

MINUTES OF THE PUBLIC MEETING
FOR
GARRATT BUSINESS PARK BID COMPANY

9th FEBRUARY 2011 AT 3.30PM

AT

MALCOLM RYAN STUDIOS

(with thanks to Luke Ryan for providing the meeting facilities)

- 1 **Attendees;** David Guyan (Mr Carpet), Keith Stringer (M & S Supplies), Barbara Lascelles (Lascelles Antiques), Nicholas Moll (The Ludo Press), John Ruske (Wandsworth Council), Mahesh Rawal (Essential Sales Products), Judith Roscoe (BID Coordinator), Stephen Mercer (TUK Ltd), Michael Powell (CPS Supply Co Ltd), Bob Hurcomb (Cappagh Aggregates), Councillor Angela Graham (Wandsworth Council), Warren Dempster (MET Police), Malcolm Holmes (MET Police), Darren Hawkes (SNT MET Police), Bruce Maskell (Maskold), Peter Schwartz (Bramfield Garage), Gareth Burden (National Grid), Julia Fea (Community Relations Team – National Grid), Samantha Jay (Community Relations Team – National Grid), Harry Mortensson (Llonsson Ltd), Michael Coote (Riverside Joinery), John and Alice (Diner), Gary McHush (GM Development), Scott O’Neill (Livra), Sean Dineen (Artesian)

- 2 **Apologies;** Derek Smith (Holman & Williams (Packaging) Ltd.), Alan Butler (Avrohill), Luke Ryan (Malcolm Ryan Studios)

David Guyan, Chairman of the Committee, welcomed everybody and asked them to introduce themselves with name and company. He thanked Luke for making the canteen available for the meeting. Because of time restraints National Grid was given priority of updating the meeting with their construction plans and other subjects were dealt with as they arose.

National Grid:

Gareth Burden was the representative of National Grid, accompanied by Julia Fea and Samantha Jay for the Grayling Community Relations Team.

Gareth was updating on the construction plans for building a tunnel for cables linking to the existing substation of the National Grid, running from East London via St Woods to Wandsworth. The contract has been awarded to Costain, a Construction Company, for an estimated duration of 7 years and the start date was given as August of this year. Several shafts will be sunk first, with one being built behind Lyndon Yard, on land owned by National Grid. It will take around 6 months to sink a 40m deep shaft. The shaft will then be capped for a couple of years until the building of the Headhouse will commence. The building of the Headhouse will again take around 6 months, the kitting out of the inside will take much longer. Gareth provided drawings and detailed descriptions, which will be sent to the committee after some adjustments to circulate to businesses and to put on the Garratt Business Park website.

It was confirmed that earth from the **tunnel** itself will be removed via a site in Wandsworth and will therefore not affect Garratt Business Park. Earth from the **shaft** being sunk behind Lyndon Yard will be taken up vertically and driven away by lorries using Riverside Road and National Grid's main gate onto Riverside Road. During shaft construction around 20 lorries in and 20 lorries out can be expected per day. Standard heavy goods vehicles will be used. For this operation no extra space will be obtained from the Greyhound Stadium for construction material etc, as was suggested for the extension of the Grid capacity, and no widening of the Summerstown Road entrance is planned either. Everything will be conducted from the L shaped piece of land owned by the National Grid behind Lyndon Yard. Should queuing of lorries be necessary, this we were assured, would not happen on Riverside Road itself but on National Grid's construction site. Traffic Management will be put in place and a 24 hour telephone service will be provided in case of concerns during building work.

Because the current condition of Riverside Road is not sufficient to take the extra traffic of lorries, National Grid will resurface Riverside Road as soon as possible, maybe in the next couple of months. This was also a condition of planning. Gareth asked the committee to provide him with all the names of businesses along Riverside Road so that further discussions can take place with regards to the impact of the work on their businesses. Gareth reckons that the road works will take 2 to 4 days and promised that it will be carried out during weekends. Bruce Maskell asked if drain restructuring is a possibility during resurfacing, but Gareth said that this was not planned for now, but will most likely happen during the Grid expansion and building of a new substation, when heavy equipment and transformers needed to be transported onto the National Grid site. However, the Grid expansion has been put on a back burner for now.

Concerns about dust and noise pollution have been raised by Il Mulino and other businesses in Lyndon Yard and Riverside Yard. This will be dealt with by a Section 106 proposal to the Council, which so far has not been submitted. Gareth mentioned that nothing can be built without noise, vibration and dust, but that the tunnel work itself will not cause much noise. Occasionally one might hear trains operating inside the tunnels. He expects that most noise and dust will be created by drilling through the concrete layer at the top during shaft construction. He does not expect the same impact for the removal of clay. It was recommended that National Grid talk directly to Il Mulino to explain the effect the work might have on his business. Bruce Maskell enquired if the water table would be altered and Gareth confirmed that this was not the case. It was pointed out again that the tunnel construction itself won't happen for another few years and that the sinking of the shafts is just the first phase of the building work.

David Guyan enquired about road markings on the new surface of Riverside Road and Gareth responded that this has not been considered yet. It was suggested that double yellow lines might be necessary to keep the traffic flowing. David requested to be consulted.

During construction the site will be properly secured, fully boarded off and equipped with a chip and pin system. Staff working on the construction site (around 20 to 30) will be given parking spaces on the National Grid site and should therefore have no

needs to park on the Garratt Business Park estate.

It was mentioned that National Grid is buying the freehold of Lyndon Yard (the open area) from the Crown so that they can obtain easement rights. The yard will be handed back when work is finished.

Police Feedback

This was dealt with by Warren Dempster and Malcolm Holmes from the MET Police.

They confirmed that they have been given a specific access code for entrance and exit to the gates and that this enables them to carry out regular routine visits to the estate, especially during darkness. The patrols are either done by bike or on foot. They mentioned that it was difficult to patrol the back of the estate alongside the river Wandle, as the Wandle trail on the other side of the Wandle is not sufficiently lit up. They have got in touch with Merton Council asking for more lights on that stretch, but so far nothing has happened.

The police were not aware of incidents on the estate during the last months, but Judith mentioned that there were in fact 4 or 5 incidents of theft or break-ins, nothing during the Christmas period or thereafter. CCTV cameras have been vital for example to help with the investigation of a theft from one of Concord Lifting's vans by identifying the number plate of a car, which was involved in the theft.

If possible incidents should be reported directly to them, either by email: earlsfield.SNT@met.police.uk or by tel 020 8721 2426. Their website www.metoffice.gov.uk might also be useful.

Security along the river Wandle

The committee reported that they have looked into extending the estate's CCTV system to the back of the estate, along the river Wandle, but that it had turned out to be too costly and too difficult, as there are too many levels to be protected and because of the river bend there are no straight viewing lines. This could be overcome by CCTV from the other side of the river, along the Wandle trail, but this was land owned by Merton Council and therefore their responsibility.

It would be best if each individual business protects itself with CCTV controlled from its premises. Another suggestion was to increase security by putting palisade fencing on top of the river walls. This should be acceptable to the Environment Agency, as it would not affect the water level of the Wandle. The committee promised to look into it.

David mentioned that incidents relating to crime should be reported quickly to Luke Ryan with a time frame as narrow as possible to enable Luke to check the cameras during that time. Email: luke@mrstudios.co.uk

It was confirmed that there is a 5% probability of flooding for the estate and it is therefore important that especially businesses along the river bed protect themselves

as much as possible. The Environment Agency's website: www.environment-agency.gov.uk contains invaluable advice and early warnings. Businesses can also register for flood warnings.

Projects currently in the pipeline

Harry Mortensson has been asked to manage these projects and he introduced the projects as follows:

- Grit Bins and grit for wintery weather (already completed)
- Palisade fencing etc outside Riverside Road Gate
- Garratt Business Park signs for both gates plus CCTV warning signs (around 20)
- Road Markings to indicate where parking will not be allowed and refreshing of yellow lines where worn out
- Landscaping outside the Rosemary Road Gate, resurfacing of pavement, repair and rebuilding of walls and planting of low level maintenance shrubs to improve the appearance
- Extension of CCTV (some of them positioned outside the gates) and LED lighting for number plate recognition during darkness and for low level number plates on heavy lorries. These cameras would also pick up flytipping outside the estate.

John Ruske from Wandsworth Council reported that a grant of £11,899 had been proposed and would be decided on the next day. He informed us on Thursday after the meeting that the grant has been approved.

John Ruske also mentioned that there were a total of 11 successful grant applications for the estate, 6 for the estate itself and the rest for individual businesses. There is still some money available for individual applications, which requires a viable business, a business plan, competitive tender and pricing. Individual CCTV installations at the back of the estate or palisade fencing on top of the river wall would qualify. John said that it was a pleasure working with the Management committee and that the estate improvements reflected positively on the Council as a whole.

Email John for further details to JRuske@wandsworth.gov.uk

BID Levy

The committee has decided not to increase the BID Levy for year 2011/12, although the BID proposal provided the possibility of a yearly increase of 2.5%.

The committee was asked if they had made plans beyond the 5 year BID period and mentioned that they were hoping to go for another BID period thereafter if businesses voted for it. Under current tax rules the BID company had to be careful not to accumulate funds for future use, as this might trigger a corporation tax liability. The Inland Revenue has been asked for a formal tax exemption like other estates have managed to get with the effect that only income from interest and capital gains will be taxable. The BID company has not yet been granted exemption by the revenue but the committee are hopeful that with the evidence they have from other BID companies

this should be possible in due course.

Around £8,000 will be carried forward to the next year (this includes the grant from Wandsworth Council) plus £24,000 contributed by National Grid as a one-off payment for costs towards safety and security of the estate.

Lyndon Yard

Mike Powell from CPS spoke for businesses in Lyndon Yard mentioning the following concerns:

1. **Regular Maintenance:** While they seem to have benefitted from Cappagh's first cleaning up operation, they have seen little tidying up by Cappagh since then on a regular basis. The committee promised to get in touch with Cappagh, but said that these concerns should have been voiced much earlier for example by email to Judith Roscoe judithgbp@gmail.com

A comment was also made by Stephen from TUK, i.e. that Riverside Road was at times covered in dirt and a lot of rubbish was gathering at the sides. The committee pointed out that regular maintenance was only rubbish collection not road sweeping, but that Cappagh had swept the road in the past because of dirt left by its own lorries. Cappagh will be asked to sweep the road again more frequently. The same will apply to drainage clearance.

2. **Lighting in Lyndon Yard:** Since Il Mulino has given the committee the permission to install lighting in Lyndon Yard, this should now be done as soon as possible. The committee promised to deal with it as a matter of urgency.
3. **Resurfacing of Lyndon Yard:** In the past the costs of resurfacing was divided up between the businesses of Lyndon Yard, but now, that everybody is contributing with the BID Levy, they would expect the resurfacing to be paid from the BID Levy.

It was pointed out that the committee has never undertaken any resurfacing for areas not owned by the Management Company. The resurfacing of forecourts and parking places were paid for by the owner of these areas. As National Grid will be the temporary owner of the yard, they should be approached with regards to resurfacing before the yard gets handed back to the businesses of Lyndon Yard. Had the committee been informed of the developments regarding the ownership of the yard, they would have been happy to assist during negotiations with National Grid.

However, if the yard were eventually handed over to the Management Company and the freehold therefore held by the Management Company, resurfacing could be considered.

Communications

Judith Roscoe voiced concerns that communications were sometimes made difficult because of incomplete or non-existent emails. Recently some businesses had complaint that they couldn't open attachments, which might have been a googlemail problem. In future Judith will try to use the email address Judith@garrattbusinesspark.com, which might be more straight forward.

It was also mentioned that the website should be visited more often to keep up to date with developments on the estate. In addition Judith provides a regular monthly update, which she emails to businesses and makes public in a display case near John's Diner.

Parking

Stephen from TUK mentioned that parking is still a problem on the estate and that parking bays should be marked out as early as possible. Only this would establish ownership of the spaces marked out, which could probably be made even clearer with numbering them and/or marking them with the estate name/logo. He also suggested that the committee should then look into generating income from these parking spaces. The committee promised to look into it.

Date for the next Public Meeting

13th of July 2011

Barbara Lascelles
18/02/2010