

Brentford

Community Council

Founded in 1989

Robert Coomber and Marilyn Smith,
Managers: Development Control,
Hounslow Planning Department,
Lampton Road, Hounslow TW3 4DN.

By email.

Dear Robert and Marilyn,

Soap House Creek and River Brent moorings. Amended Planning applications/ Views of Brentford Community Council.

I have been asked to write to you to state the BCC views on the revised application:

1.00. We note that there have been no substantial changes, if any, to the proposed applications.

2.00. We note the new Risk Assessment provided by the architects and we question the value of such an exercise being undertaken by the promoters of the scheme.

2.01. The assessments made are based on the assurances from the British Waterways Board that freight traffic does not now and will not in the future use the river Brent/Grand Union Canal.

2.02. As this stance is counter to government policy as well as Hounslow's waterside policies and aspirations we cannot endorse it.

2.03. In our opinion the independent assessment by Captain Capon in his original report and the recommendations of his recent report to the IBAC Planning Committee are sound and remain the best analysis of the situation.

3.00. Soap House Creek. We regret that no account has been taken of Captain Capon's recommendation for the site, but recognize the desire of the public and the Council to have some life injected into the present soul-less dock. Accordingly we recommend acceptance subject to the following conditions:

1. That permitted use of vehicles is strictly controlled and monitored in line with the PLA comments on land based use of the water space.
2. That a strict undertaking is given to ensure the 24 hour working of the self-opening sluice gates so as not to impede the public right of navigation. (We believe that that this was a pre-condition of permission from the PLA for the gates, but the Council should have

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26 January 2009
Re: BCC 438 dmb

made it an enforceable condition

4.00. **River Brent.** We believe that the council should not be placed in the position of endorsing permanent obstruction of the navigation, particularly at this important location at the entry point between the Thames and the inland waterways.

4.01. The issue of safety which could occur in the event of the government endorsing the increased use of the waterways for freight is a further serious issue to factor in.

We would have been prepared to endorse an application for mooring facilities which did not impose, of themselves, any obstruction to the channel.

Unfortunately no amendments have been made and we recommend refusal of this application.

Should the committee be unwilling to accept this recommendation and approve the application we would ask that the following conditions be attached:

1. The permitted use of vessels is strictly controlled and monitored in line with PLA comments on land based use of the water space.
2. That full and comprehensive liability insurance is carried for the meeting of all costs of all parties arising from any collision with the pontoons or boats moored to them.
3. That no mooring agreements shall be entered into for any term longer than one year.

I would be grateful if you can commend these views to your members.

Yours sincerely

Denis Browne
Chairman, Planning Consultative Committee.
Brentford Community Council