve their properties and the local environment. The aim of the policies in section 7 is to guide the way these changes are made, so that the special historic character and appearance of the conservation area is protected for future generations.

7.0 Protecting Special Interest: Policies and Recommendations

7.1 Suggested conservation area boundary changes

The existing Bury town centre conservation area includes the core of the historic town, extending south along Manchester Road and Haymarket Street to the ring road, north to Peel Way, west along Bolton Street to Castlecroft Road and east to Union Street and School Brow.

The following additional area is recommended for inclusion in Bury's town centre conservation area:

- **Town Hall extension, Knowsley Street.** The ashlar clad, classical-style Council offices, by Jackson and Edmonds of Birmingham (1939-40 and 1947-54) dominates the south side of the town. Although it has been cut off from the centre by the ring road, the building is important in views south along Manchester Road and at the southern end of Haymarket Street. It is a fine quality building with strong link to the town centre. Although it may be unusual for a conservation area boundary to cross a barrier such as a dual carriageway, it is not unprecedented: Birmingham's Central Fire Station forms the apex of Steelhouse Lane Conservation Area, whose main body is the other side of the A38.

Although there are a number of historic buildings along The Rock, beyond the eastern boundary of the conservation area, including Hornby Buildings and numbers 68 to 84, they do not form a cohesive enough group to warrant an extension eastwards of the conservation area. A brief description of buildings of particular historic merit which are just outside the conservation area boundary is given in 4.5.

Some current plans exclude numbers 19-21 The Rock from the conservation area. The correct designation should include numbers 15-21, which is one building.

7.2 Architectural Features

- **Windows and doors:** The conservation area has some fine historic windows and door joinery, but replacement of such features with inappropriate modern materials is an issue. In a small number of residential properties in the conservation area, windows and doors have been replaced. In St Mary's Place, the Market Place and Market Street, this has happened despite the fact that these buildings are listed.

Recommendation

1. Good examples of original windows and doors should be recorded, and the pattern used to encourage reinstatement of appropriate replacements. Consideration should be given to introducing a focused grant scheme to encourage window restoration in specific problem areas like St Mary's Place.

2. To retain surviving historic windows and encourage the reinstatement of traditional windows, it is recommended that an audit is undertaken, to record the conservation area's traditional window patterns. This should be used to inform guidance for building owners.

- **Shop fronts:** Bury has very few original or historic shop fronts, but those that do exist contribute to the character of the conservation area.

Recommendation

1. Consideration should be given to recording any historic shop fronts. Good examples should be retained and the advice within the Council's Shop Fronts and Signs Guide widely promoted.
2. Steel roller shutters should continue to be resisted in the town centre.
3. New commercial advertising and shop signs should not consist of the modern plastic, back-lit fascias that have become the norm in The Rock and Bolton Street. The restoration of signs more in keeping with the character of the town should be encouraged. Council guidance on shop fronts and signs should be promoted, and rigorous enforcement used to resist the pressure for inappropriate advertising in the conservation area.

7.3 Building alterations

- **Disabled access:** some ramps currently installed in the conservation area have more impact on historic fabric than others. Contemporary or traditional designs may provide equally interesting solutions to disabled access requirements.

Recommendation

Clear guidelines about the materials and style of disabled access ramps in the conservation area should be provided by the Council.

- **Satellite dishes, TV aerials and alarm boxes:** satellite dishes and security boxes have been installed on many properties, commercial and domestic, in the conservation area, although these are rarely on the building frontages. Nevertheless, the accumulated effect of too many dishes, alarm boxes and aerials can detract from the character of the area and be visually intrusive.

Recommendation

Satellite dishes, TV aerials and alarm boxes should be carefully sited in order to reduce the visual clutter on buildings in the conservation area. Guidance on location and appropriate colours could substantially minimise the impact of these changes.

7.4 Enforcement

The unauthorised fixing of services, telecommunications and security equipment to commercial properties is eroding the character of some streets in the town centre. The unauthorised replacement of windows and doors in the conservation area also erodes character.

Recommendation

An audit of unauthorised installations and alterations in the town centre should be undertaken. This should be followed by a programme of appropriate, prioritised enforcement action to secure the removal of unnecessary or damaging installations and provide improvements to essential installations where possible. Conservation area guidance for Bury business owners could include advice on installing equipment. Enforcement action should be used to reverse inappropriate window or door changes.

7.5 New Design

Proposals for extensions, infill development and other new buildings have so far not had a damaging impact on the conservation area's character. Although there are presently few development sites in the town centre, some scope exists for replacement of inappropriate post-war buildings. Development opportunities which do arise present an opportunity to enhance the character of the conservation area through sensitive, contextual and sometimes innovative design.

Recommendation

Generic urban design advice should be provided for all conservation areas in the borough. As part of the planning process, particular care should be taken to ensure that all development proposals are sensitive to the character and special interest of Bury. Opportunities for contemporary design should be considered, as well as traditional design.

7.6 Buildings at risk

New uses should be secured for buildings at risk that contribute to the character of the area.

Recommendation

An audit of buildings at risk in the area would identify vulnerable buildings and enable action and resources to be targeted. Flexibility should be exercised in accommodating suitable new uses for empty and under-used historic buildings.

7.7 Vacancy and under-used upper floors

Although dereliction is not common in the conservation area, the situation requires monitoring. The principal issue in the conservation area is the number of historic upper storeys which are 'To Let'. The best way of securing a future for historic buildings is by ensuring they have a viable use, and residential use is an option that needs to be actively explored. The re-use of under-used upper floors on commercial property should be actively encouraged. This will involve communication between relevant council departments, which should be encouraged to explore the potential for reusing vacant upper floors as residential flats.

Recommendation

Pro-active steps should be taken to secure the re-use of empty, under-used or derelict buildings, through planning guidance and economic regeneration activity. A strategic approach to upper floors should be taken, co-ordinated across Council departments, to address the challenge of bringing under-used space into beneficial use, including residential.

7.8 Demolition in the conservation area

The demolition of vacant buildings requires conservation area consent; the loss of buildings that make a positive contribution to the character of the conservation area should continue to be strongly resisted.

The demolition of buildings that make a positive contribution to the character of the conservation will continue to be resisted, and will require a very robust justification against the PPG15 criteria and local policy.

Recommendation

The design of all development sites, including those just outside the boundary should be considered for their impact on the conservation area. Sensitive redevelopment of sites should be promoted through planning and urban design guidance.

7.9 Demolition affecting conservation area gateways

Demolition has an impact in 'gateways' to the conservation area. Conservation area consent may not be required to demolish, but there should be an awareness of how demolition will affect the approach to the designated area. For example, the planned demolition of the early twentieth century Hornby Buildings, which is outside the conservation area, will have an impact on the eastern gateway to Bury town centre.

Recommendation

Replacements for existing buildings of historic merit in gateways to the conservation area should enhance their surroundings, for example by echoing the scale and verticality of other historic buildings in the area.

7.10 Public Realm

- **Paving and surface treatment:** Although mostly found on back streets, historic street and footway surfaces contribute immensely to the distinctive character of the area. Historic setts and kerbs should be retained and kept in good repair. On main streets and footways modern surfaces such as concrete paving detracts from the character of the conservation area. The mixing of historic and new paving can also detract from the conservation area's character.

Recommendation

1. A survey and audit should be undertaken to record the location and condition of historic surfaces.
 2. A prioritised programme of repairs and materials salvage should be developed, together with a maintenance guide, to ensure the continued survival of important historic street surfaces.
 3. Liaison between Planning and Highways should be further developed, and good practice in the conservation area agreed.
 4. Consideration should be given to an agreed palette of new materials for use in the area, and to a prioritised programme for the replacement of poor quality materials with sympathetic new or salvaged historic materials.
- **Signage:** Signage for the highway and for pedestrians can create visual clutter and result in an excess of poles mounted on the footway, creating obstacles to footway users. Rationalising signage would help to protect the character of the conservation area. Careful siting of new signage is essential.

Well-designed interpretative signage makes the town accessible to visitors, and reinforces local distinctiveness and identity, provided design and siting is well considered.

Recommendation

1. An audit of signage in the town should be undertaken. Unnecessary signage should be removed and essential new signage should be carefully sited and designed, to reduce the number of additional poles on the footway, and to avoid sensitive locations. Existing poles and building walls should be used when appropriate.

2. Liaison between Planning and Highways should be further developed to ensure effective consultation and to agree the rationalisation of signage, as funds become available.

- **Bollards:** Bollards dot areas of public space in the town centre, but their purpose in doing so is not always clear. Bollards should only be used for specific purposes as they can present obstacles to pedestrians and clutter public spaces.

Recommendation

Liaison between Planning and Highways should be further developed to ensure effective consultation and agree the rationalisation of bollards. The use of bollards could be limited by, for example, ensuring redeveloped buildings adhere to the historic street line.



Fig. 142 Because 11-19 Bolton Street are set back from the historic street line, bollards have had to be used to protect the integrity of the pedestrians' pavement.

- **Railings:** Street railings appear in Bury town centre in a range of different styles. Ornamental railings on public and commercial buildings are of real historic interest, and should be preserved.

Recommendation

1. It would be unrealistic and undesirable to co-ordinate all the street railings in the conservation area. However, an audit of the different styles and their locations should help rationalise what currently exists and thereby improve the character of the area.

2. Marketing banners such as those which partly obscure the railings to the front of 18-20 Market Street should be discouraged.

- **Lighting:** Different styles of street lighting result in a cluttered, un-co-ordinated appearance to the public realm; co-ordination will help to protect the appearance of the conservation area.

Recommendation

1. Consideration should be given to rationalising the design of all street lighting within the Conservation Area, based on an audit of street lighting.

2. Opportunities to mount more street lighting on buildings, such as has been encouraged in the Market Place, should be explored to minimise clutter. New lighting should co-ordinate with other street furniture.

3. A positive working relationship between Highways and Planning should be further developed.

- **Refuse Bins:** Street bins, particularly the bright yellow commercial bins, are unattractive and detrimental to the character of the area. These bins create visual clutter and present obstacles to pedestrians and wheelchair users. A co-ordinated approach to all street furniture would help to protect the appearance and character of the area.

Recommendation

1. The design of street waste bins should be co-ordinated with other street furniture to complement the character of the conservation area. A co-ordinated approach throughout the town centre should be agreed and bins replaced as necessary.

2. The location of street bins, and the management of wheeled bins when agreed as part of new development, should take account of both the character of the conservation area, and the needs of people with disabilities.

7.11 Views

The views into, out of and around the town are important. Any major re-development proposals must, therefore, be considered in this context and the impact they may have on views should be fully assessed as part of the planning process.

Recommendation

A structured photographic survey should be undertaken to record key views, noting their viewpoints. From this a gazetteer / database could be developed to be used as a working tool for assessing development proposals. Applicants should provide adequate visual information to support their planning applications.

7.12 Green spaces

Bury's green spaces are important to the character of the conservation area and are often historically significant in the development of the town; they now provide valued green spaces within the densely developed urban environment.

Recommendation

1. The open spaces identified as part of this appraisal should be protected from future built development. Their importance in the conservation area should be taken into account in managing their maintenance and any changes in use.

2. Planters and flower baskets should, where appropriate, co-ordinate with other items of street furniture and not cause an obstacle.

7.13 Interpretation

Bury is an interesting and attractive historic town, for both residents and visitors. The Bury Town Centre Conservation Area leaflet helps to disseminate information about the town's history and distinctive development, increasing the community's understanding and promoting positive conservation.

Recommendation

1. Continued use of the Bury Town Centre Conservation Area leaflet and other information about the town's special historic character to provide information and guidance about the conservation area and what it means.

2. Consideration should be given to the introduction of additional information boards (with profiled text and images) at key locations, perhaps funded through local business partnerships or planning gain.

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Appendix 1: Listed buildings

Building Name: BARCLAYS BANK
Parish: BURY
District: BURY
County: GREATER MANCHESTER
Postcode: BL9 0DJ
Details:

LBS Number: 210725
Grade: II
Date Listed: 18/05/1981
Date of Last Amendment: 15/11/2005
Date Delisted:
NGR: SD8030110700

SD 8010 NW SILVER STREET (west side)
1/74 (west side)

18.5.81 Barclays Bank

- II

1868, by Blackwell and Son and Booth, of Manchester and Bury. Enriched classical style. A substantial corner building of 2 storeys. Ashlar, with moulded plinth and rusticated bands across ground floor and cornice (on brackets alternation with medallions) across upper floor. 5 large windows, the upper ones having shaped hoods on brackets and enriched pseudo-balcony fronts. The middle bay projects slightly; on ground floor it has large arched entry with horizontal ribbing to angled intrados and grotesque head as key-stone; on first floor it has paired pilasters supporting segmental pediment enclosing sculpture. Side sections of front are framed by pilasters. Parapet with sections of balustrading; chimneys with bracketed cornices surmount it. 4 bay return front to Bank Street is similar. Recessed quadrant corner. Interior has highly enriched plasterwork. Built for Bury Banking Co, founded (as Grundy and Wood) before 1836. Upper floor formerly used as Bury Council Chamber and offices.

Listing NGR: SD8029110708

Building Name: 5
Parish: BURY
District: BURY
County: GREATER MANCHESTER
Postcode: BL9 0DA
Details:

LBS Number: 210726
Grade: II
Date Listed: 29/01/1985
Date of Last Amendment: 29/01/1985
Date Delisted:
NGR: SD8033810731

SD 8010 NW SILVER STREET
(east side)
326-/1/73 Nos. 15-19 (odd)
(including No.5 Broad
Street)

II

Built as bank for the Union Bank of Manchester, incorporating shops and Conservative Club premises, 1904. Blend of Art Nouveau and Classicism. Ashlar. 3 storeys. On corner site with 5-bay range - incorporating 2 shop units - to Silver Street, 2-bay range - incorporating former entrance to Conservative Club - to Broad Street, and angled entrance bay between the ranges. Giant order of Ionic columns to upper storeys; of 3 bays to Silver Street and 1 bay to Broad Street, with octagonal turret between, having flattened pavilion roof behind shaped parapet. Over each end of giant order, a modified segmental pediment (flanked by seated figures) rises above eaves. Channelled rustication and wide windows to ground floor; large arched windows to each bay of order on first floor, with small, paired sashes above. Tall rectangular windows to turret and below Silver Street pediment; large mullion and transom windows, with arched entrance below. Second entrance on corner, under shallow segmental arch on corbels. Some decorative carving.

Listing NGR: SD8033810731

Building Name: BANK CHAMBERS
Parish: BURY
District: BURY
County: GREATER MANCHESTER
Postcode: BL9 0DL
Details:

LBS Number: 210584
Grade: II
Date Listed: 29/01/1985
Date of Last Amendment: 15/11/2005
Date Delisted:
NGR: SD8028610698

SD 8010 NW BANK STREET

1/23 Bank Chambers

GV II

1868: by Blackwell and Son and Booth, of Manchester and Bury, being an annexe to the abutting Barclays Bank. Red brick with stone dressings. 3 storeys. 3 windows, arched and with sill band on top storey. The rest tall, and with cornices above, but with wooden transmullioned glazing. Rusticated bands terminating in quoins. Cornice and blocking course.

Listing NGR: SD8029110708

Building Name: 2-8
Parish: BURY
District: BURY
County: GREATER MANCHESTER
Postcode: BL9 0DL
Details:

LBS Number: 210585
Grade: II
Date Listed: 29/01/1985
Date of Last Amendment: 29/01/1985
Date Delisted:
NGR: SD8027810702

SD 8010 NW BANK STREET

1/24 Nos 2 to 8 (even)

GV II

Circa 1840: Red brick Terrace. 2 storeys. 2 sash windows each, with an additional window in the middle of the Terrace, arched on ground floor. Segmented-headed doorway below right-hand window of Nos 2 and 4 and below left-hand are of Nos 6 and 8, doors of 4 moulded panels flanked by slender columns of free Corinthian order; plain fans. First floor sill band. Gutter cornice and blocking course.

Listing NGR: SD8027810702

Building Name: RAILINGS AT WEST END OF STREET AND RAILINGS TO STEPS
DOWN TO RAILWAY LEVEL

Parish: BURY

District: BURY

County: GREATER MANCHESTER

Postcode: BL9 0DL

Details:

LBS Number: 210586

Grade: II

Date Listed: 29/01/1985

Date of Last Amendment: 29/01/1985

Date Delisted:

NGR: SD8023610701

SD 8010 NW BANK STREET

1/25 Railings at West end
of Street, and railings
to steps down to railway
- level

GV II

Probably C1860. Very heavy cast-iron railings, about 6ft tall, with sprouting
finials and stanchions with larger pepper-pot finials. Granite plinth and gate piers
at head of steps with flat moulded caps; gates removed.

Listing NGR: SD8023610701

Building Name: CASTLE ARMOURY
Parish: BURY
District: BURY
County: GREATER MANCHESTER
Postcode: BL9 0LB
Details:

LBS Number: 210608
Grade: II
Date Listed: 29/01/1985
Date of Last Amendment: 29/01/1985
Date Delisted:
NGR: SD8033810885

SD 8010 NW CASTLE STREET
1/29
- Castle Armoury

- II

Built 1868 to house 8th Lancashire Rifle Volunteers, on site of Bury Castle and re-using some building materials. Extended to provide drill hall in 1907 in same loosely medieval style. Sneaked rock-faced rubble. Mainly 2 storeys. Long frontage of some 30 round-headed windows, in pairs and threes. Rising above battlemented parapet are 2 towers (left-hand one flanked by taller rectangular turret, right-hand one with round-headed entry having portcullis feature which bears battalion insignia and supporters; further small turrets, at corners and other points. Arrow slits; first-floor sill-band; Corbel table. The later and much larger building attached to the rear is not included.

Listing NGR: SD8033810885

Building Name: CHURCH OF SAINT MARIE
Parish: BURY
District: BURY
County: GREATER MANCHESTER
Postcode: BL9 0DR
Details:

LBS Number: 210670
Grade: II
Date Listed: 10/11/1951
Date of Last Amendment: 10/11/1951
Date Delisted:
NGR: SD8028910553

SD 8010 NW MANCHESTER ROAD
1/38 (east side)

10.11.51 Church of St Marie

- II

Catholic church of 1841 by J Harper of York. In perpendicular style. Ashlar. Aisleless and rectangular. Elaborate west gable front with battlemented porch and 5-light deeply-recessed window flanked by buttresses. The gable is surmounted by octagonal lantern tower with traceried openings and enriched battlemented parapet, after the manner of St Helen's, York. 2-light windows to sides. Stained glass at east end possibly original.

Listing NGR: SD8028910553

Building Name: 1
Parish: BURY
District: BURY
County: GREATER MANCHESTER
Postcode: BL9 0DR
Details:

LBS Number: 210671
Grade: II
Date Listed: 29/01/1985
Date of Last Amendment: 29/01/1985
Date Delisted:
NGR: SD8026810535

SD 8010 NW MANCHESTER ROAD
1/39 (east side)

- No 1

GV II

Circa 1850. Red brick. 2 storeys. 2 sash windows; below left-hand one is arched doorway with 2 colonettes, unbarred fan and 4 moulded panel door. Sill band.

Listing NGR: SD8026810535

Building Name: 3
Parish: BURY
District: BURY
County: GREATER MANCHESTER
Postcode: BL9 0DR
Details:

LBS Number: 210672
Grade: II
Date Listed: 29/01/1985
Date of Last Amendment: 29/01/1985
Date Delisted:
NGR: SD8026410526

SD 8010 NW MANCHESTER ROAD
1/40 (east side)

- No 3

GV II

Circa 1830, altered at rear C1850. Red brick. 2 storeys. 4 sash windows with glazing bars. Beneath the 3rd window is door of 6 moulded panels flanked by Ionic columns with depressed arch; engraved glass fan. Sill band. Probably later box gutter cornice. Rich plasterwork in hall.

Listing NGR: SD8026410526

Building Name: 2-14
Parish: BURY
District: BURY
County: GREATER MANCHESTER
Postcode: BL9 0DT
Details:

LBS Number: 210675
Grade: II
Date Listed: 01/08/1977
Date of Last Amendment: 01/08/1977
Date Delisted:
NGR: SD8024710577

SD 8010 NW MANCHESTER ROAD
1/45 (west side)

1.8.77 Nos 2 to 14 (even)

- II

Includes No 2 Tenterden Street Mid C19 Terrace in classical style. 2 storeys and basement. Red brick with stone dressings, including first floor sill band, window sills and lintels, eaves cornice and blocking course and quoins to left end corners. 3 or 2 sash windows to each house, some on ground floor Tripartite. Doors of 4 moulded panels some altered, framed by pilasters and dentilled cornice and recessed in arch with plain fanlight. Engraved glass to some of the inner doors. A bay window to each return facade.

Listing NGR: SD8024710577

Building Name: DRINKING FOUNTAIN AND HORSE TROUGH
Parish: BURY
District: BURY
County: GREATER MANCHESTER
Postcode: BL9 0DR
Details:

LBS Number: 210676
Grade: II
Date Listed: 29/01/1985
Date of Last Amendment: 29/01/1985
Date Delisted:
NGR: SD8014110192

SD 8010 SW MANCHESTER ROAD
2/42 (west side)

- Drinking Fountain and
Horse Trough

- II

1897 by T R Kitsell. A gift of Miss Openshaw of Tenterden Street. Italianate in style. Ornate arched canopy of Portland stone on 4 short red granite Ionic columns. White granite plinth. Inscriptions include "Vic Reg 1897; 60 years". Peripheral basins accommodated up to 3 horse, 3 dogs and 2 men to drink at the same time. Putto of red granite on central pedestal. Iron scrollwork in heads of arches, cornice and balustrade, behind which rises open stone peak with finial. Carved decoration of animal heads, coats of arms etc.

Listing NGR: SD8014110192

Building Name: WALL IMMEDIATELY SOUTH OF HEATON GROVE
Parish: BURY
District: BURY
County: GREATER MANCHESTER
Postcode: BL9 0DR
Details:

LBS Number: 210767
Grade: II
Date Listed: 07/04/1989
Date of Last Amendment: 07/04/1989
Date Delisted:
NGR: SD8049409073

The following building shall be added:

SD 80 NW MANCHESTER ROAD

8/176 Wall immediately south
of Heaton Grove

GV II

Arcaded garden wall. Late C19. Terracotta and stock red brick. 7 round-headed arches supported on square section brick piers. Arches and cornice of moulded terracotta; continuous hoodmould with associated foliage frieze over arches; spandrels with shield in foliage surround. The wall is treated identically to both sides. Originally it was surmounted by a series of terracotta urns, now all removed. The wall served to support a trellis for climbing plants, and some of the iron attachments for this survive. It was probably built when Heaton Grove was extended to the rear, and it is attached at its north end to an outbuilding of this extension.

Listing NGR: SD8049409073

Building Name: 2-20
Parish: BURY
District: BURY
County: GREATER MANCHESTER
Postcode: BL9 0DZ
Details:

LBS Number: 210736
Grade: II
Date Listed: 29/01/1985
Date of Last Amendment: 29/01/1985
Date Delisted:
NGR: SD8022410619

ST MARY'S PLACE
1/70
Nos 2 to 20 (even)
25.8.77

- II

Dated 1845 on finely-cut moulded stone tablet. 2-storey terrace of 2-bay houses in late Georgian idiom. Hand-made pale red brick, with stone plinth, lintels, 1st floor sill band, eaves cornice and blocking course. Sash windows with glazing bars (many altered); those of nos 6 and 8 larger on ground floor. Wooden door cases with fluted pilasters and dentilled cornices; ornamental metal fanlights, mostly curvilinear, to arched heads (except nos 10, 18 and 20). Slat roof.

Listing NGR: SD8022410619

Building Name: ART GALLERY AND LIBRARY
Parish: BURY
District: BURY
County: GREATER MANCHESTER
Postcode: BL9 0DF
Details:

LBS Number: 210706
Grade: II
Date Listed: 29/01/1985
Date of Last Amendment: 29/01/1985
Date Delisted:
NGR: SD8031610614

SD 8010 NW MOSS STREET
1/55
Art Gallery and Library
-
- II

1899-1901, by Woodhouse and Willoughby of Manchester. On corner with Moss Street. Free classical style. Ashlar, to main fronts. Mostly 2 storeys, with basement behind plain coped parapet. Order of unfluted Ionic columns on ground floor, with entablature broken forward over each column. On symmetrical Silver Street front there are no columns to re-entrant corners, and on first floor the columns of a second (modified unfluted Doric) order are limited to pairs framing the mid part of each advanced end section; above these again is a third order framing pedimented sedicules, providing gable terminations to pitched roofs. Triple-arch entrance is surmounted by cartouche flanked by standing female figures and balustrading. 3 large windows to each bay of advanced sections on ground floor; no windows on 1st floor, but bas-relief frieze of crowded figures. Moss Street front is broadly similar, but with only one 3-tier order, the lowest tier of which forms a 3-bay portico, providing entry to the Art Gallery and Museum. Balustrading over first storey entablature between sedicules on both fronts. Built as condition of gift of Wrigley Collection of paintings.

Listing NGR: SD8031610614

Building Name: 5
Parish: BURY
District: BURY
County: GREATER MANCHESTER
Postcode: BL9 0DA
Details:

LBS Number: 210726
Grade: II
Date Listed: 29/01/1985
Date of Last Amendment: 29/01/1985
Date Delisted:
NGR: SD8033810731

SD 8010 NW SILVER STREET
(east side)
326-/1/73 Nos. 15-19 (odd)
(including No.5 Broad
Street)

II

Built as bank for the Union Bank of Manchester, incorporating shops and Conservative Club premises, 1904. Blend of Art Nouveau and Classicism. Ashlar. 3 storeys. On corner site with 5-bay range - incorporating 2 shop units - to Silver Street, 2-bay range - incorporating former entrance to Conservative Club - to Broad Street, and angled entrance bay between the ranges. Giant order of Ionic columns to upper storeys; of 3 bays to Silver Street and 1 bay to Broad Street, with octagonal turret between, having flattened pavilion roof behind shaped parapet. Over each end of giant order, a modified segmental pediment (flanked by seated figures) rises above eaves. Channelled rustication and wide windows to ground floor; large arched windows to each bay of order on first floor, with small, paired sashes above. Tall rectangular windows to turret and below Silver Street pediment; large mullion and transom windows, with arched entrance below. Second entrance on corner, under shallow segmental arch on corbels. Some decorative carving.

Listing NGR: SD8033810731

Building Name: BURY SCHOOL OF ARTS AND CRAFTS
Parish: BURY
District: BURY
County: GREATER MANCHESTER
Postcode: BL9 0DA
Details:

LBS Number: 210776
Grade: II
Date Listed: 21/06/1991
Date of Last Amendment: 21/06/1991
Date Delisted:
NGR: SD8035210668

SD 8010 NW BROAD STREET

1/75 Bury School of Arts
and Crafts

GV II

Former Technical School, now (1991) an Adult Education Centre. Dated 1893. Designed by the Borough Engineer, Joshua Cartwright, for Bury Borough Council. Accrington brick with principal elevation's faced with Cullingworth limestone; Westmorland slate roofs. Occupies a long irregular site bounded by Broad Street, Moss Street and Back Haymarket Street. Rooms lead off from a central spine corridor (with main stairs set centrally to one side (E)) and include top-lit studios on the Broad Street (entrance) range, a north-lit weaving shed to the W (part of a sequence of textile instruction rooms); almost detached for safety reasons are the Chemical Laboratories; to the lower Haymarket Street, W, side are the physical Sciences rooms, along with various offices, lecture theatres and libraries. It was reputed to be among the best equipped Technical Schools in northern England. Free Renaissance Style. Broad Street elevation (N): all stone, basement, 1st floor and attic studios. 5 bays, the centre projected as a porch with pedimented attic storey. 3-light windows to principal floors, the basement area protected by contemporary railings with low stone piers with moulded caps. Rustication to basement, Sculptural friezes to window bays and intermediate pilasters (the latter breaking the moulded cornice and surmounted by shaped finials), the former representing the various Arts, Crafts and Applied Sciences. The central doorway has a Swan-necked pediment on console brackets which frame the words 'TECHNICAL SCHOOLS'. Elaborate double gates. Rear elevation (Moss Street, facing the Museum & Art Gallery), also stone, single-storeyed, 3 bays each with 3-light window with mullions and transom and, over the two right-hand bays, a shaped gable wall containing the municipal coat of arms. Side elevations, brick, irregularly fenestrated with various Flemish gables; Back Haymarket Street contains full-height recessed canted bay window that lights the Main Street. Plain elevations to S.W. (facing Sparrow Park); there were unexecuted proposals to extend the building at this point. All flues gathered in tall battered square-section stack with fluted stone panels below cornice. Interior: many well-preserved doors and door surrounds, areas of wall tiling, mosaic flooring, elaborate wall radiators with terms, coloured glass etc. Open well stairs with decorative cast-iron work. Various specialised rooms include a textile instruction room which is identical (but on a miniature scale) to contemporary weaving sheds. The building has strong Group Value with the Museum & Arts Gallery (ref.1/55)

Listing NGR: SD8035210668

Building Name: STATUE OF SIR ROBERT PEEL
Parish: BURY
District: BURY
County: GREATER MANCHESTER
Postcode: BL9 0LD
Details:

LBS Number: 210679
Grade: II
Date Listed: 29/01/1985
Date of Last Amendment: 29/01/1985
Date Delisted:
NGR: SD8038810832

Listing Text:

SD 8010 NW MARKET PLACE
1/48
Statue of Sir Robert
Peel

GV II

1852. Shaped plinth of Aberdeen granite, front bearing shield over motto "Industria" and the name Peel. Sides have reliefs representing commerce and navigation and back has circular panel with border of corn enclosing extract of speech by Peel. All these are of bronze. Bronze standing figure of Peel by E H Baily.

Listing NGR: SD8038810832

N.b. This building is now grade I listed

Building Name: PARISH CHURCH OF SAINT MARY
Parish: BURY
District: BURY
County: GREATER MANCHESTER
Postcode: BL9 0LD
Details:

LBS Number: 210680
Grade: II
Date Listed: 10/11/1951
Date of Last Amendment: 10/11/1951
Date Delisted:
NGR: SD8043310863

Listing Text:

SD 8010 NW MARKET PLACE
1/49
Parish Church of St
10.11.51 Mary

- II

Of medieval origin, but the neatly detached west broach spire is of 1844-5 and the rest by Crowther, of 1871-6. Late C13 style. Coursed rubble. Long nave, aisles, clerestory, chancel with polygonal apse, north road - Turret with fleche, baptistery with polygonal apse projecting to north at west end. High interior with 4 wide arches to nave, tall spindly metal screen, stained glass in apse and south chapel probably by Hardman and monument to Lieutenants Robert and George Hood (d 1821 and 1823).

Listing NGR: SD8043310863

Building Name: GRANT ARMS HOTEL
Parish: BURY
District: BURY
County: GREATER MANCHESTER
Postcode: BL9 0LD
Details:

LBS Number: 210681
Grade: II
Date Listed: 17/07/1975
Date of Last Amendment: 17/07/1975
Date Delisted:
NGR: SD7902017021

Listing Text:

SD 71 NE MARKET PLACE
3/148
Grant Arms Hotel
17.7.75

GV II

Circa 1828. Symmetrical classical front of painted ashlar. 3 storeys. 4 sash windows with top opening lights. Tuscan half-columns to doorway. Clock on top storey. Sill bands. Quoins. Slate roof. Older rear wing, possibly C18 in origin, rendered, with slate roof and arched doorway with impost. The Grant brothers who opened the hotel in 1828 are claimed as models of Cherybles in Nicholas Nickleby.

Listing NGR: SD7902017021

Building Name: 7 AND 9
Parish: BURY
District: BURY
County: GREATER MANCHESTER
Postcode: M24 6AE
Details:

LBS Number: 210682
Grade: II
Date Listed: 29/01/1985
Date of Last Amendment: 29/01/1985
Date Delisted:
NGR: SD8710806065

Listing Text:

SD 71 NE MARKET PLACE
3/149
- Nos 7 and 9

GV II

Probably c.1840. Plain symmetrical classical frontage forming west side of Market Place. Ashlar. 3 storeys. 4 sash windows (with altered glazing). C20 shopfronts. Framing pilaster strips. Sill bands. Eaves cornice. Included as part of central Ramsbottom group.

Listing NGR: SD8710806065

Building Name: 2-8
Parish: BURY
District: BURY
County: GREATER MANCHESTER
Postcode: BL9 0LD
Details:

LBS Number: 210683
Grade: II
Date Listed: 29/01/1985
Date of Last Amendment: 29/01/1985
Date Delisted:
NGR: SD8035810843

Listing Text:

SD 71 NE MARKET PLACE
3/156 (east side)

- Nos 2 to 8 (even)

GV II

Includes No 59 Bridge Street

Circa 1840. 3-storey, 3-bay ashlar-fronted range including rounded corner and one-bay return at right-hand end. Austere classical style. Sash windows, the one on the corner being wider (expanded to show window on ground floor), with surround, and on lower floors, cornice. Original ashlar cornices and pilasters frame shop windows and doors (No 8 having decorated metal glazing bars to overlight; No 59 having C20 shop front possibly covering original).

Listing NGR: SD8035810843

Building Name: 2-10
Parish: BURY
District: BURY
County: GREATER MANCHESTER
Postcode: BL9 0AN
Details:

LBS Number: 210685
Grade: II
Date Listed: 29/01/1985
Date of Last Amendment: 29/01/1985
Date Delisted:
NGR: SD8036910784

Listing Text:

SD 8010 NW MARKET STREET
1/50
- Nos 2 to 10 (even)

GV II

Between 1850 and 1860. Curved front. Classical. Ashlar. 2 storeys. 8 sash windows with bracketed cornices on 1st floor and keystones on second. Shop fronts on ground floor with cornice and pediments; the 4 right-hand bays being a bank frontage with ½-columns, continued along 2-bay return front, the entrance cut diagonal across the corner under ornately-carved shaped brackets. Long quoins to and within end pairs of bays. Cornice and blocking course.

Listing NGR: SD8036910784

Building Name: 12-16
Parish: BURY
District: BURY
County: GREATER MANCHESTER
Postcode: BL9 0AJ
Details:

LBS Number: 210686
Grade: II
Date Listed: 29/01/1985
Date of Last Amendment: 29/01/1985
Date Delisted:
NGR: SD8038810774

Listing Text:

SD 8010 NW MARKET STREET
1/51
- Nos 12 to 16 (even)

GV II

Between 1850 and 1860. Curved front. Classical. Ashlar. 2 storeys, but lower than Nos 2 to 10. 9 sash windows, those on first floor with bracketed cornices. Shop fronts on ground floor and doors with faceted rustication. Cornice and blocking course overall.

Listing NGR: SD8038810774

Building Name: DERBY HALL
Parish: BURY
District: BURY
County: GREATER MANCHESTER
Postcode: BL9 0BW
Details:

LBS Number: 210687
Grade: II
Date Listed: 03/02/1971
Date of Last Amendment: 03/02/1971
Date Delisted:
NGR: SD8043310762

Listing Text:

SD 8010 NW MARKET STREET
1/52
Derby Hall
3.2.71

GV II

1850 by Sydney Smirke. In classical style, formerly comprising in one monumental composition (from left to right) the Derby Hotel, Derby Hall, (originally Town Hall) and the Athenaeum, of which the rest was demolished in mid C20. Ashlar with horizontal rustication on ground floor and crowning dentilled cornice and blocking course. Right-hand section has giant 3-bay Corinthian temple-front over tall ground floor podium; 3 arched windows on 1st floor, with 3 circular concave panels above; 3 arched doorways on ground floor. Left-hand section is 2-storeyed with advanced segmental-pedimented centrepiece of columns and pilasters enclosing doorway below and Venetian window above. 3 arched windows on each side of this. Extra bay on far left, advanced with rectangular windows (including 2 additional ones in mezzanine).

Listing NGR: SD8043310762

Building Name: KAY MONUMENT AT KAY GARDENS
Parish: BURY
District: BURY
County: GREATER MANCHESTER
Postcode: BL9 0BW
Details:

LBS Number: 210688
Grade: II
Date Listed: 29/01/1985
Date of Last Amendment: 29/01/1985
Date Delisted:
NGR: SD8042610633

Listing Text:

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

Building Name: 18 AND 20
Parish: BURY
District: BURY
County: GREATER MANCHESTER
Postcode: BL9 0AJ
Details:

LBS Number: 210689
Grade: II
Date Listed: 20/09/1974
Date of Last Amendment: 20/09/1974
Date Delisted:
NGR: SD8039310750

Listing Text:

SD 8010 NW MARKET STREET
1/54
Nos 18 and 20
20.9.74
- II

Circa 1860-70, altered. Symmetrical classical design of bank character. Ashlar. 2 storeys and basement. 6 windows, tripartite in outer bays, which break forward with rusticated quoins. 4 centre windows on 1st floor have segmental pediments on consoles; tripartite ones have cornices with pediments over middle. Advanced ground floor with horizontal rustication is probably C20 remodelling. Engaged Tuscan columns to doorway, with roundels and Triglyphs to frieze; balcony over. Frieze and cornice across rest of ground floor and balcony with balustrade and panels in front of 1st floor windows. C20 railings to basement area.

Listing NGR: SD8039310750

Building Name: UNION BUILDINGS 1
Parish: BURY
District: BURY
County: GREATER MANCHESTER
Postcode: BL9 0JP
Details:

LBS Number: 210744
Grade: II
Date Listed: 26/03/1975
Date of Last Amendment: 26/03/1975
Date Delisted:
NGR: SD8047210856

SD 8010 NW THE ROCK
1/69
26.3.75 No 1 (Union Buildings)

- II

Dated 1874. Neo-medieval. Red brick with stone dressings and mock timbering with plastered infill (especially to top stages). Corner site. Irregular. 4 storeys. Gable front of 3 bays and 5-bay left-hand return front. Windows generally have straight heads on ground floor, obtusely pointed heads (and ornamental sill-grilles) on 1st floor, pointed heads and drip moulds on 2nd floor and multiple mullioned lights on top floor (together with small 4-light roundels). Central window on first floor is rectangular oriel, as are 2 windows on 2nd and 3rd floors of return front, which has elaborate carving over bi-partite entry, incorporating dated coat of arms, surmounted by roundel on 1st floor under gabled canopy of pierced barge-boards on cobels. Circular corner chimney rising from fobate capital on shaft running down to ground. Steep tiled roof.

Listing NGR: SD8047210856

Building Name: GLOBE INN
Parish: BURY
District: BURY
County: GREATER MANCHESTER
Postcode: BL8 1SZ
Details:

LBS Number: 210749
Grade: II
Date Listed: 29/01/1985
Date of Last Amendment: 29/01/1985
Date Delisted:
NGR: SD7890211759

SD 8010 NW THE WYLDE
1/83
Two Tubs
(Globe Inn)

GV II

Of doubtful age, having C19 render on C18 brick cladding to partial or complete timber frame, perhaps, C17, perhaps earlier. 2 storeys. 3 sash windows (lower left-hand a double width pair). Doorway framed by early C19 canopy on slender Ionic columns to right of paired window, backing on chimney. Boarded door at right end has vestigial Tudor lead. 2 small sliding sash windows in left gable. Metal water spout dated "IBM 1747". Stone slab roof. Tall stacks including gable ones.

Listing NGR: SD7890211759

Building Name: CHURCH ROOMS
Parish: BURY
District: BURY
County: GREATER MANCHESTER
Postcode: BL8 1SZ
Details:

LBS Number: 210750
Grade: II
Date Listed: 29/01/1985
Date of Last Amendment: 29/01/1985
Date Delisted:
NGR: SD8045910940

SD 8010 NW THE WYLDE
1/84
- Church Rooms

GV II

L-shaped and single-storey, one wing being of 1786 in classical style; the other of 1864 in Gothic style. 1786 wing is of Ashlar and has 6 regular round-arched bays to main inner front, the left-hand arch being the doorway (with plain fan), the other windows, with altered glazing. Impost band. Cornice and blocking course. End of wing has large recessed arch flanked by pairs of blind windows. Rear has pediment to blocking course. This wing modified in 1861. 1864 wing is shorter and of snecked rubble. The main inner front has 4 3-light mullion and transom windows with cusped pointed heads; buttresses between. Steep slate roof with tall hexagonal chimney on each coped gable. This wing is included for group value with 1786 wing and with church. The rooms were formerly the Grammar School, founded on this site c.1620.

Listing NGR: SD8045910940

Building Name: BURY TRANSPORT MUSEUM
Parish: BURY
District: BURY
County: GREATER MANCHESTER
Postcode:
Details:

LBS Number: 491379
Grade: II
Date Listed: 22/12/2003
Date of Last Amendment: 08/04/2004
Date Delisted:
NGR:

Listing Text:

326/0/10066 CASTLECROFT ROAD
22-DEC-03 Castlecroft
Bury Transport Museum

II

Transport Museum, formerly railway warehouse. c.1846, with minor C20 alterations. Erected for the East Lancashire Railway Company Ltd. as part of the company headquarters in Bury. Coursed rubble sandstone with dressed quoins and voussoirs and a Welsh slate roof covering.

PLAN: Rectangular plan, made up of 3 gabled ranges originally accommodating 2 internal trackways.

EXTERIOR: Front elevation composed of 3 linked gables, that to the centre with a wide central semi-circular arched opening with rock-faced dressings. The flanking smaller gables have similar, but narrower openings sited off centre towards the inner side of the bagle wall. The doorways have boarded double doors with vertical boarding to the arch heads. The 2 side walls and the rear wall are similarly detailed with 3 arch-headed doorways, and the north side wall has a 2 light mullioned window close to the north-west corner.

INTERIOR: The interior retains its former open plan appearance, with arcades of cast-iron columns supporting the tie beams and valley gutters of the triple-pitch roof. Each roof section has trussed formed from principal rafters with angle braces and vertical metal tie rods supporting single purlins. The original loading platforms and setted floor surfaces remain in situ.

HISTORY: The goods shed is thought to have formed part of the original station complex developed in Bury c.1846. It is shown on the 1848 O.S. map of the town. The 1896 map identifies the building as the 'Goods Station' and show 2 lines entering the building 2 lines flanking the building, and a short section of track running parallel to the rear (west)wall linking these lines, presumably by means of turntables.

A well-preserved early large-scale railway warehouse of c.1846, later identified as a 'goods station' built to facilitate the covered storage and transfer of goods between the rail and road networks. In its scale and detailing, the building anticipates the form of later warehousing and transshipment buildings developed for the railway network.

Building Name: ART PICTURE HOUSE
Parish: BURY
District: BURY
County: GREATER MANCHESTER
Postcode: BL9 0ST
Details:

LBS Number: 433311
Grade: II
Date Listed: 12/04/1995
Date of Last Amendment: 12/04/1995
Date Delisted:
NGR: SD8034310591

Listing Text:

SD 8010 SW KNOWSLEY STREET
(north-west side)
326-/2/10025 Art Picture House

II

Former cinema, now bingo hall. 1921-2 by Albert Winstanley. Brick-clad steel frame with faience frontage. Slate and asphalt roof. Three-storey frontage to Knowsley Street masks full-height auditorium with gallery, boxes, stage and flytower. Faience frontage a symmetrical nine-bay composition, with three-bay centrepiece and single-bay end pavilions all under stepped pediments. Heavy cornice links these features, which have pilasters defining the bays. Round-arched central window rises through first and second floors under keystone; the round-arched motif repeated in the intervening bays over three-light windows. Frieze between first and second floors bears inscription to left: ART PICTURES and to right: ART CAFE. The facade a demonstration of post-Edwardian baroque done with much character. The ground floor simpler, with modern shop front to right not of special interest. The interior is richly decorated and theatrical in tone. Original round-arched proscenium with heavy modillion moulding and supported on paired pilasters - a rare survival. This encrustation of baroque motifs is repeated in the modillion eaves cornice running round the hall, the plaster ribs of the barrel-vaulted ceiling and its three ventilation roundels and rear dome, as in the intervening panels of the side walls set between moulded drops. Single balcony with curved front heavily decorated with cartouches and swags supported on columns with heavy cornice brackets. On each side of this balcony are two boxes with extended, rounded fronts between Ionic pilasters set forward of un moulded square columns; groin vault over between upturned volutes and with keystones. Some original seating survives in circle. Circle reached via staircase with marble steps and gilded metal balustrade with 1920s-style Roman decoration. Large former first-floor cafe over entrance now lounge. Albert Winstanley had already converted a former baptist chapel on the same site as a cinema for the Bury Cinematograph Company in 1910-11. Included as one of the most elaborate and complete examples of an early 1920s cinema, still exceptionally theatrical in its plan and decoration.

Source: Original plans held by Bury M B Archives.

Listing NGR: SD8034310591

Building Name: ATHENAEUM CLUB
Parish: BURY
District: BURY
County: GREATER MANCHESTER
Postcode:
Details:

LBS Number: 210652
Grade: II
Date Listed: 29/01/1985
Date of Last Amendment: 29/01/1985
Date Delisted:
NGR: SD8036310613

Listing Text:

SD 8010 NW HAYMARKET STREET
1/37
- Athenaeum Club

- II

Built in 1829 as Bury Dispensary (which remained here till 1882). Corner site with symmetrical fronts to both sides. Red brick. 2 storeys. 3 sash windows with glazing bars on each front (though there is no window over the arched central door to Moss Street). Stone plinth, first floor sill-band, entablature and pediment over middle window to Knowsley Street, eaves cornice. Slate roof.

Listing NGR: SD8036310613