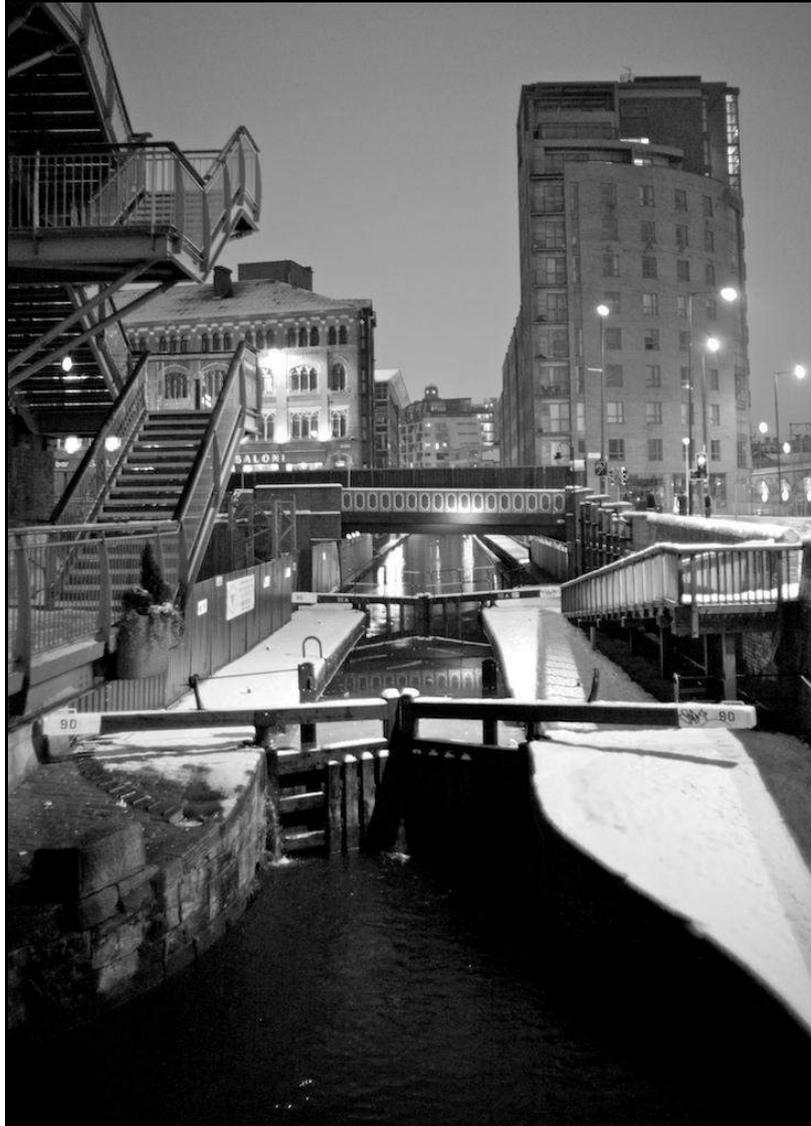




Canal &
River Trust

Keeping people, nature & history connected

GREATER MANCHESTER CANALS HERITAGE PARTNERSHIP AGREEMENT



Revised 2014

21.5.14

EXECUTIVE SUMMARY

The Greater Manchester Canals Heritage Partnership Agreement (HPA) is intended to improve the management of heritage assets upon the various Canal & River Trust (CRT) canals situated within the Greater Manchester area. It is intended that the HPA, which brings together the principles of existing CRT heritage guidance and processes will provide reassurance for local planning authorities (LPA's) and stakeholders that works of repair are completed to a high conservation standard.

The canals within Greater Manchester are a multi-designated historic environment that contains high value heritage assets. These assets include archaeological remains, working heritage, listed buildings and conservation areas and are subject to ongoing development and maintenance. The HPA is designed to reduce bureaucracy, save time on consent procedures and embed effective heritage management within the corporate culture of CRT by increasing both accountability and self-regulation. The HPA is based around a traffic light system of agreed works that are categorised in terms of requiring consent (red) or clearance (amber) or are permitted works (green).

The partners of the Greater Manchester Canals HPA are: Canal & River Trust (the main landowner), English Heritage, Bolton Council, Bury Metropolitan Borough Council, Manchester City Council, Oldham Metropolitan Borough Council, Rochdale Metropolitan Borough Council, Salford City Council, Stockport Metropolitan Borough Council, Tameside Metropolitan Borough Council, Wigan Council and the Greater Manchester Archaeological Advisory Service (GMAAS).

The HPA will run for a period of five years and shall be subject to annual monitoring and review by the partners, with the potential for further extension at the discretion of the partners.

1. INTRODUCTION

1.1 Greater Manchester Canals Heritage Partnership Agreement

Heritage partnership agreements bring together key partners including owners and local planning authorities to agree an approach to the care of specific heritage assets. They aim to reduce bureaucracy and provide certainty over an agreed time period. This should deliver greater efficiency and time and cost-saving benefits for all partners over the course of an HPA.

CRT is responsible for a unique historic environment. Its heritage assets show linear and nucleated patterns and many of its sites are multi-designated. The Greater Manchester Canals are a classic example of this; their historic environment comprising the majority of heritage designations. Each designation has its own control mechanism and the processes involved in adhering to these can sometimes be tortuous. Particular issues include adherence by CRT to heritage processes, length of time taken to determine consent applications, the need to delay works until all consents or clearances are in place and the difficulty of arranging site visits with busy regulators.

The development of this HPA is intended as a positive step in engaging more actively and accountably with the day to day management and development of this historic waterway environment.

The partners are: Canal & River Trust (the main landowner), English Heritage, Bolton Council, Bury Metropolitan Borough Council, Manchester City Council, Oldham Metropolitan Borough Council, Rochdale Metropolitan Borough Council, Salford City Council, Stockport Metropolitan Borough Council, Tameside Metropolitan Borough Council, Wigan Council and GMAAS.

The HPA is consistent with the guidance held within *Conservation Principles Policies and Guidance for the Sustainable Management of the Historic Environment* (2008), which notes:

The sustainable management of the historic environment depends on sound principles, clear policies and guidance based on those principles, and the quality of decisions that stem from their consistent application.

Whilst later in the document Principle 4 states:

4. **Significant places should be managed to sustain their values**

- 4.1 *Change in the historic environment is inevitable, caused by natural processes, the wear and tear of use, and people's responses to social, economic and technological change.*
- 4.2 *Conservation is the process of managing change to a significant place in its setting in ways that will best sustain its heritage values, while recognising opportunities to reveal or reinforce those values for present and future generations.*
- 4.3 *Conservation is achieved by all concerned with a significant place sharing an understanding of its significance, and using that understanding to:*
 - *judge how its heritage values are vulnerable to change*
 - *take the actions and impose the constraints necessary to sustain, reveal and reinforce those values*

- *mediate between conservation options, if action to sustain one heritage value could conflict with action to sustain another*
- *ensure that the place retains its authenticity – those attributes and elements which most truthfully reflect and embody the heritage values attached to it.*

Enterprise and Regulatory Reform Act 2013

The heritage provisions of the Enterprise and Regulatory Reform Act 2013 introduced a range of measures to simplify the listed building consent system. The intention of the legislation is to reduce the instances in which applications for statutory consent are required, reducing the burdens on owners and developers, and allow local planning authorities which administer these consents to deliver a more efficient and effective service.

Heritage Partnership Agreements were introduced by section 60 of the Enterprise and Regulatory Reform Act 2013. These Agreements have the potential, particularly when used as the basis for a management agreement, to act as a focus for owners, local planning authorities and other partners in reaching a consensus view on the medium-long term management and maintenance of the listed buildings covered, to increase certainty over the aspirations and requirements of all parties, and to save time and resource for the partners.

It is against this background that this HPA has been developed between CRT and its partners.

1.2 Scope

This HPA draws upon existing CRT heritage guidance and processes. At its core is a traffic light system of guidelines for identified works to specific structure types. Each category of works is agreed by the partners under a traffic light system that establishes whether works need statutory consent (red) or clearance (amber) or are permitted works requiring neither (green).

The HPA will relate to all structures upon the canals in CRT ownership and/or management within the Greater Manchester area which benefit from statutory heritage designation, including listed buildings and conservation areas. The affected canals are listed below:

- Ashton Canal
- Huddersfield Narrow Canal
- Leeds and Liverpool Canal (inc Leigh Branch)
- Manchester Bolton and Bury Canal
- Peak Forest Canal
- Rochdale Canal
- Macclesfield Canal

For the purposes of clarity it is confirmed that the scheduled ancient monuments at March Barn Bridge (Rochdale MBC) and Marple Aqueduct (Stockport MBC) are excluded from the scope of this HPA. These scheduled monuments are both subject to formally agreed Management Agreements under the provisions of S.17 of the Ancient Monuments and Archaeological Areas Act 1979 and for the avoidance of doubt they remain outside this HPA.

The Greater Manchester Canals HPA is designed to increase ownership and understanding of heritage processes and improve efficiency in decision-making and implementation of works within the historic environment of the waterways.

1.3 Benefits

Each of the partners to the HPA is committed to delivering a level of management that is appropriate to safeguarding the significant heritage of the historic environment of the Greater Manchester canals. Particular benefits of the HPA are:

- improve partnerships and dialogue between stakeholders
- improve understanding of historic sites, especially among non-heritage professionals
- help owners and managers to clarify their future plans for the management of sites
- encourage a positive approach to medium and long-term management which can prevent drastic and costly repairs later on
- reduce the number of unnecessary consent applications by providing more certainty and clarity on which works may or may not require consent
- substantially reduce numbers of individual consents

Clarity is particularly important, as by establishing what works are pre-agreed and what are not, generic past errors can be avoided. In the past, consultation with regulators has not always taken place and applications for consents have not always been made. The HPA will remove these uncertainties and will increase understanding and accountability, to the benefit of the historic environment.

2. ADMINISTRATIVE INFORMATION

2.1 The Partners

The following table outlines the respective roles and accountabilities of the partners in the Greater Manchester Canals HPA.. For the purposes of this document the group will be known as the Greater Manchester Canals Heritage Partnership (*The Partnership*).

Partner	Role & accountabilities	Contact
Canal & River Trust (CRT)	<p>Site owner and custodian. CRT/has responsibilities for navigation on the Greater Manchester canals and obligations to maintain the associated heritage assets in a safe and unharmed manner.</p> <p>The Canal & River Trust is a charity set up to care for England and Wales' legacy of 200-year-old waterways, holding them in trust for the nation. The Trust is among</p>	<p>Heritage Advisors <i>Judy Jones (Rochdale, HN Canal, Ashton, Peak Forest, MB and B, Kate Lynch (Macclesfield)</i> <i>Ruth Garratt (Leeds Liverpool)</i></p> <p>Asset Engineers <i>Heather Airlie (Ashton, Peak Forest and HN Canals)</i> <i>Simon Jackson (Rochdale Canal, MB & B Canal)</i> <i>Mark Heath (Macclesfield Canal)</i></p> <p>Waterway Supervisors <i>Paul Clegg (PFC, Ashton)</i></p>

	the UK's biggest charities, with responsibility for 2,000 miles of canals, rivers, docks and reservoirs, along with museums, archives and the country's third largest collection of protected historic buildings.	<i>Nick Atkinson (HNC)</i> <i>Mark Wigley (Rochdale)</i> <i>Jeff Smith (Macclesfield)</i>
English Heritage (EH)	Regulator. English Heritage is the Government agency with statutory responsibilities for scheduled monuments. It also acts in an advisory capacity to local authorities.	Historic Buildings Inspector and Historic Areas Advisor (Manchester City Council only) – <i>Julian Holder</i> Tel: 0161 242 1424 Julian.HOLDER@english-heritage.org.uk Historic Areas Advisor & Historic Buildings Inspector - Greater Manchester (excluding Manchester City Council) – <i>Darren Ratcliffe</i> Tel: 0161 242 1425 Darren.Ratcliffe@english-heritage.org.uk
Bolton Council	Local planning authority. Applies the heritage protection regime's local controls and has statutory responsibility for dealing with listed buildings and conservation area consents, as well as general planning matters.	Email : planning.control@bolton.gov.uk Planning Control Contact - <i>Jodie Turton</i> Tel: 01204 336049
Bury Metropolitan Borough Council	Local planning authority. Applies the heritage protection regime's local controls and has statutory responsibility for dealing with listed buildings and conservation area consents, as well as general planning matters.	Email : planning@bury.gov.uk Conservation Officer - <i>Mick Nightingale</i> Tel: 0161 253 5317
Manchester City Council	Local planning authority. Applies the heritage protection regime's local controls and has statutory responsibility for dealing with listed buildings and conservation area consents, as well as general planning matters.	Email : planning@manchester.gov.uk Urban Design & Conservation Group Manager – <i>Paul Mason</i> Tel: 0161 234 4585
Oldham Metropolitan Borough Council	Local planning authority. Applies the heritage protection regime's local	Email : planning@oldham.gov.uk Conservation Officer - <i>Karen Heverin</i>

	controls and has statutory responsibility for dealing with listed buildings and conservation area consents, as well as general planning matters.	Tel: 0161 770 3717
Rochdale Metropolitan Borough Council	Local planning authority. Applies the heritage protection regime's local controls and has statutory responsibility for dealing with listed buildings and conservation area consents, as well as general planning matters.	Email : development.control@rochdale.gov.uk Design & Conservation Officer – <i>David Morris</i> Tel: 01706 924352
Salford City Council	Local Planning Authority. Applies the heritage protection regime's local controls and has statutory responsibility for dealing with listed buildings and conservation area consents, as well as general planning matters.	Email : planning.contact@salford.gov.uk Conservation specialist : Andrew Fuller (Urban Vision) c/o Alison Partington Tel: 0161 793 2448
Stockport Metropolitan Borough Council	Local planning authority. Applies the heritage protection regime's local controls and has statutory responsibility for dealing with listed buildings and conservation area consents as well as general planning matters	Email : Planning.DC@stockport.gov.uk Professional Support & Conservation Team Manager <i>Paul Hartley</i> Tel: 0161 474 4563
Tameside Metropolitan Borough Council	Local planning authority. Applies the heritage protection regime's local controls and has statutory responsibility for dealing with listed buildings and conservation area consents, as well as general planning matters	Email : planningmail@tameside.gov.uk Planning Officer (Conservation) – <i>Catherine Jones</i> Tel: 0161 342 3118
Wigan Council	Local planning authority. Applies the heritage protection regime's local controls and has statutory responsibility for dealing with listed buildings and conservation area consents, as well as general planning matters	Email : environmentalservices@wigan.gov.uk Conservation & Design Manager Tel: 01942 404254
Greater Manchester Archaeological Advisory	Regulator. The GMAAS is a statutory consultee with	Email : norman.redhead@salford.ac.uk

Service (GMAAS)	regards to all planning applications that affect archaeological sites.	County Archaeologist & Director – <i>Norman Redhead</i> Tel: 0161 275 2319
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2.2 Identification of CRT Ownership and Heritage Structures

The plans shown in Appendix 1 show the extent of CRT ownership along the Greater Manchester canals corridor. Appendix 2 provides a brief gazetteer of the heritage designations identified along each canal.

2.3 Procedural Issues

The following procedures describe the mechanism for operating the Greater Manchester Canals HPA. These will be subject to periodic review by the partnership.

2.3.1 Timeframe

The HPA will run for a period of five years, commencing in January 2012. It shall be subject to formal review every 12 months (date to be determined by the Partnership). The HPA will also provide a formal provision for a further extension of 5 years on the agreement of all partners.

2.3.2 Meetings

The partners will meet annually, as part of the wider GMCOG meetings calendar to evaluate the progress and development of the HPA. Interim reports will be submitted to the partners by the CRT heritage advisor prior to each meeting. Performance will be reviewed against agreed indicators as shown below in section 6.2.

2.3.3 Review and renewal

The HPA will be reviewed annually and amended or updated in matters of detail as appropriate and subject to the agreement of the partners. Review may also be triggered by a change in status to the heritage assets covered, by significant changes to the personnel involved or by changes in the legislative background to the heritage assets. At the end of the five year period in 2017, the HPA will be reviewed and renewed, subject to the following:

- the heritage protection regime and processes existing in 2017
- the satisfactory or better performance of the HPA over the five year period from 2012-2017
- the agreement of the partners or their successors

2.3.4 Breaches

In the event that the works completed under the terms of the HPA which do not meet the satisfaction of members of partnership, the HPA can be declared null with the approval of the majority of partnership members. If unsatisfactory works have taken place, and the partners are unable to rectify the breach, the remedy will be to fall back upon existing statutory consent procedures and sanctions which in all cases will operate above the levels of the HPA.

2.3.5 Grievance procedure

A grievance procedure will be agreed and drawn up by all the partners within 6 months of the signing of the HPA. Areas of concern giving rise to a grievance are likely to be caused by:

- breakdown of trust between the partners
- failure to observe the protocol by the partners
- failure to comply with the traffic light system
- unauthorised or unsatisfactory works to heritage structures which are subject to statutory protection.

Arbitration measures will be considered as part of the grievance procedure and it may be that an independent expert or experts are selected as arbitrators in the case of serious grievance or dispute (the arbitrator who should be a full member of the Institute of Historic Building Conservation to be agreed between the members of the partnership).

3. CONSERVATION FRAMEWORK

3.1 Sustainable management principles

In entering into this HPA CRT seeks to ensure that all actions it undertakes to protect and enhance the historic environment of the Greater Manchester canals network take into account the overall aspiration to sustain and emphasise the importance of the heritage assets. Therefore when making decisions in relation to heritage works detailed understanding and appreciation of an asset is vital to ensure that decisions do not cause harm to the significance or quality of the asset.

Where interventions are proposed to an asset they should, as far as reasonably practicable, be specified and designed so as to not prejudice future interventions and ongoing monitoring of the intervention processes should be used to further inform the ongoing management of the asset. Where new work is proposed it should seek to embrace good standards of design that respect and adapt to their context, each intervention should be considered on its own merits, ensuring that at the very least it has a neutral impact upon the subject asset.

3.2 General philosophy of repair

In undertaking any repairs to heritage assets, the underlying purpose where possible must be to restrain the process of decay whilst ensuring that damage is not caused to the fabric or character of the asset by any works of repair.

When specifying such works the key principle to adopt is that of 'minimum intervention' namely ensuring that the works are kept to the absolute minimum required to return the asset to a sound condition ensuring that it is fit for purpose. The introduction of 'new' fabric should be kept to a bare minimum, in spite of using matching materials; creeping erosion of the historic fabric can have a damaging cumulative effect on the integrity of heritage assets.

Repairs should be completed honestly, no attempt being made to disguise or artificially age replacement fabric. Repair works should never be unnecessarily obtrusive or become the dominant feature of any elevation.

3.3 CRT heritage management system

The key to the success of the Greater Manchester Canals HPA is the implementation of system of heritage management and the adoption of a series of heritage documents relating to CRT practice in managing historic assets.

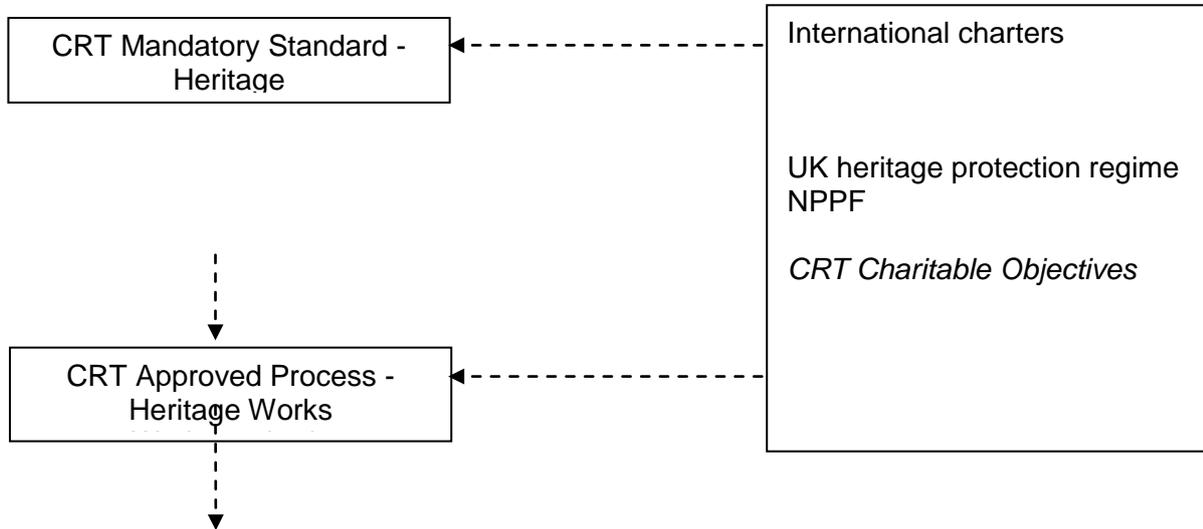
CRT adheres to current conservation philosophy and practice as described in international charters and national guidance and standards.

CRT has a strong commitment to its heritage and employs professional heritage advisors dedicated to sustainable conservation and the use and protection of the historic waterway environment. The heritage advisor based in the North of England has special responsibility for the historic environment of the Greater Manchester canals and is the main point of contact for the purposes of the HPA.

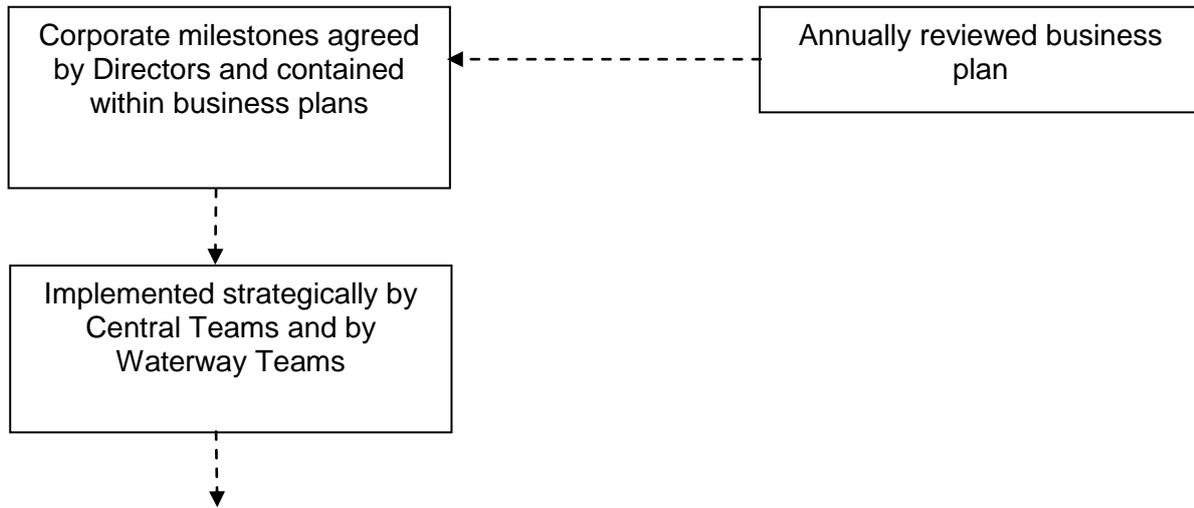
The CRT system of heritage management that underpins the Greater Manchester Canals HPA is summarised in the following flowchart.

CRT Heritage Management System

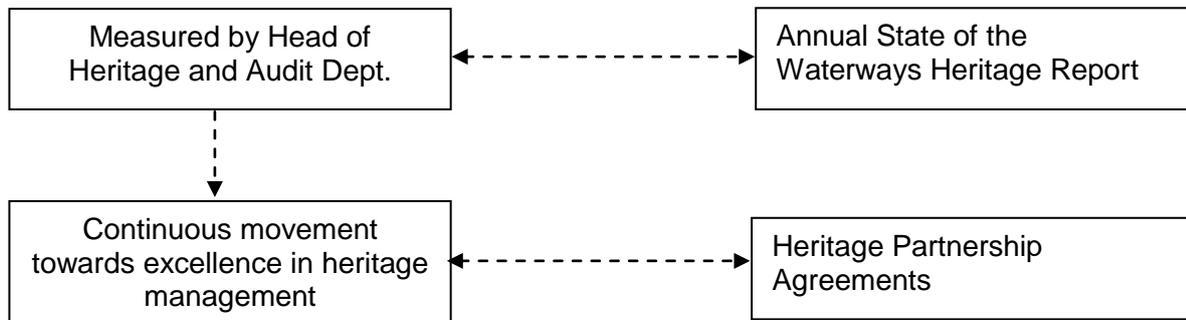
Strategic framework



Target setting & implementation



Measuring & reporting



3.4 CRT Mandatory Standard - Heritage

The overarching heritage document for CRT and the way it manages heritage is the CRT Mandatory Standard: Heritage. This contains a set of high level principles and compliance with these is mandatory for CRT staff and contractors.

The CRT Mandatory Standard: Heritage is shown in Appendix 3.

3.5 Approved Process: Heritage Works CRT adopted process provides practical guidance on the principles and methods of performing conservation works to historic waterways buildings and structures. The process assists:

- planning, preparing and specifying works to historic fabric
- identifying common defects and repair methods
- carrying out works to a good conservation standard

The Approved Process: Heritage Works is divided into sections that relate to specific areas of work, e.g. mortars for repairs, brickwork repairs and stonework repairs. Each section contains performance criteria and performance indicators. The performance criteria set out the best methods of preparing for and performing conservation works. The performance indicators permit assessment of whether a good basic standard of workmanship has been achieved.

The Approved Process: Heritage Works will be the principal means of both guiding heritage conservation works and assessing their performance for the Greater Manchester Canals HPA.

3.6 Greater Manchester Canals heritage gazetteer

The Greater Manchester Canals heritage gazetteer is found in Appendix 2 of this document. It is broken down into separate documents for each of the affected canals and details the specific heritage designations upon the canals within Greater Manchester. It provides users with details of the heritage designations along the site.

Part one of the gazetteer outlines the history and development of the relevant canal.

- The history of the canal, its background and development.
- The development of the heritage structures along the canal
- The alteration and development of the canal throughout its history
- The heritage of the canal in the present day

Part two of the gazetteer identifies the heritage designations that can be found along the canal followed by the gazetteer of sites and structures along the canal:

4. PERMITTED WORKS

4.1 Guidelines for traffic light system

The Greater Manchester Canals are operational canals; therefore maintaining them in a safe operational state will require the completion of a number of regular and time-dependent works.

Some of these are routine maintenance (e.g. re-pointing or repainting) others are anticipated and planned for the future (e.g. lock gate replacement).

The following guidelines are fundamental to the implementation of the Greater Manchester Canals HPA. They establish guidelines for performing the various routine and planned works in a way that does not compromise the integrity of the statutorily designated heritage assets of the Greater Manchester Canals.

The traffic light system follows proven practice in highlighting works in a readily understood way and can be summarised as follows:

Red category	Works that require statutory consent, including negotiation with regulators and written applications and which are likely to require heritage assessment, evaluation or recording.
Amber category	Works that require written notification to the regulator prior to commencement – these include major permitted works that do not require statutory consents but due to their scale and complexity are likely to require heritage assessment, evaluation and recording.
Green category	Works that do not require statutory consents and are unlikely to require heritage assessment, evaluation or recording – these include minor permitted works

The following tables give details of specifically agreed works and references to existing documents that provide clarification, specifications or other detailed guidance.

Key to the recording of works, will be the completion of Heritage works record cards, which will be collated by CRT and form the Heritage Log - see also section 6.1.

Procedural Notes

Emergency Works

It will be occasionally necessary for CRT to undertake emergency repair works at very short notice (often at weekends) to safeguard the overall integrity of both the canal but also associated structures. In such cases the works shall be limited to the minimum required to maintain the asset, with contact being made as soon as possible with the relevant regulatory authority as per the requirements of S.9 of the Planning (Listed Buildings and Conservation Areas) Act 1990.

Applying for consents

Where works require statutory consent, where reasonably practicable, CRT commits to undertake pre-application consultation and discussion with the relevant LPA prior to submitting the relevant application.

Notifiable works

Where notifiable (amber category) works are proposed, where reasonably practicable, CRT commits to provide 21 working days' notice to the relevant LPA prior to the commencement of the proposed works. On receipt of such a notification detailing such works the relevant LPA where reasonably practicable commits to confirm 'clearance' agreement within 10 working days of the receipt of such notification.

In relation to this all partners commit to work together throughout the term of the HPA to promote efficiency and prevent delays in order to maintain the spirit of co-operation held within the HPA.

Grant-Aided works

For the avoidance of doubt, in cases where the works are to be completed under a grant-aided scheme which requires works specifications to be approved by the funding organisation (or their representative) this HPA does not override such requirements.

Unforeseen works

Where works are potentially fall into red/amber categories, CRT undertakes to consult with local authority representatives.

4.2 Greater Manchester Canals HPA - traffic light system quick reference

Structure Type	Works requiring consent	Notifiable works	Minor Permitted works
Bridges	<p>Rehabilitation works that include changes to design, methods or materials.</p> <p>Installation of health and safety or information equipment such as signage and handrails.</p> <p>Installation of new bridge number or name plates (where none have existed previously)</p>	Extensive repair works completed on a strict like for like basis.	<p>Minor Repair works completed on a strict 'like for like' basis.</p> <p>Re-pointing/re-bedding works.</p> <p>Vegetation removal.</p>
Tunnels including portals	<p>Rehabilitation works that include changes to design, methods or materials.</p> <p>Installation of health and safety or information equipment such as signage and handrails.</p> <p>Installation of new bridge number or name plates (where none have existed previously)</p>	Extensive repair works completed on a strict like for like basis.	<p>Minor Repair works completed on a strict 'like for like' basis.</p> <p>Re-pointing/re-bedding works.</p> <p>Vegetation removal.</p>
Aqueducts	<p>Rehabilitation works that include changes to design, methods or materials.</p> <p>Installation of health and safety or information equipment such as signage and handrails.</p>	Extensive repair works completed on a strict like for like basis.	<p>Minor Repair works completed on a strict 'like for like' basis.</p> <p>Re-pointing/re-bedding works.</p> <p>Vegetation removal.</p>
Wash Walls/Retaining Walls	Rehabilitation works that include changes to design, methods or materials.	Extensive repair works completed on a strict like for like basis.	<p>Minor Repair works completed on a strict 'like for like' basis.</p> <p>Re-pointing/re-bedding works.</p> <p>Vegetation removal.</p>
Culverts including portals	Rehabilitation works that include changes to design, methods or	Extensive repair works completed on a strict	Minor Repair works completed on a strict

	materials.	like for like basis.	'like for like' basis. Re-pointing/re-bedding works. Vegetation removal.
Locks including lock chambers, lock gates and associated by-washes.	Rehabilitation works that include changes to design, methods or materials. Paddle Gear design changes. Installation of new stop plank grooves. Fendering of lock gates to a design appropriate to each waterway.	Changing Lock Gates 'like for like'. Extensive repair works completed on a strict like for like basis. Upgrading of existing stop plank grooves	Minor Repair works completed on a strict 'like for like' basis. Re-pointing/re-bedding works. Vegetation removal.
Dry Docks	Rehabilitation works that include changes to design, methods or materials.	Extensive repair works completed on a strict like for like basis.	Minor Repair works completed on a strict 'like for like' basis. Re-pointing/re-bedding works. Vegetation removal.
Properties	Rehabilitation works that include changes to design, methods or materials. Alterations to buildings both internally and external. New Development	Extensive repair works completed on a strict like for like basis.	Minor Repair works completed on a strict 'like for like' basis. Re-pointing/re-bedding works. Vegetation removal. Painting (internally or where external painting is a historic feature).
Canal Furniture including bollards mileposts etc.	Rehabilitation works that include changes to design, methods or materials.	Extensive repair works completed on a strict like for like basis.	Minor Repair works completed on a strict 'like for like' basis. Painting – where painting is a historic feature.
Canal environment	Signage attached to protected buildings. Installation of health and safety or information equipment such as signage and handrails.	Extensive repair works completed on a strict like for like basis. Graffiti removal using chemical or mechanical means. Fencing work in setting of heritage assets.	Minor Repair works completed on a strict 'like for like' basis. Re-pointing/re-bedding works. Vegetation removal. Graffiti removal using hand brushes and water. Grass cutting and general landscaping works.

Definitions:

For the purposes of this document the following definitions are applicable:

Like for Like - Repairs that are an exact match for that being replaced in terms of design, materials and method of works. This does not include like for like replacement of inappropriate modern repairs.

Rehabilitation Works – Works that constitute an alteration or amendment that affects the historic or architectural significance of the asset.

Extensive Repair – Repair works that include the introduction of new construction material and/or have a budget of over £10,000.

Minor Repair – Repair works that are completed using the existing material and/or have a budget of less than £10,000.

In cases where it is not possible to follow the agreed specification standards as shown in section 5 or as held in the Approved Process: Heritage Works , CRT agree that any works to be undertaken that would normally be covered within Permitted Works will be considered notifiable and assessed on a site by site basis by the CRT heritage advisor and a representative of the relevant LPA.

5 GENERIC WORK SPECIFICATIONS

The following specifications are intended to provide an easy reference guide outlining the materials and techniques to be utilised when undertaking common works to the heritage assets upon the Greater Manchester canals. The specifications are intended to be read in conjunction with the adopted CRT Approved Process: Heritage Works as shown in Appendix 4.

Works are to be carried out by craftsmen suitably qualified in conservation methods and techniques. The qualifications and experience of the craftsmen is to be verified by the CRT heritage advisor.

5.1. Building recording:

- 5.1.1 A key component of ensuring the successful management of heritage assets is to ensure that all works are carefully recorded, prior to works, during the works and following the successful completion of the project.
- 5.1.2 All projects that are carried out in accordance with the Greater Manchester Canals HPA shall include recording elements. All recording must be carried out in accordance with the standards laid down in Understanding Historic Buildings A Guide to Good Recording Practice (English Heritage, 2006). The minimum levels of recording required are as follows, although it is acknowledged that in certain cases the levels may be higher:

	Works requiring consent	Notifiable works	Minor Permitted works
Level of Recording	Level 2 recording where required by Listed Building Consent Condition. Copy to be lodged on completion with Greater Manchester HER, with copy being retained by CRT within the Heritage Log.	Level 1 recording. Copy to be retained by CRT within the Heritage Log.	Completion of Heritage works record card (Appendix 5) and photographic record, both prior to and following completion of the works. Recording to be completed by suitably qualified individual. Copy to be retained by CRT and placed within the Heritage log.

- 5.1.3 All records including the Heritage works record cards will be collated by CRT and form the Heritage Log as a historic record of the works that have been undertaken - see also section 6.1.

5.2 Graffiti and paint removal

- 5.2.1 Cleaning using brushes (not wire) and water is the preferred method of cleaning. When such works are proposed details of the area to be treated and the methodology should be approved by the CRT heritage advisor, prior to the works being undertaken.
- 5.2.2 Prior to any works being specified a detailed survey is carried out of the structure as a whole, noting the materials to be removed along with areas of potential weakness that should be protected during the works.

- 5.2.3 In relation to cleaning using chemical or mechanical means, no cleaning works are to be undertaken without the notification of all partners and without a suitable trial being completed and recorded.
- 5.2.4 Once the trial is completed the results should be considered by the CRT heritage advisor and CRT engineer. If it is concluded that should the project proceed a detailed specification shall be prepared and forwarded to the Partners for comment. If no comments have been received from the Partners within 21 days, the specification shall be accepted and the contract let.
- 5.2.5 Areas of the structure not to be cleaned, the surrounding environment and the canal shall be protected during the proposed works.

5.3 Re-pointing - stonework

- 5.3.1 **Preparation.** The joints identified as requiring re-pointing should be raked out to a minimum depth of twice their width and brushed with a soft brush to remove loose mortar, dirt and vegetation. Joints should not be widened and power tools should never be used. After raking out, all joints shall be thoroughly washed out with water to remove all further loose dusty material, and the stonework should be damp when the mortar is placed.
- 5.3.2 **Mortar mixes.** The mortar mix chosen for the works will be dependent on the location of the pointing, as different mixes are suitable for different locations. Equally the time of year of the repair should also be considered as weather conditions will affect the curing of the mortar. The following are indicative mixes.

	May to September	October to April
Above Water	<ul style="list-style-type: none"> • 1 part moderately hydraulic lime (NHL 3.5) • 2 parts well graded sharp sand • 1 part porous limestone. 	<ul style="list-style-type: none"> • 1 part eminently hydraulic lime (NHL 5) • 2 parts well graded sharp sand • 1 part porous limestone.
Below Water	<ul style="list-style-type: none"> • 1 part eminently hydraulic lime (NHL5) • 2 parts well graded sharp sand • ½ part soft sand • ½ part porous limestone. 	<ul style="list-style-type: none"> • 1 part eminently hydraulic lime (NHL5) • 2 parts well graded sharp sand • ½ part soft sand • ½ part porous limestone.

- 5.3.3 The precise mix to be utilised shall be agreed by the heritage advisor on a work specific basis. The proportions may vary with aggregate and should be designed so that the lime fills all the voids between sand particles without leaving surplus free lime.
- 5.3.4 Sand for use in mortar shall be in washed and free from clay and colloidal particles. It shall be from one source only unless otherwise notified. Water shall be of potable quality from an approved mains supply. Canal water shall not be used.
- 5.3.5 The specified aggregate should be well graded with the largest particle size approx one third of the joint width; aggregate should also achieve a close colour match to the surrounding stonework to ensure that the pointing blends with its surroundings, dyes shall not be used within mortar.
- 5.3.6 Joints between the stone should be comparatively thin and the pointing recessed slightly. After achieving an initial set, new mortar is beaten with a churn brush, to expose the

aggregate, compact the surface and remove excess mortar from the joint face. Mortar should not be left on the faces of the stone.

- 5.3.7 Particular attention must be given to the curing of mortar pointing, it is essential that the mortar is protected from wind and sun to prevent over rapid drying during summer months and frost damage in winter. During the summer this will be done with Hessian sheets draped across the masonry, fixed in place and rewetted at regular intervals for at least four days. In winter it may be necessary to provide insulation sheets and polythene to protect the work, although it should be taken off during clement weather to assist with curing.
- 5.3.8 After removal of the protection, the pointing is checked. If significant contraction cracking has occurred, the affected areas are cut out and the operation repeated.
- 5.3.9 Where masonry has substantial chips or damage, the repair should be made using stone rather than filling voids with mortar.
- 5.3.10 Small areas of damage where indenting new stone is not necessary should be made good with a restoration mortar mix. A good example of this can be found in English Heritage 'Stone – English Heritage Practical Building Conservation' (Revised Series 2012)

5.4 Re-pointing - brickwork

- 5.4.1 **Preparation.** Defective areas of existing mortar joints shall be assessed by inspection, and light hammering to identify voids or lack of integrity. Joints shall be raked out to a minimum depth of 25mm or to expose sound mortar, whichever is the greater, and cleaned to remove debris. Care shall be taken not to damage existing masonry during removal of mortar. Joints should not be widened and power tools should not be used.
- 5.4.2 **Mortar mixes.** The mortar mix chosen for the works will be dependent on the location of the pointing, as different mixes are suitable for different locations. Equally the time of year of the repair should also be considered as weather conditions will affect the curing of the mortar. The following are indicative mixes.

	May to September	October to April
Above Water	<ul style="list-style-type: none"> • 1 part moderately hydraulic lime (NHL3.5) • 1 part well graded soft sand; • 1 ½ part of sharp sand 	<ul style="list-style-type: none"> • 1 part moderately hydraulic lime (NHL3.5) • 1 part well graded soft sand; • 1 ½ part of sharp sand
Below Water	<ul style="list-style-type: none"> • 1 part eminently hydraulic lime (NHL5) • 1 part well graded soft sand; • 1 ½ part of sharp sand 	<ul style="list-style-type: none"> • 1 part eminently hydraulic lime (NHL5) • 1 part well graded soft sand; • 1 ½ part of sharp sand

- 5.4.3 The precise mix to be utilised shall be agreed by the Heritage Advisor on a work specific basis. The proportions may vary with sands and should be designed so that the lime fills all the voids between sand particles without leaving surplus free lime.
- 5.4.4 Sand for use in mortar shall be in washed and free from clay and colloidal particles. It shall be from one source only unless otherwise notified. Water shall be of potable quality from an approved mains supply. Canal water shall not be used.

- 5.4.5 The specified sands should be well graded; sands should also achieve a close colour match to the surrounding stonework to ensure that the pointing blends with its surroundings, dyes shall not be used within mortar.
- 5.4.6 Prior to pointing, joints shall be flushed out with water to moisten surfaces to reduce rapid drying-out of new mortar. Pointing shall obtain maximum penetration into and shall completely fill joints and interstices between bricks. In completing the repairs it is emphasised that the mortar joints should not become the dominant aesthetic feature of the elevations involved. Joints between the brick should be of a similar width and finish to the surrounding unaffected fabric.
- 5.4.7 After achieving an initial set, new mortar is beaten with a churn brush, to expose the aggregate, compact the surface. Excess mortar shall be washed off after the initial set to leave clean brickwork, care should be taken to prevent staining by salts, lime etc. where staining does occur, this will be removed by dry, stiff brushing repeatedly until the leaching stops.
- 5.4.8 Particular attention must be given to the curing of mortar pointing, it is essential that the mortar is protected from wind and sun to prevent over rapid drying during summer months and frost damage in winter. During the summer this will be done with Hessian sheets draped across the masonry, fixed in place and rewetted at regular intervals for at least four days. In winter it may be necessary to provide insulation sheets and polythene to protect the work, although it should be taken off during clement weather to assist with curing.
- 5.4.9 After removal of the protection, the pointing is checked. If significant contraction cracking has occurred, the affected areas are cut out and the operation repeated.

5.5. Grouting

- 5.5.1 Grouting works which constitute an extensive repair as per the definitions of this document shall be considered a Notifiable Work (amber) and thus will be discussed with the relevant LPA on a project by project basis; minor repairs are permitted (green).
- 5.5.2 Grout for grouting operations shall be a suitable lime-based mix using a clean water supply or as otherwise agreed in response to local conditions.

Method. Erect temporary scaffold with water supply and grouting apparatus to give a head of approximately 1 metre above area to be grouted. Option 1: Drill vertically behind historic masonry eg coping stones. Option 2: Drill 12mm diameter holes through mortar joints where the voids have been identified and in the surrounding area where the voids are anticipated to extend. Examine the wall core with an endoscope if practicable. Flush out area to be grouted with clean water. Plug any points of leakage with clay. Grout voids using agreed mix, starting at the bottom holes and working progressively up the wall once grout becomes visible at the upper level.

5.6. Repair and replacement (stone)

- 5.6.1 In such cases where stone has been forced into the canal, as much as possible of the dislodged stone should be recovered, including broken pieces. Once salvaged the stone should be numbered and assessed to establish whether it is suitable for reuse. Should it be necessary to remove dislodged stone from the site it must be placed in a secure storage area and marked clearly as coming from the relevant site.

- 5.6.2 Existing stones should be reused wherever practicable. Cracked stones shall be assessed to establish whether a resin/pin repair can be achieved. Such proposals will need assessment by the CRT heritage advisor and the preparation of a detailed Method Statement.
- 5.6.3 It is agreed that stones are damaged beyond repair they shall be replaced, wherever possible, with stones from a local source and be of similar type, colour, texture and consistency. All replacement stones shall be dressed, tooled and laid to exactly replicate the existing original masonry.
- 5.6.4 Re-pointing to be carried out as specified above.
- 5.6.5 The bedding, coursing and setting of stonework should exactly replicate the original masonry and standard of work. Detailed photographic records should be taken prior to work commencing so that accurate replication can be secured.
- 5.6.6 All details should be agreed prior to work commencing on site with the CRT engineer and the CRT heritage advisor.

5.7. Repair and replacement (brick)

- 5.7.1 In such cases where brick has been dislodged, as much as possible of the dislodged materials should be recovered, including broken sections. Once salvaged it should be stored in a secure area with the details of the structure from which it has been salvaged cleared marked. Following this an assessment should be undertaken to identify what brick is capable of re-use.
- 5.7.2 Where brick has been dislodged in sections which have remained bonded together these should be separated and as much of the brick salvaged for reuse. Separation should be completed using hand tools to split the mortar joints and clean off excess mortar, care should be taken to avoid damage to the bricks.
- 5.7.3 If replacement brick is required it must be of an identical dimension and be of the same colour and finish as that being replaced. In such matching processes local advice should be sought regarding sources for this replacement brick with the final choice being agreed by heritage advisor, supervisor and engineer to ensure consistency.
- 5.7.4 Rebuilding should be completed following the existing bond pattern of the asset, replicating any features or arrangements within the brickwork unless agreed by Heritage Advisor.
- 5.7.5 Re-pointing to be carried out as specified above.
- 5.7.6 Vegetation removal from canal structures. Vegetation removal projects must initially be based upon a survey of the vegetation present on the asset, along with an analysis of the extent of damage being caused by the vegetation.
- 5.7.7 Vegetation will be removed by hand or appropriate small tools without disturbing or damaging the surrounding fabric of the asset, it must not be pulled out with force. Root growth remaining in the joints that is not readily removable shall be treated with a systemic herbicide approved for use near water, guidance first being sought from the CRT Ecologist, with due consideration being given to its location.
- 5.7.8 Care should be taken not to damage surrounding flora and fauna or to contaminate the canal. More than one application of the herbicide may be required. Once the roots have died back they will shrink and removal should be possible using the methods outlined above.

- 5.7.9 Lichen and moss are not to be removed unless they are deemed to be detrimental to the other works being carried out. They should only be removed with the approval of a CRT ecologist or their representative.

5.9. Re-surfacing

- 5.9.1 Re-surfacing can be carried out under this agreement where the work involves paring back the existing upper surface for replacement only, with no further substrate affected by the works and no build-up of the road surface against the bridge walls. Where historic drainage systems exist, such as weep holes, it must be ensured that they continue to function after the works are complete.
- 5.9.2 Historic surfacing beneath bridges is an important heritage feature and should be retained. Its removal is considered as a notifiable work.

5.10 Attachment of signage to heritage assets

- 5.10.1 Signage proposals must be based upon holistic schemes for the locality. Care must be taken to avoid unnecessary signage, as this erodes the setting of the historic fabric making sites appeared cluttered drawing the eye away from the historic fabric.
- 5.10.2 Where it is proposed to attach signs to heritage assets any fixings holes required must be drilled into the relevant mortar courses. It is imperative that holes are not drilled into the masonry of the structure as this will cause unacceptable damage to the historic fabric of the asset.
- 5.10.3 Signs should be fixed using an epoxy resin fixed in the mortar courses of the asset.

6 MONITORING PERFORMANCE

6.1 Quality control

Controlling the quality of performance of the Greater Manchester Canals HPA is essential for the health of the historic environment and to maintain the trust of the partnership, the local community and the public.

In order to ensure satisfactory operation of the system it is proposed that for the first 2 years, a quality control process be followed to ensure successful operation of the scheme. In order to review the works it is agreed that the CRT heritage advisor, the CRT/ Head of Heritage, a representative nominated by the LPA members of the partnership and the English Heritage historic buildings inspector meet annually to discuss the quality of the works facilitated through the scheme. The heritage advisor will keep the heritage log book of records relating to activities undertaken under the terms of the HPA. This log book will be available to the partners and its contents will be subject to an annual review by the heritage advisor, the Head of Heritage and the partnership.

6.2 Key performance indicators

In order to review the scheme it is imperative to establish a number of indicators, these can be used to monitor performance of the Agreement. The following KPI's will apply, with the heritage log book recording details of each activity beneath each heading.

1. Management

- a) Positive commitment of partner organisations to HPA:**
 - Identified people accountable for implementing HPA within each partner organisation
 - Regular attendance by partner representatives at meetings
 - Detailed minutes kept of meetings and recorded

- b) Use of HPA and Approved Process: Heritage Works**
 - Copy routinely kept in CRT vehicles and on sites
 - Familiarity of personnel with contents
 - Adherence to policies

- c) Records kept of dealings with local authorities & statutory agencies**
 - Clear audit trail of all transactions
 - Electronic or paper copy records maintained
 - Insistence that oral agreements are insufficient

2. Works

- d) Compliance with HPA traffic light system**
 - Clear audit trail of reference document usage
 - Compliance with CRT heritage standard and processes

- Compliance with statutory consents & conditions

e) Compliance with CRT Approved Process: Heritage Works

- Performance criteria met or exceeded
- Physical evidence of maintained or improved heritage assets

3. Personnel

f) Heritage advisers

- Retention of qualified heritage adviser/s by CRT
- Heritage advice provided by experienced practitioners

g) Contractors

- Use of contractors with a track record of industrial/canal heritage work
- Heritage training provided to CRT waterway staff.

4. Publicity

h) Advance publicity for heritage works

- Heritage information signage posted on sites prior to and during works programme
- Communication of works in CRT stoppage programme

i) Positive public relations

- Coverage in media
- Peer/professional recognition for Greater Manchester Canals HPA
- No substantiated customer/public complaints relating to heritage

7 PROTOCOL

Site owner/custodian

Canal & River Trust

Head Office, First Floor North, Station House, 500, Elder gate, Milton Keynes, MK9 1BB.

Waterway Unit Offices

Waterside House, Waterside Drive, Wigan, WN3 5AZ (Leeds & Liverpool Canal, Leigh Branch)

Red Bull Yard, Congleton Road South, Church Lawton, Stoke on Trent, ST7 3AP (Ashton Canal, MB&B Canal, Huddersfield Narrow Canal, Peak Forest Canal, Rochdale Canal)

Partners

Canal & River Trust

English Heritage, Canada House, Chepstow Street, Manchester, M1 5FW

Bolton Council

Bury Metropolitan Borough Council

Manchester City Council

Oldham Metropolitan Borough Council

Rochdale Metropolitan Borough Council

Salford City Council

Stockport Metropolitan Borough Council

Tameside Metropolitan Borough Council

Wigan Council

Greater Manchester Archaeological Advisory Service (GMAAS)

Declaration

I/we have read and understood the contents of the Greater Manchester Canals Heritage Partnership Agreement document. I/we agree to adopt the Greater Manchester Canals Heritage Partnership Agreement and abide by its terms for a period of five years commencing on XXXXXX.

This Partnership Agreement may be renewed for a further period upon agreement by all parties.

Signed:
for Canal & River Trust

Dated:

Signed:
for English Heritage

Dated:

Signed:
For Bolton Council

Dated:

Signed:
for Bury Metropolitan Borough Council

Dated:

Signed:
for Manchester City Council

Dated:

Signed:
for Oldham Metropolitan Borough Council

Dated:

Signed:
for Rochdale Metropolitan Borough Council

Dated:

Signed:
for Salford City Council

Dated:

Signed:
for Stockport Metropolitan Borough Council

Dated:

Signed:
for Tameside Metropolitan Borough Council

Dated:

Signed:
for Wigan Council

Dated:

Signed:
for Greater Manchester Archaeological Advisory Service (GMAAS)

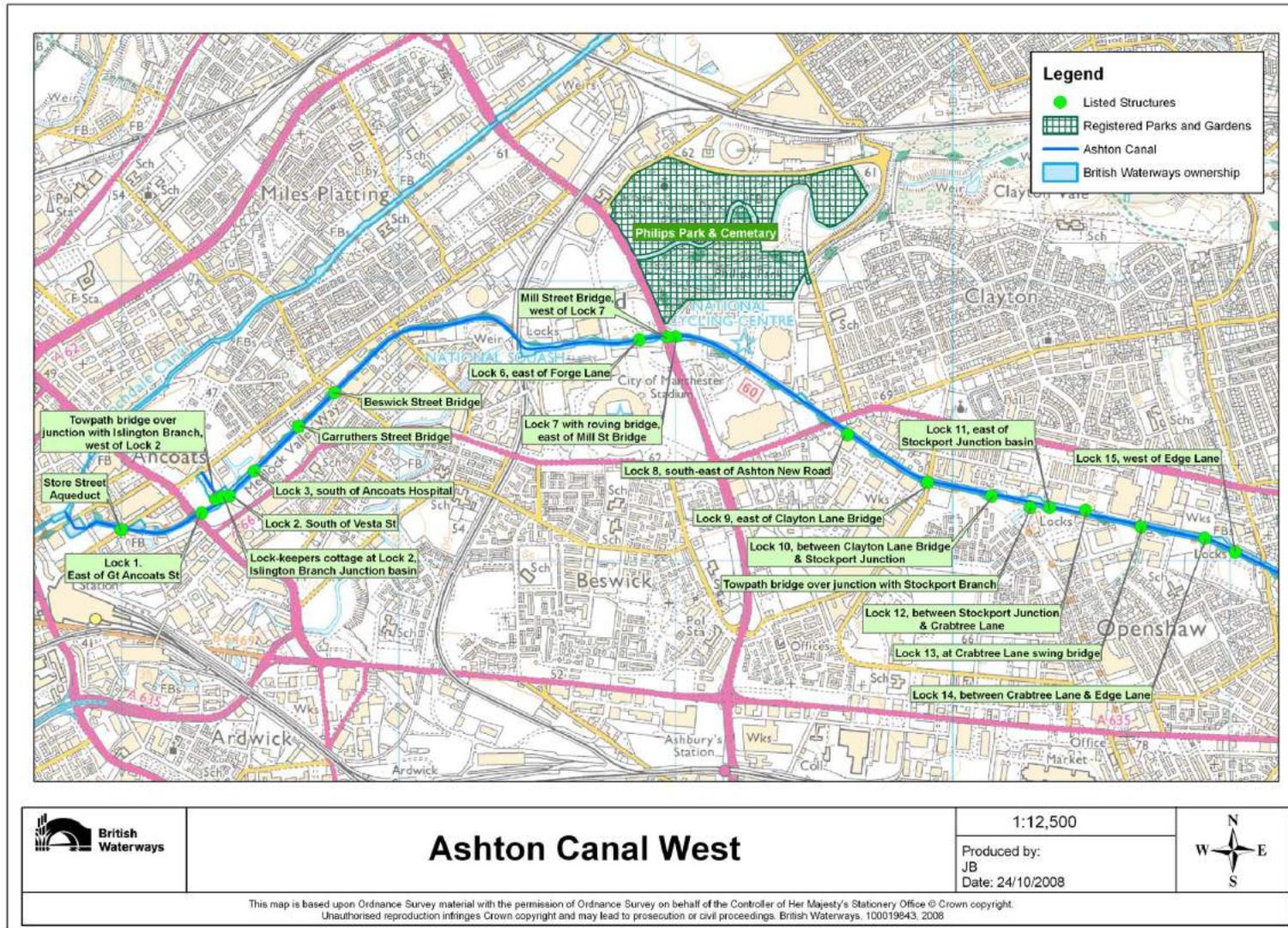
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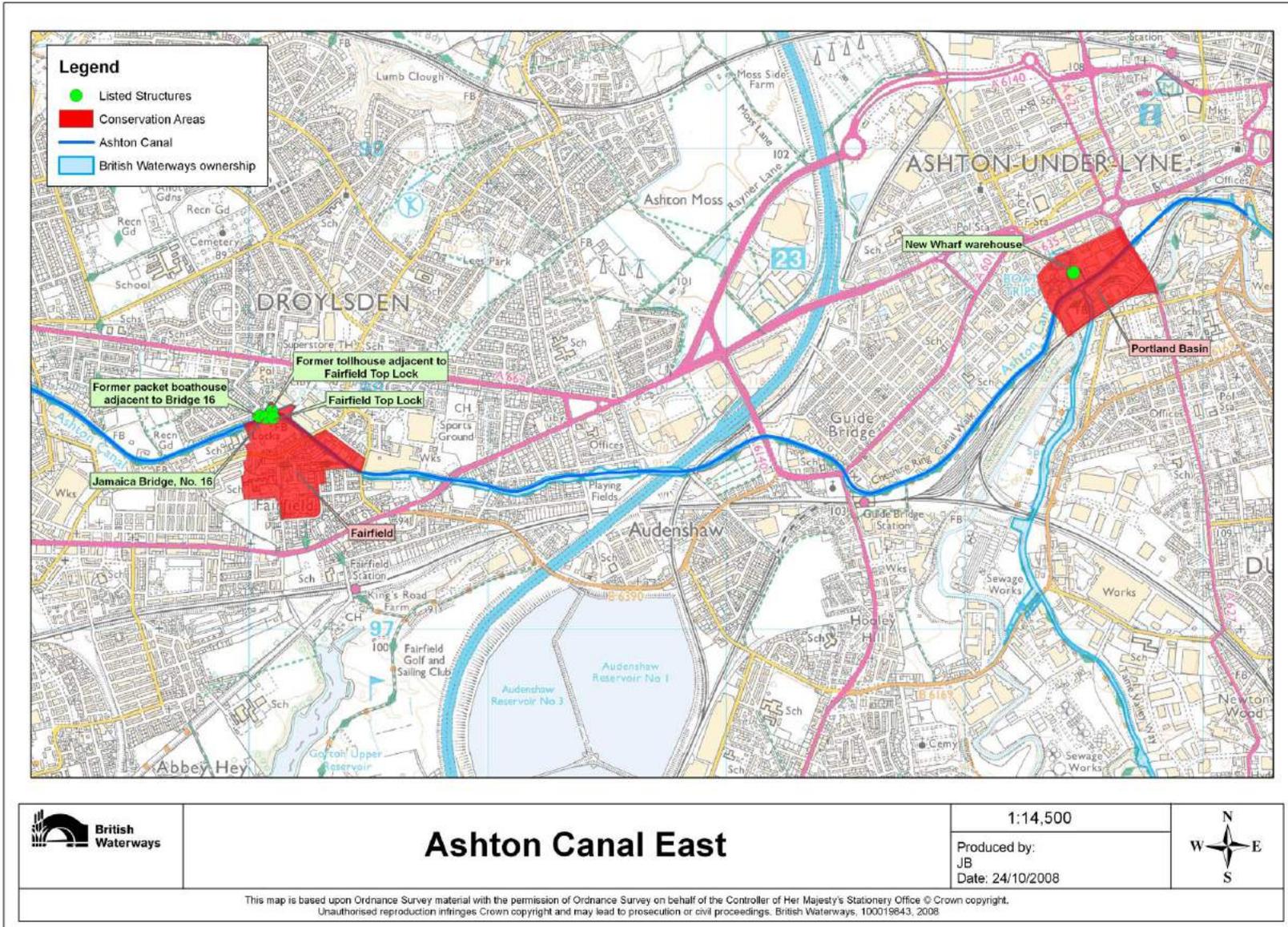
Appendix 1
GREATER MANCHESTER CANALS ESTATE

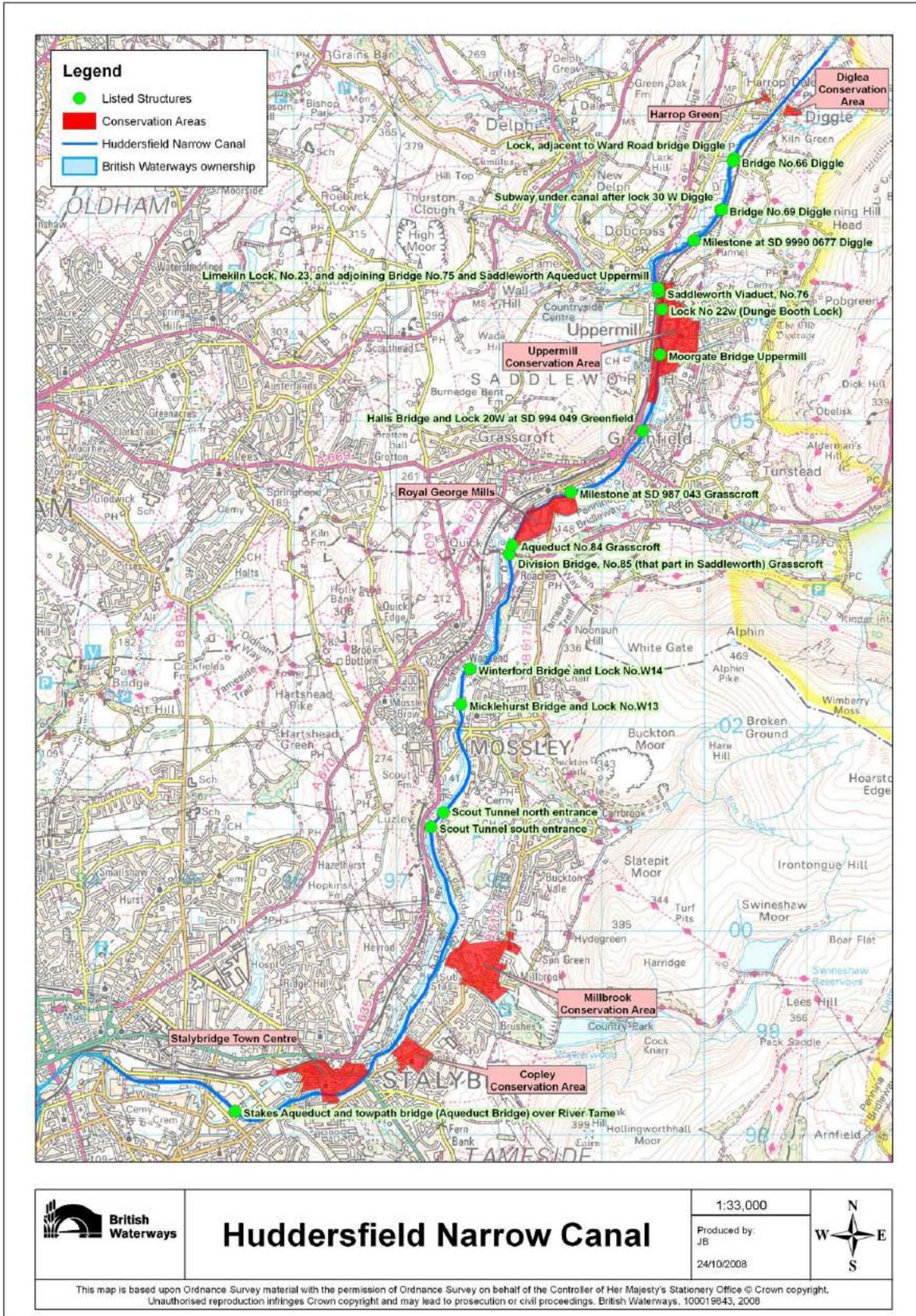


Canal &
River Trust

Keeping people, nature & history connected



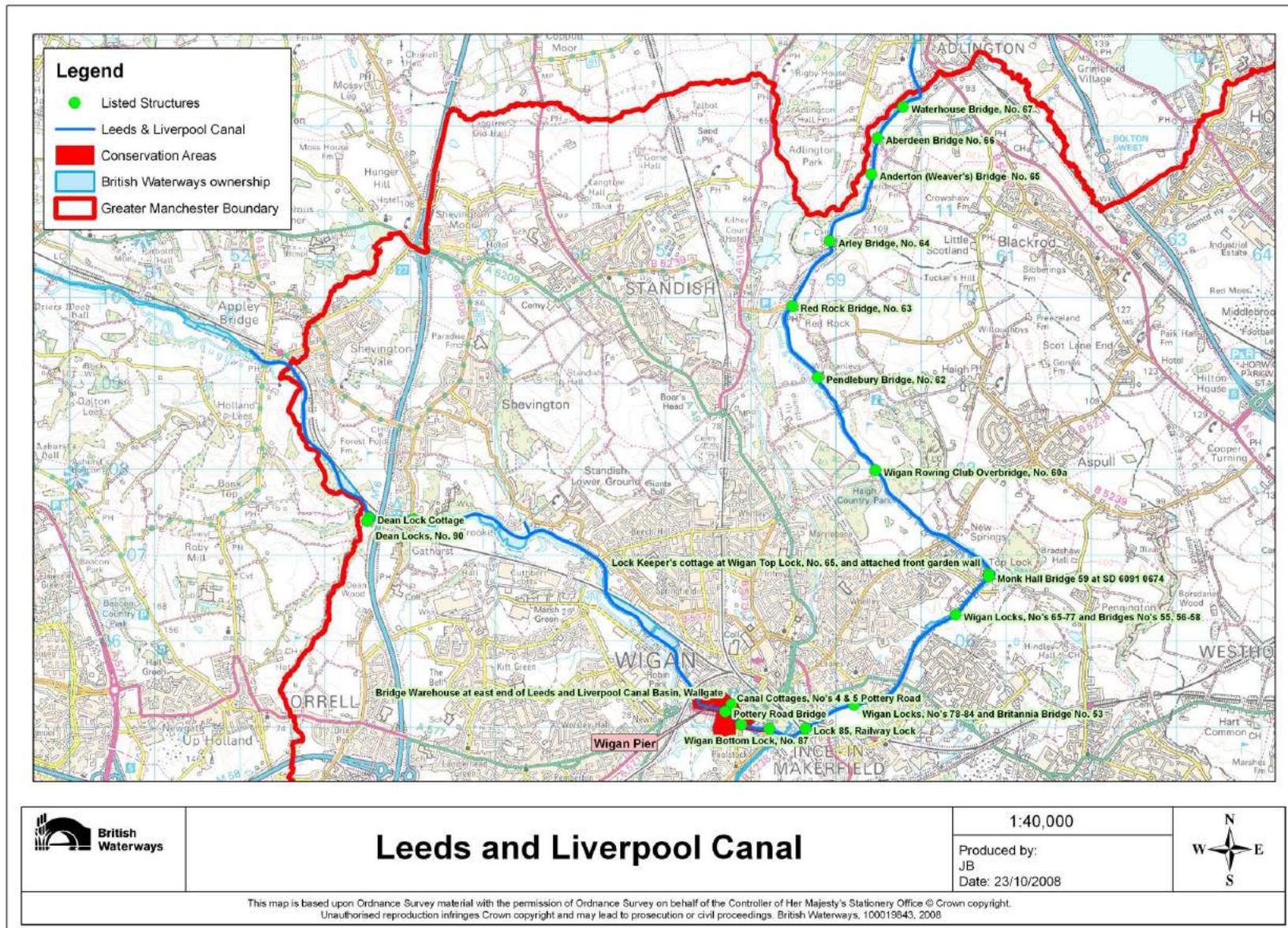




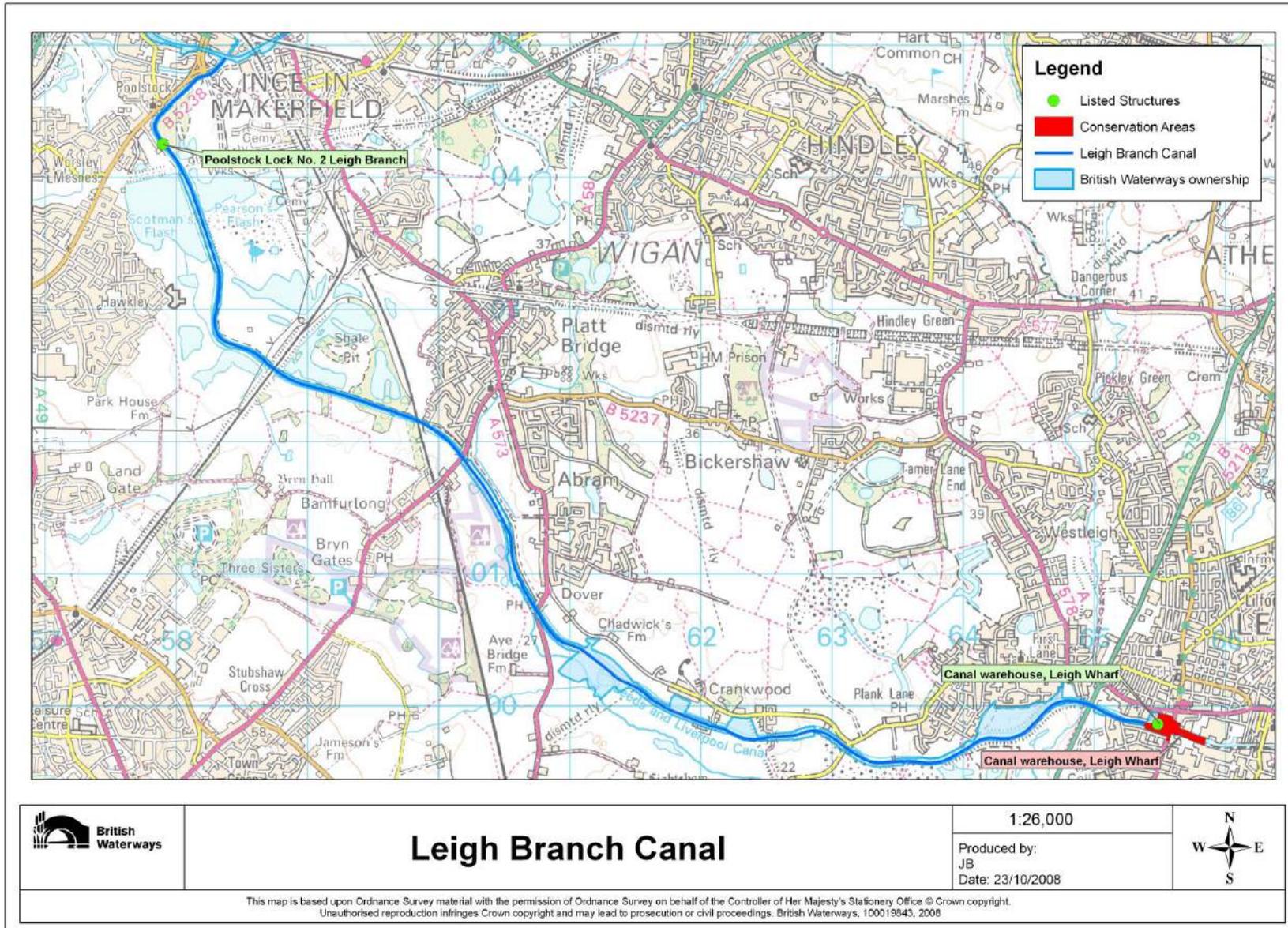


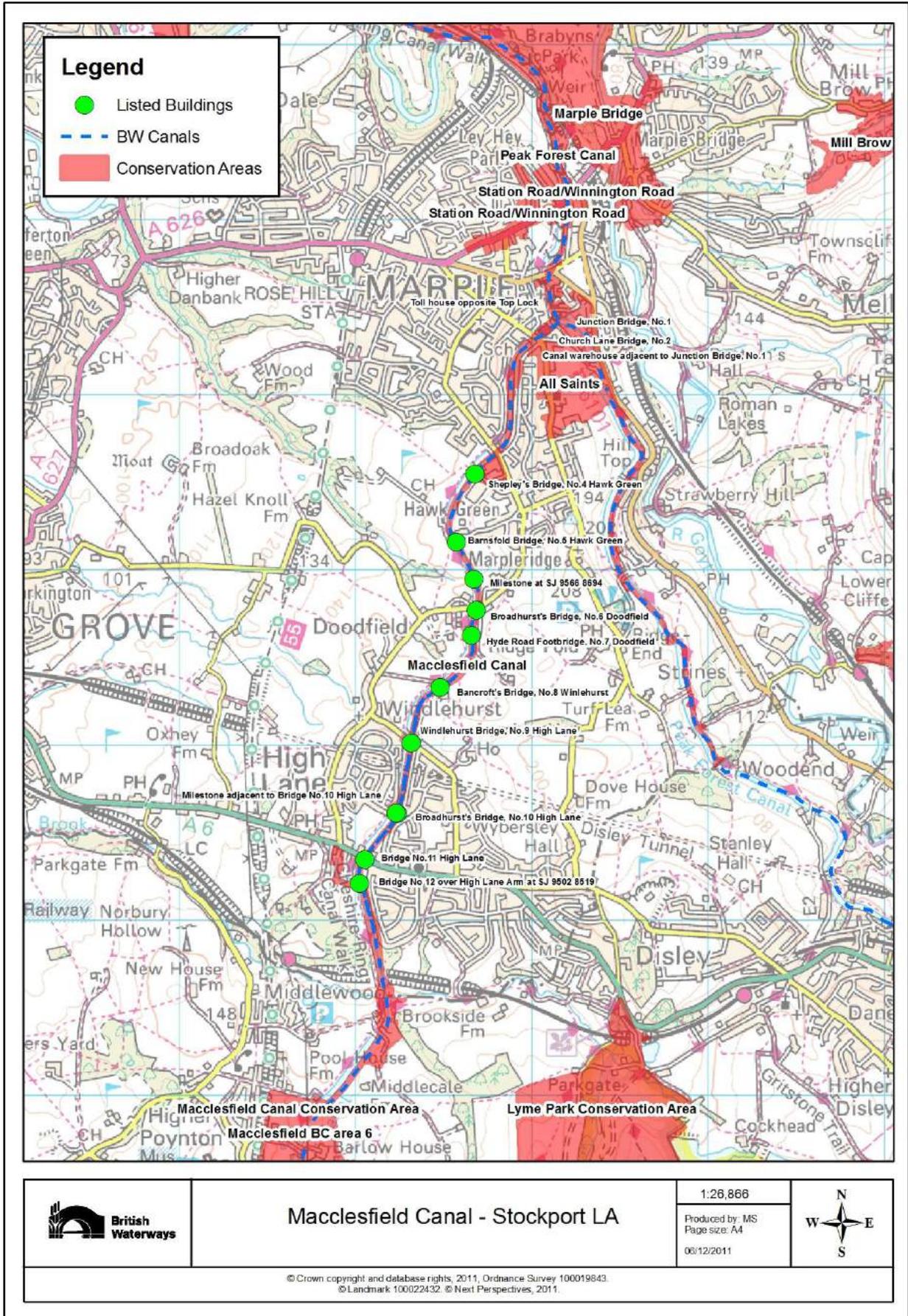
**Canal &
River Trust**

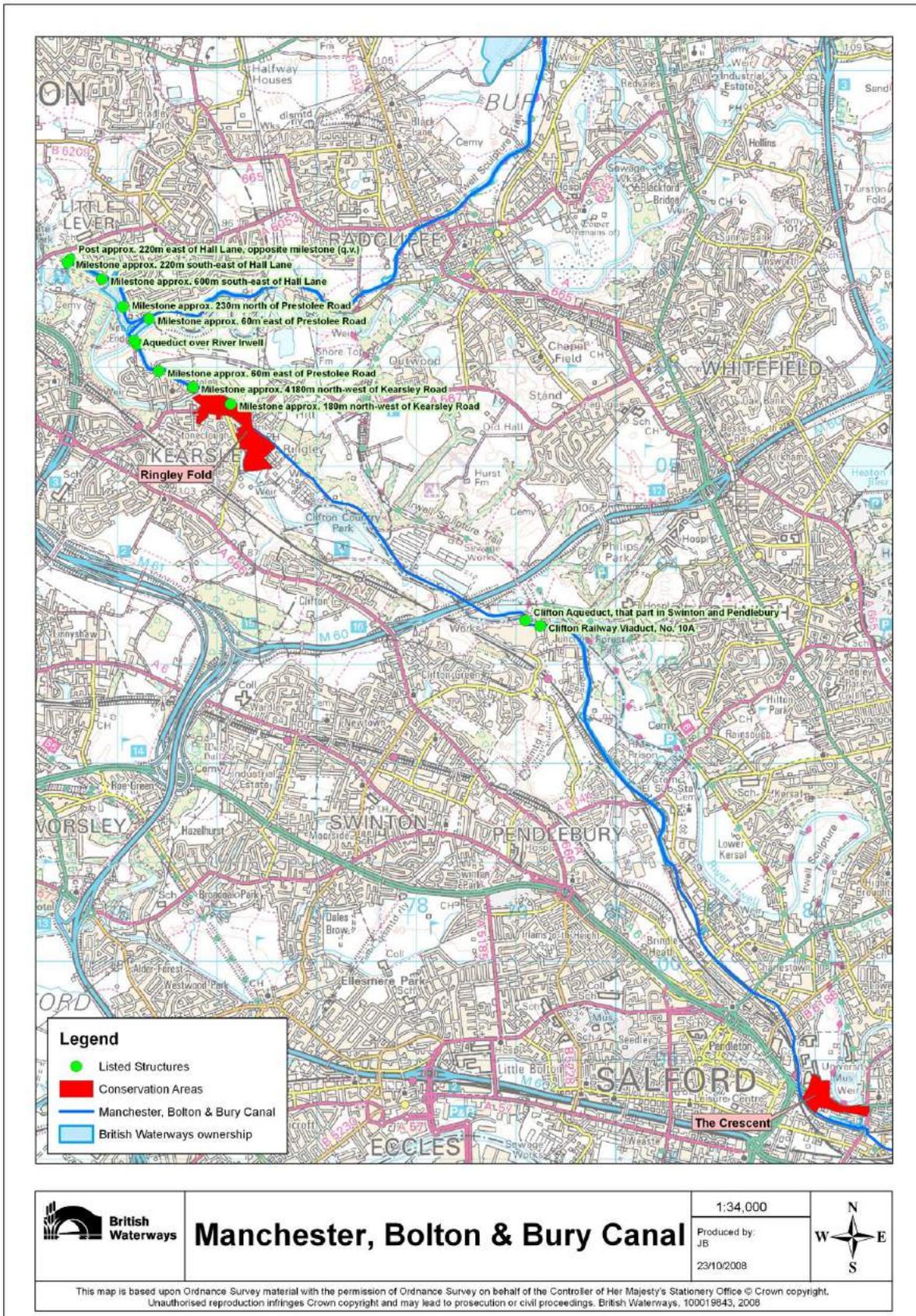
Keeping people, nature & history connected

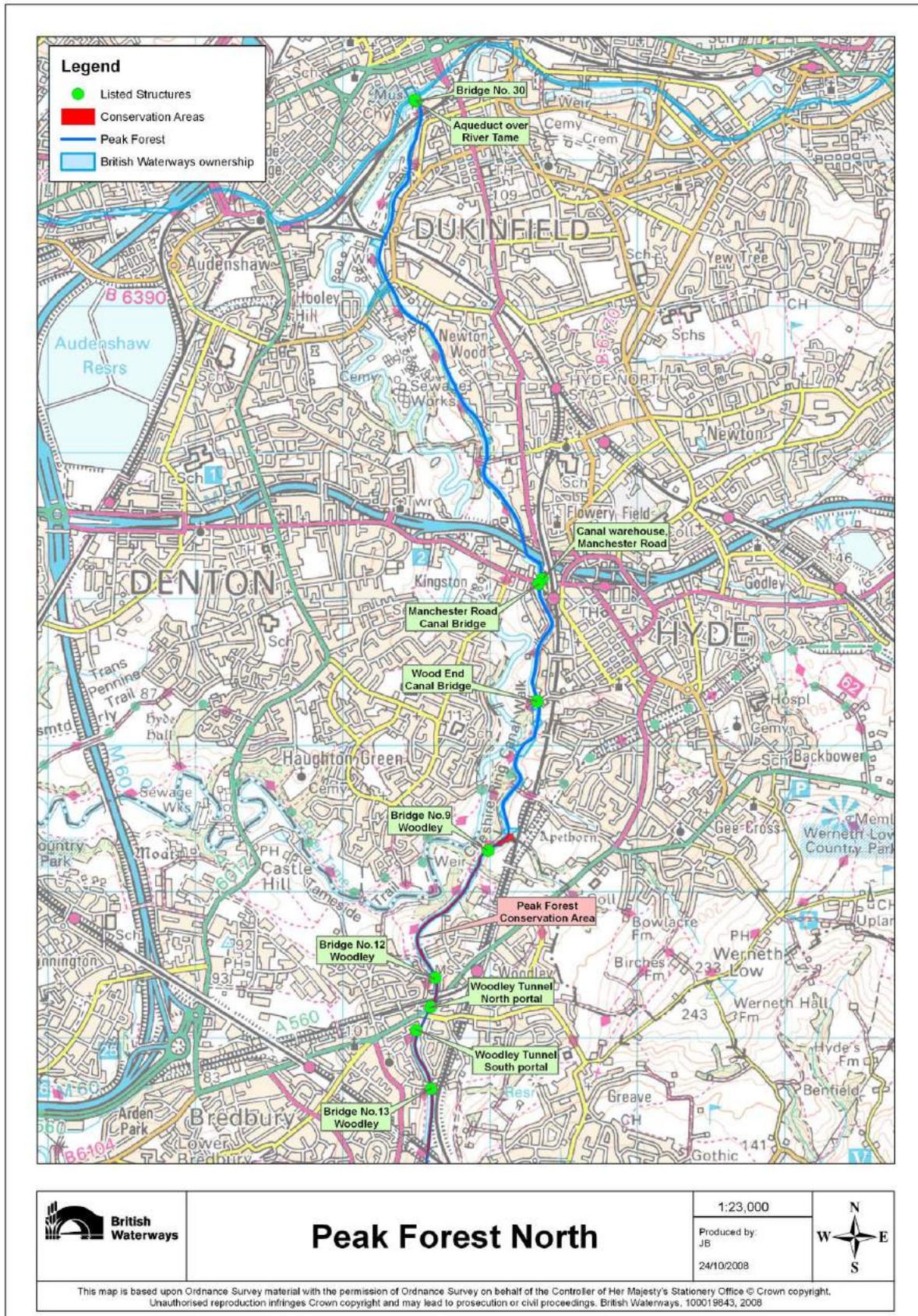


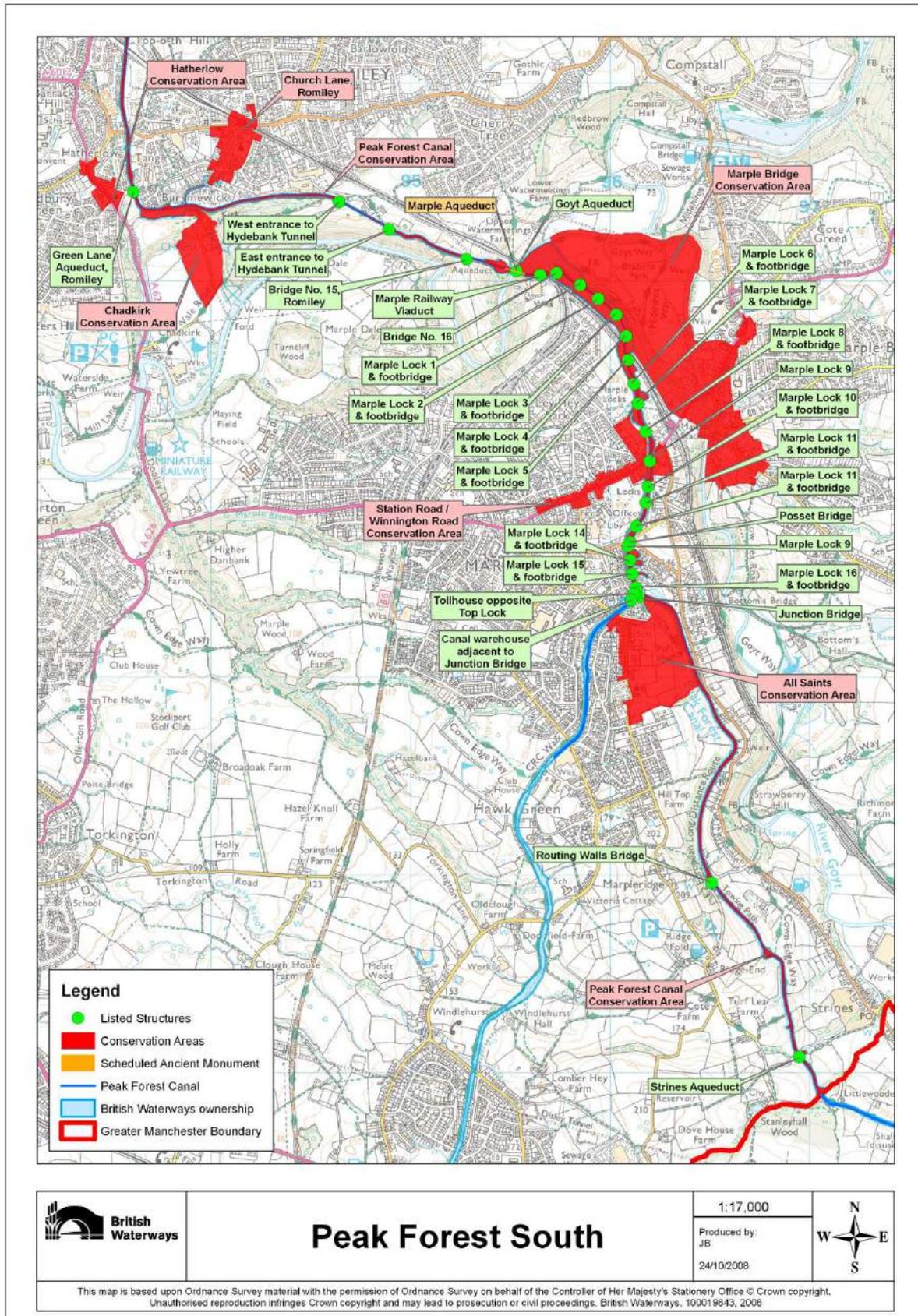
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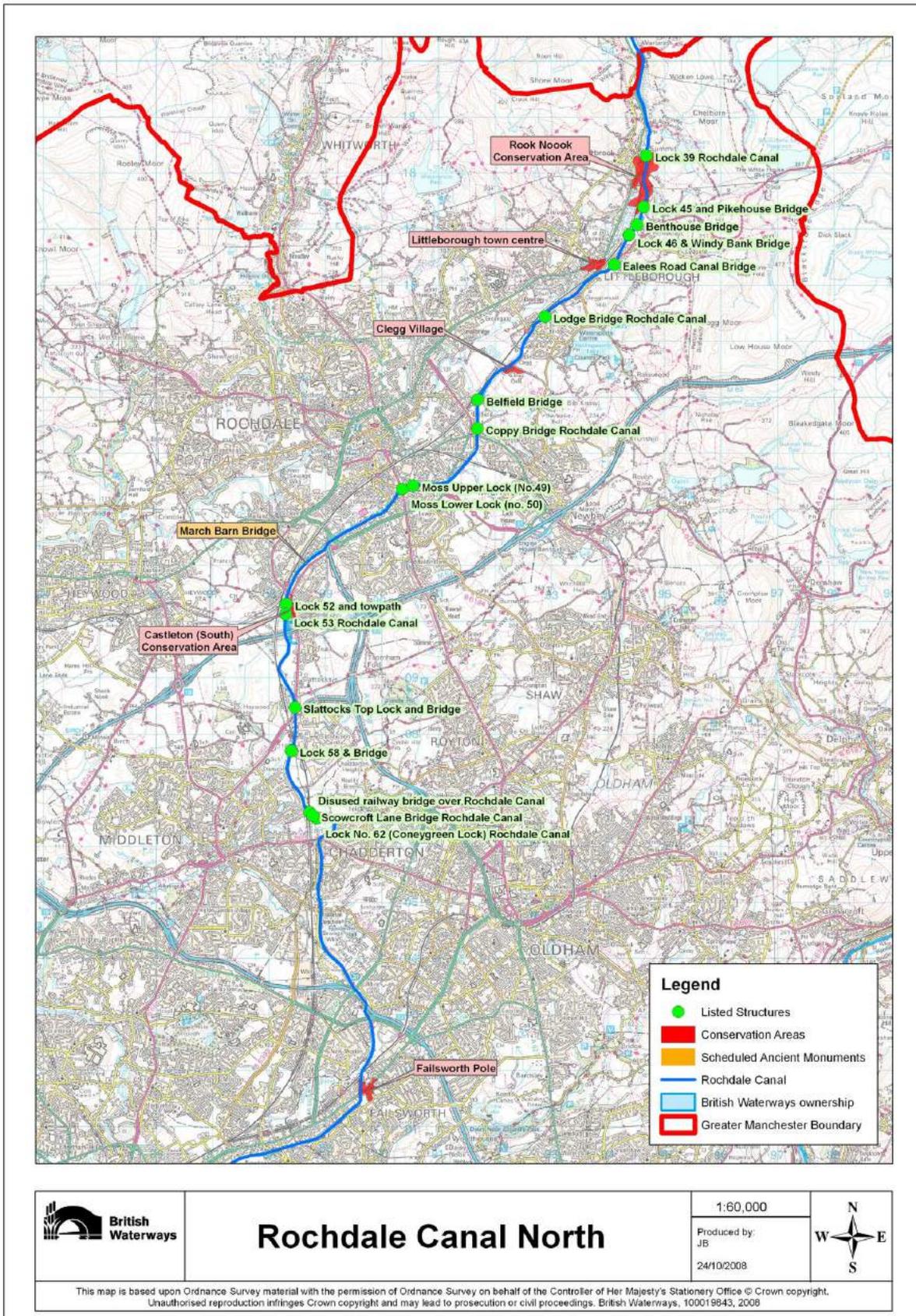


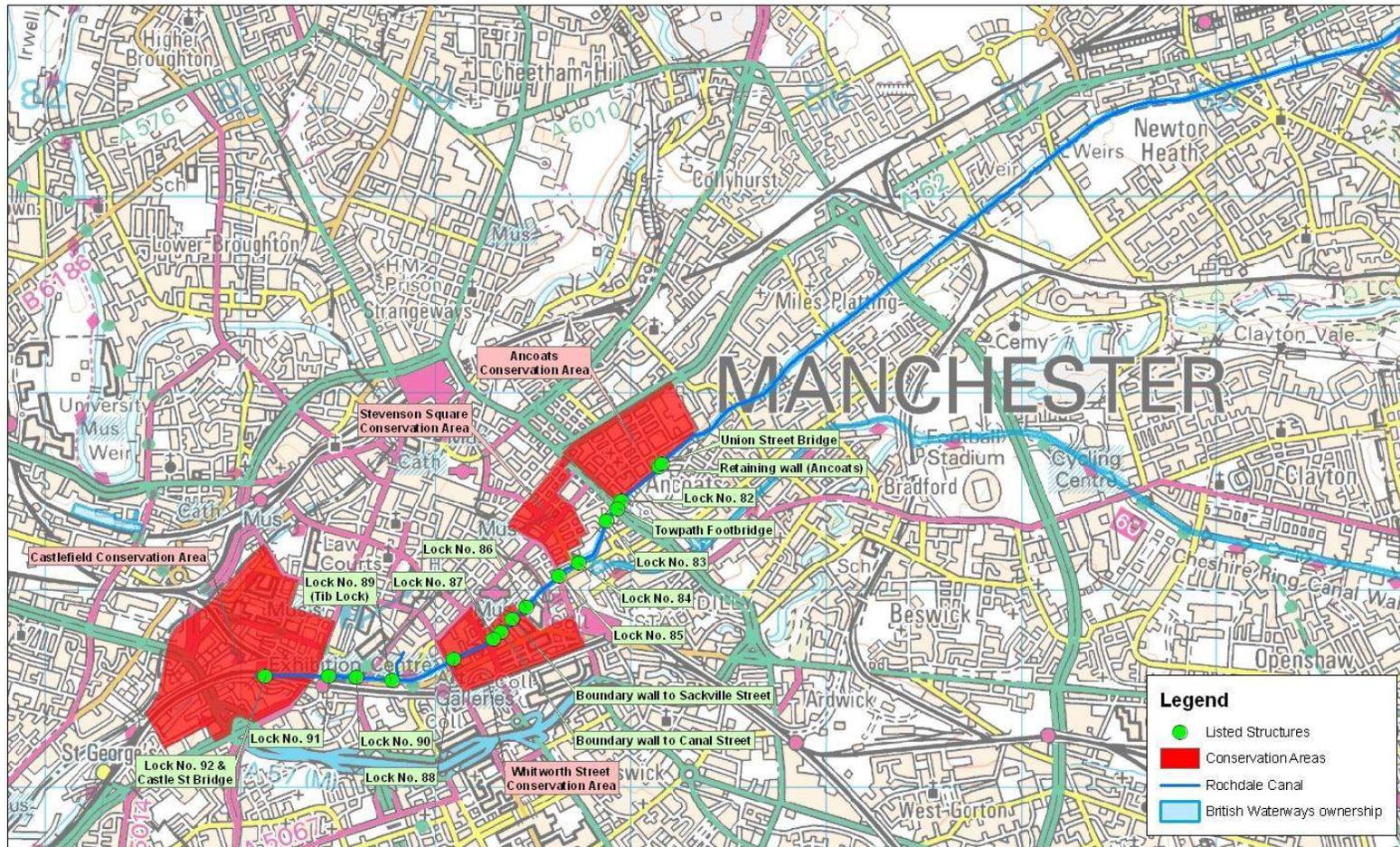












Legend

- Listed Structures
- Conservation Areas
- Rochdale Canal
- British Waterways ownership



Rochdale Canal South

1:20,000

Produced by:
JB
Date: 30/10/2008



Appendix 2

GAZETTEER OF BRITISH WATERWAYS GREATER MANCHESTER CANALS ESTATE

Ashton Canal

History/Background to the Canal

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

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

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

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

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

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

Gazetteer of Statutorily Protected Structures

Name	Date Listed	Grade	Local Authority	Km length	X	Y
New Wharf warehouse, noe Tameside MB Waterside Heritage Centre	14/07/1987	II	TAMESIDE	AN-001	393456	398483
Former Tollhouse adjacent to Fairfield Top Lock, No. 18	14/07/1987	II	TAMESIDE	AN-005	390096	397906
Former packet boathouse adjacent to bridge No. 16	14/07/1987	II	TAMESIDE	AN-005	390042	397885
Jamaica Bridge, No. 16	14/07/1987	II	TAMESIDE	AN-005	390070	397880
Fairfield Top Lock, No. 18	14/07/1987	II	TAMESIDE	AN-005	390100	397880
Lock No.11, at east end of Stockport Junction basin Beswick And Clayton	06/06/1994	II	MANCHESTER	AN-007	388350	398190
Lock No.14, between Crabtree Lane and Edge Lane Beswick And Clayton	06/06/1994	II	MANCHESTER	AN-007	388910	398080
Lock No.15, approx.100 metres west of Edge Lane Beswick And Clayton	06/06/1994	II	MANCHESTER	AN-007	389020	398030
Lock No.13, at Crabtree Lane swing bridge Beswick And Clayton	06/06/1994	II	MANCHESTER	AN-007	388680	398120
Towpath bridge over junction with Stockport Branch canal Beswick And Clayton	06/06/1994	II	MANCHESTER	AN-007	388280	398190
Lock No.10, between Clayton Lane Bridge and Stockport Junction Beswick And Clayton	06/06/1994	II	MANCHESTER	AN-007	388140	398230
Lock No.12, between Stockport Junction and Crabtree Lane Beswick And Clayton	06/06/1994	II	MANCHESTER	AN-007	388480	398180
Lock No.9, immediately east of Clayton Lane Bridge Beswick And Clayton	06/06/1994	II	MANCHESTER	AN-008	387910	398280
Lock No.8, to south-east of Ashton New Road Beswick And Clayton	06/06/1994	II	MANCHESTER	AN-008	387620	398450
Lock No.7 with roving bridge, immediately east of Mill Street Bridge Beswick And Clayton	11/04/1991	II	MANCHESTER	AN-009	387000	398800
Bridge No.9 over Ashton Canal (Mill Street Bridge) at west end of Lock No.7 Beswick And Clayton	11/04/1991	II	MANCHESTER	AN-009	386970	398800
Lock No.6, immediately east of Forge Lane Beswick And Clayton	06/06/1994	II	MANCHESTER	AN-009	386870	398790
Beswick Street Bridge, No. 5 Beswick And Clayton	06/06/1994	II	MANCHESTER	AN-010	385770	398600
Carruthers Street Bridge, No. 4 Beswick And Clayton	06/06/1994	II	MANCHESTER	AN-010	385640	398480
Store Street Aqueduct	06/06/1994	II*	MANCHESTER	AN-011	385000	398110
Lock No.1, immediately east of Great Ancoats Street Beswick And Clayton	06/06/1994	II	MANCHESTER	AN-011	385290	398170
Lock No.2, off south end of Vesta Street Beswick And Clayton	06/06/1994	II	MANCHESTER	AN-011	385390	398230
Towpath bridge over junction with Islington Branch canal, west of Lock No.[2] Beswick And Clayton	06/06/1994	II	MANCHESTER	AN-011	385340	398220
Lock No.3, on south side of Ancoats Hospital Beswick And Clayton	06/06/1994	II	MANCHESTER	AN-011	385480	398320
Lock-keeper's cottage beside Lock No.2 at Islington Branch junction basin Beswick And Clayton	06/06/1994	II	MANCHESTER	AN-011	385367	398227

Huddersfield Narrow Canal

History/Background to the Canal

The Huddersfield Field Narrow Canal was first mooted in 1794; at this stage the Ashton Canal was already being constructed linking central Manchester to Ashton under Lyne, and the promoters identified an opportunity to construct a new canal linking the Ashton to the existing canal at Huddersfield. This would provide a link between Manchester and Leeds, which would be more direct than the Rochdale Canal further north.

The proposal for the canal pushed the limits of the available technology. Whilst the canal sought in many parts to follow existing river valley's, it would require a substantial tunnel, in excess of three miles in length (the longest canal tunnel in Britain) in order to pass over the Pennine watershed, whilst the summit pound at 645 feet above sea level would be the highest canal in Britain.

Many eminent canal engineers were involved in the design and construction process including Nicholas Brown (Survey, 1793), Benjamin Outram engineer from 1794, followed by John Rooth, who took over in 1801. Water supply was a problem and the canal is fed by 10 reservoirs on the moors above Standedge.

By 1799 the canal had been constructed to each side of the tunnel, however due to delays the tunnel was at that stage still a substantial distance from completion. The canal's engineer, Benjamin Outram, had many other commitments so much of the canal construction had taken place under the supervision of a young, inexperienced surveyor, Nicholas Brown. Some of the construction work was inadequate and was washed away by floods in 1799. This and the tunnel's poor progress almost caused the project to be abandoned, so whilst further capital was raised a temporary system was set up of transporting cargo by horse between the two completed sections of canal at Marsden and Dobscross.

Following consultation with Thomas Telford, which included some revisions to design the tunnel was eventually opened in 1811 and the canal became a through route 17 years after work began. Following opening the canal did enjoy a period of prosperity until 1845, when it was bought by the Huddersfield and Manchester Railway Company, whose line was to follow a similar route to the canal. Once the railway was open, the railway company had no reason to promote the canal, which fell into slow decline and was eventually closed in 1944.

In 1974 a society was formed with the objective of seeing a re-opening of the canal. This seemed extremely ambitious as whole sections had been filled in or even built over and several bridges had been removed to create nice, straight roads. The Huddersfield Canal Company was established to co-ordinate the work of re-opening the remaining sections of canal. Following close working with various partnership Agencies the canal opened again in May 2001.

Gazetteer of Statutorily Protected Structures

Name	Date Listed	Grade	Local Authority	Km length	X	Y
Bridge No.69 Diggle	03/07/1986	II	OLDHAM	HN-019	400160	407070

Greater Manchester Canals Heritage Partnership Agreement

Lock, adjacent to Ward Road bridge Diggle	13/06/1995	II	OLDHAM	HN-019	400293	407575
SuCRT/CRTay under canal after lock 30 W Diggle	13/06/1995	II	OLDHAM	HN-019	400177	407071
Bridge No.66 Diggle	03/07/1986	II	OLDHAM	HN-019	400280	407547
Milestone at SD 9990 0677 Diggle	13/06/1995	II	OLDHAM	HN-020	399900	406770
Lock No 22w (Dunge Booth Lock)	03/07/1986	II	OLDHAM	HN-021	399589	406093
Saddleworth Viaduct, No.76	03/07/1986	II	OLDHAM	HN-021	399560	406260
Limekiln Lock, No.23, and adjoining Bridge No.75 and Saddleworth Aqueduct Uppermill	03/07/1986	II	OLDHAM	HN-021	399550	406300
Moorgate Bridge Uppermill	13/06/1995	II	OLDHAM	HN-021	399570	405650
Halls Bridge and Lock 20W at SD 994 049 Greenfield	13/06/1995	II	OLDHAM	HN-022	399400	404900
Milestone at SD 987 043 Grasscroft	13/06/1995	II	OLDHAM	HN-023	398700	404300
Division Bridge, No.85 (that part in Saddleworth) Grasscroft	03/07/1986	II	TAMESIDE	HN-024	398100	403690
Aqueduct No.84 Grasscroft	03/07/1986	II	OLDHAM	HN-024	398130	403780
Winterford Bridge and Lock No.W14	06/02/1986	II	TAMESIDE	HN-025	397720	402570
Micklehurst Bridge and Lock No.W13	06/02/1986	II	TAMESIDE	HN-026	397630	402220
Scout Tunnel north entrance	06/02/1986	II	TAMESIDE	HN-027	397460	401160
Scout Tunnel south entrance	06/02/1986	II	TAMESIDE	HN-027	397340	401020
Stakes Aqueduct and towpath bridge (Aqueduct Bridge) over River Tame	06/02/1986	II	TAMESIDE	HN-031	395430	398230

Leeds and Liverpool Canal

History/Background to the Canal

The Leeds and Liverpool Canal was the first of the Trans-Pennine canals to be started and the last to be completed. The length and the complexity of the route meant that the canal took 46 years to build at a cost of five times the original budget. It opened in sections from 1770s, with several engineers, starting with John Longbotham, followed by Richard Owen, Robert Whitworth, Samuel Fletcher, and numerous assistants.

The engineering of the canal is very different from other Trans-Pennine canals. Most of the locks are concentrated in groups with long level sections between. Tunnels and cuttings are avoided where possible with the canal following the contours round bends and loops. In some sections the distance between points by canal is twice the shortest distance.

The canal prospered through the nineteenth century and was used for carrying stone, coal and many other goods. The impact of the railway age was not as great as with other canals but the growth of road transportation finally saw commercial traffic on the Leeds and Liverpool dwindling, with regular work stopping in 1972 when the movement of coal to Wigan Power Station ceased.

Gazetteer of Statutorily Protected Structures

Name	Date Listed	Grade	Local Authority	Km length	X	Y
Dean Lock Cottage	10/05/1988	II	WIGAN	LL-050	353518	407435
Dean Locks, No. 90	10/05/1988	II	WIGAN	LL-050	353499	407400
Gathurst Bridge, No. 46	10/05/1988	II	WIGAN	LL-051	354050	407419
Cottage adjoining Henhurst Lock, No. 146 Chapel Lane	08/12/1999	II	WIGAN	LL-056	358223	404980
Canal Cottages, No's 4 & 5 Pottery Road	08/12/1999	II	WIGAN	LL-056	357742	405201
Bridge Warehouse at east end of Leeds and Liverpool Canal Basin, Wallgate	25/07/1978	II	WIGAN	LL-056	357777	405266
Pottery Road Bridge	08/12/1999	II	WIGAN	LL-056	357700	405179
Wigan Bottom Lock, No. 87	15/06/1988	II	WIGAN	LL-056	357890	405030
Wigan Locks, No's 78-84 and Britannia Bridge No. 53	10/05/1988	II	WIGAN	LL-057	359215	405262
Lock 85, Railway Lock	08/12/1988	II	WIGAN	LL-057	358645	404983
Wigan Locks, No's 65-77 and Bridges No's 55, 56-58	10/05/1988	II	WIGAN	LL-059	360410	406307
Lock Keeper's cottage at Wigan Top Lock, No. 65, and attached front garden wall	10/05/1988	II	WIGAN	LL-060	360796	406778
Monk Hall Bridge 59 at SD 6091 0674	10/05/1988	II	WIGAN	LL-060	360797	406756
Wigan Rowing Club Overbridge, No. 60a	10/05/1988	II	WIGAN	LL-062	359465	407991
Pendlebury Bridge, No. 62	10/05/1988	II	WIGAN	LL-063	358789	409072

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Red Rock Bridge, No. 63	10/05/1988	II	WIGAN	LL-064	358490	409900
Arley Bridge, No. 64	19/08/1986	II	BOLTON	LL-065	358932	410661
Anderton (Weaver's) Bridge No. 65	19/08/1986	II	BOLTON	LL-066	359420	411440
Aberdeen Bridge No. 66	19/08/1986	II	BOLTON	LL-066	359490	411860
Waterhouse Bridge, No. 67	19/08/1986	II	BOLTON	LL-067	359790	412220

Leigh Branch

History/Background to the Canal

There had been a number of unsuccessful attempts to connect the Leeds and Liverpool Canal with the Bridgewater Canal since the initial Act of Parliament was passed in 1770, this link was seen as vital as it would link the Leeds and Liverpool Canal to Manchester and thus make the canal an attractive transportation option for goods to and from Manchester.

Agreement was finally reached in 1818 and following a rapid construction the branch was finally opened for traffic in 1820, thus finally linking the Leeds and Liverpool to Manchester and the rest of the canal network. The Bridgewater Canal followed the trend of the majority of James Brindley's designs in that the locks were designed for narrow boats of 72 feet length, whilst the Leeds and Liverpool had been laid out for broad boats of 62 feet long. This compatibility problem initially barred 'narrow' boats from accessing Liverpool and thus affected the trade on the canal; finally in 1822 the canal locks between the junction with the Leeds and Liverpool in Wigan and the terminus at Liverpool were extended in length to 72 feet to allow the unrestricted movement of trade.

The canal suffered from instances of mining subsidence throughout its commercial operation, leading to the rebuilding of one lock and the removal of two as levels were altered. Therefore whilst constructed with 4 locks initially, only two now remain operational, one of which was heavily altered in the 20th century.

With the departure of trade from the canal, it now acts as a link for leisure boats wishing to access between Manchester and Liverpool along the canal network.

Gazetteer of Statutorily Protected Structures

Name	Date Listed	Grade	Local Authority	Km length	X	Y
Poolstock Lock No. 2 Leigh Branch	10/05/1988	II	WIGAN	LE-001	357900	404250
Canal Warehouse, Leigh Wharf	27/07/1987	II	WIGAN	LE-012	365487	399859

Manchester Bolton and Bury Canal

History/Background to the Canal

The Manchester, Bolton and Bury Canal (MB&B) was constructed to run between Salford to Prestolee, which is located Kearsley and Little Lever. At Prestolee the canal split into two arms, with one arm running to Bolton and another to Bury.

The canal was originally designed and laid out as a narrow canal with the construction work commencing during 1791. Whilst the construction work was progressing, a new link was proposed to link the MB&B to the Leeds and Liverpool Canal, going westwards from Bolton to the Leeds and Liverpool's Wigan lock flight. In order to ensure that the proposed link was fully accessible it was decided that the Manchester Bolton and Bury Canal should be a broad canal like the Leeds and Liverpool; this meant that locks that were already built had to be re-built as broad locks. Following the extra work and expense it transpired that the link between the MB&B and Leeds & Liverpool was never completed.

Whilst the construction work was progressing various options were considered to link the canal into the wider network at Manchester, in 1799 it was proposed to extend the canal from Salford, across the River Irwell via an aqueduct to link with the Rochdale Canal in Manchester, although this proposal was eventually discounted. Finally in 1808 a link of five locks was constructed linking the canal with the River Irwell near Castlefield, this link finally connected the MB&B to the wider network.

The canal is essentially constructed as a contouring canal running for much of its route along the side of the Irwell Valley, which changes in height being accommodated by staircase locks. Unfortunately this contouring profile was susceptible to landslips and breaches throughout its life. The final and most serious breach occurred in 1936 when an embankment carrying the Bury arm at Nob End above the River Irwell collapsed, sweeping two boats into the river around 100 feet below. Following this event the breach was never repaired and whilst the arm to Bury beyond the breach remained in water, the canal was now truncated.

The canal finally closed in 1961, with subsequently parts being drained. A society was formed in 1987 to promote the restoration of the canal, with the first phase being completed during 2008.

Gazetteer of Statutorily Protected Structures

Name	Date Listed	Grade	Local Authority	Km length	X	Y
Clifton Aqueduct, that part in Swinton and Pendlebury	03/02/1987	II	SALFORD	MC-008	379096	403444
Clifton Railway Viaduct, No. 10A	02/09/1987	II	SALFORD	MC-008	379245	403390
Milestone approx. 4180m north-west of Kearsley Road	19/08/1986	II	BOLTON	MC-012	375760	405800
Milestone approx. 180m north-west of Kearsley Road	19/08/1986	II	BOLTON	MC-012	376140	405630
Milestone approx. 60m east of Prestolee Road	19/08/1986	II	BOLTON	MC-013	375320	406490

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Milestone approx. 60m east of Prestolee Road	19/08/1986	II	BOLTON	MC-013	375420	405960
Milestone approx. 50m south of Prestolee Aqueduct (q.v.)	31/05/1966	II	BOLTON	MC-013	375200	406230
Aqueduct over River Irwell	19/08/1986	II	BOLTON	MC-013	375170	406270
Post approx. 220m east of Hall Lane, opposite milestone (q.v.)	19/08/1986	II	BOLTON	ME-001	374530	407090
Milestone approx. 230m north of Prestolee Road	19/08/1986	II	BOLTON	ME-001	375060	406610
Milestone approx. 600m south-east of Hall Lane	19/08/1986	II	BOLTON	ME-001	374850	406890
Milestone approx. 220m south-east of Hall Lane	19/08/1986	II	BOLTON	ME-001	374500	407060

Macclesfield Canal

History/Background to the Canal

The Macclesfield Canal, opened in 1831, was one of the last canals to be built in Britain.

Macclesfield was famous for its production of silks, but the town was situated in a difficult location for transport, away from navigable rivers, with high moorland to the east.

When the Peak Forest Canal was being built in 1796, a route was surveyed from Marple to Macclesfield, then on to Bosley, Rudyard and Endon, to meet the Caldon Branch Canal, with a branch from Poynton to Stockport. A similar route was considered in 1811. In the 1820s a very lock-intensive route was proposed from the Bridgewater Canal in Manchester, up the Mersey Valley to Stockport, then up to Macclesfield before dropping down through Congleton to meet the Trent and Mersey at Red Bull near Church Lawton.

By 1824, a scheme which combined the route from Macclesfield to Red Bull with the 1796 route from Marple to Macclesfield had been put forward. Because of the lateness in canal terms of the scheme, there was even talk of constructing a railway rather than a canal. However the route was surveyed by Thomas Telford and approved by Parliament in 1826. Telford felt that the proposed branch to Stockport would not be viable as there was a height difference of around 270 feet.

Water supply was always going to be difficult, as the company was not allowed to take water from streams and rivers as the local mills were established and had precedence. So new reservoirs were constructed at Bosley and Sutton to capture water.

The route was a challenging one, through hilly terrain, involving eight aqueducts (a ninth was later built over a railway), many culverts, embankments and cuttings. Despite this, the canal remained on two levels, separated by the flight of 12 locks at Bosley.

The canal was completed in 1831 at a cost of £320,000 though the opening was delayed to allow extra time for one of the embankments to settle. Though a late canal by comparison with most, it did reduce the distance between Manchester and the Midlands by around 25 miles.

Gazetteer of Statutorily Protected Structures

Name	Date Listed	Grade	Local Authority	Km length	X	Y
Junction Bridge No. 1	02/12/1967	II	STOCKPORT	MA-001	396142	388405
Canal warehouse adjacent to Bridge 1	11/10/1985	II	STOCKPORT	MA-001	396106	388386
Church Lane Bridge No. 2	11/10/1985	II	STOCKPORT	MA-001	396029	388320
Shepley's Bridge No. 4	11/10/1985	II	STOCKPORT	MA-002	395681	387546
Barnsfold Bridge No. 5	11/10/1985	II	STOCKPORT	MA-002	395573	387156
Milestone at SJ 9566 8694	10/02/1995	II	STOCKPORT	MA-002	395669	386944
Broadhurst's Bridge No 6	11/10/1985	II	STOCKPORT	MA-002	395685	386768
Hyde Road Footbridge	11/10/1985	II	STOCKPORT	MA-003	395657	386625
Bancroft's Bridge No. 8	11/10/1985	II	STOCKPORT	MA-003	395484	386329
Windlehurst Bridge No. 9	11/10/1985	II	STOCKPORT	MA-003	395320	386010
Broadhurst's Bridge No. 10	11/10/1985	II	STOCKPORT	MA-004	395236	385605
Milestone adjacent to Broadhurst's Bridge No. 10	11/10/1985	II	STOCKPORT	MA-004	395245	385609
Bridge 11, High Lane	11/10/1985	II	STOCKPORT	MA-004	395058	385344
Bridge over High Lane Arm	10/02/1995	II	STOCKPORT	MA-004	395023	385209

Peak Forest Canal

History/Background to the Canal

The Peak Forest Canal was promoted and financed by the Peak Forest Canal Company (PFCC), a company formed in 1793 to promote the building of a canal from the limestone deposits in the Peak District to the existing canal network. It was promoted by a number of prominent local businessmen who saw the opportunity of improving transportation links within the district. The proposed canal ran from the Ashton Canal to Bugsworth, with a short branch to Whaley Bridge.

The Act of Parliament authorising the building of the canal was granted on 28th March 1794, with construction work commencing on the 20th May 1794. The Consulting Engineer appointed to oversee this work was Benjamin Outram, who was also responsible for the Ashton, Derby and Huddersfield Narrow Canals. The Surveyor and Resident Engineer was Thomas Brown of Disley and Manchester.

The upper level of the canal from Bugsworth to Marple opened on 31st August 1796, with the earliest surviving permit for the delivery of limestone to the limekilns at Marple being dated the 31st July 1797. Due to financial difficulties the lower level from Marple to the Ashton Canal was not completed until 1799, with the Marple Aqueduct being opened in 1800. The branch that stretched to Whaley Bridge was also completed in May 1800. At this stage the financing difficulties that the canal had experienced throughout its short life meant that the proposed lock flight at Marple could not be constructed. This limited the serviceability of the canal as it was essentially two separate waterways with no through traffic. This problem was solved in the short term by the opening of an inclined tramway at Marple linking the two sections, however, this solution was far from ideal as it required goods to be transferred from boat to tramway and then back to boat costing time and money.

Eventually in August 1803 Richard Arkwright Junior tired of the delays and costs this was incurring his business interest agreed to provide the loan, thus the finance was finally raised and the 16 locks at Marple were finally constructed, the locks were finally opened sometime between the 1st and 12th day of November 1805.

Throughout the early and middle 19th century the canal prospered, carrying materials such as lime, limestone, coal, grain and manufactured goods. Sadly this prosperity was to be comparatively short lived due to the building of the railways. As early as 1845 the Ashton, Peak Forest and Macclesfield Canals were leased to the Sheffield, Ashton-under-Lyne and Manchester Railway Company, which shortly afterwards merged with other companies to form the Manchester, Sheffield and Lincolnshire Railway Company, who used the canals as a feeder to link goods and materials into their network.

Throughout the mid 20th century use of the canal declined, and by the 1960's the deteriorating condition of the infrastructure made closure appear inevitable. However in 1964 the Peak Forest Canal Society was formed and through their efforts the canal was protected for future generations to enjoy.

Gazetteer of Statutorily Protected Structures

Name	Date Listed	Grade	Local Authority	Km length	X	Y
Aqueduct over the River Tame (that part in Dukinfield)	06/02/1986	II	TAMESIDE	PF-001	393500	398400
Bridge No. 30	14/07/1987	II	TAMESIDE	PF-001	393490	398410
Canal Warehouse, Manchester Road	22/08/1979	II	TAMESIDE	PF-004	394357	395136
Manchester Road Canal Bridge	19/11/1997	II	TAMESIDE	PF-004	394330	395100
Wood End Canal Bridge	06/02/1986	II	TAMESIDE	PF-006	394320	394300
No. 9 bridge Woodley	11/10/1985	II	STOCKPORT	PF-007	393990	393280
Woodley Tunnel, north portal at SJ 9360 9221	10/02/1995	II	STOCKPORT	PF-008	393600	392210
Woodley Tunnel, south portal at SJ 9350 9205	10/02/1995	II	STOCKPORT	PF-008	393500	392050
No.12 bridge Woodley	11/10/1985	II	STOCKPORT	PF-008	393630	392410
No.13 bridge Woodley	11/10/1985	II	STOCKPORT	PF-009	393600	391650
Aqueduct over Green Lane Romiley	11/10/1985	II	STOCKPORT	PF-010	393610	390450
No. 15 (West entrance to Hydebank tunnel) Romiley	11/10/1985	II	STOCKPORT	PF-011	394640	390400
No. 15 (East entrance to Hydebank tunnel) Romiley	11/10/1985	II	STOCKPORT	PF-011	394890	390260
Bridge No 15 at SJ 9528 9011 Romiley	10/02/1995	II	STOCKPORT	PF-012	395280	390110
Marple Railway Viaduct	11/10/1985	II	STOCKPORT	PF-012	395650	390030
Goyt Aqueduct (that part in Marple)	11/10/1985	I	STOCKPORT	PF-012	395530	390050
No. 16 bridge	11/10/1985	II	STOCKPORT	PF-012	395730	390040
Marple Locks No.1 and adjoining footbridge	11/10/1985	II	STOCKPORT	PF-012	395850	389980
Marple Locks No.2 and adjoining footbridge	11/10/1985	II	STOCKPORT	PF-012	395940	389910
Marple Locks No.3 and adjoining footbridge	11/10/1985	II	STOCKPORT	PF-012	396030	389830
Marple Locks No.11 and adjoining footbridge	11/10/1985	II	STOCKPORT	PF-013	396180	388880
Marple Locks No.6 and adjoining footbridge	11/10/1985	II	STOCKPORT	PF-013	396120	389480
Marple Locks No.7 and adjoining footbridge	11/10/1985	II	STOCKPORT	PF-013	396140	389380
Marple Locks No.4 and adjoining footbridge	11/10/1985	II	STOCKPORT	PF-013	396080	389720
Marple Locks No.5 and adjoining footbridge	11/10/1985	II	STOCKPORT	PF-013	396090	389600
Marple Locks No.8 and adjoining footbridge	11/10/1985	II	STOCKPORT	PF-013	396180	389240
Marple Locks No.10 and adjoining footbridge	11/10/1985	II	STOCKPORT	PF-013	396190	388960
Marple Locks No.9	11/10/1985	II	STOCKPORT	PF-013	396200	389090
Marple Locks No.15 and adjoining footbridge	11/10/1985	II	STOCKPORT	PF-014	396110	388520
Marple Locks No.12 and adjoining footbridge	11/10/1985	II	STOCKPORT	PF-014	396130	388760

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Junction Bridge, No.1	20/12/1967	II	STOCKPORT	PF-014	396143	388404
Posset Bridge, No.18	11/10/1985	II	STOCKPORT	PF-014	396100	388680
Marple Locks No.13	11/10/1985	II	STOCKPORT	PF-014	396090	388660
Marple Locks No.14 and adjoining footbridge	11/10/1985	II	STOCKPORT	PF-014	396100	388590
Marple Locks No.16 and adjoining footbridge	11/10/1985	II	STOCKPORT	PF-014	396130	388450
Toll house opposite Top Lock	10/11/1985	II	STOCKPORT	PF-014	396120	388418
Canal warehouse adjacent to Junction Bridge, No.1	10/11/1985	II	STOCKPORT	PF-014	396106	388387
No. 21 (Routing Walls Bridge) Strines	11/10/1985	II	STOCKPORT	PF-016	396509	386960
Aqueduct south-west of Peers Cottages, Strines	11/10/1985	II	STOCKPORT	PF-017	396949	386079

Rochdale Canal

History/Background to the Canal

The Rochdale Canal is a trans-Pennine waterway, the Act of Parliament being granted and construction commencing in 1794 and it was opened in sections between 1799 and 1804. The canal which links Sowerby Bridge and Manchester was the first trans-Pennine waterway completed, predating the Huddersfield Narrow Canal by 7 years and the Leeds and Liverpool Canal by 12 years. Several eminent canal engineers involved in the design and construction process including William Crosley (Snr), John Rennie, and William Jessop, and numerous assistants.

Water supply problems dogged the canal throughout its operation, the original plan had proposed a 1.6 mile tunnel, but this was replaced by further locks leading to a summit level over 600 feet above sea level. This comparatively short summit level meant that a number of reservoirs were required on the moors to ensure that the summit remained in water.

The canal's monopoly of trade was comparatively short lived as by 1830 a railway closely following the route of the canal was proposed. The route surveyed by George Stephenson was adopted and the Manchester and Leeds Railway opened in 1841, leading to competition and a reduction in canal tolls as the canal fought to retain trade. As in the case of many canals the railway recognised the competition that the canal posed and attempted to take over the canal company. Whilst the canal company resisted this for a time it finally relented and leased the canal to a consortium of railway companies in 1855.

In spite of the adjacent railway, the canal remained profitable for most of the 19th century; however as rail and road transport hastened the passage of goods into the twentieth century the tonnage being carried was in sharp decline. Sadly in 1937 the last boat made the through journey across the Pennines on the Rochdale Canal, although local trade continued for some time. Finally in 1952 the canal was closed apart from the short section between Castlefield and the Ashton Canal junction at Piccadilly, which remained as the link between the Bridgewater Canal and the Ashton and Peak Forest Canals. By 1962 the Ashton Canal had been abandoned and by 1965 the nine locks on the Rochdale through Manchester city centre were almost unusable. Following the establishment of support groups, the Ashton canal was re-opened in 1974 and in association with this the Rochdale Canal through Manchester City Centre was restored.

By this time the Rochdale Canal Society had been formed to promote the restoration of the canal and in the 1980s and 1990s small scale work began to re-open stretches of the canal between Todmorden and Sowerby Bridge. The project also included the building of a new lock and tunnel at Tuel lane in Sowerby Bridge. The lock replaced the two locks which had previously raised the canal in this location and with a fall of almost 20 feet, is the deepest lock on the inland waterways system.

Many barriers remained to a full reopening, however in 2000, the canal was transferred from the Rochdale Canal Company to the Waterways Trust and funding of around £23 million was announced, mostly from the Millennium Commission and English Partnerships that would enable the remaining obstacles to be removed. In July 2002, the whole canal became navigable once again, almost 200 years after its original opening.

Gazetteer of Statutorily Protected Structures

Name	Date Listed	Grade	Local Authority	Km length	X	Y
Lock 39 Rochdale Canal	23/04/1986	II	ROCHDALE	RD-023	394681	418308
Lock 45 and Pikehouse Bridge	23/04/1986	II	ROCHDALE	RD-024	394631	417393
Benthouse Bridge	24/04/1986	II	ROCHDALE	RD-025	394518	417077
Ealees Road Canal Bridge	23/04/1986	II	ROCHDALE	RD-025	394107	416367
Lock 46 & Windy Bank Bridge	23/04/1986	II	ROCHDALE	RD-025	394375	416892
Lodge Bridge Rochdale Canal	23/04/1986	II	ROCHDALE	RD-027	392885	415434
Belfield Bridge	20/01/1976	II	ROCHDALE	RD-029	391692	413956
Coppy Bridge Rochdale Canal	23/04/1986	II	ROCHDALE	RD-030	391686	413443
Moss Lower Lock (no. 50)	12/02/1985	II	ROCHDALE	RD-031	390359	412361
Moss Upper Lock (No.49)	12/02/1985	II	ROCHDALE	RD-031	390548	412424
Lock 52 and towpath	12/02/1985	II	ROCHDALE	RD-035	388301	410307
Lock 53 Rochdale Canal	12/02/1985	II	ROCHDALE	RD-035	388290	410136
Lock 58 & Bridge	23/03/1987	II	ROCHDALE	RD-037	388391	407698
Slattocks Top Lock and Bridge	23/03/1987	II	ROCHDALE	RD-037	388459	408475
Disused railway bridge over Rochdale Canal	06/10/1987	II	OLDHAM	RD-039	388717	406600
Lock No. 62 (Coneygreen Lock) Rochdale Canal	06/10/1987	II	OLDHAM	RD-039	388842	406495
Scowcroft Lane Bridge Rochdale Canal	06/10/1987	II	OLDHAM	RD-039	388773	406543
Lock No. 82	06/06/1994	II	MANCHESTER	RD-050	384955	398451
Lock No. 83	06/06/1994	II	MANCHESTER	RD-050	384879	398352
Retaining Wall (Ancoats)	06/06/1994	II	MANCHESTER	RD-050	385145	398626
Towpath Footbridge	06/06/1994	II	MANCHESTER	RD-050	384932	398414
Union Street Bridge	06/06/1994	II	MANCHESTER	RD-050	385163	398640
Boundary Wall	06/06/1994	II	MANCHESTER	RD-051	384475	397345
Boundary Wall to Canal Street	06/06/1994	II	MANCHESTER	RD-051	384336	397789
Boundary Wall to Sackville Street	06/06/1994	II	MANCHESTER	RD-051	384396	397852
Lock No. 84	06/06/1994	II	MANCHESTER	RD-051	384733	398140
Lock No. 85	06/06/1994	II	MANCHESTER	RD-051	384634	398074
Lock No. 86	06/06/1994	II	MANCHESTER	RD-051	384463	397913
Lock No. 87	06/06/1994	II	MANCHESTER	RD-051	384299	397752
Lock No. 88	06/06/1994	II	MANCHESTER	RD-051	384093	397647

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Lock No. 89 (Tib Lock).	06/06/1994	II	MANCHESTER	RD-052	383777	397542
Lock No. 90	06/06/1994	II	MANCHESTER	RD-052	383596	397556
Lock No. 91	06/06/1994	II	MANCHESTER	RD-052	383455	397561
Lock No. 92 and Castle Street Bridge	06/06/1994	II	MANCHESTER	RD-052	383126	397565



Canal &
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Keeping people, nature & history connected

Appendix 3



BW Mandatory Standard: HERITAGE

Management Brief

Our aim is for the heritage of the waterways to be treasured as a valued national asset. The careful protection and management of that heritage is an essential part of the ongoing work to achieve our vision.

BW's primary heritage assets consist of its historic canals and river navigations, and their built heritage, archaeology and man-made landscapes. Secondary heritage consists of the portable artifacts and archives that BW indirectly manages in partnership with The Waterways Trust and others. Beyond these, the wider historic environment includes assets that are not managed by BW but are nevertheless important to the appeal and use of our waterways.

BW's waterways are used for navigation and recreation. We seek to integrate the needs of those who visit and use the network with a sustainable approach to effective management of the waterway heritage.

In line with our vision BW seeks to become the acknowledged expert in achieving sustainable integration of the competing needs and uses of the waterways. Compliance with legislation and regulation is a minimum requirement. We will aim to exceed this requirement by continually improving our performance and delivering appropriate best practice.

Where balances and judgments have to be made between competing resources and activities, we will take a long term and strategic view that assumes a presumption in favour of preserving the waterway heritage.

Authorised by:

Technical Director

Date: 25.02.2010

Custodian:

Nigel Crowe, Head of Heritage

HERITAGE



1. PRINCIPLES

1.1 General

- BW will seek to manage the physical impact of human activities in order to protect the waterway heritage.
- BW will seek, through national and local planning policies, to encourage adjacent land uses and development which will not conflict with the historic environment of the waterways.
- BW will seek to become increasingly self-regulating in heritage management through the use of heritage partnership agreements.
- BW will give all its heritage assets, whether designated (i.e. legally protected) or non-designated, the same level of beneficial treatment.

1.2 Understanding significance

Before works to a historic building, structure or historic site take place, a heritage assessment should be undertaken to determine its significance. This assessment will establish heritage value and will help to guide the planning and execution of works.

Regard should be had for the historic functionality of waterways; e.g., gauge of track, turnover bridge configuration, positioning of bollards, strapping posts and rope hooks. The heritage value of these functional traditions is significant and should be secured.

1.3 Historic buildings and structures

All major projects and general works should demonstrate a respect for waterway heritage, and an approach based on minimum physical intervention involving minimum loss of existing fabric should be undertaken.

Interventions should be reversible wherever possible.

Regard should be had for the contributions of different periods of work in an historic structure. The heritage value of such contributions must be judged within the context to which their host structure belongs.

The patina of age and use forms part of the value of a historic building or structure and its removal should only be considered when it is essential to the protection of historic fabric. Falsification of patina should be avoided.

Most repairs and alterations should be carried out in materials that match the historic fabric. Interventions involving replacement of missing parts should be discreetly date-marked to differentiate new from old.

Historic materials, fixtures and fittings are valuable and wherever possible should remain in situ. Where such items cannot be left in situ they should be carefully salvaged and stored for re-use in an appropriate context.

1.4 Historic man-made landscapes

Major projects and general works will be planned and designed so as to minimise their impact on the historic man-made landscape.

Consideration of historic landscape character and local distinctiveness will influence the design and planning of waterside development.

HERITAGE



1.5 New development

New development can be acceptable in an historic setting provided it maintains an appropriate visual context of form, scale and materials, and does not devalue the significance of heritage assets.

New uses that are sustainable and compatible with the heritage significance of the waterways will be encouraged.

1.6 Archaeological recording

Where development or major works that affect heritage assets are taking place, physical features should be archaeologically recorded.

Archaeological records should be placed in local historic environment records (HERs) and made publicly available.

1.7 Interpretation

Heritage interpretation should aim to communicate the local distinctiveness and cultural associations of individual historic sites and waterways. BW will work in partnership with relevant local and national organisations to achieve this aim.

Interpretative signage should be carefully planned, designed, and integrated into historic sites with minimum intrusion.

1.8 Volunteers

Volunteers, particularly those with specialist knowledge, will be encouraged to participate in a range of heritage activities including research and recording, repair and restoration projects, and heritage open day events.

1.9 Competent people

All BW people, contractors, and volunteers working on historic buildings, structures and archaeological sites will have sufficient heritage competence and expertise.

Appendix 4

BRITISH WATERWAYS' APPROVED PROCESS: HERITAGE WORKS

See attached CD

Appendix 5

GREATER MANCHESTER CANALS HERITAGE WORKS RECORD CARD

To be completed and forwarded to Heritage Advisor for countersigning and recording.

Site Address:

Any Statutory Designations:

Description of Works

Start Date

Completion Date

Are any 'new' materials or techniques to be introduced
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Photographs Taken Prior to Works – attached or on computer system?
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Confirmation	
<i>Signed Project Manager</i>	<i>Countersigned Heritage Advisor</i>
Date	Date

Record Deposited at:
Date: