



Fleet & Crookham Civic Society Newsletter – Spring 2008



FLEET & CROOKHAM CIVIC SOCIETY ANNUAL GENERAL MEETING

Wednesday 23 April 2008 at 7.30pm
Crookham War Memorial Hall, Sandy Lane,
Church Crookham

Speaker: Brandon O'Reilly, Chief Executive Officer at TAG Farnborough,
on the Quiet Flying Programme and TAG's Master Plan up to 2030

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



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Welcome to our new members

Since our last newsletter, the following people have joined the Fleet & Crookham Civic Society:

- Ian and Margaret Birch
- Richard Rawlins
- Angela Craig
- Ken Blockwell
- Mr P H Wyatt
- Graham Knight

Welcome to the Society!

Two local Residents' Associations – Fleet & Crookham and Ancell's Farm – have recently found themselves in the sad position of closing due to lack of interest. They have generously donated the balance of their funds to the FCCS – for which we are grateful. We have extended a warm welcome to the Residents' Associations' former members and hope that they will join the FCCS.

Fleet Half Marathon is dedicated to Dr David Fearn

This year's Fleet Half Marathon, which took place on 16 March, was dedicated to the memory of Dr David Fearn, the Society's late Chairman. A spokesman for Fleet & Crookham Athletic Club said, "We have dedicated this year's race to Dave Fearn who was Life Honorary Vice-President of Fleet & Crookham AC, and who died suddenly in



August 2007. Dave made an outstanding contribution to the club and was involved in the Half Marathon."

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From the Acting Chairman

With a heavy heart I write the introduction to your newsletter as Secretary and Acting Chairman, fully aware that I could never meet the standards set by David Fearn. David did so much for the Civic Society, and the community at large, and his absence is felt in all our activities.

We have pressed on, doing all we can to follow his example and keep on track. So many issues are before us at the moment that our resources are severely stretched. The two large commercial developments at Pyestock, new plans for Hitches Lane with little regard to the original concept, the ugly flatted development at Campbell Close, expansion of operations at Farnborough Airport to monitor, and the ongoing Health Check project, are examples of the challenges we face; the list is long. It is essential that all these are faced and that we try to minimise the adverse impact some of the developments could pose.



Defence Estates land enjoyed so much by local residents

You only need to read through the list of our activities on pages 12–15 to see we have not been idle since our autumn newsletter. The final days of the Inquiry into the redevelopment of Queen Elizabeth Barracks took up the last week of November and first week of December. The counsel for the appellant was quite tough with James Radley, Geoff Marks and Andrew Macallan, speaking for the objectors, but they did a remarkable job standing their ground. I was ill-prepared because David had led the FCCS case, so I was pleased that they left me unscathed. Our case had been put clearly and succinctly in writing so we were far from poorly served by my lack of input. The Inspector is expected to report his recommendations to the Secretary of State in April so we await the outcome.

The evening meeting at Princes Hall, Aldershot, was attended by 550 people, making it very clear how strong is the opposition to the proposed reduction in car parking spaces along the Bourley Road. Objectors came from a wide

catchment area, including one dog walker from the Hogs Back, though I think he rather spoiled his case by claiming all dogs were angels when it came to disturbing birds. Most made a very good case for keeping access to Defence Estates (DE) lands open to the public. This is a difficult problem to solve. Most of the land between Fleet, Church Crookham, Farnborough and Aldershot is Thames Basin Heath Special Protection Area. The landowner is required to protect the rare birds resident on the land under the European Bird Directive. From the DE point of view it therefore makes sense to reduce car parking spaces to try to reduce human impact. The public has, however, had open use of the land for decades and people are understandably reluctant to forgo the pleasure of walking over these large areas of open heathland and scattered woodland. A warden service might help to educate people to avoid areas in which birds are nesting, but neither the DE nor the developer would be prepared to fund a 24 hour, 7 days per week, fully staffed warden service for such a wide expanse of land; and even the most dedicated warden cannot be in more than one place at a time!

Berkeley Homes has prepared a full plan for 300 dwellings at the Hitches Lane site. This bears very little resemblance to the original concept design presented at the outline stage and is now more townscape than semi-rural. At the entrance to the estate, for example, there are two three-storey blocks of flats which the developer quotes as a “gateway”. The other unacceptable feature is the location of all the affordable dwellings in two distinct flatted blocks, one being the “gateway” and the other at the extreme northeast corner. Hart Council asked that affordable dwellings be “pepper-potted” – i.e. randomly mixed – throughout the development to avoid creating a ghetto-like location for the affordable elements.

The Society has been invited to sit in on meetings of the Hart Association of Parish & Town Councils as a regular attendee at Planning Advisory Group. This was intended to introduce the unparished areas of Fleet and Church Crookham to the issues and procedures in gaining parished status. I believe that this will help ease us into a new parish (or parishes) for the two towns.

We have had at least one representative at the series of Hart Service Review workshops (see separate article on page 10) and found them very interesting and rewarding. I have also attended the meeting at which the future

management regime for Fleet Town Centre was debated. This was well supported by retailers, council officers, community groups and the chairman and representatives of Fleet Business Partnership. It is necessary that a level of trust and mutual support is built between Hart Council and the retailers. This has sadly tended to deteriorate in recent years, not helped by the inflexible approach of Hampshire County Council to on-street parking in Fleet Road. The development of Fleet town centre has lacked any overall design plan or vision resulting in ad hoc development; some of which has fortunately been compatible but other changes have damaged the appearance and ambience of the town centre. As beauty is "in the eye of the beholder" so is "good architecture". One man's eyesore is another's "challenging modern design". I feel a modern design needs at least to complement and blend with the existing character of a town not stand out like a thistle in a petunia patch (to misquote a 1950s song about a petunia in an onion patch!!).

That brings us to the thistle of Sentinel's proposed flattened redevelopment of Campbell Close, an ugly "challenging modern design" if ever I saw one. Sitting between the North Fleet Conservation Area and the office blocks of Admiral and Flagship houses, this site should at least try to reflect the transition of styles from residential houses to offices. Instead the proposed design resembles a pile of boxes. The view from The Views Meadow open space will change dramatically as will the street scene in Reading Road North. The appeal by Sentinel against refusal by Hart Council was heard on 13–14 February. We might know the result in time for our AGM.



Current view over Campbell Close from The Views

The Society is currently going through one of those critical periods when there is so much we would like to do but when our active members are seriously down in numbers. Poor health, either of the committee member or of their family, has robbed us of the services of three valued volunteers. Another committee member finds her job takes her away from the area too often for her to be able to help. We need help if we are to continue involvement in all but the most pressing issues.

Please do consider joining the Society committee to ease the burden of the dedicated few. Our recruitment motto is "Fleet and Crookham Civic Society needs you, because we believe Fleet and Church Crookham needs the Civic Society". This is now more true than ever.

Colin Gray
Secretary (and reluctant Acting Chairman)

What's in a Name?

The Society started life as the Fleet and Crookham Amenity Society back in 1961. Affiliation to The Civic Trust (the nationwide organisation for societies concerned with the quality of life and the architectural quality and heritage of their home towns and cities) saw the Society change name to Fleet and Crookham Civic Society. That was more than 30 years ago and the name has stood the passage of time well.

The Executive Committee now feels another change is about due, and a slight change of name would also help to avoid any confusion over which "Crookham" we were actually formed to protect: Crookham Village actually has its own thriving society. So to make quite clear who we are, the committee is proposing that we change our name to:

Fleet & Church Crookham Society

This is a minor change that retains the FCCS initials but we hope gives a more defined role. This proposal will be put before our members FCCS at the AGM on 23 April 2008. If you wish to comment or object please attend the AGM or pass your comments to me.

Colin Gray, Hon Secretary

On the Waterfront

The application to demolish the small industrial and business units along the southern and eastern boundary of Waterfront Business Park, by Fleet station, and erect 186 flats and 20 three-storey town houses generated a lot of opposition. Residents in Darset and Wellington Avenues are concerned at being overlooked by these high buildings; Fleet Pond Society (FPS) is seriously concerned at the increase in disturbance to wildlife and increased pressure on footpaths. The impact on the Site of Special Scientific Interest of 206 dwellings would be considerable. The presence of a nature reserve, and the many acres of DE land between Fleet Pond and Pyestock, would be irresistible as areas for leisure, dog walking and other human activity to the new residents; understandably, the pond is a great attraction for many people.



Members of the Society committee joined FPS representatives at a meeting with the developer to discuss mutual concerns. I regret to say the developer's agent was less than sympathetic and even accused FPS of double standards of "encouraging lots more people to visit Fleet Pond but not wanting their residents". In fact FPS publicity is aimed at encouraging respect for the wildlife value of Fleet Pond in the hearts and minds of existing visitors. A major factor in the challenge to this application is, however, the loss of employment land and, further, of small business employment opportunities, which the council sees as in short supply in Hart. Council policy is in

favour of more small business units and protecting employment land, so redevelopment of this site would represent a change of use contrary to existing policy. It was this element which led to the collapse in chaos of the Planning Committee meeting on 12 December. Councillors were

not prepared to vote on a recommendation by the officers to defer the decision and some believed that such a change of policy required a Full Council decision. A vote to "move to the next item", when there were no other items on the agenda, meant the meeting ended abruptly and, regrettably, some councillors left the chamber, ignoring the chairman's plea to be given the chance to formally close the meeting and explain to the public what had happened and when they could expect the application to be heard again. There were about 30 members of the public waiting to hear the debate and one, Dr Richard Pinchin, was registered to speak against the application on behalf of residents, FCCS and FPS. I felt this was very bad manners on the part of the councillors concerned.

The change of council policy was the main thrust of the debate when the application came before the Planning Committee in February. The result should be known by the time of our AGM. If refused by Hart Council there is a good chance the application would go to appeal.

Colin Gray

Planning – What the FCCS Looks for When Considering Applications

By reviewing some 750 planning applications each year in Fleet & Church Crookham, you can be sure that your Society is well tuned to spot those planning applications that fall short of an acceptable standard. But how does your Society decide which applications to object to? There are inevitably several factors to consider.

Fleet & Church Crookham has a unique special character of leafy openness inset with several areas of natural areas for conservation. Planning applications generally seek to intensify the use of a site in one form or another and this intensification provides potential for the erosion of this character. The Society is very mindful to limit the rate of change and thus attempts to preserve this character. It is no surprise therefore that adverse effect on existing character and impact on 'street scene' feature frequently in our letters of objection. Often small changes to architecture and landscape screening can have a huge effect on how well a proposal fits in with the character of the area. Choice of materials or hedging in place of a brick wall can make a large difference to how an application is perceived.

Often, a nearby development can have a huge impact on the amenity of existing residents. The larger high density developments are often of three storey height and can have a major impact on the amenity of

neighbouring properties, whether caused by overlooking, noise or light pollution. The Society will generally consider the nearby residents when deciding on an application's suitability.

Past, current and planned development is also providing an increasing burden on the infrastructure. This manifests itself in many ways. One of the most obvious is the increase in traffic but there are many other burdens such as limitations of drainage, school places, public transport, GP waiting lists, civic services, policing etc. Often the impact is difficult to measure on an individual basis, but in combination with other development in the area, can create a real threat to our natural resources, such as conservation areas, and other areas of wildlife and natural beauty.

Whilst many objections involve resistance to physical development, the Society takes a more substantive view, and will also raise objections to applications likely to have detrimental impact on matters such as the viability of the town centre and increased risk of anti-social behaviour. The most obvious examples will be the loss of retail spaces in the town centre to make way for late night food or alcohol outlets.

Phill Gower

Farnborough Airport – Planning Application and Quiet Flying Update

The Fleet & Crookham Civic Society is very pleased to invite all members to attend its Annual General Meeting at 7.30pm at the War Memorial Hall, Sandy Lane, Church Crookham on Wednesday 23 April.

We are delighted to announce that TAG Aviation, Farnborough, has kindly agreed to make a presentation to the AGM as the guest speakers at the meeting. The Executive Officer, Brandon O'Reilly, his Director of Operations, Roger Walker, and Environment Manager, Miles Thomas, hope to make a presentation on their current operations at Farnborough Airport and their future plans, followed by a question and answer session.

TAG planning application to increase weekend and Bank Holiday flights

As you may be aware TAG Aviation, the main operator at Farnborough Airport, has very recently been granted its appeal to increase weekend flight movements from 2,500 to 5,000 per year at weekends and Bank Holidays. This decision has been made by two Secretaries of State (SoS), one for Department of Communities and Local Government and the other for the Department for Transport. They were responsible for making the final decision following the appeal report by the Planning Inspector who officiated through the extended public appeal hearing early last year at the Rushmoor Borough Council offices, the airport's host authority.

This decision has come as a great disappointment to many local residents, who already feel that the disturbance and concern they have for the flights at weekends at current levels have an adverse impact on the amenity of their peace and quiet. An increase in weekend flights will severely affect their quality of life.

It had been hoped that the fact that it has taken almost a year for the decision to be made (since the end of the appeal hearing in April 2007), meant it had been a difficult decision to make. This does not appear to be reflected in the decision statement. The SoSs have dismissed the two reasons for refusal as given by Rushmoor Borough Council, namely:

- Adverse impact on the amenities of surrounding residential properties, principally due to increased noise and disturbance at times when residents are more likely to be at home;
- It has not been demonstrated that there are overriding economic benefits arising from the proposal to outweigh the adverse impact on residential amenity.

One of the main reasons for the application to increase the number of weekend flights was that TAG was having to turn away business at weekends. In fact, as it has taken such a long time for this decision to be made that TAG has significantly grown its level of weekday business to the extent that if it were to fully use its new



Photo from www.facc.org.uk

weekend capacity limits it would now have to turn away business during the working week, instead.

I do not think this will be popular with many local residents, who value their peaceful time at home at weekends and Bank Holidays. To make matters worse, this comes at a time when TAG is trying to persuade local people that it is a good neighbour and keen to reduce the effects of aircraft noise on local people.

The fact that TAG was so anxious that this decision be made suggests that the decision on the number of weekend flights is very important to its intended future plans.

TAG has made it clear that it hopes to publish its business Master Plan – its vision for its future business for up to the year 2030 – within the next few months. TAG has made no secret of the fact that it expects to expand its overall business at Farnborough. I for one can only assume that TAG will soon apply for more flights overall and hopes to increase its weekend flights in the same proportion to weekday flights, just as it has now been allowed...

There should be public consultation on TAG's Master Plan and also on any future applications to expand the annual movement cap.

Public consultations are very important. People need to make the effort to provide written comments on their issues of concern, even if they hope to rely on those in authority to do the right thing. If people decide not to comment then their views are simply not heard nor can they be considered. If they do make the effort to comment, it very often helps to make a real difference.



It was interesting to see from the Planning Inspector's report that he had taken the opportunity to walk around the residential areas where residents had raised objections

with regard to noise disturbance. His comments included an observation that road traffic noise was more disturbing to him in many of these areas. However, it seems that he did not, in fact, invite himself into the houses or gardens to experience the noise heard as aircraft went overhead. Most people's gardens are at the rear of their property and the house itself screens off the road traffic noise. However, aircraft noise will not be screened as the aircraft fly directly overhead and will often be literally felt by residents, many of whom would prefer to be left in the peace, privacy and serenity of their own homes and gardens. Each flight event may be disturbing to many people, especially during the busier summer season when many people have their doors and windows open, and spend much more of their time outside in their gardens.

The weekend flying decision has not gone the way that many local people would like. However, there is now a clear decision that shows how important it is that a better way is found to provide real evidence of the adverse impact on the amenity on local residents. It will be very important in the future that some clear form of measurement of adverse impact on amenity of surrounding property be agreed and established.

Quiet Flying Programme

Following the appointment of the new Chief Executive Officer, Brandon O'Reilly, at TAG, effort has been made to mitigate the noise effects of aircraft using the airport. This is in an effort to address the growing level of concern expressed by local people as the number of flights quickly increases towards the capacity level of flight movements currently permitted. In fact during 2007, the number of flights increased by almost 25%, from 21,000 flight movements in 2006 to 26,500 flights in 2007. TAG admits that it expects to reach its capacity level of 28,000 flight movements later this year.

TAG has acknowledged that local residents are sensitive to aircraft noise at Farnborough Airport. Recent and significant increases in flight numbers have reached levels that many local residents are no longer willing to tolerate. When the opportunity came for people to comment on the application to increase weekend flights, they did so in thousands. This came as a great surprise to TAG, and was probably the reason why there was such a long process between the appeal and final decision by the Government.

TAG set up a Steering Group in March 2007 to direct the Quiet Flying Programme, which aims to minimise the impact of noise in and around the airport, thus improving the local noise environment. This was part of TAG's commitment to work alongside the local community and to be a good neighbour.

The Steering Group comprises directors and managers from TAG, the Chief Pilot, the manager of air traffic control, and three local interest group representatives (including the FCCS). The Group has considered a range of measures to try to reduce noise impact. They have successfully introduced procedures to reduce ground noise for aircraft that have landed and those preparing to take off. However, the persistent and continuing problem has been to reduce noise impact from aircraft in the air, as they land and particularly, it seems, as they take off.

In May 2007, TAG introduced a series of trial measures to control aircraft movements to avoid any unnecessary flights away from the main flight paths. Aircraft were required to travel straight for two nautical miles before being allowed to turn. Early turns were only permitted with air traffic control authorisation on safety grounds, such as



'conflicting aircraft' in the immediate line of travel. The airspace in this area is very busy, especially with high-level flight routes for Heathrow and Gatwick but also low-level flights from other nearby airfields such as Odiham, Lasham, Blackbushe and Fair Oaks.

In fact the effect of the control of flights has led to more noise disturbance in some areas, as the effect has been to concentrate more flights along a narrower flight path than before. This proved to be a major problem to many local residents in Church Crookham, especially during the summer months of 2007.

In an attempt to make progress with the trials and reduce the noise impact for residents in Church Crookham who were badly affected, further trial route measures will be introduced in May 2008. TAG has arranged for a new flightpath route to allow aircraft departing from Runway 24 (to the south west) which intend to travel south, to be allowed to turn early over Beacon Hill – an open and sparsely populated area.

The Steering Group is still working on the best ways to measure changes in noise impact on the more densely populated areas of Church Crookham and Fleet and to compare changes in noise levels under the new flightpath route.

It should be noted that these are all currently trial measures and the resulting details will be reported to the FACC for a joint decision as to which are the best measures to implement in future. Of course, there are residents in every direction around the airport and any reduction in numbers of flights in one direction will likely increase noise impact on other areas. It will be very important to justify any changes and noise impacts especially on residents in areas not previously affected.

Farnborough Aerodrome Consultative



Committee

The FACC meetings, which are open to the public, are held three times a year, in March, July and November.

The committee consists of representatives

from three main groups: the airport operators and users, local authority members, and local interest groups. There are 24 members in all, and meetings discuss the operations and activities at Farnborough Airport. The committee aims to provide an effective forum for the discussion of all matters concerning the development and operation of the airport which have an impact on the users of the airport and on people living and working in the surrounding area.

The FCCS has representation on the FACC as one of the local interest groups. This allows local people, especially those who live under the busy south-west flight path over Church Crookham, Fleet and Ewshot, the opportunity to submit their comments and questions to the FACC through the nominated representative. The FACC representative is an important contact link with Farnborough Airport.

The regular venue for FACC meetings is the British Aerospace Park Centre building on Farnborough Airport, and can be reached from the Queen's Roundabout entrance in Farnborough on the A235.

The next scheduled meetings of the Committee will take place at 2pm on Thursday 3 July and on Thursday 6 November.

Although these meetings are open to the public, they are not public meetings. Members of the public are permitted to ask questions during a 15 minute session item, often toward the end of the meeting. The Chairman, with his discretion, may allow members of the public to speak during agenda items.

The FACC also provides an informative website: www.facc.org.uk

Please feel free to contact me if you have any issues or questions that you would like to be raised at future FACC meetings.

I look forward to seeing many members at our Annual General Meeting on 23 April.

Jenny Radley
Tel: 01252 628751
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Local Health Matters

The Hampshire Primary Care Trust expects to end the 2007/08 financial year with a small surplus. This is an improvement compared with the deficits accumulated by the previous smaller Primary Care Trusts in Hampshire. It has produced a strategy document setting out its priorities in looking after the 1.25 million people for whom it is responsible.

The new Aldershot Centre for Health (pictured under construction below) is expected to open in August this year. It will be the largest primary care facility in the UK and will have 450 staff providing

an extensive range of services including GP services, district nurses and health visitors, physiotherapy, podiatry, health promotion, diagnostics, mental health services, child health services, and a drug and alcohol team. Frimley Park Hospital will also run a Pain Clinic there.

There is no further news about the proposed merger between Frimley Park Hospital and Ashford and St Peter's Hospital. Any firm proposal will have to be followed by a public consultation.

Patient and Public Involvement Forums, which have been responsible for monitoring the activities of Primary Care Trusts, come to an end on 31 March. They will be replaced by Local Involvement Networks, which aim to give individuals and voluntary groups an opportunity to influence local health and social care services. Hampshire County Council is responsible for setting up a Local Involvement Network for Hampshire.

Judith Sutherland



Photo from www.hampshirepct.nhs.uk

News on Pyestock development

Bob Schofield from SPLAT [Stop Pyestock bLot Act Today] tells us the latest news on the proposed development at Pyestock

The Pyestock planning application went before Hart District Council Planning Committee on Wednesday 19 March at the Princes Hall, Aldershot. The high level of local concern was exhibited by the main auditorium being full to capacity. The committee had to address two planning applications: one for a development in outline, which essentially sought planning permission for a very large warehouse establishment operating 24 hours a day, 7 days a week and one for a detailed plan which clearly identified ten buildings of specific dimensions with car parking and service areas. The first application has already been taken to Appeal by the developer because the council has not made a decision within a reasonable period of time. The planning committee members were therefore required to state the reasons for refusal had they been minded to refuse the application. This is required by the Inspector to establish the grounds of the Appeal.

The officer's report presented to the councillors recommended refusal of planning permission, a complete reversal of the recommendation in February 2006. The two substantial reasons given were the high level of night-time noise that could affect the Pondtail area of Fleet and the negative impact on the Strategic Gap, the designated narrow belt of supposedly undeveloped land that separates Fleet from Farnborough which is protected by local, county and regional policies.

Proceedings on the evening departed from conventional planning procedure. Six topics were selected by the chairman of the committee, covering: Planning Policy, Traffic Impacts, Noise, Strategic Gap, Ecology and Socio-environmental issues. Each topic was debated, in turn, with the developer and SPLAT allowed 4 minutes to make their representations together with a final 4 minute summing up.

The meeting lasted nearly 4 hours concluding with the Planning Committee unanimously refusing planning permission for both applications based on a total of eight declared reasons including traffic impacts, air quality issues and overwhelming public concern. This latter point was in recognition of the 12,000 letters of objection that have been submitted since January 2006. This was a better than expected outcome. If one can be disappointed in the face of success it was the fact that the councillors did not deem the ecological impacts on the Special Protection Area (SPA), the three



Sites of Special Scientific Interest (SSSIs), the seven Sites of Importance for Nature Conservation (SINCs) and the Fleet Pond Nature Reserve to be significant enough to warrant refusal. They will however make a note in their refusal notice that the ecological assessment was inadequate.

SPLAT has raised an objection with Brussels that English Nature is incorrectly interpreting the European Habitats directive and if upheld this would be a further and potentially fatal point for refusal.

It has to be acknowledged that the battle may have been won but not the war. The developer is bound to take the decision to appeal to protect his £54 million investment. One of the major areas to be debated will be the volumes of traffic generated. SPLAT had presented incontrovertible evidence that a development of over 1.3 million square feet of warehousing will generate at least 2,000 HGV movements per day, every day of the year. The developer had argued that the total number was irrelevant when a traffic cap was proposed. Councillor Radley argued, "Why build a depot of such scale and constrain its capacity when it could commercially operate at a much higher level?" What was of prime significance was the decision announced recently that TAG at Farnborough Airport has been awarded a doubling of weekend flights, barely 2 years after entering a legal agreement with Rushmoor to restrict such flights. SPLAT remains committed to fighting this application to the very end. The development is so out of keeping with the nature and character of our area, our quality of life and provides no identifiable benefit to local communities that it can be resisted and rejected at Appeal.

Bob Schofield

Parishing the Unparished Area of Fleet and Church Crookham

You may remember that on 8 June 2006 a petition was handed into Hart Council offices in Fleet calling for a parish council for Church Crookham and Courtmoor. This triggered a process that brought about a review of the whole of the unparished area of Fleet and Church Crookham. It was decided that the long overdue parish boundary review for the areas that cover the rest of Hart district should be combined into the process, and this started a series of surveys, consultations and ballot. After almost 2 years this process is hopefully drawing to some conclusions...

In fact, a recent change in the procedure for setting up new parish councils means that Hart can do this directly, without having to ask the Government to make the decision. We are told by HDC officers that the detailed consultation process which has been undertaken has not happened anywhere else before: the aim being to determine a closer match to the wishes of the local communities.

The January ballot of the unparished area indicated a clear wish from residents for the parishing of the unparished area, and two areas in particular had a majority of residents asking for separate parish councils. So, it is now clear that there will be three new parish councils in Hart District, namely **Fleet, Elvetham Heath and Church Crookham**.

There are two areas of the currently unparished area which need further consideration as to where they should fall within the new parish councils (see box).



Meanwhile, neighbouring parishes to Fleet and Church Crookham have been consulted on options as to their boundary reviews, some of which may still take some time to decide. Crondall Parish Council may decide to cede the barracks of Quetta Park and Humphrey Park to join Church Crookham, as the Sense of Place survey

suggested that this is where residents felt they belonged. If so, the Queen Elizabeth Barracks area, which lies between Quetta and Humphrey Park, should also follow suit. If these areas were to transfer to Church Crookham, then Ewshot, which is part of Crondall Parish, would lose a significant representation on that council and so might prefer to become a separate small parish council in their own right.

Blackwater and Hawley Town Council may need to consider merging with another adjoining parish council, so as to cover the costs of the amenities they currently provide, as they stand to lose 20% of their precept with the loss of their section of Ansell's Farm to Fleet.

These issues will take time and careful consideration to resolve and they now have until 30 June to come up with their own recommendations.

There were also some more straightforward boundary anomalies to settle, which the officers had carefully identified and these have now been resolved and agreed, which seem to be perfectly reasonable.

Hart District Council is scheduled (at time of writing) to debate the final options at a special Full Council meeting later in the summer or early autumn. We will make sure that you are kept informed about the outcome.

This Parish Review process allows the communities of Fleet and Church Crookham to finally be on the same footing as the other parts of Hart. The benefits of parishing include more local control over the use of the local Council Tax precepts. Currently residents in the unparished area pay into the Fleet and Church Crookham Special Expenses (FCCSE), but it is the District Council who decide how this money is spent. The FCCSE is caught up within the much more complicated Hart District Council Budget process

Ancell's Farm and Courtmoor considerations

i). There is part of Ansell's Farm which is currently parished under Blackwater and Hawley, and part which is within the unparished area, and the general feeling is that Ansell's Farm should all be parished as part of Fleet. However, there is much uncertainty about what the consequences will be due to the loss of this area for Blackwater and Hawley Town Council.

ii). The ward of Courtmoor was balloted, with a small majority of residents there asking for one single parish for the whole of Fleet and Church Crookham, the next largest group asked to be parished with Church Crookham rather than with Fleet. There cannot now be one single parish, as explained above, but it is not known how many of those who voted for the single parish would wish Courtmoor to be joined with Fleet or with Church Crookham. Those who voted for the single parish were not given the opportunity to answer such an option. This oversight will now be determined fairly, by allowing the residents themselves to decide through one further ballot (expected early in the summer), just for this ward, whether the majority wish to be included within the new town council of Fleet or within the parish council of Church Crookham.

and so much of the local control is lost. A more local parish council for Elvetham Heath and for Church Crookham, and town council for Fleet would have their own democratically elected parish/town councillors who would be able to focus more readily on their own area budgets. They would decide on their priorities and agree on their precept level on an annual basis. There rests a responsibility and accountability to the electorate as to how the precept is spent and given the move toward separate smaller parishes rather than one mega-parish, this should all be much clearer than the current system of the Fleet and Church Crookham Special Expenses.

Parish/Town Councils can choose to be responsible for their own area facilities and services, for example: allotments, play areas, car parks, cemeteries, lighting, litter collection, open spaces and youth facilities. They also have a recognised status as statutory consultee for any local planning applications.

Parish/town councils are responsive to their own local communities and act as advocates and monitors for local needs.

Fleet and Church Crookham have gone without this level of representation since the Fleet Urban Council was disbanded to form Hart District Council over 30 years ago.

It is hoped that the new shadow parish/town councils will be in place by May 2009 and be ready for full parish/town council elections in May 2010.

There are real opportunities now with this process to give a real boost to the local areas, the chance to focus on the local issues, plan the ways to resolve and deal with problems and support positive local initiatives. There is every expectation with parish/town councils for Fleet and Church Crookham for there to be a more effective, responsive and efficient way to represent and support local communities.

Jenny Radley

Hart District Council Service Reviews

Hart District Council conducted a number of Service Reviews in the latter half of 2007, to which Fleet & Crookham Civic Society were invited, as Elizabeth Smith reports...

Due praise is to be given to the Chief Executive of Hart District Council for taking the decision to review all the services provided to local residents. It was the first time that the Council had undertaken such a major project. The objective of the 6-month long exercise, which was completed just before Christmas, was to find ways of making improvements to the services.

Fleet & Crookham Civic Society was delighted to be invited to the reviews and to have the opportunity to make significant comments on procedures and suggest ways for the Council departments to become more effective and more efficient for the long-term benefit of the community.

The reviews covered Street Cleaning, Car Parking, Community Safety, Licensing, Refuse and Recycling, Indoor and Outdoor Leisure, Building Control, the Planning Process, Planning Enforcement, Community and Partnerships as well as Performance and Democracy. The Information Technology, Human Resources and Finance departments were reviewed internally.

A complete week was devoted to the review of each service. A review panel was established which included representatives of staff of the respective service, the respective service manager, relevant Cabinet and Scrutiny members and the Chief Executive or one of the Corporate Directors. There was a separate



review panel for each review which produced recommendations for action. At the beginning of the week meetings were arranged with those organisations having an interest in the particular service, users, town and parish councils and voluntary organisations. Questions were asked about experiences of using the particular service and whether there were any criticisms and suggestions for improvement. The panel also visited another local authority which was considered to be good at running the particular service.

At the end of the week the panel presented the findings to the respective staff, council members and stakeholders which included the Fleet & Crookham Civic Society. An improvement plan was produced which would be reviewed at 3, 6 and 12 monthly intervals. The reports on each of the reviews were published on the Council's website. A great deal of time, effort and thought was invested in each review. The meetings were well organised and run efficiently.

We now hope that we shall all see the fruits of the Council's labours with the introduction of more cost-effective procedures and improvements in the services provided to the residents of Hart to help to make it a more pleasant and enjoyable area in which to live.

Elizabeth Smith

Local Clubs and Associations: The Rotary Club of Fleet

In our regular series on local organisations, clubs and associations in Hart district, John Gibbons tells us about the Rotary Club of Fleet's activities and membership



Rotary's refurbished float on its first outing in 2007

The Rotary Club of Fleet was founded in 1961 and is part of the worldwide family of Rotary. The club raises money for charities in the local community, in the UK and throughout the world; the latter via the International Rotary Charity and the club's own contacts overseas.

The club meets every Monday evening at the North Hants Golf Club, Fleet, unless the Monday falls on a bank holiday. Meetings involve a meal and usually a guest speaker and, while Rotary business has to be done, a balance is always found between formality and informal fellowship. The annual calendar is a blend of charity work, fundraising and social events and whenever possible partners are encouraged to participate. Club membership is open to both men and women and currently stands at forty.

Whenever possible our donations are administered by ourselves or channelled through the appropriate local Rotary Club to ensure that the money is spent effectively on aid and support for the intended beneficiary and not on unnecessary administration costs. Although raising money for charities is a main part of our work, the Rotary organisation is also very interested in entering into longer-term partnerships with people and other service organisations.

Our overseas contacts involve the club in a variety of initiatives, for example, the Eyes for East Africa charity based in the Kwale District of Kenya supporting Dr Helen Roberts MBE in her work to save eyesight and to perform cataract operations. In Belize, a former Rotarian of Fleet has relocated and he acts as the contact with the Julian Cho Technical High School for the Fleet club to provide equipment and building tools to develop the pupils' skills and encourage self-sufficiency.

Within the local community, the club now has established events throughout the year. Our main fundraising occurs at Christmas with the float tableau supporting the door-to-door collections. The float underwent a major overhaul sponsored entirely by local businesses and proved even more popular than usual. Over £12000 was raised for local charities – a record collection.

In the Hart Shopping Centre, the wishing well is a children's and adults' favourite and money collected for local charities has recently passed the £14000 mark. Riding for the Disabled (pictured right) is one of many charities to benefit from the generosity of Fleet town shoppers.



In April, our "Stroke Awareness" day held in Hart Shopping Centre provides an opportunity for members of the general public to have their blood pressure measured by trained medical staff. Each year we see more and more people taking advantage of this free service as awareness increases.

During May the Rotary Club of Fleet organises the North East Hants Area Schools band concert in the Harlington Centre. This year Rotarian Geoff Baker is sponsoring the event to celebrate the centenary of his family business, W C Baker and Son. For June we are involved with "Kids Out", where 11 Rotary clubs within the area jointly organise a fun day for children with physical and learning disabilities at the Army Sports Stadium in Aldershot. Over one thousand children and carers attend the event and this year there will be a record number of attendees.

In late June 2008, "Splash for Cash" will be held in the Hart Leisure Centre which provides local organisations with an opportunity to raise money for themselves and the Rotary club's charities. Sponsored swimming not only benefits the local community but improves the overall fitness of the participants so come and join us in this fun event.

If you would like to know more about the Rotary Club of Fleet and its activities please contact the Club secretary, Malcolm Inglis, on 01252 615916 or visit our website at www.fleetrotary.org.uk

John Gibbons

Fleet Business Partnership

Fleet Business Partnership was set up by local businesses and community groups to help promote Fleet and find new and exciting ways to involve the community in their town. Our mission statement: "Fleet Business Partnership provides a platform to represent local businesses and groups to encourage community spirit through new and innovative events and promotions; delivering an enhanced shopping and business environment for local residents, businesses and visitors thereby ensuring long-term economic prosperity in the area" is as true now as it was 18 months ago.

Having organised the last Fleet Festivity nights and various competitions, we are hoping this year to organise a summer event on the 9 August. It is a great opportunity to celebrate a number of centenaries taking place this year including the Catholic Church and of course WC Baker and Sons.

We are looking for people and groups who would like to take part in such an event, perhaps by running the kind of stall you would have seen 100 years ago.

We are also currently looking for a small group of people to carry out many of the goals of the Partnership, and there will even be the opportunity for some paid staff to carry out the more day-to-day activities.

It has been the group's intention to involve itself in positive promotion and we have managed to bring about change in areas such as street cleaning.

I myself am looking forward to a more local council for Fleet and Church Crookham however it is divided up, although would hope that it is not broken into too many pieces as multiple voices can tend to drown each other out at the higher levels.

In the year ahead if we manage to get more volunteer and paid labour on board I look forward to expanding our membership, increasing the promotions and competitions, establishing a town loyalty card, and putting together both summer and Christmas events. It is not a tall order if the labour is shared.

The most important thing that we can do this year is to bring back people we have lost who are aggrieved at receiving unexpected parking tickets. Please be aware that the businesses have been fighting this situation as hard as we can. I believe those who have appealed against parking fines have succeeded in having the fine cancelled. What I no longer want to hear is people saying that because of these issues they refuse to come into town any more. Our shopkeepers hear this on a weekly if not daily basis. We ask all our residents not to vote with your feet and make innocent businesses pay the price but instead, when your election candidates call, make clear your views on the town, car parking and other issues.

Trading in small market towns is a very difficult thing to do on a countrywide basis and it is only the local community that can keep their towns alive. Fleet has seen a really positive increase in customer numbers over the last 6 months and it is important that we keep this going.

Fleet is a great town, but it is great because of the community that support it, and for that we thank you and look forward to continuing to thank you for another 100 years.

Kevin Whibley
Chairman, Fleet Business Partnership

Civic Society Activities September 2007 – March 2008

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.

- 25 September **Frimley Park Hospital Trust meeting** at Harlington Centre. Guest speaker orthopaedic surgeon.
- 2 October **Hart Service Review: planning enforcement.** Society represented. Review findings published on 5 October.
- 2 October **Proposed MOT station on car park rear Ridgeway Parade.** Society objected to this planning application to erect a detached MOT station in Ridgeway Parade, Church Crookham. HDC refused permission on 31 October due to unacceptable industrial use in a residential area and loss of existing parking.
- 3 October **Hart District Parish Planning Forum and Training Session.** Society representatives attended meeting of town and parish councillors with Hart officers. Current planning issues discussed.

3 October	Review of parish boundaries “Sense of Place” consultation meeting for Democratic Structures Working group meeting. Report on results of survey by consultants. Society represented.
3 October	Town Health Check. Meeting to discuss progress on analysis and set draft questions for schools.
5 October	Hart Local Strategic Partnership (HLSP) Affordable and Safe Housing Theme Group meeting. Society represented. Society restated the opinion that the minimum level at which a development would attract affordable contribution should be lowered to five dwellings.
9 October	Hart Service Review: grounds and parks. Society represented. Review findings published on 12 October.
9 October	Hart District Association of Parish & Town Councils meeting. Society represented as HDC’s Planning Advisory Group has been allotted two seats on this committee and FCCS has one of these.
15 October	Hart Service Review: planning services. Society represented. Review findings published on 19 October.
15 October	Dr David G. Fearn Memorial Committee. Inaugural meeting attended by representatives of the Society, Fleet and Crookham Athletics Club, Qinetiq and HDC, with the aim of establishing a memorial to our late Chairman to reflect his professional, sporting and community interests.
16 October	Farnborough Airport visit. Jenny Radley, the society’s representative on the FACC, visited Farnborough Airport with a concerned resident to meet the Operations Director and Environment Manager and to see how the airport operates.
18 October	HLSP Full Partnership Meeting. Society represented, and topics include Hart Sustainable Community Strategy, the Hart Corporate Plan, and two Theme Group reports. Concerns raised at lack of progress on the Recreation & Well-being and Environmental Groups.
23 October	Proposed Campbell Close development. Meeting between objecting residents, Cllr Appleton and Society Secretary to discuss strategy to challenge the application to build unsightly blocks of flats for the elderly.
31 October	Town Health Check meeting. Some preliminary results of analysis and draft letters to primary and secondary schools discussed.
1 November	Farnborough Aerodrome Consultative Committee (FACC) meeting. Society represented by Jenny Radley.
5 November	HLSP Affordable and Safe Housing Theme Group meeting. Society represented. Items discussed included housing for key workers, and proportions of rented and shared housing within overall affordable housing contributions.
5 November	[Farnborough Airport] TAG Quiet Flying Programme steering group meeting. Society represented by Jenny Radley.
7 November	Waterfront Business Park. Secretary met local residents to discuss objections to the planning application to build 206 dwellings at Waterfront Business Park (see page 4).
8 November	Fleet Town Access Plan consultation panel. Discussion group of county and district councillors, local community groups and council officers to assess all accessibility issues; including access routes to the town, signage, parking, access for disabled to shops and services and means of travel (foot, cycle, car, public transport).
9 November	Hart Road Safety Council meeting. Society represented by Andrew Macallan. Presentation by Dr Kit Mitchell on Young People and Road Safety, with Hampshire and Hart District accident statistics. Aim to take action to raise awareness for need to use seat belts and possibility to consider SNAP disco events.
15 November	Frimley Park Hospital PPI Forum meeting. Society represented.
15 November	Hart District Association of Parish & Town Councils meeting. Society represented. This meeting included a presentation on Basingstoke Canal from the Director of the Basingstoke Canal Authority.
19 November	Hart Service Review: performance and democracy. Society represented. Review findings published on 23 November.
19 November	Dr David G. Fearn Memorial Committee. Second meeting; society represented.
21 November	Fleet Christmas Festivities. Members of the Society helped with volunteer marshalling.

- 27 November–6 December **Queen Elizabeth Barracks (QEB) Inquiry.** An eight-day inquiry that included an evening meeting on 28 November attended by some 550 people where the public were given the opportunity to give views.
- 5 December **Town Health Check.** Further progress on analysis, some charts produced. Decisions on who would undertake analysis of comment sections of the result sheets.
- 5 December **Church Crookham Community Neighbourhood Police Beat meeting.** Society represented.
- 10 December **Planning Advisory Group meeting.** Society represented at this meeting, where Chief Inspector Mellors, Commander of Hart for the Hampshire Constabulary gave a presentation on policing in Hart.
- 11 December **Hart Service Review: revenue and benefits.** Society represented. Review findings published on 14 December.
- 11 December **Hitches Lane development.** Society represented at a presentation at HDC on the current detailed application.
- 12 December **Waterfront Business Park.** Society represented at a Hart Planning Committee debate on this planning application. Meeting ended in chaos, to the dismay of about 30 members of the public who had hoped to hear council views and hear their spokesman put their views.
- 13 December **QEB Inquiry.** Site visit by Planning Inspector; Society represented.
- 19 December **Planning application for 186 Reading Road South.** This change of use to pizza parlour was approved at HDC's Full Planning Committee despite over 100 objections from local residents and the Society.

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- 8 January **Hart District Association of Parish & Town Councils meeting.** Society represented.
- 8 January **Road safety meeting.** Society represented by Andrew Macallan at a meeting to discuss a possible road safety presentation at a SNAP event at The Point Youth Centre.
- 17 January **HLSP Full Partnership Meeting.** Society represented. Topics included the Hampshire County Council Older People's Well-Being Strategy, the draft Hart Sustainable Community Strategy, two Theme Group reports, and an update on Hart District matters.
- 18 January **Farnborough Airport Quiet Flying Programme.** Jenny Radley represented the Society at a daytime trial of new flight route.
- 21 January **Planning Advisory Group meeting.** Society represented at this meeting, where Kevin Whibley, Chairman of the Fleet Business Partnership, gave a presentation.
- 23 January **Fleet Town Centre Management debate.** Society represented at this meeting of interested retailers, council officers and local community groups. Town Centre Manager was seeking to bring together all interested parties to drive forward the viability and vitality of Fleet town centre.
- 25 January **Farnborough Airport Quiet Flying Programme.** Jenny Radley represented the Society at a daytime trial of new flight route.
- 28 January **HLSP Affordable and Safe Housing Theme Group meeting.** Society represented.
- 29 January **HLSP Environment Theme Group meeting.** Society represented. New chairman introduces revised Action Plan.
- 29 January **Fleet Business Partnership AGM.** Society represented.
- 30 January **North Fleet Conservation Area consultation.** Colin Gray represented the Society at this tour of the NFCA to review policy.
- 30 January **Hart Scrutiny Committee meeting with Thames Water and Environment Agency.** Society represented by Colin Gray at this meeting to discuss recent flooding problems.
- 31 January **Fleet Town Access Plan meeting.** Society Secretary attended this update on the consultation on means of access to Fleet town including revisions to cycle routes, traffic pinch-points and bus routes.
- 31 January **The Point Youth Centre open afternoon.** Society represented at this event to find out more about this youth centre in Fleet.
- 5 February **Fleet Town Centre Management group meeting.** Society represented at this meeting when Town Centre Manager made a presentation to Hart councillors.

- 6 February **[Farnborough Airport] TAG Quiet Flying Programme steering group meeting.** Society represented by Jenny Radley (see page 5).
- 6 February **Fleet & Crookham Local History Group presentation.** Society represented at this event at Fleet Library to celebrate their lottery grant.
- 7 February **Appeal hearing into 62A and land to rear of 66 Albany Road development.** Society represented.
- 12 February **Appeal hearing into 28 and 28a King's Road development.** Society represented.
- 12 February **Waterfront Business Park.** Society represented at strategy meeting of objectors to this application for 206 dwellings.
- 13/14 February **Proposed Campbell Close development.** Society represented by Colin Gray at an appeal hearing into the Campbell Close flatted development.
- 19 February **Proposed Redfields Lane Industrial Park Nursing home development.** Society represented at appeal hearing.
- 20 February **Waterfront Business Park.** Society represented at Hart Planning Committee debate on redevelopment application. Secretary spoke on behalf of objectors.
- 24 February **Redevelopment of Redfields Garden Centre.** Society attended a 10-day exhibition on proposals.
- 25 February **Housing Stakeholders Consultation.** Society represented by Stuart Bates at this meeting which looked at future action planning.
- 27 February **Fleet Town Centre Management meeting.** Society represented at this meeting to discuss format of the management team and action teams.
- 28 February **Town Health Check meeting** to agree who would analyse the various functions/aspects that had written comments.
- 29 February **Land rear of 159 Aldershot Road, Church Crookham.** Appeal against HDC's refusal of planning application to build a 3 bedroom bungalow dismissed by Planning Inspector whose report is most worthy of reading by anyone considering 'garden grabbing'. The Society had objected.
- 4 March **Fleet & Crookham Residents' Association EGM.** Society represented at this meeting to discuss the future of the association and disposal of assets should it fold. Sadly the Association agreed to dissolve at this meeting.
- 5 March **Hart District Parish Planning forum.** A meeting of town and parish councillors with Hart officers to discuss training and equipment needs of parish council officers when all planning is done online. Outstanding planning issues also debated.
- 6 March **Farnborough Aerodrome Consultative Committee meeting.** Society represented by Jenny Radley.
- 17 March **Fleet Town Access Plan meeting.** Society represented at this meeting to discuss cycle routes.
- 14 March **Hart Road Safety Council meeting.** Unfortunately the Society was not represented, and might not have been sent an invitation. The Society will be invited again in future.
- 19 March **Pyestock development.** Society attended this Hart Planning Committee meeting to debate the Pyestock application at Princes Hall, Aldershot (see page 8).
- 27 March **HLSP Affordable and Safe Housing Theme Group meeting.** Society represented.
- 29 March **FCCS display in Fleet Library.**

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

BC	Borough Council	(H)LSP	(Hart) Local Strategic Partnership
CC	County Council	PAG	Planning Advisory Group [of Fleet & Church Crookham Councillors]
FACC	Farnborough Aerodrome Consultative Committee	PCT	Primary Care Trust
(H)DC	(Hart) District Council	QEB	Queen Elizabeth Barracks
LDF	Local Development Framework, which is currently being drawn up to replace the Hart District Local Plan	SPA	Special Protection Area
		SSSI	Site of Special Scientific Interest
		TAG	Farnborough Airport operating company

Diary of Forthcoming Events

Sat 12 April	Hart Leisure Centre Free Taster Day, 9am–1pm
Wed 23 April	Fleet & Crookham Civic Society AGM 7.30pm, Crookham War Memorial Hall, Sandy Lane, Church Crookham
Sat 26 April	Fleet Rotary Club's Stroke Awareness Day, Hart Shopping Centre
Thu 1–Sat 3 May	Crookham Players perform "The Winds of Change". 8pm at Crookham Memorial Hall. More details on 01252 623976
Mon 5 May	Lions' Motorcycle Rally, Victoria Road Car Park, Fleet
Sat 10 May	Spring Bird walk at Fleet Pond starting from the reserve car park at 10am, guided by Jonathan Mist, leader of the Fleet Wildlife Explorers (RSPB Junior Section)
Sat/Sun 10/11 May	Walk the Path – walk the 23-mile Blackwater Valley Path over two days. Booking essential on 01252 331353. £10 for both days, £6 for one day
Sun 11 May	Fleet Rotary Club's North East Area Schools' Band Concert (see page 11)
Tue 13 May	Hart District Council Anti Social Behaviour Surgeries, 5–7pm, Civic Offices in Fleet. Make an appointment by calling Beth Charnock on 01252 774256
Mon 26 May	Fleet Food Festival (including Farmers' Market), Gurkha Square, 10am–2pm
Sat 21 June	Fleet Rotary Club's Splash for Cash (see page 11)
Tue 10 June	Hart District Council Anti Social Behaviour Surgeries, 5–7pm, Civic Offices in Fleet. Make an appointment by calling Beth Charnock on 01252 774256
Thu 3 July	Farnborough Aerodrome Consultative Committee meeting, British Aerospace Park Centre, Farnborough, 2pm (see page 7)
14–20 July	Farnborough Air Show (60th Anniversary) – public days on 19 & 20 July
Sat 9 Aug	Fleet Business Partnership summer event (see page 12)

FCCS Committee Contact Details

Chairman:	<i>Position vacant</i>
Secretary:	Colin Gray, Fleet 616183, email: colin.gray@fccs.org.uk
Treasurer:	Stuart Bates
Executive Committee:	Alison Macallan, Judith Sutherland, Andrew Dodd, Pamela Slorach
Membership Secretary:	Debbie Moss, email: membership@fccs.org.uk
Co-opted Members:	Jenny Radley (FACC Representative), Fleet 628751, email: jenny@jradley.com Phill Gower (Planning Matters), Fleet 624506, email: phill.gower@fccs.org.uk Andrew Macallan (Town Health Check)
Newsletter Editor:	Gillian Wain, email: newsletter@fccs.org.uk

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