

# Ickenham Calling .....

The Newsletter of the *Ickenham Residents' Association* Summer 2013

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 COMMENTS

The Town and Country Planning (General Permitted Development) (Amendment) (England) Order 2013 is coming into force on May 30<sup>th</sup> which will already have passed as you read this newsletter. This will allow 8 metre single storey rear extensions to detached houses without the requirement to apply for planning permission; for other houses the limit is 6 metres. This exemption will not apply to houses in Conservation Areas. The Amendment will lapse in May 2016.

At our AGM Ray Puddifoot explained how he and other Council Leaders had pressed the Secretary of State to require consultation with neighbours before starting construction. This has been included in the legislation.

If any neighbours object, then proper scrutiny prior to approval by the Local Planning Authority (LPA) must be granted. The LPA must then take into consideration the impact of the proposed building on the amenity of all neighbours.

Councils and your Association are very concerned that the Amendment will give rise to inappropriate developments and poor quality buildings.

Although it might seem unneighbourly, objecting to an adjacent development and requiring proper scrutiny by the LPA, would reduce the risk that this happens.

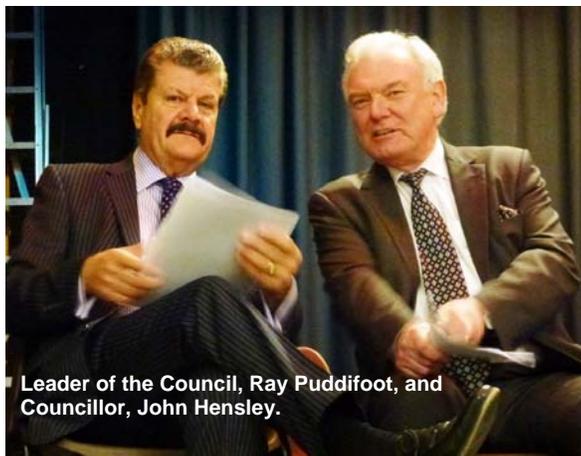
The National Audit Office has roundly condemned the Government's business case for **HS2**, ratifying the arguments that we and the other pressure groups have been making consistently for the last year and more. When challenged on the matter, the Transport Minister, Simon Burns, could only retort that high speed rail was "the future".

If "the future" means wasting taxpayers money on loss-making ventures with no long-term benefit to society and creating enormous environmental damage in the process, then "the future" is certainly not bright.

*Humphrey Tizard*

## AGM REPORT

Ickenham's reputation as a London suburb with an exceptionally good community spirit was much in evidence in the Village Hall on 19th April 2013, when the Association held its Annual General Meeting. As usual, the hall was full almost to capacity, and among the distinguished guests in attendance were our MP Nick Hurd, and all the Ickenham and West Ruislip Councillors, including Ray Puddifoot, the Leader of the Council.



Leader of the Council, Ray Puddifoot, and Councillor, John Hensley.

## MEMBERSHIP UP

Our Chairman, Humphrey Tizard, reported that the Association membership had increased slightly to 3213 households, an increase of 28. This was despite the increase in the subscription, which abolished the pensioners' rate and now made the basic contribution £2 per household. This had been met with very little opposition. We have delivered welcome letters and copies of "Ickenham Calling" to the new houses in



Our Chairman, Humphrey Tizard, with Treasurer, Jill Dalton, and President, Peter Daymond.



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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  
May 2013



Ickenham Park, which has resulted in 13 new members. We have also forged links with those living in The Drive. All in all some 65% of households in Ickenham are now members. Much of the hard ground work has been carried out by the Area and Road Stewards, who deliver the newsletters and collect subscriptions, and we are indebted to them for their tireless work. However, we always need new road stewards, so any volunteers should contact our membership secretary, John Squiers on 01895 638367.

### COMMUNICATIONS

Apart from our quarterly newsletter, edited by Hanne Raeder, we have in Brian Adams our Webmaster, who has been adding to the contents of the website regularly, bringing you up-to-date with the latest developments in the village. He has now also taken on the role of Publicity Officer, and as a result we are getting more coverage in the local press. Our General Secretary, June Reyner, is responsible for direct communications with various parties, which is a huge task and admirably conducted by her on behalf of the Association.

### PLANNING

This has always been a major part of the Association's work. The planning sub-committee under Hanne Raeder, has always been most conscientious in examining any planning applications relating to Ickenham. In 2012, they looked at 201 applications, and sent out 104 letters of objection or observation to the Local Planning Authority, and countless other letters to Councillors and residents, as well as almost daily e-mails between us and the Planning Department. There are four major planning applications which have kept us really busy:

The current situation at **TESCO** and **MORRISONS** at Hillingdon Circus is that in both cases new transport assessments have been submitted. We canvassed our members on the proposals and you voted 85% against them.

The owner's representatives of **SWAKELEYS HOUSE**, have agreed to keep open the footpath surrounding the



property and also maintain the open day access to the building during London Open Day in September. *Ickenham Festival* will continue to use the Grounds on Gala Days every two years. We are opposing the removal of the Bowls Club and the building of extra dwellings on green belt land, but we support a proposal by a local charity, Hillingdon Autistic Care and Support, for the use of the premises for a special needs school for autistic children.

As part of a Boroughwide Primary School extension programme, planning permission has been granted to extend **GLEBE SCHOOL** from its current two-form intake to three-form. The bulk of the demolition/rebuild work to begin in 2014. The Association supports the extension plans and will continue to work with Council representatives to ensure that any traffic and road safety issues associated with the construction of the additional pupil numbers are managed effectively.

As to the development and special project of the **HS2** rail link, this is dealt with in a separate article by Brian Adams, but this Association and Hillingdon Council are strongly opposed to this project.

### ICKENHAM PARK ROAD NETWORK

Despite our growing concern expressed to the Local Planning Authority at the time when the estate was being built, about the inevitable increase in traffic movements, our comments were ignored.

The traffic lights at Aylsham Drive have already increased congestion in Ickenham High Road to Long Lane, and the layout changes at The Pump have already caused accidents. We are in consultation with the Council over this.

### GREEN SPACES

Neena Bedi has done sterling work on this issue and has been involved with the Friends of Swakeleys Park, which reports instances of vandalism to the Council and Police and meets regularly with those who maintain the park. We saw the inauguration of the Jubilee Gardens, and the park was also awarded *Green Flag* status for the quality and maintenance of the park.

Chris Mountain has started a new project to improve **ICKENHAM MARSH** and public access to it, and together with local landowners, land management and local membership groups, has formed the **Ickenham Marshes Partnership**.

Its main objects are to restore scrub areas to wild flower meadows, maintain footpaths, and engage local schools and communities.

### POLICE MATTERS

Vic Silk has represented the Association on the Community and Police Consultative Group, liaising with Neighbourhood Watch and providing valuable tips of how to stay safe from criminals in his newsletter reports.



## HEALTH MATTERS

David John keeps us up-to-date on Health, a particularly important role with the recent implementation of management changes to the NHS locally. He keeps us up to speed with the NHS Hillingdon Commissioning Group, which is the new organisation that commissions health services for the Borough.

## TREASURERS REPORT

Jill Dalton reported that despite the increase in subscriptions (the first for 11 years) this had not deterred people from rejoining, and as this is our principal source of income, we have managed to maintain a healthy bank balance, also by keeping our expenditure as low as possible. The biggest expense was the printing and publishing of the quarterly newsletter "Ickenham Calling".

As always there were many questions and comments from the floor on a variety of topics. At the conclusion of the meeting, refreshments were served and further informal discussion continued.

## OFFICERS AND COMMITTEE ELECTED:

Patron: Malcolm Beaumont  
 President: Peter Daymond  
 Chairman: Humphrey Tizard  
 Gen. Secretary: June Reyner  
 Treasurer: Jill Dalton  
 Membership Sec: John Squiers.  
 Planning Officer: Hanne Raeder  
 Publicity Officer: Brian Adams

Committee Members: Neena Bedi, Barbara Buckle, David Grimshaw, David John, David Millen, Chris Mountain, Richard Piper, Vic Silk, Sian Vanderplank (Minutes Sec.) and one co-opted Member: Simon Taylor.

*John Squiers*



In the Spring 2013 edition of *Ickenham Calling* ..... we focussed on the unfairness of the Phase 1 Compensation Scheme – this was proven in March by the successful Judicial Review brought by the HS2 Action Alliance, where the Judge said the proposals were so unfair to be unlawful.

Although the Government does not plan to appeal this judgement, there are no signs that they understand the principles of 'polluter pays'. The latest consultation for the Phase 2 Exceptional Hardship Scheme is so inadequate that after a challenge by HS2AA they have extended the deadline and released more information.

The challenges to March's Judicial Reviews will be taking place in the Court of Appeals on June 10 by the 51m Group (\*) and HS2 Action Alliance (HS2AA), if the latter are able to raise sufficient funds (see <http://hs2aa.org>). The Association is donating £2000 to HS2AA to support their appeal concerning the Government's non-compliance with important environmental legislation.

(\*) *Group of 19 local authorities joined together to actively challenge the HS2 rail project, which would cost each and every parliamentary constituency £51 million. Also see 51m@buckscc.gov.uk*

As a further demonstration of HS2 Ltd's inadequate analysis of the route (a route that never should have been chosen for high speed rail in the first place) it was announced that an extra 9 km tunnel will be built under Ealing, Northolt and South Ruislip. This was good news for their residents as they will no longer be blighted by the operation of HS2, if it ever goes ahead. It is, however, further bad news for Ickenham & Harefield, as we would be blighted by construction for a much longer period.

Our local MPs for Ickenham, Harefield, Ruislip & Denham wrote to the Secretary of State requesting that the tunnel be extended to the Chiltern tunnel thereby saving our residents, the Colne Valley and local facilities. This request has been rejected by the Secretary – one of the reasons given is the difficulty of tunnelling under the lakes; yet the route for the Heathrow spurs, if they go ahead, is a tunnel under the lakes. The Association has written again to our MP Nick Hurd requesting him to challenge the statements made by the Minister and look again at the report by Mott McDonald that a tunnel extended beyond Ickenham is viable even if the Heathrow spurs go ahead. The Association is also looking to the Greater London Assembly and Mayor in our request for mitigation

The Paving Bill introduced in the Queens speech signals that HS2 is over budget and behind schedule. The Paving Bill was never part of the planned approvals process set out in January 2012. It is needed because the project is over budget and urgently requires more funds. It also recognises that the plan to have the Hybrid Bill approved by Parliament before the next election will not now happen. When all other Government Departments are having their spending cut, it does not make sense that this project, which does not stand scrutiny in any area, is being given more money.



Recent BBC Newsnight programmes and press articles all debunk HS2's arguments regarding healing the North- South divide and job creation. In fact the zones safeguarded by HS2 Ltd in Phase 1 will stop local developments and prevent job creation. The business case has never demonstrated value for money and understates the true costs; it does not for example recognise the cost of blight and compensation that will now have to be paid after the Judicial Review.

It is unfortunate that so many of our Parliamentary Representatives are not prepared to look at the facts; we are hoping that at some stage someone will point out the 'emperor has no clothes'.

**STOP PRESS:** The National Audit Office published their first report on HS2 on 16 May 2013, meaning the project has at last been subject to detailed independent scrutiny. The conclusions are devastating for those who believe HS2 is a project in the national interest. Key findings include:

- There is a 3.3 billion spending gap between the cost of constructing Phase 1 of HS2 and the Department of Transport's available budget.
- It is not clear how there is a relationship between reducing journey times and rebalancing the UK economy.
- The official cost benefit ratio calculated for Phase 1 has twice contained errors.

The report, over 56 pages, systematically and methodically undermines the core justifications for HS2. What is more, the Government cannot dismiss the conclusions of an independent and respected Body charged with ensuring the money you and everyone else in this country pay in tax is spent wisely.

**Brian Adams**

## JUNCTION SWAKELEYS ROAD & THE PUMP

We have met with the Transport & Project Services Department of the Council to discuss the problems and look at possible solutions. Unfortunately, no solution has yet been offered which we believe will resolve the cause of the accidents at this junction. Cars travelling north and wishing to enter the Coach & Horses have to cross two lanes of traffic, and when it is busy neither the car crossing into the Coach & Horses and the cars using inside lane of the southbound traffic can see each other.

There have been more collisions recently. There is agreement in principle that the zebra crossing between St Giles and the shops should be moved further down Swakeleys Road. We are proposing a suitable location which we hope will be agreed.

**Brian Adams**

## ICKENHAM'S VILLAGE HALL

Way back in 2006, as part of my "Chairman's Comments" column I included an article on the 80<sup>th</sup> Birthday of the Village Hall (*Ickenham Calling* ..... Autumn 2006), which occurred that year together with a brief history of its beginnings.

Well I was reminded of this fact at the Village Hall Association's AGM earlier this month, which we always try to attend, when less than 20 or so people turned up, most of whom were committee members. This, I thought, was a great shame, and wondered why residents show little interest in the running of this very worthwhile village facility central to the community's wellbeing and host to many, many clubs, associations, charity and personal events.



This is not a Council facility – it belongs to the community as a publicly owned facility, run by an elected committee of 12 people under the very able chairmanship of Cavin Higgins, and registered under the 'Industrial and Provident Society Act 1893'.

Many of our residents use this facility, not least for a cup of tea and a cake at the varied charity events on a Saturday morning, to say nothing of the many other weekday and evening club and/or association activities. If you are one of these people who do use the Hall, I hope you will notice that, despite the small size of the enthusiastic committee, they manage to keep the hall up to very high standards of cleanliness and maintenance, about which they should all be rightly proud of – it is a great asset to the Ickenham Community.

You can, if you wish, offer a little moral support to the efforts of the committee by becoming a 'Life Member' of the 'Village Hall Association for the princely sum of £1 – and, believe me, it is worth that just for the refreshments at the AGM. Should you wish to avail yourself of this opportunity, then give Joyce Richman a call on 01895 631107.

**Pete Daymond**



## HEALTH MATTERS

Collecting all my thoughts together, with a moment's reflection in our garden, excited by a wonderful sunny day, and a clear blue sky, and an atmosphere of apparent and complete tranquillity. It is an illusion of course, except for the sunny day, that was real enough. The reality is different, for we have generally come to terms with the noise in our locality, but it is always there, and on that day I was more aware of the road noise and air traffic. There is the constant buzz from the M40, and the jangling of the skip lorries hurrying up and down Harvil Road with the speed and urgency of a London ambulance.

The air above us is a catalogue of numerous aircraft movements, with low flying jets in a "stacking mode", flying in circles, at different altitudes, waiting to land at Heathrow. In addition, it was easy to spot the vapour trails as white streaks, over-flying us, going both east and west to I know not where. Our political masters have taken little notice of the local feeling against more air traffic, and have the temerity to suggest that Heathrow must have a third runway, and even a fourth is possible, which will add to our misery. I must finally add, and bring Northolt Aerodrome into the equation, as if on cue, a small commercial jet screams overhead, having just taken off from Northolt, VIPs flying away with great speed, for a business trip or something more pleasurable? We have been told to expect more movements from Northolt Aerodrome, apparently it must pay its way, hence more commercial flights are in prospect. In conclusion, the daily flight of the "spy plane" appears and circles around in ever widening circles, ever present in its war against terror. We musn't grumble.

The road traffic story here is truly dreadful. There will be an unprecedented crisis in our road system, if the proposed developments of Tescos and Morrisons go ahead. The LBH Environmental Services Map stresses that the Hillingdon Circus Junction already shows levels of pollution almost equal to the environment seen only at Heathrow Airport. Ickenham is highly susceptible to air pollution, the exhaust emissions caused by the increasing traffic passing through the area is noticeably worse. It is widely known that road traffic will make the most significant contribution to the effects on air quality.

Air pollution by traffic emissions from petrol and diesel engines, emit a variety of pollutants including fine particulate matter, carbon monoxide and nitrogen dioxide (not to be confused with nitrous oxide- laughing gas). This is no laughing matter!

In conclusion air pollution has an impact on everyone living and working in Greater London. However, it is the most vulnerable people, such as children and older people, and those with heart and respiratory conditions, including asthma, who feel the effects most. Even a small improvement in air quality can produce an improvement in health issues.

*David John*

## POLICE MATTERS

Due to the timing of meetings and the publication date for this issue, crime statistics are only available up to the end of February. However, the news is good. Almost all categories of offence showed a marked decline over the period 1st April 2012 to 28th Feb. 2013 compared with the same period in the previous financial year; the average works out at a reduction of 13.2%. The really big drop was in thefts from motor vehicles, down by 23.7%, probably mainly due to improvements in security in modern cars. Closer to home, crime figures for Ickenham, covering Dec. 2012 to Feb. 2013, totalled 83. Burglary offences made up 23 of these, with 28 cases of theft and 10 of criminal damage, including 6 to motor vehicles. Surprisingly, there were also 17 incidents of 'violence against the person', none involving weapons, so presumably drunks fighting.

A poll of members of various organisations in the Borough was conducted earlier in the year, to inform the Police of the citizens wishes concerning the priorities in policing. Although a wide choice of concerns was offered, the collective opinion was that burglary and anti-social behaviour (including vandalism) should be the top priorities. Drug dealing also came high on the list, although I think this is not a major problem in Ickenham.

The new 'local policing' teams are scheduled to go 'live' in early June. In practice this means the replacement of ward Safer Neighbourhood Teams with 'Local Policing Teams', each one covering three or four wards. However, each ward will have one PC and one PCSO as its 'designated officers', not to be deployed elsewhere (where have I heard that before?). All the Hillingdon North SNTs will operate out of Ruislip Police Station. It is expected that future Ward Panel meetings will cover the larger areas, as was the case before the invention of single ward policing.

Readers will probably have read the item in the March issue of the Neighbourhood Watch newsletter concerning what seems to be a variant of the well-known Nigerian scam. In this case the victim received a seemingly genuine urgent e-mail request for money from a friend abroad on holiday. Money was duly transferred through Western Union. It subsequently transpired that the e-mail address had been hacked from the friend's contact list. Always be suspicious about any contact involving sending money abroad.

Finally, by the time you read this, Summer will have arrived, hopefully with warmer weather. Please don't go out leaving any windows open that can be accessed from the ground or from the roof of a garage or extension. Even upstairs large casements should be closed, as there have been cases of houses being entered by burglars pretending to be workmen or window cleaners.

*Vic Silk*



## APPEAL TO ALL AREA / ROAD STEWARDS AND MEMBERS

Once again the time has come round for the collection of the annual subscriptions.

Regrettably, we are faced with two problems year after year, but again we are making an appeal for your cooperation.

Should any area or road steward happen to be away for any length of time between mid June and the end of July, please could you notify me on 01895 638367, so that I can make alternative arrangements for the subscriptions to be collected. Some people are sometimes hospitalised for a long time or are away on holiday during the said period.

The very aggravating part of this is, when road stewards call on a member and get no reply, so they drop in a note asking for payment, even leaving a contact name and phone number, and still receive no response. The road steward often has to call back several times, occasionally getting the reply: "Oh yes, I put the note aside and lost it or "I just forgot". Please show the road stewards some consideration by either paying promptly or responding to the reminder note.

We sympathise with those people who do not like answering the door at night; nevertheless they can respond to the note.

Wherever you see an empty house, leave a welcome letter to new prospective members and always call on those who have declined to become members in the past - they may well have changed their minds and want to join. Always ask members, if they have any problems relating to Ickenham, and make a note of those on the road sheet; we always like to know about them, and follow them up, if possible.

*John Squiers*



**The Ickenham Marshes Partnership is a voluntary group established in 2012 by the Ickenham Residents Association to improve the Ickenham Marshes.**

The Marshes are located between Ruislip and Ickenham in the London Borough of Hillingdon and are made up of a patchwork of around 40 fields in public and private

ownership. The area hosts a variety of habitats, including broadleaf woodland, ponds, rivers, grassland, wildflower meadows, hedgerows and marshes. The area's access points are via the *Hillingdon Trail* at Windsor Avenue or Austin's Lane, and the *Willow Wander* along the Yeading Brook opposite Ruislip Gardens tube station.

### **Ickenham Marshes Partnership update 2 (May 2013)**

The main progress since the last update in February 2013 has focussed on consideration of ways to reduce the illegal and anti-social off-road motorbike riding on the marshes. Provisional dates for nature walks and working parties have also been agreed.

Both the Ruislip and District Natural History Society and Ickenham and Swakeleys Horticultural Society (ISHS) have given their support to Marshes projects recently. The list of organisations that have supported Marshes improvement projects has now grown to 13.

### **OBJECTIVES UPDATE**

**Objective 1** - *Re-introduction of cattle grazing to restore scrub areas to wildflower meadow*

#### **Update**

Further consideration of this objective is needed – mainly around whether the objective should a) be re-worded to focus on 'meadows' rather than 'wildflower meadows' and b) rolled into the broader environmental management objective. Yes, there is a consensus that some of the scrub-dominated fields should be cleared, at least in part, and restored to annually cut grass meadows. However, the creation of recognised 'wildflower meadows' in these areas may be a considerably more significant undertaking than previously realised. Bearing this in mind, it is recommended to remove the objective and include scrub clearances as part of the environmental management objective.

**Objective 2** - *Maintenance and enhancement of footpaths*

#### **Update**

LBH have confirmed that they will restore two sections of footpath on the nature reserve site – hopefully by Summer 2013.

- Met Police have committed to a more joined-up approach to tackle motorbikes – with support from LBH and local Residents' Associations.
- Landowners are still considering a request to create new paths on the northern section of the Marshes
- Path options have been discussed with Sustrans, including the possibility of creating a cycle route across the marshes. It was decided that because of uncertainties about ownership of the Hill Farm Rd track, Sustrans supported projects cannot be taken forward at this time



### Next Steps

- LBH to reinstate damaged gates after further discussions with Police and local residents
- Working party organised by the ISHS to carry out
- Balsam Bashing along river banks on 9 June.
- Basic weeding on Hill Farm Road on 9 June.

### Objective 3 - Engagement of local schools and communities Update

- The London Wild Life Trust (LWT) met with local groups to tour the Marshes and discuss working parties and nature walks.

### Next Steps

- Two family Nature walks to be organised, on Saturday mornings in early July and August. More details will be publicised locally soon.

### Objective 4 - Effective environmental management Update

- Inspections of ash trees in Marshes hedgerows have not identified ash die-back.
- Scrub clearance / cattle grazing objective moved into Objective 4

### Next steps

- Further liaison with Yeading Valley Working Party and LWT to discuss river priorities
- Woodland management assessments to be carried out
- Pond management assessments to be carried out
- Ditch clearances to be considered
- Balsam Bashing session on the Yeading Brook in June 2013
- Seek guidance from Natural England or other experts on appropriate actions
- Monthly ash die-back inspections
- Working parties to clear ponds in July and September.

### Volunteers needed!

Now the Partnership is up and running, volunteers are needed to help develop and implement the Partnership's objectives. Volunteer project managers are sought to focus on the administrative side of the objectives.

Volunteers are also needed for some of the more hands-on tasks. This covers both assessment and monitoring the habitats and more physical tasks like pond, hedgerow, path and river maintenance management projects, taking place on weekends throughout summer 2013.

Please consider whether you can give some time to support this exciting local project!

To volunteer or to find out more, please contact the Partnership by email: [ickenhammarshes@hotmail.com](mailto:ickenhammarshes@hotmail.com)  
For full details of the ICKENHAM MARSHES PARTNERSHIP Project please go to our website: [www.ickenhamresidents.co.uk](http://www.ickenhamresidents.co.uk)  
**Christopher Mountain**

## NEWS FROM ROYAL AIR FORCE NORTHOLT (relevant to Ickenham)



29 April 2013

### RAF Northolt Future Brief

The Government has completed a review of various options to exploit the estate at RAF Northolt and has decided that it should remain an active military airfield. However, in light of the pressures on the public sector generally and the Defence budget in particular, it is important to generate more revenue from the existing estate. Accordingly, Ministers have directed that the existing self-imposed ceiling of 7,000 commercial movements per year is to be increased to 12,000, which is within the existing NATS limits of 40 commercial movements per day. The increase is to be achieved gradually over the next 3 years. Military movements are expected to remain at around 5,500 per year.

Historically RAF Northolt operated with around 55,000 movements per year when it was London Airport from 1947-53. In recent years total movements peaked at 15,100 in 1989 but have been at around 12,500 - 13,000 in the last few years. The increase to 12,000 commercial movements would take the total to around 17,500 by 2016.

The increase is to be achieved within existing operating parameters and there is therefore no proposal to extend the existing opening hours and the daily number of commercial movements will remain within the existing 40 movements per day permitted under National Air Traffic Service (NATS) guidelines. Due to airspace capacity issues there is no likelihood of any further increase in commercial movements at RAF Northolt without a corresponding decrease elsewhere.

Commercial movements will continue to be restricted to quieter aircraft with capacity for no more than 30 passengers. The airfield will remain closed to commercial traffic overnight, Saturday evenings and Sunday mornings.



An increase of 5,000 flight movements involves a maximum increase of around 2,500 vehicles per year using the West End Road (around 8 per day). The average load is 3 passengers arriving in a single vehicle. The annual average daily flow on the A4180 as published on the DfT website is in excess of 12,000 cars/taxis (around 15,000 vehicles in all).

Business Aviation activity at RAF Northolt directly employs 80 civilian personnel, while providing business for local limousine services and catering. The increased activity will further increase employment opportunities.

Ministers have written to local Members of Parliament to inform them of the proposal to increase the number of commercial movements. This follows consultation with Department for Transport (DfT), Civil Aviation Authority (CAA) and NATS. RAF Northolt is now beginning a process of discussing the proposal with local Councillors and Residents' Groups.

**Squadron Leader R J Willis**  
**MCMI BA (Hons) RAuxAF**  
**Media and Communications Officer**



**26<sup>th</sup> April 2013**

Dear All,

Following the last Community Liaison Group (CLG) meeting I promised to ask the Senior Air Traffic Officer to provide a piece about the problems of unregistered cranes in the vicinity of RAF Northolt. He has now provided the following short article:

The Air Navigation Order (UK Law) requires that individuals, companies and contractors who require to operate cranes and lifting equipment within 6 kilometres of an Aerodrome boundary and at heights of more than 10 metres Above Ground Level (AGL) or that of surrounding structures or trees, if higher, must receive prior permission from the Aerodrome operator.

This means that if you are planning building work (such as an extension) that extends significantly above the surrounding structures such permission is required. However, this also means that if you are having a craned delivery to a building site, it may also need permission. When contacting the crane hire company, please explain to them that you are close to

RAF Northolt Aerodrome and that this needs to be taken into consideration. You cannot wait until the day before to do this as 28 days notice of such activity is required. Why? Because there are a number of complex calculations that are needed to agree such activity and also a plan has to be put in if there are issues with the airfield. Do not assume we will agree to your plan straight away, if you are likely to affect the aircraft then this will not be so easy.

Once a plan of action has been agreed, a crane operating permit will be issued and pilots warned of the activity. The activity can only go ahead as agreed and not changed on a whim. Communication is the key and early contact will make everything easier.

To request crane activity in the vicinity of RAF Northolt, please contact Squadron Leader Pete Soanes, [NOR-OPSATCO@mod.uk](mailto:NOR-OPSATCO@mod.uk)

Please feel free to use this as you see fit. We appreciate this essential safety message being disseminated widely amongst the community.

Regards  
**Richard Willis**  
**R J WILLIS Sqn Ldr**  
**Media & Communications Officer**  
**& OIC Heritage RAF Northolt**

**ICKENHAM RESIDENTS' ASSOCIATION FORUM**

**Thursday, 24th October 2013**

**8pm**

**Venue: Ickenham Village Hall**

**Please make a note in your diary.**

**Guest speakers will be announced in our AUTUMN newsletter.**