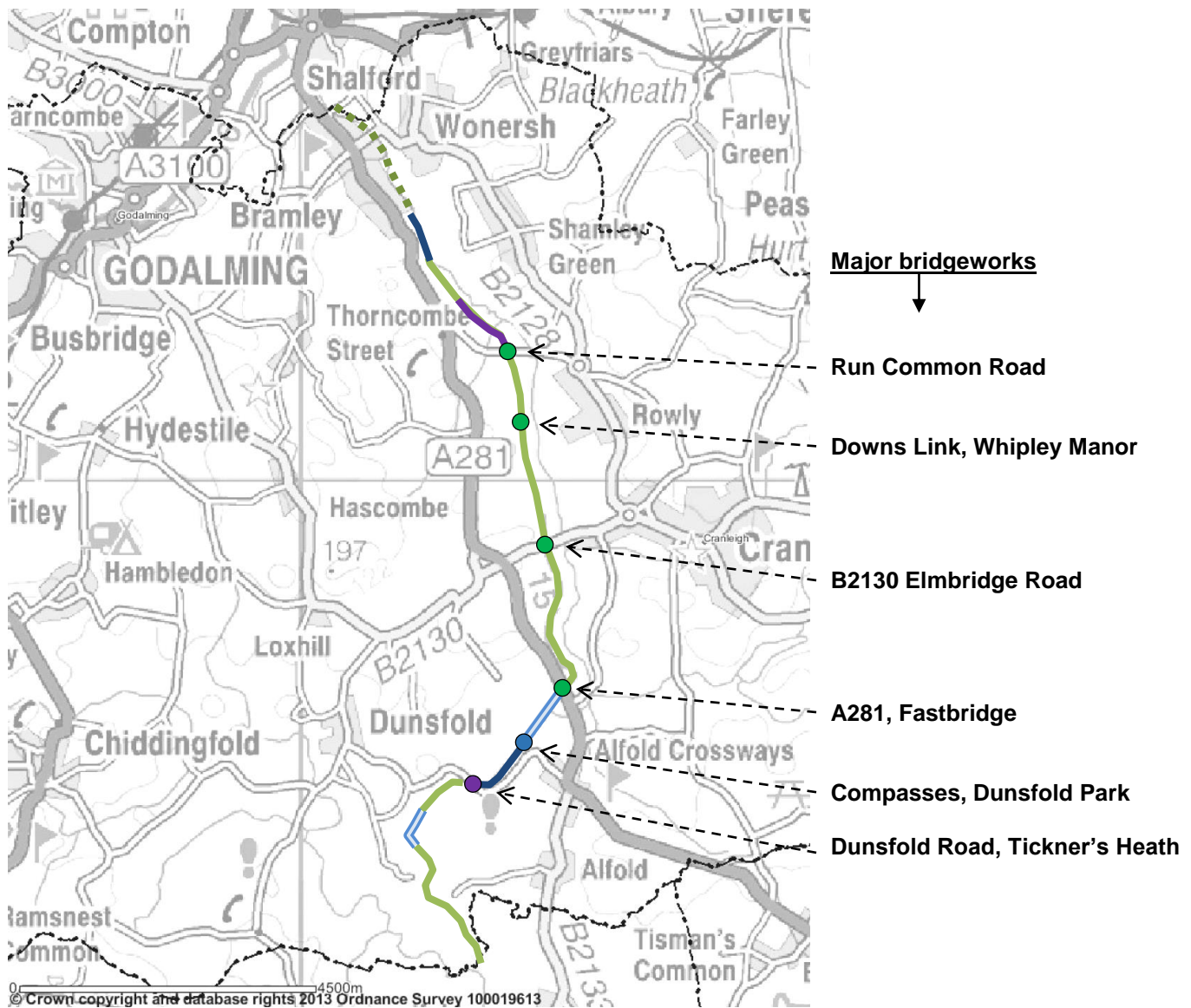


THE CANAL IN WAVERLEY



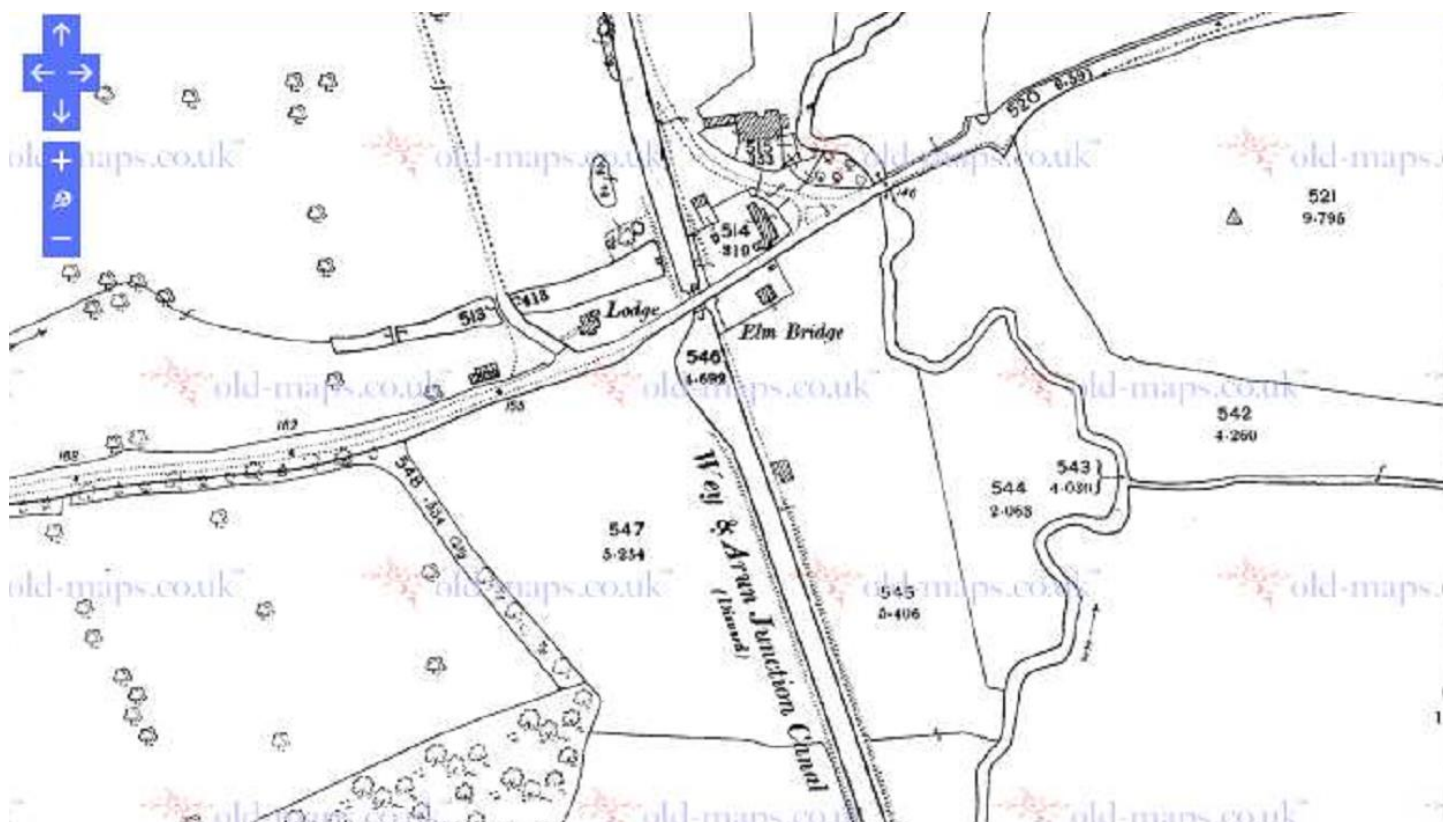
- ▬▬▬ Restoration completed
- ▬▬▬ Restoration underway
- ▬▬▬ Planning application in preparation
- ▬▬▬ Historic route – restoration required
- Bridge completed
- Planning application submitted
- Bridge required
- - - - - Indicative new route required

Compasses bridge, opened October 2016 (shown under construction and the completed bridge)



THE CANAL AT ELMBRIDGE ROAD

The Ordnance Survey map from 1896 shows that south of Elmbridge Road the canal widened out into a basin and wharf area – the commercial wharf for Cranleigh. This basin was filled in during the 1980s.



The basin area is clearly visible in this old photograph It looks a bit different today



The single lane of Elmbridge Road passes over the site of the original canal bridge.

The bridge was demolished long ago, its location revealed by the brick walls to either side of the road.

The walls have no structure beneath them – they just mark the extent of the highway land, which at this pinchpoint is approximately 5m wide, the same as on the 1896 map.

THE TOWPATH AND RIGHTS-OF-WAY NETWORK

The line of the original towpath is preserved in the public right-of-way Footpath 393.

For the first 20m this runs across the private garden of The Wayside and thereafter (looking south through the gate) the path is narrow and very uneven.



The Trust propose to rejuvenate this footpath – to widen it and surface it – for 450m from Elmbridge Road to the footbridge over Cranleigh Waters.

In addition, if the residents of Elmbridge Village wish it, the Trust is proposing to construct a new, short length of footpath crossing the canal to provide the residents with an additional pedestrian route into Cranleigh.



FOOTPATH TO CRANLEIGH

PROPOSAL FOR HIGHWAY IMPROVEMENT

In conjunction with Surrey County Council, the Trust are proposing the widening of the single lane stretch of Elmbridge Road to give a two-way road and footway. The widths of the widened road and footway (6.0m and 2.0m respectively) will be similar to the road and footway to the east of the bridge over Cranleigh Waters.



The road widening will include a new canal bridge, allowing restoration of the Wey & Arun canal to continue beneath the major obstacle that the current road represents. This will require the crest of the road to be raised by just under 1 metre, but sightlines for traffic will be met and the whole appearance of the road will be changed and “opened up” from its present enclosed character.

The road will be widened to the south of the existing road. This will allow part of the new bridge and new carriageway to be built alongside the existing road without interfering with the traffic flow.

Upon completion of that part, the traffic flow (still single lane, but controlled by temporary traffic lights) can be switched onto the new section, allowing the second part of the new bridge and the widened road to be built.

There will be a need for occasional short-term (1 – 3 day) closures of the road to enable the new parts to be joined to the existing road.

There will also be a need for diversion work to several of the utilities (water, gas, etc) that run within this road corridor.

The existing footway will be closed during this work. For the residents of Elmbridge Village, the alternative pedestrian route described on the previous panel will be available for use during this time.

Replacement private accesses will be provided into The Wayside. The existing private accesses on the north side of the road (to Rydinghurst and Rye Farm / Rye Farm Cottage) will be unaffected, although as the new road will be slightly further south than the existing, visibility for those accesses will be better.

This part of Elmbridge Road is subject to a 30mph speed limit, but on the new, relatively straight length of road some drivers may be tempted to go above this. The new road is immediately alongside residential property and with the proposed enhancement to the public footpath network we may expect an increased number of pedestrians to wish to cross the road. Accordingly, the scheme includes traffic calming measures and a highlighted location for pedestrians to cross. These are shown on the detailed layout plan on the adjacent table.

ENABLING ALL THIS TO HAPPEN

When the canal was formally abandoned in the 1890s, the land on which it stood was given back to the original owners. Hence, today the Trust does not possess the land necessary to undertake the restoration of the canal. Additionally, the County only owns the 5m wide strip of land within the historic highway boundary – insufficient to allow the widening the road.

Both of those required parcels of land are within the residential plot of “The Wayside” held by a private landowner.

Moreover, whilst the existing residential plot is large, construction of the road and the canal will sever it and will bring the road closer to the existing house. Several outbuildings and storage barns will require removal.

The combination of loss of land and buildings, severance of plot, reduction in amenity of the existing house and disruption during construction represents a major imposition on the existing landowner. To enable the infrastructure works to progress therefore the forthcoming planning application will include an element of what is termed “enabling development” on the remainder of the existing residential plot.

This comprises:

- **Demolition of the two “pole barn” structures (shown in the photograph) and other outbuildings**
- **Construction of a replacement garage and replacement ancillary accommodation at the existing house**
- **A new house next to the existing garage building**
- **A new house and adjoining garage at the southern end of the plot**
- **A small agricultural barn within the adjacent field (to replace access lost to the existing garage / workshop / storage building)**



The proposed positioning of these buildings on the site is shown at left. Detailed layouts and elevations of the buildings will be included within the planning application.

The agricultural barn will be of similar appearance to the one in this photograph but with a lesser roof pitch.



It is expected that a planning condition will stipulate that the new dwellings cannot be occupied until the road improvement and the public footpath enhancements are constructed and operational.

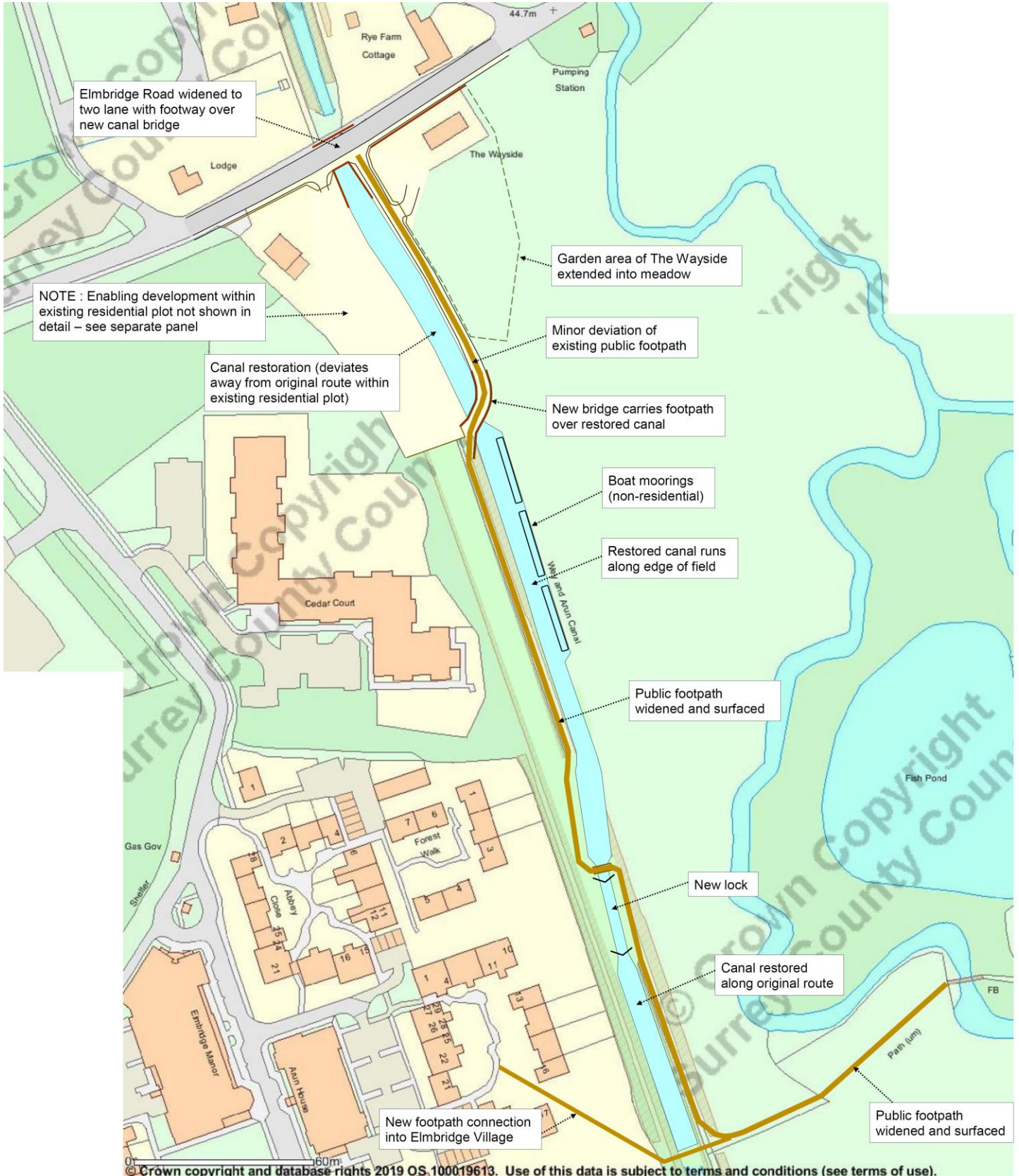
Within the canal restoration (described on the next panel) space is being provided for mooring three narrow boats as non-residential private moorings associated with the residential properties.

PROPOSALS FOR CANAL RESTORATION

The proposal includes the restoration of 330m of the canal south of Elmbridge Road. At its northern and southern ends the restoration will follow the line of the original canal, but the central part will deviate slightly eastwards from the original to run along the edge of the agricultural field.

The level of the canal will be lowered to pass through the new bridge without excessive raising of the road. This will in turn require a new lock to be built, towards the southern end of the restored length.

The line of the towpath will be adjusted to cross the canal twice, once via a new bridge (which also provides access to the southernmost house) and again via a footbridge at the lock.



THE NEXT STEPS

Your feedback from this consultation is welcomed as it will help inform our preparation of the planning application. Representatives of the Trust are here to answer questions and feedback forms are available.

An approximate timescale is as follows:

- *Later this year : “Screening Opinion” application to Waverley Borough Council*
- *Early 2020 : Full planning application. This will cover all the elements of the project shown on the preceding plans, as all these elements inter-relate to each other and the full implications and public benefits of the proposals can only be viewed and assessed in the context of the complete project.*
- *During 2020 and into 2021 : Planning determination period and detailed design of road and bridge works. Construction of the new footpath connection to Elmbridge Village*
- *2021 / 2022 : Utility diversions and preliminary works for the road and bridge construction*
- *2022 to 2024 : Construction of the road and bridge and the first stage of enhancement to the public footpath*
- *2023 to 2026 : Canal restoration, lock construction and completion of footpath work*

Funding for the highway and bridge works will be by the County Council, utilising monies allocated from “Section 106 contributions” from the various housebuilding developments within Cranleigh.

Funding for the footpath improvement and the restoration of the canal will be by the Trust.

The photographs below show a typical arrangement of the locks constructed by the Trust. This particular one is at Southland near Loxwood in West Sussex and was opened in 2014.

