

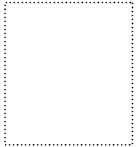


Friends of the Earth

Bromley

February 2008 No. 242 Newsletter

Bromley FoE: inquiries to Birch House, Grays Road, Westerham TN16 2JB
email: raywatson@iclway.co.uk;



February Meeting

Friends Meeting House,
Ravensbourne Road, Bromley

What's happening at the Centre for Alternative Technology, Machynlleth

Ben Coombes, who used to work there and now works for Bromley's Environment Dept

Tuesday 5th February

7.30pm.

Copy for the next Newsletter must be with the Editor by
SUNDAY 17TH FEBRUARY. Contact details inside front cover.

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New development planned next to Bromley's Shepherds College – page 4

Diary dates:

February 5th (Tues)	Bromley FoE's February meeting; What's going on at the Centre for Alternative Technology
March 4th (Tues)	Bromley FoE's March meeting; Helping and re-homing wounded hedgehogs, with Mavis Righini
March 29th (Sat)	Bromley FoE Stall; 12noon to 2pm re the Planning Bill now going through Parliament

Green awards coming up!

The Bromley NewsShopper newspaper is sponsoring Green Guardian environmental awards this month (February) and one of the judges will be Ann Garrett, joint co-ordinator of Bromley FoE.

The categories for the awards include junior schools, senior schools, businesses and individuals from within the borough.

New subscription rate for Bromley FoE

At a recent planning meeting it was decided that the subscription rate should be increased to £8 per year in order to meet increased costs.

Can you help publicise Bromley FoE?

Want to learn a new skill – and help Bromley FoE at the same time? We need a little help (not much in time terms) with advising the local Press of our activities via emailing or phone calls. Advice is available on how to approach the task and we already have local Press contacts to get you started.

If you can help, please contact Ray (see contacts list on inside back cover).

Need a lift to meetings?

If you require a lift to Bromley FoE meetings, please contact Sheila Brown or Ray Watson on the numbers shown on page 15.

Next Newsletter - copy details:

Any news, articles, poems, questions, views etc for the next Newsletter must be with the editor **by SUNDAY 17TH FEBRUARY.**

by post to John Street, 82 Babbacombe Road, Bromley, BR1 3LS

by phone to: 020-8460-1078, **by email** to: johnstreet@gn.apc.org.

The editor reserves the right to shorten contributions for space, or other, reasons.

January meeting report, *Ray Watson*

Local Greenpeace activist Roisin Robertson, our January speaker, drew an interesting comparison of the campaigning by her organisation with that of FoE.

While techniques for engaging the public on specific issues were similar, Greenpeace tends to select which campaigns to embark upon at international and national levels rather than leaving the choice to local groups.

Also Roisin pointed out that Greenpeace tends to go for shock tactics to bring the public's attention to an issue, based on the premise that if sufficient numbers of the public want something, then they usually get it. Thus, their campaigns were non-violent but involved direct action.

Such actions could range from a mass demonstration at say, a nuclear power station to having a vessel follow the Japanese whaling fleet in the south Pacific. For example, a carefully planned protest at Sellafield nuclear plant involved a large number of people and cost between £25,000 and £35,000.

Local actions, Roisin said, were tied into broader international policies. An example was the group's opposition to the building of a coal-fired power station in Kent because this linked to the worldwide policy of fighting for clean air for everyone, not just in the UK. Overall, all actions were based on the slogan Clean Air, Clean, Water, Clean Land.

She said that in recent years Greenpeace had moved from just

being a protest group to spending large sums on researching detailed answers to environmental problems for presentation to governments and other influential bodies.

This was particularly the case with alternative forms of energy which resulted in the organisation coming to the conclusion that combined heat and power units should be promoted as a major energy source.

Similarly, research had allowed Greenpeace to go to Ministers with an analysis of problems in the North Sea because of over-fishing and to present ideas for protecting fish stocks and for establishing marine reserves.

Answering questions, Roisin said that Greenpeace was financed solely by donations from individuals and had grown from humble beginnings – it was started by Canadian fishermen concerned at the effect of nuclear testing on the whale population -- to a well-respected worldwide organisation.

The second half of the meeting brought the election of officers and campaigners for the next year – speeded by the fact that everyone stood for re-election, plus it was agreed to mount a High St demo on March 29 about the Planning Bill which, in its current form, severely restricts the rights of the individual to oppose major projects such as airports or power stations.

No doubt, much more of the Planning Bill later!

Building in Bromley – Broomleigh Housing Association presentation to local residents

The presentation was on a proposal to build on land on Tweedy Road, Bromley, between London Road and the courthouse. This report is an abbreviated version of notes taken by a resident who was present at the meeting.

The development is a massive five storeys covering the entire length of the site and dwarfing the listed building and its setting. There are four blocks (actually all joined together) one of which is said to be earmarked for the young homeless, the next for rent and the other two nearest London Road for sale.

There was a short introduction by the Chairman of Broomleigh Housing, Simon Randall. He made brief reference to the rented and for sale accommodation but most of the time was taken up with extolling the young homeless persons scheme known as the 'Foyer'.

The Assistant Director, Julie Scone, spent 10 minutes on this and then they wheeled in a poor lad to speak on how he 'benefited' from a Foyer scheme somewhere else. From this emphasis it is clear that the 'Foyer' element is the sweetener to push through this massive development at the planning committee when the time comes.

When asked, Simon Randall confirmed that he was the same Simon Randall who was the former leader of the Council and the same Simon Randall who as Council leader had tried to get flats built on College Green.

Another Broomleigh speaker was the architect who extolled the virtues of the proposed design and its sensitivity to the site, although he seemed unaware of Council policy BE13 which requires development adjacent to a conservation area, as in this case, to preserve or enhance its setting and not detract from views into or out of it.

We were told the scheme had been worked up in consultation with Council officers in a competition. When asked if it was therefore already approved in any way and what would happen if it was refused by Development Control Committee once the planning application was considered, Simon Randall claimed it was entirely subject to DCC opinion and conservation officers and no pre approval has taken place and that if it was refused the sale of land to Broomleigh would not take place.

Two of the local residents at the meeting commented that the scheme was monstrous and unacceptable. Another resident deplored the loss of the beautiful views from Tweedy Road. Another resident said the Foyer scheme was a good thing and should be encouraged but that the overall scheme was too big and the residential element should therefore be scaled down. Other residents deplored the overshadowing and overlooking of Shepherds College.

It looks as if this is another planning battle to be fought.

Blue Circle site – House building permitted on Green Belt land

Tamara Galloway, planning campaigner

Many of you will already know by now that Asprey Homes' Appeal to build 788 dwellings on the 'Blue Circle' 34-acre Green Belt site on Bromley Common has been allowed.

At the Inquiry Asprey, Bromley Council and the Inspector Susan Hesketh all agreed that the appeal proposal constituted 'inappropriate development in the Green Belt'. The Council relied on the Green Belt functions of the site, separating Bromley from Hayes, providing a 'parkway' entry into Bromley and preventing urban sprawl, as its entire case.

It did not put forward any other objections. It was left to others to object to the loss of allotments, and of a wide range of wildlife. The former owner of the sports centre pointed out that 'The land has a high water table and over use of the pitches caused waterlogging.' A resident who represents his neighbours in Lavender Close said that the development would introduce additional traffic into a highly congested area [Bromley Common]. Access would be opposite a busy ambulance station. Alexa Michael, Councillor for Bromley Common and Keston ward, said that 'There are over 2,200 empty properties in the Borough which should be brought back into use.'

The fact that some of the site had been allowed to become derelict, and there had been some fly tipping, also did not help. To be fair, the Council had issued Enforcement Notices against this. Unfortunately they had also taken enforcement action against

the clubhouse being used as a nightclub, and this strictness may have led to the whole site becoming derelict.

The whole case hinged on whether 'very special circumstances exist which clearly outweigh the harm to the Green Belt'. In practice this boiled down to whether there were enough other sites in Bromley to meet Central Government housing targets or not.

Councillor Stephen Carr, Leader of Bromley Council and also a Councillor for Bromley Common and Keston ward, speaking against the development, said 'The Green Belt should be protected and Green Belt considerations are paramount. The Council's administration has never accepted the Mayor's or GOL's [Government Office for London's] targets for housing.'

I agree totally with what he said, but I think in a political sense it may have lost us this Inquiry. When he said that the Council did not accept the targets for housing, the Inspector questioned him closely about this. (Her voice was like thunder!) He hastily backtracked and said that statutory requirements would be met.

In the middle of the Inquiry the Inspector read out a government instruction that a council should not rely on 'windfall' sites (as yet unidentified sites) to fulfil its housing targets.

The Inspector recommended that the development be allowed. The Secretary of State for Communities /continued on next page

Bromley's BEECHE centre – comment from John Bocock

The Bromley Environmental Education Centre High Elms (BEECHE) issue revolves around whether or not the new centre should include a variety of modern renewable energy systems, not only to be energy self sufficient but also and primarily as teaching aids.

A survey of some 50,000 pre-university young people made by the British Association for the Advancement of Science (BA) showed a particular interest in sustainability and the surrounding ethical issues.

The BA felt that the so called experts were missing a trick when trying to attract the ever-decreasing number of young people into the sciences. When the original proposals for Bromley's field Study Centre were formulated environmental education was essentially about ecological systems.

Unfortunately our view of the world has changed dramatically. All but the scientifically illiterate now accept climate change and its implications. Whether or not we like it, ecological systems and biodiversity not to mention our own well-being exist within the overall context of climate change and global warming.

It also means that environmental education will now have to include the relevant physics, mathematics and chemistry as well as biology, which means modern technology. Hitherto any discussion of what might be included in the BEECHE centre and how it might be financed has been pre-empted by "no money available" preventing any further discussion or initiative.

The result is that the new centre will have no sustainability technology relevant to a modern society, a fact received by the minister with responsibility for climate change issues with incredulity. The BEECHE centre is due to have its official opening in March. I hope that many of you will be able to come and maybe ask a few questions.

Blue Circle decision - continued
and Local Government Hazel Blears made the final decision, and she allowed it.

UPDATE: Bromley Council asked their lawyer about it and decided that they would not win a High Court challenge of this decision.

Well, you may be thinking now, so there's nothing we can do about this. However, there is one last chance. This does not relate to the whole site, but to all the parts of the site owned by Bromley Council, for example the two allotment garden sites, the park to the rear of Rayfield Close and the playground.

After they have fought this development so actively, if the Council sells what it owns to the developer it will look very insincere. Please write to the Council to ask for its guarantees that it will not do so. The people to write to are Cllr Stephen Carr, Leader of Bromley Council, Cllr Alexa Michael, and Cllr Gordon Jenkins, Chairman of the Development Control Committee, all c/o Members Room, Bromley Civic Centre, Bromley BR1 3UH.

Eurostar from St Pancras

This article appeared in the December 2007 edition of Railwatch magazine and is reprinted here with their permission. It was written by Jess Fitch of the Campaign for Better Transport.

"Ladies and gentlemen, we've just reached our maximum speed of 186 miles per hour." As the announcement came over the loudspeaker, all eyes turned to the trees and pylons flashing past the window and a cheer went up.

Five representatives from Campaign for Better Transport including director Stephen Joseph, Tara Melton, Dominic Geyer and Estelle Taylor were among the environmental campaigners packing the first ever service from St Pancras International station to Paris.

Eurostar's choice of passengers for this historic trip was a reflection of the company's green ethos. Travelling by train from London to Paris already produces 10 times less CO₂ per passenger than flying, and Eurostar is committed to reducing these emissions by a quarter by 2012.

Campaign for Better Transport believes the Government should include high-speed rail as an environmentally preferable alternative to flying short distances. But we learnt on our trip to Paris that its green credentials aren't the only benefit of international train travel.

The beautifully restored St Pancras International was a truly impressive start to our journey. The awesome glass roof and sky-blue paintwork give the building a light and airy feel, and the modern features contrast effectively with the cleaned-up original brickwork.

The check-in process was speedy and civilised, though the wait between check-in and boarding seemed long for lack of caffeine. Decorators were seen putting finishing touches to the as-yet unopened coffee shop.

The train set off on the UK's first high-speed rail line to the sound of popping champagne corks and a small orchestra playing Elgar. The completion of High Speed 1 has knocked 20 minutes off Eurostar's journey times, and we were enjoying the breathtaking views from the top of Notre Dame in what seemed like no time.

The London-to-Paris rail link is not without issues, fares being one. Tickets start at £55 return, but quickly rise into hundreds of pounds if they aren't booked soon enough in advance, which may seem steep in comparison to the artificially low cost of budget flights.

This issue will remain so long as Government continues to favour flying. The aviation industry currently pays no fuel tax or VAT, and landing fees are unrealistically low because they're cross-subsidised by retail sales from airport shops. Aviation won't be included in the Climate Change Bill, despite it being the fastest-growing source of Britain's CO₂ emissions.

And the Government continues to support a massive programme of airport expansion, including a third runway at Heathrow where over 100,000 flights a year currently take off to destinations that could easily be reached by train, such as Paris, Newcastle and Edinburgh.

/continued on next page

Ministers take Nuclear Option

Environmental campaigners have branded the Government's decision to approve a new series of nuclear power stations 'the mistake of a generation'.

According to ministers the main reason given is that the challenges of climate change provided compelling evidence to support new nuclear power stations. Green campaigners are threatening legal action over the Government's sham 'consultation' on nuclear power.

FoE director Tony Juniper is demanding firm commitments to measures in the Energy Bill to supporting a massive expansion in renewable energy. He is also urging the importance of 80% reduction in carbon emissions by 2050 through the Climate Change Bill.

CND chairperson Kate Hudson has branded nuclear power as 'dirty, dangerous and expensive', and has noted that Government advisers say that even with a doubling of nuclear capacity, carbon emissions would only drop by 8% - that's compared with the 60 % set by government.

Derek Wall, Green Party principal speaker, has warned that taxpayers will be picking up the bill for decades and that radioactive waste will be polluting Britain for millions of years.

Helen Caldicott in her book 'Nuclear Power is Not the Answer' also emphasises that some of the waste is will be lethal for 500,000 years. She states that the energy required to build a new nuclear reactor is enormous.

For example - mining and extracting even the best quality uranium will consume 30 times more energy that it will generate! At the current rate of use, there are only enough uranium reserves to last another 50 years, but much of this will be costly to mine and of low quality.

Even although we are assured by government experts that the new power stations will be safer, the overall risks are still far too great.

Environmental scientists tell us that a huge investment in renewables is vital to curb the dangers of climate change, and that it is the only realistic and safe option.

Eurostar from St Pancras – cont'd

Our trip on the Eurostar proved what we already knew: that aviation is not as vital to the economy or to people's quality of life as the Government assumes. Around 45% of European air journeys are currently 300 miles or less in length. Rail is a fast, convenient and enjoyable alternative to these journeys and others that are longer.

Perhaps instead of green campaigners, Eurostar should have invited politicians on its inaugural trip to the City of Love. Perhaps then Government would end its romance with the aeroplane and begin a new affair with the train.

A packed house for the Climate Bill – from the FoE website

It was a packed house for The Big Ask public meeting at Parliament. In fact, it turned into quite an event. Joan Ruddock - the Minister for Climate Change - was the main speaker. The meeting was intended to give people a chance to quiz her about the Climate Change Bill.

Karen Buck, MP for Regent's Park and Kensington North, had suggested holding the meeting at Parliament. This was in response to a request from her Friends of the Earth local group.

This seemed a good idea, especially when Joan Ruddock, the Minister for Climate Change, also agreed to be the main speaker.

On the night however, over four times as many people turned up as we expected. As a result they kindly agreed to run two short meetings back to back to try and accommodate everyone.

However, we are aware that many of those who turned up still did not get in. And those who did only got a shortened version of what they had turned up for. If you were one of those people who braved the rain to come to the meeting - but were unable to get in - please accept our apologies.

However, please don't feel you made a wasted journey. The presence of hundreds of people prepared to queue in the rain to attend the meeting sent a clear message to Government. People want to see tough action on climate change, and they want a chance to quiz Ministers about how to achieve that.

And we have learnt a lesson too. With such massive interest and demand, we are going to organise a meeting in a much larger venue in central London at which you can hear from and question Ministers.
Keep in touch

If you would like to know about upcoming public meetings, or just keep up to date with The Big Ask campaign, please join the Climate Online email list.

Bromley FoE press release - Government due to take away Local Democracy

Bromley Friends of the Earth plan to hold a street stall on Saturday January 26th from 12.00 - 2.00 pm in the lower Bromley High Street precinct area opposite Cafe Nero.

They will be handing out leaflets and asking the public to sign postcards opposing the Government's Planning Reform Bill and asking for amendments.

The Bill would change the planning system to make it easier to impose big infrastructure projects, like power stations, airports and incinerators, without proper local public consultation.

Amendments, therefore would include; that the public right to be heard in person is guaranteed for all stages of the planning process, and that there is a duty to ensure that all decisions on new infrastructure contribute to reducing carbon emissions.

What FoE have been saying – recent national FoE press releases

More road-building would be environmental madness

Calls by a centre right think tank, Policy Exchange, for road-pricing to fund an expansion in Britain's road network are environmental madness, Friends of the Earth said today (Tuesday).

FoE Transport Campaigner Tony Bosworth said:

"Expanding Britain's road network would be environmental madness. UK CO2 emissions have risen under Labour, despite promises of substantial cuts, and UK transport strategy is partly to blame. More road capacity will mean more traffic and more pollution. Road pricing could be part of the answer but the revenue must be used to get people out of their cars and onto less polluting alternatives, not to build more roads."

The science is now clear: the UK's carbon emissions need to fall by at least 80% by 2050 if we are to play our fair part in the fight against climate change. Unfortunately Britain's carbon dioxide emissions have risen since Labour came to power, and transport policy must take a large part of the blame.

(1) The cost of motoring has fallen in real terms by 10 per cent since Labour came to power in 1997, while the cost of public transport has risen: bus fares by 13 per cent and rail fares by six per cent.

(2) Since 1997 traffic levels have gone up by more than 12.4%.

(3) Between 1997 and 2005 carbon dioxide emissions from road transport rose by almost three per cent, and currently account for over a fifth of total UK emissions. Emissions from road transport are forecast to rise by a further 18 per cent between 2005 and 2020, when they will represent over 26 per cent of total UK emissions.

Royal Society biofuels warning welcomed

Today's Royal Society report on biofuels has been welcomed by Friends of the Earth. The report warns that "biofuels risk failing to deliver significant reductions in greenhouse gas emissions from transport and could even be environmentally damaging unless the Government puts the right policies in place."

FoE Biofuels Campaigner, Hannah Griffiths, said:

"When the Renewable Transport Fuel Obligation comes into force, the UK's use of biofuels is likely to accelerate climate change and lead to social and environmental devastation around the world. Consumers will have no way of distinguishing between good and bad biofuels and biofuel companies will not be held to account for the negative impacts of their products.

The Government must put the obligation on hold until it can guarantee that only biofuels that lead to significant greenhouse gas savings without causing social and environmental destruction will count towards it."

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FoE's CYW – Is my local council doing enough about climate change

The Government has published its draft Climate Change policy for planners in local council. The draft provides clear direction for local government decision makers to start addressing climate change. Planning advisor Naomi Luhde-Thompson reports.

Q. What's this policy?

The Government has published draft planning policy on climate change. It's a supplement to Planning Policy Statement 1 (PPS) on Sustainable Development. It sets out the Government's guidance for planners who are preparing local plans and policy, and development control officers who are making recommendations for decisions on planning applications. The final version is currently expected to be ready by the end of the year.

Q. Why do I need to know about it?

If you are involved in local planning to support action on climate change then this gives you the ammunition you need. Friends of the Earth has been working very hard to try and make this policy really robust in dealing with climate change. Importantly, this statement should have a real impact on decision makers. Many local councils do not currently consider climate change when making decisions on applications, nor do they have good policies on reducing carbon emissions.

Q. How does it work?

The PPS makes it clear to planners and politicians that they must put climate change at the top of the planning agenda. It says that councils

need a good understanding of carbon emissions, and the impact of new development on these emissions. Furthermore, it directs councils to reduce the need to travel by car, promote mixed use developments and actively promote micro-renewables and decentralised renewable energy projects.

Q. What is Friends of the Earth doing locally?

We have updated our resources to help local groups who are involved in their Local Plans. We've published a briefing explaining a bit more about the PPS, and we have updated our guide to Local Development Frameworks and Climate Change. Draft planning policy statements carry a lot of weight in the planning system.

Many local plans are being prepared at the moment, so groups can use this statement to back up their ideas on addressing climate change when responding to the plans. Ask your local authority to include policies which set targets for the reduction of carbon emissions.

...and nationally?

We are still lobbying the Minister for Housing and Planning to ensure that the good ideas in the draft PPS remain. In particular the so-called 'Merton Rule' which requires 10 per cent of renewable energy to be included in new developments is in danger of being lost because of concerns that it will be a barrier to housing development.

FoE's CYW – A strong Climate Change Bill – how did we do?

Following the storming success of last year's Big Lobby which got us a UK Climate Change Bill, we've been pulling out all the stops once again to make it as strong as possible. Local Activism Co-ordinator Jenny Thatcher presents a round-up of how we got on and what happens next.

The Government's Climate Change Bill

Having held a public consultation and received reports from three different Select Committees, this November the Government presented its Climate Change Bill to Parliament. The progress on our three key campaign demands was mixed.

On final targets and including international aviation and shipping, there has been movement by the Government, but the Bill is still too weak. It accepts there may be a problem in these areas, but it is left to the independent Climate Change Committee to report on these issues.

However, Gordon Brown's Nov 19 speech acknowledges that "developed countries may have to reduce their emissions by 80%." Consensus already shows that the 60% target the Government is proposing is way too little, so why do we need to wait two years for the Committee to tell us?

The draft Bill does introduce a raft of measures to strengthen the Committee's annual report (for example the Government will have to explain why if they refuse to take the Committee's advice, and the Committee has been made more independent and given more

resources), however we've still got work to do to persuade the Government on annual targets.

Eighteen months ago the Government was denying the need for legislation at all, and now we're going to be the first country in the world to legislate to reduce carbon emissions. Without all of our efforts, this wouldn't be happening. We do still have work to do (the campaign's not over yet) but we shouldn't lose sight of the immense distance we've already travelled.

Here's a quick look at what we've achieved recently, and a "heads up" for the New Year.

The Autumn Big Push

A large number of MPs were put under immense pressure this autumn by constituents demanding public commitment to a strong Climate Change Bill. So how did you do it? First of all and not to be underestimated, you kept those postcards coming in from across the country, but in particular in key Labour constituencies. Between June and November 2007, we received thousands of postcards signed by concerned constituents.

Throughout the autumn, you focussed on a combination of tactics - quizzing your MP at hundreds of public events, getting stories into the media and face to face MP lobbying. As a result we're hearing things like:

The Big Ask is really influential in Westminster and MPs are taking notice of what you are saying" – Alan Keen MP at a street stall in Feltham.

/continued on next page

FoE press release / Green Belt Victory / Climate Change Bill

Green solutions undermined by nuclear decision (*cont'd from p10*)

Today's decision to give the go-ahead to a new generation of nuclear power stations will undermine safe and sustainable solutions to Britain's energy problems and will do little to tackle climate change, Friends of the Earth warned today.

Friends of the Earth's director, Tony Juniper said:

"New reactors are not the answer to UK energy problems and will do little to tackle climate change. We could meet our energy requirements by investing in cleaner, safer solutions such as renewables, combined heat and power, energy efficiency and the more efficient use of fossil fuels. Britain already languishes near the bottom of EU league table on green energy. The Government's nuclear love affair is likely to lead to the continued underinvestment in these technologies."

A Green Belt victory – for now

A developer has withdrawn his decision to appeal against a decision by Bromley Council to refuse permission to build 60 houses on Green Belt land behind Juniper Close, Biggin Hill. Bromley FoE and others had objected to the proposal and over 900 local residents signed a petition against it.

The developer has not given up. The company says it will attempt to get the Green Belt designation changed during consultations on the forthcoming Local Development Framework that the council has to have in place by next year.

Consultations are now beginning on the LDF, which will eventually replace the existing plans for the borough under the title the Unitary Development Plan.

Climate Change Bill - What happens now? (*cont'd from page 12*)

In a rather surprising move, the Government announced in November that the Bill would be going to the House of Lords before the Commons. The Bill goes through roughly the same stages in both Houses but lobbying Lords is very different from lobbying MPs as they don't have constituencies. We will be keeping up the pressure and you might be able to help - get in touch with

alex.phillips@foe.co.uk to find out more. Around February the Bill will have its second reading in the House of Commons, and we'll be in touch in the New Year to let you know how you can get involved through Spring 2008.

FoE's CYW – Campaign actions – Sustainable economics

1 – Agrofuels

Friends of the Earth has launched a new campaign on biofuels (also known as agrofuels - see last month's newsletter). Agrofuels are being promoted as a solution to climate change, but in reality they are deeply problematic. Europe's increased demand for agrofuels is likely to have a devastating impact on the producing countries through destroying rainforests to make way for palm oil plantations and other energy crops. The poor will suffer as global food prices rise. Farming will need to become more intensive as agricultural land is taken up to grow agrofuels.

Latest research has also shown that due to energy input during production, land use change and nitrogen emissions from fertilizers the actual emission savings from agrofuels are small or in some cases non-existent.

An EU decision that 10 per cent of all transport fuels must be produced from biofuels by the year 2020 is driving agrofuel expansion.

What can I do?

Write to your MEP and urge him/her to object to the 10 per cent target. Go here [http://www.foe.co.uk/campaigns/biodiversity/press for change/ biofuels/](http://www.foe.co.uk/campaigns/biodiversity/press%20for%20change/biofuels/) or phone 020 7490 1555 to find out who your MP is.

To find out more about Friends of the Earth's position see the new agrofuel pages <http://www.foeeurope.org/agrofuels/> or phone 020 7490 1555 for a print out to be sent to you.

2 - Reduce resource use

What's left in the bin?

The less residual waste we have - that is the waste left after reuse, recycling and composting - the less demand there is for incinerators and landfills to deal with it. We're carrying out a project to look at what is in residual waste and what needs to be done to reduce the amount we create.

We've recently published the first phase of this research - it can be read at [http://www.foe.co.uk/resource/reports/residual waste.pdf](http://www.foe.co.uk/resource/reports/residual%20waste.pdf).

It found we could reduce residual waste by targeting the largest waste streams - these are kitchen waste, other paper and card (like wallpaper and tissues), construction and demolition waste, furniture, disposable nappies and mixed bagged waste.

The second phase of research will now look at what policy measures could be taken in order to get these materials reused, recycled, composted or prevented. We will be using this research as the basis for a training day we will hold this spring, to help you get your councils to reduce residual waste and recycle more.

If you want details of the training day, please contact Becky Slater either by email at becky.slater@foe.co.uk or by phone on 020-7566-4079.

CYW = FoE's Change Your World, published every two months. Contact Ray Watson if you want to see a recent copy.

Bromley Friends of the Earth - List of Contacts

Co-ordinators:

Sheila Brown 01689-851605

email – sheilabrown336@msn.com

Ann Garrett 020-8460-1295

email – anngarrett@onetel.com

Campaigns Organiser:

Ann Garrett 020-8460-1295

Secretary:

Ray Watson 01959-571566

email – raywatson@iclway.co.uk

Treasurer:

Ivy Smith 01689-872642

Press Officer:

vacant

Programme Organiser:

Sheila Brown 01689-851605

Outings organisers:

John & Sue Bocock 020-8464-5990

email – johnbocock@hotmail.com

Walks Arrangers:

temporarily vacant

Verifier:

Dave Davis 020-8650-5692

Membership Secretary:

Dan Sloan 01689-838819

Newsletter Editor:

John Street 020-8460-1078

email - johnstreet@gn.apc.org

Merchandising:

Anne Clark 020-8289-8483

Teas:

Anne Clark / Ivy Smith

Campaigns –

Transport:

Ray Watson 01959-571566

Climate and Energy:

Ann Garrett 020-8460-1295

Trade Justice / FairTrade

Liam Padwick

email – liam.padwick1@ntlworld.com

Real Food:

Diana Hurd 020-8402-7586

Waste (Recycling):

Debbie Witherick 01689-858748

email -

deborah.witherick@btinternet.com

Planning and development:

Tamara Galloway 01689-855352

tamaragalloway@yahoo.com

Bromley FoE web site:

temporarily unavailable – apologies

Letters to the Editor

Why not write us a letter if you have a strong opinion on something or just want to share your thoughts. Send them in and perhaps even start a discussion - who knows.

Need a lift to meetings?

If you require a lift to Bromley FoE meetings, please contact Sheila Brown or Ray Watson on the numbers shown above.

Disclaimer

Please note that any opinion expressed in this Newsletter is not necessarily that of Bromley Friends of the Earth or Friends of the Earth.

Reuser Column
Don't throw It away - Reuse It!

If you have any items to sell, or anything that you require, please send details to the Editor. Items will be displayed for three months, the number in brackets after an item indicating for how long it has appeared. Could you please also contact us if an item has been sold/obtained, so that it can be removed from the Newsletter.

Any donations to Bromley FoE generated from this column gratefully received!

Non-members' Section

If you are not a member of Bromley Friends of the Earth, BFoE, then hello. We are an active local group affiliated to national Friends of the Earth concerned with promoting the understanding of environmental issues. We also campaign on these issues at a local, national and international level.

If you would like to know more about who we are and what we do please contact either of our co-ordinators, Sheila Brown (01689-851605) or Ann Garrett (020-8460-1295); their email addresses are on the previous page. Alternatively, you can come along to one of our free monthly meetings held on the first Tuesday of every month at the Friends Meeting House, Ravensbourne Road, Bromley (that's towards the bottom of the High Street and on the right going south). If you would like to join us then please fill in and send us the form below.

Membership Application/Renewal* Form (*please delete as appropriate.)

Please return this form to: **Bromley FoE, 2 Bucks Cross Cottages, Chelsfield Village, Orpington, Kent, BR6 7RN**. Other enquiries regarding the group should be sent to: Birch House, Grays Road, Westerham, Kent, TN16 2JB; phone 01959-571566, email raywatson@iclway.co.uk.

I wish to support Bromley Friends of the Earth and enclose my £8 annual subscription. I also enclose a donation (optional) of To help towards the cost of producing and distributing the monthly Newsletter.

Name.....

Address.....

..... Postcode.....

Email Address.....

Do you have any hobbies or interests that may be of use to the group?

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