

HITCHAM & TAPLOW SOCIETY

Executive Committee Meeting Taplow House Hotel Monday 19th March 2018 8.00pm

MINUTES

Present:

Eva Lipman (chair)
Nigel Smales
Roger Worthington
Robert Hanbury

Apologies:

Al Hill
Charlie Greeves
Louise Symons

- **MINUTES OF PREVIOUS MEETING**

The minutes of the February meeting were agreed and signed

- **TREASURER'S REPORT**

Robert advised that balances were £3592.29 and £1576.83 with £86 cash. He handed £183 to Roger in payment for the projector screen and the event licence for the VGP. Reminders for overdue subscriptions had produced no responses. Several mis-identified payments and subscriber addresses were clarified. Nigel suggested that a Newsletter could list old subscribers that we have no means of contacting.

Roger passed Louise Symons' Standing Order form to Robert with apologies for its holiday on his desk.

- **NEWSLETTER.**

All content in fairly good shape. Work needed on the Jane Nutt obit and photo of Eva at the bench outstanding. Comment on the Unitary Authority situation was still in edit. Nigel would circulate when drafted. Should also form part of a members email to ensure members commented directly. HTS strongly against proposed single Unitary for all Bucks. Cost of 300 print (20 pages) confirmed at £420. Target for content completion 5th April for publishing very early May. Nigel away 5-10 April.

Roger circulated a draft of the recruitment insert for criticism. In need of appropriate photos and more background information on the Jubilee and Cliveden Gages topics (Eva / Nigel).

- **PLANNING.**

The concerns raised over the size of extension at Lindens were confirmed by rejection by SBDC. The applications by BH for moving the office block and an extra car park were approved, implying that a gastro-pub application will be approved when made.

No other outstanding applications of concern had been determined.

BH have submitted an outline application to replace the agreed rebuild of Dunloe Lodge with a 9 apartment complex. Roger to draft objection and consult with TPC.

Robert raised concerns about potential developments at the Burnham end of Hitcham Lane.

- **EASTER EGG HUNT**

Concerns raised by Charlie that only 26 tickets sold to date and no information on how many were children. Roger has all mail addresses and will chase. Roger passed a copy of the poster to Nigel for possible display at the Oak and saw and will also put one at the playgroup and try at the school.

- **VGP**

Al reported that the band is booked, waste & recycling organised, co-ordinating with Wardens over table use and is arranging with the butcher. Roger advised that Taplow FC had agreed to provide first

aid support. Nigel will chase up on providing hosepipe quenching for the ox roast pit after last year's problem.

Raffle. After the playgroup declined the offer due to their own event the following week, it was agreed to offer it to the school. It is expected that they will turn down also for the same reason, in which case we will offer to the cricket club.

- **AOB**

Robert presented his apologies for the April meeting.

Meeting closed at 9:30pm.

Next HTS Committee Meeting: April 16th

SIGNED:.....

RECRUITMENT REPORT

First thing to clarify is **Membership Payment Processes**.

Currently, we have three means of taking payment - cash, cheque or standing order.

Cash or cheque payments are inconvenient for collectors but the preference of 28% of members who might not continue otherwise.

Standing orders (SOs) are convenient except for two things - they can only be varied by members, not by HTS, and there is a history of set-up glitches.

Can we resolve these SO glitches and offer (and when) either or both direct debit arrangements (which HTS could vary) and e-payments (which would still require chase-up)?

Recommendation = Add direct debit and online e-payment facilities and encourage members to switch to these means of payment but NOT terminate other options.

Second thing to consider is our **Recruitment Plan**.

Four things to decide: What, How, Who and Where. The What is the proposition. The How is means of delivering the What. The Who is them what does the doorstepping. The Where should be anywhere non-members live but the primary target areas must be the Mill Lane and Institute Road developments. Anywhere else? Need to check what Heather Lindsey has achieved along Mill Lane.

Given that it is likely that recruitment efforts will only be successful if someone speaks directly to the target recruits, we need to agree Who will 'doorstep' where armed with a written proposition exhibiting the Society's aims and successes, extolling the benefits of membership and offering the means of joining.

No reason why the means of joining shouldn't be as is - the hard-copy application form we use now (perhaps tweaked) - but the HTS website should also exhibit the proposition and offer an online means of joining.

The proposition might be a one, two or four page document which could be a stand-alone leaflet (essentially, a giveaway) or inserted into or integral within a Newsletter (which by providing evidence of scope of Society activity and quality would be a supplementary 'selling point'). However, can we afford to give away Newsletters with hard-copy propositions?

Advantage of proposition integral within Newsletters is that it would remind current members what HTS does. However, a four-page proposition would increase the relevant Newsletter from 16 pages (cost £305 for 250 copies) to 20 pages (cost £350 for 250 copies, £420 for 300 copies or £490 for 350 copies). Another option might be to stick with 16 pages but dedicate space to the proposition and increase print run to 300 (cost £350).

Recommendation = We must establish how much a stand-alone one, two or four-page proposition would cost to print 50 or 100 copies to compare with these costs.

HEATHROW REPORT

On 3 Feb, Roger and I represented Taplow PC and HTS at the Heathrow Expansion exhibition in Burnham Park Hall.

The displays and documents were complex but Heathrow did a much better job of explaining the what and why of its expansion than did the DfT in the past. However, since it regards expansion as a certainty, Heathrow made little effort at economic justification and instead concentrated on managing expectations and offering locals the chance to minimise negative impacts.

Headlines are:

- A third runway to the north of the current two. Three length options, each extending over the M25 between Sipson (to the east) and Colnbrook (to the west).
- A 6.5 hour ban on night flights between 11pm and 7am plus predictable periods of respite from aircraft noise during the day.
- The generation of up to 40,000 new jobs locally.
- Numerous options for improving air quality, airspace design (flight paths and reduction of noise disturbance), consolidation of and access to terminals, realignment and junction redesign of the M25, the A4 and the A3044 (runs roughly north-south through Colnbrook), expansion to accommodate support facilities and related development, water management (including flood storage and diversions of River Colne) and increase in use of public transport (including rail links from south and west, with Elizabeth Line spur east of Slough enabling direct travel to / from Taplow).

Increases in local population and traffic volumes will be inevitable. While greater powers may continue to try to prevent Heathrow's expansion, Roger and I don't think HTS has the gravitas to exert significant and effective pressure to avert it. Consequently, we will have to address each physical incursion into our domain on its own merits as each arises. However, we have the chance to minimise a specific threat to the tranquil rural character of Taplow and Hitcham - the frequency of overflights and the intensity of noise disturbance.

No final decision has been taken about flight paths, including those west of Heathrow including the two Noise Preferential Routes (NPRs) along which departing planes currently overfly Taplow and Hitcham. It is encouraging that the consultation not only acknowledges "urban areas have higher general noise levels than rural areas and therefore... aircraft noise might be less noticeable [in urban areas] than in rural areas" but also offers locals an opportunity to influence flight path design principles.

Essentially, there are three options:

- A - To minimise the total number of people being overflown, essentially by concentrating flights over rural areas.
- B - To minimise the total number of people being newly overflown, essentially by concentrating flights within current NPRs.
- C - To share routes over a much wider area, meaning that each specific location on the ground would be overflown less frequently than A or B.

Roger and I believe that Principles A and B would lead inevitably to Taplow and Hitcham being overflown by a gradually increasing number of flights through the convenient 'Taplow Corridor' between Slough and Maidenhead.

Consequently, we recommend that HTS should press for Principle C, which would dissipate noise over a wider corridor. We should also seek a ban on construction traffic using our stretch of the A4 and encourage HTS members (and others) to lobby accordingly on these two issues.