Canal & River Trust

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DESIGN AND ACCESS STATEMENT

Installation of oak load transfer beam to tail gates at Lock 88, Rochdale Canal

April 2014



TYPE OF APPLICATION
This statement accompanies the listed building consent application in relation to the proposed installation of oak load transfer beam to tail gates at Lock 88, Rochdale Canal.

LOCATION OF THE DEVELOPMENT
The lock is located on the Rochdale Canal, off Oxford Street in Manchester and is a Grade II listed structure.

DESCRIPTION OF PROPOSED DEVELOPMENT.
The works comprise of the installation of an oak load transfer beam applied to each tail gate, to ensure the existing timber gates do not cross when in use, therefore stabilising the mitre.

DATE OF PREPARATION
3 April 2014

APPLICANT
Canal & River Trust

STATEMENT PREPARED BY
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HERITAGE DESIGN PRINCIPLES AND CONCEPTS

It is accepted that in order for the LPA to consider this application it is necessary for the applicant to provide a detailed description and justification of the works, as required by Policy HE.6 of PPS5 Planning for the Historic Environment (2010) and subsequent National Planning Policy Framework.

HISTORY OF THE SITE

The Grade 2 listed lock is situated on the Rochdale Canal, close to Oxford Street. It is located within the Whitworth Street Conservation Area.

The Rochdale Canal is a trans-Pennine waterway, opened in sections between 1799 and 1804, with several eminent canal engineers involved in the design and construction process including William Crosley (Snr), John Rennie, and William Jessop, and numerous assistants. The canal was the first trans-Pennine waterway completed, predating the Huddersfield Narrow Canal by 7 years and the Leeds and Liverpool Canal by 12 years.

The list description reads –

SJ8497NW ROCHDALE CANAL 698-1/32/359 Lock No.88, to east of Oxford Street

GV II

Canal lock. 1804-5, for Rochdale Canal Company; restored. Coursed squared sandstone, wooden gates. Chamber of 14-foot width with pairs of gates at both ends, ladder in centre of north side. Fifth in series of 9 locks on extension linking former Rochdale Canal basin at Dale Street with Bridgewater Canal basin at Castlefield, all in working order.

PROPOSED DESIGN

The Rochdale Canal had to be closed for a short period during March 2014 due to the tail gates at Lock 88 rotating, resulting in a failed mitre and poor water seal.

The Manchester Conservation team were consulted prior to works to resolve the situation being carried out. After discussion it was agreed that a full Listed Building application needed to be submitted as the alteration could not be considered under the Greater Manchester Heritage Partnership Agreement.



The tail gates, which were installed around 2000-2002 have over rotated to the point where the mitre is offset by 15cm on the lower section. This could well have been due to a boat strike and attempts to realign the gates, back by Canal & River Trust staff had failed.

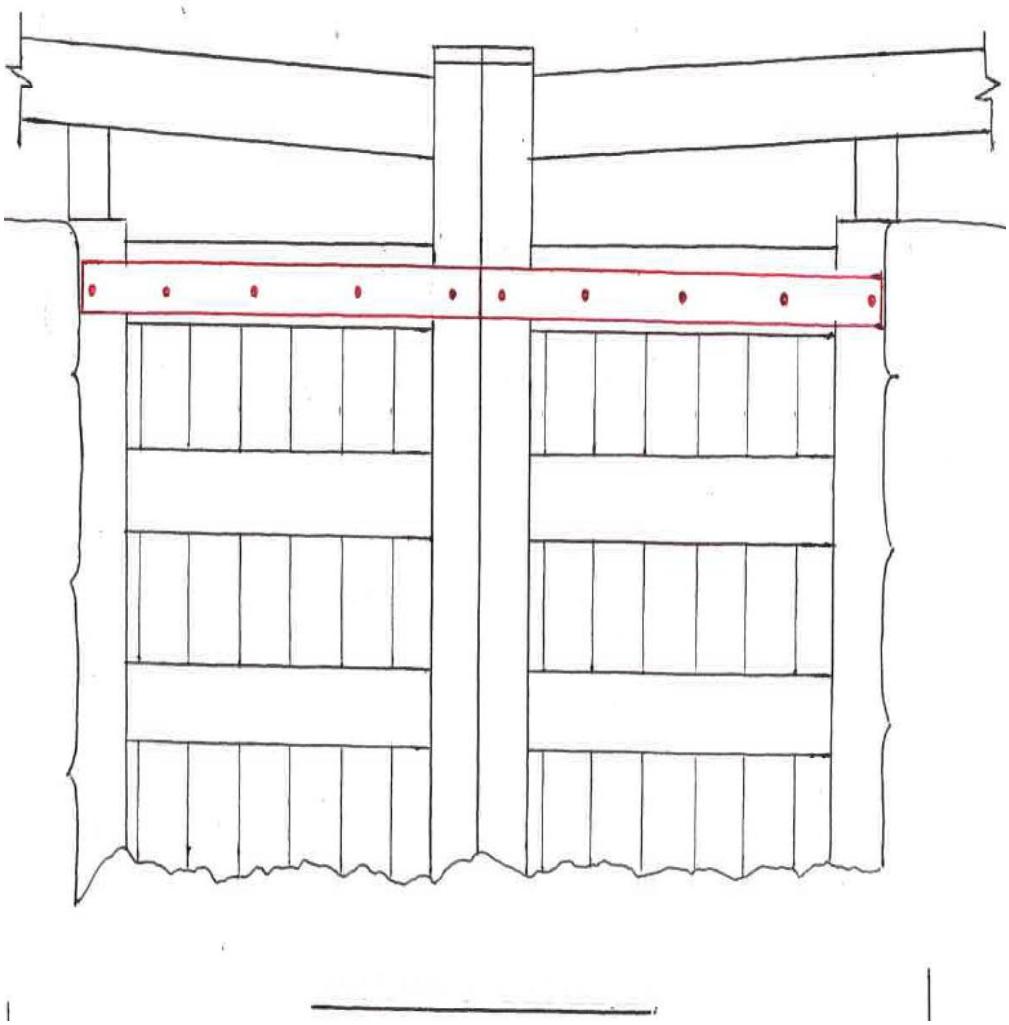
Options considered were –

1. Do nothing. This was not considered a viable option as the canal was closed due to the problem, and the gates were deemed unsafe by staff as the water could not be sealed.
2. The insertion of a timber 'A' frame as per other examples on the Rochdale Canal was considered but this would be fixed to the historic stone coping and there was no evidence of a previous A frame being ever fitted to Lock 88. This option was therefore dismissed as being too invasive to the special character.
3. The option to replace the gates with new was considered. However there is a further 10 years life left in the gates and at approx £40k per gate this was not a sustainable option for the Trust.
4. Install a load transfer timber beam to the existing gates to act as a stop so the gates cannot over rotate. This would be affixed to the gate. This is becoming a standard feature on new tail gates made in our workshops as the problem is becoming more widespread, possibly due to the increase boat traffic. This option is considered discreet and visually acceptable, without adversely affecting the special character of the structure.

After discussion with the Manchester Conservation team, option 4 was agreed to be the most sensitive and sustainable solution.

NB: Works were carried out prior to submission for Health and Safety reasons and only after consultation with officers.





Load transfer beam shown in above photo and sketch.

KEY ACCESS ISSUES
Access will be made safer by the works as the lock can be reopened enabling safe passage for boats.

COMMITMENT TO MAINTAINING A RELEVANT DESIGN AND ACCESS STATEMENT
It is confirmed that the issue of access will be considered throughout the development and constructional phases of this project.