

**RICHINGS PARK RESIDENTS' ASSOCIATION  
MINUTES OF MEETING, 8 PM THURSDAY 27 MARCH 2014 AT RICHINGS PARK SPORTS CLUB**

**Present:** Wendy Matthews (Chair), Maureen Atkinson, Lindsey Beagle, Chris Sprules, Judy Teader, Jan Wiseman (Minutes), Maureen Worrall, Graham Young

**In Attendance:** Ray Sangster, Iver Parish Councillor

**Apologies:** Daphne Wood, Alan Barrett, Matthew McEvoy

1 **Minutes of Previous Meeting:** accepted

2 **Matters Arising and Other Issues:**

2.1 **Heathrow/Noise, Davies Report- Meeting with Dominic:** there had been a public meeting with our MP, Dominic Grieve, on Friday 14 March, 6 pm at RPSC. DG had finally realised that the proposed North-West runway was a very significant issue for Richings Park. No compensation package had as yet been put forward and people were very concerned. The proposed HS2 spur in Thorney already had a compensation package for which those affected could apply. It was agreed that we needed strong opposition but DG was not in a position to offer reassurance or answers. However it was also agreed that we needed to be persistent in lobbying DG to get our views across to people at the top.

Meeting with Heathrow Hub Ltd, a subsidiary of Arup: WM and GY reported on their recent meeting with the Heathrow Hub group. The group was very small (4 people). They were most interested in the runway extension (Northern) and they had no concrete proposals for the whole Hub scheme, which Arup were again putting forward. On the evidence of this meeting the full scheme did not seem to be viable. RS asked about Hillingdon's perspective and WM replied that they were against the North West scheme but we were not sure if they had a view on the Northern runway which was outside their geographic area.

2.2 **Other Heathrow Issues: WRAtH: (Western Region Access to Heathrow):** this railway project was likely to go to public consultation in June. The work would be tunnelled except for the rail junction where it joined the main line.

**Air Pollution:** there had been a communication from HACAM which included the news that the EU had taken forward their enforcement action against the UK government regarding air pollution at Heathrow.

The Heathrow Hub information and all new information were now on: *richingspark.com*.

**Alternating Runway Use at Heathrow:** Hillingdon had refused planning permission for taxiing areas at both ends of the existing runways on the grounds of noise and pollution.

2.3 **Highways Updates – Leak in Old Slade Lane:** WM had been round Richings Park with the BCC Highways Technicians looking at all outstanding Highways issues including leaks, potholes etc. It was clear that the drain at the North Park end of Old Slade Lane had collapsed and, together with other faulty drains, would be fixed in due course. Currently there was less water leaking into Old Slade Lane/North Park. As well as SSE digging up North Park to lay a main cable, the gas company

had also applied to carry out work. BT Infinity work on the boxes had been scheduled too, although this was likely to affect only the pavements. However resurfacing North Park was definitely at the top of BCC's Highways list for this year – we would have to keep up pressure to ensure it stayed there. All were asked to keep reporting potholes, by any means, as before and to encourage all residents to do the same: **Action ALL**

There had also been two BCC press releases regarding a £2.5 million allocation for pothole repairs due to flood/ water damage. BCC had a new pothole blog which they said gave details of the number of repairs, crews involved and future plans

2.4 **Area Round Shops: Parking, Planters, Trees:** there had been a parking consultation on 5 March at Jubilee Pavilion, Iver Recreation Ground. It covered all three areas of the Parish. With reference to the area around the Richings Park shops, people generally supported the new plans. However once formal consultation was underway we needed a significant majority in favour of the scheme. Participation was very important and the Residents' Association would be promoting the scheme nearer the time. Costcutters were getting together a business group and had asked that their representative attend the Residents' Association meetings. This was agreed and LB would let Malik know. **Action: LB**

RS and the local fire brigade had looked at parking in Bathurst Walk, near the station. However the fire service had the right to move offending vehicles by any means possible so poor parking was not an issue for them. RS had also met the police, who were very supportive. They cannot issue parking tickets but they did move individuals along, on a regular basis. They had offered to increase their presence and RS would talk to Lucy Price of the police and ask them to do this. LB added that blocked pavements were dangerous for children walking to the shops - with the Easter school holidays coming up this was an additional issue. She also asked about the procedure for residents-only parking. WM outlined the process but pointed out that there was an attached cost: about £5k

The parking consultation process could take a year and we would try to address the problem of parking on pavements/verges as part of the plan. In the short-term we would continue with parking enforcement.

Rubbish at Flats: black sacks were still being used and were put out on the pavement. However it was not the case that poor parking had prevented rubbish lorries from collecting. The management company needed to provide resources and contact Biffa for permission to continue using black sacks and to arrange collection.

Planters: ongoing. **Action: GY**

2.5 **Thorney Sidings:** Shenkers had been unable to source any suitable rail wagons to remove the waste from the narrow sidings. They had offered to remove it by road but we/Bucks had objected. Shenkers' contractor must determine how to remove the rubbish before the September deadline or BCC would take enforcement action. A dust suppression and flood alleviation scheme was also to be produced and submitted within the next two weeks.

2.6 **Khalsa School:** as well as entering an appeal the Khalsa school had submitted yet another application to use the site as a permanent school. In the short term BCC would not use Khalsa as the nearest secondary school against which to assess travel costs from Richings Park, but this might

change if permanence were granted. Lynch Hill were applying to set up a secondary school as part of an Academy group and they would be nearer than Chalfont. Bucks were looking at the way they provided home/school transport, using public services, which could be a positive move if it meant an extension of public services.

A local group were putting forward a proposal for a new free secondary school in Iver.

**2.7 CQC Wexham Park Hospital:** the CQC had been back into Wexham and unofficially they were unimpressed. There was no further news on the takeover by Frimley and the Wexham Chief Executive had gone. There was a link on the Residents' Association website to an on-line survey for those with recent experience of the hospital.

**2.8 Verges/Pavements/Roads:** see 2.4 above

**2.9 Sunday Train Petition:** GY had received, via the petition website, another on-line acknowledgement from Great Western; the process was on-going. To progress matters WM would forward to GY the email promising Iver a Sunday service with Crossrail. GY would send this on to Great Western to add more pressure. **Action: WM, GY**

**2.10 Bus Service:** there had been a very poor take-up. GY had met an organisation in Princes Risborough to find out how their service was organised. It appeared that we could use the same legislation: no membership scheme would be required and concessionary fares could be offered too. GY would submit a new application under this legislation. He had also seen the transport manager at BCC recently as County were the originators of the £20k grant. He was supportive. GY would also see the Bucks Support Foundation as they were the conduit for the original grant and he needed to brief them on the new business model. Mead House and similar establishments were keen to have a shuttle bus service for their residents as they could not use a scheduled service.

We would also look at providing a Sunday bus service to Windsor. In the meantime Hillingdon Community Bus Services, our transport provider, would still need income – if anyone needed to charter a bus for any reason it would keep the mechanism going and provide increased usage:

**Action ALL**

**Gypsy and Traveller Consultation:** South Bucks District Council would be consulting the public on its Issues and Options and Call for Sites paper from 19 March to 16 April. The paper, which could be viewed online at [www.southbucks.gov.uk](http://www.southbucks.gov.uk), identified potential development sites, including one in Syke Cluan, Richings Park. **Action : ALL** to send their comments to South Bucks.

**M4 Smart Motorway Project Consultation:** there was a series of public meetings to consult on the proposal for the M4 between junctions 3 and 12: the hard shoulder to be used as an extra lane and traffic speed controlled. This would reduce noise, but increase air pollution!

**3 Date of Next Meetings:** the AGM, would be held at 8 pm on Thursday 24 April at RPSC. Daphne Wood had asked whether we could change the date of future meetings so that she could attend. Tuesday 27 May provisionally agreed, subject to confirmation from WM.

4 **Treasurer's Report:** GY gave his report for March 2014, showing a balance of £3,275 in the savings account, and £8.92 in the current account. There was some petty cash (£81) and the speed gun was shown as an asset worth £1000, though its value was certainly much lower.

5 **Planning/Enforcement:** Cape Board applications and appeals were on-going and Hillingdon were giving written responses now rather than holding public enquiries.

Thorney Lane North: both applications for two mobile homes had been withdrawn and then resubmitted.

Thorney Lane Bridge: nothing more had been heard about closing the line to allow work to start at Easter. It was too late now for sufficient notification to be given. Work on St Mary's Bridge had now finished.

6 **Heathrow/Hub Station/ Crossrail:** see item 2.1 above

7 **Cappagh/Aggregate Industries/Lorries. Rhodes Transport/Cape Boards Site:** see item 5.

**Nationwide Platforms (NWP) Crane Hire:** Nationwide Platforms, also operating from the Cape Boards site, had huge 60 tonnes cranes. BCC and police had investigated because the firm needed permission to move the cranes, and escort vehicles. They could not use the bridge and the owners of Cape Boards had finally agreed to use the back exit.

Another crane hire company on Langley industrial estate, near Langley Station, had used Wood Lane in Iver but again they had no permission from BCC to use public roads and needed escorts. The ban on movements was being enforced. LB added that there were pictures on the Iver Action Groups website. Emerson Cranes had opened a site on Thorney Business Park but this was very small despite their claims on Facebook.

**Cable Drums:** see previous Minutes. The A412 cable network needed this cabling but a stop had been put on movements until a fine for using Bangors Lane, not Wood Lane, was paid.

8 **Report from Parish Council:** they were focusing on the summer Party in the Park. GY added that the Residents' Association should issue a statement relating to a complaint on the Parish website about the recent Council Tax increase. We should not be apologists for the Parish or District councils. WM would refer this to the Parish Clerk: **Action WM**

9 **Report from County/District Councils:** BCC were concerned with Highways issues, including ditches, post- flooding. District: the new rubbish collection system had greatly increased recycling.

10 **Any Other Business:** MW: the Flower Academy sign placed, with permission but in the wrong place, on the Sorting Office Corner. Costcutters now had their sign there too, without permission. WM responded that BCC were acting but it would take time. GY added that the shops could group signage together on one board, providing they obtained planning permission. However, there was already a 'Local Shops' sign on the same corner. All present sympathised with struggling local shops but they had to follow the correct procedure.

The meeting ended: 10 pm