

## ***Fleet & Crookham Civic Society***

Chairman : Dr. David Fearn, Fleet 615924  
Secretary : Mr. Colin Gray, Fleet 616183 e-mail colin.gray5@virgin.net  
Treasurer : Vacant position  
Executive Committee : Alison Macallan, Judith Sutherland.  
Membership Secretary : Mrs. Debbie Moss  
Co-opted members 2004: Jenny Radley FACC Representative Fleet 628751.  
Phill Gower, Planning matters Fleet 624506

### ***Newsletter Spring 2005***

**The Annual General Meeting of Fleet & Crookham Civic Society  
will be held on  
Wednesday 13th. April, 2005, starting at 7.30 p.m.  
at the  
Willis Hall, Sandy Lane, Church Crookham.**

***Please support your Society, come along and talk to us about your concerns on  
local issues. Your views matter and the Society is here to help.***

#### ***Chairman's Introduction***

This Newsletter comes at a time when the first steps are being taken towards the creation of a substitute for the Hart District Local Plan, which currently defines the way in which this part of Hampshire will be developed in the near-term future. The present version of the Local Plan, which was adopted in December 2002, was derived directly from the document written in the early 1990s and debated at great length for several years. This debate concluded with a year-long Public Inquiry before an Inspector appointed by the Department of the Environment, as it was then. Sadly, this Inspector reached many conclusions, which were contrary to the interests of the local community, such as the allocation of the land west of Hitches Lane as a potential development site.

It is now realised that this Plan is out of date and an effort is being made, under the direction of central Government, to produce a replacement document, which more accurately reflects, in theory, the aspirations of the local community. This is the Local Development Framework (LDF), which will incorporate the planning features of the parish and town plans now being formulated by voluntary groups in each town and village within Hart District. In this, the most daunting task has been accepted by Andrew Macallan, who heads the Group attempting to produce the Plan for Fleet and Church Crookham. With the largest population in Hart, and possibly the most apathetic, it is proving to be an uphill struggle to make progress. We should all be grateful to Andrew and his colleagues for accepting this very significant challenge.

As might be expected, this latest revision of the way in which local government is administered is having repercussions for the Society and for the members of its Committee. There are many more meetings to attend, with associated documents to read and letters to write, which represents an additional burden on top of that imposed by the escalating pressure from developers. As reported in previous Newsletters, and very often in the local press, there is a continual, increasing stream of proposals to demolish ordinary houses and bungalows and replace them with blocks of flats or retirement homes – all to make large sums of money for the landowners and developers. While some of these proposals can be accepted, and even endorsed, most are

in entirely unsuitable locations and have to be opposed by the Society and local residents, with attendance at Planning Advisory Group and Planning Committee meetings, and often at appeal inquiries. Any assistance with these and other tasks would be very much appreciated.

While I am offering our thanks to people who are serving the community so well, I must mention that Phill Gower, although no longer a member of the Committee, continues to support the Society as before, with very considerable enthusiasm. He attends virtually every Planning Advisory Group meeting, acts as our main interface with the Council on planning matters, monitors the Council website, offers practical advice on all types of planning application, and produces our Newsletters. He deserves our very sincere thanks.

Another topic worthy of attention at the present time is the liaison between the Society and the Residents' Association, which is now much closer than before, with Officers of the Association regularly attending our Committee meetings. As a result, we have improved the co-ordination of our respective activities, so that there is less duplication of effort, giving an overall increase in our joint effectiveness.

We did consider in some detail the possible amalgamation of the two organisations, but found practical and financial problems, which seemed to be close to insurmountable. For example, the Association has a membership on their books in excess of a thousand, but charges only a nominal annual fee. A greater difficulty results from a very large proportion of life members within this total, who pay no annual fee. The Committee of the Society felt that our 6-monthly Newsletter could not be discontinued, but to extend this to several thousand households could only be accomplished with professional help, which would result in a cost of thousands of pounds for each edition. This is clearly impossible without increasing the Association's membership fee by a factor of 10 or more, which would possibly be unacceptable. So it was decided, for the time being, to continue with very close collaboration, but take the matter no further.

I would finally urge all members to attend the AGM of the Society, in order to give your views on how we are performing, and to provide guidance as to your concerns about local matters. This feedback is vital if we are to represent fully the views and aspirations of the membership. I can guarantee that you will not be "press-ganged" into accepting some official position, although we will, as always, be very grateful if volunteers come forward. Similarly, contributions for future editions of this Newsletter are always most welcome.

*David Fearn*

**We would like to welcome the following new members to the Society:  
Mrs. J. Belgrove, Mrs. E. Lipscomb and Mr Henshall.**

## **FLEET & CROOKHAM CIVIC SOCIETY WEBSITE IS LAUNCHED!**

The committee is very pleased to announce that the long awaited website has been published and can now be visited at:

[www.fccs.org.uk](http://www.fccs.org.uk)

The website offers up to date news and articles on the Society's activities. It also contains details of forthcoming events including the Council meeting dates relevant to planning matters. The site also contains past newsletters and a members section which includes the latest newsletter and our Planning Guidance Notes – 'What to do if the developers move in next door'. We hope to add to the website as we progress and will keep you posted on developments.

Best of all, it means that our newsletters can be available on the internet **in colour!** To mark this occasion, members have a chance to win the last two remaining seats for the TAG Farnborough Airfield visit scheduled for the evening of 12<sup>th</sup> May 2005 - simply by visiting the website!

See accompanying leaflet for details.

### ***Diary of Events***

In reading the following section of the Newsletter, please excuse the use of a number of acronyms. These are:-

DLA	Defence Land Agent or Agency	pSPA	Proposed Special Protection Area (for nature conservation)
FACC	Farnborough Aerodrome Consultative Committee	SSSI	Site of Special Scientific Interest
MoD	Ministry of Defence	PDSG	Peter Driver Sports Ground (in Church Crookham)
PAG	Fleet & Church Crookham Planning Advisory Group	PC	Planning Committee
PI	Planning Inspectorate	QEB	Queen Elizabeth Barracks
		DE	Defence Estates
ODPM	Office of the Deputy Prime Minister	SEERA	South East England Regional Assembly
GOSE	Government Office for the South East	PCT	Primary Care Trust

Please note that routine meetings are not listed here. They include meetings of the Committee of the Society (approximately every 4 to 6 weeks), of the PAG (twice per month) and of the PC (twice per month).

### ***2004***

*29 September Redevelopment of 104-122 Reading Road South.* The Society objected formally to this planning application, for 12 2-bedroom flats in a single block.

*22 September Blackwater Valley and Hart Primary Care Trust (“PCT”) Board Meeting and AGM.* Two Society representatives attended the PCTs monthly Board meeting, which is open to the public. They later attended the AGM, at which the PCTs Chief Executive reviewed its performance over the past year and answered questions from the public.

*23 November Blackwater Valley and Hart PCT and North Hampshire PCT Joint Board Meeting.* A Society representative attended the first joint Board meeting of the two PCTs, which are now working together in a “cluster”, whilst remaining separate entities.

*27 September 35 Church Road, “Alvecote”.* The Society objected to English Heritage’s refusal to “list” this fine house, which was designed by the noted architect W H Bidlake in 1932 in Arts & Crafts style. It is an impressive example of his work, much of which elsewhere is listed with Grade 1 and Grade 2 status. It is threatened by demolition and redevelopment – for flats, as usual in Fleet these days.

*29 September Redevelopment of 11 Gally Hill Road.* The Society objected formally to this new planning application, this time for 8 flats on this small site. This is the 5<sup>th</sup> application to build a large block of flats next door to Christ Church (a Grade 2\* listed building), a proposal turned down by inspectors at appeal on all previous occasions. Clearly, this developer is eager to make some money from this site!!

*29 September Redevelopment of the Shotts Nightclub Site.* The Society objected formally to this planning application. In our opinion, this is not a suitable site for a much-expanded health centre, based on a move of the Richmond Surgery – it is well away from the population it serves, it is in a dangerous location from the point of view of access, and car parking is totally inadequate. In addition, the MoD originally placed a restrictive covenant on the land limiting its use to recreation. Despite this, the site already has “minded to grant” permission status for light industry and commercial applications.

*13 October Delegated Planning Powers in Hart DC.* The Society was very concerned about the outcome of the debate concerning delegated powers at this PC meeting. Basically, the plan is to speed up the planning process by extending the powers delegated to Council Officers, thereby reducing the role of the PAG and Councillors, and also the influence of local residents. In the latter case, it was proposed that these powers would be passed to the PC only if 20 letters of objection were received, but this was reduced to 10 at this meeting. The situation is made worse in that an objection from a parish council or community group would only count as one objection, regardless of how many people they represented. The Society regards this situation as being totally unsatisfactory, since it removes democratic control from much of the planning process.

*25 October Queen Elizabeth Barracks Exhibition.* The Committee of the Society attended a special showing of the exhibition at the Barracks, which illustrated the most recent planning applications. These included restriction of car parking along Bourley Road, to just 5 cars, the modification of the new roundabout at the junction of Leipzig Road and Beacon Hill Road, and the construction of a car park in the woodland adjacent to this roundabout.

*27 October Police Lecture to the Society.* A representative of the Hampshire Constabulary, Colin Pickworth, provided an interesting lecture to members of the Society. This was followed by an animated discussion, which lasted until late in the evening; sadly, it was necessary for the Chairman to bring the meeting to a conclusion.

*8 November Police Consultation Meeting.* The Society was invited to participate in this new initiative by the Police, and the meeting was attended by two representatives. It was very productive, but covered much of the ground already dealt with on 27 October.

*10 November Plan to Redevelop Redfields Garden Centre.* The Society objected formally to a new planning application to redevelop the Redfields site, including the construction of 70 houses and flats.

*11 November Redevelopment of the Shotts Nightclub Site.* This planning application was withdrawn, following opposition by the Society (see 29 September) and many others.

*17 November Town Healthcheck.* Andrew Macallan, the leader of the Healthcheck Group, issued the draft of a comprehensive questionnaire, which will eventually be widely circulated to local residents. It is extremely detailed, containing 49 questions concerning almost all aspects of life in our community.

*18 November FACC Meeting.* This FACC meeting was much more satisfactory than some others in the past, in that the Society was permitted to pose its carefully framed questions without opposition. These dealt with issues of concern to Church Crookham residents, such as noise pollution and the resulting noise contours. Reasonably satisfactory answers were forthcoming.

*24 November Fleet Christmas Festivities.* Following plans laid down by Phill Gower, members of the Committee assisted in various ways in the organisation of this very successful evening.

*29 November Special PAG Meeting to Discuss Amendments to OEB Planning Applications.* This meeting was attended by several members of the Society, and comprehensive notes were taken by our Hon Secretary. The meeting raised numerous points of concern to local residents and, in summary, nothing that the developer is proposing is likely to alleviate them, let alone solve them. As a result, there remains intense opposition to this scheme.

*30 November Redevelopment of 50 Gally Hill Road.* The Society was notified of an application to demolish this house and replace it with 7 flats. A formal objection was made to this proposal.

*1 December Hitches Lane.* The Society was notified of two further planning applications for the Hitches Lane greenfield site; these were an outline application for 300 houses, and a full application for 120 houses. They were virtually identical to those rejected earlier by the Secretary of State, so it was initially thought that

they were merely vindictive, with the aim of wasting everyone's time and money. However, it was discovered later that these new applications resulted from a High Court ruling that the Secretary of State had been technically incorrect in his refusal to allow the previous appeal by the developer.

*2 December Additional QEB Planning Applications.* Thanks to the efforts of Alison Macallan, extremely comprehensive objections were made by the Society to the latest applications from Taylor Woodrow concerning the proposed QEB development. These applications included restriction of car parking along Bourley Road, to just 5 cars, the modification of the new roundabout at the junction of Leipzig Road and Beacon Hill Road, and the construction of a car park in the woodland adjacent to this roundabout. While based on a desire to meet the opposition of English Nature to this development, very severe objections exist to these proposals.

*8 December Blackwater Valley and Hart PCT and North Hampshire PCT Joint Board Meeting.* A Society representative attended a short Board Meeting held to discuss plans to change the structure of the district nursing service and the PCTs proposals for Fleet Hospital. The PCT decided to proceed with public consultation on its proposals for Fleet Hospital.

*8 December Victoria Road Car Park Planning Application.* One feature of the town centre improvement plan is the requirement to provide access to the Victoria Road car park from Reading Road North. This is to be accomplished by extending Harlington Way into the car park, but this causes a small part of "The Views" to be lost. At the PC meeting held during this evening, the Society objected to this loss, although supporting the overall concept, and suggested that it be minimised. This proved to be an unpopular suggestion, since it resulted in a drop in the number of car park places, but only by three, so the application was approved without change. Clearly, the Councillors present regarded cars to be more important than "The Views".

*11 December Presentation to Mrs Pat Constantine.* Members of the Committee travelled to Medstead to make a presentation to Pat Constantine, to thank her for her many years of service to the Society. Pat was given a cut glass vase engraved with the Society logo and thanks for her support.

*16 December Hitches Lane.* The Society objected formally to the two new applications to develop farmland to the west of Hitches Lane. The reasons for our opposition were exactly as previously given, with the addition that the previous almost identical applications had been rejected at appeal.

*22 December Plan to Redevelop "Worton", "Beecroft" and "Ventura".* The Society objected formally to the proposal to demolish these quality houses in Branksomewood Road and replace them with 24 flats. The Council rejected this proposal and it now the subject of an appeal.

*22 December 35 Church Road, "Alvecote".* The Society objected again to English Heritage's refusal to "list" this fine house, putting forward additional reasons for listing.

## 2005

*4 January Redevelopment of 16A, 16B and 18 Castle Street.* The Society was informed that this planning application had been withdrawn. This represented a success for the Society and local residents in their campaign against this application.

*6 January DLA View Concerning QEB Planning Applications.* The Society wrote to the DLA to enquire whether the new QEB planning applications (see 25 October above) had their approval, and to ask why, as the public have always been excluded from the land to the east of Beacon Hill Road, they are now to be encouraged to visit this area. The reply was unsatisfactory, but hinted at financial considerations. Basically, MoD must make as much money as possible from the sale of the Barracks site.

*7 January Delegated Planning Powers in Hart DC.* The Society wrote formally to the Head of Planning at Hart DC to object to a proposed major change in the way in which planning decisions will be made in the future (see 13 October). It is proposed that there will be a considerable extension of the powers to be vested in the Council Officers, thereby reducing those of the PAG and of the individual councillors.

7 January 35 Church Road, "Alvecote". The Society was notified of another planning application to demolish this house and to replace it with 8 flats. The Society objected to this on 20 January.

19 January Plan to Redevelop Redfields Garden Centre. A representative of the Society spoke against this application at the PC meeting. A decision was deferred so that more information can be provided

19 January Plan to Redevelop 50 Gally Hill Road. A representative of the Society spoke against this application at the PC meeting. It would replace this single house with 7 flats. It was refused by the PC.

23 January Society's Website. The Society's new website reached test status.

24 January Application to Redevelop 35 Church Road, Alvecote. The Society formally objected to the new application to redevelop this site, replacing the present house with 8 flats.

25 January Fleet Hospital Consultation. The Society was well represented at a consultation meeting held at the Harlington Centre.

25 January Blackwater Valley and Hart PCT and North Hampshire PCT Joint Board Meeting A Society representative attended this meeting, which included discussion of the reduction in funding available to PCTs to meet the extra rent and rates costs arising from extension or redevelopment of GP surgeries. The PCT is trying to find solutions to this problem, which may affect the Richmond Surgery.

26 January Patient and Public Involvement Forum ("PPIF") Public Meeting concerning Fleet Hospital (held at Yateley). A Society representative attended this meeting, but as only one other member of the public was present, the meeting was replaced with an informal discussion.

27 January PCT Public Meeting concerning Fleet Hospital (held at Hook). A Society representative was the only member of the public to attend.

31 January Preview Meeting to Discuss Implementation of Fleet Town Centre Improvements. The Society was represented at this meeting, which considered the organisational and logistical problems, which will arise as the agreed town centre improvement scheme is implemented, commencing in early May 2005. However, work on the water main along the whole of Fleet Road will commence before this, in March, and will last for 5 weeks.

31 January Police Consultation Meeting (Church Crookham). Two Society representatives attended this meeting. The issues discussed centred on the problems caused by groups of young people in the evenings, particularly at Zebon Copse.

2 February Public meeting to present and discuss the South East Plan and the implications for Hampshire, organised by CPRE. SEERA has been given the task of establishing the level of housing (and other) development for the period 2006 to 2026. ODPM wants to see 36,000 per year, but SEERA has slightly modified this to 6 options. See article in this Newsletter.

9 February Redevelopment of 40-42 Kings Road. The Society objected to proposals to alter the parking arrangements in this new development. The revised arrangements are far less satisfactory than those submitted previously.

10 February Patient and Public Involvement Forum Public Meeting concerning Fleet Hospital (held in Fleet). Two Society representatives attended a well-supported meeting, which included much public discussion about the proposals.

11 February Queen Elizabeth Barracks Planning Applications. We were informed that the Special Planning Committee meeting scheduled for 1 March had been postponed, for uncertain reasons. However, potential road capacity analyses and associated problems may explain the deferment.

*17 February Meeting on Local Development Framework.* The Society was represented at this day-long meeting to discuss the concept and procedures involved in the Local Development Framework. At the basic level, this includes the parish and town plans being created in nearly all communities within Hart District. In Fleet, this work is being undertaken by a group led by Andrew Macallan; this group, which would welcome more assistance, is currently finalising the questionnaire fundamental to the "Healthcheck" of the town.

*22 February PCT Public Meeting concerning Fleet Hospital (held in Fleet).* Two Society representatives attended the PCT's second meeting in Fleet. but there was a lower turnout than at the previous Fleet meetings. The PCT felt this meant the public did not object to its proposals, although a member of the public raised concerns as to whether the consultation and the meetings had been sufficiently well publicised.

***FLEET CHRISTMAS FESTIVITIES Wednesday 23<sup>RD</sup>. NOVEMBER 2005.***

**A very successful event in 2004, Sue Collen, Fleet Town Centre Manager, is keen to see this develop into an even better event in 2005. All of Fleet Road will be given over to market stalls, musical entertainment, children's' games, charity stalls and local groups displays and fund-raising activities and all retailers will be encouraged to participate by opening late in the evening.**

**Vital assistance to help organise and marshall this event is provided by the Fleet Town Centre Group. The Society supports this group and a representative from your committee is an active member of this group.**

**Sue desperately needs help to make this event a success. Marshalls are essential at all road junctions to ensure that diverted traffic flows as effectively and safely as possible. Marshalls will also need to ensure that the throngs of people cross the road junctions safely and be available to direct visitors to the free car parks. If you can also help by distributing leaflets and posters, please let us know.**

**As we did last year, the Society has volunteered to take responsibility for the safe marshalling of the busy Church Road junction, between 3pm and 10pm on the Wednesday afternoon/evening. If you are able to help out for either a one hour or two hour slot between those times, we will be very grateful to hear from you.**

**Other tasks to prepare for the event also need volunteers, please. Please contact me if you can offer Sue some time.**

***Colin Gray : Tel. 616183 Email: colin.gray5@virgin.net***

**The New Licensing Act**

As you may have heard there are changes to the way Licensing is to be authorised across the country, and the range of licensable activities has been increased. Since 7<sup>th</sup> Feb. 2005 the responsibility for licensing passed from the magistrates courts to the local district or borough authorities.

Hart District Council will therefore take on the responsibility of licensing all activities in this district for:

- the sale of alcohol
- or supply of alcohol to club members,
- the provision of hot food late at night, between 11pm and 5am.
- and the provision of entertainment (film, plays, indoor sporting events, live music, playing recorded music, dance performances and provision of music or dancing facilities).

Exemption activities include films shown in museums or art galleries, incidental music, showing of live television, entertainment as part of religious services, garden fetes, Morris dancing and entertainment on vehicles in motion.

The Council are providing leaflets and advice to all those who consider they may require a license. The Licensing Officers are also available to speak to local groups and organisations to explain these changes.

There are to be four main types of license or authorisation:

- a) Personal License- to license individuals for the retail sale or supply of alcohol
- b) Premises License- to license premises for the retail sale of alcohol, the provision of regulated entertainment and/or late night refreshments.
- c) Club premises Certificates- to license the supply of alcohol or the provision of regulated entertainment in certain clubs
- d) Temporary Event Notices (TENs)- to license certain licensable activities on a temporary basis for functions such as at village fetes, music festivals, wedding receptions, school fairs or plays, etc.

All existing licensees will have six months from the 7<sup>th</sup> Feb. 2005 to apply for a Successor License and these will remain dormant until the 7<sup>th</sup> Nov. 2005 when all the new licenses will come into force. All premises and licensees will need to apply for a license within this time. Any application for a straightforward renewal of a current license will be automatically converted to a new license during this period. However, this is an opportunity for any licensee to apply for a change to conditions of their license, such as adding provision of regulated entertainment, or changing of opening hours, including up to 24 hour opening. This can be done at the same time as the application for the Successor License without incurring an extra fee. However, any changes to a license applied for after this period will incur an extra fee.

Any application for a new license or change of condition must be advertised by public notice on the premises and in the paper. Any premises must also comply with other relevant legislation for food safety, building, health and safety and disability access.

It is now the statutory duty of the Council to provide a Licensing Committee of up to 15 of its Council members. This has the responsibility to publish a Licensing Policy and to provide the members of the Licensing Panels who make the decision on any license applications that have been contested.

Local councillors on the licensing hearing panel will not be able to represent the concerns of their electorate. They have a quasi-judicial role and can only decide whether to grant or refuse a license on the information presented to them at a hearing, they must demonstrate utmost impartiality. Should it be shown that they have expressed a bias, they may incur appeal proceedings and any consequent costs to the Council.

### **Who can object to a license?**

Only the police can object to a Successor License or to a TENs (Temporary Events Notice) License. However, applications for new premises licenses and variations to new or successor licences can be objected to by amongst others:

- the Police,
- anyone living or working nearby,
- representative bodies such as residents' associations, Fire Authority, Health and Safety, Social Services and the Planning Authority.

Any challenges to an application must be with regard to the four licensing objectives:

- a) the prevention of crime and disorder
- b) public safety
- c) the prevention of public nuisance and
- d) the protection of children from harm.

It is recognised that the best means of promoting the licensing objectives is through co-operation and partnership between local businesses, the police, local authorities, performers, those involved in child protection and local people.

The overall aim of these changes is to allow more local control over regulation of licensable activities so as to suit the local needs.

If you have any further enquiries please contact the Senior Licensing Officer at Hart District Council. Tel: 622122.

***Jenny Radley.***

### **Farnborough Aerodrome Consultative Committee (FACC)**

The FACC is a committee consisting of representatives from 3 groups: the aerodrome operators & users, local authority members and local interest groups. There are 24 members in all, who meet once every 4 months to discuss the activities at Farnborough Aerodrome. The committee aims to provide an effective forum for the discussion of all matters concerning the development or operation of the Airport, which will have an impact on the users of the airport and on people living and working in the surrounding area.

The aerodrome was taken over by TAG Aviation in 2000 when the principle activity changed from military aviation to that of a business airport. TAG have invested in significant developments on the site, providing careful landscaping and ground work as well as making substantial investments in aerodrome infrastructure. It is TAG's ambition that Farnborough should become the headquarters for their aviation group. A recent application to build a 3-4 star hotel on the edge of the site has recently been withdrawn. However it is clear that this expanding business airport will provide new opportunities for the surrounding area.

The Fleet and Crookham Civic Society has representation on the FACC as it is a local interest group and this allows local people the opportunity to express their comments and questions to the FACC through the nominated representative. The FACC representative is an important contact link for those who live under the busy south-west flight path.

The regular venue for meetings of the FACC is the British Aerospace Park Centre building on Farnborough Aerodrome, reached from The Queen's Roundabout entrance in Farnborough on the A235. The car parking area for the 'Park Centre' building is usually signed from there.

#### **The next meetings are to be held on:**

**Thursday 24<sup>th</sup> March 2005 at 2pm and Thursday 28<sup>th</sup> July 2005 at 2pm.**

These meetings are open to the public although it is generally agreed that members of the public are only entitled to ask questions for a 15-minute session toward the end of the meeting. The Chairman, at his discretion, may allow members of the public to speak during topical agenda items. The meetings generally tend to last for up to 3 hours.

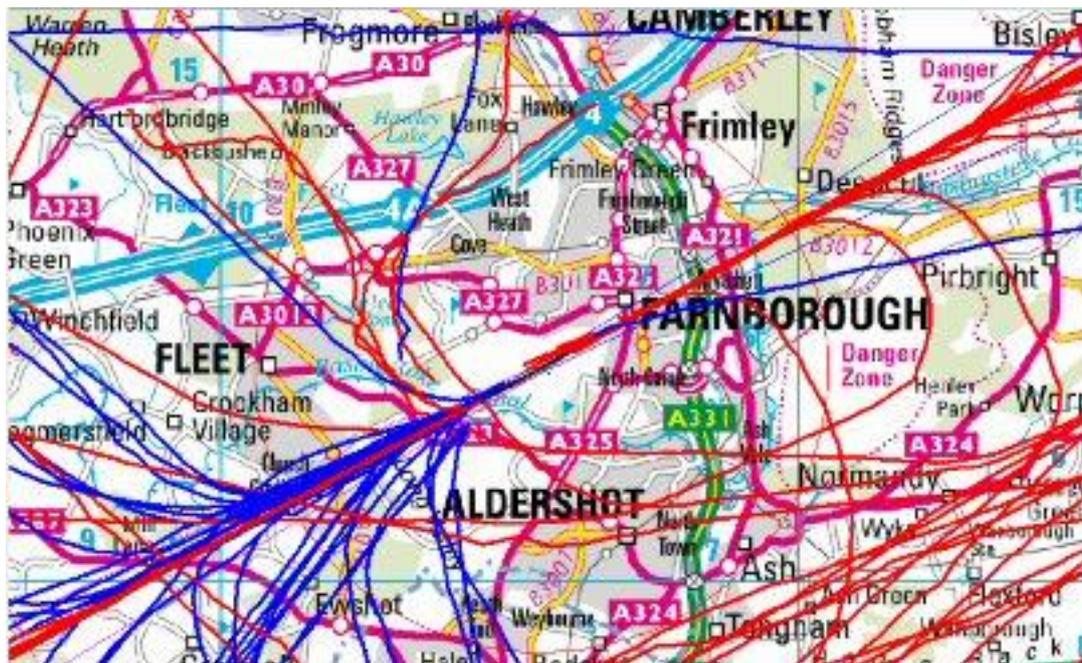
Over the past year we have seen the publication of the confirmed Public Safety Zone (PSZ), which extends into parts of Church Crookham. This is an elongated tri-angular area extending out along the centre line from the end of each runway. Government policy ensures there is no new development that will increase the population residing and working within the PSZ. Ideally effort is made to decrease the population as and when the opportunity arises.

The Committee has reported on the Instrument Landing System (ILS) which is the computerised system designed to assist virtually all of the business aircraft that fly into Farnborough. It provides a cone of airspace in to which aircraft are funnelled onto the runway. Ground based guidance beams are used to guide aircraft along the best flight (glide) path for stable and safe landings.

Another interesting report has been on the newly published noise contours. These indicate the various noise levels which areas are exposed to by aircraft using the aerodrome. These contours are important for health and safety reasons and are used to ensure adequate noise insulation for new buildings. TAG is committed to limiting the noise contours to within boundaries laid down as part of their planning permission. TAG is pleased to show that the recent measurements for these noise contours indicate that the significant noise level of 60 dB(A) is confined within the aerodrome boundary. However there remains local concern particularly regarding the use of reverse thrust by aircraft as they land.

The committee regularly engages in detailed discussions about safety, noise, aircraft tracking and general operations as well as reports relating to the Airshow. TAG also provides an information report at each meeting on the aircraft movements, noise monitoring, air quality monitoring, complaints, new development and new initiatives from the previous four months.

As an example Farnborough have a very sophisticated aircraft tracking system. The chart below depicts the flight movements in and out of the aerodrome on a single day, 10<sup>th</sup> Oct. 2004.



An exciting project has also been going on over the past 9 months to develop a web-site for the FACC. This should provide a very useful and up to date information reference about the Farnborough Aerodrome Consultative Committee: meetings, members, agendas and minutes as well as important information relating to the activities and aircraft at the airport.

Please feel free to contact Jenny Radley (01252 628751) if you have any issues you would like to be raised at the next FACC meeting.

**Jenny Radley**

#### ***Farnborough Aerodrome Consultative Committee (FACC) on the Internet***

Five members of the FACC are currently constructing a user friendly website, which it is hoped, will go live in the very near future. The working group consists of Ann Bartnaby and Roger Walker of TAG, Geoff Marks of Farnborough Airport Residents Association (FARA), Cllr Norman Lambert of Hart District Council and myself. We have been working closely with TAG to provide the public with useful information in an easy format to access. This will be a working website, with content changing regularly.

Information that will be available includes:- date of the next meeting; past minutes, agendas and reports; constitution and the role of the FACC; environment issues such as noise and track monitoring and air quality; contact details and aircraft types.

When the website goes live, the FCCS website will give the information. Please keep looking and if there is anything that you feel would be useful to have on the site let me know and the working group will discuss it.

**Debbie Moss**

#### ***Fleet and Church Crookham Health Check***

The 'Health Check' for Fleet and Church Crookham is progressing, albeit slowly at present. The group has carried out a review of Social, Community and Environmental issues and will be tackling Transport and Economy this year. A draft householder questionnaire has been produced to find out opinions on a wide variety of issues including traffic, development, sports and recreation facilities and health. This will be issued in spring/early summer after a trial run. The group has also had a good offer of help from Court Moor School to try to find out the views of children about their local area. The group hopes to set up a web site shortly to make the information it gathers available to everyone.

Hart District Council held its second seminar on Village Appraisals and Health Checks (both similar exercises but for different sized communities). This has made me remember how important this exercise is and how vital it is that we keep up with the other areas of the District who are progressing well with their plans. The information produced by these studies will eventually lead to an Action Plan covering a wide variety of topics, all supported by a community view. Some of this information will be used by Hart District Council in the new Local Development Framework, which will replace the Local Plan. It is therefore vital that the 'Health Check' is carried out in a thorough and democratic way.

Although the Health Check Group has the support of Hart Council, Hampshire County Council and follows principles set out by the Countryside Agency, there is little financial support available. Other villages and towns are supported by Parish or Town Councils. It is possible the group may be able to secure up to £5,000 from the lottery but this needs more manpower to put together an application.

Hart Council have helped the group with the questionnaire and made available some software that the group can use to have a web-based questionnaire. Ideally the group needs more help from volunteers to take up consulting other groups such as the elderly, children, visitors to the town, the business users or to look into transport issues. If you feel able to spare some time each month, please contact Andrew Macallan on 01252 668076.

*Andrew Macallan*

### ***Community Policing***

The Society convened a meeting on 27 October 2004 to discuss crime, antisocial behaviour and other issues connected with policing our community. We were fortunate in having in attendance PC Colin Pickworth, one of our local Police Officers, who gave a fascinating and absorbing address. The discussion, which followed, was very interesting indeed, covering a wide range of topics and having to be prematurely concluded when we reached the end of the period for which we had hired the hall. This certainly demonstrated very clearly that these issues are of great importance to many residents, and the impression was gained that public money devoted to crime prevention and detection is well spent.

PC Pickworth commenced with some interesting statistics, which illustrated that policing in Fleet has improved remarkably since the days when we were provided with, on average, less than one Officer!! As at December 2004, there were 9 Officers allocated to the Fleet area, including three in the town centre and Pondtail, two in Fleet West, two in Church Crookham and two in Elvetham Heath and Ancells Farm. In addition there is a "response section" based in Yateley, with typically 5 cars in operation in our area. Interestingly, bicycles have returned as an accepted mode of transport.

He confirmed that Fleet is an area with a relatively low crime rate, with 45 burglaries to date in 2004. Most problems are due to juvenile misbehaviour, a lot of which is related to alcohol abuse. However, car crime at the Fleet Services area on the M3 was, at that time very severe, with 300 thefts to date in 2004, partly due to a lack of co-operation by the Services management. Of course, this situation has since improved, as reported in the local press.

The nuisance caused by groups of youths was (and is) very severe. The Police have very limited powers to deal with them, so they merely tend to be moved from place to place, together with the associated vandalism, graffiti, broken bottles, litter, excessive noise and so on. For example, groups have been dispersed from the Basingbourne Road recreation area to the Velmead Community Centre, then to Zebon Copse, and more recently to the Peter Driver Sports Ground in Church Crookham and the Verne. PC Pickworth emphasised that if problems like this occur anywhere, the Police should always be contacted.

He also spoke of the need for road safety measures to be taken, including more speed cameras; he knew of instances where speeds in excess of 60 mph had been recorded in 30 mph limits. In this and all other relevant areas of concern, consultation with the public is deemed to be essential. He urged everyone to have no hesitation in contacting the Police about any real concerns.

Much of the subsequent discussion centred around the youth problems. It was suggested that the "yellow/red" card system might be introduced, in which a yellow card is a strong warning and a red card results in a court appearance. This is apparently working in Basingstoke, where no one has yet received a

red card. Other approaches being adopted include talks by Police Officers in schools, which is often done in Fleet. In the context of youth crime, there is apparently a considerable concern about victimisation and intimidation of witnesses; this is due to names being divulged to offenders, which cannot normally be avoided. This certainly seems to be a deficiency of our legal system.

At the time of the meeting, there was considerable concern nationally about the failures of Police databases to be kept up-to-date and even retained. This was discussed at length, and PC Pickworth was able to assure members that the situation is improving. Different categories of information are now being kept on different computer systems, but these are to be amalgamated soon, with connections nationally. The investment in Hampshire in this area is currently about £6M.

Many other topics were covered by the meeting, usually in some detail. Most of these were of a minor nature in themselves, but they could result in considerable annoyance and sometimes in serious disputes and even injuries. Examples included cycling on pavements, cycling without lights, parking across or even in people's driveways, particularly near schools when picking up or dropping off children, the use of unlicensed cars, parking on pavements and causing an obstruction to pedestrians, late-night fireworks and the new legislation about this, the noise from parties, and the effects of the new licensing laws.

In all, this was an excellent meeting. Those who attended gained a great amount of information from it and were, in turn, able to pass their concerns onto a very receptive and understanding Officer.

As a result of this meeting, the Society was invited to participate in future liaison meetings with the local beat officers.

*Judith Sutherland and David Fearn*

#### ***Police community consultation meetings***

The police have initiated regular meetings with representatives of local community groups, with the aim of achieving better links with the community. One of the key points to emerge from these so far is the importance of reporting problems, even when we feel nothing can be done or the culprits will have moved on before the police arrive. The information can still be useful to the police in building up a picture of the movements of troublemakers. It also means they have accurate statistics which help to ensure they have adequate policing resources for our area.

The behaviour of groups of youngsters continues to be problem, and the police suggest parents should ensure they know where their children are, particularly when we get on to the long summer evenings. The approach of summer also means we are entering the peak period for burglaries from sheds, as criminals steal garden tools to sell in the spring.

The police are concerned that children, some as young as 8-10 years old, are riding mini mopeds without helmets or proper documentation, apparently unaware of the need for them. Anyone riding a power bike on the highway must have these.

If you have any issues or suggestions you would like us to raise at the police liaison meetings, please let us know. Similarly, if you have information about regular problems in your area, we can pass them on to the police at these meetings.

*Judith Sutherland*

#### ***Queen Elizabeth Barracks***

The prospective developer of Queen Elizabeth Barracks (QEB) submitted amendments to the planning application in Autumn 2004 and a further period of public consultation finished on 26 November 2004.

The amendments include proposals for a Visitor Management Strategy (VMS). The VMS is an attempt by the developer to implement measures that the developer hopes will demonstrate that residents from the 1,132 homes proposed at QEB will not have a detrimental effect on the nearby Thames Basin Heaths proposed Special Protection Area (pSPA). The Society understands that the pSPA will soon be confirmed and classified by Government as a Special Protection Area (SPA).

If the 1,132 homes are considered to have a detrimental effect on the habitat of the SPA or the protected species it supports, the development cannot go ahead.

The local fragment of the Thames Basin Heaths known as the Bourley and Long Valley Site of Special Scientific Interest includes most of the area around Tweseldown, the area to the south and east of Beacon

Hill Road and the areas between The Foresters Pub and Velmead Road, now being called Velmead Common. These areas are Ministry of Defence land.

These areas are environmentally sensitive as the (now rare) lowland heathland habitat supports three species of bird protected by European legislation. Two of the birds are ground nesting and thus are vulnerable to increased 'people pressure' as well as predation from cats and dogs.

We are lucky to have an area of such importance to nature conservation in our locality and it is important that any measures necessary to support and conserve the protected species are fully explained to residents to gain acceptance.

It is therefore particularly unwelcome that the VMS proposes enforced restriction of legitimate access to the countryside enjoyed by the residents of Fleet and Church Crookham purely to try to accommodate an over-large housing development. This area has already seen a rapid growth in population for decades that has not been accompanied by appropriate increases in infrastructure.

Now the VMS proposes to restrict our access to open space. It is proposed to reduce the large Bourley Road car park (the one just past the racecourse) to just five spaces. This car park is very popular and is currently used by hundreds of people every week. A new 40-space car park is proposed for an area at the bottom of Beacon Hill Road. However, as very many people have pointed out in their letters of objection, this water catchment area is very wet, hilly and boggy. Many also feel unsafe in the dark, dense woodland and do not feel it is a suitable alternative to the attractive open heathland.

It is also proposed to close many footpaths, especially in the Velmead Common area. This will also have a direct impact on residents many of whom can walk to this area from their homes.

The Hart District Local Plan notes that we have a shortage of public open space. It also notes that military land helps to make up for the shortage. Although the SPA is not public open space, legitimate access has been enjoyed by residents for decades and the Defence Estates website confirms a policy of public access (military requirements permitting of course)

Is it right that residents should have such measures imposed upon them in order to accommodate a large housing development? As the QEB planning application still has not been before the Planning Committee, there is still time to contact your Councillor to make your views known. Please make your views known about the open space issue.

Contact details for Councillors can be found at the website [www.hart.gov.uk](http://www.hart.gov.uk). Please telephone Alison Macallan on 668076 if you require help to find your Councillor

*Alison Macallan*

### ***Hitches Lane Update***

As members may be aware from the local press, the saga of Hitches Lane continues, with the developers still eager to make as much money as possible from this greenfield site to the west of the currently designated boundary to Fleet and Church Crookham. Of course, they received a setback, as reported in the last Newsletter, when they lost their appeal against the refusal of Hart DC to allow this development. Although the Inspector found in their favour, based entirely on the land supply situation within Hart District and no other considerations, the Deputy Prime Minister concluded that this was incorrect, and overturned his decision, refusing the appeal.

The whole community was thus amazed when the developer soon submitted another pair of applications, which were essentially identical to those that had been so recently rejected. The society immediately opposed these, on the same grounds as before. However, it later became apparent that these were not just vindictive applications, aimed at wasting everyone's time and money, since they were based on a High Court decision that the Deputy Prime Minister had been in error in over-ruling the Inspector in the earlier appeal. As it seems that this legal decision revolves around technicalities and not facts, the situation is not clear at the present time, and we await the response from Whitehall with interest.

*David Fearn*

### ***The South East Plan***

The South East England Regional Assembly will be sending all households a leaflet seeking your views on the future growth and development of the South East. The leaflet is orange with “YOUR SHOUT” printed on the front. This is a very crucial consultation process and we urge everyone to respond. If the response is low, the Office of the Deputy Prime Minister is likely to direct SEERA to opt for the highest growth rate, which is beyond their own “moderated” level.

The South East Plan will be the defining document for all housing and commercial development for the period 2006 to 2026. The Plan replaces the old county structure plan system in which counties were given a housing requirement and had to allocate this to districts. Now SEERA will dictate how much development will be allocated across the sub-regions (see the table of areas below). Those of us who might have questioned how much Hampshire County Council really knew about us in the north east of the county, will shudder at the thought of a much larger authority based even further away planning our future.

The message that we need to put across is that the South East, and in particular, Hampshire, cannot continue to accept the very high level of housing we have experienced in recent years. Further, the service infrastructure needed to serve the existing level of housing is already at breaking point. There have been a number of meetings in Hampshire at which the options of growth proposed by SEERA have been debated. Cllr. Jonathan Glen has participated or chaired a number of these. He recommends that our stance must be “No housing without infrastructure”. He makes the point that central government has made no finance available to address the level of infrastructure that any of the growth options would inflict on Hampshire (or the S. E. in general).

I have seen the leaflet that SEERA intends to circulate. It does not give us the opportunity to seek to address the deficit in infrastructure, which now exists. The leaflet summarises the perceived needs of the South East and affordable housing is of course one of these. At the moment the provision of affordable (low cost, rental or shared ownership) is tied to the level of market housing by the requirement for a percentage of any development in excess of 14 dwellings to be affordable (currently about 25%). This gives developers the lever to persuade us we need more open market housing in order to obtain affordable homes. The provision of affordable dwellings must be separated from open market provision. The consultation paper does not ask you to comment on that.

It is not my place to tell you how to fill in the form, but please give it careful thought. The form suggests there are three options. In fact there are six. The second three options (2a, 2b & 2c) are the same overall numbers per year but at a higher rate of economic growth in selected areas; what SEERA calls “Sharper Focus”. The second three give North and East Hampshire (within the Western Corridor) and South Hampshire a higher level of housing. The following table shows the three annual totals for the South East, separated by the Options. I have added a seventh column which shows the annual rate proposed by ODPM, allocated to the regions in the ratio of Option 2c. To their credit, SEERA has said they believe that the ODPM figure is too high, but their figures are scary enough for me!

Option 1 is Continuation of Existing Policy; Option 2 is Sharper Focus and you should note that the Western Corridor level increases significantly under this option. The move to this option is hidden within the questionnaire under Q3, which asks you if you would like to see “more emphasis on economic growth”. Economic growth brings lots more employment opportunities and drives demand for more housing, as unemployment levels in Hampshire are very low. Within the consultation document is a sentence “We risk damaging the economy (“of the South East” they mean here) if business cannot find the staff they need...” Think carefully about this. My own opinion is that perhaps business should take their jobs to areas of the U.K. where there are people without jobs? Would that not be preferable to expecting those people to move south to find work, thus leading to the deterioration of communities elsewhere?

**Annual Housing Options  
2006-2026**

Sub Region	Housing Option						ODPM
	Option 1a	Option 1b	Option 1c	Option 2a	Option 2b	Option 2c	
Western Corridor & Blackwater Valley	3,500	4,000	4,800	4,300	4,900	5,900	6,638
South Hampshire	2,800	3,200	3,800	2,900	3,300	4,000	4,500
Milton Keynes & Aylesbury Vale	3,300	3,300	3,300	3,300	3,300	3,300	3,713
East Kent & Ashford	2,400	2,500	2,800	2,600	2,800	3,100	3,488
Sussex Coast	2,700	3,000	3,600	2,300	2,600	3,100	3,488
Kent Thames Gateway	2,900	2,900	2,900	2,900	2,900	2,900	3,263
London Fringe	1,500	1,700	2,100	2,000	2,300	2,800	3,150
Central Oxfordshire	1,300	1,500	1,700	1,400	1,600	1,900	2,138
Gatwick Area	900	1,100	1,300	1,300	1,500	1,800	2,025
Rest of Hampshire	1,200	1,400	1,600	700	800	1,000	1,125
Rest of East Sussex	300	400	500	400	400	500	563
Isle of Wight	400	500	600	400	400	500	563
Rest of Oxfordshire	700	800	900	300	300	400	450
Rest of Buckinghamshire	200	200	300	200	300	300	338
Rest of Kent	700	800	1,000	200	200	200	225
Rest of West Sussex	400	400	500	100	100	100	113
Rest of Berkshire	100	100	100	100	100	100	113
	25,500	28,000	32,000	25,500	28,000	32,000	36,000

The mathematicians among you will notice that each column does not add to the overall total allocation. This is due to rounding up or down to nearest whole number. The overall totals are described as follows: 25,500 per year matches the average achieved over the past 5 years, 28,000 is the level achieved in 2004 and 32,000 is the level “some experts say we will need in the future”. 36,000 is the level the “experts” of Mr. Prescott’s office say we will need. Given the dubious forecasts of experts in the past, add a large pinch of salt to the last two figures. Note just how high the housing figures are in all Options for the Western Corridor and South Hampshire. The Western Corridor is a large area, already highly developed. It stretches from just south of Basingstoke to Slough in the north and includes all of Hart District.

If you feel strongly enough about the consultation paper, please feel free to add a letter to the form giving your reasons for the way you have completed it. Unlike the North East, we are not to be given the opportunity to vote on whether we actually want a Regional Assembly for the South East of England. This has been set up and has existed for two years. There are elected councillors from our local authorities on the Assembly and some environmental organisations are represented, but it is basically an unelected government body and, as such, will be guided by the ODPM and government policies.

The Society has managed to obtain a limited number of the ‘Your Shout!’ questionnaires, and have included them with as many newsletters as quantity allowed. (Additional copies are obtainable from the Council Offices). We urge you to complete this survey as opportunities to make input into SEERA are likely to be extremely limited. Please note the completed questionnaires need to be returned to the address on the form, no later than the 15<sup>th</sup> April 2005.

The full text of the South East Plan can be seen on [www.southeast-ra.gov.uk/southeastplan](http://www.southeast-ra.gov.uk/southeastplan). This includes maps to show the full extent of the South East Region and the sub-regions within it.

*Colin Gray*

### ***Fleet's Architectural Heritage***

As all residents will realise, Fleet and Church Crookham have very little architectural heritage, partly because they are very new compared to many surrounding settlements, such as Odiham and Crondall. If you look at the Ordnance Survey map of this area of the mid-1800s, you will see that Fleet did not exist at all, and that Church Crookham consisted of about 4 buildings only; these included the newly constructed Christ Church, the Wyvern public house and a couple of large houses. The houses which followed in the next 70 or 80 years were often very large and of high standard, and would certainly be worth preserving if they still existed. Unfortunately, the building explosion of the 1950s and 1960s, which continues to this day, caused most of these fine houses to be demolished and to be replaced by generally unexciting and uninteresting modern architecture.

As there are now so few of the old buildings left, every effort should be made to conserve them; they form our very limited architectural heritage and we owe it to the younger generation to oppose any moves to demolish them or to destroy their local environments. As an example of the need to do this, the Inspector who conducted the Inquiry into the proposal to build a block of flats on the site of 11 Gally Hill Road was influenced by the need to retain the setting of Christ Church, which is adjacent to this site and is a Grade 2\* listed building.

Clearly, "listing" is a way of helping in the protection of this very limited heritage and we would encourage any member who is eager to preserve a significant building to commence the listing process; this can be done through the Committee. In this context, the Society has been involved in the strenuous efforts being made to list 35 Church Road, "Alvecote", to strengthen the case against demolition (two planning applications aim to replace it with flats and houses).

Alvecote is significant in that it was designed in 1932 by a renowned architect, W H Bidlake, and is a fine example of Arts and Crafts style architecture. Many other buildings designed by this architect are listed, including two with the Grade 1 category and three with Grade 2\*. His work has been judged by many experts to be of national importance, so there is some hope that Alvecote might also eventually be listed. It would be a tragedy for Fleet if this fine example of his work were lost. However, the authorities responsible for the listing process are not eager to comply, ironically because the interior of the house has been changed; the relevance of this is hard to see, since only the owners ever view the interior. The Society is contesting this decision.

Perhaps it is time we considered applications to list groups of significant buildings in an attempt to protect the character of an area. This applies to buildings adjacent to our churches, at town gateways and major junctions. We would welcome suggestions from members and, of course, from the owners of the properties that might be affected, since Listing has an impact on what an owner can do. Hart Council has a list of significant buildings that deserve protection but are not sufficiently notable for Listing. This list might be enlarged to by your suggestions.

***David Fearn***

### ***Delegated Planning Powers***

The FCCS letter sent to the Mr Matthew Evans, Chief Planning Officer, Hart District Council is below:

Dear Mr Evans,

#### **Delegated Powers within the Planning Process**

You will be aware that the Society takes a close interest in planning matters within Fleet and Church Crookham and, particularly, where there is an increased threat to infrastructure and loss of amenity within the area. Undoubtedly you will be very familiar with the changes in Planning Policy Guidance over recent years from central government and the pressures that this places upon the standards for development criteria within the district. Without going into any great detail, we assume you will appreciate that this forms the basis of many of the concerns (and therefore the objections) of amenity groups such as ourselves.

Whilst we have no political persuasion, we note that we have democratically elected councillors who represent the views of the residents of their various wards. It is these councillors that we rely upon to represent our views, not least on matters relating to planning applications. We therefore write to express our concern that the opinion of our ward councillors will carry much less weight if the changes regarding the scope of delegated powers to planning officers are permanently adopted.

It seems very clear to us that the role of the planning officer is primarily to provide technical advice to elected members, based on planning policy guidance provided by Westminster. Equally it appears that the decision making process, armed with the technical advice of the planning officer, should remain with the councillors, who also benefit considerably from local knowledge. It is this local knowledge, which appears to be such an important ingredient in the outcome of so many planning appeals at which the Society is represented. Additionally, Fleet and Church Crookham have individual issues that cannot be generalised by central planning policy. The shortcomings in the transport infrastructure, extremely high car ownership levels and lack of truly affordable accommodation are clear examples of the issues which are particular to this district and do not conform to national averages. It is therefore not practicable to force-fit local issues into the generic Planning Policy Guidance mould, without first considering the limitations and needs of our towns. This is highlighted by the obvious inadequacy of the provision of one parking space per four-bedroom house, as recently applied for within Fleet. Whilst this may conform to National guidance, it is blatantly obvious that this is simply not conducive to sustainable development within our towns.

To rely upon any single councillor, or an objector count, risks demonstrating an over-simplification of the planning process and, in our opinion, is likely to give rise to considerable inconsistencies between applications. Whilst we aim to work closely and supportively with the planning department, we note that if we have ever needed to raise a complaint, it is generally in respect of apparent inconsistencies within the decision making process. A recent example of this problem is the complete collapse of the appeal defence against Sunrise Medical for the Church Road development for flats for the elderly last year. Again, without going into detail, the Society was very concerned about the disparity between officers, elected members and residents/the Society. We believe that it is these inconsistencies, which were fundamental to the loss of this appeal. The consequences of this loss are becoming all too clear as the development proceeds.

The danger of the proposed reliance simply upon objector numbers is self-evident. I refer, for example, to application number 04/00390/OUT (16A, 16B and 18 Castle Street). You will note that over 250 letters of objection against this 'infill' application were received, for 'only' 13 dwellings. Whilst the Society feels that this application is unsuitable (and we have objected accordingly), we suggest that the importance placed upon third party representations cannot be measured by a simple 'head count', since other, more damaging applications might well generate far fewer letters in some parts of our towns. Thus we do not consider that an objector count of ten is a workable indicator; it is, in any case, a totally arbitrary number. (We also point out that, if needs be, we have rather more than ten members to call upon!!)

At this juncture, it is also worth highlighting the importance of the Parish Councils, or in the case of Fleet and Church Crookham, the 'surrogate parish council', the Planning Advisory Group (PAG). It appears very clearly that the proposed changes would remove much of the weight placed upon the recommendations by the PAG, reducing this body to the equivalent of one resident letter of objection. This is totally unacceptable.

It is therefore not unreasonable to question the future of the Planning Advisory Group itself. The very large majority of Fleet & Crookham councillors now attend this informal meeting twice per month. The Society also places considerable importance on this meeting and at least one, but normally several members of our Committee attend on each occasion. From our point of view, these meetings provide a rare forum to interact with elected members on planning matters. Our perception of the benefits to councillors is that they are exposed to all planning applications in the area, both large and small. They gain a good understanding of the acceptability of a large cross section of applications across the towns, rather than just applications relating to their own wards. It provides an opportunity to discuss these applications with other councillors and helps to ensure a collective and consistent approach to planning in Fleet and Church Crookham. We believe that it this consistency which is of paramount importance to the towns and which is most threatened by the proposed changes.

Whilst we appreciate that these alterations are provisional only for an experimental period of 5 months, we share Alistair Clark's concerns regarding subsequent changes (Email to others, including Viv Evans, dated 15<sup>th</sup> October 2004, 11:36 am).

Needless to say, we fully support Mr Clark's concerns, and would appreciate it if we could be involved in any subsequent meetings/consultation on this matter. If this is not possible, please keep us informed of all relevant decisions.

Yours sincerely

**D G Fearn (Dr), Chairman.**

***Predetermination***

Another issue of concern to the Society is the predetermination issue. This has arisen out of the Nolan Report that was concerned with personal or pecuniary interest in development applications, but which has made reference to councillors determining their stance on a specific application before it has been debated in council. This has been widely interpreted by a lot of local authorities with varying degrees of adverse implication for democracy.

Hart Council has introduced a policy that states that no councillor on Planning Services Committee (previously called Development Control) may take part in the debate or vote if they have expressed an opinion in favour or against an application before the meeting. The implication is that councillors are inflexible and incapable of having their opinions changed by reasoned debate, additional evidence or altered circumstances. Possibly a councillor might be so opposed to an application on principle that no argument would change his or her attitude, but surely such a person should not be denied a vote?

We rely on our councillors to represent us. Any form of gagging is just not acceptable. *Colin Gray*

**USEFUL NUMBERS**

<b>Service/Organisation</b>	<b>Telephone</b>	<b>Website</b>
Local Police	0845 0454545	
Crime Stoppers	0800 555111	
Aircraft flight path complaints	01252 526001	
Pollution incidents (Environment Agency)	0800 807060	
Environment Agency	01276 454439	<a href="http://www.environment-agency.gov.uk">www.environment-agency.gov.uk</a>
RSPCA	08705 555999	
Hart District Council	01252 622122	<a href="http://www.hart.gov.uk">www.hart.gov.uk</a>
Hampshire County Council	01962 841841	<a href="http://www.hants.gov.uk">www.hants.gov.uk</a>
Hampshire Highways	01256 764444	
Telephone Preference Service (to stop commercial cold calls)	0845 0700707	
English Nature, Lyndhurst Office (Hampshire HQ)	023 80 283944	<a href="http://www.english-nature.org.uk">www.english-nature.org.uk</a>
English Nature, Peterborough Head Office	01733 455100/101/102	<a href="http://www.english-nature.org.uk">www.english-nature.org.uk</a>
Fleet Town Centre Manager		<a href="http://www.ftcg.org.uk">www.ftcg.org.uk</a>
Hampshire CPRE	01962 843655	<a href="mailto:director@cprehampshire.org.uk">director@cprehampshire.org.uk</a>
Hampshire & Isle of Wight Wildlife Trust	01489 774400	<a href="http://www.hwt.org.uk">www.hwt.org.uk</a>
Swan Lifeline (rescue service for swans, but will sometimes include geese in distress)	01753 859397	

**Please help to reduce the Society's administration costs by paying your membership by standing order :  
For existing annual members:**

**In order that the Society is best able to utilise funds to maximise activities, please help the Society to minimise the cost of membership renewal each year.**

**The Society would be greatly benefited if you could complete the standing order mandate so that your membership may be renewed automatically.**

**For New Members:**

**Please complete the standing order mandate below, and enclose a cheque for £5 payable to the 'Fleet & Crookham Civic Society'**

**Thankyou for your subscription.**

Name (please print)	
Address	
Email address (optional)	
Signature	
Date	
Donation (optional)	£ (Please enclose cheque, payable to Fleet & Crookham Civic Society)

**Standing Order :**

(You may cancel at any time by contacting your bank)

To the Manager :

Bank Name	
Address	

Please pay to the account of :

Fleet & Crookham Civic Society, account number 23013086 Sort Code : 72-00-05 at Girobank PLC, Bootle, Merseyside,G1R0AA,

the sum of £5.00 (five pounds), annually starting on 1<sup>st</sup> January 2006, until further notice.

Sort Code				:			:		
Account Number									

This bankers order cancels any existing bankers order to the credit of this account.

Signed	
--------	--

Please contact any of the Committee members if you are unable to join by standing order and therefore need to renew annually.

---

Please  
Affix  
Stamp

***Debbie Moss***  
Membership Secretary  
Fleet & Crookham Civic Society  
9 Keynes Close  
Church Crookham  
Hampshire  
GU52 8BZ

---