

LOUDWATER RESIDENTS ASSOCIATION

Chairman
Maurice Escow
Wildwood
Loudwater Heights
R. 771810

Vice-Chairman
Barnaby Osborne
Larchmead
Trout Rise
R. 772766

Treasurer
Cyril Brine
Arlesey House
Rooks Hill
R. 772508

Correspondence Secretary
Don Cammell
Martins
Ladywood Close
R. 776126

NEWSLETTER No. 40

JULY 1986

Editor: Mrs D. Francis, Dovecote, Troutstream Way. Tel: Rickmansworth 770894

THE ANNUAL GENERAL MEETING

There was a good turn out as usual for the LRA AGM on 15 May. The board room at Chorleywood House was packed. After the Chairman's address in which we heard the good news that the Appeal to the Sec. of State for the Environment by Lesser Homes Ltd. against 3RDC refusal to allow the field in Sarratt Lane to be developed, had been unsuccessful, we had the report by our treasurer which resulted in the decision to increase our annual subscription to £2.00 p.a., then the new officers for the LRA were elected, Mr. Jolliffe our Auditor was re-elected and Mr. Davis gave the latest report on the N/hood Watch Scheme.

Mr Davis said he had been asked how long to wait before ringing the Police when alarms go off. Answer - Tell your co-ordinator first and he will decide whether to go and have a look or ring the police. If your co-ordinator is not there - do it yourself. He gave news of a new Supt. at Rickmansworth, Supt. Horley C.I.D., a villain catcher of 20 years standing who is re-organising procedures at the police station, computerising all information including Loudwater Estate with map references for roads for easy location. One chief precaution to take in view of recent burglaries is to lock all upstairs windows and to have an increased awareness of people to Neighbourhood Watch principles which are :- YOU-Your House-YOUR NEIGHBOURS HOUSE- and being part of the chain telephone system i.e. when you receive a warning telephone call pass it on to, say four others. In Moor Park this system has been used with resounding success.

The Editor would like to introduce residents to our new Neighbourhood bobby, P.C. Hale who has been walking around the Estate and getting to know some residents. He is over 6ft. tall and as broad! so villains had better beware! He is married with two children, a boy of 3 yrs. and a girl of 1 year. He lives near Church Lane, Rickmansworth, has had 8 years service in Berkhamstead, Hemel Hempstead, Watford and Rickmansworth where he was driving unit cars until this appointment. He can be reached on Watford 44444 Ext.305. One thing he asks is that residents should keep a sharp look-out for unknown joggers. The recent burglaries have been done by two very fit young men from the North West viz. Liverpool area who have their own intelligence network. They park their relatively new executive type car in an inconspicuous position and jog around to size up the possibilities.

The AGM concluded with a very lively address from the Chairman of MAGNA Mr. Miller followed by the Secretary, Mr. Dickinson. They were succeeded by some very helpful suggestions from the floor.

Briefly, some points brought out were :- the M25 was constructed to take 65,000 vehicles and is currently taking 115,000 vehicles which will be 150,000 in five or six years time, thus a fourth

carriageway is mooted which will take up all Sound Barrier space thus reducing congestion but increasing speed which is directly equated with noise. Motorways have been built without regard for noise pollution because people had been unaware until it was thrust upon them. Previously, they had only been concerned with the visual problems. Fences are no use. They are a put-off. Additives to asphalt are required to cut down noise. MOT accepts 68dba as tolerable, 59 dba in Scandinavia, 55 dba in Canada. The Swanley Down link to Sevenoaks is very quiet - has a special asphalt mix because of local pressure groups. Fears were expressed that retroactive measures would prove too costly.

In connection with this please see the submission from Mr. John Pendlebury attached.

LETTER TO THE EDITOR

Dear Editor, My son is giving up his Trout Rise paper round and wishes to thank Mrs Baker (Sleepy Hollow) for the tasty titbits she so caringly left out for him over the last 14 months. I must add that I now really appreciate the convenience of having my papers delivered especially during the cold, dark, wet, icy winter and during the holidays when I like to lie-in. So, a big thank you to all the paper boys and girls. Please could I make an appeal that during the darkest of winter a porchlight is left on, also that certain dogs on that route are kept under control. Yours sincerely, Chris Symmons, 14 Lower Plantation.

MUSICAL EVENING

On April 20th Loudwater residents were once more privileged to welcome the Watford Chamber Ensemble to Loudwater Farm. As on the previous occasion, David Dennis and his colleagues entertained us with a wide ranging programme from baroque sonatas to a modern rumba. To a full house, they began with a trio sonata by Telemann followed by a group of Italian songs; a cello sonata by Vivaldi, whose taxing last movement was excellently performed and by two delightful pieces for flute, violin and harpsichord by Ibert, the second of which contained a fiendishly difficult fast section for the harpsichord which was admirably executed. After a short break for excellent refreshments, the concert resumed with a short chaconne by Purcell and movements for violin and harpsichord by Corelli and Vivaldi. David Dennis then played Debussy's haunting flute solo "Syrinx" and an improvisation for flute by Rubbra. There followed two of Cleopatra's arias from Handel's "Julius Caesar" and we returned to the present day with a setting of Scarborough Fair and a lively rumba.

Our thanks go to Cyril Brine who organised the concert, to Mary Filose for arranging refreshments and to the Subud for again allowing us to use their premises. A delightful evening was had by all. May it soon be repeated. (M. Jarrett.)

ARE PUBLIC ENQUIRIES WORTH PUBLIC MONEY

"In his recent book, "The Palace of Enchantments", Douglas Hurd tells how the central character, like the author a Conservative M.P. and (at the time of writing it) Minister of State at the Foreign and Commonwealth Office, has a motorway problem in his constituency. The cheaper route preferred by the officials will offend his supporters and his constituency committee.

There is to be a Public Inquiry but he knows that the cheaper route will be chosen no matter what is said at the Inquiry. He is a realist and cannot work up much enthusiasm for fighting for the other route and this does not please his supporters. Mr. Hurd was not inventing this scenario.

The M25 is a combination of cock-up and sheer incompetence. As many of you will know, in the days when it was still considered respectable to try to plan traffic flows and accommodate them it was to be the fifth and outer ring road to distribute traffic around London --but political events prevented this--.

To build a motorway requires different planning consents from other trunk roads since the whole route must be established in outline from the beginning. This does not cause any problem to our DoT friends however, since they build it in pieces first and turn it into a motorway afterwards.--Which is what happened with the A405M. Public Inquiries are expensive events and you might have thought it important that there should be an undisputed record of what was said at any Inquiry. However, the authorities mistakenly consider it too expensive to record the proceedings. In the case of the M25, odd bits of the proceedings had been recorded but they did not cover what turned out to be the contentious points. A representative of the Chorleywood Residents Association who was a former County Court Clerk and therefore experienced at making notes at similar proceedings, attended the Inquiry and made a record. In a number of respects concerning undertakings to ameliorate the intrusion of the road his record was at variance with the official view. He was shouted down and told that he had got it wrong. One of the disputed undertakings concerned whether the road would be built of concrete or "black-top". The latter is quieter. The Dept. of Transport was determined to use concrete because they expected it to be cheaper.--When the supposedly more durable concrete road broke up within about three years it was repaired in black-top. But you will have noticed that our friends in the DoT have used concrete again on the stretch recently opened to the west of us.

It is also clear that the DoT has got its traffic forecasts wrong. This is because their method of assessment does not assume that a new road will generate new traffic but will only accommodate traffic which previously used other roads. Now people are talking about the need to make it into a four lane dual carriageway road." P.M.

The Inquiry report actually concluded that there would be only "-an infinitesimal degree of extra traffic generated"- so I ask you - are public inquiries worth holding?-Ed.

CONGRATULATIONS

To the newly weds we offer our best wishes:- Marion and Peter McGregor's (Dacres, Troutstream Way) daughter Fiona to Stephen Wilshire on the 14th June---the second summer day of 1986! when the sun really shone.

NATURE NOTES

"Of Interest To Bird Lovers"

In our garden we seem to have so many lovely song birds and some are extremely tame. Though we are very busy ourselves, we always find time to feed them night and morning in the winter months. Our reward is from them staying in our garden and nesting. We have three tame robins who will take small morsels of food from my finger such as uncooked pastry. We also have a blackbird which sits with us in the summer by our chairs. Of course having no dogs or cats they feel quite safe. One of the blackbirds is exceptionally tame. He is from a bird I had to bring up by hand. He will come when called by his name "Bobby" and will follow me up the steps and into the lobby for the food. He is very spoilt-quite the gourmet. The food is made up of Soya flour, a little desiccated coconut, ground almonds, a few currants and sultanas for good measure and all of this mixed with uncooked pastry. On our return from an outing in the car, we are escorted down the drive. He then perches himself on our brick archway waiting to be fed. He is a remarkable and lovely little character. If you should possibly have one of off-springs, do remember they are not used to dogs or cats. B. Baker.

HONOURABLE MENTION

Derek Fuller (Cob Cottage) has found Loudwater mentioned in the autobiography of the wife of Howard Spring, the author. She writes as follows. "Some times he would take a whole day off and we would have a long walk in the country. We could easily get to Chorleywood, Rickmansworth, Wendover or Chenies a lovely feudal village at the gates of a ducal castle, Chesham, Amersham or any one of half a dozen good starting points by train. The canal at Rickmansworth was lovely to walk along and it was still used by horse drawn long boats with gay colours and painted buckets. On the other side of the tow path there was a clear and lively stream full of perch and other fish. From Chorleywood you could walk to Loudwater.-----All these places, so beautiful then, were fairly close to London and ripe for development. Already we could see roads being built across our open fields at Pinner and near the woods at Chorleywood. Even Loudwater was being sold in building plots.--I shall never go back there but shall bury my head in the sands of memory."

For those who would like to read the book, its title is, Frontispiece,-A Childhood Portrait- By Marion Howard Spring, published by W. Collins Ltd. 1969 who have kindly given permission to use this extract.

WANTED.

A house in Loudwater to rent from July 1986 for approximately one year. Minimum requirement-4 double bedrooms, 2/3 reception rooms, 2 full bathrooms, modern kitchen and utility room. Please contact Mrs. W. Clarke on Rickmansworth 720308.

PLANNING APPLICATIONS

8/206/86 Single storey front extension at Borromor, Bridle Lane, for R. Jarvis Esq.
8/234/86 Erection of bungalow at Oakway House, Bridle Lane, for C.T. Heading Esq.
8/240/86 Single storey side and rear extension at Glen Cottage, Trout Rise, for J. Falconer Esq.
8/250/86 Erection of one house at Long Hedge, Loudwater Lane, for Mr. & Mrs. J.C. Hutchins.
8/251/86 Erection of four detached houses at Long Hedge, Loudwater Lane, for Mr. & Mrs. Hutchins.
8/270/86 Erection of house at land adjacent to Woodlands, Sarratt Lane for Mr. D. Bailey.
8/280/86 Erection of chain link boundary fence at the Coach House, Loudwater Lane, for J.C. Michell Esq.

LOUDWATER AND THE M25

At the AGM of the Loudwater Residents Assn. on 15th May guests from the Motor Action Group for Noise Abatement (MAGNA) explained how they had been campaigning to obtain relief in their part of the country (north of the Dartford Tunnel) from the problems posed by the motorway. Essentially their campaign has led them to the following conclusions with regard to motorway noise:-

Political action in the form of heightened awareness in constituencies adjacent to the motorway is the best mode of attack, coupled with pressure on the Minister. They eventually met the Minister for tea and biscuits as they put it.

The technology available for noise suppression is far ahead in countries such as Holland, France, Germany and Sweden: the same technology applied to the M25 in our area would achieve a dramatic noise reduction.

On other new sensitive areas of the M25, pressure from noise abatement groups has led to more efficient noise reduction techniques.

Ministry data suggests that only those living within a half km of such a road are expected to experience inconvenience from noise.

Noise barriers cost around £1/4 million per mile to install.

I myself, while learning something from MAGNA's research into the subject, found myself in disagreement with their approach, especially when one of our own residents gave a very clear account of the cynical way the Ministry people confronted us on previous occasions back in 1972. In brief, when the road was originally built, the Ministry was out for the cheapest possible job, involving a concrete surface and no thought for noise at all.

They congratulated themselves on achieving this objective, claiming that the road was good for the next forty years. Their only irritation was the pressure of local people to have it surfaced in McAdam. In fact it broke up within a short time and was resurfaced in McAdam so that residents felt they had contributed to the choice. Despite the fact that the LRA A405 Committee knew that with the right bed (most definitely not solid concrete) and suitable additives to the asphalt the road could originally have been made to be silent and of lasting quality, the Ministry insisted on accepting the lowest bid which allowed the contractors to tender concrete or plain McAdam. The limited amount of sound-suppression provided by the Ministry can be seen going up the exit to Rickmansworth from off the West-bound side. By continental standards, compared with the Amsterdam-Utrecht motorway for example, it is pathetic.

The plain fact emerging from the meeting was the appalling cynicism of the Minister and ministry. They have taken one of England's most beautiful little areas and given it the cheapest and nastiest road imaginable, with the sole aim of looking good in front of their even more cynical superiors, all of this we should add, with EEC support for standards which would not be tolerated in the advanced parts of Europe.

This government can not in all conscience ask the British people to work to higher standards of quality, design etc., when their own bureaucracy so miserably fails even to replicate standards which have become the norm in the rest of Europe and in North America.

What then must we do

We must first recognise that tea and biscuits with the minister is not the way to compel him to correct the squalid affair of the M25 in Rickmansworth. It is only the power of the vote or evidence of incompetence which will compel him to come forward with the investment necessary to do this most beautiful environment full justice. Here is my six point plan to progress our cause:-

1. Serve due notice to the ministry that their previous cynicism and ineptitude will no longer be tolerated and that further development of the M25 will be totally opposed by the whole community until this country accepts that noise

reduction in high quality areas should be the most advanced in the world. Further that residents in the area would expect investment of £1/4 million per mile to be made for noise reduction in view of the high rateable value of properties in the area adjacent to the motorway.

2. Invest in a study to be made by Dutch or German consulting engineers in the standards at present being applied on the M25 near Loudwater. The aim would be to verify the truth of our claims to their primitivism and use the report as a smoking gun. British firms should not be used for this purpose, they are too much dependent on the Ministry for contracts and are therefore not independent.

3. If step 2 above proves our case, approach the EEC for funding for improvements to be introduced forthwith. Failure of the Ministry to sanction such improvements would result in our campaigning for total opposition to all M25 expansion, including the crucial area round Heathrow.

4. Serve due notice on all local MP's that our votes will not be given unless they initiate an active lobby on our behalf in Parliament with strictly measurable objectives.

5. Inform the local authority that we shall be petitioning for rate rebates and a slow payment campaign designed to equate at least to the cost of adequate motorway silencing in the part which affects us.

6. Appoint a committee to oversee the implementation of our plan and mobilise via signed petition a group of several thousand householders in the Loudwater and adjacent areas.

These are my first thoughts on the situation that faces Loudwater which I hope will convince friends and neighbours that action to move things forward into an organised and influential framework is urgently needed. If there is enough serious interest in what I have set out we can proceed at once. Why not write to me or to Mrs Mary Filose, Dormer Cottage, Bridle Lane, if you feel as I do and we'll organise ourselves better to combat the menace.

John Pendlebury, 3, Armitage Close, Loudwater. We are grateful to Mary who has not only offered to co-ordinate your responses and actions in this matter initially, but has accepted the responsibility of distributing the Newsletters to those residents who so generously give of their time to take round the Newsletters to your doors.

We give a vote of thanks to Mrs. Pauline Irwin for her valuable help in this task which she has now had to relinquish.

LRA COMMITTEE MEMBERS

Maurice Escow, Chairman
Barnaby Osborne, Vice-chairman
Cyril Brine, Treasurer
Don Cammell, Correspondence Secretary
Dorothy Francis, Newsletter Editor
Karen Read, Minutes Secretary
Jack Cognet, Membership Secretary
Mary Filose, Co-ordinator Newsletter distribution
John Jarrett, (welcome back John.)
Maureen Grundy, (Sarratt Lane)
Michael Nest, (Sarratt Lane)
Dick Bilton, (Lower Plantation)
Hugh Brewster, (Chess Hill)
Bill Hanman, (Loudwater Estate Board) Co-opted.

*Next issue entries to the Editor
by 1st September please!*