



Ottershaw Neighbourhood Plan

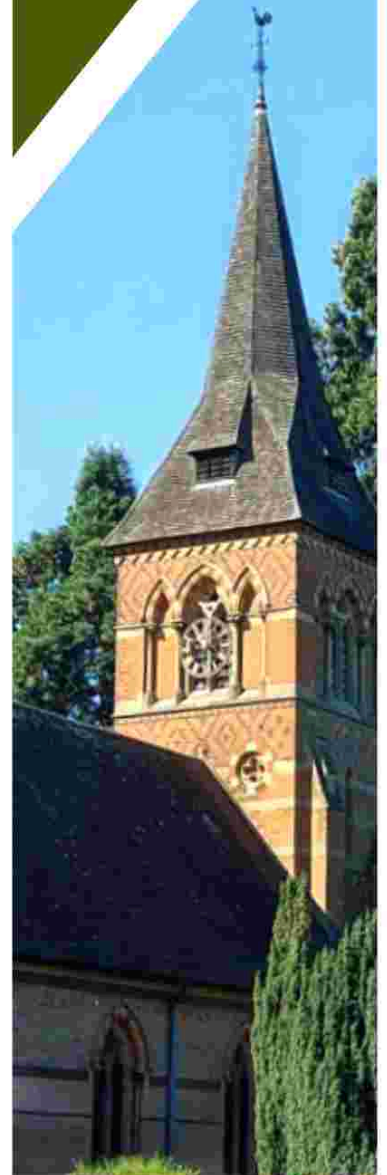


2030

Draft
Version 3



Ottershaw
Neighbourhood
Forum





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Introduction

1. This document represents the authoritative version of the Ottershaw Neighbourhood Plan (ONP). The ONP links directly to the policies in the overarching Runnymede Borough Council's (RBC) 2030 Local Plan (LP) and provides authoritative policies and supporting context and guidance covering a wide range of topics within the designated Ottershaw Neighbourhood Area (ONA).
2. Within the ONA the ONP policies should therefore be used in conjunction with the RBC 2030 LP policies. For ease of use these are cross referenced throughout this document.
3. The ONP has been developed over a period of 4 years working in close consultation with RBC who have provided invaluable support throughout the process.

National Policy

4. The Neighbourhood Plan must have regard to the policies set out in the National Planning Policy Framework (NPPF).
5. The NPPF states:
 - a. Neighbourhood planning gives communities the power to develop a shared vision for their area. Neighbourhood plans can shape, direct and help to deliver sustainable development, by influencing local planning decisions as part of the statutory development plan. Neighbourhood plans should not promote less development than set out in the strategic policies for the area, or undermine those strategic policies. (para 29)
 - b. Once a neighbourhood plan has been brought into force, the policies it contains take precedence over existing non-strategic policies in a local plan covering the neighbourhood area (see fig 1.1) where they are in conflict; unless they are superseded by strategic or non-strategic policies that are adopted subsequently". (para 30)
6. This Referendum Version of the Ottershaw Neighbourhood Plan has been produced in accordance with the recommendations of an independent examiner and in accordance with the revised NPPF published in 2021.





Local Policy

7. The Runnymede Borough Council 2030 Local Plan was formally adopted in July 2020. This sets out all the authoritative strategic planning policies for the borough.
8. The ONP must be in general conformity with the strategic policies in the adopted local plan. The ONP policies and associated design codes are authoritative within the scope of its designated neighbourhood area and should be considered ahead of Runnymede Supplementary Planning Documents (SPDs) in the same topic area, the latter providing guidance and context where applicable and beneficial.
9. RBC is currently in the process of producing the next iteration of the local plan, however it is currently not expected to be adopted until 2026 and is therefore not considered authoritative in supporting this iteration of the ONP. In places, where relevant the ONP reaches to policies and guidance which postdates the local plan. This is to ensure that key issues such as active travel and sustainable development are best captured.
10. This ONP will be revised alongside the emerging LP such that it can become authoritative as soon as practicable after adoption of the new LP, likely to reach to 2042

Context

11. A number of strategic local plan policies are considered to be of particular relevance in providing essential context for the ONP, these are:
 1. SD3 Active & Sustainable Travel
 2. SD5 Infrastructure Provision & Timing
 3. SD7 Sustainable Design
 4. SD8 Renewable & Low Carbon Energy
 5. EE1 Townscape & Landscape Quality
 6. EE4 Listed Buildings
 7. EE8 Locally Listed & other Non-Designated Heritage Assets
 8. EE9 Biodiversity, Geo-diversity & Nature Conservation
 9. EE10 Thames Basin Heaths Special Protection Area
 10. EE11 Green Infrastructure
 11. IE13 Local Centres
 12. IE14 Shops & parades outside defined centres





12. The ONP has a key role to play within the scope of its designated area. Its position and scope in the planning hierarchy is shown at fig 1.1.

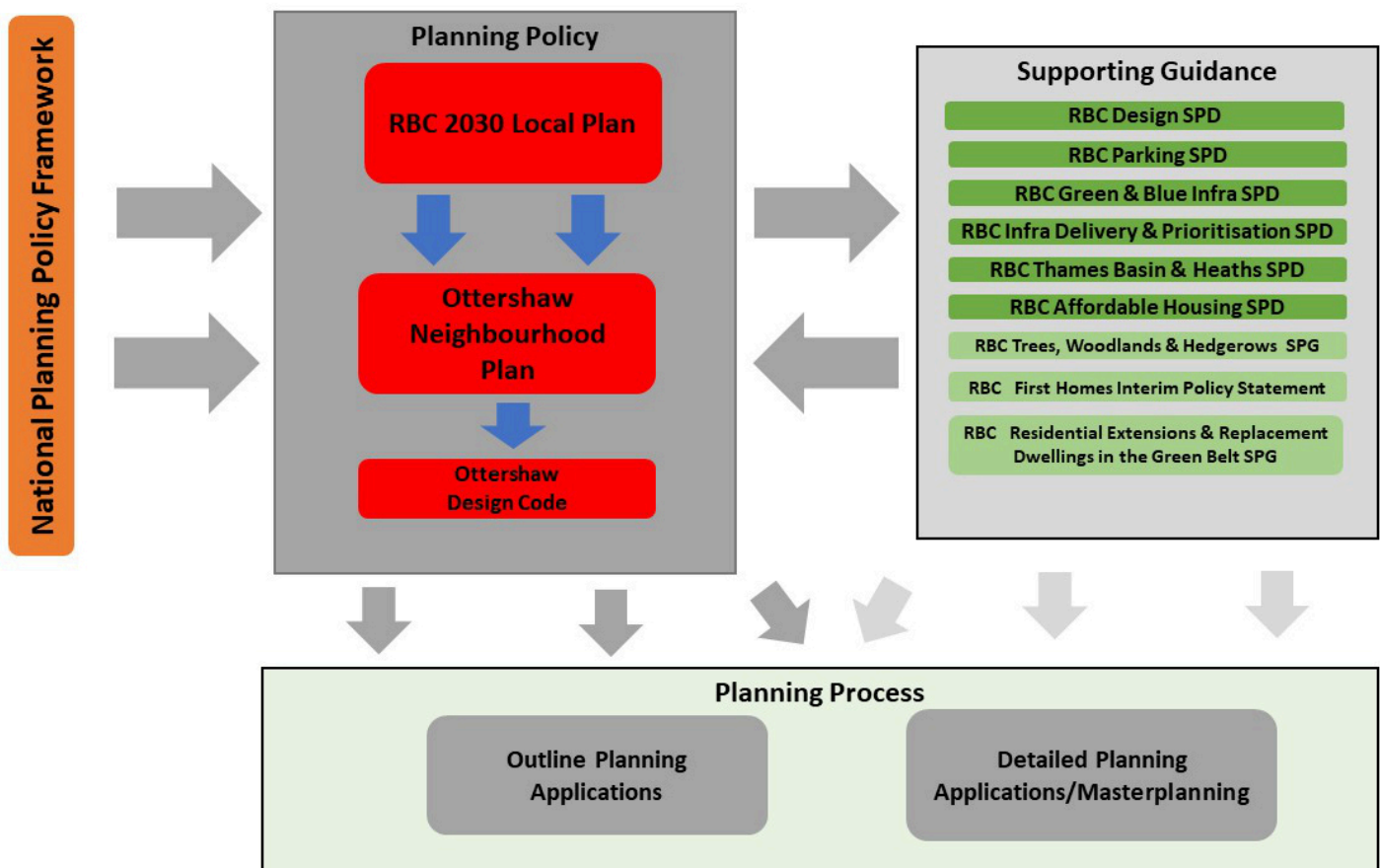


Fig 1.1 – Planning Framework for the Ottershaw Neighbourhood Plan/Area

Evidence Base

13. The ONP evidence base has been assimilated from a wide variety of sources including the Surrey County Council (SCC), RBC including the 2030 LP, other statutory bodies, ONF membership and the wider Ottershaw community.





Plan Development & Consultation

14. This version of the ONP has been developed through an iterative process. The process has been managed through the Ottershaw Neighbourhood Forum (ONF) Steering Committee and its nominated project manager. The process has included community engagement via various different communications methods and liaison with key stakeholders and local council representatives.
15. The plan has been drafted by nominated members of the ONF Steering Committee and reviewed by all members thereof.

Date	Key Milestone	Key Activities
Jan 2020 to Oct 2021	Decision to develop a neighbourhood plan.	Initial Forum Established. Working Groups Established. Website implemented. Key roles agreed. Communications Plan developed. Draft Vision. Neighbourhood Area Designated. Neighbourhood Forum Designated.
Oct 2021 to Oct 2022	Designation. Community engagement and evidence gathering.	Communications Plan Revised. NP Development plan approved. Leafletting to all households. 2 community surveys. Community events. On-line town hall meeting. AGM. Social media publications/update. Newsletters. Direct mail to members – updates. Consultant support for studies. Key issues & Objectives capture/development. Vision endorsement.
Oct 2022 to Dec 2023	Plan development and informal review.	Liaison with key stakeholders & public. Liaison with Statutory consultees & RBC. Consultant support – Plan check. Drafting & Revising the plan.
Jan 2024 to Feb 2024	Formal Consultation (Reg 14)	Statutory period of consultation. Analysing responses. Revising the plan.
Mar 2024 to Jan 2025	Completing the plan.	Submission to RBC. Reg 16 consultation. Examination. Revision. Referendum.

Table 1.2 – ONP Engagement & Activity Timeline.





16. Engagement and consultation were defined and managed through a communications plan which included specifying the communities, mediums and requirements necessary to successfully elicit opinion. A more detailed breakdown of these is shown at Table 1.2 below.

Planning Application Support

17. During the planning development process the forum have been active in responding to and working to develop and influence a number of Planning Applications. These have provided valuable examples upon which the steering committee has employed to better shape this plan.

Support to RBC

18. The steering committee on behalf of the Forum have been and remain active participants in supporting the development of the emerging RBC LP via the Community Planning Panel and have also provided input to the development of a number of RBC SPDs.





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History of the Neighbourhood Area

Runnymede Borough Early History

19. Runnymede is located in northwest Surrey, on the edge of Greater London. It is twenty miles from Central London and is strategically located at the junction of the M25 and M3 motorways. It has road and rail connections to the capital and nearby Heathrow Airport. There is good access to the wider southeast Region primarily via the motorway network and the Reading to Waterloo and Weybridge to Waterloo railway lines.
20. The Borough is named after the Runnymede Meadows, adjacent to the River Thames, where the Magna Carta was sealed by King John in 1215. It is a small Borough, measuring only eight miles from north to south and comprising 14 wards. Nearly 80% of its area lies within the London Metropolitan Green Belt, making the area an attractive location to live, work and visit. Its character is largely due to its location next to Greater London. Its urban areas are predominately to the east of the Borough, in close proximity to the M25. Ottershaw is one of its smaller settlements and lies in the South west of the borough. The M3 runs through the borough east-west, intersecting with the M25 just north of Ottershaw. The River Thames forms the eastern edge of the Borough, to the north of Addlestone, and the River Bourne meanders east-west through the Borough, running to the south of the residential edge of Ottershaw.
21. The built-up areas of the Borough are well defined and sit alongside the Green Belt, which comprises a mix of golf courses, woodland, open areas, farmland and royal/private estates. The Borough has three main towns: Egham, Chertsey and Addlestone. Ottershaw is located in the southwest of the borough, close to Row Town, Addlestone, New Haw and Woodham.

Runnymede Historic Evolution

22. Despite the surrounding towns and villages being relatively small in scale in the late 1800s, the arrival of the railway increased the size of many of the settlements in Surrey. Throughout the 1900s many of these locations became commuter towns given their excellent connectivity to the capital. Both Addlestone and Virginia Water grew significantly in this period. Largely due to its comparative remoteness from these towns, Ottershaw remained relatively small during this period.
23. The introduction of the London Metropolitan Green Belt in the 1930s curtailed the expansion of many of the villages and towns in this area, despite the pressure for housing growth. Following that, the construction of the M3 and M25 during the 1970s and 1980 through the borough further curtailed development of the settlements in the borough. This is particularly pertinent for Ottershaw and can be said to still influence the village at present.





Ottershaw Historic Evolution

24. Ottershaw, originally a small rural hamlet, emerged as it is now known in the mid-19th century, when it was formed from the hamlets of Chertsey Lane End, Brox and Spratts with small pockets of development occurring along Murray Road and Brox Road.



Fig 2.1 – Ottershaw 1919 at the location of the A320 Otter Roundabout.



Fig 2.2 – Murray Road into Ottershaw from Hare Hill 1905





25. The village has its origins in small farms (Bousley and Spratts), which were established around the mid-16th century, amongst woodlands which were originally a part of the Windsor crown hunting estates. Prior to this, 'Ottershaw' had referred only to the Ottershaw Park farm/estate. The name is likely to be derived from the medieval 'outer' and 'shaw' meaning a small outer wood. This comes as no surprise given that Ottershaw today is characterised by a small village surrounded by significant areas of woodland (both private and publicly accessible) such as the Memorial Fields area on Foxhills Road, the Common, Ottershaw Park, Ether Hill, Row Hill, Great Wood, Hare Hill, Timber Hill and Chaworth Copse.



Fig 2.3 – Brox Road, Then and Now.



Fig 2.4 – Ottershaw Historic Evolution late 19th C – mid 20th C





26. Large areas of Ottershaw were acquired by wealthy London merchants in the 18th and 19th century, who built substantial parkland estates such as Ottershaw Park, Queenwood House, Anningsley Park and Botleys Park. These estates remain largely in existence today.
27. During the inter-war period there was only limited development which included the rebuilding of The Otter Public House c1927, now a local landmark and restaurant. The post-war period saw significant areas of residential expansion within the village, most significantly to the east / south-east of the village centre, with areas of infill along the Murray, Slade and Brox Roads. The current Ottershaw School was constructed in 1948. A similar area of residential expansion was constructed to the northwest of the A319 roundabout, off Foxhills Road (Wilson Drive, Tringham Close).
28. The late 20th and early 21st century has seen further pockets of infill development along Chobham Road and Brox Road and in the area bounded by Brox Road, Slade Road and Murray Road. The village today comprises a somewhat dispersed morphology, centred around the Guildford Road crossroads. Many of the farms of the previous centuries were built on for housing post war, particularly after the second world war.
29. There are some notable buildings architecturally, with eight nationally listed buildings in the village itself. The earliest of those listed buildings, The Barn at Bousley Farm, Bousley Lane, was registered in 1623. Other notable examples are Christ Church, the parish church (consecrated in 1864), which was built on the edge of Ottershaw Park estate and designed by Sir George Gilbert Scott.



Fig 2.5 – Christ Church





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Ottershaw Neighbourhood Area Today

Wider Context of Runnymede

30. The Borough of Runnymede is a local government district with borough status in the English county of Surrey. It is a very prosperous part of the London commuter belt, with some of the most expensive housing in the United Kingdom outside central London, such as the Wentworth Estate
31. Runnymede is entirely un-parished and is largely built up. The borough's council is based in Addlestone; other settlements include, Chertsey, Egham, Egham Hythe, Virginia Water, Englefield Green and Thorpe. At the 2011 Census, the population of the borough was 80,510. Runnymede borders the boroughs of Spelthorne, Elmbridge, Woking, and Surrey Heath, as well as the Royal Borough of Windsor and Maidenhead in Berkshire

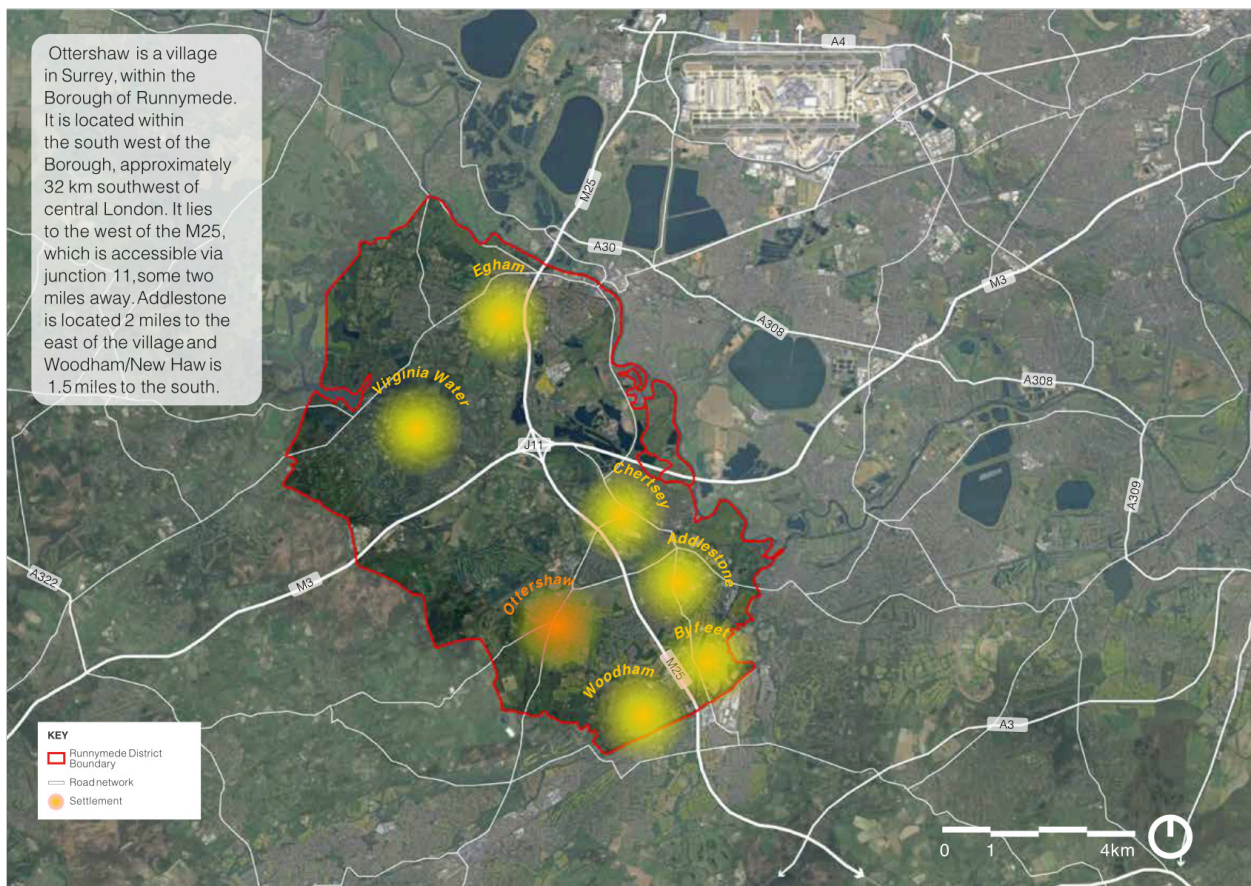


Fig 3.1 – Runnymede Borough





Ottershaw Neighbourhood Area

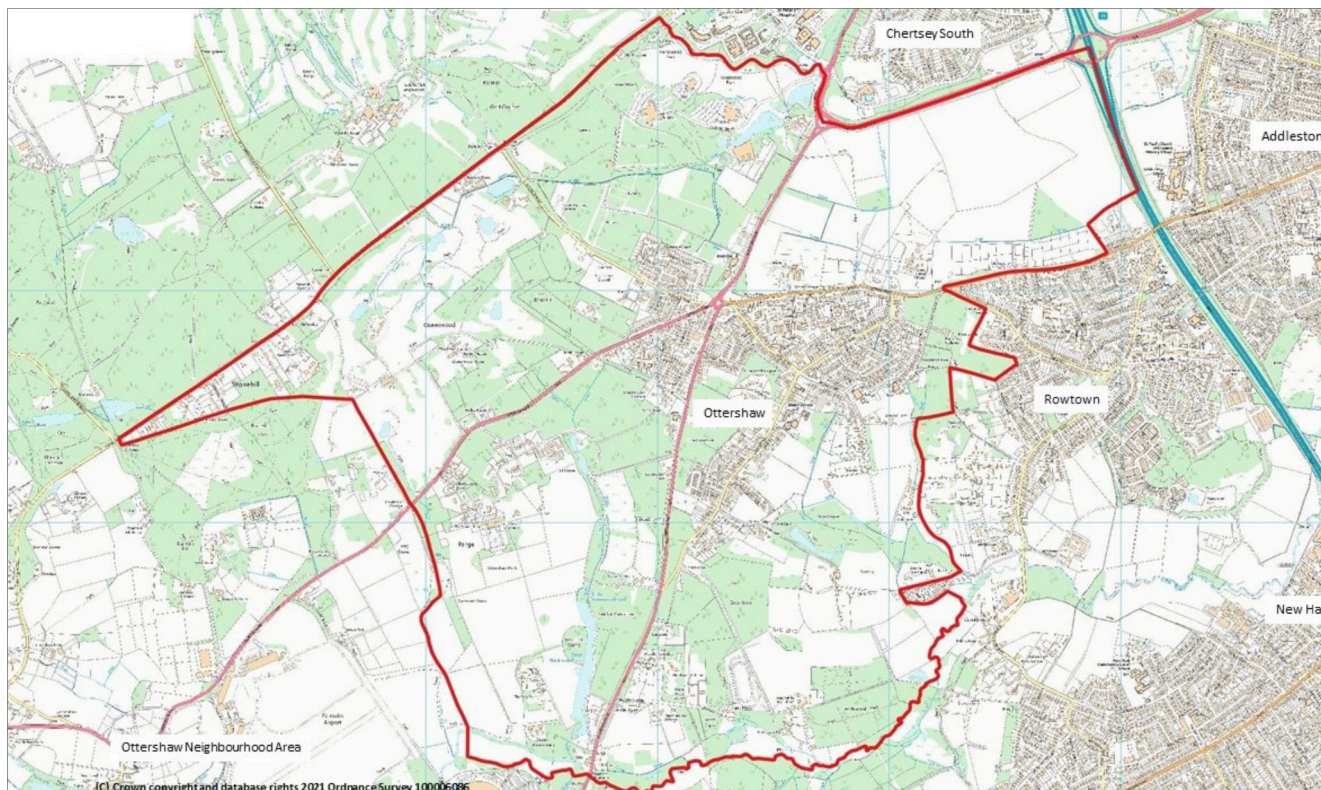


Figure 3.2 - The Ottershaw Neighbourhood Area

32. The Ottershaw Neighbourhood Area is based upon the Ottershaw and West Addlestone electoral ward boundary. Several parts of the ward have been excluded as it was felt that they would be better associated with Addlestone to the Northeast or Rowtown to the east. The areas excluded are:
- a. The area East of the M25.
 - b. The area East of Hare Hill and South of Spinney Hill.

Profile of Ottershaw Community Today

Village Context

33. Today, Ottershaw is a predominately residential area of mixed character, with its own unique identity and sense of place. This is partly derived from the clearly identified 'heart' of the village centre, focused around the former 'The Otter' public house (now a restaurant), its local shopping parades and associated community facilities including its village hall. This





is located near the confluence of Chobham Road, Guildford Road, Murray Road and Brox Road. The village benefits from its location within the 5km buffer zone of the Thames Basin & Heaths Special Protection Area (SPA) at Chobham and has over recent years established 8 Suitable Alternative Natural Green spaces (SANGS) areas in response to local housing demands which, along with several private estates serve to preserve the rural feel of the area and provide a basis for residents' recreation. Away from the village centre the area has a more rural character and feel with more of a ribbon style of development edged by cul-de-sacs and displaying a largely eclectic mix of property designs, plot positions and sizes. Seven distinct character areas have been defined covering the differing age, style and function of each (see section 5).

Population and Demographics

34. As the Ottershaw NA is a subset of the Ottershaw Ward, a precise calculation of population is impossible. However, the Ottershaw Housing Needs Analysis (HNA) produced by AECOM in support of this plan has used the 2011 Ward boundary together with Census Output Areas (OA) to determine which areas are not covered by the ONA in order to achieve a reasonable approximation.
35. Using the above as a basis and historical census data for comparison, Ottershaw's population has steadily grown from a small farming community of a few hundred in the early 19th century to approx 4100 residents, formed into 1700 households and occupying 1775 dwellings (2011). Its population has grown further since then and is set to rise by more than 20% in the coming years, due primarily to the 2 new housing developments currently being delivered through the RBC 2030 Local Plan allocations. Table 3.3

SLAA site reference	Site	Type of scheme proposed	Timing
14	Brox Rd Nursery, Ottershaw	Residential development incorporating a minimum of 40 units	2019-2021
263	Ottershaw East, Brox Rd, Ottershaw	Residential development incorporating 200 net units and 2 traveller pitches	2023-2027 Subject to delivery of necessary mitigation on the A320

Table 3.3 - Ottershaw LP2030 Major Housing Developments

36. The above developments will place already at or over capacity social, communications, transport and other infrastructure of the local area under increasing pressure. Other significant developments (table 3.4) in the area are:
 - a. Extra care housing and facilities (c. 50units).
 - b. Business Park





Location	Type of Scheme	Timing
Brockhurst, Brox Road, Ottershaw.	Extra care housing and facilities (c50units).	2024-2025
Plot 2000, Hillswood, Guildford Rd, Chertsey	Phase 2 - Business Campus. (9,44sq m)	2024-2025

Table 3.4 - Other LP2030 Developments

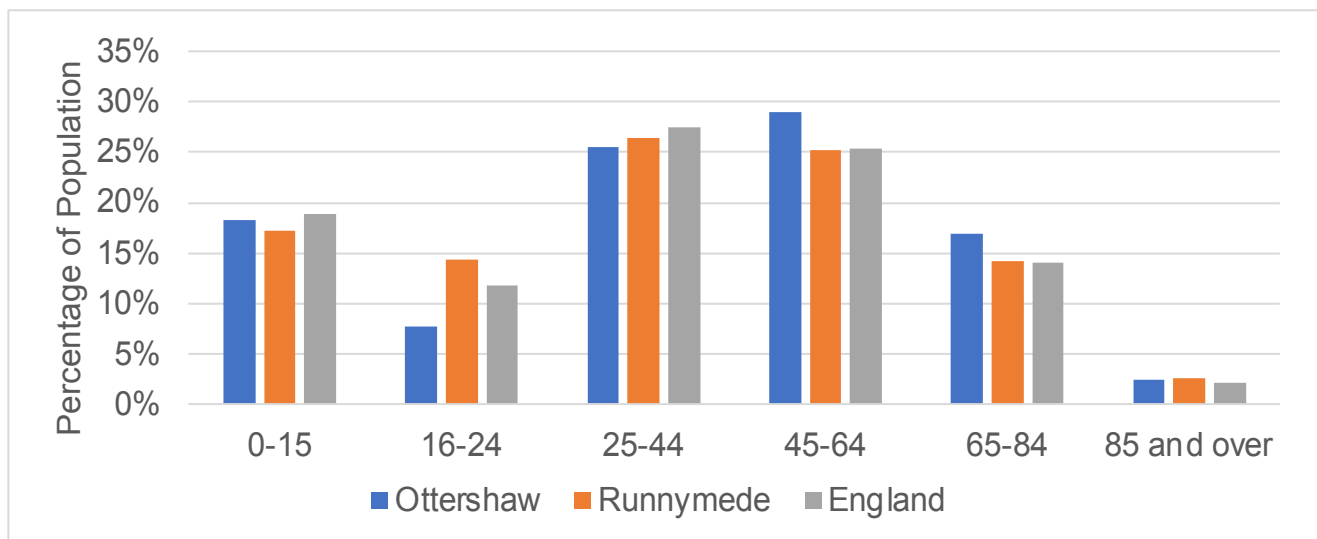
- 37. The age demographic of the population is currently biased towards the older age groups with 27.8% between 45 and 64 and a further 24.3% over 64. The age demographic is shown in Table 3.5.
- 38. Looking at the neighbourhood area population structure alongside that of the borough and country (using 2011 Census data) in table 3.6 shows that Ottershaw has an older age profile compared to the rest of the borough and country. In this context, NP policies need to be sensitive to this.

Age group	2011 (Census)		2020 (ONS, estimated)	
0-15	750	18%	747	17.9%
16-24	319	8%	274	6.6%
25-44	1046	26%	978	23.4%
45-64	1186	29%	1,160	27.8%
65-84	693	17%	810	19.4%
85 and over	102	2%	206	4.9%
Total	4,096	100%	4,175	100%

Table 3.5 - Age structure of Ottershaw population, 2011 and 2020

[Link back to para 195](#)





Graph 3.6: Age structure in Ottershaw, 2011 Source: ONS 2011, AECOM Calculations

39. Table 3.7 shows the tenure proportions for Ottershaw in 2011. These provide the most up to date perspective of the Ottershaw neighbourhood area until the 2021 Census data is released. From this it can be concluded that owner occupation was clearly still the most dominant tenure in Ottershaw. This was also true across Runnymede and England as a whole. However, in Ottershaw this predominance was even more pronounced, with 76% of all households in the neighbourhood area being owner occupiers. The next most dominant tenure was private renting at 12%, followed by social renting at just under 10%. Shared ownership accounted for less than 1% of Ottershaw households. It is significant that the Owner-occupied tenure for Ottershaw was 6.5% and 12.7% respectively above the borough and national statistics whereby the rental sector was underperforming by 3-5% across the board

Tenure	Ottershaw	Runnymede	England
Owned; total	76.0%	69.5%	63.3%
Shared ownership	0.8%	1.0%	0.8%
Social rented; total	9.8%	12.9%	17.7%
Private rented; total	12.1%	15.2%	16.8%

Table 3.7 – Household Tenures in Ottershaw (Sources: Census 2011, AECOM Calculations)





Transport

40. Ottershaw is poorly provisioned for public transport being remote from rail networks and possessing an infrequent and limited reach range of bus services. In addition, the limitations or lack of sharing schemes and poor cycle network drive residents to utilise vehicles for journeys with low occupancy. This includes both shorter and longer duration. The older age demographic (fig 3.6) of the population also contributes to this. With the onset of active & sustainable travel initiatives, the village and surrounding area will need to effect change in key areas if improvement is to be seen.
41. **Roads.** The village is close by the M25 and M3 motorways and is intersected by a network of busy A and B class roads which service the surrounding towns and villages. The planned development of the A320 between Chertsey and Ottershaw through the SCC promulgated HIF scheme, including a replacement roundabout at the confluence of Guildford, Murray, Chobham and Foxhills Roads is at risk of severely impacting the character of the village. The village today uniquely retains its historic leafy approaches from all directions and includes several farms and nurseries, further enhancing its rural nature.



Fig 3.8 – Ottershaw A320 Leafy approach from the south

42. **Rail.** While Ottershaw does not possess a station, rail networks serve the surrounding towns of Woking, Addlestone, Chertsey and West Byfleet all within 4 miles of Ottershaw. Most have onward links to London.
43. **Buses.** Although Ottershaw is served by several bus services enabling residents to reach most of the surrounding towns and villages, the services are generally too infrequent to support travel to and from schools or work. Many services are only twice daily.





44. **Cycle paths.** National Cycle Network 223 (NCN) runs along the A320 through the Ottershaw neighbourhood area. Parts of this are in the process of being upgraded through the SCC HIF scheme. There are however several points where the NCN is not easily or safely trafficable without remedial work. There are currently no other designated cycle paths in the neighbourhood area and no road marked cycle lanes so connectivity and safety is of a poor standard.

Social Infrastructure

45. **Medical Services.** The Ottershaw Surgery in Bousley Rise provides the main medical resource for Ottershaw. The services available are severely constrained primarily by the limited space available at the site. The RBC 2030 Local Plan has allocated 1ha of the Ottershaw East site in Brox Road (SL12) for new premises. The practice is already operating significantly over capacity and is set to be further overburdened through the new developments in Ottershaw, Rowtown and Chertsey South. The new GP Surgery will mitigate some of the issues currently experienced.



Fig 3.9 – GP Surgery, Bousley Rise.

46. In addition, the area includes one of the South East Coast Ambulance Service (SECAMB) Make Ready Centres located on the Guildford Road.
47. A dental practice (private) is located in the village centre.
48. **Education.** Ottershaw includes the Christ Church schools for primary education (infants & juniors) and are located in Fletcher Road/Close. These run close to capacity, mainly due to the high percentage of non-local children attending. The building infrastructure is ageing and its location is no longer optimal due to the nature of recent growth in and around the village. There are no plans at present to relocate or replace these facilities.





Fig 3.10 – Christ Church Junior School

49. In addition, Ottershaw has two Nursery care facilities, one full time (Toad Hall, Brox Road) and one morning only (Farthings, Memorial Fields). There is also one i-Can part board special needs school. (Meath School, Brox Road).
50. Secondary education is provided through several schools, all of which are located well outside of the Ottershaw neighbourhood area. Accessibility is generally constrained through the limited public transport provision and absence of cycle networks.

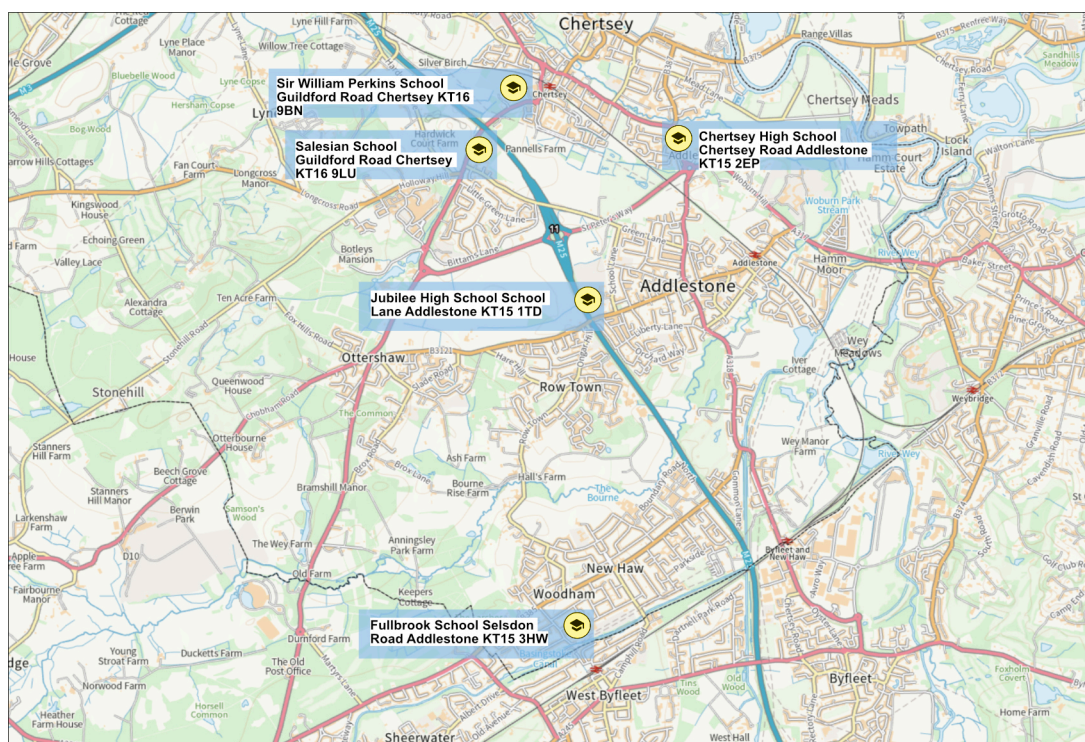


Fig 3.11 – Ottershaw - Nearest Locations for Secondary Education





51. **Sports & Leisure.** Ottershaw has facilities and clubs for cricket, football and bowls at the Memorial Fields. There are currently 2 children's play spaces. The village hall operates close to capacity and is used for a wide range of indoor leisure activities. There are a number of privately owned businesses in the area offering activities including golf and equestrian activities.



Fig 3.12 – Pavilion, Memorial Fields

52. **Other Community Services & Groups.** Ottershaw has a variety of community assets and facilities, these include:
- a. Christ Church & church hall.
 - b. Ottershaw social club. A long-standing local members club offering a variety of social, sports and entertainment facilities.
 - c. Ottershaw Scouts HQ/Hall.

Retail and Hospitality

53. **Retail.** Ottershaw has a somewhat limited mix of retail assets in the village in 2 parades which include 2 small convenience stores, 2 estate agents and 2 hairdressers and a pharmacy. A sub post office is integrated in one of the convenience stores.





Fig 3.13 – Main Shopping Parade, Brox Road

54. **Hospitality.** Ottershaw has a reasonable range of hospitality given its size with 2 restaurants, one take-away, one public house, one social club, a wedding venue (Botleys Mansion) and one guest house (Fornams, Stonehill Road) on the edge of the neighbourhood area.



Fig 3.14 – Miller and Carter (formally the Otter Public House)





Business

55. The village includes one HGV haulage company and a construction hoarding business close to the village centre, a car dealership, 2 petrol stations and over 20 smaller companies providing a range of services. Most of these are based outside of the village centre. There are a large number of other small businesses run directly from residential homes, an increasing trend of late. The community lacks any supporting small business infrastructure.

Infrastructure Services

56. **Gas.** Mains gas services are provided to virtually all residences in the NA. Infrastructure is poor standard, ageing and constantly failing, causing significant unplanned disruption in and around the village. With the increasing move towards the use of renewable sources it is hoped the pressure on this network will be somewhat relieved and issues become less frequent.
57. **Electricity.** Mains electricity services are provided to virtually all residences in the NA. The shift from gas for heating and cooking, together with the demands of new infrastructure for electric vehicles and modes of transport will place an increasing load on networks. It is currently not clear whether this will impact the effectiveness of the infrastructure.
58. **Surface Water.** The local area has suffered from the consequences of surface water run-off from largely unregulated introduction of hard standing, mainly to support the increase in car ownership across households together with housing developments over the last 20-30 years. This has resulted in the sewerage network becoming compromised, requiring augmentation to increase capacity. It is hoped the Thames Water policies now stipulated for surface water risk mitigation for larger developments will ensure that this issue does not worsen significantly.
59. **Foul Water – Sewerage.** Much like the rest of the country the local foul water network is ageing and regularly fails with many subsidence and failures impacting the community. Experience is of patching something which is broken rather than replacement, however the impacts of any major developments are assessed and mitigation will be delivered as required.
60. **Telecommunications, Broadband/Cable networking.** Ottershaw has a choice of high-speed optical fibre cable services which reach to the majority of households in the neighbourhood area. These facilitate the provision of the full range of telecoms, entertainment and internet services.
61. **Mobile Communications/Broadband.** 3G and 4G networks have limited coverage across the area with a number of black spots throughout. 5G networks are even more limited. New provision is planned which will improve services around the village centre in particular.





Natural Environment

62. Ottershaw is unique in its configuration layout within its natural environment. This is largely due to its close proximity to the Thames Basin & Heaths Chobham Special Protection Area (SPA). This has driven a requirement to provide Suitable Accessible Green Spaces (SANGS) as a result of any housing development in the immediate area in order to mitigate impacts to the SPA. As a result of this, Ottershaw now has a number of SANG in its area of varied type and size and providing a significant acreage of managed areas for public access. Current and proposed SANG are shown in Fig 3.15 below.

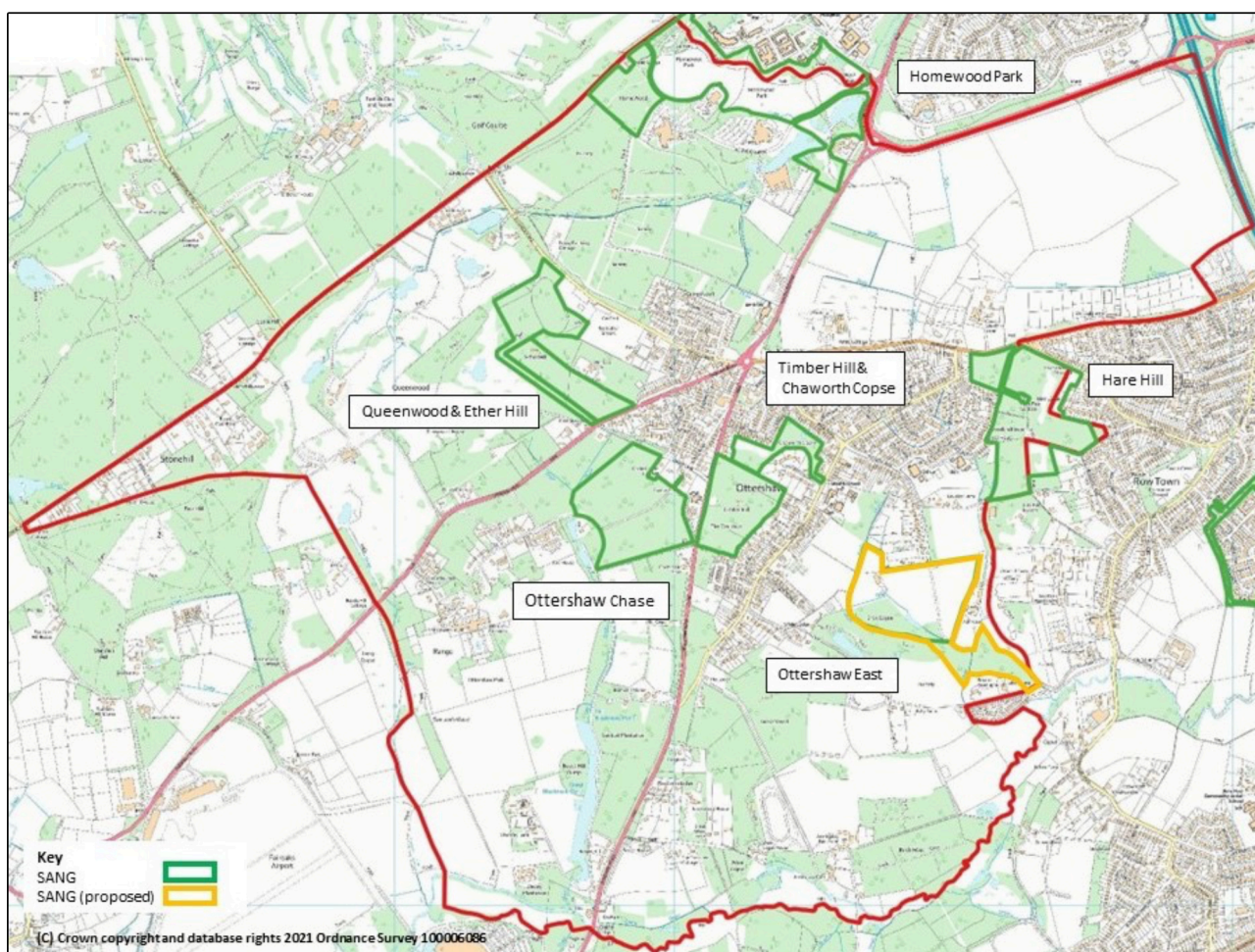


Fig 3.15 – Ottershaw SANGS

63. Outside of the built environment, the remaining green space in the neighbourhood area is designated green belt. Whilst historically this has been perceived as advantageous as protected space, the paucity of available land across the borough for development now places pressures on this space.





64. Within its green spaces and in the surrounding building developments, Ottershaw possesses many Tree protection Order (TPO) trees and ancient woodland areas, together with many associated wooded areas.
65. The above features serve to preserve the essential leafy and open character of the whole area. As such the protection and enhancement of these areas is paramount. It is also necessary to ensure that any future development forced upon the area is optimally located to preserve these features whilst maximising the benefit to the neighbourhood.





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Vision and Objectives

Vision For The Ottershaw Neighbourhood Plan

Vision Hierarchy.

66. A framework hierarchy has been defined which encompasses all key elements of our plan. This is as follows:
- a. **Vision:** The high-level contextual statement of how we wish to look and feel in the future.
 - b. **Objectives:** A series of topical, high-level statements which address specific elements of our neighbourhood plan.
 - c. **Key Issues:** A wide variety of detailed issues with respect to our neighbourhood which are the result of community interaction during the creation of the plan.
 - d. **Policies & Proposals:** A series of statements which characterise the requirements and reflect the scope of the Vision, Objectives and, where applicable the Key Issues¹.

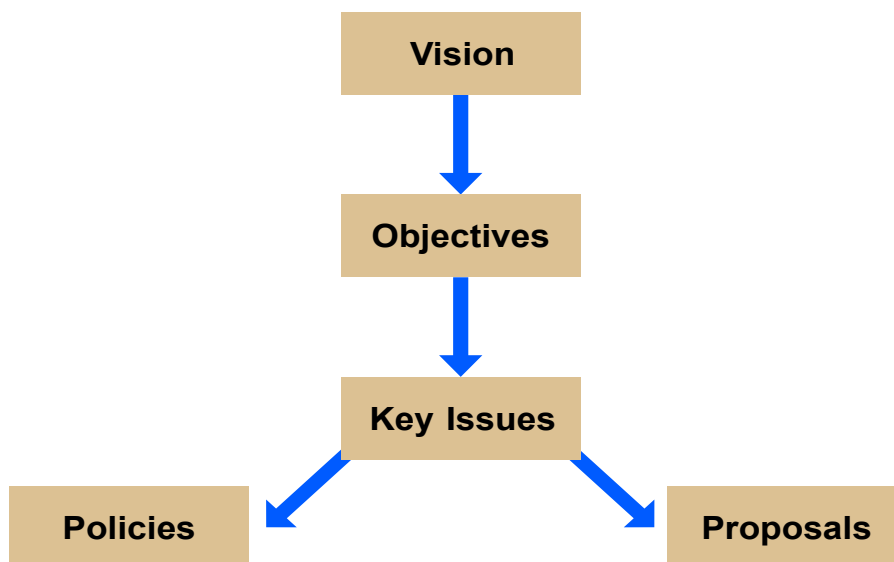


Diagram 1: ONF Framework Hierarchy

¹ Not all Key Issues can be treated by the Neighbourhood Plan. This scope is outlined in the Key Issues Section.





Aim.

67. It was agreed initially within the ONF Steering Committee that the aim of our vision should be to develop an enduring statement of how we would expect our village and surrounding neighbourhood area to look and feel in the future. This initial vision should look a minimum of 15 years forwards and be at a level where changes to underlying objectives would have limited affect upon it. To characterise this the following was agreed as a definition:

“This Vision is an overarching statement, encapsulating the nature and feel of the Village and its surrounding Neighbourhood Area in 2040”.

Our process – How we Got there.

68. The initial draft vision was developed through a vision working group, a subgroup to the ONF Steering Committee (SC). The vision was iterated several times with the SC commenting in each instance. The resulting vision was presented to the community via the ONF second community survey in March 2022 and was approved by them with no significant change.

Vision Statement.

69. The Vision for Ottershaw in 2040:

“A village with its own identity and rural character surrounded by protected green spaces, providing access to wider green infrastructure, set within a leafy environment which has a safe, clean and friendly atmosphere, incorporating a range of sustainable local services and amenities, able to support a diverse cultural, age, ability and income population.”

Objectives.

70. The following are the plan’s objectives. These are the underlying areas to be addressed to achieve the Vision and will be realised in concert with the relevant statutory and other agencies including organisations in the commercial and not for profit sectors. Not all of these can be fully addressed at this stage through the land use policies or non-policy actions in the Plan but they remain important.
71. Where appropriate and within scope Key Issues have been mapped to the objectives [shown in brackets].





- 72. **Objective 1:** [KI:01;02;07;10;14;15;17;23] To seek to protect our defined neighbourhood character areas through facilitating appropriate development within them that preserves their unique heritage, appearance, function and identity.
- 73. **Objective 2:** [KI:05;12;22] To seek to preserve and enhance the natural vegetation and wildlife within our neighbourhood area through defining and setting criteria for new development which is sensitive to this.
- 74. **Objective 3:** [KI:09;10;23] To support sustainable housing development in appropriate locations with a range of design, size and characteristics in proportion with the needs of the local community.
- 75. **Objective 4:** [KI:04;06;08;10;11;12;14;15;19;20] To encourage the development of sustainable infrastructure and services ²in optimal locations of sufficient quality, scale and range able to support existing and new development in our neighbourhood area.
- 76. **Objective 5:** [KI:14;16;17;18] To encourage the development of transport infrastructure (footpaths, bridleways, cycle paths, roads and associated infrastructure) in order to maintain a safe and well-connected environment.
- 77. **Objective 6:** [KI:14;15;20;23] To support and encourage sustainable Business, Retail and Hospitality in order to service the community and provide appropriate levels of employment opportunity.
- 78. **Objective 7:** [KI:05;09;12;15;16;22] To seek to protect and enhance our open spaces and their associated Wildlife and Ecology whilst providing opportunity for the community to utilise.
- 79. **Objective 8:** [KI:02;03;04;20] To encourage new development design to achieve a quality, scale and sustainability sufficient to maintain the safety within our neighbourhood area.

Key Issues

- 80. The following are Key Issues which have been drawn from community engagements during the neighbourhood plan development process. These issues in many cases directly relate to one or more of the plan's objectives. In some cases, issues were recorded but deemed out of scope for treatment by our plan with action sitting with other bodies or community groups. These issues are greyed out in the tables below.
- 81. **KI01.**Ottershaw should remain a village. Definition:
 - a. Village: A contiguous settlement of limited scale which is surrounded by areas and corridors of open space be it farmland or protected, publicly accessible open and wooded areas.

² Includes: medical, leisure and educational services.





82. **KI02.** Village must retain identity and character. Definition:
- a. Identity: A settlement which, for each of its character areas is able to retain all the primary attributes of that area as laid down in the relevant Design Code, Character Area section.
 - b. Character: A settlement which, for each of its character areas is able to retain all the detailed characteristics of that area as laid down in the relevant Design Code, character Area section
83. **KI03.** Village must be safe, convenient and friendly. Definition:
- a. Safe: A village centre & surrounding neighbourhood area which facilitates travelling by any means with a minimum of risk. An environment which builds community confidence in their personal security and that of their neighbours.
 - b. Convenient: A village which provides all the primary needs of residents within a comfortable walking distance.
 - c. Friendly: A village which is built strongly upon the principles of community.
84. **KI04.** Village must retain and enhance its sense of Community. Definition:
- a. To maximise opportunities to develop facilities and services which contribute towards improving social interaction & development.
 - b. Identifying community shortfalls.
 - c. Where practicable, extend use of existing halls & facilities.
 - d. Consider filling gaps with new community facilities or expanding existing.
85. **KI05.** The ONF & its NP should seek to maintain & improve its NA's Open Spaces (protectable green space, SANGs, Green Belt, Recreational Fields, other open spaces). Definition:
- a. Ensure Borough policies for the above reflects Ottershaw's needs as far as possible. Develop NP policies where it does not.
 - b. Requirements for management & layout of Ottershaw East SANG.
 - c. Ensure all SANG are managed and funded to acceptable levels.
 - d. Define locations for allotments.
 - e. Consider and identify candidate locations for reforesting some SANG/open areas.
86. **KI06.** Infant & Junior Schools should be maintained, developed and located sufficient to best meet the educational and pastoral needs of the local community. Definition:
- a. Identify current capacity & mix of local & non-local attendees.
 - b. Review all school facilities & their life expectancy and level of utilisation.
 - c. Predict future capacity demands.
 - d. Identify options for resolving capacity and location issues.





87. **KI07.** The Village centre (Character Area CA1) should remain at its current location.
Definition:
- a. Existing retail parades to be retained. Any future development of the centre should be around this focal point.
88. **KI08.** The GP surgery and services should be expanded .
Definition:
- a. Identify limitations of existing facilities & location.
 - b. Assist GPs in developing new scope and requirements for facilities.
 - c. Ensure the Plan and associated policies reflect and support the requirements and needs of the surgery.
89. **KI09.** An independent study should be conducted to determine the constraints and our preferences applicable to already identified sites for potential housing development such that the community can be prepared for any future council initiatives should they occur thus allowing the community to have a say in “what and where” should the need arise.
- a. Explore further the suitability of known council proposed candidate development sites including:
 - Great Grove Farm [Charter Park] (SL46)
 - Land South of Great Grove Farm (SL273)
 - Xmas Tree Farm (SL284)
 - Cacti Nursery (SL323)
 - 232 Brox Rd (SL77)
 - Land West of Guildford Rd (SL355)
 - Hillswood Business Campus (SL418)
 - Ottershaw East-Field End Nursery (SL263 part)
 - Willow Farm (SL235)
 - a. Identify any possible other locations which could be considered by the council for development in our NA.
 - b. Ensure that as a minimum Feasibility, Size, Function, Type, Mix, Design, Tenure and SANG provisions are considered in each case.
 - c. Any outcomes from the study will **not** be reflected in this version of the NP
90. **KI10.** Elderly housing and care facilities should be improved & expanded if required. (Where and how much?). Definition:
- a. Study current & planned provision for suitability & capacity.
 - b. Consider potential sites if further provision is required.
 - c. Develop requirements for high quality, M4 government policy compliant level access accommodation to ensure any new housing stock is suitably configured. (purpose built & normal housing)





91. **KI11.** Primary Schools should seek to maximise their ability to share space & facilities with other elements of the community. Definition:
- Review current facilities & their usage/availability.
92. **KI12.** Community sports & recreation facilities should be updated & expanded to better meet the needs of the population. Definition:
- Memorial Fields facilities updated.
 - Elderly & youth activities expanded and better supported.
 - Play space(s) created near village centre.
 - Indoor facilities developed & better utilised.
93. **KI13.** Heavy goods vehicle users should be reduced & where possible relocated outside of Village. Definition:
- Explore relocation options for HUNTs & Atlas businesses inside and outside our NA.
94. **KI14.** The Village centre appearance and utility should be improved to create a better environment. (Existing retail, hospitality, car park should be improved including access. Definition: Including consideration of:
- Parade appearance/signage. Improvement.
 - Softer Landscaping/floral displays.
 - Use of pavement space.
 - Architectural enhancements to facades.
 - Integration across existing parades.
 - Bus Stop relocation and road widening.
 - Heritage view enhancements/preservation.
 - On street vehicle parking.
 - Cycle parking.
 - Retail mix improvement including reduction in duplication.
 - New bus stop furniture.
 - Improved disabled access.
 - Traffic control/reduction.
 - Pedestrian crossing addition(s).
 - Expand function, accessibility & scope of existing facilities such as Social Club.
95. **KI15.** Additional shops & facilities should be introduced to provide a “one place” location for shopping and social mixing. Definition: Artisan/independent businesses including potentially the following on North side of Murray Rd:
- Priority 1: Coffee shop with outside sitting space & village views.
 - Priority 2: Bakery.





- c. Priority 3: Delicatessen.
 - d. Priority 3: Butchers.
 - e. Priority 1: Conveniences/Baby changing/disabled toilet.
 - f. Priority 1: Open green space/village green.
 - g. Priority 2: Space for periodical small markets etc.
 - h. Priority 1: Play area(s).
 - i. Priority 1: Landscaping/screening.
 - j. Consider availability of part of Miller & Carter site for development.
96. **KL16.** Roadside/green infrastructure connectivity & quality. Definition: Consider the following:
- a. Improvement of internal paths on Gt Grove Fm.
 - b. Reconnect GGF paths to N & W.
 - c. Upgrade & improve footpath (FP) south east of Ottershaw East (Broxborough) development to cycle path.
 - d. Investigate & re-establish any additional historic FPs.
 - e. Connect FP Ottershaw Chase Westward towards Chobham.
 - f. Consider using metalled entry road in Ottershaw Chase as NCN route to connect at Dunford Bridge.
 - g. Connect Ottershaw East SANG FP to Rowtown on Brox La.
 - h. Improve roadside Chobham road to Fairoaks. (Mostly outside our NA)
 - i. Connect roadside path S Brox Rd to Guildford Rd (either through woods or at Jct.).
 - j. Extend NCN 223 South of A320 roundabout. (widen FP)
 - k. Introduce cycle path along N side of Murray Rd & Spinney Hill.
 - l. Consider crossings at the following locations:
 - Jct. Slade/Brox/Bousley.
 - South end Brox across Guildford Rd.
 - Great Grove Farm FP across Murray Rd nr Slade Rd.
 - N of A320 roundabout across Guildford Rd.
 - Cross Lane across Chobham Rd to Ether Hill.
 - Chobham Rd nr roundabout (Curchods).
 - Fletcher Rd by schools.
 - North end Brox Rd in Village centre.
 - Guildford Rd by Church.
97. **KL17.** Influence the reduction of the severance of the Village by the A320. [Subject to SCC Planning]. Definition:
- a. Maintain & enhance “Heritage” views between N & S sides of Guildford Rd. (Murray Ho/Old school/Chapel/Forge/M&C/OVH/Curchods).





- b. Improve pedestrian & cycle ability to cross N/S, S/N of A320. Keep crossing distances to minimum.
 - c. Minimise width of new roundabout/roundabout development.
 - d. Establish N/S pedestrian/cycle crossings in. (N of roundabout to facilitate NE residents' access to village)
 - e. Reduce traffic at A320 roundabout (link road to Murray Rd).
 - f. Close off Murray Rd Jct. with A320 at roundabout to facilitate pedestrian/cycle crossing.
 - g. Further (post new roundabout) traffic reduction solutions for Guildford Rd (St Peter's Way to Otter Roundabout).
 - h. Upgrade specific footpaths to provide cyclable routes across NA.
98. **KI18.** Traffic congestion, speed and volumes require resolution. [Subject to SCC Planning].
Definition – Consider the following:
- a. Improve street configuration in village centre.
 - b. Improve on-street car parking in village centre.
 - c. Traffic calming/speed restrictions village centre.
 - d. ANPR/speed restrictions/calming Slade/Brox Rds.
 - e. Close one or 2 carriageways Murray Rd jct. A320.
 - f. Improve right turn S end Brox Rd.
 - g. Speed restrictions Chobham Rd.
 - h. Traffic reduction solutions for Foxhills Rd, Murray Rd (west end), Guildford Rd (St Peter's Way to Otter Roundabout).
99. **KI19.** Nursery & Pre-Schools should be maintained, developed and located sufficient to best meet the educational and pastoral needs of the local community. Definition:
- a. Identify current capacity & mix of local & non-local attendees.
 - b. Review facilities & their level of utilisation.
 - c. Predict future capacity demands.
 - d. Identify options for resolving capacity issues.
100. **KI20.** Provide facilities for potential business requirements. Definition:
- a. Community Business Hub, ideally in or close to the village centre.
 - b. Business area locations for possible future development to include small industrial.
101. **KI21.** Retain, conserve, and enhance the range of National, locally listed and landmark buildings and structures, within the Area. Definition:





- a. Identify any extra candidate Heritage Building/Site (HB/HS).
 - b. Define “landmark” buildings in NA for future protection/preservation.
102. **KI22.** Preserve & enhance all the natural vegetation & wildlife within our Neighbourhood Area including all roads and approaches. Definition:
- a. Identify all Flora & Fauna present within our NA.
 - b. Ensure all hedgerows of significance are retained wherever practicable.
 - c. Ensure all trees of significance are retained wherever practicable.
 - d. Ensure all new developments make maximum habitat provision for:
 - Locally existing wildlife.
 - Attracting new wildlife to the area.
 - Ensure all new developments maximise the use of open space and sympathetic planting and landscaping.
103. **KI23.** Ensure that new developments are configured in order to minimise the consumption of non-sustainable power sources and maximise development self-sustainability. Impacts upon the environment should be minimal. Definition:
- a. Promote energy efficiency using community solutions where possible.
 - b. Ensure development aligns with the most up-to-date recommendations on sustainability.
 - c. Use a fabric first approach to reducing energy loss such as passive house design.
 - d. Ensure that development minimises impact on the wider environment.





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5 Ottershaw Character Areas

Outline of Process

104. Character areas are an Important aspect of NPs. They enable elements of the NA to be subdivided into constituents which are considered to be of a similar nature. This allows specific design policy elements (Deign Codes) to be assigned to each area.

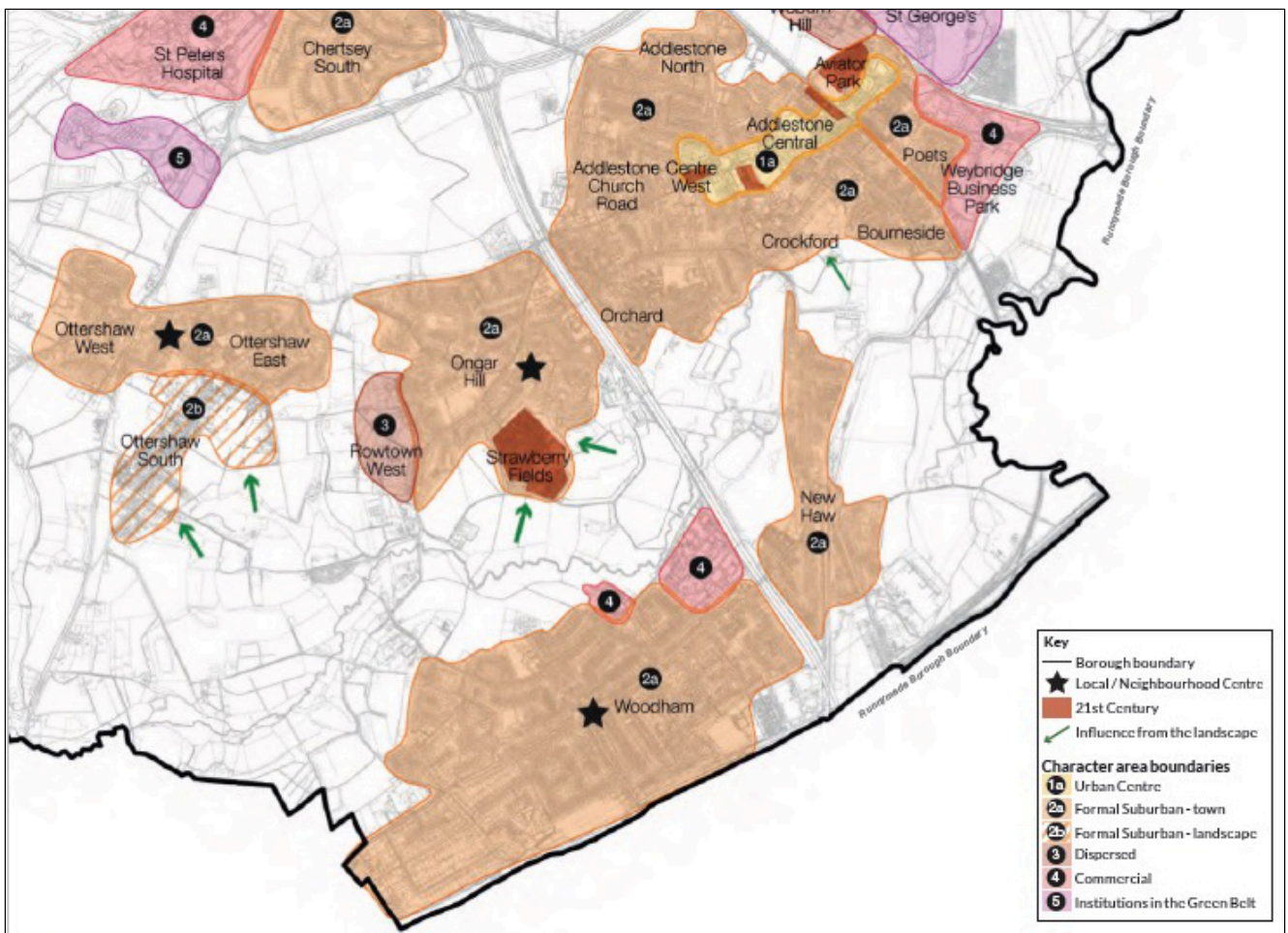


Fig 5.1 – Ottershaw Character Types – Runnymede Design SPD.





105. The starting point for our work was the Runnymede Design Supplementary Planning Document (SPD) dated July 2021 which segmented Ottershaw into 2 areas of differing character and used the 'Formal suburban (town)' and 'Formal suburban (landscape)' definitions for these areas.
106. Whilst this was a useful start it was recognised early on that this definition was overly coarse for our Neighbourhood Area and in many cases omitted key features. As a result, several iterations were undergone with our supporting consultants, AECOM in order to arrive at a breakdown for our area which was felt to be suitably representative and offer a sound basis for assigning design coding and specific detailed policies. The resultant 7 areas notably provided the following additional coverage compared to the RBC ones:
 - a. The inclusion of SANGs where appropriate as integral parts of our character areas.
 - b. The inclusion of Cross Lane, Christ Church and Ottershaw Park as a part of our CAs.

Ottershaw Character Areas in General

107. There are seven character areas identified within the village which are listed below and shown in more detail on Figure 5.2. 3 of these fall broadly into RBC's Ottershaw West category, 4 into Ottershaw East and the remaining 1 into Ottershaw South. The Character areas are:
 - a. CA1 – Village Centre.
 - b. CA2 – Chobham Road.
 - c. CA3 – Foxhills Road.
 - d. CA4 – Cross Lane.
 - e. CA5 – Murray Road.
 - f. CA6 – Brox Road & Bousley Rise.
 - g. CA7 – Slade Road.
108. While some of the character areas are clearly defined and have very fixed boundaries, there is often overlap and an element of mixing. Future developments need to take this into account in any design proposal.



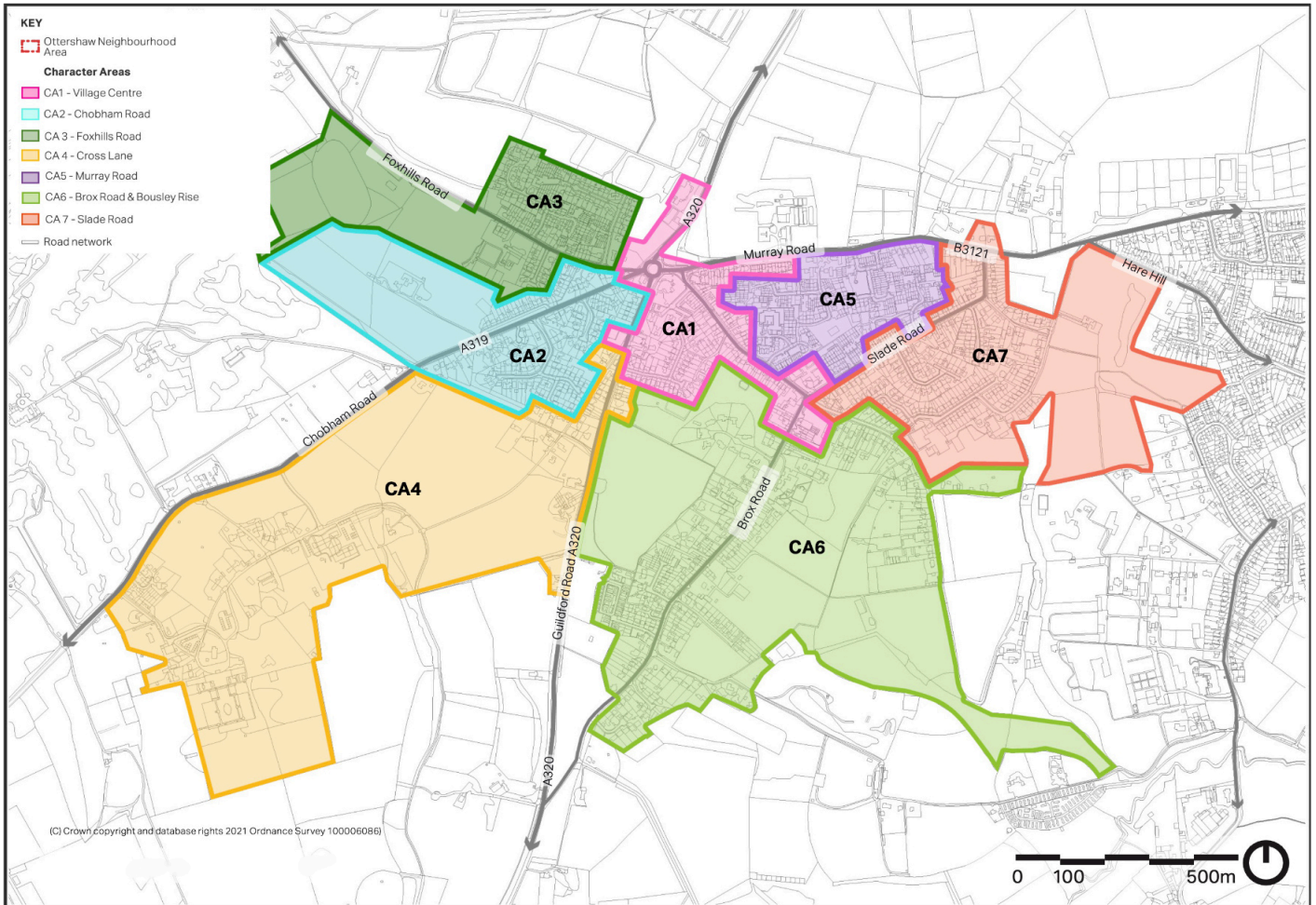


Fig 5.2 – ONP – Character Areas





CA1 - VILLAGE CENTRE

Land Use

109. A mix of residential and village centre shops, village hall, petrol stations/garage, social club with food and drink facilities at the edge of the character area. There is also the old Brockhurst care home site on the corner Brox/Slade Roads which is to be redeveloped as elderly care units by SCC and Hunts Transport opposite. To the north the area extends to include the SECAMB maintenance depot. To the east it includes the heritage buildings on Murray Road. There is no public open space.

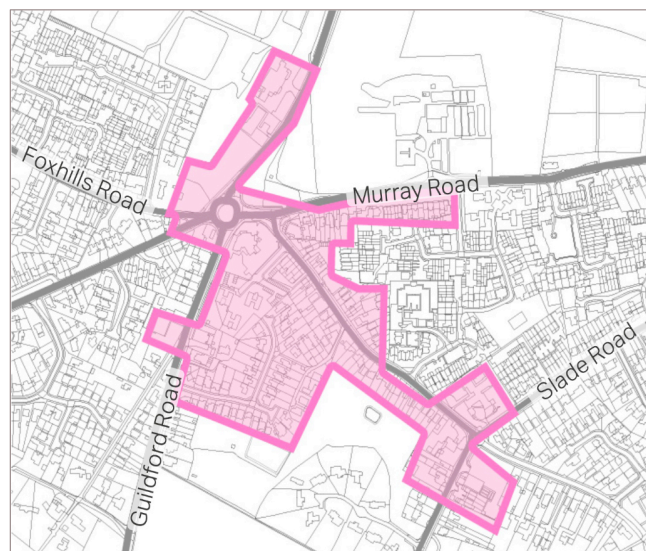


Fig 5.3 Ottershaw Village Centre

Period and Pattern of Development

110. Largely late 19th C / Early 20th C, with some pockets of mid 20th C commercial development.
111. Largely linear pattern of development, running along Brox Road and the northern part of Guildford Road with a small amount of modern infill to the south.
112. The urban area straddles the A320 and offers historic sight lines northwards towards the Old Forge and Dairy from Brox Road, a key element of the area's character which should be retained. These promote cohesion between different parts of the village and help to reduce the perception of its severance by the A320.

Plot Arrangement

113. Mostly narrow but generous plots, with deep back gardens, to the west side backing onto Chaworth Copse SANG. Medium sized front gardens set back from the road, with many having space for private parking, thereby limiting the amounts of residential vehicles parked on the road.

Boundary Treatment

114. Mixed, but generally open, with low boundary walls, hedges and metal railings.





Heights, Massing and Roofline

115. While there is a mix of different styles of buildings depending on the century they are built in, heights do not surpass 2 storeys with the exception of 3 storey Moat Court in Shaw Close. Massing varies, which results in a lack of continuity in the streetscape. The majority of the buildings are built with pitched and hipped roofs, other than some of the village centre shops, which feature a single pitched roofline, along with the flats on Shaw Close.



Fig 5.4 – Ottershaw Village Street Scene

Public Realm

116. Footpaths are provided on both sides of Brox Road. Street trees in this area are sparse, with some groupings along Shaw Close and the general backdrop of Chaworth Copse. Servicing for the shops in the village centre and congestion from schools and through traffic puts a strain on the public realm, because each element of the public realm has not been considered / implemented coherently. There are a number of factors that impede efficient retail servicing, such as the lack of provision and variety in retail units (some outlets are serving multiple functions / services); the lack of supporting services (eg. public conveniences/baby changing, cycle parking, open space) and incongruous and often poorly located street 'furniture' (bus stops/locations/furniture, crossings) and poorly conceived on street parking.
117. Guildford, Murray, Chobham and Foxhills Roads provide a wooded gateway into the village centre.





CA2 - CHOBHAM ROAD

Land Use

118. Solely residential built environment with adjacent Ether Hill wooded SANG to the west.

Period and Pattern of Development

119. Post war to the south side of Chobham Road, with early/mid 20th C to the north side. Some pockets of late 19th C development on Cottage Close and at the east end of Chobham Road.

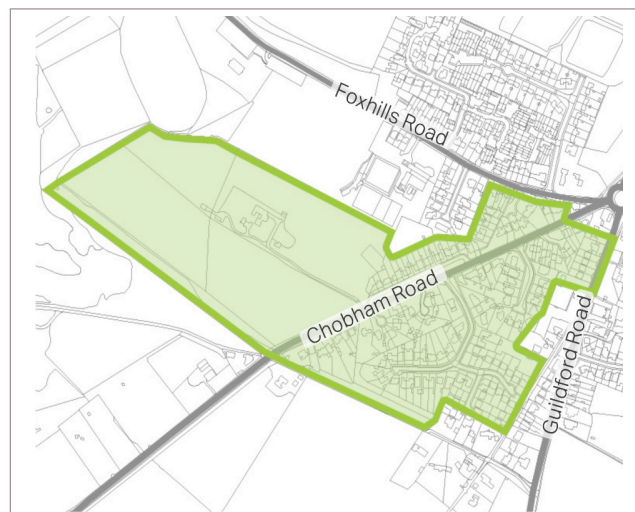


Fig 5.5 – CA2 – Chobham Road

120. Mixed pattern. Linear along the eastern end of Chobham Road, with two cul-de-sacs forming a semi circled pattern of development, in the form of a Close.

Building Line/Plot Arrangement

121. Mostly wide, generous plots, with deep back gardens with a mixed pattern of development / building line. A wide variety of front garden sizes and treatment.



Fig 5.6 – Chobham Road Street scene





Boundary Treatment

122. Enclosed. Predominantly fencing with high, clipped hedges above.

Heights, Massing and Roofline

123. Heights vary from 1-2 storeys, with single storey dwellings being located at either end of Chobham Road and in the cul-de-sacs. Massing varies along the main stretch of Chobham Road, which results in a lack of continuity in the streetscape.
124. Rooflines are virtually all pitched.

Public Realm

125. Traffic flows are a major issue, given the status of this A road and the areas proximity to the A320. A footpath is provided on both sides of Chobham Road, on the north side only to the built extents, preventing access to the Ether Hill SANG. This provides a relatively safe environment for pedestrians. The protected woodlands of Ether Hill and Ottershaw Chase provide an enclosed gateway into the village, alongside street trees along the northern edge of Chobham Road.
126. There are 2 Suitable Alternative Natural Green Spaces (SANGs) adjacent to the developed land and one of these, Ether Hill is a part of the character area. Additionally, there are several Tree Preservation Order (TPOs) (See [Figure 10.9](#)). As such, despite its proximity to major roads and the village centre, the area has an enclosed, wooded character.



Fig 5.7 – Ether Hill SANG Entrance





CA3 – FOXHILLS ROAD

Land use

127. Solely residential built environment, with Ottershaw Memorial Fields open area.

Period and Pattern of Development

128. Predominantly post war with small pocket of early 20th C along Foxhills Road. Most of the area to the north of Foxhills Road is late 20th C apart from Tringham Close (mid 20th C).
129. Linear settlement along Foxhills Road, with cul-de-sac layout either side. Road patterns are lacking any form of identity and poor legibility.

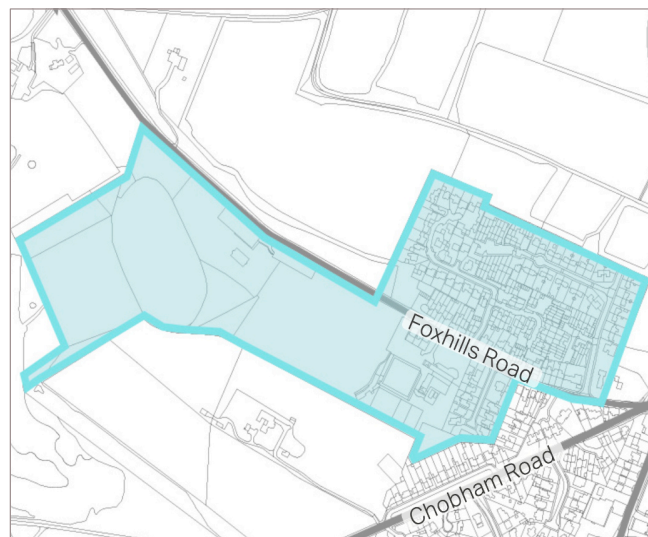


Fig 5.8 – CA3 Foxhills Road

Building Line/Plot Arrangement

130. A mix of plot widths and building positions with medium to large back gardens. A wide variety of front garden sizes and treatment.

Boundary Treatment



Fig 5.9 – Foxhills Road Street Scene





131. Mixed, with low brick walls along main roads and fencing, railings and landscaping used to define some sense of enclosure elsewhere. Pockets with no boundary treatment throughout the area to the north.

Heights, Massing and Roofline

132. Heights vary from 1-2 storeys, with a few single storey dwellings along Foxhills Road and in Foxhills Close. Massing is inconsistent along Foxhills Road, but consistent elsewhere. Rooflines are mixed – with pitched, hipped and some flat roofs along Tringham Close.

Public Realm

133. Footpath on both sides of Foxhills Road, with some shared surface areas. Predominately wooded setting with trees in the public and private realm, as well as the backdrop of Ether Hill. The Chobham Road footpaths only extend to the main entrance of Memorial Fields on south side and to the end of the housing on the north.
134. There is a Suitable Alternative Natural Green Space (SANGs) to the west of this character area and some Tree Preservation Orders (TPOs) along Foxhills Road (See Figure 14). This area provides a wooded gateway approach into the village from the northwest.
135. The areas north of Chobham road are mainly devoid of pavement.



Fig 5.10 – Ottershaw Memorial Fields





CA4 – CROSS LANE

Land Use

136. Residential area with nationally listed Grade II ecclesiastical premises and integral wooded SANGS.

Period and Pattern of Development

137. Predominantly historic (17th C/18th C), with early 19th C / early 20th C development present around Ottershaw Park, with pockets of post war and contemporary C20 development.
138. Crossroad layout Coach Road/Cross Lane. Routes to Ottershaw Park and Mansion, which feature scattered buildings with large plots and deep gardens.
139. The area includes several private nationally and locally listed buildings.

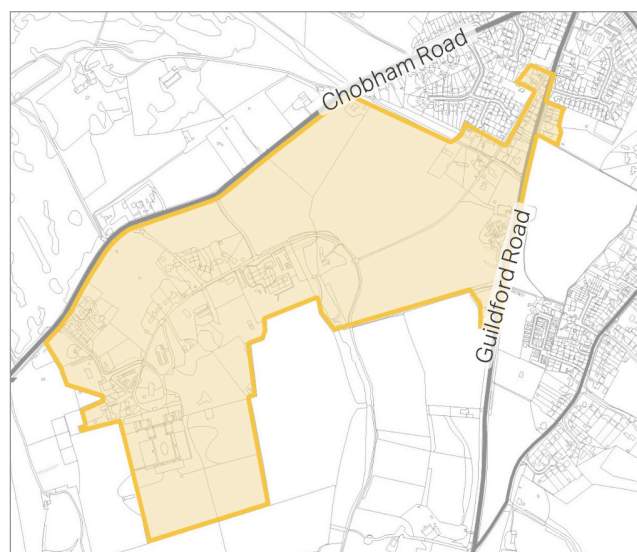


Fig 5.11 – CA4 Cross Lane



Fig 5.12 – Coach Road Street Scene





Building Line/Plot Arrangement

140. Wide, generous plots with deep back gardens and large enclosed front gardens.

Boundary Treatment

141. High hedgerows or walls and fences enclosing from street and providing privacy. A more open treatment in Ottershaw Park due mainly due to it being a private estate.

Heights, Massing and Roofline

142. 1-2 storeys. Massing and rooflines are consistent (hipped / cross hipped in older dwellings and pitched on 20th C). Steep, deep pitch on some dwellings on Coach Road. 2-3 storey historic buildings in Ottershaw Park which are now converted to flats.

Public Realm

143. Narrow streets throughout, with no separate footpath on Cross Lane/Coach Road. Private character owing to boundary treatments and heavily wooded nature.
144. There are some key areas of woodland and green open space in this character area such as Ottershaw Park, the Ottershaw Chase SANG and various Tree Preservation Orders. The area is predominantly woodland with a smattering of built form.



Fig 5.13 – Cross Lane looking towards Ether Hill with Ottershaw Chase SANG on left





CA5 – MURRAY ROAD

Land Use

145. Residential with integral elderly care premises and a small open area.

Period and Pattern of Development

146. Predominately newer developments which date back to the late 20th C. The properties on Murray Road are early-mid 20th C exceptions.
147. Cul-de-sac layout throughout, with patterns lacking any form of identity and poor legibility. One gated development in the north of the area [Clarendon Gate].

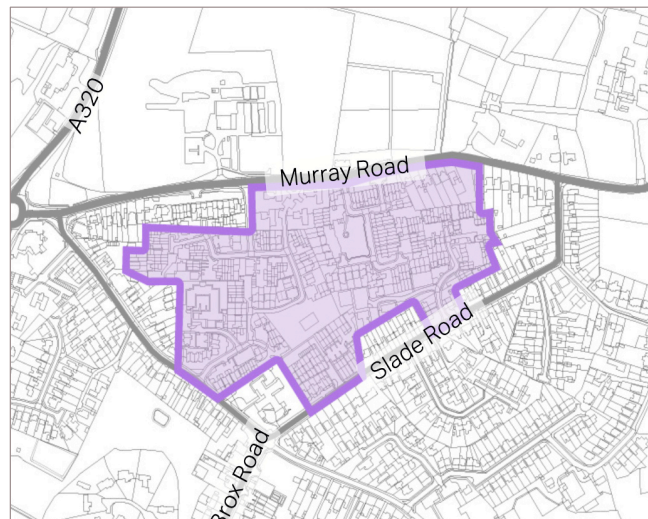


Fig 5.14 – CA5 Murray Road

Building Line/Plot Arrangement

148. Generally narrow plots, with small - medium sized back gardens and little variation in plot positioning. Mainly small unenclosed front gardens. Large plots and front gardens to the older properties on Murray Road.



Fig 5.15 CA5 – Modern Street scene, Typical of the Area.





Boundary Treatment

149. Mixed, with low brick walls/fences along main roads and fencing, railings and landscaping used elsewhere. Pockets of no boundary treatment throughout.

Heights, Massing and Roofline

150. Generally, 2 storeys with 2 developments of 2.5 storey townhouses. Massing is consistent throughout. Rooflines are predominantly pitched.

Public Realm

151. Footpaths along some streets, but lack of footpath connectivity overall. Small open space and play area to the south of Palmer Crescent. Fields to the north edge of the character area. Areas to the east and south enclosed by housing development.



Fig 5.16 – Palmer Crescent Open Space





CA6 – BROX ROAD BOUSLEY RISE

Land Use

152. Predominately residential including a chalet site. Includes a locally listed public house, one locally listed specialist education establishment, a GP Surgery and a small horticultural use site.

Period and Pattern of Development

153. Largely late C19/Early C20, with some pockets of inter war and later C20 development.
154. Linear pattern of development throughout.

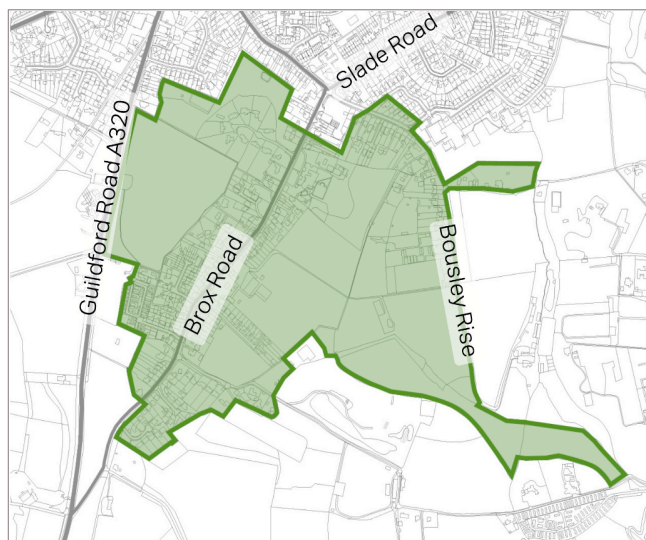


Fig 5.17 – CA6 Brox Road & Bousley Rise

Building Line / Plot Arrangement

155. Wide, generous plots, with extremely deep back gardens and generous front gardens with long driveways along Brox Road. Properties along Bousley Rise are mostly narrow but generous plots, with deep back gardens. Medium sized front gardens are set back from the road, with many having space for private parking, limiting the amounts of cars on the road.
156. Building line informal and staggered.
157. In addition, there are two 18th C private locally listed buildings.



Fig 5.19 Brox Road street scene





Boundary Treatment

158. Mixed, but generally open, with low boundary walls, hedges, shrubs and metal railings.

Heights, Massing and Roofline

159. Heights do not surpass 2 storeys, but massing varies quite a bit, depending on the age of dwelling. Mix of hipped and pitched roofline.

Public Realm

160. Footpaths are provided on both sides of Brox Road, which provides a safe environment for pedestrians. The character becomes more wooded and unwelcoming for pedestrians as Brox Road extends away from the main village. Bousley Rise is a private road with no footways with gated access to a private estate at its end. There is an area of a Suitable Alternative Natural Green Space (SANG) to the south with some Tree Preservation Orders (See Figure 10.6) to the west of the character area in the form of Timber Hill. Away from this, the woodland character is more open than most other parts of the village.



Fig 5.20 – Timber Hill SANG Entrance





CA7 – SLADE ROAD

Land Use

161. Residential, Primary Education.

Period and Pattern of Development

162. Inter war. Most of properties built after c1960 with a few small pockets of C19 original development.

163. Pocket of linear development along eastern edge of the village. Includes the old police house fronting on Murray Road.

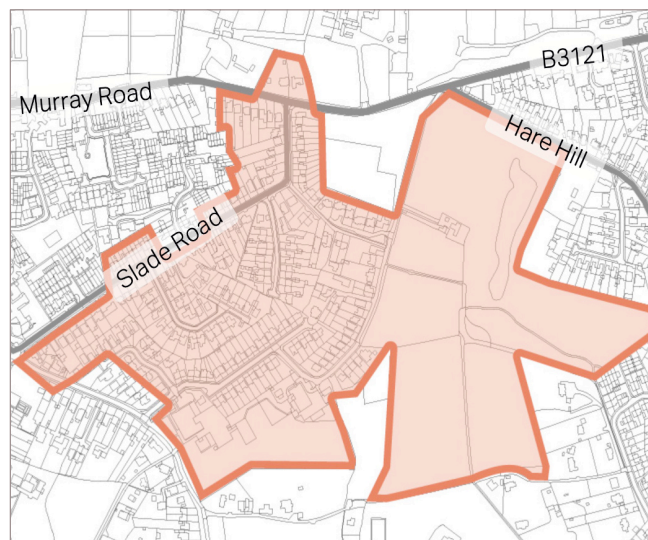


Fig 5.21 – CA7 Slade Road

Building Line/Plot Arrangement

164. Generally narrow plots, with small - medium sized back gardens.



Fig 5.22 – Slade Road street scene





Boundary Treatment

165. Hedgerows, shrubs and low brick walls are consistent throughout.

Heights, Massing and Roofline

166. Predominately 2 storeys, with a small number of bungalows and 2.5 storey properties.

167. Massing is consistent throughout. Rooflines are pitched and hipped.

Public Realm

168. Flanked to the east by woodland; countryside/farmland to the north of Murray Road.

169. All made roads have footpaths to both sides.

170. There is an area of a Suitable Alternative Natural Green Space (SANGs) covered with Tree Preservation Orders (See Figure x) to the east of this character area in the form of Hare Hill Open Space, which provides a wooded feel to this character area.



Fig 5.23 - Pond at Hare Hill Open Space SANG.





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Housing

Context and Justification

171. The following policies have been selected and justified as aligning with our plan's vision to maintain the landscape, natural and built character of our area and place new housing near to existing community infrastructure. This policy provides the expectation for planned growth through site integration, design and location. In addition, it provides assurance that critical new policies including those for active and sustainable travel and carbon neutral design are properly addressed. All policies accord with and are complimentary to all extant local and government guidelines on housing development design.
172. Housing development within Ottershaw has to date and in many cases been ill conceived, poorly designed and located. Pressures today on local councils remain significant to provide housing to support country wide deficiencies. Whilst government policy on housing numbers has softened somewhat of late, it remains unclear what the precise requirement will be for local councils and specifically Runnymede.
173. Ottershaw is relatively unique in its recent planning history and setting and thus how any future developments should be addressed. Its setting within a landscape with a rural feel and surrounded by green space of various types coupled with a complete lack of developable space within the built environment places a different emphasis upon how development should be planned and executed.
174. For more than a decade all residential developments of any significance in the area have led to loss of precious green belt land. Ottershaw's proximity within 5km of the Chobham Special Protection Area (SPA) has resulted in the requirement to establish a number of Suitable Alternative Natural Green spaces (SANGS) to relieve pressure and provide an alternate recreation space for the public in perpetuity. The most recent of these is due to be delivered adjacent to the Ottershaw East development [RBC Policy SL12].
175. From our detailed site analysis of our neighbourhood area, it is clear that a presumption that any future development will require:
 - a. Further significant land take from the remaining green belt.
 - b. Have a requirement for and be delivered with an adjacent SANG.





176. It is for the above reasons that any future development in Ottershaw will need to rely heavily upon emerging policies and guidance for re-establishing, integrating and managing a built form in amongst an intrinsically natural environment.
177. For Ottershaw it remains likely that further pressures will be brought to bear on our village and surrounding neighbourhood area, however this will only become evident through the next version of the RBC Local Plan (LP) currently planned for completion in 2026.
178. The current Local Plan with which this Neighbourhood Plan must remain coherent, has already allocated housing sites to 2030. With only a small residual housing number to be found, there is therefore considered to be no further major pressure for any significant housing development during this period in our neighbourhood area.
179. Whilst this first NP will address policies to better control design, layout, character, quality, sustainability and other key areas, it does not seek to bring any proposed sites forward for development.
180. Our subsequent Plan will look to address any housing site issues should they emerge from the future RBC LP which will reach beyond 2040.

Conformance

181. The design of all housing development features including streets, housing, parking areas, sustainability, landscaping, infrastructure and other transport elements should conform with current national guidance, National Design Guide and the National Model Design Code (NPPF para 110) as well as local borough design policies and those stated in this NP. Any proposal for housing development which depart from these policies should be clearly identified and justified for consideration.
182. It is expected that that this NP will enable local residents to have a greater influence on the selection, character and design of new housing development. We also expect potential developers to work closely with the community in the design of any new development as per NPPF guidance para.132 and the NMDC para. 220. Applications that can demonstrate early, proactive, effective and responsive engagement with the community will be looked on more favourably than those that do not, and developers will have to provide clear evidence that such discussions have occurred throughout the design process and how they have responded. These should include workshops and design review panels (NPPF 133).
183. For Ottershaw due to the unique nature of its environment it is considered that proper planning considerations must be addressed right from the point where land parcels are selected and defined. It is therefore incumbent upon Runnymede, the planning authority to ensure that during the establishment of its emerging Local Plan, sufficient consultation is conducted with the local community.
184. Local Plans should distinguish between the hierarchy of international, national and locally designated sites; allocate land with the least environmental or amenity value, where consistent with other policies in this Framework; take a strategic approach to maintaining and enhancing networks of habitats and green infrastructure; and plan for the enhancement of natural capital at a catchment or landscape scale across local authority boundaries. (NPPF 175)





Policy and Evidence Base

185. The design guidance relevant to the NA is based on the NPPF, National Design Guide, National Model Design code, Building for a Healthy Life, Manual for Streets, Secured by Design, Surrey Council Design Guide, Runnymede Design/G&BI SPDs, Essex Design Guide and the policies contained within the Runnymede Development Plan.
186. The National Design Guide has been designed to inform development proposals and their assessment by local planning authorities and provide a series of tests for assessing whether a place is well designed or not. If they are not met, then it can be concluded that it is not well designed (NDG para. 15)
187. For all developments in the Ottershaw NA, applicants should comply with the above guidance and policies in conjunction with the Ottershaw NP Design Code.
188. For ease of navigation each policy in this section has been mapped to the relevant RBC policies and ONF Design Codes.



Fig. 6.1 – Example of a new development which integrates sustainable drainage and biodiversity habitat. (NDG)





Context

189. Ottershaw is classified as “Formal Suburban” according to the Runnymede Design SPD. It is characterised by predominately detached and semi-detached houses on larger than average plots. There is greater evidence of greenery, and it is influenced by open greenbelt land and SANGS around its settlement edge. It has a mixed style of housing from 19th Century, Arts and Crafts, post war, mid-century up to contemporary 21st century buildings. It still retains agricultural development and buildings reflecting its historic role in providing garden produce for the metropolitan area of London.
190. The NA is based around the old Otter Public House, now Miller and Carter Steak House. The main commercial centre and village amenities are located at this point. According to our community surveys, residents wish this layout to continue, therefore future development sites are preferred which strengthen this location as the centre for village life.



Fig 6.2 – Locally listed buildings, Murray Road

Fig 6.3 – Locally listed building, The Castle Pub



Housing Mix

191. A Housing Needs Assessment (HNA) has been carried out by AECOM for our NA. Ottershaw is characterised by a more than average owner occupation (76% at 2011 census) with 10% renting and 1% shared ownership. Affordability is an issue with mean prices in 2020 almost double what they were in 2012 with a mean of £572,000 and a mean average income of £58,000 and therefore it is difficult to access even entry level homes. The RBC Strategic Housing Market Assessment (SHMA) figures when pro-rated for Ottershaw indicate an affordable housing need of 17 homes per annum over the NP period to 2030. Currently the Local Plan policy of requiring 35% affordable housing for large schemes will not come close to meeting the identified need. The NP will look to ensure that the minimum need is met for all new sites and will negotiate higher delivery than this minimum wherever possible.





192. Detached and semi-detached houses are the most common dwelling type and Ottershaw has a lower proportion of 1-3 bedroom and a higher proportion of detached properties. There is a lower proportion of 1-bed (9.9%) compared to Runnymede wide (15.1%) and slightly lower 2 bed (25.6 v 28.3%). The NA has a slightly older population. The relative lack of 1-3 bed homes is a consideration for older residents who wish to downsize and younger residents wanting to access entry level home ownership.
193. The final result of this exercise is presented in Table 6.4 below. The model suggests that, to reach the target mix by the end of the plan period (either by 2030 or 2040), the main size of home that should be built should have 3 bedrooms, followed very closely by 2 and then 1 bedrooms. No further 4 or 5 bedroom homes are required to meet either target mix. This appears logical when considering that the NA has an above average proportion of larger homes and that the community survey represented in the Ottershaw village profile report showed that 3 bedroom homes are most sought after.
194. ONF policy is to ensure a balance of housing mix which reflects the character of the area and meets the needs of the Ottershaw community. The mix of housing development nearer to the village centre will have a higher proportion of 1-2 bed homes and flatted development. Dwellings over 400M from the village shops will be predominantly 3+ bed homes (Sustainable Places RBC document). For example, a development nearer to the village centre should have a higher proportion of 1-2 bed housing and flatted development on more compact plots. Whereas dwellings over 400M from the village shops will be predominantly 3+ bed homes on more generous plots. (Sustainable Places RBC document)

Number of bedrooms	Current mix (2011)	Target mix 2030	Balance of new housing to reach 2030 target mix	Target mix 2040	Balance of new housing to reach 2040 target mix
1 bedroom	10.7%	13.6%	28.4%	13.8%	27.4%
2 bedrooms	24.9%	27.2%	32.8%	27.3%	33.5%
3 bedrooms	34.6%	36.9%	38.8%	36.9%	39.1%
4 bedrooms	22.7%	16.6%	0.0%	16.4%	0.0%
5 or more bedrooms	7.0%	5.8%	0.0%	5.7%	0.0%

Table 6.4 - Suggested dwelling size mix to 2030 and 2040, Ottershaw





Housing Types - Designing for Our Community

195. Ottershaw is unique within the borough given its higher than average proportion of ageing population. Approaching a quarter of the population of the area were 65 or over in 2020 as shown in [table 3.5](#), an increasing trend over recent years. Compared to the borough and national statistics this is significantly higher. The evidence supports the general premise that a high proportion of residents in Ottershaw stay for many years and wish to continue to do so into old age. The justification for this is a complex combination of familiarity, social connection, convenience and practicality with proximity to major road infrastructure and facilities such as hospitals nearby being major factors. It is however unfortunate that in many cases ageing residents are either remaining in their current properties, often too large and not suited to their needs or are forced out of the area altogether due to the lack of suitable accommodation.
196. It is for the above reasons that this plan seeks to set policy to ensure that sufficient provision is made on new developments to support the relocation of its ageing population and others coming to the area into more suitable accommodation for their needs. This includes the increasing support necessary to meet the needs of the less-able.

ONP Policies - General Principles

ONP/H1. Proposals for developments which demonstrate a clear engagement plan which includes continuous involvement of the ONF and local community in its design and layout will be supported. . Proposals should show how suggestions from residents have been incorporated into the design. [Para. 132 NPPF 2023, paras 132 & 133; NMDC para 220]

ONP/H2. Proposals for developments which provide clear evidence to demonstrate compatibility with the recommended housing mix outlined in Table 6.2 of this plan will be supported. [RBC SL19; ONF HNA]

ONP/H3. Proposals for developments which provide clear evidence to demonstrate exceeding the RBC minimum requirement of 30% for affordable housing will be supported. [RBC SL19; SL20; ONF HNA]

ONP/H4. Proposals for the affordable proportion of a housing development which demonstrate exceeding the minimum stated proportion of 70% for affordable/social rent will be supported. [RBC SL19; SL20; ONF HNA]

ONP/H5. Proposals for developments which demonstrate exceeding the minimum specified proportions for M4(2) and M4(3) configured accommodation as required by RBC policy SD7 will be supported. Expectations are that limitations on developable space remaining in the area require the highest possible levels of this type of accommodation which is both feasible and affordable to be achieved. [RBC SD7; ONF DC 3A]

All departures from the above requirements must be justified.





Master Planning and Design

High Quality Design

197. Proposed designs for all development must be high quality which is defined by the NPPF as reflecting local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and more specific policy elements including the Ottershaw Design Codes within the Ottershaw Neighbourhood Plan. We also support outstanding or innovative designs which promote high levels of sustainability or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their built and natural surroundings.
198. Where development does not comply with design policies without sufficient technical justification, it will be deemed that the development is not well designed and we will support the principle stated within the NPPF that it should be refused (NPPF para 134).
199. Land efficiency will not be accepted as a justification for not complying with design codes as development densities will be expected to have already been addressed and factored into the recommended dwelling numbers for allocated sites in the Development Plan. It is up to developers to deliver both quality and land efficiency (NPPF para.124).

Placemaking



Fig 6.5 – Development designed around a village square invites social interaction and community cohesiveness. (NDG)

200. Placemaking is essential for any scheme. For large developments it must be clear that the evolution of the design considered the social space and areas for interaction early on and that these were not inserted after the main layout has been settled. LAPs, LEAPs and open space must not be an afterthought, placed around the site edges or in areas undevelopable for housing. Green social/play spaces must be overlooked by active rooms for natural surveillance (Design Standard 3 and 20 RDSPD and Secured by Design). The 3 Step





approach will be used together with the Planning Review Checklist for ensuring that the design properly reflects Green & Blue Infrastructure requirements. (RBC G&BI SPD Sec 4)

- 201. All new development should function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development. It must be visually attractive as a result of good architecture, layout and appropriate and effective landscaping. It should establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit. It must create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

20 Minute Neighbourhoods

- 202. The 20-minute neighbourhood concept has become a focus for a new vision of sustainable locational growth. The purpose of the concept is to ensure that neighbourhoods support strong communities and local economies, recognising that easy and safe walking and cycle access to services and facilities is good for health, and that physical activity and less reliance on the private car reduces air pollution. This approach to local growth and place making around service centres and hubs is gathering support across the world and is an easily understood way of planning for the way places change.

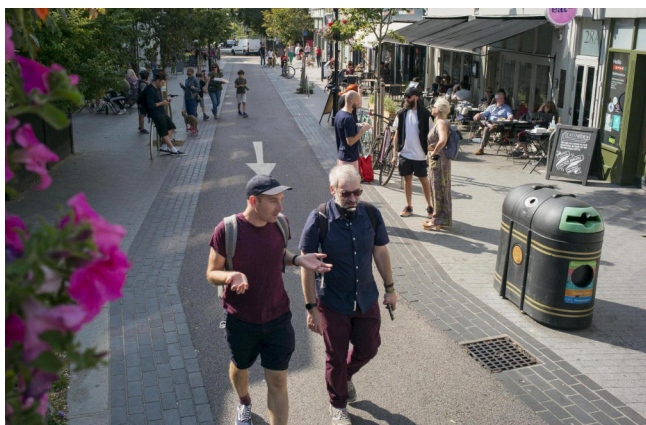


Fig. - 6.6 Example of cycling and pedestrian routes only - Walthamstow 20 min neighbourhood



Fig 6.7 – Non-vehicular routes provide short cuts around the site and encourages walking/cycling to local facilities

- 203. Planning For Place involves re-designing existing neighbourhoods and designing new ones to provide attractive local public spaces, and more local community, educational and other facilities. These areas are termed 20-minute neighbourhoods, as they can help people to meet the majority of their needs locally, within a 20-minute walk or cycle ride. This leads to less travel overall and makes travel by non-car modes a more attractive option. More local services and walking and cycling can help to reinvigorate local communities and achieve health benefits. This should be supported with planning to improve accessibility by active/public/shared transport (SCC LTP4).





ONP Policies - High Quality Design

Proposals for development which demonstrate the following will be supported

ONP/H6. In order to be considered as High Quality Design, schemes should comply with all aspects of government and local guidance on design including the Ottershaw Neighbourhood Plan and ONF design codes. Design which departs from the codes will need robust justification which will not include land efficiency or need to increase housing numbers. [RBC EE1, NPPF, NDG, ONF DC]

ONP/H7. Designs which clearly demonstrate that public spaces and areas for interaction and play have been developed early on in scheme design will be supported. Housing should be designed around public spaces rather than public spaces being designed around housing. This should be demonstrated during the iterative design process as per ONP/H5 [RBC EE1, EE11]

ONP/H8. Designs which demonstrate a seamless integration of the built and natural environments and a maximising of the ecological benefits within and around the development. [RBC G&BI SPD 2021]

All departures from the above policies must be justified

Supporting Infrastructure

204. All developments must have appropriate supporting infrastructure and services and enhance the NA. These include roads, cycle routes, pedestrian walkways, parking, social infrastructure and community services/amenities.
205. Development must be built with sustainability at the forefront to reduce climate change with fossil fuel usage at minimum and designed to take advantage of the latest available technology in energy efficiency for all new homes.
206. We will support local living and the strengthening and revitalisation of Surrey's places and communities through planning. Key measures will include partnership working to deliver '20-minute neighbourhoods', developing a street family framework for Surrey and ensuring that new development is focused around and enables sustainable travel options. [SCC LTP4 Policy Area 1]



Fig 6.8 – Cycle and pedestrian only routes should feature within the scheme (NDG)





207. Key characteristics of thriving 20-minute neighbourhoods include:

- a. **A strong sense of the local community** with a range of services, opportunities and attractions providing reasons to visit and enjoy the centre.
- b. **An attractive environment** including green space and areas for interaction.
- c. **Easy access by sustainable modes**, with safe and attractive routes to and within the centre, particularly for active modes.
- d. **Reduced dominance of cars** and goods vehicles on roads, improving safety and encouraging walking, cycling and social interactions. [SCC LTP4 Policy Area 1]

ONP Policies - Supporting Infrastructure

Proposals for development which demonstrate the following will be supported:

ONP/H9. Proposals which address Ottershaw's social infrastructure shortfalls as detailed in the current RBC Infrastructure Delivery Plan and this Neighbourhood Plan. [RBC SD5, SD6]

ONP/H10. Proposals which demonstrate minimal impact on local road infrastructure and maximise the use of non-car travel routes in broad accordance with 20 minute neighbourhood principles. [SCC LTP4 Policy Area1, RBC SD3, ONF DC SF01]

ONP/H11. Proposals which demonstrate an impact exceeding tolerances but include an approved and costed mitigation plan for augmenting local transport services, endorsed by the appropriate authority. [RBC SD3]

ONP/H12. Proposals which provide clear evidence to demonstrate minimal impact to local public transport services. [RBC SD3]

ONP/H13. Proposals which provide clear evidence to demonstrate preservation or improvements to connectivity through existing and any new footpath/cycle path provisions. [RBC SD3; ONF DC RE05, SF01]

All departures from the above policies must be justified.

Character and Context

- 208. The Runnymede Design SPD states that all new major development should include clearly defined character areas which have variations in style and landmark buildings and that it should reflect the area's history.
- 209. Ottershaw has a large number of heritage assets which in part should be referenced within a scheme without discouraging modern architectural interpretations of rural or heritage building design. Developers must not simply adapt their usual generic pattern book but





show how their design is distinctive and responds to the unique character, historic nature and setting of Ottershaw and is different from its other sites nationally. (RDSPD Design Standard 7 & 15, ONF DC LI1-3 & Codes 1-4)

210. New dwellings should respond to the context and integrate well with the existing built form. Adjoining buildings should respond to the layout form and scale of neighbouring property. (Framework C1 NDG). Where higher densities are required in larger sites, building should feather in by graduating from existing lower density edges towards higher density character areas to provide new distinctive places.
211. New housing development must use variety. Ottershaw has widely varied housing styles and plot positioning throughout which should be reflected within the character areas of a development (RDSPD Standard 15)
212. Landmark buildings should not simply be larger forms, such as apartment blocks from the same generic pattern book. They should be distinctive and use existing landmark buildings for inspiration (Building for Life p.44).
213. From a natural environment perspective development proposals should demonstrate how natural features, green spaces and corridors have been embedded into the site layout and/or master planning in ways that strengthen the Borough's Green and Blue Infrastructure (G&BI) Networks by reinforcing landscape character and supporting biodiversity, and providing high quality and well-connected open space that contribute to healthy living and well-being. [RBC G&BI SPD 2021 Sec 4, para 4.4.2]



Fig 6.9 - Example of development in a semi-rural setting uses modern interpretations of local precedents to provide variety and distinctiveness. (NDG F1)

Fig 6.10 - Contemporary Passive Haus home in Ottershaw drawing inspiration from the surrounding woodland and mid-century architecture of neighbouring properties.





ONP Policies - Character and Content

Proposals for development which demonstrate the following will be supported:

ONP/H14. Development in coherence with the layout, scale architecture, landscaping and appearance of the surrounding built form in accordance with the ONF Design Codes assigned to that specific Character Area. [RBC EE1; RBC G&BI SPD Sec 4, ONF DC]

ONP/H15. Seamless integration of the development's entrance into the existing street scene to reflect that of similar roads in the surrounding area. [RBC EE1; ONF DC LS05]

ONP/H16. Developments which are sensitive and sympathetic to all listed and locally listed buildings within close proximity of the development and respond positively to their design and location. [RBC EE1, ONF DC LI01]

ONP/H17. Where higher density development backs onto existing low-density settlement, there should be a transition in layout and scale in order to feather in the new housing to integrate with the existing built form [RBC EE1, LS 01-06]

ONP/H18. Proposals for developments which provide clear evidence to demonstrate a dwelling density which reflects that of the surrounding area. [RBC EE1; ONF DC LS01-06, LI01-03]

ONP/H19. Developments which provide clear evidence to demonstrate a good variety of architectural styles and building line/plot positioning which reflect the character of the surrounding area and its associated broad style and landmark features. [RBC EE1; ONF DC LS01-06, LI01-03]

ONP/H20. Developments that include landmark buildings which are not simply larger forms (such as apartment blocks) of the smaller housing units but have their own architectural identity and distinctiveness inspired by prominent or historical features of Ottershaw.

ONP/H21. Coherence with the layout, scale, architecture, landscaping and appearance of the surrounding character area within which it is planned in accordance with the ONF DC and are sensitive to the location of all listed and LLBs will be supported. [RBC EE1; ONF DC]

ONP/H22. Characterful design from site to individual building level drawn strongly from the historical context of the local area will be supported. [RBC EE1; ONF DC LI01-03, 1A-1D, 2A-2D, 3A-3D, 4A-4D]

ONP/H23. Provision of new character areas in larger development sites which include contemporary architectural interpretations of traditional and rural styles will be encouraged [RBC EE1; ONF DC LI01-03, 1A-1D, 2A-2D, 3A-3D, 4A-4D]

All departures from the above policies must be justified





Boundaries and Spacing

214. The set back of buildings from the street accommodates various requirements of a development and contributes positively to its character. For residential development, the setback should generally take the form of a front garden. The depth of front gardens has an impact on the feeling of enclosure and influences the street hierarchy and character. Front gardens should be of a depth that reinforces the type of character sought. This may legitimately vary across a larger development where there are a various house types and character areas within a scheme.
215. Front gardens should be clearly defined as a private space belonging to a particular dwelling. They should be rational in size and shape, avoiding awkward fence and boundary lines, and relate to the street hierarchy and volume of traffic in terms of treatment and depth. (ONF DC 2B; RBC Design SPD Standard 21)



Fig 6.11 - Higher density housing will still be expected to have a clearly defined front garden such as this terrace in Brox Road Ottershaw.

216. Residential development should be based on a perimeter block structure in order to create well-defined streets and to reinforce an intuitive street hierarchy and character. Where such an approach is not possible, or appropriate, the designer must justify a suitable alternative approach through an analysis of the context and the design concept. Generally, the fronts of buildings should relate to other fronts across streets or other areas of public realm, while the backs should relate to other backs to make a more private zone within the heart of a development block. Active frontages should be created by buildings with entrances off the street and windows overlooking it. (Design Standard 11 RDSPD)
217. Garden sizes should be a minimum of 11M with facing rear elevations at least 22M distant. For facing rear elevations at oblique angles, this separation distance can be reduced by 25%. Blank walls or gable ends in close proximity to adjacent properties should be avoided as it increases the sense of bulk and mass and is an overbearing form of development (Surrey Council DG p.26).





ONP Policies - Boundaries and Spacing

Proposals for development which demonstrate the following will be supported:

ONP/H24. Developments which demonstrate set back of building from the street in the form of a clearly defined front garden as the dwelling private space. (Design Standard 21 RDSPD [RBC EE1 SD7; ONF DC 2B])

ONP/H25. Back-to-back arrangements of dwelling plots including when adjacent to existing dwellings. (Design Standard 11 RDSPD) [RBC EE1; ONF DC LI01-03, 1A-1D]

ONP/H26. A minimum building spacing of 11metres with facing rear elevations at least 22metres distant. [RBC EE1; ONF DC3D]

ONP/H27. Oblique facing rear elevations of at least 16.5M distant. [RBC EE1]

ONP/H28. Avoidance of blank walls or gable ends less than 11M from the front or rear of bordering property. [RBC EE1 ONP DC 1A-1D, 3D].

All departures from the above must be clearly justified



Fig 6.12 - Blank gable ends or rear elevations in close proximity to adjacent properties increases mass and bulk and is an overbearing form of development which should be avoided. Example: New housing development in Chertsey





Appearance and Build Quality

218. Buildings should be orientated to ensure the maximum advantage of solar gain in the winter and be mindful of overheating in the summer by the use of natural shading such as deciduous trees to provide shade and/or good quality heat reflecting external blinds.
219. Building heights should conform to the scale of building within its specific character area with taller buildings up to 9M to the eaves acceptable only within 400M metres of the village centre (CA1), however they should conform to the scale of their immediate surroundings or use strong landscaping breaks to transition. (National Model Design Code p.38)
220. Flat roofs should be avoided as these are not in keeping with the character of Ottershaw although they may be acceptable for single story rear extensions or for rear dormers away from the street scene.
221. The materials used for a building or landscape affect how well it functions and lasts over time. They also influence how it relates to what is around it and how it is experienced. The scale, form and appearance of a building influence what materials may be appropriate for its construction. Materials should be practical, durable, affordable and attractive. Choosing the right materials can greatly help new development to fit harmoniously with its surroundings. [NDG p6]
222. Good quality, long life and sustainably sourced materials should be used throughout a development. External walls, facades and fenestration should reflect the character area into which the new development is to be placed. Any wood cladding to be used should be of a high quality and be pressure and heat treated to prevent discolouration and ensure easy maintenance. For this reason, untreated cedar cladding or other porous timbers should be avoided. (NDG p.43 NPPF Chap. 12&14)
223. Rendered facades should match in with the colour palette of the surrounding area
224. Materials that will weather well should be used. All buildings should have roof eaves to protect the siding and foundation of structures from weathering and staining particularly if wood or render cladding is to be used.
225. Detailing will be expected that creates interest. A three dimensional approach should be used which creates depth to buildings such as windows and doors that are set back from the external facade, or varied gable features. (RDSPD Standard 15)
226. Buildings should be well proportioned and avoid the use of too many different materials which would create fussiness or visual confusion. (Runnymede SPD standard 15)
227. Detailed attention to the placement of storage, waste bins and utilities should be made including recycling facilities. Access for waste pick up should be easy with short pull distances. Bins should be well-integrated into the design of spaces and buildings, to minimise visual impact, unsightliness and avoid clutter. Where refuse bins are required to be on a street frontage, they are should be sited within well-designed refuse stores. Exterior details such as drainpipes, gutters and meter boxes should be integrated into the wider design to avoid a cluttered appearance. (RDSPD Std. 15)





ONP Policies - Appearance and Build Quality

Proposals for development which demonstrate the following will be supported:

ONP/H29. Designs that maximise solar gain in the winter and provide shade in the summer will be supported. [RBC SD7 SD8; ONF DC SU01-07]

ONP/H30. Where summer overheating cannot be prevented by natural shading, the use of external heat reflecting solar blinds should be fitted. [RBC SD7, SD8, ONF DC SU02]

ONP/H31. Use of good quality, long life and sustainably sourced materials throughout a development. [RBC SD7; ONF DC 4C]

ONP/H32. Use of materials that complement the style employed within the site or site character area and which can be clearly referenced to the wider local area. [RBC SD7; ONF DC LI01-03]

ONP/H33. Innovative design that is fabric first, sustainable in its design, construction and operation. [RBC SD7; ONF DC 4C]

ONP/H34. Eaves of sufficient depth to protect buildings from rain and weathering should be provided. Where non brick facades are to be used, a greater eaves overhang will be expected. [RBC EE1 SD7; ONF DC 1D]

ONP/H35. The use of flat roofs on buildings will not be supported unless not visible from the street scene. [RBC EE1; ONF DC LI01-03, 1D]

ONP/H36. Three-dimensional detailing of building facade such as set back of windows and doors from the external facade and varied gable features will be expected. [RBC EE1 DC 4A-4D RDSPD std. 15]

ONP/H37. Integration of bins, drainpipes, meter boxes and other utilities into the design that avoids unsightly visual clutter [RBC EE1; ONF DC 2D]

All departures from policies should be justified.





Parking

228. Parking should be designed so as not to be visually dominant within the streetscape (NDG Para.86, RDSPD Standard23). Parking courts should be kept to a minimum and where they occur should be small in scale, no larger than 5 bays, well landscaped and overlooked by active frontages (Surrey Council DG policy 6.4). If garages are to be counted as parking spaces within a scheme, they must be sufficiently large to accommodate an average size family car allowing enough space to open the doors and allow additional space for multiple cycle storage.
229. Parking for cars in residential development should aim to accommodate car ownership in a manner that is compatible with local character whilst creating a high quality environment that functions well. Provision for electric vehicles, car clubs / hire should also be included.
230. The parking space standard below does not include garage space. It should be accepted that most garages are not used for car storage and so additional visitor parking should be incorporated into the design. Where garages are to be counted as parking spaces within a scheme, a minimum internal size of 3M X 7M will be expected to accommodate car plus cycle storage (RBC Parking SPD 3.12)
231. Ottershaw is a dormitory village without access to reliable bus and train links. The nearest train station is 2.5 miles away therefore car ownership is still regarded as essential for the majority of residents and this emphasis is strengthened through the high proportion of residents over retirement age.



Fig 6.13 - This street is designed with parking bays broken up and screened with robust shrub planting and small trees (NDG p.25)





- 232. Currently most properties have at least 2 cars with insufficient off-street parking leading to substantial on street parking causing obstruction for pedestrians and other road users.
- 233. Additional to this and exacerbated irreversibly through COVID there is an increasing upturn in home working and home located business which is placing additional pressures on daytime residential parking whilst also having to accommodate increasing numbers of small business commercial vehicles.
- 234. It is for these reasons that it is considered reasonable to assume that, for Ottershaw for the foreseeable future a parking requirement will remain that is in excess of normal policies set by county and borough. It is for this very reason that it is considered acceptable that this plan incorporates higher standards although the ONP policies still align with other Home Counties policies such as the Essex policy.
- 235. The Communities and Local Government Car Parking research document sets out the requirements for parking spaces in suburban settlements which shows the overspill generated onto street parking. (CLG Residential Car Parking Research Chapter 4)
- 236. The following standards (tables 6.14-15) refer to residential and care home developments. Standards for commercial, educational and healthcare settings are not covered. (Source - Runnymede Borough Parking Guidance Appendix 2, Essex Parking Standards p. 60-62)

Accommodation Type C3	Allocated Parking Space	Visitor/Unallocated
1 bed/Studio	1	0.25
2 bed	1	0.5
3 bed	2	0.5
4 bed	3	0

Table 6.14 Parking requirements for residential developments

Accommodation type C2 Residential Homes	Parking Space
Per F/T equivalent staff	1
Per 2 beds	1
20% of all spaces to be fitted with EV charging points	

Table 6.15 Parking requirements for type C2 residential homes

- 237. Parking bays should also allow for those residents who own work vans and keep them at their place of residence overnight. 15% of unallocated parking bays should allow for trade vans at 7.5x3.5M for both residents involved in trade or those requiring trade services. (Essex Parking Standards)
- 238. The usual bay size for cars should be 5.5M x 2.9M with a minimum bay size of 5 x 2.5M to be used only in exceptional circumstances as determined by the local planning authority (Essex Parking Standards)





239. For disabled parking, the following dimensions should be provided (Essex Parking Standards)

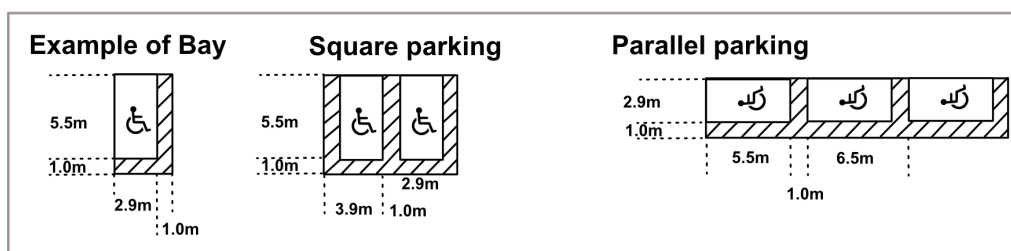


Fig. 6.16 - Parking standards for disabled bays (Ref. Essex Parking Standards)

ONP Policies - Parking Provision

Proposals for development which demonstrate the following will be supported:

ONP/H38. Parking courts and parking bays within developments should be small in scale. Parking bays consisting of more than 5 spaces should be broken up by landscaped gaps with significant planting to include trees (Manual for Streets para. 8.3, RDSPD Standard 23) [RBC EE1 SD4 SD7 Runnymede Vehicular and Cycle Parking Guidance SPD; ONF DC SF02]

ONP/H39. Parking courts and bays must be designed so as to be overlooked by active rooms for surveillance. Active rooms do not include bedrooms or corridors. (Secured by Design para.55) [RBC EE1 SD4 SD7 Runnymede Vehicular and Cycle Parking Guidance SPD]

ONP/H40. Where garages are to be counted as parking spaces, the minimum internal dimensions should be 7x3M to include space for cycle storage. For car ports and parking bays a minimum of 2.9x5.5M will be supported. Any divergence from this policy must be justified. [Runnymede Parking SPD]

ONP/H41. Space for trades' vehicles should be provided on site with bay sizes of 7.5x3.5M which make up a minimum of 15% of the unallocated visitor spaces indicated in the above parking requirements [Essex Parking Standards].

ONP/H42. Provision of a minimum of parking spaces per dwelling plus the amount of unallocated/visitor parking as stated in Table 6.14 and 6.15 should be provided. [CLG parking Research, RBC SD4 Runnymede Parking SPD]

ONP/H43. For disabled parking bays, an additional 1M access strip should be provided around the door access points

ONP/H44. All dwellings require EV charging points at one socket per dwelling including 50% of unallocated spaces. (7 kW Mode 3 Type 2 connector, 230v AC Amp Single Phase dedicated) [RBC Parking SPD]

Any departure from the above should be clearly justified





Design Provisions for Cycling

240. Wider national policies are now strongly promoting the principles of active and sustainable neighbourhoods and associated travel. Ottershaw, given its somewhat self-contained village environment and separation from other settlements is seen as a strong candidate for embracing these policies. In order to provide a solid foundation for this it is seen as essential that the recently promulgated borough policy for Vehicular and Cycle Parking Guidance are met and if possible, exceeded.
241. The following policies have been defined in response to our view of the significance of these elements, a key tenet in improving the health and well-being of residents. It is worthy of note that given the importance of these policies and the parlous nature of our current situation whereby only 1% of our community regularly use cycles for travel a significant emphasis should be placed upon this and other associated elements to drive transition to a new paradigm.

ONP Policies - Cycling Provision

Proposals for development which demonstrate the following will be supported:

ONP/H45. Garage space should provide for a minimum of 2 cycles per dwelling with separate access from side or rear within any garage space with accessible power for charging. [RBC SD4; ONF SC RE05]

ONP/H46. Where no garage is present. Provision of dedicated undercover, secure, lit storage for a minimum of 2 cycles per dwelling with safe and accessible power for charging will be supported.

Any departure from the above policies should be clearly justified

Street Trees & Landscaping

242. Developments should ensure that all new roads are tree lined (NPPF para 131) and that measures are in place to maintain these trees and that they have sufficient room to grow. NPPF states that para.131 is complied with unless, in specific cases, there are clear, justifiable and compelling reasons why this would be inappropriate.
243. Street trees should normally be planted 8m – 16m apart with smaller species spaced more densely around 8m and large trees at 16m. Adequate space should be given for the tree to grow with a suitably sized tree pit. Actual dimension will depend on factors such as the width of plot frontage, the length of parking spaces, location of overhead utilities and proximity to streetlights. (Section 7 Healthy Streets for Surrey)
244. Planting must follow the guidance in Healthy Streets for Surrey and the Surrey's New Tree Strategy 2020





245. Proposals for development should provide clear evidence to demonstrate compliance with national and RBC policies for soft landscaping which includes designs promoting the use of indigenous tree species such as oak, birch and Scots pine. [T&DAG Tree Species Selection for GI guide 2019] This aligns itself with character area SS4 as defined in the current RBC 2030 LP. Evidence of addressing the requirements for green & blue infrastructure should be provided [RBC G&BI SPD 2021]
246. Developments that exceed the minima for the proportion of soft landscaping will be supported.

ONP Policies - Trees and Landscaping

Proposals for development which demonstrate the following will be supported:

ONP/H47. Preservation of all existing TPO and veteran trees (including avoidance of ground surveyed RPAs) will be supported. [BS5837-2012; ONF DC 2C]

ONP/H48. Retention and enhancement of all existing internal or boundary hedgerows wherever possible. [ONF DC 2B]

ONP/H49. As a minimum provide on-site like-for-like replacement of any vegetation lost to development.

ONP/H50. Evidence of a Biodiversity Net Gain within the bounds of the developed area (where applicable including SANG).

ONP/H51. Evidence that the appropriate and feasible elements of G&BI design measures have been introduced. [RBC G&BI SPD Sec 4 2021]

ONP/H52. All new streets should be tree lined to include spacing of maximum 8m for small trees up to 16m for large trees. Planting must follow the guidance in Healthy Streets for Surrey and SCC's New Tree Strategy 2020

ONP/H53. Appropriate provision for soft landscaping, green spaces, trees and hedgerows. Development must not result in any loss or deterioration of irreplaceable habitats (such as ancient woodland, ancient or veteran trees and hedgerows) unless there are wholly exceptional reasons such as national infrastructure projects. (NPPF para. 180)

Any departure from the above policies should be clearly justified.





Open Spaces

247. New development should include well landscaped open space that contributes towards placemaking and ensures that social and recreational activity can take place. This should be placed at the heart of the scheme and not relegated to the periphery or using land that is otherwise undevelopable. For larger developments there should be different types of open space with some contributing to biodiversity and enabling green corridors/links throughout the site.
248. There should be a range of functions, landscape, sizes and locations appropriate to the scale of the development. These should include larger open space such as LAPs and smaller areas such as pedestrian squares with hardscaping, Green space integrated into the street network which can contribute to biodiversity and green corridors which can provide links within the green network of the site and prevent fragmentation of habitats for the provision of wildlife [Runnymede Design/G&BI SPDs, Standard 22 NDG N1 NPPF chapters 8,12,14,15]



Fig 6.17 - Shallow slopes, low water depth and stable edges minimise the need for fences and illustrate a design led approach to health and safety.

249. It is clear that no developments to date in Ottershaw have properly addressed these issues, as such it is seen as critical that future development fully embrace this in order to foster increased well-being of the community whilst providing a critical step towards improving the habitat for our wildlife.
250. Water features can form an integrated system of landscape biodiversity and drainage, such watercourses which can include rivers, ditches, ponds and SuDS
251. All open spaces must have a sustainable and funded management, investment and maintenance plan for a minimum of 25 years.





Fig 6.18 - Watercourse integrated as part of a green network.

ONP Policies - Open Spaces

Proposals for development which demonstrate the following will be supported:

ONP/H54. Developments over 40 units which provide clear evidence of inclusion of public open spaces, play areas and amenity spaces scaled to the calculated occupancy of the development and well located which meet or ideally exceed the national and RBC requirements. [RBC EE1; ONF DC SF04]

ONP/H55. Developments 0-40 units to provide proportionate green space either through enlarged dedicated front garden space or enhanced breaks between buildings and landscaping to include space for large trees such as oak, birch and Scots pine. [SLCA p.55]

ONP/H56. Larger developments over 120 units to include provision of enhanced facilities wherever practical (e.g., allotments, orchards, sports facilities) of a range, scale and type which as a minimum meet and ideally exceed the national and RBC requirements. [RBC EE1; Natural England SANG Requirements]

ONP/H57. Developments over 40 units to include an integrated network of open social and green spaces linked by a network of green corridors such as landscaped lanes and cycle paths. [RBC EE1; ONF DC SF04]

ONP/H58. Developments of a size which justifies the provision of SANG will be supported only if the allocated SANG space is directly adjacent to the development. [RBC EE10]

ONP/H59. A minimum 25 year management and maintenance plan for all open spaces/SANGs with financial contribution will be expected to be provided with a plan for ongoing maintenance and financial support after that period has expired with residents of the scheme and/or local council.

Any departure from the above policies should be clearly justified.





Wildlife and Ecology

252. Ottershaw is a leafy suburban village surrounded by a mixture of green spaces including predominately green belt and SANGS containing a wide variety of wildlife which live in and around the built environment. These include small mammals, fox, badger, Roe and Muntjac Deer, small reptiles, several varieties of bats and many resident and migrating bird species from circling raptors such as kites, nocturnal species such as owls to swifts and small bird species such as wrens.
253. Increasing housing development threatens to fragment their habitats and so all new schemes must include solutions to maintain green links and corridors, provide nesting habitat and increase biodiversity within or adjacent to the area it is impacting. (NPPF para. 8). It is considered folly to assume that an established local species will relocate and thrive somewhere else if its habitat is damaged, displaced or removed.
254. Whilst it is accepted that any new development will have at least a short term detrimental effect upon the wildlife population of the immediate area, its intrinsic ability to attract a wide variety of wildlife back to coexist safely alongside residents is considered a key aspect.
255. Well-designed developments should include site-specific enhancements to achieve biodiversity net gains at neighbourhood, street and household level. Green corridors should be used to extend and enhance existing ecosystems. Existing areas of valuable biodiversity should be protected and enhanced. Priority will be given to rare or critical habitats and species. (NPPF para. 174 and 179)



Fig 6.19 - G&BI Design Principles for Developments [RBC G&BI SPD]





Reinforcing Local Character & Sense of Place:

- 1 Green features – existing mature trees, hedgerows and other natural features retained, extended and enhanced
- 2 Soft landscaping – using appropriate native plant species of local provenance
- 3 Hard landscaping – using appropriate materials

Supporting Nature & Biodiversity:

- 4 Living roofs and walls – green/brown roofs and walls on buildings to attract pollinators and provide food for bats/birds
- 5 Green boundary features – species-rich native hedgerows, stone walls and green fences with built-in planting locations/external planting frameworks
- 6 Wildlife-friendly garden boundaries – with gaps for small mammals
- 7 Bat roosting/bird nesting boxes – on garden trees and buildings
- 8 Wildlife-friendly architectural design – bird nesting/bat roosting features (ornamental slit holes, swift bricks, stone ledges, wood cladding)
- 9 Food sources – ponds, hedgerows, trees and night-scented flowers for attracting insects to provide food for bats/birds
- 10 Wildlife-sensitive lighting – minimise impacts on bats and invertebrates
- 11 Nectar-rich native planting – trees with berries to provide food for birds and early flowering plants to provide nectar source for pollinators
- 12 Wildflower lawns – native wildflower meadow mixes as alternative to amenity rye grass lawns to support pollinator insects
- 13 Wildlife ponds – natural ponds with stone/log piles close by for amphibians
- 14 Reptile habitats – stone/log piles, rotting vegetation/compost and south-facing banks with bare ground for basking
- 15 Bug hotels – stone/dead wood piles or purpose-made bug boxes with tubes and drill holes
- 16 Wildlife corridors – connect to habitats via green and blue corridors within the wider GBI network

Building Resilience to Climate Change:

- 17 Sustainable drainage systems – porous paving soakaways for driveways to reduce flood risk
- 18 Water conservation – rainwater harvesting/grey water recycling systems (water butts and rain gardens)
- 19 Renewable energy – solar water heating/photovoltaic panels, ground-source heat pumps
- 20 Green roofs/walls – roof gardens, biodiverse/brown roofs, living walls to reduce flood risk and regulate temperatures
- 21 Tree planting – for carbon capture/storage, shading and flood prevention
- 22 Green building design – carbon neutral and energy-efficient construction, operation and maintenance
- 23 Rivers and Streams - incorporate undeveloped buffer zones (which may include public access)

Contributing to Healthy Living & Well-Being:

- 24 Healthy eating – food growing and wildlife-friendly gardening
- 25 Well-being – sensory planting, gardens and trails
- 26 Green links – connect to local parks, community gardens/orchards and other green spaces via accessible green and blue corridors

256. Nature contributes to the quality of a place, and to people's quality of life and it is a critical component of well-designed places therefore it is essential that natural features should be integrated into well-designed developments. This includes high quality public open spaces, street trees, grass, planting and water storage.

257. It is expected that development will integrate existing and incorporate new natural features into a network of green links that supports biodiversity, water management, and addresses climate change. Designs should prioritise nature so that diverse ecosystems can flourish and provide attractive open spaces in locations that are easy to access.





ONP Policies - Wildlife and Ecology

Proposals for development which demonstrate the following will be supported:

ONP/H60. Provision of a network of green links/wildlife corridors and wildlife friendly open spaces which incorporate water management, green corridors, hedgehog and small mammal highways, bird habitat, green cycle links and pedestrian routes. [RBC EE9, RBC G&BI SPD Sec 4]

ONP/H61. Proposals should consider the green and ecological framework early on in the scheme evolution. [RBC EE9, RBC G&BI SPD Sec 4 – 3 Step Approach]

ONP/H62. Provide clear evidence to demonstrate provision of safe and appropriate habitat and migration routes for wildlife species present in the wider area. [RBC EE9 RBC G&BI SPD Sec 4]

Any departure from the above policies should be clearly justified.

Sustainability

258. The term sustainability is a very broad term and definition. Within developments at the highest level this means the ability of a design and its resultant solution to build a high degree of resilience to climate change.
259. Sustainability in the housing context therefore embraces the following design categories [Communities & Local Government Code for Sustainable Homes]:
- a. Energy consumption and CO2 Emissions.
 - b. Water conservation, Usage and storage.
 - c. Building Systems and Materials.
 - d. Surface Water Run-off.
 - e. Waste management.
 - f. Pollution control.
 - g. Health and Wellbeing.
 - h. Management.
 - i. Ecology.
260. Whilst emerging policies at the national level are already setting stringent targets, local policies in the borough are lagging somewhat. Given the critical nature of this element of design and emerging changes to NPPF allowing some departure from locally set policy this area of the plan strives to challenge developers to deliver well beyond the stated minima.





- 261. It will be expected that developments will reduce the need for energy through passive measures including form, orientation and fabric. This includes using energy efficient mechanical and electrical systems, such as heat pumps, heat recovery and LED lights. The use of the passive house design of high insulation, airtightness and heat recovery systems will be looked upon positively.
- 262. All large developments should maximise renewable energy especially through decentralised sources, including on-site generation and community-led initiatives where possible and maximise the contributions of natural resources such as sun, ground, wind and vegetation. (NPPF para. 154)
- 263. Developments should make use of potential for renewable energy infrastructures at neighbourhood and building level. These include photovoltaic arrays, heat pumps and district heating systems, to reduce demand for non-sustainable energy sources. (NPPF para. 157&158)
- 264. App-based smart solutions which allow users to manage energy use more efficiently will be supported. [NDG R1]
- 265. Technology neutral solutions are preferred above technological responses such as PV arrays.
- 266. The following thermal efficiency of all new homes will be expected to perform to the minimum standards below [Future Homes and Building standard Consultation]

Element	U-Value W/m2K
Wall	0.18
Roof	0.13
Floor	0.13
Windows	1.4
Doors	1.0
Air permeability	5.0 m3/(h.m2)

Table 6.20 - Thermal Efficiencies Standards

- 267. New thermally efficient houses can be prone to overheating in the summer. Design must include solutions to minimise adverse solar gain such as external blinds or natural shading from trees (NPPF para 153)
- 268. New construction techniques may contribute towards improving efficiency, productivity and the quality of new homes and buildings. These include the off-site manufacture of buildings and components using innovative and smart technologies, supported by digital infrastructure. They offer the potential to reduce whole life costs and for users to customise the products. Careful consideration needs to be given to placemaking, local distinctiveness and the character of new homes and buildings. [National Design Guide Para 146]





ONP Policies - Sustainability

Proposals for development which demonstrate the following will be supported:

ONP/H63. Achievement of high levels of sustainability in the construction and use of materials. [RBC SD7, ONF DCSU07, 4C],

ONP/H64. Alignment with the requirements of the Future Homes and Buildings Standard. [ONF DC SU01-07]

ONP/H65. High fabric standards which align with the levels suggested within Future Homes. [RBC SD7/SD8; ONF DC SU01-07, 4C]

ONP/H66. The use of non-fossil based solutions for heating and carbon efficient technologies is expected. [RBC SD7/8]

ONP/H67. Provision of solutions for minimising adverse solar gain and overheating in summer. [SD7/SD8]

ONP/H68. The potential use of a range or combination of community solutions for power and heat.

ONP/H69. Evidence of exceeding the 10% minima for on-site generation of low carbon energy and potential for extending further. [RBC SD8, ONF DC SU01-07]

Any departures from the above should be clearly justified.

Safety and Security

269. Ottershaw is a discrete community which, in bygone years boasted its own local police force. With the passage of time and like so many other communities the village now finds itself remote from the support of the police and lacking in many of the other technological elements which serve to combat crime. The result of this is an increasing dependency on the local community to “police” its own domain. A key tenet of this is the quality of a design and development to reduce the risk of occurrence of a crime. It is for this reason that Secured By Design is seen as essential to the creation and maintenance of a safe neighbourhood in Ottershaw.
270. All developments should create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience. (NPPF para. 92 and 130)





271. Secured by Design has developed the Secured by Design National Building Approval (SBD NBA) which provides a structured approach to discharging the UK Building Regulations. It will be expected that all development will have worked closely with the local Designing Out Crime Officer (DOCO) early on in the scheme evolution. The gold award provides recognition that crime prevention measures have not only been built into the buildings but also the surrounding layout and landscaping (NMDC P.3)
272. Designs must ensure that the security of the development is not compromised by excessive permeability, for instance by allowing the criminal legitimate access to the rear or side boundaries of dwellings. Footpaths should not run to the rear of gardens and should be overlooked by active rooms.
273. Open space should be well lit and have natural surveillance avoiding blank gable ends or walls adjacent to communal areas.
274. Parking bays should be in small groups, adjacent to homes and be overlooked by active rooms.
275. Rear parking courts should be avoided as they introduce access to vulnerable rear elevations where the majority of burglaries occur (Secured by Design)

ONP Policies - Safety and Security

Proposals for development which demonstrate the following will be supported:

ONP/H70. Developments which attain a Gold Standard Award from Secured by Design.

ONP/H71. Schemes that engage the local DOCO early on in design formation.

ONP/H72. Open space, vehicle and pedestrian routes which are appropriately lit and have been designed to ensure active travel [Secured by Design].





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Community Infrastructure

The Village in General

274. The Ottershaw Neighbourhood Area has a population of approx. 4100 and is served primarily by a small retail area at the north end of Brox Road in the village centre. This area has 2 general convenience stores, one of which has a small post office, a chemist, 2 hair salons, one with a part time café, a private dental practice, an estate agent along with 2 restaurants and a food take away. A further estate agents, two petrol stations and a car showroom are also nearby.

Scope

275. For the purpose of this plan this section covers all the infrastructure services and assets which are available or required to support the mental and physical well-being of the Ottershaw Neighbourhood Area residents. This covers dedicated services such as Health and Education together with all facilities and assets in support of leisure and recreational activities. Whilst some hospitality assets are referred to here as they may contribute, they are covered in more detail in the Retail & Hospitality section of this plan.

Key Drivers

276. The following priorities were identified when considering community service provision in the Neighbourhood Area:
- a. The need to protect, expand and improve our existing community facilities for the benefit of future generations.
 - b. The need for any new facilities to be placed logically, show good quality design with community buildings having a sense of place and a 'civic presence'.
 - c. The need to identify gaps in the current capacity and range of provision of facilities and services and propose potential solutions to resolve this.
277. **Policy SD6 of the Runnymede 2030 Local Plan** seeks to ensure that the long-term potential value of land or community assets are not lost without good reason. Whilst policy SD6 is in place and seeks to ensure protection and enhancement of community assets in the borough it offers little protection at local level. Through its policies, this plan seeks to address this.





278. The range of leisure and recreational facilities and activities available should be as diverse as possible and cater for all ages and abilities. It has been clearly identified and acknowledged through community engagement that there are the following key gaps and shortfalls:
- a. A severe lack of provision for sports and recreational facilities for older children (ages 12 to 16) in and in the immediate vicinity of the neighbourhood area.
 - b. A limitation in the range of activities available/suitable for older children.
 - c. Whilst facilities exist a little further afield, none of these are easily accessible, often requiring car travel. This is clearly not in line with emerging policies for active travel and 20 minute neighbourhoods.
 - d. Constraints regarding the use and type of facilities at the Memorial Fields.
 - e. Capacity and scope limitations with the Village Hall.
 - f. Increasing capacity issues with the Infants and junior schools.
 - g. Constraints regarding the range of health services provided.
279. The primary drivers for any community facility are clearly identified as:
- a. To increase and broaden participation in any activity.
 - b. To encourage and maintain a healthy lifestyle and maintain the well-being of the local population.
 - c. Having regard to maintenance and economic viability of facilities.
 - d. To ensure ease of access to facilities, including its location.
 - e. The accessibility of facilities and activities for people of all ages with limited mobility or abilities.

20 Minute Neighbourhoods

280. The requirement for neighbourhoods to become increasingly self-sustainable is now a key element of government policy. This is now strongly reflected at county levels in the SCC Surrey Place Ambition and its Local Transport Plan 4 (LTP4) published in 2021 and is already partly enshrined in RBCs 2030 LP [IE13].
281. As a village community remote from rail networks and with poor local transport connections, Ottershaw finds itself having an increasingly above average dependency upon private vehicles. This is creating a number of associated issues such as parking availability, congestion and road safety. From a community perspective this is significantly undermining the health and well being of the local population and will only worsen if not treated.
282. Ottershaw therefore presents itself as a key candidate for developing a more self-sustainable neighbourhood thus reducing its dependency on travel to other areas.
283. In order to achieve a functional level of local resilience the village will need to ensure that it possesses a good range of shops and other amenities. The following are considered to be those which should be introduced or must remain embedded in the community:





- a. **Retail:** Grocery provision/supermarket(s).
 - b. **Hospitality:** Public houses, Restaurants & Coffee Shops.
 - c. **Education:** Including early years, infants and primary school.
 - d. **Health services:** GP Surgery with support services.
 - e. **Community Facilities/Services:** Post office, Cash points, Community Hall
 - f. **Business:** Small business hub.
 - g. **Recreation:** SANGS & public open spaces.
284. Services which are expected to continue to necessitate travel outside of Ottershaw will include:
- a. Secondary, Specialist and Adult Education.
 - b. Sports centres/gymnasium, theatre and cinema.
 - c. Employment outside of that generated from the above.

Transport Service & Infrastructure provision:

285. The following will be required to ensure that the neighbourhood can function effectively as a sustainable neighbourhood:
- a. Well maintained local roads and pavements.
 - b. Safe and well connected networks of footpaths, pavements and cycle paths within and beyond the Ottershaw Neighbourhood Area.
 - c. Bus services with sufficient frequencies and access to the surrounding areas to support the educational, employment and recreational demands of the area.
 - d. Carpools and car clubs.
 - e. Safe, convenient and secure facilities to support active travel including cycle parking.
286. The above are key drivers for change and are reflected throughout the different sections of this plan.

Current Social Infrastructure Services

287. Ottershaw has a number of dedicated and other facilities which are utilised to directly support the local community. These have been developed over the years and in many cases were not purpose built for the type of service for which they are primarily employed today.

Community Services

288. The following have been identified as community services:





- a. Ottershaw Surgery, Bousley Rise.
- b. Meath School, Brox Rd¹.
- c. Ottershaw Christchurch C. of E. Primary School¹, Fletcher Road.
- d. Ottershaw Christ Church c. of E. Infants School¹, Fletcher Close.
- e. Toad Hall Nursery, Brox Road.
- f. Farthings Nursery, Memorial Fields.

Community Facilities

289. The following facilities provide internal and/or external space in support of the local community.
- a. Ottershaw Village Hall, Brox Rd.
 - b. Ottershaw Memorial Fields, Foxhills Rd.
 - c. Palmer Crescent Open Space/LEAP.
 - d. Ottershaw Social Club, Brox Rd.
 - e. Christ Church & Church Hall, Guildford Rd.
 - f. Queenwood Golf Club, Stonehill Road.
 - g. King's Ranch Riding School, Murray Rd.
 - h. Compass Angling, Brox Lane.
 - i. Ash Farm Arena Polo, Bousley Rise.

290. It is important to retain such facilities for the diversity of choice and benefit of the residents.

Other Community Open Spaces.

291. Ottershaw has a number of Suitable Alternative Natural Green spaces (SANGS). They provide the community with essential facilities which preserve open spaces and provide areas for people and animals to exercise. The SANGS offer a network of pathways through a variety of natural spaces whilst in some cases providing essential connectivity and access within and to and from other neighbourhoods.
292. These are listed here in their role supporting community aspects but are covered in more detail with their main associated policies in the Natural Environment section of this plan. The SANGS comprise:
- a. Homewood Park, Guildford Rd.
 - b. Hare Hill Open Space, Hare Hill.
 - c. Ether Hill and Queenwood, Chobham Rd.
 - d. Timber Hill and Chaworth Copse, Guildford Rd.
 - e. Ottershaw Chase, Cross Lane.

¹ Service with potential or actually supporting other community activities.



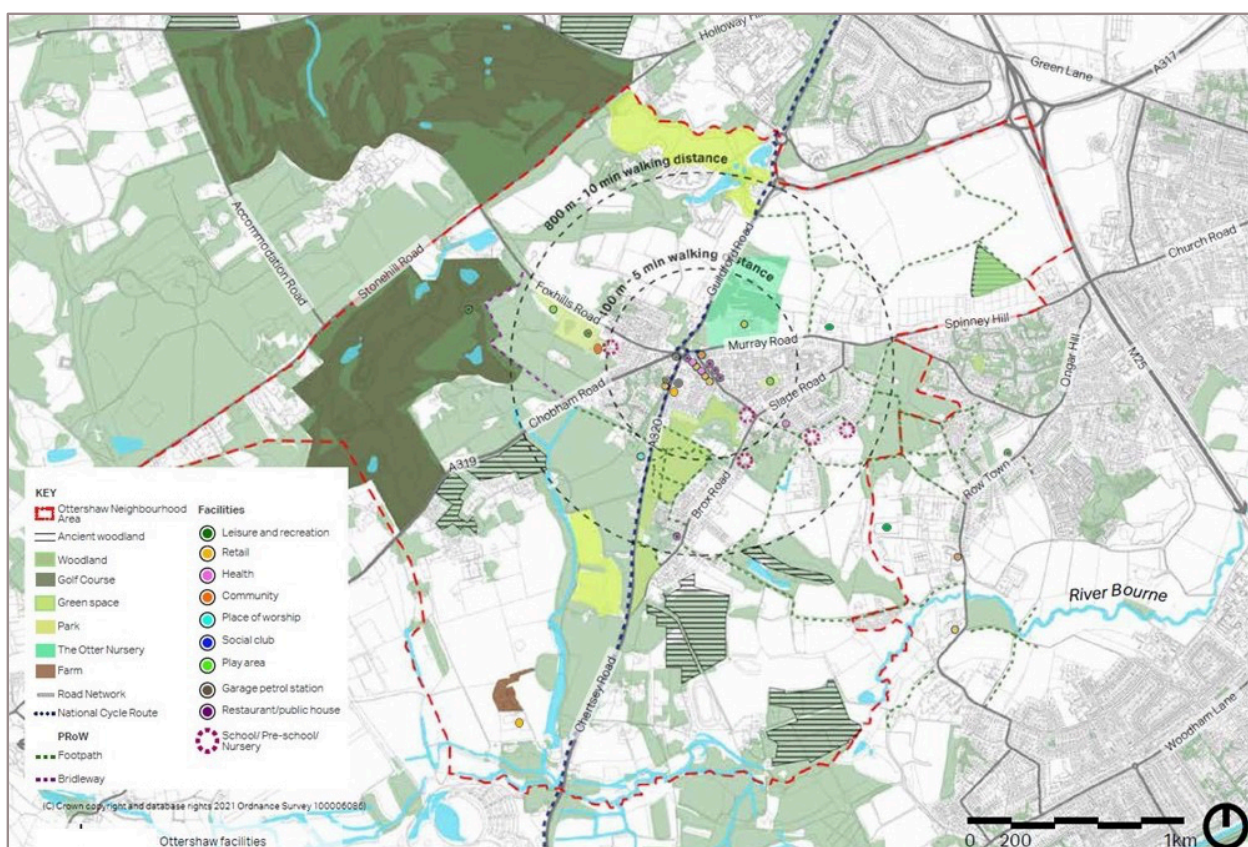


Fig 7.1 - ONA Services & Facilities/20 Minute Neighbourhood.

- 293. An additional SANG is in the process of being delivered as a result of the 184-unit Ottershaw East development in Brox Road. This is expected to be operational in 2024-25.
- 294. The location of these assets is shown at Fig 7.1 below.
- 295. Whilst the above shows a number of facilities serving the community, there are significant constraints in capacity and scope which prevent these from meeting the current demands of the community. Without intervention this will only worsen. These are dealt with in more detail below. Community Services

Education.

Borough Perspective.

- 296. The current RBC Infrastructure Delivery Plan (IDP) published in 2017 identified a gross demand for primary education places over the Local Plan period of 919 to 1,290 places with associated costs of £12.8M to £18M. Over the Plan period to 2035 a requirement for between 4 and 6 new primary Forms of Entry (FoE) was identified.





297. Whilst the IDP is currently under review, it is clear that a nationwide decline in the birth rate will reduce the demand over time. The pressure on Runnymede therefore is more specifically that driven by housing development alone.
298. The currently identified targeted solutions include:
- a. Expansion at Salesian School. (completed)
 - b. New secondary free school, Chertsey High. (completed)
 - c. Primary provision at Longcross.
299. The above is scoped to resolve the vast majority of Primary and Secondary capacity issues in the borough.
300. Education provision in Ottershaw does not cover all the educational needs of the local population. Whilst there are 2 nursery schools and infants and junior schools, there are no secondary schools or any provision for adult education. Secondary education is provided mainly through 3 schools in Chertsey South (Salesian RC School), Addlestone (Jubilee High School) and New Haw (Fulbrook School).
301. Within Ottershaw the expectation is that at least to 2030 the educational requirements of the new developments currently in process will be largely absorbed within current capacity of the Ottershaw schools and those in the immediate surrounding area. However, any further expansion of the population in the ensuing years will likely cause both capacity and location problems for the 2 primary schools.
302. **Ottershaw Christchurch Junior School, Fletcher Road.** Built in 1967 at the developed edge of Ottershaw and expanded recently. The school has generous outdoor recreational hard surface and green space to the rear. The school has parking space at the front of the buildings, during school hours reserved for teachers.
303. There is significant congestion in Fletcher Road and the surrounding roads during the am and pm school times, exacerbated by the high percentage of pupils coming from outside the Ottershaw area. There remain safety issues at and around the Slade/Bousley/Brox junction. Previously a manned crossing, it now represents a significant area of safety risk.
304. Despite the buildings now approaching 50years of age, the current assumption is that this school will remain within its existing buildings at its current location for the foreseeable future².

Fig. 7.2 - Christ Church Junior School.



² Confirmed by Good Shepherd Trust Jan 2023.





- 305. The school currently runs close to capacity and has minimal available space for expansion at the current location. The two new LP2030 housing developments in Ottershaw, currently being built will add significantly to the burden on the local education system but as stated previously are predicted to be manageable within current capacity.
- 306. The school is not utilised to any significant degree to support any regular community activities. There is therefore considered to be some potential for future expansion to temporarily or permanently provide additional facility space to support the growing population.
- 307. Converted to Academy status in 2019, the school is Church of England, managed by the Good Shepherd Trust on behalf of the Diocese of Guildford.



Fig. 7.3 - Christ Church Infants School

- 308. **Ottershaw Christchurch Infant’s School, Fletcher Close.** The school was originally sited (c.1870) near the Church on Guildford Rd and funded by Sir Edward Colebrooke. It moved to its current location in 1967.
- 309. The school is co-located with the local junior school of the same name and shares outside recreational spaces. The school has small footprint with limited outside space for recreation. Converted to Academy status in 2019, the school is Church of England and is also managed by the Good Shepherd Trust on behalf of the Diocese of Guildford. Future capacity is predicted to be largely able to be accommodated within the current form structure and building footprint.





Fig. 7.4 - Toad Hall, Brox Road

- 310. **Toad Hall Day Nursery, Brox Road.** Part of the Toad Hall Nursery Group. Housed in one of Ottershaw's original school buildings, a locally listed building, the nursery provides up to full day care places for pre-school aged children across a fairly wide catchment area.
- 311. **Farthings Nursery, Memorial Fields.** Founded in 1993 in new buildings. The nursery provides a limited early years morning only facility for children aged 3-4years.
- 312. **Secondary schools.** Whilst there are none present in the ONA there are several within 3 miles.

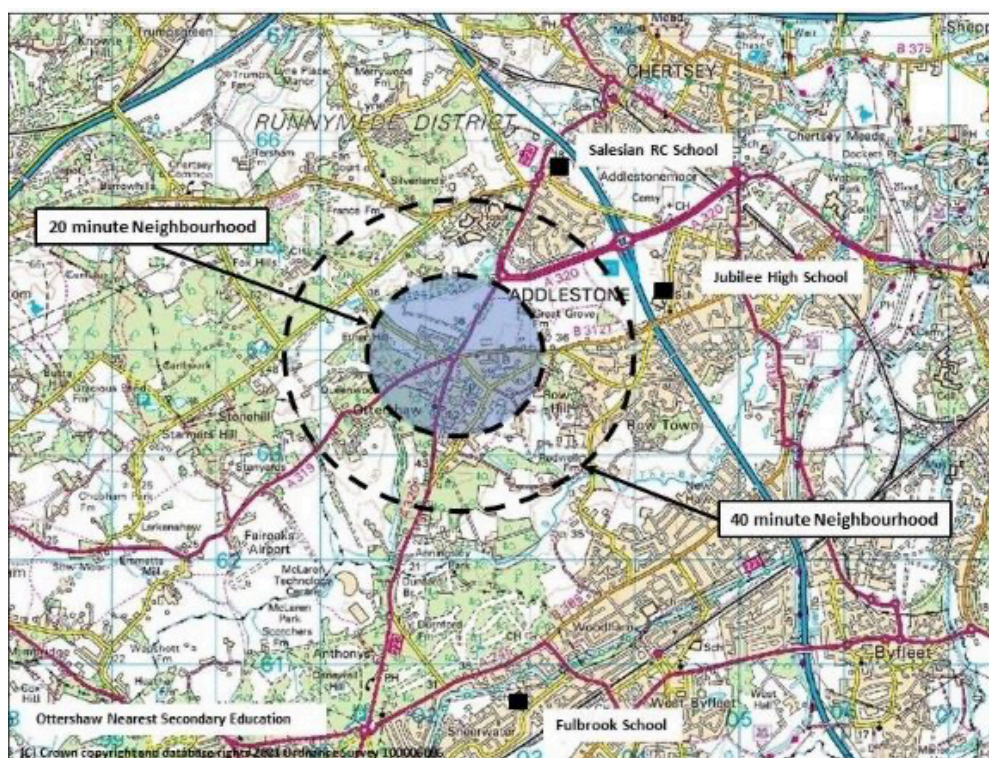


Fig. 7.5 – Secondary School Locations – 20 minute Neighbourhoods.





313. This provides something of a choice, however, from an active and sustainable travel perspective and with no school bus service and poor public transport and road infrastructure this raises a significant issue. Fig 7.5 below illustrates the issue which is covered in the Transport & Infrastructure section of this plan as it is our opinion that the solution is more in providing better transport services rather than a school in closer proximity to the area. Current opinion is that even if further housing development occurred post 2030 this would be unlikely to change.



Fig. 7.6 - Meath School, Brox Road.

314. **Meath School.** Located in Brox Road. The building was bequeathed to Ottershaw as a school by the Countess of Meath. It still retains its original function and is now a part board, special needs school for approximately 75 pupils, specialising in speech and communication therapies.
315. Recent expansion has included an adjacent swimming pool. It has extensive wooded grounds to the rear of the property.
316. Both the swimming pool and the outdoor space are utilised to support community activities. Due to the part boarding requirements, there is little scope to utilise any internal space. Whilst the school has on-site parking provision, the increasing range of extra-curricular activities are already compounding the existing on street parking problems.
317. The Trend Towards Sustainable Neighbourhoods. As the move towards locally resilient and sustainable neighbourhoods progresses Ottershaw will need to adapt its infrastructure and amenities accordingly. Whilst currently approximately 70% of pupils in primary education in Ottershaw are resident outside the neighbourhood area using private vehicles to travel, this aspect will need to be more biased towards local residents if major environmental and





safety related gains are to be made and the population accommodated. It is clear that this cannot be treated at the local level, the responsibility lying squarely with the county education authority.

318. Failure to adapt to change in the above way will doubtless cause capacity issues in the local schools, potentially driving requirements to relocate.

Health

319. **Borough Context.** The most recent RBC Infrastructure Delivery Plan (IDP) 2017 identified the borough shortfalls to 2035.
320. Modelling indicates that demand for additional GPs over the Local Plan period is 8.1 to 11.4 FTE GPs, depending on the growth option, with associated costs of £3.3M to £4.7M. Over the Plan period there is anticipated to be a requirement for between 1,338m² and 1,883m² GP floorspace.
321. Alongside this the IDP identified over capacity operations in all but two of its practices. As a result of this RBC made provision for additional capacity in Ottershaw.
322. **Ottershaw Surgery.** Ottershaw Surgery. The surgery provides critical functions and services to the village, essential to the lives and wellbeing of the local community. For those able to walk to the surgery its current location roughly in the centre of the village is ideal, however there is only very limited parking available on site which contributes towards the congestion at peak times.
323. Currently the facility is located in a bungalow in Bousley Rise. The site and associated buildings are privately owned. The practice is currently operating significantly over the national average ratio of patients to GPs. Despite this the practice still has one of the highest quality ratings for its services in the county and is held in high regard by the local community.



Fig. 7.7 - Ottershaw Surgery, Bousley Rise.





324. Until recently the facilities were ageing and significantly limiting the range of services that could be offered to the community. However to address capacity issues and in anticipation of the approaching additional patient burden resultant from planned developments within its catchment area the practice is rationalising and modernising its space at its current location and has introduced some temporary space to expand into. It is the wish of the practice that it remains at its current location.
325. As mentioned in para 49, space for GP facilities has been allocated through the 2030 Local Plan by RBC at Ottershaw East development in Brox Road, a 0.1ha site for up to 800sq m footprint buildings and associated parking. At the time of writing it is unclear whether the site will be taken up for health usage. It remains a concern that any additional health facility is unlikely to serve the local community and will further stress our already overburdened transport infrastructure and services.
326. **Pharmacy.** A pharmacy is operated from a chemists in the village centre, providing direct support to the surgery. The pharmacy is limited in space and in future is likely be inadequate to provide sufficient capacity to any expanded surgery services. One option is for a pharmacy to be collocated with the new surgery, however whilst this is clearly logical, the feasibility of accommodating this is unclear.
327. **Dental.** Ottershaw has a small private dental practice located in the village centre at the northern end of Brox Road. The practice has been operating under a number of different owners for many years. The practice is not seen as a critical element of the community and the lack of an NHS dentist in the local area is not seen as essential to the village as it grows with the community having many choices from practices in the surrounding area.



Fig. 7.8 - Ottershaw Social Club, Brox Rd.





328. **Impact of Sustainable Neighbourhoods on Health.** For GP surgery services the primary drivers are patient count and catchment. Both of these elements are currently under review with the health authorities. At the time of writing, it is clear that if the catchment remains the same, some 3000-4000 additional patients will be assigned to the practice with approximately 90% of these being resident outside of the ONA. There is therefore a significant negative environmental impact on the village if this proceeds. The possibility of some of the Longcross development patients being assigned to the practice would further exacerbate this. Looking beyond 2030 any further development will doubtless cause more major environmental and parking problems within and around the village.
329. **Ottershaw Social Club.** Originally established in 1883 it is now located in the village centre. It was originally a tee-total working men's club sponsored by local landowners including Sir Edward Colebrooke who was the first President. Today it is a private members club for the local residents with several internal spaces for social and recreational use and a large car park to the rear. It provides a social focal point whilst supporting a wide range of recreational activities including Golf, Cricket, Snooker and Darts.
330. Its limited opening hours and partly utilised space indicate that there may be some potential for wider community use.
331. **Ottershaw Village Hall.** Built in 1930 as the Parish Hall, it was burnt down at the beginning of WW2 and subsequently rebuilt in the same style at the end of the war. Owned by Christ Church, Ottershaw, it is on a 35 year lease (from 2008) and is currently run by a dedicated charity. The hall is a very busy hub for community activities and is very well used by Ottershaw residents as well as many other groups outside the ONA.



Fig. 7.9 - Ottershaw Village Hall, Brox Road.





332. The hall has a lobby, main meeting space with a capacity of 100, a stage and backstage storage area, a further room of approx. 25 capacity which can be closed off from the main hall. A kitchen and toilets and a small enclosed outside space. It is used by many local groups for regular activities including drama, dance and exercise classes meetings and local events including ad hoc events such as parties. It is a popular venue for the wider Runnymede community.
333. Parking is provided through the public car park opposite, however this comes under pressure as it is also used by local businesses and there is spillover use from the local



Fig. 7.10 - Christ Church, Guildford Road.

hospital. There is minimal on-street parking available in the immediate area. As the village expands the parking capacity will need to be addressed.

334. The hall is considered a key asset of Ottershaw Village and is heavily utilised, operating close to capacity. Its support to activities and events is constrained by its relatively small size, internal configuration and limited outside space. With the current and likely future growth of the village this facility will soon be overburdened and other temporary or

Fig. 7.11 - Queenwood Golf Club, Stonehill Road.





permanent capacity will need to be sought elsewhere. The facility has minimal scope for expansion.

- 335. **Christ Church, Guildford Road.** The church, a Grade II nationally listed building dating from the mid 19th century is the only religious establishment in the Ottershaw area.
- 336. An important and well supported C. of E. church with a modern large hall, smaller room with kitchen facilities, offices and toilets. The hall and kitchen areas are available to hire by community groups.

Green Spaces

- 337. **Queenwood Golf Club, Stonehill Road.** Located further away from the village centre, Queenwood Golf Club is an exclusive private golf club and training facility for many touring golf professionals. The club is unique in being located on the area's largest Sites of Nature Conservation Interest (SNCI) and is also a Biodiversity Opportunity Area (BOA) and



Fig. 7.12 - Ottershaw Memorial Fields.

therefore a critical asset. This is covered in greater detail under the Natural Environment section.

- 338. Given the above it is assumed that there is no scope for supporting any community activities.
- 339. **Ottershaw Memorial Fields.** The main public recreational facility in the ONA is the Ottershaw Memorial Field situated on Foxhills Road. Originally owned by the Foxhills Estate the park was bequeathed to Chertsey Urban District Council for the people of



Fig. 7.13 - Palmer Crescent Open Space.





Ottershaw by the Hon. J A Borthwick and Major W King in memory of those who had lost their lives in WW2. It is now a designated Open Space managed and run by RBC.

340. Fringed by SANG woodlands it is popular with dog walkers and regarded as one of Ottershaw's key community assets, it is used by local football and cricket teams, has a small hard surface enclosed basketball court, a large, enclosed children's play area, tennis courts and an outdoor bowling green. The wooden pavilion accommodates the bowls and cricket clubs and the park keeper's office and store.
341. In addition, other buildings located on the site include a children's nursery, scout headquarters and an additional small hall and public conveniences.
342. The hall and scout building are not in continuous use so may have capacity for supporting other community events.
343. **Palmer Crescent Open Space.** A small area of grass with a small integrated children's play area (LAP) instigated in the 1990s when the surrounding housing estate was built. The area has been under threat of development in the past but in being the only public open space in Ottershaw south of the Guildford Road has significant value to the community. It is now a formally designated open space managed by RBC.
344. The space is constrained on all sides by housing development.
345. There is some scope to improve the size of the LAP and range of equipment which currently only suits the very young.
346. **King's Ranch Riding Club, Murray Road.** A small private stable, established for more than 30years which looks after ill-treated and retired horses and provides riding tuition and hire in and around the local area.
347. **Compass Angling, Brox Lane.** A small private coarse fishing lake leased for many years by several different clubs from the long standing owners. The current owners, Compass have been established since 2019 and hold a 10year lease for the fishing rights. The lake has no connection to any surrounding drainage and lies adjacent to the newly approved Ottershaw East SANG site.
348. **Ash Farm Arena Polo, Bousley Rise.** A privately owned, specialist polo facility, established in 1995 providing club membership, tuition for all from beginner up. The facility includes pasturing, hard surface arena, stabling, clubhouse and other support buildings. The facility can be hired all or in part to support corporate and other private functions.
349. Although not explored in detail, there appears to be minimal scope to support community activities.
350. **Suitable Alternative Natural Green spaces (SANGS).** From a community perspective the primary use for a SANG is to provide recreational space for dog walkers and their pets and this remains the primary objective of the council in order to draw people away from the Chobham SPA with which they are intrinsically linked. More information and policies for SANGS are covered under the Natural Environment section of this plan.
351. The Ottershaw SANGS have therefore been included here to state their facilities and highlight any shortcomings that may exist in these areas.
352. **Homewood Park, Guildford Rd.** A 3 part enclosed SANG totalling 23.4ha with associated car parking and public conveniences. The public area is open grassland of poor surface





quality with several veteran trees and a narrow metalled path on the north side only. The Grade II listed Botleys Mansion lies at its southern edge.

353. Despite having a car park, the SANG is underutilised and largely seasonal due to its poor and very limited pathways which fail to meet several Natural England key requirements including having an all-weather circular walk.
354. The site is coming under threat from adjacent and other local housing developments some of which will have direct access to the space. There is therefore significant scope for improvement to ensure that the site can better support walkers, joggers and the less able.
355. **Hare Hill Open Space, Hare Hill.** A 13.4ha wooded SANG with a small pond at its heart, an open space area and one all-weather made path running through its heart. The SANG is heavily utilised, this being particularly because it provides a pathway network to connect Ottershaw with parts of Rowtown. It is also utilised as a daily route by local schoolchildren. The SANG is wardened and is used for school wildlife and ecology awareness.
356. Some paths cannot easily be traversed in the winter, however the SANG retains its function all-year and remains sufficiently traversable throughout. Off path areas are protected from public traffic by natural obstructions and barriers.
357. **Ether Hill and Queenwood, Chobham Rd.** Total 10.8ha SANGS of mixed pine and birch woods. Accessible from Chobham Road and Memorial Fields the SANGS provide a good all-year facility with a well-drained surface. Car parking is available in the Memorial Fields car park. Although both access points are hard to traverse in winter. Despite having no made paths the remainder of the site is good all year this being due to its predominately elevated heathland nature.
358. **Timber Hill and Chaworth Copse, Guildford Rd.** Total 9.2ha of densely wooded birch and oak forest. The site has a network of pathways allowing access from several parts of Brox Road and 3 locations on Guildford Road. The pathway network has been progressively upgraded to provide sections of all-weather made path, however in winter some areas remain hard to navigate. There is a dedicated car park on Guildford Road opposite the church.
359. **Ottershaw Chase, Cross Lane.** An 11.4ha enclosed SANG of mainly birch forest with two entrances, a metalled track running to its internal boundary and unmade paths across the remainder of the site. The site is hard to navigate in winter away from the metalled track and shares the car parking facilities in Guildford Road. The site would benefit from a small amount of extra work to the paths to ensure that a good all year-round circuit is available.
360. **Ottershaw East, Brox Road.** (under development) Approx. 10ha SANG of open farmland including an area of ancient forest. This SANG will be the first in the area to be "bespoke" (ie owned by the developer) and directly attached to a housing development. The current design includes a LEAP, woodland play, trim trail and a community orchard, together with an all-weather pathway. The categorisation of the SANG as local has resulted in the lack of a car park. This remains a significant concern in the area.



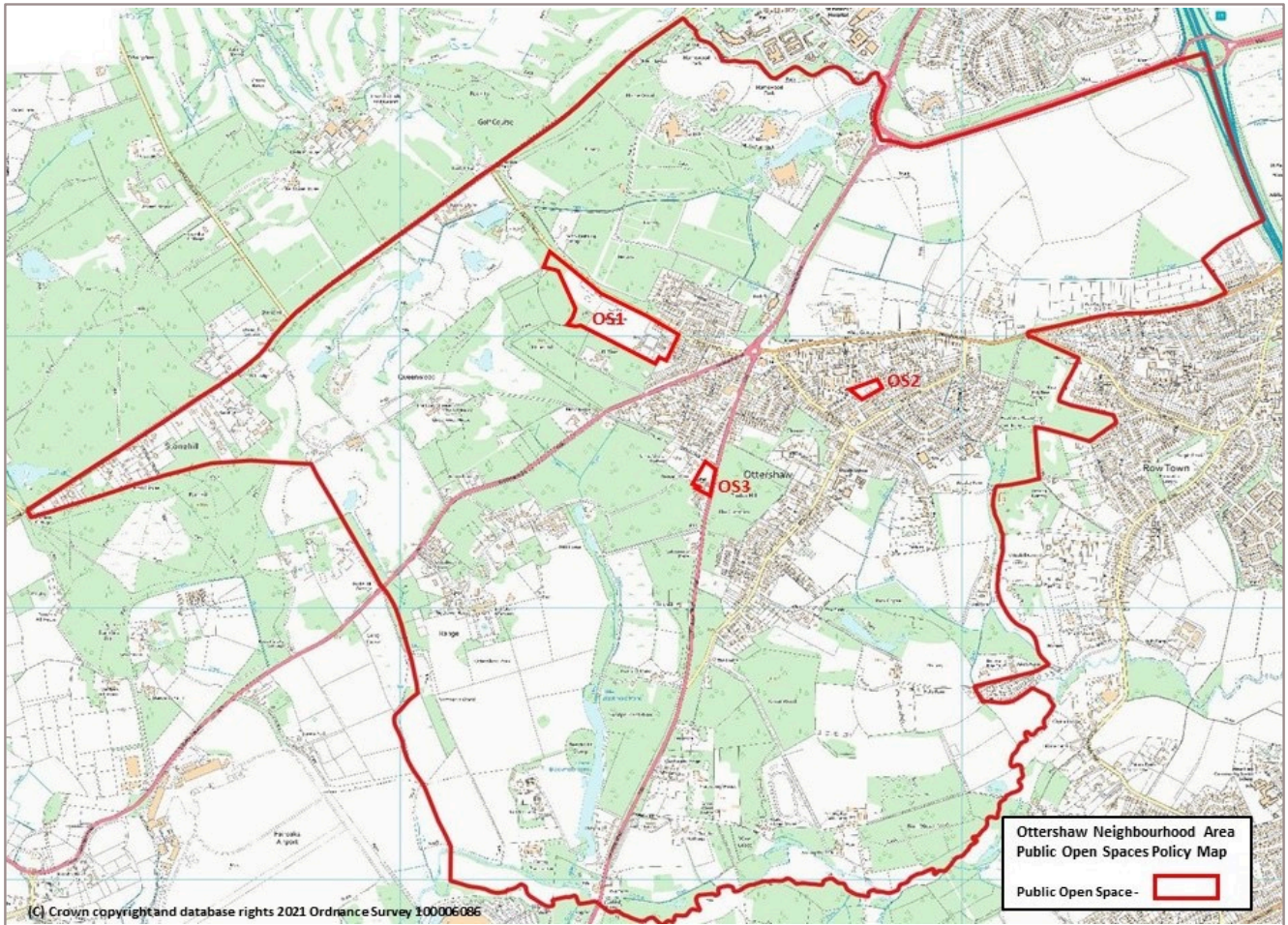


Fig. 7.14 - ONA – Public Open Spaces/Facilities Policy Map





ONP Policies

For Policies on SANGS please refer to Section 10 – Natural Environment.

ONP/CIS1 Proposals for development which address recognised temporary or long-term deficiencies in community facilities (excluding education & health) will be supported (including capacity, quality, function, location). Any shortfalls and/or deficiencies should be identified and agreed in consultation with RBC, ONF and where necessary the asset owner(s).

ONP/CIS2 Proposals for development which do not negatively impact or change the function of any community facility or asset will be supported.

ONP/CIS3 Youth Facilities: Proposals for Social and recreational facilities for Youths will be supported where:

- a. The location within the neighbourhood permits access by safe and active travel means.
- b. Its location is not to the detriment of any surrounding buildings.
- c. Development does not encroach upon green belt.
- d. Its location does not impact any other community service or amenity.
- e. The solution should be compliant with the relevant parts of the ONF Design Code [RE02, LI01-03, SF01-05]

ONP/CIS4 Ottershaw Village Hall. Proposals to ensure the continued use of the hall for the benefit of the community will be supported.

ONP/CIS5 Proposals for large developments (40+ units) which support the enhancement of community assets including medical, local educational services and other community facilities (preschool, infant, primary) will be supported.

ONP/CIS6 Public Open Spaces & Recreational Spaces. The following areas including any buildings therein are identified as OS&RS and are defined on the policy map below:

- Ottershaw Memorial Field. (OS1)
- Palmer Crescent Open Space. (OS2)
- Christ Church Grounds & Cemetery (OS3)

Proposals for any development on the designated land will not be supported unless they are ancillary to the use of the land for public recreational or community purposes.





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8

The Local Economy

Village Centre.

361. **Borough Context.** The Borough has no single dominant centre, with residents served by three town centres; Addlestone, Chertsey and Egham located in the south, centre and north of the Borough respectively, providing a range of services and facilities. These centres are supplemented by four local centres, which meet the day to day needs of the local communities that they serve. These are located in Englefield Green, Ottershaw, Virginia Water, and Woodham and New Haw (which together share a single centre).
362. The hierarchy of centres in the Borough is defined as follows:
- a. **Town Centres:** Addlestone; Chertsey; Egham
 - b. **Local Centres:** Englefield Green; Ottershaw; Virginia Water; Woodham and New Haw. [RBC IE5]

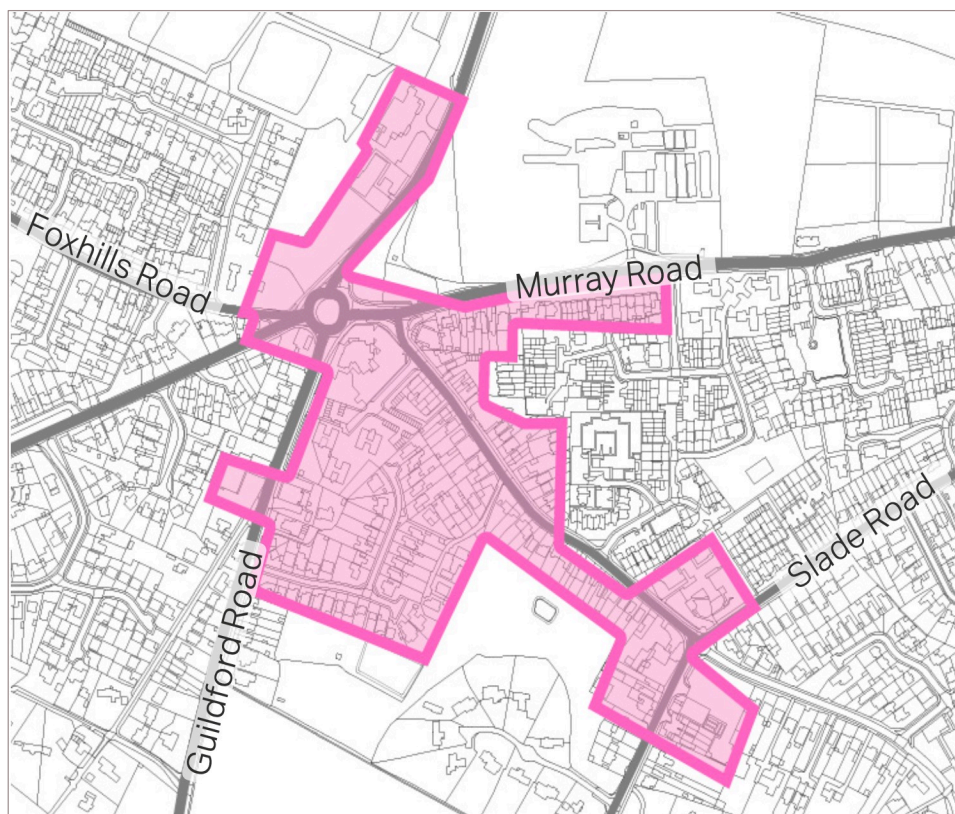


Fig. 8.1 - CA1 - VILLAGE CENTRE





- 363. The Ottershaw village centre character area in the main extends from the west side of the Otter roundabout as a narrow piece of ribbon development to the point at the Brox Road junction with Slade Road and Bousley Rise. See Fig. 8.1 above.
- 364. Today Ottershaw possesses a variety of business, hospitality and retail premises servicing both local and increasingly the wider community. This is augmented by an increasing number of “home” businesses which has seen a step change due to the recent COVID pandemic. The mix, similar to its housing is relatively poorly targeted and eclectic and therefore covers only part of the community’s needs.
- 365. [Looking to the Future](#). As the village continues to grow and with the onset of increased localisation realised through active and sustainable neighbourhoods and associated travel initiatives, increasing pressure is being brought to bear on the villages current retail, hospitality and business outlets. The distribution of these facilities is shown at Fig 8.2.

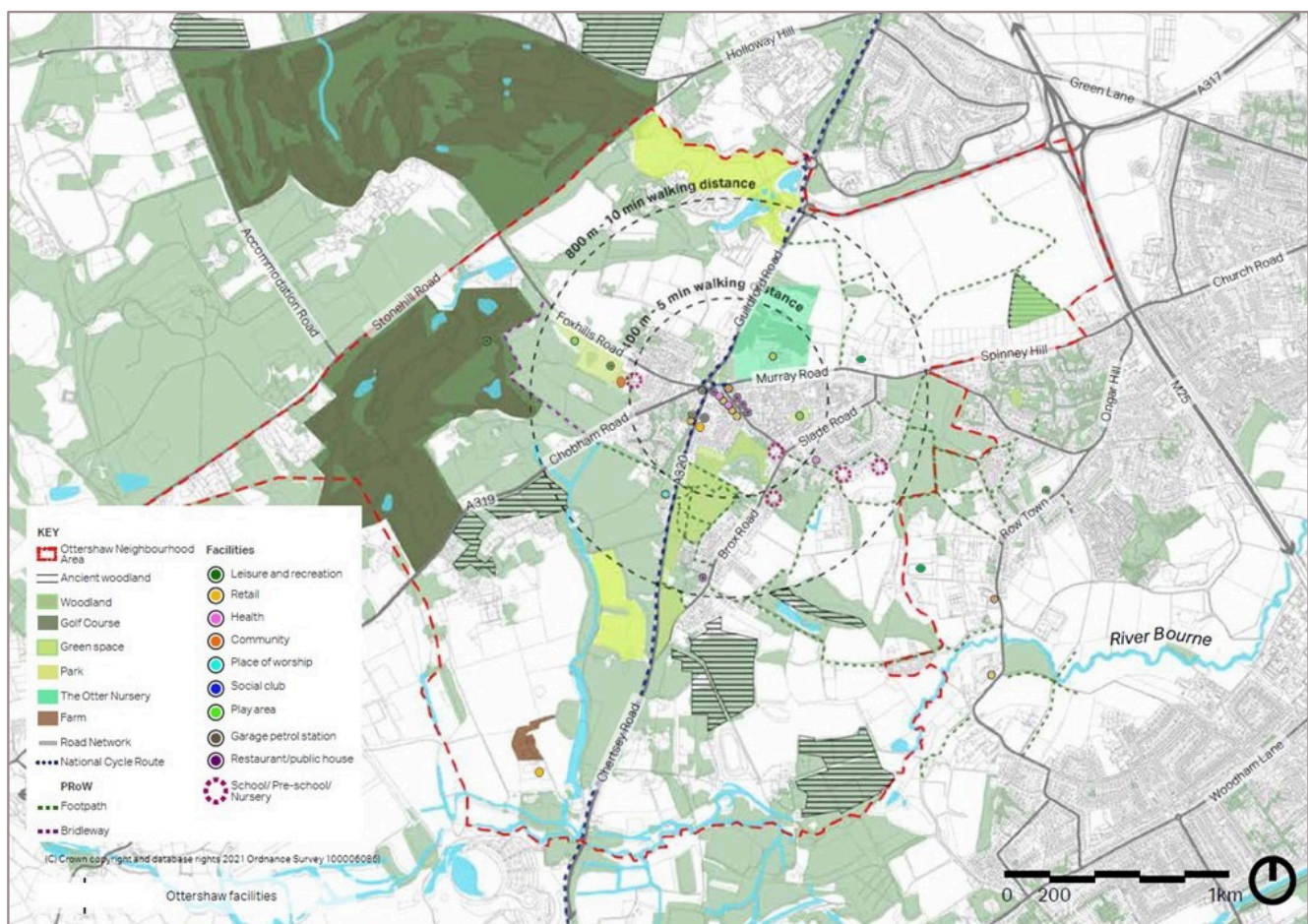


Fig 8.2 – Ottershaw Facilities





366. Given that the village population will grow by more than 20% in the next 5 yrs and is likely to expand further post 2030 it is clear that this will place significant additional pressure upon existing outlets and a clear demand to ensure a good range of outlets are available to service the needs of the population.

Parade Location and Design

367. Ottershaw possesses two main shopping parades of mid-19th century construction with residential accommodation above located at the north end of Brox Road in the village centre. These provide the vast majority of available retail space. Their design is plain facades without specific character and minimal street furniture. Additionally, the location and appearance of associated furniture and Bus Stops is poor. It would be fair to say that currently the village centre is out of character with the surrounding area and inherently lacks some identity. On street parking is limited supported by the nearby car park and congestion is bad at this location.
368. Community opinion has clearly identified the shortcomings of the village centre and its configuration and location. The main issues are:
- a. That the village centre should remain at its current location and retain its function as a single focal point for the village.
 - b. The Parades façade appearance and signage requires improvement in order to provide a more characterful design better aligned with the rest of the village.
 - c. The village centre area requires more soft landscaping, floral displays etc in order to enhance the village appearance.
 - d. Pavement space requires revision to strike the right balance between this, functional utility and other features.
 - e. Bus Stop locations, functionality and street furniture require addressing to strike the best balance between practicality and style.
 - f. Road layout and on-street parking requires addressing to strike the best balance between safety and function.
 - g. Ensure preservation of heritage views to and from the village centre.
 - h. To ensure sufficient, well located and secure cycle parking is introduced.
 - i. To improve accessibility to all areas for disabled and elderly.
 - j. To investigate and implement traffic control measures in and around the village centre.
 - k. To improve pedestrian crossing provision and locations.
369. Longer Term:
- a. To Explore expanding function, accessibility & scope of existing facilities such as the Social Club.
 - b. To address the retail mix in the village in order to improve the variety and fill important gaps in local provision.
 - c. Review parking requirements including capacity of the village car park.





370. The appearance and utility of the village centre will need to be addressed to provide a more attractive and characterful and better serviced space for residents to shop and reside.
371. Taking into account public opinion it is clear that as the population of the village grows some expansion with additional facilities will be required. A priority should be placed on the following:
- a. Public conveniences.
 - b. Open space and play space.
 - c. Daytime café with outside space.
 - d. Bakery/Delicatessen.
372. The village centre location with its historical cues and visual reference points provides an appropriate and logical focus at the heart of the village. Any future development should therefore be implemented as an extension to the existing village centre parades.

A320 HIF Scheme – Otter Roundabout.

373. This scheme, sponsored by SCC is planned to deliver multiple upgrades to the A320 corridor between Chertsey and Ottershaw in order to facilitate RBC 2030LP housing developments across the borough, including specifically those in Ottershaw, SL2 and 12 Brox End and Ottershaw East.
374. Junction 10 of this scheme is for a proposed replacement to the Otter roundabout and associated link arms. The impact of this roundabout solution upon the village centre is very significant and in danger of severely undermining the character and function of the village.
375. The proposed solution has already evolved significantly from the initial designs, however the final solution is as yet unclear and the full impact hard to measure. Whilst major approval issues pertaining to local veteran trees and post grant amendments remain this will not be resolved.
376. At the point of writing, it is clear that any approved solution will:
- a. Have an impact upon the configuration and landscaping of the northern element of the village centre.
 - b. Have an effect on the transport infrastructure of the surrounding area.
377. The scheme may also furnish opportunities for future development and expansion of the village. At this time these remain unclear.
378. The broader scheme is covered in detail in the Transport Infrastructure Section of this plan.





Retail Provision

379. Ottershaw has a limited mix of retail outlets, in part constrained by the space available. Many establishments have been present in the village for many years and the parades



Fig 8.3 - Ottershaw Main Retail Parade

ONP Policies

ONP/LE1 Proposals for development must ensure that the village centre focal point and location is retained at and around its current location.

ONP/LE2 Proposals for development which either provide opportunity for expansion and/or improve or extend the range of outlets and other amenities in accordance with the above section and meet the criteria for design at this location in accordance with the ONF Design Codes will be supported. [ONF DC CA1]

ONP/LE3 Any release of land within the boundary of or adjacent to CA1 and subsequent development proposal must review the retail, hospitality, business, residential mix in the area at the time in order to provide towards achieving an optimal mix. The ONF should be consulted on this.

ONP/LE4 Any proposed expansion of the village centre must address the capacity requirements of the village car park and ensure on street parking is both sufficient and suitably configured

All departures from the above policies must be justified.





have two main owners. Today the village has a post office, two grocery stores, two hairdressers (one a small part time café) and two estate agents. Some retail space is utilised by non-retail businesses such as a private dental practice.

380. Recent surveys by the forum have brought into sharp focus the shortcomings of the retail offering and with increased growth and localisation the needs of the village will need to be better addressed either through changes of function to existing outlets and/or provision of additional units. Major deficiencies include a lack of a local bakery, butchers or greengrocers. Any development of this kind in the village centre must seek to integrate well within its setting.

Hospitality

381. Ottershaw has managed to retain most of its restaurant and other hospitality premises in recent years and is reasonably well provided for having one large restaurant, a further restaurant, one take-away, a small part time café facility (shared with a hairdressing salon)



Fig. 8.4 - Miller & Carter Restaurant, Guildford Rd.

in the village centre and an historic locally listed inn further south on Brox Road. There is a small guest house on the west edge of the neighbourhood area.

382. Whilst in the main these provide a good variety and focus predominately in the evenings public opinion has been strong to provide daytime facilities to better attract residents into the village centre and socialise.
383. As such the village requires at least one focal point. A daytime artisan café/coffee house or similar with outside space has been the wish of the majority of residents. In order to provide the right ambience and space, this would need new premises in close proximity to the existing village centre. Any new development in the village centre must seek to integrate well within its setting.





Fig. 8.5 - The Castle Inn, Brox Road

- 384. The Castle Inn, Brox Rd, is the only remaining pub in Ottershaw and is considered by the community to be an important asset. The inn has been in existence since around 1840, is a Locally Listed Building and has changed owners many times over the years.
- 385. More recently the leasehold has been offered for sale and after nearly a year of closure, was eventually taken on by the current landlord. From a community perspective it is seen as essential that the inn continues to service the community from its current location.



Fig. 8.6 - Trident Motors, Guildford Road





386. In response to community concerns over the future of the inn, the Neighbourhood Forum has applied to RBC to have the building designated a registered Asset of Community Value. This application is currently under review.

Business

387. There are a number of long-standing local businesses in the area, some of which have grown out of the area's history as nursery land. There are currently several nurseries, a car dealership, petrol station (with supermarket), haulage contractors, commercial removals and a number of other small businesses mainly associated with the motor industry. Additionally, the area retains several of its farms from previous centuries. Whilst a number of these premises are located on main routes around the fringes of the village centre the remainder are dispersed widely across our NA on embedded brownfield sites, many linked to local farms.



Fig. 8.7 – WS Hunts Transport in Brox Road

388. There remain several long-established functioning farms in the area providing a mix of cattle, sheep, vegetable and cereal crops.
389. Looking to the future and supported by public opinion, it is clear that the village will need to adapt as its population grows, the amount of change being proportionate to the amount of growth the council allocates to the area. Some of the issues which will require addressing include:
- a. Considering relocating HGV use premises to a more accessible, higher capacity and practical space outside of the village and provision for some commercial and business expansion.
 - a. Focussing any new space outside of the existing village centre and close to major routes.
 - b. Provision of a business hub as a focal point for small business operators.
 - c. Ensuring any new premises have a minimal visual, environmental and functional impact on the surrounding area.
 - d. Ensuring new premises adopt an approach which seeks to maximise sustainability.





Fig. 8.8 – Plot 1000 site

390. **Employment Areas.** Hillswood Business Park located on the northern edge of the neighbourhood area in a wooded setting is one of only 5 Strategic Employment Areas (SEA's) in the borough (RBC Policy IE2). These together make up the borough's current core supply of employment land and are protected as Strategic Employment Areas. Changes of use of land and/or buildings from employment to non-employment use would be resisted for these sites.

391. The Hillswood SEA comprises the following.

- a. **Plot 1000 (RBC SLAA 363).** Recently vacated and refurbished the 75,000sq.ft. premises have now been occupied by Samsung.



Fig. 8.9 – Hillswood, Plot 2000 Site. Artists Impression





- b. **Plot 2000 (RBC SLAA 418).** This part of the site was originally the Samsung Europe HQ facility. Now vacated, the site has recently been brought forward for redevelopment. The proposal is for a 3 storey office development which is scoped to achieve minimum negative impact to the site and surrounding area whilst delivering a high degree of sustainability through a variety of technologies.
 - c. **Plot 3000.** The third plot (plot 3000), another office block is occupied by several companies.
392. The three sites when fully occupied could provide employment for approx. 1000 people.
393. It is important for the convenience and wellbeing of the residents that a village centre is retained, where those residents who either are unable or do not wish to travel to larger shopping centres are able to obtain their essential needs.
394. The policies above whilst being compatible with those of the current LP, seek to emphasise key areas and thus provide the opportunity for future growth whilst seeking to maintain the intrinsic character and appearance of the local area.

ONP Policies

ONP/LE5 Proposals for Business/commercial developments which meet the following criteria will be supported:

- a. Where they minimise their visual, environmental and functional impact on the surrounding area.
- b. Where they are seen to enhance the retail, hospitality or business mix/environment without negatively impacting the existing built environment of that area.
- c. Where they include natural boundary screening in their solution sufficient to mask the buildings and functional elements within the site.
- d. Where they provide clear evidence to demonstrate preservation or improvements to connectivity through the existing and any new footpath/cycle path provisions. (ONF DC P42)

ONP/LE6 Proposals for Local Economy development which provide clear evidence to demonstrate the following will be supported:

- a. Evidence of feasibility/consideration of on-site natural, solar and other non-fossil source heating solutions.
- b. Evidence of exceeding current RBC LP targets for sustainable energy.
- c. Evidence for limiting the on-site consumption of fossil-based fuels.
- d. Evidence of carbon footprint minimisation for the build phase of the development.
- e. Evidence of reductions in carbon/Co2 realised through use of innovative transport solutions.





ONP Policies - continued

ONP/LE7 Proposals for Local Economy developments which include a dedicated parking solution which include the following will be supported:

- a. Permeable surface solutions.
- b. Internal soft landscaping.
- c. Secure cycle storage.

ONP/LE8 Proposals for Local Economy developments which include the following will be supported:

- a. Provision for bird nesting and roosting.
- b. Indigenous tree planting.
- c. Demonstrate an emphasis on soft landscaping.

ONP/LE9 Proposals for Local Economy development should seek to be aligned with the appropriate elements of the NP Design Codes as referenced in the Ottershaw Character area map (Character Areas Section 5 ONP) and listed in Appendix A).

ONP/LE10 Proposals to support redesign and enhancement of the village centre, retaining where possible a good mixture of outlets and no loss of shopping facilities will be supported.

Any departure from the above policies should be clearly identified and justified.





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9

Heritage Assets

Notable Buildings

395. Ottershaw, with its eclectic mix of property age, architecture and functions has a significant number of heritage assets spanning nearly four centuries. It currently has eight Grade II nationally listed buildings and structures scattered about the village and a number of locally listed buildings and structures, these are shown on the map (fig 9.1) and described below.

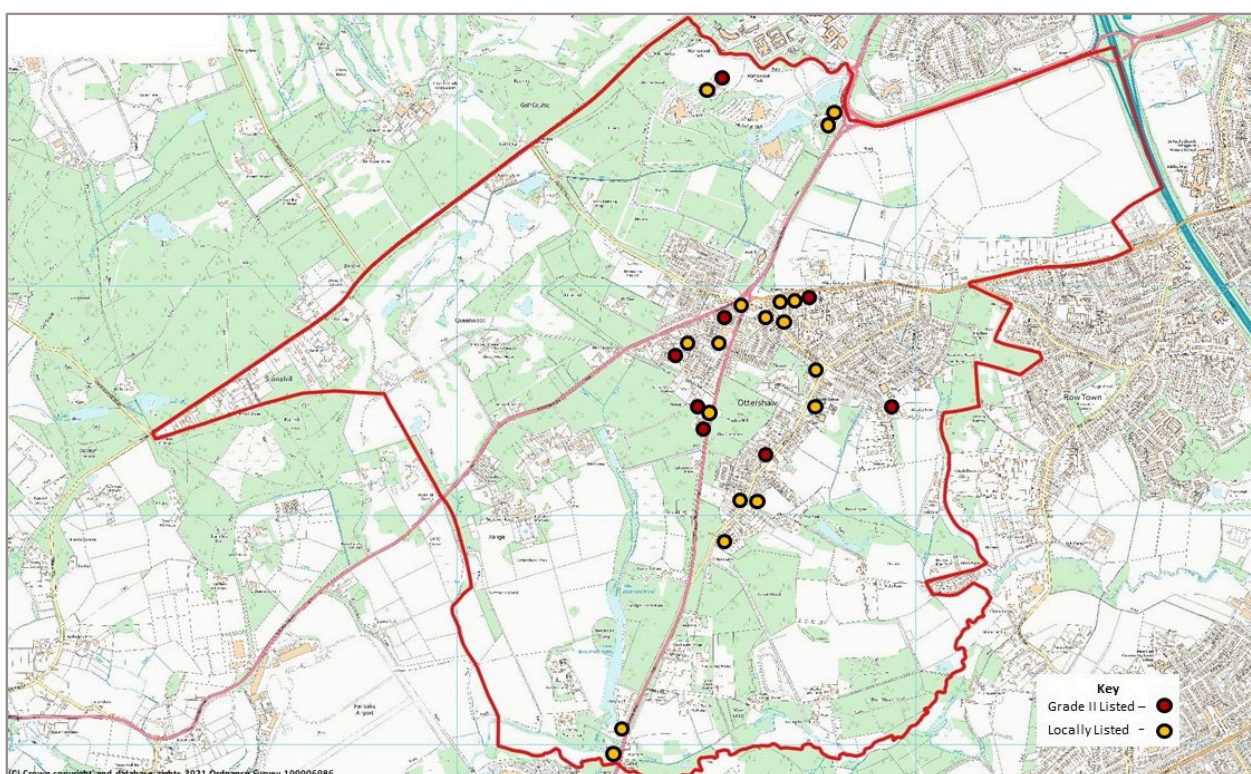


Fig. 9.1 – Ottershaw Heritage Assets

- 396. **Chertsey Lodge, Coach Road.** An 18th century gatehouse building to one of the local manorial estates. Now residential homes.
- 397. **Christ Church, Guildford Road.** A mid-19th century church in decorative brick style, funded by Sir Edward Colebrook originally to commemorate the passing of his son and heir and built by the well-known architect Gilbert Scott. Later donated to Ottershaw for use as the local parish church.





Fig. 9.2 – No 2 Chobham Rd, The Old Dairy

398. **No2 Chobham Road.** Late 18th century brick built with a double fronted façade. Opened as the first shop in Ottershaw in 1839 and subsequently Grovers Dairy. Currently an estate agents.



Fig. 9.3 – Murray House & Workhouse Chapel.

399. **Murray House, Murray Road (façade only).** A 19th century structure which has served various functions originally as the local workhouse and subsequently the local hospital for the mentally sick. Now private residences.



Fig. 9.4 – 192 Brox Road (Croft Cottage)





400. **No192 Brox Road (Croft Cottage).** 2 storey, 18th Century red brick cottage on corner. One of few cottages remaining dating back to the origins of the village.



Fig. 9.4 – Barn, Bousley Lane

401. **Barn at Bousley Farm, Bousley Lane.** A mid-17th century barn, altered during 18th century. Timber framed on a brick plinth. Now a private residential property.
402. **The Mansion, Ottershaw Park, off Chobham Road.** Palladian style mansion, built in 1910 by Niven and Wigglesworth for F G J Eckstein, encasing an earlier house and adding side wings. Originally a private house, it became a hospital during the Great War, a corporate headquarters during the Second World War and then in 1948 becoming Ottershaw School, a boarding school for boys. It is now divided into private residential units.



Fig. 9.5 – Mansion, Ottershaw Park





403. **Botleys Park Mansion/Hospital, Homewood Park.** A Palladian style mansion house built in the 1760s by builders funded by Joseph Mawbey and to designs by the well-known English architect Kenton Couse. Previously the elevated site bore a 14th century manor house. More recently the building was a part of a site for the mentally unwell. The ancillary buildings have now been demolished and the surrounding area is now a SANG. The mansion today is used as a private venue for weddings and functions.



Fig. 9.6 – Botleys Mansion

404. In addition, Ottershaw has 15 Locally Listed Buildings and 3 other local features considered historically significant to the village, these are shown on the map (fig 9.1) and are described below.

405. **Woking Lodge, Guildford Road.** Mid 19th Century gatehouse for Ottershaw Park.



Fig. 9.7 – Woking Lodge





- 406. **Dunford House, Guildford Road.** Late 19th Century in beamed style built as estate worker cottages.
- 407. Lamp post at rear of garage, Guildford Road.
- 408. **Car showroom, Guildford Road.** Mid 18th Century example. Originally the local forge/smithy. Now a part of a local car dealership.



Fig. 9.8 – Old Forge Building, Guildford Road.

- 409. **2 & 4 Murray Road. Mid 19th Century.** Originally the school and masters house, part of the workhouse complex. Now converted into private residential units.
- 410. **16 Murray House, Murray Road.** Mid 19th Century. Originally the workhouse chapel. Now private residential units.



Fig. 9.9 – 2-4 Murray Road.





- 411. **The Cottage, 14 Brox Road.** Mid 19th Century brick built village cottage. Still a private residence.
- 412. **War Memorial, Christ Church, Guildford Road.** Stone monument commemorating the two world wars.
- 413. **Greatwood House, 209-211 Brox Road.** Mackay Hugh Baillie-Scott designed the house in the early 20th century, an eminent 20th century architect who worked in a mock Tudor architecture / Arts and Crafts.



Fig. 9.10 – Greatwood House.

- 414. **The Castle Inn, Brox Road.** Mid 19th Century building. The oldest surviving inn in the area.
- 415. **Meath School, Brox Road.** Late 19th century building a legacy of the Countess of Meath a one-time resident of the area and still in use as a school today.



Fig. 9.11 – Meath School





- 416. **Old School House, Brox Road.** Late 19th Century example of a gabled, brick built school building, still in use as a pre-school today.
- 417. **Lake View, Guildford Road.** Mid 19th Century building, part of the old Church Farm.
- 418. **Barn at Geesemere, Guildford Road.** 17th Century original structure, largely updated in 19th and 20th centuries. The barn is associated with Church Farm.
- 419. **Ice House, Botleys Estate, Stonehill Road.** Early 19th century example of an icehouse on the Botleys estate.
- 420. **Tanglewood Cottage, Ottershaw Park**
- 421. **Anningsley Cottage, Brox Lane.** A 1764 thatched cottage, one of the oldest residential properties in the area.



Fig. 9.12 – Anningsley Cottage

- 422. **Ottershaw Social Club.** Brox Road. Late 19th century building.



Fig. 9.13 – Social Club





Heritage Aspirations for Ottershaw

423. Whilst it is a clear intention of our plan to protect our historic assets from the rigour of change and development there remain several areas which should also be addressed.
424. A reconsideration of those locally listed assets which may be promotable to nationally listed status. These include:
- a. The Castle Inn, Brox Road.
 - b. Anningsley Cottage, Brox Lane.
425. The selection of other historically and/or architecturally unique assets which should be considered for inclusion as Locally Listed Buildings.
- a. Cottage Close/Chobham Road – L-shaped row of 6 late Victorian slate & brick workers cottages.
 - b. Police House, 114 Murray Road. The local police house until the 1960s, largely in its original state.
 - c. Thatched cottages, Anningsley Pk
 - d. The Bothy, Ottershaw Park (under review by RBC)
426. The above heritage assets and often the immediate area they inhabit represent landmark features in many of Ottershaw’s character areas. Due to their significance both locally and nationally, these assets and their setting are seen to be a high priority for protection from the onset of developmental change in our area. Proper preservation is seen as a cornerstone in maintaining the intrinsic character of our area. As a result, the following policies have been laid out.

ONP Policies

ONF/HA1 Development proposals which ensure there is minimal visual or physical impact to all categories of listed buildings and their immediate setting in the local street scene will be supported.

Note: Development proposals directly affecting heritage assets within the plan area, including alterations, will be assessed on the basis of the scale of any harm or loss against the significance of the heritage asset.





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10

The Natural Environment

Runnymede Borough

427. Runnymede, despite its relatively small area is fortunate to possess a significant proportion of green space outside of its urban areas. Approximately 79% of its total area is green belt. This ranges from Crown estates in the North to open farmland in the south. The vast majority of land outside of the built-up areas is designated Green Belt. Additionally, the borough benefits from being adjacent to the Chobham Common SPA. This means that in order to mitigate impact to the SPA the borough receives compensating offsets for all major developments in terms of dedicated publicly accessible open space (SANG) and remuneration towards the maintenance of the SPA.
428. The current pressures on local councils to meet aggressive housing targets places additional stress on the borough's green spaces. For this reason it is critical to ensure that a high priority is accorded to the protection of green space.
429. The ONP seeks to address these and other related issues with our green spaces at the local level.

Statutory Designations

430. A significant proportion of the Ottershaw NA is covered by areas and other individual features which have statutory designations (SD) assigned. Whilst the whole of the ONA outside of its built environment falls within the green belt, the following other SDs are present:
- a. Sites of Nature Conservation Importance (SNCI) at Queenwood. This is also a biodiversity Opportunity Area (BOA).
 - b. Suitable Alternative Natural Green spaces (SANGS) currently 7 areas with another under allocated in the current LP and under development. See paras 436 onwards for detail.
 - c. Tree Preservation Orders (TPO). Many areas and individual features across the ONA. See paras 484 onwards for detail.
 - d. Ancient Woodland. 5 main areas distributed across the ONA.
 - e. Woodland.
 - f. Flood Risk Areas (FRA). A strip running west to east across the southern edge of the ONA following the alignment of the River Bourne.



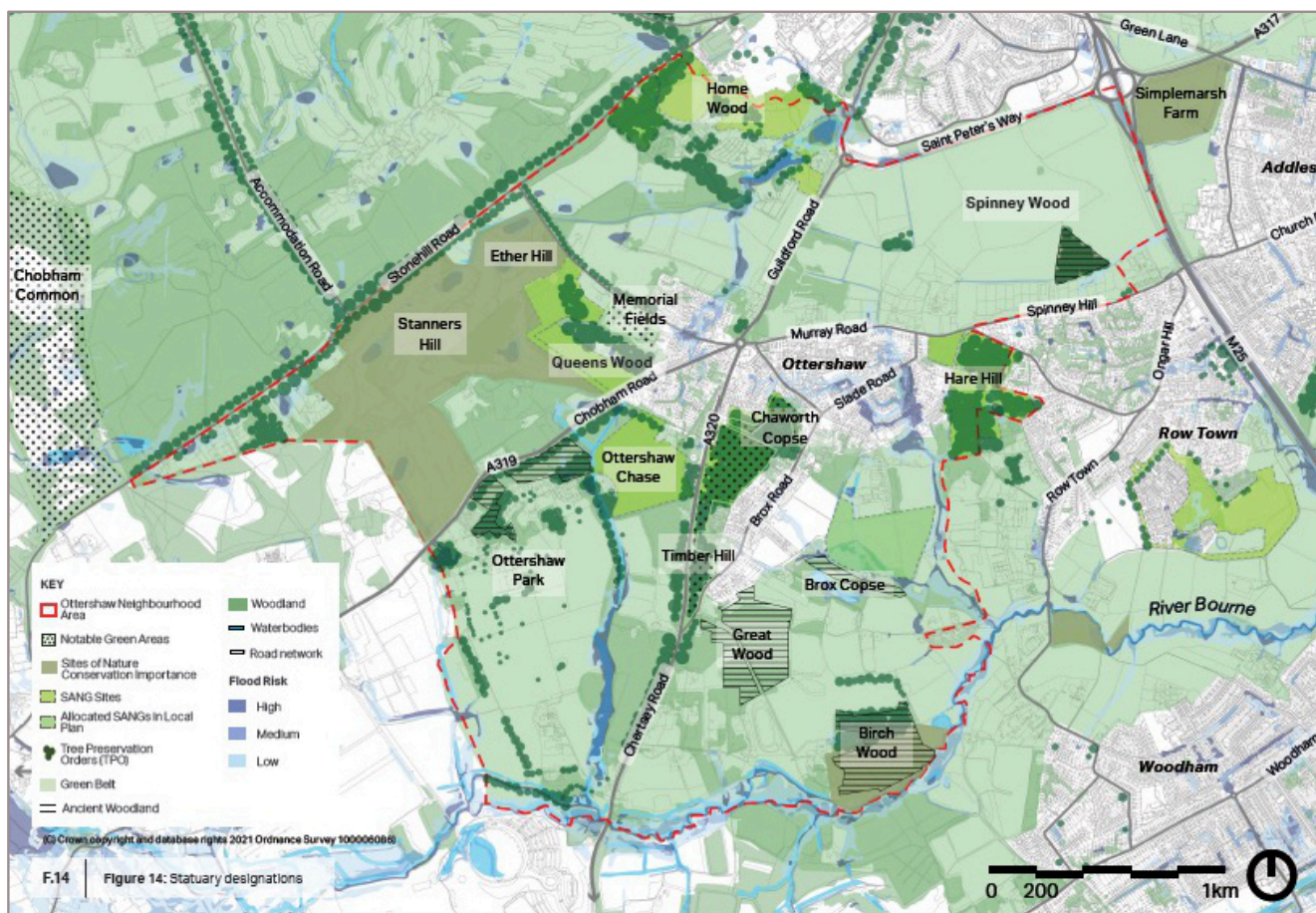


Fig. 10.1 – ONA Statutory Designations [Data source RBC Mapping Service]

- 431. SDs applicable to the natural environment are shown on fig 10.1.
- 432. SDs therefore largely surround Ottershaw village and are integral to the character of the area. Whilst the proportion of these areas requires addressing and is covered later in this section, the effect of these areas upon the built environment is significant. Policies associated with this are covered under the Housing section of this plan.

Green & Blue Infrastructure.

- 433. The existing Local Plan addresses these issues at a relatively high level primarily through policies EE11 and EE12. This has recently been augmented through the publication of the RBC Green and Blue Infrastructure SPD, published in 2021. Whilst these policies and guidance provide a useful framework of reference for developers, it does not deal with the specifics of the local Ottershaw area. As a result, it is considered relevant to set a number of area specific policies which are sensitive to this. These are covered under their relevant headings below or in other sections of this plan. In summary they address:
 - a. Food source/allotment provision.
 - b. Site/Property boundary composition.
 - c. Boundary design to support small mammal migration corridors.





- d. Tree planting.
- e. Living walls and roofs.
- f. Bird/Bat Roosting.
- g. Lawn composition.
- h. Wildlife corridors.
- i. Green space maintenance.

Green and Blue Corridors.

- 434. It is clear that there are national and regional pressures to better define, protect and manage these areas in order to ensure environmental targets can be achieved and Natural England are currently in the process of promulgating new standards to support this. Alongside this there are many benefits for the communities inhabiting the areas adjacent to them.
- 435. The green corridors currently defined in the RBC G&BI SPD are shown below at Fig 10.2. None of these fall within the ONA.

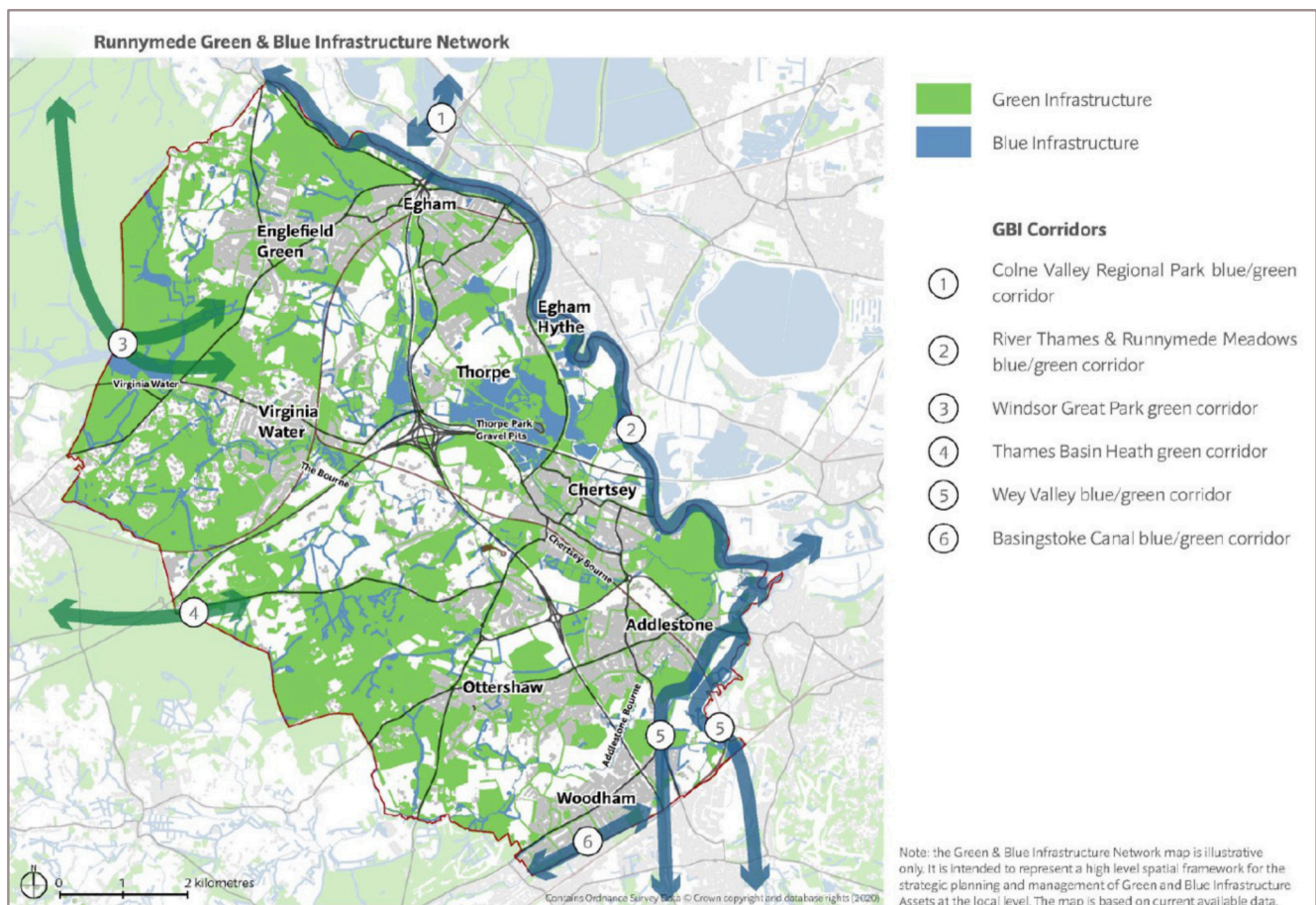


Fig. 10.2 – Runnymede G & BI. [Source RBC G&BI SPD]





436. In order to develop this further it will be necessary to address the full scope of G & BI Corridors which would be present from the regional to the street level. It is the lower levels of this hierarchy which are particularly relevant to this plan as they are applicable to the



Fig. 10.3 – G&BI Scales [Source RBC G&BI SPD]

development of the built environment and the areas immediately surrounding this. The G&BI scales/levels and associated main assets are shown at Fig 10.3.

437. The relevant elements of the above fig 10.3 are expressed as policies here, below or within the Housing section of the ONP.

ONP Policies - Green & Blue Infrastructure

ONP/NE1 Proposals for all types of development which provide evidence to demonstrate the integration of GB&I assets appropriate to the scale and type of development will be supported. [RBC G&BI SPD] or development must provide evidence to demonstrate compliance with the appropriate scale of G&BI Assets.





Landscape Character

438. Runnymede’s landscape assets include ancient woodland, areas of archaeological potential and built heritage and environmental assets important to nature conservation. The Landscape character areas for the borough are defined within the Surrey Landscape Character Assessment [Fig. 10.4].
439. Ottershaw, in the southern part of the borough is located primarily within the Settled and Wooded Sandy Farmland Character Areas SS4 and SS3 [fig. 10.4]. The overall characteristics of these Landscape Character Area types display an underlying sandy geology which consists of a mixture of farmland, woodland and settlement. Boundaries follow the edge of roads, tracks, field boundaries, drainage and woodland.
440. The unique character of the area is underpinned by its landscape and is therefore a fundamental element when considering any built environment development in the area.

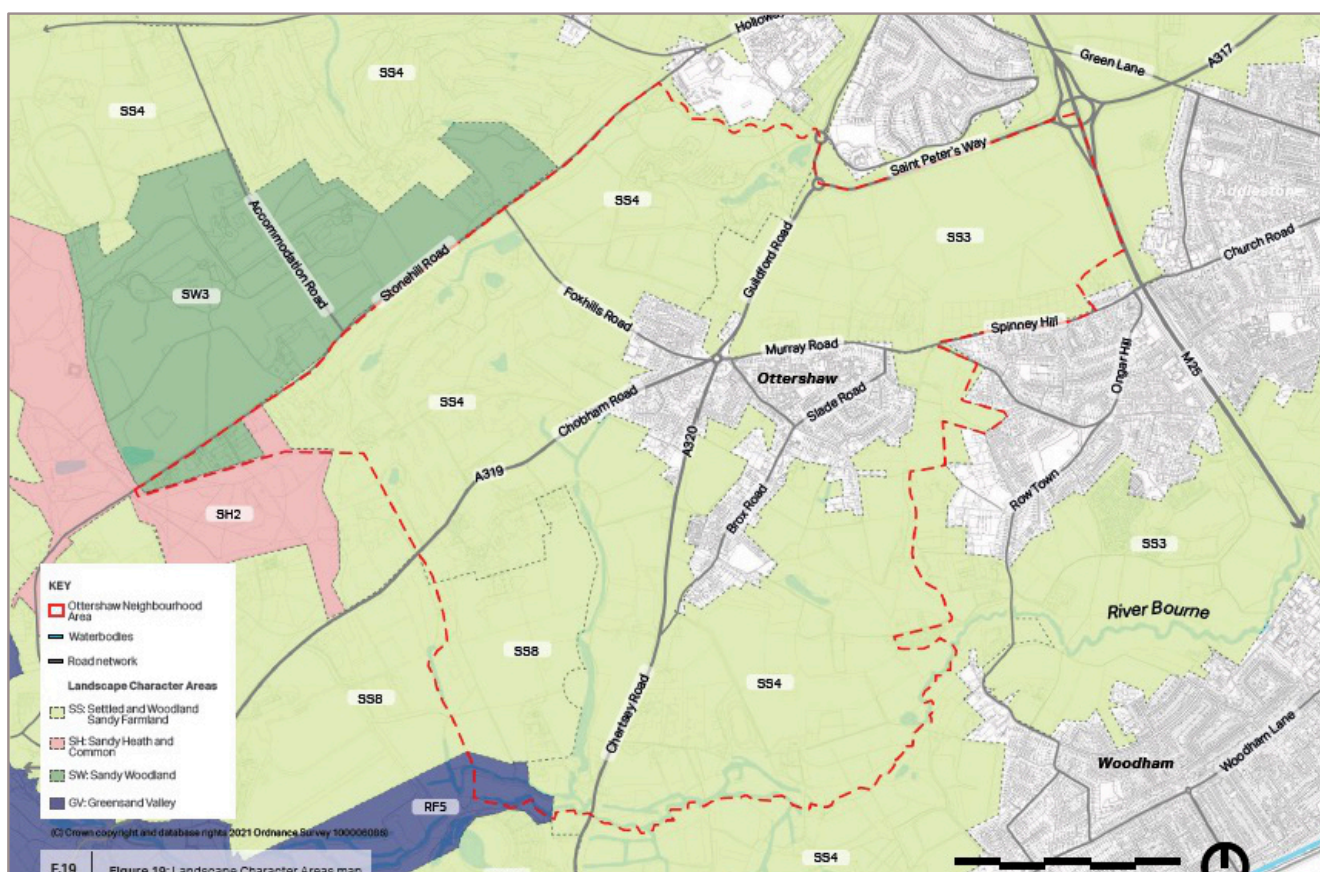


Fig. 10.4 – ONA Landscape Character Areas. [Data source RBC Mapping Service]

441. Ottershaw, being predominately wooded in character places an emphasis upon the retention and enhancement of all its wooded areas. The open vistas around the village are an essential part of its identity and should be preserved. Its watercourses, lakes and ponds provide essential support for much of the flora and fauna of the area.





ONP Policies - Landscape Character

ONP/NE2 Proposals for development of the built environment which positively retain, incorporate and/or enhance the Landscape Character of the development and its immediate surrounding area will be supported. Wherever relevant this should include:

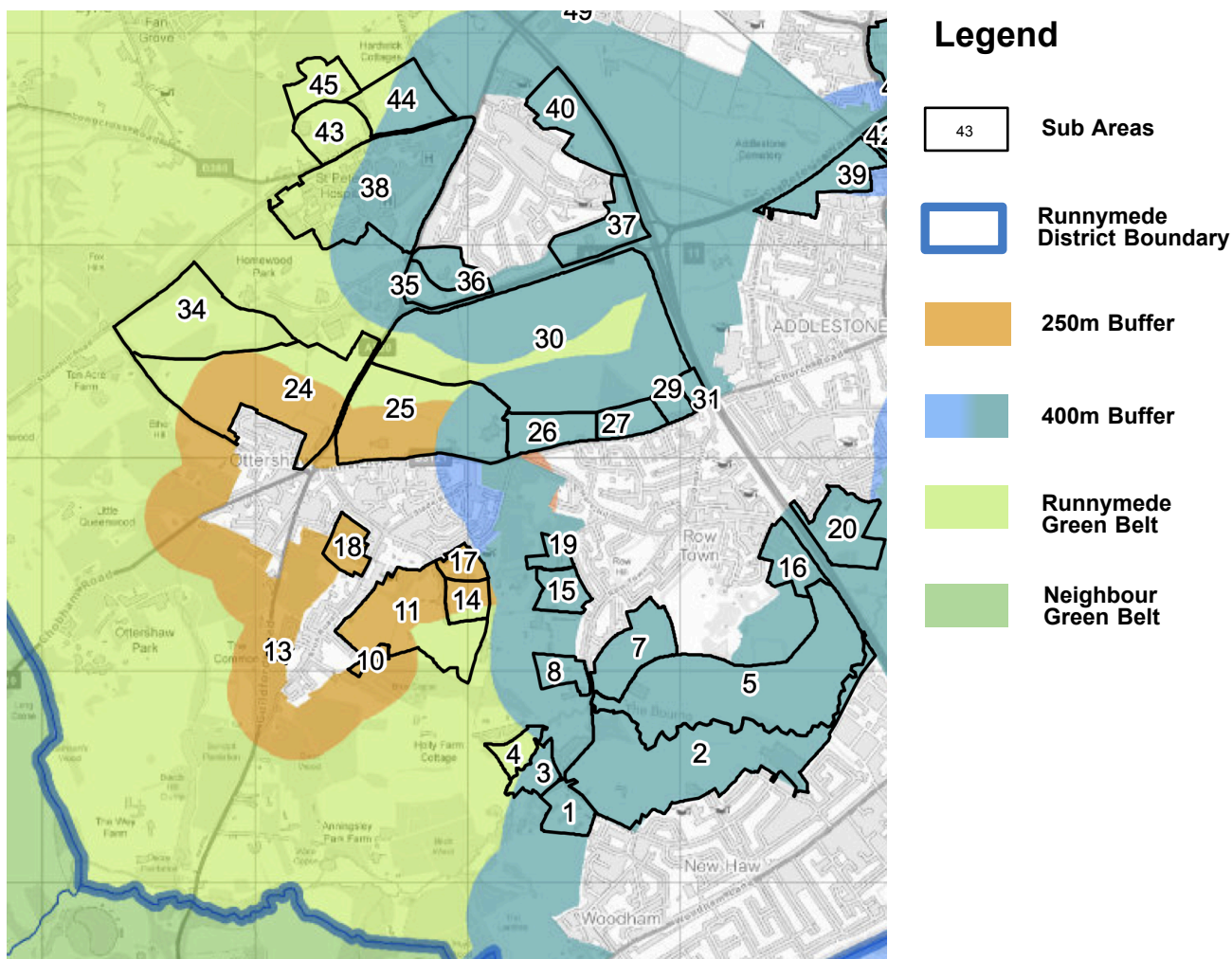
- a. Retention of trees and hedgerows.
- b. Protection of watercourses, lakes and ponds.
- c. Preservation of local vistas.
- d. Retention of the original surface levels of their terrain and associated characteristics.

All departures from the above must be justified

Green Belt

442. Whilst the Green Belt remains a vital asset for preserving the wildlife and ecology of our country, the increasing pressures of a growing population and reducing opportunities to develop in our urban areas have reduced the levels of protection the government has accorded to it. With the borough possessing one of the highest proportions of GB in the country this clearly places these areas more at risk than elsewhere.
443. Within Runnymede the current Local Plan has already been pressured to identify areas of green belt to support housing development in order to meet their current housing quota.
444. In Ottershaw this plan has already identified and removed from the green belt two land parcels for development of approx. 240 homes (RBC Policies SL2 & SL12). These are now approved and currently under development.
445. Whilst the demand for land is understood, the choice of location, a decision currently solely in the hands of the council is less so. It is our intent that the ONP and associated community will, should the need arise have a greater role in determining what small parts of our precious Green Belt may be released for any potential future development in the ONA. This is considered essential to ensure the character of our NA is retained.
446. The ONA is bounded on all sides by green belt. The 2017 RBC Green Belt Review analysed the majority of these areas and categorised them according to 3 key NPPF criteria. The ONA and environs Settlement areas and buffer zones are shown below.
447. It is therefore already clear that some of Ottershaw's areas have fewer constraints to development than others.
448. It is clear that a village surrounded by green belt will place a high tariff upon its release under any conditions. It is therefore considered essential that the ONP offers some protection for these areas and any processes accorded to their ongoing use.





Legend

- 43 Sub Areas
- Runnymede District Boundary
- 250m Buffer
- 400m Buffer
- Runnymede Green Belt
- Neighbour Green Belt

Fig. 10.5 - Neighbouring Settlement Buffers & Sub Areas Around Ottershaw

ONP Policies - Green Belt

ONP/NE3 Proposals for development which encroach upon the Green Belt will not be supported unless they are already sanctioned through NPPF and supported by policy EE19 of the RBC 2030LP¹.

ONP/NE4 All areas of Green Belt within the Ottershaw Neighbourhood Area which are identified by RBC as candidate areas for development must be supported by any relevant site prioritisation and analysis conducted by or on behalf of the ONF.

ONP/NE5 All identified green belt corridors between Ottershaw's built environment and those of Chertsey South and Addlestone should be maintained without encroachment beyond the current extent of development.

¹ Sites owned and delivered by SCC are similarly affected but must comply with relevant SCC GB Policy.





Open Spaces

449. Open spaces are a highly valued asset across the borough being a key element in supporting the health and well-being of the local community whilst assisting in the protection of our green spaces. They are a mixture of private land, publicly accessible private land (footpaths), public natural open areas and cultivated or specific to purpose prepared spaces. These spaces include:
- a. Parks and Gardens.
 - b. Natural and Semi-Natural green spaces including woodlands.
 - c. Green Corridors.
 - d. Outdoor Sports Facilities.
 - e. Amenity Green Space.
 - f. Provision for Children and Teenagers.
 - g. Allotment, Community Gardens and City (urban) Farms.
 - h. Cemeteries and Churchyards.
 - i. Civic Squares and Spaces.
1. Of the above, Ottershaw possesses the following:
 - a. Natural and Semi-Natural green spaces including woodlands.
 - b. Outdoor Sports Facilities.
 - c. Amenity Green Space.
 - d. Provision for Children and Teenagers.
 - e. Cemeteries and Churchyards.
450. An Open Areas primary function is to provide a basis for recreational activities of many kinds often unique to this type of space.
451. To the north and east of Ottershaw is a green belt area of predominately open private land. This approx. 0.5km wide area provides the vital separation of the village area from that of Chertsey South and Addlestone. This corridor of green belt land prevents urban coalescence with neighbouring built up areas and is essential to the preservation of the identity and character of the village. Despite pressures for housing development, it is important that the vast majority of this land together with its network of footpaths can be preserved and existing trees be protected.





452. Ottershaw possesses two other open spaces. To the north of the Guildford Road lies the primary open space, The Memorial Fields. This open space, at the end of the developed area and sandwiched between Ether Hill and Foxhills Road, provides a wide range of recreational facilities and is home to several other key community assets. Football, cricket and bowls clubs together with clubhouse facilities, a large children's play area, an all-weather basketball court and tennis courts are all present. There is also a putting green, now no longer in service.
453. In addition to this there are two car parks, a children's nursery, WCs and a scout HQ building.
454. A second open space lies south of the Guildford Road adjacent to Palmer Crescent. This far smaller grassed area equipped with a small Local Area of Play (LAP), provides an essential open area for the immediate local community.
455. Children's Play Areas come in many configurations, settings and age ranges. The new development at Ottershaw East will add a further three. Facilities need to be scaled as population grows and any gaps in provision addressed. Currently there is an under provision of amenities for older children.
456. Should Ottershaw continue to be pressured for more space for housing development, additional open spaces of this kind will need to be included as a part of the solutions to ensure the community has sufficient local facility for recreation. It should be noted that major gaps are evident in providing a suitable range of facilities for older children. This is covered in more detail under Leisure and Community section of this plan.

Local Green Space [RBC SL27]

457. LGS is a designation designed to offer additional protection to small open areas of local significance. Currently there are 7 of these identified across the borough. None of these exist in the ONA.
458. Within the ONA there is one area which this plan wishes to afford this designation and the protection this designation provides given the significant importance of the area to the local populous. This is the Palmer Crescent Open Area located a short distance east of the village centre. Whilst proposals are being put forward in the emerging Local Plan it is our view that the unique nature and value of this space to the immediately surrounding community clearly justifies it. The area is shown at Fig 10.6.



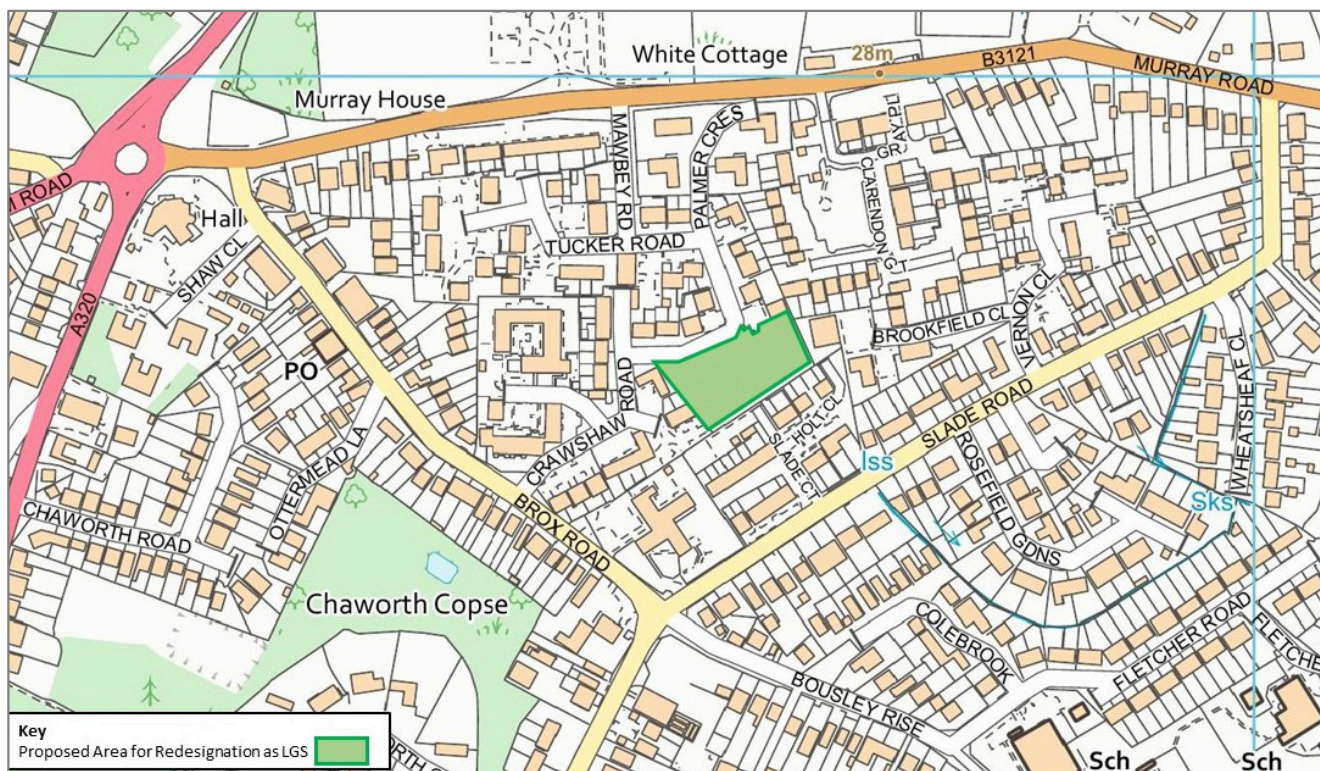


Fig. 10.6 - Palmer Crescent Open Area

Allotments

459. Within the borough there are 12 allotments sites, 3 of which are self-managed. Of these only one, Sayes Court, Addlestone is within 2miles of Ottershaw. Across Runnymede allotments are oversubscribed. With current trends towards sustainable living, it is reasonable to expect availability only to become harder.
460. Whilst in the past Ottershaw had a small allotment site off Brox Road, this has long been subsumed by development and the area now lacks any facility of this kind. This is contrary to existing government policy regarding sustainable living, a trend which is set to increase in the coming years. Whilst most allotment strategies quote the 1969 Thorpe Report which recommends a minimum provision equivalent to 15 plots of 300 sq yds per 1000 households, NSALG recommends a higher figure of 20 plots of 300 sq yds per 1000 households. This higher recommendation is in view of the fact that estimates show that since 1969 some 30% of the then available allotment land has been lost irrevocably.





461. Using these parameters, the ONA requires a minimum of 25-35 allotment spaces to meet current guidelines. This equates to land parcels totalling between 0.63 and 0.88ha.
462. It is therefore a requirement to identify space in the ONA where the reintroduction of allotments can be considered. Due to the lack of space within the built area, the only practical way this can occur would be through the repurposing of some Green belt land to support this use. A location would need to be found which is considered sufficiently convenient for users to easily access, ideally on foot. This means the location would need to be in fairly close proximity to the village.

ONP Policies - Green Spaces

ONP/NE6 Proposals for residential development in excess of 20 units which avoid any negative impact and/or provide enhancements to extant footpaths and bridleways and any natural boundaries thereof will be supported. Where these features are impacted, they must be replaced with similar natural or improved standard as close as possible to their original alignment.

ONP/NE7 Proposals for residential development in excess of 20 units which propose additional or enhancements to existing recreational amenities for older children will be supported. Amenity specifications and their location should be determined through engagement with ONF and the local community.

ONP/NE8 Proposals for residential development in excess of 20 units which propose additional or enhancements to existing recreational facilities for older children such as BMX tracks and skateboard parks will be supported. Additional facilities of this kind and their location should be identified through engagement with ONF and the local community.

ONP/NE9 Proposals for residential development in excess of 20 units which propose provision for allotment facilities as a part of their solution will be supported. Additional facilities of this kind and their location should be identified through engagement with ONF and the local community.

ONP/NE10 Palmer Crescent Open Space should be re-designated as Local Green Space and afforded all the protections which go along with this designation. [RBC SL27]





463. The ONP policies seek to focus any future developments around the elements of Open space for which the community is either deficient or lacking aspects of a solution which necessitate a more focussed approach to best meet the needs of the local community.

Suitable Alternative Natural Green Spaces (RBC Policy EE10)

464. Runnymede is one of 11 boroughs in the south of England charged with protecting their Special Protection Areas (SPA) flora and fauna. Within the Thames Basin & Heaths (TB&H) area the mitigation strategy, aimed at reducing the amounts of traffic on the SPAs is twofold:
465. Strategic Access Management & Monitoring (SAMM) of the SPA.
466. The provision of Suitable Alternative Natural Green space. (SANG)
467. The severity of the impact to the SPA is measured by its proximity. There are three buffer zones defined and shown in table 10.7:
468. Ottershaw falls entirely within the Zone of influence. This is shown at fig 10.8 below.

Buffer Zone	Linear Distance from SPA Boundary
Exclusion zone	Between 0m to 400m
Zone of influence	Between 400m to 5km
5km to 7km zone	Between 5km to 7km

Table 10.7 - Special Protection Area Buffer Zones

469. Where net new residential development is proposed within this zone of influence, avoidance measures must be delivered prior to occupation of new dwellings and provided in perpetuity (125years). Measures must be based on a combination of Strategic Access Management and Monitoring (SAMM) and the provision and/or improvement and/or maintenance of Suitable Alternative Natural Green space (SANG).
470. As SAMM support is through a funding contribution by a housing developer towards the upkeep of the SPA, in this case located at Chobham, this does not impact the ONA.
471. The SANG process and policies have been in place in the borough since 2007 and place a commitment of a residential housing developer to deliver either an associated area of



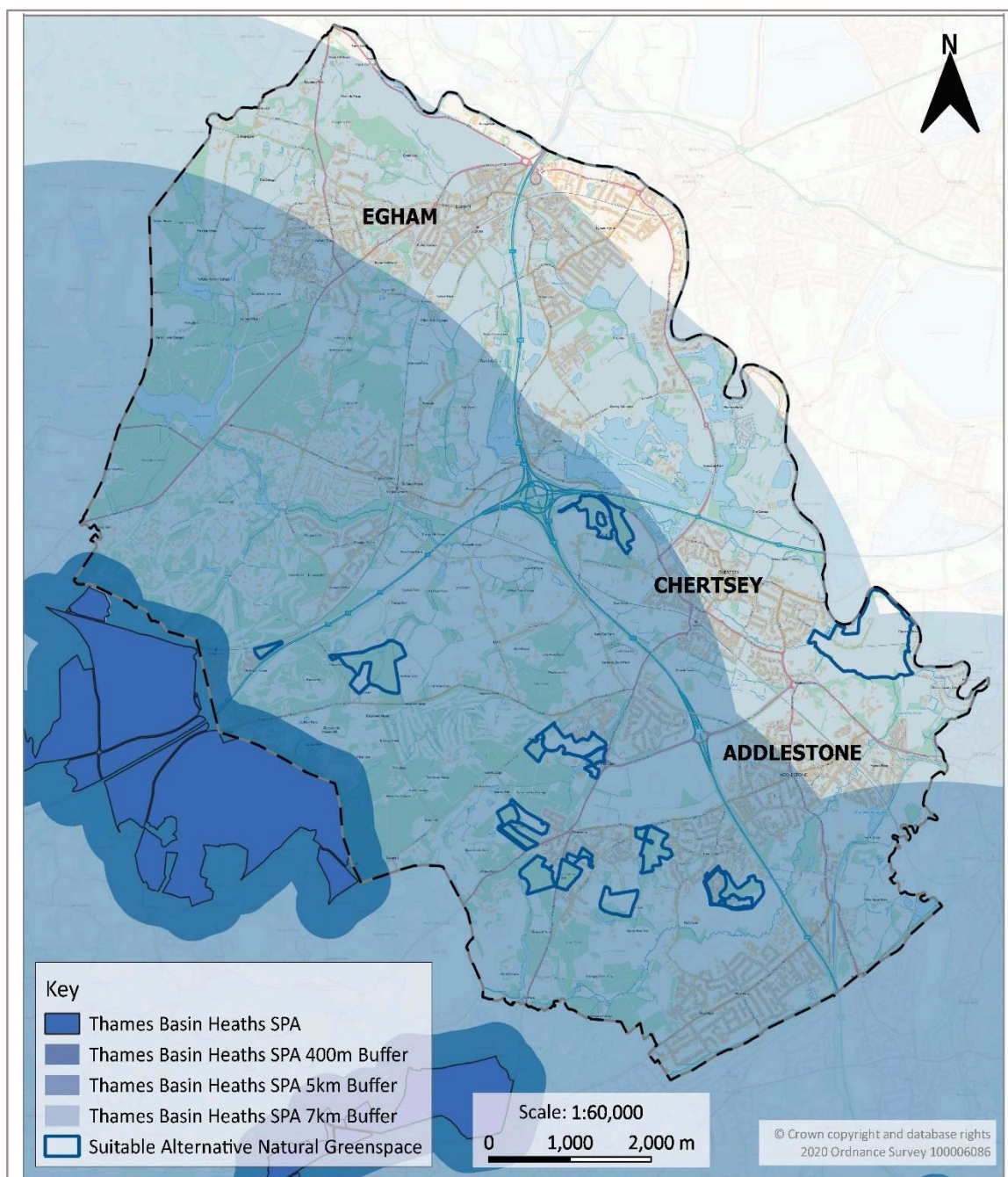


Fig. 10.8 - SPA Buffer zones [buffer data source RBC SANG SPD]

public green space in order to mitigate the impact on the SPA or to have an existing nearby SANG assigned capacity to take this into account². At the borough level the delivery and management of SANG is covered by policy EE10 of the RBC 2030 LP.

² For developments of more than 10units.



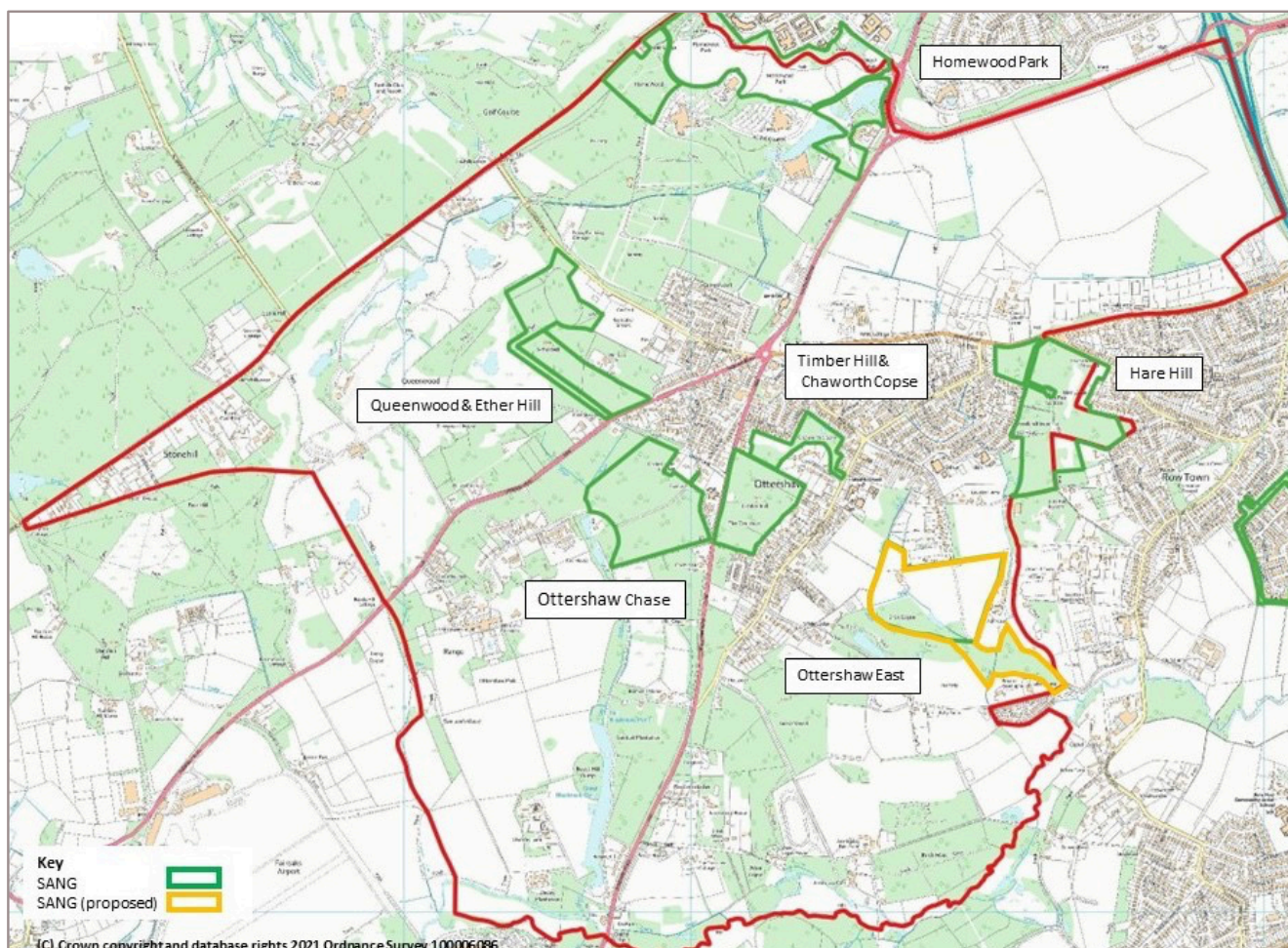


Fig. 10.9 – ONA SANGS [source RBC Mapping Service]

472. Due to its situation entirely within the 5km buffer zone of the TB&H Chobham SPA³, Ottershaw finds itself in a unique position. This has resulted in much of its green space surrounding its built environment having been allocated as SANGS. As previously mentioned, this is the consequence of a number of recent housing developments in the local area. The current and planned SANGS are shown at fig 10.8. Ottershaw possesses virtually all of the SANGS within the borough. There are only two others, one at St Anns Hill, Chertsey and the largest, Chertsey Meads (73ha).

Ottershaw SANGS (see fig 10.9)

473. **Homewood Park.** A SANG of 3 parcels totalling 23.4ha with a 5km catchment area and managed by RBC. West. Densely wooded with no public access. Central: Hilly, open grassland with internal, recently resurfaced metalled pathway on one side, pavilion and

³ The extreme western corner of the NA is within the 400m zone.





isolated ancient trees. East. Low lying, predominately wooded with two lakes with surrounding tree line and unmade paths. All the low lying parts of the SANG are subject to severe inundation. The site has a dedicated pay & display metalled car park with disabled spaces and public conveniences. The recent adjacent housing developments at St Peter's Quarter have direct access onto the SANG.

474. **Hare Hill.** A strategic SANG of 13.4ha with a 4km catchment area and managed by RBC. Comprising two land parcels. 1. Wooded (Hornbeams, Oak, Birch). Hilly open space and spring fed pond. Path network throughout mainly bounded by brambles and fern. 2. Unfenced wooded copse with no internal paths. Permeable path providing all-year link between Ottershaw and Rowtown. The SANG has no dedicated car parking. The SANG is currently being considered for re-designation as a Local Nature Reserve (LNR). Whether this plan supports this re-designation remains one of the outstanding issues of this plan.
475. **Timber Hill & Chaworth Copse.** A SANG of total 9.2ha with a 5km catchment area (together with Ottershaw Chase) and managed by RBC.
476. **Timber Hill:** Densely wooded predominately birch with occasional oak stretching over a hilly landscape with underlying bramble and fern. Chaworth: Undulating linear wooded walk adjacent to Timber Hill (oak, birch). The site has a free metalled car park adjacent to Timber Hill.
477. **Ottershaw Chase.** A SANG of 11.4ha with a 5km catchment area (together with Timber Hill & Chaworth Copse) and managed by RBC. Comprising one contiguous area of hilly wooded landscape, predominately birch with minimal undergrowth. One made track from gatehouse entrance and several unmade pathways.
478. **Ether Hill and Queenwood.** A SANG of total 10.8ha with a (?km) catchment area and managed by RBC. Comprising a hilly, predominantly plantation pine wooded mixed with birch and rhododendron and small amounts of Ling & Bell Heather. The SANG has no dedicated car parking although visitors can use the Memorial Fields free car park to gain access.
479. **Broxborough (Ottershaw East)** - Under development. A Bespoke (privately owned & managed) SANG with a 400metre catchment area associated with the attached Broxborough Park housing development. A tapering parcel of undulating landscape comprising open pasture and unmanaged ancient woodland. A network of pathways, additional landscaping, orchard, a LEAP and woodland play, trim trail and associated furniture are currently planned. Delivery is planned for 2025. There is no dedicated car parking due to the local designation of the SANG. Pathways and two access points will provide a pedestrian link between Ottershaw and lower Rowtown.
480. The existence and local significance of this relatively new category of green space places an onus on those delivering and subsequently managing the solution both as a single entity or as in the case of Ottershaw as a part of a wider network of SANGS. Due to the relative infancy of this category (2005) and the importance of these areas to our residents the ONP has assigned a number of policies to ensure they are delivered, protected and managed in a way that best serves the area and its community. It is these aspects that are considered weak with higher level policies focussing mostly on the protection of the SPAs. With the likelihood for further incursions into Green Belt, (Ottershaw village is surrounded by GB/ SANGs) robust policies are seen to be essential to ensure that if this occurs the results are right for the local neighbourhood area.





ONP Policies - SANGs

SANG proposals which are compliant with relevant National, TB&H and Borough policies and requirements and are able to demonstrate the following will be supported:

ONP/NE11 Development which maintains the SANG area's synergy with the landscape of the wider local area and integrates well with the natural surroundings.

ONP/NE12 Solutions that reflect positively (visually, physically and audibly) and not impinge negatively upon the residents or habitats of the wider local area.

ONP/NE13 Development reflecting the historic character (natural and built) of the local area.

ONP/NE14 SANG proposals which demonstrate protection and where possible enhances the historic character (natural and built) features of the proposed SANG area, including:

- a. Built structures.
- b. Trees and vegetation.
- c. Natural boundary features.
- d. Footpaths.
- e. Drainage and pond features.

ONP/NE15 Proposals which demonstrate how the balance between public usage/traffic and the protection of the wildlife and ecology of any new SANG area will be achieved. This includes detail on the proposed maintenance and ongoing development of the area with an emphasis of improving performance, including:

- f. SANG visitor/usage monitoring.
- g. Surveys of modes of travel to and from the SANG.
- h. Analysis of dedicated parking and impacts on local road infrastructure.
- i. Regular monitoring of on and off path traffic and impacts to natural green infrastructure, enhanced green infrastructure and all off path areas.
- j. Regular monitoring of all wildlife species present in the area.
- k. Regular monitoring of all trees and vegetation present in the area and control of non-indigenous species and invasive species.

The above should be as a minimum conducted twice yearly, ideally winter and summer.





ONP/NE16 Proposals which provide evidence that the SANG achieves and preferably exceeds all thresholds in appropriate national and borough policies, requirements and standards and is protected from polluters in particular including:

- a. Noise.
- b. Vehicle exhaust emissions.
- c. Surface water run-off from linked building developments.
- d. Sewage spill from linked building developments.
- e. Other contaminants

Only residential development solutions which offer SANG space adjacent to the development will be supported. Also see policy H58.

ONP/NE17 SANG proposals will be which demonstrate that connectivity to other transport infrastructure (roads, footpaths etc) and neighbourhoods has been implemented to achieve best effect and maximum benefit to the wider community.

ONP/NE18 SANG proposals which demonstrate external and internal boundary solutions to facilitate uninhibited migration and foraging of all indigenous animal species local to the area.

ONP/NE19 SANG widths which are a minimum of 25metres in order to allow habitat to safely exist alongside paths.

All areas of non-compliance should be justified

481. The above will ensure that, should further development be required in the ONA a location specific SANG solution is delivered to best effect for the benefit of the wildlife and ecological aspects of the area and the designated users of the SANG with a greater priority on local residents. Additionally, to ensure it is managed to a level sufficient to protect its integrity for perpetuity.





Sites of Nature Conservation Importance (SNCI).

Queenwood, Spinney Wood & Birch Wood & Hoyt Wood (Policy EE9) & Biodiversity Opportunity Areas.

- 482. Local Wildlife Sites (known as Sites of Nature Conservation Importance or SNCIs in Surrey). These are sites identified at a local level for their conservation value. “Many SNCIs can be just as biodiverse as sites with higher levels of protection, however they do not have statutory status and their protection relies on local government policy, which may differ by region”. [Surrey Wildlife Trust]
- 483. The Government’s 25 Year Environment Plan sets out why we need to create a national Nature Recovery Network. To realise our part in this at a county level we are focusing our work on a prioritised set of Surrey’s Biodiversity Opportunity Areas, that will eventually be part of the Nature Recovery Network and where we feel we can make the most impact using our finite resources for the next five years. [Surrey Wildlife Trust]
- 484. The ONA has two SNCIs, one covering Queenwood Golf Course close to the Chobham SPA, the other at Birch Wood in the south of the area on the flood plain of the River Bourne.

Biodiversity Opportunity Areas.

- 485. Biodiversity Opportunity Areas (BOA’s) are key areas where priority habitat can be created, improved or restored, and are identified as being most effective in the recovery of priority species in a fragmented landscape. Priority habitats and species identified for Runnymede can be found in appendix C [RBC 2030 LP p7.91]
- 486. Within the ONA, there are two main areas of BOA. One is centred on Queenwood Golf Club in the west of the area with the other located on the southern boundary along the flood plain of the River Bourne.
- 487. At the borough level a priority is placed upon developers enhancing the environment local to a development. It is only when this is ruled impractical for preserving certain unique aspects of flora and fauna that a contribution is sought to be utilised across the wider BOAs.
- 488. The Ottershaw BOA are an intrinsic part of Surrey Wildlife Trust’s programme to restore or create a further 60 hectares of heathland / acid grassland.

Unprotected Woodland, Ancient Woodland & Tree Preservation Orders [RBC Policy EE9]

- 489. Primarily due to its early medieval history as a part of the Windsor Royal hunting forest, Ottershaw remains with a large stock of mature indigenous species trees, a proportion of which individually or collectively are recorded as TPOs. Many of these TPOs have been extant for more than 30years.



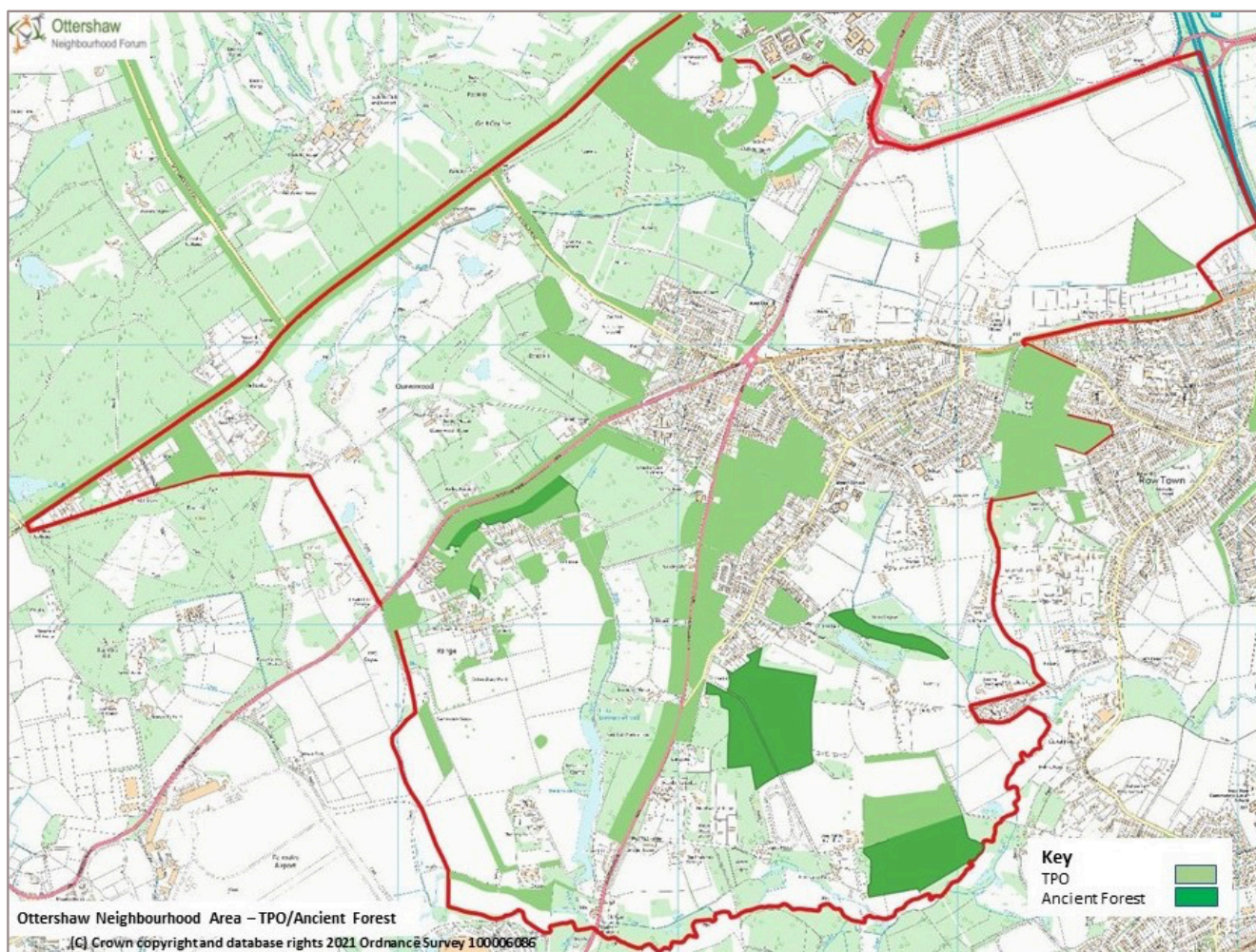


Fig 10.10 – Ottershaw TPO & Ancient Forest [source RBC Mapping Service]

490. Despite this there remain many areas of mature trees and some individual specimens which, in order to maintain the character of the area should be accorded some form of priority protection. Areas of emphasis include the leafy approaches to the village and the many areas of woodland, now mature which have joined many TPO areas. The coverage of TPO and Ancient forest in the ONA is shown at Fig. 10.10.
491. A map showing the areas and other individual unprotected mature trees in the Ottershaw ONA is shown at Fig 10.11. Our assessment is that approximately 50% of Ottershaw's mature trees and woodland is unprotected by any form of legislation⁴. Given current trends towards forestry preservation and expansion and the environmental and ecological benefits that accrue from these areas it is considered significant to protect them in some way. It is hoped that, over time an increasing proportion of this woodland will be incorporated or assigned TPO status.

⁴ Source – ONF Desktop and ground survey Winter 2022.



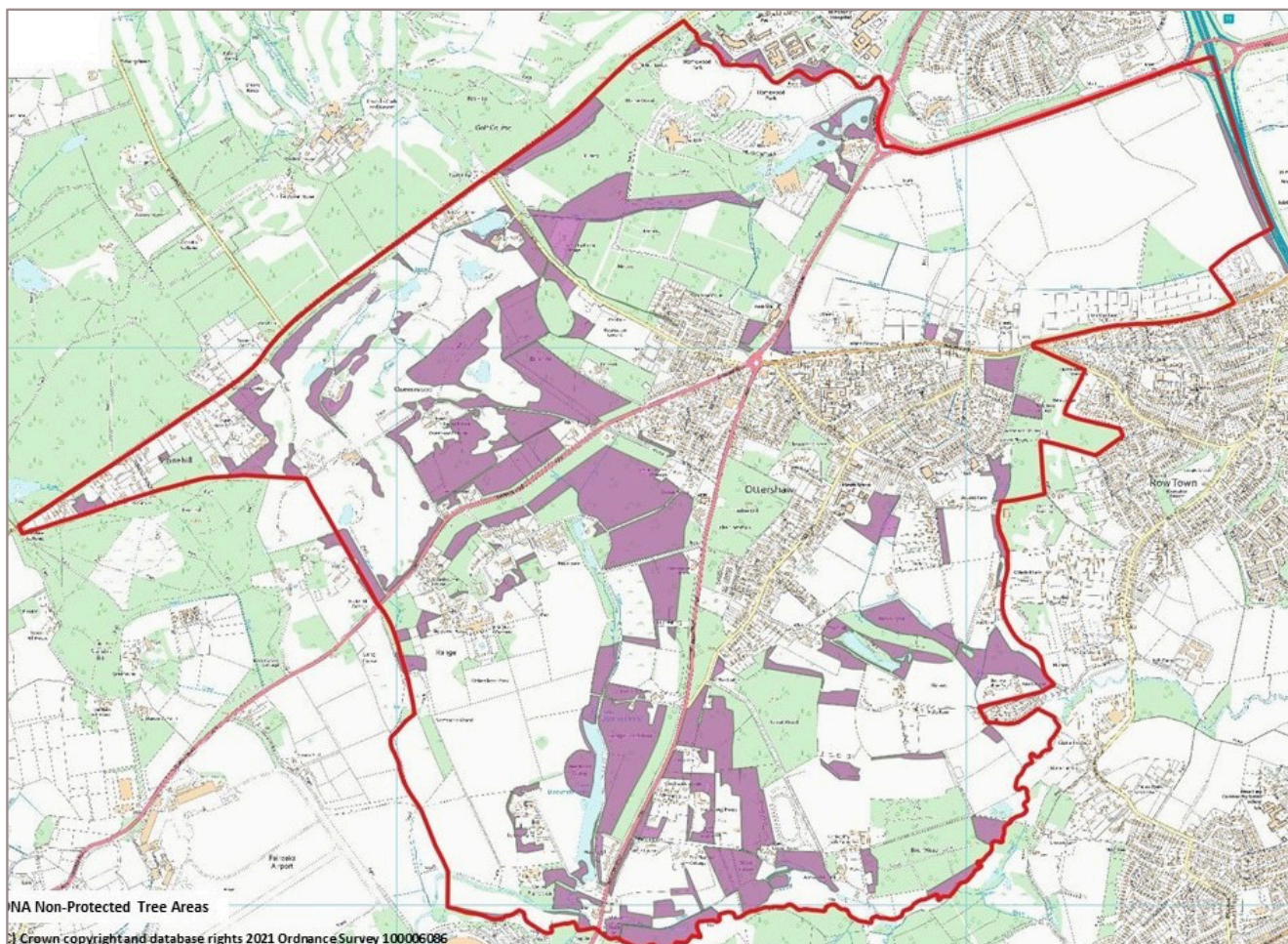


Fig. 10.11 – ONA Non-protected Tree Areas [source ONF Desktop & ground survey 2022]

Hedgerows & Property Boundaries

492. Hedges and hedgerows are a valuable asset in any neighbourhood setting and in Ottershaw this is definitely the case. The 100+ year old holly hedges which provided income for locals during the festive season remain in significant proportions as boundaries to properties and fields and represent a heritage asset in their own right. Farmland, footpaths and roadsides also have a significant amount of hedging and hedgerow.
493. These features, whilst providing valuable and characterful natural screening, also provide essential, year-round safe habitat for the many bird, butterfly and moth species in the area. Despite this, there are currently no protections for hedges or hedgerows unless they lie within an agricultural setting. Within the ONA this only accounts for a very small percentage.





494. Hedgerows, roadside and other property boundary hedging therefore is seen to be of great historical and ecological significance within the ONA. It is clear from recent ONF desktop and ground surveys that these features are a key and intrinsic element of the fabric and character of Ottershaw. It is our view that these features must remain wherever possible and be augmented through development as the population of the area expands.
495. Due to this lack of protection and the historical and ecological significance of these, the ONP sets policy to provide some form of accountability and protection.

ONP Policies - Trees and Biodiversity

Proposals which demonstrate the following will be supported:

ONF/NE20 Proposals for development which demonstrate that they avoid any disturbance to BOA's.

ONF/NE21 Proposals for development within or adjacent to a BOA which can demonstrate that BOA habitats and species in the area affected can be increased in an environmentally appropriate way.

ONP/NE22 Proposals which demonstrate the principle of retaining all areas of mature trees, regardless of category or species. Any loss directly or indirectly associated with any form of development should be mitigated through replacement adjacent to the area of loss.

ONP/NE23 Proposals for development which seek to avoid any removal or disturbance to all individual TPO trees, tree areas and Ancient Forest (Fig 10.9). Additionally, all areas of non-TPO mature trees shown in Fig 10.10 should be considered, under this policy and protected.

Any impacts to either category should be clearly stated and justified.

ONP/NE24 Where trees which after consideration (under policy **ONP/NE23**) require removal, alternative solutions or reasonable replacement should be proposed. Solutions and mitigation of any threats to RPA's of remaining trees should be provided.

All areas of non-compliance to the above should be justified.





- 496. Additionally, as the village grows it is essential that these features are enhanced to ensure the character of the ONA is preserved. The ONF will continue to monitor hedgerows within the ONA.
- 497. It is hoped that the introduction of the above policies will afford some essential protection to the hedgerows of the area.
- 498. Additionally, and for similar reasons it is necessary to ensure that property boundary treatment in new developments of any size includes natural hedging at every opportunity.

ONP Policies - Hedgerows

Proposals which demonstrate the following will be supported:

ONP/NE25 The principle of retaining all mature hedges and hedgerows, regardless of category or species should be observed. Any loss directly or indirectly associated with any form of development should be justified and where possible be mitigated through either amendment to design or replacement at the affected site.

ONP/NE26 Proposals for development which avoid impact to existing boundary hedgerows will be supported. Any loss should be replaced with a similar hedgerow of sufficient maturity at the affected site.

ONP/NE27 Proposals for development which result in a net increase to the proportion of hedgerows within and around a development.

All areas of non-compliance to the above should be justified.

Drainage and Still Waters

- 499. Within Runnymede the main drainage waterbodies are the Thames River System and its Tributary the River Wey together with the Basingstoke and Wey Navigation canals.
- 500. The River Bourne, the main waterway of the ONA flows roughly west to east on its journey to the Thames near Chertsey. The immediate area of up to 150metres either side of this falls within a flood risk zone with regular flooding events occurring at the eastern end around Holme Farm. Surface water run-off from new developments around Brox Road will also drain into this system via a SuDS controlled outfall into the local network of ditches.





- 501. The bank sides of the Bourne are mostly overgrown and privately owned. There are no footpaths along its length within the ONA. The watercourse could therefore be considered to be largely unmanaged.
- 502. There are a number of lakes in the ONA, some natural and others man-made. With the exception of two at Homewood Park SANG the remainder are privately owned. The majority of these fall within either Queenwood SNCI or in the Wey Farm area. The lakes are significant to the area for their ability to provide natural habitat for the local and migrating bird population.

ONP Policies - Drainage

ONP/NE28 Proposals for development which demonstrate a positive effect upon the physical and ecological attributes of local drainage and waterbodies will be supported.

All areas of non-compliance to the above should be justified.

Footpaths & Bridleways

- 503. Such facilities include an integrated and high-quality network of cycle routes and footpaths across the county, segregated from general traffic wherever possible. [SCC LTP4]
- 504. Footpaths & Bridleways remain key elements for safe and active travel whilst providing significant opportunity for leisure use and well-being of all. Additionally, they provide vital connections into the wider transport and SANG networks to facilitate better active and sustainable travel.
- 505. Within the ONA there are a number of footpaths which seek to provide this facility. Over recent years these have been negatively impacted in a number of ways, primarily:
 - a. With the introduction of or increased capacity to local highways, the severance of two major footpaths removing access to the wider area and impacting safe access. (FPs 33 & 56)
 - b. On private land, the removal, deterioration, diversion or obstruction of access to footpaths preventing their traversal. (FPs 30, 33 & 56)
 - c. With the introduction of residential developments, the erosion of the local footpath network. (FP30)
- 506. Although it is recognised that SCC are primarily responsible for the footpath network, it is believed to be both justifiable and relevant for ONP policies to exist such that some protection to these locally critical assets can be afforded for any future development and ensure that opportunities to improve or enhance sections and their connectivity are not missed.





ONP Policies- Footpaths & Bridleways

ONP/NE29 Proposals for development which avoid any negative impact and/or provide improvements to existing footpaths and bridleways within or adjacent to a development (width, surface quality, traffic-ability, connectivity, boundary) will be supported.

Where these features are impacted, they must be replaced with similar footway and boundary treatment as close as possible to their original alignment.

Locally Significant Views

507. Ottershaw's setting amongst ancient woodland with its liberal smattering of historical structures represents the bedrock upon which the character of the village and surrounding area depends. It is the preservation of these key elements which provide the essential visual cues to advertise the uniqueness of the area's character. As change is imposed upon the area, it remains paramount that wherever possible this "setting" is preserved or impacted to a minimum, this way future residents will still be able to appreciate the frame of reference that has already existed for more than 150years. Ottershaw's vision is based around these critical features.
508. It is therefore of great importance to ensure that adequate weight is given to retention and enhancement of views which are deemed significant for local people and visitors.
509. The table 10.12 lists and describes each view. Full details of the views including photos are included at Appendix

ONP Policies - Locally Significant Views

ONP/NE30 Proposals for development which demonstrate they do not have a detrimental effect upon locally significant views will be supported.





Fig. 10.12 – ONA Locally Significant Views.

View No	Description
1	West from lake into Homewood Park and Botleys Mansion.
2	NW from FP33 W side of Great Grove Farm towards Foxhills.
3	NNW across Great Grove Farm towards Lyne.
4	W from near Village Hall across A320 to old dairy and forge.
5	E from old dairy across A320 to Village Centre with forge on right.
6	NW from Memorial Fields lower car park towards Ether Hill and Queenwood.
7	SE from Brox Road towards New Haw.
8	NE from corner of Brox Lane towards Rowtown.
9	E from Great Grove Farm towards St Pauls Church, Addlestone.
10	SE leafy approach along Foxhills Road.
11	NE leafy approach along Chobham Road.
12	N leafy approach along Guildford Road/Brox Road.
13	W leafy approach along Spinney Hill/Murray Road.
14	S leafy approach along Guildford Road.





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11

Transport & Movement

Borough Context

510. Runnymede is located to the west of London on the fringes of Greater London. As a borough it has good main line rail and road connections including the M3 and M25 which bisect the borough together with major A roads such as the A30. Close by to the east lies Heathrow, the UK's premier airport. The boroughs' location could be described as "at the heart of commuter belt".

Road Infrastructure & Services

511. Ottershaw is in relatively close proximity to the towns of Woking, Addlestone, Chertsey and West Byfleet, all accessible via A Roads. Additionally, it is well positioned for access to the M3 and M25 motorways. Within the ONA there are a small number of primary "through" routes which facilitate access for all residents. These are Foxhills Road, Slade Road and Brox Road. The majority of smaller roads within the ONA area are cul-de-sacs and crescents. The majority of roads are almost exclusively in poor surface condition with regular failures of gas, water and sewerage infrastructure.
512. Ottershaw is served by a number of bus services from two providers, routes 446, 593, 457, 461 and 557. Whilst this facilitates access to most of the surrounding towns and villages, the frequency and routes of service are such that they do not provide a suitably regular or frequent enough service to support its many and increasing business and educational needs.
513. RBC surveys show that within the borough there is a higher incidence of vehicle utilisation than nationally. With its location away from rail networks and with poor connections for cycling. Ottershaw statistics show even higher car use. In the shorter term this plan provides some provision for this through residential parking and other areas (see Housing section), however it is recognised that in order to fully address the issue some major upgrades in infrastructure will be required.

Rail Infrastructure & Services

514. Whilst not possessing its own railway station, Ottershaw sits broadly equidistant from 4 main line town stations on two rail networks with access to London and points west, These are: Chertsey, Addlestone, Woking and West Byfleet. At 3-4 miles distance they are not





convenient for commuting and vehicle parking at all these stations is very limited. As such only a small percentage of Ottershaw residents utilise these services. A cycling option would be more practical but only Chertsey has a cycle path available (NCN223). All other locations lack even any lane provision on the roads and are therefore relatively unsafe.

Active Travel

515. Over recent years there have been a number of policies emerging placing an emphasis upon active and sustainable travel means and solutions including the SCC Local Transport Plan (LTP4) and the RBC LP 2030. In the solution space this ranges from the location of developments, connection and improvement of active networks and provision of elements such as secure parking solutions for cyclists.
516. At county level SCCs recently published LTP4 provides the authoritative guidance. Although not in direct accord with LTP4, the current local plan policies endeavour to address this critical area through:
- a. Its Spatial Vision “Supporting infrastructure schemes and improvements which promote the use of active and sustainable modes of transport which help reduce congestion will have been a focus to unlock growth across the Borough and reduce pollution”,
 - b. Its associated Spatial Strategy (RBC Policy SD1) and,
 - c. Most significantly through RBC policy SD3.
517. Within the ONA and given its location there remains a high incidence of vehicle use. In order to facilitate migration away from this, this plan looks to set specific policies in the following broad areas:
- a. Provision of cycle storage and parking.
 - b. Improvement of existing infrastructure.
 - c. Connection of infrastructure for pedestrians and cyclists.
 - d. Employment of 20 minute neighbourhoods.
518. The majority of these policies are covered elsewhere in this document.

Vehicle Emissions and the Environment.

519. It is clear that emissions from road traffic is the primary pollution factor in our area. SCC LTP4 recognises this and has set an aggressive objective of an overall 60% reduction in vehicle generated carbon emissions by 2035. This recognises the following as key drivers:
- a. Placemaking/location planning for development.
 - b. Digital connectivity. (broadband/5G services)





- c. Active Travel/personal mobility. (modes of travel)
 - d. Shared Transport.
 - e. Demand management of vehicles.
 - f. Improved infrastructure network management.
 - g. Promoting zero emission vehicles.
520. Within and adjacent to the ONA there are a number of focal points for high traffic capacities and congestion, these have been identified through SCC commissioned studies supporting a number of infrastructure initiatives. In addition, an Air Quality Management Area (AQMA) impinges on the eastern boundary of the area (M25).
521. The studies which were commissioned for SCC highways infrastructure schemes between 2017-2020 in support of future housing developments in the borough. All identified a number of key junctions and approaches as congestion areas. These predict outcomes for between 2030 and 2036 of a significantly worsening solution compared to that of today. In addition, the studies identified capacity increases on all the road network links in the local area.

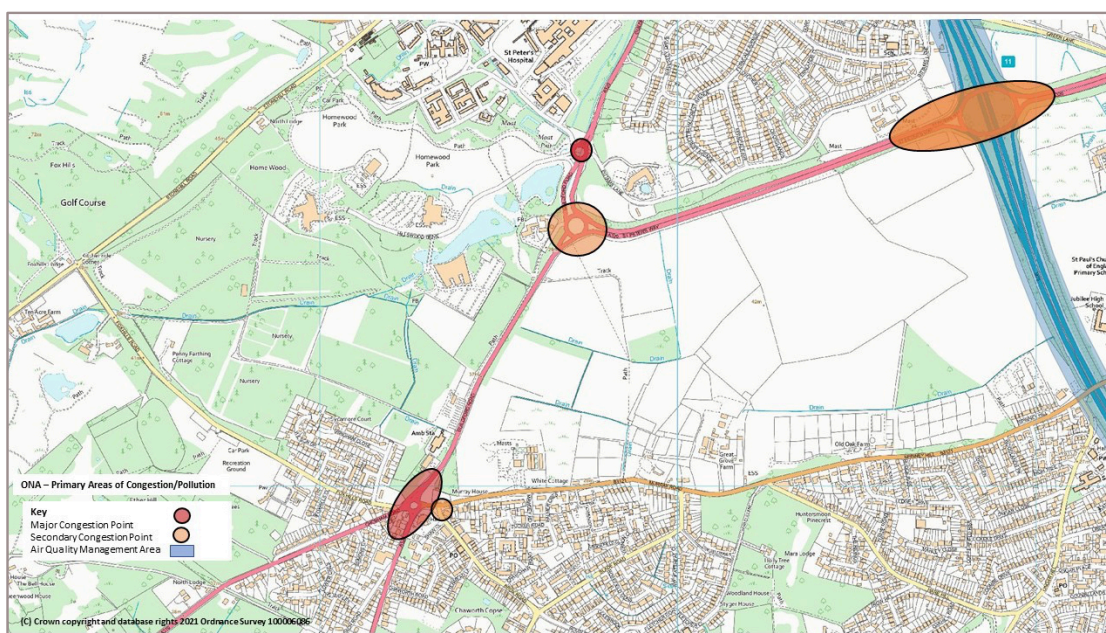


Fig 11.1 – ONA AQMA areas and Traffic congestion focal points. (Sources RBC LP 2030, SCC HIF Scheme Corridor Analysis)

ONP Policies

ONP/TM1 Proposals for development which provide clear evidence of maintaining acceptable noise and air pollution levels will be supported. As a minimum this assessment should look ahead 15 years. Mitigations should include natural screening and in extreme cases a repositioning or reconfiguration of the development.





- 522. Whilst the above in the main provides evidence to support augmentation of road networks, it also provides evidence of the increase in road vehicle usage and the need to mitigate this through a variety of solutions.
- 523. Fig 11.1 shows the primary focal points for congestion within and adjacent to the ONA identified through these studies together with the current location of the AQMA. The AQMA is shown in Blue in the diagram.
- 524. ONF policy has been defined in order to furnish some form of mitigation for the predicted increase in vehicle use using primarily the M25 and A320 corridors.

Travel Network

- 525. Due to Surrey's location, its transport networks are important both regionally and nationally. The proximity to London, the major airports of Heathrow and Gatwick, and connections from the ports of Portsmouth and Southampton mean that Surrey's infrastructure contributes to connectivity at a national and international level.
- 526. There are several nationally important roads in Surrey, such as the M25, M23, M3, and A3. However, the road network is not without its issues. There are already high congestion levels across the county and Surrey's roads already carry over 60% more than the national average amount of traffic.
- 527. Across Surrey car ownership is 13% above the national average. Whilst over 60% of people use private vehicles for their daily travel only 11% regularly use active travel (foot/cycle) for employment or education.
- 528. Within Ottershaw these statistics are far worse with approaching 70% of residents using private vehicles daily and less than 5% using active travel means. It is clear that much work needs to be done if Ottershaw is to align with the county target of reducing carbon emissions by 60% by 2035 and completely by 2050.
- 529. To ensure that people resident within or travelling into the ONA readily utilise active travel the following must be addressed:
 - a. Foot and cycle route connectivity.
 - b. Foot and cycle route safety (including safe crossing points).
 - c. Secure residential, education and business cycle storage (including charging).
 - d. Well located social infrastructure (20minute neighbourhoods).
 - e. Well located new developments (20minute neighbourhoods).
 - f. Well located retail and hospitality outlets (20minute neighbourhoods).
 - g. Improved Bus services (frequency/locations).
- 530. It is only with an aggressive approach to the above that Ottershaw will show any significant reduction in the dependency on private vehicles as the primary mode of transport.
- 531. Where possible and relevant, this plan seeks to introduce policies which will provide a catalyst for improvement.





ONP Policies

ONP/TM2 Proposals for development which provide clear evidence of meeting the essential criteria of location to support active travel will be supported.

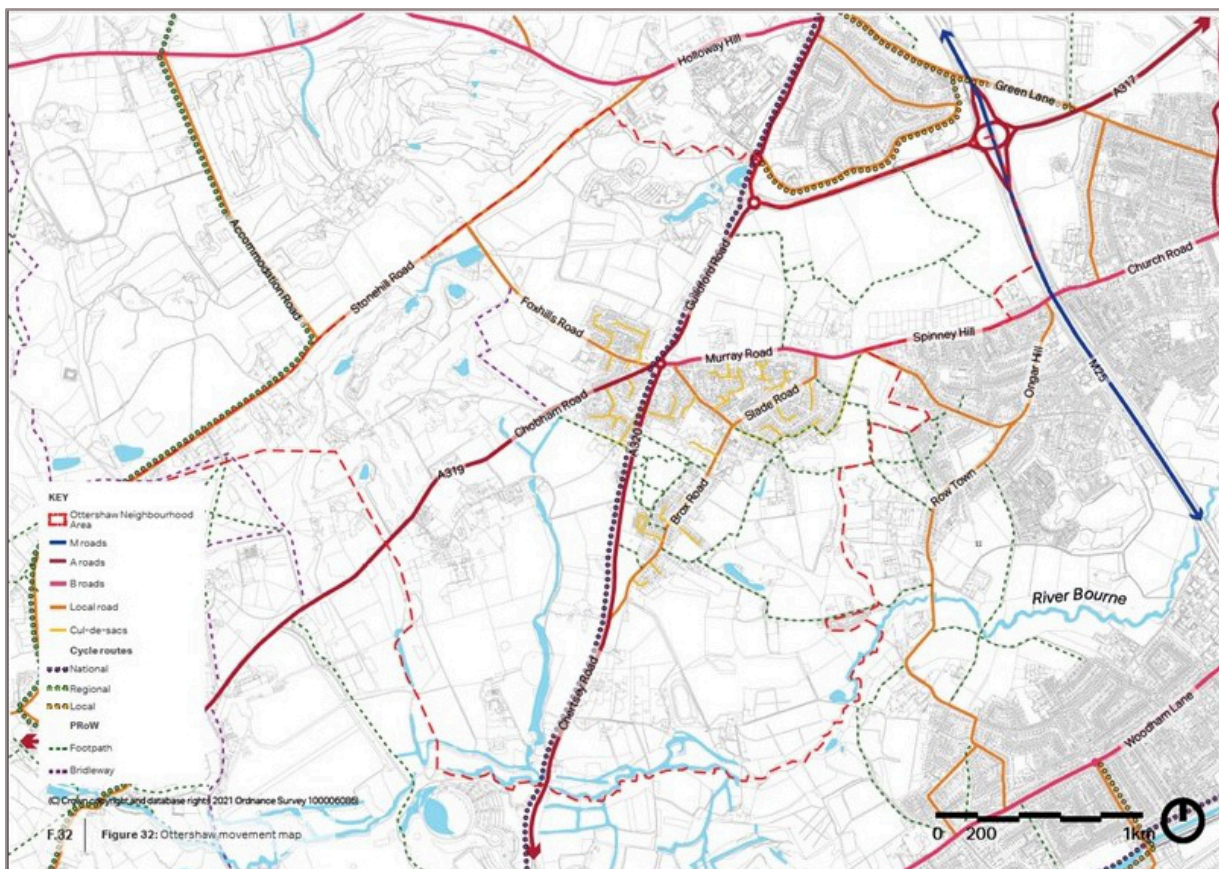


Fig 11.2 – ONA Movement Map

Connectivity

532. Whilst Ottershaw can consider itself well connected from a vehicle users perspective and deficient with respect to rail access, it has very poor connectivity for safe and active travel. Whilst National Cycle Network 223 (NCN223) runs roughly north-south along the A320 corridor through the ONA this remains the only dedicated cycle thoroughfare of any kind. Whilst some improvements to the NCN are anticipated through the A320HIF scheme this will not improve much of the other connecting infrastructure. This clearly impacts the regular use of cycling as a mode of transport making access to most schools and areas of employment hard to reach in a safe, convenient and timely manner. The movement map for the ONA is at Fig 11.2.



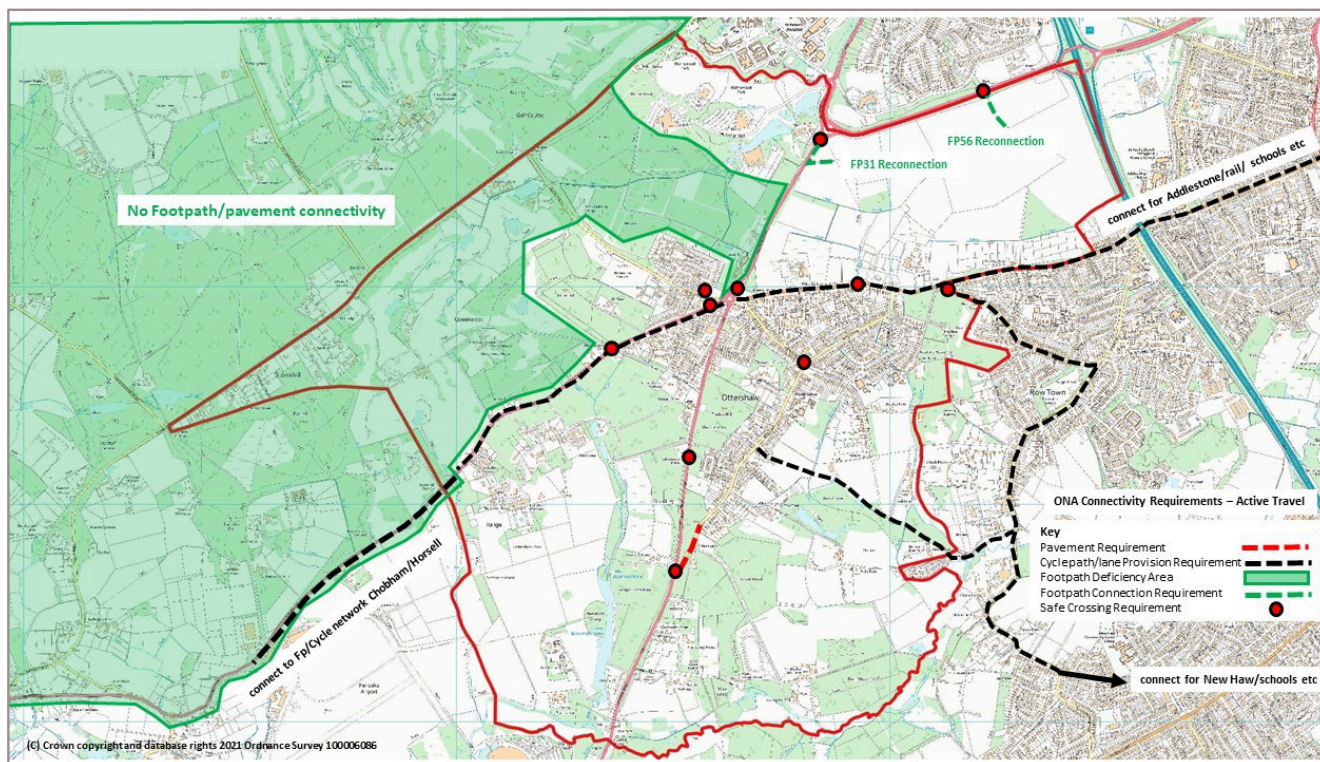


Fig 11.3 - ONA Connectivity Requirements for enabling Active Travel

- 533. Additionally, although there are a number of designated footpaths and some other connections via SANGS, the area as a whole is poorly connected for active travel other than to access Woking or Chertsey. This is shown at Fig 11.2.
- 534. The requirements for active travel have been elicited through engagement with the local community over a number of years. This has resulted in a number of key deficiencies in the network being identified which impair or in some cases prevent these modes of travel. The requirements emerging from this process are shown at Fig 11.3.
- 535. If this area is to reduce its dependency upon vehicles it is clear that these requirements need to be met. Whilst this plan cannot directly resolve these issues it is seen as significant to clearly document these deficiencies to reflect the enabling policies within within SCC LTP4 which does not cover this level of detail.

ONP Policies

ONP/TM3 Proposals for development which preserve, enhance and/or facilitate active network connectivity shall be supported. Any loss of network connectivity should be identified and fully mitigated in consultation with the appropriate authorities.





The A320 Corridor

536. The A320 corridor between Woking and Chertsey has long been recognised by SCC as critical infrastructure under stress from increasing traffic demands. It's position straddling Junction 11 of the M25 makes it the primary feeder network for the motorway in this area. The corridor has been studied many times, more recently in support of the RBC 2036 (now 2030) Local Plan in support of the more than 3000 dwellings which it is planned to deliver to the local area.
537. The result of this was a project, leveraging funding from the Highways Infrastructure Fund, originally scoped to deliver highway improvements between Woking and Chertsey but more recently descoped to deliver only between Chertsey and Ottershaw.
538. At the time of writing the scheme elements have been approved by SCC and the project as a whole is progressing towards its implementation phase. The current estimated earliest implementation dates are between late 2024 and late 2026. The primary objectives of the scheme are to reduce congestion and improve flow of traffic onto and from the M25.
539. The broad scope of the HIF scheme is shown at Fig 11.4 below. The impact upon Ottershaw is significant with the following elements either falling within or on the boundary of the ONA:
- a. Junction 9 – St Peter's Way Roundabout [within].
 - b. Link 3 – Guildford Rd between St Peter's Way Roundabout and Ottershaw roundabout [within].
 - c. Junction 10 – Ottershaw Roundabout. [within].
 - d. Link 4 St Peter's Way between St Peter's Way Roundabout and M25 Junction 11. [boundary].
 - e. M25 Junction 11. [boundary]





1.3.2 The elements of the Scheme comprise the following highway works (presented in a generally north to south order):

- Junction 1 – St Ann’s Roundabout, Twynersh, west Chertsey
- Link 1 – A320 Guildford Road north of Green Lane to the M25 overbridge
- Junction 6 – A320 Guildford Road junctions with B386 Holloway Hill and C127 Green Lane
- Link 2 – A320 Guildford Road between the Holloway Hill junction and the St Peter’s Hospital roundabout
- Junction 9 – St Peter’s Way roundabout junction between A320 Guildford Road A320 St Peter’s Way
- Link 3 – A320 Guildford Road between the St Peter’s Way roundabout and Ottershaw Roundabout
- Junction 10 – Ottershaw Roundabout junction between A320 Guildford Road and A319 Chobham Road, B3121 Murray Road and C129 Brox Road
- Link 4 – A320 St Peter’s Way between St Peter’s Way roundabout and M25 Junction 11 interchange
- Junction 15 – M25 Junction 11 interchange

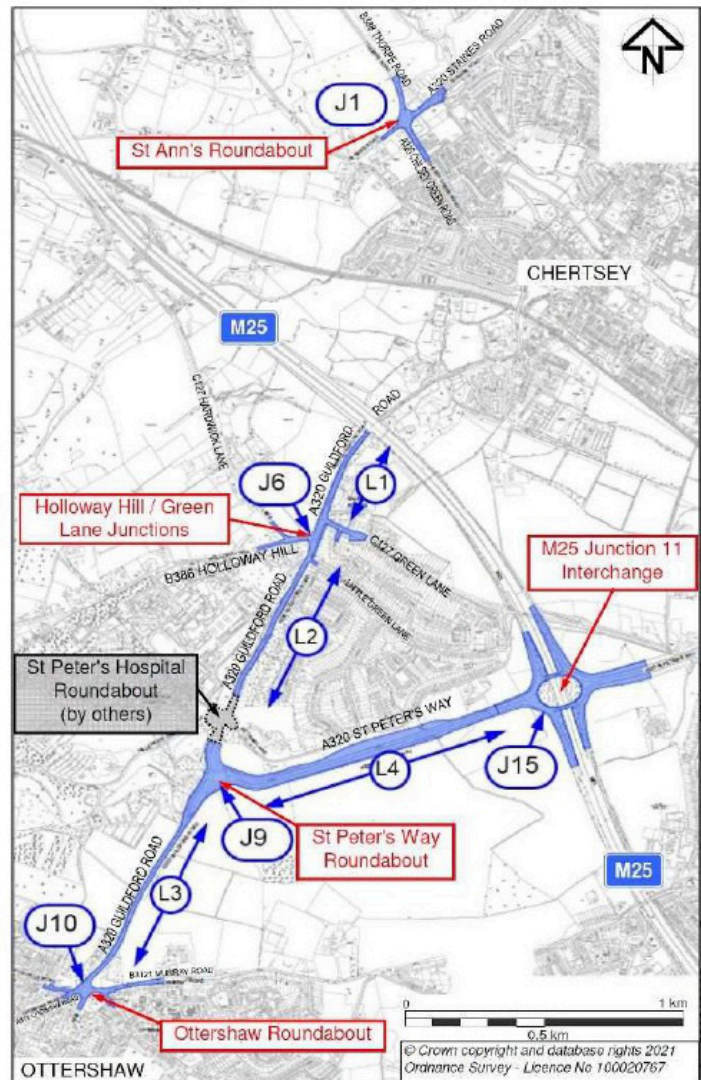
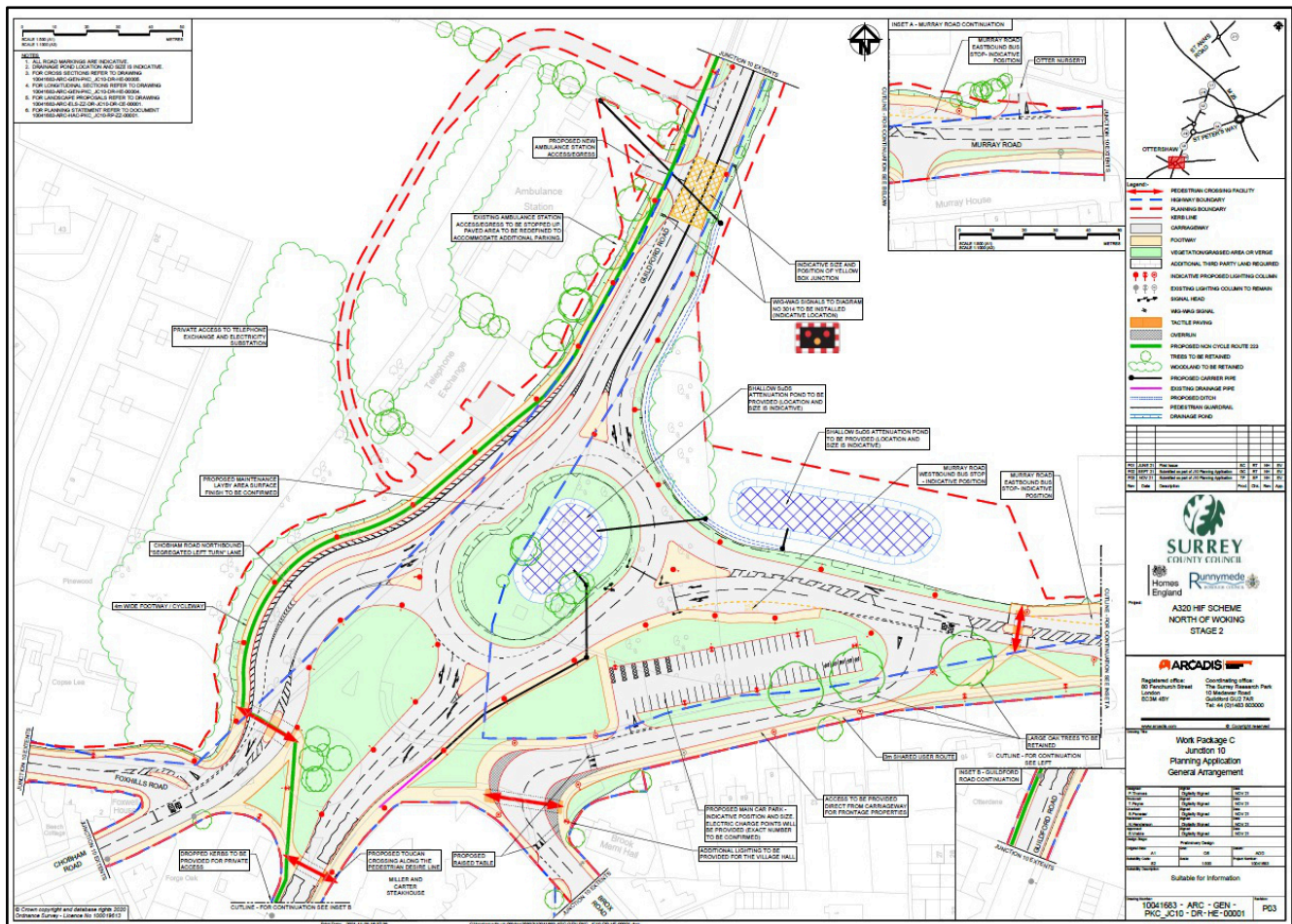


Fig 11.4 HIF Scheme Chertsey-Ottershaw Overview. (extract from ARCADIS Highways Evidence Report).

540. Junction 10 – Ottershaw Roundabout. Of primary concern is the Ottershaw roundabout. The designs for this roundabout at the heart of our village have been in a state of evolution from project inception in 2018 to the approval point in July 2022. Whilst the community continues to strive to minimise the negative impact of this scheme on the village, it is clear that the current design will have many fundamental and negative impacts upon it and impose additional constraints upon its future. Whilst this plan is unable to directly affect the outcome of this scheme, its recording here is of significance given its effect upon its Vision, Objectives and Key issues documented in Section 4. The approved design is shown below at Fig 11.5.





Ottershaw Highways

541. During the period of the development of this plan the ONF and the Ottershaw & West Addlestone Residents Alliance (OWARA) have been developing the highways plan for Ottershaw. The scheme, whilst being in sympathy with SCC’s LTP4 and emerging LCWIP, seeks to improve safety, reduce speeding and congestion and constrain access in key areas. At the time of writing, detailed proposals are about to be presented to SCC for consideration. Key elements of the proposals include:

- a. A 20mph speed limit zone.
- b. New junction and crossing layouts for:
- c. Slade, Brox Rd, Bousley Rise.
- d. iJunction of Brox Rd and Guildford Rd.
- e. Village vehicle access restrictions.
- f. Speed limit reductions across the NA.
- g. Additional controlled pedestrian crossings.

Detailed plans will be published once SCC have fully considered the proposals.





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Infrastructure & Utilities

General

536. Ottershaw comprises a widely varied mix of settings from the more urban characteristics of the village centre to less dense semi-rural ribbon development on the village fringes and rural pockets coalescing mainly around farms. In addition to this the area has a significant number of temporary and permanent traveller sites which in the main occupy small pockets of green belt.
537. The widely diverse nature of development has resulted in a similarly diverse provision of infrastructure and utilities ranging from comprehensive provision to effectively operating “off grid”. The latter necessitates additional methods to manage services such as sanitation.

Responding to the climate crisis

538. There are many government guidelines which are now setting stringent targets for emissions. NPPF P153-158 sets clear aims for:
- Improving resilience to climate change & renewable/low carbon energy through location or additional protections.
 - To embrace low carbon energy sources.
 - To encourage community energy initiatives.
 - For developers to clearly demonstrate viability of decentralised energy supply.
 - For development solutions to provide clear evidence of using land form, layout, building orientation, massing and landscaping to minimise energy consumption.
539. Whilst the above provides valuable guidance, they are totally lacking in any precise requirements for proportions, improvements or timeframes. It is therefore left to the borough levels to address these critical issues.





540. Within Runnymede, these objectives are addresses through 2030 Local Plan Policies SD7 and SD8. Whilst SD7 provides some forward looking policy direction for sustainable design it is felt that SD8 policies for renewable and low carbon energy is not and significantly less than that implied by NPPF and well short of what is required to achieve any significant improvements overall. This plan therefore endeavours to set additional requirements upon developers to in each case ensure that as a minimum all possible methods of reducing carbon emissions and reducing or removing fossil fuel dependency are explored and their feasibility properly considered. In addition, this plan looks to press developers to exceed targets for renewable and low carbon energy provision wherever it is viable to do so.

Utilities

Gas

541. Virtually all the households in and in the immediate vicinity of the village have mains gas provision. A number of the farms and other properties separate from the village remain unconnected to the mains. Gipsy & Traveller sites are also not connected.
542. The gas infrastructure is ageing and regularly requiring repair causing many local disruptions in and around the village. The two new housing developments in Brox Road, now progressing will both be connected into the gas main infrastructure. It is planned that the SCC Extra care facility currently at outline planning stage and the Hillswood Business Park development replacing the SAMSUNG HQ facility will be more sustainable in their design with no gas provision.
543. It is hoped that despite the lack of current borough policy to drive change away from this fossil based source, this plan can set goals for developers to strive to do so within the wider framework of sustainable development.

Electricity

544. Virtually 100% of rate paying households have a mains supply. In some cases outside of the village this is provided via above ground infrastructure. Gipsy & Traveller sites are not connected. The service has a good level of reliability with multiple substations across the area and minimal outages which only affect small numbers of residents when they do occur.
545. Despite a planned 20% increase in population electrical supply remains the responsibility of the infrastructure provider to ensure the required scope and levels of service are met. This plan does not therefore address issues pertaining to this.





Surface and foul water

546. Surface and foul water drainage within the Ottershaw area has come under increasing stress over a number of years this in part being due to the large number of hard standing areas introduced by households for vehicle parking and the run-off of these directly into both the surface and foul water infrastructure. Historically, this had caused flooding and sewage backup in lower lying areas of the village. A flood zone has been defined in the worst of these in Slade Road.
547. Whilst remedial works to the foul water network were effected some years ago by Thames Water, this could again become an issue in future. It is therefore encouraging that all developments now have to consider other solutions, primarily SuDS in order to avoid further impacting surface water infrastructure. It remains the responsibility of Thames Water to ensure that the infrastructure is of a sufficient quality and capacity to manage the additional requirement from the many developments in the area soon to be occupied or progressed.
548. It is hoped that these controls will alleviate any future flooding in the area.
549. The area also has a network of ponds, ditches and culverts draining into other water bodies which contribute toward the solution, these are managed through a combination of riparian rights and the Environment Agency. As a result these ditches are poorly managed and often prone to obstruction. With increasing demand upon this network from new developments increased rigour will be required to ensure parts of the ONA remain free from flooding.

Communication

Cable broadband

550. Ottershaw is relatively well provided for with BT and Virgin providing a choice of network coverage across most of the ONA. Bandwidths in excess of 1Gb are offered. The precise reach of these services across the ONA has not been determined.

Mobile services

551. Service coverage for both 4G and in particular 5G across the ONA is of a poor standard with many black spots. Increasing dependency upon this mode of communication as the primary method flags this as a major issue. Whilst plans are in process to improve coverage in parts of the village this will still not resolve the issue across the whole area. As such this will need to be addressed in the near future. This plan, whilst recognising this dependency, seeks to ensure that mast positioning is carefully planned such as not to create a negative physical impact upon the area. To this end 2 proposed siting's have already been refused permission.





Transport & Movement

Borough Context

552. Runnymede is located to the west of London on the fringes of Greater London. As a borough it has good main line rail and road connections including the M3 and M25 which bisect the borough together with major A roads such as the A30. Close by to the east lies Heathrow, the UK's premier airport. The boroughs' location could be described as "at the heart of commuter belt".
553. Within the ONA and given its location there remains a high incidence of vehicle use. In order to facilitate migration away from this, this plan looks to set specific policies in the following broad areas:
- a. Provision of cycle storage and parking.
 - b. Improvement of existing infrastructure.
 - c. Connection of infrastructure for pedestrians and cyclists.
 - d. Employment of 20 minute neighbourhoods.

The majority of these policies are covered under section 11.





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Non-Policy Actions

554. This section has been generated to provide a formal record of issues which have been identified in our neighbourhood area during the development of this plan but which cannot be formally treated through the policies in this neighbourhood plan.
510. The intent is that this record can provide a focal point for the tracking and management of these issues. Where appropriate these issues have been referenced to the Key Issues listed in Section 4 of this plan and developed through consultation with the local community.

Key to Lead Agencies:

- ONF – Ottershaw Neighbourhood Forum.
- SCC – Surrey County Council.
- RBC – Runnymede Borough Council.
- NHS – National Health Service.
- LC – Local Councillors.

Ref	Issue	Possible Actions	Lead Agencies	ONF
Key Issue				
Housing				
H001	Green Belt review for emerging LP is uncertain. Other sites in village may come under threat for development.	Conduct site analysis, prioritisation & design ahead of second NP to ensure we are positioned to inform if/as required.	ONF,LC	
H002	Future housing allocation for Runnymede is currently unknown. Pressure on housing development for our NA cannot be predicted.	Develop assumptions for worst/best case scenarios and develop plans to address and respond to each.	ONF	
H003	RBC plan to adopt a design code which will cover housing.	When received conduct impact analysis against our current NP and design code.	ONF	
H003	Uncertainties of impacts to plan from levelling up.	Seek guidance from RBC to ensure coherence.	RBC,ONF	





Ref	Issue	Possible Actions	Lead Agencies	ONF
Key				
Issue				
Community Infrastructure & Services				
C001	New surgery location may not be adequate for future needs.	Conduct ONA wide site analysis. Review catchments. Define capacities & services. (complete)	NHS,SCC, RBC,ONF	
C002	0.1ha Site at Ottershaw East could be occupied by a second health provider significantly increasing the burden on local transport infrastructure.	Use existing Ottershaw East Traffic analysis as a basis to determine impacts and publicise.	ONF	
Local Economy				
L001	The retail and hospitality provision is lacking in some areas to facilitate a sustainable community.	Identify shortfalls and plan for provision should any expansion opportunities arise. Ensure SCC and RBC are aware.	ONF	
Heritage Assets				
HA001	There are a number of properties which should be promoted or assigned a listed category due to their age and local significance.	Identify in plan and make separate representations for designation.	ONF,RBC	
Natural Environment				
N001	Hedgerows represent a key historic & ecological feature in our area but apart from those fringing fields remain unprotected. Resident awareness is at a low level.	Work with authorities to publicise the importance of hedges & hedgerows & their use as a part of a residential boundary. Ensure that green corridors to plot level are included in Local Plan policies supporting new developments.	ONF,LC,RBC	
N002	The area does not have any allotments & there is no non-green belt land available.	Carry out analysis of GB to identify candidate areas. Work with authorities & landowners to assign land parcels for this use.	ONF,RBC,LC	
N003	Hare Hill Open Space/ SANG is proposed for re-designation to LNR. The advantages and disadvantages of this are currently unclear.	Work with RBC and wardens to clearly understand the benefits/pitfalls and aid decision making. Ensure our first plan captures this.	RBC,ONF,LC	





Ref	Issue	Possible Actions	Lead Agencies	ONF
Key				
Issue				
Transport & Movement				
T001	Effectiveness of proposed new roundabout needs to be improved for cyclists and pedestrians. Veteran trees need to be retained & solution adapted.	Work with Project Team & SCC departments.	ONF,OWARA, SCC,LC,	
T002	Pedestrian road safety is insufficient.	Introduce additional controlled highway crossing points at key locations around the village.	OWARA,SCC, LC	
T003	Bus Services are too infrequent to support employment & education needs.	Study & introduce more frequent services on key routes.	OWARA,SCC, RBC,LC	
T004	Bus Services are limited in their reach to key areas for education & employment.	Study & introduce additional services & routes.	OWARA,SCC, RBC,LC	
T005	Village speed limits are unsafe & inappropriate in places.	Work with SCC councillor and Highways to implement a scheme as a foundation for a new road management scheme in village.	OWARA,SCC, LC	
T006	Bus Stop locations are no longer optimal for growing population.	Study & relocate as required based upon new & emerging plans for village.	OWARA,SCC, RBC,ONF	
T007	The connection between roads, footways, cycleways and footpaths is poor and does not support active travel in the area.	Work to ensure all routes are linked to optimise connection and travel on foot and cycle in particular.	OWARA,SCC, RBC, LC, ONF	
T008	Apart from NCN223, the area does not have any other dedicated cycle paths or lanes. This has a serious impact on active travel.	Study & introduce to ensure key routes are optimised for cycle travel.	OWARA,SCC, RBC, LC, ONF	





Ref	Issue	Possible Actions	Lead Agencies	ONF
Key				
Issue				
Transport & Movement				
T009	NCN223 has constraints S of Otter roundabout to Old School House. This discourages its use past the roundabout and creates a growing safety issue.	Review constraints & implement improvement scheme.	OWARA,SCC, ONF	
T010	Two of our main FPs do not connect & have been broken through the introduction of major vehicle infrastructure.	Review connectivity & options. Implement as affordable & practicable.	OWARA,SCC, ONF	
T011	The village is set to suffer major noise & air pollution through the predicted increase in traffic on the M25 & St Peter's Way.	Work with Gt Grove Fm site owners to introduce a planting scheme to mitigate the effect.	ONF,RBC,LC	
T012	A traffic management and road infrastructure plan and solution is required for the whole of Ottershaw during and after the construction of the new Ottershaw roundabout.	Work to define & implement a satisfactory solution.	OWARA, LC,ONF	
Infrastructure & Utilities				





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