



Autumn 2015 edition

AGM – 19 January 2016
7pm at Strand on the Green Junior School
(Brooks Lane entrance)
Refreshments will be provided

The Chairman's Foreword

Towards the end of July, I was given a heads-up by LBH that a CPZ consultation document was to be circulated to every household in the Riverside Ward early in September.

I asked the SoGA Committee for its views as up to that time the Association had remained neutral on what over the years has proven to be a highly divisive issue. By a majority vote the Committee agreed to support the LBH initiative and with the August holiday period upon us and in the knowledge that each household was to be given the opportunity to respond individually, SoGA sent an email to LBH confirming its support for a CPZ scheme FROM KEW BRIDGE TO KEW RAILWAY BRIDGE in what was later to be designated as Zone 1 in LBH's consultation document.

Some SoGA members took issue with the Committee's decision - perhaps unaware that it was directed only towards Zone 1 - and it was unfortunate that such strong opposition came from members with garages and/or hard standing to the detriment of those towards Kew Bridge who have a daily battle with commuters / holiday makers / taxi companies and others who clog their streets.

SoGA retracted its support in the light of that opposition from the members who, although having the opportunity of responding individually, felt that they should have been first consulted by the Committee. In that respect the Committee will not entertain or action any anonymous correspondence it receives.

It is now relevant that the agent selling the 35 apartments in the new development on the corner of Strand on the Green and Kew Bridge Road - 2 Kew Bridge - is telling the prospective buyers that whilst there is no on-site parking there is free parking outside the development in Thames Road and the surrounding roads.

A CPZ scheme is inevitable when the BFC Stadium is built.

Lionel Road development

On 21 September, Robert Colvill wrote to the Development Management Department at LBH to record his objection to the proposals for the

"enabling" development around the new BFC stadium at Lionel Road. Robert's comments reflect the views of many locals who feel seriously let down by the Council's performance on this issue and with Robert's permission we publish an edited version of some of his comments:

"It is already a given that such a very large number of housing units are to be squeezed onto this inadequate site, because of Hounslow's wish to subsidise the Brentford Football Club by waiving normal planning considerations. That should not weaken the requirement to seek a quality of design appropriate to the surrounding Conservation Areas and the Council's previously expressed wish to create a "Gateway" and a "Kew Hub" in its plans for Brentford's expansion. It is not clear how Hounslow has sought to improve the architectural quality of any of the recent developments, beyond those standards already imposed by those health and safety, building and environmental regulations.

The cladding materials proposed in a dark grey/brown material create a forbidding backdrop to your "Gateway" and to the views from the other side of the river. The six Brentford Towers on Green Dragon Lane must surely serve as a reminder of what not to do, and yet we are to be given many more of comparable low quality for the new skyline.

Since the proposals were first put forward in 2013, there has been an improvement in the financial viability of the scheme, acknowledged in reports to the CPO inquiry. Provision was made that money could be pulled back in these circumstances for affordable housing. Can the same factor not be used to improve the architectural finishes to these appalling structures? Local pressure at Kew Bridge influenced St Georges to use designs and materials sympathetic to that site's position, and the development now approaching completion is the better for it. The much larger Lionel Road development is seemingly absolved. Hitherto, objections have been brushed aside on the grounds that the BFC cannot afford anything better, but that can no longer be the case.

You will be familiar with the NPPF guidelines which state that planning should "always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings" and that it should "conserve heritage assets in a manner appropriate to their significance". How can you claim to have discharged

that responsibility? In all the papers that I have read from Hounslow about the Lionel Road developments, there is a lack of impartiality and a strongly stated wish to support the Club and its plans. Problems are mentioned, but quickly brushed aside as being less important than the “community benefit” of these proposals.

On behalf of all of us who will have to live with these structures and with those unfortunates who will come to live in them, I urge you to reject this application and seek a better standard from the developers.”



Tower blocks surrounding the planned new BFC stadium

20mph zone for (part of) Thames Road

On 30 June LBH launched its consultation on the borough’s approach to 20mph speed limits generally. LBH was already committed to having 20mph speed limits around every school (this decision was unrelated to the online petition for the introduction of a 20mph zone for Thames Road started by Alan McBride in 2014).

The consultation took place at the Civic Centre and SoGA was represented by Alan McBride. Presentations were given by Mark Frost (Head of Traffic & Transport), Kieran Taylor (Principal Transport Planner) and Justin Bennett (from the Metropolitan Police Traffic Management Unit).

According to LBH:

Is driving at 20mph safer?

Yes. If a pedestrian is hit by a vehicle travelling at 20mph there is a 2.5% chance that they will be fatally injured, compared to a 20% chance if they are hit by a vehicle travelling at 30mph. The lower limit will also ensure that there are fewer collisions.

Will this mean there will be speed humps everywhere?

No. This proposal is to introduce 20mph relying on signage and markings on the road only.

Will there be lots of new signposts?

Wherever possible LBH will look to affix signage to existing poles to minimise street clutter. There will be signs at the entrances to each 20mph limit.

Will there be more speed cameras?

No.

Will parking be affected?

No.

The consultation ended on 30 September and a decision will be made at the end of 2015. A report will be written with recommendations on what the extent of 20mph limits should be in the borough. This report will be presented to the councillor who is lead member for environment who will make the decision.

Regarding the 20mph introduction on Thames Road (actually from the start of Strand on the Green at Kew Bridge to the railway bridge over Thames Road), LBH have said that it will be implemented at the end of 2015 or Spring 2016.



Part of Thames Road will be painted with roundels

Sewage

Thames Water’s radical overhaul some 12 months ago of the Mogden sewage works has generally resulted in a marked improvement in the quality of the water in the Thames. Less raw sewage being discharged into the Thames from Mogden has meant more fish and more fish-eating birds returning to the river. 2014 was a particularly good year in this respect. However, there is still a problem with sewage discharge at Hammersmith.

The recent heavy rains meant that the Hammersmith works could not cope without discharging raw sewage into the river. This was evident a few weeks ago on the incoming and outgoing tides. Unfortunately this problem will continue to arise until the completion of the Super Sewer- currently billed for 2023. On a more positive note, whilst refurbishing the Mogden works, Thames Water spent £2.5 million on odour control!



Mogden Sewage Works

Recreational ground update

Since the new playground and path have been installed we have seen a significant increase in visits to our beloved recreational ground. During fine weather the playground has now become a popular draw for local families with young children or for those folk seeking some peace and tranquillity using the newly installed park benches.

Some further works have been completed over the last 6 months including adding new goal posts to the playing field which has proved popular as well as adding some bicycle racks at the rec's entrance. We also asked Carillion to repair the obvious gaps to the new fence along the allotment boundary which has now been completed. Hounslow Highways have also added double yellow lines to the side road leading up to the entrance to allow greater visibility of the rec ground to passers-by as well as opening up access to emergency vehicles to the park if required.

Also the large unsightly storage container that was positioned outside the entrance has been removed and replaced by a much smaller container to store road cleaning equipment for Hounslow Highways besides the electricity sub-station.



The large unsightly container is finally removed

Unfortunately, there has been some damage to trees in and around the ground. Carillion's Arboricultural Manager had reported that there was significant damage on two of the small trees in the fenced-off dog exercise area. He said there is no doubt that the damage was caused by dogs and as a result they decided to remove them. There are no plans to replace these in the dog exercise area as further damage would be likely.

However, Carillion has developed a plan for new tree planting, based on Councillor Lynch's request for sweet chestnuts for bees and a screen along the allotment boundary. The plan so far incorporates 5 red horse chestnuts at both ends of the allotment fence and two copse in the middle. These copse would be made up of predominantly hazel and sweet chestnut with some hornbeam, yew and birch mixed in. The management of these copse going forward would be to coppice the hazel and the sweet chestnut every 5 years to keep it manageable whilst retaining some kind of screen with the yew, birch and hornbeam which would be managed as individual trees. These copse would be planted with a gap between them and the fence so they would not interfere with the allotments. Carillion is currently developing their timetable for planting, hopefully starting in November and they will contact SoGA when they have confirmed dates.

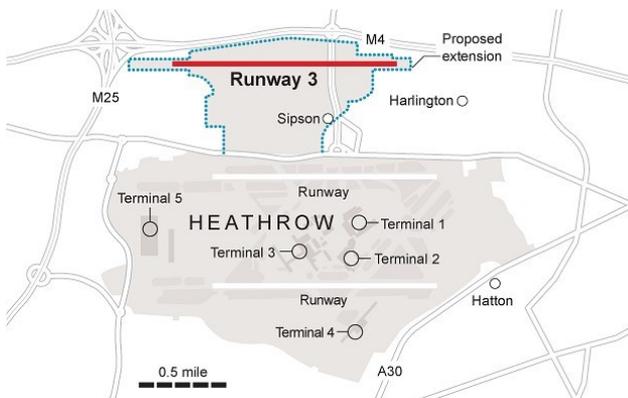
We are also planning on adding a sign to the front gate to acknowledge the work of the residents association on upgrading the ground as well as the donation made by the Marathon trust to enable the works to proceed.

We hope that the recreational ground will continue to be a focal point for the community and will continue to look even better once the new tree planting is underway.



Historical bad litter management at the recreational ground

Heathrow Runway 3 proposal



Chris Hodgkinson attended a meeting to discuss the proposed third runway at Heathrow Airport earlier this year. The meeting was organised by the Labour MP Ruth Cadbury. He reports as follows:

First, you should know that the majority view of the SoGA committee is that we are opposed to any further development of Heathrow, while acknowledging that there is a need for more runway capacity in the SE. The Government has formed a sub-committee to review the Davies Report Proposals and hopefully it will not be too long before we hear its conclusions.

Nigel Milton (Director of External Affairs at Heathrow Airport Ltd (HAL)) naturally argued that a further runway is required in the SE and that LHR (currently 98.6% full with 30 airlines seeking access) was the right place for both businesses and the traveller's viewpoint and indeed for UK Plc. With such an intensive rate of runway usage, there is little if any resilience in the system to protect the operation when anything untoward happens – bad weather, aircraft incident etc.

They propose a third runway to the NW of the existing northerly runway. Air quality is a problem but is caused mainly by diesel cars; that the free travel zone around would be considerably extended to mitigate car travel and congestion zone charges are being considered for non-locals. They propose rail access from the S, SE & SW and to Crossrail. Not building the 3rd runway will put UK Plc at an ever increasing disadvantage as LHR falls behind Paris, Frankfurt, Amsterdam and shortly Madrid, all of which operate to more international destinations than LHR now. This is particularly a problem for valuable airfreight most of which is carried in the bellies of passenger aircraft – 26% of the nation's freight by value passes through LHR.

Kevin Harman (Director of Heathrow Hub) agrees that a third runway is required at LHR. As some of you will know this independent company has proposed shortening the northerly runway by around 900m to 3000m, a gap of 650m and a new runway to the west of 3000m (all on the same axis). Aircraft landing on the north side would use the first runway and those departing use the second, except in the early morning, with westerly winds, when landings would be on the second runway thus reducing noise on approach (here) by approximately 20%. The new runway would necessitate building over the M25 but would considerably reduce the number of houses needed to be demolished under the HAL proposal. In addition to improvements with the rail as above, they believe there should be an improved link to the Great Western railway system. No areas to the north of the existing runway would be affected by 'new' noise of course.

Charles Kirwan-Taylor (Director of Corporate Affairs at Gatwick) believes there needs to a third runway in the SE and on environmental and competitive grounds it should be at LGW to the north of the existing runway. He claims his proposal is 50% cheaper than the above two which would be reflected in cheaper airfares. He claimed that there would not be a need for extra access infrastructure whereas that for LHR would cost £5.7bn.

John Stewart (Chairman of HACAN) contended under pressure that while there was a need for extra capacity in the SE, it definitely should not be at LHR and indeed there was no commercial case for extra capacity at LHR. He has consistently argued this line although he was challenged over the fact that 30 airlines wish to operate from there. He argued that on noise/environmental grounds

there should be a ban on night flights (current DfT limit of 16 movements prior to 0600) and that there would never be a third runway on political grounds if for no other reasons

Generally, all speakers agreed that the existing respite periods should be maintained – runway change at 1500. Both LHR speakers advised that with improvements in technology it would be much easier to have multiple, perhaps slighter steeper, approach paths (there is to be a trial with approaches at 3.2° as opposed to the current 3° which would both reduce the noise).

West London River Group update

We have recently received an email from Ruth Hutton (Coordinator of the Thames Strategy - Kew to Chelsea at the London Borough of Hammersmith and Fulham) telling us that she would have been happy to help SoGA make a bid for a grant to install a resin bond footpath along the Strand. However, Ruth has now been told by highway engineers at Hounslow that the ongoing maintenance costs over a 30 year period would be far greater than the existing tarmac so at the moment Hounslow is not prepared to consider the proposal.

According to Ruth, the Thames Strategy - Kew to Chelsea used to get a grant from Hounslow Council but unfortunately this was stopped a few years ago, making it very difficult for her to work with Community Groups in the Hounslow borough. Ruth had hoped that after the £50,000 we brought in for the recreational ground a regular grant may be reinstated.

Ruth explained that she receives a donation from the London Borough of Richmond-upon-Thames of £5,250 each year and she was able to bring in £65,000 matched funding for towpath works. This is something she would love to duplicate in Hounslow.

Ruth is also interested in bringing in funding for the Dukes Hollow Nature Reserve. This would include funding for fencing, pathways, tree works, signage and removal of Japanese knotweed.

Section 106 funding

LBH has somewhere in the order of £25 million in section 106 funding going begging for which they

are seeking suggestions from the community. I have received a number of ideas from members following the last circular but with that amount of money available, we want to be looking at “grand schemes” rather than weeding the footpath. So please think outside the box and come up with what might appear to be outlandish suggestions. From little acorns...

Riverside Ward Crime Report

We have received the figures for the Riverside Ward 3 month period to July 2015 and the results are as follows:

BURGLARY

There were 15 burglaries in the Ward which was a reduction in numbers for the previous quarter. Some of the most vulnerable properties are those with sash windows so members should ensure that they and their neighbours take steps to ensure that secure window locks are installed to make access for burglars much more difficult. Opportunist thieves will also take a chance on an open door. Theft can take seconds.

THEFT FROM MOTOR VEHICLES

There were 22 incidents in the Ward during this quarter – many of them resulting from property being left on view and from unlocked vehicles. Many of the thefts occur from vehicles belonging to persons living outside the area who are less aware of the likelihood of theft in the area. Please advise visitors of the risks of leaving items in the vehicle.

THEFT OF MOTOR VEHICLES

11 from the area in the quarter of which 4 were mopeds. Again vehicle security plays a big part. Don't leave your vehicle unlocked – very easy to do. Secure your moped by disabling it and attach it to something secure.

THEFT OF PEDAL CYCLES

There has been an increase – 18 in the quarter. Please take advantage of the Bike Marking events that take place on a regular basis locally. If your bike is marked, stolen and recovered the police know exactly to whom the bike belongs. It is a free service.

CRIMINAL DAMAGE TO MOTOR VEHICLES

There were just 5 incidents in this quarter down from 15 in the previous quarter.

The local Police force will continue to focus on all of the above for the next few months.

DOGS

The biggest ongoing problem in the area is dog fouling. We ask all dog owners to pay attention to their dogs at all times to ensure they pick up after their dogs. The Police continue to manage dog issues in the area to the best of their ability.

GENERAL

As we know the Police force is very stretched and we should all be vigilant. If you see something seriously wrong/suspicious then you know to dial 999. However do not forget that non urgent calls can be made to 101 – don't be afraid to use this number for even minor suspicions.

Our thanks also go to the Police for managing the excessive feeding of wildlife in the river and on the footpath just at the bottom of Ship Alley. This area is now much cleaner as a result of their efforts.

SoGA committee members

Richard Griffith (Chairman) is a long term Chiswick resident and company director.

David Corsellis (Treasurer) moved to Strand on the Green in summer 2011 from Notting Hill where he had been Chairman of the equivalent of SoGA for Notting Hill for four years.

Chris Hodgkinson (Membership Sec.) moved to the area in 2011 after 29 years in Brook Green where he had served on the equivalent residents' association.

Eve Scott (Secretary) has lived on the Strand since 1972.

Jan-Paul Rosen (Environment) is a research physician working in the biotechnology field. His current focus is related to upgrading the Strand on the Green's recreation ground.

Alan McBride (Communications) moved to Strand on the Green in May 2011 from Russell Square. He is a solicitor practising patent litigation for a large pharmaceutical company.

Nicola Roberts (Police Liaison) is a local businesswoman and resident of the Strand for 12

years and a member of the Ward panel committee run by the local police.

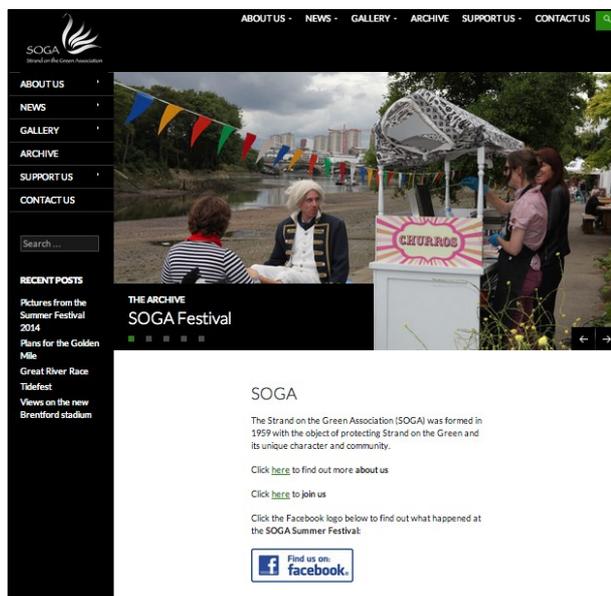
At our last committee meeting I reluctantly accepted Anita Griffin's resignation. Her spirited input will be greatly missed. Anita will continue to look after SoGA's archives whilst I am now tasked with finding her replacement.

RSG

SoGA Membership Fees

Very shortly those who are due to renew their membership will either receive an email or a postal reminder. It would be really helpful if this could be paid either by cash, cheque or electronically at your earliest convenience and certainly by the date of the AGM – **19 JANUARY 2016**. It is £5 pa or £20 for 5 years.

Visit our website for local news
as we get it:
<http://www.strandonthegreen.org.uk/>



We are now also on Facebook:





Fireworks at our Summer Party 2015



*Finale to the Summer Party 2015 with thanks to
68 Grove Park Road*



With special thanks to Riverhomes for printing copies of Signals for us