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**Weybridge Business Park,  
Addlestone, Surrey, KT15 2UP**

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**Heritage and Archaeology  
Statement**

**Project:** Weybridge Business Park, Surrey, KT15 2UP

**Client:** Bridge UK Properties 7LP

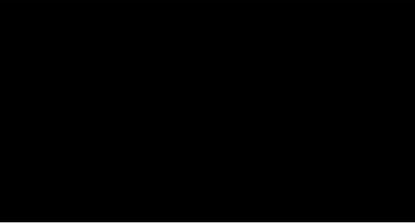
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## Contents

<b>1.0</b>	<b>Introduction</b> .....	<b>1</b>
1.1.	Project background.....	1
1.2.	The Site and its wider context.....	1
<b>2.0</b>	<b>Methodology</b> .....	<b>3</b>
2.1	Aims, objectives and scope.....	3
2.2	Assessment methodology.....	3
2.3	Archaeological remains.....	4
2.4	Historic and archaeological baseline.....	5
<b>3.0</b>	<b>Historic development of the Site</b> .....	<b>6</b>
3.1	Introduction.....	6
3.2	Previous studies.....	6
3.3	Archaeological and historic development of the Site and surrounding area.....	6
<b>4.0</b>	<b>Built heritage assets: significance and setting</b> .....	<b>16</b>
4.1	Significance.....	16
4.2	Wey Navigation Conservation Area.....	16
<b>5.0</b>	<b>Buried heritage assets: potential and significance</b> .....	<b>18</b>
5.2	Factors affecting archaeological survival.....	18
5.3	Prehistoric period.....	18
5.4	Romano-British period.....	19
5.5	Anglo-Saxon period.....	19
5.6	Medieval period.....	19
5.7	Post-medieval and modern periods.....	20
<b>6.0</b>	<b>Impacts of the proposed development</b> .....	<b>21</b>
6.2	Proposed development.....	21
6.3	Impacts of proposed development.....	21
<b>7.0</b>	<b>Conclusions</b> .....	<b>25</b>
<b>8.0</b>	<b>References</b> .....	<b>27</b>
	<b>Appendix 1: Legislation and planning policy</b> .....	<b>28</b>
	<b>Appendix 2: Surrey HER dataset and mapping</b> .....	<b>31</b>
	<b>Appendix 3: Surrey HER dataset</b> .....	<b>35</b>

## Figures

Figure 1: Aerial image of the Site (red boundary) and its wider vicinity © Google Earth .....	2
Figure 2: Extract of Ordnance Survey Drawing (Hampton Court 20), 1804, indicating the approximate location of the Site .....	9
Figure 3: Extract of Weybridge Tithe Map, 1844, indicating the approximate location of the Site .....	10
Figure 4: Extract of Ordnance Survey map, 1872, indicating the approximate location of the Site .....	11
Figure 5: Extract of Ordnance Survey map, 1914, indicating the approximate location of the Site .....	12
Figure 6: Extract of Ordnance Survey map, 1935, indicating the approximate location of the Site .....	12
Figure 7: View of the Site from the south-west, 1950. The Airscrew Company and Jicwood Ltd Works. © Historic England reference EAW034367/ Britain From Above .....	13
Figure 8: View of the Site from the north-east, 1950. The Airscrew Company and Jicwood Ltd Works. © Historic England reference EAW034364 / Britain From Above .....	14
Figure 9: Aerial mapping of the Site and wider vicinity, 1999 indicating the approximate location of the Site .....	15
Figure 10: View towards the Site across the Wey Navigation Conservation Area, from the north-west, March 2022 .....	22
Figure 11: Surrey HER Monument points within 1km of the Site.....	32
Figure 12: Designated heritage assets within 1km of the Site.....	33
Figure 13: Areas of High Archaeological Potential (AHAP) and County Sites of Archaeological Importance (CSAI) within 1km of the Site (Surrey HER references).....	34

## Abbreviations and Conventions used in the text

c.	circa	LPA	Local Planning Authority
CA	Conservation Area	m	metres
ha	hectares	NGR	National Grid Reference
HER	Historic Environment Record	NHLE	National Heritage List for England
km	kilometres	NPPG	National Planning Practice Guidance
LBC	Listed Building Consent	NPPF	National Planning Policy Framework

## Periods referred to in the text

Prehistoric (Palaeolithic)	900,000 to 10,000 BC	Anglo-Saxon	410 to 1066
Prehistoric (Mesolithic)	10,000 to 4000 BC	Medieval	1066 to 1540
Prehistoric (Neolithic)	4000 to 2200 BC	Post-medieval	1540 to 1799
Prehistoric (Bronze Age)	2200 to 800 BC	19 <sup>th</sup> century	1800 to 1899
Prehistoric (Iron Age)	800 BC to 43 AD	20 <sup>th</sup> century/Modern	1900 to present
Romano-British	43 AD to 410		

## Assumptions and Limitations

This report is compiled using primary and secondary information derived from a variety of sources. The assumption is made that this data, as well as that derived from other secondary sources, is reasonably accurate.

## Compliance

This document has been prepared in accordance with the requirements stated within the National Planning Policy Framework (NPPF; (Ministry of Housing, Communities & Local Government, 2021) and the Chartered Institute for Archaeologists' Standard and guidance for historic environment desk-based assessment, and Standard and guidance for commissioning work on, or providing consultancy advice on, archaeology and the historic environment (Chartered Institute for Archaeologists, 2014).

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## 1.0 Introduction

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### 1.1. Project background

1.1.1. Savills Heritage and Townscape has been commissioned by Bridge UK Properties 7 LP to produce a Heritage and Archaeology Statement to accompany a planning application for development at land at Weybridge Business Park, Addlestone, Surrey, KT15 2UP (hereafter known as 'the Site'), centred at approximately NGR 506333, 164731. The proposed development comprises the demolition of existing buildings and the development of three employment units within Classes E(g)ii, E(g)iii, B2 and B8, with ancillary office accommodation, new vehicular access, associated external yard areas, HGV and car parking, servicing, external lighting, hard and soft landscaping, infrastructure and all associated works.

### 1.2. The Site and its wider context

1.2.1. The Site is formed of two parcels of land containing seven detached buildings which previously provided office accommodation. One building is located to the north of Addlestone Road and the other six are south of Addlestone Road, on land bounded by the River Wey Navigation to the east, and Ham Moor Lane to the west. The Waterside Trading Estate is located to the south of the Site.

1.2.2. The buildings within the Site are two and three storeys in height and interspersed with car parking and soft landscaping.

1.2.3. The Site contains no designated or known non-designated heritage assets. To the east of the Site, the River Wey Navigation Conservation Area passes the Site on an approximate north-south alignment. The Site is not located within an Area of High Archaeological Potential.

1.2.4. Figure 1 indicates the Site and surrounding area.



Figure 1: Aerial image of the Site (red boundary) and its wider vicinity © Google Earth

- 1.2.5. The underlying geology of the Site is a bedrock of Bagshot Formation. A sedimentary bedrock of sand, it was formed approximately 48 to 56 million years ago when the local environment was dominated by shallow seas. The superficial deposits comprise clay, silt, sand and gravel alluvium formed in a local environment dominated by rivers. The deposits are detrital, ranging from coarse- to fine-grained and form beds and lenses of deposits reflecting the channels, floodplains and levees of a river or estuary (bgs.ac.uk).

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## 2.0 Methodology

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### 2.1 Aims, objectives and scope

2.1.1 The purpose of this Heritage and Archaeology Statement is to determine, as far as is reasonably possible from existing records, an understanding of the historic environment resource in order to:

- 1) Provide a heritage baseline assessment to understand the archaeological and historic background and development of the Site and the surrounding area;
- 2) Formulate an assessment of the heritage significance of the heritage assets identified as sensitive to the proposed development considering their archaeological, historic, architectural and artistic interests;
- 3) Formulate an assessment of the potential and significance of the archaeology of the Site;
- 4) Formulate an assessment of the impact of the proposed development on the significance of the heritage assets.

### 2.2 Assessment methodology

2.2.1 Local planning authorities require an applicant to provide an assessment of the significance of any heritage assets affected by a development proposal, including any contribution made by their setting. This includes designated and non-designated heritage assets. The following terminology has been adopted within this assessment for classifying and discussing the historic environment:

- 1) A **Heritage Asset** is a building, monument, site, place, area or landscape identified as meriting consideration in planning decisions because of its heritage interest (NPPF, Annex 2 Glossary);
- 2) The **Setting** of a heritage asset is the surroundings in which a heritage asset is experienced. Its extent is not fixed, can extend beyond the asset's curtilage and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral (NPPF, Annex 2 Glossary);
- 3) **Significance** (for heritage policy), as defined in the NPPF (Annex 2 Glossary) is used to describe the heritage interest of an asset to this and future generations. This interest may be archaeological, architectural, artistic or historic. Significance derives from not only a heritage asset's physical presence, but also from its setting.

2.2.2 Historic England guidance introduced the concept of interests to assess the significance of heritage assets (Statements of Heritage Significance: Analysing Significance in Heritage Assets, Historic England Advice Note 12, 2019), with reference to the following criteria:

- 1) **Archaeological interest.** Deriving from the potential of a place to yield evidence about past

human activity that is worthy of expert investigation.

- 2) **Historic interest.** An interest in past lives and events. It tends to be illustrative or associative. Providing a material record of the nation's past, it can also provide meaning for communities derived from their collective experience of a place and it can symbolise wider value such as faith or cultural identity.
- 3) **Architectural and artistic interest.** Interest from the design or general aesthetics of a place. Derived from conscious design or fortuitously through evolution. More specifically, it relates to the science of design, construction, craftsmanship and decoration. Artistic interest is an interest in other human skill, such as sculpture.

2.2.3 National planning policy guidance (NPPG, 2019) in relation to the historic environment provides a similar interpretation of assessing significance.

2.2.4 These criteria reflect NPPF terminology and previous Historic England guidance (Conservation Principles: Policies and Guidance (English Heritage, 2008)), which proposed values to assess heritage significance (Evidential, Historical, Aesthetic, Communal).

## 2.3 **Archaeological remains**

2.3.1 The National Planning Policy Framework guidance identifies two categories of non-designated heritage assets of archaeological interest:

2.3.2 **(1)** Those that are demonstrably of equivalent significance to scheduled monuments and are therefore considered subject to the same policies as those for designated heritage assets (NPPF footnote 68). They are of 3 types:

- those that have yet to be formally assessed for designation.
- those that have been assessed as being nationally important and therefore, capable of designation, but which the Secretary of State for Digital, Culture, Media and Sport has exercised his/her discretion not to designate.
- those that are incapable of being designated by virtue of being outside the scope of the Ancient Monuments and Archaeological Areas Act 1979 because of their physical nature.

2.3.3 The reason why many nationally important monuments are not scheduled is set out in the document Scheduled Monuments, published by the Department for Digital, Culture, Media and Sport. Information on location and significance of such assets is found in the same way as for all heritage assets. Judging whether sites fall into this category may be assisted by reference to the criteria for scheduling monuments.

- 2.3.4 (2) Other non-designated heritage assets of archaeological interest. By comparison this is a much larger category of lesser heritage significance, although still subject to the conservation objective. On occasion the understanding of a site may change following assessment and evaluation prior to a planning decision and move it from this category to the first.
- 2.3.5 Where an asset is thought to have archaeological interest, the potential knowledge which may be unlocked by investigation may be harmed even by minor disturbance, because the context in which archaeological evidence is found is crucial to furthering understanding.
- 2.3.6 The NPPG also notes that *“decision-making regarding such assets requires a proportionate response by local planning authorities”* and *“it is estimated that following the initial assessment of archaeological interest only a small proportion – around 3% – of all planning applications justify a requirement for detailed assessment.”*

## 2.4 Historic and archaeological baseline

- 2.4.1 Baseline conditions were established through consideration of the historic environment within a 1km study area of the Site and a desk-based review of existing sources of publicly accessible primary and synthesised information, including:
- 1) National heritage datasets including The National Heritage List for England (NHLE), Heritage Gateway, Archaeology Data Service, British Geological Survey (bgs), Multi-Agency Geographic Information for the Countryside (MAGIC), [www.britainfromabove.org.uk](http://www.britainfromabove.org.uk), and Google Earth;
  - 2) The Surrey Historic Environment Record, received from Surrey County Council on 8 March 2022.
  - 3) Historic manuscripts and maps available online.
- 2.4.2 A site visit was undertaken on 10 March 2022 in order to assess the Site and its wider historic environment.
- 2.4.3 A bibliography of documentary, archive, and cartographic sources consulted is included in the References section of this report.

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## 3.0 Historic development of the Site

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### 3.1 Introduction

3.1.1 The following section provides a brief summary of the historical development of the Site and its environs, compiled from sources as listed in the References section.

3.1.2 Understanding the history and context of the relevant heritage assets is important to establish their significance and setting and the contribution that their setting makes to their significance. Historic England guidance on the setting of heritage assets advises that while this matter is primarily a visual assessment, there are other factors, such as historical associations and relationships that define settings and contribute to significance.

### 3.2 Previous studies

3.2.1 An Archaeological Desk-Based Assessment (Surrey HER reference ESE15720) was completed by Pre-Construct Archaeology in 2015 to inform a planning application for development at the southern part of the current Site, relating to the previous single building at the east of the Site (now two detached office buildings) and the replacement of the previous building at the south-west of the Site (Runnymede Borough Council reference RU.15/0798). The report concluded that there was a low potential for the Site to contain significant archaeological deposits or features of any period.

3.2.2 The Surrey HER mapping and details are included at Appendices 2 and 3. These details help inform the understanding of the history of the Site and its wider context.

### 3.3 Archaeological and historic development of the Site and surrounding area

3.3.1 The Site is located to the east of Addlestone, c.750m west of Weybridge town centre. Addlestone was historically in the parish of Chertsey, and it formed part of the wider agricultural hinterland serving Chertsey Abbey. Evidence for settlement and activity in the area however predates the establishment of the Abbey in the 7<sup>th</sup> century.

#### Prehistoric period

3.3.2 A settlement dated to the Bronze Age to Iron Age period is located c.700m north-west of the Site (Area

of High Archaeological Potential, Surrey HER reference RU039). Pottery of the period (HER reference MSE4713), including and loom weights have been found there, alongside gullies and ditches of enclosures (HER reference MSE5361). A Neolithic or Bronze Age hammer stone was found within the Site in 1915 (HER reference MSE747) alongside two Iron Age pottery sherds (HER reference MSE2386). The proximity of the River Thames, c.1km north, and the River Wey, c.380m to the east would have provided access to transport systems, water and food, and they also appear to have provided an experiential or symbolic aspect to the inhabitants. The Surrey Historic Environment Record includes a number of records indicating potential purposeful placement of items in or alongside the waterways (such as Neolithic objects dredged from the River Wey (HER references MSE719 and MSE735). A number of Bronze Age artefacts were also found at the site of Wey Manor Farm, another Area of High Archaeological Potential (Surrey HER reference EL017) c.700m south of the Site, an area adjacent to the River Wey.

#### **Romano-British period**

- 3.3.3 There is little known evidence for the occupation of the area in the Romano-British date however a number of pottery vessels have been found in the River Wey (Surrey HER reference MSE754); this may relate to occupation in the area, however its location of discovery may indicate it was part of a cargo on a water craft travelling along the River Wey, possibly to or from the River Thames.

#### **Anglo-Saxon period**

- 3.3.4 The earlier sites of occupation in the prehistoric period appear to have either continued in use through into the Anglo-Saxon period or been re-used. The site of Wey Manor Farm contained material indicative of this period. Anglo-Saxon objects including a Danish battle axe and two spearheads were dredged from the River Wey c.450m east of the Site (Surrey HER reference MSE2078). As noted, the establishment of Chertsey Abbey in 666AD c.3km north-west of the Site would have been impetus to increased activity in the area. By the Domesday Survey of 1086, Chertsey was a relatively large manor of 65 households (40 villagers, 24 smallholders and 1 smith), and Weybridge had just seven households. Chertsey Abbey held much of the land in the area.

#### **Medieval period**

3.3.5 The Surrey HER holds a limited number of records within 1km of the Site of medieval date, and these indicate an agricultural landscape beyond the centres of Addlestone and Weybridge. Locations of these finds and dated features are identified at Hamm Court Farm (a medieval moated homestead, Surrey HER reference MSE563) and Wey Manor Farm (field system, Surrey HER reference MSE5760)

#### **Post-medieval to modern periods**

3.3.6 The proximity of the River Thames and the location and topography of the River Wey and its historic importance in transport and commerce was again recognised in the mid-17<sup>th</sup> century when local landowner Richard Weston instigated the creation of the River Wey Navigation. Constructed between 1651 and 1653 to enable the navigation of the River Wey between the River Thames at Weybridge and Guildford, it was later extended to reach Godalming. The Navigation allowed barges to transport goods between Guildford and London including timber, corn, flour and wood, by avoiding the meandering River Wey itself. It incorporated locks, weirs and bridges, with wharves on the canal side.

3.3.7 The River Wey Navigation passes the eastern side of the Site. The Ordnance Survey Drawing of 1804 (Figure 2) indicates the waterways and routes across a largely agricultural landscape between areas of settlement. Weybridge is shown to the east and Addlestone to the west, both connected by a road passing north of the area of the Site. There are a series of buildings along the Navigation; the writing is not clearly legible but appears to say 'Ham', probably indicating Ham Moor as it was later noted on OS maps. To the south of the location of the Site, Iron Mills are noted which illustrates the industrial nature of the Navigation and the commercial opportunities presented by the location close to the start of the Navigation and the wider river network.



*Figure 2: Extract of Ordnance Survey Drawing (Hampton Court 20), 1804, indicating the approximate location of the Site*

3.3.8 The Tithe Map of 1844 (Figure 3) provides more detail of the land use, ownership and occupation. It provides an indication of the course of the River Wey to the east of the Navigation, which passed the east of the Site. The area of the Site itself is not illustrated however, and this is likely because of the ongoing development of the site in 1843-44. At this time, Thomas Liberty, a timber merchant erected a saw mills, with a wharf accessing the Navigation (Surrey HER references MSE15942 and MSE15962). The Tithe map illustrates the bridge over the Navigation, north-east of the Site, adjacent to plot 483 (called Black Boy Bridge in the accompanying Tithe Apportionment).



Figure 3: Extract of Weybridge Tithe Map, 1844, indicating the approximate location of the Site

- 3.3.9 The arrival of the railways from the 1840s marked the start of the decline for many canals and the River Wey Navigation was impacted, although initially not too severely. The railway line between Weybridge and Chertsey was opened in 1848, passing via Addlestone station c.650m west of the Site. The line passed across the Navigation at Lock Mills. The OS map of 1872 illustrates the changed landscape, with a sawmills complex to the immediate west of the Navigation next to Black Boy Bridge and west of Black Boy Farm.



Figure 4: Extract of Ordnance Survey map, 1872, indicating the approximate location of the Site

3.3.10 The development of the saw mills into the 20<sup>th</sup> century continued and the Ordnance Survey mapping indicates this increase in built form within the Site and to the west of the Navigation.



Figure 5: Extract of Ordnance Survey map, 1914, indicating the approximate location of the Site



Figure 6: Extract of Ordnance Survey map, 1935, indicating the approximate location of the Site

3.3.11 Aerial mapping of the mid-20<sup>th</sup> century further illustrates the industrial nature of the land adjacent to the west of the Navigation within the triangle of land between the Navigation, Addlestone Road and Ham Moor Lane. From 1938, the site accommodated the Airscrew Company (later Airscrew Company and Jicwood) which had been established in 1923 and produced blades and fans for ventilation, cooling and extraction and use in aircraft. By 1950 (Figures 7 and 8) the site was covered by numerous structures continuing the industrial use of the site and canal side. The land to the west of the Site had experienced development through the mid-19<sup>th</sup> century as Addlestone expanded with residential housing, however to the east, the open land of Black Boy Farm remained undeveloped as it does today.



*Figure 7: View of the Site from the south-west, 1950. The Airscrew Company and Jicwood Ltd Works. © Historic England reference EAW034367/ Britain From Above*



*Figure 8: View of the Site from the north-east, 1950. The Airscrew Company and Jicwood Ltd Works. © Historic England reference EAW034364 / Britain From Above*

3.3.12 Commercial traffic on the Wey Navigation ended in 1983. By the end of the 20<sup>th</sup> century, the industrial land between the Navigation, Addlestone Road and Ham Moor Land had been transformed following the demolition of the buildings in the 1980s and their replacement by large, detached structures providing office accommodation, surrounded by car parking. The new complex extended north of Addlestone Road. In c.2017 one of the structures at the south-west of the Site was replaced, and the larger building to its east was stripped back and divided into two.



*Figure 9: Aerial mapping of the Site and wider vicinity, 1999 indicating the approximate location of the Site*

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## 4.0 Built heritage assets: significance and setting

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### 4.1 Significance

4.1.1 A heritage asset may be defined as a building, monument, site, place, area or landscape positively identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. Heritage assets include designated heritage assets and assets identified by the local planning authority (including local listing).

4.1.2 The NPPF defines the significance of a heritage asset as *“The value of a heritage asset to this and future generations because of its heritage interest. That interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset’s physical presence, but also from its setting.”* The NPPF definition largely correlates with the interests identified by Historic England in their Historic England Advice Note 12 (2019).

4.1.3 Due to the nature of the proposals, only the Wey Navigation Conservation Area is considered sensitive to the proposed development.

### 4.2 Wey Navigation Conservation Area

4.2.1 The Wey Navigation Conservation Area was designated in 1999. Runnymede Borough Council do not have an adopted Conservation Area Appraisal or similar document. The Wey and Godalming Navigations run for c.32km through five local authority areas; the section in Runnymede Borough Council runs for c.4km and includes the northern section of the Navigation where it adjoins the Elmbridge Borough Council boundary, as well as sections of towpath and adjoining land and historic buildings which border the Navigation.

4.2.2 The principal significance of the Wey Navigation Conservation Area is derived from its historic interest as well as the character it possesses today. Its historic interest relates to the place the Navigation has in the early origins of the industrialisation of England in the 18<sup>th</sup> century Industrial Revolution. Richard Weston’s vision for enhancing the commercial viability along the River Wey resulted in one of the oldest river navigations in the country. The influence this had on the later Navigation and canal system is considerable.

- 4.2.3 Since the 17<sup>th</sup> century, the land adjacent to the Navigation as it passed between Weybridge and Addlestone, south from the River Thames, had been characterised by a number of commercial premises which had an integral relationship with the Navigation and commerce and trade beyond. The Navigation itself also incorporated a number of locks and weirs to support the flow of transported goods. Whilst the wider landscape along the Navigation has experienced a high degree of change, and the Navigation as a commercial trade route ended in the 1980s, the retention of the lock and weir mechanisms alludes to the heritage of the route and provides a legible link to the industrial processes seen up and down the Navigation.
- 4.2.4 A number of historic industrial buildings which front the Navigation also provide a positive contribution to both the historic interest of the conservation area, and its character today. The complex of listed buildings at Coxes Lock Mills, c.400m south of the Site are typical of the industrial character of the 19<sup>th</sup> century mill buildings which were located along the Navigation. These extant structures and elements along the Navigation provide the greatest contribution to the aesthetic interest of the conservation area. The section of the Navigation which is experienced in the vicinity of the Site does not incorporate any of these particularly specific elements of interest. The open aspect of the land to the east of the Navigation contrasts to the built-up character to the west and provides a positive setting the conservation area.
- 4.2.5 The Site formerly contained a number of industrial and commercial structures which had a direct and dependent relationship with the Wey Navigation. Since the late 20<sup>th</sup> century, the Site has lost these. They have been replaced by modern buildings and spaces which have no direct and dependant relationship with the Wey Navigation. They make no contribution to the historic and aesthetic, or architectural, interest of the conservation area even though they form part of its setting. The historic character and appearance of the Navigation in the vicinity of the Site has been eroded and the existing buildings in the Site form only a backdrop to its present character and appearance. The Site possesses a clearly modern character and appearance which does not relate to the conservation area, beyond forming part of its wider setting which is no longer industrial in nature. Today, the Navigation, as it passes the Site, has a tranquil, somewhat sedate character to the east, with the Site forming part of the eroded character of the conservation area to the west.

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## 5.0 Buried heritage assets: potential and significance

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### 5.1.1 Introduction

5.1.2 This section discusses the potential of the Site for each chronological period, based on the archaeological and historic background of the area, its geology, topography and hydrology, the likelihood for evidence of past activity, and taking into account past disturbance which may have affected survival. Archaeological potential is measured as either ‘negligible’, ‘low’, ‘moderate’ or ‘high’.

5.1.3 This section also includes professional opinion on the likely heritage significance of such remains. The determination of the significance of below ground archaeological remains is generally based on professional judgement against its archaeological interest (as outlined in **Section 2**) rather than historic or architectural interest (however, certain archaeological remains would hold historic or architectural interest, for example structural remains).

### 5.2 Factors affecting archaeological survival

5.2.1 The Site has undergone several phases of significant development and redevelopment since the beginning of the 20th century, with a major phase of demolition and subsequent reconstruction of buildings within the Site. All of these activities will have had a destructive impact upon any below ground archaeological deposits, where present.

### 5.3 Prehistoric period

5.3.1 The Surrey HER includes two records from within the Site of prehistoric artefacts found in 1915 when building works were being undertaken: a Neolithic or Bronze Age hammer stone, and Iron Age pottery sherds. Further evidence for prehistoric activity in the vicinity of the Site is known and the location of the sites of prehistoric settlement is recorded in areas c.400m south of the Site and c.400m north-west of the Site. The proximity of the Site to the River Thames and River Wey as well as the Bourne Stream would have been attractive to the settlers. The location of waterways and river edges for the deposition of artefacts is indicated by the evidence recorded in the Surrey HER; it is noted however that the River Wey Navigation is the result of man-made construction and influence on the waterway since the post-medieval period.

5.3.2 There is no evidence that the prehistoric findspots within the Site indicate settlement or specific activity within the Site. The level of construction requiring groundworks across the Site since the 19<sup>th</sup> century is likely to have greatly affected the survival of prehistoric remains. The potential for hitherto unknown archaeological remains dating to the prehistoric period is considered to be low. If found remains dating to this period are likely to only be chance finds and be of low local significance.

#### 5.4 **Romano-British period**

5.4.1 There is limited evidence recorded in the Surrey HER indicating activity or settlement in the vicinity of the Site in the Romano-British period. As previously, the proximity of the River Wey and River Thames may indicate the area as forming part of trade or travel routes, however there is no known settlement in the immediate vicinity of the Site.

5.4.2 Again, the level of known development and redevelopment of the Site since the 19<sup>th</sup> century is likely to have greatly affected the survival of any archaeological remains. As such, the potential for archaeological features of this date to remain at the Site is deemed to be negligible; if encountered, remains would be of moderate interest due to the lack of previously known evidence for activity in the area in this period.

#### 5.5 **Anglo-Saxon period**

5.5.1 Evidence for settlement in the prehistoric period is indicated by recorded artefacts in areas to the north-west and the south of the Site. These areas have also provided evidence of activity dating to the Anglo-Saxon period. The location of known settlement in the wider area in the Anglo-Saxon period suggests the Site may have formed part of the agricultural landscape of these settlements. The known evidence for activity within the immediate vicinity of the Site however is limited, and due to the degree of known later development at the Site, it is considered that the potential for archaeological features of Anglo-Saxon date to remain at the Site is negligible - low. If found, remains dating to this period are likely to relate to agricultural activity, and be of low local significance.

#### 5.6 **Medieval period**

5.6.1 The land between Addlestone and Weybridge remained in largely agricultural use through the medieval period. Continuation of settlement from the Anglo-Saxon period is likely with the proximity of Chertsey Abbey and the river system ensuring an attractive location and access to trade and communication

routes. A moated site is known to the south-west of the junction of the River Thames and River Wey (Surrey HER references RU013 and RU009). It is likely that the Site would have been in agricultural use through the medieval period, and it is considered that the potential for archaeological features of medieval date to remain at the Site is deemed to be low, with any survival severely impacted by later development within the Site and the construction of the neighbouring Navigation. If encountered, there is a high likelihood that any features or artefacts would relate to the agricultural use of the land, and be of low, local, significance.

## 5.7 **Post-medieval and modern periods**

5.7.1 The construction of the River Wey Navigation to the east of the Site in the mid-17<sup>th</sup> century would have resulted in a period of concentrated activity in the area of the Site. This is likely to have involved alteration of the land along the banks of the Navigation which would have affected any underlying archaeological remains. Subsequent development within the Site, known from at least the 1840s, would have further potentially affected archaeological deposits within the Site, at least to a certain depth. The potential for archaeological features of post-medieval date to remain at the Site is deemed to be low – medium and relate to individual findspots related to the construction of the Navigation, or to the wider agricultural activity, rather than consistent settlement or occupation.

5.7.2 The late 20<sup>th</sup> century redevelopment of the Site which included demolition of 19<sup>th</sup> and 20<sup>th</sup> century buildings would have resulted in greater alteration to below ground features; there is potential for remains of the built form of the 19<sup>th</sup> and earlier 20<sup>th</sup> century to remain at the Site, such as foundations or demolition rubble of previous industrial buildings. The potential for archaeological remains of 19<sup>th</sup> and 20<sup>th</sup> century date to remain at the Site is therefore considered to be high. If found remains dating to the post-medieval to 19<sup>th</sup> century period are likely to only be chance finds and be of moderate significance.

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## 6.0 Impacts of the proposed development

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6.1.1 The management and mitigation of change to the heritage resource resulting from development is based on the recognition within Government planning objectives that “...*heritage assets are an irreplaceable resource...*” (NPPF para. 189). Impacts to the historic environment and its associated heritage assets arise where changes are made to their physical environment by means of the loss and/or degradation of their physical fabric or setting, which in turn leads to a reduction in the significance of the historic environment record and its associated heritage assets.

6.1.2 The ethos of heritage policy and guidance in a planning context is not to preserve in aspic, but to manage change in the historic environment. Heritage policy in both its national and local contexts are detailed in Appendix 1.

### 6.2 Proposed development

6.2.1 The proposals comprise the demolition of the existing two and three storey office buildings and the erection of three employment units and ancillary office accommodation, with associated vehicle access, parking, lighting, landscaping, infrastructure and associated works. The architects plans and Design and Access Statement, submitted as part of the planning application should be reviewed alongside this Heritage Statement.

### 6.3 Impacts of proposed development

6.3.1 The existing buildings within the Site and south of Addlestone Road are legibly modern. They possess no architectural or historic merit and make no positive contribution to the character or appearance of the Wey Navigation Conservation Area. The buildings make no contribution to the historic and aesthetic, or architectural, interest of the conservation area. They are understood purely as modern background buildings within the eroded wider setting of the conservation area. Their demolition, alongside the building north of Addlestone Road, would therefore result in no harm to the significance of the conservation area.

6.3.2 The proposals for the northern portion of the Site, north of Addlestone Road would include two attached warehouse units both of two storeys. The height would be similar to the existing built form in this part of

the Site. In being set back from Addlestone Road, with vehicular access to the south between the built form and Addlestone Road, the proposals echo the existing built form and appearance of this part of the Site. Soft landscaping to the east of the units, east of the Site would remain, providing visual screen when approaching the north-east of the Site from the east. The intervening built form and landscaping between this part of the Site and the Wey Navigation Conservation Area would mean that the proposals north of Addlestone Road would result in no impact on the setting or significance of the heritage asset.

6.3.3 The proposed single warehouse unit within the Site to the south of Addlestone Road (Building 100) would be reflective of the historic use of this section of the Site, which has been of a commercial and industrial character since at least the mid-19<sup>th</sup> century; a character which has intensified through the 19<sup>th</sup> and 20<sup>th</sup> centuries. The existing built form which is located in this section of the Site adjacent to the conservation area is formed of two storey individual office buildings which, except for Bridge House, are set back from the Navigation and towpath by c.15m, separated by soft landscaping and a tarmacked area providing vehicle access. The buildings therefore frame the canalside but do not dominate it.



*Figure 10: View towards the Site across the Wey Navigation Conservation Area, from the north-west, March 2022*

6.3.4 Whilst reflective of the historic use of this section of the Site, the replacement building (Building 100)

would result in a single, large-scale building, with comparatively dominant presence located to the west of the Navigation. The design of the proposed building has responded to this and the sensitivity of the relationship with the conservation area. It will utilise a graduated colour scheme to soften its appearance and reduce its visual impact when passing along the Navigation and notably on the approach from the north-east. Landscaping to the Site boundary along the towpath will also be retained and strengthened at the north-east to further screen the building and soften the solidity of the built form. In removing Bridge House and retaining an area at the north-west of the Site devoid of built form (save for a low scale electricity substation) to be used for car parking, this section of the Site would provide a more open aspect on the approach along the Wey Navigation Conservation Area, thus reducing the impact of built form when approaching from the north-east.

- 6.3.5 The scale of the proposed Building 100 would however have an adverse impact upon the setting and significance of the Wey Navigation Conservation Area. It is acknowledged that this impact would be localised, impacting only a relatively small portion of the overall conservation area. The section of the conservation area from which the Site is, or would be, experienced does not include any particular elements of specific interest, as is seen elsewhere along the Navigation. It is also noted that the Site, in its existing condition makes no contribution to the historic and aesthetic, or architectural, interest of the conservation area, forming a heavily adapted and eroded part of its wider setting. In addition, the proposed development has also incorporated a number of mitigating design strategies (noted above) to reduce the degree of harm; consequently, the harm is considered to be towards the lower end of 'less than substantial harm'. Additional measures could include incorporating an information or interpretation board or similar overlooking the Navigation or at an entrance to the Site, to set out the history of the Navigation or the associated historic industrial/commercial works at the Site to enable to understand and appreciate the heritage of the Site and link the proposed redevelopment to the story of the Site and adjacent conservation area and provide a heritage benefit.
- 6.3.6 Paragraph 202 of the NPPF states that where a proposed development would result in less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposals.
- 6.3.7 From an archaeological perspective, the Site contains a number of recorded archaeological features, and it is deemed that there is a low potential for such features to remain for all periods up the post-

medieval period. The construction of the existing buildings on the Site would have impacted any previously extant features, although this does not preclude the potential for archaeological features at greater depths and of dates prior to the early 19<sup>th</sup> century.

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## 7.0 Conclusions

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- 7.1.1 Savills Heritage and Townscape was commissioned to produce a Heritage and Archaeology Statement to accompany a planning application for the proposed demolition of existing buildings at Weybridge Business Park, Addlestone Road, Surrey, and the development of three employment units within Classes E(g)ii, E(g)iii, B2 and B8, with ancillary office accommodation, new vehicular access, associated external yard areas, HGV and car parking, servicing, external lighting, hard and soft landscaping, infrastructure and all associated works.
- 7.1.2 The Site contains no designated heritage assets and no known non-designated heritage assets. It is located adjacent to the Wey Navigation Conservation Area. It is not located in an a locally designated Area of High Archaeological Potential.
- 7.1.3 The Wey Navigation Conservation Area, constructed in the 17<sup>th</sup> century as historically characterised by industry, commerce and trade along its canal side which was dependent on the watercourse. Evidence for this industry and dependency is retained in places along the canal side today.
- 7.1.4 Following a review of the known historic environment, including the Surrey HER, it is determined that, due to the nature and extent of the proposed development, the Wey Navigation Conservation Area will be impacted by the proposed warehouse building (Building 100) at the south of the Site. The proposed height and scale of the building would result in a visual change to the wider setting of the conservation area when understood from the east and arriving from the north-east; this would alter the character of the conservation area to a degree which would result in 'less than substantial harm' to the significance of the Wey Navigation Conservation Area. The proposals include mitigation measures which reduce this impact; use of colour palette to reduce a visual sense of bulk or solidity, and introduction of additional landscaping to help screen the building, and soften the built form; consequently, the harm is considered to be towards the lower end of 'less than substantial harm'.
- 7.1.5 Where proposed development would lead to 'less than substantial harm' to the significance of a designated heritage asset, this should not necessarily prevent development. The harm, taking into account all design mitigation measures to reduce this, should instead be weighed against the public benefits of the proposal to understand if the overall planning balance is acceptable. The public benefits

of the proposed scheme are noted in detail within the accompanying application documents; however, they are noted here as including the re-use of previously developed land, the creation of modern, energy efficient buildings meeting 'BREEAM Excellent' standards, and the creation of additional jobs and economic activity.

7.1.6 The Site has a negligible potential for encountering archaeological remains of Romano-British date, negligible to low for remains of Anglo-Saxon date, low potential for remains of prehistoric or medieval date, and low to medium potential for post-medieval date. There is a high potential for encountering archaeological remains of 19<sup>th</sup> century to modern date. The degree and type of known development and redevelopment of the Site, including demolition and subsequent reconstruction is likely to have adversely affected the survival of archaeological remains dating to before the 19<sup>th</sup> century. The depth of required foundations for the proposed warehouse buildings may however impact previously undisturbed archaeological remains.

7.1.7 It is not considered that the potential below ground archaeological remains would prevent the proposed development. It is noted that no objections were received from Surrey County Council Archaeology in relation to the previous planning application for development within the Site (in 2015) however it is acknowledged that the current Site is greater in extent and incorporates additional land with known historic development relating to the Wey Navigation and its industrial workings. It is suggested that any impact on the archaeological resource of the Site could be mitigated through an agreed programme of archaeological works, drawn up in consultation with Runnymede Borough Council's archaeological advisor, if considered necessary. If deemed necessary, any archaeological work could be carried out under the terms of a standard archaeological planning condition set out within the granting of planning consent.

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## 8.0 References

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- Runnymede Borough Council, Planning Policy

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## Appendix 1: Legislation and planning policy

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### Legislation

The Planning (Listed Buildings and Conservation Areas) Act 1990 provides that with regard to applications for planning permission affecting Listed buildings and /or Conservation Area or their setting:

“s.66(1) In considering whether to grant planning permission for development which affects a Listed building or its setting, the local planning authority or, as the case may be, the Secretary of State shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.”

“s.72 In considering development which affects a Conservation Area or its setting, the LPA shall pay special attention to the desirability of preserving or enhancing the character or appearance of the Conservation Area.”

### National Planning Policy Framework

National planning policies on the conservation and enhancement of the historic environment are set out in the National Planning Policy Framework (NPPF, July 2021). Section 16, ‘Conserving and Enhancing the Historic Environment’ specifically deals with historic environment policy and includes the following policy text:

Heritage assets range from sites and buildings of local historic value to those of the highest significance, such as World Heritage Sites which are internationally recognised to be of Outstanding Universal Value. These assets are an irreplaceable resource and 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 (para 189).

In determining applications, LPAs should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets’ importance. Where a site includes, or has potential to include, heritage assets with archaeological interest, LPAs should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation (para 194).

In para 197 it states that ‘In determining applications, local planning authorities should take account of:

- 1) the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
- 2) the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and
- 3) the desirability of new development making a positive contribution to local character and distinctiveness.

When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset’s conservation, ‘irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance’ (para 199).

Any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification (para 200).

Local planning authorities should refuse consent where a development proposal will lead to substantial harm or total loss of significance, unless it can be demonstrated that this is necessary to deliver substantial public benefits that outweigh such harm

or loss, or a number of other tests can be satisfied (para 201).

Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use (para 202).

The effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset (para 203).

Local planning authorities should not permit the loss of the whole or part of a heritage asset without taking all reasonable steps to ensure the new development will proceed after the loss has occurred (para 204).

Local planning authorities should look for opportunities for new development within Conservation Areas and World Heritage Sites, and within the setting of heritage assets, to enhance or better reveal their significance. Proposals that preserve those elements of the setting that make a positive contribution to the asset (or which better reveal its significance) should be treated favourably (para 206).

### **Local Planning Policy**

Runnymede Borough Council adopted the 2030 Local Plan in July 2020, and it forms part of the Development Plan for the Borough. It contains the following policies which relate to the proposed scheme:

#### **Policy EE3: Strategic Heritage Policy**

Development that affects Runnymede's heritage assets should be designed to protect, conserve and enhance the significance and value of these assets and their settings in accordance with national legislation, policy and guidance and any supplementary planning documents which the council may produce. Development proposals likely to affect the significance of a heritage asset, including the contribution made by its setting, should be accompanied by a description of its significance in sufficient detail to allow the potential impacts to be adequately assessed. As a minimum the Surrey Historic Environment Record should be consulted. The sympathetic and creative reuse and adaptation of heritage assets which provide a sustainable future for a heritage asset will be encouraged, where the proposed new use is consistent with conservation of the asset. The delivery of enabling development within the setting of heritage assets which make a positive contribution to, or better reveal the significance of the heritage assets will be encouraged.

The total loss of a designated heritage asset will be exceptional.

#### **Policy EE5: Conservation Areas**

Development within or affecting the setting of a Conservation Area, including views in or out, should protect, conserve, and wherever possible enhance, the special interest, character and appearance of the Conservation Area.

Proposals for all new development, including alterations, extensions, renovation or change of use of existing buildings, construction of new buildings, advertisements, engineering operations, hard surfacing, means of enclosure, including gates, fences and walls and the addition of energy efficiency and renewable energy technologies will be required to:

- Preserve and where possible enhance the existing historic fabric and features of the Conservation Area that contribute to its special interest, character and appearance;
- Respect the existing local context and established character, with reference to existing building layouts, plot and frontage sizes, form, height, depth, scale, massing of existing buildings, spacing between existing buildings, established street layouts, materials, architectural and landscape features including historically significant boundaries and building lines, and be in keeping with the character and appearance of the conservation area;
- In the case of new development, make a positive contribution to local character and distinctiveness.

Wherever possible shop-fronts of architectural or historical value should be retained. Proposals for replacement shop-fronts and signage, or alterations to existing shop-fronts should respect the character, scale, proportion and materials of the existing building and protect and enhance the special interest, character and appearance of the Conservation Area. Signs above ground floor level, internally illuminated signs and external shutters will be resisted.

Proposals to demolish existing non-listed buildings and/or structures will be assessed against the contribution the existing building or structure makes to the significance of the Conservation Area including its special interest, character, and appearance, and the merits of any proposed replacement development. The opportunity to remove unsightly features or buildings which detract from the character or appearance of the Conservation Area will be encouraged. Where substantial harm would be caused to a Conservation Area's significance, the demolition of the existing building will be resisted unless exceptional circumstances or substantial public benefits outweighing any harm to the Conservation Area can be demonstrated. Where less than substantial harm would be caused by the demolition or partial demolition or alteration of a non-listed building, any public benefit caused to the overall character of the conservation area will be assessed as part of the pre-determination balancing exercise.

Policy EE7: Scheduled Monuments, County Sites of Archaeological Importance (CSAIs) and Areas of High Archaeological Potential (AHAPs)

Proposals for development will be required to conserve, and where appropriate, enhance the significance, historic features and importance of Scheduled Monuments and County Sites of Archaeological Importance and their settings. Proposals which improve public access to, or the understanding of, a Scheduled Monument or County Sites of Archaeological Importance in a manner consistent with its conservation, will be supported. Development that adversely affects the physical survival, setting or overall heritage significance of any element of a Scheduled Monument or County Sites of Archaeological Importance or their settings will be resisted. An archaeological assessment, and where appropriate the results of a site evaluation (and, should remains have been identified, an accompanying archaeological mitigation strategy) will be required to accompany a planning application for:

- Proposals for development on sites which affect, or have the potential to affect, Scheduled Monuments;
- Proposals for development on sites which affect, or have the potential to affect, County Sites of Archaeological Importance or Areas of High Archaeological Potential;
- Proposals for development on all other sites which exceed 0.4ha in size.

Where archaeological finds are identified the first consideration will be in situ preservation. Where it can be demonstrated to the satisfaction of the Council that this is not feasible, the Council will require adequate excavation and an accurate record to be made of any archaeological remains which will be destroyed and the results to be made publicly accessible via the publication and archiving of any material recovered.

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## **Appendix 2: Surrey HER dataset and mapping**

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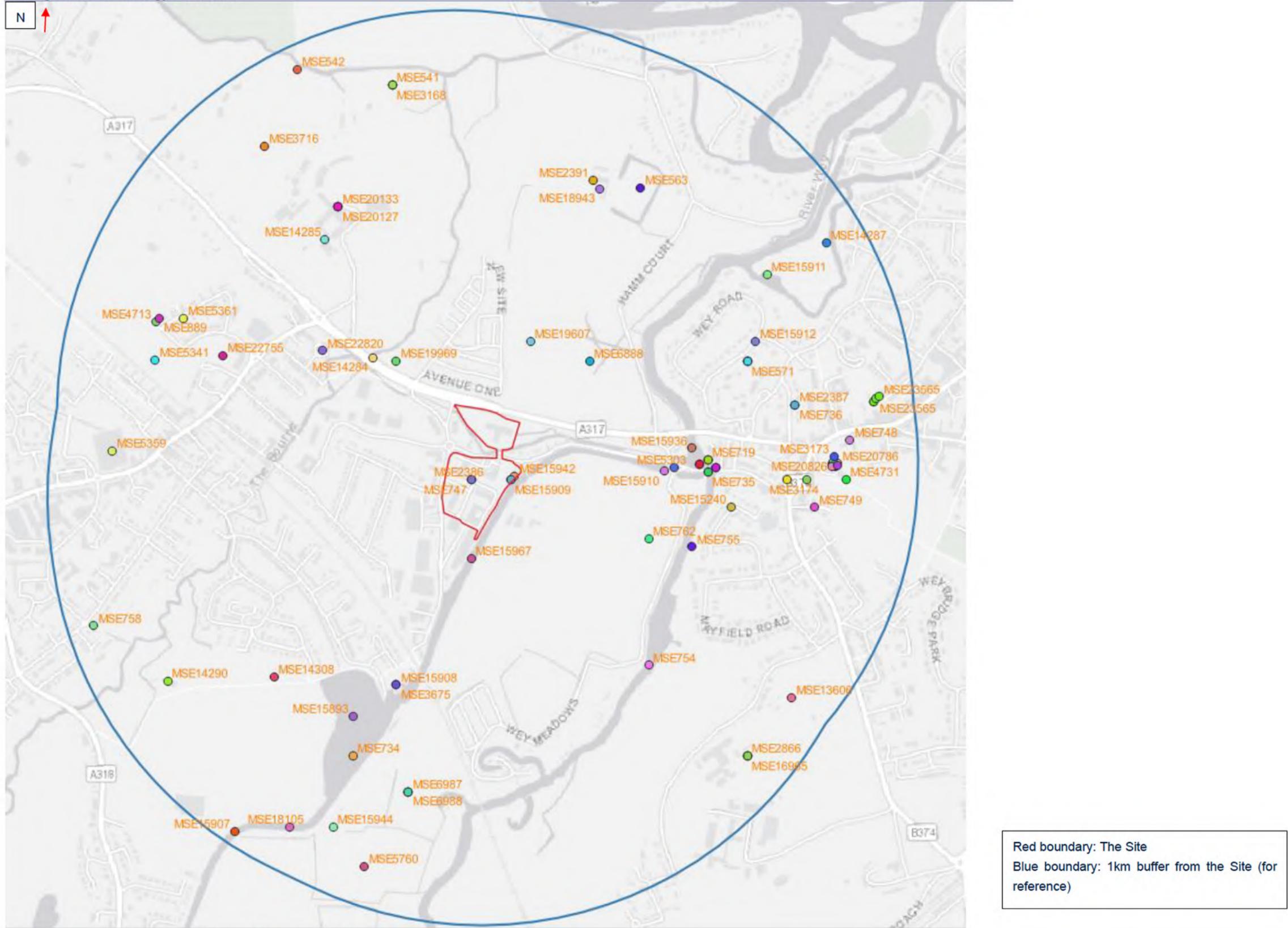


Figure 11: Surrey HER Monument points within 1km of the Site



Figure 12: Designated heritage assets within 1km of the Site



Red boundary: The Site  
Blue boundary: 1km buffer from the Site (for reference)

Figure 13: Areas of High Archaeological Potential (AHAP) and County Sites of Archaeological Importance (CSAI) within 1km of the Site (Surrey HER references)

## Appendix 3: Surrey HER dataset

MonUID	Name	Summary description
MSE15942	Site of saw mills and watermill, Black Boy Bridge, Addlestone	Saw Mill; Water mill; Mill
MSE15962	Site of canal wharf: Black Boy Bridge, Addlestone	Canal Wharf
MSE2386	Iron Age pottery, Hamm Moor, Chertsey	Three Iron Age pottery sherds found after 1915.
MSE747	Prehistoric perforated hammerstone, Addlestone Road, Chertsey	Neolithic or Bronze Age perforated hammer stone, found when digging the foundations for Watney's Motor Works in 1915.
MSE15980	Wey Navigation: Weybridge to Black Boy Bridge	River Navigation
MSE3674	Coxes Lock, Wey Navigation, Addlestone	Coxes Lock on the River Wey Navigation had regular commercial traffic until 1969. Vertical-sided brick and concrete Navigation lock with wooden gates. Parts of apparently older brick structure, possibly 1770 survive. It has been extensively rebuilt since
MSE19607	Double ditched enclosure, Addlestone	Enclosure
MSE13606	Eastlands gardens, Brooklands Lane, Weybridge	GARDEN; FORMAL GARDEN; HERBACEOUS BORDER; CROQUET LAWN; SUNKEN GARDEN; KITCHEN GARDEN; STATUE; STABLE; WOODLAND GARDEN; LILY POND; TENNIS COURT
MSE14284	Woburn Bridge, Runnymede	Bridge
MSE14285	Woburn Park - 18th-century mansion, Chertsey	Mansion built circa 1748 and later enlarged. Now used as St George's College with additional new building.
MSE14287	Weybridge Mill Watermill	Watermill
MSE14290	Crockford Bridge Farm, Chertsey	Farm; Farmstead
MSE14295	Weybridge Bridge, River Wey	Road Bridge
MSE14308	Aerial photograph features, Coppice Field	CIRCULAR ENCLOSURE; LINEAR FEATURE
MSE15240	BRIDGE HOUSE, Weybridge	SUMMERHOUSE; FISHPOND; STATUE; FORMAL GARDEN; GARDEN
MSE15893	Coxes Lock millpond, Wey Navigation, Addlestone	MILL POND
MSE15907	Watercress Beds, Addlestone	LINEAR FEATURE; POND
MSE15908	Stable, Coxes Lock Mills, Addlestone	STABLE
MSE15909	Footbridge: Black Boy Bridge	FOOTBRIDGE
MSE15911	House and cascade: The Little Mill, Weybridge	HOUSE; CASCADE
MSE15912	Water weir: Bull Dog Weir, Weybridge	TUMBLING WEIR; WEIR
MSE15936	Towpath Roller, Bridge Road, Weybridge	TOWPATH ROLLER
MSE15944	Rose Cottage and drainage ditch, Wey Navigation, Addlestone	Bankside cottage much modernised but shown on 1873 OS map with circumventing ditch.
MSE15967	Site of cottages, Black Boy Bridge, Addlestone	HOUSE; HOUSE
MSE16965	World War Two Aircraft Crash: Weybridge	AIRCRAFT CRASH SITE
MSE18105	Aircraft Crash: Addlestone	AIRCRAFT CRASH SITE
MSE18943	Hamm Court Farm, Chertsey	Hamm Court Farm, Chertsey is an example of a planned or model farmyard.
MSE19969	War Memorial, St Augustines Church (redundant), Weybridge Road, Addlestone	WAR MEMORIAL
MSE20127	War Memorial, St George's College, Addlestone	WAR MEMORIAL
MSE20130	War Memorial, St George's College, Addlestone	WAR MEMORIAL
MSE20133	War Memorial, St George's College, Addlestone	WAR MEMORIAL
MSE2076	Bronze Age metalwork including axes and swords, River Wey, Chertsey	Bronze Age objects including a flanged axe, four socketed axes, three leaf-shaped swords and two rapiers, dredged up from around the site of a ford across the River Wey.
MSE2077	Iron Age objects, River Wey, Chertsey	Iron Age objects including urns and a gold stater dredged up from the site of a ford across the River Wey.
MSE2078	Pre Conquest Objects, From River Wey, Chertsey	Findspot
MSE20785	War Memorial, St James Church, Weybridge	War memorial in the form of oak panelling set within the chapel at St James Church, with 130 names carved on eight panels.

MSE20786	Commemorative Marble Memorial, St James Church, Weybridge	A white marble tablet mounted on a black marble mount commemorating Lt S Carr.
MSE20787	Second Boer War Memorial Plaque, St James Church, Weybridge	A Rectangular bronze plaque with border of stylized acanthus leaf commemorating five men who were killed during the Second Anglo Boer war
MSE20788	War Memorial, St James Church, Weybridge	War memorial in the form of painted wooden figures of William of Wykeham, King Alfred, St Alban, St Michael and Sir Galahad.
MSE2079	Stag's Horn Ornament, From River Wey, Chertsey	Findspot
MSE20816	War Memorial, Church of St James, Weybridge	War memorial. A churchyard memorial for the men of Weybridge made from timber removed from HMS Britannia, Cadet Training Ship at Dartmouth 1869-1905.
MSE20818	War Memorial, Church of St James, Weybridge	War Memorial
MSE20819	War Memorial, Church of St James, Weybridge	War memorial. A cross on the altar. On the reverse is the inscription: AMDG In mem Claude William Treherne, Capt. RAMC, July 21st 1888. August 12th 1917.
MSE20826	War memorial, Church of St James, Weybridge	War memorial. An inscription on the wall of the Memorial Chapel inscribed: in loving memory of Gilbert Whittet who fell in France July 13th 1916 aged 20.
MSE20828	War Memorial, Church of St James, Weybridge	A memorial to Lieutenant Samuel Carr made out of white marble tablet mounted on a black marble mount and is now headed.
MSE22755	Bleriot Aircraft Factory, Addlestone	An aircraft factory constructed in 1917 for the production of Bleriot aircraft.
MSE2385	Upchurch/Alice Holt Ewer, Weybridge	Findspot
MSE2387	Medieval and Modern Coins possibly from collection, Devonshire Road, Weybridge	Coins found in a garden at Devonshire Road, Weybridge. The finds comprise six coins, all late medieval or modern. They are possibly items from a collection, rather than an actual archaeological deposit.
MSE2391	Pigeon House - post-1700 dovecote, Ham, Chertsey	Square brick-built pigeon house with a red tile roof.
MSE2866	Later Neolithic discoidal flint knife, Weybridge	Findspot
MSE3167	Undated piece of a human skull, River Bourne, Chertsey	A large piece of human skull of unknown date was collected in dredged silt from the St George's college bank of the River Bourne in 1966.
MSE3168	Medieval pottery sherd, River Bourne, Chertsey	A sherd of 12th-/13th-century pottery, collected in dredged silt from the St George's College bank of the River Bourne in 1966.
MSE3173	Mesolithic/Neolithic flint flakes and burnt flint, St James' Church, Weybridge	Mesolithic/Neolithic flint flakes and burnt flint recovered from a flower bed near the north porch of St James Church, Weybridge and accessioned by Weybridge Museum in 1965.
MSE3174	16th-century building, Weybridge	Open Hall House
MSE3588	Mesolithic tranchet axe, Weybridge	Findspot
MSE3590	The Old Wey Bridge, Addlestone Road, River Wey	Iron-girder bridge with cast iron railings, carrying Addlestone Road across the River Wey.
MSE3675	Coxes Lock Mill, Wey Navigation, Addlestone	FORGE; WATERMILL; MILL
MSE3716	Woburn Farm Grade II EH Registered Park of Special Historic Interest	GROTTO; GARDEN; KITCHEN GARDEN; POND; FOUNTAIN; PARK; GARDEN
MSE4713	Bronze Age pottery sherds, Addlestone	FINDSPOT
MSE4731	Modern building debris: St James' Church Hall, Weybridge	OPEN HALL HOUSE
MSE5303	Town Lock, Weybridge	LOCK
MSE5341	Prehistoric ditch, The Marconi Site, Station Road, Addlestone	LINEAR FEATURE
MSE5359	Negative evidence, Tesco Store, Station Road, Addlestone	UNASSIGNED; SITE
MSE5361	Late Bronze Age/Early Iron Age settlement enclosures, Former Marconi Site, Addlestone	HOMESTEAD; WELL; FINDSPOT; FINDSPOT; HOMESTEAD
MSE541	Palaeolithic Acheulian ovate flint handaxe, St George's College grounds, Chertsey	Palaeolithic Acheulian ovate flint, a Cordate handaxe, found along the south bank of the Bourne within the limits of the grounds of St George's College.
MSE542	Early Iron Age pottery sherd, St George's College, Chertsey	Early Iron Age pottery sherd found in 1956 along the south bank of the Bourne.
MSE563	Medieval homestead moat, Hamm Court Farm, Chertsey	MOAT; HOMESTEAD; MOAT
MSE568	Late Neolithic pottery sherd, River Thames, Weybridge	Fragment of Late Neolithic Peterborough ware recorded as coming from the River Thames at Weybridge.
MSE571	Neolithic urn fragment, River Thames, Weybridge	FINDSPOT

MSE5760	Late-medieval/early post-medieval field system, Wey Manor Farm, Addlestone	FIELD SYSTEM; FIELD SYSTEM
MSE6888	Anti Aircraft Gun Emplacement, Chertsey	ANTI AIRCRAFT GUN EMPLACEMENT
MSE6986	Upper Palaeolithic lithic working site, Wey Manor Farm, Addlestone	Archaeological evaluation and excavation by Surrey County Archaeological Unit on the phase 7 and 8 area of this ongoing minerals extraction site revealed nearly 400 pristine and unpatinated flints dating to the Late Upper Palaeolithic period.
MSE6987	Saxon features and material, Wey Manor Farm, Addlestone	Archaeological evaluation of Wey Manor Farm Phase 7 and 8 areas by Surrey County Archaeological Unit revealed features which contained material indicative of Saxon dates further non-structural Saxon features.
MSE6988	Post-medieval field system, Wey Manor Farm, Addlestone	Post-medieval features and material indicating a field system uncovered during an archaeological evaluation of Wey Manor Farm Phase 7 and 8 areas by Surrey County Archaeological Unit.
MSE719	Neolithic axes, hammers and adze, River Wey, Chertsey	Many Neolithic objects dredged up from the River Wey in the period 1910-12.
MSE734	Bronze Age palstave fragment, River Wey, Weybridge	Broken Bronze Age palstave found in the River Wey near Weybridge.
MSE735	Neolithic/Bronze Age leaf-shaped dagger, River Wey, Weybridge	Transitional Neolithic/Bronze Age leaf-shaped dagger found whilst dredging the River Wey just below the Wey bridge.
MSE736	Egyptian arrowhead and Neolithic flints, Devonshire Road, Weybridge	Arrowhead, probably from Egypt, and some dubious flakes found in a garden and presented to Weybridge Museum in 1957. Possibly discarded collectors items rather than archaeological deposits.
MSE748	Early Iron Age pottery, animal bones and pot boilers, Weybridge	Findspot
MSE749	Prehistoric flint blade, Limes Road, Weybridge	Prehistoric flint blade found in 1914.
MSE750	Prehistoric hammer head, Weybridge	Stag-horn hammer-head from Weybridge. In British Museum.
MSE754	Early Roman pottery vessels, River Wey, Weybridge	A number of 1st century CE Roman pottery vessels found "lying in one place" when dredging ballast from a reach of the Wey circa 1920.
MSE755	Neolithic leaf-shaped arrowhead, Sandy Point, River Wey, Weybridge	Neolithic leaf-shaped arrowhead found circa 200 yards above Wey Bridge in 1920.
MSE758	Roman coin, Addlestone	Findspot
MSE762	Rectilinear enclosure cropmark, Weybridge	RECTANGULAR ENCLOSURE; DITCH
MSE889	Connected rectangular cropmark features, Chertsey	RECTANGULAR ENCLOSURE; FEATURE
MSE22820	St Augustine's mission church, Weybridge Road, Addlestone	A mission church dedicated to St Augustine but also known as 'The Tin Church', consecrated in 1891. It was replaced by the present church building in 1939.
MSE23564	Medieval pottery sherds, Holstein Avenue, Weybridge	Sherds of pottery of 13th/14th-century date found during an archaeological evaluation by Thames Valley Archaeological Services in 2018.
MSE23565	Post-Medieval/Modern features and finds, Holstein Avenue, Weybridge	Late Post-Medieval and/or Modern cut features, containing pottery and other artefacts, found during an archaeological evaluation by Thames Valley Archaeological Services in 2018.
MSE23565	Post-Medieval/Modern features and finds, Holstein Avenue, Weybridge	Late Post-Medieval and/or Modern cut features, containing pottery and other artefacts, found during an archaeological evaluation by Thames Valley Archaeological Services in 2018.
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MSE15910	Weir: Weybridge Lock	Weir
MSE22762	Addlestone Railway Station, Addlestone	Railway station with two platforms opened in 1848 by the London and South Western Railway Company, following the opening of the branch line through Addlestone.
MSE3674	Coxes Lock, Wey Navigation, Addlestone	Coxes Lock on the River Wey Navigation had regular commercial traffic until 1969. Vertical-sided brick and concrete Navigation lock with wooden gates. Parts of apparently older brick structure, possibly 1770 survive. It has been extensively rebuilt since
MSE15943	Drainage system: Ham Court	DRAINAGE DITCH; DITCH; DRAIN
MSE15978	Wey Navigation: Thames to Bull Dog Weir	RIVER NAVIGATION; RIVER NAVIGATION
MSE15979	Wey Navigation: Bull Dogs to Weybridge	RIVER NAVIGATION

MSE15982	Wey Navigation: Coxes Lock to Watercress Beds	RIVER NAVIGATION; RIVER NAVIGATION
MSE15983	Wey Navigation: Watercress Beds to New Haw	RIVER NAVIGATION; RIVER NAVIGATION

Reference	Archaeological designation	Name
RU009	County Sites of Archaeological Importance	Medieval Moated Site, Hamm Court Farm, Chertsey
RU013	Areas of High Archaeological Potential	Hamm Court Farm and Medieval Moated site (associated with CSAI RU009)
RU039	Areas of High Archaeological Potential	Late Bronze Age - Early Iron Age settlement site, land rear of former Marconi site, Addlestone
RU040	Areas of High Archaeological Potential	Worked findspots of various dates, River Wey, Weybridge
EL017	Areas of High Archaeological Potential	Prehistoric occupation site, Wey Manor Farm, New Haw (associated with RU050)
RU051	Areas of High Archaeological Potential	Coxes Mill, Addlestone
RU059	Areas of High Archaeological Potential	Cropmark observation, double ditched enclosure, north of Weybridge Road, Addlestone
EL021	Areas of High Archaeological Potential	Weybridge Historic Core
EL052	Areas of High Archaeological Potential	site of Dorchester House, later Portmore Park House, Weybridge
EL053	Areas of High Archaeological Potential	Weybridge Bridge, Weybridge



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