



Fleet & Church Crookham Society

Newsletter – Autumn/Winter 2010

Member of

CIVIC
VOICE

FLEET & CHURCH CROOKHAM SOCIETY ANNUAL GENERAL MEETING

FCCS
golden jubilee
year

Wednesday 27 April 2011 at 7.30pm
Crookham War Memorial Hall, Sandy Lane, Church Crookham

**Please support your Society: come along to our AGM and
let us have your views on any issues of concern**

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FCCS joins Civic Voice

On 21 April, the Society joined Civic Voice, the national charity for the civic movement in England, which aims to make places more attractive, enjoyable and distinctive, and promote civic pride.

The story of how Civic Voice came about, and the benefits of being a member society were outlined in the previous newsletter.

Civic Voice is certainly an active movement, providing resources on campaigning and a

Member of



network of ideas and advice.

Stuart Bates and myself attended a Civic Voice workshop on assessing street clutter in May and have been using what we learnt to conduct an audit of street furniture in Fleet town centre in order to produce a report for the relevant authorities to consider.

I also attended the first Civic Voice Convention and AGM on 8–9 October (a report from this meeting is available on our website).

There are also benefits for you – the individual members of FCCS – and these are outlined on page 12.

Civic Voice has certainly done more for us in its first 6 months than the previous Civic Trust did, and we would like to continue being a member. This will necessitate an increase in subscriptions (see page 3).

Civic Voice has an excellent website www.civicvoice.org.uk.

Gillian Wain

Welcome to our New Members

A warm welcome to our new members who have joined since publication of the last newsletter

- Tony & Barbara Carter
- Mr C Evans
- Gavin Evans
- Alan & June Grace
- Mrs Lisa Hughes

The views and comments expressed in this Newsletter are those of the contributor and not necessarily those of the Fleet & Church Crookham Society. Neither the authors nor the Society accept responsibility for any use to which the information contained in this Newsletter may be put.

Chairman's Introduction

It is only October as I write this but the Annual General Meeting in April is on my mind. I have announced my intention to retire, so we are in urgent need of someone to fill this post if the Society is to continue the excellent work it does for the community. 2011 is the 50th anniversary of the formation of the Society as the Fleet & Crookham Amenity Society. We are planning some celebratory events but all will be at risk if we do not have a chairman. Our constitution requires someone in that position. I have served on the committee now for 25 years and been chairman for 3 years, so feel it is time I took a back seat. Since reluctantly taking on the role after the sudden sad loss of David Fearn, I have felt unhappy about trying to chair two very active societies. Fleet Pond Society takes much of my time and the workload there is increasing with the recently launched Clearwater Campaign aimed at stopping the pond from disappearing under a heavy silt load. I just cannot give FCCS the attention it deserves.

The Fleet & Church Crookham Society committee is very dedicated and supportive, so the new chairman would have their full backing. So I appeal to the members to give very serious thought to filling the chairman role. We need your help now please. It is up to you to save the society that has served Fleet and Church Crookham for half a century. Join the committee now and see if you feel you can help, with no obligation to take the lead role, or nominate someone you think might be the ideal person.



Our chairman, with two of our friendly committee – which includes members in their 30s, 40s, 50s, 60s and 70s

The planning scene has shown something of a down-turn since the recession imposed on us by the banking and finance fiasco. Our need to respond to unacceptable or plainly unsuitable developments has decreased, although not gone away altogether. The proposed retirement flats on Kings Road, for example, needed to be challenged.



Queen Elizabeth Barracks

Queen Elizabeth Barracks is back on the agenda. This could occupy a lot of our time. The number of houses proposed is less, at 872, but this will still have a very significant effect on our community, our roads, demands for school places and health provision, to name but a few elements. Your committee is going to be closely involved with assessing the revised plans to judge if the long list of concerns put forward at the Inquiry have been met.

Numerous consultations have come forward: Vision for Fleet Town Centre, Fleet Town Access Plan, Licensing, Hart Council's Core Strategy for the Local Development Framework (LDF), to name but a few. Your committee has sent representatives to Hart's Scrutiny Committee meetings with Thames Water at which is discussed sewage disposal and flooding issues and with Network Rail and South West Trains at which the future of Fleet Station was discussed. It was disappointing to note that the plan on the table included what was in our view an unnecessary revamp of the traffic movements by the station building but no increase in parking capacity in the immediate future.

We have welcomed the three new parish councils for Church Crookham, Elvetham Heath and Fleet and met several of the new parish councillors. Phill Gower and I have attended most of the Fleet Town Council planning subcommittee meetings that have replaced the Hart Planning Advisory Group and found the councillors very willing to hear our views. Each parish has now appointed a clerk and is in the process of building a website for each parish.

The long-awaited Town Healthcheck Report has been completed and published. Most of the heavy burden of pulling it all together, analysing the data and drafting has been taken on by Andrew Macallan who deserves a medal for his dedication. Gillian Wain turned his draft into an excellent well organised report full of interesting facts and figures and loads of supporting

charts. The final result is now on the society's website for all to see. We will welcome comments from our members on the results.

Life for the committee can be frustrating at times, rewarding at others and never dull.

Please give very serious (and I mean very) to finding a replacement chairman in time for the Annual General Meeting in April 2011.

Colin Gray

Review of Membership Fees

The FCCS was represented at the Civic Voice Conference in Peterborough on 8–9 October by Gillian Wain. Gillian reported back to your Exec Committee the benefits of an ongoing affiliation to the Civic Voice movement (the replacement for the defunct Civic Trust to which the FCCS was affiliated for many years).

In order for Civic Voice to function effectively, it needs to be properly funded by societies such as ours, so that it is able to provide us with the best advice and support in return.

Civic Voice has set the annual affiliation fee at the rate of £1.50 per member and £2 for joint/family membership. The current FCCS membership fee was set at £5 a year 10 years ago (although non-standing order members have since been increased to £6 per year to cover the additional administration work).

The retail cost of producing this newsletter is approximately £2 per copy and there are two editions each year. By adding the £1.50 Civic Voice membership and the other running costs of the Society, the outgoings could be in excess of the income received from membership fees.

It is therefore sensible that the Society reviews the membership fee to ensure that the income is able to meet the reasonable annual running costs, and hopefully yield a small surplus in order that it may contribute to community enhancing projects (some details of which will appear in our special 50 year jubilee newsletter next spring).

The Society acknowledges however that by printing the newsletter 'in house', the actual costs to the society are considerably less than the costs associated with a trade printer. Additionally, as most existing members pay by standing order, the administration work involved in asking existing members to increase their standing orders is likely to be prohibitive. Also noted, is that any revisions to the fee structure require approval at the AGM, held in April.

Having carefully considered the above, your Exec Committee are recommending the following resolutions for your consideration at the next AGM in April 2011:

- a) That new paying members shall only be able to join the Society by way of completing a standing order mandate payable on the 2nd January each year. (No change required for existing non-standing order members.)
- b) That the rate for new members the following year to be set annually at each AGM. (Any change to existing members fees already requires AGM approval.)
- c) That the rate for new members joining between 1 May 2011 and 30 April 2012 be set at the rate of £7 per year, payable by standing order. (NB. Following approval of a resolution at the AGM in April 2011, the earliest date that the increased fee could be effective is standing orders due on 2 January 2012.)

In so doing, the Society considers that the membership fee for new members can more easily be balanced against the actual costs of running the Society, but without the extensive administration work required to alter standing order arrangements for existing members.

Following affiliation to Civic Voice, existing members will be enjoying a membership fee less than the notional costs of running the Society. We would be grateful for existing members to consider increasing their standing orders to £7 per year, or maybe provide a one-off donation instead.

We welcome members' views on these proposed changes prior to the AGM. Please contact Acting Membership Secretary Kathy Wilson on 01252 665031 or membership@fccs.org.uk.

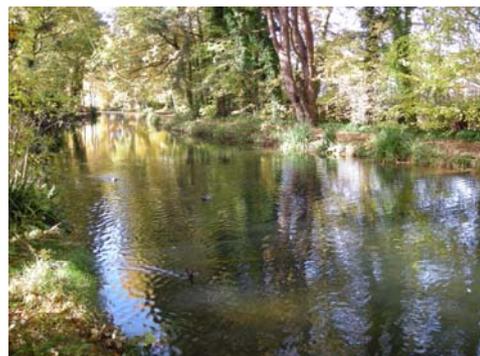


Photo from Stuart Bates

Your Society: preserving the character of Fleet & Church Crookham

Elvetham Heath – The Community

Photos from the Elvetham Heath Parish Council website



We very often take our surroundings for granted. They are always there, but we never spend time just looking around us and realising how lucky we are to be living where we do.

I have lived in Fleet for 38 years. There

have been many changes in that time, one of the biggest being the creation of Elvetham Heath. The decision to build on Railroad Heath as it was called, was not popular with some people, but it went ahead. I moved here in 2004.

It was always in the design brief to build a community, not just another housing estate and this is exactly what has been achieved. I suppose you could call it a modern village on the edge of Fleet.

So, what actually makes a community? The people are vital, but so too is the structure of the development. At the heart of Elvetham Heath is The Key. This central area is the hub of the community. A village needs its community buildings and at Elvetham Heath we are really spoilt. What would your list contain to make up your ideal village? Nice houses, a village pub, a church, village school, shop, and a community centre. Elvetham Heath has all of these and to put the icing on the cake there are

football pitches, tennis courts, an all-weather court, village green, five play areas for the children and, of course, the village pond and nature reserve.

However, just providing all these amenities doesn't create a real community. The residents are by far the most important ingredient. Just pay a visit to the village green on a sunny afternoon after school and you can see that the place is buzzing. Visit the church coffee shop any morning for a delicious slice of homemade cake and cup of coffee and you won't fail to find someone to have a chat to, or join the Elvetham Heath Community Choir at the Community Centre: what a great way to have fun and make new friends.

A community doesn't just happen, you do need to work at it and I believe that the people who have chosen to live on Elvetham Heath have not just bought a property but have bought into a way of life.

If you don't often venture onto Elvetham Heath please come and see us. Join in with our community, you will be very welcome, and I think you will then appreciate what makes Elvetham Heath a very special place to live.

Cllr Marilyn Robson
Chair, Elvetham Heath Parish Council

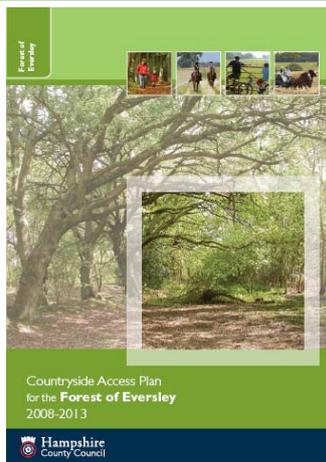


Improving Access to the Countryside in Hampshire and Hart

The Countryside and Rights of Way Act places a duty on local highway authorities to produce Rights of Way Improvement Plans. The purpose of these plans is to assess the extent to which local right of way networks meet current and future needs, and to identify necessary improvements.

Instead of being restricted to just rights of way, Hampshire County Council (HCC) has decided to take a broader approach and to include other forms of access to the countryside. As a result HCC has produced a Countryside Access Plan (CAP) that forms an overview for the county as a whole. In addition the county has been divided into seven separate areas each with its own individual local access plan.

Collectively these plans include not only the



3000 miles of rights of way in Hampshire, but also other facilities used by the public for recreation in the countryside. Among these facilities are the 82 countryside sites and parks owned by HCC, areas managed by other organisations such as the Ministry of Defence (MOD), Forestry Commission, and Woodland Trust, and other permissive areas and routes.

The areas covered by the seven local plans have been based

primarily on the character of the landscapes. As a result the parishes of Hart fall within two of the seven access plans. One is the Forest of Eversley CAP, which includes those Hart parish areas north of the A287 (Farnham–Odiham Road), while the other is the Hampshire Downs CAP, which includes Hart parish areas south of

the A287. Fleet and Church Crookham fall entirely within the Forest of Eversley CAP, which stretches from Farnborough and Aldershot to Basingstoke.

Before the plans were produced, pilot studies were undertaken of the Forest of Eversley, and its counterpart north of Portsmouth, the Forest of Bere. The studies included a substantial amount of consultation with local residents, landowners, parish councils, and other organisations and public bodies.

Within the Forest of Eversley area, HCC already manages Yateley Common Country Park and the Basingstoke Canal, while the Forestry Commission manages Heath Warren, Warren Heath Woods and Bramshill Plantation. All of these areas have public footpaths and bridleways crossing them plus permissive access routes. In addition, MOD Defence Estates owns and manages large tracts of local land to which the public has access.

Following the pilot study and consultations, and taking into consideration the facilities that already exist, the plan for the Forest of Eversley contains a list of aims and proposed actions. Briefly, these are:

- Encouraging wider involvement in the improvement and management of access, including working with the MOD and parish councils.

- Ensuring information is easy to find and understand, including signing and mapping permissive routes, and identifying and promoting linkages between rights of way, countryside sites, and built-up areas.
- Providing good quality alternatives to road use for cyclists.
- Identifying and improving strategic links in the road and bridleway network for horse riders.
- Encouraging wider participation in countryside recreation through targeted activity, such as guided walks, and promoting a variety of well-marked routes.
- Encouraging cooperation and understanding between users and landowners, and promoting responsible use of the countryside.
- Ensuring access improvements do not adversely affect heritage or wildlife conservation.

The next phase in the implementation of the Forest of Eversley CAP, is the establishment of a working group of up to twenty members from a cross section of users and managers of the local countryside. More information is available at www.hants.gov.uk/countryside-access-plans.

Stuart Bates

Local Clubs and Associations: Farnborough Medical Lecture Society

**Are you interested in medical subjects?
Would you like to know more about an
illness affecting you or your family?**

Farnborough Medical Lecture Society meets on the first Thursday from October through to March for a lecture given by medical personnel and aimed at a wide audience, whether lay or medical. Our local consultants give generously of their free time to come to us.

We have just celebrated our fiftieth anniversary, which is a tribute to the service provided and demonstrates the use made of it.

There is no need to book. Simply turn up and pay on the door (£2.50 per meeting or £9 for the season). For more information please contact Felicity Milne on 01252 546006 or email pam.lonnen@ntlworld.com.

Felicity Milne

This season's lectures

- | | |
|-------|---|
| 4 Nov | Heart to Heart
Dr P Clarkson, FRCP, Consultant
Cardiologist, Frimley Park Hospital |
| 2 Dec | Knee surgery
Mr Andrew Perry, FRCS, Consultant
Orthopaedic Surgeon, Frimley Park Hospital |
| 6 Jan | Strokes
Dr R Barker, MRCP, Consultant
Radiologist, Frimley Park Hospital |
| 3 Feb | Chronic fatigue in children
Mrs C Lawson, Specialist Nurse,
Frimley Children's Centre |
| 3 Mar | Military rehabilitation
Lt Col Alan Mistlin, MRCP, Consultant in
Rheumatology and Rehabilitation,
Headley Court |
| 7 Apr | AGM & dinner (7.30pm)
Parkinson's disease
Dr J Stearn, MRCP, Consultant Neurologist,
Frimley Park Hospital |

***All lectures start at 8pm at St Mark's Hall,
Guildford Road East, Farnborough GU14 6PX***

Farnborough Airport Appeal Inquiry

In November last year, Rushmoor Borough Council refused Farnborough Airport operator TAG's planning application to increase overall flight movements from 28,000 up to 50,000 movements per year. As expected, TAG appealed against the decision, and in May and June 2010 there was a 7-week Planning Inquiry. Our representative, Jenny Radley, made a statement to the Inquiry, which we felt our members would appreciate reading in full. A decision is not expected until early in the new year.

My name is Jenny Radley and I am a co-opted member of the Executive Committee of the Fleet and Church Crookham Society (FCCS). I have been authorised by the committee to represent the society in matters relating to TAG, including this appeal. The FCCS has 284 members as at our last Executive Committee meeting (27 May 2010).

I thank you for this opportunity to submit my written statement to this hearing, I am sorry that due to a family illness I am unable to present it in person.

You will already have received our response to the planning application which contains a comprehensive list of concerns and issues that residents in the Fleet and Church Crookham area have brought to our attention.

It is already clear that the change of use from military to business flight operations and the increase in business flight movements at the airport since 2003 has brought about a significant increase in noise disturbance and annoyance resulting in widespread detrimental impact. It cannot be that the extent of the impact from noise annoyance was anticipated when Rushmoor Borough Council consented to the transfer of use from military to business aviation. The military flights generally operated on weekdays and between 8am and 5pm. The main departure route from runway 025, as it then was, would often take a dog-leg route to avoid flying over residential areas in Church Crookham and Fleet.

I would like to draw attention to the fact that the communities of Fleet and Church Crookham lie within the neighbouring district of Hart, and they are the first residential areas under the main flight path for westerly departing aircraft from Farnborough Airport. They are located to the south-west of the airport which is the direction of the prevailing wind.

The Fleet & Church Crookham Society would like to raise the issues which concern the majority of our members so that the adverse impact on residents in our area can be fully considered at this appeal. When a comparison is made between economic benefit against detrimental environmental impact, particularly on residents, it is clear to us that there is in reality very little economic benefit to the area

arising from the aerodrome but there is significant detriment for the well-being of many local residents.

It is widely recognised that the main concern for local residents in the area we represent is the effect of aircraft noise on quality of life. This should come as no surprise, but highlights the importance of balancing the need to avoid or at least mitigate the detrimental impact on residents of further airport expansion.

We need to recognise that the impact of noise, especially from aircraft is very difficult to constrain and control. However, there should be more effort made at this time to understand how aircraft noise caused by the specific range and type of operations at Farnborough Airport affects people on the ground.

Farnborough Airport is the only sole business airport in the UK. It is exclusive and operates mainly unscheduled flights, which means there is no reliable or predictable pattern of movements each day. Flights do not run one after another throughout the day, they are individual events. This means that each individual noise event is far louder and more disturbing within a particular averaged noise contour than would be experienced at a busier airport.

I am told that Farnborough has the largest residential population at proximity to an airport in the UK and the airport is surrounded by residential areas on all sides. There are some areas of army training land that is unpopulated but that too is surrounded by residential development. This region is a popular residential area and there is growing pressure for yet more residential development. We know there are more large developments being planned under the flight path, (e.g. a development for 872 residential homes at the Queen Elizabeth Barracks site in Church Crookham).

As we know the current permitted aircraft operation limit is 28,000 flight movements per year and until 2007 it appeared that full capacity was likely to be achieved by 2009. However, the economic recession has brought about quite a downturn on business flights at Farnborough. Since reaching a peak level of 26,500 flights in 2007 the number of movements has reduced

and in 2009 they were down to just under 23,000pa. It will take time for business to build up once again, so this should be a good opportunity for TAG to make necessary investigations and take actions to reduce noise impact from flights and mitigate the disturbance they are locally renowned for.

With regard to TAG's Airport Master Plan it should be noted just how strong the public reaction was to the proposal contained within it to increase aircraft movements. The majority of this concern was due to the expected increase in noise impact.

I acknowledge that there was a lengthy public engagement by TAG in regards to their Master Plan consultation process. Some 360 people responded. A large majority of these people were not in favour of further expansion. Please see the "ComRes" report 'Findings of a community survey conducted on behalf of TAG Farnborough Airport March 2009'. [I assume that this will have already been submitted to the Inquiry. If not I can supply an electronic version on request.] The question was asked whether people would support the increase in movements at the airport and 50% strongly opposed the increase and 16% opposed, which shows a strong feeling of opposition. 89% of the responses to this survey came from local residents.

I also provide an appendix to this statement of a table of flight movements against complaints for the past 6 years that I have drawn up from TAG's own information report data which is provided to the Local Planning Authorities and is also reported to the Farnborough Aerodrome Consultative Committee (FACC) meetings. You will see that in 2007 there was a significant increase in noise complaints. This was due to a significant increase in flight movements and the first part of the Quiet Flying Programme trials.

I would like to explain about the **Quiet Flying Programme (QFP)**. Following the previous planning appeal by TAG early in 2007, with regard to the increase in weekend flights movements, it was made clear that noise disturbance was a major issue for thousands of local residents. TAG approached the representatives of the three most active local interest groups on the FACC, including the FCCS, and we were invited to join their QFP steering group. The QFP was started in an effort to try to work out measures that could be successfully implemented to help in reducing the degree of noise disturbance experienced by residents living around the airport.

The first part of the programme was to bring

in measures to reduce ground noise generated by aircraft that were preparing to take off or manoeuvring after landing. This aspect of the QFP seems to have been fairly successful at reducing noise generated by aircraft at the airport itself. This improvement seems to be helping and provided it is regularly monitored there is no reason to think these measures should not continue.

The next stage of work for the QFP was to try to reduce the impact of the noise of aircraft in flight, particularly aircraft departing from the airport. It was clear that many flights departing on runway 24 were turning early and flying over populated areas. This was, and still is, causing great concern to local residents. Many local people were comfortable with the military flights which although noisy were significantly less frequent and would predominantly only fly during weekdays and during working hours. They also tried to follow routes that would avoid as far as possible overflying local residents.

In an effort to limit the noise disturbance for residents across a wide area, the first phase of the QFP trials, which started in May 2007, was set to direct flights along the centre line rather than allowing them to turn over residential areas. In fact, the effect was very alarming. Many more residents than ever before became sufficiently disturbed and annoyed by flight movement to register complaints. This trial coincided with an increase in flight movements at the airport too. This clearly demonstrates that an increase in flight movements had a direct bearing on raising the number of noise events above the toleration threshold for many more local people. It seems quite clear from this evidence that when the number of individual events reaches a certain level that individuals become very sensitive to aircraft noise.

People who had never previously really noticed the aircraft movements before started to report noise complaints to TAG.

It is simply not correct to suggest that people will tolerate the noise from a gradual increase in aircraft movements. It seems clear that there is a threshold in the number of individual movements within a time frame above which people start to notice the movements and above which many find flights disturbing.

The majority of complaints from residents to TAG are about noise, aircraft at low altitude and aircraft which have deviated from the standard flight paths. The fact is that most of these three types of complaint originate because people are responding to hearing flights over their homes and are disturbed enough by the noise to trigger them to make the effort to complain.

I should add that there are many more people who find the flights annoying but who do not register their annoyance through the official complaints procedure. Many who have reported complaints in the past have stopped doing so as they feel it makes no difference. Many people have little faith in the system so do not bother to report their concern or feel that there is no point in making a fuss. The reported complaints are a small sample of the wider population who are disturbed by noise events. The huge public response of people wishing to object to this application is testament to the fact that very many more people than the number who complain are disturbed by Farnborough related aircraft movements.

It is not until there is an opportunity for people to make formal comments that many of those people who are adversely affected write in to object and this can be seen to have happened during the public consultation periods for planning applications or as when many people were contacted asking for comments on the TAG Master Plan.

Clearly some people are much more sensitive to aircraft noise than others and there is something unsettling about aircraft flying over one's property at times of the day when people want peace and quiet. This is especially so at weekends.

It was good to know that the Planning Inspector for the weekend flight appeal Inquiry made the effort to consider noise for residents. He made the effort to walk along some of the streets where residents had complained about aircraft noise. I have to say that I was disappointed that he decided that road traffic noise was more disturbing. I wonder did he invite himself into resident's homes and gardens to witness the difference between road vehicle noise and aircraft noise from within homes and gardens? Road traffic follows the highways, generally in front of residents' houses. They do not fly over people's property, over the house and over the garden. This is what residents find so disturbing and unsettling. The pattern of flight movements tends to increase over the spring and summer months when more people like to have their doors and windows open and try to enjoy being out in their gardens. The aircraft flights are unpredictable and generally so loud they prevent conversation or the ability to hear telephone conversations, or even radio and TV programmes as they fly overhead. This form of intrusion is not welcome by many people especially when this is repeated several times within a few minutes as often happens on Friday and Sunday evenings.

This application, to increase overall flight

movement is premature as there is not satisfactory control implemented to truly mitigate the impact of noise on local residents.

The 57dB(L_{Aeq} 16 hour) noise annoyance contour is not an appropriate standard to apply at Farnborough Airport which operates mainly unscheduled flight movements for only 15 hours on weekdays or 12 hours on weekend and Bank Holidays. The averaging period should certainly not be the 16 hours currently being used to calculate the L_{Aeq}. The average noise levels assume a fairly constant level of noise during the period of operation but this is not the issue at Farnborough. It is the individual events that annoy residents, both in noise level and frequency (number per hour).

Before an increase in annual flight movements can be granted a more appropriate measure which can successfully predict the onset of noise annoyance should be set in place for use at Farnborough Airport.

There are noise abatement procedures (NAP) that apply at Farnborough Airport but these are frequently abandoned by Air Traffic Control on account of other local conflicting flights in the area.

This is a common occurrence especially at weekends during the spring and summer when it is not unusual for a significant proportion of departure flights to be given the instruction to abandon NAP. This is generally at the most noise sensitive periods for local residents who wish to enjoy some peace and tranquillity in their gardens.

TAG claim that an extension to controlled airspace would enable them to direct aircraft more effectively to help reduce noise impact.

In fact, the number of flight movements at Farnborough Airport has reduced over the last 2 years, during the period of the national economic recession. It is reasonable to expect that it would take another few years for TAG to reach their current flight capacity limit. This should allow plenty of time for TAG to apply for an extension of controlled airspace and would allow them to prove that they can reduce noise impact for residents, before they are granted an increase in flight movements.

It is alarming to read evidence from TAG that they expect to achieve the new maximum limit at all levels of the agreement by 2019, and so it can only be assumed that they will return to apply for yet more flight movements.

Weekend flights at current levels cause concern and the heavy flights which currently only achieve one-third of the agreed limit are known to cause more noise disturbance to residents, so by 2019 the combined effect of more flights and an increase in the actual ratio

of heavy flights would be very disturbing.

Please provide local people with the assurance that necessary measures will be put in place to protect their quality of life. Suitable noise quality measurements and analysis need to be taken across the affected areas and levels agreed above which noise impact can be compensated. Some people who are particularly sensitive to aircraft noise impact should be given the opportunity to move away without prejudice. Residents in Church Crookham had no idea that aircraft operations would change as they have done and cannot be so severely impacted by decisions beyond their control.

In conclusion, the Fleet and Church Crookham Society respectfully suggests that this application is premature and so the appeal should be dismissed.

There is the need to prove that noise impact mitigation is possible and that it can be successfully implemented before such an application should be considered. Already the impact of noise annoyance is clear from the large numbers of local residents who have taken the opportunity to comment on the application, the vast majority of whom object or raise concerns in relation to noise impact.

The 57dB(L_{Aeq}) noise contour is not a suitable instrument for assessing noise annoyance at an airport that operate a sporadic pattern of flights. This is the chance to identify and apply a more appropriate standard. Certainly L_{Aeq}15 hours for weekdays and L_{Aeq}12 hours at weekends should be used at Farnborough to provide a more accurate measurement. L_{Aeq}16 hours is used at the major airports which operate mainly for 16-hour periods each day.

There is a need to consider the protection of vulnerable people such as frail and elderly residents at the nursing home which has permission to be built on the 'Shotts' site on the Bourley Road in Church Crookham. This will be the closest residential property in Hart District to the runway threshold. Permission for this development was granted when the 28,000 flight movement was the defined criteria for operations at Farnborough. It should be noted that part of the garden for this site does fall within the PSZ. It does seem incredible to us that a home for such vulnerable people could be permissible when this is so close to the PSZ which is designed to restrict residential population expansion within it. It seems incredible that there can be such a black and white definition of the PSZ.

There is also a need to protect the learning environment for infant and junior school children. As the Chairman of Governors at

Tweseldown Infant School has written in to you already, they note that already flights over the school can be disturbing for some of their pupils.

They are already concerned and object to this application if it causes any greater level of noise disturbance for any of their children. I am told that the Strategic Planning department at Hampshire County Council Education Services department are talking with TAG about what needs to be done but we are concerned that the noise levels they mention are well above the recommended levels by WHO for a suitable learning environment. It should be noted that some children are particularly sensitive to noise disturbance and as more children with special needs are now able to be educated in state schools this may become more of an issue. Children so disturbed can be very distracting for their fellow classmates even if they are not too bothered by the aircraft themselves.

Given there is currently a problem at the school, at about 26,000 flight movements per year, how much worse will it be as almost double the number of flights were to be permitted? It may be wise to condition that the noise monitor be moved to this school site so that close monitoring of aircraft noise effects can be measured on a permanent basis instead of at the Tweseldown Racecourse tower which is well away from any residential area.

It should be noted that there are several other schools in the Fleet and Church Crookham area which may also be affected by noise. We are told that the new school expected to be built on the QEB site will be designed to protect children within the school from the disturbance from aircraft noise. It seems the problem may be for established schools which may require noise insulation in the future. It should be clear as to who is responsible for paying for such provision. However, no amount of noise insulation is going to be effective for children working or playing outside.

Finally if noise mitigation measures are not really possible then how can residents be compensated? If residents are no longer able to tolerate the noise of aircraft they may need some help to cover the cost of moving away. If they are losing value to their property as a result of having to declare that they have complained about aircraft noise then there should be some suitable agreement for the difference to be provided by compensation. This would be the only reasonable solution.

With many thanks for considering the important points that I raise in this statement.

Best regards

Jenny Radley

on behalf of the Fleet & Church Crookham Society

Fleet Town Access Plan (FTAP)

The FCCS reviewed and commented on Hampshire County Council proposals contained in their Fleet Town Access Plan (FTAP) which was issued for consultation in May of this year. The information collected in the Fleet Town Healthcheck report (see page 13) was used in formulating our reply and it was a useful source of 'public opinion' on the issues raised.

The FTAP is a welcome opportunity for investment in the highway network and in particular for cyclists, pedestrian and vehicular safety and we were positive about the proposed investment. We made a considerable number of comments which are summarised here.

We identified that the FTAP report did not cover certain issues. Firstly it is not a forward-looking document in that it is looking to address existing deficiencies in the highway network and does not seek to address future issues that will arise from development at say Queen Elizabeth Barracks or Hitches Lane. Whilst this is a stated limitation on the report the context of ongoing development is an important issue that needs to be considered in preparing proposals to address shortcomings.

Secondly the boundary of the study excluded important access points for Fleet and Church Crookham. The A287 Redfields Lane junction is excluded for example as was the Hitches Lane development.

The report does not cover issues of congestion and does not take specific account of known housing development sites, which will, ironically, fund the proposed works.

The report was split into four topic areas: cyclists and pedestrians, buses, railways and traffic management.

1. Cyclists

A number of cycle routes were proposed in the report and each were reviewed and comments made. These routes linked with schools and the station and tried to establish a linked network, albeit very constrained by our existing narrow roads. We expressed concern over the quantity of red paint, additional lighting and street clutter prescribed to achieve the routes and felt that this could be achieved safely with less intrusion into the environment. Many of the main routes into Fleet were identified for cycle routes (Kings Road, Fleet Road to the station, Crookham Road) but Reading



Road North and South were not. We felt this was an omission as both these roads were heavily requested in the Fleet Town Healthcheck. Although an alternative route was proposed for Reading Road South using Durnsford Avenue and a new canal bridge, we felt this did not answer the fundamental demand for some additional protection for cyclists on Reading Road South. In particular we felt the bridge at Reading Road South could be made safer, possibly by the addition of a new pedestrian bridge alongside the existing bridge. This was raised by us in an earlier consultation but there was no reporting of having considered this.



Photo from Stuart Bates

A cycle route is proposed from Cranford Avenue through Basingbourne Woods that could access the rear of Courtmoor School. This largely exists but can be improved, but the proposed lighting in the woods and width of the route was an issue we raised.

We also noted that the route from Church Crookham to Courtmoor School did not appear to take account of future demand from QEB which will need good access to secondary schooling.

A linked route from the town centre through Calthorpe Park to Calthorpe Park School and the leisure centre was a good link that could also be extended to include Netherhouse Moor. However we were very concerned about the engineering of the route across the Views Meadows and felt this could be done in a far better way.

We expressed our preference for a route from Pondtail Bridge to Norris Bridge alongside the road rather than the canal as the necessary lighting and urbanisation would affect the canal environment.

Photo from Stuart Bates



We also identified certain missing routes including:

- Ancells to Fleet station.
- Reading Road North was well requested in the Fleet Town Healthcheck. No routing planned.
- Crookham Cross Roads to A323, Windy Gap. This is a strategic link to Aldershot and Farnborough.

2. Pedestrians

The FTAP report proposed a number of new or improved pedestrian crossing points. This included crossings from Tavistock Road across Reading Road North, on Aldershot Road Church Crookham (near Gables Road and Sandy Lane), Fleet Road to access the station, Crookham Road near Glen Road were all seen as good proposals. Comments were made on other proposals suggesting better locations or improvements. Some crossing points identified on Aldershot Road Fleet and Reading Road South were, we felt, too close together.

3. Buses

We strongly supported the provision of regular buses on a loop to include Velmead Road, Pondtail, linking to the train timetables. We also identified routes that were requested strongly in the Fleet Town Healthcheck which included Camberley (the Meadows and town centre) and Farnham.

4. Railways

The FTAP identified a scheme to improve the entrance to the station but we were not sure what was to be gained by the proposals in the report. We stated that the most important thing is to provide more **SECURE monitored cycle parking** and **additional car parking** at the station – these are fundamental to improving access far more than changing the station. These must be the priority over everything else.

5. Traffic management

The FTAP report contained proposals for other traffic management measures. The inclusion of a pedestrian phase at the Oatsheaf lights is a known issue and a solution would be good; however, this has previously been shown to impact on traffic queues so its viability is in question. A scheme of works is proposed to the section of Reading Road South from the canal bridge to Fleet Road; however, we questioned the benefit of the proposal as it made no provision for cyclists and we were not convinced this would improve traffic flow. There was also mention of a one-way system for the central section of Fleet Road. We expressed concerns about the viability of this as it has been looked at before and the conclusion previously was that it would cause significant congestion on Reading Road South. This needs investigation if it is to be pursued as an idea.



Photo from Stuart Bates

The report also mentioned other measures under the heading 'smarter choices'. We supported initiatives to improve transport and sustainability. A proposal for a journey planning kiosk was seen as unnecessary and this, and other travel information, can be provided 'on line'. We thought electrical charging points should only supply 'green' electricity.

We are now awaiting the results of the consultation exercise. We understand this should be available this autumn but there is no set date. We hope that our comments are made use of in the final report and that we will start to see some investment in our local infrastructure to make our roads safer for all users.

Andrew Macallan

Remembering the Late Dr David Fearn

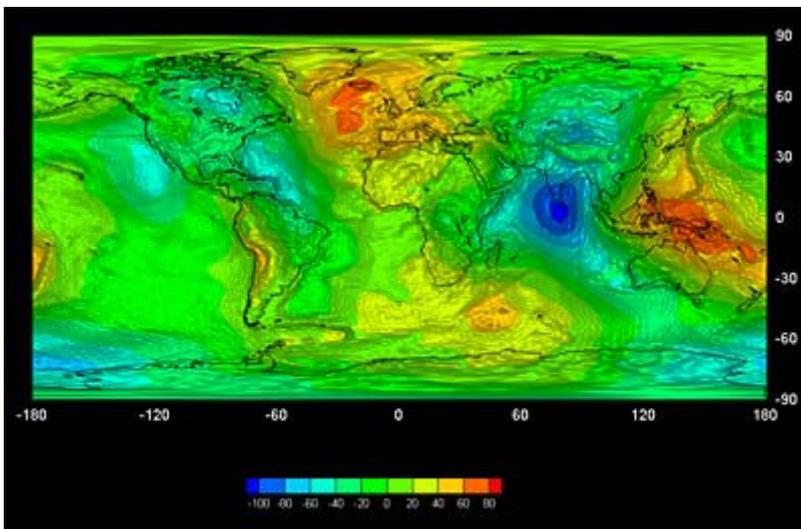
Since the sad and untimely death in 2007 of our past Chairman, Dr David Fearn, we have reported on the formation of the David Fearn Memorial Committee, set up to look into and to promote ideas that would serve to commemorate and preserve David's memory. Progress on the two ideas described in the Spring/Summer 2009 newsletter has been slower than originally hoped for. However, one area in which David worked during his working career has seen exciting new developments that have thrilled the world of space research in which he played such an internationally recognised part. This area concerns the employment of David's unique contribution in the field of space rocket science, namely, his novel propulsion system for space satellites and deep space probes, known as **ion propulsion**.

On 17 March 2009, the European Space Agency's "Gravity field and steady-state Ocean Circulation Explorer" (GOCE) space satellite was launched from a site in Northern Russia, to circle the earth and measure, with unprecedented precision, the earth's gravitational field. In order to achieve its very challenging mission objectives, the satellite was designed to orbit at very low altitude, where gravitational variations are stronger than further out from earth. However, at such low altitudes, residual air would cause the orbit of a standard satellite to decay rapidly. However, the GOCE satellite has used UK-built ion thrusters based on David's novel ion propulsion system that, on firing, serve to nullify the drag in real time. This has ensured that the gravity sensors are flying as though they were in freefall, so they pick up

only gravity readings and not the disturbing effects from other forces. Since mid-September 2009, GOCE has been in its gravity-mapping orbit a mere 153 miles above the earth, the lowest orbit ever sustained over a long period by any Earth observation satellite, all thanks to David's unique contribution to space exploration technology.

In June this year, the first gravity model based on the GOCE satellite data was presented at a Living Planet Symposium. This showed the excellent capability of the satellite to map tiny variations in the Earth's gravity.

John Pearson



GOCE first global gravity model

Picture from www.eaa.int

Member Benefits of Civic Voice

Civic Voice has made partnerships with various bodies that provide benefits both to civic societies and to individual members of those societies. Outlined below are benefits that you may wish to take advantage of.

Free day access pass to the National Trust

The individual members of all civic societies who join Civic Voice can receive the offer of a free day access pass (worth up to £14) in the first year of a society's membership, ie for FCCS members until 21 April 2011.

The free pass provides free access to any National Trust property during normal opening hours subject to a small number of restrictions, and is available to download by using the following link www.civicvoice.org.uk/nationaltrustcivicvoiceoffer. The pass is transferable and can be given to friends or family if a member is already a member of the National Trust. If you do not have internet access, a free day pass is also available by sending a stamped addressed envelope to Civic Voice, Unit 101, 82 Wood Street, The Tea Factory, Liverpool L1 4DQ requesting one and providing contact details and the name of the group which is a member of Civic Voice.



Insurance services through Bluefin Insurance Services

A range of insurance services, including health, home, car, travel, pet and heating insurance is available to members of civic societies who join Civic Voice. Further details can be accessed through Civic Voice's website: http://www.civicvoice.org.uk/about/partners/bluefin_insurance_services.



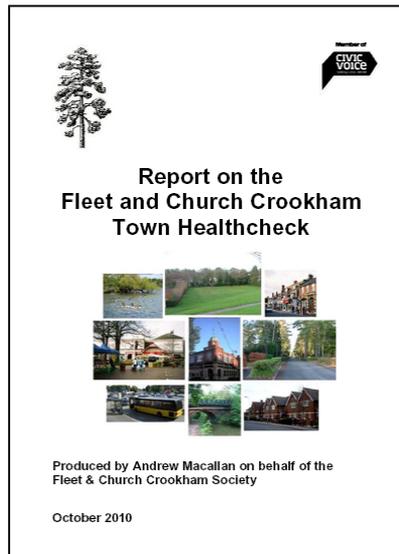
Gillian Wain

Fleet & Church Crookham Town Healthcheck

We have now completed the Fleet Town Healthcheck report and it has been published on our website. Printed copies are available from the Society. This has been a monumental piece of work for the Society and has taken far longer than we ever anticipated because of many issues. However, its publication is timely as the new Parish and Town Councils have now been formed and are looking to write their own Parish and Town Plans. The Town Healthcheck will hopefully be a useful document for them and will give them some of the public consultation responses that they will need to substantiate their initiatives.

The issues covered in the report include:

- The countryside and parks
- Fleet town centre
- Traffic and transport
- Youth facilities
- Housing



- Antisocial behaviour
- The arts
- Local services and facilities
- Sports and recreation
- Health

I hope all who read this document will find it represents views that they can share or with which they can sympathise. This report is intended to be a living document and issues raised by it need to be followed up and taken forward. We will

welcome your views as we would like this to be a living document that we can revise and adapt to changing times.

I would like to thank all those who came forward and gave voluntary help throughout the long process of this study. The names are many but they all gave of their time and effort and can feel justly proud of the parts they played.

Andrew Macallan

Fleet & Church Crookham Society Activities March – October 2010

- 3 April **FCCS display in Fleet Library** for 2 weeks to attract new members and publicise our AGM.
- 8 April **Hart Local Strategic Partnership (HLSP) meeting.** Society represented by Stuart Bates and John Pearson. Topics under discussion included Local Children's Partnerships, the Hart Local Development Framework, the Older Person's Wellbeing Strategy event that took place in February, and restructuring of the HLSP.
- 15 April **Society's activities recognised by Hart Volunteer Recognition Awards** following a nomination for service to the community.
- 16 April **FCCS Executive Committee meeting.** Topics under discussion included joining Civic Voice, planning matters and final arrangements for the AGM.
- 20 April **Hart District Council Overview & Scrutiny Committee meeting with Network Rail.** Society represented by John Pearson. Topics discussed included repair of pot holes and improvements to Fleet station car park, re-signalling works and what benefits to rail travellers had been achieved, and the need for longer platforms at Winchfield and Hook stations.
- 21 April **Society's AGM** at Crookham War Memorial Hall. The evening opened with presentations by Elizabeth Brightwell on the Fleet Town Centre Project and Cllr Richard Appleton on the Hart Local Development Framework, followed by the business of the evening. Meeting well attended by some 40 members.
- 21 April **FCCS joins Civic Voice**, the new national charity for the civic movement.
- 28 April **Hart Local Children's Partnership meeting.** Society represented by Judith Sutherland, where topics discussed included how schools, health services, social services and voluntary organisations can work together to improve the lives and educational attainment of disadvantaged children.



Photo from Stuart Bates

- 4 May **Society purchases high visibility tabards** to raise our profile when members take part in community activities such as marshalling at the carnival and Fleet Festivities.
- 7 & 8 May **Public exhibition of redevelopment proposals for the QEB by Taylor Wimpey.** Exhibition attended by several members of the Exec Committee who commented on the proposals.
- 10 May **Hart Voluntary Sector Forum**, theme health and social care with a focus on the over 55s. Society represented by Stuart Bates
- 13–15 May **Public consultation on the draft Fleet Town Access Plan.** Exhibition attended by several members of the Exec Committee on behalf of the Society, to help with discussions at the next committee meeting.
- 22 May **Civic Voice Street Pride Workshop in Winchester** attended by Gillian Wain and Stuart Bates of behalf of the Society. A chance to learn more about Civic Voice and network with members of other civic societies in the area, as well as receive practical advice on conducting a 'street furniture' audit and campaigning on local issues.
- 26 May **Start of Public Inquiry into planning application by TAG Aviation** to increase flights from 28000 to 50000 per year. Society represented throughout the Inquiry by Jenny Radley.
- 26 May **FCCS Executive Committee meeting.** Topics under discussion included planning matters, the Farnborough Airport Public Inquiry, and the search for a new FCCS Chairman.
- 27 May **SPLAT's appeal against the Secretary of State's decision to grant planning permission at Pyestock dismissed by the High Courts.** The judge concluded, in essence, that the Secretary of State's decision to go against the Planning Inspector (who recommended refusal of the planning application), was essentially a matter of planning judgement, rather than an error of law.
- 28 May **Parish Elections results announced.** The parish elections results for Pondtail were declared; councillors in other wards had previously been elected as uncontested seats. The FCCS contacted all new parish councillors to congratulate them on their success and make them aware of the Society's existence.
- 4 June **Article about FCCS published in the Fleet News.**
- 11 June **FCCS Executive Committee special meeting** to agree the Society's response on the Fleet Town Access Plan (FTAP) (see page 10).
- 14 June **First Fleet Town Council planning committee meeting.** As the new parish council planning committee meetings are established, the Society is keeping a watchful eye on the applications to be considered at each meeting and is attending these meetings where appropriate to give the Society's views.
- 14 June **Street Pride audit of street furniture in Kings Road and Fleet Road.** Audit of excess street clutter undertaken by Stuart Bates and Gillian Wain.
- 17 June **Society's FTAP response submitted.** The Society expressed support for expenditure on access problems in Fleet as this is considered an investment in the future of the town which is needed.
- 23 June **Public Inquiry into planning application by TAG Aviation.** Statement from the Society accepted by the Planning Inspectors (see page 6).
- 1 July **Farnborough Aerodrome Consultative Committee.** Society represented by Colin Gray.
- 1 July **Street Pride audit of street furniture in Fleet Road.** Audit of excess street clutter undertaken by Stuart Bates and Gillian Wain.
- 10 July **Fleet carnival.** Executive Committee members help with stewarding duties.
- 12 July **Fleet Parish Council Planning Committee meeting.** Society represented by Phill Gower who made representations about several planning applications including 40–42 Kings Road and a change of use application for 240 Fleet Road (Help the Aged shop) .
- 19 July **Hart Voluntary Sector Forum**, with the theme of children and young people. Topics covered included Ethnic Minority & Traveller Achievement Service (EMTAS) run by HCC, Local Sure Start children's centres, Aldershot-based Step by Step's work with young homeless people and use of Odiham's All Saints Church as a Vision Centre.



The carnival comes to Fleet

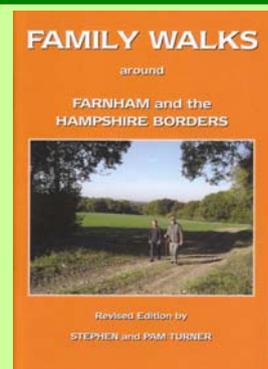
- 21 July **Street Pride audit of street furniture in Fleet Road and Reading Road South.** Audit of excess street clutter undertaken by Stuart Bates and Gillian Wain
- 26 July **Concessionary fares consultation:** concessionary fares will be transferred from district councils to Hampshire County Council and this consultation provided an opportunity to feedback on the planned changes. Jenny Radley attended as councillor and informed the Society of any issues.
- 20 July **40–42 Kings Road.** Letter of objection to planning application sent to Hart District Council. Society's main concerns were: height and mass of proposed building is out of character with the street scene; underground parking proposed when site is within the highest flood risk zone (3a) whereby residential properties may only be built in exceptional circumstances; the development puts considerable pressure on the trees at the boundary with Oakley Park (which is a Site Importance for Nature Conservation).
- 26 July **Fleet Parish Council Planning Committee meeting.** Society represented by Phill Gower and Colin Gray.
- 28 July **41 Rounton Road.** Letter of objection to planning application sent to Hart District Council, objecting to the retrospective application for amendments to a new dwelling on the site. The most recent application by Fleet Homes 2000 follows a long history of controversial applications by the developer.
- 19 August **FCCS Executive Committee meeting.** Topics under discussion included planning matters in the parish council planning meetings, traffic proposals for the Windy Gap junction and Crookham roundabout and plans for the FCCS golden jubilee.
- 20 September **FCCS newsletter and website shortlisted for Civic Voice awards.**
- 21 September **Hart District Council Overview & Scrutiny Committee meeting.** Society represented by John Pearson. Meeting also attended by South West Trains and Network Rail to discuss railway issues (especially Fleet station).
- 29 September **Hart Voluntary Action Annual General Meeting.** Society represented by John Pearson. Presentations given by seven members of the HVA staff describing the various community activities and interests that HVA serves.
- 1 October **FCCS Executive Committee meeting.** Topics under discussion included planning matters, proposed increase in membership subscriptions, and publication of the Fleet & Church Crookham Town Healthcheck Report.
- 2 October **Exhibition of photos celebrating 10 years of Elvetham Heath.** Society represented by Gillian Wain.
- 4 October **Fleet & Church Crookham Town Healthcheck Report** published on the society's website (see page 13).
- 8 & 9 October **Civic Voice convention and AGM.** Society represented by Gillian Wain. Topics covered AGM business, case studies on other civic societies' projects and talks on growing membership.
- 11 October **Fleet Parish Planning Committee meeting.** Society represented by Colin Gray. Applications under consideration included one at 16 George Road for an extension to the boundary fence with Oakley Park. The risk to Oakley Park trees from the extension foundations requires an impact assessment.
- 11 October **Fleet Carnival AGM.** Society represented by Phill Gower.

Revised local walk book published

A revised and updated edition of *Family Walks around Farnham and the Hampshire Borders* is now available. Like the earlier books in this popular series for Hook and Hartley Wintney and the Blackwater Valley, it includes 12 easy walks suitable for families. The walks start from Bentley, Binsted and Farnham and are between 3½ and 5 miles long, with easy to follow maps.

The *Family Walks Around* series of five books was founded by Bob Rose, in 1990 and have sold extremely well, running to several editions. Stephen and Pam Turner took over the publishing in 2008. As Bob's editions go out of print they will be replaced by further updated versions. Currently they are working on their next book *Family Walks around Fleet, Crookham and Crondall*.

The new edition is available at £3 from outlets in Farnham, Fleet and Farnborough, or may be ordered from Waterstones or other good bookshops.



Diary of Forthcoming Events

Thu 4 November	Farnborough Aerodrome Consultative Committee meeting, 2pm, Park Centre, BAE Systems, Farnborough
Sat 6 November	Lions' Fireworks Display, gates open 5.30pm at Calthorpe Park
Sun 14 November	Remembrance Parade from Church Road car park to the war memorial, Fleet. Starting off at about 3.45pm
Wed 24 November	Fleet Festivities in Fleet Road from 4pm
2 & 3 December	Elvetham Heath photography exhibition on the theme of community, Church on the Heath, 9am–7pm. Opening night 1 December 6.30pm–9.30pm. Call for entries by 15 November. For more details contact Patrick Kirwan on 07708 921785
Wed 27 April	Fleet & Church Crookham Society AGM, 7.30pm, Crookham War Memorial Hall, Sandy Lane, Church Crookham
Tue 14 June <i>(date to be confirmed)</i>	Tour of Farnborough Airport for FCCS members. Contact Colin Gray (details below) to book a place

If there is no address label covering this box, you are almost certainly reading a complimentary issue of this bi-annual newsletter. If you would like to receive this newsletter on a regular basis, please apply for membership by visiting www.fccs.org.uk/membership.html



Acronyms used in our newsletter

BC	Borough Council	PSZ	Public safety zone (of Farnborough Airport)
CC	County Council	QEB	Queen Elizabeth Barracks
DE	Defence Estates	SANGS	Sustainable Alternative Natural Green Space
FACC	Farnborough Aerodrome Consultative Committee	SINC	Sites of Importance for Nature Conservation
(H)DC	(Hart) District Council	SPA	Special Protection Area
LDF	Local Development Framework, which is currently being drawn up to replace the Hart District Local Plan	SSSI	Site of Special Scientific Interest
(H)LSP	(Hart) Local Strategic Partnership	TAG	Farnborough Airport operating company
PCT	Primary Care Trust	RBC	Rushmoor Borough Council

FCCS Committee Contact Details

Chairman:	Colin Gray, Fleet 616183, email: colin.gray@fccs.org.uk
Secretary:	Judith Sutherland
Acting Treasurer:	Kathy Wilson
Executive Committee:	Stuart Bates, Judy Armstrong, John Pearson, Andrew Macallan (Town Healthcheck), Gillian Wain (newsletter editor)
Acting Membership Secretary:	Kathy Wilson, Fleet 665031, email: membership@fccs.org.uk
Co-opted Members:	Jenny Radley (FACC Representative), Fleet 628751, email: jenny@jradley.com Phill Gower (Planning Matters), Fleet 624506, email: phill.gower@fccs.org.uk

We welcome suggestions of topics for inclusion in this twice-yearly Newsletter, and events for listing in the diary. Please send contributions to newsletter@fccs.org.uk or phone Gillian Wain on Fleet 677536. We encourage members to receive the Newsletter by email instead of printed copy. Please let Acting Membership Secretary Kathy Wilson know if you would like to receive the Newsletter by email only.

The views and comments expressed in this Newsletter are those of the contributor and not necessarily those of the Fleet & Church Crookham Society. Neither the authors nor the Society accept responsibility for any use to which the information contained in this Newsletter may be put.