



NEW GUARDRAIL – TIB LOCK (LOCK 89) ROCHDALE CANAL

Heritage Statement

for Manchester City Council

02/05/2025

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May 2025

Ver 1.2

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Drawing 1: Designated Heritage Assets

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HERITAGE STATEMENT

1. INTRODUCTION

- 1.1.1. This document is a Heritage Statement which describes and assesses the built heritage constraints associated with the proposed installation of 'Rockport' railings adjacent to Rochdale Canal Lock 89 (Tib Lock), on the south side of Havelock Mills (NHLE 1247596), Manchester. It has been prepared by Headland Archaeology (UK) Ltd and was commissioned by Pell Frischmann on behalf of Manchester City Council (the Client).
- 1.1.2. The site is centred at NGR 383800, 397550, to the north of the Rochdale Canal and west of the Manchester and Salford Junction Canal. Historically the site formed the sixth in a series of nine locks on the extension linking the former Rochdale Canal basin at Dale Street with the Bridgewater Canal basin at Castlefield. It was constructed between 1804-5 and is still in working use.
- 1.1.3. This report provides a review of relevant policy and guidance, describes the current historic environment baseline (including the site and its surroundings), identifies sensitive heritage assets that may be affected by proposals to redevelop the site, provides a statement of their significance and the contribution that setting makes to that significance, and assesses the impact that the development proposals may have on their significance. Measures incorporated into the design to minimise harm are identified.
- 1.1.4. This report is suitable for submission in support of an application for listed building consent, identifying the potential heritage constraints for the scheme in accordance with paragraph 207 of the National Planning Policy Framework (NPPF, 2024), and is consistent with the requirements of national and local planning policies with respect to consideration of the historic environment in the planning process.

2. ACKNOWLEDGEMENTS AND QUALITY ASSURANCE

- 2.1.1. The staff involved in the production of this report were William Rigby ACIfA (data collection, site visit and assessment, figures and report text), and Laurence Hayes MCIfA IHBC (technical review).
- 2.1.2. Headland Archaeology UK Ltd is a Registered Organisation with the Chartered Institute for Archaeologists (CIfA) and as part of the RSK Group is a recognised Historic Environment Service Provider with the Institute of Historic Building Conservation (IHBC). These audited accreditations confirm that work is carried out in accordance with the standards, guidelines and codes of conduct of the respective professional bodies.
- 2.1.3. Ordnance Survey data is reproduced in this report under licence AC0000811465.

3. SITE LOCATION AND DESCRIPTION

- 3.1.1. The application site is located in Manchester, on the north side of the Rochdale Canal, where it intersects with the Manchester and Salford Junction Canal (NGR 383800, 387101, Figure 1). The site covers approximately 2m² area and 8m in length of a footpath that runs along the north side of the Rochdale Canal.
- 3.1.2. 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 west by railings and footpath that lead to the Millenium Bridge, which crosses the canal.

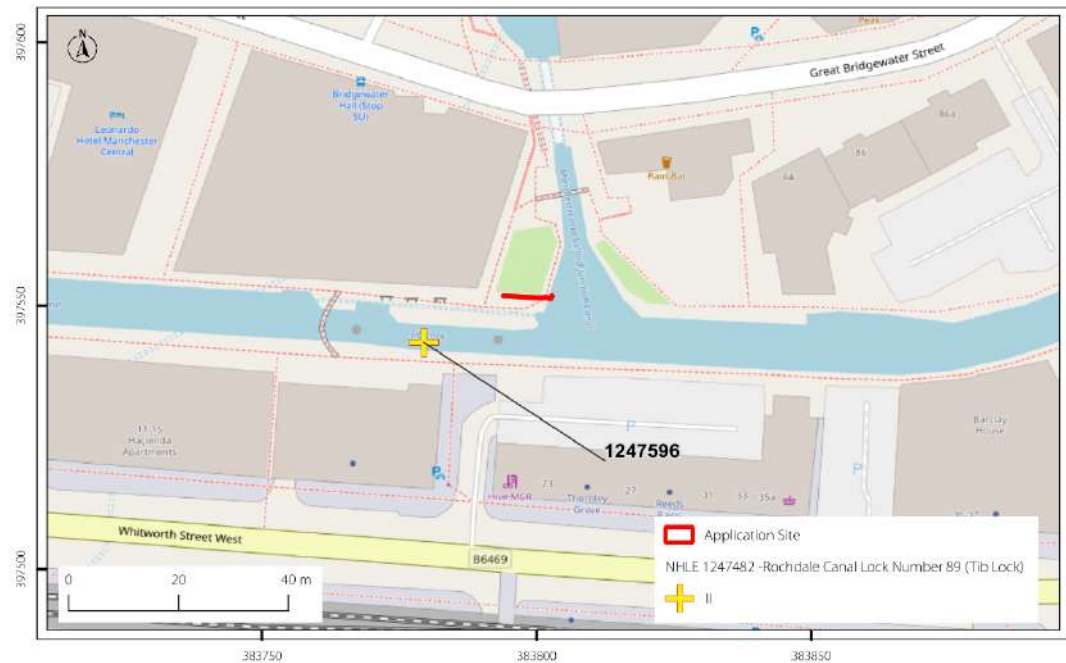


Figure 1: Site Location

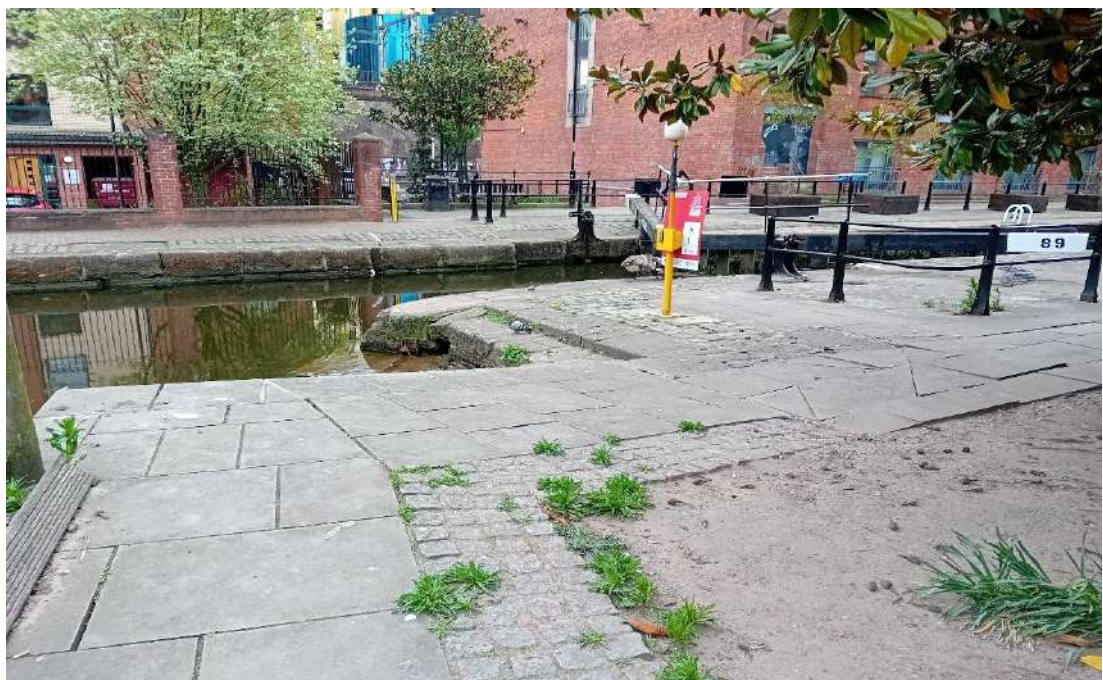


Figure 2: View of Application Site looking south from Manchester and Salford Junction Canal

4. LEGISLATION, PLANNING POLICY AND GUIDANCE

- 4.1.1. This section identifies the primary legislation, national planning policy and guidance, adopted and emerging local planning policy, supplementary guidance and industry guidance relevant to the current site.

4.2. LEGISLATION

Listed Buildings and Conservation Areas

- 4.2.1. Section 1 of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires the Secretary of State to compile and maintain lists of buildings of special architectural or historic interest. The principal statutory duty under the Act is to preserve the special character of heritage assets, including their setting.
- 4.2.2. The Act is amended by the Enterprise and Regulatory Reform Act 2013 to introduce additional controls for works to listed buildings.
- 4.2.3. In order to be listed a building must have “special interest”. Buildings are assessed against the criteria of architectural and historic interest. This may include the extent to which the exterior of a building contributes to the interest of a group of buildings, i.e. ‘group value’. The principles used in determining the special interest in a building are: age and rarity, aesthetic merits, selectivity, national interest and state of repair.¹
- 4.2.4. Buildings listed at Grade I are defined as those of ‘exceptional interest’, while buildings listed at Grade II* are defined as ‘particularly important buildings of more than special interest’. Buildings listed at Grade II are described as having ‘special interest which warrant every effort being made to preserve them’.²
- 4.2.5. Conservation Areas are normally designated by local planning authorities under Section 69 of the Act, which requires LPAs to determine which parts of their area are areas of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance.

4.3. NATIONAL PLANNING POLICY

- 4.3.1. The National Planning Policy Framework (‘NPPF’, MCHCLG 2024³) defines the historic environment as “all aspects of the environment resulting from the interaction between people and places through time, including all surviving physical remains of past human activity, whether visible, buried or submerged, and landscaped and planted or managed flora”.⁴
- 4.3.2. Heritage assets range from sites and buildings of local historic value to those of the highest significance, such as World Heritage Sites which are internationally recognised to be of Outstanding Universal Value. These assets are an irreplaceable resource and should be conserved in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of existing and future generations (paragraph 202).
- 4.3.3. Policies on the historic environment which are relevant to this assessment include (paragraph numbers in bold text)⁵:
- 207.** *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.*

¹ Historic England 2018, *Principles of Selection for Listing Buildings*, 6-7

² <http://www.legislation.gov.uk/ukpga/1990/9/section/1>

³ <https://assets.publishing.service.gov.uk/media/675abd214cbda57cacd3476e/NPPF-December-2024.pdf>

⁴ NPPF 2024 Glossary

⁵ Government guidance on the application of the policies contained within the NPPF is available at <http://planningguidance.planningportal.gov.uk/blog/guidance/conserving-and-enhancing-the-historic-environment/>

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.

210. In determining planning applications, local planning authorities should 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.*

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

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

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

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

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

216. The effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.

217. Local planning authorities should not permit the loss of the whole or part of a heritage asset without taking all reasonable steps to ensure the new development will proceed after the loss has occurred

219. Local planning authorities should look for opportunities for new development within Conservation Areas and World Heritage Sites and within the setting of heritage assets to enhance or better reveal their significance. Proposals that preserve those elements of the setting that make a positive contribution to the asset (or which better reveal its significance) should be treated favourably.

4.4. NATIONAL PLANNING PRACTICE GUIDANCE (NPPG)

4.4.1. In March 2012 the Government published the NPPG (most recent amendment September 2023). This guidance is intended to sit alongside and provide clarity to NPPF policy. The NPPG provides guidance on a range of topics including Heritage.

4.4.2. The NPPG provides additional guidance on conserving and, where appropriate, enhancing the historic environment further to the framework set out in the NPPF. It clarifies what is meant by 'significance' and 'harm', why it is important in decision making, and how proposals can avoid or minimise harm to the significance of heritage assets.

- 4.4.3. It also defines what is meant by the ‘setting’ of a heritage asset. The extent and importance of setting is often expressed by reference to the visual relationship between the asset and the proposed development and associated visual/ physical considerations. Although views of or from an asset will play an important part in the assessment of impacts on setting, the way in which an asset is experienced in its setting is also influenced by other environmental factors (paragraph: 013 Reference ID: 18a-013-20190723)
- 4.4.4. Any harm to designated heritage assets is to be weighed against the public benefits of the proposal, as set out in the NPPF. The NPPG describes how public benefits and could be anything that delivers economic, social, or environmental objectives as described paragraph 8 of the NPPF. Benefits do not always have to be visible or accessible to the public in order to be genuine public benefits, for example, works to a listed private dwelling which secure its future as a designated heritage asset could be a public benefit (paragraph: 020 Reference ID: 18a-020-20190723).
- 4.4.5. The NPPG defines non-designated heritage assets as buildings, monuments, sites, places, areas or landscapes identified by plan-making bodies as having a degree of heritage significance meriting consideration in planning decisions but which do not meet the criteria for designated heritage assets (paragraph: 039 Reference ID: 18a-039-20190723).
- 4.4.6. Plan-making bodies should make clear and up to date information on non-designated heritage assets accessible to the public to provide greater clarity and certainty for developers and decision-makers. This includes information on the criteria used to select non-designated heritage assets and information about the location of existing assets (paragraph: 040 Reference ID: 18a-040-20190723).

4.5. LOCAL PLANNING POLICY

Manchester Core Strategy 2012-2027

- 4.5.1. Manchester City Council (MCC) adopted the Manchester Core Strategy 2012-2027 in July 2012. The following policies are applicable to the proposed development:

Policy CC 9

Design and Heritage

Design of new buildings will need to be of the highest standard in terms of appearance and function. The standards and guidance explained in other LDF policies should be the basis for the approach to design, with particular attention to be given to the City Centre context and character.

Development in Manchester City Centre should preserve or enhance the heritage assets that have been identified, including listed buildings, conservation areas and scheduled ancient monuments.

The Council will support high density and mixed use development in the City Centre, but developers must recognise the specific design challenges that must be overcome to ensure complementarity of function and form. New development must support the range of uses the Council expects in the City Centre and contribute to a coherent and integrated physical environment.

Policy EN 1

Design Principles and Strategic Character Areas

All development in Manchester will be expected to follow the seven principles of urban design, as identified in national planning guidance and listed above and have regard to the strategic character area in which the development is located. Opportunities for good design to enhance the overall image of the City should be fully realised, particularly on major radial and orbital road and rail routes. Design and Access Statements submitted with proposals for new development must clearly detail how the proposed development addresses the design principles, reinforces and enhances the local character of that part of the City and supports the achievement of the Core Strategy Strategic Objectives.

1. City Centre Character Area

The City Centre contains a rich legacy which reflects its urban evolution to the current day and includes listed buildings, conservation areas, archaeological remains and an historic street pattern. Its core area presents a particularly dense environment that accommodates a wide and closely integrated range of uses including commercial, civic and residential activities. Relative to the amount of development there is limited open space and this includes a range of civic and less formal green spaces and waterways. Outside the core and associated with the Inner Relief Route there are less active and less densely developed areas with significant elements of cleared land. The City Centre is the focus of the City's transport routes.

- *Developers will be expected to consider the City's heritage and continue the rich pattern of activity in the core area.*
- *While there will be opportunities to create landmark buildings, developments should also contribute positively to the experience of all at street level.*
- *Wherever possible the opportunity should be realised to enhance existing and provide new areas of meaningful open space, and the maintenance and improvement of the City's permeability should be considered in all proposals.*

Policy EN 3

Heritage

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, including those of the City Centre.

New developments must be designed so as to support the Council in preserving or, where possible, enhancing the historic environment, the character, setting and accessibility of areas and buildings of acknowledged importance, including scheduled ancient monuments, listed buildings, registered parks and gardens, conservation areas and archaeological remains.

Proposals which enable the re-use of heritage assets will be encouraged where they are considered consistent with the significance of the heritage asset.

4.6. GUIDANCE

- 4.6.1. Assessment of the significance of heritage assets is central to the application of national and local policy, and national guidance in England seeks to ensure a consistent approach in planning contexts. The relevant guidance documents used in the preparation of this report comprise:
 - Historic England 2015: GPA2 (Managing Significance in Decision-Taking in the Historic Environment)
 - Historic England 2017: GPA3 (The Setting of Heritage Assets)
 - Historic England 2019: HEAN12 (Statements of Heritage Significance: Analysing Significance in Heritage Assets)
 - ClfA 2014 (Updated 2020): Standard and Guidance for Historic Environment Desk Based Assessment
- 4.6.2. The methodology used in this assessment is derived from the iterative process described in GPA3 (The Setting of Heritage Assets) - see Methodology in Section 5.
- 4.6.3. The procedure for the assessment of heritage significance set out in HEAN12 (Statements of Heritage Significance) updates previous guidance contained in Historic England's Conservation Principles (2008), drawing terminology in line with the definitions of 'Heritage Interest' contained in the National Planning Policy Framework.

5. METHODOLOGY

5.1. TERMINOLOGY – ‘SIGNIFICANCE’ AND ‘IMPORTANCE’

- 5.1.1. Heritage assets are assessed in this report in terms of their significance and importance, following the requirement in NPPF paragraph 207 and HEAN12, and taking account of Historic England’s guidance in *Managing Significance in Decision-Taking in the Historic Environment* (GPA2⁶).
- 5.1.2. Impact assessment is concerned with effects on significance, the value or interest that applies to all heritage assets and relating to the ways in which the historic environment is valued both by specialists and the public.
- 5.1.3. The significance of a heritage asset will derive from factors including fabric, setting, rarity, completeness, historic and cultural associations, community, research and place-making potential. Significance is assessed in relation to the criteria in HEAN12⁷ (i.e. in *archaeological, architectural, artistic, or historic* terms), which are intended primarily to inform decisions regarding heritage designations, but may also be applied more generally in identifying the ‘special characteristics’ of a heritage asset, which contribute to its significance and should be protected, conserved and enhanced according to the NPPF.
- 5.1.4. This use of the word ‘significance’, referring to the range of values or interest attached to an asset, should not be confused with the unrelated usage in EIA where the ‘significance of an effect’ reflects the weight that should be attached to it in a planning decision.

5.2. STUDY AREA

- 5.2.1. A study area of 200 m buffered from the application site boundary has been used for the collection of baseline heritage data. This has been based on a combination of site observations, a desk-based review of Ordnance Survey mapping, and the location and significance of identified relevant heritage assets. Beyond this area it is considered that development within the application site would be unlikely to result in any effects upon heritage assets, their significance or the contribution made by their settings.

5.3. DATA SOURCES

- 5.3.1. Historic environment baseline information (including records of both designated and non-designated heritage assets) has been gathered for the application site and study area from a range of sources, as follows:
- Historic England’s National Heritage List for England (NHLE) for listing details of designated heritage assets;
 - Greater Manchester Historic Environment Record (HER⁸) for details of non-designated heritage assets and previous events;
 - Historical mapping (Ordnance Survey (OS) and pre-OS mapping);
 - Relevant published and unpublished documentary sources, photographs and drawings held at the Greater Manchester Archives held at Manchester City Library;
 - A site walkover, including examination of buildings, the application site and the surrounding area.

⁶ <https://historicengland.org.uk/images-books/publications/gpa2-managing-significance-in-decision-taking/gpa2/>
⁷ <https://historicengland.org.uk/images-books/publications/statements-heritage-significance-advice-note-12/heag279-statements-heritage-significance/>

⁸ NB The Merseyside HER integrates the former National Record of the Historic Environment maintained by Historic England.

- 5.3.2. A gazetteer of all known heritage assets within the study area has been compiled using information from the data sources listed above. The gazetteer is included as Appendix 1 and the location of each gazetteer site is presented in Drawings 1 and 2 at the end of this report.

5.4. BASELINE DESCRIPTION

- 5.4.1. Drawing on the data gathered above, a summary description of the historic environment baseline has been prepared as an illustrated, chronological account of the site's history.

5.5. STATEMENT OF SIGNIFICANCE

- 5.5.1. Based on the information set out in the site description and baseline, all heritage assets/potential heritage assets with the potential to be affected by the development proposals are identified. These assets have then been taken forward for assessment of their significance and the contribution that their setting makes to the significance.
- 5.5.2. The statement of significance follows guidance contained in HEAN12 in order to describe the heritage interest (i.e. archaeological, architectural, artistic and historic interest) and level of significance of each asset which may potentially be affected by the proposed development. For each asset there is a proportionate summary of the asset's history and development over time.
- 5.5.3. A broad measure of the significance/interest of heritage assets is applied according to the following scale which takes into account existing designations, condition and group value (where necessary, the heritage significance of individual component structures is described):
- **Very High** – assets of acknowledged international importance inscribed as World Heritage (WH) Property, individual assets which contribute to the outstanding universal value of a WH Property, other designated and non-designated assets, historic landscapes and heritage associations which are of recognised international importance;
 - **High** – nationally important assets of the highest significance protected in law, including scheduled monuments, listed buildings and conservation areas. Other designated and non-designated assets, historic landscapes and heritage associations which are of national importance including registered historic parks and gardens and registered historic battlefields;
 - **Medium** – non-designated heritage assets of regional importance, and other sites, landscapes and historical associations which are of regional importance, other designated and non-designated assets, historic landscapes and heritage associations;
 - **Low** - non-designated heritage assets of local importance, including assets compromised by poor preservation, locally listed and unlisted buildings/townscapes of modest quality/integrity/historical associations;
 - **Negligible** – assets with little or no heritage value, buildings and urban areas of little or no architectural merit, landscapes with little or no historical interest; and
 - **Unknown** – Importance has not been ascertained.
- 5.5.4. The applied level of heritage importance/interest provides an initial framework for identifying the most sensitive assets and a level of positive or negative effects which can be considered in terms of improvement to or avoidance of impacts (beneficial outcomes), or reduction or offsetting of impacts (adverse outcomes).
- 5.5.5. Further assessment of significance is undertaken in accordance with the NPPF (PPG paragraph: 006 reference ID: 18a-006-20190723) and Historic England guidance Statement of Heritage Significance: Analysing Significance in Heritage Assets (2019, HEAN 12) using the following criteria:
- **Archaeological** - There will be archaeological interest in a heritage asset if it holds, or potentially holds, evidence of past human activity worthy of expert investigation at some point;

- **Architectural** - These are interests in the design and general aesthetics of a place. They can arise from conscious design or fortuitously from the way the heritage asset has evolved. More specifically, architectural interest is an interest in the art or science of the design, construction, craftsmanship and decoration of buildings and structures of all types;
- **Artistic** - Artistic interest is an interest in other human creative skills, like sculpture;
- **Historic** - An interest in past lives and events (including pre-historic). Heritage assets can illustrate or be associated with them. Heritage assets with historic interest not only provide a material record of our nation's history, but can also provide meaning for communities derived from their collective experience of a place and can symbolise wider values such as faith and cultural identity.

5.5.6. The level of interest for each category is expressed as 'high', 'medium' or 'low', accompanied by a narrative setting out the rationale for the assessed level.

5.6. IMPACT ASSESSMENT

5.6.1. The impact assessment considers the effects of the proposed development on the significance of each identified heritage asset, including positive ('beneficial', or 'enhancement'), adverse ('harm') and neutral (no harm) effects.

5.6.2. The assessment of physical impacts considers the potential degree of harm proposed relative to the importance/interest of the physical remains.

5.6.3. The level of harm predicted is stated in accordance with the criteria contained in Paragraphs 213 to 216 of the NPPF.

5.7. MEASURES FOR MINIMISING HARM

5.7.1. A summary is presented of the measures to remove, reduce or mitigate harm to heritage assets, or opportunities for enhancement wherever possible through careful and iterative design and consideration within the development proposals of heritage significance.

6. BASELINE

6.1. SUMMARY

Designated Heritage Assets (Drawing 1)

- 6.1.1. No designated heritage assets are located within the application site. However, Rochdale Canal Lock Number 89 (Tib Lock), on the south side of Havelock Mills is adjacent to the application site.
- 6.1.2. In the wider 200m study area there are 10 listed buildings (Table 1). These are predominantly located along Great Bridgewater Street to the north of the application site, while Rochdale Canal Lock Number 89 (Tib Lock) is adjacent to the south of the application site.

Table 1: Listed buildings within 200m study area

List Entry	Name	Grade
1247482	Rochdale Canal Lock Number 90, Approximately 30 Metres West of Albion Bridge	II
1247596	Rochdale Canal Lock Number 89 (Tib Lock), On South Side of Havelock Mills	II
1200837	Manchester South Junction and Altrincham Railway Viaduct	II
1208597	Canada House	II
1218358	Lee House	II
1254888	The Ritz Dance Hall	II
1279694	13-17, Albion Street	II
1283067	Chepstow House	II
1292050	The Britons Protection Public House	II
1293058	Peveril of the Peak Public House	II

- 6.1.3. There are no conservation areas, scheduled monuments, registered parks and gardens, registered battlefields or World Heritage Sites in the 200m study area.

Non-Designated Heritage Assets (Drawing 2)

- 6.1.4. No non-designated heritage assets are located in the application site
- 6.1.5. Three non-designated assets are located in the 200m study area. These are extant features, apart from Havelock Mills, which is the former site of the mills, and are as follows:
- Havelock Mills (site of);
 - Albion Street Bridge;
 - Rochdale Canal (PRN 1386.2.0).
- 6.1.6. The remaining 34 non-designated heritage assets in the study area comprise the 'sites of' former buildings, or archaeological remains. These are not considered further for detailed assessment in this report, however relevant aspects are discussed in the 'historical development of the study area' where appropriate.

6.2. HISTORIC DEVELOPMENT OF THE APPLICATION SITE AND STUDY AREA

- 6.2.1. During the late 18th century, the number of mills and population of Manchester doubled and continued to increase. The 1787 plan of Manchester and Salford (completed in 1794) depicts the application site as a vacant plot between Great Bridgewater Street and Gaythorn Street, which was bisected by the River Tib that led to the basins surrounding Gaythorn Mill (Figure 3). At this time the Rochdale Canal had not been constructed but the western section of Great Bridgewater Street

was in existence. Apart from Gaythorn Mills the surrounding area was largely undeveloped but was subdivided into plots probably allocated for development within a new street grid system.

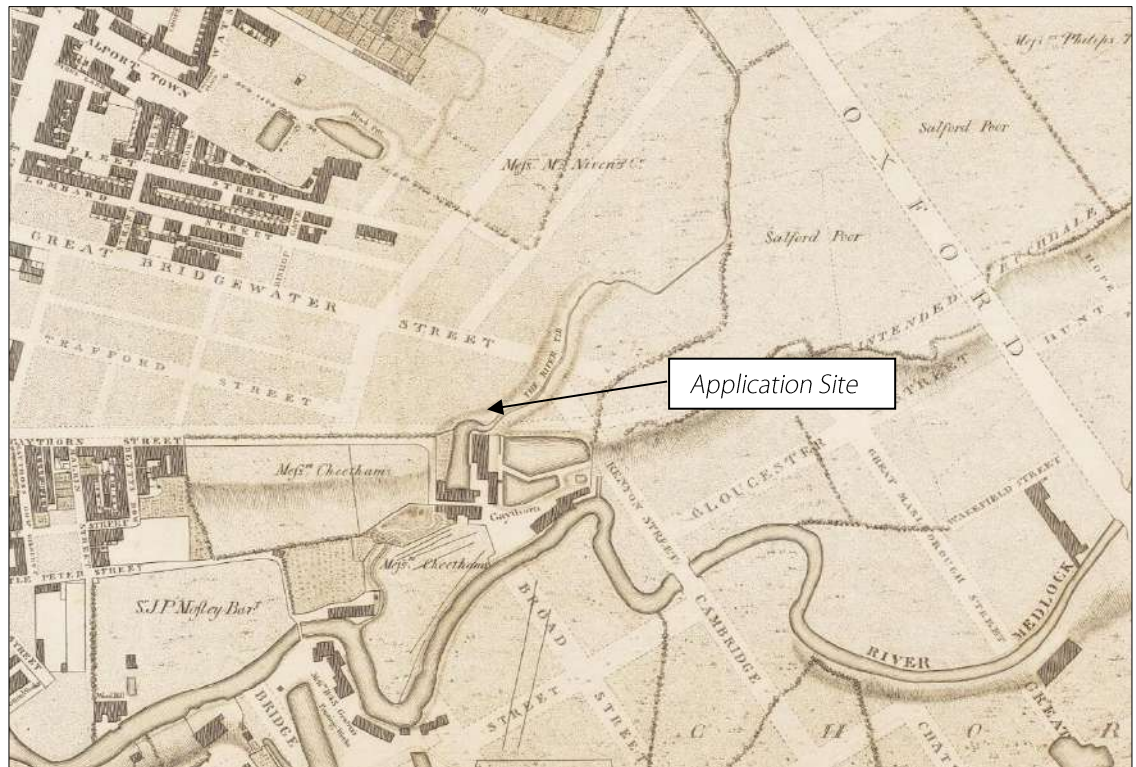


Figure 3: Plan of Manchester and Salford 1787 and completed in 1794

- 6.2.2. In 1794, an Act of Parliament was obtained which created the Rochdale Canal Company that authorised the construction of the Rochdale Canal between 1804 to 1805. The canal was designed as an extension linking the Rochdale Canal basin at Dale Street with the Bridgewater Canal basin at Castlefield. A plan showing company land at Tib lock, Gaythorn Street (see Figure 4) illustrates the design and location of the canal, and that the Rochdale Canal Company owned the land on the north side of the lock depicted in a red hue, while the red line represented a gas pipe.

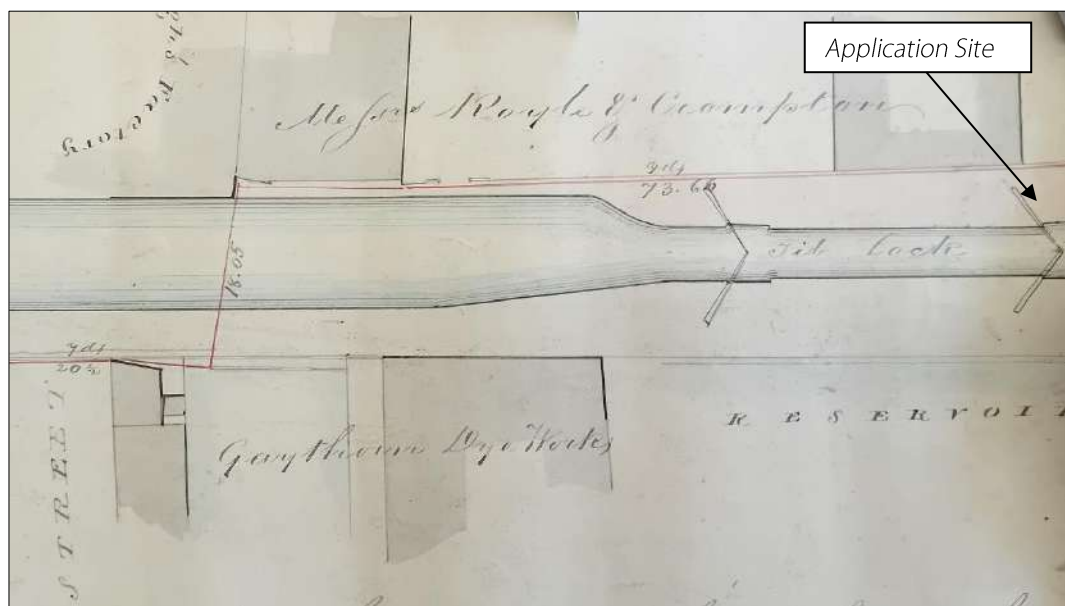


Figure 4: Plan showing company land at Tib lock, Gaythorn Street (GB124.B2/Plans/Box 13/19)

- 6.2.3. The construction of the canal and lock system allowed a continuous link from the Rochdale and Aston Canal through to the Bridgewater Canal that produced a complete transport link from Hull to Liverpool. This facilitated a rapid industrial expansion, with mills and factories constructed along the canal that were supplied with raw material by the canal and from which finished produce could be transported.
- 6.2.4. The 1849-1851 Ordnance Survey map (Manchester and Salford Sheet 3) and the map of Oxford Ward in Adshead's twenty-four illustrated maps of the township of Manchester (1850-51) both illustrate the expansion of industrialisation along the canal, with mills and works depicted on either side of the canal, enclosing Rochdale Canal Lock Number 89 (see Figures 5 & 6). They both show a towpath to the south side of the Rochdale Canal, while the northern side of the canal, where the application site is located, appears to have been a disconnected land platform for operating the lock gates, only accessible by crossing the lock or through mill buildings to its north.

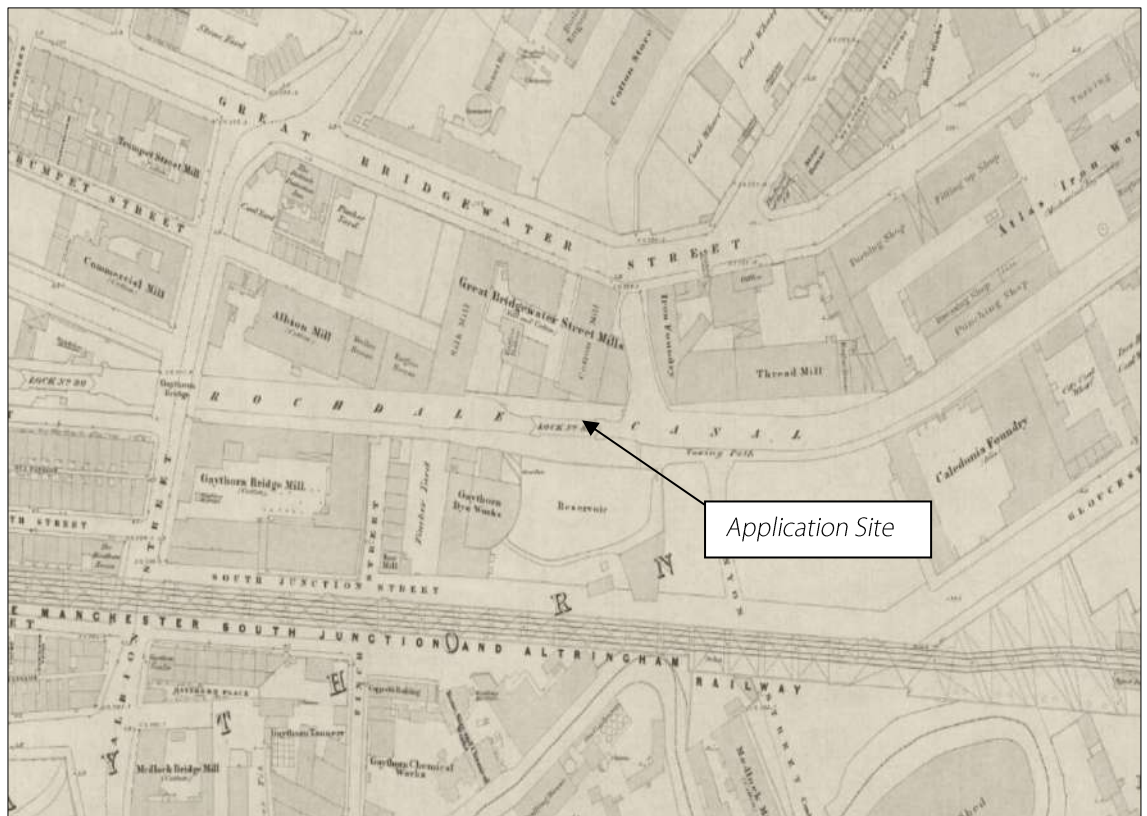


Figure 5: OS Manchester and Salford Sheet 33 1849-1851 1:10560

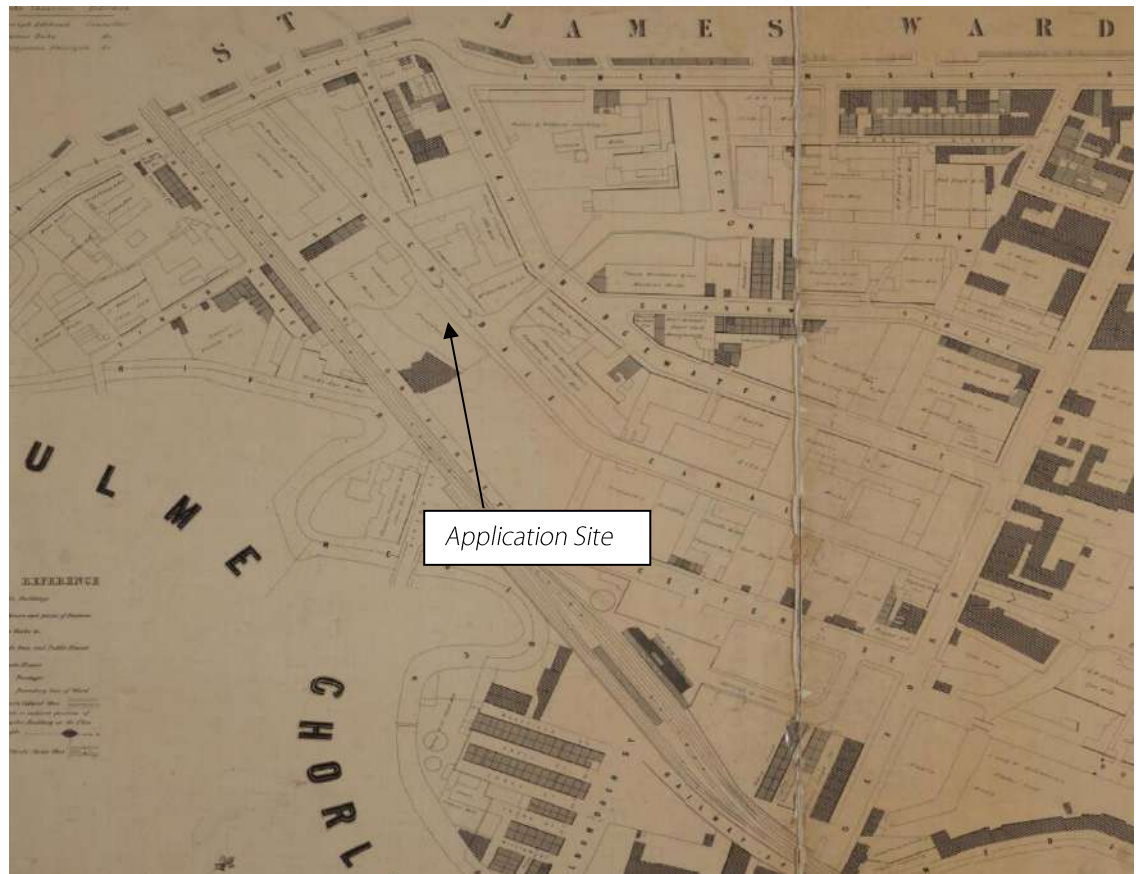


Figure 6: Adshead's illustrated map of the township of Manchester (Oxford Ward) 1850-51

- 6.2.5. The mills surrounding the application site show a diverse range of activities, with silk and cotton mills, a dye works, and foundry all annotated. At this time, the mills to the north of Rochdale Canal Lock Number 89 (Tib Lock), which it forms part of a group with, were called 'Great Bridgewater Street Mills'. The OS indicates that the western range of buildings were a silk mill, the eastern range a cotton mill, while both surrounded a central engine house. Adshead's illustrated map also demonstrates the same activities, but expands to reveal that they were in different ownership with the silk mill belonging to Thomas Crompton, while the cotton mill was owned by William Horsfall & Co. The land to the south of canal lock was depicted as a reservoir likely associated with Gaythorn Dye Works owned by Goodier & Co, while Gaythorn Bridge, which crosses the Rochdale Canal and also forms part of a group with the Rochdale Canal Lock Number 89 (Tib Lock), was shown to the west between Rochdale Canal Locks Numbers 89 (Tib Lock) and 90.
- 6.2.6. The application site and surrounding 200m study area saw little change between 1851 and 1891 (see Figure 7), with the area to the north of Rochdale Canal Lock Number 89 (Tib Lock) still depicted as an isolated land platform. However, the mill buildings to the north were annotated as 'Havelock Mills (Braid & Umbrellas)', while 'Gaythorn Bridge' was renamed 'Albion Bridge'. The first edition OS map shows further detail to the south of the lock, with 'Tib Lock House' depicted, as well as posts either side, likely for mooring canal narrow boats, while chimneys are also illustrated showing that there were vertical elements to the mill and factories surrounding the canal and lock.

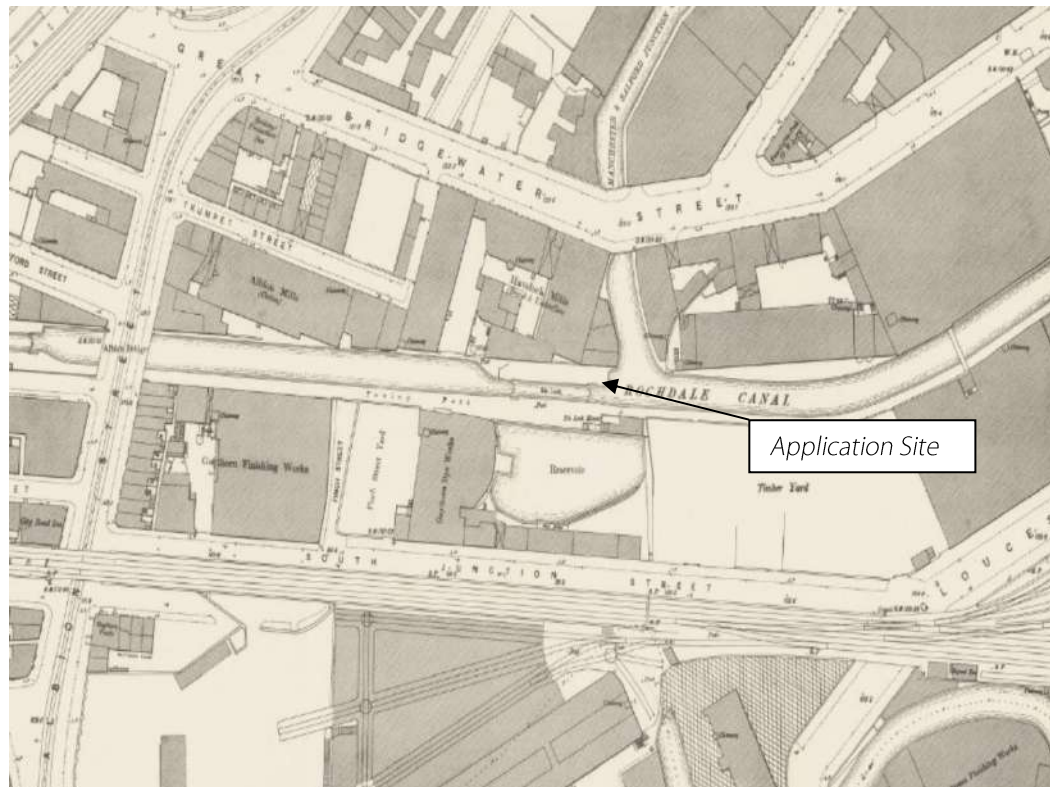


Figure 7: First Edition Ordnance Survey Map, Lancashire CIV.10.14 surveyed 1888, published 1891 1:10560.

6.2.7.

Photography taken on the 20th January 1896 of Rochdale Canal Lock Number 89 (Tib Lock) show Havelock Mills on the north side of the canal, with Gaythorn Dye Works and Tib Lock House on the south side (See Figure 8).



Figure 8: Gaythorn Works at Gaythorn 20/01/1896 (GB127.m01849), looking towards Rochdale Canal Lock Number 89 (Tib Lock)

- 6.2.8. During the same photography session (see Figure 9), a picture was taken from Rochdale Canal Lock Number 89 (Tib Lock) that shows the enclosed character along the canal towards Albion Street Bridge, with mills/works on either side of the canal. The towpath is set with stone cobbles, the canal is edged in sandstone, while a possible trough for watering horses pulling the canal boats can be seen in the foreground.



Figure 9: Gaythorn Works at Gaythorn 20/01/1896 (GB127.m01847), looking towards Rochdale Canal Lock Number 89 (Tib Lock)

- 6.2.9. Later historical mapping shows that the Rochdale Canal and surround wider landscape remained largely the same. Aerial photography taken of Gaythorn Gasworks in 1928 further illustrates the enclosed character along Rochdale Canal (see Figure 10).

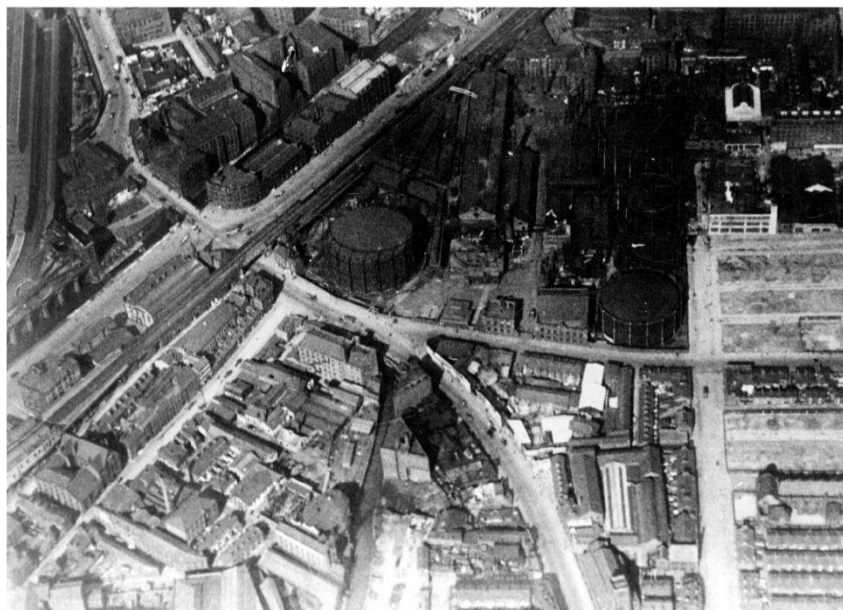


Figure 10: Gaythorn Works at Gaythorn 20/01/1896 (GB127.m01847), looking towards Rochdale Canal Lock Number 89 (Tib Lock) in top of image

- 6.2.10. The revision of 1932 OS map shows a similar layout surrounding the canal, however Tib Lock House is no longer depicted (see Figure 11).

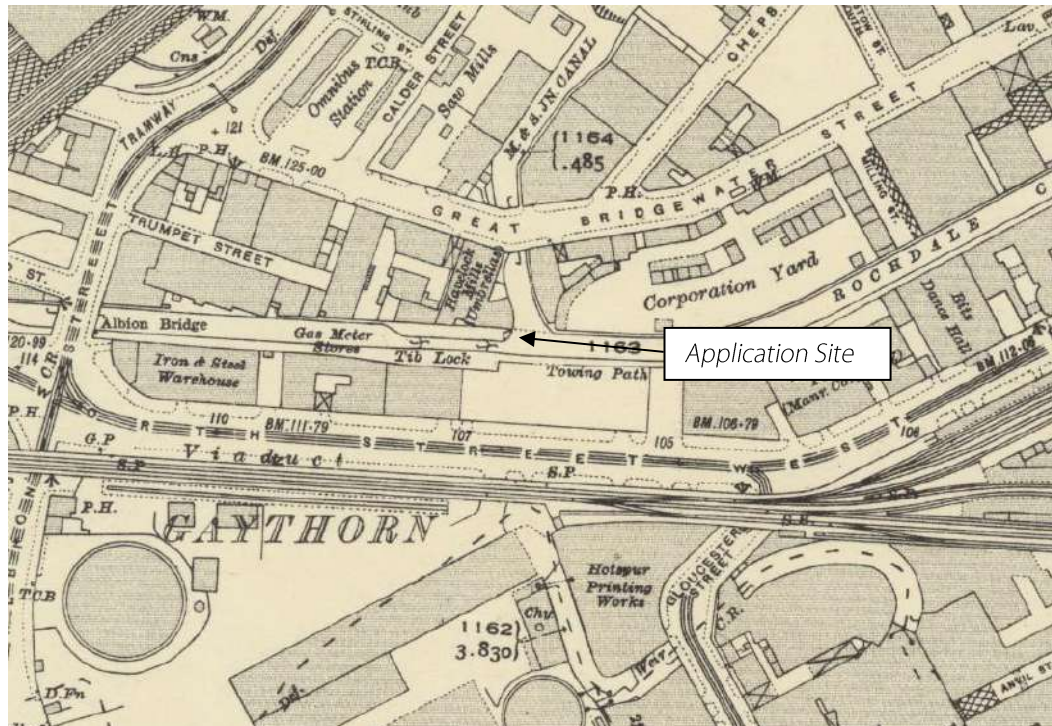


Figure 11: Revision of 1932 Ordnance Survey Map, Lancashire CIV.10 surveyed 1932, published 1934 1:10560.

- 6.2.11. The layout of the 200m study area remained unchanged until the late 20th century, at which time Havelock Mills was demolished and replaced with an office building that has subsequently been refurbished. The new layout of the building facilitated public access to the application site from Great Bridgewater Street, while the Millennium Bridge to the west of Rochdale Canal Lock Number 89 (Tib Lock) that spans the Rochdale Canal connected the south and north sides of the canal without crossing the lock gates (see Figure 12).



Figure 12: View of Millenium Bridge that spans the Rochdale Canal

6.2.12.

The Rochdale Canal Lock Number 89 (Tib Lock) is still in working condition. The lock chamber is constructed out of large blocks of sandstone (see Figure 13), which are also the capstone to the canal edge. Beneath the capstone are fire bricks (see Figure 14).



Figure 13: View of sandstone blocks within the lock chamber



Figure 14: View of sandstone capstones above fired bricks and overflow outlet.

6.2.1.

On the northeastern edge of the lock, there is an overflow inlet from the higher level (Figure 15) that terminates on the lower level at an outlet to the northwest of the lock (Figure 14).



Figure 15: View of overflow inlet to the northeast of the lock

6.3. SELECTION OF ASSETS FOR DETAILED ASSESSMENT

- 6.3.1. A walkover survey was undertaken on 22th April 2025 to examine all heritage assets within the study area. This information has been used to identify those assets potentially affected by proposals for redevelopment of the site, and which therefore have been taken forward for detailed assessment. These are summarised in the table below, with reasons for inclusion.
- 6.3.2. Assets not included on this list have not been considered further, as the application site does not directly contribute to the setting within which they are experienced, as it is enclosed with buildings lining the Rochdale Canal, and does not contribute to their heritage significance.
- 6.3.3. *Table 2: Assets taken forward for detailed assessment*

List Entry/ HER Reference	Name	Grade	Reason for inclusion
1247596	Rochdale Canal Lock Number 89 (Tib Lock), on south side of Havelock Mills	II	Adjacent to the proposed installation of railings
2145.1.0	Havelock Mills (site of)	N/a	Forms part of a group with Rochdale Canal Lock 89 (Tib lock)
N/a	Albion Street Bridge	N/a	Forms part of a group with Rochdale Canal Lock 89 (Tib lock)
1386.2.0	Rochdale Canal	N/a	Adjacent to the proposed installation of railings

7. STATEMENT OF SIGNIFICANCE

7.1.1. On the basis of the information set out in the baseline description, the assets taken forward for assessment in this report comprise:

- Rochdale Canal Lock Number 89 (Tib Lock), on south side of Havelock Mills;
- Havelock Mills (site of) (PRN 2145.1.0);
- Albion Street Bridge;
- Rochdale Canal;

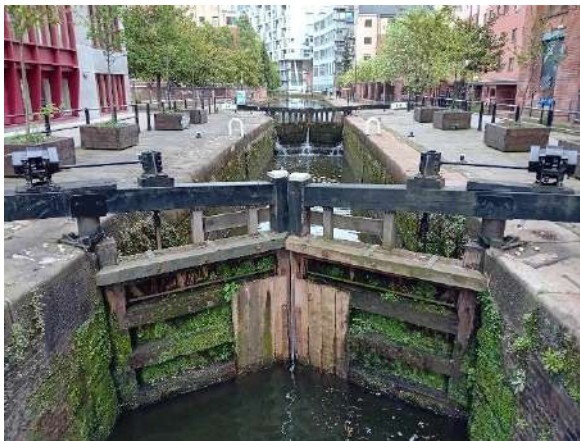
7.1.2. The significance and setting of each asset is described below to a level of detail proportionate to their importance.

7.2. ROCHDALE CANAL LOCK 89 (TIB LOCK), ON SOUTH SIDE OF HAVELOCK MILLS, (NHLE 1247596)

7.2.1. Rochdale Canal Lock 89 (Tib Lock), on south side of Havelock Mills was designated by Historic England on the 16th June 1994. As a Grade II listed building, the significance of Rochdale Canal Lock 89 (Tib Lock) is assessed to be of **Medium-High** (Regional-National).

7.2.2. 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.

7.2.3. The lock is of architectural interest as it evokes the early 19th century industrial character of Manchester and provides a sense of place. Views from which the cultural significance of Rochdale Canal Lock Number 89 (Tib Lock) is best understood are those from Albion Street Bridge towards the canal lock, and from the towpath on the south side of the Rochdale Canal.



View east from millennium bridge towards Rochdale Canal Lock Number 89 (Tib Lock) with application site to the north.



View to east along Rochdale Canal towards Rochdale Canal Lock Number 89 (Tib Lock).



View northwest towards Rochdale Canal Lock Number 89 (Tib Lock) and Havelock Mills (site of).



View northeast towards Rochdale Canal Lock Number 89 (Tib Lock) and modern office block located on the site of former Havelock Mills.

Figure 16: Representative views of Rochdale Canal Lock Number 89 (Tib Lock) in the vicinity of application site

- 7.2.4. These views are all confined to the canal corridor, which is enclosed on both sides, as well as the assets that share group value that contributes to their cultural significance. The listing description for Rochdale Canal Lock Number 89 (Tib Lock) states that it forms part of a group with Havelock Mills and Albion Street Bridge (see Appendix 2).

7.3. HAVELOCK MILLS (SITE OF), (PRN 2145.1.0)

- 7.3.1. Havelock Mills (site of) forms part of the group of assets associated with Rochdale Canal Lock Number 89 (Tib), and is recorded by the Greater Manchester Historic Environment Record (HER) as a non-designated heritage asset of **low** (local) significance (PRN 2145.1.0). The original Havelock Mills buildings are no longer extant, as they were demolished in the late 20th century. Therefore, the cultural significance of the heritage asset predominantly lies in the archaeological and historical interest of any below-ground remains which may survive as a former early 19th century large scale silk and cotton mill. While none of the original buildings survive, the current modern office is named Havelock Mills, while the current building exhibits a similar scale and form as the original buildings comprising 8-storeys including a basement, producing a sense of former place. This is best appreciated from the towpath on the south side of the Rochdale Canal Lock Number 89 (Tib Lock), and Albion Street Bridge towards the lock.



Figure 17: View northeast from Rochdale Canal towpath towards modern office building located on Havelock Mills (site of) and Rochdale Canal Lock Number 89 (Tib Lock).

7.4. ALBION STREET BRIDGE

- 7.4.1. Albion Street Bridge is not recorded as a non-designated heritage asset by the HER. The current bridge has been substantially modernised with only the guardrail of bridge possibly original or a modern replica. However, it does represent a feature that forms part of a group with Rochdale Canal Lock Number 89 (Tib Lock) and Havelock Mills (site of). The bridge is of low architectural interest as modern representation of an early 19th century example of a street bridge that spans the Rochdale Canal. This connection is best understood from the tow path along the canal between canal lock 89 and the bridge.



Figure 18: View from Albion Street Bridge looking east towards Rochdale Canal Lock 89 (Tib Lock) and the proposed application site.

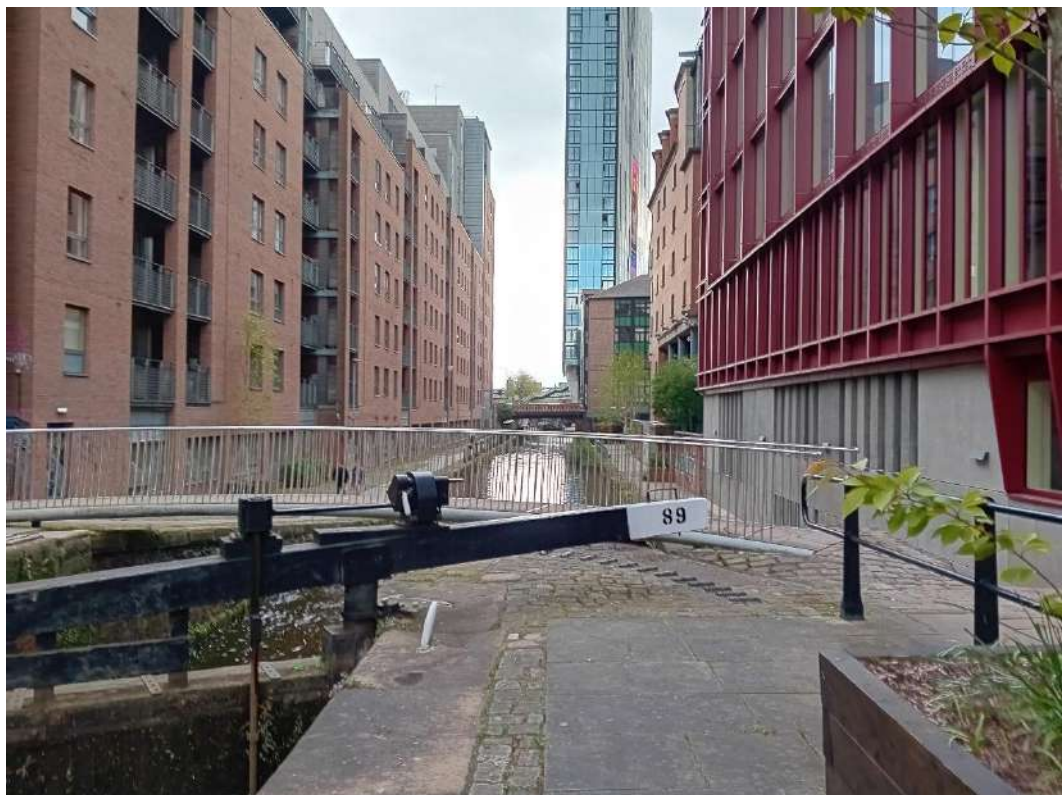


Figure 19: View from Rochdale Canal Lock Number 89 (Tib Lock) looking west towards Albion Street Bridge.

7.5. ROCHDALE CANAL, (PRN 1386.2.0)

- 7.5.1. The Rochdale Canal shares similar attributes as the Rochdale Canal Lock Number 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. The canal lock 89 and canal are both of historical interest signifying 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.



Figure 20: View east along the Rochdale Canal from Albion Steet Bridge towards Rochdale Canal Lock 89 (Tib Lock) and the proposed application site.

8. PROPOSED DEVELOPMENT

- 8.1.1. The proposed development comprises the installation of approximately eight metres of new 'Rockport' cast iron two rail post railings, 1041mm in height, along the Rochdale Canal adjacent to Rochdale Canal Lock 89 (Tib Lock), Manchester. The draft proposed development layout is provided below as Figure 21.
- 8.1.2. The principle for the development is to limit pedestrian access to the canal edge for safety reasons, to prevent accidental ingress into the canal.
- 8.1.3. The installation of the railing will entail the removal of the current modern flag paving, a concrete foundation laid onto which the railings can be bolted, and a gravel area installed. The existing flag paving will not be reinstated due to safety reasons, having become uneven because of expanding tree roots. The 'Rockport' railing will be painted black in keeping with the existing 'Rockport' railings.
- 8.1.4. Further detail regarding embedded mitigation and design considerations which are relevant to built heritage assessment is contained in Section 9 (General Parameters for Assessment).



9. IMPACT ASSESSMENT

9.1. GENERAL PARAMETERS FOR ASSESSMENT AND EMBEDDED MITIGATION

- 9.1.1. The application site is located adjacent to the northeast corner of the Grade II listed Rochdale Canal Lock 89 (Tib Lock). The development therefore has a potential to result in a localised alteration of the character and appearance of the area. The proposed development is not directly position within or above any heritage assets, therefore direct impacts will not occur and any potential impacts are limited to the contribution made by assets' settings. The degree to which any changes would affect the experience of these assets is dependent on the appearance, layout, and scale of the proposed development, and the extent to which changes affect the contribution that setting makes to their significance.
- 9.1.2. The design of the development has designed to take into account specific aspects of the site's character and its relationship to the surrounding built environment. As a result, a number of measures are incorporated into the proposals to minimise harm to the historic environment and are considered to be embedded mitigation within the assessment.

9.2. IMPACT ASSESSMENT

Rochdale Canal Lock 89 (Tib Lock), on south side of Havelock Mills (NHLE 1247596)

- 9.2.1. As stated above, setting contributes to the cultural significance of Rochdale Canal Lock Number 89 (Tib Lock), and it shares group value with other assets in its direct vicinity. The proposed development is not located between the Rochdale Canal Lock Number 89 (Tib Lock) and Albion Street Bridge; therefore, it is anticipated that it will result in **no change** in their shared group value that contribute to the cultural significance of Rochdale Canal Lock Number 89 (Tib Lock).
- 9.2.2. The proposed development is located between the lock and Havelock Mills (site of) when viewed from towpath on the south side of the canal, from where their shared group value that contributes to their cultural significance is be understood. Modern 'Rockport' railings already line the lock to prevent accidental falls into the canal lock chamber, these are not original, and the construction of the Millenium Bridge has already altered the original setting of the canal lock. Therefore, it is considered that the installation of further 'Rockport' railings from the canal lock to the Manchester and Salford Junction Canal to prevent accidental ingress into the canal would only be deemed to have a **neutral to negligible** indirect impact on the cultural significance of Rochdale Canal Lock Number 89 (Tib Lock). The modern 'Rockport' railings have already altered the surroundings of the lock, while Havelock Mills which the lock forms part of a group with is no longer extant and simply resembles the original buildings in scale and form and would not meaningfully alter the inter-relationship between these assets or the extent to which they are understood as a group.

Havelock Mills (site of)

- 9.2.3. The architectural and historic interests that contribute to the cultural significance of Havelock Mills (site of) will be unaffected by the installation of 'Rockport' railings along the canal. The original buildings are no longer extant, with the modern Havelock Mills office building simply exhibiting a scale and form similar to the original buildings to produce a sense of former place along the canal. As previously discussed, the 'Rockport' railings will be visible when viewed from the towpath on the south side of the canal from where the shared group value between Havelock Mills (site of) and Rochdale Canal Lock Number 89 (Tib Lock) is best appreciated. Yet the surroundings have already been altered, there are no original buildings relating to Havelock Mill. Therefore, it is deemed that the installation of 'Rockport' railings will result in **no change** in the cultural significance of Havelock Mills (site of).

Albion Street Bridge

- 9.2.4. Albion Street Bridge constitutes a modern street bridge that replaced an original bridge spanning the Rochdale Canal. Its cultural significance lies solely in its illustrative value, replacing an earlier street bridge that spanned the Rochdale Canal and as an asset that forms part of group with the Rochdale Canal Lock Number 89 (Tib Lock). The installation of railings along the Rochdale Canal will

not alter the illustrative value and group value it shares with the canal lock as it is not located between them and would produce **no change** their inter-relationship or how they are understood as a group.

Rochdale Canal

- 9.2.5. As mentioned above, the Rochdale Canal shares attributes with the lock as associated with its historic and architectural interest and group value, and is of **low** (local) to **medium** (regional) importance. The railing would be installed along the canal from the canal lock to the Manchester and Salford Junction Canal and would be visible from the south side of the canal towards the canal and canal lock from where their shared group value is best understood. Yet, modern railings are already located along the canal, which have altered their surroundings. It is considered that the installation of railing would amount to only a **neutral to negligible** indirect impact on its cultural significance of the Rochdale Canal, as modern railings have already been installed along its course, while the inter relationship between the canal and its canal lock will be unchanged and they will still be able to be understood as a group.

10. CONCLUSIONS

- 10.1.1. The impact of the proposed development has been assessed in this report with regard to potential effects upon heritage assets resulting from changes within their setting and the contribution made to their significance.
- 10.1.2. Through a process of desk-based and site-based assessment it has been determined that the proposed development would not result in harm to the Grade II listed Rochdale Canal Lock Number 89 (Tib Lock) or any other heritage assets which it forms part of a group.

10.2. DESIGNATED HERITAGE ASSETS

- 10.2.1. The assessment has concluded that there would be a **neutral to negligible** impact on Rochdale Canal Lock Number 89 (Tib Lock). As the installation of 'Rockport' railings would represent only a slight change in the current character surrounding the lock. Yet, they represent a positive intervention for safety reasons and their proposed character and appearance is in keeping with the current 'Rockport' railings along the canal and setting of the lock. This limits the level of indirect impact on the setting of the lock that contributes to its cultural significance and is deemed to be no more than **neutral to negligible**.

10.3. NON DESIGNATED HERITAGE ASSETS

- 10.3.1. The assessment has concluded that there would be no harm in respect of Havelock Mills (site of) and Albion Street Bridge, while the indirect impact to the Rochdale Canal would only amount to a **neutral to negligible**. It assessed that the benefits presented by the proposals as outlined above would offset any harm associated with the installation of the railings.

11. REFERENCES

11.1. PUBLISHED SOURCES

CiFA 2014 (Updated 2020). *Standard and Guidance for Historic Environment Desk Based Assessment*

Historic England, 2015. *GPA2 (Managing Significance in Decision-Taking in the Historic Environment)*

Historic England, 2017. *GPA3 (The Setting of Heritage Assets)*

Historic England, 2019. *HEAN12 (Statements of Heritage Significance: Analysing Significance in Heritage Assets)*

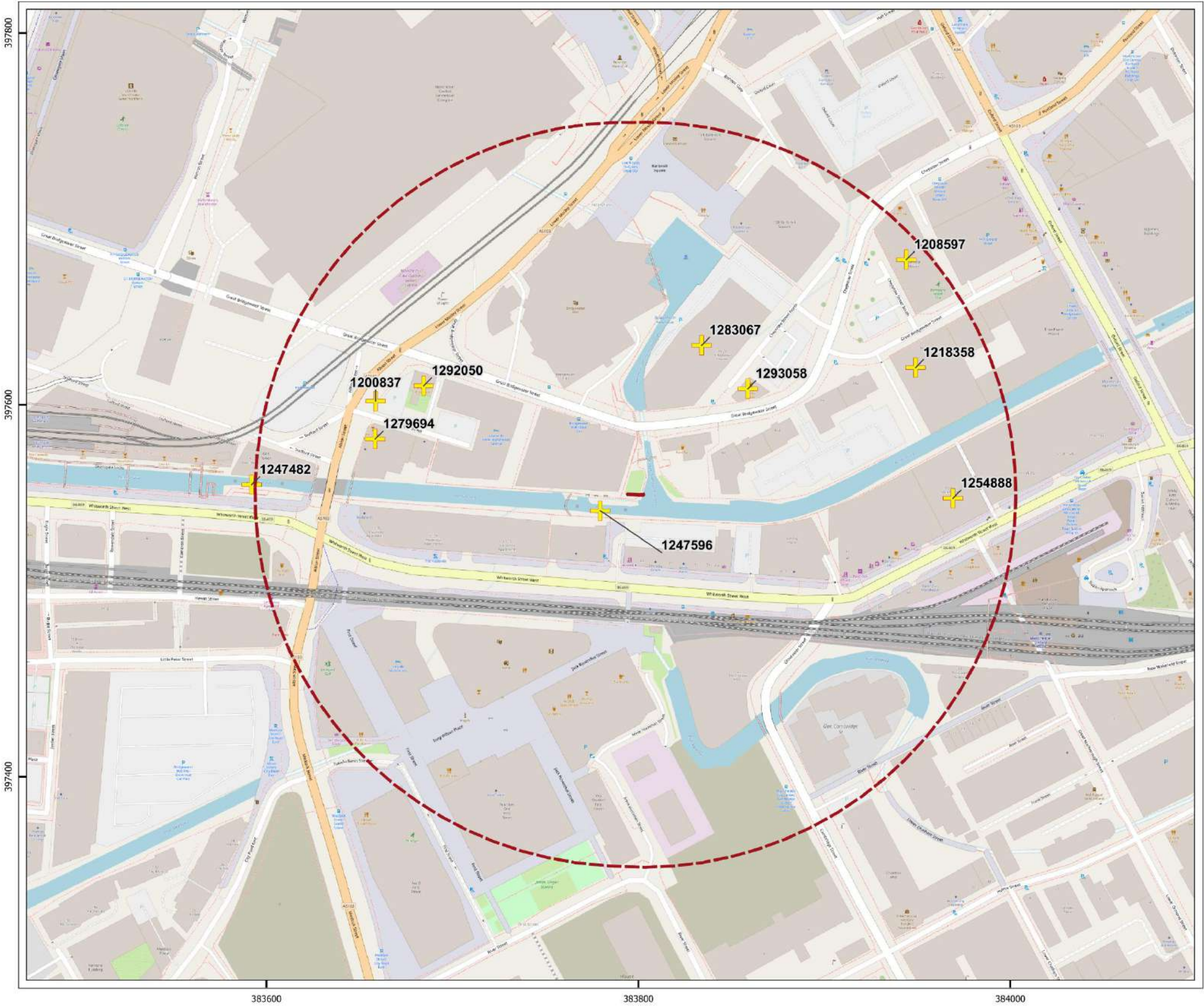
MHCLG, 2024. *The National Planning Policy Framework*

11.2. ONLINE SOURCES

<http://www.legislation.gov.uk/ukpga/1990/9/section/1>

<http://planningguidance.planningportal.gov.uk/blog/guidance/conserving-and-enhancing-the-historic-environment/>

DRAWINGS



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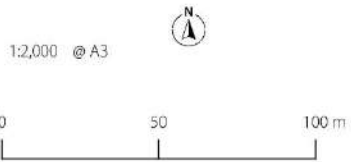
Key

- Site Boundary
- 200m Study Area
- listed buildings
 - II*
 - II

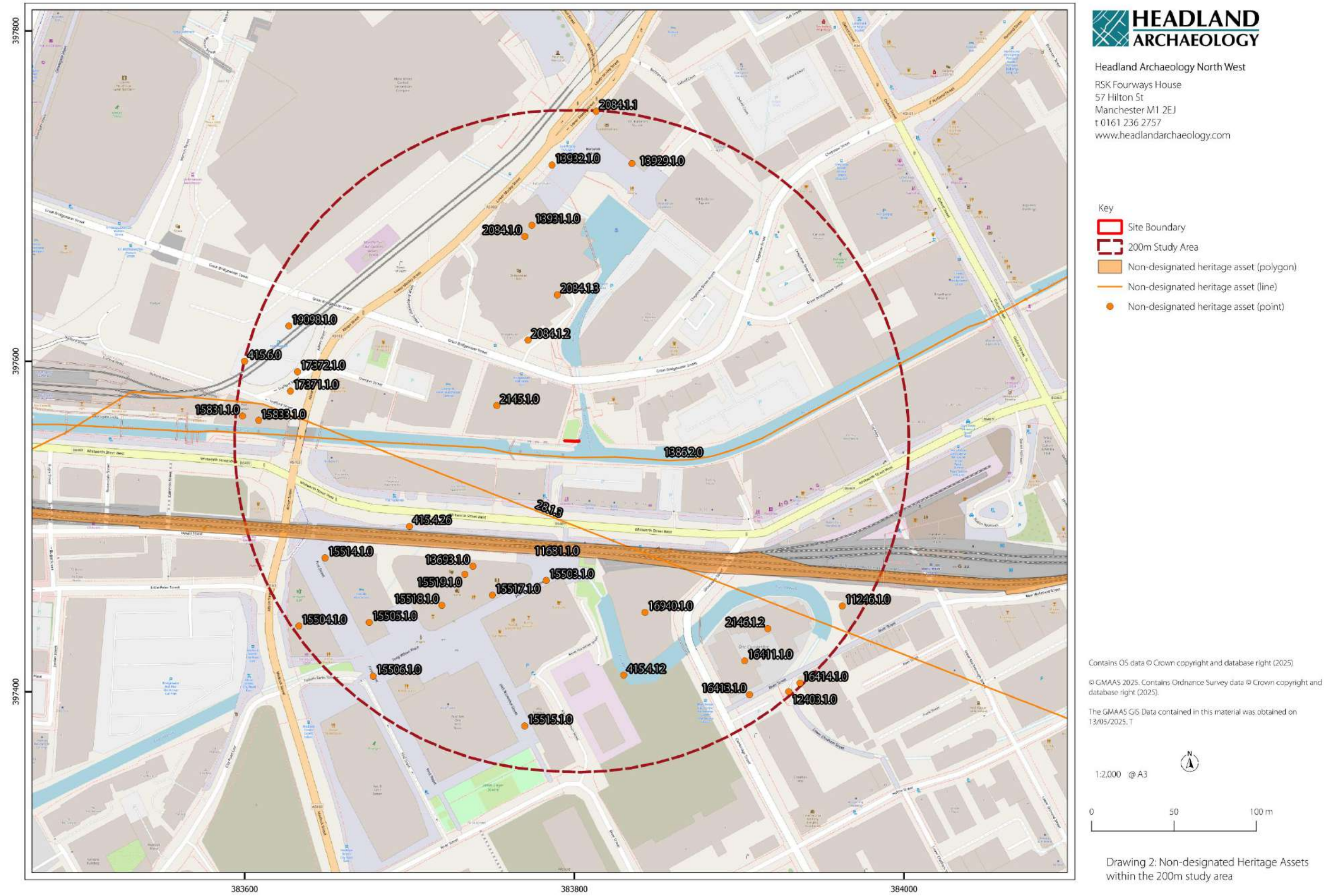
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The Historic England GIS Data contained in this material was obtained on 22/04/2025. The most publicly available up to date Historic England GIS Data can be obtained from [HistoricEngland.org.uk](https://historicengland.org.uk)



Drawing 1: Designated Heritage Assets within the 200m study area



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APPENDIX 1: GAZETTEER

Designated Heritage Assets within 200m Study Area

List Entry	Name	Grade
1247482	Rochdale Canal Lock Number 90, Approximately 30 Metres West of Albion Bridge	II
1247596	Rochdale Canal Lock Number 89 (Tib Lock), On South Side of Havelock Mills	II
1197774	Chorlton New Mill and Attached Chimney	II
1200837	Manchester South Junction and Altrincham Railway Viaduct	II
1208597	Canada House	II
1218358	Lee House	II
1254888	The Ritz Dance Hall	II
1279694	13-17, Albion Street	II
1283067	Chepstow House	II
1293058	Peveril of the Peak Public House	II

Non-Designated Heritage Assets within 200m Study Area

HER ID	Record Type	Name	Type	Period
11246.1.0	MON	Warehouse (site of)	Warehouse, Weaving Shed	AD 19th Century to AD 20th Century
12403.1.0	MON	Little Ireland (watching brief)	Canal	AD 19th Century to AD 20th Century
13693.1.0	MON	Dye works/ workers' housing (site of)	Cotton Mill	AD 18th Century to 21st Century
1386.2.0	MON	Rochdale Canal	Cotton Mill	AD 19th Century to 21st Century
13929.1.0	MON	Ewatts Cotton Mill (site of)	Silk Mill	AD 19th Century
13931.1.0	MON	Pictons Cotton Mill (site of)	Dye Works	AD 19th Century
13932.1.0	MON	Smiths Silk Mill (site of)	Cotton Mill, Textile Mill	AD 19th Century
15503.1.0	MON	Hood's Dye Works (site of)	Tannery	AD 18th Century to AD 19th Century
15504.1.0	MON	Medlock Bridge Mill (site of)	Chemical Works, Textile Mill	AD 19th Century
15505.1.0	MON	Tannery (site of)	Public House, Back-to-Back Terrace, Blind Back House	AD 19th Century
15506.1.0	MON	Size works (site of)	Gas Works, Retort House	AD 19th Century
15514.1.0	MON	Gaythorn Vaults public house and workers' housing (site of)	Chemical Works, Bone Mill, Textile Mill	AD 19th Century to AD 20th Century
15515.1.0	MON	Gas works, Albion Street (site of)	Chemical Works	AD 19th Century to Late 20th Century
15517.1.0	MON	Bone, size and chemical works (site of)	Blind Back Terrace, Terrace, Blind Back House	AD 19th Century
15518.1.0	MON	Gaythorn Chemical Works (site of)	Weighing Machine	AD 19th Century
15519.1.0	MON	Coppock's Buildings (site of)	Industrial Building	AD 19th Century
15831.1.0	MON	Weighing machine (site of)	Industrial Building	AD 19th Century
15833.1.0	MON	Industrial building, Trafford Street (site of)	Building	AD 19th Century to Late 20th Century
16411.1.0	MON	Industrial building (site of)	Iron Foundry	AD 19th Century
16413.1.0	MON	Buildings at north end of Chorlton New Mill (site of)	Cotton Mill, Cotton Mill, Printing Works, Spinning Mill, Weaving Mill	AD 19th Century

HER ID	Record Type	Name	Type	Period
16414.1.0	MON	Iron foundry (site of)	Spinning Mill, Cotton Mill	AD 19th Century to AD 20th Century
16940.1.0	BLD	Hotspur Press (Hotspur House) (former Medlock Mill)	Foundry	AD 18th Century to 21st Century
17371.1.0	MON	Marsden's Mill (site of)	Cotton Mill, Industrial Building	AD 19th Century
17372.1.0	MON	Great Bridgewater Street Foundry (site of)	Ditch?, Pit?	AD 19th Century to Late 20th Century
19098.1.0	MON	Trumpet Street Mill (site of)	Sewer	AD 19th Century to Late 20th Century
2084.1.0	MON	Concert Hall Site, Lower Mosley Street (1992 watching brief)	Wall, Culvert	Unknown to AD 18th Century
2084.1.1	MON	Concert Hall Site, Lower Mosley Street (evaluation Trench 1)	Wall	AD 19th Century
2084.1.2	MON	Concert Hall site, Lower Mosley Street (evaluation Trench 2)	Cotton Mill, Silk Mill, Engine House, Weaving Mill	AD 18th Century to 21st Century
2084.1.3	MON	Concert Hall site, Lower Mosley Street (evaluation Trench 3)	Industrial Site, Weaving Shed, Engine House, Finishing Works	AD 19th Century
2145.1.0	MON	Havelock Mill (site of)	Road	AD 19th Century to AD 20th Century
2146.1.2	MON	Chorlton New Mill: weaving shed and engine house (site of)	Findspot	AD 19th Century to AD 20th Century
28.1.3	MON	Manchester to Buxton Roman road (Manchester to Levenshulme section)	Findspot	Roman
415.4.12	FS	Roman coins (findspot)	Road	Roman
415.4.26	FS	Roman urn and Samian ware (antiquarian finds)	Findspot	Roman
415.6.0	MON	Roman road (section south of Central Station) (Area of Roman Manchester)	Road	Roman

APPENDIX 2: LISTING DESCRIPTIONS

List Entry Name: Rochdale Canal Lock Number 89 (Tib Lock), on south side of Havelock Mills
List Entry Number: 1247596

G.V. 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.).