



Old Windsor Parish Council

John Lee – Clerk to the Council

Jubilee Hub
St Lukes Road
Old Windsor
Berkshire
SL4 2QL

Tel: 01753 868842
Mobile: 07787406930
Email: clerk@owpc.co.uk
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RBWM BLP Consultation
Town Hall
St. Ives Road
Maidenhead
SL6 1RF

Please find below Old Windsor Parish Council's response to the BLP Consultation.

BLP Response

MM13 Building Height and Tall buildings

The opening paragraph (6.14.1) has a stated aim that low rise rural and landscape settings of towns and villages are important and should be preserved and enhanced.

This seems to be at odds with para 6.14.4 where it appears that buildings of 2.5 times the contextual height are deemed appropriate.

We would like to suggest that where the village context is predominately 2 story the policy does not afford enough protection of the local character and skyline.

Old Windsor, and other neighbouring villages would be adversely affected by tall building creep should this policy not be amended.

MM16 Housing Amount and distribution

Para 7.2.14 & 7.4

The stepped housing requirement is potentially unachievable due to the delays regarding site AL13 that appears to be pushed out by 2.5 years as a minimum.

MM34 Historic Environment

Para 11.1.3 states that 'non designated heritage assets may also be discovered through a number of different processes including the making of neighbourhood plans.'

We are suggesting that this be amended, for clarity, as below:

'non designated heritage assets may also be discovered through a number of different processes including the making of and existing 'made' neighbourhood plans.'

MM46 Policy IF 2 Sustainable Transport

We are concerned about the lack of detail and context in this policy. From our records the current Local Transport Plan was prepared in 2011 and includes data and statistics from early 2000's and the Parking SPD dates from 2004. We do not believe that basing decisions on such out-of-date information is conducive to a 'sound' Borough Local Plan. There is no data that illustrates the lack of public transport provision or the increasing high levels of unavailable parking space to accommodate high levels of car ownership coupled with narrow and terraced residential areas. The move to home working and rise in self-employment has increased the need for parking, including large vehicles. Delivery vehicles are often seen 'double parked' blocking the residential roads.

Extensions that add extra bedrooms to properties with pre-existing parking issues or that have the potential to cause parking problems is also an area of major concern.

This unaddressed issue and development in some areas is just moving the problem elsewhere. While we note the use of 'Travel plans' in our experience, over the last 15 years, they are unmonitored and unenforceable.

A308

RBWM have been acknowledging the issue around the capacity of the A308 for over 10 years. They have also acknowledged that, particularly in Old Windsor, there are no alterations that can address this issue due to the geographical location of the road (sandwiched between the River Thames and the Crown Estate) and cutting the village in half.

The A308 is a main arterial route between the M4 and the M25, used by residents across the borough, general commuter traffic and heavy goods vehicles to avoid the constantly congested M4/M25 junction with the resulting impact of increased traffic, noise and air pollution which we believe is detrimental to the health and wellbeing of our residents.

In 2018 RBWM were granted funding to commission a 3rd party consultant to produce a report on the entire length of the A308, including the stretch across Surrey to the South.

There is still no evidence of this report and yet we see considerable development being planned directly accessing the A308, in our neighbouring Parish of Bray, that will exacerbate the issues on the A308 borough wide.

We feel this is a serious omission which should have been properly addressed in the Borough Plan with the conclusions and recommendations clearly identified and not left to be looked at piecemeal at a later date.



John Lee
Clerk to the Council