

Leader's Question Time – Hampton Wick and Teddington

Date: Thursday 1 February Time: 6pm – 8.45pm

Venue: Teddington School

Panel members:

- Cathy Maker (RUILS) (Chair)
- Cllr Paul Hodgins (Leader of the Council)
- Cllr Pamela Fleming (Deputy Leader – Cabinet Member for Environment, Business and Community)
- Cllr Martin Seymour (Cabinet Member for Planning and Strategic Development)
- Cllr Peter Buckwell (Cabinet Member for Highways and Streetscene)
- Cllr Susan Chappell (Strategic Cabinet Member for Children's Services and Schools)

Councillors also in attendance:

- Cllr Gareth Elliott (Cabinet Member for Digital Technology)
- Cllr Mark Boyle (Cabinet Member for Housing, Public Health and Community Safety)
- Cllr Martin Elengorn (Councillor for Teddington ward and Opposition Spokesperson for Environment and Planning and)
- Cllr Jonathan Cardy (Councillor for Fulwell and Hampton Hill ward and Lead Scrutiny Member for Finance and Performance)

Council Officers in attendance:

- Michael Allen (Community Safety)
- Sean Gillen (Economic Development)
- Mick Potter (Parking Policy)
- Anna Sadler (Community Engagement)
- Michael Singham (Waste Strategy)

- Mandy Skinner (Assistant Chief Executive)
- Lucy Thatcher (Strategic Developments)
- David Tidley (Transport Strategy)

Pre-submitted Questions:

	Refuse disposal
Question 1	Julia Olisa - Could there not be an arrangement with neighbouring councils allowing residents to use the refuse tips closest to them? It seems ridiculous that residents of Hampton Wick have to drive to Kew, adding to pollution and road congestion, when Kingston is so nearby.
Response	Response and supplementary question from 17:19 to 0:19:47.
Actions to be taken	<ul style="list-style-type: none"> • No action to be taken.
	Planning enforcement in the Hampton Wick Conservation Area
Question 2	Nick Baylis - How seriously does LBRuT taken planning enforcement in the Hampton Wick Conservation Area? There have been (and are) several examples of significant new construction works being carried out without a consent in the High Street, or with the construction being substantially different from approved drawings and specifications. This, as well as angering neighbours, has undermined confidence in the Planning Department and its enforcement process. In this context the Village Plan reads as a series of platitudes bound together by generalised 'community' mood music. What purpose does the Village Plan and, in particular the associated Supplementary Planning Document, have when enforcement seems to have been non-existent, or any follow up has taken the path of least resistance ?
Response	Response and supplementary comments and question from 0:21:44 to 0:28:59.
Actions to be taken	<ul style="list-style-type: none"> • No action to be taken.
	Hampton Wick village boundaries
Question 3	Mark Merrington - What are the village boundaries of Hampton Wick and why aren't they more clearly marked? This was identified as a key issue in the 1997 LBRuT conservation area study of Hampton Wick but despite that nothing has been done. In fact, little if anything has happened in the 21 years since that exercise - can we have reason to hope that all this effort going into

	Village Planning will be more effective this time round?
Response	Response and supplementary comment from 0:29:42 to 0:33:10.
Actions to be taken	<ul style="list-style-type: none"> No action to be taken.
	Parking – Hampton Wick
Question 4	<p>Debbie Marfleet - I note that the Hampton Wick Community Parking Zone is still under discussion. However, I also note that action on reviewing existing single yellow lines was considered and acted on in Park Road, School Road and the High Street. I would like to point out that similar issues arise in:</p> <ol style="list-style-type: none"> 1. Seymour Road under the railway bridge where inappropriate parking results in fire engines and refuse lorries being unable to proceed which is clearly a major hazard. 2. Glamorgan Road/Seymour Road 3. Glamorgan Road/Normansfield Avenue 4. Station Road/Lower Teddington Road 5. Station Road/Seymour Road 6. The sharp bend in Glamorgan Road opposite Baygrove Mews. <p>Cars inappropriately parked on Sundays create great difficulties for pedestrians and wheelchair users to cross at the dropped curb and for vehicle users to pull out because of restricted visibility. Have these issues been considered by the council?</p>
Response	Response and supplementary question and comment from 0:36:06 to 0:40:29.
Actions to be taken	<ul style="list-style-type: none"> No action to be taken.
Question 5	Annie Murray - I would like to ask the council about the current and proposed parking restrictions in and around Hampton Wick, as a fairly new resident it strikes me that it can only destroy the current fragile community that is Hampton Wick. We will have no one prepared to invest in retail that is of any real use to locals.
Response	Response and supplementary comments from 0:41:19 to 0:48:53.
Actions to be taken	<ul style="list-style-type: none"> Councillors to take this concern away and look at where the 30 minutes free parking with the Richmond card can be used to support businesses.
	Tree planting
Question 6	Fraser Wilson - Why hasn't Hampton Wick been allotted any trees despite multiple requests from our trees subcommittee and despite other LBRuT communities/villages seemingly getting them?

Response	Response and supplementary request from 0:50:15 to 0:51:16.
Actions to be taken	<ul style="list-style-type: none"> • Cllr Fleming – officers to identify the GPS location of the planted trees and send the details to Hampton Wick Association.
	Community Pavement Repair Fund
Question 7	Stephen Marfleet - I am extremely confused about your undertaking to improve Glamorgan Road (Hampton Wick) pavements under the Community Pavement Repair Fund Scheme. Each household received notification (dated 22/9/17) that this had been agreed and that work would commence on 9th October 2017 ...together with details about expected temporary parking restrictions and penalties that might be incurred. I assumed a comprehensive job was to be undertaken. In the event no temporary parking restrictions were put in place, and a small team did two half days of work - resurfacing only about 100 yards of pavement. Is there any indication when the work on the remainder of the pavements in Glamorgan Road will be undertaken please?
Response	Response and supplementary comments from 0:52:21 to 0:55:25.
Actions to be taken	<ul style="list-style-type: none"> • Cllr Buckwell to personally inspect the pavements in question.
	Preservation of green spaces
Question 8	Harry Mann - While of course respecting the Planning Process, can the Council please confirm their commitment to preserve the green spaces in Hampton Wick and Teddington, in particular the need to preserve in their entirety the playing fields in Udney Park Road.
Response	Response and supplementary questions from 0:56:04 to 1:05:54.
Actions to be taken	<ul style="list-style-type: none"> • No action to be taken.

Open Questions from the floor:

	Quietways
Question 9	Brian Holder - Will the Council please confirm that there are no current or future plans to remove the super safe static zebra crossing on the high street railway bridge?

	<p>Will the Council please provide full details of its further plans for Teddington High Street, which were mentioned, but the details were not disclosed to the cycle liaison group meeting on the 9th January?</p> <p>Will the Council be using the Village Plan system to make sure that all local residents and businesses are fully notified about and consulted on all proposed future cycle Quietway schemes in the borough?</p>
Response	Response and supplementary questions and comment from 1:06:58 to 1:13:20.
Action to be taken	<ul style="list-style-type: none"> No action to be taken.
Question 10	<p>Sian Morgan - It would be reassuring to know that someone with local knowledge was included in any cycle trip next time because in Teddington there are quite a lot of backstreet routes that would have been very useful to have been developed and if there is anything considered in the future I would like to think that at least one of the routes going over the south railway bridge could be addressed, because that's used by a lot of local families to take kids to school and it gets very congested in the mornings and in the afternoons, and a lot of children are trying to cycle to school and that could very easily be part of a wider network but it wasn't even on the table, possibly because there was no local knowledge. There has been a campaign for over 20 years to get the bridge looked at; it's very narrow and steep and there's no cycle provision. It would mean working, presumably, to work with Network Rail. Could something be put forward to address this? It is something that families who live on the Bushy Park side of town would find enormously useful to connect with the schools which are on the other side, such as Collis School and Teddington School. I notice that in the responses to the Quietways, there were 0 responses from the under 16 age group and a very small amount of people below 25. I would encourage the Council to think of other ways of consulting younger age groups who may not go through the normal planning route, possibly through the Youth Parliament or engaging with schools about what they think about routes, because a big proportion of cyclists and youngsters, so it would be great to consult them too.</p>
Response	Response and supplementary and additional comments from 1:15:39 to 1:20:23.
Additional comment	<p>Cllr Elengorn – at the start, Cllr Knight and I made the very suggestion for the route, that the Quietway should go down the back streets and over the new southern railway bridge, and we were roughly as Peter has said: a) the cyclists were not interested in it, b) Mr Gilligan as the commissioner was not interested in it and c) it would use up all the budget to do with this because it's a hundreds of thousands of pounds project to rebuild that bridge. So we do know the local scene and Cllr Knight went on the cycle ride is someone who did know the local scene. But that is the situation, so we've had to look at the second best. This has been abandoned but it has been a project where the Mayor and his commissioner have been in the driving seat and it has been slightly difficult for Peter and his officers because the consultants were appointed by the mayor and it has been a joint operation. Of</p>

	course now it has come to a rather strange end at the Ferry Road traffic lights.
Action to be taken	<ul style="list-style-type: none"> • Cllr Buckwell – Council to consider how we are engaging young people across the Council but also specifically for the Quietway.
Question 11	I thought that the route had not been completely abandoned because I thought that I saw a plan that shows it crossing over the railway line and coming down either Avenue Road or Avenue Gardens and then getting to Chestnut Avenue and then to Bushy park that way. The original plans showed a choking down of the exits of Chestnut Avenue and a moving of the zebra crossing about 10 yards closer to Chestnut Avenue – that would mean to say that where you can get two cars out of exiting Chestnut Avenue, with one going straight on into Avenue Gardens or turning right, and another slipping past turning left, if you choke that down it's not going to happen, so if any vehicle is staying there wanting to go straight on or to turn right, which takes quite a wait, no vehicle is able to slip to the left. The only reason for doing that is so that you can narrow down the junction and provide the zebra 10 yards closer, so more cyclists don't have to get off their bikes and walk 10 yards to the zebra crossing and back again. If the whole plan from the lock has gone, but if it hasn't and it is still going to go through the back roads, then can you assure us that this junction is not going to be altered? Because it is going to create real problems, real traffic jams in Chestnut Avenue, which is very busy during commuting times.
Response	Response from 1:22:13 to 1:23:15.
Action to be taken	<ul style="list-style-type: none"> • No action to be taken.
	Teddington Lock/Cycling
Question 12	For those of us who walk across the bridge at Teddington Lock, could there be more evidenced signage for cyclists so that they should walk across the bridge?
Response	Response from 1:23:44 to 1:24:11.
Action to be taken	<ul style="list-style-type: none"> • Cllr Buckwell: Council to look at signage on the Teddington Lock Bridge and identify what can be done.
	Hampton Wick planning
Question 13	Ingrid Gorn – in 2004 a man named Simon Lavigne was given planning permission to build another property behind where I live with my husband and he is our freeholder. He did nothing until 2009 within the 5 year period that he had to he started a build. In 2009 he promptly left the build and has done nothing to it since. It is open foundations, adjacent to a home, a derelict building beneath our home, on a public pathway, in a conservation area. The Council have claimed they don't have the enforcement legislation, which we know they do. I have unwillingly, as has my husband, become an expert in the Section 215 Town and Country Planning Act and the best practice guidelines of that planning act and I know full well the legislation is available for the

	<p>Council to do something about this. Aside from the damage its causing to our home, to our mental health, in fact my husband isn't here tonight because he is so depressed after 9 years of this. It's an absolute eyesore, its damaging the amenities of our village, it is in a conservation area, hundreds of people use that public pathway, probably every day (I don't know the statistics), many residents overlook it including some assisted housing. It's an absolute disgrace, what kind of message does it send to other would-be developers and In fact Simon Lavigne has multiple empty units in our village, and our village is dying, and Teddington thrives. We have multiple empty units that he owns and it is high time the Council did something about this and stops hiding behind the claim that do not have legislation to do anything about it. I can show you the best practice guidelines of the Section 215 of which I am very familiar.</p>
Response	Response and supplementary comments from 1:26:32 to 1:30:50.
Action to be taken	<ul style="list-style-type: none"> • Cllr Seymour: Council to investigate and follow up with resident.
	86-100 The High Street, Teddington
Question 14	<p>I am speaking from the viewpoint of a qualified architect, and I want to draw your attention to the most wonderful sight on Teddington High Street, which will stay, as it is today, for the next 10 years, if we don't do something about it. The sight is 86-100 the High Street; the telecommunications building. I was made aware of this site on 27th December 2016 because two Council workers with visible jackets secretly put up a notice on a lamppost above head height, and waited for people to make their comments to the Council. So I went over and saw that the sign stated that this building was 'surplus to requirements'. The proposal in the Local Plan, if you had any objections, was to put affordable housing above shops and offices. So I thought it was my duty at this time because they were so secretive about this planning notice which was at 7" in height, when it should have been at eye-level, and I waited for 3 weeks looking to see how many people saw this notice and not one person stopped to look at it. So how can you make a representation if you don't see the notice? So I thought it was my duty to go down to all the independent shop keepers down the high street – on both sides - and ask their opinion and each one of them said they do not want another supermarket or hypermarket on the high street, it will destroy the high street and it will be dangerous to disabled people and it will be an inconvenience for other people going to Marks and Spencer's And in my discussions they said, well we objected to the Sainsbury's further along the road, but they took no notice, and it got planning permission. I then went round to residential people and told them if this becomes residential housing above shops and offices, what's going to happen with the car parking spaces? They will all park in the streets around here, and you will not be able to park your own car, and they were most upset about that. So I thought, get some developers interested, so I got the Singapore people who are developing the riverside development, and they said 'we're not interested in developing that site, because to have 40 affordable houses, it doesn't make money.' I want to know if that building is going to stay as land bank for the next 10 years and are we happy to let it be that, or are</p>

	we going to purchase that by compulsory purchase, or my next best thing, and be an example to the whole of London or the nation, and acquire the land and redevelop the building for homeless people? And in the centre of the building, you could have an internal gym or workspace, where these people could actually work.
Response	Response and supplementary comments from 1:34:56 to 1:38:20.
Action to be taken	<ul style="list-style-type: none"> No action to be taken.
	Heavy goods vehicles (HGVs)
Question 15	James Hee - My concern with all the development being planned is about the danger presented by heavy goods vehicles in the district. I applaud what you have done with Safety Shield that have been announced this week but there is a standard that has been set by TfL; the Construction Logistics and Community Safety Standard (CLOCS) which is being adopted by several other London Councils. I'd like to understand why Richmond has not adopted CLOCS?
Response	Response and supplementary comment from 1:39:00 to 1:41:45.
Action to be taken	<ul style="list-style-type: none"> No action to be taken.
	Crossrail 2
Question 16	Brian Holder – Cross Rail are going to run a service to Shepperton in probably 5+ years, it will go through Teddington; or half the trains will go through Teddington. And there is a proposal that half the Shepperton Line Crossrail 2 services terminate at the new railway side in between Hampton Wick and Teddington. That is actually by Harridine Gardens and Fairfax Road, so it is almost in Teddington station. This will provide HW station with up to 12 services per hour to central London, that's 4 loop line and 8 Crossrail 2 services, but only 6-8 per hour for Teddington and 4 per hour for Strawberry Hill, including the 2 per hour each way loop line service. The Teddington site has asked Crossrail 2 to instead terminate the route at Strawberry Hill Station by the means of a simple track crossover, similar to that of Kingston to allow the train to stop by the Kingston-bound platform and return to London via Kingston. This would provide Strawberry Hill with an 8 per hour service to Central London and Teddington with up to 12 per hour service to central London. This proposal is actually much cheaper and more environmentally friendly and the turnaround time is will be almost similar. So will the Council therefore please support the Teddington Society's proposal to have the turnaround plans replaced using Strawberry Hill station as a terminus, to provide substantially improved services for both Teddington and Strawberry Hill?
Response	Response and supplementary comments from 1:44:01 to 1:48:10.
Action to be taken	<ul style="list-style-type: none"> Communications team publicise the consultation from TfL when it occurs and encourage residents to put forward their views.

	Village Planning Fund
Question 17	I'm a trustee at the Landmark Arts Centre and I wanted to thank you very much to the Council for our new project under the Village Planning Fund and we intend to apply for the second round as well. My question is on the Community Infrastructure Levy – 15% is paid into the Village Planning Fund; what happens to the 85% and also is there any potential for increasing the amount that goes in the Village Planning Fund, up from 15% to a higher percentage, so that local communities have more of a say about how the money is spent?
Response	Response from 1:49:02 to 1:50:26.
Action to be taken	<ul style="list-style-type: none"> No action to be taken.
	Community Identity
Question 18	29 years ago when the Greater London Council Act allowed for the review of borough boundaries, Kingston made a grab for Hampton Wick and the then Chief Executive, addressing the Hampton Wick Association, made a very good point. He said Kingston Borough sees itself as a monolith, whereas Richmond upon Thames is a series of communities, 20 in all, along the river from Barnes to Hampton. Those are the real communities; the borough is just a providing organisation. Now this whole idea of consulting people about making them communities is based on a false premise. Communities either create themselves, or they are not communities; you can't top-down. The county, the borough can't tell you if you are a community. Teddington became a community 1500 years ago; Hampton Wick became a community half a millennium later. It has got to come from the grassroots up, don't imagine that however good your intentions are, the borough can tell us whether we are or are not a community.
Response	Response and supplementary comment from 1:52:16 to 1:54:14.
Action to be taken	<ul style="list-style-type: none"> No action to be taken.
	St Mary's University expansion
Question 19	<p>Looking ahead, the Teddington Lock development will have an impact on the usage in Teddington High Street . But looking a little bit further ahead, and before all five members of the panel are unable to comment, I wonder about the plans for St Mary's University, and the impact that would have with a 50% increase in student numbers on parking, on retail, on life in our community, and if members of the panel would be able to comment upon that before they feel constrained in doing so?*</p> <p>*Cllrs Fleming, Seymour and Buckwell all sit on the Planning Committee and so cannot comment.</p>
Response	Response and supplementary questions and comments from 1:55:02 to 2:06:34

Action to be taken	<ul style="list-style-type: none"> No action to be taken.
	Street cleaning
Question 20	There is no street cleaning going on, certainly around where I live in Teddington. I have raised this previously, but there is a street cleaning contractor, but I don't see anything going on at all. Could you explain what we should expect to receive in the way of street cleaning?
Response	Response and supplementary question and comment from 2:07:16 to 2:09:19.
Action to be taken	<ul style="list-style-type: none"> Cllr Fleming to follow issue up with relevant Council officers and pass on details.