Canal & River Trust
Making life better by water

LISTED BUILDING CONSENT APPLICATION

Lock 7 Ashton Canal

Installation of metal grille over lock bywash inlet



February 2021

Canal & River Trust

Submission by Judy Jones BA(Hons) MA IHBC, Heritage Advisor

OVERVIEW

This statement has been prepared to support a Listed Building application by the Canal & River Trust for the installation of a metal grille over the lock bywash inlet.

This statement aims to provide supporting information about the historic character of the lock, the methodology of the proposal and to address the relevant impact of the development on this designated asset.

Lock 7 is a Grade ll Listed structure.

LOCATION OF THE DEVELOPMENT

The lock is the 7th lock on the Ashton Canal. It is located at Bradford, directly to the east of Alan Turing Way and is a Grade II listed structure together with the roving bridge.

Easting 387009
Northing 398802

DESCRIPTION OF PROPOSED DEVELOPMENT

The Listed Building application concerns the following –

- **the installation of a metal grille over the lock bywash inlet at the head of the lock**.

APPLICANT

Canal & River Trust

STATEMENT PREPARED BY

Prepared by:

Judy Jones BA (Hons) MA, IHBC, Heritage Advisor

Canal & River Trust, Fearns Wharf, Neptune Street, Leeds LS9 8PB

Tel: 0113 281 6821 Mob: 07920532656 Email: judy.jones@canalrivertrust.org.uk

Background history of the Ashton Canal and Lock 7

Lock 7 on the Ashton Canal is Grade II listed together with the roving bridge.

The Ashton Canal was promoted to carry coal from the mines of Ashton and Oldham to Manchester. In 1792 an Act of Parliament was lodged to create a company to be called the Manchester, Ashton-under-Lyne and Oldham Canal, with the original scheme completed in 1796, running from a large basin behind what is now Piccadilly Station in Manchester, and climbing gradually eastwards via 18 locks to Fairfield, Droylesden.

In the first half of the 19th century the Ashton Canal prospered, traffic being so great that the company started to convert the locks into double (twin) locks, although they only completed the two Fairfield locks, 17 and 18. However, the coming of the Railway Age saw a loss of trade for the canals. In 1848, the railway, now the Manchester, Sheffield and Lincolnshire Railway, bought the Ashton, Peak Forest and Macclesfield Canals in order to feed goods into their railway system.

The canal continued to be utilised for the transport of substantial amounts of coal and other products until the early 20th century, but during his period many of the mines served closed whilst the other main trade of textiles was also in steep decline, this being illustrated by the drop in goods carried on the Ashton Canal, which fell from 50,000 tons in 1933 to just 7 tons in 1955.

The various branches of the Ashton Canal closed in sections between 1932 and 1962, and due to the drop in trade it appeared that the Ashton Mainline would follow rapidly after these closures. However, in 1964, the Peak Forest Canal Society was formed and, with the Inland Waterways Association, fought to keep the Peak Forest and Ashton Canals open and to restore them.

Following discussions between the relevant local authorities and the Canal Societies in 1971 the canal was given a reprieve and restoration was approved, over the next two years with volunteer help and mechanical plant, the whole canal was cleared and restored, finally being re-opened for navigation during 1974.

Since then, the use of the canal network for leisure has developed and the Ashton Canal is an important link in the Cheshire Ring.

Significance of the Heritage Asset

The National Planning Policy Framework (NPPF) 2012 provides the Government's national planning policy of the conservation of the historic environment, in respect of information requirements it sets out that:

'In determining applications, local planning authorities should require an applicant to describe the significance of any assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance'

It is therefore accepted that in order for the LPA to consider this application it is necessary for the applicant to provide a detailed description and justification of the works.

Assessment of significance

The April 2008 'Conservation Principles Policies and Guidance', published by English Heritage (now Historic England), states that 'understanding the significance of places is vital' and that 'articulating the values and significance ... is necessary to inform decisions about the future '

The English Heritage/Historic England guidance describes a range of inter-related 'heritage values' that may be attached to historic places, arranged in four groups:

- Evidential value: the potential of a place to yield evidence about past human activity;
- Historical value: the ways in which past people, events and aspects of life can be connected through a place to the present – it tends to be illustrative or associative;
- Aesthetic value: the ways in which people draw sensory and intellectual stimulation from a place; and
- Communal value: the meanings of a place for the people who relate to it, or for whom it figures in their collective experience of memory.

The lock has **Historical value**, as it forms part of the historic national canal network.

It is one of the locks forming part of what is known as the Cheshire Ring. It is a busy cruising waterway and therefore must feature in the memory of those who live, work and not least cruise in the locality. Therefore the lock is of both **Evidential and Communal value**.

Statutory List Description

The lock is a Grade 2 listed asset. The list description reads –

ASHTON CANAL LOCK NUMBER 7 WITH ROVING BRIDGE IMMEDIATELY EAST OF MILL STREET BRIDGE

Grade: II

Date first listed: 11-Apr-1991

MANCHESTER

SJ89NE ASHTON CANAL, Beswick And Clayton 698-1/5/513 Lock No.7 with roving bridge, 11/04/91 immediately east of Mill Street Bridge

GV II

Canal lock and associated roving bridge. c.1792-1799, for Manchester and Ashton-under-Lyne Canal Company; renovated. Large blocks of millstone grit, wooden gates. Narrow type (chamber 7 feet wide); north jamb of lower gates inscribed "1865"; roving bridge over lower entry, with cobbled doglegged ramp on north side, stone slab wall and cast-iron fences. Forms group with lock-keeper's cottage on south side (q.v.) and

Mill Street Bridge attached at west end. Fifth in a series of 13 similar locks, all in working order.

Reasoning for the proposed works

- **the installation of a metal grille over the lock bywash inlet at the head of the lock**.

There is currently a single metal bar installed across the bywash inlet with a separate metal grille wedged into place.



This application seeks to install a simple grille which will enable the current bar and grille to be removed and a more designed solution to be installed.

This area continues to develop as a major leisure centre around the Etihad Stadium, and Canal & River Trust see this as an increased risk, so a grille across the bywash is important to retain. However the existing set up is unsightly and is difficult to access for our staff to clear of debris, which is a particular issue here.

Design

The Lock has a simple character. Set within the masonry to the offside of the head of the lock is the bywash inlet. This takes excess water around the lock chamber with a wash out below the chamber. The bywash inlet arch is brick formed and the channel is covered.



The proposal is to replace the existing set up with a metal grille which is designed to be simple, but easy for our staff rake out debris caught across the bywash. The grille will be set on a diagonal fixed into masonry joints where possible.

The grille will be fabricated in metal bar and painted black.

It is considered that the addition proposed has a **neutral effect** upon the character of the lock, meeting identified operation and safety concerns, whilst using simple and appropriate materials and design.

PHILOSOPHY AND APPROACH TO CREATING AN ACCESSIBLE DEVELOPMENT

The principle behind the installation is to improve the operation and safety of the Ashton Canal.

KEY ACCESS ISSUES

The works will improve access for canal users as it should increase the safety of this section of the canal.

COMMITMENT TO MAINTAINING A RELEVANT DESIGN AND ACCESS STATEMENT

It is confirmed that the issue of access will be considered throughout the development and constructional phases of this project.

CONCLUSION

In conclusion it is considered that the proposed installation of a new, simple metal grille at the lock bywash inlet is a minor alteration and will not have a deleterious effect on the aesthetic character. It is therefore respectfully requested that this application is approved.