

Hitcham & Taplow Preservation Society

# NEWSLETTER

SUMMER 1988

No. 54



## THE CHANGING FACE OF CLIVEDEN

The famous gardens at Cliveden are cultivated by the National Trust; the giant shell structure known as the "Fountain of Love" frames Cliveden House, now run by Cliveden Hotels Ltd.

# HITCHAM and TAPLOW PRESERVATION SOCIETY

## Objectives of the Society

The Society was formed in 1959; one of its most important objects is:-

".....securing the protection from disfigurement or injury of the countryside and rural surroundings and amenities of the Parishes of Hitcham and Taplow....."

The Society therefore scrutinises many Planning Applications and Appeals and makes constructive comments when appropriate; it also gives evidence at Local Planning Enquiries.

## Officers and Executive Committee Members

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Vice Presidents	Mrs E Law Mrs GL Milne Mr AJC Paines Mrs AB Horton.
Chairman	Mr RJ Hanbury
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*Front Cover Photograph by courtesy of National Trust/Vera Collingwood*

### EDITORIAL

In this issue we look beyond our parish boundaries to see how the American Presidents were forced to preserve one of their most famous residences, the White House. *Our* President Leonard Miall contributes this piece, in his own inimitable style, from first hand experience in Washington.

Nearer home, and, as June is 'Busting out all over', we include a gardening feature of a rather special kind; it is by the man responsible for one of the most famous gardens in England, Philip Cotton Head Gardener of Cliveden, one of the glorious places administered by that most english of institutions - The National Trust.

Some time ago, Mr Cotton was much involved in the outcome of the local appeal for the Hanging Woods of Cliveden and indeed we must all be concerned about the need to replant trees and repair the enormous damage caused by that destructive hurricane that smashed thousands of trees throughout the country.

It is a sobering thought that towering trees that took countless years to develop can be destroyed overnight; in the same way a view or a village that can take centuries to mature can be defaced and destroyed by a lack of care or by a community being too thoughtless to join together to protect their heritage.

In this respect, we are delighted to report that the Local Action Group formed to fight the construction of the Maidenhead Flood Relief Channel through Taplow has won an important breathing space. We learn that Thames Water has deferred its plans for 6 months in order to study the alternative solution put forward by Taplow Parish Council. Their proposals were propounded via the technical expertise of a loyal member of the Society, Philip Cooley. A summary of these proposals appears in this Issue and we wish them well.

To plagiarise a famous dictum:

*"The price of preservation is constant vigilance".*

## PROFESSIONAL PRESERVATION

at

### CLIVEDEN GARDENS

*Maintaining the famous gardens at Cliveden is a job for an expert and the responsibility of Philip Cotton, Head Gardener for the last 15 years.*

"Somewhat like Frascati as to its front, and on the platforme, a circular view to the uttermost verge of the Horizon, which, with the serpentine of the Thames, is admirably surprising."

There can be few places so close to London for which such a description has held good for over 300 years, but one of our local great houses, Cliveden, could be described in these glowing terms today just as it was by John Evelyn in 1679. No-one, however, would recognise the next passage of his writings, "The land all about (is) wretchedly barren, producing nothing but ferne." There is a hint of the effect subsequent owners of this great estate have wrought on the dramatic landscape to make Cliveden - house, gardens and woods - such a famous feature of our immediate area and, through changing social structures, a delight which can now be fully enjoyed by all

It is to the vision of George Villiers, 2<sup>nd</sup> Duke of Buckingham, that we owe the selection of the magnificent site on which he erected the first house in 1666, standing on the brick vaulted platform that supports today's mansion still. Chiefly he was seeking a view with the waters of the Thames far below but it was the practical advantage of the springs which flow from the chalk high on the hill, giving him a water supply, that made possible the adoption of this elevated position. Traditionally, great houses at that time would be built in sheltered valleys close to river or stream. So he was an innovator in this respect as in so many other aspects of his stormy life,

Villiers died in a riding accident in 1688, so, by 1696, the estate had been bought by George Hamilton, Earl of Orkney, who was responsible for the developments which have made Cliveden an historically important garden. It was his friendship with Alexander Pope and Lord Cobham of Stowe which influenced him to employ the great garden designer, Charles Bridgeman, to advise on the creation of an eighteenth century landscape. It is this basic layout which has given us the framework into which examples of the ever changing styles of gardening have been fitted by successive owners over the last 250 years,



*The Pagoda in the lovely Water Garden was made for the Paris Exhibition of 1867; (Photograph; National Trust/Vera Collingwood)*

Although the last family to use the house as a home, the Astors, occupied it until 1966, the property was donated to the The National Trust in 1942. When the family left, The Trust, realising the inevitable changes which would have to be made in the use of the estate, embarked on the development and restoration of the grounds to prepare for its presentation to the increasing number of visitors welcomed through the magnificent decorated iron gates opposite "The Feathers". It was decided that the gardens around the house should be critically examined first and, if the existing design in each area was of merit, the feature should be well maintained; if, however, a layout of an earlier date was a more valuable example of a gardening style, then that should be restored in that area. So, for the last 20 years, there has been great activity throughout the gardens, clearing vistas, laying lawns, planting trees and shrubs, creating new borders and re-shaping hedges & topiary, as well as the seasonal maintenance, which increases all the time the more renovations we tackle.

#### Terrace with a View

That breathtaking view to the south from the terrace now includes a parterre with rejuvenated box hedges enclosing the sixteen beds replanted with grey foliage in the eighteenth century 'French' manner of the original designs which inspired the Duchess of Sutherland to lay out, in 1851, this vast garden to complement her new house. In 1976 sentinel yew pyramids were grown to replace a motley selection of dying box bushes. (I well remember the agonies I suffered in trying to select similar plants from hundred of yew trees in a Woking nursery; no two seemed alike on close examination') We have only one more lime tree to plant on the west side of the parterre to complete the two flanking rows which restore the symmetry to the whole scheme.

To the north of the house the replanted herbaceous borders demonstrate the artistry of Gertrude Jekyll as interpreted by Mr Graham Stuart Thomas when Gardens Advisor to The National Trust, with the hot colours facing west and the cool colours facing east. Only this spring, a new box hedge has appeared to give a green base line to the house in its splendid newly cleaned condition.

To the east of the house, the Duke's Garden has been completely re-designed, the path system now leading visitors directly from the forecourt to the end of the great terrace, while passing plantings of shrubs to

give interest throughout the year. This reminds us that the house is now an Hotel and we are able to keep the visitors from walking under the windows of some of the guest rooms.

The rose garden, laid out by Sir Geoffrey Jellicoe in 1959, has been given more light and air by the alteration of its surroundings and the roses have been replanted. The Long Garden, the 'flower garden' of the 1900's as designed by Norah Lindsay, no longer grows herbaceous plants, but the permanent blocks of euonymus accentuate the shape of the beds within the now rejuvenated hedges; the specimens of topiary are trim once more and a good selection of wall-trained plants decorate the south-facing wall.

The Bridgeman-style amphitheatre of nearly two centuries earlier can once more be seen, cut into the escarpment at the north west corner of the garden and we hope it will inspire performances there once more.

#### The Water Garden

For many visitors, the star attraction of Cliveden is the Water Garden. It is the one area in which we have, as a deliberate policy, increased the work load over the last twenty years, for we have created more beds, spreading into the field beloved of Lady Astor for golf. Last winter we took the opportunity to make good use of the devastation of the October hurricane by creating a second entrance to spread the effect of 80,000 pairs of feet a year over a wider area. Large areas have been replanted and much repair of lawns has been undertaken. The pavilion on the island is now repainted and the fish in the lake are again breeding well after a cull about five years ago.

Perhaps the greatest concession to the ever-increasing stream of visitors is to provide an overflow for the car park in the old walled garden. After much heart searching, it was decided that the field to the north of the Water Garden was the only feasible place. So, away with the rubbish dump; re-locate the nursery ground; tidy the derelict perimeter woodland, and above all, create a bank to screen the cars from the Water Garden itself. The planted screen is now in its third season and beginning to do its job. Trees punctuate the grassland and a picnic area has appeared. We are even happier with our new nursery and our new glasshouse is far more efficient than its predecessor, now removed from the walled garden car park. Behind the scenes, our new pumped irrigation system, covering the water garden, nursery and frame yard helps us to grow better plants.

## The Future

All this has been achieved, but what of the future? We have laid plans for spreading ever further over the estate with restorations, renovations, replanting etc. We are conscious of our responsibility to ensure that future generations will be able to enjoy Cliveden as we can today. There are still areas of the garden at the north end which need attention and these will have priority. Trees and shrubs grow constantly, blocking or restricting views and they have to be regularly pruned. The most of the major trees are over mature and many fall or break up each winter. (Last October's hurricane merely hastened the demise of rather more of the weaklings.) So replanting these trees over all the estate is a continuous task. Sometimes, of course, we do have to fell a tree which has become a hazard to public. Again replanting is essential.

At present a noticeable development is in the valley alongside the main drive, where contractors have just finished replacing the nineteenth century drainage system which had ceased to function adequately. Now it is our task to tidy and re-seed the valley area when weather allows.

There are many hectares of woodland on the level plateau above the riverside escarpment urgently in need of attention. Thanks to that now-famous hurricane there are many trees, now measured in length not height, to clear away so that replanting can take place. In recent years, we have only really been able to tidy the rides and make safe the main avenues. Now we have to embark on a proper programme of woodland management and renewal for the future.

As the number of visitors increases we are taking a critical look at the facilities provided for their enjoyment. The catering arrangements for the restaurant are now inadequate; there is insufficient space for the shop and the recruiting and information staff and all require better presentation. All these improvements cost money which has to be budgeted for and priorities allocated by The National Trust management staff.

In the face of all these pressures we have to be sure that we hold this place of historic interest and natural beauty in trust for the nation. It is enjoyed for its essential character as the 'private' garden of a large estate. This is why I sometimes criticise use and behaviour which are more appropriate to a municipal recreation ground than a true garden. It may seem unreasonable to some but it is my attempt to strike the right balance to ensure that Cliveden can be enjoyed for many years to come.

I think we do achieve that balance; I sincerely hope so.

We are now fortunate to have Cliveden Hotels Limited as tenants of the house. They maintain a very high standard in entertaining their guests in the style which would have been enjoyed by so many at 'The Big House' in past years. The building is now being used in the way which is similar to its original function and this, surely, must be right. This is a very important development in the history of the estate and an innovation which I am sure George Villiers would have approved.

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## **Name Dropping**

A turn-of-the-century horse-drawn wagonette, with a few country-folk on board, stops outside the Bear hostelry in Maidenhead. From the doorway the publican calls out to the driver: "Where are you going?" "Ah!" says the driver (in a rich Berkshire accent of course) "I be taking these 'ere women-folk to Taplow and Burnham". "Good" says the publican, "I'll get the wife and you can take and burn'er too".

Other corny stories involve other local place-names such as Cookham, Hedsor and Bray. There is one, however, which is especially associated with the Preservation Society. What's more, it's true and it led to some hilarity at the time.

One of the founding fathers of the Society was Dr Rogers. He was Chairman for about ten years and worked tirelessly on behalf of members. Twenty years ago the area had numerous which still exist today and one of these was litter. The subject was discussed at two or three Committee meetings and eventually, with great satisfaction, Dr Rogers made the announcement:-

"Ladies and Gentlemen, success at last. The Boy Scouts and the Cleansing Department have agreed to co-operate and this week they are going to embark on a combined venture - they will pick up all the roadside litter in Taplow and Drop/more!"

Lincoln Lee

## LETTER TO THE EDITOR

The Editor

May 7th 1988

Dear Sir,

Members may have noted the care with which the Cliveden boundary wall is being repaired. Brick walls are an integral part of the character of Taplow village - regrettably there are a number of damaged walls within the Conservation Area requiring urgent repairs. Despite the high cost, I hope the owners will be able to restore them before too long.

Sympathetic bricklayers are important both for new work and repairs. Timely repairs such as the introduction of drain holes at low level behind retaining walls, cutting away sections of brickwork suffering from the inexorable pressure of growing trees and above all careful pointing that will keep the water out of the brickwork will help to give an extended life. The mix used for re-pointing is very important.

Yours faithfully

Anthony Hickman.

*Letters on subjects of interest to Society members are welcome and should be addressed to:-*

The Editor, A.G.S. Grellier, "Victoria Cottage", High Street, Taplow.  
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### SUBJECTS WORRYING MEMBERS

- Gravel digging;
- Take-over bids by Maidenhead and Berkshire;
- Rubbish on the station approach;
- Creeping expansion by local motor traders;
- The development of a Trading Estate near Taplow Station;
- Taplow's confusing postal address.

Heard it all before? These subjects were discussed at the Society's AGM which was held twenty two years ago in October 1965. The meeting was chaired by Viscount Astor, and the only person quoted in the Minutes who is still involved in local affairs is Mrs Eileen Law.

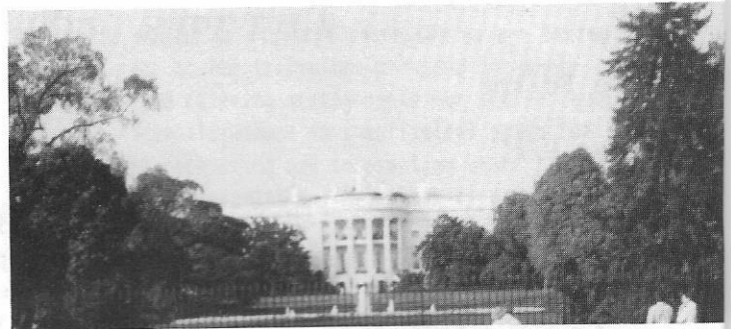
After the formal meeting, a talk was given by the Secretary of the River Thames Society. Amongst other things he was quoted as saying "The Thames Conservancy .... had considerable powers if there was any danger of flooding, eg. if building on low land was proposed".

It seems a pity that Thames Water and its predecessor have done such a poor job that they are now proposing to tear up Taplow in order to protect those buildings which they failed to prevent being built!

Lincoln Lee

## PRESERVATION OF THE WHITE HOUSE

*Before moving to Taplow in 1953, Leonard Miall spent eight years in Washington as the BBC's Chief News Correspondent.*



Next January 20th a new tenant will move into 1600 Pennsylvania Avenue, Washington D.C. the official residence of the American President, better known as the White House. It is an elegant looking building, modelled on the home of the Dukes of Leinster near Dublin. It was built of Virginia freestone and first painted white to cover the marks of fire after we British burnt it in 1814, leaving only the walls standing. The White House was again almost wrecked while I was in Washington.

Late in 1947 President Truman was holding his last official reception of the year, a fully ceremonial occasion with entertainment provided by a brilliant young pianist he had discovered at Potsdam. When the guard of honour stamped across the floor in precise military unison to bear away the colours Truman noticed to his horror that the huge chandelier above both his head and those of his guests was swaying.

A few days later, when a rather corpulent butler brought breakfast into his study, the President felt the whole floor sway. An engineer from the Commission of Grounds and Buildings came to inspect and told Truman that the ceiling in the state dining room only stayed up from force of habit! So an immediate shoring up operation began, and a detailed survey of the whole White House was made.

The report made hair-raising reading. The foundations were sinking into the swampy ground on which Washington is built. (The District of Columbia was originally formed out of marshy land on either side of River Potomac which both Virginia and Maryland were happy to give up to form the new federal capital, and the area around the State Department is known to this day as Foggy Bottom.)

There was no visible support for the famous Green Room except a few rusty nails, and by the summer of 1948 the White House literally began to fall apart. The President's daughter Margaret was playing her spinet in her sitting room when the floor broke and nearly fell through the family dining room ceiling below. Truman was not allowed to use his own bedroom or bathroom. He moved into Abraham Lincoln's bed, which he described as very comfortable.

The experts then decided that the whole house would have to be gutted and rebuilt, with only the facade remaining, as was done a decade later to 10 Downing Street when Harold Macmillan was Prime Minister. So after Truman's surprise victory in the 1948 election it was not to the White House that he returned in triumph but to Blair House, a comfortable but much smaller guest house on the opposite side of Pennsylvania Avenue. He and his family lived there for the next three years.

Blair House, with its exposed position fronting right onto a wide main street, created horrible problems for the Secret Service. The American Secret Service has nothing to do with the sort of work done by MI5 or MI6. It is a corps of men employed by the U.S. Treasury whose task is to prevent the counterfeiting of the currency and also to provide personal protection for the President and certain other VIPs. When I went to apply for my Press Pass to the White House I had to give the Secret Service not only my fingerprints but also my mother's maiden name and the make of my watch. These details were unlikely to be known to any imposter who might get hold of my card. There were Secret Service men stationed inside Blair House and a White House policeman always stood on the front door steps.



November 1st 1950 was a very hot day - 85 degrees in the shade. In the early afternoon there was a sudden burst of gunfire outside Blair House. Two Puerto Rican Nationalist terrorists, bent on assassinating the resident, tried to force their way in, shooting the policeman on the door with a German revolver. One would-be assassin was shot down. The other faced a murder charge the next day. Truman himself was taking his customary afternoon nap when he heard the noise. In his underwear he came to the window to see what was happening. A policeman yelled at him to get back.

The President quickly dressed and slipped out of the back door of Blair House to be driven to the Arlington Memorial to unveil a statue to Field Marshal Sir John Dill, who had died while serving with the Combined Chiefs of Staff in Washington during the war. There were many British and American VIPs present, including Anthony Eden, Field Marshal Slim, Lord Tedder, Generals Marshall and Bradley and many others. Truman arrived not more than a quarter of an hour after this affray, yet he looked totally unconcerned - and I was standing about ten yards from him - and his voice was clear and firm as he spoke in the warm sunshine.

When Churchill again became Prime Minister in the autumn of 1951 he soon sailed across the Atlantic in the Queen Mary to re-establish with Truman the kind of relationship he had enjoyed with Roosevelt. On his first evening in Washington the Prime Minister and his team of advisers were invited to dinner with the President, but Blair House had a small dining room, poor for entertaining purposes. So Truman decided to hold the dinner aboard the yacht Williamsburg, which was moored in the river, and maintained by the U.S. Navy for presidential use. There was no point in going for a cruise in the depths of winter, but it had a good table, suitable, as one of the White House staff told me, for a long serious talk after the plates had been cleared away.

In those days the American habit was to have strong cocktails before dinner, iced water with it, and highballs afterwards. This happened on the Williamsburg that evening, with the addition of champagne glasses which were duly filled at the end of the meal for the President to propose the health of the King, and Churchill to respond with that of the President. The talks went well but on his drive back to the British Embassy Churchill remarked to the Ambassador "I could have respected the traditions of a dry navy, had it not been for this tantalising little empty champagne glass sitting there throughout the meal, and then again this business of too little and too late!"

Eventually the rebuilding of the White House interior was finished, and the state rooms were restored to their former glory. When the work was almost complete, Truman's Press Secretary, Roger Tubby, entertained me privately to lunch and afterwards took me on a personally conducted tour of the reconstructed shell, including the secret new subterranean atom bomb shelter.

After Dwight Eisenhower succeeded Harry Truman, with Richard Nixon as his Vice-president, some Congressman made a speech questioning the cost of the new atom bomb shelter under the White House. All of us correspondents in Washington were immediately requested to send a report on the secret bunker. I was awkwardly placed, because I had been shown it privately and not officially. So I consulted Roger Tubby. He said "I can't ask you not to broadcast about it, because this damfool Congressman has now spilt the beans. All I can say is that the more that is told about its exact whereabouts, the more useless it becomes."

So I sent a service message to the BBC explaining why I was not sending a despatch, and adding frivolously "would hate to have faintest responsibility for elevating Nixon." I received a rocket for my outrageous political comment.

Leonard Miall

## TAPLOW'S COUNTER-PROPOSALS TO FLOOD RELIEF SCHEME

*The Local Action Group, formed to combat the prospect of a Flood Relief Channel through Taplow, has made a set of counter-proposals. These are summarised here by their originator, Mr Philip Cooley, formerly a manager with Thames Water.*

The options being considered by Thames Water are constructions on a large scale which are unwelcome to local inhabitants. They comprise, for example, channels 40-50 metres wide, bank raising by as much as 1.5 metres, a greatly widened river etc. We have put forward a combination of six measures, all on a smaller scale, as an alternative less likely to harm natural or valued features:-

1. A channel from Cookham Reach (embodying the Fleet, Maidenhead Ditch and the Cut) rejoining the Thames below Bray Weir, to carry 70-100 cubic metres per second (cumecs). This would contribute to reducing the water level above Cookham and Boulter's Weir, sources of flooding Cookham and Maidenhead. Being smaller than other options considered, the passage through Maidenhead may be more feasible and avoid the building of flood banks round Cookham and north of Maidenhead.
2. The use of locks and lock cuts at Cookham and Boulter's Locks to carry flood water by constructing vertical axis radial gates just upstream of the present locks. This form of gate may be closed and opened against flood pressure in order to allow the temporary opening of both pairs of lock gates for the passage of flood water. This measure will reduce water levels upstream of the two locks but raise it downstream. The resulting adjustment of water levels will also cause a faster flow in the reaches of the river between and adjoining the locks.
3. Minor bank raising may be required below the weirs, much less than the 1.5 metres maximum formerly envisaged and, therefore, more acceptable.
4. Minor dredging and widening of the main river, as previously proposed, of itself raising the bank-full capacity of the river to 300 cumecs.
5. Where the passage of water is hindered by narrow straits or sharp bends, the water gradient is steepest, particularly during floods. By easing these places, the gradient will apply itself to the intermediate reaches, engendering a faster flow and thus a greater discharge of flood water. These places at present are probably:-  
Below Cliveden; Bray Weir; narrows at Monkey Island; narrows at Queen's Eyot; Boveney Weir; sharp double bend below Boveney Weir. The proposal is to smooth out the sharp bends and improve the narrows. Lock cuts may be applied at Bray and Boveney Weirs as shown above at ¶2.
6. If the measures described above are insufficient, a minor East Bank Channel might be constructed from the end of Taplow Mill stream to a point just below Maidenhead Bridge. This channel, of perhaps half the size of that proposed in Option 10, would diminish the obstruction to flood flows inherent in Boulter's Weir and the narrow channel below it and in the piers of Maidenhead Bridge.

Option 10, the East Bank Channel was not the cheapest but was judged more acceptable than the other Options. The alternative above may not be cheaper in coping with the same flood but may prove more economic (weighed against damage avoided) if designed to give some other degree of protection. There is some uncertainty about the risk of flooding the M4 Motorway; the raising of short sections may be the most straight-forward safeguard.

## PLANNING NEWSPIECES

*A number of items of interest to local residents were discussed by Committees of the South Bucks District Council over the last nine months; extracts are printed below.*

### **PROPOSED NEW CLUBHOUSE FOR MAIDENHEAD ROWING CLUB - Outline Application** (Planning and Development Committee - 9th March 1988)

It was resolved that comments of Taplow Parish Council be forwarded to Maidenhead and District Borough Council with the advice that, if the Council is minded to permit this development, the South Bucks District Council has the following comments as to further details which should be sought from the applicants and made the subject of appropriate conditions:-

- (a) an acceptable colour and texture for the roof cladding.
- (b) a landscaping scheme to improve screening of the development, particularly from the east, especially tree planting to reinforce the existing screen between the building and the river and tree & shrub planting between the car park and the river.

Furthermore, that the Borough Planning Officer be requested to ensure that the Maidenhead rowing Club's existing building, located at Maidenhead Bridge, be demolished as soon as practicable following the Club's relocation.

### **MAIDENHEAD WINDSOR & ETON FLOOD RELIEF STUDY**

(Environmental Control Committee - 16th March 1988)

The Committee considered a Report by the Chief Planning Officer reminding them that Thames Water had, for the past 18 months, been studying various options for the relief of Maidenhead, Windsor & Eton from a re-occurrence of a 1 in 60 year flood similar to that of 1947.

The Committee noted that the Regional Land Drainage Committee, at its meeting on 28th January, had received a report on the work done so far and had approved various recommendation regarding a flood alleviation scheme and a preferred strategy for based on the construction of flood relief channel on the East Bank of the Thames.

It was further noted that, when the Council had received the first presentation from Thames Water in 1987, it had been made to the Environmental Control Committee to which members of the Planning and Development Committee had been invited. It was envisaged that, following consultation in June with the County and district Councils, public views would then be sought with a planning application being submitted early in 1989.

The Planning and Development Committee had recently considered the report and suggested that a panel be set up to consider the scheme and that Dr Kennedy and Mr Palmer be included in the membership.

It was resolved that:-

- (1) representatives of Thames Water be invited to address the Committee at its next meeting on 15th June and that members of the Planning and Development Committee be invited to attend this item.
- (2) a Panel of Members be set up to consider this scheme, comprising the Chairman and Vice-Chairman of the Committee, Mr Palmer and Dr Kennedy representing the Planning and Development Committee, together with 2 members from Dorney and Taplow Parish Councils.

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The Committee considered a Report by the Chief Planning Officer reminding them that Thames Water had, for the past 18 months, been studying various options for the relief of Maidenhead, Windsor & Eton from a re-occurrence of a 1 in 60 year flood similar to that of 1947.

The Committee noted that the Regional Land Drainage Committee, at its meeting on 28th January, had received a report on the work done so far and had approved various recommendation regarding a flood alleviation scheme and a preferred strategy for based on the construction of flood relief channel on the East Bank of the Thames.

It was further noted that, when the Council had received the first presentation from Thames Water in 1987, it had been made to the Environmental Control Committee to which members of the Planning and Development Committee had been invited. It was envisaged that, following consultation in June with the County and district Councils, public views would then be sought with a planning application being submitted early in 1989.

The Planning and Development Committee had recently considered the report and suggested that a panel be set up to consider the scheme and that Dr Kennedy and Mr Palmer be included in the membership.

It was resolved that:-

- (1) representatives of Thames Water be invited to address the Committee at its next meeting on 15th June and that members of the Planning and Development Committee be invited to attend this item.
- (2) a Panel of Members be set up to consider this scheme, comprising the Chairman and Vice-Chairman of the Committee, Mr Palmer and Dr Kennedy representing the Planning and Development Committee, together with 2 members from Dorney and Taplow Parish Councils.

## **NIGHT FLIGHTS AT HEATHROW**

(Planning and Development Committee - 13th January 1988)

The Department of Transport had issued a consultation paper on which a response was required by 23rd December 1987 and the committee had before it a report by the Chief Health and Housing officer, together with a copy of a letter which he had sent to the Department of Transport, in response to the consultation paper, but which was subject to the approval of the appropriate committees.

The report summarised the basic objections contained in the paper. The Committee was reminded that the Council had previously requested that the Department did not relax the present standards of night movements and was therefore pleased to learn that it was proposed to continue formally to restrict night flights. The Committee was, however, of the opinion that the ultimate objective, if a real improvement in the night noise climate was to be achieved, was a reduction in the quota gradually tapering to a night flight ban.

The Committee welcomed the new system for classifying aircraft types according to their actual noise footprints, but were disappointed that the opportunity had not been taken to include some of the so-called "exempt" aircraft in this classification system.

It was considered that it would be appropriate to set a new lower infringement level to coincide with this review of night flights and it was felt that infringement controls on landings should also be set in addition to departures.

It was resolved that the contents of the Chief Health and Housing Officer's letter to the Department of Transport be confirmed but that the Department's attention be drawn to the fact that the five major airlines infringed noise control limits on each and every night flight during the quarter July-September 1987.

## **THE CHANGING FACE OF PLANNING (& GRAVEL EXTRACTION)**

(Planning and Development Committee - 30th September 1987)

In recent years the Government had introduced many changes into the planning system with a view to encouraging local planning authorities to speed up their handling of planning applications, to simplify the procedures and to improve efficiency.

The Committee had before them a report by the Chief Executive setting out the objectives in various Circulars and Government White Papers which indicated changes in the Government's attitude to planning and from which it could be seen that there was a growing trend to put more emphasis on permitting development for economic reasons as opposed to the preservation and conservation policies which, in an area such as South Bucks, had been the prominent factor in the determination of applications.

Concern was expressed regarding the Government's approach to the planning control system in the late 1980's, particularly with regard to Circular 16/87 "Development involving Agricultural Land", which said quite specifically that in future agricultural considerations were no longer paramount, but merely one of the factors to be taken into account. It was particularly significant when dealing with mineral applications, where it unequivocally stated that an agricultural objection was unlikely to be significant if the applicant could show a high restoration, irrespective of what grade the land was and despite the fact that no land was ever restored to its original grade. This Circular had been introduced without any further means of controlling applications in districts, such as South Bucks, where there were large gravel deposits.

The Committee was informed that several members had recently met the Member of Parliament who had agreed to take up matters expressing the Council's concern about planning.

It was resolved that the Chief Executive's report be circulated to the Parish Councils in the District to enable them to obtain a better understanding of the situation which the Council faced.

#### **HEATHROW SURFACE ACCESS STUDY**

(Environmental Control Committee - 16th September 1987)

The Committee considered a joint report by the Chief Planning Officer and the Chief Technical Officer on the Heathrow Surface Access Study. Consultants had been appointed by the Department of Transport and had published the Study on the possibility of improving the capacity of the A4/M4 corridor, including the possibility of a British Rail link to Heathrow and the scope for improvement to the Piccadilly Line service. The report had been produced in the light of the Eyre conclusions following the Airports Inquiry and the White Paper on Airports Policy. It examined the potential demand for surface movement between Central London and Heathrow Airport for the period 1986-2006 and the relative cost and benefits of the options put forward for meeting the demand. The Study area could be loosely defined as the A4/M4 corridor from Central London westbound to the M25.

Improvement to the surface access might lead to the expansion of Heathrow Airport but it should not be to the detriment of the surrounding area. **Opposition to a fifth terminal should be continued** and there should be a long-term strategy for the intentions of the Airport to be well known. What was required was the simplest and easiest improvements to alleviate congestion and it seemed that the British Rail Link would be the best solution. The NPBA would, therefore, be supporting option R6 (a spur from the Western Region Paddington line) but not option R8 (coach links from a new station at Stockley Bridge) and the Committee considered that some revision to the Council's views was appropriate in order to get a common.

The Chief Planning Officer reported that two planning applications had been lodged recently for the construction of a motorway service area, a park and ride scheme together with regional shopping centre and a marina.

It was resolved that:-

- (1) The Council supports option R6 subject to environmental and engineering studies being carried out, linked with appropriate road improvements on the A4/M4 corridor.
- (2) The Council totally rejects the idea of a Marylebone expressway using the existing British Rail track and requests that no further consideration be given to that option.
- (3) The Council is disappointed that the Study has not been extended to 360 degrees to determine the effects on roads in the District, particularly the M25.
- (4) The Council wishes to reiterate its opposition to a fifth terminal at Heathrow and the re-location of the Perry Oaks Sewage Works from its present site. The Council also wishes to be informed as soon as possible of any plans to develop the Perry Oaks Site for a fifth terminal.
- (5) The Council confirms its opposition to any extension to night time flying.

## PLANNING APPLICATIONS

*Planning Decisions given by the Planning & Development Committee of the South Bucks District Council.*

*We publish these extracts because they are another indication of the work that County, District and Parish Councils undertake to preserve the countryside and regulate urban sprawl.*

<u>Guildersfield Farm, Hill Farm Road, Hunts Lane.</u>	SBD 350/8
Extensions and alterations; conversion of main house to 4 houses.	Conditiona
Demolition of 2 existing garages and erection of 4 new garages.	Permissio
Demolition of existing single storey house and erection of new house and garage.	
<u>Hill Farm, Hill Farm Road.</u>	SBD 284/8
Retention of use of stable for storage and packing of pet foods.	Refuse
<u>The Hermitage, Bath Road.</u>	SBD 346/8
Extensions and alterations for additional recreation space and bedrooms.	Conditiona Permissio
<u>Maidenhead Sea Cadets, Mill Lane.</u>	SBD344/8
Retention of existing buildings.	Conditiona Permissio
<u>Cliveden Stud, Cliveden Road.</u>	SBD 405/8
New screen wall and entrance gates.	Conditiona Permissio
<u>Station Garage Taplow, Station Road.</u>	SBD 300/8
Four part internally illuminated fascia signs.	Conditiona Permissio
<u>1 Stable Cottage, Cliveden Stud, Cliveden Road.</u>	SBD 646/8
Extensions to existing bungalow.	Conditiona Permissio
<u>Clarke, Nicholls and Combs plc, 644 Bath Road.</u>	SBD 1010/8
Outline application. Redevelopment of site to provide offices, car parking and new access to Taplow Road.	Conditiona Permissio
<u>ICI Sailing Club, Taplow Lake, Amerden Road.</u>	SBD 441/8
Erection of new club house.	Conditiona Permissio
<u>New Taplow Paper Mills, Mill Lane.</u>	SBD 622/8
Erection of shed and covered area for industrial purposes. Existing baling unit to be used for loading and unloading lorries and storage of paper. Existing warehouse to become baling unit.	SBD 252/8 Conditiona Permissio
<u>"Harefield", River Road.</u>	SBD 587/8
Single storey rear extension.	Conditiona Permissio
<u>Neuk house, Bath Road.</u>	SBD 266/8
Outline application. Erection of bungalow with integral garage fronting Amerden Lane at rear of Neuk House.	Appeal Lodged



<u>1 Stockwells, Taplow.</u> Erection of new terraced house on adjacent land.	SBD 586/86 Appeal Dismissed
<u>Taplow Service Station, Bath Road.</u> Installation of new underground tank.	SBD 532/87 Conditional Permission
<u>Nashdom Abbey, Nashdom lane.</u> Change of use to hotel and construction of new access road and car park.	SBD 803/87 Conditional Permission
<u>The Bungalow, Institute Road.</u> Erection of conservatory and porch.	SBD 637/87 Conditional Permission
<u>"Eriska", Rectory Road.</u> Two storey extension and garage.	SBD 807/87 Conditional Permission
<u>Bishop Centre, Bath Road.</u> Single storey green house extension for house plant display. Two storey office extension, prefabricated cover to car wash and single storey studio.	SBD 1291/87 SBD 1292/87 Appeals Lodged
<u>Dorney Meadow, Old Marsh Lane.</u> Outline application. Erection of detached house for owner's and groom's occupation.	SBD 655/87 Conditional Permission
<u>The Oak and Saw, Rectory Road.</u> Extension to existing car park.	SBD 845/87 Conditional Permission
<u>McNicholas Construction Co Ltd.</u> Temporary use, for 3 years, of land adjacent to BR main line accessed from Station Road for parking material storage in connection with local cable TV contractors and siting of two Portakabins.	SBD 830/87 Conditional Permission
<u>The Links, Marsh Lane.</u> Two storey side extension incorporating new garage.	SBD559/87 Refused
<u>Queens Lodge, Cliveden Road.</u> Two storey rear extension.	SBD 821/87 Refused: Appeal Lodged
<u>Lamont House, River Road.</u> Two storey extension.	SBD 947/87 Conditional Permission
<u>Meca Liveries, Wooburn Common Road.</u> Erection of one detached dwelling and double garage.	SBD 1169/86 Appeal Dismissed
<u>Trident Construction Group.</u> Erection of four detached houses each with double garage on land between Redwood and White Gables, Berry Hill.	SBD 864/87 Refused: Appeal Lodged
<u>Portland, Marsh Lane.</u> Detached garaging.	SBD 569/87 Refused

Hitcham Farm, Boundary Road.

Enforcement Notice to be issued against unauthorised stationing of caravan, allegedly contravening planning control.

10 Feb 88

Dunloe Lodge, Mill Lane.

Change of use from residential to office.

SBD 885/87  
Refused

Norfolk House Hotel, Bath Road.

Single storey front extension to provide reception area and extended kitchen.

SBD 151/87  
Conditional  
Permission

Hawthorns, Bath Road.

Development of two detached houses and garages on adjacent land.

SBD 128/86  
Appeal  
Dismissed

Fairview, River Road.

First floor extension over existing garage to form recreation room.

SBD 1157/87  
Conditional  
Permission

The Cottage, 6 Ye Meads.

Extensions and alterations.

SBD 1257/87  
Conditional  
Permission

Old Lodge East, High Street.

Extension to garage to form granny annexe.

SBD 1067/87  
Refused

Angel Cottage, Amerden Lane.

Erection of balcony on piers.

SBD 1221/87  
Conditional  
Permission

3 Hitcham House, Hitcham Lane.

Conversion of roof space into bedroom and ensuite bathroom.

SBD 1033/87  
Conditional  
Permission

Tudor Heights, Mill Lane.

Erection of additional garage and garden store.

SBD 1160/87  
Conditional  
Permission

Chelston, Bath Road.

Erection of rear conservatory and utility room.

SBD 59/88  
Conditional  
Permission

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**Village Green Party - Sat 25 June**

The leaflets announcing this event should be going round to Members about now, but in case you haven't got yours, here are a few details.

As previously the party will run from 6.30pm until 10pm with music to dance to but this year we are reverting to roasting an ox on a spit plus the usual barbeque; please bring your own drink.

Tickets are available from Helen Lee, 7 Saxon Gardens, Taplow.