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Runnymede Borough Council

Planning Department

Station Road

Addlestone

Surrey

Dear Sirs

Reference Application ; RU.21/0489

The Ottershaw neighbourhood Forum makes the following observations on the above application:

- a) The number of parking spaces sought for 5 dwellings (3x 2bed and 2 x 1bed) is inadequate in a village location where the only public transport is a bus service primarily at half hour intervals to Woking, with no later night service. The village residents by necessity are very largely dependent upon car usage and ownership.
- b) The development proposed is off a very narrow private lane (Ottermead Lane). The parking shown is tightly restricted within the site and adjoins the boundary in one instance. There is no provision for vehicle turning within the site. There are no pedestrian footpaths on Ottermead Lane and access and egress from the parking places will result in dangerous movements to pedestrians and vehicles travelling along Ottermead Lane.
- c) The traffic movements from the development emerging from Ottermead Lane onto Brox Road are through a narrow, angular, blind entrance directly across a public footpath with no sight lines provided. This is dangerous.
- d) There is no communal external space for residents other than private space for the two ground floor flats. Particularly in view of the circumstances necessary during the pandemic, where occupants were confined to their dwellings, it is wholly unacceptable design and planning for any dwellings not to have access to external space.
- e) It is not clear from the scale of the dwelling drawings that the ground floor apartments meet wheelchair accessibility standards regarding corridor and doorway widths and cloakroom turning facility.
- f) The front elevation to Brox Road appears to be in brickwork with stone band course, lintels and cills with concealed gutter. It is of 'formal' neo-Georgian Style, with small paned sliding sash windows. The aesthetics are not in harmony or keeping with the more traditional informal character of other dwellings in the street scene or sense of village place generally.
- g) The design and access statement claims that that the building is 'two storeys with rooms in the roof'. It is not. It is clearly 3 stories in height with a full height 2-bedroom dwelling enclosed within a mansard structure. It is held that they are unlikely to sell the 3rd storey 2 bed dwelling as 'Half height'. Whilst the overall building height is similar to the existing property, it is of greater visual mass in the 3rd storey width.

- h) The proposal is to replace a single dwelling with ground floor office space, with 5 dwellings. This is overdevelopment of the site and cramped.
- i) It is claimed in the sustainability statement that the site is within walking distance of supermarkets and West Byfleet railway Station'. This is a false and misleading statement and demonstrates the designers lack of understanding of the area. It gives a false impression of the public transport facility of the location and its sustainability.
- j) The applicant maintains that 'on street parking' is available on Brox Road. This is already entirely inadequate for existing parking needs let alone further new additional dwellings, with some immediately adjacent bays with short stay time restriction.
- k) The applicant has disregarded several the Planning Officers pre application comments and guidance regarding over density, overdevelopment, and design, which are believed to be very relevant, and appropriate.

The Ottershaw Neighbourhood Forum Steering Group consider that this Application should be refused based on the above observations.

Signed:

Michael J Freshney

Secretary to the ONF Steering Group.