



Friends of the Earth

Bromley

September 2011 No. 285 Newsletter

Bromley FoE: inquiries to Birch House, Grays Road, Westerham TN16 2JB
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September Meeting

Friends Meeting House,
Ravensbourne Road, Bromley

The Big Energy Conversation

Friends of the Earth's latest Energy Campaign

**Glyn Thomas from the Energy Team
FoE, Underwood Street**

Tuesday 6th September - 7.30pm.

Everyone welcome – bring a friend

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Copy for the next Newsletter must be with the Editor by
SUNDAY 18TH SEPTEMBER. Contact details inside front cover.

Bob Neill MP replies on Localism Bill – see page 9

Diary dates:

Aug 29th (Mon)
Sept 4th (Sun)

Cudham Fete, Cudham Recreation Ground: from 11am
Urban Green Fair, Brockwell Park: from 11am.
www.urbangreenfair.org

Sept 6th (Tues)

Bromley FoE's September meeting:

Glyn Thomas on The Big Energy Conversation

Sept 9-11

Sept 21st (Wed)

FoE local groups conference, Nottingham University

Peace One Day event, Community House, South Street, Bromley, 7.30pm. Speakers include Roisin Robertson (Greenpeace) and Neville White (Amnesty)

Oct 4th (Tues)

Bromley FoE's October meeting

Oct 15 (Sat)

Bromley FoE campaign stall, Bromley High Street, outside Caffe Nero, 2-4pm



Fancy a trip to Scotland?

FoE is organising the Big Green Bike Ride – and you are invited to take part.

The first leg is from London to Cambridge and the ride continues for six days through some magnificent countryside to Edinburgh. The objective: to raise much-needed funds for FoE's environmental campaigns. It takes place in May 2012 but you can register now to receive a support pack to help you train, organise sponsorships and learn about assistance en route. And you do not have to do the full trip – you can join the ride for just one day or form a relay team to share the journey.

If you do not want to ride, FoE is looking for volunteers to help riders and camping arrangements.

Next Newsletter - copy details:

Any news, articles, poems, questions, views etc for the next Newsletter must be with the editor **by SUNDAY 18TH SEPTEMBER:**

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

August meeting report – Ray Watson

Climate change has its occasional bonus, the classic example being that warmer temperatures have allowed grape wines to prosper in the north and Scotland. And there was an unexpected one brought to our attention by our August meeting speaker, Howard Cox of Orpington Field Club.

Howard specialises in dragonflies, the beautifully-coloured flies with whirring wings that we see swooping across ponds and rivers in summer. He revealed that four new species had migrated from the Continent and were now settling in Britain, where previously it was too cold for them.

Aided by some excellent close-up photography – taken by him - Howard took us through the characteristics of dragonflies, which, he said, had been around since the time of the dinosaurs. They are usually about five inches long, with colourful iridescent bodies, three pairs of legs, two sets of wings and a large pair of eyes – ‘like headlamps, he said – that give all-round vision as protection against predators.

The mouth is fierce looking and is the reason for their name, though they used to be wrongly called horse stingers or the devil’s needle. In fact, they cannot sting.

The reason for the six legs, he told us, was to allow the dragonfly to hold on securely to its perch of grass or waterside plants.

The favoured habitat was around ponds and rivers, stagnant or flowing,

but differing types chose different habitat, for example, some based themselves on heathland. However, he advised not to go looking for them in rainy weather – when it rains they disappear from sight.

Research had shown that in reproduction the female chose the most handsome male as a means of ensuring that the best quality genes were passed on. They reproduced with only the same species of dragonfly.

Eggs were laid on or near water and with some types two to four years might elapse before the young dragonfly was fully developed.

Where are good places to view dragonflies? Howard recommended an area towards Guildford as the best, but also suggested local spots like the upper lake at Keston Ponds and by the river at Lullingstone.

He said a sunny afternoon in September or October was when dragonflies were most active. To get close to a dragonfly, he said one should approach slowly and quietly. He added that a net should not be used to capture a dragonfly because it would most likely damage the wings and would not survive.

The second half

After a coffee break, in a busy second half the group heard updates on various campaigns – the localism Bill, including its impact on planning applications, the Energy Bill, support for local residents opposing building ...

/continued on page 7

Transport information, from Ray Watson

Another dangerous victory

For nearly 12 years we have known that Biggin Hill Airport will not go away in trying to achieve its aim of expansion at any cost, the cost in this case being the price that Bromley residents would have to pay – sleep disturbance late at night and early morning, noise and air pollution, greater traffic congestion, and safety concerns caused by a low flightpath that crosses heavily-populated suburbs, two major hospitals and many schools.

Last month Bromley Council, as head leaseholders of the airport, rejected yet another application to change the operating lease, a mere four months after the previous one, and thus stirring up all the usual anxieties and uncertainties for residents.

Does this mean the end the matter? Certainly not. Recent correspondence between the council and the airport came to light following a Freedom of Information Act request to the council, which included a statement by the airport that it intended to apply for changes in the lease once the current application was decided. So, expect that any week now.

The airport's recent demand – for precedent-setting longer flying hours during the Olympic Games period -- was rejected by the council's executive committee, saying the airport had not presented a proper business case – a phrase also used to throw out the March application. To some observers, some of the executive gave the impression that they opposed the

application reluctantly, and so these questions arise:

What would constitute a business case that would convince the council to approve easing restrictions in the lease? How do you judge a business plan as being satisfactory? Will the airport keep applying until a 'satisfactory' business plan is approved?

Or was the 'business plan' reason just a cloak to reject the request while leaving the door open for the airport to walk through in due course? Why else are council leaders so keen on re-opening the lease 'to update' it? The airport and the council voluntarily signed the lease so why not keep to it? What, exactly, needs updating? No-one has said, but that must fuel suspicions. And councillors opposed to airport expansion openly feel that in any negotiations the airport would run rings around Bromley Council.

Remember, the lease was approved by the High Court when the airport challenged its legality; it is the best protection that Bromley people have. Jo Johnson, MP for Orpington, (see *article on page 10*) warns against interfering with it.

Flawed consultation

Although the council leaders refused to acknowledge it, residents' opposition played an important part in this situation, with hundreds of letters and emails sent to the council. The airport quickly pointed out that the total of objectors was fewer than last time ...
/continued on page 7

Campaigns information – from Ann Garrett

Campaigns

The final stages of the Energy Bill are just a few weeks away and we're close to a victory on a stronger energy efficiency standard for private rented homes by 2016. Our group has posted over 30 letters to MPs.

An exciting new major campaign is to be launched in October as a follow-up to the Big Energy Conversation. FoE will be challenging the Big Six Power companies.

We have completed over 30 research questionnaires on our stalls this summer and hope to gain a few more before the end of September.

Climate and Energy

Hutton fears nuclear industry confidence

Britain's nuclear operators face the gravest challenge for years to persuade the public that new nuclear power stations will be safe in the wake of the Fukushima disaster, the new head of the industry has recently admitted.

Lord Hutton has stated that Fukushima has 'changed the game' for atomic energy and called for a new approach around the safety of nuclear generation. Just under 30% of those questioned in an opinion poll were favourable towards nuclear power - down 4 points in 6 months, while 28% now oppose all new nuclear build.

However it looks as if Britain is determined to proceed with new nuclear reactors, and Lord Hutton has said that UK industry needs to be at

the forefront of the new technology and backs plan for a new MOX fuel plant at Sellafield.

Shell given go-ahead to drill off Alaska

Despite all the protest by environmentalists, especially by brave Greenpeace activists, the keys to the vast reserves of oil off the coast of Alaska have been handed to Shell. The US administration have granted it provisional permission to start drilling exploration wells in the Beaufort Sea's waters.

Holly Harris, a lawyer for Earth-justice, one of several protest groups has warned that 'this is a disaster waiting to happen'. In view of the Gulf of Mexico pollution, the dangers are immense. The only compensation is that the Alaskan wells will be in shallower waters than the Deepwater Horizon rig.

Niger Delta pollution

And still it goes on. There is new evidence about the continuing destruction in this area. Goi in Nigeria is now considered a dead village. Two fish ponds, a bakery and chicken farm that used to be the pride and joy of people lie abandoned, covered in a thick black layer of oil.

The village's creek is contaminated, the school has been looted, the mangrove forests are coated in bitumen and everyone has left, refugees from a place blighted by the exploitation of oil companies. The Nigerian government has also failed to protect its people.

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Response to Soapbox Item – from Rob Clark

I have some sympathies with the points raised in Sheila's Soapbox article of the last Newsletter. Amazon and other online retailers are reducing business for High Street and local shops for sure but I would like to respond to a few of the points she raised.

It is undoubtedly good to shop at local shops but the ease with which you can research items via the web, the competitive cost and the fact that it's delivered to your door means the temptation to internet shop is enormous. This is particularly true in austere times such as these when money is tight for most. Being able to compare prices across a wide range of retailers and ordering a product at any time of day or night is convenient.

Should we pay more at our local shops to support their existence? I can't answer that question but what I would say is that if I were opening almost any kind of High Street shop myself I would not expect to survive solely on customers coming through the door.

I would make sure that part of my business plan involved developing my business online as well as on the street. This is already the case for many shops and perhaps it is these we should be using to support local shops if we want to shop online rather than the big retailers.

For example if you search for any book on Amazon you will probably be offered that book by Amazon. But it will have a link to New and Used copies as well. If you click one of these links you will see all sorts of other people selling copies of the book. Some of these are the

general public of course but many, even most, are shops on a street somewhere in the World. Unfortunately you can't tell who is a local shop and who is solely an online retailer before you receive your book but they are all smaller traders at least.

I suppose the thought that you may be supporting a local shop even if it's in the US is a good one. Hopefully the shops local to you have the nous to be selling online as well and American folk are potentially ordering items from them. This is an extreme example but I have in the past ordered an out of print book from a US used book store and I feel quite good about supporting what I think is a smaller US shop although there is the air miles issue of course.

There is also another advantage to buying online which is that you can usually find what you want and read reviews from people who have already purchased that product. This has saved me from buying certain items in the past whether it be from the web or a High Street shop when online reviews have been dire.

So, my thinking is perhaps be conscious of shopping more locally where possible but don't ignore web sites such as Amazon which you can use to review goods if nothing else. It's also worth considering the other retailers selling through sites such as Amazon and Ebay as they could well be shops local to someone else. I bought a sewing machine from what turned out to be a 'local' shop in north London a few years ago. A local sewing machine shop selling online, who'd have thought it?

Transport info; Campaigns info; August report – *all continued*

Transport info – *continued*

... while those who wrote in favour had grown. However, this time the consultation period was shorter by a week and it coincided with the holiday period.

Another facet was that the airport issued to customers forms to complete with the result that much of its support came from faraway places like Brazil, South Africa and Australia, while from the UK there were supporters from Accrington, Derby and many other distant towns. Yet this was a local Bromley issue!

A further flaw in the consultation process was that the council did not ask for an address from those who responded by email. Again, were these people from Bromley and surrounding areas or were they 'foreigners'?

One hopes the council sorts out this problem before the next round.

Fatigue factor

Yes, there will certainly be a next round, and that could prove difficult for individual Bromley people and the 27 organisations – including Bromley FoE – who 'voted' against the expansion plan. It is called fatigue.

It takes much work to advise residents what is going on and thus to get them to oppose the airport through the council consultation process. If fatigue and apathy creep in, that is a dangerous situation.

Maybe the airport sees that its best chance of success is not convincing the council but just that opposition from the people will fade away and councillors can give in to the airport without worrying about the electoral backlash.

When fighting a commercial enterprise with its PR team and advertising money, as well as having to keep a tight rein on a council that sometimes appears not to listen to residents, 12 years is a long time...but, meanwhile, the fight goes on.

Campaigns info - *continued*

As Neville White from the Orpington Amnesty group pointed out in his talk to us recently, this is a major human rights as well as environmental issue. A new UN report has exposed the full horror that the production of oil has brought to Ogoniland over the last 50 years.

Finally some good news - Friends of the Earth Netherlands are suing Shell in the Hague for negligence, so lets hope the Ogoni people will receive just compensation.

August meeting report – *continued*

... on a Beckenham sports ground, the forthcoming Bromley Council decision on Biggin Hill Airport expansion and the proposed development at Bromley High Street.

Thanks were also given to Bill for bringing vegetables for sale and to Marina for bringing CDs for sale to boost BFoE funds.

FoE responses to two Beckenham planning applications

Beckenham sports site under threat

Residents in Beckenham have started a campaign to prevent housing and other development on the Kent Cricket sports site at Worsley Bridge which would much reduce the space available for open-air activities through the construction of 48 houses, a conference centre, spectator stand for up to 3000 people, health and fitness centre and other buildings. We sent this letter to the borough's chief planner:

This group requests that you register its objection to the above application relating to open land at Worsley Bridge, Beckenham.

This site is zoned as Metropolitan Open Land in the borough's Unitary Development Plan and in the Mayor's London Plan, with sports and recreational activities given as its main use. Open land is essential in the crowded suburbs of the borough and should not be lost to the community.

The application calls for some of the land to be covered by buildings and a spectator stand which would eat into the current open areas. Also, the erection of 48 houses would further reduce the open land available for sporting use, and would lead to the demise of football and rugby pitches.

It should also be noted that the density of houses to be built would be out of character with the surrounding area and would create additional traffic, noise and air pollution.

Above all, the borough should not be reducing sports facilities at a time when large amounts of government money

are being spent on programmes to improve the health of the nation, with particular emphasis on obesity among children.

Open land threatened in Beckenham

A plan to build on open land behind Beckenham High St is being opposed by local people and Bromley FoE, arguing that protected trees would be felled and high-density housing would be out of character in the area.

Please record this group's objection to the above application, and note the following arguments:

- The plan calls for the construction of 44 apartments in a four-storey block which would be out of character with the important surrounding area, where two-storey homes and commercial premises predominate.
- Open land in our busy and crowded suburbs should not be lost – it is a valuable resource.
- Six trees protected by Preservation Orders would be demolished.
- The density of the development would lead to loss of privacy for surrounding home owners, together with additional noise and air pollution.
- Access to the site is narrow and would probably require the demolition of at least one existing property.
- The proposal does not include an environmental study of the impact on wildlife.
- Similarly, expert advice should be taken because the site is of special archaeological interest.

Letter from Bob Neill MP to Ann Garrett re Localism Bill

As you rightly point out, there is currently a lack of opportunity for residents to influence the nature of local development. In large part, this stems from the last Government's excessive top-down control over the planning system and the absence of any formal powers for residents to directly shape the plan-making process. Unfortunately, this has resulted in a genuine sense of disempowerment and a resistance to the notion of development, irrespective of its potential benefits.

Within this context, the Coalition Government has decided to introduce an entirely new regime of neighbourhood planning, which is designed to give people far more influence in the planning system than is currently possible. Once in place, these documents will help to determine and shape local development, such as the location of new shops, offices and schools or the provision of more open green space.

Rather than implementing a centrally-driven and prescriptive approach to neighbourhood planning, we have decided to give communities as much discretion over their new plans as possible. In addition to making it simple for neighbourhood groups to initiate the neighbourhood planning process, it will be for local people to determine the scope of development covered by the plan and the overall detail of its content.

It is, of course, important that this plan-making process is as inclusive as possible, but I do not believe it is necessary to dictate how local groups

set about engaging with their community. There are already requirements for consultation and, because good community engagement will be essential if proposals are to be successful, local communities may want to hold public meetings to discuss any contentious issues.

The neighbourhood plan would need to pass an independent examination, which might include a hearing for oral evidence. Once the document passes this examination, it would then be put to a local referendum. If 50 per cent of those who vote are in favour, then the local planning authority must adopt the plan. Albeit commendably light touch, I am confident that this process is rigorous enough to ensure that all local residents have a meaningful say on the content of their local neighbourhood plan.

As one of the Ministers with direct responsibility for this particular piece of legislation, I can assure you that I am looking closely at the whole process will work in practice. As a Government, we expect to be publishing proposed regulations on neighbourhood planning in the summer and these will be consulted on, as is legally required. You will wish to consider submitting comments to the Department for Communities and Local Government (DCLG), in which case I am, of course, happy to discuss your thoughts on them with you as your MP.

On a final note about strategic planning, which you also mention in your letter, I am acutely aware that ...

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Jo Johnson MP – A lofty view from Westminster

Below we print an article from conservativehome web site by Orpington MP Jo Johnson. It supports opposition to expansion at Biggin Hill Airport but suggests that we need a 'new Heathrow'—to be built in the Thames, an idea supported by Mayor Boris Johnson, and which is opposed by the Prime Minister.

Bromley FoE welcomes the chance to put a different view to its members but it opposes airport expansion in principle, preferring to find ways of reducing air journeys. Indeed, the signs are that Mr. Johnson's own party believes that 'predict and provide' policies are dead, and -- if we are to believe a government transport minister speaking at a recent London seminar -- 'predict and reduce' is becoming the new policy and which will be part of the aviation White Paper when it is published next year.

Jo Johnson MP: The UK needs an aviation strategy for London and the south-east

This article was first published at Conservativehome.blogs.com
Barely 20 miles from the heart of London lies Biggin Hill airfield. For second world war buffs, this patch of green belt is the spiritual home of "the few", a place of myth and magic from which Spitfires and Hurricanes manned by crews of unsurpassable bravery launched themselves across the northern Kentish downs to defend a vulnerable capital.

During the Battle of Britain, fighters based at RAF Biggin Hill claimed 1,400 enemy aircraft, at the cost of the lives of 453 aircrew.

Today, London Biggin Hill Airport, as it has become, is at the centre of a new battle, which is pitting residents in my constituency against the owners of a scarce resource, one of just three commercial airports within the city limits.

At present, the airport, although conveniently located close to the M25, is operating at under half its theoretical potential, as it is prohibited by its long lease with Bromley Council from running fare-paying passenger services and thereby prevented from turning itself into a new Luton.

The tension over the airport's plans to expand is the consequence of the UK's historic failure to make long-term provision for runway capacity in the south-east. It makes no sense to expand airports located in residential areas within the M25 when far better solutions exist elsewhere, such as in the Thames estuary. That's why this government was right to veto a third runway at Heathrow and why Bromley Council would be right to hold the line on the expansion of Biggin Hill.

The more we deal with our structural shortage of airport and airspace capacity by putting in place quick fixes to suburban airports, the longer it will be before the UK engages with the need to build a new hub airport for London. Runway utilisation at Heathrow and Gatwick is operating at about 99 per cent, compared to 70-75 per cent at other big European airports. This is causing delays and reliability problems that are damaging Britain's competitiveness.

/continued on pages 13 and 14

Letter from Jo Johnson MP to Ivy Smith re Biofuels

Letter from Jo Johnson MP

The Government recognises that there are legitimate concerns about the sustainability of some biofuels such as palm oil and soy. Biofuels are a continually developing technology and there is still scientific uncertainty about their sustainability and wider socio-economic impact.

I believe it is crucial that we establish strong sustainability criteria and a robust lifecycle carbon analysis to ensure first that biofuels deliver tangible greenhouse gas reductions and do not cause unacceptable environmental side effects in the process.

I understand that the Government has been taking the issue of indirect land use change seriously. The Department for Transport has recently published research on the scale of impact of indirect land use change and it is continuing to lead work on how to tackle these.

The European Commission is in the process of assessing a range of options to address the issue and the Transport Minister, Norman Baker MP, has written to the EU Energy, Environment and Climate Commissioners to impress on them the need for a robust solution.

Letter from Bob Neill MP - *continued*

... planning issues, like climate change mitigation, often affect communities that span traditional administrative borders and therefore, joint working on strategic planning issues is vital.

Current evidence does suggest that local authorities are already working together to address issues of mutual interest - whether that is priorities of growth and investment, or environmental protection — and there is every reason to believe that such behaviour will continue to flourish in the absence of overly-prescriptive central planning policy.

That said, it is worth remembering that here in London, the London Plan will continue to provide the planning framework for the boroughs and that the statutory new duty to cooperate on local authorities will sit alongside this strategic plan.

ReUser Item (1)

Wooden chairs available. They are not suitable for long periods sitting at the computer.

Two wooden chairs with metal frames, two wooden chairs with PVC seats, and four wooden chairs that are unsafe to sit on, but the wood could be used for something else.

Contact Tamara Galloway, 01689-855352

Poem from Ann Garrett – Decking Is Out

Decking is Out – Grass is In

Lush green grass after rain
A rich-mix of fresh tangy smells
Dried grass rustling in the wind
Warms the body, protects nests

Roll down grassy banks
Stride up a grassy mound
Walk between walls of flowering grasses
And moon daisies - run through buttercup fields

So grass is in and decking is out

A Capability Brown lawn sown with
Bird's foot trefoil, mouse-ear hawkweed, speedwell,
Add this to hawkbit, selfheal, woodrush,
Dove's-foot, cranesbill, storks-bill, madder
Cinquefoil, crowfeet and celandine –
The wonders of the wild wood wastes

Tear up the Ground Force Titchmarchian decking
Lie on the grass and smell the medley of mosses -
Lichens, heathers, violas, harebell, tormentil,

Indulge in the shifting green sea
Watch the cloud-racing skies
Summon into nostrils the scent of freedom

Demolish the decking – watch the wagtails hop
Celebrate national Love Your Own Lawn week every day
Cut up the layers of synthetic plastic grass
Which buries worms and demobilises moles
Hear the throb and feel the thrust of the Qualcast quadrille
Separate top grass, slit and hollow-tin the lawn if needs must
And finally drill and bust the concrete
Get rid of the tarmac-drive maniacs

Grass is in

Ann Garrett–Ashley (June/2011 - based on Dismantle the Decking by Quentin Letts –
Independent on Sunday May 15th /11)

Germany and Nuclear Power, from Peter Gandolfi

At present about 23% of Germany's electricity comes from nuclear and 17% from renewables. This makes a 40% zero carbon total, and is one of the highest in the EU. Their recent decision to close all nuclear power stations by 2022 will set back its efforts to generate electricity without CO₂ production, by 10 years.

The plans are to build 20 gigawatts of fossil fuel power stations by 2020 to fill its power generating gap. These fossil fuel power stations are described as "the new bridging technology" and may never be fitted with carbon capture and storage as apparently German environmental campaigners don't like this technology.

This decade is crucial for emissions reduction, and Germany's emissions from electricity generation are likely to rise. It has been calculate that Germany will emit an extra 300 million tons of CO₂ between now and 2020. This is more than the annual emissions of Italy and Spain combined.

Anti nuclear campaigners argue that the market will come to the rescue, with the permits that companies must buy to emit carbon becoming more expensive, encouraging savings elsewhere, but the price of carbon permits has slumped and there are far more permits in circulation than carbon being emitted.

The EU's new Energy Efficiency Directive may help. This calls for energy producers to introduce measures that will make them 1.5% more efficient per year. The end result

is that if Germany had retained its nuclear capacity and achieved its renewables target its zero carbon share would be 58%, at best, at the end of the decade now it will have about the same zero carbon as it has today - 40%, and probably less.

A précis of an article by David Strahan that appeared in New Scientist 30 July 2011

Jo Johnson (conservativehome) – *continued*

While London has excellent direct connections to its traditional business partners, it lags behind European competitors in serving the BRICs. While it has 215 departures a week to New York, for example, it has only 31 a week to two destinations in mainland China, compared to 56 to three such cities from Paris Charles de Gaulle and the 51 to four such cities from Frankfurt. Britain needs an aviation strategy for the 21st century. Expanding airports in outer London is the wrong answer.

Back in Biggin Hill, the airfield is mainly used by hobbyists, business jets and corporate shuttles. Last year, the airport logged around 50,000 flight movements, hardly insignificant, but far fewer than the 125,000 the lease permits. But as pressure mounts for quick fixes to London's most pressing infrastructural problem – a lack of landing slots and restricted airspace – the airport is seizing the moment to push for changes to the 125 year lease.

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Lectures at the Royal Society of Chemistry, from Peter Gandolfi

Free Lectures at the Royal Society of Chemistry

The RSC organises a series of public lectures that include green issues. These are by knowledgeable scientists usually unbiased, covering both sides of the arguments, and are followed by discussion. (Where else can you discuss these issues directly with the experts).

These are usually free, but do need to be booked on line to reserve a place. (www.rsc.org). All take place at The Chemistry Centre, Burlington House, Piccadilly, W1J 0BA. These events are also broadcast live on the RSC website, a selection are listed below.

Recharging our future: Thursday 8 September 2011, 18:00 for 18:30-20.30 (*Free*)

Energy storage technologies such as fuel cells, batteries, electrolysis and super capacitors will need to be improved to enable better use of intermittent renewable electricity sources and the development of sustainable transport in the future. Professor Clare Grey, University of Cambridge will talk about some of the latest developments.

What's in my stuff?: Thursday 13 October 2011, 18:00 for 18:30-20.30 (*Free*)

Sustainability is not just about carbon or carbon dioxide, it is also about the sustainable use of the planet's finite mineral and material resources. The availability, affordability and sustainable of supply of a number of important chemical elements used in high technology electronics means that there is a growing need to reduce,

reuse and recycle technology such as mobile phones. Dr Hywel Jones, Materials and Engineering Research Institute, presents a science and art based approach to raising awareness of the use of the elements in consumer technology.

Jo Johnson (conservativehome) – concluded

The Olympics have provided the perfect pretext. Earlier this year, it requested more flights during the Games, as well as the right to take fare-paying passengers. This application was rebuffed by residents in a public consultation and rejected by Bromley. Now, it is back, with a revised application that pushes for longer operating hours and extra flights in 'shoulder hours' during the Olympics, but drops the bid for fare-paying passengers. A new six week public consultation is underway.

While large numbers of additional private flights can be expected during the Games, putting a premium on both airport and airspace capacity, especially during peak periods, residents believe Biggin Hill can help accommodate the extra demand within the terms of the existing cap. My constituents naturally want Biggin Hill to play a proud part in making the Games a success, but they also oppose ad hoc changes to the lease that might set a precedent for the permanent expansion of the airport. They are right to be wary.

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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 Ray Watson or Sheila Brown 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 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 r.watson865@btinternet.com.

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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