

**Planning Statement and Design and Access Statement regarding works to the Grade II\* Listed  
Richmond Lock and Weir**

**September 2024**

Introduction

Richmond Lock and Weir was opened in 1894 and is situated about 300 metres down river of Twickenham Bridge. The Lock and Weir is operated by the Port of London Authority (PLA) and forms a half tide barrier across the River Thames. It comprises a lock to the Surrey side, three weirs with gates that can be raised and lowered and a boat slide, at the Middlesex side, to allow skiffs and other small boats to be rolled safely across the weir rather than transit the lock. Two buildings are associated with the Lock and Weir, one on the Surrey side and one on the Middlesex side of the river. These are used as offices and workshops/stores and are an integral part of the bridge structure forming the abutment and access stairs to the twin footbridges. The downriver footbridge is open to pedestrians and cyclists to cross the river.

The moveable weir gates are raised and lowered between the central three arches of the twin bridge which span the River Thames in this location. The weir gates are raised over high tide allowing vessels to pass beneath the bridges. Once the water level drops to about mid tide, the three weir gates are lowered into the river to maintain up-river water levels at a level predetermined in the PLA Act 1968 (as amended). When lowered, the gates are continually maintained and adjusted to maintain the water up-river to the correct level.

Planning history

There has been a number of planning applications / decisions associated with the site, listed below.

- 22/1935/ADV & 22/1936/LBC: Provision of two Samaritans signs with the Samaritans free phone number on it, to the public footbridge at Richmond Lock and Weir. Granted permission 22/09/2022.
  
- 22/0695/LBC: The installation of a drinking water bottle filling station for a trial period of one year with associated alterations including infill of the turnstile void at the former Toll Booth, Richmond Lock and Weir. Granted permission 26/04/2022.
  
- 14/3083/LBC & 14/3012/FUL: Installation of duct work and cabling with the removal of redundant cabling and making good; the installation of a new fire alarm system; creation of a

new internal doorway and the installation of a new door (Middlesex building); the closing up of an existing internal opening (Middlesex building); installation of 5 CCTV cameras (consent sought for 3 retrospectively); the installation of a shed and associated landscaping. Granted permission 02/09/2014.

- 11/2142/LBC: Provision of two new signs on lockside hut. Granted permission 08/08/2011.
- 08/4709/LBC: Refurbishment of kitchen and shower rooms at Richmond Lock and Weir (Surrey Side). Granted permission 03/02/2009.
- 08/3038/LBC: Installation of a generator and associated cabling in the building on the Middlesex side of Richmond Lock and Weir. Granted permission 22/12/2008.
- 08/3047/LBC: Installation of nonslip fibreglass pontoon decking in the recessed channel either side of the boat rollers at Richmond Lock and Weir. Granted permission 27/11/2008.

### The Proposed Works

This application for full planning and Listed Building Consent seeks approval for the installation of seven new CCTV cameras and the relocation of three existing cameras (permitted under application 14/3012/FUL) at the Richmond Lock & Weir facility.

There are a number of CCTV cameras which have been installed at Richmond Lock & Weir previously. These assist with weir operations, navigational safety and the security and safety of the facility and it's staff who are on site 24 hours a day 7 days a week throughout the year.

The cameras are located to have an overview of the river, the PLA and public footbridges, the stairways leading to and from the footbridges and the tow path approaches that lead to and from the PLA footbridge stairways.

In total there are currently 12 cameras situated at the facility shown on drawing RLW/C/1024-B1. These were confirmed and agreed as part of the 2014 planning permission.

The cameras 1,2,3,4,8,10 & 17 do not form part of this application however for completeness they are shown on drawing RLW/C/1053 and referred to in the supporting text.

After a series of internal Port of London Authority Health & Safety reviews, it has been decided that some additional cameras would assist in providing the safe working environment required for PLA

employees at Richmond Lock & Weir. This is due to a number of recent incidents, including 7 incidences in the first 6 months of 2024 with intruders gaining access to the site, predominantly from Surrey side, which is where lone working lock keepers are based.

Drawing RLW/C/1053 shows the location of all existing and proposed cameras. More detail is also provided in the document entitled 'Richmond Lock planning request information'. This includes photographs of the existing cameras, and a specification of the proposed cameras. The body of cameras would be white all with a black face out of the box but can be painted to match as required. Any cabling would not be visible as it would be under the camera fixing point and fed straight through to the equipment room behind following existing routes. For the avoidance of doubt new cameras on drawing RLW/C/1053 are numbered 5, 9, 12, 13, 14, 15 and 16 and relocated cameras are 6, 7 & 11 and it is for these that planning permission and listed building consent is being sought.

#### Access and Temporary works.

No closure will be required as part of the proposed works and during the proposed installation of the CCTV cameras the statutory function of the facility as a Lock and Weir will be maintained at all times.

#### Policy consideration

##### **National Planning Policy Framework (NPPF) (2023)**

The NPPF sets out the government's planning policies for England and how these are expected to be applied. It is a material consideration in planning decisions. At the heart of the NPPF is a presumption in favour of sustainable development, which should be seen as a golden thread running through planning. For decision taking this means:

- Approving development proposals that accord with the development plan without delay; and
- Where the development plan is absent, silent or relevant policies are out-of-date, granting permission unless: Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this framework taken as a whole; or specific policies in this framework indicate development should be restricted.

The NPPF makes reference to the importance of conserving and enhancing the historic environment, including heritage assets at risk of neglect, decay or other threats. Paragraphs 195/196 of the NPPF advises that consideration should be given to the impact of a proposed development on the significance of a designated heritage asset; and they should be conserved in a manner appropriate to

their significance, so that they can be enjoyed for their contribution to the quality of life of existing and future generations.

Protecting and enhancing the historic environment is an important component of the NPPF's drive to achieve sustainable development, as defined in paragraph 8c of the NPPF.

### **The London Plan (2021)**

The London Plan is the spatial development strategy for London. It sets out an integrated economic, environmental, transport and social framework for the development of London over a 20-25 year period of particular relevance to this application for Listed Building Consent is the following

- Policy HC1 – (Heritage conservation and growth) states that development proposals affecting heritage assets, and their settings, should conserve their significance, by being sympathetic to the assets' significance and appreciation within their surroundings.
- Supporting paragraph 7.1.7 adds that development that affects heritage assets and their settings should respond positively to the assets' significance, local context and character to protect the contribution that settings make to the assets' significance.

### **London Borough of Richmond Local Plan (2018)**

The Local Plan sets out policies and guidance for the development of the borough over the next 15 years. It looks ahead to 2033 and identifies where the main developments will take place, and how places within the borough will change, or be protected from change, over that period. Of particular relevance to this policy are:

- Policy LP 1 (Local Character and Design Quality) states that the high-quality character and heritage of the borough will need to be maintained and enhanced where opportunities arise. Development proposals will have to demonstrate a thorough understanding of the site and how it relates to its existing context, including character and appearance, and take opportunities to improve the quality and character of buildings, spaces and the local area.
- Policy LP 3 (Designated Heritage Asset) states that the Council will require development to conserve and, where possible, take opportunities to make a positive contribution to, the historic environment of the borough, and requires the use of appropriate materials and techniques for any works or repairs to a designated heritage asset.

- The supporting text of the policy at paragraph 4.3.5 states that applications must also describe how the proposal retains the integrity and significance of the building as a whole, and demonstrate how the development protects, and where possible enhances, the setting, including views, gaps and vistas and any other features. Of significance to the heritage asset.
- Policy LP 18 (River Corridors) states that the natural, historic and built environment of the River Thames corridor will be protected and enhanced. Supporting text at paragraph 5.7.6 states that developments alongside and adjacent to the River Thames should protect, and where appropriate enhance, the individuality and character of the reach and open up views and vistas to allow the public to appreciate the riverside setting.

### **London Borough of Richmond Local Plan Publication (Regulation 19) (2023)**

A new Local Plan is currently under development, which sets out a strategic vision for shaping the future of the borough, looking ahead to what the borough will be like in 15-20 years' time to 2039. The Local Plan was submitted to the Planning Inspectorate on the 19 January 2024. Of particular relevance are the following policies:

- Policy 29 (Designated Heritage Asset) states that the Council will require development to conserve and, where possible, take opportunities to make a positive contribution to the historic environment of the borough.
- Policy 51 (Health and Wellbeing) states that the Council will support development that promotes healthy lifestyles and reduces health inequalities.
- Policy 40 (Rivers and River Corridors) states the natural, historic and built environments of the borough's watercourses will be protected and that development adjacent to the river corridors will be expected to contribute to improvements and enhancements to the river environment, including improved public spaces, access to the borough's rivers, especially the Thames Path, the creation of new habitats, and improvements of flood defences and flood storage. The supporting text of this policy also refers to the need for riverside developments to consider the need to provide appropriate drowning prevention measures, such as edge protection, appropriate signage and CCTV.

### Listed Building Status

“Richmond Footbridge incorporating lock and sluices” (list entry 1250044) is Grade II\* listed and was first listed on the 25 May 1983. The most recent amendment was on the 5 March 1992. The entry of the listing states:

*“Foot bridge incorporating lock and sluices. 1891, designed by the engineer F.G.M. Stoney (1837-97) who took out 7 patents relating to sluices between 1873 and 1894, but design of the lock-houses by the surveyors Hunt and Steward and ironwork by the firm of Ransome and Rapier of Ipswich. 2 parallel 5 arched bridges of cast iron supported by stone piers with brick and stone lock houses at each end. Each bridge has 5 flat arches of cast iron with spandrels lightened and decorated by vertical slots. Stone piers have round-headed niches to keystones above pointed cutwaters. Elaborate cast iron balustrade with lamp standards positioned over centres of arches. On each bank the bridge is elevated on a brick base serving as a lock keepers cottage with stone dressings and double flight of steps. The overall span is of 348 feet. The central 66 feet spans incorporating 3 sluices which can be raised and stowed horizontally in the space between the 2 bridges. Beneath the outer spans, each of 50 feet were three parallel lines of rollers of which one now remains. the bridges carry public walkways (all closed at time of survey) and there is a toll booth of brick and weather boarding with fretted canopy at the upper level on the Surrey side. This bridge has considerable importance in the history of hydraulic engineering as Stoney first applied here the principal of the floating sluice gate and here pioneered his apparatus for turning the lifted gates into the horizontal position. These principals were later used in his Manchester Ship Canal (1894) and Aswan Dam (1902).”*

It is considered the proposed installation of additional CCTV cameras at this location will have a minimal impact on the character and setting of this important heritage asset for the borough and will serve as an essential enhancement to site safety for staff working at the Richmond Lock and Weir.

### Analysis of planning policy

#### **Design and Impact on the Grade II listed Lock and Weir**

Planning policy requires high quality design which respects the area within which it is located and contributes positively to its surroundings. It is considered that the proposed installation of seven CCTV cameras and relocation of three existing CCTV cameras comprises minor works which will have very little effect on the Grade II\* listed setting and will have no detrimental impact on views and vistas in the area. Conversely the installation of additional CCTV cameras here will serve to enhance the facility for staff working on site and provide a safer working environment, particularly for lone workers on site, and will serve to reduce safety and security issues at the facility. The finish of the proposed

cameras will be of a high quality in keeping with the style of existing cameras and infrastructure and the installation works will be carried out in a sensitive manner.

In summary it can be seen from the submitted drawings that the impact of the proposed installation of additional CCTV cameras at the Grade II\* listed Richmond Lock and Weir would be minimal/negligible and would serve as an improvement to the overall setting, particularly for staff working at this essential operational site for the Port of London Authority. Due to the minor nature of this proposal, it is therefore considered that the setting of the listed building would not be adversely affected.