

NEWSLETTER

Summer 1992

No. 62

THIS TROUBLED PLANET

During the past 20 years our planet has undergone dramatic changes in pollution, population and the pressures that humanity puts on its natural resources. As the Earth Summit formally opens today in Rio de Janeiro, we spotlight ten trends challenging world leaders as the dawn of the 21st century approaches

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1972



POPULATION

The earth's population was 3.84 billion, of whom 72 per cent lived in developing countries.



WAR AND REFUGEES

Nations spent \$680 billion (in 1988 prices) on arms and armed forces. The number of refugees fleeing war was estimated to be about three million.



NUCLEAR POWER

There were just over 100 nuclear reactors generating electricity in 15 countries. There had been no major radiation releases at commercial reactors (but two at military facilities in Britain and the USSR).



TRANSPORT

There were 250 million motor vehicles, including 200 million cars. Their pollution was confined almost entirely to developed countries.



GLOBAL WARMING

16 billion tonnes of carbon dioxide, chief of the climate changing greenhouse gases, were released into the air from the burning of fossil fuels and cement manufacture. The concentration in the atmosphere stood at 327 parts per million.



OZONE LAYER

No one knew how much ozone-layer destroying chlorine was in the atmosphere; the hole it caused over the Antarctic had yet to open. Chlorine comes from CFCs and other widely-used industrial chemicals.



MEGA-CITIES

There were three cities with over 10 million inhabitants, two of them in the developed countries. 38 per cent of the world's population lived in towns and cities.



RAINFORESTS

Up to a third of the earth's girdle of tropical rainforests had been destroyed. About 0.5 per cent of the remainder was being lost each year - some 100,000 square kilometres, an area the size of Iceland.



FISHERIES

56 million tonnes of fish were taken from the earth's oceans as nations expanded deep sea fleets and sought protein from the sea.



SPECIES

There were just under two million African elephants left, one of thousands of species known to have become endangered by humanity. A wave of extinctions unprecedented since the last Ice Age had begun.

1992

POPULATION



It is now 5.47 billion - of whom 77 per cent live in developing countries - and growing faster than ever before. Each year the number rises by 95 million - the planet's entire population about 1000 BC.

WAR AND REFUGEES



Global military spending this year is expected to be just under \$800 billion (1988 prices). The number of refugees in a more crowded planet is put at 15 million.

NUCLEAR POWER



There are 428 reactors in 31 nations. There have been two severe accidents - Three Mile Island, in the United States in 1979 and Chernobyl, Ukraine, in 1986.

TRANSPORT



There are just over 600 million motor vehicles, including 480 million cars. Developed nations still have the great majority, but vehicles help make the air dangerous in many Third World cities

GLOBAL WARMING



23 billion tonnes of carbon dioxide are likely to be released; the concentration now stands at 356 parts per million. Forest burning is adding more.

OZONE LAYER



By 1975 the chlorine concentration was 1.4 parts per billion, now it is just under 3 - enough to open a hole in the ozone layer each Antarctic spring.

MEGA-CITIES



There are 13 cities with over 10 million people, nine of them in developing countries. 46 per cent of the population is urban; by 2000 half will be.

RAINFORESTS



Deforestation rate now thought to have risen to roughly 170,000 square kilometres a year.

FISHERIES



The catch has risen to about 90 million tonnes a year. Fish stocks increasingly at risk of collapse.

SPECIES



There are now only about 600,000 African elephants left, mainly because of ivory poaching.

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

President	Dr John Kennedy
Vice Presidents	Mrs Eileen Law, Mrs Anne Milne, Mrs Sheila Horton, Mr Louis Freedman CBE and Mrs Helen Lee
Chairman	Mr David Aldridge
Vice-Chairman	Mr Bill Ball
Treasurer	Mr Hugh Nixon
Secretary	Mr Bob Hanbury
Planning Watchman	Mr Tony Hickman
Committee Members	Mr Rusty Grant, Mrs Eva Lipman, Mr Humphrey Lloyd, Mr Andy McKenzie, Mr Dick Nutt, Mr Barrie Peroni, Miss Gwen Pollock, Mrs Sue Senior and Mr David Stanning.

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The front cover is reproduced from the Independent which had this presentation of the future of this troubled planet on its front page on 3rd June 1992.

Editorial

I don't like growing old!

I think this applies to most people over 65; the body and the mind are getting slower and less accurate; there are a lot more aches and pains; it can be lonely.

But, in one respect I am glad. For I don't want to live long enough to see the whole planet come to grief due to pollution, global warming and all the others things that we are, at last, beginning to hear a lot about.

Of course, the whole problem is immensely complicated and any solution is subject to all sorts of vested interest and lobbying. You might, therefore, think that it is beyond your own powers to do anything about it.

This is where I disagree; I think there is a little bit which all people can do and, if everyone did that little bit, there would be much less of a problem. All you have to do is to reduce your consumption of all forms of energy; it will save you money too.

The energy we use comes in many forms but is all made from non-renewable sources; there is electricity (the proportion made from renewable resources like hydro, wind and wave is still minute), gas and oil (petrol, diesel and heating oil). Incidentally it is a pity that, for the first two sources mentioned above, you pay **LESS** for each extra piece of energy consumed; it would seem to be a simple matter to re-organise the pricing structure so that you paid more per unit as your consumption increased, **NOT** less. Your economies would save you more money then.

You need to look at all the energy that you are consuming and try to save a bit without spending a lot of money (and hence energy) to achieve it:-

Heating. Try setting your thermostat a bit lower for the whole house, wearing a heavier pullover and, perhaps, putting on a bit of heating for a short time in one room. (*I do not suggest that anyone, especially the old, should actually be cold*). Plug all draughts and don't open more windows than are needed for ventilation. Insulate where possible, but I am not convinced that fitting double glazing saves cash or, in the the long-term, energy (especially if you allow for the energy needed to make the parts). Try to be economical with hot water - don't overheat it.

Electricity. Obviously, try not to use it; heating appliances, including the heating elements in washing machines and dishwashers, use a lot of electricity; motion uses less (eg the motors of refrigerators, freezers, vacuum cleaners etc) and lighting least of all. Conventional bulbs, however, are very inefficient and we do have a lot of them and use them a lot. Considerable savings can be made by the use of low energy bulbs - see article on page ??????????

Travel. All forms cost energy so, if possible, **DON'T**. This isn't as silly as it sounds - try to plan a bit so that, for example, you make one journey not two. The villain of the piece is, of course, the motorcar, so, if your journey really is necessary, try to save fuel - drive slower, anticipate braking etc. You'll save money too! Incidentally, despite all the advertising about the benefits of catalytic converters, all they do do is to turn toxic exhaust gases into carbon dioxide which causes global warming (I have documentary evidence of this from a car manufacturer). But the good news is that the two forms of travel which are virtually blameless - the push bike and walking - are both good for you and the bike often saves time on short journeys.

Dick Nutt
(Not the Editor)

Taplow Village Rates

Alistair Forsyth, Chairman Taplow Parish Council, has granted permission for the publication of this explanation which was based on his verbal report at the Annual Parish Meeting in May this year.

Some concern has been expressed that Taplow charges the highest parish precept in South Bucks District. You may find this explanation helpful and may wish to be assured that we are not the spendthrifts of the District.

In Taplow the parish contribution is £13.62 per person per annum, whereas the lowest parish precept (that of Burnham) is £5.80. In fact the Parish Council Finance Committee deliberately kept the precept this year to exactly the same level as last year. Unfortunately we have suffered a slight reduction in population which is why the charge on the parishioners is the highest - coupled with the fact that Burnham's is artificially low because of the sale of assets at considerable advantage to their coffers. Since the precept was fixed, Taplow's population has increased, so you should see a drop in the Parish Rate next year.

The current precept, the public contribution to parish expenditure set by the Parish Council, is £17,500. Our total receipts are about £27,000 when you include revenue from the hire of the hall (£8,000) and bank interest.

Expenditure falls, fairly evenly, into three areas - Village Centre, environment and general purposes.

Village Centre. This includes the maintenance of the building which has been quite a drain on our resources. In the last few years, we have embarked on a plan of renovation of the Village Hall, hoping to get to the point where the maintenance costs can be reduced and when it can become self-sufficient and, even, make a profit. I believe that we have now reached that point. The Hall is looking better than before and we now have a building that is far better able to withstand the rigours of harsh winter.

Environment. This expenditure is mostly made up from street lighting, its installation and maintenance. I am pleased to say that we have just reached another milestone, namely the conversion of all street lights to photo electric operation. This had been very costly - £8,000 over 2 years - but should now provide us with a safer and more easily maintained system. We are also conscious of the need to provide more light in some dark areas for security reasons and each year we try to find the resources to install 1 or 2 new lights; the cost is £500 - £1,000 each, depending on location.

General Purposes. This includes the salary of the Clerk and office expenses. We now live in a more complex society and this is reflected down to Parish Council level which now needs a computer and a much more active and versatile Clerk to handle the vast amount of administration of a modern parish.

In the 12 months to the end of our financial year in March 1992, we made a small surplus of £2,500. As the precept for the following year has to be fixed in January, we will not receive the benefit of this surplus until next year.

In the current financial year our budgetted expenditure is identical to last year and the division into the main items very similar. It is unfortunate that a variation in the parish population has worked against us this year. I believe that it will, however, work in our favour next year.

Chairman's Letter

This letter, from the Chairman of the Society, gives the latest developments on various items. It is hoped to make this a regular feature.

Dear Members,

Since we only have a full meeting once a year in the Autumn, I thought it would be appropriate to keep you more informed of some of the activities of the Society by way of the Newsletter.

The work of the Committee is mainly focussed at the moment on the Society's opposition to the Maidenhead Flood Relief Channel; as you are no doubt aware there will be a public enquiry starting in October. The Society decided that it would present its own case based on a number of points at the enquiry. Although we support the Parish Council with its opposition to the scheme, we decided that our own efforts could also give some substantial opposition to the scheme. The enquiry will be very involved, and is expected to last for over 3 months, nearer the time we could well be asking members if they plan to attend, and if so whether they will be able to assist us in any ways. Rusty Grant, Bob Hanbury, Andy McKenzie and Dick Nutt act as a sub-committee for the Society; please feel free to contact them if you have any views.

As usual we have been keeping a watchful eye on the Planning Applications submitted to South Bucks District Council. There have been a number of applications that we have vigorously opposed. Similarly we have been keeping a close watch on the plans for gravel extraction, both at Amerden Ponds and Berry Hill Farm. Another major scheme that could affect us all in Taplow is the proposals for the Fifth Terminal at Heathrow.

The Parish Council has been pursuing the right of access to the footpath adjacent to Bapsey Pond; although there has been progress in this matter, it would appear that Bucks County Council has now made representations to the Countryside Sub-committee and that the path will probably not be re-opened.

Yours sincerely

David Aldridge
Chairman.

Night Flying from Heathrow

The Executive Committee of the Society has asked for this piece, which was submitted to them by an ex-Committee member, to be published in the Newsletter.

What is the Current Situation?

At present, Heathrow has a night flying curfew which is very restrictive; consequently the amount of disturbance caused by planes from Heathrow flying over Taplow between about 2300hrs and 0630hrs is negligible.

There may be some night disturbance from other aircraft, using, for example, Luton Airport, which pass over quite high up to the west of Taplow.

What is the Airline View?

The airlines and the British Airports Authority have very large investments which, because of the curfew, they cannot use for about 30% of the time. They would very much like to see the curfew restrictions relaxed. Justifiably, they claim that most aircraft are much quieter than they were 10 years ago. For example, the Boeing 757s now used on internal flights from Heathrow to Scotland are not only much quieter than the Tridents which they replaced but pass over Taplow at about 9,000ft instead of 3,000ft. The Boeing 747 has not, however, been improved.

What Action could be taken by the Airlines?

Many other business have assets which cannot be used for the full 24 hours of each day but, even so, the airlines are likely to use the argument of poor utilisation. This will be coupled with the claim that newer aircraft are much quieter to press for removal of curfew limitations. This would probably be described as "easing" the restrictions and it might be claimed that the effects of the change would be negligible.

Would this Area be affected if the Curfew was Eliminated?

Initially perhaps not a great deal because, in the first instance, many of the night flying aircraft would be those involved in tourist traffic to various parts of Europe and the Mediterranean which would be routed south of here. Subsequently, however, there could be other changes. For example it might be tempting to fly between Heathrow and the Pacific Coast, leaving Heathrow at 0430hrs, arriving Los Angeles 0730hrs and then departing Los Angeles 0930hrs, arriving Heathrow 0330 hrs. Under these circumstances, Hitcham and Taplow would be likely to suffer considerable noise at night whatever the wind direction.

What Action should be Taken Now?

The Society is already in correspondence with Tim Smith MP, with the Department of the Environment and with the Department of Civil Aviation; reassurance had been received that there is no intention at the moment of removing the night flying curfew but, of course, intentions can change as circumstances dictate. We must, therefore, keep up the pressure not to have the night flying rules changed!

Low Energy Light Bulbs

Dick Nutt shows how to save energy and, therefore, money with these new bulbs.

It has long been realised that fluorescent tubes consume much less electricity than ordinary filament bulbs and they last much longer. However, they don't look nice and tend to give a harsh light, so you don't often find them in many rooms in the house.

Recently some new, much more compact fluorescent bulbs have come onto the market; they can be fitted into a bayonet socket like an ordinary light bulb. There are various types - the one with a visible folded tube, the one with the tube enclosed in a glass container - called a "jam jar" in the trade - which is rather heavy and the latest, electronic type which is lighter and smaller. The jam jar type is usually too heavy for fitting in any position other than hanging vertically downwards as in a pendant ceiling fitting. The other two can be fitted any way up but are both slightly larger than the ordinary filament bulb, so may not go in some fittings.

I have no personal experience of the electronic type but the other two types are best fitted in places where they are usually left on for hours at a time rather than in the "on-off" situation; this is because, while they come on much quicker than the old tubes with their irritating flicker, they take a few minutes to build up to full brightness.

All types of low energy bulb are expensive but, as they last eight times as long as an ordinary filament bulb AND consume about a quarter of the electricity, they show an overall economy in money and in energy. The actual life is 8,000 hours - you will have to leave it on for over 4 hours every day for 5 years to get to 8000 hours; the ordinary bulb only lasts for about 1,000 hours. Figures below show the relative cost of 8,000 hours of light from a 60 watt bulb:-

	Ordinary	Low Energy
Number of bulbs needed to last 8,000 hours	8	1
Cost of these bulbs	£4.76	£6.99
Consumption of electricity per bulb (watts)	60	13
Cost of this electricity for 8,000 hours	£35.95	£7.79
TOTAL COST including bulb(s) and electricity	£40.71	£14.78

NOTES

1. Prices of all bulbs is taken at DO-IT-ALL, Taplow (no recommendation implied - it was merely the most convenient place) on 14 June 92.

2. Cost of electricity is taken as @ 0.749p per unit (a Unit is a kilowatt/hour, for example 1,000 watts for 1 hour).

3. The electronic bulb is much more expensive to buy - £16.95 and slightly cheaper to run @ only 11 watts giving £7.70 for electricity, totalling £24.65.

4. Further details are in Department of Energy booklet No 1 "Energy in your Home", available free from 1 Palace Street SW1E 5HE.

There is one final comment: by fitting these low energy bulbs in less accessible places, you save a lot of inconvenient changing operations.

Dick Nutt

Reflections from California

This piece, contributed by Executive Committee member Barrie Peroni after his recent holiday, is, admittedly, not about Taplow; it contains, however, some innovations which will interest readers.

As we landed in LA, we were reminded of home - rainy, overcast and muggy - and so it was to stay for the next 5 days, thus ensuring that culture was not overlooked. Visits were made to the Huntington Museum in Pasadena, full of beautiful English furniture and pictures in a wonderful garden setting, the Paul Getty Museum in Malibu and the Asian Pacific Museum in Pasadena. That one man had the resources, as did Paul Getty, to build, fill and maintain with new additions, such a museum is almost beyond comprehension.

Arriving in LA very soon after the troubles there, one could not but be dismayed at the burnt out and heavily blackened buildings seen shortly after leaving LA airport. Despite these ugly sights, great efforts had been made to clear and clean up the mess.

Once again, we were impressed, then and throughout the trip, by how clean everything was. Litter is virtually unseen, helped, no doubt, by the signs everywhere warning of the \$1,000 fine for causing litter. To ensure litter is collected and not just left to blow about, the Americans have a novel solution. Almost all roads, highways and freeways - state or interstate - have sponsors, both individuals and companies, responsible for two or three miles of road. About every 4-6 weeks, the litter is collected and bagged and left alongside the roads. These bags are then collected up by the Local Authority. The effectiveness of this system is seen in the virtual lack of litter anywhere.

Two other splendid innovations were discovered, both relating to traffic flow. The first is known as "Turn Right on Red". This permits a driver on the near side lane, who has been stopped by red traffic lights to ease forward, check if all is clear and proceed with the turn. Of course, if applied in UK, it would be "Turn Left..." not right. This really does work and keeps the traffic flowing.

The second idea is to use traffic lights to control movement on the access roads to freeways. These lights flash on green for very short periods, just long enough for one car to pass, then have a longer period on red. This feeds a regular series of cars onto the freeway. The lights only come into use at busy times and, as the lights are some 30-40 yards before the motorway, prevent the very dangerous buildup of queues actually in the acceleration lane of the motorway.

Most of our trip was spent travelling through the National Parks of Sequoia and Yosemite, visiting Lake Tahoe, Nappa Valley and driving down the coast road, Route 1. We saw many beautiful sights but none matched the magnificence of the Grand Canyon - a really unique spectacle, whether seen from the South rim as one walks along or from a small helicopter as it flies just above the top of this geological phenomenon, where one can stand on the top of a mountain and look one mile down to the base, along which runs the muddied water of the Colorado River.

Planning Applications

Planning Decisions given by the Planning & Transportation Committee of the South Bucks District Council (SBDC).

Silchester House School, Bath Road, Taplow (SBD/313/90). Redevelopment to provide 28 flats.	Appeal Withdrawn
Dorney Meadow, Old Marsh Lane, Taplow. (S/91/0342/FF). Extension to provide groom's accommodation on 1st floor.	Appeal Dismissed
Barge Farm, Amerden Lane, Taplow Multiple use of farm house as 3 flats.	Allowed - Enforcement Notice Quashed Planning Permission Granted
Barge Farm, Amerden Lane, Taplow Storage of motor vehicles etc.	Dismissed - Enforcement Notice Upheld Subject to Variations
Amerden Caravan Park, Old Marsh Lane, Taplow (S/91/0110/FF). Retention of conservatory to existing mobile home.	Application Deferred
Amerden Caravan Park, Old Marsh Lane, Taplow (S/91/0111/FF). Retention of existing bay windows to existing mobile home.	Application Deferred
Amerden Caravan Park, Old Marsh Lane, Taplow (S/91/0179/FF). Retention of garage and implement store.	Application Deferred
The Orchard, High Street, Taplow (S/91/0842/FF). Erection of single story rear and side extension etc.	Conditional Permission
Boundary Rd Farm & Livery Stables, Boundary Rd, Taplow (SBD/0472/90) Change of use of part of stable block to dwellinghouse.	REFUSED
Boundary Rd Farm & Livery Stables, Boundary Rd, Taplow (SBD/0471/90) Extension to existing stable block to provide five stables etc.	REFUSED
Boundary Rd Farm & Livery Stables, Boundary Rd, Taplow (S/91/0499/RT) Continued siting of mobile home (renewal of SBD/241/88).	Tempy Permission
Barge Farm, South of A4, Bath Road, Taplow Use of land for car boot sale/market, access/egress etc.	Enforcement Notice Appeal Lodged
New Taplow Paper Mills, Mill Lane, Taplow (SBD/0569/90) Continued use of one end bay of warehouse for vehicle maintenance and repair area (renewal of SBD/954/84).	Deferred for Legal Agreement
Old Station Yard, Station Road, Taplow (S/91/0902/TP) Retention of radio mast, 2 portakabins etc for courier services.	Deferred for Legal Agreement
Derelict Greenhouse Site between White Gables and Redwood, Berry Hill, Taplow (S91/0911/TP) Temporary use of greenhouse buildings for construction of boat.	REFUSED
124 Bath Road and TVP Traffic Base, Junction Bath Rd/ Station Rd, Taplow (S/91/0990/TP) Change of use of 124 Bath Road from residential to offices and parking area.	Temporary Permission
White Place, River Road, Taplow (S/91/0576/00) Erection of detached bungalow on adjacent land.	Appeal Lodged

Old Lodge West/Old Lodge, High Street, Taplow (SBD/748/90)	Appeal
Erection of detached house with integral and detached garages.	Dismissed
Taplow House Hotel, Berry Hill, Taplow (S/91/0363/FF-S/91/0364/LB)	Deferred
Erection of ventilation trunking incorporating a silencer.	
Odds Farm, Wooburn Common Road, Taplow (S/91/0844/FF)	Deferred
Single storey extension to barn and use of land for rare breeds.	
Sheepcote Farm, Wooburn Common Road, Taplow (S/91/1027/FF)	Conditional
Use of land and existing buildings as golf course and parking.	Permission

Planning Newspieces

The Minutes of the various Committees of the District Council have been studied and extracts (shown within quotation marks) or precis are given below. Dates in brackets indicate when the Committee met.

Planning and Transportation Committee (11 November 1991)

The Bishop Centre, Bath Road

The Committee noted "a large number of contraventions of planning control on this site. The owners had been advised that planning applications were required for approximately 40 uses and operations at the site."

Eton College Rowing Lake

The Committee was concerned that, in a second report, the County Planning Officer had watered down or even omitted some of the reasons originally given supporting the refusal of this application which had been suggested by S.B.D.C.

The Committee RESOLVED to inform B.C.C. accordingly.

Planning and Transportation Committee (15 January 1992)

Crossrail

The proposed timescale for this "project and construction on the 'Reading Route'..... "was anticipated for Spring 1994 to Autumn 1998, with opening in summer 1999."

There were three elements of the scheme which would affect the South Bucks District, namely extensions to the length of platforms; bridge works".....; "and the installation of overhead line equipment for electrification."

RESOLVED that:-

(a)

(b) "In view of the likely visual impact of overhead line equipment on the listed Brunel railway bridge which lies within The Maidenhead Bridge and Guards Club Island Conservation Area, and on the section of the Railway at Taplow where it is elevated, the Council wishes to be consulted on the details of the electrification proposal for these areas and considers that every effort should be made to mitigate the visual impact;"

(c) "an undertaking be sought from Crossrail/British Rail confirming that the improved services previously promised for the Taplow, Burnham and Iver stations will be implemented as early as possible....."

The Bishop Centre, Bath Road

The Committee, further to their observations at the Meeting on 11 November 1991 (see above) about contraventions of planning control on this site:-

"RESOLVED that Enforcement Notices be issued....." in respect of breaches of planning control, being:-

- (a) "the unauthorised stationing of storage buildings;"
- (b) "the unauthorised presence of additional buildings on the easter side of the site;"
- (c) "the unauthorised presence of a display conservatory;"
- (d) "the display and sale of motor vehicles;"
- (e) "the unauthorised extension of the Glen Miller Car Centre Building;"
- (f) "the unauthorised office use of part of the building referred to in (e) and that if necessary legal proceedings be taken to remedy any of these breaches in the event of non-compliance with the relevant notice or notices."

Planning and Transportation Committee (12 February 1992)

Proposed Maidenhead, Windsor and Eton Flood Alleviation Scheme

"The Committee was pleased to learn that the Secretary of State for the Environment had decided that planing applications by the National Rivers Authority in respect of this proposal should be called in for his own determination and a public local inquiry should be held."

"The Committee was concerned that B.C.C. should support the very strong concerns expressed by the District Council regarding this proposal....."

"RESOLVED that a letter be sent to all Parish Councils.... requesting their co-operation on preparation for the inquiry and emphasising the importance of a joint case being presented....."

Planning Agreements

"RESOLVED that the Committee was prepared to grant planning permission subject to agreements being entered into..... in respect of:-

- | | | |
|---------------------------|---|--|
| SBD/0569/90 & SBD/0574/90 | - | New Taplow Paper Mills, Mill Lane, Taplow. |
| S/91/0902/FF | - | Old station Yard, Station Road, Taplow. |

Policy Board (18 February 1992)

Parish Boundary

"The review of the Parish boundary had been completed.... and 8 properties would be transferred from Beaconsfield to the Parish of Taplow....."

N.B. SBDC is being asked to provide details of this change.

Planning and Transportation Committee (11 March 1992)

The local Plan for South Bucks

The Committee concurred with the recommendations of the Local Panel Plan which had met on 24th February and

RESOLVED:-

- (1) "formally to instigate a review of the Local Plan with immediate commencement;"
- (2) "that the consideration of the type of review be deferred pending the submission of a comprehensive report setting out the implications of the production of a Replacement Plan or Alterations."

(3) "to agree to consider various topic papers throughout the coming year and to consider the content of a draft Plan or draft alterations after consideration of all the topic papers;"

(4) The following objects be agreed:-

(a) "the maintenance of existing Green Belt boundaries and the formulation of strong Green Belt policies to safeguard the countryside of South Bucks from development;"

(b) "the provision and enhancement of both urban and rural environments;"

(c) "the provision of new housing developments and other services within the District, appropriate local needs."

Contraventions of Planning Control

Hill Farm, Hill Farm Road, Taplow.

"RESOLVED that an Enforcement Notice be issued..... and, if necessary, legal proceedings be instituted to secure the discontinuance" of use for the repair of motor vehicles.

Planning and Transportation Committee (8 April 1992)

Publicity for Planning Applications

The Committee appreciated that letters were the best method of informing neighbours of planning applications, but it was not possible to introduce it until a time when application numbers would be lower (after the spring surge).

"RESOLVED:-

(a) "The voluntary applicants' site notice scheme be continued;"

(b) "To introduce neighbour notification letters..... on 4th May 1992 if required by legislation.....;"

(c) "Arrangement be made for the insertion of press notices as required by legislation."

Planning Application - Spheres of Mutual Interest

The Committee considered an application to Wycombe District Council for construction of new visitor facilities of ticket office, shop, refreshment etc at Cliveden Estate, Bourne End Road, Hedsor (C/92/8505/AA).

"RESOLVED that this Council does not object to the application," but "it should not be construedthat any future proposals will be considered acceptable.

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Annual General Meeting

The AGM this year will be held on Friday 16th October in the Village Centre.

Apart from the usual business, there will be a proposal about the Maidenhead Flood Relief Scheme. The Public Enquiry about this project will open at the Shire Hall, Reading on Tuesday 20th October; any decisions taken by the Society at the AGM will be presented to the Inquiry.