

Ickenham Calling

The Newsletter of the *Ickenham Residents' Association* Winter 2015

Affiliated to the Hillingdon Alliance of Residents' Associations.
Member of Herts. & Middx. Wildlife Trust, and London Green Belt Council.
The Community Voice – monitoring the NHS in NW London and SW Herts.

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CHAIRMAN'S REPORT

SIGNATURE CARE HOME – APPEAL DISMISSED

The Appeal by *Signature* against the refusal by our Councillors to grant planning approval to build a large care home on Long Lane has been dismissed by the Inspectorate – thanks largely to the brave commitment by those living adjacent to the proposed development to give their testimonials at both the planning hearing and the later Appeal hearing. The committee felt it was an inappropriate over-development within the Ickenham Conservation Area, and the Appeals Inspector agreed.

Some will be pleased, others disappointed, that Tesco have given up their plans to build a store, retail units and flats at the old Master Brewer site. This land, together with a number of other planned Tesco store sites, has been sold to a developer, who we understand is already in discussion with the LBH. We wait to hear what those plans will comprise, but hope that it will not consist only of housing, especially as this area suffers from very poor air quality, due to the traffic impact of the junction and adjacent A40. For many years the committee has hoped that the site would include a hotel with banqueting and leisure facilities for use by the community, but appreciate that there is a need for more housing within Greater London.

HS2 remains high on our Agenda and further work is currently being undertaken to raise a petition, with help from LBH, against the revised plans contained within AP4 – the project is still so detrimental to Ickenham – read more in Brian Adams report in this newsletter.

Your committee was represented at a small meeting last week at the House of Commons between interested parties, including Nick Hurd, Boris Johnson and Ray Puddifoot to try to redress HS2 Ltd's continued failings for Ickenham, Harefield and Ruislip.

The committee considers that Ickenham residents' interests in terms of air quality would be further protected by an extension to the Low Emission Zone to additional areas of the village, and to that end are to hold discussions with our GLC representative Dr. Onkar Sahota and TfL.

Jill Dalton

HS2 UPDATE

In July 2015 the HS2 Select Committee reported that it was looking for significant interventions by HS2 Ltd to reduce the impact of both the construction activities and railway on the communities in the London Borough of Hillingdon. They requested HS2 Ltd to work with LBH and

TfL to determine whether the TfL West Ruislip Depot (WRD) could be used instead of the 'Northolt Tunnel Compound' (Harvil Road) and railhead. This would avoid the use of HGVs on Ickenham roads and the dumping of soil across many fields in Ickenham and Harefield.

HS2 Ltd did work briefly with TfL and it was agreed by both parties that some construction activities could not be achieved by the WRD alone. The Copthall cutting and railhead could still be required. HS2 Ltd without further ado reported to the Select Committee that the WRD could not be used and HS2 would still go ahead with the additional railhead and industrial compound on Harvil Road.

TfL is however suggesting that activities could be transferred to WRD and the use of the existing railhead would significantly reduce the number of HGV movements. Boris Johnson, as Mayor of London and boss of TfL, has responded separately proposing that HS2 Ltd need to do more in reducing HGV movements, reducing spoil and committing to the same level of Code of Construction Practice as the Crossrail Project. London Borough of Hillingdon (LBH) did not participate in the review and had expected there to be an independent assessment; the Leader has sent the Select Committee a 'strident' response (see below).

Changes to the Hybrid Bill which the Select Committee has proposed and agreed with HS2 Ltd are published as Additional Provisions (AP). HS2 Ltd has published AP4 for consultation. The key change for Ickenham is that HS2 Ltd are proposing a haul road from Harvil Road to the A40 (slip road on A40 Swakeleys Roundabout) across Uxbridge Golf Course using the track used by Transco when the gas pipeline was installed. The haul road is estimated to cost £25 million, will be a proper metal road, will take one year to construct and be in use for 7 years.

The positive of this proposal is the removal of many HS2 construction HGVs from Ickenham roads; although HS2 are still planning to use Harvil Road (100), Ickenham High Road (300), Breakspear Road South (100) and Swakeleys Road (500) for HGV construction traffic. The numbers in brackets are HS2's estimate of the daily number.

The negatives of the haul road proposal are that we still have a major industrial site on Harvil Road and the HGV traffic coming onto A40 Swakeleys Road roundabout will cause major disruption. There is no benefit to the traffic flow north - south in the Borough. HS2 Ltd suggests signalisation on Swakeleys Roundabout will mitigate against the problems but there is yet no modelling or traffic management plan to support HS2's statements. TfL is also very concerned about the



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**AGM 2016
ADVANCE NOTICE**

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

This issue edited by
Hanne Raeder
November 2015

**STOP
HS2**
(HIGH SPEED RAIL 2)

No business case.
No environmental case.
No money to pay for it.



impact on the A40 as there will be other HS2 construction traffic using the A40 from other sites such as Old Oak. Uxbridge Golf Course will of course be affected and there is a study to determine whether a 9 hole course could continue to operate whilst the haul road is being used.

AP4 raises other issues which give cause for concern in Ickenham. HS2 has admitted that using new standards for measuring air quality there will be an adverse effect on Ickenham Road and Ickenham High Road from construction traffic. The area around the A40 Swakeleys Roundabout is already in breach of EU regulations. There will be additional dumping of spoil in the fields between Harvil Road and Breakspear Road South – temporary stockpiles onto 3 metre high permanent piles – causing the work in this area to be extended from 18 months to 3 years.

However, in the space of a few days HS2 has sent a letter to LBH suggesting that they will try and avoid using these fields for any stockpiles. Unfortunately, a letter has no standing and we need this proposal to be committed in a future AP.

AP4 includes improvements to the footpaths, but there is no resolution to how walkers will be able to survive walking under the Chiltern Line in Breakspear Road South.

There is consensus amongst the Hillingdon communities, our Council and our MPs that the latest proposals do not constitute 'significant' intervention. Nick Hurd has written to the Select Committee expressing the communities' concerns, proposing HS2 has more work to do and there should be independent assessments of the tunnel options and the use of WRD.

A number of Ickenham residents and the Association will be submitting petitions against aspects of the AP4 plans.

Brian Adams

LBH response to HS2 Select Committee

Rt Hon Robert Syms
Chairman
HS2 Select Committee
House of Commons
London
SW1A 0AA

5th October 2015

Dear Mr Syms

HS2 Ltd's 'Response to the Select Committee's 14th and 15th July Statements on preliminary conclusions'.

I am writing in response to HS2 Ltd's 'Response to the Select Committee's 14th and 15th July statements on preliminary conclusions' that was published on 24th September. I have a number of points to make regarding this document which I have set out below.

The Process

HS2 Ltd's document suggests that there was broad agreement and that the conclusions are the culmination of an engaging dialogue with HS2 Ltd. I should point out that on the contrary, there has not been any broad agreement with HS2 Ltd and the engagement has been poor.

We were not shown a draft of HS2 Ltd's document prior to its release and in fact neither TfL nor ourselves were even informed that the document had been published on the website. We were not given an opportunity to comment on it and are not in a position to endorse its conclusions.

It is extremely disappointing that HS2 Ltd has not worked in a cooperative way with Hillingdon or TfL in the way that we understood was required by the Select Committee.

HS2 Ltd held only 2 meetings with Hillingdon officers to discuss the use of the LUL (London Underground Ltd) Depot and both were also attended by TfL. The first of these meetings appeared to embrace the LUL Depot proposals for the benefit of Hillingdon's residents, with potentially a significant reduction in the volume of sustainable placement and also a reduction in HGV movements. This meeting resulted in some positive outcomes but unfortunately these were not followed up as agreed and I understand that TfL were not supplied with the relevant information that they were promised. Instead Hillingdon and TfL officers were presented on 18th September with a set of conclusions that appeared to be based on incorrect interpretations of the data supplied and an overstatement of the LUL Depot problems.

Greater use of the existing rail network and less reliance on roads

I do not believe that HS2 Ltd have pursued TfL's suggestion that in order to reduce traffic on the roads, greater use should be made of the existing rail network to handle materials, whether to remove spoil or to bring in fill or other construction materials. Clearly this was one of the Select Committee's key requirements for HS2 Ltd, because the Committee recognised that the Hybrid Bill scheme would have serious implications in terms of HGVs on Hillingdon's and TfL roads.

The LUL Depot

Hillingdon is supportive of TfL's proposals in principle because we shared a common aim, which is to make greater use of the LUL Depot site in order to a) substantially reduce HGV movements, b) encourage greater use of rail to bring in fill and to allow a significant reduction in the areas of 'sustainable placement' and c) potentially eliminate any works south of the Chiltern Line at Harvil Road.

TfL's proposals appear to have been dismissed far too readily by HS2 Ltd, without any proper objective analysis. No account appears to have been taken of information supplied to HS2 by TfL - in particular TfL's contention that the depot access road could be constructed within PD powers, which is crucial because this may unlock the programme issues.

It is worth noting that HS2 Ltd has acknowledged that the use of the Depot would allow decoupling of the construction of the track bed from driving the Northolt Tunnel and allow fill materials to be transported by rail. This would go a long way to meeting Hillingdon's and TfL's ambition to substantially reduce HGV movements.

The Mott MacDonald report is referred to but has not been released to Hillingdon or TfL, which means that HS2 Ltd's conclusions are unsupported by any information. The sift matrix appears to be based on the wrong information and is not correctly compiled.

On the basis of the work carried out to date, I do not believe that the outstanding challenges for the LUL Depot are insuperable and that they would necessarily result in the destructive impacts that HS2 Ltd refer to.

The Haul Road

Whilst the haul road is painted in a favourable light in HS2's document, the fact remains that TfL and Hillingdon remain to be convinced that it will solve the very real network problems due to the reliance on HGV movements. We fully accept that the haul road would remove HGVs from local roads such as Swakeleys Road, but we share TfL's concerns that it will merely shift the traffic onto the A40 and Swakeleys Roundabout.

There are a number of significant outstanding concerns regarding the haul road, including the following:

**LBH letter 05.10.15 continued**

- a) Returning HGVs are likely to cause problems as they re-emerge onto the slip road and cross from the inside to outside lane.
- b) The additional lane added to the roundabout will result in narrow lane widths that are unlikely to function as intended (and as modelled) since HGVs will end up straddling two lanes as they negotiate their way around the junction and stop at the proposed signals.
- c) The proposed signalisation plans will result in stop lines that do not provide sufficient queueing space.
- d) Signalisation will result in bursts of traffic exiting onto the A40 road affecting vehicle flow along the A40.
- e) Substantial additional delay and reduced journey time reliability on the A40 is still likely to result.
- f) Poor functioning of the roundabout is also likely to have knock effects on Swakeleys Road and Park Road, and this will impact upon bus operations on these roads.
- g) The haul road proposals are likely to increase safety issues for vulnerable road users both on the roundabout and on Swakeleys Road.
- h) Work on the haul road is unlikely to commence before Royal Assent, which is contrary to that stated in HS2's document (para 16).

Mitigations

I am of the view that it is crucial that the outcomes of the scheme are clear at the start rather than pressing for any specific proposal. I do not believe that the assurances provided to Hillingdon provide any comfort because they do not include any firm targets or definite outcomes that HS2 Ltd must abide by. Instead they are full of false hopes which may well achieve nothing of significance.

We fully support the Mayor of London's sensible approach to this, who I understand, amongst other things, is pressing for a commitment from HS2 Ltd to deliver a reduction in the total number of HGV movements, whether they operate on the haul road or on local roads, of at least 50%. It is also regrettable that HS2 Ltd are refusing to adopt the Code of Construction Practice measures which were accepted by Crossrail Ltd and the Northern Line Extension projects. I believe that a set of commitments from HS2 Ltd with clear targets rather than vague intentions would be consistent with the spirit of what the Select Committee sought from HS2 Ltd back in mid July.

HOAC

Since June, HS2 Ltd have not involved Hillingdon Council in any of their discussions regarding the relocation of HOAC. Whilst we are encouraged that there may be the possibility of a 45 acre lake at Denham by 2020, this may be again raising false hopes. We are concerned that no planning applications have yet been submitted and the compensation costs payable to Summerleaze for the loss of landfill income may also prevent the scheme from going ahead.

Footpaths

None of the proposals have been developed in consultation with Hillingdon and therefore I cannot comment on them at this stage.

The Viaduct Design

We are disappointed that HS2 Ltd have rejected the idea of an international design competition. In my view the reasons that they give are weak. I am concerned that HS2's Design Panel does not include local representatives; is not likely to hold meetings in a public forum and it is not transparent. Given HS2 Ltd's track record to date, I do not believe that the engagement with the public will be meaningful. I would urge you and the other Select Committee members to instruct HS2 Ltd to develop a workable process to enable an international design competition to go ahead, in the interests of securing a high quality design appropriate to the Colne Valley.

Next steps on the haul road and LUL depot site In order to progress things, and recognising the considerable distance between HS2 Ltd on the one hand and Hillingdon/TfL on the other, I would strongly suggest that (as suggested in June) there should be a truly independent and impartial review of the work carried out to date in relation to the haul road and the LUL Depot proposals, which could ultimately give the Select Committee and all other parties reasonable assurance that the options have been fairly and rigorously considered.

In order to progress this rapidly, I would suggest that TfL's Procurement Framework be used to appoint consultants to carry out an independent review, with joint involvement of HS2 Ltd, TfL and Hillingdon in agreeing the remit and selection process. This review could be undertaken within a 3 month period. Hillingdon and TfL officers have not yet had a chance to consider HS2 Ltd's document in detail. Our intention is to submit a more detailed response to you in due course. In the meantime, I would urge you to respond to HS2 Ltd's document dated 24th September with a view to instructing HS2 Ltd to agree to carry out an independent review of the haul road and LUL Depot proposals and to commit to firm mitigations, including those which I understand that the Mayor of London is seeking for Hillingdon, which I believe properly address the objectives laid out by the Select Committee in July.

I am keen for Hillingdon Council to continue to work with HS2 Ltd and TfL in good faith to ensure that we get a better scheme that we can all be proud of. I look forward hearing from you and please do let me know if you would like to discuss these matters further.

Yours sincerely,
Cllr Ray Puddifoot
Leader of Hillingdon Council

cc: Mayor of London: Rob Milner: Abdul Salique:

HEALTH MATTERS

"Oh, no! It's Monday morning. I don't want to get up. It's too early, the week is too long, I've got too much to do and I need a holiday. I feel so depressed" (the opening introduction to his book "Depressive Illness" by Dr Tim Cantopher). This is an illustration how all of us suffer from spells of low mood and anxiety of this type, at some time or other. This is vastly different from clinical depression or depressive illness. The truth is that clinical depression is a horrible illness of which most of us, thank goodness, have not the faintest inkling. There are many avenues of advice that sufferers of depression are exposed to, possibly the worst is being told to "pull yourself together". Of all the many forms of depression, stressed induced depressive illness is one of the most common.

What to do when you get ill? A visit to the GP is an essential first step, for initial advice and maybe some form of medication being prescribed, possibly anti-depressants. These can be of tremendous value in the treatment of depressive illness. Psychotherapy can also be of great benefit, but sadly this is a shortage area in the Health Service. In many trusts around the country, you can wait over a year for exploratory psychotherapy. Fortunately, supportive counselling is available locally, and one avenue is that provided by Communicare Counselling Services, founded in 1984, and based at Christ Church, Uxbridge. It has an established reputation as an excellent provider of therapeutic services. It is a mature and professional organisation with a team of counsellors drawn from a variety of backgrounds. Counsellors have received a range of different professionally recognised training and qualifications. This allows the Service to address a wide range of needs and issues, and gives those who come for counselling the opportunity to explore ways of living in a more satisfying and purposeful way.

Counselling is usually on a one-to-one basis, and provides a confidential setting, where you can talk through whatever is troubling you with a non-judgemental listener. It will focus on the issues you bring and the changes you wish to make. This will include exploring thoughts and feelings; identifying and challenging beliefs and values; problem solving; examining behaviours and implementing changes. Counselling does not offer advice, but enables you to understand your difficulties and their causes more fully, and hopefully helps to find a way towards a solution that works for you.

The Service is open to adults over 18 years of age. It includes one-to-one short term counselling usually up to 8 sessions. Longer periods are also provided, and can include couple counselling. Who can benefit from

counselling? Anyone who has difficulty with low self esteem; anxiety and stress; bereavement; unhappiness and depression; relationship difficulties; feeling isolated and lonely; or any other concerning issue that does not fit neatly into these categories.

Every effort is made to ensure all members of the community are able to access the Service, and that it is affordable. Rates per session are negotiated according to client's ability to pay, within the range of £45 down to £20 for individuals, and £45 down to £20 for couples.

Communicare Counselling Service, Christ Church, Redford Way, Uxbridge, UB8 1SZ. Telephone 01895 256056.

e-mail: ccsenquiry@btinternet.com

David John

POLICE MATTERS

When it comes to policing in Ickenham we have come full circle. Before the turn of the 20th century we had a village bobby. Then came the brave new world of Ward Policing. Ickenham had a Sergeant, two PCs and three PCSOs. All ours!

Of course it was inevitable that some of this team were frequently 'abstracted' for other duties. Then, as cuts were demanded to this expensive system, it was changed to Area Policing, with each Area consisting of two or three Wards, with variable teams according to perceived need, but each Ward having a dedicated PC who can call for backup when needed from the Area Team. Our current PC is the very efficient Rebecca Moore. We also have on the Area Team a youthful and keen newish Sergeant called David Peaks, covering Ickenham and Harefield, who can be contacted at david.j.peaks@met.police.uk. Our long-serving PCSO, Jo Witts has taken up a new job with the MET for a change of scene, we shall miss her.

With the pressure to reduce police costs, it is probable that PCSOs will be phased out before long. A pity, because it gave a chance for people to experience policing and perhaps go on to train as fully-fledged PCs.

By the time you read this, the local police and Neighbourhood Watch will have completed a 'surge' in the week commencing 30th October and will be in the process of a second one in the week commencing 30th November, with the aim of disrupting criminal behaviour at the times when it is most likely to occur.

Our camera network will be watching! Over the whole area, not just Ickenham, there has been a recent increase in theft of high-value cars, using electronic devices to over-ride security systems. It has been suggested that the owners of such vehicles use the old-fashioned 'Crooklok' as

additional security. I suppose that would perhaps deter an attempted theft, but I recall seeing a TV programme, some years ago, where an ex car thief cracked a Crooklok in about one minute. The only real answer is to lock a car away in a garage overnight, or failing that, have lockable drive gates.

Finally, following a recent incident of distraction burglary by two men pretending to be water company workmen, I must remind readers that people who turn up without appointments on the door step, claiming to be from the Council, Water or Electricity Companies etc. should not be admitted to the house. Tell them to wait outside while you telephone the company concerned for verification. Numbers can be found on your bill. These people invariably operate in pairs. One distracts the householder while the other looks for something to pinch. A single meter reader, with ID, is thus usually ok to admit, but follow him around!

Vic Silk

ROAD STEWARDS

Delivery of your newsletter

I know most of you take this for granted but we rely on our small army of volunteer road stewards to get this to you. Over the last few years their numbers have been reduced by illness, moving away etc. And we now find that some stewards are covering significantly more roads than they should be, simply to get the newsletter to you.

We are therefore issuing a plea for more of you to volunteer to act as road stewards to reduce this load. We can use you anywhere in the village but our greatest current needs are in Warren Road and Sussex Road.

If you would like to help, please email either ickres.memsec@gmail.com or ickenhamresidents@hotmail.com or ring me on 01895234771

Thank you in advance

June Reyner

KEEP UP TO DATE VIA TWITTER

We have been spring cleaning our Twitter account so that you will always be sure of timely and relevant information (and conversation) when you visit. Even if you're not a registered Twitter user, you can still view what's going on by visiting www.twitter.com/IckenhamRA. This shows our own updates and those of individuals and organisations that we've elected to follow.

We look forward to seeing you there.

If you are responsible for a Twitter account that delivers value to Ickenham residents (we try to avoid politics and commerce), please make sure you are following us and we will follow you back. Feel free to drop us a line at the usual email if you think you have been neglected.

PS: We are also debating whether to open a Facebook presence - if you have views, please let us know. Thank you.

David Tebbutt

WAYFARERS TENNIS CLUB, SWAKELEYS TENNIS CLUB AND THE ICKENHAM & SWAKELEYS HORTICULTURAL SOCIETY

The above are delighted to have been given a "proper" address with the assistance of Councillor John Hensley. From this autumn, the address for the tennis and gardening clubs is officially

Clubhouse Lane, Ickenham UB10 8FU.

The new postcode and road name will gradually start to appear on electronic maps, satnavs, etc., and all three organisations hope that new members and visitors will be able to find them more easily in the future.

The Wayfarers and Swakeleys tennis courts are still in the same place off Swakeleys Drive, opposite The Grove. Swakeleys have their own clubhouse (two open air hard courts) between the Horticultural Society and Wayfarers Tennis Club.

Wayfarers and Swakeleys Tennis Club share their seven courts, whenever there is a surplus of players on either side.

Swakeleys Tennis Club welcomes new members. Please ring Pam Currin on 01895 677149. Playing days Mondays, Wednesdays, Fridays 9.00 a.m. to 12.00 noon. Saturdays and Sundays 1.00 p.m. to 3.00 p.m. weather permitting.

The Horticultural Society, Ickenham's largest leisure activity club, has been on the same spot for the past 70 years, originally on the edge of Swakeleys allotments and now overlooking the tennis courts.

They are open to members from 2.30-3.30 p.m. on Wednesdays and from 10.30 a.m.-12 noon on Sundays. The last trading day this year will be **Sunday 20th December 2015**, reopening on Wednesday 6th January 2016. New members are welcome to join for £3.50 per household per year.

June Reyner

Ickenham Marshes Partnership

ICKENHAM MARSHES UPDATE

The monthly river quality monitoring is part of a wider project called 'Citizen Crane' - after the Crane Catchment - of which the Yeading Brook and Ickenham Stream are part. The annual Citizen Crane forum was held on 14 October 2015, hosted by the Zoological Society of London. The day was an opportunity for the Crane Catchment Citizen Scientists and others to find out more about the data collected, how they are used by the Environment Agency and Thames Water and to hear about a range of other improvement projects in the valley, that runs from Harrow to the Thames. With 18 months' data collected, it is now clear that the river is struggling to support much



Ickenham Marshes entrance in the Autumn

invertebrate life - especially in the northern reaches. The table below shows the different monitoring points, and their relative health. You'll notice that invertebrate life picks up after the man-made Duke of Northumberland's river joins the Crane - bringing lots of water from the parallel Colne Valley. Further down the river they find cased and not cased caddis fly and a greater range of river fly. You haven't got to go far to find waters with these species, though the Pinn in Ickenham is monitored by another group, i.e. Friends of Yeading Brook and River Pinn, and they regularly find a greater range of invertebrates than occur in our stretch of the Yeading Brook. If you'd like to get involved with the monthly river monitoring, do get in touch via ickenhammarshes@hotmail.com - we are always interested in more volunteers!

Note relating to the stats below:

Each site has an established trigger point, where a pollution incident is reported if the level is breached. A score of 0 means no invertebrate life. The numbers rise dependant on the number and variety of target invertebrate species found. Very healthy rivers, like the Chess in Rickmansworth, regularly score 40+.



Number of Trigger Level Breaches

Site	Number of trigger breaches	Number of samples taken	Average score for 2015
Headstone Manor	0	9	3.2
Newton Park			
West	7	7	1.2
Spider Park	0	9	3.3
Ickenham Marshes	0	6	3.6
Yeading Brook Meadows	7	9	2.9
Minet Country Park	9	9	1.1
Cranford			
Country park	5	7	2.0
Donkey Wood-Crane	0	9	6.1
Donkey Wood-DNR	4	9	7.4
Brazil Mill	0	3	9.0
Crane Park			
Island	1	8	8.3
Mill Road Weir	1	9	9.0

The Little Egrets have been back on the Nature Reserve, and a Kingfisher was recently spotted - hopefully demonstrating that the river is still supporting a fish population.

A further programme of significant scrub clearance has started on the Marshes, this time focussing on the Canal Feeder behind Glebe School. The level of vegetation in and around the water course contributed to the flooding that occurred on the Glebe Estate last summer.
Christopher Mountain

A Reminder for your Diary

Ickenham Festive Community Night
Village Hall, Ickenham
Friday, 11th December 2015 6pm to 9pm

As in the past, the Ickenham Festival Team is again arranging this popular and successful evening, with local organisations and shopkeepers participating, covering outdoor activities and stalls, as well as those inside the Village Hall.
Please come and support this event and your local community.

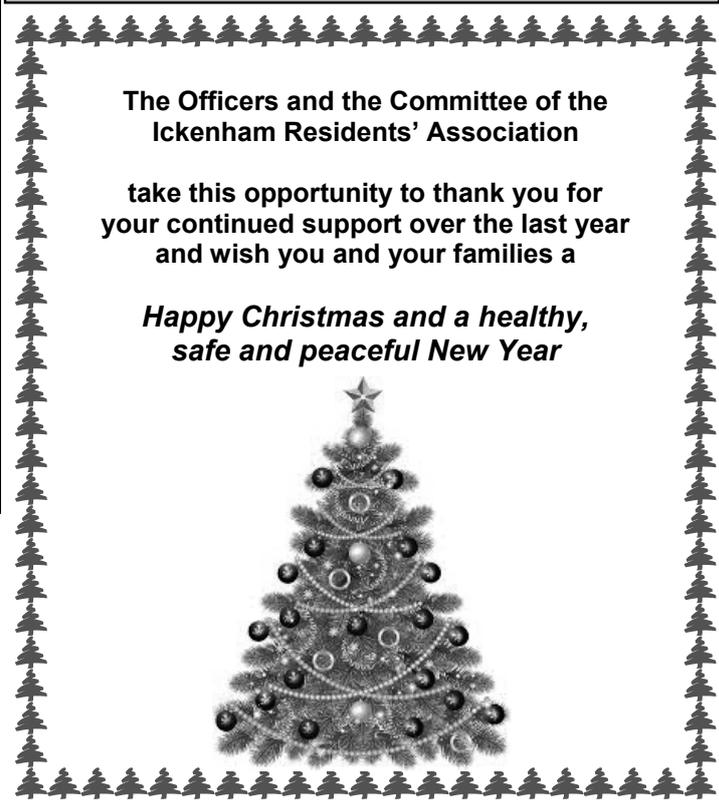
ADVANCE NOTICE OF ANNUAL GENERAL MEETING

Please note that the next Annual General Meeting will be held at Ickenham Village Hall on Friday, 22nd April 2016, at 8pm.

In accordance with Rule 15 of the constitution, members are reminded that any item which they wish to be considered for inclusion in the Agenda, should be submitted in writing, with the names and addresses of the proposer and seconder to the General Secretary, Mrs. June Reyner, 6 The Chase, Ickenham, Uxbridge UB10 8SR

by Friday, 26.02.2016.

More details of the evening, the full Agenda and Minutes of the 2015 AGM will be included in our next regular newsletter, due for circulation in early March 2016.



The Officers and the Committee of the Ickenham Residents' Association

take this opportunity to thank you for your continued support over the last year and wish you and your families a

Happy Christmas and a healthy, safe and peaceful New Year