STAFFORDSHIRE moorlands DISTRICT COUNCIL
ACHIEVING · EXCELLENCE

Staffordshire Moorlands District Council
Moorlands House, Stockwell Street, Leek
Staffordshire Moorlands, ST13 6HQ
Telephone: 0845 605 3013
www.staffsmoorlands.gov.uk

Application for listed building consent for alterations, extension or demolition of a listed building.
Planning (Listed Buildings and Conservation Areas Act) 1990

part 1 of 6

Publication of planning applications on council websites

Please note that with the exception of applicant contact details and Certificates of Ownership, the information provided on this application form and in supporting documents may be published on the council's website.

If you have provided any other information as part of your application which falls within the definition of personal data under the Data Protection Act which you do not wish to be published on the council's website, please contact the council's planning department.

Please complete using block capitals and black ink.
It is important that you read the accompanying guidance notes as incorrect completion will delay the processing of your application.

1. Applicant Name and Address

Title:	MS	First name:	KATE		
Last name:	LYNCH				
Company (optional):	BRITISH WATERWAYS				
Unit:		House number:		House suffix:	
House name:	WALES + BORDER COUNTIES				
Address 1:	NAVIGATION ROAD				
Address 2:	NORTHWICH				
Address 3:	CHESHIRE				
Town:					
County:					
Country:	UK.				
Postcode:	CW8 1BH.				

2. Agent Name and Address

Title:		First name:	-		
Last name:					
Company (optional):					
Unit:		House number:		House suffix:	
House name:					
Address 1:					
Address 2:					
Address 3:					
Town:					
County:					
Country:					
Postcode:					

3. Description of Proposed Work

Please describe the proposals to alter, extend or demolish the listed building(s):

Installation of cill hazard warning signs on lock gates. Signs to be installed to rear of lock balance beam on headgates of lock (upstream end). Further information on proposed location and appearance of signs and justification accompanies this application.

9. Materials

Please provide a description of existing and proposed materials and finishes to be used in the building (demolition excluded):

	Existing (where applicable)	Proposed	Not applicable	Don't Know
External walls			☑	☐
Roof covering			☑	☐
Chimney			☑	☐
Windows			☑	☐
External doors			☑	☐
Ceilings			☑	☐
Internal walls			☑	☐
Floors			☑	☐
Internal doors			☑	☐
Rainwater goods			☑	☐
Boundary treatments (e.g. fences, walls)			☑	☐
Vehicle access and hard standing			☑	☐
Lighting			☑	☐
Others (add description)		COMPOSITE ALUPANEL 100 mm x 200 mm	☐	☐

Are you supplying additional information on submitted drawings or plans? ☑ Yes ☐ No

If Yes, please state plan(s)/drawing(s) references:

.ocation Plan - [redacted] / 1:2500

Heritage Design and Access Statement and Justification For Proposals

14. Certificates

One Certificate A, B, C, or D, must be completed with this application form

CERTIFICATE OF OWNERSHIP - CERTIFICATE A

Certificate under Regulation 6 of the Planning (Listed Buildings and Conservation Areas) Regulations 1990

I certify/The applicant certifies that on the day 21 days before the date of this application nobody except myself/ the applicant was the owner *(owner is a person with a freehold interest or leasehold interest with at least 7 years left to run)* of any part of the land or building to which the application relates.

Signed - Applicant:	Or signed - Agent:	Date DD/MM/YYYY):
FOR + ON BEHALF OF BRITISH WATERWAYS	/	18/06/08

CERTIFICATE OF OWNERSHIP - CERTIFICATE B

Certificate under Regulation 6 of the Planning (Listed Buildings and Conservation Areas) Regulations 1990

I certify/ The applicant certifies that I have/the applicant has given the requisite notice to everyone else (as listed below) who, on the day 21 days before the date of this application, was the owner (*owner is a person with a freehold interest or leasehold interest with at least 7 years left to run)* of any part of the land or building to which this application relates.

Name of Owner	Address	Date Notice Served

Signed - Applicant:	Or signed - Agent:	Date DD/MM/YYYY):

CERTIFICATE OF OWNERSHIP - CERTIFICATE C

Certificate under Article 7 of the Town and Country Planning (General Development Procedure) Order 1995 & Regulation 6 of the Planning (Listed Buildings and Conservation Areas) Regulations 1990

I certify/ The applicant certifies that:

§ Neither Certificate A or B can be issued for this application

§ All reasonable steps have been taken to find out the names and addresses of the other owners *(owner is a person with a freehold interest or leasehold interest with at least 7 years left to run)* of the land or building, or of a part of it , but I have/ the applicant has been unable to do so.

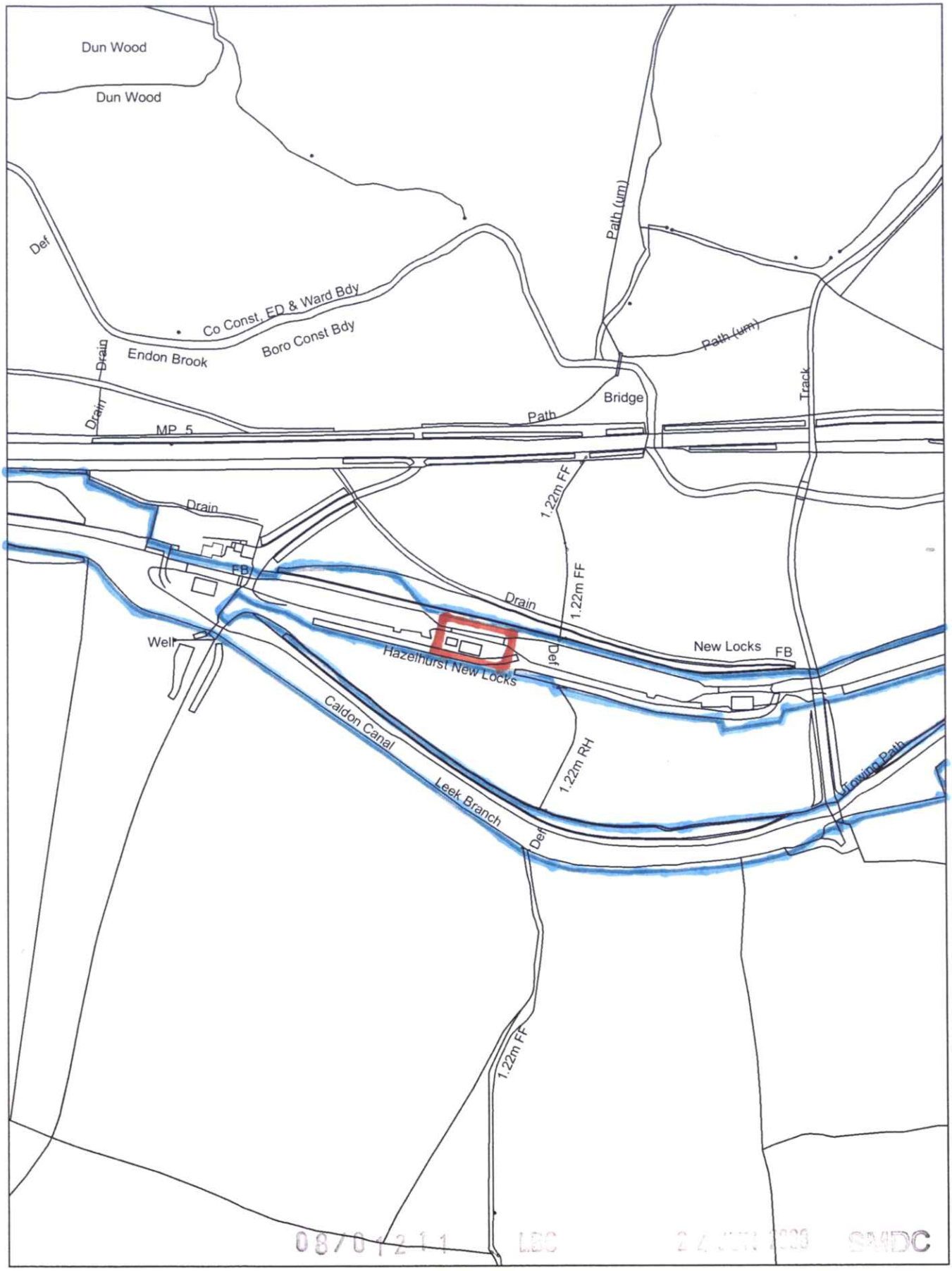
The steps taken were:

Name of Owner	Address	Date Notice Served
	08/01211 LBC 24 JUN 2008	

Notice of the application has been published in the following newspaper (circulating in the area where the land is situated):

On the following date (which must not be earlier than 21 days before the date of the application):

Signed - Applicant:	Or signed - Agent:	Date DD/MM/YYYY):



title		scale	
Lock 11 Hazlehurst Middle Lock Location Plan		1:2,500	British Waterways
		date 10/06/2008	

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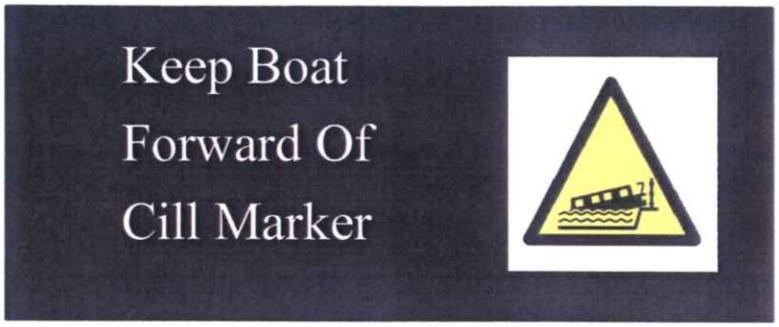
British Waterways
Dyfrffyrdd Prydain

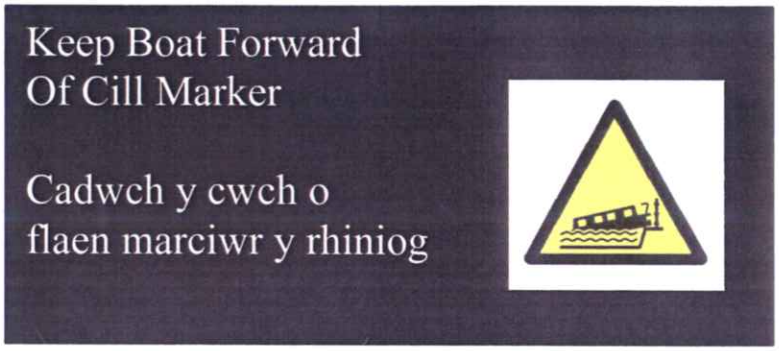
SITE SPECIFIC PROPOSALS

Number and type of signs proposed at Lock 11, Hazlehurst Middle Lock



Full size signs,
one per gate leaf

0 ..no.



Bi-lingual full size signs,
one per gate leaf

0 ..no.



"Repeater" signs for intermediate locks in a flight,
one per gate leaf

1 ..no.

08/01211 LBC 24 JUN 2008 SMDC

British Waterways

LISTED BUILDING CONSENT APPLICATION FOR THE INSTALLATION OF CILL HAZARD WARNING SIGNS

Site Location: Lock 11, HAZLEHURST NEW Locks, Middle Lock.

British Waterways is currently undertaking a series of works across its canal and river navigations in the UK as part of its programme of Minimum Safety Standards.

This design and access statement relates to the organisation's proposal to install cill hazard warning signs at all its locks. The purpose of this work is to remind boaters of the risks associated with trapping a boat on a canal cill and the need to keep their boat forward of and away from lock cills.

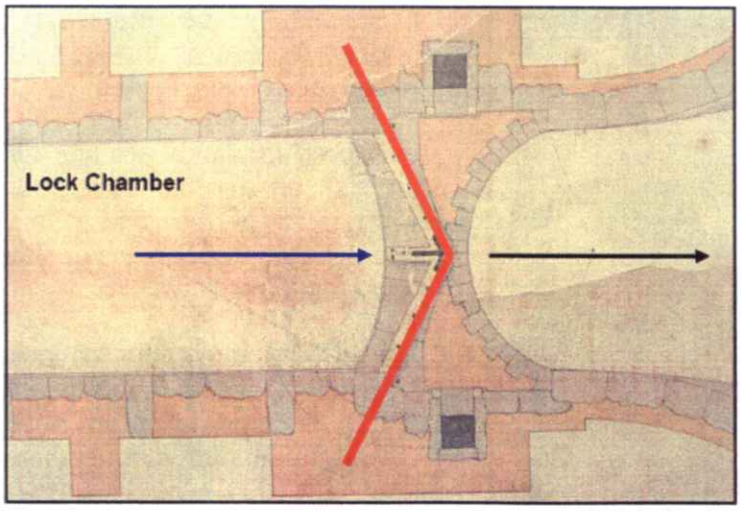
Cill incidents have the potential to cause loss of life & severe damage to craft. To try to minimise the risk of such incidents, British Waterways Minimum Safety Standards requires that upstream lock cills are marked to highlight the hazard and the risk associated with craft grounding/sinking.

The requirement to provide cill markings was put in place following an investigation into a multi- fatality lock incident in 1998. The investigation recommended clear marking of cills and since then, their locations have generally been marked using white lines painted on side of the locks where the outer most position of the cill meets the lock wall.

Since 1998, British Waterways has been carefully monitoring the number of cill related incidents. Following an increased number of incidents, particularly, within the past two years, it has become apparent that these current markings are not sufficient and further signage and guidance to boaters is required.

Location and description of a lock cill

Lock cills make up an important part of the historic design of canal locks. The cill of the lock is situated at its head end, the cill forming part of the structure upon which the head gates are mounted allowing a water seal to be achieved at the base of the head gates. They are essentially a continuation of the canal bed at the upper end of the lock, which extends a short distance into the lock chamber.



This image shows the top end of a lock in plan form, the black arrow pointing upstream.

The red lines show approximately the position of the lock gates in the closed position.

The blue arrow points to the cill protruding into the lock chamber.

A lock cill can project by up to 1.5m into the lock chamber. The cill is only visible when the lock is being emptied.

08/01211 LBC 24 JUN 2008 SMDC

British Waterways

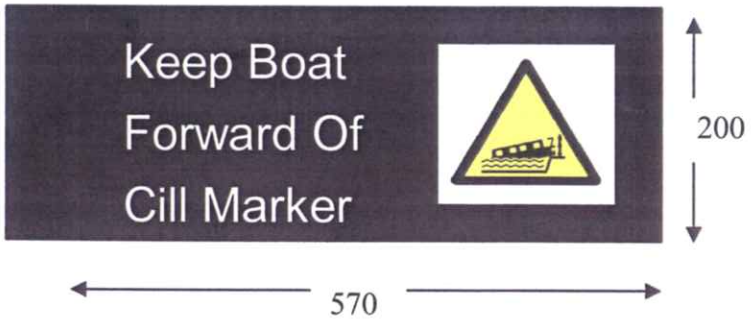
Proposed Safety Signage Solution 2008

Listed building consent is now requested for the installation of hazard cill marker signage to accompany the existing white painted markers on the lock side copings.

This solution has been developed on a national basis to maintain the safety of boaters using the locks.

The proposal is to install sign shown below at each lock to provide information to boaters and to facilitate safe passage through the lock. A separate bi-lingual sign has been produced for locks in Wales.

The signs are of composite alupanel and 570mm x 200mm, with 36mm text. The signs are white text on a black background a yellow triangular pictogram and follow current Health & Safety signage regulations.

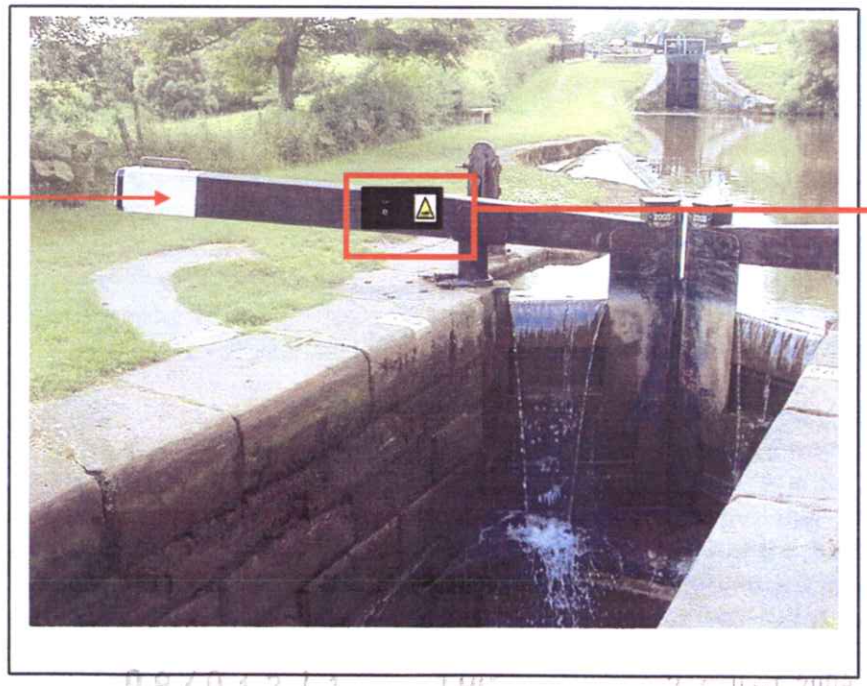


It is proposed to install the signs to rear of the lock balance beams using screws (or pop rivets on steel beams) on the head gates of the lock. This will minimise the impact upon the aesthetic integrity of the structure, whilst ensuring that the signs are highly visible to the boat helmsman when entering the lock.

The proposed layout is shown below:

Lock balance beam.

Width of balance beam varies Timber is 305 x305 mm. Steel is 200 x 150 mm



Proposed location of cill marker sign. 570 x 200 mm. White text on black version will be less intrusive and black background will merge with typical black paint on the balance beam, but lettering and icon will still be clearly visible

08/01211 CBC 27 JUN 2008 SMDC

The method of fixing to the lock balance beams is unlikely to cause any long term impact on the integrity of the historic structure. If any replacement signs are needed in the future, we would aim to use the same fixing holes in the balance beam to limit the impact on the timber/steel.

Q. Why do they have to include yellow? Can't they be just black and white?

A. The signs need to be clearly visible and must incorporate a yellow element to signify a hazard requiring caution (this follows UK / international standards for safety signage). An original design for completely yellow signs has been modified following the consultation with local authority conservation officers. We have limited the amount of yellow on the sign to the pictogram only and we feel this now reduces the overall visual impact whilst still incorporating the internationally recognised black and yellow hazard warning symbol.

Q. Why are they this size?

A. The signs need to be of a sufficient size to allow them to be read clearly by the helmsman of the boat and ensure that the location of the cill and its potential risk is highlighted. Following consultation with local authority conservation officers, we have now introduced a smaller 200 x 200 mm size sign with no wording. These signs will be fixed to intermediate locks on a lock flight or staircase lock as "repeaters" to avoid fixing the larger signs to every lock in close proximity. This will reduce the impact of the signage as far as possible.

Q. Why can't you trial the painted cill marker signs and see if they work first?

A. The white cill markers on the lock copings were installed after the multiple lock fatality in 1998. British Waterways monitors cill incidents carefully and has noticed a sharp increase in the last two years. We feel we need to provide clearer, more visible information to our customers that highlights the dangers.

Q. Have you thought about having the signs on canal boats instead?

A. British Waterways is considering the possibility of signage on boats as part of the range of safety measures on this issue. It would not be a complete replacement for other measures. However, requiring signage on private craft will take a lot longer to implement than erecting signage on our structures and is also more difficult for BW to regulate.

Q. What other information are you providing to your customers to warn them about cills?

A. British Waterways in partnership with the Environment Agency provides 'The Boaters Handbook' to hire boat bases and boaters. The booklet covers basic boat handling and safety. Chapters 1 and 2 provide guidance to boaters on lock safety and warning information about cills. Hire boat operators also provide their own information to hire boaters during their safety briefing before they set off. British Waterways safety staff monitor hire boat bases to ensure sufficient information is being provided to its customers.

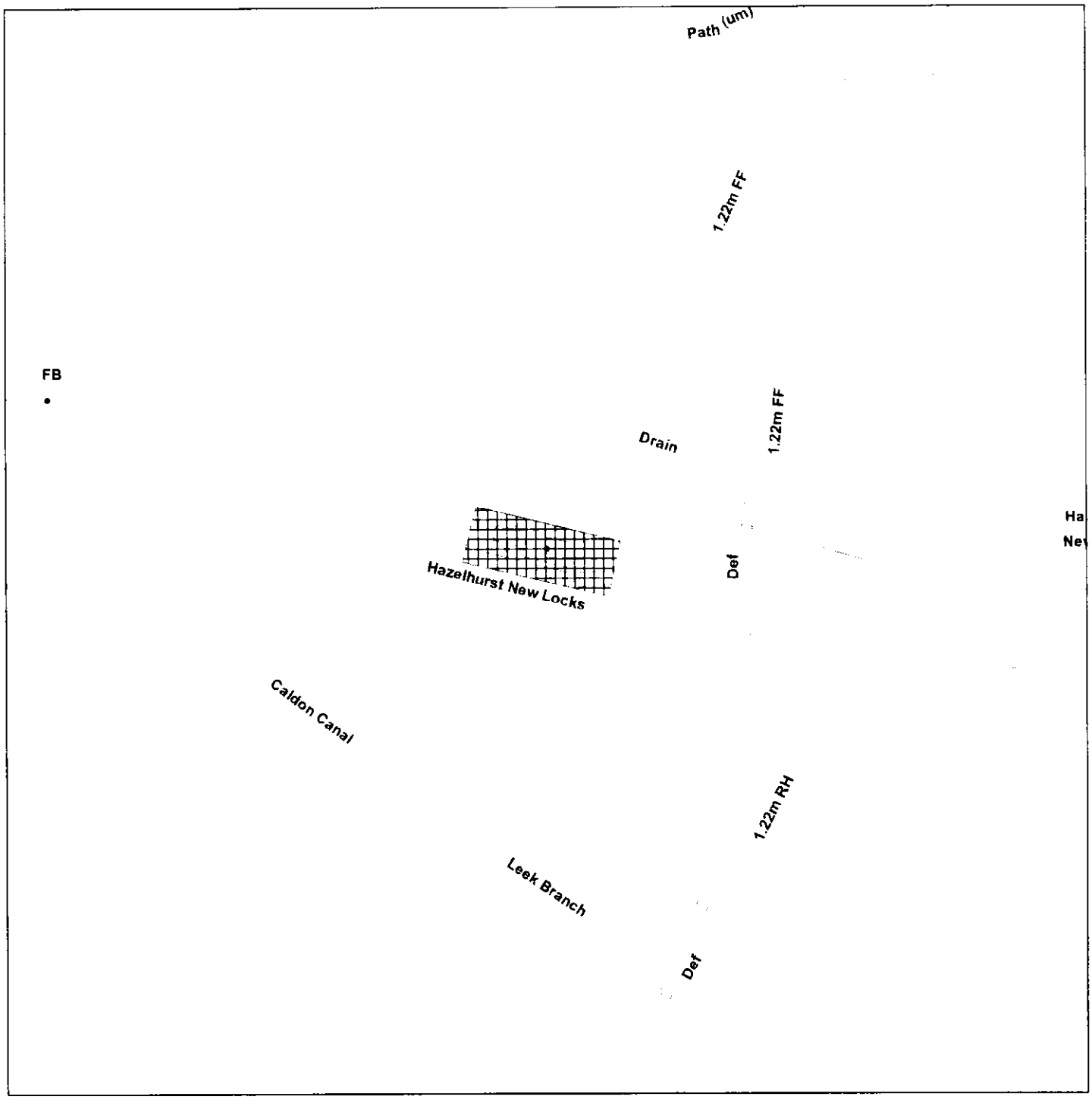
Access Statement

The font for the signage is Berthold Akzidenz Grotesk at 36mm height. It is British Waterways corporate typeface for all professional print jobs. It combines the heritage of signs from the Industrial Revolution with clarity, versatility and modernity. It is a sans serif typeface so the copy always looks clean and is easy to read. It is a typeface recommended by the Sign Design Society and the Royal National Institute for the Blind (RNIB).

The cill pictogram has been approved by the British Standard Committee - British Standard BS5499 part 11 Water safety signs. It is an internationally recognised symbol and colour of hazard warning signs, which can be recognised by our UK and overseas customers.

08/01211/LBC

ENDON & STANLEY



Scale : 1:1250

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Organisation	Not Set
Department	Not Set
Comments	
Date	24 June 2008
SLA Number	Not Set

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