

# Ickenham Calling .....



The Newsletter of the *Ickenham Residents' Association* Autumn 2012

Affiliated to the Hillingdon Alliance of Residents' Associations.  
Member of Herts. & Middx. Wildlife Trust, and London Green Belt Council.

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## CHAIRMAN'S REPORT

Many of you will have visited the fine Jubilee Garden in Swakeleys Park, which was opened officially on 7<sup>th</sup> August. Sadly, the opening had been delayed because of vandalism; a CCTV camera has now been installed, which will go some way to preventing a recurrence.

Swakeleys Park has also been awarded Green Flag status after the successful partnership of Council and local volunteers has kept it well-maintained and tidy. Our committee member, Neena Bedi, was heavily involved in creating the Friends of Swakeleys Park Group, and we thank her for her diligence and efforts as well as all the other members. Please contact us, if you too would like to join this group.

Please vote – it will cost you nothing because we have enclosed a reply–paid card.

Secondly, although the committee is almost full, there is one position vacant for a *Minutes Secretary*. If you think you could help, please apply. The duties are not that onerous, but vital to the efficiency of our operations.

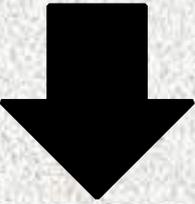
*Humphrey Tizard*



With permission of the LBH

On 14<sup>th</sup> August the Mayor raised the Green Flag on a permanent flagpole next to the Jubilee Garden which will remain flying as long as the park maintains the award. Just beforehand he invited a group of young people he saw enjoying the park to join in the ceremony, and they gladly accepted. A hopeful sign that it will not only be the older members of the community who take a pride in Ickenham's green spaces, but also the young ones.

In this edition of Ickenham Calling there are two other appeals. The first is to let us know what you think of the application to develop the North West corner to Hillingdon Circus which includes a Morrisons supermarket, a hotel and residential accommodation.



**ARE YOU FOR  
OR AGAINST THE  
MORRISONS  
PROPOSAL?**

**PLEASE READ  
OUR ANALYSIS,  
THEN VOTE BY  
COMPLETING  
THE ENCLOSED  
REPLY PAID CARD  
AND POSTING IT  
ASAP**

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Any questions you may want to raise, or if you have comments on any article in the Newsletter, we would be pleased to hear your views, and you could write to our General Secretary  
6 The Chase,  
Ickenham, Uxbridge,  
UB10 8SR

You can also send your comments to our e-mail address:  
[ickenhamresidents@hotmail.com](mailto:ickenhamresidents@hotmail.com)

This issue edited by  
Hanne Raeder  
August 2012



### LATEST ON TESCO

In July Tesco submitted new applications for their proposed store and accompanying housing on the former Master Brewer site, but we have established that the previous applications also stand. The new applications have not addressed any of our objections and **the number of housing units have been confirmed as being 125 for this full application (previously 53 for full planning permission with the remainder as being for outline permission)**, and we have therefore lodged **our** objections within the prescribed timetable. The two main grounds for our objection continue to be traffic impact and consequential impact on the environment and the height and appearance of the proposed buildings, and we also continue to seek enforceable conditions on Tesco's retail activity. Another meeting has been arranged with James Rodger, Head of Planning at LBH, and we continue to encourage Tesco to respond to our detailed questions re traffic.

*Richard Piper*

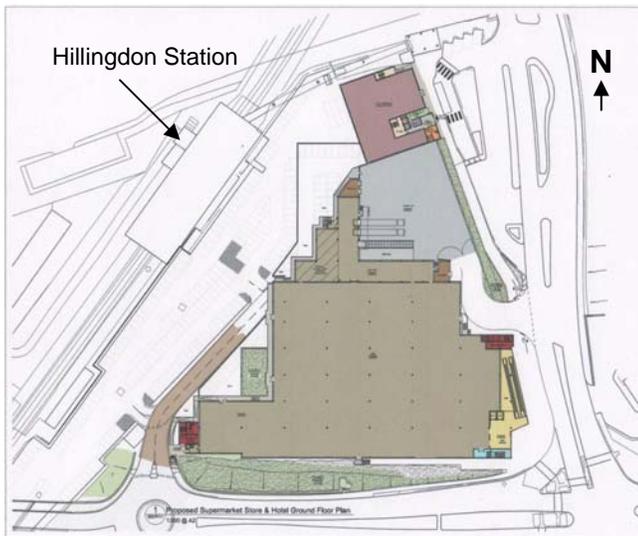
### NEW MORRISONS APPLICATION – HILLINGDON CIRCUS

We have now received detailed plans and drawings of the Morrisons proposals for the old Ruston Bucyrus site at Hillingdon Circus and the full application details are as follows.

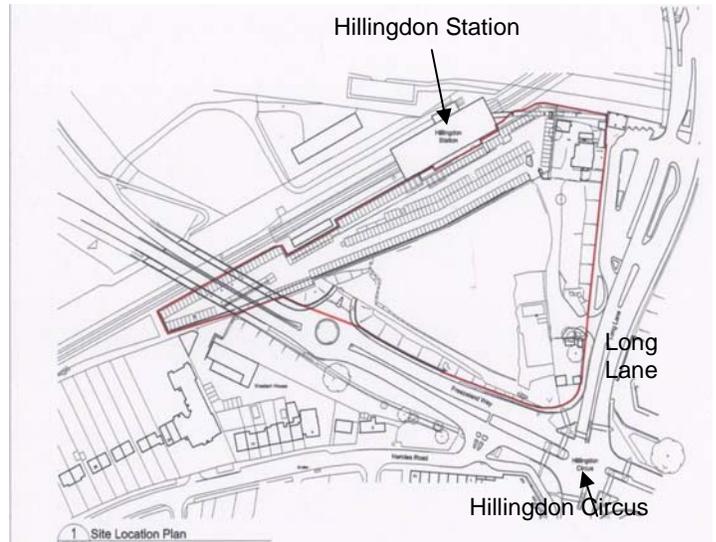
***“Full planning application for the demolition of the existing public house and timber yard, and the erection of a mixed use redevelopment comprising a foodstore (7,829m<sup>2</sup> GEA) (Use Class A1); a 6 storey 82 bed hotel (Use Class C1); a 720m<sup>2</sup> GEA restaurant/public house facility (Use Class A3/A4); and 107 residential units (Use Class C3), together with reconfiguration of the existing commuter car park, and associated landscaping, car/cycle parking and ancillary works.”***

The Association must now decide whether we are going to oppose this application or not and would like your input to make sure that we will be reflecting the views of our members. Morrisons have supplied us with a full set of application documents for our detailed assessment. We have analysed these in great depth to the best of our abilities and present you with our observations of the current Morrisons proposal:

**MORRISONS Proposed Supermarket Layout**



**MORRISONS Proposed Site Layout /Hillingdon Circus**



Proposed MORRISONS Long Lane East Elevation with hotel on the right



- The majority of the site area, will be covered with buildings and hard surfaces.
- It is in our opinion a much larger development than that proposed by Tesco, who have reduced their store considerably from previous applications.
- The design of the exterior of the buildings is not considered to be particularly attractive.
- There is little urban greening proposed on the site other than rooftop garden areas for residential use.
- Estimations from the drawings suggest that the block scale and height of the proposal would be twice the height of the buildings in North Hillingdon and the Station's main structure, and would be very visible from nearby green belt ( Hillingdon House Farm and aspects from the higher ground to the west)
- Overall the height of various parts of the proposal will be of 2 and 3 storey blocks of flats built on top of the store, such height we feel to be excessive on this prominent corner site.
- There will also be a six storey hotel (probably Travel Lodge) with 720m<sup>2</sup> allocated to a Restaurant/Public House facility situated on the ground floor. Reception will be on the first floor.
- Pedestrian access to all the hotel facilities will be from Long Lane.
- Vehicular access will be to and from the roundabout on Freezeland Way to the new store, flats and the existing commuter car park which will be reduced by 47 places.. Ten parking places are proposed for hotel use. Customer parking would be for 335 spaces with free parking for 1.5hrs available to all shoppers in the North Hillingdon local centre.
- Service and delivery vehicles will access the service yard from Long Lane.
- They claim to employ 243 full time staff and 89 part time (*note ; Planning Statement – Executive Summary says C.370 full and part time staff*)

## RETAIL IMPACT

### Areas for Concern in Relation to the Retail Impact of the Proposed Store

As we said in respect of the Tesco proposal, it is a major objective of the Association to maintain the health of Ickenham's "High St", and we are concerned with Morrisons' view that the free parking at the proposed store would not only attract people's "main shop" but also lead them to use the independent and convenience stores in North Hillingdon for their "top up" shopping. If Morrisons were successful in this and Ickenham people were attracted to the new store for their main shop, it would be to the detriment of our own retailers. The threat presented by Morrisons is also even greater than Tesco's because the proposed store is 70% larger and will contain an in store butchery counter. They also claim a more seamless integration with the North Hillingdon retailers, but their Retail Impact Assessment contains no estimates for losses of turnover by Ickenham retailers to North Hillingdon ones, only to Morrisons itself. They say that the latter will be small, but what is small to them may not be to our traders.

## TRAFFIC

We have reviewed the Transport Assessment and have found it so lacking in detail that it is impossible to draw any conclusions from it. Morrisons do not appear to be proposing any significant changes to the junction other than having the station car park traffic enter and exit via the mini roundabout on the western end of Freezeland Way. Suffice it to say that we know the junction is already saturated at peak hours, and that the additional traffic generated by the proposed development would increase congestion.

*Morrisons/Tesco Sub-Committee*

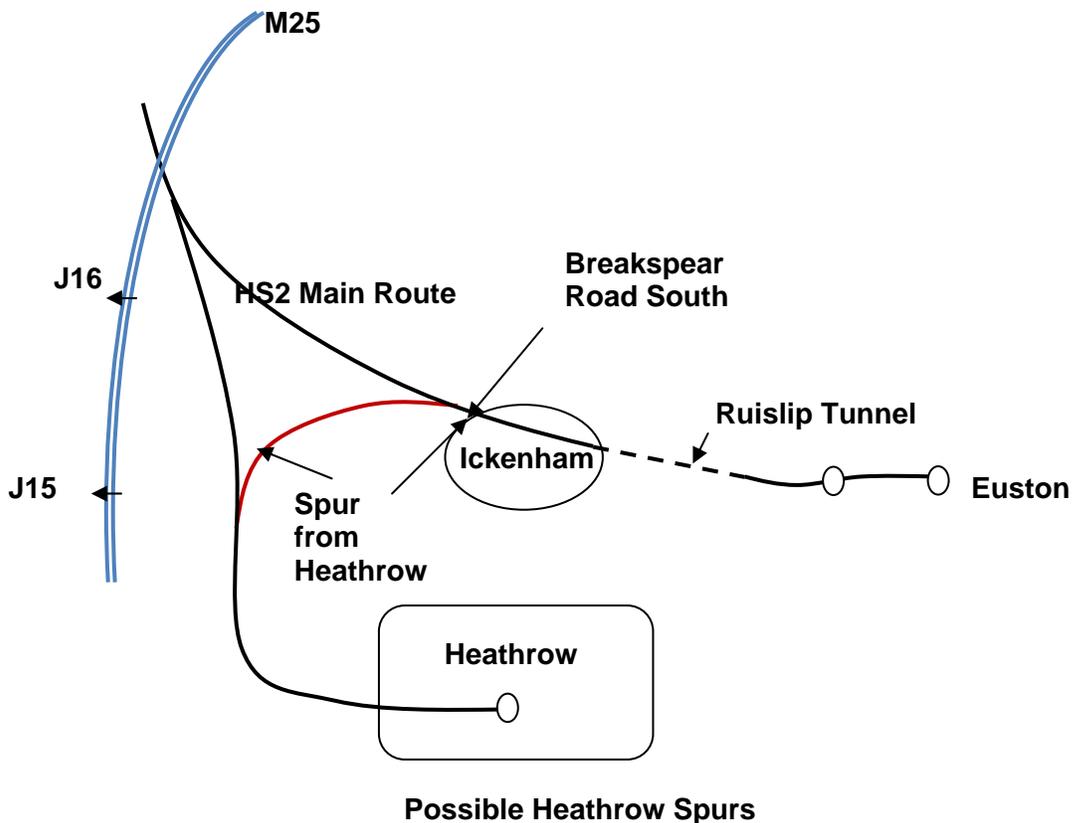


### HS2 AND THE RABBIT THAT CAME OUT OF THE HAT!

'Community Forums' is the term given by HS2 for a series of meetings with local groups along the route to discuss the impact the line will have on communities. The Ickenham and Ruislip group attended the second community forum on 13 June. HS2 provided an update on the project and advised that detail design is in progress and the Environmental Impact Assessment (EIA) would follow in the autumn. It was with great surprise that at the meeting HS2 presented a drawing showing the position of the junction of a spur from Heathrow joining the main line immediately west of Breakspear Road South – just like producing a rabbit out of a hat! Any connecting spurs to Heathrow were supposed to be revealed in the phase 2 consultation starting in the autumn. Our local groups were alarmed at the prospect of another line to the west of Ickenham and HS2 would not provide any explanation of the spur route to Heathrow south of this junction. This new information raises some important issues:



Who would use this line from Heathrow to Euston? What is its purpose? **How will the trains from the spur merge onto the main line where the 18 trains per hour are travelling at 200 mph? Will the spur also be a high speed line?** There are other trains from Heathrow to London that are more frequent and the spur would not provide access to Heathrow from the north. The need for this spur – if there is one - will not be finalised until after the phase 2 consultation and a decision by the government, probably around April 2013 leaving insufficient time for local discussion and an EIA before the Hybrid Bill planned for the following October. And the third issue is how will the spur cross the Chiltern Line to go south when HS2 is around the same elevation as the Chiltern Line at this point? We must wait for the phase 2 consultations before we learn more about this spur.





These forums are part of the process that HS2 Ltd has to follow before the hybrid bill is presented to parliament. The attitude of the HS2 personnel and the timetable they have laid out demonstrate to us that they have no genuine interest in improving the situation for our or other communities. As an attendee put it in another forum further up the line – this is community *enragement* not community *engagement*.

The 16<sup>th</sup> July was nominated as a day of action by campaigners opposing HS2. Many sent messages to MPs pointing out their opposition to the line. A rally of opposition groups, including our Association members, met at Westminster in the pouring rain and made their opinions known to MPs before their summer recess. The rally can be viewed on YouTube at <http://www.youtube.com/watch?v=dqtqYaagbcs>.



**HS2 Rally gathers outside Parliament supported by our MP, Nick Hurd, and John Randall, MP for Uxbridge and South Ruislip, (photo with acknowledgment to *Hillingdon Against HS2*)**

The 2009 DfT report '*Productive Use of Rail Travel Time...*' sets out to evaluate the value of time saved by shorter rail journey times and was released only one year before HS2 was launched. It concluded that around 80% of business travellers do work on trains (which we all knew anyway) and '*Overall just 39% of business travellers would spend their savings in journey-time working off-train*'. However, contrary to this HS2 '*assume that workers are not able to work productively during the course of their journey*' and all journey time saving is translated into productive working time. This is the cornerstone of their claims for economic benefits arising from HS2.

The report is very detailed (170 pages) but the DfT has decided this subject is so complicated it needs further study over the next year and will therefore be ignored. Or in other words this important and inconvenient report has been kicked into the long grass and HS2 will not revise their increasingly weak economic case.

In addition to this the passenger numbers are probably too high - the passenger numbers for HS1 are 30% lower than predicted.

Did HS2 get your consultation response? Well, you may have been one of the 413 responses that were not considered in the consultation analysis. If yours did not get through, then you would have received a letter by now explaining this error. The DfT has dismissed these missing responses as having no effect on the consultation outcome (they ignored most opinions), being less than 1% of the 55000 responses. But many of these responses were from organisations that had spent much time undertaking research (HS2 Action Alliance submitted a 150 page response) and it is very unfortunate that the DfT dismisses such important contributions to the debate out of hand. No doubt we will hear more about this and other issues such as environmental impacts in the five forthcoming Judicial Reviews that the High Court has agreed to hear on 3<sup>rd</sup> December and is expected to last eight days.

Please watch the media and our website for more news of HS2 and keep on writing to complain about this railway which has a diminishing business case, a disastrous environmental case, and if they keep telling us we are broke then how can we afford it? The media has begun to suggest that political will for the project is crumbling – it is important that we continue to let our parliamentary representatives know of our opposition.

Email to: **Nick Hurd:** [nick.hurd.mp@parliament.uk](mailto:nick.hurd.mp@parliament.uk)

**Justine Greening:** [greeningj@parliament.uk](mailto:greeningj@parliament.uk)

**or by post to either MP:** House of Commons, London SW1 0AA.

**David Cameron:** [www.number10.gov.uk](http://www.number10.gov.uk)

*HS2 Sub Committee*

## HS2 PETITION

Humphrey Tizard, Chairman of the Association, (from right) with John Donovan and Brian Adams of the HS2 subcommittee presenting our local MP Nick Hurd with the HS2 petition on Friday 10<sup>th</sup> of August. At recent local events over 1000 residents and visitors have signed a petition demonstrating widespread



**Picture by Uxbridge Gazette**



opposition to HS2, supporting the Association's position and seeking the best possible environmental impact mitigation for Ickenham should the project go ahead.

The announcement by the Secretary of State in January 2012 to proceed with HS2 Phase 1 and the route plans, which include a 4.3km tunnel under Ruislip with the tunnel mouth at West Ruislip, has worsened the situation for residents of Ickenham, North and West Ruislip. The HS2 Community Forums have also revealed that HS2 Phase 2 includes the possibility of a Heathrow spur, which will join with the HS2 Phase 1 line at West Ruislip. The detailed routing of this spur through the Colne Valley and into Ickenham is not known, but we can speculate that it will impact more residents.

Mr. Hurd thanked the Association and residents for their efforts and said he was well aware of the depth of feeling this issue had raised locally. The Association made clear to Mr. Hurd their continuing total opposition to HS2 and called on him to support the community in opposing this project. He stated that he would always represent the views of his constituents and when Parliament reassembles after the summer recess, he would seek to present the petition.

*Brian Adams*

## PAVING OVER FRONT GARDENS

We are all rightly proud of the gardens of Ickenham - many of which were showcased during the Ickenham Festival. Apart from making the village look great and providing a haven for all sorts of wildlife, they have a vital role in preventing flooding. Gardens soak up significant amounts of rainwater, preventing it from flowing into roads and our already stretched drainage network.

We have already seen a few flooded road junctions in the village recently - but is there anything we can do to address this issue? **Yes!**

The law was recently changed to make it illegal to pave over front gardens without planning permission from the Council. This unusual action was taken to control both flooding and pollution. Exemptions apply for porous surfacing like gravel, permeable concrete block paving or porous asphalt, or if the rainwater is directed to a lawn or border to drain naturally.

So if you are considering paving over your front garden, or know anyone that is, do bear in mind the information above. More information can be found online

here: [www.communities.gov.uk/publications/planningandbuilding/pavingfrontgardens](http://www.communities.gov.uk/publications/planningandbuilding/pavingfrontgardens)

*Chris Mountain*

## ICKENHAM MARSHES PARTNERSHIP

Plans are afoot to establish a Partnership between landowners and local groups including the Ickenham Residents' Association and the London Wildlife Trust to restore and enhance areas of the Ickenham Marshes. The Marshes are one of the few remaining areas of natural

wilderness in London; situated to the North of RAF Northolt, between Ickenham and Ruislip, and made up of a patchwork of around 40 fields, the Marshes host a variety of habitats and support a wide range of wildlife. Designated as a Nature Conservation Site of Borough Grade I Importance, the wildflower meadow and marshland areas have particular biodiversity value.



Mature trees in Ickenham Marsh -  
photo by Chris Mountain

A variety of projects are under consideration, ranging from the re-introduction of cattle grazing, scrub clearances and hedgerow management. More details will be available soon on the website and in the next *Ickenham Calling...* In the meantime, why not take a stroll on the Marshes, either down the Hillingdon Trail or along the Willow Walk to Ruislip Gardens.

*Chris Mountain*



### Swakeleys House

Saturday, 22.09.12, 10am – 4pm,  
max. 25 at one time, entry every 25 mins.

### Ickenham Manor

Saturday, 22.09.12,  
tours at 10am, 11am, 12noon,  
max. 8 per tour  
pre-book ONLY through Open House:  
[openhouselondon.org.uk/bookings](http://openhouselondon.org.uk/bookings)



## HELP REQUESTED

The Committee have been running without a Minutes Secretary for quite some time but we really would like to get some help with this role.

It simply involves attending the meetings (held on the second Wednesday of every month in St Giles Church Hall from 7:45 p.m. to approx 9:45 p.m. (often shorter)) and taking the notes. The notes will then be produced as the minutes in our usual format and sent to the General Secretary for onward circulation. Requirements are – access to a computer, an email address and a working knowledge of Microsoft Word. If you think you may be able to help us please email [ickenhamresidents@hotmail.com](mailto:ickenhamresidents@hotmail.com) with your name, address and telephone number and we will contact you.

Thank you in advance for your support.

*June Reyner*

## HEALTH MATTERS

It was interesting to read in a recent edition of the Uxbridge Gazette, the headlines "Life- savers on duty in public buildings". This issue was raised at one of our AGMs, not long ago. The discussion centred around the use and placement of defibrillators in our local community.

The good news is that the equipment has been installed in Uxbridge Library, Ruislip Manor Library and our own Compass Theatre. This initiative by Hillingdon Council has been possible in co-operation with the Arrhythmia Alliance. St John Ambulance has trained 13 staff across the three sites and this has been reinforced with helpful DVDs. The heart defibrillators are presented as compact kits in highly visible wall mounted boxes. The machines are easy to use and they give clear computer voice instructions. Research has shown that speedy intervention and applying a controlled shock within five minutes of collapse provides the best possible chance of survival.

The Care Quality Commission is (CQC) about to start monitoring whether primary medical services meet essential standards of quality and safety. From April 1st 2013 providers of NHS general practice and other primary medical services will be legally required to be registered with the CQC, and the process to register them began in July this year.

The CQC have asked Hillingdon LINK. (Hillingdon Local Involvement Network) "The Public Scrutiny of Health and Social Care," to gather information about NHS general practice and other primary medical care services in Hillingdon. They would like to hear about any concerns you may have, or issues that you would like to raise about GPs and services at their surgery or practice. Information submitted will be confidentially used by the CQC when assessing applications to register over the coming months, and as they start to monitor these services compliance.

For the information to be used it is essential that the following details are supplied:

- The name, and the address of the GP practice(s) or over service(s).
- What the concern, or information is.

For more information you can contact Dr Tarlochan Grewal, Community Engagement, Hillingdon Link, 25 Market Square, The Mall Pavilions, Uxbridge, Middlesex, UB8 1LH  
E-mail: [raj.grewal@hillingdonlink.org.uk](mailto:raj.grewal@hillingdonlink.org.uk)  
Web: [www.hillingdonlink.org.uk](http://www.hillingdonlink.org.uk)

*David John*

## POLICE MATTERS

The usual July meeting of the Hillingdon Community and Police Advisory Group was cancelled owing to pressures on Police time related to the imminent Olympics, so I have no up to date crime statistics to report. In April and May Ickenham had a quiet time with regard to burglaries, with only two and five reported respectively.

By the time you read this in September, the evergreen planting time will be upon us. Those, whose back gardens (like mine) look out onto fields, parks, footpaths, or who have a long fence on a street corner, would be well advised to consider defending their boundaries with thorny plants such as holly, berberis or pyracantha. In the case of street corners, rambler roses trained on trellis will do the job.

An item of news, our Borough Commander, Julian Worker, has retired and is replaced for the time being by Acting Borough Commander Des Rock, though by the time you read this, we may have had a permanent replacement.

As regular readers will know, I am much exercised by various scams. The field has broadened out to include encouraging people to make claims for mis-sold Payment Protection Insurance via a claims agency, who will take a large proportion of any payment. In fact, if you are one of those people who have been sold insurance that you could never have claimed on, due to being self-employed or unemployed, it is a simple matter to lodge your claim yourself; there is no need to employ a middle man.

I am indebted to Hillingdon Neighbourhood Watch for bringing to my attention a Metropolitan Police publication called "The Little Book of Big Scams". This guide explains some of the most common scams, from simple to sophisticated and how to avoid being taken in by them. For a hard copy ring 'Operation Sterling' on 020 7230 1228 or you can call up an e-version on <http://www.met.police.uk/fraudalert>



If you are sent a 'You Have Won a Prize' letter that asks you to send a fee in advance, you are asked to report the details to 'Action Fraud' on 0300 1232040.

Now for a matter that is not actually criminal (or not usually so) but will almost certainly cost money and lead to dissatisfaction. I refer to various tradesmen, roofers in particular, who tout for business door to door, often claiming to be able to see a fault on the roofing or guttering that probably does not exist. If you employ them, they will rapidly expand the job to cost much more than quoted and probably do a bad job into the bargain. Never employ one of these people, use a recommended local builder to check any alleged faults instead.

Finally, in September, the evenings are drawing in, so if you are going to be out after dark, make sure that lights are left on in the house.

*Vic Silk*

was at school with him, and we met after an absence of nearly 50 years at a small gathering of school contemporaries and their wives in Essex, where the school was situated. We asked each other where we were now living, and my usual reply was near Uxbridge, a small suburb called Ickenham of which he had probably never heard.

His reply was that the name of Ickenham was familiar to him because his grandfather had bought a manor house there, which turned out to be Swakeleys House. The penny then dropped: Stedman Close in Ickenham must have been named after his grandfather.

At our invitation the Stedmans visited the site of his grandfather's enterprise earlier this year.

*John Squiers*

### LOCAL NEWS:

#### THE STEDMANS VISIT STEDMAN CLOSE

Below is a photograph of Mr. and Mrs. Neil Stedman under a street name plaque named after his grandfather, Frank Stedman.

In 1923 Swakeleys House and the 429 acre park was bought by Richard Cross, a farmer of Little Manor Farm, Ruislip, and Frank Stedman, a property developer in London.

#### WHEN SNAIL MAIL RULED

On March 11<sup>th</sup> 1905, the Clerk to Ickenham Parish Council, Mr. W.G. Alderton, who lived at Hill Farm (roughly where the control tower of Northolt Aerodrome is now) wrote to the Harrow & Uxbridge Railway Company with a request for a halt at Ickenham. It was felt that this would be a matter of great convenience, and would lead to the development of the place.

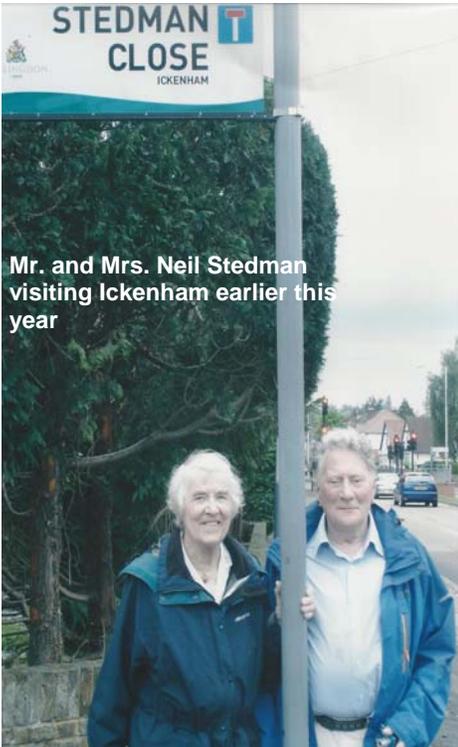
An application from the Railway Company was sent on 14<sup>th</sup> March to the Metropolitan Railway Board, who replied on 21<sup>st</sup> March that a 'halting place' at Ickenham was possible.

On 20<sup>th</sup> May 1905 the Uxbridge Gazette reported that they had been informed on very good authority that the directors of the Metropolitan Railway Company had passed a resolution authorising the construction of a 'halt' at Ickenham – and they were sure that the Ickenham people would be grateful to the Company for this concession.

Mr. Lee, head teacher at Ickenham School, wrote to the Metropolitan Railway on 20<sup>th</sup> September expressing his disappointment that the 'Halte' had still not been opened despite being apparently finished.

The new 'Halte' at Ickenham was officially opened on Monday, 25<sup>th</sup> September 1905. It cost 4d. (1 ½ p) to travel to Uxbridge first-class, and 2d. (1p) for 3<sup>rd</sup> class. The travel time from Ickenham to Uxbridge was 3 minutes !

*Barbara Buckle*



Mr. and Mrs. Neil Stedman visiting Ickenham earlier this year

In 1924 Frank Stedman bought out Richard Cross's share of the land and with the agreement of the then Uxbridge Urban District Council entered into a planning agreement allowing development of houses, shops and open spaces in Ickenham.

He sold Swakeleys House and part of the surrounding parkland to the London Postal Region as a sports ground.

The visit by Mr. and Mrs. Neil Stedman came about because I