



Co-op Live: Canal Activation
Heritage Statement

May 2025

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1. Introduction

- 1.1 This Heritage Statement ('the Statement') has been prepared by Deloitte LLP, and accompanies an application for Full Planning Permission for 'Canalside', a two-story mixed-use commercial development providing ancillary F&B and retail space adjacent to Co-op Live at the Etihad Campus in East Manchester.
- 1.2 The Applicant is Eastlands Arena Limited (the 'Applicant').
- 1.3 The description of the Proposed Development as shown on the Application Form for Full Planning Permission is detailed below:
- "Erection of a two storey structure with flexible commercial uses (Use Classes E(a), E(b), and Sui Generis (p, q, and r) at ground and first floor, with associated access arrangements, WC, landscaping, lighting, signage, and other associated works including external seating areas."***
- 1.4 Accompanying the application for Planning Permission is an application for Consent to Display Advertisements. This covers signage proposals for four possible signage types, including LED displays and media screens, projectors, and light box signs.
- 1.5 The term 'Proposed Development' used within this Statement refers to all stages of construction and operation of the development.
- 1.6 The application site ('the Site') comprises an area of hard landscaping and associated stepped seating on the podium between the Co-op Live arena and the Ashton Canal, and between Joe Mercer Way and Forge Lane Bridge
- 1.7 The report has been prepared by Deloitte; a real estate consultancy comprising planning and surveyors as part of Deloitte LLP. Authors: Katie Wray (BA (Hons), MPLAN, MSc, MRTPI) – Heritage Planner and Eithne Fitzgerald (MA (Hons), MSc, MRTPI) – Senior Planner.
- 1.8 This report should be read in conjunction with the Design and Access Statement prepared by Populous and the Planning Statement prepared by Deloitte LLP. This Report assesses above ground heritage only.

Report Structure

- 1.9 The National Planning Policy Framework (NPPF) provides the Government's national planning policy on the conservation of the historic environment. In respect of the information required for applications, it states that:

"In determining applications, local planning authorities should require an applicant to describe the significance of any heritage 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".

1.10 In light of these requirements this Report is structured as follows:

- Section 2: Site context, including a site history. This Section also delineates the heritage assets potentially affected by the Proposed Development.
- Section 3: Legislative and policy context for this assessment.
- Section 4: Scoping of assets
- Section 5: Assessment of significance.
- Section 6: Assessment of impact.
- Section 7: Policy assessment.
- Section 8: Summary and conclusion.

Background

1.11 On 23 Oct 2020, Planning Permission was granted for Co-op Live, a 23,500- capacity arena at the Etihad Campus (Ref. 126431/FO/2020, as amended 129267/NMC/2021, 133321/NMC/2022, 134134/NMC/2022, 139662/NMC/2024, and 139501/JO/2024). A Heritage Statement produced by Deloitte LLP formed part of this submission documentation.

1.12 The Proposed Development will provide new ancillary F&B and retail space immediately adjacent to Co-op Live. Therefore, as part of this Statement, the evidence base, and conclusions of the previous Heritage Statement have been reviewed and formed a consideration in the scoping and assessment of the potentially impacted heritage assets.

Research Methodology

1.13 The assessment has been carried out in accordance with the relevant statutory duties of The Planning (Listed buildings and Conservation Areas) Act 1990 ('Listed Buildings Act 1990') and the policies on conserving and enhancing the historic environment in chapter 16 of the NPPF.

1.14 The baseline assessment has been undertaken using a combination of desk-based study and fieldwork to identify and assess the heritage significance of the potentially impacted heritage assets and to establish the impact, if any, on their significance. The following survey and data sources have been used:

- National Heritage List for England (Historic England (HE));
- Manchester University Library Records;
- National Library of Scotland records;
- Detailed visual site inspections carried out on 28 April 2025;
- Historic Environment Record (HER); and
- Other published sources of information which are referenced where relevant.

1.15 The authors acknowledge the research and Oxford Archaeology in their Archaeological Assessment for the Site, as part of a previous planning application for the remediation of the Site and the wider Etihad Campus (Ref: 092380/FO/2010/N2), and BuroHappold as part of their Geoenvironmental studies as part of the application for the Co-op Live arena (Ref. 126431/FO/2020).

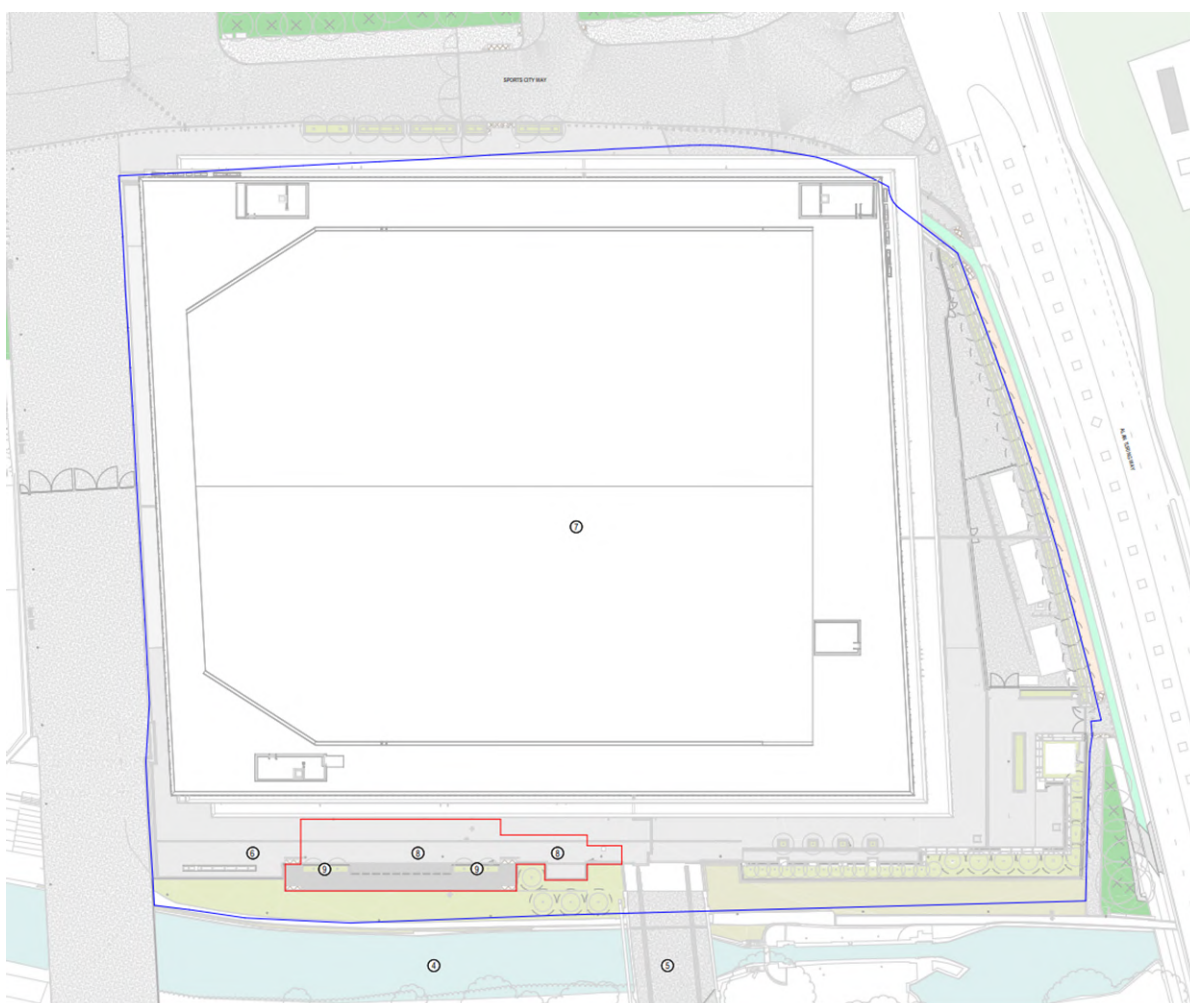
Authorship

- 1.16 This report has been prepared by Deloitte LLP: a real estate consultancy comprising planning and surveyors as part of Deloitte LLP. Authors: Katie Wray (BA (Hons), MPLAN, MSc, MRTPI) - Director, and Eithne Fitzgerald (MA (Hons), MSc, MRTPI) – Senior Planner.

2. Site Context

- 2.1 The Site is approximately 0.067 ha and is located at the Etihad Campus, north of the Etihad Stadium in East Manchester (“The Site”). It is bound by the Co-op Live arena to the north, Turing Way to the east, Ashton Canal to the south, in the Ward of Ancoats and Beswick, Manchester. The Site is outlined in red on the Site Location Plan below (Figure 1).

Figure 1: Location Plan (Populous)



- 2.2 The Site is located within the Eastlands Strategic Regeneration Framework (2017) area and within the Ancoats and Beswick Ward.
- 2.3 The Site is an area of public realm and associated stepped seating on the podium between Co-op Live and the Ashton Canal and between Joe Mercer Way and Forge Lane Bridge.

- 2.4 The Site currently comprises non-permeable concrete block paving, with timber decking to the external stepped seating area. There are four trees located within planters adjacent to the canalside external stepped seating.
- 2.5 Previous archaeological investigations conducted as part of the original Co-op Live planning application (ref. 126431/FO/2020) confirmed the absence of any archaeological remains on the Site.
- 2.6 The Site is not within a conservation area and there are no listed buildings on the Site. There are a number of listed buildings within a 300m radius of the Site. The assets that have been identified as having the potential to be impacted by the proposals are as follows:

Listed Buildings:

1. Ashton Canal Lock Number 6 Immediately East of Forge Lane (Grade II)
2. Ashton Canal Bridge Number 9 Over Ashton Canal (Mill Street Bridge) At West End Of Lock Number 7 (Grade II)
3. Ashton Canal Lock Number 7 with Roving Bridge Immediately East of Mill Street Bridge (Grade II)
4. Ashton Canal Lock Keepers Cottage on South Side of Lock Number 7 of Ashton Canal (Grade II)

Registered Parks and Gardens:

5. Philips Park (Grade II)
6. Phillips Park Cemetery (Grade II)

Wider Area History

- 2.7 The history of the Site and immediate area can be charted through available historic mapping. The Site is situated immediately adjacent to the Ashton Canal, and historically lay within the township of Bradford with its place-name being documented from the 1160s. The derivation of 'Bradford' means 'the wide ford' which is in reference to the crossing point on the River Medlock at the end of Mill Lane (now widened and known as Alan Turing Way). It is suggested that during this period that Bradford was likely to have comprised of woodland, pasture and water meadows¹.
- 2.8 Bradford formed part of the Parish of Manchester but was still an independent township until 1841 when it became a member of the Manchester Union of Poor Law Guardians and was incorporated into the township of North Manchester in 1896.
- 2.9 Since the Tudor Period, the area has been mined for coal² and supplied the majority of Manchester. With the onset of the Industrial Revolution, the Bradford Colliery was built in the late 18th Century and remained in operation until the mid-1960s. It was built to

¹ Blackwood, B. G. (1978), Lancashire Gentry and the Great Rebellion, Manchester University Press

² Ibid

serve the needs of the steam fired mills that were starting to develop in the local area and also within Manchester.

- 2.10 The opening of the Ashton Canal in 1796 was a catalyst for Bradford's expansion, bringing with it the opening of the many cotton, flax and hemp mills and latterly the gas works. Bradford Ironworks also characterised the area and produced wires of all kinds, including telegraph cable, and also supplied barbed wire for use during the First World War³.
- 2.11 Bradford was severely affected by the economic recessions of the 1970s and 1980s with approximately 60% of its economic and employment base lost between 1970 and 1985 and, as a result, saw a serious decline in jobs, skills, population and demand for housing⁴. The decline continued into the late 1990s but has subsequently reversed with a growing population and industry in the area as a result of the significant regeneration initiatives in East Manchester and the 2002 Commonwealth Games.

Site History⁵

Industrialisation and the Development of the Canal Network

- 2.12 The Ashton Canal, alongside the wider canal network in Manchester played a vital part in the Industrial Revolution; it provided a means of mass transport for of goods including coal, cotton and steel and raw products both into and out of the City. The country's first canal (1759-65), built by the Third Duke of Bridgewater with its terminus at Castlefield, and significantly assisted the growth of trade.
- 2.13 Following the success of the Duke of Bridgewater's canal, a group of mine owners around Ashton and Oldham saw the potential for doing the same thing themselves. In 1791 a group of shareholders, including these mine owners, put forward a proposal for an Act of Parliament to establish what was originally to be called the Manchester, Ashton under Lyne and Oldham Canal, intended to provide a link between Manchester and the collieries in the Ashton and Oldham area.
- 2.14 Construction of the Ashton Canal officially commenced in 1792, and had been completed between Manchester and Ashton by early 1797, and completed fully in 1799, running from a large basin behind what is now Piccadilly Station in Manchester, climbing gradually eastwards toward Fairfield, Droylsden.
- 2.15 In the first half of the nineteenth century the Ashton Canal prospered, carrying coal to the mills and coal merchants along the line, bringing in raw materials to the mills and taking out the manufactured products, transporting stone for building and road construction and even carrying passengers. A lucrative side-line was the selling of water to the owners of steam engines.

³ Barlow, N. P. (2016) Around Manchester

⁴ New East Manchester Annual Report (2002/03)

⁵ The principal sources for this section are:

Hartwell, Clare, Manchester Pevsner Architectural Guides, Yale University Press, London

Kidd, Alan, Manchester: A History, Carnegie Publishing Ltd, Lancaster

Makepeace, Chris, A Century of Manchester, Sutton Publishing Ltd, Stroud

Schofield, Jonathan, My Guide to Manchester, Manchester Books Ltd, Manchester

Redhead, Norman, Greater Manchester Historic Landscape Character Assessments (2006), Archaeology Data Service

- 2.16 Until the mid-1800s, the Site itself was largely occupied by agricultural land with the Ashton canal and lock formed the southern boundary and Mill Lane the east, as can be seen on the Site Map 1848, Figure 2. The Canal can be seen to the south of the Site, with a branch serving the Bradford Colliery reaching south. At this stage the Site was surrounded primarily by agricultural land and alongside a small number of mills and other industrial uses. To the west and south of the site were reservoirs which drew water from the River Medlock, and served the growing city.



Figure 2 Site Map 1848, with approximate site location overlaid in red (Source: University of Manchester, Ordnance Survey Six-inch to 1 mile series (1:10560). Manchester sheet 104, surveyed 1845, published 1848.)

- 2.17 By 1894, the area around the Site had become more heavily industrialised (see Figure 3). To the north-west of the Site, the Bradford Gas works were now operational and the Bradford Ironworks established to the south of the Site. A number of the reservoirs have closed and significant residential development has taken place in the surrounds, including terraced housing on the eastern edge of the Site. To the north east, Phillips Park has opened - one of the first municipal parks in the country.
- 2.18 Perhaps most notably, to the north of the Site the Ardwick Railway Junction has been developed. The coming of the Railway Age saw a loss of trade for the canals. Large quantities of coal and other goods were still being carried on the canal up until the first decades of the twentieth century, but the smaller mines became unproductive or suffered subsidence and closed. The textile industry was also beginning a decline. The quantity of goods carried on the Ashton Canal fell from 50,000 tons in 1933 to just 7 tons in 1955.



Figure 3 Site Map 1891, with approximate site location overlaid in red (Source: National Library of Scotland, Ordnance Survey County Series. 6 inches to 1 mile (1:2500). Lancashire sheets. Various editions surveyed 1888-1891, published 1891.)

- 2.19 By 1906 there had been significant development to Bradford Road Gas Works, including partially on the north-west of the Site as shown on the Site Map from 1905-1906 (see Figure 4). Forge Lane runs along to eastern boundary of the Site with the residential uses to the east of the Site remaining in situ. Further residential development has occurred to further east beyond Mill lane, as well as the notable development of an Electricity Generation Station to the south of Philips Park. The development of the electricity station represents the growing use of electricity, which became more in demand as technology improved and as electrical application extended to trams and electric motors in the last 1890s.



Figure 4: Site Map Revised 1905-1906, published 1909, with approximate site location overlaid in red (Source: National Library of Scotland, Ordnance Survey County Series. 6 inches to 1 mile (1:2500). Lancashire sheets. Various editions surveyed 1888-1891, published 1891.)

- 2.20 The establishment of Forge lane, as a north-south road thoroughfare, required the construction of the Forge Lane Bridge to cross the Ashton Canal. This was constructed in 1903 and significantly changed the Site's relationship with the surrounding area as shown in Figure 5, Figure 6 and Figure 7. The height of the new bridge completely visually obscured the Ashton Canal and associated infrastructure to the east, particularly Canal Lock 6 and Mill Street Bridge.



Figure 5. Forge Lane site for bridge over Canal (A Bradburn, 1903). Photo taken looking north east, with Canal Lock 6 visible at the centre of the image, and Mill Street bridge to the far right. The Site is located to the far side of the canal, just out of shot to the left of the frame.



Figure 6 Forge Lane bridge under construction (A Bradburn, 1903). Photo taken looking north, the Site located just out of frame to the left.



Figure 7 Manchester and Ashton-under-Lyne Canal, Forge Lane Bridge, Bradford, Manchester (A Bradburn, 1903) Photo taken looking north east, with Canal Lock 6 now obscured.

Decline of the Canal Network

- 2.21 By the early 1930s, there was further development to the gas works and more development to the industrial works south, as can be seen in Figure 8, beyond the canal Philips Park Mill has gone, whilst the Iron Works has expanded in places or areas which were previously residential, which corresponds to the increased demand for wire as a result of the World Wars and also technological advancements. The Bradford Gas Works still dominates the local area, the relative scale of this can be seen in the arial photograph taken in 1928 (Figure 9).

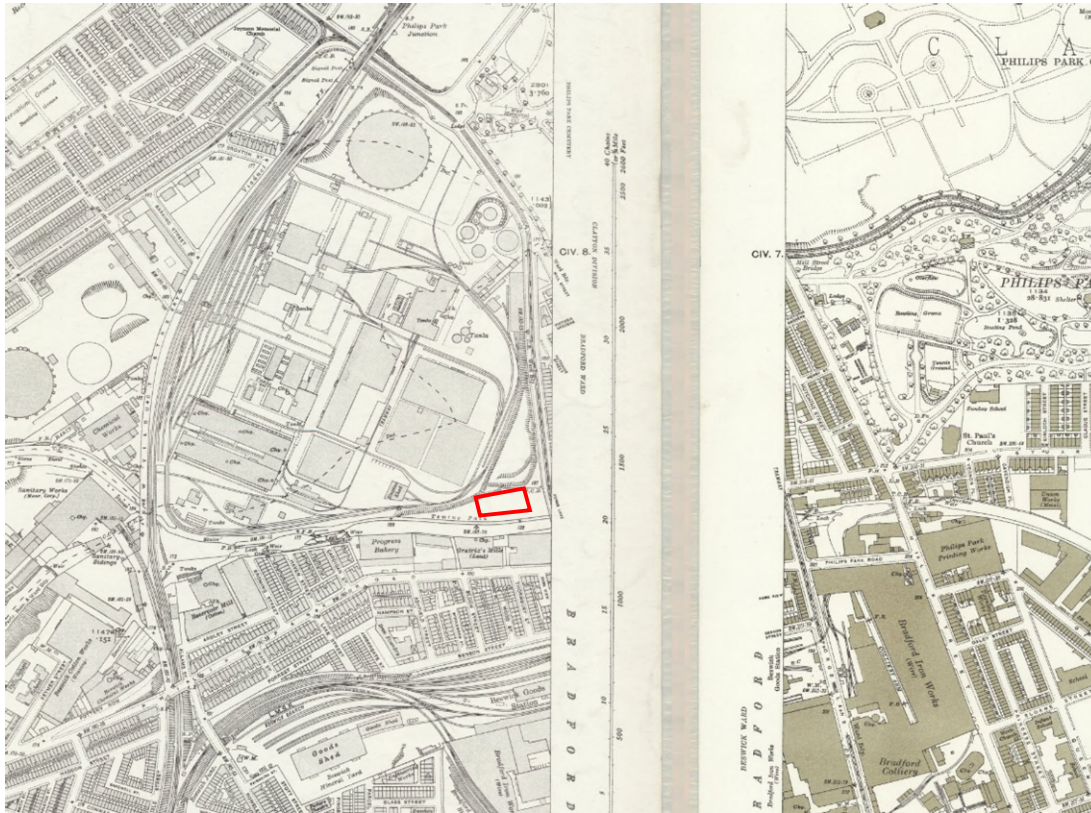


Figure 8 Site Map Revised 1932-34, published 1934, with approximate site location overlaid in red (Source: National Library of Scotland, Ordnance Survey County Series. 6 inches to 1 mile (1:2500). Lancashire sheets)

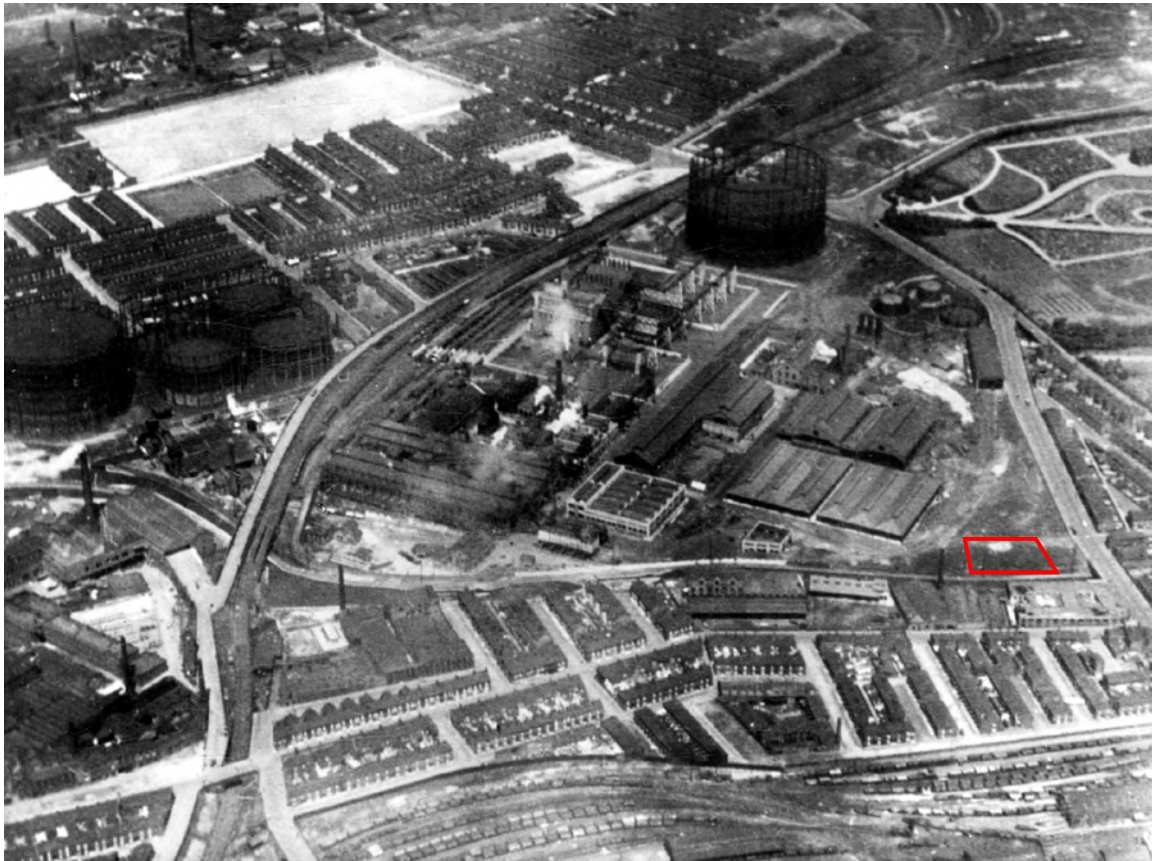


Figure 9 Aerial Photograph (N S Roberts, 1928). Site to the far right of the image, indicated in red.

- 2.22 The end of Second World War bought a period of decline in manufacturing and the city's economic status. The cotton industry had collapsed by the 1950s and the most dramatic period of industrial decline began in the later 1960s.
- 2.23 By the 1950s, commercial traffic had deserted the canal, which fell derelict in the ensuing decade. Some local people campaigned for its closure on safety grounds, while its owners wanted to be rid of the expense of maintenance. It was threatened with abandonment and infilling in 1961, when a pioneering pleasure cruiser made a passage with great difficulty. This can be seen in Figure 10, which shows the visible decline.
- 2.24 Attempts to save the canal were not helped by a leak in 1964 which rendered it impassable, or the somewhat unsavoury reputation it had gained from bisecting some of the less picturesque elements of a major conurbation.
- 2.25 But volunteers had seen the canal's potential as a crucial link in the 'Cheshire Ring', a boating circuit taking in six canals through beautiful countryside, bustling Manchester, and market towns like Congleton and Macclesfield. 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.



Figure 10 Ashton-under-Lyne Canal: 141, Manchester, Mill Street Bridge (L Kaye, 1960). Looking west toward Mill Street Bridge, with Lock leepers cottage to left side of frame, and Lock 7 in the foreground. The Site is located in background, beyond Mill Street bridge.

- 2.26 In 1968, 600 volunteers cleared 2,000 tons of rubbish from the section of Ashton Canal between Clayton and Droylsden. Unhappily, this action was condemned by the Droylsden Council, who preferred to see the canal closed and culverted.
- 2.27 Having been left to further decline, it wasn't until 1971 that the canal was given a reprieve and restoration was approved. In 1972, a thousand volunteers from all over the country descended on the canal, carting away the decade's worth of rubbish that had collected.
- 2.28 Over the next two years with volunteer help and mechanical plant, the whole canal was cleared and restored. It was re-opened for navigation in April 1978. However, although this specific stretch had been significantly improved, its various branches – such as one to Stockport – remained derelict and were eventually built over.
- 2.29 Since this clear up operation, the use of the canal network for leisure has developed and Canal-side properties are being redeveloped.

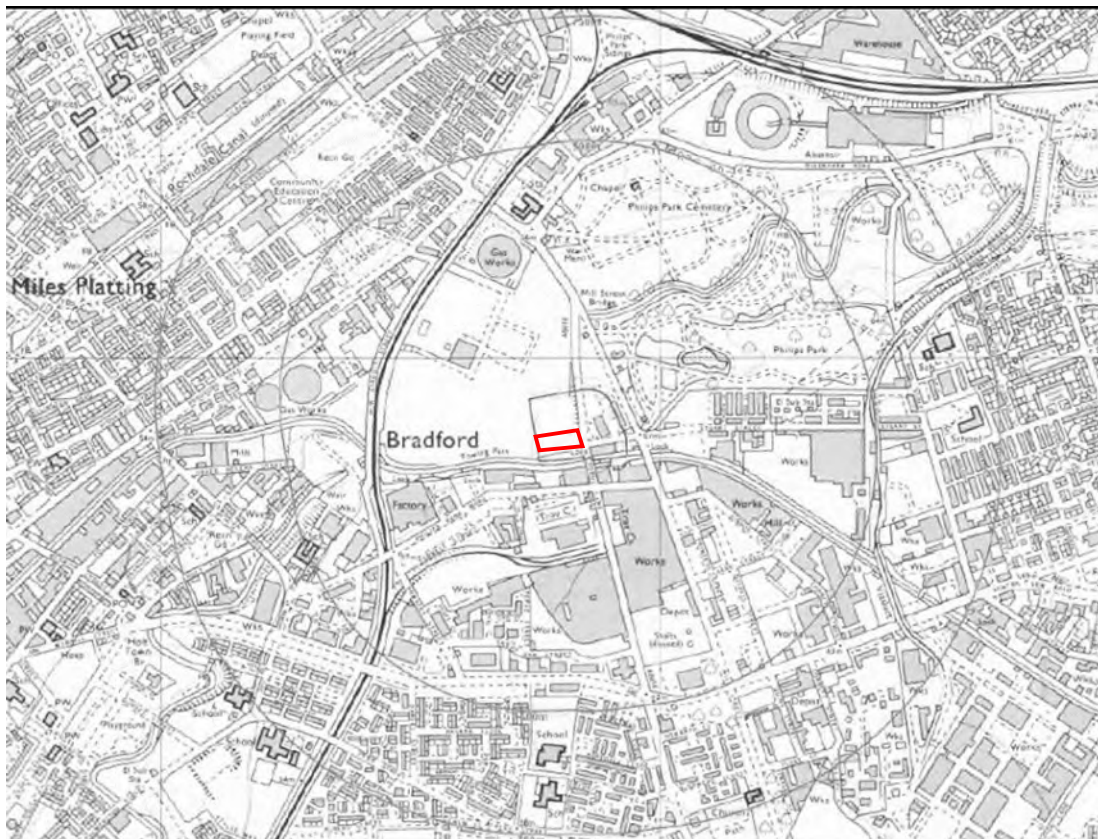


Figure 11. Site Map 1985, with approximate site location overlaid in red (Source: BuroHappold, Geoenvironmental and Geotechnical Desk Study 2019)

- 2.30 There were no further significant changes to the Site until the late 1970s whereby the majority of the 19th Century industrial works were cleared including buildings associated with the gas works and the residential dwellings on the east of the Site as shown in Site Map of 1985 (see Figure 11). There also appears to be a reduction on the tramlines to the Iron Works. These changes reflect the declining industry in the area and the economic recessions.
- 2.31 Between the late 1980s and late 1990s, there were changes to the land use in the eastern part of the Site. In 1994-1995, Mill Lane was developed into Alan Turing Way with a diversion of the road running to the north of the Site. By this time the area was considered 'derelict and ripe for renewal' making it an ideal location for the City of Manchester Stadium.

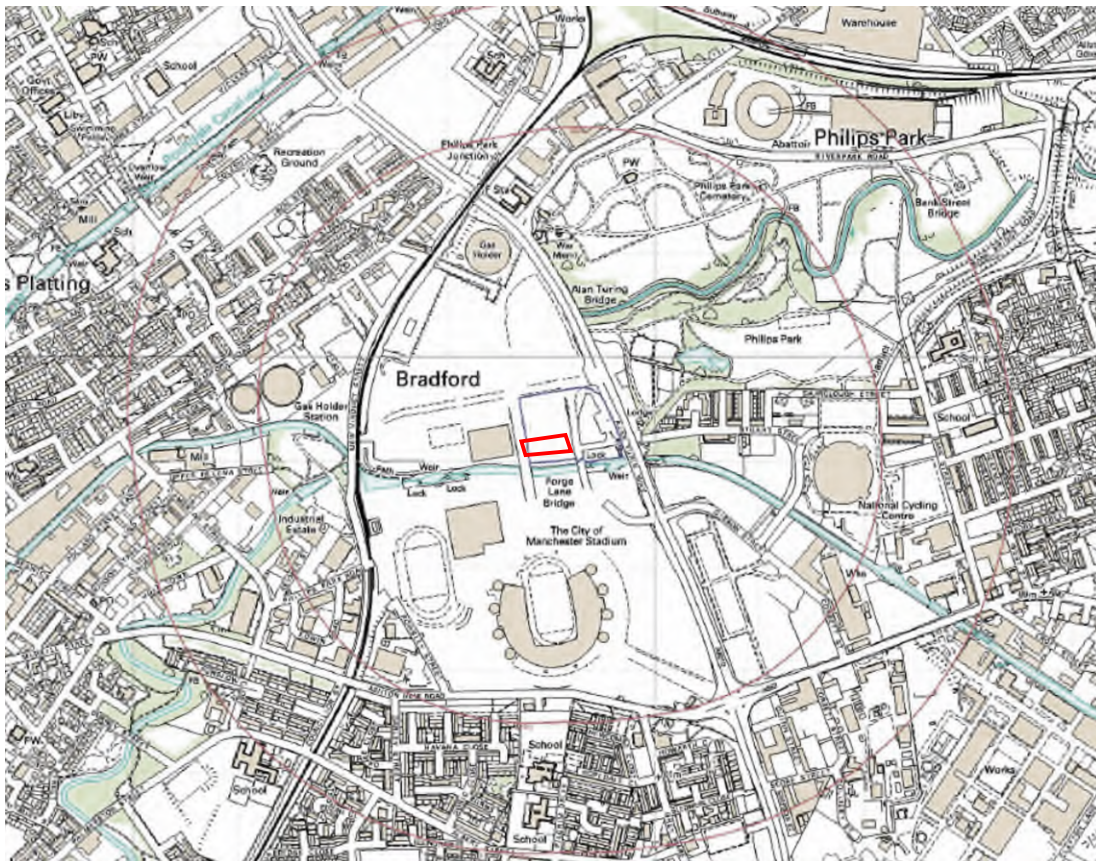


Figure 12 Site Map 2002, with approximate site location overlaid in red (Source: BuroHappold, Geoenvironmental and Geotechnical Desk Study 2019)

- 2.32 Since 2002, the surrounding area has undergone a slower rate of change, with the current day map (see Figure 12) showing the large Asda adjacent to the Etihad Stadium and the football academy on the site of previous industrial works to the south-east of the Site. This also cut off Forge Lane, but the Forge Lane bridge remained.
- 2.33 The Co-op Live indoor arena, a 23,500-capacity live entertainment and sports arena, opened to the north of the Site in early 2024. Since its launch, Co-op Live has become a major hub for pop culture events, and solidified its position as a premier entertainment destination and diversified the pattern of uses at the Etihad Campus.

3. Policy and Guidance

The Planning (Listed Building and Conservation Areas) Act 1990

- 3.1 This report assesses heritage assets within a 300m radius of the scheme, this distance considered proportionate due to the relatively small scale of the Proposed Development, topography and existing development, meaning longer range visual impact will be limited.
- 3.2 There are six listed assets within 300m radius of the Proposed Development as set out in Section 4 of this report. Section 66 of the Listed Buildings Act requires MCC to 'have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses' when considering whether to grant planning permission.

National Policy

National Planning Policy Framework (NPPF) (2024)

- 3.3 The National Planning Policy Framework (NPPF) is a material consideration in the determination of planning applications and articulates the priorities of The Plan for Growth within planning policy. The NPPF introduces a 'presumption' in favour of sustainable development and supports proposals that are in accordance with policies in an up-to-date Development Plan. Sustainable development is about positive growth which supports economic, environmental and social progress for existing and future generations. The NPPF was published in 2012, updated in June 2021, and last updated in December 2024.
- 3.4 Section 16 (paragraphs 202 to 221) is titled 'Conserving and enhancing the historic environment'. Heritage assets are an irreplaceable resource and should be conserved in a manner appropriate to their significance. When determining a planning application, the local planning authority should take account of the desirability of sustaining and enhance the significance of heritage assets and consider if a new development makes a positive contribution to the local character and distinctiveness.
- 3.5 A heritage asset is defined in the Glossary as a building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. It includes designated heritage assets (World Heritage Sites, Scheduled Monuments, Listed Buildings, Protected Wreck Sites, Registered Parks and Gardens, Registered Battlefields or Conservation Areas designated under the relevant legislation) and assets identified by the local planning authority (including local listing).
- 3.6 Paragraph 207 states that when submitting a planning application, an application should describe the significance of any heritage asset affected, including any contribution made by their setting. It goes on to state that the level of detail should be proportionate to the asset's importance and no more than is sufficient to understand the potential impact of the proposal on the asset's significance.

- 3.7 The NPPF defines significance as “the value of a heritage asset to this and future generations because of its heritage interest. That interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset’s physical presence, but also from its setting” (NPPF, Annex 2).
- 3.8 Paragraph 210 states that in determining planning applications, local authorities are required to take account of:
- the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
 - the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and,
 - the desirability of new development making a positive contribution to local character and distinctiveness.
- 3.9 The NPPF stresses that ‘great weight’ should be given to the conservation of designated heritage assets (NPPF paragraph 205), emphasising the need to avoid substantial harm, in terms of demolition, alteration or the compromise of an asset’s setting.
- 3.10 The NPPF defines setting of a heritage asset as:
- “The surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral.”*
- 3.11 The NPPF requires any harm or loss to have clear and convincing justification. With substantial harm to or loss of a grade II listed building to be exception and any substantial harm to Grade I or II* listed buildings to be wholly exceptional. Less than substantial harm to any designated heritage assets must be weighed against the public benefits of the proposal, including securing the asset’s optimum viable use. The fundamental objective is to ensure that the balance of the impact on the heritage assets is demonstrably beneficial, minimising any negative impact on their significance.
- 3.12 Paragraph 216 also requires the effect on the significance of a non-designated heritage asset to be considered during determination, with a balanced judgement required having regard to the scale of any harm or loss of the significance of the asset.

Guidance

Planning Policy Guidance

- 3.13 Planning Practice Guidance (PPG) was introduced in March 2014 as a live web-based resource to support the NPPF. It brings together planning practice guidance for England in an accessible and usable way.
- 3.14 The Historic Environment PPG, updated in July 2019, recognises that the conservation of heritage assets in a manner appropriate to their significance is a core planning principle, requiring a flexible and thoughtful approach to get the best out of assets. PPG acknowledges that substantial harm is a high test, and that it is the degree of harm to the

significance of an asset, rather than the scale of the development, which is to be assessed.

3.15 The 'Historic Environment' PPG details what is meant by the term 'Public Benefits', and gives examples of heritage benefits as:

- sustaining or enhancing the significance of a heritage asset and the contribution of its setting
- reducing or removing risks to a heritage asset
- securing the optimum viable use of a heritage asset in support of its long-term conservation

Historic Environment Good Practice Advice in Planning, Note 3 – The Setting of Heritage Assets (2nd Edition) (2017) ('GPA3')

3.16 GPA3 sets out guidance, against the background of the NPPF and the related guidance given in the Planning Practice Guide (PPG), on managing change within the settings of heritage assets, including archaeological remains and historic buildings, Sites, areas, and landscapes.

3.17 It gives general advice on understanding setting, and how it may contribute to the significance of heritage assets and allow that significance to be appreciated, as well as advice on how views contribute to setting. The suggested staged approach to taking decisions on setting can also be used to assess the contribution of views to the significance of heritage assets.

3.18 GPA3 recommends the following broad approach to assessment, undertaken as a series of steps that apply proportionately to the complexity of the case, from straightforward to complex:

- Step 1: Identify which heritage assets and their settings are affected.
- Step 2: Assess the degree to which these settings make a contribution to the significance of the heritage asset(s) or allow significance to be appreciated.
- Step 3: Assess the effects of the Proposed Development, whether beneficial or harmful, on that significance or on the ability to appreciate it.
- Step 4: Explore ways to maximise enhancement and avoid or minimise harm.
- Step 5: Make and document the decision and monitor outcomes.

3.19 GPA3 confirms at paragraph 9 that setting itself is not a heritage asset, nor a heritage designation; rather, its importance lies in what it contributes to the significance of the relevant heritage asset itself.

3.20 Importantly, GPA3 highlights when views contribute the most to the significance of a place:

- those where the composition within the view was a fundamental aspect of the design or function of the heritage asset.
- those where town- or village-scape reveals views with unplanned or unintended beauty.

- those with historical associations, including viewing points and the topography of battlefields.
- those with cultural associations, including landscapes known historically for their picturesque and landscape beauty, those which became subjects for paintings of the English landscape tradition, and those views which have otherwise become historically cherished and protected.
- those where relationships between the asset and other heritage assets or natural features or phenomena such as solar or lunar events are particularly relevant.

3.21 Of relevance to this proposal is the following commentary from GPA3:

- Cumulative change – Where the significance of a heritage asset has been compromised in the past by unsympathetic development affecting its setting, to accord with NPPF policies, consideration still needs to be given to whether additional change will further detract from, or can enhance, the significance of the asset.
- Change over time – Settings of heritage assets change over time. Understanding this history of change will help to determine how further development within the asset’s setting is likely to affect the contribution made by the setting to the significance of the heritage asset.
- Setting and urban design – The numbers and proximity of heritage assets in urban areas mean that the protection and enhancement of setting is intimately linked to townscape and urban design considerations, including the degree of conscious design or fortuitous beauty and the consequent visual harmony or congruity of development, and often relate to townscape attributes such as lighting, trees and verges, or the treatments of boundaries or street surfaces.

Historic England Statements of Heritage Significance: Analysing Significance in Heritage Assets (2019)

3.22 This Historic England advice note covers the NPPF requirement for applicants, where relevant, to describe heritage significance to help local planning authorities to make decisions on the impact of proposals for change to heritage assets.

3.23 The guidance suggests a staged approach to decision making in regard to heritage assets would usually embrace the following stages, informed by the scope of the proposal:

1. Understand the form, materials and history of the affected heritage asset(s), and/or the nature and extent of archaeological deposits.
2. Understand the significance of the asset(s).

3.24 These two stages fulfil the requirement in paragraph 189 of the NPPF and are undertaken by the applicant :

3. Understand the impact of the proposal on that significance.

- 3.25 This stage fulfils the requirement in paragraph 190 of the NPPF and is undertaken by the LPA. However, the applicant needs to be aware of impacts so that the analysis of significance submitted to the LPA, under paragraph 189, is sufficient in its level of detail.
4. Avoid, minimise and mitigate negative impact, in a way that meets the objectives of the NPPF.
 5. Look for opportunities to better reveal or enhance significance.

Local Policy

- 3.26 The Manchester Local Plan comprises Places for Everyone Joint Development Plan (2024), the Core Strategy (2012) and Saved UDP Policies from the Manchester Unitary Development Plan 1995. Decisions on planning applications must be made in line with the development plan, unless there are clear material considerations which dictate why this should not be the case.

Places for Everyone

- 3.27 Places for Everyone Joint Development Plan Document (PfE) is a long-term plan of nine Greater Manchester districts (Stockport opted out of the Plan in 2020) for new homes, jobs and sustainable growth, covering the period from 2022 to 2039. The regional planning policy document was adopted on 21 March 2024. The relevant policies are listed below:
- 3.28 Policy JP-P2: Heritage notes that the combined authority will proactively manage and work with partners to positively conserve, sustain and enhance the region's historic environment and heritage assets and their settings. The policy focuses on informing the management and integration of heritage by:
- Embedding the role of heritage in placemaking;
 - Ensuring that heritage significance of site is considered in accordance with national planning policy in the planning and designing process;
 - Integrating the conservation and enhancement of heritage assets and their settings;
 - Delivering positive benefits that sustain and enhance the historic environment, and contribute to economic viability, accessibility and environmental quality of place; and
 - Exploring opportunities to reduce greenhouse gas emissions that restoration of historic buildings offer.

Core Strategy

- 3.29 The Manchester Core Strategy (2012) is the key planning document in Manchester and outlines the Council's vision for Manchester in the future along with planning policies which will be used to deliver that vision.
- 3.30 The key policy from a heritage perspective is Policy EN3 – Heritage, which states that throughout the City, the Council will encourage development that complements and

takes advantage of the distinct historic and heritage features of its districts and neighbourhoods.

- 3.31 This policy has been partially superseded by Policy JP-P2: Heritage of Places for Everyone.

Unitary Development Policies (remaining)

- 3.32 In June and July 2012 a number of policies contained within the UDP expired, therefore only those that were 'saved' have been referred to in this section.

- 3.33 Policy DC18.1 Conservation Areas states that the Council will preserve and enhance the character of designated conservation areas by considering the following:

- the relationship of new structures to neighbouring buildings and spaces;
- the effect of major changes to the appearance of existing buildings;
- the desirability of retaining existing features, such as boundary walls, gardens, trees, (including street trees);
- the effect of signs and advertisements;
- any further guidance on specific areas which has been approved by the Council.

- 3.34 Policy DC19.1 Listed Buildings outlines that where development affects the setting of a Listed Building the City Council will consider siting, scale and the quality of the design when assessing proposals.

4. Scoping of Assets

Introduction

- 4.1 As directed by legislation and policy, consideration must be given to the desirability of preserving or enhancing the character or appearance of a Conservation Area; to the preservation of the setting of a listed building; to the contribution setting has to the significance of that listed building; and to the balance of negative impact from a development on that significance against any public benefits the development may bring.
- 4.2 Having established that the Site does not have any direct heritage designations the next step in this exercise is to identify the heritage assets whose setting, and understand whether there is any potential for this to be impacted. Where there is absolutely no potential for impact (usually because the asset along with its setting, and the Proposed Development, cannot be viewed or understood at the same time), assets can be discounted from further assessment.
- 4.3 The next step is to undertake more detailed analysis of the significance of the identified included assets, specifically the contribution setting makes to that significance. This is done in Section 5 of this report.
- 4.4 The final step is to assess the impact the development has on the setting and ultimately the significance of the asset, as carried out in Section 6 of this report.

Scoping

- 4.5 This section of the report identifies the heritage assets that may be impacted by the proposals, taking into account factors regarding character and inter-visibility with the Site.
- 4.6 A desk-based study was undertaken in April 2025 to assist in delineating the area of analysis; identifying which heritage assets would be included for further assessment; and assessing the potential impact on the identified heritage assets. This was also reviewed against the Heritage Statement produced in 2020 for the Co-op Live application (ref. 126431/FO/2020).
- 4.7 Given the scale of the Proposed Development, topography and existing development, longer range visual impact will be limited, and therefore it was considered proportionate that a 300m zone of visual influence was used. The zone is shown in Figure 13.

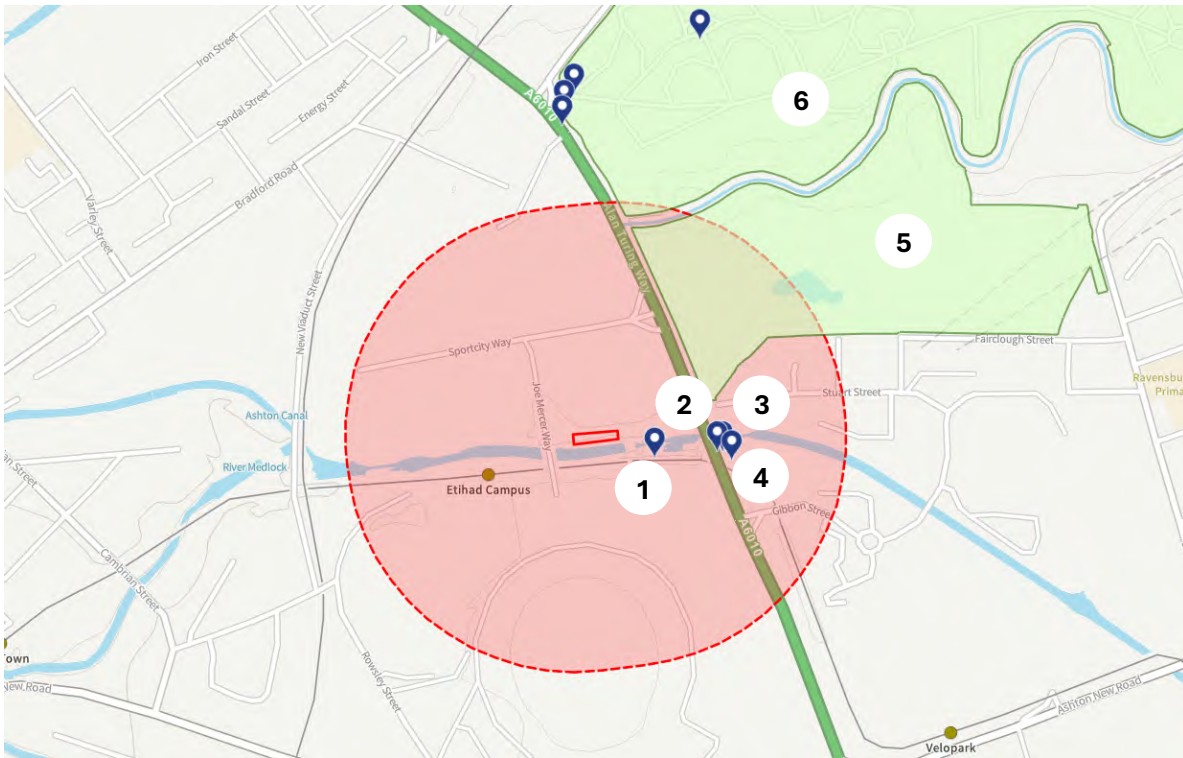


Figure 13 Plan identifying the designated heritage assets with the potential to be impacted by the proposals (Heritage England, 2025)

- 4.8 The ‘Search the List – Map Search’ by Historic England was utilised in conjunction with the zone of visual influence to understand which identified heritage assets may be visible.
- 4.9 Based on the search of the Historic Environment Record and a review of the National Heritage List for England, 6 designated heritage assets have been identified: 4 listed buildings, 2 registered parks and gardens, and no conservation areas. The assets that have been identified as having the potential to be impacted by the proposals are set out below:

Listed Buildings:

1. Ashton Canal Lock Number 6 Immediately East of Forge Lane (Grade II)
2. Ashton Canal Bridge Number 9 Over Ashton Canal (Mill Street Bridge) At West End Of Lock Number 7 (Grade II)
3. Ashton Canal Lock Number 7 with Roving Bridge Immediately East of Mill Street Bridge (Grade II)
4. Ashton Canal Lock Keepers Cottage on South Side of Lock Number 7 of Ashton Canal (Grade II)

Registered Parks and Gardens:

5. Philips Park (Grade II)
6. Phillips Park Cemetery (Grade II)

4.10 A site visit was conducted in April 2025 to further understand the relationship of these identified assets with Site and to scope them in or out for further assessment. Of the above 6 listed buildings and registered parks and gardens, 4 are in close proximity to the Site and are tangible and intangible understood with the Site, and therefore have all been scoped in for further assessment:

1. Ashton Canal Lock Number 6 Immediately East of Forge Lane (Grade II)
2. Ashton Canal Bridge Number 9 Over Ashton Canal (Mill Street Bridge) At West End Of Lock Number 7 (Grade II)
3. Ashton Canal Lock Number 7 with Roving Bridge Immediately East of Mill Street Bridge (Grade II)
4. Ashton Canal Lock Keepers Cottage on South Side of Lock Number 7 of Ashton Canal (Grade II)

4.11 Both Philips Park and Phillips Park Cemetery are located on the opposite side of the Co-op Live arena, which completely obscures the Site from view, and neither can be viewed intervisibly or intangibly experienced with the Site. The exclusion of these assets from further assesment is therefore considered to be proportionate.

5. Assessment of Significance

- 5.1 This Section describes the significance of the heritage assets identified in Section 4, and where relevant, what contribution their setting makes to this significance. This assessment is proportionate to both the significance of the relevant heritage assets and the potential impact on their significance.

Ashton Canal Lock Number 6 Immediately East of Forge Lane (Asset No. 1)

- 5.2 Ashton Canal Lock Number 6 Immediately East of Forge Lane is Grade II listed and the listing description is:

“Canal lock. c.1792-1799, for Manchester and Ashton-under-Lyne Canal Company; renovated. Large blocks of millstone grit, with some red brick, wooden gates. Narrow type (chamber 7 feet wide), with covered overflow channel on south side; stone staircases flanking lower entry at west end, extended bullnose at top end of island. Fourth in a series of 13 similar locks, all in working order”



Figure 14 Ashton Canal Lock Number 6 Immediately East of Forge Lane Looking West (Source: Author's Own, April 2025). Asset outlined in pink.



Figure 15 The Site viewed looking east toward Ashton Canal Lock Number 6 (Source: Author's Own, April 2025) Asset outlined in pink

Significance

- 5.3 The significance of the asset relates to Ashton Canal which was built to supply coal from Oldham and Ashton under Lyne to Manchester and opened in 1796. As discussed in Section 2, the canal infrastructure was key to the development of the Site and is at the heart of the industrial heritage of the surrounding area. Architecturally the use of pound locks were an example of the use of technologies employed at the time and which still in use today.
- 5.4 The lock is listed as a part of the Ashton Canal's overall infrastructure. It is significant in its own right as representative of this and the canal itself, but it has greater significance as part of the overall group of other canal infrastructure (including bridges, tunnels etc.).
- 5.5 The lock has moderate to high historical significance, being a part of the Ashton Canal, but relatively low architectural significance, being of functional construction. It does represent, however, an early example of canal infrastructure.

Contribution of Setting to the Asset's Significance

- 5.6 As noted, this asset has moderate to high historical significance in their own right as representative of Ashton Canal's overall infrastructure. The historical significance of the assets is enhanced when they are considered as part of an overall group of other canal infrastructure. The primary setting of the Grade II listed structure is therefore the canal

itself and associated towpaths, bridges, tunnels etc., which contribute highly to the asset's significance.

- 5.7 However, the wider setting has changed significantly over time, particularly with the heavy industrial uses of the Bradford Gas works closing and the surrounding areas being cleared. More recently, the construction of Co-op Live on this site has completely changed the appearance of the canal side immediately adjacent to Lock 6. It is considered that this wider setting therefore does not contribute to the setting of the Lock.
- 5.8 Overall, whilst the surrounding canal infrastructure adds to the significance, the wider context is of limited benefit, and the setting makes only a moderate positive contribution to the significance of the assets.

Contribution of the Site to the Setting

- 5.9 The Site is situated immediately adjacent to the Canal, however it is located on the far side of Forge Lane bridge. As noted in Section 2, the construction of the Forge Lane bridge in 1903 meant that the visual relationship between the Site and the canal infrastructure to the east was eradicated.
- 5.10 As shown in Figure 15, only a small glimpse of the lock steps can be viewed intervisibly with the Site. The Site and the asset are therefore not appreciated together, with little to link them visually beyond being part of the same branch of the canal.

Grouped Canal Infrastructure East of Alan Turing Way (Assets No. 2-4)

Ashton Canal Lock Number 7 with Roving Bridge Immediately East of Mill Street Bridge

- 5.11 Ashton Canal Lock Number 7 Immediately East of Forge Lane is Grade II listed and the listing description is:

“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.”



Figure 16 Ashton Canal Lock Number 7 with Roving Bridge Immediately East of Mill Street Bridge (Source, Authors Own, April 2025) Asset outlined in pink

Significance

- 5.12 As with Lock 6 above, the significance of this asset relates to Ashton Canal which was built to supply coal from Oldham and Ashton under Lyne to Manchester and opened in 1796. As discussed in Section 2, the canal infrastructure was key to the development of the Site and is at the heart of the industrial heritage of the surrounding area.
- 5.13 The lock is listed as a part of the Ashton Canal's overall infrastructure. It is significant in its own right as representative of this and the canal itself, but it has greater significance as part of the overall group of other canal infrastructure (bridges, tunnels etc.), and as part of the smaller local group comprising the former Lock-Keeper's Cottage and the Mill Street bridge.
- 5.14 The lock has moderate to high historical significance, being a part of the Ashton Canal, but relatively low architectural significance, being of functional construction. It does represent, however, an early example of canal infrastructure.

Ashton Canal Lock Keepers Cottage on South Side of Lock Number 7 of Ashton Canal

- 5.15 Ashton Canal Lock Keepers Cottage on South Side of Lock Number 7 of Ashton Canal is Grade II listed and the listing description is:

“Lock-keeper's cottage. Dated 1865 on lintel of door. Brown brick in stretcher bond, with a band of black and white brick, painted sandstone dressings, and slate roof.

Double-depth double-fronted plan. Two storeys, a symmetrical 2-window facade; central gabled porch with lintel dated "A.D. 1865" and pitched roof with projected verges; transomed tripartite casement windows at ground floor and 2-light casements at 1st floor with brick sill-band carried round, all these windows with raised sills and large rectangular lintels; roof with overhanging eaves and verges, gable chimneys. Forms group with Lock No.5 (q.v.), and with Bridge No.9 (Mill Street Bridge), q.v."



Figure 17 Ashton Canal Lock Keepers Cottage on South Side of Lock Number 7 of Ashton Canal (Source: Authors own, April 2025) Asset outlined in pink

Significance

- 5.16 As with Locks 6 and 7 above, the significance of this asset relates to Ashton Canal. The cottage is listed as a part of Ashton Canal's overall infrastructure. It is significant in its own right as representative of both this infrastructure, and the canal itself, but it has greater significance as part of the overall group of other canal infrastructure (bridges, tunnels etc.), and as part of the smaller local group comprising the Ashton Canal Lock Number 7 and the Miller Street bridge (Bridge 9)
- 5.17 The Lock Keepers Cottage were home to those who operated and maintained the locks. The keepers generally kept an eye on their section of the canal including rescuing people who fell into the water and collecting fares. The Lock Keepers Cottage therefore represents a point in history where lock keeping was an essential form of employment. The principal façade is facing the canal and would be appreciated travelling in both east and west directions.

5.18 Architecturally its significance has been much eroded by later, unsympathetic alterations including PVC windows, CCTV and the letterbox. It is therefore of very low architectural significance.

5.19 The asset is therefore of moderate historical and very low architectural significance.

Ashton Canal Bridge Number 9 Over Ashton Canal (Mill Street Bridge) At West End Of Lock Number 7

5.20 Ashton Canal Bridge Number 9 Over Ashton Canal (Mill Street Bridge) is Grade II listed and the listing description is:

“Public road bridge over Ashton Canal. Probably c.1800. Brown brick in English garden wall bond, with some sandstone ashlar, and cast-iron beams. Narrow rectangular structure across canal waisted to width of lock. Horizontal span with cast-iron beams and flagstone flooring carried on vertical side walls of brick which have gritstone copings and piers (those on the west side projected and that on the towpath side curved and banded, and now carrying very large cast-iron pipes); broad pilasters, brick parapet with stone coping. East side of bridge is linked to roving bridge of Mill Street lock (q.v.). Forms group with lock, and associated lock-keeper's cottage (q.v.).”



Figure 18 Mill Bridge (Source: Authors own, April 2025) Asset outlined in pink.

Significance

- 5.21 The bridge is listed as a part of Ashton Canal's overall infrastructure. It is significant in its own right as an early example of canal infrastructure, but it has greater significance as part of the overall group of other canal infrastructure (bridges, tunnels etc). As discussed above, the canal infrastructure was key to the development of area around the Site.
- 5.22 As set out in the description, the bridge is quite modest in its detailing, being of functional construction rather than decorative. The bridge therefore has moderate to high historical significance, but relatively low architectural significance.

Contribution of Setting to the Significance of the Assets

- 5.23 As noted, these assets have moderate to high historical significance in their own right as representative of Ashton Canal's overall infrastructure. The historical significance of the assets is enhanced when they are considered as part of an overall group of other canal infrastructure (bridges, tunnels etc.), and as part of a smaller local group comprising Lock 7, the Canal Keepers Cottage and Mill Street Bridge (Bridge 9).
- 5.24 These three assets are 'read' in conjunction with each other, and therefore this group setting makes a high contribution to the asset's significance. Historically, the wider setting would relate to the industrial uses of the area the lock keeper tending to those transporting the goods.

- 5.25 However, the wider setting around this grouping has changed over time to now include high-density residential living (as shown on the right of Figure 16 above), and with the clearance of the Bradford Gasworks and redevelopment of the site for the Co-op Live arena.
- 5.26 In the immediate area to the north and north-east of the assets, the setting is dominated by medium rise high density modern residential development. The presence of the high-density residential properties have negatively impacted setting of the asset from its previous low density industrial setting.
- 5.27 Overall, due to the impact of the predominance of modern development, the assets derive little significance from their immediate surroundings, and wholly from being on a working canal and adjacency to other canal structures. The setting makes only a moderate- low contribution to the significance of the assets.

Contribution of the Site to the Setting

- 5.28 The Site makes minimal impact on the setting of this grouping of assets as there is a drop in level (at both the Lock 6 and Lock 7 gates) and so the Site and the asset are not fully intervisible. This, and the distance between them means they are not appreciated together, with little to link them directly beyond being part of the same branch of the canal.

6. Assessment of Impact

- 6.1 This Section assesses the impact that the Proposed Development has on the significance of the identified heritage assets.

Proposed Development

- 6.2 The Proposed Development will provide new ancillary F&B and retail space, to principally support event day operations at the Co-op Live Arena. Further to this principal use, it will also be open outside of event days providing ancillary daytime coffee and pastries to accommodate Etihad Campus visitors throughout the week and will also be available for private hire / community use. The intention is to support the array of other uses at the Etihad Campus, and to provide a supporting offering for employees, visitors and the local community.
- 6.3 It comprises a two-storey building, comprising F&B and retail space with associated WC, lighting and advertisement, and other associated works, including external seating areas, integrated into the existing area of landscaping at Co-op Live. The Proposed Development will utilise the existing waste storage facilities and servicing arrangements at Co-op Live.



Figure 19 Proposed development (Source: Populous, April 2025)



Figure 20 Existing Site (Source: Authors Own, 2025)

- 6.4 The Proposed Development comprises a structural base and of container units, across two levels. Cladding is proposed to the top and bottom datums of the structure to provide a clean and bespoke architectural finish which disguises the structure underneath and integrates effectively with glazing. Bespoke mesh cladding and a Rimex reflective soffit will also replicate the façade of Co-op Live to deliver a fully considered design that is cohesive and commensurate with the site and Co-op Live’s aesthetic.
- 6.5 Outdoor seating is a key feature of the design, with both levels extending out onto decked terraces, with new planting.

Assessment of Impact on Identified Heritage Assets

Ashton Canal Lock Number 6 Immediately East of Forge Lane

- 6.6 The Proposed Development will be visible when at the canal side environment, as can be seen in Figure 21 and Figure 22.



Figure 21 Looking east along Ashton Canal (Source: Planit, 2025). Proposed development shown as red wireline



Figure 22 Looking west along Ashton Canal (Source: Planit). Proposed development shown as red wireline

- 6.7 As set out in Section 5 the ‘moderate positive’ contribution of the setting to the asset’s significance relates to the Lock’s setting within the functioning Ashton Canal, its role in Manchester’s industrial revolution, and the function of the lock, rather than neighbouring sites.
- 6.8 The Proposed Development does not directly affect the Ashton Canal or the Lock or detract from their relationship and intrinsic setting. It is therefore considered that although the Proposed Development would result in change to the wider setting of the asset; it is read in conjunction with the Co-op Live, and would not harm the Lock’s significance.
- 6.9 It is considered that the Proposed Development would result in no harm to the asset’s significance.

Grouped canal infrastructure east of Alan Turing Way



Figure 23 Looking west along Ashton Canal (Source: Planit). Proposed development shown as red wireline

6.10 The Proposed Development will be largely obscured from this viewpoint, and is unlikely to be read in conjunction with these assets. Furthermore, the construction of the Co-op Live arena, immediately to the right, has already changed the setting significantly. The Proposed Development would be read with the Co-op Live.

6.11 On this basis the Proposed Development this would amount to no harm

Summary of Assessment of Impact

6.12 The assessment of impact on the identified listed buildings is summarised below.

Asset	Significance	Contribution of Setting	Contribution of Site to Setting	Assessment of Impact
Ashton Canal Lock Number 6 Immediately East of Forge Lane	Moderate	Moderate	Low	No harm
Ashton Canal Lock Number 7 with Roving Bridge	Moderate	Moderate-low Positive	Low	No Harm

Asset	Significance	Contribution of Setting	Contribution of Site to Setting	Assessment of Impact
Immediately East of Mill Street Bridge				
Ashton Canal Lock Keepers Cottage on South Side of Lock Number 7 of Ashton Canal	Low-Moderate	Moderate-low Positive	Low	No Harm
Ashton Canal Bridge Number 9 Over Ashton Canal (Mill Street Bridge) At West End Of Lock Number 7	Moderate-High	Moderate-low Positive	Low	No Harm

7. Planning Policy Assessment

- 7.1 The NPPF stresses that ‘great weight’ should be given to the conservation of designated heritage assets (NPPF paragraph 212), emphasising the need to avoid substantial harm, in terms of demolition, alteration or the compromise of an asset’s setting.
- 7.2 In accordance with the requirements of the NPPF, the significance of the designated heritage assets which have the potential to be affected by the application proposals have been described within this Heritage Statement. This included an assessment of the contribution the setting and the Site makes to this significance.
- 7.3 Paragraph 219 directs local planning authorities to consider three key factors when determining planning applications concerning the historic environment. These are considered below in light of the Proposed Development.
- The Proposed Development will sustain the significance of the identified heritage assets.
 - The Proposed Development will not affect the positive contribution that the heritage assets can make to their community.
 - The Proposed Development will make a positive contribution to local character and distinctiveness.
- 7.4 The Proposed Development will not have a direct impact on a designated or non-designated heritage asset, either through its alteration or destruction.
- 7.5 As concluded in Section 6, the Proposed Development will not cause any harm to identified heritage assets 1, 2, 3 and 4.
- 7.6 Notwithstanding that the assessment concludes no harm to identified heritage assets and therefore does not warrant a further assessment against the heritage policy tests of the NPPF, Section 6 of the Planning Statement concludes that there are considerable public benefits of the Proposed Development that would be a material consideration in the determination of the application.
- 7.7 Heritage benefits are to be considered as part of public benefits, and these are summarised below:
- Enhanced setting alongside the Ashton Canal tow path leading to increased public access and appreciation of the listed Locks.
 - Potential for increased use of Philips Park through increased activity in the area.

- 7.8 The Proposed Development is also in full compliance with MCC Local Policy EN3 (Preserving and enhancing the historic environment), Placess for Everyone Policy JP-P2 and Saved UDP Citywide Development Control Policy DC19.1 (Listed Buildings).
- 7.9 The proposals are therefore fully in accordance with national and local planning policy.

8. Summary

- 8.1 The impact on this significance has been assessed, and it is considered that the Proposed Development will cause no harm to the architectural or historical interest of the identified assets.
- 8.2 Notwithstanding that the assessment concludes no harm to identified heritage assets and therefore does not warrant a further assessment against the heritage policy tests of the NPPF, Section 6 of the Planning Statement concludes that there are considerable public benefits of the Proposed Development that would be a material consideration in the determination of the application.
- 8.3 These include heritage benefits, including greater activity and animation overlooking the canal towpath and its associated heritage assets. Increased animation and passive surveillance for those using the towpath is likely to lead to increased safety and additional footfall as a result, in turn allowing a greater appreciation of not only Lock 6 but the wider lock network as the user progresses along the tow path.
- 8.4 Overall, the proposal is in accordance with national and local policy



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