



Dear Shareholders and Residents

Many of you will have seen the *Stopping Up Order* notices on the lamp-posts in Dock Road and are understandably concerned as to what effect both this order and the impending CPO could have for those of us living and / or owning property on the Dock.

Hounslow Council has just provided us with the evidence that they will present at the CPO Public Enquiry taking place in early October. We are now therefore – for the first time - able to give you a clear idea of what we can expect to happen after the enquiry.

The Stopping Up Order is a legal instrument being used by the London Borough of Hounslow to support property developer Ballymore so that they can progress with their impending scheme to re-develop the land between Brentford Dock and the High Street. With Hounslow's support It is highly likely that both the Compulsory Purchase Order and the Stopping Up Order will be confirmed following the completion of this Public Enquiry.

The Board of Brentford Dock Ltd has submitted formal written objections to both these orders using a specialist CPO Solicitor. However, in reality, the best that we can probably hope for is that all the conditions (safeguards) we have asked for will be incorporated into these orders, but if not all, then the most critical ones which relate to our access on and off the Dock.

Our negotiations with Ballymore regarding the sale of Dock Road (from north of the bridges up to the High Street) include these conditions, and we have no reason to believe that Ballymore (and the Public Enquiry) will not find these critical conditions acceptable.

Put simply, our objections explain that there are only 2 vehicular routes onto the Dock which is effectively an 'island', and whilst Augustus Close is our primary route for vehicles, Dock Road is our primary pedestrian route to access the town centre, the station, and beyond. Therefore, it is vital that we have continuous pedestrian access along Dock Road, and also access for emergency vehicles as and when required. We would also need vehicular access for all vehicles if for any reason the Dock was not accessible via Augustus Close.

NB: However, we don't want Dock Road to be available for our vehicles on a continuous basis (i.e. by removing the barrier at the southern end) because this would then allow Augustus Close to become a 'rat run' for non-residents by bypassing the High Street and its traffic lights.

The Hounslow Council documents that are currently available state that Dock Road (north) *"will be used as a principle access for construction materials Construction operations are expected to cause disruption to traffic during certain periods",* and access will likely be restricted *'for certain operations such as the delivery of mechanical plant and tower crane erection, and for remedial works to the road itself. These operations to be carefully planned and publicised in advance'.*

'A project Traffic Management and Logistics Plan (TMP) would be prepared. This would comprise an overall strategy for maintenance of all traffic routes currently enjoyed and where necessary, alternative means of continuation' (during the construction phase).

The TMP's would give details of exactly how traffic flow will be maintained, how pedestrians would be segregated from traffic flow and how necessary changes would be communicated through the life of the project'.

Meanwhile, working with our expert advisors the Board continues to negotiate the sale of Dock Road under the 'shadow' of the CPO, and we look forward to updating Shareholders and Residents with the results of those negotiations as soon as we have further news.

Brentford Dock's Objection Documents for both the CPO and Stopping Up Order, and BDL's CPO Public Enquiry case will be made available very shortly on the BDL website: <http://www.brentforddock.com> The Board's Stopping Up Order objection document is also on the Dock Office Notice Board.

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