



THE HIGH WYCOMBE SOCIETY

newsletter

NUMBER 89

AUTUMN 1993

TRANSPORT AND THE ENVIRONMENT

The national debate on transport continues. John Gummer, Environment Secretary, has published a Sustainable Development Strategy paper, which, bearing in mind Britain's commitments made at the 1992 Rio Earth Summit, recognises that limits must be placed on traffic growth to stabilise carbon dioxide emissions and to protect health and the environment. Meanwhile, in contradiction, John MacGregor, Transport Secretary, is continuing the roads programme, based on such forecasts as a doubling of road traffic by 2025, and is proposing to set up a Highway Agency to speed up road building.

We all like personal mobility, but the time has come to put the environment first. Motorways, roads, car parks and service areas are ruining our towns and countryside. *'And that will be England gone, The shadows, the meadows, the lanes ... but all that remains For us will be concrete and tyres.'* to quote Philip Larkin's very apt poem 'Going, Going', which was referred to by a correspondent in the Wycombe Star recently.

Current transport policies are just not sustainable. Demand for transport must be reduced, and there must be much more investment in modern public transport. Several European cities have proved that reducing car usage in towns and providing good quality public transport lead to a better life for citizens; and the local economy benefits. There is promise that the Wycombe Transportation Study will take us along this path if the decision makers have courage and foresight.

OCTOBER QUARTERLY MEETING

Restoring Chalk Downland

Talk by Howard Horne

National Trust shepherd/warden

Thursday 14 October 1993 8pm
at

Reggie Goves Centre, Pauls Row

Do come, and bring your
friends as well!

If you require a lift to the meeting,
please contact a member of the
Committee

This issue of the Newsletter features several items on transport matters. In its 25 years, the Society has frequently spoken out for what is now called a 'sustainable transport policy' to improve amenities and protect the environment. Now in the 1990s our Transport Group led by Elsa Woodward is keeping abreast of world developments in sustainable transport and modern technology in the search for ideas to solve our local transport problems.



...caring about our town and heritage

Registered Charity No. 257897

Honorary Secretary, John Gore, 30 Wordsworth Road, High Wycombe, Bucks. HP11 2UR. Tel: (0494) 526671

TRANSPORT

GREEN TRANSPORT WEEK

Green Transport Week (19 - 27 June 1993) was organised by Transport 2000 and the Environmental Transport Association (see box). It was the first event of its kind, and was set up to highlight the huge environmental damage produced by the increasing domination of our lives by road transport and the powerful roads lobby, and at the same time, to show that environment-friendly alternatives are possible.

Across the country, hundreds of different organisations took part, including the National Trust, bus companies, Regional Railways, local authorities, cycle groups, groups fighting road plans, civic societies etc.. The common concern of all of these is to develop attractive ways of reducing the number and/or length of motor vehicle journeys, in order to save energy, lower pollution levels, minimise the greenhouse effect and reduce the demand for more land and building materials for roads and car parks.

This Society's Transport Group prepared a small exhibition which was displayed in the town centre on each of the two Saturday mornings, and at the railway station during the week. We also carried out a pilot survey among the Saturday morning shoppers, seeking their views on delivery services. The questionnaire mentioned three choices for the delivery of routine food and household shopping, namely:

- (1) phoning or faxing an order for delivery,
- (2) shopping personally, but with the shop carrying the goods home (so that shoppers could either walk or take the bus instead of using their cars), and
- (3) shopping at a small local shop in such a way that the shop could offer competitive prices and a better range of goods.

Marks & Spencer (at their Putney branch) now accept phone or fax orders [choice (1)], and have had a phenomenal response. A Scottish supermarket has been offering the second service [choice (2)] for some time, and the last method [choice (3)] is being developed at Taunton. This scheme is called 'Stock Your Larder'. Orders placed at several small shops are put together quickly via a computer to make a large order which not only attracts a discount but also enables the small shops to offer a wider range of goods than they could afford to stock if trading quite independently.

The Environmental Transport Association (ETA) was launched in 1990 under the aegis of Transport 2000 with financial backing from the World Wide Fund for Nature. Its aim is to provide a mass membership of transport users concerned about their local and global environment and it campaigns for environmentally sound transport. It provides full roadside rescue, homestart and other services, but unlike the AA and RAC it does not support the Roads Lobby. You can find out more on 0932 828882.

We collected over 200 responses to the questionnaire. The great majority of people we approached were very much in favour of delivery services. Those who loathed shopping relished the prospect of being able to phone for theirs. Others wished to see and choose their shopping but would like to have it carried home, including some car owners who preferred to walk into town but were forced to bring their car when they had a lot to carry. Others said they liked to support small shops, but the prices were rather high and the choice of goods limited. Many felt they would probably make use of all three delivery arrangements at different times. In so doing they would help to reduce the number of vehicle journeys.

Elsa Woodward

M40 WIDENING: QUIETER SURFACING TO BE USED

We are pleased to report that the Department of Transport has decided to use porous asphalt for surfacing when the M40 is widened from its junction with the M25 to Junction 3 at Loudwater. This should result in a marked reduction in traffic noise. The Society joined other campaigners who sent almost 2000 letters to the Department asking for quieter surfacing to be considered. This section is being widened to 4 lanes in each direction to cope with traffic flows which have increased to over 100,000 vehicles per day following the opening of the M25 and the extension of the M40 to Birmingham.

We hope this improved material will also be used when resurfacing beyond Loudwater becomes necessary.

TRANSPORT

LONDON RINGRAIL

We all know that the M25 gets clogged with traffic and that there is a proposal on the drawing board for increasing the number of lanes to as many as 14 in some parts! We can safely predict that, if the scheme goes ahead, these new lanes, too, will become clogged in a few years, together with the roads leading into the motorway, including those in our own locality, and pollution will be significantly increased. Our Transport Group thought about these problems and came up with the idea of a 'Rail 25' - a rail route around London with interchange stations where the main lines into London cross it. Think of the advantages of such a scheme:

- it would improve access to the outer London suburbs, and of the suburbs with each other;
- it would improve access to London's airports from towns like High Wycombe, and would speed up transfer between them: Heathrow, Gatwick, Stansted, Luton and London City;
- it would link the Channel Tunnel with the rest of the country without crossing London; and
- it would relieve traffic on the M25 and other roads, saving expensive new road works, reducing pollution and saving energy.

Why hasn't anyone thought of it before? As a matter of fact someone has, as the Transport Group discovered. Consulting engineers, S B

Tietz & Partners, have produced a detailed and costed scheme called 'London Ringrail' which has not received the publicity it deserves. Ringrail would encircle London, just like the M25. It would use about 58 miles of existing track in its 100 mile circuit of London, and in the north and west of London where new track would be needed it could follow the line of the M25, but not using nearly as much land. Costing an estimated £650million, it could be completed by 2001 and it should be profitable. A 20-minute service in each direction is envisaged (although our Transport Group think a 10-minute service would be much more attractive). There would be park-and-ride facilities at the main interchange stations. The High Wycombe-Marylebone Chiltern Line interchange station would be at Denham Golf Club.

Experience on the Chiltern Line, where there has been an increase of 15% in the number of passengers since new rolling stock and a faster service were introduced last year, shows that a good modern rail service is worthwhile and can help to reduce road traffic. Completion of RingRail, this exciting new idea and the 'missing link' in the rail network, would make a major contribution to clearing our over-congested roads and to help in meeting Britain's pollution-reduction commitments. We hope it goes ahead.

WYCOMBE TRANSPORTATION STUDY

Halcrow Fox & Associates, the consultants who are carrying out the Wycombe Transportation Study, have put four options on how to overcome High Wycombe's traffic problems to a joint panel of County and District Councillors and officers. Briefly, the options are:

- A **highway strategy**, based on a series of measures to shorten traffic jams in notoriously busy areas.
- An **environmental strategy** (misnamed, in our opinion, as it does not attempt to significantly reduce the number of car journeys) proposes to close Queen Victoria Road to traffic to create a 'civic square', and to build a new road from Amersham Hill to Easton Street. It would be costly, ruin Birdcage Walk and create busy junctions for pedestrians to cross.
- A **persuasive public transport strategy**.
- A **positive public transport strategy**.

Both of the public transport strategies would involve park-and-ride schemes and, hopefully, bus service improvements, bus priority lanes etc, whilst the 'positive' strategy would deter town-centre parking by rush-hour commuters.

Commendably, the Council will be inviting public comment later in the year. We favour Option 4, the **positive public transport strategy**, which is the nearest to the sustainable transport policy which we should be aiming at, to reduce the number of vehicle journeys, cut down pollution and save new road building. Zurich has led the way in developing a public transport strategy over the past five years and has found that the city's economy has improved as a result. This option is more environmentally friendly than the so-called **environmental strategy**.

John Gore

EVENTS

TWENTY-FIFTH ANNIVERSARY CELEBRATIONS - FROM THE INSIDE

Supper on the Museum lawns in early June, an ideal way to celebrate 25 years? The Committee agreed, but the possibility of bad weather worried them. Marquees were the answer as no chances could be taken – so two would be ordered from the Scouts.

Ten days to go and an early June heatwave set in. With the vision of sipping cooling drinks under a cloudless sky, ticket sales climbed.

With four days to go, the clouds and rain set in; temperatures dropped, replacing high seventies with low sixties. Then the day arrived. Organisers could do nothing to influence the weather as marquees suddenly appeared over rain-soaked grass in the morning. Food and drink tables appeared under their respective wet weather covers, but a hundred chairs remained in the dry as drizzle set in from the north.

At 6.30pm, half an hour before the guests were due to arrive, almost miraculously the rain stopped, and chairs and refectory tables broke cover, ready for action. For justifiable fears of water damage to their instruments, Fred Isaacs and his jazz band set up in the drinks tent – where better, you may ask!

On schedule under a cloudy but dry sky, the Chairman, Roger Lawson, in welcoming over one hundred guests, traced the history of the Society.

His reminiscences were reiterated in song by Frances Alexander, accompanied by Eric on the keyboard (*see text of the song 'High Wycombe today' elsewhere in this issue*). Frances with Ronald Swains also recalled in prose Jack Scruton's historic appearance before the Parliamentary committee in the 1960's Rye road campaign. Supper on the upper lawn, the cutting of the cake and the colourful Scottish dancing by members of the High Wycombe Caledonian Society on the arena-like setting of the lower lawn made scenes to remember.

By 10.30 the guests had gone, balloons had been taken down, jam-jar candles blown out and the lawns left in quiet darkness to accept the returning drizzle. During the four hours of festivities, the clouds had held back their dampness and looked favourably on an evening of musings and music-making that would become a cherished memory.

Peter Hazzard

It would be invidious to mention all those who contributed to the success of the evening by name, but we are extremely grateful to the many people who were involved in providing refreshments, drinks, music, dancing and in overall organisation; and, last but not least, to the museum authorities for allowing us the use of their attractive grounds and facilities. Editor.



*Wycombe Local History and Chair Museum
Priory Avenue, High Wycombe*

HIGH WYCOMBE TODAY

This song was specially composed by Eric Alexander for the Society's 25th anniversary. It was sung by Frances Alexander, accompanied by Eric, to the tune of 'Home on the range' at the celebration on 12 June. Guests joined in the refrain.

In High Wycombe, we've found,
many treasures abound
and our task's to make others aware.
So please join in this song,
'cause it's nice to belong
to a great bunch of people who care.

*High Wycombe today:
we look back at the road we've come down.
We can sing it out loud:
we've a right to be proud
of the great things we've done for our town.*

Our trails wander still
to the site of the mill –
for so many years our concern.
Dedication's the theme:
it's not just the stream
that's needed to make the wheel turn.

High Wycombe today etc.

The Rye's lovely green
wouldn't be so serene
if we'd not stopped a road running there.
That's a fight that we won.
It shows what can be done
by a great bunch of people who care.

High Wycombe today etc.

For years we have urged
our town's heart should be purged
of the car, with its fumes and its din.
When our High Street is free
we can breathe joyfully
in a freshness we've helped to let in.

High Wycombe today etc

So let's give three cheers
for these twenty-five years,
for the vision and hope that we share.
For we can't go far wrong
when we know we belong
to a great bunch of people who care.

*High Wycombe today:
we look back at the road we've come down.
We can sing it out loud:
we've a right to be proud
of the great things we've done for our town.*



High Wycombe's

ancient

coat-of-arms

COFFEE MORNING

Our latest in a series of Coffee Mornings was held under blazing sun at the Wycombe Local History & Chair Museum at Castle Hill on Saturday 3 July. This is a marvellous venue, and we are grateful to the staff for all the help and encouragement they give the Society.

The Bring-and-Buy Stall had a fine selection of offerings, from plants to clothes, books to food, etc. An upholstered stool, made especially for us and donated by Alan Hunt, was much admired and we hope its new owner is pleased with her bargain.

The highlight of the morning was perhaps the sight of riders trying out the bicycle on the Museum lawns. Or perhaps it was the very sunburned face of this year's organiser!

Although the Coffee Morning was successful in terms of funds raised, it was sad that the turnout was very low this year. If anyone thinks they know why, please tell someone on the Membership/Publicity Committee. Thanks are due to all those who helped, both before the event and on the day.

Ann Simone

WASTE NOT, WANT NOT!

Wycombe's recycling plans

Train spotters at High Wycombe station may have noticed a number of long goods trains which, every day, trundle through the town with their heavy burden. These anonymous covered wagons contain, literally, a load of rubbish from London, on its way north-westwards to be dumped in a disused brick pit to the west of Aylesbury.

Such landfill sites – rubbish dumps to most people – are becoming increasingly scarce, and any move to start a new one or extend an existing one meets with much local opposition. We have our own worries here with the High Heavens tip, but this is nothing compared to the problems that beset many local councils in Britain when they try to find a home for their steadily growing pile of unwanted material.



The pity is that much of this material need not be dumped at all. A little bit of effort will often ensure that it can be recycled and reused, in some form or another. But this effort involves a lot of people and requires coordination and planning – a job ideally suited to district councils, who are large enough to have professional resources to call upon, yet small enough to know their own area and its needs.

The Wycombe plan

Wycombe District Council has announced its bold aim of recycling, by the year 2000, 45% of the household waste generated in its area; this compares with the Government's target of 25%. The Council has defined its core objective as being "to enable and initiate conservation of our precious resources through reducing, re-using and recycling waste".

There is already some evidence of the Council's commitment in this respect. Several car parks are now furnished with bottle banks, tin bins and, more recently, receptacles for paper and

textiles. Bins for plastics will be appearing before long. But the Council realises that more than this is needed, and aims, over the next few years, to build recycling into the weekly refuse collection system.

The plan is to replace the now-familiar wheeled bin by two bins, each divided into two sections by an internal partition. One bin will be for 'dry recyclables', with one half intended for paper and cardboard and the other half for plastics and cans. The other bin will have one half designated for 'putrescible waste' and the other half for 'non-recyclable waste'. Each bin is collected every other week. Glass and textiles will continue to be collected through a bank system.

What happens to it all?

The main materials designated for recycling are paper, glass, metals, plastics and textiles.

Paper, particularly newspapers, is thrown away in enormous quantities by the general public. The economic value of collecting and recycling scrap paper is marginal, but the environmental benefits are significant. Using reclaimed paper rather than virgin material can save 40% of energy and decrease air pollution by 95%. It is estimated that one tonne of paper consumes 10–17 trees and requires 60 cubic metres of water, which emerges from the factory in a contaminated condition. This in itself is a good reason for recycling your newspapers.

Glass, unlike paper, can be recycled again and again without deterioration in quality, provided the three colours – clear, green and brown – are kept separate. Glass collected from glass banks is crushed to produce 'cullet', which is melted to produce fresh glass. This requires less energy than using raw materials, and also reduces the need for quarrying. The British glass industry could do with a greater proportion of clear glass recycled, such as jam jars (preferably washed out!).

Re-use needs less energy than recycling. Milk bottles have been collected and re-used for years, and many people believe it is high time wine and mineral water followed the lead of the dairies and welcomed the return of empty bottles.

Metals. The commonest scrap metals in domestic waste are steel and aluminium. Most of the steel comes from bulky items such as worn-out refrigerators, but now that cans are being collected a greater proportion of both steel and aluminium is coming from this source. Once collected, the materials are separated by magnetic means.

It is estimated that the use of steel scrap instead of virgin material can reduce the water required for steelmaking by 40% and eliminate 76% of the pollutants in the resulting waste water. The use of aluminium scrap can decrease both energy consumption and air pollution by 95%. The economics of collection are marginal for steel, but positive for aluminium.



The 'recyclable' symbol

Plastics are being collected in many towns (Milton Keynes for example); High Wycombe should follow suit within a year or two. The difficulty with recycling is that 'plastic' comprises over 50 different substances, many of which cannot be mixed together to produce anything like a high quality material. Household waste requires extensive reprocessing before it can be used to make new plastic items. Nevertheless, collection of plastics – particularly bulky items such as washing powder containers and, separately, transparent bottles – can be

economically viable and is certainly environmentally desirable. Other countries, notably Germany and the USA, are well ahead of Britain in running a workable system for reclaiming plastic goods.

Textiles comprise up to 4% of the household waste stream. The Council collects clean textiles, including secondhand clothes in good condition which are also welcomed at charity shops.

Textile banks are emptied about once a fortnight by a contractor who makes the material available for recycling. Natural fibres are re-spun into new textiles, synthetic fibres are used for industrial wiping cloths and similar items, and scraps of material go towards felting, fillers for furniture and so on.

Recycling at home. For most households, there is ample room for rubbish in the Council's wheeled bin and this tempts one to pile in armfuls of garden waste. Much of this material makes very good compost and will enrich the soil if dug into it after a few months.

What we can do?

Avoidance of unnecessary waste is becoming a national priority. We can all help to do this by:

- O cutting down on unnecessary purchases;
- O buying items showing the 'recyclable' symbol;
- O taking our old clothes, papers, tins, jars and bottles to the recycling bank;
- O cooperating with the recyclable collection scheme, when it is introduced.

It's up to each one of us to make the recycling scheme a success!

Ian Guy

TRIP TO STOWE LANDSCAPE GARDENS

At 10am on Saturday 17 July, 50 people, all connected in some way with the Society, but not all members, assembled at what used to be Stewart & Arnold's bus stop. All were already waiting as the coach arrived, so we climbed aboard and were away.

After an uneventful journey enjoying Buckinghamshire villages we arrived at Stowe, where we split up and made our own way round the extensive gardens. The house was not open, which was probably just as well, since there was more than enough to see to keep us occupied for the whole of the time available for our visit. It was a beautiful day for photography, and cameras were very much in evidence.

Everyone duly returned to the coach by the appointed hour of 4pm, and we returned to High Wycombe just in time to catch the shops for any last minute shopping on the way home. The organiser hopes that a jolly good time was had by all.

Ron Sims

Thank you, Ron, for organising a successful visit to see the magnificent landscapes of Stowe, during which the rain miraculously held off. We were told that the National Trust is spending some £12M on restoring the temples, monuments and other 18th century landscape features.
Editor.

HERITAGE

WYCOMBE DISTRICT COUNCIL'S HERITAGE STRATEGY

Councillor Mrs Valerie Letheren, Chairman of Wycombe District Council for 1993/94, is making 'Heritage' her theme of the year, and her first initiative in July was to launch the Council's new Heritage Strategy. This will lead on to a rolling Heritage Action programme.

The Council's stated objective for heritage is 'To

valuable and comprehensive summary of the District's wealth of historic buildings, conservation areas, ancient monuments, and historic parks and gardens, with information on how to obtain grants (mostly fairly modest) for their repair and enhancement. The booklet then tells people how they can enjoy Wycombe's heritage, including a piece of advice to those who would like to take an active part in supporting the conservation of our heritage – join your local civic or historical society! Who are we to disagree! Get your friends to join now!

The Strategy was launched at a symposium held at Court Garden, Marlow, which I was privileged to attend. The scene was set with

...disasters like the Chequers

should no longer occur.



Drawing of The Chequers by Stuart King

conserve and enhance the archaeological, historic and architectural character of the District'. As this coincides with one of our Society's main objects in life, we can give the Council our full support in achieving their aims (whilst reserving the right to comment on detail, of course). The draft Heritage Strategy booklet contains a

lectures by representatives of English Heritage and the Chiltern Society, by Paul Collinge, an architect with an eye to enhancing the setting of ancient buildings, and by the District's own Conservation Officer, Martin Andrew. Discussions followed on heritage topics such as the repair and reuse of historic buildings.

With this strategy in place, disasters like the Chequers, when, in the early 1970s, the ancient timber-framed building was demolished and replaced by a steel-framed replica, should no longer occur.

John Gore

VISIT TO WEST WYCOMBE CHURCH

The Heritage Group organised a visit to the Church of St Lawrence at West Wycombe, which took place on 24 July. A small group of us arrived at the church on a wet and chilly afternoon, where we were met by Don Varney, who took us on an informative tour. The tower is some 600 years old and the oldest bell over 400. The main part of the church was built and decorated at the instigation of one of the Dashwoods in the 18th century, in a style based on Ancient Greece. I think first-time visitors would be surprised to find that a modest country church has such a magnificent interior.

We also climbed the narrow steps to the top of the tower – the arched top an 18th century

addition – to stand beside the famous golden ball, its trap door now closed to the public, though there is room inside for nine people. We admired the wonderful view, fortunately unspoiled by the weather, before descending to the church again, where Mr Varney played the organ for us.

This visit was very worthwhile and enjoyable, and Mr Varney did a great job. And, while we are on the subject of outings. I would like to take the opportunity to thank Ron Sims for organising the trip to Stowe Gardens – it was great.

Denise Lindsay

JULY QUARTERLY MEETING

MODERN BUILDINGS IN HISTORIC TOWNS

The choice of topic and speaker for our Quarterly Meetings frequently carries a little anxiety, and some, we all know, are better than others. This particular speaker was very good. Mr Monk has a quiet, warm enthusiasm for his subject, and, having spent much of his life in Windsor, is well aware of the problems of trying to create harmony between old and new whilst honestly representing today's style in a way that avoids reproduction and pastiche.

Mr Monk has six criteria for good buildings: they should: make a civic contribution; exhibit good neighbourliness with others; unity, durability and human scale; and finally, display the art of architecture. How these criteria had been met was demonstrated in his excellent slides of buildings, both old and new, in Windsor, Broxbourne, Richmond, Holloway and elsewhere. His appreciation of architecture is expressed in human terms; Windsor Castle was used as an example of a focal building, and the support role of surrounding buildings 'like a necklace'. We heard about 'town tapestry' and his pleasure in

seeing successful integration of buildings 'knitting in'. An exceedingly plain rectangular building at Richmond Green had been given a 'new skin of brickwork' - 'a suit of clothes'.

The art of architecture was described as involving landscaping, functional sculpture, space within, environmental characteristics, atmosphere, the beauty of shape and materials, control of light in a memorable manner. A development of retirement homes was shown to demonstrate the 'tranquillity of horizontality' in being single storey with pleasant courtyards.

Reluctantly Mr Monk owned up the the building he had designed in Wycombe, admitting it was early in his career and nothing to be proud of. He was not even sure that it remains - have any of you seen it yet? I am sure all of us who heard him that evening felt he has made tremendous progress since then, and is an architect of today we can applaud.

Barbara Rippington

PLANNING

WYCOMBE MARSH PAPER MILL

The unwelcome news that Wycombe Marsh Paper Mill is to close was followed by an equally unwelcome planning application by Sainsbury's and Bunzl PLC for a large supermarket on the site together with two retail warehouses, a fast-food restaurant, a filling station, a few houses and parking for 722 cars. Part of the deal would be to improve the junctions between London Road, Micklefield Road and Cock Lane. The Society has objected to the development on the grounds that:

- O there would be a significant increase in traffic on an already congested London Road;
- O there would be a disastrous economic effect on small local shops on which the old and people with limited mobility depend. Even town-centre shops could be affected.

- O out-of-town-centre developments of this type contravene Government advice to favour new developments which minimise the number of car journeys in order to reduce carbon dioxide emissions etc.

What should be done with the site? Ideally it should continue to be used for employment. We need places for local people to work and productive work is far better than retail. If this is not feasible then a mixed development comprising

employment, housing, leisure and community facilities would be advantageous to Wycombe Marsh. Use of the site for housing would certainly help to reduce pressure for housing on green-field sites. Any of these options would be better than another supermarket.

HIGH HEAVENS WOOD WASTE TIP

On 24 August a Public Inquiry starts into the appeal against the rejection of the planning application by Bucks County Council and S Grundon (Waste) Ltd to extend the waste disposal complex at High Heavens Wood, Booker. The Society has joined others in opposing the application. The points we made were:

- O The proposed extension is in the Green Belt and Chilterns Area of Outstanding Natural Beauty, and this use is against County Structure and District Local Plan policies for such areas.

- O The boundary of the proposed tip would be within a mere 50 metres of existing houses at Claymoor and Clayhill. Residents would be subject to dust, noise and smell. There is also a possible danger from the leakage of methane gas from the site.

- O There could be a risk of leaching of chemicals from the dump into the local water supply, even though the developers would seal the dump.

NEW MEMBERS

We warmly welcome the following new members:

Mr & Mrs R R Hart, Brands Hill Avenue
Mr J C Howe, Saffron Court, Saffron Road
Mr L Linehan, Holtspur Lane,

Wooburn Green

Mr & Mrs A M Ross, Conegra Road
Mr C K Shirley, Kingsmead Road
Mrs S J Wingrove, Green Road

We look forward to meeting our new members at the next Quarterly Meeting. Please introduce yourself!

OBITUARY

We very much regret to record the death of the following member of the Society, and wish to express our condolences to her family and friends:

Mrs M Wheen, Calverley Crescent.

FRIENDS OF THE CIVIC TRUST

The Civic Trust, the national umbrella organisation for amenity societies like ours, has launched a new initiative – The Friends of the Civic Trust – aimed at individuals who share the Trust's concern for the built environment nationally. For £15 per year, Friends receive a copy of the Trust's quarterly journal *Urban Focus* with news of campaigns and projects throughout the UK, access to the Trust's libraries and become eligible to join exclusive tours and visits to places of interest.

As Francesca Upton, a Civic Trust trustee, says "The Civic Trust has the ear of both local and central government and is a very influential organisation. The more individuals the Trust represents, the more effective it will be. I'd urge anyone who supports their local Civic Society to join the Friends."

Application forms are available from Mary Hidalgo, Friends Department, The Civic Trust, 17 Carlton Terrace, London SW1Y 5AW Tel: 071 930 0914.

DATES FOR YOUR DIARY

Saturday 18 September 1993
8am – 12noon Lt Market House

Charity Market Stall. Home-made produce and good quality bric-a-brac required. Olive Scruton (0494 525933) will store items beforehand, or bring on the day. Please support this fund-raising opportunity.

Thursday 14 October 1993 8pm
Reggie Goves Centre

Quarterly Meeting: *Restoring Chalk Downland*
Talk by Howard Horne, shepherd/warden with the National Trust.

Sunday 7 November 1993 10.30am

Five-mile walk led by Ron Sims. Meet at car park by West Wycombe Garden Centre. Anyone requiring or able to offer lifts please contact Ron (0494 440800). There are several pubs in West Wycombe where lunch may be had after the walk

Thursday 20 January 1994 8pm
Reggie Goves Centre

Quarterly Meeting: *Who cares about Earthworks?*
Illustrated talk by Helen Paterson, Regional Field Monument Warden, English Heritage

Thursday 14 April 1994 7.45pm
Reggie Goves Centre
(Please note earlier time)

Annual General Meeting

Saturday 4 June 1994
8am – 12noon Lt Market House

Charity Market Stall