

Delegated Report		Analysis sheet	Expiry Date:	04/11/2013
		N/A / attached	Consultation Expiry Date:	17/10/2013
Officer			Application Number(s)	
Victoria Pound			2013/5707/L	
Application Address			Drawing Numbers	
Hampstead Road Lock Regent's Canal West of Chalk Farm Road Bridge London			See decision letter.	
PO 3/4	Area Team Signature	C&UD	Authorised Officer Signature	
Proposal(s)				
Removal of bricks to create additional steps below 4 no. existing ladders within Hampstead Road Lock.				
Recommendation(s):		Grant listed building consent.		
Application Type:		Listed Building Consent		

Conditions or Reasons for Refusal:	Refer to Draft Decision Notice					
Informatives:						
Consultations						
Adjoining Occupiers:	No. notified	00	No. of responses	00	No. of objections	00
			No. electronic	00		
Summary of consultation responses:	Press and site notices displayed – no responses received.					
CAAC/Local groups* comments: *Please Specify	N/a					

Site Description

Grade II listed pair of canal locks on the Regent's Canal, dating from c. 1818-20, with C20 alterations. Within the Regent's Canal Conservation Area. Called the Hampstead Road Lock and situated immediately to the west of Hampstead Road Bridge, but also known as Camden Lock.

The lock comprises brick chambers with stone coping and a central island platform. Each lock has 2 sets of double wooden gates with wood and steel balance beams. Ground paddle gearing at top, gate paddle gearing at bottom. Walls have steps down to lower level.

Relevant History

13/08/1996: Planning permission ref P9601788 and listed building consent ref L9601789 granted for the installation of safety ladders recessed into lock walls.

16/09/2008: Listed building consent 2008/3897/L granted for warning signs on the beams of the top balance gate of the lock.

Relevant policies

LDF Core Strategy and Development Policies

CS14 Promoting high quality places and conserving our heritage

DP25 Conserving Camden's heritage

Assessment

Each lock chamber has 2 metal ladders which are recessed into the fabric of the lock walls, one to each side. These were installed in the 1990s. The height of these ladders now do not meet the Canal and River Trust's current safety standards (dating from June 2013), and it has become necessary that the ladders should be extended to 900mm below the lowest water level.

In order to achieve this standard, it is proposed that additional footholds will be provided below the bottom of the existing ladders, by removing individual bricks from the lock's side walls, to create slim recesses which will act as ladder 'rungs'. These will be one brick depth and c. 450mm wide. This methodology will ensure that the safety guidance is met without the need to remove or otherwise alter a large amount of historic fabric. It is not necessary to provide or extend any handrails, as the lowest rung of the existing ladder will act as a grab rail.

The works are considered to be justified in providing appropriate safety measures for canal users, and by extension to allow the canal and associated structures to continue operation. The proposed methodology is light-touch and will not have a significant or detrimental impact upon the special architectural or historic interest of the structures.

The relevant local and national policies and guidance are considered to be met, and the application is therefore recommended for approval.