

New Guardrail – Tib Lock (Lock 89) - Rochdale Canal
Heritage Impact Assessment
and
Design & Access Statement

June 2025



Gaythorn Works at Gaythorn 20/01/1896 (GB127.m01849), looking towards Rochdale Canal Lock Number 89 (Tib Lock)

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Heritage Statement by
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1. INTRODUCTION

1.1 Background

This document serves as a Heritage Impact Assessment that describes and evaluates the built heritage constraints related to the proposed installation of new cast iron railings adjacent to Rochdale Canal Lock 89 (Tib Lock), located on the north side of the original Havelock Mills (now demolished) in Manchester City Centre near Oxford Rd Station. It has been prepared by Austin-Smith:Lord and Headland Archaeology (UK) Ltd and commissioned by Pell Frischmann on behalf of Manchester City Council. Austin-Smith:Lord provide consultation in order to secure more sympathetic, minimal, and respectful interventions / renovations at heritage assets and sites of historic significance.

The site is located at the north side of the Rochdale Canal and west of the Manchester and Salford Junction Canal. Historically, it was the sixth in a series of nine locks linking the former Rochdale Canal basin at Dale Street with the Bridgewater Canal basin at Castlefield. The lock was constructed between 1804 and 1805 and is still in operational use. The proposed new guardrails cover an area of approximately 2m² and extends 8m along a footpath that runs parallel to the north side of the Rochdale Canal. To the north, the site is bounded by an office block on the former site of Havelock Mills, to the east, by the Manchester and Salford Junction Canal, to the south, by the Rochdale Canal and to the west, by railings and a footpath that lead to the Millennium Bridge, which crosses the canal. Refer to the main drawings appended to this application.

This application for Listed Building Consent is required to assess the validity of a section of new Guardrail, to be installed to the north side of the Tib Lock. The principle for the development is to restrict pedestrian access to the canal edge for safety reasons - to reduce the risk of accidental falls into the canal. The adjacent Rain Bar is a popular venue with a large area of external seating, resulting in a busy section of the canal. The new guardrail will direct foot traffic away from the canal edge. The council wish to create a safer environment for all the users of the canal.

Manchester City Council has requested that we apply for Listed Building Consent - prior to the commencement of any of the proposed works, so that there is a record and agreement and approval of the works to be installed.

1.2 Purpose of the Assessment

The assessment aims to consider the historic significance of the site adjacent to the Tib Lock and Rain Bar, and wider local historic setting. Describing the proposed works, the assessment also aims to identify which parts of the fabric of the historic site will be affected by the works and assess the impact both structurally and aesthetically, of any proposals.

1.3 Structure of the Assessment

The statement is set out in four main sections which are designed to impart degrees of information to the reader in a sequential fashion with the outputs of each section informing the reader and building upon the knowledge gained in each previous section.

The Understanding the Asset section 2.0 seeks to summarise the key information regarding the historic asset. A description of the Rochdale canal area and its context is followed by an assessment of its significance. Such information will help dictate the conservation approach for any alterations. For further information also refer to the detailed Heritage Statement by Headland Archaeology.

The Proposed Works section 3.0 describes the proposed works that are to be carried out. It also presents the impact the new interventions will have on the historic fabric, how that is justified, and what actions were taken in order to minimise or mitigate it.

The Conclusions section 4.0 summarises all the above, the importance of the historic asset, and how, and to what degree that is affected by the new boiler and flue installations.

Section 5.0 is a brief summary relating to the Design & Access requirements as part of this application.

Appendix A - *Heritage Statement by Headland Archaeology, highlighting the history of the site and relevant planning policy.*

2. UNDERSTANDING THE ASSET



View of Lock 89 (Tib Lock) gate and proposed area for new guardrail (as viewed towards the north east)

2.1 Background & Asset Description

Within the wider site area, there are 10 listed buildings. These buildings are primarily found along Great Bridgewater Street to the north of the application site, while Rochdale Canal Lock 89 (Tib Lock) is situated to the south.

There are no conservation areas, scheduled monuments, registered parks and gardens, registered battlefields, or World Heritage Sites within the area. Three non-designated heritage assets are present within this study area. These assets include existing features in addition to Havelock Mills, specifically: Havelock Mills (the site of the former mills) Albion Street Bridge, Rochdale Canal.

During the late 18th century, Manchester's population and number of mills doubled and continued to grow. At that time, the Rochdale Canal had not yet been constructed; however, the western section of Great Bridgewater Street was already in existence. In 1794, an Act of Parliament was passed that established the Rochdale Canal Company, which authorized the canal's construction from 1804 to 1805. The canal was designed to serve as an extension linking the Rochdale Canal basin at Dale Street with the Bridgewater Canal basin at Castlefield. The construction of the canal and lock system created a continuous transportation route from the Rochdale and Aston Canal to the Bridgewater Canal, ultimately providing a complete transport link from Hull to Liverpool. Rochdale Canal Lock 89 (Tib Lock) forms part of a group known as "Great Bridgewater Street Mills." Historic plans and photographs indicate that there were vertical elements, such as chimneys, associated with the mills and factories surrounding the canal and lock.

Generally the canal area remained unchanged until the late 20th century, when Havelock Mills was demolished and replaced with an office building. The Millennium Bridge, spanning the Rochdale Canal to the west of the 'Tib Lock', connects the north and south sides of the canal beyond the lock gates to allow boats to pass underneath into the western section of the canal beyond the lock. The bridge is a relatively modern design, with slender stainless steel handrails and bars in a sweeping arch, much different to the guardrails surrounding the existing lock.

The Rochdale Canal Lock 89 (Tib Lock) remains in working condition. The lock chamber is constructed from large sandstone blocks which also serve as the capstone for the canal edge.

For more information and description of the site refer to the detailed Heritage Statement by Headland Archaeology.

The nearest heritage asset is the Rochdale Canal Lock 89 is described by Historic England as follows:

Location: Manchester
Heritage Category: **Listed Building**
Grade: **II**
List Entry Number: **1247596**
Date first listed: **06-Jun-1994**
List Entry Name: **ROCHDALE CANAL LOCK NUMBER 89 (TIB LOCK), ON SOUTH SIDE OF HAVELOCK MILLS**
Statutory Address: **ROCHDALE CANAL LOCK NUMBER 89 (TIB LOCK), ON SOUTH SIDE OF HAVELOCK MILLS**
District: **Manchester (Metropolitan Authority)**
Parish: **Non Civil Parish**
National Grid Reference: **SJ 83779 97543**

Details

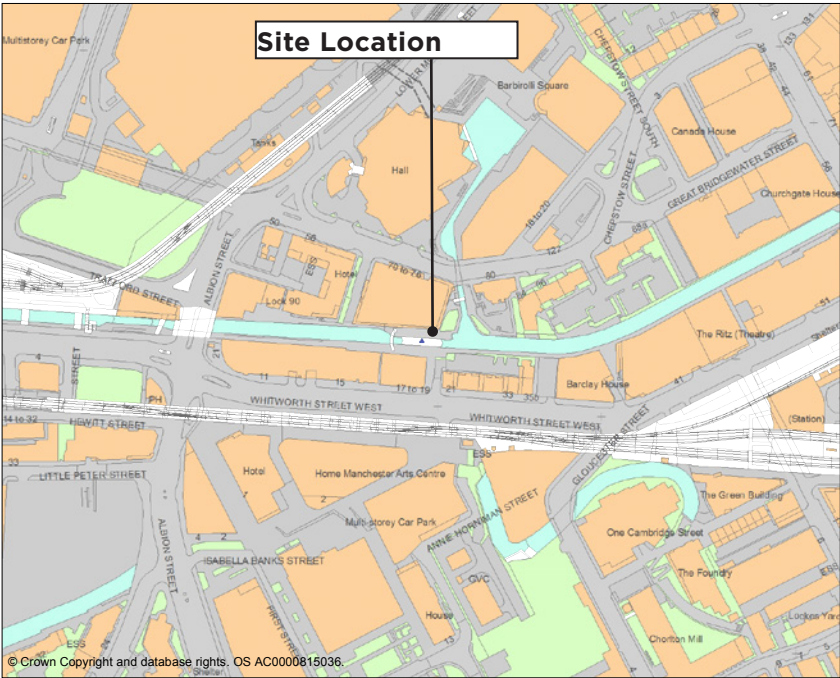
MANCHESTER

SJ8397NE ROCHDALE CANAL 698-1/31/360 Lock No.89 (Tib Lock), on south side of Havelock Mills

GV II

Canal lock. 1804-5, for Rochdale Canal Company; restored. Coursed squared sandstone, wooden gates. Chamber of 14-foot width with pairs of gates at both ends, ladder in centre of north side. Sixth in series of 9 locks on extension linking former Rochdale Canal basin at Dale Street with Bridgewater Canal basin at Castlefield, all in working order. Forms part of group with Havelock Mills (72-76 Great Bridgewater Street, q.v.) and with Albion Street Bridge to west (q.v.).

Listing NGR: SJ8377997543



This is an A4 sized map and should be printed full size at A4 with no page scaling set.

Name: ROCHDALE CANAL LOCK NUMBER 89 (TIB LOCK), ON SOUTH SIDE OF HAVELOCK MILLS

Heritage Category:	Listing
List Entry No :	1247596
Grade:	II
County:	
District: Manchester	
Parish: Non Civil Parish	

For all entries pre-dating 4 April 2011 maps and national grid references do not form part of the official record of a listed building. In such cases the map here and the national grid reference are generated from the list entry in the official record and added later to aid identification of the principal listed building or buildings.

For all list entries made on or after 4 April 2011 the map here and the national grid reference do form part of the official record. In such cases the map and the national grid reference are to aid identification of the principal listed building or buildings only and must be read in conjunction with other information in the record.

Any object or structure fixed to the principal building or buildings and any object or structure within the curtilage of the building, which, although not fixed to the building, forms part of the land and has done so since before 1st July, 1948 is by law to be treated as part of the listed building.

This map was delivered electronically and when printed may not be to scale and may be subject to distortions.

List Entry NGR:	SJ 83779 97543
Map Scale:	1:2500
Print Date:	7 May 2025



www.historicengland.org.uk

Site Location - courtesy of Historic England

2.3 Significance/ Value

The purpose of any Statement of Significance is to identify the areas and aspects of a building or site which have a level of cultural significance. Cultural significance¹, therefore, is a concept which helps us in estimating the value of a place² and which:

- Helps us identify the past
- Enrich our present lives
- Will be of value for future generations

For the purposes of this justification statement, a fairly standard classification is adopted, using five levels of significance based on the initial work by Semple Kerr and the resulting Burra Charter, which is a values based approach of measuring each aspect of significance and to compare it to others consistently.

The table below is used to identify the level of significance attached to an asset of place.

Level of Significance	Importance	Conservation Management Policy
A - Exceptional	International	Reveal, maintain and enhance through meticulous preservation and conservation.
B - Considerable	National	Reveal, maintain and enhance significance but some alterations and supplementary construction may be considered to accommodate future compatible uses.
C - High	Regional	Reveal, maintain and enhance significance but acceptable options may, subject to mutual agreement based on expert analysis including alteration or removal in whole or in part
D - Modest	Local Site	Interventions of a greater extent and alterations and even demolition may be acceptable
E - Little	Detrimental	Alter, remove or demolish the asset as it is detrimental to the character of the area

1. Cultural significance means aesthetic, historic, scientific, or social value for past, present or future generations. Its purpose is to help identify and assess the attributes which make a place of value to us and to our society. An understanding of this is therefore basic to any planning process.

2. Place - is defined in the Burra Charter as, site, area, building, or other work, group of buildings, or other works together with associated buildings and surrounds

The Rochdale Canal locks were essential for raising and lowering boats as they navigated the canal's elevation changes. The Rochdale Canal, completed in 1804, utilized 92 locks to climb over 600 feet (180m) in a relatively short distance. These locks were designed to accommodate broad-gauge boats and were built with identical 10-foot rises to conserve water and simplify maintenance. The locks were crucial for transporting coal, agricultural products, and materials for the textile industry. This development accelerated the rapid industrial expansion, with mills and factories constructed along the canal length that were supplied with the raw material being moved up and down the length of the canal.

The nine locks in Manchester, known as the "Rochdale Nine," were particularly notable for their difficulty in operation and for being part of the Cheshire Ring. The towpaths were set with stone cobbles, many still in existence lock to the Tib Lock. The canals are edged in sandstone and sandstone cappings, with sections of red brick below. Troughs for watering horses pulling the canal boats would have been set along the path at various intervals. Restoration work on the Rochdale Canal began in the 1970s, and the following decade saw much of the canal reopened on the Yorkshire side from Littleborough eastwards.

While not necessarily a heritage asset of outstanding significance to its style or era, it is reasonably well preserved and is of architectural interest as it evokes the early 19th century industrial character of Manchester and provides a sense of place, popular with visitors and pedestrians.

Our overall view is that the Lock NO.89 **Medium-High (Regional-National)** significance. The Rochdale Canal shares similar attributes as the Rochdale Canal Lock NO.89 (Tib Lock), form intrinsic parts of the same canal network. The canal is of **low (local) to medium (regional)** significance because of its architectural and historic interests, exhibiting the early 19th century industrial character of Manchester, being a well preserved example of its type.

It should be noted however, that as a functioning city centre canal side, the requirement for the provision of safe urban spaces, has generated the current proposals as part of this application for Listed Building consent. We proposed in the next section to describe how the new guardrail will be installed and to indicate the extent of the works and any changes to the heritage canal side fabric. We believe that the proposals are in-keeping with the current setting. We are proposing a like for like guardrail system that matches the current ones installed on both sides of the Tib Lock. We believe the considered designs respects the setting and historic context.

For further detail on the history and development of the area and the Statement of Significance refer to Heritage Statement by Headland Archaeology.



View of the timber lock gates and sandstone edging to the canal

3. PROPOSED WORKS

3.1 Proposals - new canal side pedestrian guardrail

Recently the council had put up some temporary fencing along this section of the canal, particularly due to the proximity of the bars and pubs. As there is a lack of edge protection in some locations. The area has been highlighted a potential risk, due safety concerns regarding pedestrians falling into the canal,

The Urban Real Team at MCC wish to improve the safety within the area around the canal edge. A proposal for new railings was put forward. As the site is within the curtilage of the listed canal lock, the local planning officer identified that the works would require Listed Building Consent.

For context there is a wider proposal to install and improve more of the existing guardrails as part of the Urban Realm Teams canal strategy; please note that these additional areas do not form part of this application, but for future context it should be taken into consideration that there are wider urban realm proposals, that are being carried out and not just this short section of railings adjacent to the listed canal lock.

On either side of the canal framing the 2 large timber lock gates are existing black cast-iron railings. To the eastern end, these rails curve inwards towards the lock gates, as a means of further protection from falls from the canal edge. This guarding allows for the safe operation of the gates - whilst pedestrians can pass by unaffected by the action of the gates. To the west end of the Tib Lock, the existing rails stop just short of the more recent Millennium Bridge, which straddles the west end of the lock.

These existing rails have been identified as a product supplied by Broxap, which are still currently being manufactured. After on site discussions with the client, it was agreed to replicate the same product for the proposed new guardrails and also match the colour with the current black ones. Further towards the Rain Bar and underneath the road bridge and the link to the Bridgewater Hall area, the current metal guardrails are light grey in tone.

The proposed development comprises the installation of approximately eight metres in length of new Rockport cast iron 2 guardrails, 1041mm in height, along the Rochdale Canal adjacent to Rochdale Canal Lock 89 (Tib Lock). The rails will be installed flat and then follow the slight rise towards the mouth of the Rochdale Canal Lake turning. Please refer to drawing and photomontage on the adjacent page(note - these are extracts from drawings provided as part of this Listed Building Consent application, and should be read alongside the main drawings).

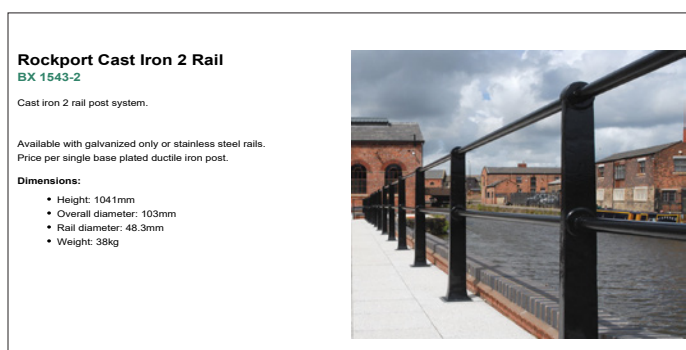
The installation of the railing will require the removal of a small section of the current modern stone paving slabs. These slabs are not heritage but later additions laid down as part of the landscape works associated with the recent Havelock office development. Having become a trip hazard and uneven, because of expanding tree roots, the modern paving will not be reinstated for safety reasons. Within this extended gravel margin, small concrete foundations will be laid, onto which the railings will be bolted fixed, in a similar fashion to the existing guardrails.

As noted the gravel area will be extended, whilst still allowing 1.2m footway between the existing and proposed rails. The new guardrail will be black in keeping with the existing.

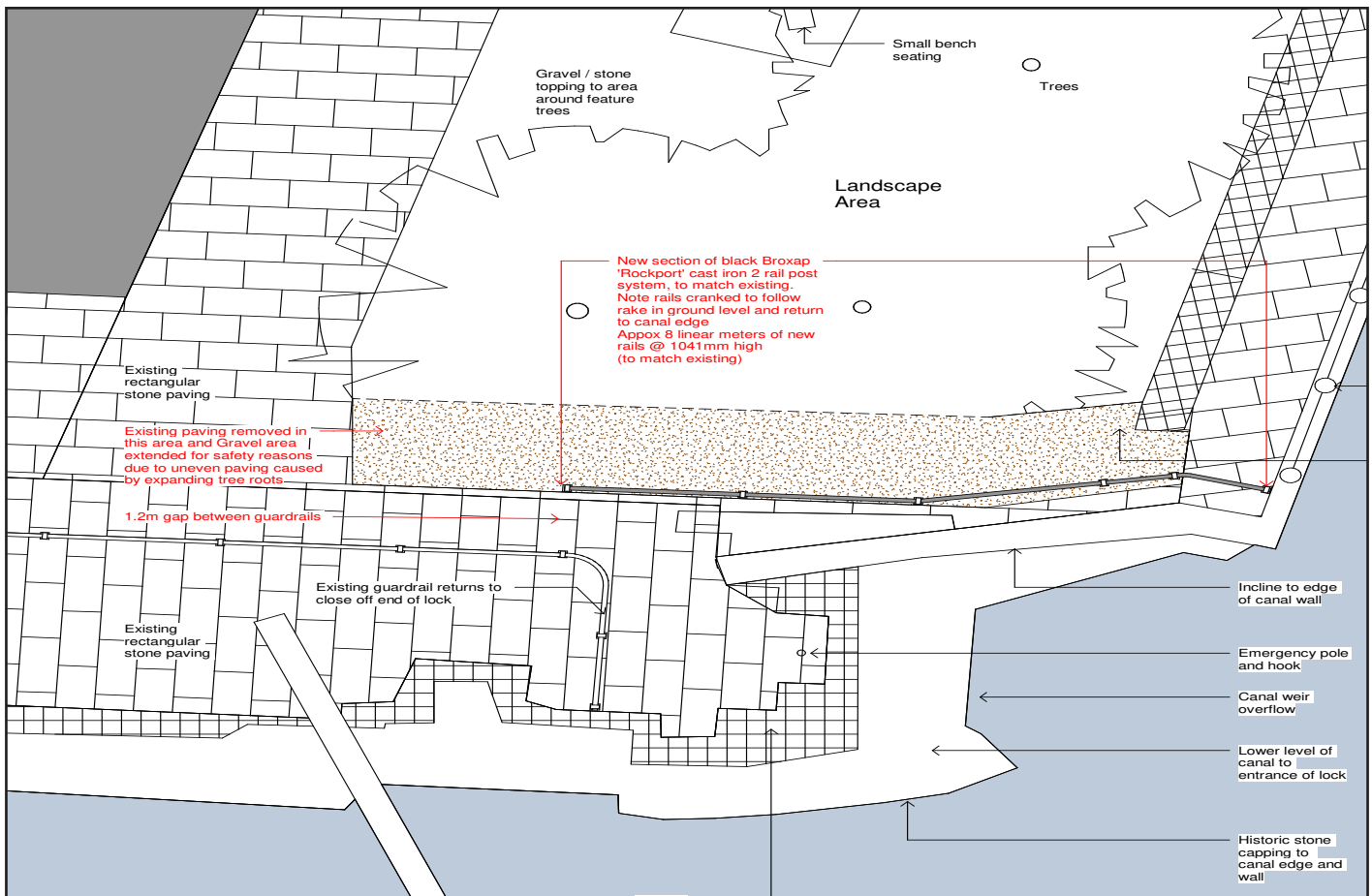


Photographs of existing black 'Broxap Rockport cast iron 2 guardrail -

Located along the edge of Lock 69



Extract from Broxap catalogue indicating proposed guardrail.

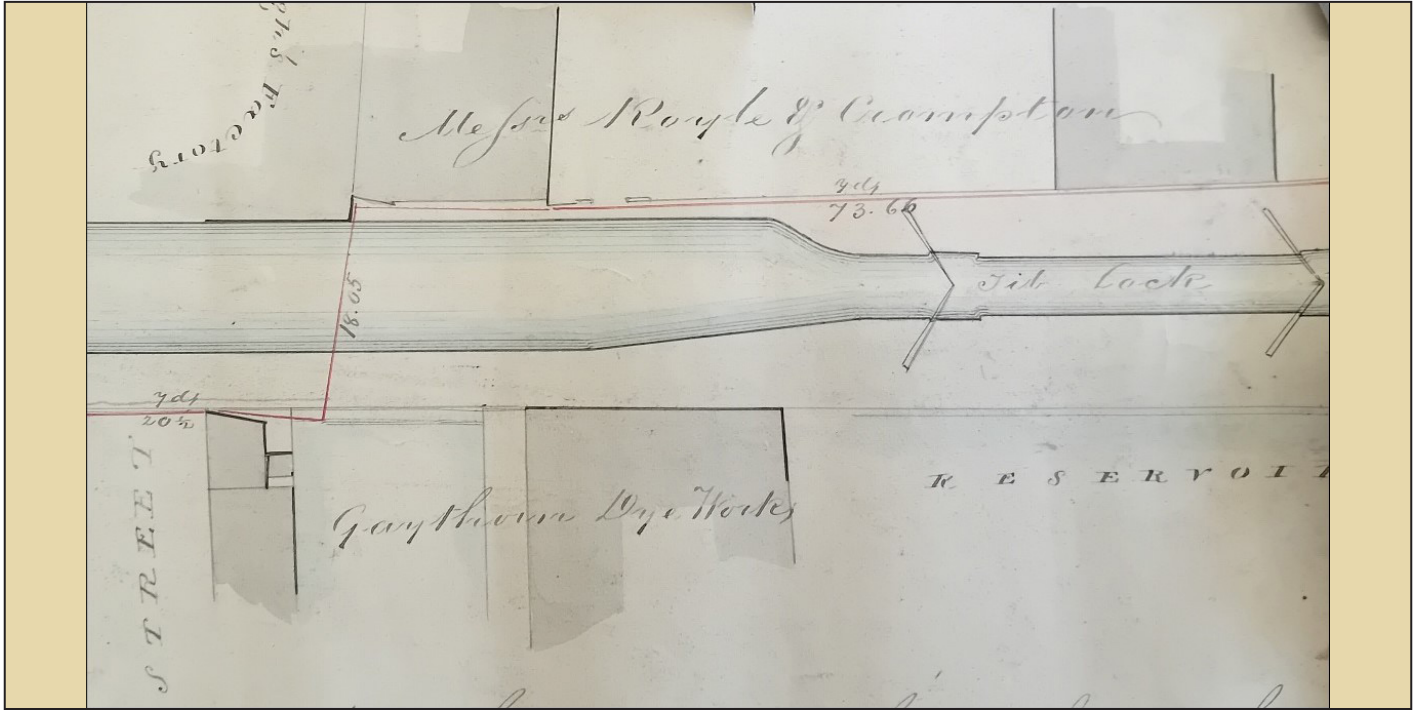


Extract from Drawing 125004-ASL-XX-00-DR-A-00010 indicating extent of proposed guardrail (Refer to main drawing included as part of this LBC



Photomontage looking north across the canal. Extract from drawing 125004-ASL-XX-00-DR-A-00011 indicating view and extent of proposed guardrail
(Refer to main drawing included as part of this LBC application)

4. CONCLUSION



Plan showing Rochdale Canal Company land at Tib lock, Gaythorn Street (GB124.B2/Plans/Box 13/19)

As noted in the Headland Archaeology Heritage Statement... *The cultural significance of Rochdale Canal Lock Number 89 (Tib Lock) lies in its architectural and historic interests. The canal lock is a well-preserved example of early 19th century canal infrastructure. The lock chamber is constructed out of sandstone blocks and fired bricks, while the lock gates are manufactured in timber. The Rochdale Canal and its locks signify a technological advancement in transportation through Manchester that facilitated a rapid expansion of industrialisation and population growth. The canal and locks allowed through-access from west and east, with raw materials and finished goods transported along the canal network.*

We have examined the significance of the site and heritage asset in relation to the proposed addition of a small section of handrail and in particular the impact on the heritage asset and the actions that we propose for this to be minimised. The proposals we have highlighted are required to improve the safety aspects of the canal edge, whilst also repairing and enhancing the footways and public realm. The intent is that the proposals will be functional whilst also improving the usability and safety factors - within the historic setting. Please note there is further detail on relevant planning policy within **section 4** of the **Heritage Statement** - 'Legislation, Planning Policy & Guidance' (by Headland Archaeology).

Generally, the installation has avoided the need to break out or drill into the historic sandstone capping to the canal edge and not affecting special interest of the surrounding heritage fabric. The works, we believe are reversible if required, similar to various replacement, removal and new additions that have occurred over time to the surrounding area. The new guardrails will be installed in such a manner that if at future date the system required removal, the canal fabric could be restored to its original state.

It is our view that consent should be granted as the proposals are subtle in their installation and not excessive in terms of their aesthetic and do not cause disruption to the valued historic fabric and setting. These proposals will have overall positive contribution to the long term sustainability of the canal area, allowing the canal to be safely used by all. The proposals ensure the long term use and sustainability of the Rochdale Canal area, whilst also protecting the users safety and their health & well-being. We believe that the proposals will have a negligible effect to the historic fabric, the fittings are limited are not visibly intrusive, nor do they change the overall character of the Tib Lock and the wider canal zone.

Therefore, it is considered that the installation of further 'Rockport' railings would only be deemed to have a neutral to negligible indirect impact on the cultural significance of Rochdale Canal Lock Number 89 (Tib Lock).

5. DESIGN & ACCESS STATEMENT

Site Context

Refer to the earlier sections of the document and the **Heritage Statement** (by Headland Archeology) highlighting the local context and setting for the proposed works. Further plans are included as part of this application highlighting the existing wider context and local context related to the 8m length of new guardrails.

Appearance

The part of the Rochdale Canal that relates to the proposed works is to the east end of the Tib Lock as noted in earlier section of this document.

The new rails that are proposed to be installed will be discreet and located near the landscaped area to the north of the canal, under the tree canopy, whilst still maintaining a footway for access to the mechanics of the lock.

To minimise the visual impact of the interventions we are proposing to finish the guardrails in a colour to match the local rails and metalwork within the area. This will have only a minimal impact on the canal setting, whilst matching the appearance and height of the existing canal edge protection measures.

For further information, please refer to the layouts and photographs / images / photomontages, included in this LBC application.

Use & Amount

The use & amount is to be kept as existing.

Layout

The wider site context and layout is to be kept as existing.

Scale

The height of the new proposed rails in terms of scale will match the existing and is approx. 8m long rising slightly to the east end of the lock canal junction.



Photomontage of context and proposed guardrails

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APPENDIX A

Heritage Statement

by

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