

Delegated Report (Members Briefing)		Analysis sheet		Expiry Date:		19/09/2011	
		N/A / attached		Consultation Expiry Date:		02/09/2011	
Officer				Application Number(s)			
Catherine Bond				2011/3792/L			
Application Address				Drawing Numbers			
Hampstead Road Lock Camden Lock Market NW1				Refer to decision notice			
PO 3/4	Area Team Signature	C&UD	Authorised Officer Signature				
Proposal(s)							
Installation of new rubber lock protector to canal lock island (Camden Road Lock).							
Recommendation(s):		Grant listed building consent					
Application Type:		Listed Building Consent					
Conditions or Reasons for Refusal:		Refer to Decision Notice					
Informatives:							
Consultations							
Adjoining Occupiers:	No. notified	00	No. of responses	00	No. of objections	00	
			No. Electronic	00			
Summary of consultation responses:		Site notice – no response Press notice – no response					
CAAC/Local groups* comments: <small>*Please Specify</small>		<u>Regent's Canal Network:</u> object to the attachment of a rubber fender with bolts drilled into the historic structure of the grade II listed lock. The current problem has been created by the re-styling of the lock landing and the laying of a brick surface in an inexpert and badly designed manner. The application for a fender is to protect the botched brickwork. It is essential that the shoddy work on the nose of the island is rectified. The missing pulley wheel should be replaced. (A fuller version of these comments is included in the Assessment section of this report as the underlined text.)					

Site Description

Grade II listed structure situated in the Regent's Canal Conservation Area. The application affects the westernmost of a pair of canal locks. c1818-20 with C20 alterations, on the Regent's Canal which are situated either side of the Hampstead Road Bridge. Brick chambers with stone coping. 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. Brick paved lock-side surfaces. HISTORICAL NOTE: the Regent's Canal arm of the Grand Union Canal was constructed 1812-20, engineered by James Morgan, supervised by John Nash.

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

DP24 – Securing high quality design

DP25 – Conserving Camden's heritage

Assessment

Background

In recent years, canal traffic on the Regent's Canal has increased, and there have been more incidents of boats colliding with the Hampstead Road Lock island. This has resulted in the loss of brick copings and pavers on the upstream nose of the Hampstead Road Lock island, subject of this listed building consent application. These bricks and pavers date from the later 20th century and predate the statutory listing of the lock in 1992.

The proposal

This listed building consent application proposes to install a rubber fender to protect the fabric of the lock island from further damages by absorbing the shock. The fender will consist of a length of rubber with a D-shaped cross section to maximise absorption of impact from boats. It will be fixed in a reversible fashion to the non-historic fabric of the lock using 16mm diameter fixing bolts at 300mm centres. It will be discreetly positioned 200mm from the top of the coping, just above the water line. Originally the application proposed to use a black rubber fender. However, following discussions with local groups British Waterways has decided to use a rubber with a 'wood grain effect' which will be less stark than the black rubber fender originally proposed, and in keeping in appearance with wood fenders found on nearby locks on the canal. It is considered that the fender is a necessary addition to the lock island which will read as a modest modern installation to protect it from further damage. The lock, although of historic interest, is essentially a functional engineering structure, and this addition is seen as necessary to continue the lock's life and usefulness into the 21st century.

It should be noted that a timber fender would be impractical for this site as the nosing has too tight a curvature for a horizontal timber fender. A metal fender was also considered, as metal can be ordered pre-curved, but the metal would not absorb the impact as well as timber or rubber.

Response to objection(s)

The following section addresses the different elements of the objection from Regent's Canal Network (the underlined text).

The bolts will be drilled into the historic structure of the lock

No historic fabric will be affected by the installation. The fender will be fixed under the pavers but above water level and the fender will stop short of the granite quoin stone. The material below the brick coping is modern concrete, rather than a traditional ragstone, and is therefore not of historic or architectural interest.

The current problem has been created by British Waterways re-styling the lock landing and laying a brick

surface in an inept and badly designed manner

The lock island was paved with bricks and surfaced with cement ahead of being statutorily listed in 1992. The area has been subject to subsequent repairs due to boat impact, but they have been of a like-for-like nature. This application has arisen due to more frequent damage caused by increased canal traffic.

If the edging bricks were realigned, there would be no risk of damage from boat impact, and therefore no requirement for a rubber fender

It is correct that in this most recent repair the new coping bricks have been set too much forward and in line with the concrete below. This is incorrect and does not correspond with the specifications for the works. A new coping will be laid preserving the original set back. A rubber fender is required to prevent further damages, as specified by British Waterways engineers and as found on a number of nearby lock islands on this stretch of the canal. The damages in the affected area to be repaired occurred despite the coping being set back.

British Waterways have made this application for a fender in order to protect their botched brickwork

The brick paved lock-side surface was in place when the lock was listed. However, it should be noted that this application is contemporary with recent like-for-like repairs undertaken on 28 and 29 July 2011 which did not require listed building consent (this application was originally submitted to the Council on the 25 July 2011). British Waterways has made further inspections of these repairs and has recognised that the works need to be partially redone to achieve a higher standard to preserve the special historic and architectural interest of the lock island. Although it is correct that the fender would hide the brick repairs, the fender is not being installed for that purpose, rather it is necessary to prevent recurrent damages to the lock island. British Waterways plan to redo the brick coping repairs in conjunction with the implementation of the works subject of this listed building consent application. Although such works are outside the remit of this application, this is considered to be an expedient solution.

The missing pulley wheel should be replaced

Photographs from the Camden Archives dating back to before the listing (in 1992), demonstrate that there was only one pulley wheel at the time of listing. There continues to be the one pulley wheel on the lock island. The Council does not have the powers to enforce upon the return of a pulley wheel which did not exist at the time of listing.

Conditions

In addition to standard conditions, it is proposed to include a condition in the event of the grant of listed building consent requiring that the applicant submit a sample to be approved by the Council in writing of the rubber to be used for the fender, demonstrating its colour and texture.

Conclusion

It is recommended that listed building consent be granted, since it is considered that the proposed fender is necessary in practical terms to protect this historic lock island from the impact of boats using the canal. As such it is considered to cause no harm to the special interest of this listed structure, and it will not have a negative impact on the character and appearance of the Regent's Canal Conservation Area. The proposal complies with LDF policies CS14, DP24 and DP25.

DISCLAIMER

Decision route to be decided by nominated members on Tuesday 10th April 2012. For further information see

<http://www.camden.gov.uk/ccm/navigation/environment/planning-and-built-environment/planning-applications/development-control-members-briefing/>