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# DESIGN AND ACCESS STATEMENT

## Hampstead Road Lock

## Lock ladder extension

Canal & River Trust
420 Manchester Road
LONDON E14 9ST

Anna Zucchelli (August 2016)

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## 1.1 Location

The lock is located just west of Chalk Farm Road Bridge, in Camden Town.

Although officially called Hampstead Road Lock, it is commonly called ‘Camden Lock’.

The coordinates are E528690 N184095

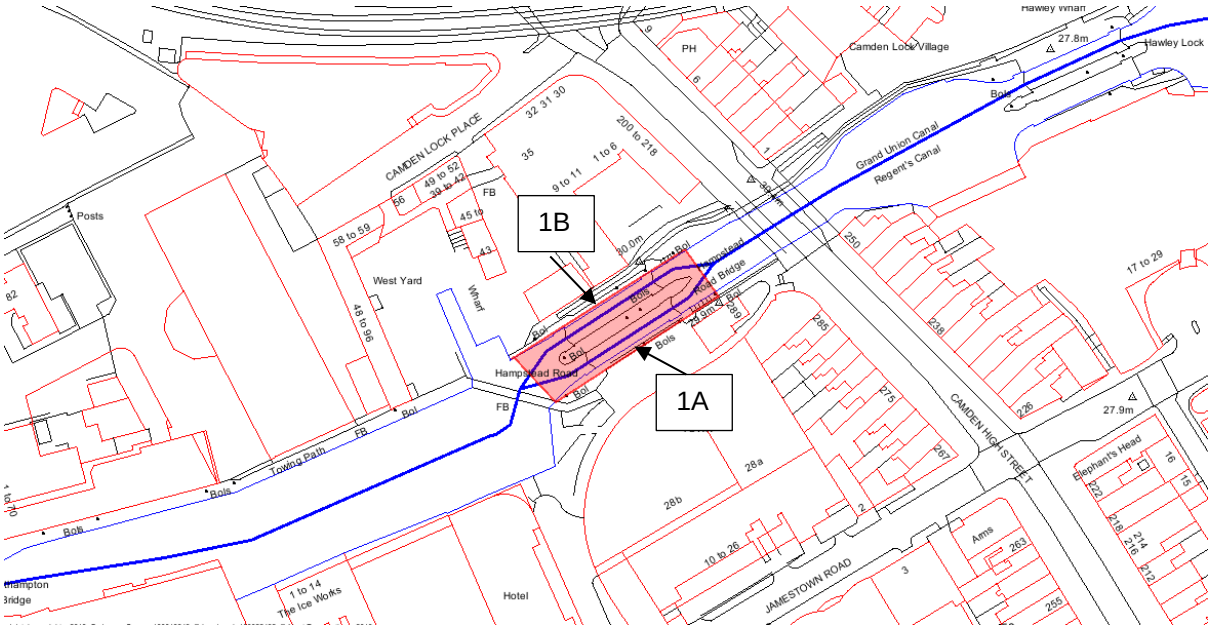


*Figure 1: Hampstead Road Lock location*

## 1.2 Designation

The asset is listed Grade II (since 1992, amended 1999)

The description reads:

*TQ2884SE CAMDEN HIGH STREET 798-1/65/152 Hampstead Road Lock on the Grand Union Canal (Formerly Listed as: REGENT'S CANAL Hampstead Road Lock)*

*GV II*

*Pair of canal locks. c1818-20 with C20 alterations. 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 lockside 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.*

The property is in the Regent's Canal Conservation Area, adopted in September 2008 and recently revised.

### 1.3 Local history

The Regent's Canal got its Act in 1812 and was completed in 1820, with the section from Paddington/Little Venice to Hampstead Road Lock completed by 1815. Paddington at the time was at the outskirts of London and the new canal provided a useful link from the Grand Junction (now Union) Canal, completed in 1801, to the Thames. James Morgan was the main engineer.

Camden Town changed dramatically when the railway came in, with transhipping facilities to and from the canal being introduced from the mid-19th century. All kinds of material were transported, although the bulk was coal and coke, as well as building materials. By Hampstead Road Lock stood Dingwall's Yard, trading in softwood, as illustrated in John Gay's Photograph of the lock in the NMR's archive, ref. AA065301.

Originally, in 1814, Hampstead Road Lock was built as a caisson lock which was designed by William Congreve, but this innovative design proved inefficient and its parts were sold at auction.

In 1819, the locks were rebuilt as a traditional mitre gate lock.

The lock on the Regent's Canal have been built as a double lock as a water saving device, as recorded in the minutes from the Special Committee on the Regent's Canal of the 3rd November 1819 (Waterways Archive BW100/1/3).

Hampstead Road Lock is the first lock on the Regent's Canal (going downstream), and the distance between this lock and the subsequent lock on the Grand Union Canal is over 20 miles. It is also the only remaining double lock in operation on the Regent's Canal, the other locks having had the off-side lock transformed into a weir in the 1980s to facilitate leisure operation of the canal.

Hampstead Road Lock is probably the place on the London canal network where a large number of visitors are most likely to first come across a narrow boat or barge locking through.

The view west from Hampstead Road Lock is, in the words of Pevsner, a "fine industrial landscape, framed by the LNW Railway warehouse and Giblet's and culminating in a distant accumulator tower." The overall setting of this pair of locks is very special and cherished by many with the 'roving bridge' and Interchange Warehouse in particular greatly contributing to the industrial context of these locks.

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**1.4 The proposal**

It is proposed to extend two existing lock ladders to below water level. These lock ladders were installed in the 1990s by cutting a recess into the lock wall (Listed Building Application L9601789 for the 'Installation of safety ladders recessed into lock walls').

These photographs from the London archive shows the lock before the ladders were built in.



*Figure 2: 1994 from Anthony Cooper (105 D26 – vol 3)*

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Each lock has two ladders, making a total of four – two on the island and two on the offside/ towpath side. The two ladders located on the lock island are too short to meet minimum safety standards, which states that lock ladder should reach at least 900mm below the low water line. The existing lock island ladders stop above the water line as demonstrated in the photographs below.


*Figure 3: Lock island ladders in locks 1A and 1B*

The Canal & River Trust document titled 'Approved Safety Guidance – Implementation of Minimum Safety Standards' and dated of June 2013 states that Locks are 'fitted with ladders' and that 'ladders should extend a minimum of 900mm below low water level or to invert level where the required minimum 900mm cannot be achieved.' It also requires that 'they must have sufficient depth to allow a secure foothold during use'

An earlier listed building consent for lock ladder extension was applied for (2013/5707/L) and granted on 23 October 2013. This design involved removing individual bricks below the existing ladder to provide foot-holds below water level, with the idea of providing a minimum foot-hold whilst preserving as much of the existing fabric as possible. This design is shown in figure 4 below.

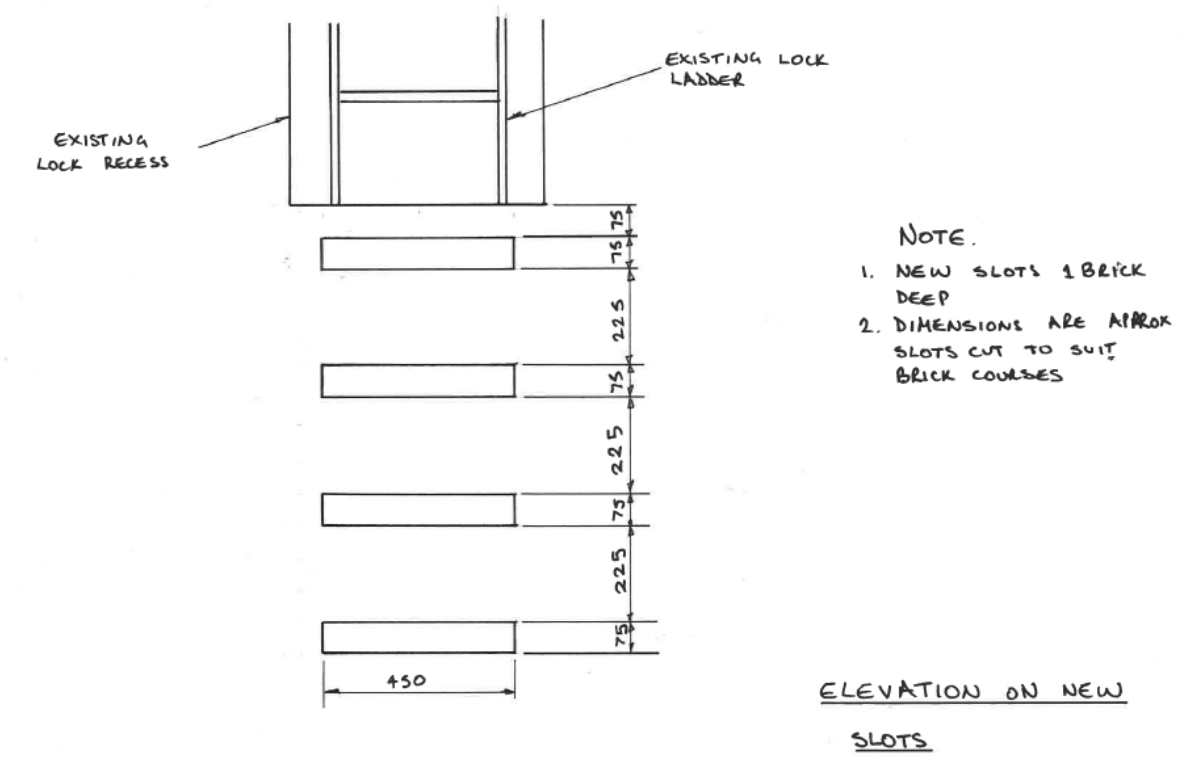


*Figure 4: Design submitted in previous application 2013/5707/L*

However on further consideration by our engineers this design is considered to be inadequate to meet minimum safety standards due to the overly long distance between the lowest rung on the ladder and the top brick foot-hold slot. In addition, these brick foot-holds could become slippery and clogged with debris.

The alternative is the standard Canal & River Trust minimum safety standard design, which involves cutting a recess to match the existing in depth and width to 950mm below the minimum water line. The standard drawing for a lock ladder extension is provided as an attachment to this document (Standard drawings. Lock ladder and rectangular recess details). Care will be taken on creation of the recess, using a suitable tool to remove the existing bricks without causing damage to the surrounding brickwork. The existing steel ladder will be removed and be replaced by a new ladder of the same colour, design and dimensions – apart from the length at the base, which will be approx. 1025mm longer.

### 1.5 Impact Assessment

The lock ladder recess already exists within the chamber wall, therefore it could be said that the impact on the special interest of the lock due to the lock ladder addition has already occurred and therefore the impact of the current proposal is negligible. In addition, although the new design removes more of the existing fabric than the first design, the impact on the listed structure is considered to be minimal because majority of the works will be below low water level, and therefore not visible. The alteration is also considered a necessary and relatively minor compromise in order to meet minimum safety standards.