



Canal &
River Trust

HERITAGE DESIGN AND ACCESS STATEMENT

TYPE OF APPLICATION

This statement accompanies the listed building consent application in relation to the proposed grouting of two ground paddles and air vents with cement grout and, bricking up the outlet channel with Staffordshire blues.

LOCATION OF THE DEVELOPMENT

The lock is located on the Caldon Canal and is a Grade II listed structure. Please see location plan.

DESCRIPTION OF PROPOSED DEVELOPMENT

DATE OF PREPARATION

November 2014

APPLICANT

Canal & River Trust

STATEMENT PREPARED BY

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LISTING DESCRIPTION

Lock. c1779, 1841 and c1973. Red sandstone, some brick and replaced gates. Lock chamber with stone coping, stone blocks, some brick piecing evident (only partially visible): tail bay of red sandstone tooled blocks with split bridge over (wrought iron spandrels) and two flights of stone steps; that to north with stepped heelgrip platform, that to south curving (carrying water). Steel balance beams to lock gates; those to tail with gate mounted gearing, that to head dated 1973 with inclined mounted rack and pinion gearing. Bypass weir to head: engineering brick, stone, some concreting - single arch to culvert. Included for group value.

1. 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 the NPPF (2012). The lock is a typical narrow lock of simple character constructed using red sandstone and bricks.

2. STATEMENT OF SIGNIFICANCE

The Caldon Canal is a branch of the Trent & Mersey (from summit at Etruria to Froghall Basin), mainly built as an agricultural lime carrying canal. Later branches to Uttoxeter (now derelict) and Leek with reservoir at Rudyard feeding canal via 2.5 mile feeder. Good collection of structures, especially stone formations on Leek Branch. Excellent, high value groups of canal/industrial buildings at Froghall Cheddleton and Hazelhurst, where Leek Branch crosses main line on an aqueduct of 1841. The junction between the canals has been altered on several occasions. Locks, bridges and cottage complete the scene. Landscapes range from industrial/post-industrial Stoke on Trent to rugged upland scenery around Hazelhurst and Cheddleton. Numbers of former agricultural/industrial rural buildings and dwellings alongside canal, including limeworks. From Froghall Basin a tramroad ran to limestone quarries at caldon Low: 4 different tramroad routes have existed historically.

Elements of considerable significance:

Fine group at Hazelhurst Junction: set-piece canalscape with stone, iron and brick bridges, locks, cottage and single arched aqueduct. Good groups at Froghall and Cheddleton. Associated Prospect Tower at Knypersley Reservoir.

Elements of some significance:

Vernacular buildings in canal corridor – stone cottages, farm buildings etc

History:

The Leek Branch to the Caldon Canal was opened in 1801 and was built both to extend navigation to the town of Leek and to improve water supplies to the main line of the Trent & Mersey Canal, by constructing and connecting Rudyard Reservoir.

When the Caldon Canal opened in 1779 its summit level was shorter, ending at Endon where three Park Lane Locks took the canal down to the Cheddleton level. Because the water from the Leek Branch needed to feed into the Caldon summit level the Park Lane Locks were removed and the summit level was continued to Hazelhurst. A staircase of three locks here took the Caldon line down to the lower level while the Leek Branch turned off to the left with an embankment crossing the line of the old Caldon route.

The staircase locks at Hazelhurst were probably delaying traffic and in about 1841 they were abandoned. In their place three single locks, the Hazelhurst New Locks, took the Caldon line down to the old main line at a point just before the Leek Branch Embankment and a new aqueduct was built to take the Caldon under the Leek Branch.

3. SITE & CONTEXT

Hazelhurst lock is set within the picturesque rural open landscape on the Caldon Canal south of Denford. The middle lock forms part of set of three locks and also as a group of heritage structures along the canal including on the adjacent offside a side pond and charming lengthsmans hut. A stone boundary wall runs adjacent to the canal and lock.

4. JUSTIFICATION

The locks have suffered historical from extensive leakage for a long period of time which if not dealt with will undermine the structural integrity of the lock and the adjacent embankment. Significant volumes of water are leaking through both the lock structures and the canal bed. At the lock structure, water is being lost directly through the lock chamber walls, as well as through the vent pipes to the culverts.

Along the lengths of embankment between the lock structures (especially between Lock 10 and Lock 11), there is evidence of general leakage through canal bed and this leakage is causing saturation of the embankment and field below.

5. PROPOSAL

The locks are listed narrow locks, constructed originally using dressed ashlar stone blocks with large stone copings, but augmented with brickwork patch repairs in some locations, typically above low water level. They have paddle culverts running behind each lock side wall, each of which had originally three outlets into the lock. Two of these chambers outlets have been bricked up on the towpath side, though the culverts behind appear not to have been grouted up after being blocked off.

The paddle culverts have been abandoned for some time and are not in operation in order to prevent further leakage we propose to grout two culverts on the towpath side with cement grout and brick the outlets up using blue Staffordshire bricks. Also, grout the air vents above the ground paddles.

6. PHILOSOPHY AND APPROACH

- The main premise is minimum intervention. Although the proposal will be irreversible future generations will still be able to understand and see the outlets and understand their original function.
- Ensures the lock and embankment is structurally sound and will prevent further leakage.

7. DESIGN CONCEPT

The approach to this proposal ensures minimum impact on the historic setting of the listed lock. Please refer to the drawing plan attached to the listed building consent applications for details of the proposed work.

8. KEY ACCESS ISSUES

The incorporation of the work will improve the structural integrity of the lock and adjacent embankment therefore ensuring the reliability and safety of this section of the canal.

9. VEHICULAR AND TRANSPORT LINKS

The proposed alteration will improve safety and access for boaters and towpath users when passing along this section of the Caldon Canal.

10. APPEARANCE

The proposed works will be discreet with minimal aesthetic impact on the lock and setting. The bricked up channel outlets will not be visible from the towpath as they will be below the waterline.

11. IMPACT

The Trust takes the view that the proposed design will have minimum aesthetic impact on lock and its setting, and it will not significantly harm the historic or architectural significance of the Grade II listed structure. The proposed work will be carried out by trained operatives and to the Canal & River Trust approved process for heritage works.

12. DISCUSSION AND CONCLUSION

Taking into account the extent of the proposed alteration it has been carefully designed to minimise any impact on the fabric and significance whilst ensuring that the canal remains a historical resource that can be accessed and enjoyed by all. This statement explains and assesses the impact of the proposed works on the significance and concluded that the impact will not significantly harm the listed lock; therefore it is considered that the works are in accordance with local and national policy guidance.