

# National Trust

## Planning Guidance for development next to the River Wey & Godalming Navigations



# Contents

<b>Introduction</b>	<b>3</b>
<b>Statement of Principles</b>	<b>5</b>
<b>Guidance</b>	<b>6</b>
<b>Waverley Borough</b>	<b>6</b>
Town Wharf, Godalming to Unstead Road Bridge, Peasmarsh	6
<b>Guildford Borough</b>	<b>9</b>
Unstead Road Bridge to Town Bridge, Guildford	9
Town Bridge to Woodbridge Bridge, Ladymead	12
Woodbridge Bridge to Bowers Lock, Burpham	19
Bowers Lock to Newark Road Bridge, Ripley	22
<b>Woking Borough</b>	<b>25</b>
Bowers Lock to Byfleet Bridge, West Byfleet	25
<b>Runneymede Borough</b>	<b>28</b>
Byfleet Bridge to Weybridge Bridge, Weybridge	28
<b>Elmbridge Borough</b>	<b>32</b>
Weybridge Bridge to Thames Lock, River Thames at Weybridge	32

# Introduction

The River Wey & Godalming Navigations are owned and managed by the National Trust

The Navigations form a visually important open corridor which passes through a rich variety of landscapes ranging from tranquil flood plain meadows to busy urban centres where there are constant pressures for development and physical change

The Navigations are also an important leisure asset providing opportunities for walking, cycling, rowing, canoeing and boating and range of indirect benefits including improved health and well being.

In order to establish a coherent management policy for the Navigations corridor, to identify those parts of the property which are most susceptible to change and to help safeguard the waterway corridor from the adverse effects of change the Trust has produced an Environment Strategy. This Strategy has been determined in close consultation with the five different boroughs involved and has resulted in the designation of the Navigations as a Conservation Area

The Trust has also produced a series of Enhancement Proposals which define in more detail the character of different parts of the Navigations and which identify areas where it may be possible to enhance the special character of the Navigations over the long term

This Planning Guidance builds on these earlier initiatives. It is intended to:

- provide local authorities with an understanding of the way in which the Trust is likely to respond to development proposals affecting the Navigations
- assist developers and landowners who wish to promote development which may affect the Navigations
- assist members of the general public to a greater understanding of the Trust's management policies for the Navigations
- promote beneficial, collaborative and productive working partnerships with a variety of interest groups and organisations

The Trust's ownership does not extend beyond the boundaries of the Conservation Area but our interest in development that may adversely impact upon the property extends beyond our boundaries. Where appropriate the Trust will therefore expect to work with local communities, groups, organisations and other landowners in implementing the Guidance

The Guidance is in two parts – a brief Statement of Principles and, for each local authority area, Guidance on the Trust's response to development by Local Authority area.



In some places the River Wey Navigation forms the local authority boundary between Guildford Borough Council and Woking Borough Council. For clarity the relevant Policies are included in both local authority sections of the Guidance



Dapdune Wharf, Guildford Town Centre

## Statement of Principles

The National Trust has a statutory purpose and obligation to ‘permanently protect places of natural beauty or historic interest for the benefit of the nation’. In responding to development plans and proposals which affect or could affect the Navigations and the waterway corridor the Trust will have regard to these statutory obligations

We see an effective planning system as an essential context to our role of protecting the best of the natural and historic environment within our care. We will seek to work closely with local authorities to explain our aims and obligations and to mitigate the adverse affects of inappropriate development and change on the Navigations

The Trust monitors planning application lists for each of the five local authority areas and assesses whether and how proposals are likely to affect the Navigations. The Trust will seek to ensure that it is advised by local authorities of all proposals which will or could affect the Navigations, whether or not they have reached the stage of a formal planning application. These will usually be proposals on land adjacent or close to the Navigations but they may include development some distance away. For example, if there are implications for traffic generation, loss of habitat, views, pollution, noise or flooding

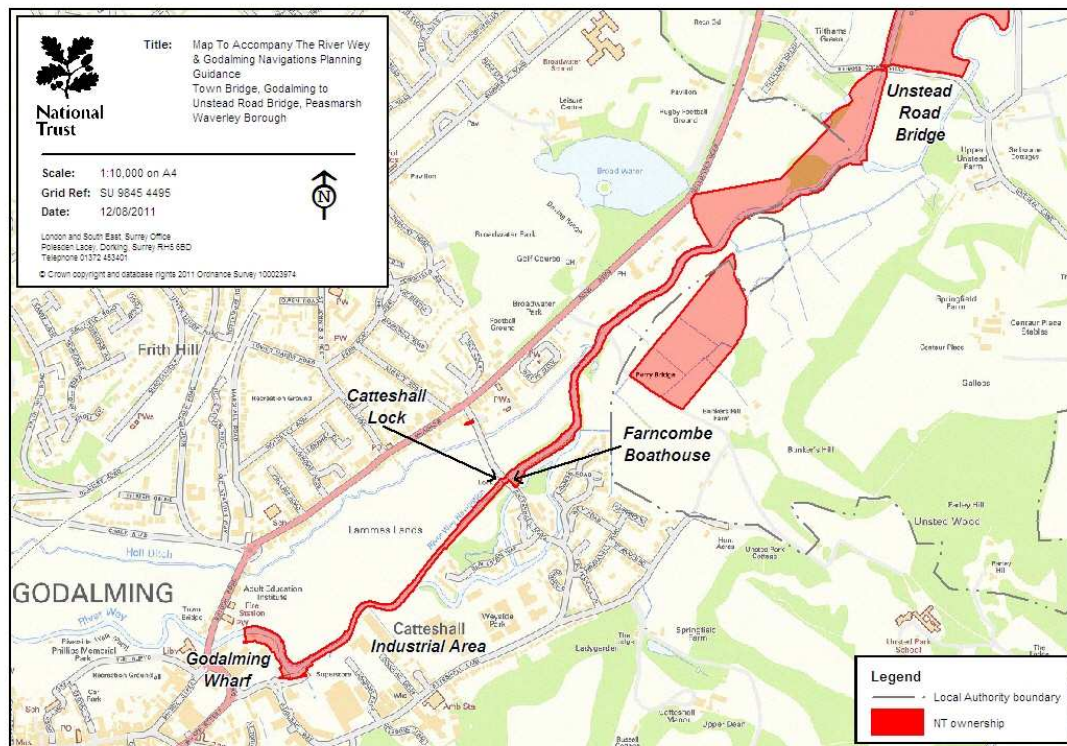
In responding to development proposals the Trust will consider each proposal on its merits but will:

- seek to both protect and enhance the special historic and landscape character of the Navigations and their setting
- seek to enhance the quality and character of views from the Navigations
- seek to ensure that development proposals respect and respond positively to the individually distinctive characteristics of different parts of the Navigations
- where appropriate seek to emulate historic development patterns within proposals for new development
- place a priority on the need for conservation whilst respecting the needs of those using or wishing to use the Navigations for leisure purposes
- have regard to the policies forming part of this Guidance and to the planning policies of the local authority concerned

# Guidance

## Waverley Borough

### Town Bridge, Godalming to Unstead Bridge, Peasmarsh



This part of the Navigations runs from the site of the Godalming Wharf past modern industrial & retail buildings to Cattleshall Lock and then past residential buildings and open fields to Unstead Bridge. Up to Cattleshall Lock the Navigations form a backdrop to the ancient and beautiful 'Lammas Lands' flood plain.

The principal issues for the Trust are:

- a) visual, noise and light intrusion from modern buildings at Cattleshall Lane and Godalming Wharf
- b) preservation and enhancement of views into and out of the Navigations
- c) transport links and parking Cattleshall Lane

**The Trust will:**

1. seek to ensure that proposals for redevelopment of any of the buildings adjoining the Lammas Lands maintain their broadly small-scale domestic character, the existing variety of roof-lines and low building heights
2. object to development proposals which involve the Lammas Lands or other areas of undeveloped countryside adjacent to the Navigations (or new development within the visual setting of the Navigations)
3. resist proposals for any increase in building height on existing developed sites adjacent to the Navigations or within the visual setting of the Navigations
4. resist proposals which would bring buildings or other structures closer to the Navigations unless historically shown to be located next to the waterway
5. seek to ensure that the existing tree screen between the Navigations and the modern industrial & retail buildings is enhanced, managed and sustained
6. seek to ensure increased screening of moving vehicles, parking and loading areas from the Navigations
7. resist proposals for telecommunications or other masts which would be visible from the Navigations and/or out of character with their setting
8. resist proposals for development which are likely to result in an increased risk of flooding or an adverse impact on the water table
9. resist the building of structures, whether temporary or permanent, which could de-stabilise the banks of the Navigations

**Catteshall Lane**

On development or redevelopment of any part of the Catteshall Lane industrial area the Trust will seek to ensure that:

1. buildings are well set-back from the Navigations
2. building materials and colours are visually compatible with the rural character of the Navigations
3. parking and loading areas are not located adjacent to the Navigations
4. elevations facing the Navigations are well-articulated and varied in design
5. lighting does not overspill into the waterway environment urbanising the rural character of the area



## Farncombe Boathouse



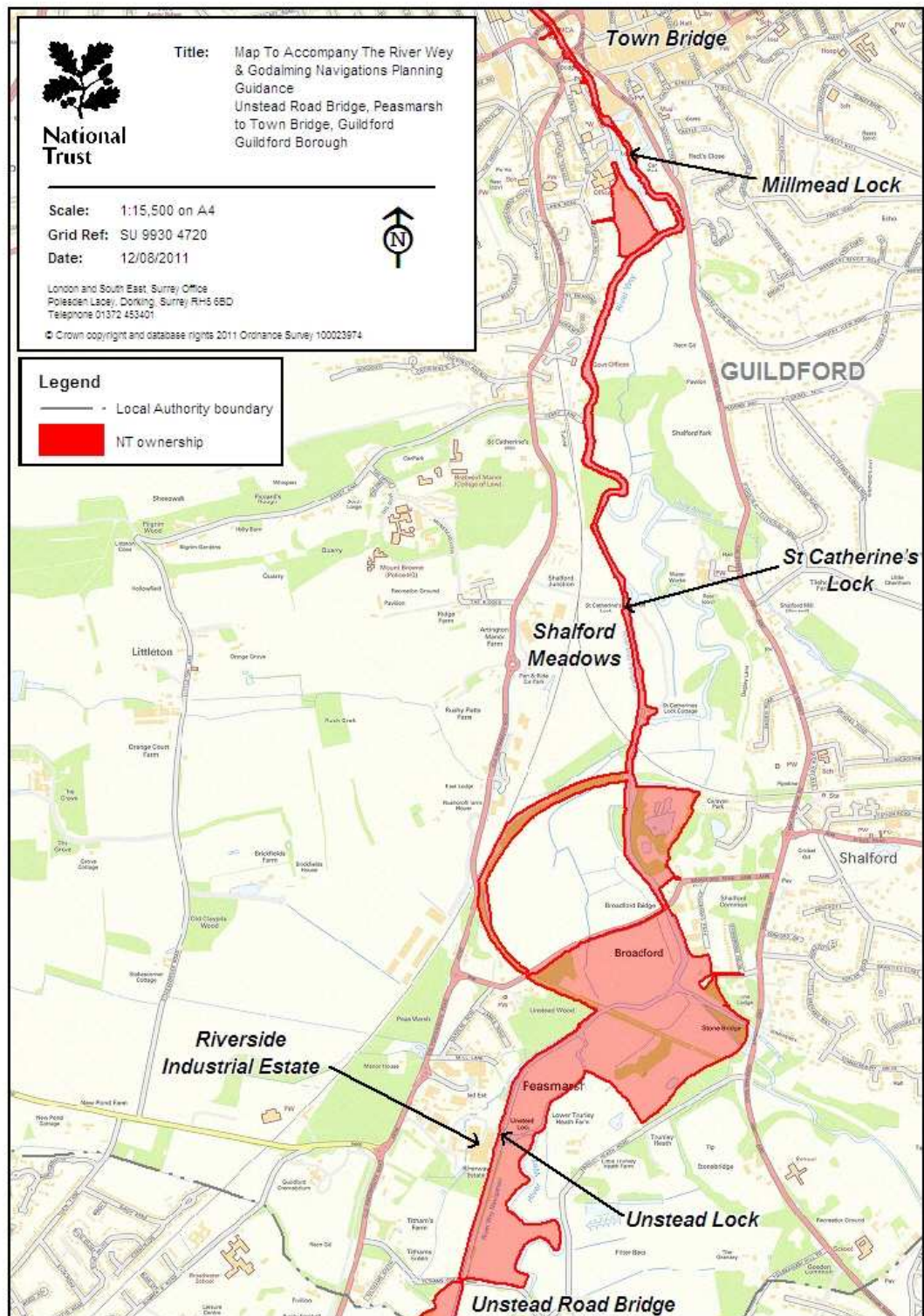
Farncombe Boat House, Catteshall Lane

In the event of proposals being received for development of the vacant land immediately to the south east of Farncombe Boathouse the Trust will seek to ensure that:

1. any new buildings are set-back from the river, of small scale design, predominantly single-storey with roofs which slope away from the Navigations and constructed using materials which reflect the character of the boathouse and other vernacular buildings on the Navigations
2. hard landscaping and parking areas are not located adjacent to the Navigations



## Unstead Road Bridge to Town Bridge, Guildford



This part of the Navigations passes through mediaeval hay meadows, meads and flood plain to end at Millmead, part of the historic centre of Guildford. In the past there were a number of industrial features, such as a tannery and a mill at

Unstead Lock, and there were storage wharves at Stonebridge Wharf near the junction of the Navigations with the Wey & Arun Junction Canal.

The principal issues for the Trust are:

- a) the preservation and enhancement of important views out of and into the Navigations,
- b) visual, light and noise intrusion from modern commercial and industrial buildings
- c) preservation and enhancement of the strong sense of place and waterway atmosphere at, and on the approach to, Millmead

**The Trust will:**

- 1. object to development proposals which involve the flood plain or other areas of undeveloped countryside adjacent to the Navigations (or new development within the visual setting of the Navigations)
- 2. seek to reduce the impact of the impact of noise and light pollution from Unstead Road Bridge
- 3. resist proposals for any increase in building height on existing developed sites adjacent to the Navigations or within the visual setting of the Navigations
- 4. resist proposals which bring buildings or other structures closer to the Navigations (unless historical precedent dictates otherwise)
- 5. resist proposals in the vicinity of Broadford Bridge for any changes to boundary structures which would be harmful to the open character of the area
- 6. seek opportunities to improve the visual setting of the waterway setting at Broadford Bridge through screening of parked cars at Stonebridge Wharf industrial park
- 7. seek opportunities to improve the visual setting of the Navigations setting through tree screening of Artington Manor Business Park and implementation of revised lighting scheme
- 8. resist proposals which would result in the demolition or significant alteration of the old stone boundary walls adjacent to the Navigations towpath opposite Shalford Meadows
- 9. resist any proposals for intensification of restaurant/bar/pub use on the riverside between Guildford Rowing Club and Town Bridge
- 9. encourage proposals for the retention and restoration of the small boathouse at the rear of Old River Cottage, Millbrook as a self-contained riverside structure

10. seek opportunities to increase the height, depth and sustained management of planting to visually screen the Millbrook public car park and the Guildford Thames Water Pumping Station from the Navigations
11. seek opportunities to visually unify the design, materials and colour of waterway-side furniture, fencing and structures on both sides of the Navigations in the Millmead area and along the length of the Navigations in Guildford town centre
12. resist proposals for telecommunications or other masts which would be visible from the Navigations and/or out of character with their setting
13. resist proposals for development which are likely to result in an increased risk of flooding or an adverse impact on the water table
14. resist the building of structures, whether temporary or permanent, which could de-stabilise the banks of the Navigations

#### Riverside Industrial Estate, Unstead Lock

Unstead Lock is an important focal point on the Navigations situated in a tranquil countryside setting which was historically interrupted only by two mill buildings. These have been replaced by the Riverside industrial Estate. On development or redevelopment of any part of the industrial estate the Trust will seek to ensure that:

1. buildings are well set-back from the Navigations, unless historical precedent dictates otherwise
2. parking and loading areas are not located adjacent to the Navigations
3. the planting screen between the industrial estate and the Navigations is strengthened and managed for the long term
6. building materials and colours are visually compatible with the rural character of the Navigations
7. elevations facing the Navigations are well-articulated, varied in design and respect the site's historical associations with mill activity
8. the old mill leats adjacent to the Navigations are restored and interpreted
9. service access to the Navigations is maintained
10. lighting does not overspill into the waterway environment urbanising the rural character of the area
11. unhindered access for the public is created, maintained and enhanced

## Shalford Meadows

The Trust will object to development proposals which involve Shalford Meadows and will seek to protect important views from the Navigations of Shalford Meadows and beyond. In particular the Trust will resist any proposals which would:

1. harm views of Guildford Castle and its nearby buildings
2. harm views of the chalk face of the Great Quarry at Shalford Road
3. result in an increase in building height on the hillside behind Shalford Meadows
4. result in an intensification of building structures sufficient to materially alter or harm long distance views from the Navigations
5. impact on the use of the meadows as natural flood plain

## **Town Bridge to Woodbridge Bridge**



GBC pedestrian bridge, the Billings and Auctioneer's Building, Guildford Town Centre





The principal issues for the Trust are:

- a) the inappropriate design and scale of much of the modern development adjoining the Navigations
- b) the need for sympathetic redevelopment of the Farnham Road Bus Station and Bedford Road Car Park sites
- c) inconsistency and lack of design cohesion of riverside landscaping materials, signage and street furniture, including fencing
- d) the pressure for development of existing industrial sites for higher density uses with greater building heights
- e) poorly maintained and visually unattractive boundary structures
- f) the visual intrusion into the Navigations of car parking and loading areas
- g) light pollution

**The Trust will:**

- 1. resist proposals for any increase in building height on existing developed sites adjacent to the Navigations or within the visual setting of the Navigations
- 2. resist proposals which bring buildings or other structures closer to the Navigations (unless historical precedent dictates otherwise)
- 3. generally support proposals which result in buildings being further set back from the Navigations
- 4. seek to ensure increased screening of moving vehicles, parking and loading areas from the Navigations
- 5. seek opportunities for improvement in the impermeability, design and quality of rear boundary structures, fences and walls to properties in Walnut Tree Close
- 6. resist proposals for telecommunications or other masts which would be visible from the Navigations and/or out of character with their setting
- 7. resist proposals for development which include parking, loading areas and access roads adjacent to or visible from the Navigations
- 8. resist proposals for development which are likely to result in an increased risk of flooding or an adverse impact on the water table
- 9. seek to ensure that existing riverside trees are maintained
- 10. maintain the existing open and historic character of Dapdune Wharf

11. seek to ensure that in the event of redevelopment of TS Queen Charlotte any new and/or refurbished buildings emulate the design, character and scale of the buildings and structures at Dapdune Wharf
12. seek to preserve both the open character of the small area of Woodbridge Meadows which lies to the south of the bridge and the existing scale of the buildings which act as a backdrop to views across this area
13. resist the building of structures, whether temporary or permanent, which could de-stabilise the banks of the Navigations
14. seek opportunities to visually unify the design, materials and colour of waterway/river-side furniture, fencing and structures on both sides of the Navigations and along the length of the Navigations in Guildford town centre
15. lighting does not overspill into the waterway environment urbanising the character of the area

#### Farnham Road Bus Station Site



Farnham Road Car Park, looking south, Guildford Town Centre

This site has a long open frontage to the Navigations and is situated directly opposite the Tread wheel Crane (Scheduled Ancient Monument). The site is very visible from both Friary Bridge and Town Bridge and the riverside frontage is much used by the public

There are three important views into the site which should be taken into account in determining the most appropriate form of development for the site. These are the view from the pedestrian footpath on approaching the site from the north, the view



of the site from the Navigation itself and the view of the site from the public open space around the Tread wheel Crane and Town Wharf

In the event of proposals being received for development of the site the Trust will seek to ensure that:

1. the spaciousness of the current views is maintained
2. new buildings on the site do not visually dominate the Navigations
3. the unobstructed view along the frontage of the site south towards the White House pub is retained
4. the broad pavement footpath access running through the site is retained and integrated within the development proposals
5. the opportunity is taken to enhance both the public realm and access to the Navigations
6. development proposals reflect the historic scale and character of the location and relate well to the existing buildings on the south western corner of the site
7. proposals are included to visually improve the area around the Tread wheel Crane so as to integrate the Tread wheel Crane into a unified sense of place
8. building materials are predominantly timber, brick and slate or tile reflecting the historic character of the Conservation Area
9. lighting does not overspill into the waterway environment urbanising the character of the area

#### Bedford Road Car Park Site





This site has an open frontage to the Navigations and is situated directly opposite the Billings, a unique group of multi-storey warehouses now in modern commercial use. The site is also situated at an important visual gateway to Guildford town centre from the Navigations

In commenting on development proposals for the site the Trust will seek to ensure that:

1. the existing 'Auctioneer's' building is retained and visually well integrated into the proposals
2. new buildings are well set-back from the Navigations (unless historical precedent dictates otherwise)
3. the height of buildings facing the Navigations and opposite the multi-storey warehouse buildings is limited to two or three storeys in order to a) reflect the historical character of the site and b) allow the multi-storey warehouses to continue to act as a visual back-drop to views into the Conservation Area from Bedford Road
4. the design of any new buildings facing the river reflects and evokes the historic industrial character of this part of the Navigations and, in particular, the architectural style of the Billings group of buildings
5. the height and design of other buildings on the site relate sympathetically to the height and design of any new riverside buildings on the site ,to the existing buildings in the adjacent Bridge Street Conservation Area and to the buildings forming the Odeon complex
6. proposals are included to improve the visual quality of the public realm in the 'gateway' area between the site and the Odeon Cinema buildings opposite
7. parking and loading areas are not located adjacent to the Navigations
8. seek opportunities to visually unify the design, materials and colour of new waterway/river-side furniture, fencing and structures
9. new lighting does not overspill into the waterway environment urbanising the character of the area

## Williams Road



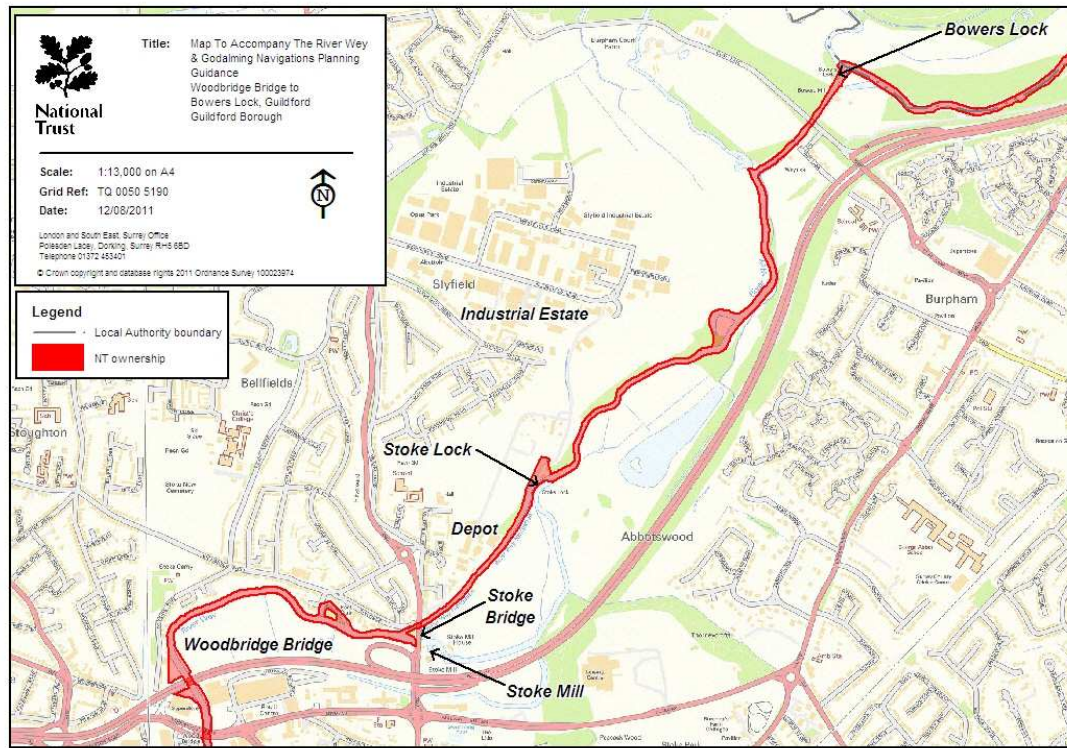
Dapdune Farm cottage and buildings, William Road, Guildford Town Centre

In commenting on development proposals for the riverside site at the end of Williams Road the Trust will seek to ensure that:

1. the existing riverside cottage and outbuildings are retained and restored
2. the layout, massing, scale, height and design of any new buildings relate satisfactorily to the retained cottage and outbuildings
3. the scale and character of historic buildings at Dapdune Farm is respected and promote a sustainable alternative use for these locally rare examples of vernacular architecture next to the waterway



## Woodbridge Bridge to Bowers Lock



Close to Guildford the small scale somewhat haphazard layout of the residential area facing Woodbridge Meadows defines the character of the Navigations. Industrial development impinges on the Navigations north of Stoke Bridge but elsewhere the character is predominantly rural

The principal issues for the Trust are:

- a) preservation of the character of the Navigations in the area of Woodbridge Meadows
- b) the visual intrusion of industrial premises close to Stoke Lock
- c) the possible impact of development proposals for the Slyfield Industrial Area
- d) the impact of noise, light and pollution from the A3 trunk road

**The Trust will:**

- 1. object to any proposals which would increase noise or pollution emanating from the A3, including new insensitively planned and sited vehicle access

route across Burpham Court Farm floodplain linking to the Slyfield Industrial Estate

2. resist any proposals for development of the open meadows between Woodbridge and Stoke Bridge
3. resist further infilling of residential gardens opposite these meadows
4. object to development proposals which involve undeveloped countryside or allotments adjacent to the waterway or within the visual setting of the Navigations
5. resist proposals for any increase in building height on existing developed sites adjacent to the Navigations or within the visual setting of the Navigations
6. object to development proposals for any material external alteration of Stoke Mill
7. seek to protect the existing views of Stoke Mill from the Navigations
8. support any redevelopment proposals for the Woking Road Council Depot which result in
  - a) increased screening from the Navigations of roads and vehicles
  - b) re-siting of roads, vehicles and lorry parking areas further away from the Navigations
  - c) sensitive siting of any new lighting to prevent overspill into the waterway environment urbanising the character of the area
  - d) improve public access and informal recreation opportunities along the non towpath side of the waterway
9. resist proposals which bring vehicle parking areas, buildings or other structures closer to the Navigations (unless historical precedent dictates otherwise)
10. seek to ensure that in the event of redevelopment of the commercial buildings immediately to the north west of Stoke Lock any new buildings and structures are designed in materials, and to a height and scale, which are compatible with the design and appearance of the Stoke Lock Cottage
11. seek to ensure that any development which takes place on the Slyfield Industrial Area preserves the openness of the Navigations and that new buildings and structures do not intrude visually into the setting of the Navigations nor increase noise, light or odour pollution
12. resist proposals for telecommunications or other masts or chimneys which would be visible from the Navigations and/or out of character with their setting

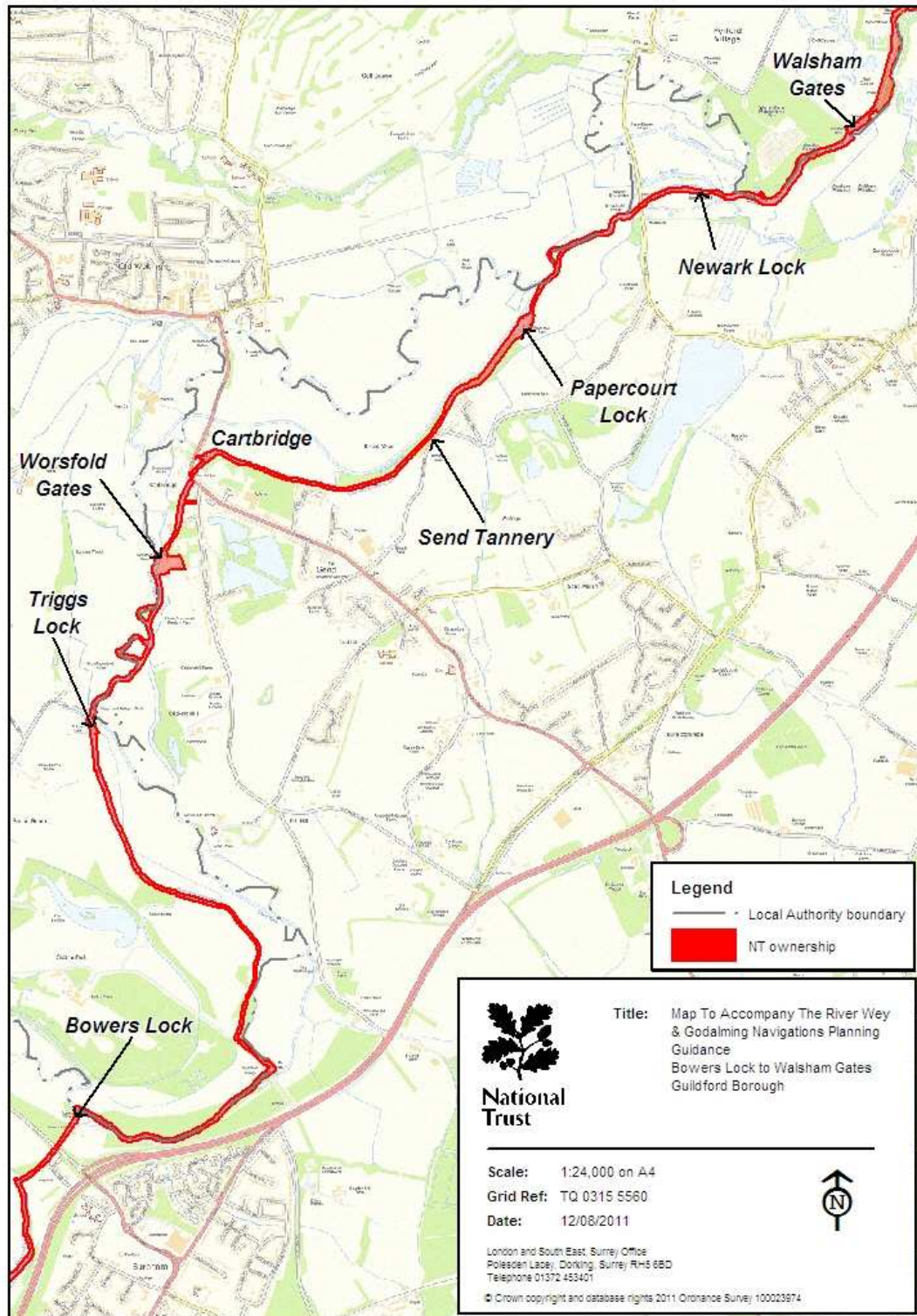


13. resist proposals for development which are likely to result in an increased risk of flooding or an adverse impact on the water table
14. resist the building of structures, whether temporary or permanent, which could de-stabilise the banks of the Navigations



Stoke Mill, Guildford

## Bowers Lock to Walsham Lock



Here the Navigations has a strong rural character interrupted only by the village of Send at Cartbridge and by outworn industrial buildings on the site of an old tannery to the east of Cartbridge

The principal issues for the Trust are:

- protection of the rural character of the Navigations

- b) preservation of the open character of the visual setting to the Navigations in the area around Cartbridge
- c) preservation of the open character of the visual setting to the Navigations in the focal point areas around each of the various locks
- d) the need for sympathetic redevelopment of the industrial buildings on the old tannery site in order to preserve the site's historic sense of place

**The Trust will:**

- 1. object to development proposals which involve areas of undeveloped countryside adjacent to the Navigations or within the visual setting of the Navigations
- 2. object to any proposals for development of the existing open land between the Navigations and the village of Send
- 3. object to any proposals which would harm the open character of the area around each of the focal point locks
- 4. resist any proposals for infilling of residential gardens in Potters Lane, Send other than for single lock up garages to serve residential properties and which are sympathetically designed in relation to the Navigations
- 5. resist any proposals that would result in intensification of motor vehicle use of the Trust owned unmade road between the Potters Lane houses and the waterway
- 6. resist any proposals for increased development density or intensification of use of commercial premises at Papercourt Farm to the south east of Papercourt Lock
- 7. in the event of redevelopment of all or any part of the commercial premises at Papercourt Farm seek effective landscape screening of buildings, roads and vehicles
- 8. seek to preserve the visual and historic character of both the buildings and the setting of the Navigations in the area of Newark Road Bridge
- 9. resist proposals for any increase in building height on existing developed sites adjacent to the Navigations or within the visual setting of the Navigations
- 10. seek to ensure that any new development within the visual setting of the Navigations is sympathetic in terms of design, height, scale, massing and materials
- 11. resist proposals which would bring buildings or other structures closer



to the Navigations (unless historical precedent dictates otherwise)

12. resist proposals for telecommunications or other masts which would be visible from the Navigations and/or out of character with their setting
13. resist proposals for development which are likely to result in an increased risk of flooding or an adverse impact on the water table
14. seek to reduce the impact of the impact of noise and light pollution from Newark Road Bridge
15. resist the building of structures, whether temporary or permanent, which could de-stabilise the banks of the Navigations

### Send Tannery, Tanyard Bridge

In commenting on development proposals for this site the Trust will seek to ensure that:

1. the strong and very distinctive industrial character of the existing buildings is retained
2. the unbroken and solid nature of the existing elevations to the Navigations is reflected in any design proposals
3. the existing landing stage is re-emulated

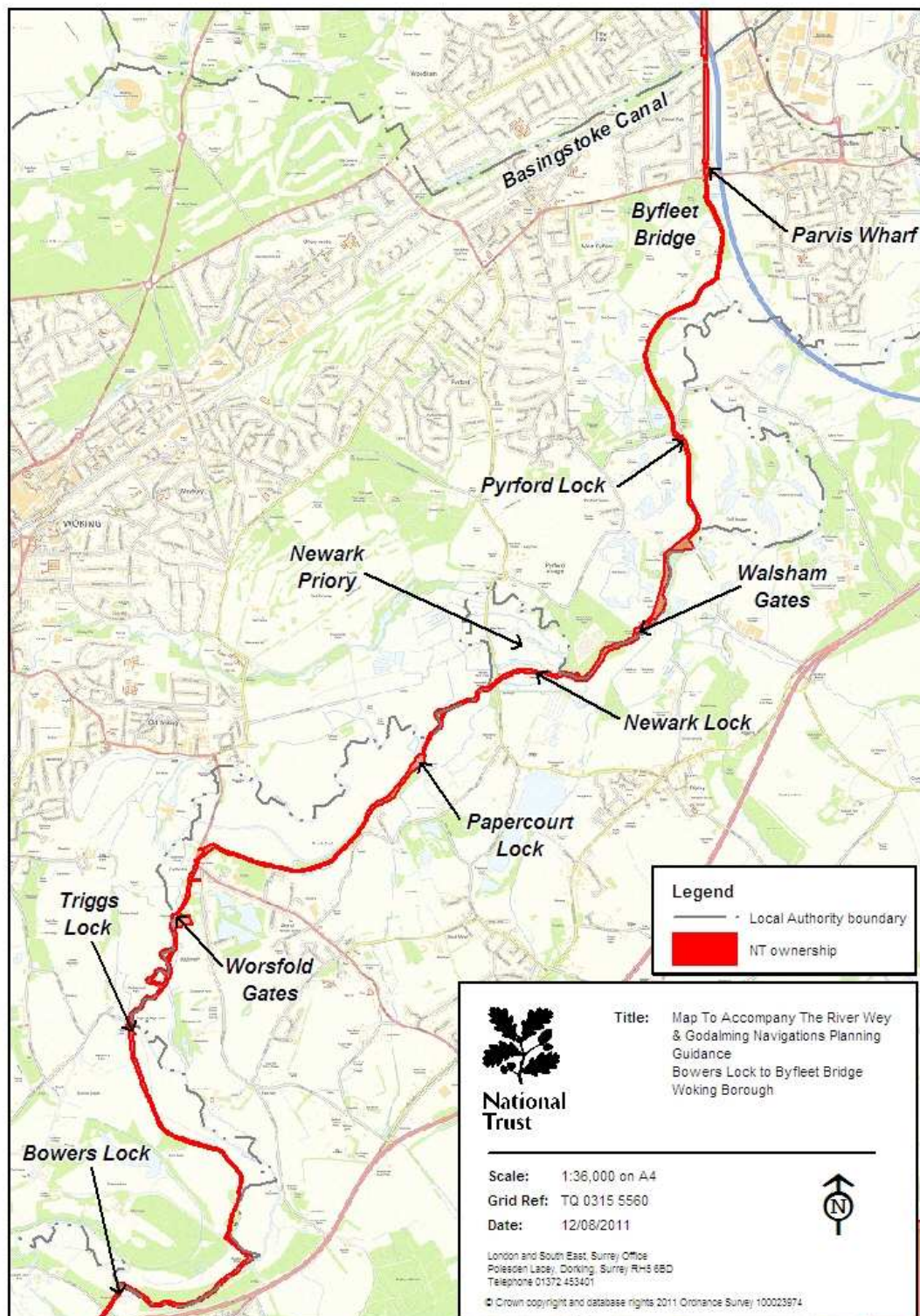


Formerly "Crack Processing", Tannery Lane, Send



## Woking Borough

### Bowers Lock to Byfleet Bridge



Within the Borough of Woking the Navigations has a strong rural character throughout nearly all of its length. This is interrupted only by the visual impact of

residential properties (and by the visual and noise impact of the M25 motorway) on the approach to and beyond Parvis Bridge, Byfleet

The principal issues for the Trust are:

- a) protection of the rural character of the Navigations
- b) preservation of the open character of the visual setting to the Navigations in the focal point areas around each of the various locks

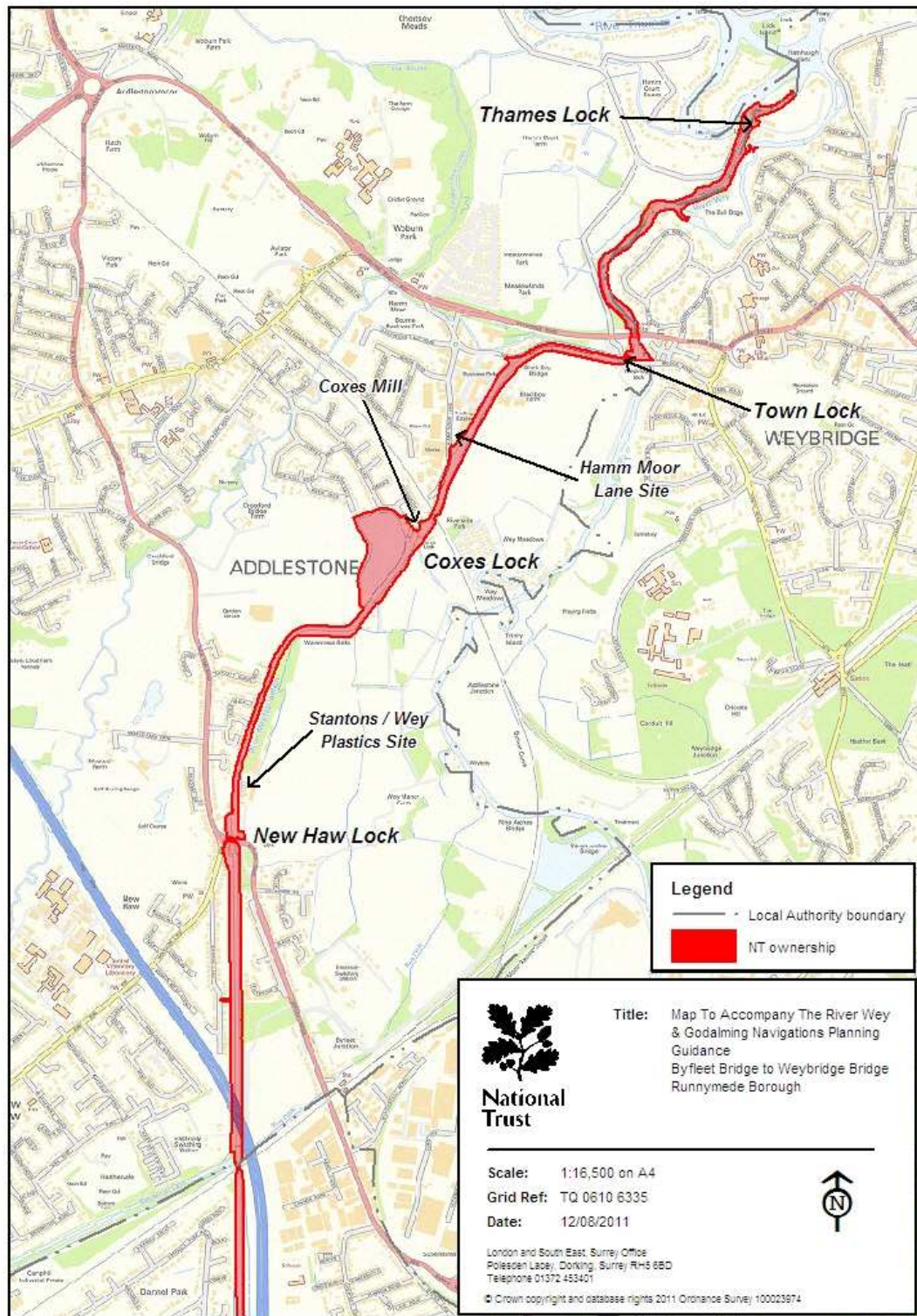
**The Trust will:**

1. object to development proposals which involve areas of undeveloped countryside adjacent to the Navigations or within the visual setting of the Navigations
2. object to any proposals which would harm the open character of the area around each of the focal point locks
3. resist proposals for any increase in building height on existing developed sites adjacent to the Navigations or within the visual setting of the Navigations
4. object to any development which would harm views of Newark Priory from the Navigations
5. seek to ensure that any new development within the visual setting of the Navigations is sympathetic in terms of design, height, scale, massing and materials
6. resist proposals which bring buildings or other structures closer to the Navigations (unless historical precedent dictates otherwise)
8. resist proposals for telecommunications or other masts which would be visible from the Navigations and/or out of character with their setting
9. resist proposals for development which are likely to result in an increased risk of flooding or an adverse impact on the water table
10. resist the building of structures, whether temporary or permanent, which could de-stabilise the banks of the Navigations
11. resist proposals for the construction of building structures and/or extensions at the rear of the residential properties between Parvis Wharf and Byfleet Bridge where such proposals would harm the open character of the setting to the Navigations
12. resist any lighting proposals leading to an increase in light pollution
13. seek to insure that in the event of any further Basingstoke Canal developments any proposal to increase back pumping is sustainable and will not impact adversely on navigation

**Runneymede Borough**

**Byfleet Bridge to Weybridge Bridge**





Within Runnymede Borough the setting of the Navigations is defined by a mixture of open land, residential and commercial buildings and by the strong industrial character of the listed Coxes Mill



The principal issues for the Trust are

- a) preservation of the semi-rural atmosphere
- b) pressure for infilling and redevelopment on residential and commercial land adjacent to the Navigations

**The Trust will:**

- 1. object to development proposals which involve areas of undeveloped countryside adjacent to the Navigations or within the visual setting of the Navigations
- 2. resist proposals for any increase in building height on existing developed sites adjacent to the Navigations or within the visual setting of the Navigations
- 3. resist proposals which would bring buildings or other structures closer to the Navigations (unless historical precedent dictates otherwise)
- 4. resist proposals for the construction of building structures and/or extensions at the rear of the residential properties between
  - a) Byfleet Bridge and New Haw Lock and
  - b) New Haw Lock and Coxes Millwhere such proposals would harm the open and semi-rural character of the setting to the Navigations
- 5. object to any development proposal which would harm existing views from the Navigations of Coxes Mill
- 6. resist proposals for telecommunications or other masts which would be visible from the Navigations and/or out of character with their setting
- 1. resist proposals for development which are likely to result in an increased risk of flooding or an adverse impact on the water table
- 2. resist the building of structures, whether temporary or permanent, which could de-stabilise the banks of the Navigations
- 3. resist any lighting proposals leading to an increase in light pollution

Stantons/Wey Plastics Site, New Haw Lock

In commenting on any development proposals for this site the Trust will seek to ensure that:

1. vehicle parking, loading and access areas are not visible from the Navigations
2. any new buildings or extensions are well set back from the Navigations
3. building height adjacent to the Navigations is limited to a maximum of two storeys
4. building height, scale, massing and materials are sympathetic to the residential buildings on the other side of the Navigations
5. any proposal reduces light, noise and litter pollution



Coxes Mill and Lock, Addlestone

### Hamm Moor Lane

In commenting on any development proposals for the commercial/industrial properties between Coxes Mill and the Pelican public house the Trust will seek to ensure that:

1. such proposals enhance the visual sense of arrival on the approach to Coxes Mill from Weybridge
2. sufficient on-site parking is provided to ensure that there is no intensification of vehicle parking adjacent to the Navigations in Hamm Moor Lane and that, if possible, the amount of such parking is reduced
3. the height of any new buildings relates well to the height of both Coxes Mill and the two new office buildings at the end of Hamm Moor Lane
4. the design, scale and massing of any new buildings is sympathetic to the design and appearance of Coxes Mill and allows Coxes Mill to remain architecturally dominant
5. external materials are sympathetic to Coxes Mill and to the two new office buildings
6. the development includes increased tree planting on the boundary of Hamm Moor Lane with the Navigations
7. any lighting proposals leading to an reduce light pollution

## **Elmbridge Borough**

### **Weybridge Bridge to Thames Lock**





On the other side of the Navigations the setting has a strongly rural feel

The principal issues for the Trust are:

- a) preservation of the rural character of the navigations
- b) preservation of the distinctive high quality residential environment
- c) preservation of the views from the Navigations of St James

**The Trust will:**

1. object to development proposals which involve areas of undeveloped countryside adjacent to the Navigations or within the visual setting of the Navigations
2. resist proposals for any increase in building height on existing developed sites adjacent to the Navigations or within the visual setting of the Navigations
3. resist proposals which would bring buildings or other structures closer to the Navigations (unless historical precedent dictates otherwise)
4. resist any proposals for residential or other infilling between the existing houses in Wey Road where these would harm the distinctive 'detached country house in gardens' character of this part of the Navigations
5. seek to preserve the existing boat house structures on the Navigations
6. seek to preserve existing views from the Navigations of St James Church
7. resist proposals for telecommunications or other masts which would be visible from the Navigations and/or out of character with their setting
8. resist proposals for development which are likely to result in an increased risk of flooding or an adverse impact on the water table
9. resist the building of structures, whether temporary or permanent, which could de-stabilise the banks of the Navigations
10. ensure all river bankside treatment has Environment Agency approval and meets with the Trusts recommend bank work palette of options
11. resist any lighting proposals leading to an increase in light pollution



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