



Ruislip Residents' Association

# TOWN CRIER

The Voice of Ruislip Residents  
September 2011



Ruislip Manor Fun Day (see page 23)



Ruislip Manor - Traffic Problems (see page 5)

## *Inside this issue:*

RRA p2

Gen. Meeting/Editorial p3

Community Notice Board p4

Chairman p5

John Randall p6

Nick Hurd p7

Two Hundred Years Ago p8-9

Spotlight Interview p10

HS2 Update p11

HS2 Consultation p12-16

Hockey Pitch p17

Health Matters p18-19

Planning Matters p20-21

Wealdstone Football Club p22

Rotary Club p23

Ruislip Manor Fun Days p23

Photographs p24

## RUISLIP RESIDENTS' ASSOCIATION

**PRESIDENT:** Brian Cowley  
**VICE-PRESIDENT:** Peter Lansdown

Officers		Committee	
Chairman:	Joan Davis	Ian Cantley	Tessa Kershaw
Vice-Chairman:	Mike Hodge	Martin Cartwright	Peter Lansdown
Treasurer:	John Hawley	Elma Hutton	John Swindells
Secretary:	Pamela Edwards	Ivor John	John Williams
Chief Road Steward:	Brian Cowley	vacancy	vacancy
Deputy Ch. Rd. Stwd.	Mary George	vacancy	vacancy

### Contact us:

Mrs Pamela Edwards, Honorary Secretary  
 98 Eastcote Road, Ruislip HA4 8DT  
 01895 674148  
[secretary@ruislipresidents.org.uk](mailto:secretary@ruislipresidents.org.uk)  
[www.ruislipresidents.org.uk](http://www.ruislipresidents.org.uk)

Editor: Peter Lansdown [towncrier@ruislipresidents.org.uk](mailto:towncrier@ruislipresidents.org.uk)

**Ruislip Lions Club's "14th ANNUAL CHRISTMAS CONCERT"**  
 7.30pm, Saturday, 10th December, 2011 - Winston Churchill Theatre

The Grimsdyke Band, Breakspear Junior School Choir,  
 Stageworks, Windmill Studios and more.

Tickets: £12.00 (Under 16's £8.00)    Box Office: 07806 766993  
 Proceeds to The Mayor's Charity and other local charities



### Ruislip Chamber of Commerce

Santa will be in Ruislip High Street on Saturday, 26<sup>th</sup> November,  
 at noon, together with kiddies rides and lots more

The children's Annual Treasure Hunt starts that day and  
 continues for a whole week with super prizes to be won!

**RUISLIP RESIDENTS' ASSOCIATION - GENERAL MEETING**  
**7.45 pm, Thursday, 20th October, 2011**  
**at Winston Churchill Hall, Pinn Way, Ruislip**  
*(Doors open at 7.30pm)*

- Agenda:**
1. Welcome
  2. Apologies
  3. Announcements
  4. Reports from Committee members
  5. Guest Speakers:  
**Chris Clarke for Eastcote Hockey Club**  
**Rob Cousins for Friends of Pinn Meadows**  
speaking and answering questions on:  
**“Kings College Playing Fields green? Or build another hockey pitch?”**
  6. Any Other Business
  7. Close of business
- Followed by light refreshments and informal discussion  
The meeting will end at 10pm

Questions for the speakers will be given priority if sent in advance.

Motions and proposals for our next General Meeting should be received by 1<sup>st</sup> Feb. 2012  
See page 2 for Hon. Sec. contact details

**EDITORIAL** *(Peter Lansdown)*

Another 24 page issue, with concentration on HS2, and several pages are devoted to the Association's response to the consultation. So space is tight.

I have been requested to mention the following:

ATMs are still a target for thieves, particularly the Barclay's one in King Edwards Road. If anything is found taped to a machine, it should be removed handed in to the bank and reported to the police, using the new non-urgent phone no. 101.

Parking in the vicinity of the Lido is an on-going problem. Please park sensibly, do not obstruct the highway and, of course, close windows and lock doors. Thefts from motor vehicles have been on the increase.

Please note, parking problems should be reported to the Council, not the Police.

## COMMUNITY NOTICE BOARD

### Lunchtime Concerts of Classical Music

**St. Martin's Church Hall, Ruislip**

*(at corner of High Street & Eastcote Road)*

**Admission Free—Wednesdays in 2011 at 12.15 pm**

**September 28<sup>th</sup>**

**Valentin Schiedermaier : piano**

**October 26<sup>th</sup>**

**Ashley Fripp: piano**

**November 30<sup>th</sup>**

**Masayuki Tayama : piano**

*These concerts last about one hour. Retiring collection after each concert to defray expenses. Further information from the Parish Office, 01895 625456, Mondays to Fridays, 0930 to 1200.*

### FRIENDS OF EASTCOTE HOUSE GARDEN

Saturday November 26th-Tree Dressing. at 11.30am.

Storyteller, bring your own decorations.

Suitable for Children of all ages.

### Ruislip Manor Christmas Fun Day - Chamber of Commerce

**Saturday 12<sup>th</sup> November 2011 - 11am to 6pm**

**Switching on the Christmas lights at 4.30pm**

**by the Worshipful Mayor of Hillingdon, Cllr. Mary O'Connor MBE**

### Ruislip, Northwood & Eastcote Local History Society

**Lecture Programme 2011—2012**

Meetings held in St Martin's Church Hall, 8.15pm. Visitors welcome.

17 October	AGM & Reservoir to Lido 200 Years of History	Eileen Bowlt Chairman RNELHS
21 November	Research on the Playhouses of Shakespearean London	Julian Bowsher Sen. Archaeologist. MoLA
19 December	Research Presentation	RNELHS Members
16 January	Cowley Through Time	Ken Pearce Uxbridge Local H&A Society
20 February	The History of RAF Northolt	Mark Bristow RAF Northolt Hist. & Arch.

## CHAIRMAN'S MESSAGE *(Joan Davis)*

I thought that my May message would be my last as Chairman, but I was persuaded to stay on. So, now I look ahead to another year in office.

The first event of the year will be our October meeting, when we will provide a platform for consideration of one of the burning issues of the moment: how best to use our wonderful inheritance of Kings College Playing Fields, dedicated by the donors to the use of local people. Eastcote Hockey Club wants to use part of the site for a second hard core hockey pitch, enclosed by a fence and with tall floodlights. The Friends of Pinn Meadows strongly object. At our 20<sup>th</sup> October meeting we shall have speakers from both these organisations, who will explain their differing objectives and answer questions. Make sure you are there to hear their concerns and to voice your own views.

Mercifully, the recent London riots did not extend to our immediate area, despite some damaging eruptions in neighbouring South Ruislip. However, we should not be complacent. Action to address inner-city unrest will be many sided, but will surely include a review of young people's services. That review must extend to services here in Ruislip to support and encourage our own young people. Sadly, we recently lost our youth representative due to professional demands, so we now need someone to take up that role

to keep us abreast of national developments and to be aware of local youth issues. Please 'phone me if you can help (details below). We also need more road stewards and help in monitoring leisure activities for all age groups. Volunteers are welcome!

Looking ahead, we shall continue to watch planning applications closely, including proposals for Kings College Fields and the Lido. Of course, the HS2 threat is still a major concern. No doubt other challenges will arise. Watch our website at [www.ruislipresidents.org.uk](http://www.ruislipresidents.org.uk) to keep up to date with local news. Please get in touch if you have concerns that you want us to address.

Joan Davis, Chairman  
Tel: 01895 636095

## TRAFFIC/PARKING *(Peter Lansdown)*

In brief (*short of space*):

The Pegasus Crossing on Ducks Hill is being completed as I write. It should be operational by the end of September.

An application has been made for a "Stop and Shop" scheme for the Manor. Let's hope it is installed with the proposed major overhaul of the shopping area. Currently, traffic hold-ups are notorious

Double yellow lines are to be installed around corners at the junction of Manor Way with Manor Close.

## FROM OUR MP FOR MANOR WARD - JOHN RANDALL

Normally August is regarded by many in the media as the silly season, when the dearth of substantial news means that journalists have to scrape around for something to fill the column inches. However this year it has been far from “silly” and has been a very serious month in all senses of the word. As I write, the situation in Libya, although seemingly seeing the end of Gaddafi’s despotic rule, is presenting serious humanitarian challenges. We are also seeing in shocking images, the sheer brutality and cruelty of the conflict.

We had our own shocking images with the few days of utter madness when rioters and looters brought lawlessness onto our streets. There was real anxiety and palpable fear amongst many people for those few days. The reasons are, of course, complex, but I think that the vast majority of the country’s population came rapidly to the view that whatever the causes, the behaviour was not only criminal, but utterly unacceptable. A strong message had to be sent out that nothing can be an excuse for behaving in that way.

Hopefully we can build on the collective view that communities are all important and worth protecting and that we all have a part to play in that. Fighting for our community and our quality of life brings me to the current situation with HS2. I want to support the idea of high speed rail and improving the nation’s transport infrastructure. The HS2 plan has however very little to commend it. It has a flawed business plan, it would bring unacceptable disruption to many and would devastate lives for those directly along the line. It also cuts through swathes of some of England’s most beautiful countryside. Like many others, I sent in my response to the consultation and I am afraid it was far from complimentary. What next? There is an on-going enquiry by the House of Commons Transport Committee which will be a valuable part of the debate and then we await the Government’s own response to the consultation. The campaign will remain ever vigilant and ready to react once that is made public. I hope that the Department will listen to those who have, in their thousands, made it clear that they don’t want this particular project to go ahead. However if the decision is made to advance to the next stage, I know that there is a variety of different actions and strategies that can be employed in the campaign. Most of all there is an increasing sense of solidarity within our communities to stand up to protect what is important to us all.

## FROM OUR MP FOR WEST AND EAST RUISLIP WARDS - NICK HURD

The HS2 consultation has passed, our responses are being independently analysed and we all look forward, with some apprehension, to hearing the Secretary of State for Transport's announcement on the Government's future strategy for high speed rail before the end of the year.



From speaking to many residents over the past few months, it is clear that there is widespread opposition across Ruislip. This opposition focuses not only on the effect the proposed line will have locally, but also many of you have expressed a real doubt over whether it is best in the national interest. The prospect of quicker rail journeys, job creation and increased tourism are all very attractive in theory but there is not sufficient evidence to suggest that either a) the projected regeneration effects will occur or b) will benefit any cities other than London. The business case is simply not strong enough to convince residents that spending £32bn on this project is value for money during these difficult economic times. The environmental impact of the project locally has not been assessed in enough detail and this has understandably angered many of you.

For those of you that have read my consultation response ([www.nickhurd.com](http://www.nickhurd.com)), I hope you feel that I have accurately represented your concerns and highlighted the strong level of opposition which exists. I have long argued that not only do we need to improve the reliability of our rail network, but also to increase its capacity if we are to keep the economy moving forward. Many of you share this view and believe that the existing infrastructure can be developed, offering much better value for money with much less risk involved. HS2 is set to have an adverse effect on our local area and will not directly benefit the residents of Ruislip. Let us hope, that come the end of 2011, Philip Hammond's announcement will be sympathetic to our area.

Almost a month after the event, many of us are still shocked by the riots. The bottom line is that nothing could justify the behaviour and where the law is broken there must be consequences. However we must also think more about how we connect young people with their community and a sense of responsibility to it. That is the whole focus of the National Citizen Service; a programme for which I have ministerial responsibility. It was fantastic to visit one of our pilots in Pinner and see how inspired the team of 16 years old were by the opportunity to make a positive difference in the community. They agreed it was a much better way of spending the summer.

## HISTORY: TWO HUNDRED YEARS AGO - RUISLIP LIDO (*Eileen Bowl*t)

John Rennie, consultant engineer to the Grand Junction Waterworks Company, sent a report to the Proprietors on the 27th June 1811. He wrote 'A Reservoir of about sixty acres in extent is now constructing in the Vale of Ruislip. The bank is almost completed and the Culvert and Pipe for the discharge of the water is building.' In his next report written on 4th December 1811, he was happy to tell his paymasters that the reservoir had been completed, was nearly full of water and showed no signs of leakage, despite the extensive bed of sand found near its head. Six months later all was water-tight and water was passing over the waste weir. Rennie's only disappointment was that the Feeder that was to convey water to the Grand Junction Canal had not even been begun.

The reservoir had been a long time in the planning. The Brentford-Uxbridge section of the Grand Junction Canal opened in November 1794, utilising water drawn from the River Colne and other sources. The amount that could be taken and the quantity that had to be returned to the rivers was regulated by Act of Parliament, hence the need for reservoirs and feeders. Aldenham Reservoir was created between 1795-7. An Act of Parliament in 1798, empowering the Grand Junction Canal Company to supply water from the canal to the inhabitants of Paddington, prompted the decision to construct a new reservoir in our area. By February 1802 plans (that do

not survive) had been drawn and preliminary negotiations had begun for buying the necessary land. In 1805 the Company purchased the valley between Park Wood and the Common from the Commissioners who were organising the Ruislip Enclosures at the time, and a portion of Park Wood from King's College, Cambridge. It took another two years to buy the cottages at Park Hearne, the hamlet that stood on the bank of the stream that was to be damned to form the reservoir. The non-resident owners held out for better prices. Ruislip Parish Rate Books show that the poor tenants remained in their homes until June 1811, when work had already begun, and there is an unsubstantiated story that the military had to be called out from Windsor to evict them. Some moved into cheap cottages elsewhere in the vicinity, but the fate of two tenants is unknown.

The Grand Junction Canal Company's water supply powers were transferred to the newly-incorporated Grand Junction Waterworks Company in 1811 which was responsible for the construction and maintenance of the Ruislip reservoir, as well as two reservoirs and an engine house at Paddington and for drumming up custom and laying pipes to supply the houses in that rapidly developing part of London. The Canal Company's interest was in maintaining sufficient water in the canal for navigation.



## HISTORY: TWO HUNDRED YEARS AGO - RUISLIP LIDO *(cont.)*

The route chosen for the feeder was circuitous because of difficulties with landowners in obtaining land, and entered the canal near Hayes Bridge. It did not make use of any natural water courses because of objections from millers who did not want any water to be deflected from the Colne, which was fed by local streams. Work began in February 1816. Water ran through it in June, but was soon found to contaminate the canal and consequently Paddington's drinking water. The reservoir was fed by flood waters, rather than by springs, and field drainage seeped into the feeder. Matters were corrected the following year, at some expense, by the ingenuity of the engineers who extended the feeder so that it by-passed the Paddington Arm and flowed into the Brentford Arm of the canal, where any impurities did little harm. Thenceforth, only water from the Colne, which was considered to be very pure, replenished the Paddington Arm, and Ruislip water served to maintain the level of the canal.

The directors of the Waterworks Company felt aggrieved that they had been put to unnecessary expenditure on an undertaking that did not fulfil its purpose! However, Ruislip gained a beautiful lake surrounded by Park and Copse Woods and open heathland, that has attracted birdlife and people, whether naturalists, artists, walkers or pleasure seekers, ever since. The reservoir was private ground, owned by the Grand Junction Canal Company, the Regent's Canal Company, then the GJCC again and its successor the Grand Union

Canal Company. After nationalisation it came under the aegis of the British Transport Commission, from whom it was purchased by RNUDC in 1951.

Fishing and shooting rights were let to the Deanes of Eastcote House in the nineteenth century who employed gamekeepers. Some of the labourers who lived at Ruislip Common worked for the Canal Company. In 1886, while Northwood Station was being built, David Carnegie of Eastbury advertised 25 plots of land for sale by auction, 'with panoramic views over Ruislip Reservoir'. The opening of Northwood Station in August 1887 brought day-trippers seeking a day in the country, who had only to refresh themselves at one of Northwood's hostelries before taking a short ramble down Hills Lane and over the Common to the reservoir. There are photographs of Edwardian ladies relaxing while their swains propel them across the water. Boys from Harrow School watched birds, and according to naturalist and anthropologist Thomas Harris, who was one of their number, went bird nesting, then an acceptable hobby! Although there were no special facilities people came to skate and swim in season. With cars becoming more common in the late twenties, the trustees of the Ruislip Cottagers' Allotments Charity, then owners of Poors Field (the Common), *(continued on page 16)*

## SPOTLIGHT ON THE EXECUTIVE - PETER LANSDOWN *(Tessa Kershaw)*

**How long have you lived in Ruislip?** 47 years, on and off, since being born in a house in St Martin's Approach in 1935.

**Committee Responsibilities:** Vice President (since October 2010), Editor of the Town Crier, RRA representative for Traffic, Ruislip Lido, and for the Ruislip Retail Area. I was Chairman from 2008 - 2010.

**How long have you been a Committee Member?** 9 years.

**Why did you choose to join the Committee?** As I neared retirement age I had more free time, and wished to put something back into the community. I replied to an advert in the Town Crier which was asking for volunteers.

**Describe the regular activities you undertake for RRA:**

(a) Editor of the Town Crier – involves liaison with many local groups and residents in order to collate articles for the magazine. These then need to be arranged so that all the submissions fit well within the defined layout. This is intense work within the run up to each printing deadline (3 times a year).

(b) Traffic – monitoring any suggested changes to roads, crossings, parking restrictions etc, plus advising members of any road works that may affect us.

(c) Ruislip Lido representative – keeping up to date with any issues regarding the Lido, and passing information on to members via our website and the Town Crier. This covers anything from staff, litter, vandalism, dog problems and wildlife. For the past year it has also meant monitoring the Council re-development proposals for the Lido, and answering residents' concerns over the car park application, flood risks, boating, etc. On behalf of RRA I attend the Lido Management Advisory Group (LMAG), which consists of members from the Council Green Spaces team, Councillors, and other local interest groups. We meet three times a year to discuss all Lido matters, and to also agree a management plan for tasks to be carried out.

(d) Ruislip Retail Area representative – I liaise with the Ruislip Chamber of Commerce, attending their meetings from time to time, to discuss concerns relating to planning applications, parking, proposed road layout changes, etc. in Ruislip High Street and events (Christmas Shopping Day and the Remembrance Parade).

**Who does this involve you liaising with?** LMAG members, Ruislip Chamber of Commerce, Council staff, Councillors, the public, residents, committee members.

**How many meetings, on average, do you attend per month in connection with your duties?** Two, including our monthly Executive committee ones. I spend most of my time speaking to, or e-mailing, my various contacts.

**What are the best and worst aspects of being a Committee Member?**

Best: Being able to make a difference.

Worst: Town Crier deadlines.

## HIGH SPEED 2 UPDATE *(Tessa Kershaw)*

The deadline for submissions to the consultation has now passed. We hope everyone who wished to respond has done so. The RRA response is printed below, and you can also download a copy from our website (under HS2), or alternatively if you contact our secretary she will be happy to send you a copy.

It has been a busy few months for RRA regarding HS2. After our lively General Meeting on 23 February 2011 we set up an HS2 Working Group, open to all members, so that we could study the consultation information in depth in order for any decisions, or responses, made by RRA to be based on fact.

Those who volunteered to join the HS2 Working Group included RRA members and one representative from "Ruislip against HS2". We would like to thank them all for giving up their time to look into various aspects of the project. The Group presented its findings and recommendations to our Executive in May, and at our 1 June Executive committee meeting we voted unanimously to oppose the current proposed HS2 route.

Meanwhile we had also been in contact with both our MPs to express our great concern about the poor HS2 compensation proposals. In June we welcomed both MPs to our AGM and heard their views. We also liaised with

HARA (Hillingdon Association of Residents Associations). In May we submitted comments to the House of Commons Select Transport Committee, who are studying the principle of High Speed Rail (rather than just the proposed HS2 route). Indeed, some of the HS2 working group travelled up to London to attend a few of the Transport Committee hearing days, which were all open to the public.

Hillingdon Council have initiated the formation of Hillingdon Against HS2, as an umbrella organisation for many local concerned groups. We are in contact with that group but prefer to remain independent.

We continue to monitor the situation, and there have been many articles in the papers, on television and on the radio covering the wide range of views about this project. We look forward to hearing the results of the House of Commons Select Transport Committee deliberations, which are due towards the end of September. The HS2 consultation decision is due to be announced sometime in December.

You can find up to date information about our actions (as well as copies of letters) on our website, or alternatively please contact our Chairman, Joan Davis, or Secretary, Pamela Edwards, for printouts.

## HS2 - CONSULTATION RESPONSE

### **1. Do you agree there is a strong case for enhancing the capacity and performance of Britain's inter-city rail network to support economic growth over the coming decades?**

- a. The proposals are too complex for lay people either to refute or to endorse the consultation evidence on anything more than personal and subjective priorities.
- b. We recognise that the proposals have cross-party political support, which suggests that there is a case for endorsement, but conversely there is also cross-party opposition. Unfortunately this has meant that there has been little or no debate by the main parties and a lack of rigorous debate on the proposals.
- c. In view of the many vested interests, it is difficult for the public to identify objective reliable evidence on which to base unbiased assessments of complex issues.
- d. However, the consultation documents are a major source of public information. We are therefore made uneasy by the different emphasis in the March 2010 consultation report, which focused on capacity factors, and the February 2011 consultation document, which focuses on time factors. Why has there been a change in emphasis? Is it because capacity factors are now less supportive of the proposals than was previously expected? This uncertainty causes us considerable concern.
- e. We also note that currently there is only one train per week providing a non-stop Birmingham to London rail service. That fact indicates a lack of current demand, which appears to undermine the case for route enhancement.
- f. Similarly we note the rapid advance of communication technologies, with the potential for negative impacts on the need for face-to-face meetings. Such developments could reduce the need for future rail services.
- g. Although there is unanimous local support for economic growth, we are not convinced that implementing the HS2 proposals would be effective in achieving that objective.

### **2. Do you agree that a national high speed rail network from London to Birmingham, Leeds and Manchester (the Y network) would provide the best value for money solution (best balance of costs and benefits) for enhancing rail capacity and performance?**

- a. The economic factors are too complex for realistic assessment by lay people.
- b. However, everyone has subjective views and there is mixed response from our members. Some believe HS2 is far too costly to implement. Some believe the proposals should be taken forward. Some believe that upgrading of the West Coast route would be a more appropriate use of available resources.

### **3. Do you agree with the Government's proposals for the phased roll-out of a national high speed rail network, and for links to Heathrow Airport and the High Speed 1 line to the Channel Tunnel?**

- a. No! Our Association strongly disagrees. There is local outrage at the impact of the proposed route on the residents of Ruislip, both during the long construction phase and in the

## HS2 - CONSULTATION RESPONSE *(cont.)*

subsequent years of operation.

b. If the proposed route is implemented, we consider it essential that the section out of the London suburbs is channelled through a tunnel, not a surface route as proposed. Any additional costs would be totally justified, by both short and long-term benefits. It is also highly relevant that the costs of fair compensation for the disruptions and damage of the proposed surface route through the Northolt–West Ruislip corridor are grossly under-estimated. In addition to inevitable disputes about the number of claims qualifying for compensation, a substantial number of recent constructions have not been considered in the initial costing, and other costly factors have apparently been ignored, such as the cost of replacing hundreds of mature trees along the line.

c. Turning to the Heathrow proposals, if there is to be a high speed route to the airport, we disagree with the proposals currently presented. There is strong local support for the alternative Heathrow route, Route 1.5, which we urge should be re-examined because:

i. It should be a priority to include Heathrow from Day One to boost national economy.

ii. To increase flexibility Heathrow should be on a through route, not a spur or terminal.

That is supported by evidence from continental experience.

iii. Incorporation of Heathrow from Day One would reduce both total costs and local disruption in the Northolt-West Ruislip corridor.

d. With respect to HS2 and HS1 linkage, we believe that this link should be introduced as soon as possible, to reinforce the vision of HS2 as part of an international network.

### **4. Do you agree with the principles and specification used by HS2 Ltd to underpin its proposals for new high speed rail lines and the route selection process HS2 Ltd undertook?**

The concept of examining a large number of options and reducing the alternatives on rational grounds is incontrovertible, but the resultant decisions remain open to disagreement, and we disagree strongly with some of the recommendations, as detailed elsewhere in our response.

### **5. Do you agree that the Government's proposed route, including the approach proposed for mitigating its impacts, is the best option for a new high speed rail line between London and the West Midlands?**

a. No! We definitely disagree.

b. There is great local concern about both the lack of detail and the out-of-date maps used in the defining of the proposed route in the consultation documents. These shortcomings lead to uncertainties about which properties may be subject to compulsory purchase or land-take, which properties may qualify for compensation or mitigation, and which may be excluded. There is a great need for more explanation and information to address these concerns

c. Both short-term disruption and long-term issues - such as noise, vibration, environmental and visual factors - cause great concern locally. We also fear that mitigation may be grossly inadequate.

## HS2 - CONSULTATION RESPONSE *(cont.)*

- d. Local people fear adverse health consequences from both stress and pollution during the construction phase, and further stress due to adverse impact on family life, long term effects of noise and environmental problems, and all the impacts of properties losing value and residents losing local amenities and community assets.
- e. If the proposals are implemented we urge that all transport of materials and personnel during the construction phase is by rail, not by road.
- f. The possible location of collation sites causes us further concern, both because these sites threaten loss of amenities during the period when they are in use and because they may inflict serious inconvenience on neighbouring residents.
- g. Building new tracks and rebuilding bridges will impact on local roads, which are already under heavy pressure. Hillingdon Borough suffers an innate lack of north/south routes due to the many existing East/West railway lines. We urge that any unavoidable road closure or partial closure be time-minimised and limited to one road at a time – so that alternative local access routes remain open.
- h. In addition, we urge strictly enforced hours of working, to minimise impact on local people.
- i. We urge that our local authority, Hillingdon Borough Council, is fully consulted on the above issues (e) to (h), that it is treated as an equal partner in decisions, and that it strictly enforces all agreements.

### **6. Do you wish to comment on the Appraisal of Sustainability of the Government's proposed route between London and the West Midlands that has been published to inform this consultation?**

- a. We note that there is no apparent attempt to identify the source of electricity for HS2, if the proposals are implemented. We regard that as a priority issue and until it is resolved we suggest that no final decisions should be taken on the HS2 proposals
- b. However, if the proposals are implemented, we note that economic success will only be achieved if fares are attractive to potential users, since otherwise the necessary traffic volume will not be achieved.
- c. If the project is confirmed, we urge a policy of using local labour, local materials and British components in order to allow the cost of the scheme to benefit the local and national economy – which would in part justify the heavy financial burden of implementing the proposals. It would be a false economy and wasted opportunity to use foreign labour and components.
- d. If the UK is not competitive internationally but is bound by EU competition rules, an avowed policy of buying British whenever possible could be a powerful spur to British innovation and invention.
- e. We urge that hybrid trains are the norm in order to permit seamless interchange with domestic and continental routes. Although initially an expensive option, gradual introduction across all UK lines would bring the volume to reduce unit costs
- f. We urge the early introduction of training courses for young people in skills related to the project, both to provide a trained workforce for this and subsequent high speed network developments and to provide young people with worthwhile careers.
- g. We urge that if a station is built at Old Oak Common it should allow interconnection with

## HS2 - CONSULTATION RESPONSE *(cont.)*

the London Underground's Central Line as well as HS2, GWRML and Crossrail – which would greatly enhance rail travel options for people of West London.

h. Although the Hillingdon Outdoor Activities Centre in Harefield is outside our immediate area, it is well-used and valued by our members. We are therefore concerned that the proposed HS2 route appears, unnecessarily, to require demolition of this Centre's headquarters building, with serious consequences for the Centre's highly desirable outdoor activities.

i. The artist's impression of the proposed viaduct over the Colne Valley displayed at the exhibition in Winston Churchill Hall, Ruislip, left much to be desired in terms of its aesthetics and its engineering design. We would expect the final design to be more graceful and considerate of the environment it was crossing.

j. With respect to the tree-lined routes of the existing railways, we note that local people take pride in their environment and greatly value local trees. There is therefore concern about the likely loss of a large number of mature trees along the trackside. Any that are felled should be replaced with mature alternatives.

### **7. Do you agree with the options set out to assist those whose properties lose a significant amount of value as a result of any new high speed line?**

a. No! We have touched on some local concerns in other sections above.

b. Also it should be recognised that local people are already suffering as a result of the HS2 proposals. Property owners are finding it impossible to sell their homes at a reasonable price. We regard the Exceptional Hardship Scheme as totally inadequate since few properties qualify and residents may wish to sell for many personal reasons that do not meet the "exceptional hardship" criteria. Many properties are already blighted by these proposals.

c. Those risking loss of homes are under great personal pressure and we urge resolution of uncertainty at the earliest possible time.

d. We totally disagree with the basic concept of the Government's policy on compensation, that no one should be better off financially as a result of the HS2 proposals. In our view, financial compensation is inevitably inadequate e.g. the loss of good neighbours, the loss of a loved garden, the loss of family memories, the trauma and disruption of moving, changing schools, losing local services – all of these are beyond price, but as an act of acknowledgement we believe there should be an automatic enhancement in financial compensation to provide some small benefit for those citizens who suffer for the common good.

e. In addition to fear that compensation will be inadequate, the small number of properties expected to be subject to compulsory purchase suggests that too few properties will be offered that protection, rendering properties close to the line unacceptable as homes but so greatly diminished in value that they will be impossible to sell.

f. We are also greatly concerned for homes outside the zone borders for both financial compensation and mitigation of adverse factors, who will suffer loss of amenities, loss of neighbours, and loss of property value. In our view, if the proposals go ahead, a wide swathe of property along the line should be generously compensated for the personal damage and personal loss caused by HS2.

## HS2 - CONSULTATION RESPONSE *(cont.)*

g. We urge that a compensation tribunal should be set up from the first day of construction to consider and adjudicate swiftly on potential compensation cases arising from the construction of the line or the operation of the HS2 services. Clearly identified effects that adversely affect health and family well-being should be addressed and resolved immediately. Only a few marginal cases should be subject to the proposed twelve-month delay before compensation is agreed and even in those cases interim agreements should be the expected norm, in order to protect affected families as far as possible. Innocent citizens should not be sacrificed for the common good.

## HISTORY: TWO HUNDRED YEARS AGO - RUISLIP LIDO *(cont.)*

*(continued from page 9)*

allowed cars to park there at prices varying from 6d to 1 shilling per car.

All was to change in the 1930s, when the Grand Union Canal Company decided to exploit its asset by converting it into a Lido and providing a car park on its own land on the other side of Reservoir Road. A new chapter was opening in the reservoir's long history.



Ruislip Reservoir c. 1910. The Council Houses on Reservoir Road were not built until 1919-20.



## KINGS COLLEGE PLAYING FIELDS - RENEWED THREAT

Eastcote Hockey Club have recently advised that they are in the process of submitting a revised application for a second Astroturf pitch on Kings College Playing Fields, on the north bank of the River Pinn. This area of land is part of the water meadows which sustain a fragile eco system and were covenanted by Kings College, Cambridge in 1938 to the people of Ruislip for use as open space. The pitch would cover 6,700 sq. metres and be enclosed by 4.5m high mesh fencing and illuminated by eight 15m high floodlights standing outside the fencing.

The Friends of Pinn Meadows, formed by residents when the original planning application was submitted, have held meetings with Nick Hurd MP and Hillingdon Cabinet Member for Property, Jonathan Bianco, to highlight their concerns. They have received assurances that the required amendments to Eastcote Hockey Club's 60 year lease would not be granted to enable them to build on the proposed site on the East field of Kings College Playing Fields.

However there is nothing to stop Eastcote Hockey Club continuing to apply for planning permission and residents will continue to lobby against the plans and use their website ([www.fopm.org.uk](http://www.fopm.org.uk)) to publicise their campaign. To get involved please email [fopm@sky.com](mailto:fopm@sky.com). The revised application also comes despite the fact that there are already numerous 11 a-side and 5 a-side Astroturf facilities with excess capacity within a few miles of the proposed development site, including both Harefield Academy and Brunel University, with their purpose-built hockey pitches.

In spite of this Eastcote Hockey Club have received grant offers of £150,000 from Hillingdon Council and £120,000 from the Greater London Authority. However, both of these grants are dependent on planning permission being awarded.

The original planning application that was submitted in December 2010 was withdrawn in February 2011 following objections from the Environment Agency, Sport England, Hillingdon Borough Rights of Way Officer, and over 200 individual letters and e-mails to Hillingdon Council.

In addition, there was a petition to the Council, signed by around 800 residents which objected to: (i) the visual impact, (ii) the blocking of the public right of way, (iii) the increased light and noise pollution, (iv) the exacerbation of the parking problems, (v) the displacement of a local football team's pitches and (vi) the permanent exclusion of residents who have enjoyed open and free access to the area for many, many years.

*Editor's Note: The views expressed above are those of the Friends of Pinn Meadows*

## HEALTH MATTERS - ROUND-UP FROM OUR WEBSITE(-Joan Davis)

**Royal Brompton Hospital** - Our last Town Crier reported that the Royal Brompton Hospital is threatened with losing its children's heart surgery, with potentially devastating impact for itself and Harefield Hospital. We sent robust public consultation objections and are pleased that Judicial review has been granted, in the High Court in the Strand, London, for three days from 26th September.

### Hillingdon Hospital

**a. A&E procedures** - Work is underway to improve patient flow through A&E. Trial of front door triage by a senior clinician was very successful. Discussions are taking place with Harmoni to introduce this system soon.

**b. A&E re-attendance** - A project to reduce re-attendance rates is being led by A&E Consultants and the new Manager of Emergency Care. Various innovations are being introduced, including 'phone calls to check post-discharge patients, and dedicated numbers for patients to 'phone consultants or nurse specialists.

**c. National In-Patient Survey** - Hillingdon had poor results, as did other local hospitals. Root causes are being addressed, as well as visits to hospitals with better outcomes. However, improvements have been introduced in the months since the survey including:

- A new bedside guide for in-patients
- Changes in nursing handover - patients involved in the bedside handover.
- Hillingdon Age UK making unannounced visits to scrutinise mealtime care.
- Patients' views can now be reported on handheld computer "tablets".

**d. Carers** - A new Strategy, developed with Hillingdon Carers, is expected soon.

**e. Keeping the hospital safe** - The Trust now has three body-mounted cameras for use by security staff. These will only be activated in cases of antisocial behaviour, after a verbal warning has been given. Other London hospitals have found these cameras very effective.

**Mount Vernon Hospital** - This is a hive of activity with many organisations on site. Here are just three news snippets.

**a. Falls at Northwood and Pinner Unit** - Central & North West London NHS Foundation Trust failed in 2010-11 to reduce falls amongst its elderly patients there, despite implementing many measures to reduce that risk. However, more at-risk patients had been admitted, such as those with Parkinson's Disease.

**b. Mount Vernon Cancer Centre** - This is run by East & North Herts Trust, which is supported by three on-site charities, Paul Strickland Scanner Centre, Michael Sobell House giving hospice care, and Lynda Jackson Macmillan Centre providing patient care services. A recent Macmillan review found that physical exercise can

## HEALTH MATTERS (cont.)

help stop breast, bowel and prostate cancer from recurring – and it is also of great benefit to those undergoing treatment. “If physical exercise were a drug, it would be hitting the headlines”, said the charity’s chief medical officer, Jane Maher, a consultant oncologist at Mount Vernon Cancer Centre for over 20 years.

**c. Restoration of Appearance and Function Trust (RAFT)** - RAFT is another independent charity at Mount Vernon. Its current projects include Smart Matrix, which is expected to revolutionise care of large wounds and ulcers, and artificial limbs controlled by the patient’s own thought processes! Its groundbreaking work on ultra violet light and melanoma has already influenced EU and USA legislation e.g. the ban on under-18s using commercial sun-beds. Earlier, it developed a special airbed to prevent pressure sores, now used internationally - a laser system to remove hair from skin used for grafting - improved treatments for Facial Palsy and Dupuytren’s Contracture. Its training of medics and scientists is renowned.

**NHS Hillingdon** - Ealing, Hillingdon and Hounslow Primary Care Trusts now form the Outer N. W. London Sub-Cluster. Their July meeting produced these snippets:

**a. Pattern of Meetings / New Chief Executive** – Joint Board Meetings will be held in public every two months from September. Nick Relph, previously Chief Executive of NHS Hounslow, is now this Sub-Cluster’s Chief Executive.

**b. Delegated authority** – All eight N. W. London PCT Boards have now delegated management of their Primary Care Contracts to the North West London Cluster.

**c. Finances** - Control targets have been set – a surplus for Ealing and Hounslow, breakeven for Hillingdon. All three are experiencing cost pressures, particularly from their contracts with hospitals.

**d. London’s Stroke Care** - From July 2010, the London Ambulance Service has taken all stroke patients to a hyper acute stroke unit e.g. Northwick Park Hospital. As a result three times more stroke patients in London were given clot-busting life-saving drugs – the highest rate for any large city in the world. The capital’s stroke services are now rated the best in the country.

**e. London’s Trauma Centres** - There are four major Trauma Centres in London, networked with trauma units across the capital. In the first six months, 37 more lives were saved than the expected number of survivors. All such patients reach a Centre within 45 minutes. They are assessed immediately by a consultant 24/7, and undergo a CT scan and surgery within 30 minutes if necessary. The success of the London system will now be used as a model across England.

**f. Cancer and cardiovascular patients** – London patients tend to have markedly poorer outcomes than similar patients elsewhere in UK and Europe. New models of care are being devised – there will be more on this in our next Town Crier.

### **Update on current issues**

The three issues of greatest concern to our members are still rumbling on. The public consultation on **HS2** concluded on 29 July 2011. Details of the Association's response are reported on page 12 and we await the government's decision, which is due in December.

As a result of pressure from several local groups the council finally published their Scoping Report on the level and quality of the water at **Ruislip Lido**. This document only sets out the parameters for the detailed environmental report being prepared by the council's consultants, the publication of which we await with interest.

Following **Eastcote Hockey Club's** withdrawal of their application for an all-weather pitch on Kings College Fields, the Mayor of London recently announced a grant to the club from the Olympic Legacy Fund. We understand the Club are amending their proposals and it will be interesting to see how they propose to overcome the many concerns registered by local residents.

### **Lyon Court, Pembroke Road**

In our last issue we reported that developers London Square had submitted an application for 71 flats to replace the existing building and the adjacent semi-detached houses. We had already expressed concern to the council that the proposal was an overdevelopment of the site and shortly afterwards the application was withdrawn.

### **103 Park Ave**

This site is adjacent to the three 1930s Modernist style Grade 2 listed houses at Nos 97-101, and is currently occupied by a single storey flat roof bungalow. Permission has recently been granted to demolish the existing bungalow and replace with a three storey building comprising two 4 bed houses. The new building will be in a style similar to the existing listed houses. We expressed concern that if approved the new building could create a precedent for further three storey buildings in the area, but to no avail.

### **Hillingdon Borough Landscape Character Assessment**

The Council are working with Land Use Consultants to produce an assessment document. The aim is to provide evidence of the character, function and quality of the landscape within the Borough. The study is intended to help guide future landscape management, restoration and planning decisions.

We recently attended a Consultation Workshop at the Civic Centre along with representatives from neighbouring local authorities, the Hillingdon & London Wildlife

## **PLANNING MATTERS** *(John Williams - cont.)*

Trusts, British Waterways, Colne Valley Park, BAA Heathrow, English Heritage, London Geodiversity Partnership and just two other local resident groups (Ickenham and Eastcote). The consultants appeared to have a very limited knowledge of the area and hopefully we were able to enlighten them on the important landscape, environment and historic aspects of our locality. The next stage in the process is for the consultants to prepare a draft document for consideration by the Council but it appears no further public consultation is planned.

### **National Planning Policy**

The government is currently consulting on several aspects of policy. These include changes to the legislation affecting the preparation of Local Plans, the Use Changes Order, Village Greens and Green Spaces. The most recent is the Draft National Policy Framework. If adopted this will affect the way in which planning applications are dealt with in future and could well have implications for us. Further details are available on the Dept of Communities and Local Government website [www.communities.gov.uk](http://www.communities.gov.uk) Important though much of this is, we are unlikely to have the resources to study all the documentation in sufficient detail to enable an effective response. Unless any interested members are able to help we will probably have to rely on our friends at the National Organisation of Residents Associations (NORA) to act on our behalf.

## **PLANNING MATTERS** *(Mike Hodge)*

### **5 Poplars Close**

We are supporting local residents concerns over the proposed further enlargement of this property. The proposals would have a claustrophobic effect on nos 3 and 7 Poplars Close in particular and are considered to be over development. Given a local petition has also been raised we have requested that this application does go before full planning committee for a decision.

### **51-53 Pembroke Road**

We reported in our last issue that this application to erect two 5-bedroom two storey detached dwellings as 'backgarden' development had gone to appeal. We are now able to report that it was dismissed by the Planning Inspectorate on 17 June

### **Pylon Farm New Years Green Lane - adjacent to Compost Maturation Site**

A planning application has been made to allow continued use of the land as an organic composting site and to allow retention of the existing drainage lagoon for a period of 12 months.

## WEALDSTONE FOOTBALL CLUB *(Nick DuGard)*

The 2011/12 season will see Wealdstone Football Club begin their fourth year based at Grosvenor Vale, Ruislip. It certainly is an exciting time for all associated with the club as they strive to gain promotion to the next rung of the football ladder, Conference South, as well as continuing to build on their close links with the local community.

Founded in 1899, Wealdstone are a club with a rich history, and who are synonymous within the senior non league football scene. Perhaps their most notable achievement was winning both the Football Conference and the FA Trophy in the 1984/85 season. In recent years the club has been competing in the Ryman Premier Division, however they have come close to gaining a play-off spot in the 2009/10 season as well as reaching the First Round of the FA Cup that year, narrowly losing 3-2 to League Two side Rotherham United at The Vale in front of the ITV cameras and nearly 2,000 spectators.

This season will once again see them aiming to claim a playoff spot, with highly respected manager Gordon Bartlett beginning his 17th season at the club, making him one of the longest serving managers in football. He has an outstanding track record of bringing in young players and giving them a platform to develop, most notably in recent years Jermaine Beckford who is now playing in the Premier League for

Everton, after spending several seasons at Wealdstone before his transfer to Leeds United.

With the club looking for progress on the pitch, they are also working on a number of community projects off it. Significantly Stones have developed a large youth set up which gives hundreds of boys and girls from the Ruislip area the chance to play competitive football; they are also partners with Harrow Stones Stars which is a football club for people with learning disabilities, giving them the opportunity to have fun whilst playing football. Links are also been forged with local schools and youth clubs offering reduced or free admission to matches. As well as their youth sides and local schools, the club also run popular 'Soccer Funweeks' throughout the summer which offer children the chance to learn new skills, regardless of their ability whilst under the supervision of qualified coaches.

With ambitious plans and a range of exciting community based projects, Wealdstone FC is looking to build on the success they have had since moving to Ruislip. For more information on the club please visit :

[www.wealdstone-fc.com](http://www.wealdstone-fc.com)

For further information, please contact::

**Nick DuGard, Press Officer**  
**Wealdstone FC**  
**07778 198905**

## RUISLIP AND NORTHWOOD ROTARY CLUB *(Paul Hagyard)*

Who would you like to help?

Do you want to support old people, young people, the handicapped, local charities, those in other countries who can't see or have no clean drinking water, or are homeless due to flood or earthquake?

Rotary, and your local club, Ruislip Northwood, help all of these. It's not a secret society, but friends who meet at Northwood Golf Club on Tuesday lunchtimes for lunch and if you want to know more, why not join us (yes there is such a thing as a free lunch).

This year, we gave Easter Eggs to handicapped children, and did free blood pressure checks to the public. We sent typewriters and sewing machines to Africa. We also enjoy ourselves with BBQs, Theatre trips, outings to stately homes and other things. We are now working on Ruislip's first BEER FESTIVAL which will be held on NOVEMBER 18th and 19th at the RUISLIP RUGBY CLUB.

And yes the money raised will be used for all the things listed above and many more besides. If this appeals to you why not call Paul Hagyard on 01494 674371 and join us for lunch or, if you like it, join the club.

Visit our website:

**[www.rotary-ribi.org/clubs/homepage.asp?ClubID=565](http://www.rotary-ribi.org/clubs/homepage.asp?ClubID=565)**

## RUISLIP MANOR FUN DAY - 2ND JULY

This was our first venture into Fun Days - good to meet so many members .  
The next such event is on Saturday, 12th November. We will be there!

Can you help?

If so, please contact  
the Chairman  
(see page 5)



## Eastcote Hockey Club (see page 17)

Stalag Luft....No.  
It's a hockey pitch!



Cars parked in  
Kings College Road

## Mill Works, Bury Street - New housing



## Nick Hurd MP



National Citizenship  
Service pilot  
(see page 7)