Metropolitan Open Land Statement regarding works to Grade II* Listed

Richmond Lock and Weir CCTV Proposal

October 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 Surry 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.

Figure 1: Richmond Lock & Weir existing

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.

The proposed development is located within Metropolitan Open Land, (Site: Thames Old Deer Park). With regard to this Local Plan policy LP 13 (Green Belt, Metropolitan Open Land and Local Green Space) states that The borough's Green Belt and Metropolitan Open Land will be protected and retained in predominately open use, and that inappropriate development will be refused unless 'very special circumstances' can be demonstrated that clearly outweigh the harm to the Green Belt or Metropolitan Open Land. As part of the policy it is recognised that that there may be exceptional cases where inappropriate development, such as small scale structures for essential utility infrastructure, may be acceptable.

The supporting text of policy LP13 states that where a development proposal affects designated Green Belt or MOL, the applicant is required to submit an assessment that compares the footprint and floorspace of existing structures and buildings with the footprint and floorspace of the proposed development. This will enable the Council to make an informed judgement in relation to the overall impact on, and potential loss of, designated Green Belt or MOL. To confirm as a result of this proposal there is no change to the footprint or floorspace of the existing, operational Richmond Lock and Wier facility. As noted on the associated application form the existing gross internal floorspace of the site is 61 sqm which is unchanged as a result of the proposed development.

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. They do not overlook the adjacent Old Deer Park, in fact the two cameras closest to the Old Deer Park on the adjacent tow path are proposed to relocated as part of this proposal, as highlighted in appendix 1 of the 'Richmond Lock – Planning request information' document.

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 & Wier. 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 have threatened the safety and security of lone working lock keepers on site. Drawings RLW/C/1053 and RLW/C/1024-B1 show 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, a specification of the proposed cameras. The body of cameras would be white an all with a blackface 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 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 and the statutory function of the facility as a Lock and Weir will be maintained at all times.

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 therefore considered the proposed installation of additional CCTV cameras at this location will have no impact on the Metropolitan Open Land Setting (Old Deer Park) due to the minimal nature of the works. Any new CCTV infrastructure will be keeping with existing infrastructure on this working operational site and will have no impact of views or setting of the Metropolitan Open Land designation.