

## **BOROUGH COUNCILLORS' REPORTS TO O.W.P.C. 28th JANUARY 2009** **submitted by Cllr Malcolm Beer.**

One or both Cllrs Beer and Wiles have attended and participated in the following Borough related meetings in the period 12th to 28th January:

A Special Planning & Environment Overview & Scrutiny Panel (P&E O&SP), Local Development Framework Working Group (LDF WG), Heathrow Noise & Track Keeping Working Group (NTK), Local Access Forum (LAF), Windsor Development Control Panel (WDCP), Planning site meeting, Licencing Panel, Windsor Old Peoples Charity AGM and Cabinet (to date) and will have participated in another P&E O&SP, Aviation Forum and a Heathrow Airport Consultative Committee meeting in the time immediately before the Parish Council Meeting. Cllr Wiles was a Council nominee in a Standards Board meeting held before Christmas to consider an official complaint against another Councillor.

The results of the Windsor Parking Strategy Consultation and resulting actions were considered by the Cabinet. Several members of the public and Councillors used their 5 minute allowance to comment, but as usual nothing was amended. I questioned the validity of the process as views upon the Relief Road Park and Ride were not sought despite having been on the Council's "to consider" list for possibly 20 years. It was said that it was not included because a Cabinet meeting in November 2007 attended by 200 or more Eton and Eton Wick residents had ruled that proposals were not financially viable - although no effort had been made to review some unnecessary and expensive elements such as an access and parking off the narrow and congested Eton Wick Road. Despite its exclusion, 144 respondents thought that out of town parking should have been considered!

The generous provision of some 100 weekend parking spaces at King Edward VII Hospital will be less than attractive to Old Windsor residents as it will be a Park & Walk to the shops facility.

The meetings of the LDF cannot be discussed at present as they involve confidential land use issues which will be put to public consultation in the near future.

I was one of the few Councillors among the Borough, airport and NATS technical officers at the NTK meeting. Although not perfect, the vast majority of flights follow the recognised paths and heights.

The LAF, an advisory forum mainly of varied countryside recreational users, debated next year's targets to improve public access and I supported the Ramblers Association and others to prioritise the need to resolve some of the longstanding legal issues.

We were both involved in a long WDCP meeting which spent ages debating changes to a potential Tesco supermarket in congested Sunninghill, a flood area dwelling in Wraysbury and an unusual block of 10 x 5 bed houses near the Long Walk among other planning applications. Some of the Conservatives were dismissive of the aims of those of us trying to secure some affordable housing funding to compensate the loss of YWCA hostel accommodation, and some strongly disagreed when I said that some of us thought that there were too many 5 bed houses which were beyond the reach of average income families. My proposal was adopted.

I have no doubt that I will be very much involved in Borough and LAANC (Local Authorities Aircraft Noise Council) activity following the Government's decision on the expansion of Heathrow. The Conservatives have secured time for a long Parliamentary debate on the day of the Parish Council meeting, and I have emailed both of the local MPs (as an involved local Councillor and Chair of LAANC) urging them to continue to support the Borough's opposition by speaking and voting against Runway 3 and Terminal 6. I added 6 strong reasons for doing so.

Next Tuesday's RBWM Aviation Forum will consider the implications for local residents. The scrapping of the Cranford Agreement, which prevented aircraft from taking off toward London from the northern runway, will result in more landing flights passing nearer to Old

Windsor to reach the southern runway, but fortunately the non-approval of "mixed mode" (landing and taking off simultaneously from the same runway) will result in "alternation" whereby the use of each runway will change about 3 pm each day, probably from next autumn.

The additional runway decision will take years to introduce but the debates, protests and consultations are likely to continue unabated unless it is cancelled after the next General Election.

I look forward to hearing colleagues' responses to my request for suggestions upon possible local road and/or footpath resurfacing works in the coming summer.

Malcolm Beer, late 25/1/09.

### **MEETINGS, ETC., ATTENDED ON BEHALF OF O.W.P.C.**

None since the last OWPC Meeting, but I would like to remind colleagues that they would be welcome to attend the next District Association of Local Councils meeting at Windsor Guildhall this Thursday evening. The agenda will include consideration of items for submission to the next Parish Conference.

Malcolm Beer.