



Fleet & Church Crookham Society Newsletter – Spring/Summer 2009



FLEET & CHURCH CROOKHAM SOCIETY ANNUAL GENERAL MEETING

Wednesday 22 April 2009 at 7.30pm
Crookham War Memorial Hall, Sandy Lane, Church Crookham

Speaker: Roger Cansdale from the
Surrey and Hampshire Canal Society

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



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Local Health Matters

The Local Involvement Network (LINK) for Hampshire is still, disappointingly, in its early stages. The host organisation appointed by Hampshire County Council has set up a steering group to give local voice on how health and social care is delivered, but no local groups have been set up.

Frimley Park Hospital has announced plans to build a new A&E department, which would help the hospital to cope with the increasing population in this area. Unfortunately it appears that this will mean the hospital cannot afford to build a multi-storey car park to relieve parking problems and congestion around the hospital.

Judith Sutherland

Welcome to our New Members

Since our last newsletter, we are delighted that the following people have joined the Fleet & Church Crookham Society:

- Mrs JM Allen
- FS Terry

Welcome to the Society!

Your Feedback is Welcome

Your feedback on the Fleet & Church Crookham Society Newsletter is always welcome. Please let me know which items you find useful and interesting and which items you do not find as useful so that we can make changes for future issues. My contact details are on page 16.

Gillian Wain
Editor

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

Chairman's Introduction

The credit crunch, the apparent slowdown in development locally and the slowdown in the economy do not seem to have made much impact on the committee workload. We have seen the closing days of the Pyestock Inquiry at which the SPLAT campaign group made an excellent case against this massive redevelopment, and we now await the decision of the Secretary of State due "on or before 28 May 2009". The Waterfront Business Park

appeal closed after 10 days' debate and the decision by the Secretary of State is due "on or before 12 May 2009". We have just had a busy month in the throes of no fewer than three consultations affecting operations at Farnborough Airport.

One was the TAG Master Plan, the second the Rushmoor Borough Council Airport Area Action Plan and the third the more complex Farnborough Airport Area Action Plan Sustainability Appraisal Scoping Report. (My old grammar school tutors would have seen a hint of tautology in that last title.) Comments to the first two were sent in (see page 6) and the deadlines have now passed. Although consultation forms were provided, these do tend to be somewhat skewed to try to obtain the answers they want, so we have found it advisable to accompany the forms with a letter to address those issues where an 'agree/disagree' tick is not an adequate response.

The proposal to build a retirement/nursing home on the disused Shotts nightclub site gives cause for significant concern. Part of the site (the garden) is within the Public Safety Zone (PSZ) for Farnborough Airport. In theory at least, as the building itself would be outside the PSZ, this is not a planning reason to refuse; but who would wish to impose the level of aircraft noise and vibration on a home for the elderly so close to the take-off path? The development would include loss of some car



parking facility for users of the athletics and football area and could make these valued sports facilities difficult to use. It has been suggested that an alternative sports facility would be provided at Hitches Lane. We should be concerned that the local authority seems to see Hitches Lane as a solution to more problems than the site has capacity to provide. It might make sense in financial terms to have all sports facilities in one place, but

does this really serve the community well? Among other factors, what about the additional car movements this would generate?

Speaking of Hitches Lane, the draft Thames Basin Heaths Special Protection Area Interim Avoidance Strategy (TBH SPA IAS) has been approved by Hart Council's cabinet. This includes provision for any developer to pay financial contributions to Hart DC in lieu of offering SANGS (Sustainable Alternative Natural Green Space) as mitigation for the SPA. Under the IAS, a developer pays a sum for management of open space at Hitches Lane which would give local people the incentive to walk there and not on the TBH SPA. The sum payable is per dwelling and is on a rising scale dependent on the number of bedrooms per property, as in the table at the foot of the page.

Note that a further sum might be added when Natural England agree a sum to cover access and monitoring for the site. It is not yet clear how these fees would be applied to affordable dwellings. If the fee levied put the cost of the development of an affordable dwelling below a breakeven point, would the developer be prepared to proceed? I doubt it. The IAS is designed to remove the backlog of planning applications refused or delayed due to the need for SANGS to the SPA. What puzzles me is how the council can produce this strategy to address the need for SPA mitigation and, thereby, bring forward applications for planning

Contributions in lieu of SANGS provision for new dwellings in Hart district			
Dwelling size (no. bedrooms)	Household occupancy	SANG contribution per dwelling (£)	Contribution to access management and monitoring
One	1.3	3612.15	To be determined by Thames Basin Heaths SPA Joint Strategic Partnership
Two to three	2.42	6724.16	
Four plus	3.5	9725.03	

permission for new housing developments, while at the same time making staff cuts in the planning department. Will this not just introduce another reason for delays in planning decisions?

I mention below the much regretted demise of the Fleet & Church Crookham Residents' Association. We were very sad to hear this valued group had found it could no longer continue to function and we record our most grateful thanks for their long and dedicated service to our community. We will try to take on most of the roles they performed and hope we can meet their standard. We are deeply grateful that the members at the winding up Special Meeting voted to donate the balance of their remaining funds, after all commitments had been met, to our Society: the princely sum of £1,750.

We need to increase membership of FCCS. A healthy membership means we are listened

to and that our views are taken into account. The committee has talked about this at the last couple of meetings and we would like to do a mail drop of our new leaflet to make people aware that we exist, what we do and hope that they would give us their support. If any member would like to help by taking a pack of leaflets to put through letter boxes in their street, please let us know.



Our display board at a membership recruitment event last summer

Colin Gray

Fleet and Church Crookham Residents' Association

Fleet & Church Crookham Residents' Association (RA) held a Special Extraordinary Meeting early in 2008 to discuss the future of the Association. The Executive Committee had been finding the administration very difficult, given the small number of active members on the committee.



Collection of annual

subscriptions had proved impossible for some years. Ted O'Toole told members at that meeting that, unless more help was forthcoming, it was proposed to wind up the Association.

After debating the issues, the members at the meeting, numbering about 30 Life Members, reluctantly approved the proposal to wind up. Members then discussed what should be done with any residual funds after all commitments and expenses had been met. A majority vote favoured donating the residue to Fleet & Church Crookham Society as it was felt that FCCS shared most of the Association's aims and objectives and would be the best organisation to carry on the work for the community so admirably done over many years by the Residents' Association.

I attended the meeting as a Life Member of the RA, and as a representative of FCCS, as I had been informed that the proposals to wind up the RA and to donate residual funds to FCCS was a distinct possibility if no further

help to secure the future of the RA was forthcoming. Ted O'Toole asked if FCCS would be willing to take into FCCS Life Membership any RA Life Members who wished to transfer. In view of the funding implications that such a transfer might commit to FCCS, I asked how many Life Members this would involve. Terry Tingey

said that they had had some 600 Life Members on their books but the transfer was unlikely to be in excess of 40 members, since many of the original number had left the area and some would be deceased. On these terms I agreed that FCCS would welcome the transfer of RA Life Members.

In January 2009 the RA gave me a full listing of Life Members from their current newsletter distribution lists. The lists, when combined, totalled some 377 Life Members. Some of these are already FCCS members, other names I recognise as having sadly left us. A letter is being sent to all the people on the list who we believe are still in the Fleet and Church Crookham area in which I invite them to join us. I hope they will swell our numbers and increase support for our work. We would hope as far as possible to carry on representing their views and concerns as the Residents' Association had for so many years.

Colin Gray

FCCS Visit to TAG Farnborough Airport: October 2008

The FCCS organised two tours of Farnborough Airport in October and January for interested members. Here David Foxley tells us about the October tour, with photos from the January tour.

October 28th dawned as a cold, calm, sunny day; easily the best weather for ages. Fourteen eager members of FCCS gathered in the car park at the TAG passenger terminal and were all ready to go 15 minutes ahead of the scheduled starting time. Each of TAG's weekly tours is very much a PR exercise, but our guide acknowledged that this group had more of a personal interest in what goes on behind the earth banks of Elles Road than the usual Tuesday tour party. It was also reassuring to be taken round by Tony Knight, a "Cove boy" with 50 years' working experience on the airfield site. So many tours can be spoiled by a guide who only knows what is in the corporate PR manual!

Our first port of call was the aircraft apron and the hangars. We have all seen the impressive looking wave-form roof of the hangar from the road, but inside it resembled more of a new car showroom: bright and shiny aircraft on a spotlessly clean floor. Clearly this was where the rich boys stored their toys, and paid handsomely for the privilege! A new hangar identical to the first is being built alongside, and one of the old RAE hangars is soon to be demolished as it "detracts from the general appearance of the site". Apparently it will be replaced by a building with a 'living roof' alongside some of the few remaining trees within the vicinity of the runway.

A short drive alongside the conservation area beside the runway gave us a view of one of the usually unsociable Prezwalski horses in Eelmoor Marsh. We also learnt that one of the tactics used to keep birds away from the runway is to let the grass grow long. Apparently it deters the birds from looking for food on the ground. (I wonder if it works with badgers as well!) Later in the tour we were also told that the grass is truly wild, has never been seeded and is never treated with any forms of chemicals. Whether MOD adhered to this practice over the 80 years it was in residence is probably a state secret until 2100.

Following a stately drive along the runway during one of the mid-morning quiet periods (we all know about the breakfast time and supper time rush hours), we were treated to a close up view of the Avro Vulcan. It landed during the centenary celebrations for Cody's first flight on 18 October, and developed a brake problem. As getting spares for the Vulcan is not a simple matter of popping in to



the stores, it could be in residence for a while longer.

A drive past of the fire station gave us a view of the brand new airport fire truck (to go with the two already in use). With any luck, it may never have to put out a real fire. The last time the brigade was called to a real fire on site was over 10 years ago, and they are usually engaged in training (of themselves and other brigades) and environmental protection work.

To finish, we were all treated to a trip to the control tower. The view from the top, on a day as clear as we had, was truly breathtaking, and worth the three flights of stairs after the top of the lift.

General impressions, and we know that the purpose of these tours is to impress the neighbours, were all favourable. TAG is clearly investing a lot of money in the site, and seems true to its 'vision' of creating one of the best business airports in the world. Clearly we are going to be near neighbours to them on a permanent basis. Their environmental protection programme is well thought out and seems to be conscientiously applied. The one issue that concerns us all the most (aircraft noise) produced one surprising revelation. From the presentation at the FCCS AGM, we learned that TAG is working with NATS (National Air Traffic Control Services) to produce flight paths that minimise the number of residents subjected to overhead flights. We were also told that Farnborough is in an 'uncontrolled airspace zone', and NATS has to give instructions to Farnborough pilots to take alternative flight paths to avoid aircraft from Odiham, Blackbushe, Lasham, Fairoaks and other small airfields. What I never realised was that private pilots can take off from any of these airfields without filing a flight plan, and without any means of communicating with

control towers. So, if a recreational flyer decides to take off from Blackbushe and flies towards Farnborough, the controller at Farnborough can do nothing more than re-route anything as big as a Boeing 737 to fly straight over Fleet to avoid a single-engined two-seater! With the inevitability of more flights, and certainly bigger aircraft, using Farnborough, it might be timely to start campaigning for Farnborough airspace to extend its controlled zone (currently the airport operates a 2.5 naut. mile controlled zone). We were told that this always takes a long time, is low on the priorities of all "interested parties", and would be heavily resisted by users of neighbouring small airfields.

Thanks are due to Colin Gray for organising the visit and to Tony Knight our guide. Without his deep knowledge and candid answers, this tour would have been much less informative.



David Foxley

Evening Car Parking in Fleet to Become Cheaper

As most will know, parking after 6pm in the Hart Shopping Centre car park is free, which is fine for those doing their evening shopping in Waitrose. However, if the reason for your evening visit to Fleet's town centre is, for example, to attend an evening event at the Harlington Centre or to eat out in one of Fleet's many restaurants or pubs, then you will probably prefer to park your car in one of the council's car parks closer to your destination.

Parking charges apply round the clock in most of these car parks. In the past, these have presented the motorist with a bewildering array of charging regimes. They had also been set at rates that could be shown to be out of line with what was being charged by neighbouring authorities.

A few months ago, the Society raised with Hart a number of issues relating to charging for parking after 6pm. These included the level of parking charges that should apply after 6pm, noting that in most car parks, there was a discontinuity in the charging rates for times that straddled 8pm, the time when many visitors would be in the middle of attending town centre establishments. For someone using the Victoria Road car park, the charge for parking from 6.45pm to 9pm, for example, would amount to at least 40p plus 60p = £1 for the time before 8pm and a further £1.60 for the time after 8pm. Not only was the total cost (at least £2.60) well out of line with charges elsewhere but there was the added perceived inconvenience of



having to put money into the ticket machines twice to cover two parking periods. In fact, the recently installed new ticket machines had the facility not only to accept in one go the full amount (in this example £2.60) but also the facility to accept pre-payment of the exact parking time required. This was not generally known.

Following consultations with its recently formed Citizens Panel (comprising some 780 members – see page 12) and representations by the Society and others, Hart has decided not only to freeze daytime parking charges at their current levels but also to reduce its overnight parking charges, from April. The Victoria Road and Courtyard car park charges after 8pm will go down from the current £1.60 to £1. For Gurkha Square, the overnight charge goes down to £1.50 but the Church Road and Birchayes car parks will remain free after 8pm, as at present.

However, significantly, to accommodate evening event visitors to the town centre, Hart has been making its office staff car park available from the earlier hour of **6pm** and from April the new overnight parking charge of £1 will apply. This car park is conveniently located behind the Prince Arthur pub and next to the Hart council offices and is accessed via Harlington Way.

These changes, together with the decision to freeze daytime charges, are to be greatly welcomed.

John Pearson

Farnborough Airport and the Farnborough Aerodrome Consultative Committee (FACC)

Update on the plans for the future at Farnborough Airport and the draft Master Plan

TAG Aviation, who recently purchased Farnborough Airport outright, has just conducted a consultation on its draft Master Plan, which closed on 28 February. It held a series of public exhibitions at various locations around the area to accompany the consultation, including two sessions at the Harlington Centre, Fleet, and one at the Church Crookham War Memorial Hall, which were all very well attended.

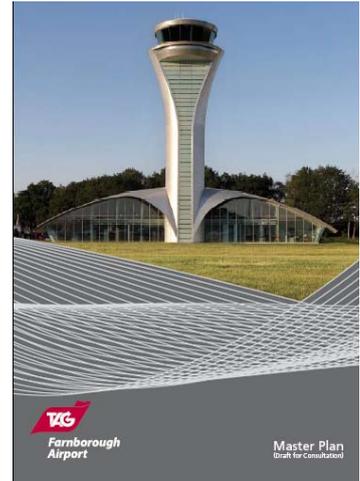
The most important message from the draft Master Plan is that TAG intends to apply for an increase **from 28,000 flight movements per annum to 50,000 pa**, to take it up to the year 2019. It has made no secret of its ambition to expand its overall business at Farnborough Airport; however, TAG is currently constrained by the planning conditions that were imposed by the host planning authority, Rushmoor Borough Council (RBC). Interestingly, RBC has also just ended a 6-week consultation on its own Farnborough Airport Area Action Plan, but in fact the council needs to consider the period up to 2026, so there is still some uncertainty about what is expected after the year 2020. It seems that TAG would still like to reserve the option to expand even further after that date.

There were some important details missing from the draft Master Plan. It did not mention any limit to weekend flights nor to the limit on heavy flights, which are very important with regard to their noise impact on residents who live under the flight paths. The other omission is the complete lack of consideration as to how TAG will address the carbon emissions from aircraft. TAG has produced an impressive charter that deals with measures at the airport site, but nothing to do with the wholly inefficient use of business aircraft that operate at Farnborough.

Current planning permission for Farnborough Airport allows:

- Operating times:
 - Monday–Friday 07.00–22.00 hrs.
 - Weekends and Bank Holidays 08.00–20.00 hrs.
- Up to 28,000 flight movements per year (a movement is either a landing or a take-off).
 - Of those up to 5,000 per year can be at weekends and Bank Holidays.
 - Of those up to 1,500 per year can be large aircraft 50–80 tonnes.
- Airshow and Royal/Diplomatic flights are exempt.

The other issue that TAG has not explained in this draft Master Plan is how, following a recent review, it suggests that the Public Safety Zone for an increase in flight movements to 50,000 pa could remain the same size as the current zone which is for up to 28,000 movements pa.



Although TAG had conducted a preliminary consultation it seemed to concentrate on the (mildly) positive view that it had received with regard to the economic benefit of the airport. It really did not pick up on the more important issue that residents have made clear, on many occasions, and that is the disturbing noise impact from aircraft. This was what most people were keen to see addressed in the draft Master Plan. The FCCS committee has responded to both of these consultations with careful regard to the detailed understanding and knowledge that the Society has built up of the key issues over recent years. The committee strongly feels that TAG should not be permitted to increase the number of flights until the negative impacts on residents and the environment are clearly addressed.

If anyone is interested they can obtain a copy of the FCCS responses from committee members or from the Society's website www.fccs.org.uk.

TAG expects to publish its completed Master Plan later this year and shortly afterwards, before the end of the year, it expects to submit a planning application to increase flight movements. Any increase in the overall number of flights would require a change to the conditions of the existing planning permission and there would need to be a formal public consultation before any decision can be made by Rushmoor Borough Council.

The FCCS will notify members when this Master Plan is published and certainly when the planning application for an increase in flight movements comes in.

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.

Quiet Flying Programme

The work of the Quiet Flying Programme (QFP) steering group continues. It has now been running for almost 2 years and it seems that progress is being made. However, the air traffic controllers are keen to bring the current trials to some conclusion. They would like to provide pilots who use the airport with agreed instructions on flight procedures.

The QFP steering group, which includes three representatives from local interest groups, including the FCCS, aims to minimise the impact of noise at and around the airport, to try to improve the local noise environment. The group, which is led by TAG, has considered a range of measures to try to reduce noise impact. There has been some success in reducing ground noise at the airport, and there has been some significant improvement in reducing the level of noise disturbance experienced by residents from aircraft coming in to land. However, the persistent and continuing problem is the challenge to reduce noise impact from aircraft as they take-off.

During the trial in 2007, all flight departures were instructed to fly straight along the extended flight centre-line, for 2 nautical miles before turning to follow their intended course to their destination. I should add that there are still many flights which are permitted to abandon noise abatement procedures and turn early, often flying over residential areas, but this is when air traffic controllers make that decision on safety grounds. These occasions are virtually always due to other aircraft in the airspace ahead of the aircraft. The result of the 2007 trial was particularly disturbing for residents in Church Crookham, under the main departure flight path, as so many more aircraft followed the straight centre-line route and the noise impact was concentrated over them and was simply not tolerable for many residents.

The ongoing trial during 2008 sought to test a southerly route that would allow flights for those aircraft intending to turn south anyway to turn early and direct them over unpopulated land at Beacon Hill. Unfortunately the hoped for corridor route was not possible to follow and the effect was simply to spread the range of departing flights often over Ewshot village. However, the impact over Church Crookham was moderated. The conclusion was that in fact

TAG Aviation telephone complaint/enquiry line: 01252 526001

Anyone who has concern about a particular flight, the direction, height, noise or timing should ring this number to register their concern. The complainant must provide their name and address to receive a written explanation, as well as details of their concern, time, date and description. This line is serviced by an answer phone out of office hours.

TAG has now also introduced a new contact system for e-mail:

complaints@tagfarnborough.com.

Complaints received will be recorded and reported in the same way as for the telephone complaint line; however, it will allow for quicker responses to be submitted by return of email.

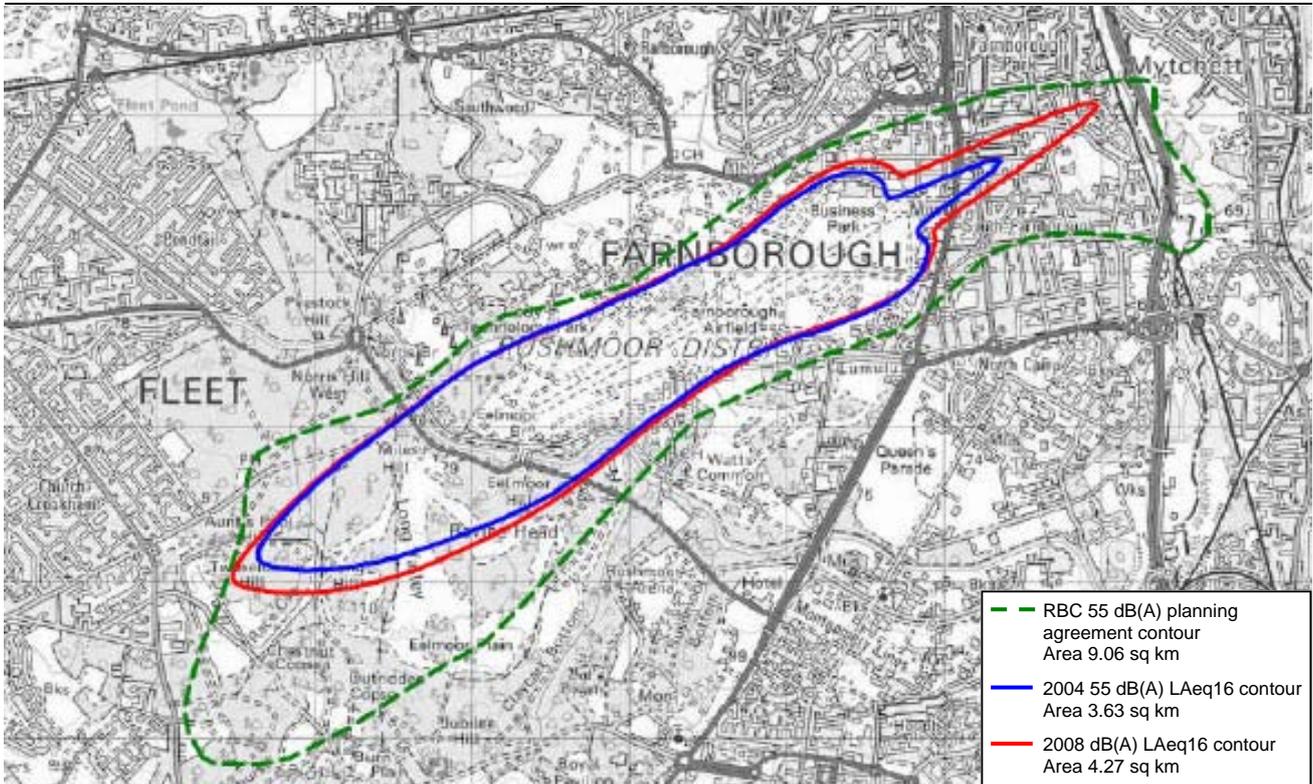
It is important that people notify TAG of their concerns so that this data can be recorded and reported. It is part of their agreement with the local planning authority that they keep track of public concern.

there are no non-impact routes from Farnborough, and there will always be residents who will suffer noise disturbance, no matter what routes are established.

It was also noticed during the 2007 period, that the actual annual noise contour for that year breached the agreed (consented by planning permission – see picture on page 8) noise contour; however, the changes made to the trial during 2008 brought the actual annual noise contour back within the consented limit. This does suggest that this agreed noise contour is very close to the limit for the flights that operate straight along the departure centre-line. This raises the question of how TAG would be able to consider increasing their flight movements in this direction?

During 2008, noise measurements were taken in a methodical way as part of the trial process in order to establish scientific evidence of the effect of noise at ground level. The results are now being analysed, but they do seem to show that the southerly route is more acceptable to most people, but I would like to add that this applies at current levels of flights. I would not like to anticipate how this would work if flight movements were given permission to increase. It does appear that there is a baseline threshold number of flights within short periods of time that residents find tolerable and once that is exceeded then the noise of flights become disturbing or very annoying to many people.

Map © Crown Copyright



Farnborough airport comparative noise contours – green line shows agreed noise contour; red line the 2008 contour; blue line the 2004 contour. The 2007 noise contour is not shown.

This map is taken from the FACC/TAG Aviation *Quiet Flying Programme Review including the Evaluation of the Farnborough Airport Noise Abatement Trials 2007/8*, published in March 2009 and available at: www.facc.org.uk/printed_papers/others/QFP_mar09.pdf

It is hoped that the noise measurement data will be properly analysed in time for the next FACC meeting, so that a recommendation can be made to agree on the most appropriate flight procedures for Farnborough Airport.

It is important to note that there are residents in every direction around the airport. There are no routes that will not have a noise impact on some area. What is important is that all safety procedures are followed and that all pilots are aware of the noise sensitivity around the airport at Farnborough, and that is simply because it has a high resident population at close proximity to the airport. It will be very important to justify any agreed changes to Aircraft Instruction Protocol (AIP) at Farnborough and to justify any intensification of noise impacts that may be caused to residents in areas not previously badly affected.

Farnborough Aerodrome Consultative Committee (FACC)

The next scheduled meeting of the Committee will take place on Thursday 2 July at 2pm at the Park Centre BAE Systems. Following the July meeting, the provisional date for the next meeting is Thursday 5 November (date will be confirmed on the FACC website, see below).

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, at 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.

Jenny Radley

Tel: 01252 628751; jenny@jradley.com

Airport tours

TAG provides weekly minibus tours of the airport (see a report of one of our two recent trips on page 4) for local interest groups. It includes a full tour of the airfield, including a visit to the hangar and to the control tower, which offers panoramic views of the airport. Each tour is guided by Tony Knight, who has worked at the airfield for 50 years and has a wealth of experience and stories. He explains the history, the current operations and future plans of the airport.

FCCS has just organised a tour for **15 December** for members. There are still spaces available on the 15-seater minibus. If you would be interested in joining this tour please contact Colin Gray (contact details on page 16).

Citizens Advice Hart

Citizens Advice Hart provides free, confidential, impartial advice to everyone on their rights and responsibilities. We provide the advice people need for the problems they face and work to improve policies and practices that affect peoples lives. We give practical, up-to-date information on a wide range of topics, including benefits and housing, employment rights and discrimination, debt and tax issues.

We can also assist on legal matters and on immigration, and can help with family or personal matters. A range of printed leaflets and factsheets is also available, and a national website www.adviceguide.org.uk gives information on a range of issues.

In the year 2007–2008 we helped approximately 8,000 clients with more than 19,000 issues. In the last couple of months we have seen a large increase in the number of enquiries linked to the downturn in the economy with sharp rises in the number of enquiries about redundancy, benefits and mortgage and loan arrears, debt and bankruptcy.



A trained CAB Adviser

Recently, in response to current economic difficulties, the government gave the citizens advice service a funding boost of £10m to make sure even more people can benefit from our advice. Fleet and Yateley are two of the bureau benefiting directly and will be extending their opening hours by 10 hours a week across both bureau to see 25 extra clients a week in each bureau from April 2009 to March 2010.

Help is available in person at our 'drop in' surgeries, by appointment, telephone or by email. When a client visits the bureau they are given a short initial interview which may require a follow-up appointment of approximately 45 minutes. They should bring all the documentation and details available regarding the issue to allow us to give all the relevant information.

If you are housebound and need to see an adviser we may be able to arrange a home visit. We also run a Homeless Project from our Yateley Bureau for young people aged 16–25

who are homeless or threatened with homelessness. We offer information and advice on issues related to homelessness, assistance in finding accommodation, practical assistance, support in maintaining tenancies and help resolving tenancy issues.

Another important part of what we do is to speak up for change in social policies. From experience with clients we can see where services and policies are failing and campaign for change, working with other local or national organisations and local and national government.

We are a charity employing a small number of paid staff but rely heavily on a much larger number of trained volunteers who help to deliver our advice services. Our main funding comes from Hart District Council; however, other funders for specific projects include RAF Odiham, The Rotary Club, and MacMillan Cancer Support. We also occasionally receive donations from other local organisations and the public for which we are very grateful.

We have two offices: one in Yateley, in Royal Oak Close next to the police and fire stations, and one in Fleet on the ground floor of the Hart District Council building with an independent entrance to the left of the building.

We are always looking for more volunteers and can offer a range of interesting and rewarding roles including those in administration, advising, campaigning, IT, reception and as Trustees. Please contact Ouida Grant District Manager via the Yateley Bureau for an informal chat or to arrange a visit.

**Ouida Grant
District Manager**

www.citizensadvicehart.org.uk

Fleet

Tel: 01252 617922
Email: bureau@fleetcab.cabnet.org.uk
Monday to Friday 10am–4pm
Alternate Thursdays until 7pm
Alternate Saturdays 10am–12 noon
Home visits available on request

Yateley

Tel: 01252 878410
Email: bureau@yateleycab.cabnet.org.uk
Monday to Friday 9.30am–3.30pm
Alternate Thursdays until 7pm
Alternate Saturdays 10am–12 noon
Home visits: may be available on request

Homeless Project (16–25s): contact Paula Lush on 07902 318066 or via Yateley Bureau

Rights of Way in Hart District

Many of those living in Hart would doubtless identify the Basingstoke Canal, Fleet Pond and the commons as invaluable assets that greatly enhance the countryside of the district. To add to this historic legacy is a fourth major asset that also benefits the community but which may not be quite so obvious. The Rights of Way spread in all directions across the district.

Just as the canal, the pond and the commons have their band of dedicated volunteers who give their time and effort to preserve these precious assets for the benefit of all, so too do the Rights of Way have their various supporters but perhaps not on quite the same scale.

Under the guidance of their Right of Way Secretary (currently Ken Baker) of the Northeast Hants Ramblers' Association, about 20 volunteers regularly check on the condition of the 476 Rights of Way in the 18 parishes of the district. They do this for the benefit of everyone who uses the local footpaths, bridleways, and byways.

It is a never-ending job. As soon as one problem has been reported to, and fixed by, the Rights of Way Office of Hampshire County Council another one is sure to be found. Contact is maintained with the Rights of Way Office through the Ramblers Secretary who in turn provides guidance and advice to the volunteers. Where parish councils have appointed someone who is involved with looking after their Rights of Way, the Ramblers



volunteers establish working relationships with them.

The kinds of problems reported are collapsed stiles, over- or under-growth, fallen trees, broken finger posts or waymarks (ie route arrows), and all manner of other obstructions. Particular difficulties for walkers are ploughed fields where the drivers have not run their tractor wheels back over the footpath to flatten the furrowed soil and define the route. On the other hand some landowners do a wonderful job in keeping the Rights of Way open and easy to use, which is very much appreciated by all walkers out enjoying the countryside (sometimes in sunshine!).

The table left is a summary by the Ramblers of the state of the Rights of Way last autumn. It follows that those parishes with the most Rights

of Way are likely to have the most problems.

As with many volunteer groups supplementing the resources of the local authorities, so to with the Ramblers volunteers. In this case, helping the County Rights of Way Office by drawing their attention to what needs to be done without the officers having necessarily to do the monitoring and checking themselves. In fact anyone can report a Right of Way problem via the following Internet link: <http://www.hants.gov.uk/rh/row/problem-report.html>

If someone wants information about a particular Right of Way this can be found on another link: <http://www.hants.gov.uk/row/locating-row/definitive-statement.html>

Happy Walking!

Stuart Bates

Parish	Rights of way	Length (metres)	Requests for action				
			A	B	C	D	E
Bramshill	10	6,560	2	2	1	0	2
Crandall	51	30,900	2	4	6	1	3
Crookham Village	15	9,700	0	0	0	0	0
Dogmersfield	9	8,670	0	0	0	0	0
Eversley	27	19,965	1	1	1	0	0
Fleet	14	3,625	0	1	0	0	0
Greywell	21	16,300	0	0	0	0	0
Hartley Wintney	48	29,210	0	0	1	1	0
Hawley	14	20,325	0	2	0	0	0
Heckfield	12	7,978	0	3	0	0	0
Hook	30	15,350	5	0	3	0	1
Long Sutton	14	14,240	1	0	0	1	1
Mattingley	33	22,103	7	0	2	1	1
Odiham	75	47,363	9	9	8	0	3
Rotherwick	30	21,910	2	0	1	0	1
South Warnborough	13	7,245	0	0	0	0	0
Winchfield	16	8,232	0	2	1	0	1
Yateley	44	29,495	2	3	0	1	1
TOTALS	476	319,171	31	27	24	5	14

Request for action problems listed above are: A finger post/waymarks; B clearance/surfacing/bridges; C stiles/kissing gates; D obstructions; E blocked (omitting those with a useable way round)

The Late Dr David Fearn Memorial Committee

Following the tragic and untimely death in 2007 of our Past Chairman, David Fearn, a decision was taken to form a committee to look into and to promote ideas that would serve to commemorate and preserve David's memory.

Chaired by past PAG Chairman John Pearson, this committee has been made up of representatives from Hart Council, Fleet and Crookham Athletics Club, Fleet & Church Crookham Society and people connected with the firm Qinetiq who now run the organisation where David spent much of his working life.

Two projects in particular are being pursued by this committee: a permanent home for an athletics track that could bear David's name and the creation of opportunities for engaging the interest of young people with a scientific bent into studying separate sciences at GCSE level, something that would have been a great source of satisfaction to David.

A David Fearn Athletics Track?

Efforts have currently been focused on looking into possibilities for making use of the Peter Driver Sports Ground. Although the Fleet and Crookham Athletics Club (FCAC) currently uses the sports ground for athletics training, the enormous popularity of football has meant that football playing dominates the use of the facilities there.

In due course it is possible that re-location of one of the two existing football fields to an alternative site in the district might free up sufficient space to allow the laying of a permanent running track for the FCAC. However, a number of obstacles have emerged, not least the knock-on effects of the current recession. These seem likely to slow down progress towards fulfilling the objective of finding a proper home for the FCAC.

Schools Project

An initial idea had been to invite pupils attending local secondary schools, for example Year 9 pupils of a scientific bent, to attend a presentation of the launch of a European spacecraft mission. The presentation would have been given by one of the spacecraft launch project leaders working at Qinetiq.

As many will know, David achieved international recognition as a pioneer in the development of a novel propulsion system for space satellites and deep space probes, known as ion propulsion.



Photo from the ESA GOCE brochure

A picture of the GOCE satellite – for more information see www.esa.int

His ion thrusters are to be used on the European Space Agency's Gavity Field and Steady-State Ocean Circulation Explorer satellite (known for short as GOCE). After having been delayed for over a year, the GOCE satellite was launched as this newsletter was being put together from a site in Northern Russia, and now circles the earth, measuring, with unprecedented precision, the earth's gravitational field.

After further consideration, the committee decided to accept an offer from Qinetiq to host a full one-day event which would take place at the Qinetiq site in Farnborough. This would entail a presentation of the spacecraft launch followed by a conducted tour of the Qinetiq site by small groups of pupils, each accompanied by a teacher.

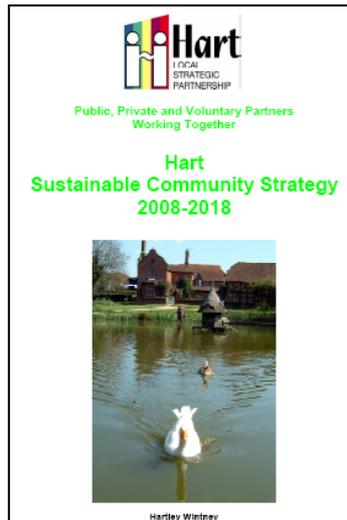
For organisational reasons, it was decided this event should be undertaken initially on an experimental basis, with the pupils from one school only. If all goes well, the first event should take place during April and if successful, a similar event repeated with pupils from other schools.

John Pearson

Publication of the Hart Sustainable Community Strategy to 2018

The Hart Sustainable Community Strategy for the next 10 years to 2018 was launched by the Chairman of the Hart Local Strategic Partnership, Ken Crookes, on 22 January 2009 following a meeting of all the partners in the Council Chamber.

The Chairman drew attention in particular to a new booklet printed in colour (see picture) that provides information about the revised Hart Sustainable Community Strategy, copies of which are available from Hart Council.



The Council therefore has a Management Group within the LSP that includes the following partners:

- Hampshire County Council
- Hampshire Police
- Hampshire Primary Care Trust
- Hart Community Safety Partnership
- Hart Voluntary Action
- Sentinel Housing Association
- Thames Valley Housing Association

Local authority community strategies are a product of the Local Government Act 2000. Under this Act, local authorities are required to develop community strategies to promote and improve social, economic, and environmental wellbeing within their areas, and to contribute to sustainable development generally.

In meeting this legal requirement the Hart Local Strategic Partnership (LSP) was therefore established as a forum where representatives from the public, private and voluntary sectors could work together for the benefit of the community. The Fleet & Church Crookham Society has two representatives on the LSP.

The latest publication of the Hart community strategy replaces the original version, which covered the period from 2005 to 2016. It incorporates responses from the LSP partners and various community groups, and the views of the public taken from a survey carried out in autumn 2006.

Although national, regional and county issues and decisions limit the areas that Hart District Council can change independently, the community strategy enables the Council to address some of the issues over which it can take decisions or have an influence.

During the next decade the areas that the Hart Community Strategy will especially address will be to achieve:

- An environmentally conscious community and a sustainable district
- Affordable, safe, well-maintained, sustainable housing
- One of the safest districts in the South East
- Health equality (mental health; access to NHS dentistry; drugs and alcohol misuse)
- A diversified and balanced local economy
- Sustainable and accessible transport.

This strategy is not intended to address all the concerns of local people. Rather it is to reflect those aspirations that are more likely to be met by the various statutory and non-statutory partners working collectively.

The overall aim is that through a more integrated process of planning and pulling together in partnership, those responsible for the economic, social and environmental wellbeing of Hart will be better informed and better placed to carry out their tasks.

Stuart Bates

(one of the Society's representatives on the Hart LSP)

Hart Citizens Panel

Hart District Council has an online Citizens Panel which it uses to find out what people in the district think of Hart Council and contribute to feedback about its services. Launched in mid-2007, the panel now has 780+ members representing all areas of the district and all ages. Members receive some dozen or so emails a year asking them to complete surveys on particular topics and are also occasionally invited to focus group meetings to give valuable face-to-face input.

The panel is always on the look-out for members – the only qualification is that you must be a Hart resident aged 16 or over and have an email address which can be used to contact you. More than one person per household may join, as long as each has a unique email address.

More details about the panel – including answers to frequently asked questions – may be found on the HDC website www.hart.gov.uk under Home > Customer Services > Consultation at Hart.



Local Clubs and Associations: Fleet Orchestra



Fleet Orchestra performing its Christmas Concert last December

Fleet Orchestra was founded about 30 years ago by Bill Stimson. Bill's wife, Joyce, had taken up the flute in later life and the idea was to assemble a group of local musicians with whom they could make music. The ethos was (and still is) to enjoy making music whilst striving for improvement. Sadly Bill's hearing deteriorated to such an extent that he had to give up conducting. The baton passed to Mike Ford and subsequently Theresa Gowers who both made significant contributions to the development of the orchestra. Our current conductor is Paul Moloney who is an oboist and former member of the Royal Army Medical Corps Staff Band.

Our membership numbers some twenty people of whom at least three remember the early days. Whilst we have plenty of woodwind players, we are always looking for new brass and string players and currently have vacancies for violin, viola and double bass

players. We welcome players who may not have played for a long time, but players need to be at least Grade 5 standard (even they have never taken music exams). There is no age barrier and we welcome older school children and college students.

Our repertoire ranges from arrangements of the classics through to light music and includes some pieces specially written or arranged for us.

We aim to give two concerts per year in aid of charity, one in the summer and the second near Christmas.

We meet at St Philip & St James Church in Fleet Road on Wednesday evenings at 8pm. Our website is at www.fleetorchestra.co.uk. If you are interested in finding out more, please contact Paul Moloney on 01276 514524.

Di Beach

Parishing the Unparished Areas of Fleet, Church Crookham and Elvetham Heath

Since 2006 the Society has been reporting upon the effort and progress that is being made into forming the new parish councils for the unparished areas of Fleet, Church Crookham and Elvetham Heath. Hart District Council is now in the process of selecting shadow parish councillors for each of the three soon-to-be-formed new parish councils. A total of 24 local people have put their names forward for consideration to serve on what will be known as the shadow parish councils. At last the process is starting to take real shape.

Arrangements for the new councils

The intention is that the shadow parish councils will operate as steering groups for Hart District Council as it exercises the process of setting up the true parishes. The five shadow councillors chosen to represent Fleet and the three each for Church Crookham and Elvetham Heath will be

people who have the interests of their respective communities at heart. Our hope is that during the 12 months as shadows they will recognise the benefits and potential pitfalls in order to advise the new councils when they are formed. We are concerned that the parishes will be expected to take on the loans of £80,000 for



New Parish Council area	Shadow Council (to run from April 2009 – May 2010)	New Parish/Town Council (to start from May 2010)
Fleet Town	5 Shadow Councillors plus 1 District Councillor and 1 interim clerk	19 Town Councillors plus clerk
Elvetham Heath Parish	3 Shadow Councillors plus 1 District Councillor and 1 interim clerk	5 Parish Councillors plus part-time clerk
Church Crookham Parish	3 Shadow Councillors plus 1 District Councillor and 1 interim clerk	10 Parish Councillors plus part-time clerk

Fleet Cemetery and £45,000 for repairs to the Harlington Centre incurred by Hart Council. We feel it would be an imposition to load the new parishes with debts at their start. This is particularly of concern over the Harlington Centre when Hart Council proposes to retain freehold ownership. One could argue that this would imply keeping repair and maintenance costs within Hart?

In May 2010 the shadow parish councillors will hand over to the new parish councils elected by their communities. Continuity could be maintained if some of the shadow councillors could be elected to the parish councils and thus hand on the knowledge and experience gained. Those who applied unsuccessfully to be shadow councillors have shown a keen interest in local affairs and could seek election to the new councils in 2010.

We would hope that the political alliances that occasionally mar debate at district level can be avoided at parish level. Successful parish councils are those that are made up of committed local people who care about their community and are attracted to the role because they can see that there is an opportunity to be effective and make positive things happen, and to work as part of a conscientious team.

Ensuring that the new parish councils start off in the right frame of mind and are not encumbered by onerous obligations is an important responsibility for the shadow parish

councillors. We should be giving the shadow parish councils all the help and encouragement that they will certainly need in order to see through this challenging task. We hope that their work will be conducted in an open manner and the wider community will be engaged in providing input and feedback.

Parish/Town Councils can choose to be responsible for their own area facilities and services, for example: allotments, play areas, car-parks, cemetery, lighting, litter collection, open spaces and youth facilities. They also have a recognised status as statutory consultee for local planning applications. Parish/town councils are responsive to the needs and wishes of their own local communities and act as advocates and monitors for local needs.

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 the new parish/town councils for there to be more effective, responsive and efficient ways to represent and support local communities.

Anyone who would like more information on how to stand for election should contact the Election Officers at Hart District Council on 01252 774077.

Jenny Radley

Fleet & Church Crookham Society Activities November 2008–March 2009

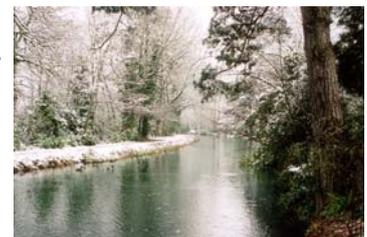
Note: Attendances at routine meetings are not reported below, e.g. the meetings of the Planning Advisory Group, the Planning Committee of Hart DC, and six-weekly Society Committee meetings.

- 3 November **Fleet Forward.** Town Centre Manager discussion group, held at the Fox & Hounds, Crookham Road. Pizza Express staff attended to meet people with local knowledge.
- 6 November **Farnborough Aerodrome Consultative Committee meeting.** Society represented by Jenny Radley.
- 10 November **Launch of 'Common Vision' DVD,** produced by Hampshire and Hart Councils, Natural England, Wildlife Trust, and Open Spaces Society, on importance of preserving and maintaining common land for benefit and pleasure of all. FCCS represented.
- 14 November **Hart Road Safety Council.** FCCS represented.
- 17 November **Farnborough Airport Quiet Flying Programme meeting.** Society represented by Jenny Radley.
- 19 November **Pizza Express.** Official opening evening. FCCS represented.

- 20 November **LSP Housing Theme group.** FCCS represented.
- 25 November **Pyestock Planning Appeal Inquiry.** Opening day of Planning Appeal on warehouse development at Pyestock.
- 26 November **Fleet Christmas Festivities.** FCCS helped with marshalling.
- 28 November **Pyestock Inquiry.** Public objections and comments morning session. Fleet Pond Society/FCCS objections lodged.
- 4 December **Pyestock Inquiry.** Public evening meeting.
- 12 December **Pyestock Inquiry.** Inquiry conditions and Section 106 debate (legal agreement for the developer to contribute to necessary infrastructure associated with the development).
- 17 December **Pyestock Inquiry.** Closing statements.
- 18 December **TAG draft Master Plan launch briefing.** FCCS represented by Jenny Radley.
- 23 December **Pyestock Inquiry.** Deferred witness statement presented.

2009

- 6 January **Waterfront Business Park Planning Appeal Inquiry.** Opening day.
- 6 & 10 January **TAG exhibition on draft Master Plan** in Farnborough . FCCS represented.
- 8 January **Hart Cabinet meeting** where Thames Basin Heath SPA/IAS mitigation proposals were debated and approved.
- 13 January **Waterfront Business Park Inquiry.** Fleet Pond Society/FCCS objections lodged.
- 13 January **Hart District Association of Parish and Town Councils.** FCCS represented at meeting in lieu of a parish council.
- 15 January **LSP Housing Theme group.** FCCS represented.
- 20 January **Farnborough Airport tour** by FCCS members (see page 4).
- 20 January **Waterfront Business Park Inquiry.** Closing statements.
- 26 January **Hart Voluntary Action Forum.** FCCS represented.
- 22 January **Hart LSP Full Partners Meeting.** Two FCCS representatives. Presentation of Hampshire Primary Care Trust 'Joint Strategic Needs Assessment. Launch of Hart Sustainable Community Strategy to 2018 (see page 12).
- 26 January **Hart Voluntary Action Forum.** FCCS represented.
- 31 Jan & 4 Feb **TAG exhibitions on draft Master Plan** in Fleet. FCCS represented.
- 6 February **FCCS response to RBC and TAG consultations** on Farnborough Airport. Special meeting to discuss response. Crondall Society representatives also attended.
- 7 February **TAG exhibition on draft Master Plan** in Church Crookham. FCCS represented.
- 9 February **Hart Healthy Walks Initiative** in Fleet and Church Crookham organised by Hart Neighbourhood Centre. FCCS represented.
- 11 & 18 Feb **Farnborough Airport Quiet Flying Programme meetings.** Society represented by Jenny Radley.
- 20 February **RBC Farnborough Airport Area Action Plan** consultation
FCCS response sent.
- 23 February **Carnival Association EGM** to discuss 2009 carnival, recruit new committee members and announce theme for 2009 procession 'Food Glorious Food'. Society represented.
- 26 February **TAG draft Master Plan consultation** FCCS response sent.
- 27 February **Hart Road Safety Council.** FCCS represented.
- 4 March **Hart District Planning Policy Forum Meeting.** Presentation by the new planning policy unit at Hart DC.
- 5 March **Farnborough Aerodrome Consultative Committee meeting.** Society represented by Jenny Radley.
- 12 March **LSP Housing Theme group meeting.** FCCS represented.
- 16 March **David Fearn Memorial Committee Meeting.** FCCS represented.
- 17 March **Review of the Basingstoke Canal Conservation Area meeting.** Society represented.



A snowy scene on the canal

Diary of Forthcoming Events

Thu 16 Apr	Hart Local Strategic Partnership Meeting, RAF Odiham Welfare Centre
Thu 16 Apr	Guided walk at Fleet Pond for members and guest of the Hampshire CPRE. Meet 10.30am at the Reserve car park. Cost £4
Wed 22 Apr	Fleet & Church Crookham Society AGM 7.30pm, Crookham War Memorial Hall, Sandy Lane, Church Crookham
Mon 4 May	Lions' Motorcycle Rally, Civic Offices car park, Harlington Way, Fleet
Sat 13 Jun	Fleet Pond Society garden party, 35 Chestnut Grove, 2–4 pm
Wed 17 Jun	Nightjar walk, Hazeley Heath. Places must be booked on 01252 623443
Sat 20 Jun	Rangers Ramble, Fleet Pond, meeting at the car park at 10.30am
Sat 20 Jun	Fleet Rotary's Splash 4 Cash [sponsored swim], 6pm, Hart Leisure Centre (contact John Johnstone 01252 684684 for information)
Sat 27 Jun	Rangers Ramble, Elvetham Heath, meeting at 10am by the village pond
Thurs 2 Jul	Farnborough Aerodrome Consultative Committee meeting (see page 8), 2pm, Park Centre BAE Systems, Farnborough
Fri 10– Sun 12 Jul	Fleet Carnival. Theme: Food Glorious Food
Sat 15 Aug	Lions' Beer Festival, Ancell's Farm Community Centre, Fleet

Acronyms used in our newsletter

BC	Borough Council	PCT	Primary Care Trust
CC	County Council	SANGS	Sustainable Alternative Natural Green Space
FACC	Farnborough Aerodrome Consultative Committee	SINC	Sites of Importance for Nature Conservation
(H)DC	(Hart) District Council	SPA	Special Protection Area
IAS	Interim Avoidance Strategy	SSSI	Site of Special Scientific Interest
LDF	Local Development Framework, which is currently being drawn up to replace the Hart District Local Plan	TAG	Farnborough Airport operating company
(H)LSP	(Hart) Local Strategic Partnership	RBC	Rushmoor Borough Council.
PAG	Planning Advisory Group [of Fleet & Church Crookham Councillors]	SPA	Special Protection Area

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Treasurer:	Stuart Bates
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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 Stuart Bates know if you would like to receive the Newsletter by email only.

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