



Fleet & Crookham Civic Society Newsletter – Spring 2007



FLEET & CROOKHAM CIVIC SOCIETY ANNUAL GENERAL MEETING

Wednesday 25 April 2007 at 7.30pm
The Willis Hall, Sandy Lane, Church Crookham

Speaker: Alex Cruikshank on the grazing of
Defence Estates lands

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

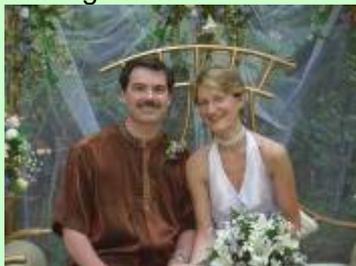


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Wedding Bells

Congratulations to Phill Gower and Maddy Gayler on their wedding in Sri Lanka on 17 February. Phill provides valuable advice to the FCCS committee on planning matters and is a sponsor of our newsletter. We wish them a full and happy life together.



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

"Lookers" Wanted!

Hampshire Wildlife Trust is looking for people who regularly walk the Defence Estates lands to be watchers for the cattle released for its grazing project (incidentally, the subject of the talk at this year's FCCS AGM on 25 April). Ideally these "lookers" will be people who spend 30–60 minutes once, twice or more days per week, walking Velmead Common, Long Valley, Caesar's Camp, Pondtail, Foxlease Meadows, Ancells Farm or Whitehouse Meadow. The volunteers will keep an eye on the animals and report any perceived problems – sole animals away from the herd, lameness, injury, etc. Lookers will be given basic training in how to recognise an animal in distress and telephone numbers to contact to enlist an examination of, or help for, the animal. For more information, contact Sara Kilby at sarak@hwt.org.uk.

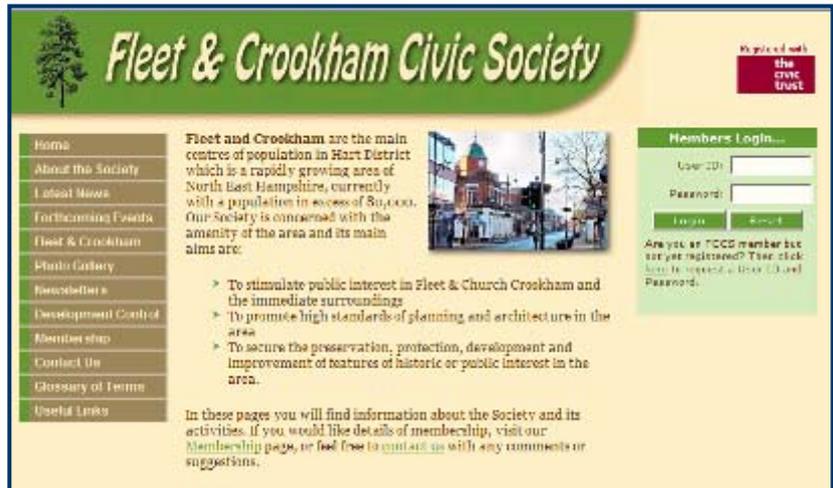
Chairman's Introduction

You will all have noticed immediately that the format and presentation of this Newsletter are much improved over previous issues, although we hope that the actual contents have reached the standard to which we always aspire. This change for the better is due firstly to the offer of Gillian Wain to join our team as Editor. We are extremely grateful to her for undertaking this task, and for accomplishing so much in a very short time. Our Hon. Secretary, Colin Gray, is particularly pleased, since this has relieved him of a task which he has carried out extremely efficiently for many years – in addition to the numerous other calls on his time. Secondly, our profound thanks are due to Phill Gower (who kindly produces the paper copies currently delivered to most members) for the use of his new colour printer. To reduce the efforts required in both production and delivery we would like as many members as possible to receive future copies by email; please let us know if you would like to assist in this way.

In addition to his production of the Newsletter, Phill Gower manages the Society's excellent website (see picture above), from which members (and others) can gain much useful information; please visit www.fccs.org.uk for the latest news. He is also the Society's usual representative at Planning Advisory Group meetings held at the Council Offices twice each month. His summaries of the planning applications debated by the Group guide the Executive Committee in their subsequent decision-making deliberations.

Another positive aspect of the Society's affairs is our healthy financial state, which has resulted from a gradually increasing membership, aided by donations in kind from Executive Committee members and other supporters. Present members can help in further improving this situation, and enhancing the Society's status within the community, by recruiting new members. For an annual fee of £5 (if paid by standing order), this is a bargain for anyone remotely interested in the affairs of Fleet and Church Crookham. So do please persuade friends and neighbours to join us.

As stated many times in the past, we do welcome feedback from our members regarding any issue which concerns them. This



can be communicated to members of the Executive Committee by any means, but the next opportunity to meet them all and to discuss any item of interest will be at our AGM. Details are on page 1 – please do come along, listen to our guest speaker, and participate in what we hope will be a lively debate.

You will note that I have concentrated so far on Society matters only. This does not mean that everything in our area is fine and without problems; indeed, we are faced with a number of serious matters in the near future which will tax our resources to the limit. Many of these are discussed in this Newsletter, or in previous issues. They include the forthcoming Public Inquiry into the Queen Elizabeth Barracks and associated planning applications, which is scheduled to commence on 15 May and to last for as many as 29 working days, with the final session predicted to be held on 13 July. We also have a further 4 days of the extended Public Inquiry, commencing on 2 April, into the desire by TAG Aviation to double the number of weekend and bank holiday flights permitted at Farnborough Airport.



National Gas Turbine Establishment site at Pyestock

While the Special Protection Area adjacent to Fleet and Church Crookham has restricted the amount of unwelcome development in the recent past, there remain many applications to turn large plots into care homes of various kinds, which cause the Executive Committee considerable concern, as does the proposed future development of the NGTE site at Pyestock (pictured on previous page). So we

have much to do, but the Society is generally respected by those in authority, and we are often asked for our opinions regarding a wide variety of matters. So we can go forward with some confidence that we can influence at least some of the issues of concern to members and to the wider community.

David Fearn

Hart Local Strategic Partnership



A Local Strategic Partnership (LSP) is not a statutory body. Instead it is an arrangement that enables the public, private, and voluntary

sectors to have the widest possible forum for considering and coordinating specific matters affecting the local area and community.

Hart LSP covers five main themes – transport, housing, community safety, environment, and recreation & wellbeing. Regular meetings take place in which many topics are discussed, several of which are mentioned briefly below by way of example.

Rail Franchise Review. South West Trains (SWT) has been awarded a 10-year franchise (wef February 2007). SWT aims to provide 20% more capacity, to introduce 'Smartcards' (by 2009), to spend £40 million on 14 station enhancements, including Fleet, to improve reliability (currently 90%), and to increase station car park capacity, including Fleet. The track, stations, and other infrastructure are owned by Network Rail, a not-for-profit company, with rolling stock and the upkeep of stations the responsibility of SWT.

School Travel Plans. Out of 42 schools in Hart (35 state and 7 independent), 10 schools have approved travel plans. Two have been particularly successful: Dogmersfield Primary has gained a new footpath along a busy road, and Greenfields School has benefited from a new puffin crossing on the A323 at Hartley Wintney. It is hoped the plans of another eight schools will be approved, bringing the total to 18. The main problem is congestion on roads outside schools and inconsiderate parking.

Hart Cycle Network. Hampshire County Council has initiated a scheme for a 'Fleet Radial Cycle Network'. Three schemes have been identified linking Fleet town centre to Church Crookham, Elvetham Heath and Hart Leisure Centre. A fourth scheme is to complete the link to Farnborough and Aldershot from Ively road via Norris Hill Bridge and the Basingstoke

Canal. Routes will undergo detailed design and assessment, including road safety.

Healthy Walks. Hart Voluntary Action has responded to a national initiative by Natural England and the British Heart Foundation to improve people's health and wellbeing through regular short walks. Potential walkers do not have to be fit already. The project is in the process of being set up. The focal point for the weekly walks will be the Hart Neighbourhood Centre, London Road, Hook (tel 01256 760800).

Hart Community Safety. The predicted annual total of reported crimes in Hart is about 5200. An average of one domestic burglary occurs every 2 days across the district. Some offenders travel from outside Hampshire to commit offences locally. Successful interventions have been made to reduce anti-social behaviour incidents in Blackwater, Crowtham, Elvetham Heath, and Odiham; hotspots include Hook, Hartley Wintney and Yateley. Risk of being a victim of crime in Hart is amongst the lowest in the UK, while fear of crime is amongst the highest! Of the 10 districts in Hampshire, Hart is the safest.

The foregoing provides a few examples of the topics reported and discussed within the Hart LSP. While the LSP has neither the authority nor the resources for implementation of initiatives, it does provide a facility at which all interested parties have the opportunity to air their views and provide feedback. It is hoped that a replacement for the important position of LSP Manager is found quickly following the loss of Linda Phillipson to a new job outside the district.

Stuart Bates

(Member of Hart LSP: Recreation & Wellbeing and Transport Theme Groups)



TAG Planning Application to Increase Weekend/Bank Holiday Flights

In autumn 2005, the main aircraft operator at Farnborough Airport, TAG Aviation, made a planning application to alter a condition that had been imposed in 2000 when they took over the aerodrome from the MOD. This application proposed a variation of condition 11 of the planning application 99/00658/OUT to increase weekend and bank holiday flight movements from 2500 to 5000 each year. One assumes that this original flight limit was imposed by Rushmoor Borough Council (BC), the host planning authority for the aerodrome, precisely in order to limit the amount of disturbance to local residents over weekends and bank holidays.



Photo from www.facc.org.uk

The planning application (to vary this condition) was refused by Rushmoor BC in June 2006. This

meeting was held under the watchful gaze of a packed public audience in the council chamber, and by video-link on the internet by residents from across four local authorities, including Hart. A strong statement was made by FCCS's Hon. Secretary objecting to the application at that time.

Not surprisingly, in late September (2006) TAG Aviation decided to appeal against this decision. Remarkably the appeal inquiry was arranged at record speed and was supposed to be held for 4 days in January. However, the hearing took much longer than was expected and only half the evidence had been heard in those 4 days. So far the evidence by expert witnesses to defend the refusal by RBC has been heard and cross-examined by the Counsel for TAG Aviation, along with most of the third-party statements, mainly given by members of the local public. Once again, a clear statement was made by FCCS's Chairman to the Inspector against the application and there was good support from FCCS members. There were a range of other statements made both in support of and in opposition to the application, and the Inspector seemed to take a very tolerant view for some of these submissions. However, it was clear to most observers that there was a serious issue about noise disturbance and how that can be reasonably determined. There is a distinct difference of opinion with affected residents



Photo from www.facc.org.uk

concerned about individual disturbing events and TAG who point to the overall (averaged) level of noise.

TAG's Counsel has been trying to make the point that even with an increase in weekend flying, the overall level of noise would fit within the limits imposed by the Inspector, who originally ruled what could be allowed at Farnborough. In labouring this point, TAG's Counsel took up most of the original 4 days allocated to the appeal.

TAG has been heavily criticised by various speakers and by Rushmoor BC throughout the appeal because it has been unable (or at least unwilling) to produce a business plan to support its claim that the business would not be viable without this increase in flying.

The appeal inquiry has therefore been deferred, to recommence for a further 4 days starting on Monday 2 April at 10am. The remaining evidence to be heard will be on behalf of the applicant, TAG Aviation, who needs to justify the need to increase the flight movements at weekends and bank holidays. Its experts will be cross-examined by the Counsel for Rushmoor BC, followed by the remaining statements by members of the public – those who have already reported their wish to speak and have not yet had a chance to do so. Finally there will be the summing up to the Inspector on behalf of the applicant and Rushmoor BC.

Once all the evidence has been heard, the Planning Inspector will then make his report to the Secretary of State who will be the one to make the final decision on the outcome of this appeal. I have a feeling we will all be holding our breath to see whether business wins over quality of life...

Jenny Radley

Farnborough Aerodrome Consultative Committee

The Farnborough Aerodrome Consultative Committee (FACC) consists of three groupings: the airport operators & the avionics industry, local authorities and local interest groups. The FCCS has a position on the FACC as a local interest group.

TAG Aviation, the airport operator at Farnborough, has a new Chief Executive Officer, Brandon O'Reilly. He has long-standing family experience in the aviation industry and is determined to make the very best of this exclusive business airport. Along with Geoff Marks, Chairman of the Farnborough Aerodrome Residents Association (FARA), I was recently invited to meet Brandon and also Robert Wells, the Chief Executive for TAG Aviation Holdings who is based in Geneva.

I am glad to report that at last some real progress is being made, with TAG recognising that there is indeed a significant issue with noise annoyance, which has concerned many local residents since TAG Aviation took over at Farnborough Airport. At this meeting we were joined by TAG's Chief Pilot, and representatives from Air Traffic Control and Air Traffic Services. They were able to talk through a wide range of noise abatement measures under trial or consideration.

It may very well be that the true level of concern has been finally recognised and acknowledged due to the huge public response to TAG's planning application last year to double the number of flights at weekends and bank holidays (see page 4). I believe that TAG was truly taken aback at the scale of negative reaction the application generated.

TAG has acknowledged that the manner of its dealing with complaints has resulted in many complainants feeling dissatisfied with the response. TAG claims to be prepared to adopt industry leading techniques for reducing the noise generated by aircraft both departing and arriving at the airport. Of course actions speak louder than words (if not louder than business jets), and the proof will be in the implementation. However, there has been a discernable change in attitude exhibited by TAG and I am cautiously optimistic that this is the start of TAG taking a more positive approach in how it addresses the needs of the over-flown community.



Already they have adopted the TAG-line "Farnborough is a noise sensitive airport. Please fly quietly and respect our neighbours." This is a message to customers and pilots and also a statement for the public. Local interest group representatives are the ones who have taken on the responsibility to

continue working as an FACC sub-committee to ensure that real progress on noise abatement is made. The FCCS's representative on FACC is an important contact link for those who live under the busy south-west flight path (Church Crookham, Ewshot and Fleet).

The FACC meetings can be quite testing, as there are only a few local representatives who have taken the concerns of local residents seriously, and it has been quite frustrating to rally support to implement changes. However, the meeting this March was notable. Brandon O'Reilly introduced himself and made clear statements about his intention to take a main role on FACC. He assured members that he would make safety and responsibility towards neighbours TAG's top priorities and would make every effort to engage with local communities. The main committee seemed quite satisfied with the actions proposed by the new executive to reduce noise and disturbance. TAG was being very open at the meeting and there was little to challenge it on. It was a very positive outcome.

The next meeting is on 12 July 2007 at 2pm. FACC meetings are open to the public, although members of the public are only entitled to ask questions during a 15-minute session towards the end of the meeting. At the discretion of the Chairman, members of the public may be permitted to speak during topical agenda items.

FACC also has an informative website (www.facc.org.uk) which explains some of the current aviation issues such as track-keeping and noise abatement compliance, public safety zones and aircraft types, as well as committee papers and other details.

Please contact me (tel: 01252 628751; jenny@jradley.com) if you have any issues you would like raising at future FACC meetings.

Jenny Radley

Financing the Basingstoke Canal

It is likely that all residents of Fleet and Church Crookham make use of the Basingstoke Canal on occasions, even if only for a leisurely walk in very pleasant surroundings. Those who have lived locally for many years will recall the days when the canal was in a serious state of decay, with collapsing towpaths, derelict locks and little water to be seen. It was renovated through the strenuous efforts of a large group of volunteers over a period of many years, aided later by funding from a variety of organisations. The canal is now owned by Surrey and Hampshire County Councils, but its upkeep also depends on contributions from other local government bodies, including Hart DC, as well as the continuing work of these volunteers. It is designated as an SSSI and, as such, is recovering slowly from an 'unfavourable condition'.

Unfortunately, owing to the serious financial problems which have beset many local authorities, not all of them have contributed their fair share of the necessary funding, so that there is now a very large shortfall in maintenance provision. As a result, many features of the canal are now being neglected, as frequent visitors will have noticed. We are not yet in the position of many years ago, when the canal was almost lost, but decay has set in

and every effort must now be made to reverse this trend.

The table below presents the past and present funding situation, from which it can be seen that the shortfall is very serious in the present financial year, amounting to 11.9% of the sum requested by the Canal Authority, or £63.3K out of £532.9K. This may not seem to be very large, but the accumulated deficiency over many years now amounts to several million pounds.

As can be seen, Hart's contribution has been well below the requested sums, as was also the case in 2004/05. As the canal is 32 miles long, of which no less than 12 miles (38%) lie within Hart as it passes through seven parishes (Greywell, Odiham, Winchfield, Dogmersfield, Crookham Village, Fleet/Church Crookham and Hawley), this situation does not seem to be acceptable. While the financial problems facing Hart DC are acknowledged, and no easy solutions are in sight, members are asked to remind their councillors of the importance of the canal to the whole area. As soon as is possible, this importance should be recognised by a substantially increased contribution to the budget.

David Fearn

	2005/06 Original (£K)	2005/06 Actual (£K)	2006/07 Original (£K)	2006/07 Actual (£K)
Local authority				
Surrey CC	144.7	144.7	149.0	149.0
Guildford BC	34.0	34.0	35.0	35.0
Runnymede BC	16.4	8.0	16.9	8.0
Surrey Heath BC	20.4	11.0	21.0	11.0
Woking BC	49.9	49.9	51.4	51.4
Hampshire CC	144.7	144.7	149.0	149.0
Hart DC	62.5	20.0	64.4	20.0
Rushmoor BC	44.9	44.9	46.2	46.2
Totals	517.5	457.2	532.9	469.6



QEB Appeal

There have recently been some confusing messages circulating about what is happening with regard to the Queen Elizabeth Barracks (QEB) appeal, following a change to the Planning Inspector who will officiate at the lengthy Public Appeal Inquiry. The Inspector will then make a report in order for the Secretary of State to make the final decision.

The QEB appeal has been lodged by Taylor Woodrow in relation to their planning applications to build over 1100 new housing units in and around the abandoned Ghurkha Camp in Church Crookham. The QEB applications were refused by Hart DC's planning

committee before a packed audience at the Princes Hall, Aldershot, back in July 2005. A number of FCCS members made some important statements against the application at this meeting.

In fact, the QEB appeal is going to be a very complicated affair as it involves four applications relating to the QEB, Wakefords Copse and nearby MoD land, and also has the Redfields Garden Centre appeal rolled up into it. The FCCS has taken on what is known as 'Rule 6' status, so the Society has the right to 'a table' for the entire 9 weeks that the full inquiry could take. This gives the Society the right to cross-

examine any witnesses brought forward: a very powerful way of being able to redress any issues that come up as they occur. It also carries with it the responsibility to generate a 'proof of evidence' which sets out what the FCCS sees as being the important factors that should be brought to the Inspector's attention.

The appeal will start at 10am on Tuesday 15 May at the Princes Hall, Aldershot. The first, and possibly the second, day are very important as they will be used for opening statements and will also be the opportunity for members of the public to register their desire to speak later in the appeal. Those wishing to address the inquiry should ensure they are there at that time.

The Redfield's inquiry will be presented first and is expected to take until 25 May. If running to schedule, the appeal will break for a week and shall resume with the QEB appeal proper on Tuesday 5 June. The QEB part of the Inquiry is expected to continue until 13 July.

Apart from the first couple of days, which are expected to take place in the main theatre at Princes Hall, the remainder of the appeal will take place in one of the function rooms. It would be helpful for the public to have at least a token presence throughout the proceedings and if FCCS members could drop by on occasions then this would certainly be appreciated.

One of the major disappointments is that the new Inspector, who has replaced the person originally identified to conduct the case, has reneged on his predecessor's promise to hold an evening session of the Inquiry. This was to enable the public to express their comments about the part of the application for the reduction of the Bourley Road car park to just five spaces.

As a matter of interest, on Sunday 11 March at 3.30pm (a typical weekend), there were 41 cars in this car park. This reduction in capacity is going to have a really big impact on the accessibility of Tweseldown by the many people who value their access to this very beautiful natural environment. There will certainly be a lot of 'coverage' alerting the public as to when exactly the Bourley Road car park issue is to be discussed, once the actual date(s) are known. It is hoped that the very large cross-section of the public who feel strongly about this will be able to attend to show the extent of public feeling over the effective closure of Bourley Road car park.

The new Inspector has also accepted recent amendments to the application, despite their not being validated by Hart DC. The Planning Officers decided the amendments were substantial enough to warrant a new planning application. However, the new Planning Inspector has taken a view that the changes are



Photo from Taylor Woodrow

An aerial view of the QEB site

not significant and can be included at the appeal. This means that those people affected by the changes to the application were denied the opportunity to comment through the normal planning process, and instead had to contact the Planning Inspectorate.

In fact, there are ongoing discussions about the amendments to the Wakefords Copse application. Changes to the routes for construction traffic, for instance, means that all the construction traffic will be routed through Quetta Park and up along Beacon Hill Road to the A287. Originally the inbound traffic was to enter via Ewshot Lane (past Redfields Garden Centre) and then exit through Quetta Park. This change will significantly affect the families living on Quetta Park, who will be expected to tolerate on average 40 two-way construction traffic movements per day, for the duration of the construction period, expected to last for 8 years. Some will argue that this will make a significant change to their quality of life. It is hoped that FCCS representatives will be able to highlight the effect of these changes to the Inspector at the Inquiry, on behalf of those residents.

As mentioned above, the public appeal inquiry is due to start at 10am on Tuesday 15 May at the Princes Hall, Aldershot. Unfortunately there is no suitable venue available that is closer to Fleet for the duration of the appeal.

Members of the public are very welcome to attend and their presence will indicate just how important this matter is for local people. Although the hours of sitting for the Inquiry are at the discretion of the Inspector, he has indicated that it is his intention is to sit between Tuesdays and Fridays during the daytime only. The usual starting time for such proceedings is 10am.

Further details about this appeal are available from the Planning Office at Hart DC (tel: 01252 622122) and can be found under Environment and Planning on the website www.hart.gov.uk.

Jenny Radley

Housing: Some Items from the News

Empty properties



One of the scandals of our time is the number of people who have no proper home. This is often mentioned by politicians, and the

numbers on various waiting lists for affordable accommodation are frequently quoted. Even in a relatively affluent area such as Hart, this number is large. However, according to a recent survey carried out by New Halifax Research, and reported in the January 2007 issue of *Compass* magazine, despite nationwide property shortages, 290,862 private homes in England have been empty for more than 6 months. This represents some 1.6% of all privately owned dwellings. The smallest proportion of empty homes, 1.1%, is in the south-east.

It is notable that restoring an empty home which is vacant attracts 17.5% VAT unless the property has been unoccupied for more than 3 years, when a reduced rate of VAT of 5% applies. A property vacant for more than 10 years, which is renovated and sold, attracts a zero rate of VAT. New-build properties are not liable for VAT on construction costs. The Halifax is calling on the government to extend the reduced 5% rate of VAT to all properties vacant for more than 6 months to provide a more level playing field between individuals and local authorities. Typically, local authorities do not pay VAT on renovation activities. The average cost of restoring an empty home is currently £28,788, including plumbing, kitchen, windows, roof and wiring. This is clearly a fraction of the cost of building a new house, so this practice should be encouraged as much as possible.

At the Local Strategic Partnership meeting held at RAF Odiham on 19 October 2006 it was found that legislation concerning disabled access to buildings is contributing to the housing shortage. Apparently many properties are left vacant, and some have been demolished, because they cannot be made to meet the needs of disabled people, due to either structural or financial reasons. This does seem to be unreasonable when there is such a shortage of affordable accommodation – the “tail is wagging the dog” here.

Flatted accommodation

Several articles in *Property News* in recent months have caught our attention. One entitled ‘Chasing the Grey Pounds’ (9 September 2006) concerned the sale of the leading developer of retirement flats, McCarthy and Stone, for £1bn. Clearly, this is a booming market, with much evidence of building for this age group in the centre of Fleet. This company has more than 800 sites, accommodating over 30,000 residents. They sell about 2300 homes each year at an average cost of £170,900. A service charge of £30–40 each week is levied.

Interestingly, these retirement homes, which are usually one- or two-bedroom flats, are usually specified for the over-55s or over-60s, and provide very few car parking spaces. The developers claim, sometimes at planning inquiries, that so few spaces are necessary because over-55s or over-60s do not drive and thus do not own cars! Another worrying problem associated with such developments is the strain placed on the local infrastructure, especially the health service.

Despite the boom in building flats, for all age groups, according to the *Property News* on 15 September 2006, the market is not totally convinced that this is a good idea. Apparently surveys have shown that most people prefer to have their own personal space in the form of a small garden. This is especially true of families with young children, for very good reasons. This reaction against flats is accompanied by a willingness to pay more for outside space, including a driveway.

For many years, owners of properties with large gardens have been tempted to sell parts of them as ‘brownfield’ sites on which additional houses or blocks of flats have been built. While the financial advantages of this process are clear, the overall local environment suffers owing to the loss of trees and other vegetation, and the increased numbers of vehicles on the roads. There is thus a movement towards restricting this type of development, as reported in *The News* on 22 September 2006, under the title ‘Save our Gardens’. This has the support of Surrey South-west MP Jeremy Hunt, who points out that currently 74% of new homes are built on brownfield sites, and that many of these are gardens. He would like to see gardens removed from the definition of brownfield land. What do our members think of this idea?

David Fearn

Hart and the 'Right to Roam'

This article is about the consequences of the 'Right to Roam' legislation and Hart District. The Countryside and Rights of Way Act received Royal Assent on 30 November 2000. There has been much misunderstanding surrounding the Act and the assumption that people have the right to roam wherever they want to. Definitely not so!

Access land

The new rights created by the Act allow people to walk in England and Wales on specifically defined access land. The rights apply only to the following types of land:

1. Mountain
2. Moor
3. Heath
4. Down
5. Commons (registered under the Commons Registration Act 1965)
6. Dedicated ('dedicated' for open access by a public or private owner)

Categories 1 to 4 above are known in the Act as 'open country'. None apply to Hart since there is no such land within the district that qualifies. Category 6 is land managed by, for example, the National Trust, Forestry Commission, and Woodland Trust. It is category 5 – the registered common land – that applies to Hart District.

Registered commons in Hart

The main registered commons in Hart are given below together with the relevant parish:

- Diple Green, Hartley Wintney
- Hook Common and Bartley Heath, Hook
- Mattingley Green, Mattingley
- Odiham Common, Odiham
- Phoenix Green, Hartley Wintney
- Rye Common, Odiham
- West Green Common, Hartley Wintney
- Yateley Common, Yateley

The legal boundaries are recorded in the common land register held by Hampshire County Council.

Mapping the access land

Before the new rights were made available the access land had to be clearly defined. This responsibility was given to the Countryside Agency to produce official maps showing all 'open country' and registered commons. The Agency therefore undertook a mapping and consultation process.

As a result of this process, a guide to those areas identified as available for access on foot is now shown as access land on Ordnance Survey maps (i.e. the 'Explorer' and 'Outdoor Leisure' series, scale 1:25,000). Thus the



relevant Ordnance Survey maps that cover Hart District show the registered commons listed above as access land (i.e. highlighted in green with an orange boundary tint).

Local MOD land

Another feature of the latest Explorer maps that particularly applies to Hart has been the highlighting of the local MoD land, such as Hawley Common, Norris Hill Copse and Beacon Hill, and similar land in Rushmoor.

These areas of MoD land are shown on the maps as 'managed access' where access is permitted within managed controls, for example, local byelaws. (In the case of the local MoD land the relevant byelaw is Statutory Instrument 1976 No 449; The Aldershot and District Military Lands Byelaws 1976.) The boundaries of such land are identified on the map as hollow red triangles – which should not be confused with solid red triangles, which are 'danger areas'.

Some might conclude that the effect of the Countryside and Right of Way Act 2000 on Hart did not amount to a great deal! Hart did not qualify for any of the four categories of 'open country', and the district already had the registered commons traversed by many rights of way and other footpaths.

The benefits of the Act arise when residents from Hart travel to other parts of England and Wales to discover previous no-go areas of the countryside that have been opened up for people to enjoy in a responsible manner.

There has also been the benefit that access to local MoD land is now clearly shown on Ordnance Survey maps.

Happy walking!

Stuart Bates

(Walks Leader, Northeast Hants Ramblers' Association Group)

It has long been the policy of the Society to encourage members and others to contribute articles and correspondence to our Newsletter. Sadly, this has rarely happened, so we welcome the two articles presented below from Richard Appleton, which deal with two important issues. As is always the case in these circumstances, the views presented are his own.

Farnborough Airport Inquiry

In January I attended all 4 days of the Public Inquiry into TAG's application to double the number of weekend flights from Farnborough Airport. The majority of the time was taken up with cross-examination of Rushmoor BC's expert witnesses by TAG's barrister.

TAG's barrister is very sharp, and obviously really knows everything about airports and aviation in the UK. It was perhaps disappointing that Rushmoor's expert witnesses did not stand up better under his cross-examination.

Nearly a whole day was devoted to statements by members of the public. These included one by the FCCS, as well as Cllr James Radley from Hart. One or two supported TAG's case, notably an aircraft operator and SEEDA (the Government's unelected regional development agency, which is also backing the Pyestock development). A significant point was that the aircraft operator admitted that he did not know whether or not the flights made by his customers were for business or leisure.

Other contributions from the public verged from the unusual to the expert. The former was a demonstration of a New Age belief with a claim that aircraft would affect some sort of strange energy field, the latter provided by Geoff Marks of the Farnborough Aerodrome Residents Association, who is also appearing as an expert witness on third-party risk from aircraft at the QEB Inquiry. Mr Marks was the first member of the public to appear as a witness, and withstood fierce cross-examination from TAG's barrister so well that the barrister noticeably retreated from asking further questions.

It is obvious that TAG is seeking to vastly expand the number of flights from Farnborough, well past the current 28,000 annual limit. A lot of its evidence and arguments at this Inquiry could be used in future at an Inquiry into raising the overall limit. Indeed, TAG claims that due to Government policy there should be no movement limit at all, solely relying on noise contours to limit disturbance. About 86,500 movements of a BAe146 would be permitted by the noise contours, so in practice these are no real limits at all.

The Inquiry ran out of time, and was adjourned until 2 April, at which time TAG will present their case and be cross-examined by Rushmoor's barrister. **Richard Appleton**

Development Pressures

The Government has started to press Hart DC to find a way to enable more houses to be built in this area, by finding a way around the restrictions imposed to protect rare birds. The Special Protection Areas have caused a large reduction in development in Fleet and Church Crookham over the last year or two.

The plan is to create alternative areas for the public to use for recreation, rather than the heaths where these birds are found. Consequently it is claimed that there would not be an increase in people using the heaths for dog walking or other leisure activities which disturb the birds.

It currently looks like plans are to 'improve' existing public open spaces to cater for an increased number of people, rather than provide new areas of land to use. As many people visit the heaths to get away from others, I have doubts that the proposed strategy will work.

Hart is already seeing an increase this year in the number of planning applications. When the local mitigation plan is adopted we can expect to see an avalanche of new applications, as schemes that have been put on hold by developers are dusted off.

Unfortunately Hart's planning department has just lost three members of staff, so it will find it hard to cope with such a deluge of applications, as well as major applications like QEB or Pyestock.

Hart has also given the rural villages priority over North Fleet and the Basingstoke Canal in the schedule for revising its conservation policies. It is vital that these are updated if these areas are to be successfully protected against inappropriate development, so I think that this decision is bad for Fleet and Church Crookham.

Richard Appleton

Note from the Executive Committee

It might be pertinent to note that, although the Council has decided to look at increasing the capacity of existing open spaces as mitigation to alleviate pressure on the SPA, it has yet to decide on the structure and manpower of the Countryside Service. If not decided soon, the Service could be running on just two rangers after April 2007. This does not appear to be compatible; a service, already at full stretch, could not cope with the increased workload.

Planning Appeals Procedures

Members may recall from the previous Newsletter that we met an unexpected problem when addressing a Public Inquiry held in May 2006 into the appeal by David Wilson Retirement Homes against the refusal by Hart DC to allow the replacement of Worton, Beecroft and Ventura on Branksomewood Road, Fleet, with a large block of 24 retirement flats.

When your Chairman attempted to represent the views of the Society at this hearing, both the Inspector and the Counsel representing the appellant demanded that he provide written evidence that he was authorised to speak on behalf of the Society. Indeed, the Counsel for the appellant insisted that such authorisation be signed by every member of the Society (totally impractical!). These demands were very surprising indeed, since no such documentation has been requested before at any appeal and none had therefore been prepared. As a consequence, we wrote twice to the Planning Inspectorate to obtain clarification (no answer whatsoever was received to our first letter).

As regards our main query, the following extract from the *Inspectors' Handbook* was quoted in reply: "The Inspector should ensure that the status of anyone claiming to appear on behalf of an organisation (or as a member of it) is clear. They should be asked to give their position within the organisation and their authority to give evidence on its behalf; it is also helpful to know the number of members. If they are not authorised by the organisation they should be treated as individuals." Although, to us, it would seem that the Inspector at the May

inquiry exceeded this mandate, it was added that, "We do not specify what form the authorisation should take – this is a matter for the Inspector's judgement."

As a consequence, we are suggesting a minor amendment to the Constitution of the Society to make it clear that anyone selected by the Executive Committee can represent the Society, and we have devised a simple form to provide this authorisation.

We are also puzzled by a related matter. If inspectors now require documentary evidence that an organisation's representative has authority to speak on behalf of that organisation, why is that principle not extended to all speakers at a hearing? We have also noted that experts presenting evidence are asked to quote their qualifications, but are never asked to prove that they have these qualifications. Surely that is now vital, since anyone could claim to be qualified as necessary to impress the Inspector. We thus suggested that the Inspectorate needs to demand documentary evidence of the relevant qualifications of all expert witnesses.

In reply to this point it was stated that "(In the case of) witnesses appearing for the local planning authority or the appellant ... no authorisation or checks are required because they are (usually) already known to each other and have some sort of public or professional image which can be challenged by the opposition at an Inquiry if their bona fides are suspect." It therefore sounds as if an "old boys club" exists, to which we do not belong!!

David Fearn

Local Health Matters

The new Hampshire Primary Care Trust (PCT) covering most of Hampshire (except Portsmouth, Southampton and the Isle of Wight) has now been in existence for about 6 months, but appears to be still in a transition period, with some staff still uncertain as to their future roles in the new organisation. It is clearly important that Hampshire PCT takes time to put appropriate structures in place, with a view to the long-term benefit of the population it serves, but the continued uncertainty cannot be good for staff morale and there is a risk of a loss of corporate knowledge of local issues when the individuals responsible for dealing with them change.

Hampshire PCT has decided to base the team dealing with this part of Hampshire in the new Aldershot Centre for Health, once construction is completed next year.

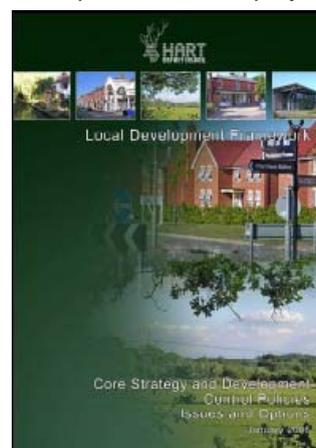
There have been many rumours about the possible changes in hospital services in Surrey. Surrey PCT has undertaken a review of services provided, and there is concern that this might result in the closure of A&E at the Royal Surrey County Hospital, Guildford. Such a closure would result in increased numbers of patients using Frimley Park Hospital. However, at present there is no actual proposal, so we can only wait to see what will happen. Any proposal for a major alteration in service provision would be followed by a period of public consultation. The future of acute services in Surrey is of great concern to the residents of Fleet and Church Crookham, as many of us are referred to Frimley Park Hospital and to the Royal Surrey when needing hospital treatment.

Judith Sutherland

Civic Society Activities August 2006 – March 2007

Note: Attendances at routine meetings are not reported below, e.g. the meetings of the Planning Advisory Group and the Planning Committee of Hart DC.

- 20 August **Proposed town council.** Society wrote to Council Leader Cllr David Neighbour to give its views concerning the proposed town or parish council for Church Crookham and Courtmoor wards. We were very supportive, but expressed the view that such a council should cover the whole of Fleet and Church Crookham. Letter copied to all Hart councillors.
- 24 August **Proposed town council.** Full Council met to discuss topic, finally rejecting the submitted petition, and accepting the need for a comprehensive boundary review (note this is not a decision, since that is in the hands of the Government). Several references were made to the Society's letter in this debate.
- 31 August **Redevelopment of 94A Reading Road South.** Society objected to this very bad proposal, in which a single house is to be replaced by six, crammed into a small area.
- 2 September **Appeal regarding 240 Fleet Road.** Proposal to allow the potential future use of this shop to include a pub, bar or takeaway rejected by the Inspector. Our Hon. Sec. spoke at this Inquiry against the proposal, following the lines of our original objection.
- Early Sept **Local Development Framework (LDF).** Individual members of the Society's Committee commenced commenting to Hart DC on the 500-page draft LDF Core Strategy documents (*pictured, left*).
- 6 September **Local Development Framework (LDF) meeting.** Society represented by Hon. Sec. at a meeting hosted by Hart DC to consider various aspects of the LDF.
- 8 September **Public houses, takeaways, etc, in Fleet town centre.** A letter from the Hon. Sec. was published in the *Fleet News*, expressing the Society's opposition to the proliferation of these establishments. This development trend is very undesirable, and contravenes the Hart District Local Plan.
- 12 September **Local Development Framework (LDF) Planning Advisory Group (PAG) meeting.** The Society was represented by the Hon. Sec. at a special meeting of the PAG to discuss the LDF Core Strategy.
- 14 September **Appeal concerning Redfields Industrial Estate.** The Inspector allowed this appeal for a proposal to build a nursing home on part of the Redfields Industrial Estate.
- 15 September **Redevelopment of 94A Reading Road South.** Planning application was rejected by the Council (see 31 August).
- 21 September **Land adjacent to 41 Rounton Road.** Society objected to the eleventh proposal to build a large detached house on this cramped site. The recently revised planning regulations allow a planning authority to "decline to determine" an application which is merely repeating what has been rejected many times before. This happened on this occasion, and there is no right of appeal in such cases.
- 22 September **Re-development of Campbell Close.** Members of the Society's Committee commented on a proposal to redevelop Campbell Close to provide Housing Association accommodation for the elderly. No planning application has yet been submitted for this scheme, and we hope that it will be modified to render it more acceptable.
- 22 September **Closure of the Tourist Information Centre (TIC).** Society wrote to the Council Leader to ask for an explanation of the process by which it was decided to close the TIC in Fleet. Our letter related this closure to other local financial problems, such as the failure to provide full funding for the Basingstoke Canal.
- 25 September **Proposed town council.** Society wrote to the *Fleet News* in response to various reported misrepresentations by individuals and organisations concerning our position regarding the formation of a town council.
- 26 September **Visit to Farnborough Airport.** Society's third conducted tour of Farnborough Airport was a great success.
- 26 September **Frimley Park Hospital Foundation Trust meeting.** Society was well represented at this very enjoyable meeting, which concentrated on the treatment of heart ailments.



- 27 September **Closure of the Tourist Information Centre (TIC).** The Council Leader responded verbally to the letter sent to him on 22 September concerning the closure of the TIC.
- 29 September **Hart Countryside Service (HCS).** Society wrote to the Hart DC's new Chief Executive concerning possible cut-backs to the HCS, which might result in fewer rangers to monitor and control areas such as Fleet Pond.
- 29 September **TAG appeal.** TAG Aviation (Farnborough Airport operator) decided to appeal against the refusal by Rushmoor BC to allow the number of aircraft movements at weekends and bank holidays to be doubled (see page 4).
- 29 September **Hitches Lane development.** Society informed that Hart DC had decided to discontinue the High Court action to attempt to overturn the Government's approval of the Hitches Lane development. Legal advice from two eminent sources caused this decision to be taken.
- 12 October **Parish Planning Forum.** Society represented by several Committee members. Matters discussed included the new procedures required for planning applications (e.g. the need for design and access statements), English Nature's "delivery plan" for the Thames Basin Heaths Special Protection Area, and the implementation programme related to the Core Strategy of the Local Development Framework.
- 14 October **Tree preservation orders (TPOs) at Victoria Hill House.** Society wrote to Hart DC about the need for TPOs to be placed on trees in the grounds of Victoria Hill House and Fieldings, on Victoria Hill Road. This would protect trees which might be at risk from a developer.
- 16 October **Presentation of gift of appreciation** by FCCS to Sue Collen for all her good work as Fleet Town Centre Manager (see photo, right).
- 19 October **Hart Local Strategic Partnership (HLSP) Annual Review.** Society represented by several Committee members at this important meeting. As well as reviewing the past year, detailed discussions took place regarding the provision of services for the elderly, cycle ways, potential utilisation of empty properties, and tackling youth problems.
- 19 October **Road works.** Society wrote to Hampshire CC about the long delays caused by multiple road works in the Fleet area in recent weeks. In particular, the Society referred to an apparent lack of urgency in completing these works.
- 25 October **Closure of the Tourist Information Centre.** Cllr David Neighbour replied to the Society. As expected, this action was taken to save money. Cllr Neighbour offered to come to a Committee meeting to discuss this or any other issue.
- 26 October **TAG appeal.** Society wrote to the Planning Inspectorate to give evidence against the proposal for an increase in the number of aircraft movements. This was copied to MP James Arbuthnot with a covering letter seeking his support.
- 30 October **Road works.** Society received a reply from Hampshire CC (see 19 October). It was stated that the County and contractors were always fully efficient and effective!!
- 10–11 November **Queen Elizabeth Barracks (QEB) exhibition.** Latest application amendments on display for an evening and daytime exhibition at the site. Good public attendance but no opportunity to make official comment.
- 14 November **Hampshire Wildlife Trust.** Grazing Project Manager Laura Willing and Alex Cruikshank spoke to local walkers at Velmead Common. They explained the plans to introduce the cattle grazing project to the area as part of the work to restore the heathland habitat.
- 14 November **HLSP Recreation & Well-being Theme Group meeting.** Action plan discussed included rights of way, 'healthy walks', cycle ways, local recreational facilities, allotments, and Hart leisure strategy. Society represented by Stuart Bates (see page 3).
- 16 November **Farnborough Aerodrome Consultative Committee (FACC) meeting.** Society represented by Jenny Radley.
- 16 November **HLSP Transport Theme Group meeting.** Main topics discussed were award of 10-year rail franchise to South West Trains, the local transport plan including school travel plans, and provision of Hart cycleway network links. Society represented by Stuart Bates (see page 3).



- 20 November **HLSP Recreation & Well-being Theme Group.** Society represented by Stuart Bates who gave advice on 'Healthy Walks' initiative being organised by Hart Voluntary Action (see page 3).
- 22 November **Fleet Christmas Festivities.** Society members assist with the marshalling duties.
- 24 November **Queen Elizabeth Barracks (QEB) pre-inquiry meeting.** Convened by the Inspector in charge to discuss the arrangements for the QEB Inquiry, scheduled to commence on 15 May 2007 (see page 6).
- 12 December **Hampshire Wildlife Trust.** Well-attended lantern walk on Velmead Common.

2007

- 17 January **Town Healthcheck meeting** to discuss progress and draft a questionnaire for all households.
- 18 January **HLSP full partnership meeting.** Reports on wide range of LSP theme group topics, plus other local matters, given to two dozen or so county and district councillors, public private and voluntary organisations present. Society represented by Stuart Bates.
- 20 January **Hampshire Wildlife Trust meeting** at Velmead Common (*photo, right*) – Trust explained the need for cattle “lookers” to keep an eye on grazing animals (see page 1).
- 24 January **Hart Scrutiny Committee & Thames Water.** Meeting to discuss solved and outstanding problems with foul water systems.
- 23–26 January **TAG appeal at Rushmoor Borough Council offices.** Society well represented, and importance of event was emphasised by a large press and TV presence. Society given the opportunity to speak, and was cross-examined by the Counsel for the appellant (see pages 4 & 10).
- 26 January **Redevelopment of Tudorbury, Derriford House and Carisbrook, Pinewood Hill.** Society objected to this plan to demolish two of these houses and to massively extend the third to produce a three-storey nursing home for 85 residents (187 dwellings per hectare).
- 26 January **Land adjacent to 157 and 159 Aldershot Road, Church Crookham.** Society objected to proposal to squeeze a three-bedroom bungalow into this tiny plot of land.
- 26 January **Redevelopment of 94A Reading Road South.** Society objected to this very bad proposal (second for this site), in which a single bungalow is to be replaced by five houses, crammed into a small area. Council Officers have refused this application under delegated powers.
- 5 February **Tweseldown Racecourse.** Society objected to the formal (retrospective) proposal to allow an large area at the southern edge of Tweseldown Racecourse to be surfaced with “road scalplings” to provide a substantial car and lorry park. This work was carried out without planning permission, caused the loss of woodland, and is the subject of enforcement action by Hart DC and two appeals.
- 14 February **HLSP Recreation & Well-Being Theme Group meeting.** Discussion mainly about 'Healthy Walks' organised from Hart Neighbourhood Centre, Hook. Society represented by Stuart Bates (see page 3).
- 20 February **Town Healthcheck.** Final drafting of the questionnaire and analysis options.
- 26 February **Second QEB pre-inquiry meeting.** Society was represented at this meeting, at which the newly appointed replacement Inspector was far less inclined to be considerate to local opponents of the QEB schemes than was his predecessor. For example, he was not willing to consider delaying the start of the appeal to allow protest groups time to study in depth the mass of new information supplied by the appellants in January and February 2007 (see page 6).
- 26/27 February **Proposed Campbell Close development.** Exhibition held in the Council Offices on this proposal to replace the small bungalows in Campbell Close with several blocks of affordable retirement apartments (63 in total). Members of the Society's Executive Committee who attended the exhibition were not impressed by the architecture of the scheme.
- 28 February **Planning application for 20 Howard Close.** As a matter of principle, concerning the street scene, the Society objected to this application to replace a long hedge with a 6' close-boarded fence.



- 28 February **Police liaison meeting** (Church Crookham Community Forum). Society invited to attend at this meeting chaired by the local Church Crookham Beat Officer, PC Caroline Webster. Main topic was anti-social behaviour.
- 2 & 9 March **Meeting with new Chief Executive Officer at TAG Aviation**. Three local interest group representatives including FCCS invited to meet the new Chief Executive Officer at TAG Aviation Farnborough (see page 5).
- 13 March **Tweseldown Racecourse enforcement appeal**. Appeal against demand to remove and re-landscape hard-standing area that was constructed in 2005, allegedly over previous hard-standing area. Appeal hearing was deferred until 24 April 2007.
- 15 March **Farnborough Aerodrome Consultative Committee (FACC) meeting**. Society represented by Jenny Radley (see page 5).
- 17–24 March **QEB information display at Fleet Library**. Information on the amendments to the QEB applications was available for members of the public to inspect during normal working hours, prior to the Public Inquiry due to commence on 15 May 2007 (see page 6).

In a world of acronyms – here is an explanation of those used in our newsletter

BC	Borough Council	QEB	Queen Elizabeth Barracks (note <u>not</u> QEII – this is a ship or our current monarch, it is not the name of the barracks named for the late Queen Mother)
CC	County Council		
DC	District Council		
HWT	Hampshire & Isle of Wight Wildlife Trust	SPD	Supplementary Planning Document(s) – set out aims, objectives and supporting policies for the LDF
LDF	Local Development Framework		
(H)LSP	(Hart) Local Strategic Partnership	SEEDA	South-east England Development Agency – unelected agency dedicated to turning SE England into the powerhouse of Europe and the world
MoD	Ministry of Defence		
NE/EN	Natural England (the new name for English Nature)	SPA	Special Protection Area
PAG	Planning Advisory Group [of Fleet & Church Crookham Councillors]	SSSI	Site of Special Scientific Interest
PCT	Primary Care Trust	TAG	Farnborough Airport operating company

Where do your Council Taxes go...

...Civic Society members can find out if they log on to www.fccs.org.uk!

The Society has obtained a copy of the *Revenue Budget 2006/07 and Capital Programme 2006/07 to 2009/10* issued by Hampshire County Council. A synopsis of the 200-page financial report has been prepared by the Society's Treasurer and made available to members via the website. It gives a snap shot of 1 year in the life of the County Council budget, and states how gross budget expenditure of £1488 million is applied to a wide range of services.

The reason for undertaking the analysis, which provides other statistical extracts, has been to have a better understanding of where the bulk of our council taxes are spent.

Stuart Bates, Treasurer

Fleet in the Running

Several thousand runners descended on Fleet on 13 March, a glorious sunny day, for the annual ASICS Fleet Pre-London Half Marathon. The Fleet event is very popular in the running calendar, and runners come back to Fleet not only because it is widely recognised as one of the best-organised events in the country, but also because of the excellent support around the course. The Fleet Half Marathon website points out that the people of Fleet love the race and help to create a wonderful atmosphere for the runners.

At this year's event a new course record was set by the winning runner, Mark Miles. The remainder of the 2,100+ finishers ranged from regular runners to half marathon debutants, many of them raising money for their chosen charities. The event is organised annually by Fleet and Crookham Athletic Club (new members always welcome: see www.fleetandcrookhamac.org.uk).



Gillian Wain

Diary of Forthcoming Events

Wed 25 April	Fleet & Crookham Civic Society AGM 7.30 pm, The Willis Hall, Sandy Lane, Church Crookham
Sat 28 April	Spring birds walk at Fleet Pond. Meet at 9.30am at the Fleet Pond car park, off Cove Road. Contact Colin Gray on 01252 616183
Sat 5 May	"Special plants at Fleet Pond". Meet at 10.30am at the Fleet Pond car park, off Cove Road. Contact Colin Gray on 01252 616183
Tue 15 May	Hazeley Heath dawn chorus walk. Meet 5am in the landfill area off the B3011 lay-by opposite Arrow Lane. Advance booking required on 01252 843893
Sat 16 June	Farmers' market at Farnborough
Sun 17 June	"Dragons and damsels" walk for National Dragonfly Week. Meet at 10am by the village Pond, Elvetham Heath, just past Morrison's. Bring binoculars. Suitable for wheelchair users
Sun 24 June	Ranger's Reptile Ramble. Meet at 10am by the village Pond, Elvetham Heath, just past Morrison's. No dogs
30 June –9 July	Fleet Carnival – see www.fleetcarnival.com , including:
Sat 30 June	<i>Party in the Park and Multicultural Day, The Views</i>
Sun 1 July	<i>"Paws in the Park" – Dog Show, The Views</i>
Thu 5 July	<i>Teddy Bears Picnic Fun Day, The Views</i>
Sat 7 July	<i>Children's Procession and Main Procession, ending at The Views</i>
Sun 8 July	<i>Car and Motor Bike Show, The Views; Toy Fair, The Views; Songs of Praise, The Views</i>
Mon 9 July	<i>Baby Show, Harlington Centre; Quiz, The Views</i>
12 July	Farnborough Aerodrome Consultative Committee meeting BAe Systems Park Centre, Farnborough, www.facc.org.uk
Sat 21 July	Farmers' market at Hartley Witney
Sun 12 Aug	History tour of Fleet Pond. Meet at 10am at the Fleet Pond car park, off Cove Road. Contact Colin Gray on 01252 616183
Sat 18 Aug	Farmers' market at Farnborough
Sat 18 Aug	Fleet Lions' Fleet Beer Festival, Ancells Farm Community Centre, 11am–3pm, 5.30pm–9.30pm. See www.fleetlions.org.uk/beerfest

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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 Membership Secretary Debbie Moss 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 & Crookham Civic Society. Neither the authors nor the Civic Society accept responsibility for any use to which the information contained in this Newsletter may be put.