



Fleet & Church Crookham Society Newsletter – Autumn/Winter 2016

Member of



Contents

Chairman’s Introduction	1
Hart Local Plan Update	1
Gurkha Statue Unveiling Ceremony	4
Hart Foodbank – Helping Local People in Crisis.....	5
Fleet SpeedWatch Builds on Success.....	6
Pollution and Fleet Pond	7
Farnborough Airport and the FACC	8
Civic Voice News	10
Fleet & Church Crookham Society Activities March–October 2016	12

Chairman’s Introduction

Since our previous newsletter, the Society has continued to represent our local interests in relation to aspects that may affect our local environment.

At the 2016 AGM we were pleased to welcome many of our members to discuss and approve the Society’s revised constitution. We also welcomed Bob Schofield, Fleet Town Council’s Chairman, who gave a very informative and interesting talk related to the Fleet Neighbourhood Plan, together with the implications for our area which included the former National gas turbine plant site at

Pyestock (now Hartland Park). Following Bob’s talk there was a lively discussion and we would like to thank him for giving the Society his time.

In this newsletter we are covering a number of important subjects such as speed trials, pollution at Fleet pond and the Hart Local Plan.

Finally, with Christmas fast approaching, I would like to wish all our members and their families the compliments of the season and we look forward to a productive 2017 for the Society.

David Bentley

Hart Local Plan Update

In our last newsletter, we were waiting for the restarted/second consultation on housing options to complete. We had hoped to bring you news on the resulting draft Local Plan, but unfortunately we have some disappointing news...

We had hoped to provide you with an update in this newsletter that provided direction and clarity as to how and where Hart District Council (HDC) intends to deliver housing need for the years ahead. This was to be communicated by the release of a draft Local Plan that would soon go out for public consultation, subject to Full Council agreement on 20 October.

Instead, on 11 October, HDC published a press release to say that the draft plan has been postponed until the New Year, although the main thrust of the press release is that the housing demands on Hart are greatly reduced. This is largely because neighbouring Rushmoor and Surrey Heath Borough Councils have indicated that they are able to meet their

housing quota (meaning that Hart will not need to consider taking up several thousand homes of shortfall).

If that didn’t create enough chaos, Planning Consultants Bell Cornwell simultaneously released notification of a public consultation for a 140ha new village at Rye Common (next to the A287, east of Odiham – see location map on page 2) which throws 1600–1900 new dwellings into the pot.

The situation is currently changing and with so many variables appearing out of the woodwork, it is unsurprising that Hart DC postponed most of the Local Plan events it had scheduled in the weeks following 11 October.

Almost anything could happen over the next

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few days, weeks and months, and we will endeavour to keep you updated where we can.

It is good news that Hart will not need to consider several thousand homes from Rushmoor's and Surrey Heath's shortfall. The downside of this is that Hart may be able to meet its housing need by the ad hoc, piecemeal development style that we have become accustomed to. This, of course provides all the burden of additional housing with little or no infrastructure (schools, transport, medical facilities, to name but a few) to support it.

Given the lower number of housing units, we are now of the opinion that the size of developments that will make up Hart's housing numbers to the year 2032 will not reach sufficient critical mass to deliver essential infrastructure such as a new secondary school.

We are therefore very disappointed with the press release and further delay in providing Hart with its much needed Local Plan.

Just to recap, the Local Plan is for the period 2011 to 2032, and is now very unlikely to be adopted until late 2017/2018 – that's almost 7 years late!

So why the latest delay?

About this time last year Hart Council issued a public consultation to gather feedback on the housing options which would deliver sufficient housing to meet the district's needs up to the year 2032. At that time Hart needed to find sites for approx. 3500 new homes and it was very likely that Hart would need to consider several

thousand more as both Rushmoor and Surrey Heath Borough Councils were indicating that they would fall considerably short of their quotas. Hart District is obliged to work closely with these neighbouring authorities.

Since then, both neighbouring councils have said that they are likely to meet their numbers after all; meanwhile, some unexpected sites have come forward: 1000–1500 dwellings at Hartland Park (Pyestock), about 420 at Grove Farm, 700 at Pale Lane, and very recently 1600 –1900 dwellings at Rye Common (see details in box on page 3). There are several local landowners who are very willing to put their land forward for development.

We now believe that, in light of the above, Hart Council is having to question the justification of the New Settlement option that an overwhelming proportion of respondents supported in the housing consultation earlier in the year.

Whilst we are pleased that the housing demand on Hart has reduced, we now feel that if the New Settlement cannot be justified, the smaller developments, including brownfield sites and office conversions will be unable to provide the essential infrastructure contributions to support the burden that new housing brings, and that we will be continuing the trend of piecemeal development with infrastructure failing to catch up with new housing burden.

As we are already 7 years into the current plan period, we must soon need to consider



Green ring shows the location of Rye Common, the proposed site for a new village (see box opposite)

continuing housing need beyond 2032, so that we do not fall into the same difficulty in the next planning period.

It appears that Hart runs the risk of entering the next planning period needing to build its own and neighbouring councils housing quota, given that:

- Rushmoor & Surrey Heath are likely to have used up all their available land by 2032 (up until recently both were expecting to have shortfalls for the current planning period);
- Hartland Park (Pyestock) will by then be fully built;
- Other brownfield sites in Hart (such as office conversions in Ancells Farm and Hook) will have been utilised;
- The inevitable decontamination/conversion cost of Pyestock site and office conversions will lead to little or no funding being available for essential infrastructure (such as a much needed secondary school); and
- A New Settlement option may take 10 years to start delivering.

All this with an even larger infrastructure deficit, and with a New Settlement option several years away from delivery.

We therefore firmly believe that Hart must take a strategic view and adopt a New Settlement option now rather than simply kicking the can down the road with disastrous consequences come 2032.

The Society and other groups raised these concerns at the Full Council meeting in October. The Society asked the Council how the infrastructure gap created by office conversions would be bridged, whilst others raised concerns about secondary education provision.

After debate, the Council unanimously agreed the following motion: ***“That the Council resolves that through its Local Plan it will seek to meet Hart’s full, objectively assessed need for new homes, subject to the inclusion of an appropriate contingency to allow for any delays or the non-delivery of sites, and that it will also seek to accommodate any demonstrated unmet need for new homes from its Housing Market Area partners, and additionally provide for essential infrastructure for including a site for a secondary school”.***

We await the next steps with interest.

Phill Gower

Proposed large-scale housing developments in Fleet & Church Crookham

Hartland Village, Fleet

St Edward Homes is proposing a residential redevelopment of Hartland Park, a 135-acre site formerly known as Pyestock, Fleet. It is being proposed to develop a “sustainable new village with homes, shops and community spaces”. The proposed number of dwellings has not been revealed, but is anticipated to be around 1,500. The site was previously home to the National Gas Turbine Establishment, an important facility in the development of aircraft jet engines in the post-war period. The site previously had planning permission for a major distribution centre which was granted by the Secretary of State in 2009. St Edward Homes held public displays in July 2016, and again on 12/14 November, where the public was invited to comment (and which FCCS attended). You can join the mailing list for updates at hartlandvillage@glhearn.com

Grove Farm, Church Crookham

Berkeley Homes put forward an outline planning application in June 2016 for up to 423 dwellings with means of access to the site (details to be agreed) via junctions on Hitches Lane to access Crookham Village and Dogmersfield. It proposes provision of a country park/SANG, as an extension to Edenbrook Country Park. A previous application, considered largely similar by local residents, was refused planning permission by Hart District Council in July 2015.

Elvetham Chase, Pale Lane, Fleet

Wates Developments is proposing “a contemporary neighbourhood firmly rooted in its heritage, ecology and landscape setting, providing a tranquil community for residents and visitors alike” on a 146-acre site to the west of Elvetham Heath. The plans include up to 700 new homes and the developer held a public display in July 2016 (which FCCS attended). An outline planning application is expected later this year. Further details can be seen at <http://www.elvetham-chase.com>.

Rye Common

As mentioned on the opposite page, Planning Consultants Bell Cornwell have announced a public consultation for a new village at Rye Common (next to the A287, east of Odiham), with potential for 1600–1900 new dwellings. Details are available at <http://www.bell-cornwell.co.uk/news/rye-common-new-village-proposal> and comments are sought by 18 November. This is a pre-application consultation, presumably to test public opinion.

Gurkha Statue Unveiling Ceremony

A Gurkha statue is now in place in front of the Memorial Orchard in the new Crookham Park development in Church Crookham, which used to be the site of the old Gurkha Barracks. Trees in the orchard were planted in remembrance of fallen Gurkha soldiers and so it was felt that this would be a fitting place for the statue to be installed.



Photo MOD Crown Copyright

Captain Rambahadur Limbu with the statue

The unveiling ceremony for the Gurkha statue took place on 10 July, attended by over 400 military personnel and members of the public. It was a very significant occasion for the community and the military alike. The statue will act as a reminder of the close connections the community held with the Gurkhas during their time in Church Crookham.

The statue was kindly funded by Taylor Wimpey as a piece of public art. After a public consultation last year, Jemma Pearson was commissioned to create her design of a Gurkha soldier in traditional Gurkha combat dress retaining the distinctive felt hat and kukri knife.

The ceremony started with a warm welcome from Church Crookham Parish Councillor Pat Lowe, followed by an opening address from Lieutenant General Sir Peter Duffell who spoke about the Queen Elizabeth Barracks as home to the UK Battalion of the Brigade of Gurkhas. This was followed by Tony Carter who spoke warmly about the Gurkhas from the view point of the local community.

The unveiling was carried out by Captain Rambahadur Limbu VC MVO. Captain Limbu removed the Royal Gurkha flag which was draped over the statue. The ceremony then concluded with an Act of Remembrance and the Laying of Wreaths led by Colonel Robinson followed by the Last Post.

There was a very touching moment when many Gurkhas hung yellow scarfs around the statue's neck, which is a customary symbol of sincere appreciation and welcome. The Band of the Brigade of Gurkhas played beautifully before and after the ceremony to entertain the audience.

After the ceremony attendees were invited back to Church Crookham Community Centre for a reception where teas, coffee and cakes were served. The Gurkha Square restaurant in Fleet also provided hot food.



Photo MOD Crown Copyright

Councillor Pat Lowe welcoming everyone

Church Crookham Parish Council

Hart Foodbank – Helping Local People in Crisis

Hart Foodbank has grown considerably since it started with one branch in Fleet in September 2011. It was number 100 of the Trussell Trust Foodbanks. There are now 450 foodbanks in the UK. Hart Foodbank provides food parcels for over 1,150 people annually.

These clients are referred by 50 care agencies to foodbank sessions at three distribution centres staffed by volunteers. The volunteers weigh, sort and date the food donated by 70 donor groups. Last year the annual food donation was 21 tonnes (valued at £35,000).

Sadly, the reality is that the Foodbank meets a need in Hart. It is arguably more difficult and frustrating to suffer hardship in an affluent area than in a much less prosperous one. We've noticed some fundamental issues that cause many people across Hart to slide into crisis: benefit changes or delays, low income, debt, sickness and unemployment.

Here are some examples: Carol (34) Hartley Wintney, lost her part-time job, "We used my pay to buy food, then we got a big energy bill – at the moment the food parcels are the difference between nothing and food on the table for my children."

Peter (43) Fleet, redundant and experiencing benefit delay: "There are no emergency loans available now; the food parcels have meant I could just afford my rent for the month and stay in my flat."

Churches, schools, individuals and businesses donate items from the standard list of basic, tinned and packet foodstuffs and bring them to their nearest foodbank collection point.

We work with 50 frontline care professionals, e.g. Citizens Advice, debt support agencies, housing associations and



NHS centres. They meet people in crisis and issue them with a food voucher. Foodbank clients bring their voucher to the foodbank centre where it is redeemed for 3 days' emergency food.

Hart Foodbank centres are open between 1:30pm and 3pm

on Mondays and Thursdays. Volunteers meet clients, listen to their story and offer them refreshment. They can also signpost people to agencies who can offer to solve longer-term underlying problems.

Hart Foodbank needs to fundraise for 2017 to cover our manager's salary and to pay for renting storage. We want to recruit more distributors to interview clients and refer them to the foodbank. We'd like to run more projects like "Eat Well Spend Less". Most of all we want to continue to feed and serve those less fortunate than ourselves.

Christine Siddall

Manager, Hart Foodbank
hart.foodbk@hotmail.co.uk



Volunteers at Hart Foodbank

Fleet SpeedWatch Builds on Success

The local SpeedWatch group is asking people to drive just a couple of miles per hour slower. As you will see from the article below, this really could make a big difference and help to make Fleet a better place to live

After 3 years of operating in Fleet, SpeedWatch is increasing its work to reduce speeding. During the last year the group has grown by a third and increased speed monitoring sessions by about 50%. We are now reviewing how to increase our effectiveness again in the year ahead.

You may have noticed groups of people in high visibility jackets and a speed indicator gathered on certain roads in Fleet at various times. This is SpeedWatch and our aim is to improve the quality of life for communities by reducing speeding.

"Everyone speeds," you might be saying to yourself. Well, not everyone. Since starting in Fleet, SpeedWatch has monitored the speed of over 32,000 vehicles, but only about 11% of these were travelling significantly above the limit. The police write to the registered keepers of vehicles recorded as speeding, warning that further action may be taken if their vehicle is recorded by SpeedWatch again. However, no fines or penalty points are issued. The aim is to educate rather than punish.

There are, however, a small number of vehicles that have been recorded more than once this year (about 0.4%). In extreme cases of repeated or excessive speeding, the car owner will find a police officer on their doorstep...with some strong words of advice!

The police also use SpeedWatch as one of the first methods to deal with speeding. Where SpeedWatch validates a safety problem, police then consider enforcement using radar and camera – as is the case currently on Elvetham Road and elsewhere.

Is speeding really that bad? Yes it is. The chances of causing serious injury or death in a road accident greatly increases with higher

speeds. A vehicle travelling at 35 mph is about 25% more likely to be involved in a collision and twice as likely to kill a pedestrian than if travelling at 30. Drivers in Fleet need to be particularly careful. The combination of long straight roads and modern car design make it so easy to speed without meaning to. Over the last 5 years, there has been on average one incident on Fleet roads every month that leads to a serious injury.

Three-quarters of those who speak to the Speedwatch volunteers are concerned about speeding and support what we do. For those who don't support us, we're happy to listen to what they have to say and try to explain to them what SpeedWatch is all about. It's important to us to try and win their understanding. We're against speeding, not the people who do it.

Does SpeedWatch work? Well, trying to reduce speeding is like trying to find a cure for the common cold, so we're realistic in what we hope to achieve. However we've had some success where we repeated sessions on the same roads around the same times of day. Our best result so far was a reduction of about a third in speeding levels on Connaught Road during the morning rush hour. This was achieved together with the police who visited a number of drivers who were driving excessively fast. We've seen smaller reductions on speeding on some of our other roads when we have concentrated on problem times of day. On roads where we have been less effective we will try new approaches.

To make SpeedWatch more effective we're looking at raising the profile of the group's activities. Even after 3 years, we still record quite high levels of drivers speeding for the first time. It's possible these drivers don't know what SpeedWatch is or that they are driving on a SpeedWatch road. The more people who know which roads have the highest speeding problems and are covered by SpeedWatch, then hopefully the fewer people who will speed on them. This might include signs and providing information directly to individual speeders.

SpeedWatch operates mainly on Elvetham Road, Hitches Lane, Aldershot Road, Albert Street, Clarence Road, Connaught Road.

The group would like the numbers of people in the Fleet area who respect the speed limit to continue to grow and make Fleet a better place to live. To apply to become a SpeedWatch volunteer, email:

volunteers.northern@hampshire.pnn.police.uk



Andrew McGill
Fleet SpeedWatch Coordinator

Pollution and Fleet Pond

There has been much discussion about pollution and how to deal with it during work towards the restoration of Fleet Pond. This tended to concentrate initially on the vast volume of silt brought down the Gelvert Stream as a result of eroded soils at the Long Valley army training lands. The new filters and settlement ponds installed by the Defence Training Estates in 2006 have led to a significant reduction in silt input to Fleet Pond, and have allowed a major dredging programme and the creation of new islands and reed bed extensions.



Photo from Colin Gray

The other silt problem is the dead and rotting vegetation from trees, parks and gardens through which the Brookly Stream and its associated Fleet Brook flow. This has been more difficult to solve but the new pond in Brookly Wood will take some of this at times of high water levels in the stream. The Brookly Stream also receives surface drain discharge from the residential areas as far into Fleet town as the Oatsheaf crossroads and overflow from the Basingstoke Canal sluices by Reading Road Bridge.

Pollution affecting Fleet Pond takes many forms. All along the residential side of the Pond, road surface water runs into surface drains, the majority of which discharge into the drainage ditch which lies between the rear gardens of the nature reserve and the Pond. This water in turn flows into Fleet Pond via a number of channels. Water from road surfaces brings in chemical pollutants from car exhausts, spilt petrol and oil, wear from tyres and any rubbish dumped or dropped from cars.

Water from gardens, parks and open spaces that are alongside feeder streams to Fleet Pond, like the Brookly Stream and its tributaries, brings in leaves, cut vegetation, fertilisers, herbicides and pesticides. Air pollution is another source: water in Fleet Pond absorbs chemicals from the air (eg nitrates) and this, together with rainwater, adds unhealthy chemical pollution to a Pond already under some stress.

I asked Thames Water for clarification on what happens to water that flows into surface drains in Fleet town. The answer they gave suggests even more potential sources of pollution:

“Our ops managers in response to your query of the 11th August say the following:

Once in the surface drains, catchpits or oil interceptors (in car parks) remove grit and oil but

surface water sewers are not connected to sewage treatment works and so the water inside them does not receive the same level of treatment before it is returned to the river, or in this case, Fleet Pond. We rely on landowners to use chemicals such as fertiliser, pesticides and herbicides responsibly and this is largely controlled by the Environment Agency, not Thames Water. However, if you see decorators or builders carrying out such activities as washing cement mixers or paint brushes into surface drains it would be of great concern to us and we would advise anyone to let us know straight away by calling 0800 316 9800 24 hours a day if they see evidence of pollution or believe an incident may be imminent.”

This implies that anything tipped into a road surface drain can end up, untreated, in Fleet Pond, something I believe few people realise. Please think carefully what you do with any waste water. In the foul sewer system it is treated; in road surface drains it is not.

Dealing with this wide range of pollutants can be a complex problem. We try to meet this challenge by introducing barriers between the inflow points and the pond itself. Water flowing from the drainage ditch is directed through settlement pools, as at the end of Kenilworth Road and Wellington Avenue, or through reeds as at Chestnut Grove. At the point where the Brookly Stream enters Fleet Pond a fibrous barrier has been installed to slow water down and deposit pollutants in the Brookly Bay, rather than spread throughout the Pond. This is not ideal but it does have some control. Ideally a reed bed across the Brookly Bay would filter out pollutants but this could result in water backing up the stream at high flows and cause flooding upstream into residential gardens, not a risk we wish to take.

Colin Gray

Farnborough Airport and the FACC

At each of the three Farnborough Aerodrome Consultative Committee (FACC) meetings each year TAG, the airport owner and main operator, provides an updated Information Report which includes a summary table of aircraft movements for the current year. There has been little change in the overall number of flight movements operating at Farnborough Airport, which are still well below the predicted levels in the Farnborough Airport Master Plan published in April 2009 (available on the FACC website). The number of heavy aircraft movements (50–80 tonnes) has increased to reach the highest level so far of a total of 941 for the year 2015, although still well within the permitted level of 1500 movements per year. It is worth noting that the number of heavy flight movements at weekends is now close to the 270 per year movement limit. The 30–50 tonnes aircraft movement level has also reached peak levels, but there has been a comparable decrease in the number of the smaller aircraft movements.

I should explain that 'other aviation activity' are flight movements at Farnborough Airport which apply to the International Airshow, VIP, Diplomatic and military flights. The number of heavy 'other aviation activity' flights have been steadily increasing in recent years. Surprisingly there is no planning restriction to control these flight movements at Farnborough Airport. When we first realised this in 2011 we asked TAG to supply the 'other aviation activity' flight movement numbers as part of the regular Information Report, which they helpfully agreed to do. So, we can see that the increase in overall 'other aviation activity' flights has steadily increased from 2,050 per year in 2011 to 2,839 in 2014. There is a limit for heavy (50–80 tonnes) business weekend flight movements because it was recognised that these flights were particularly disturbing for local residents. Although the official business flight heavy flight movements have been kept within this threshold, it is clear that when the 'other aviation' flights are counted in, this threshold number is now exceeded. Unfortunately there is no action that can be taken to control this. The fact is that for local people at ground level there is nothing to indicate to them which flights are 'other aviation activity' flights and which are normal business flights, there will be some level of disturbance from each flight movement. We pointed this out at the FACC meeting in March. The reply from TAG was that there is nothing it can do about this matter, there are no planning obligations in place to address this 'other' flight activity. It seems that all we can do is to wait for TAG to make a further planning application

in future, and then ask the host planning authority (Rushmoor Borough Council) to include a suitable upper threshold limit to these 'other aviation activity' flight movements, so that local people can be clear about the total number of flight movements they can expect.

Farnborough Airspace Change Proposal (ACP)

As explained in previous newsletters, TAG applied to the Civil Aviation Authority (CAA) in September 2015 for an expansion to its airspace controlled area, because it is keen to optimise the level of operations currently permitted at Farnborough Airport. At present there are airspace constraints that effectively limit aircraft operations at Farnborough Airport, because the surrounding airspace is shared with other 'general aviation' flights. TAG Farnborough has planning permission to operate up to 50,000 flight movements a year, but at present is only operating at about half that level. TAG was required to conduct an extensive public consultation during the summer of 2015 as part of its application. The response from the vast majority of respondents was clearly negative.

At the FACC meeting in November 2015 we heard that the CAA (the authority who will decide on whether to grant the application or not) had called for a 'Pause Process', before they could determine the ACP application. The Farnborough Airport ACP application is really quite complicated and involves a widespread airspace area at various altitudes, mainly across the busy south-east and south of England. The CAA requested more information about some of the technical issues, but also required further negotiations with other general airspace user groups. TAG has also had to conduct public consultations with some other local communities in mid-Hampshire during this past summer, so those will need to be analysed and reported on before we can expect to hear whether the CAA will be prepared to continue with its deliberation of this application. Meanwhile there is also a wider London Airspace Management Programme (LAMP) taking place, which is primarily looking at airspace control for the major airports in the south-east of England. This is also taking a prolonged length of time to complete. The Farnborough ACP will no doubt have to fit in with whatever decisions are made for the larger and busier commercial airports. We do expect that if the Farnborough Airport ACP is granted there will be a significant step-up in flight movements at the airport.

Details of the ACP application: consultation documents, Feedback Reports Part A and Part B, updated information and responses can be

found on the FACC website: www.facc.org.uk/airspacechange.htm or on TAG's website: www.consultation.tagfarnborough.com.

Farnborough Airport Community Environment Fund

TAG is obliged, as part of its planning obligations, to collect a small fee from every business aircraft movement that departs or lands at the airport in order to provide an Environment Fund to support local community projects. This is a way to help to mitigate the impact of the airport activities on the local area. The fee is £2 for smaller aircraft and £5 for heavy aircraft and amounted to just over £50,000 in 2015. This money is passed to Rushmoor Borough Council, which manages the fund, and receives and determines any applications from local communities and groups who require funding for local environmental projects. There are set funding conditions that are applied when considering bids or application for grants from this fund (see box, right), and these are determined by RBC Cabinet meetings at regular intervals each year. Further information can be found on the RBC website at <http://www.rushmoor.gov.uk/airportfund>.

It is interesting to see that, at present, the bulk of applications come from groups and organisations in the Rushmoor area, but this fund is also available for relevant groups in the Fleet and Church Crookham area too. There have been some successful bids from the Fleet Pond Society and the Basingstoke Canal Society, but there must be other local groups who are entitled to make claims for this fund, and it seems that this fund is not yet widely known about, especially at this end of the airport. Please pass this information on to any groups with environmental projects or schemes that would benefit the local community and are within the 3-mile radius of the centre of the runway.

Just to add that we have asked Rushmoor Borough Council to provide an annual report to the FACC to explain how this fund is being used, so that this fund can be more widely

Environment Fund conditions

To apply for a grant your project must:

- Be located within 5 kilometres (3 miles) of the centre of Farnborough Airport (taken to be halfway down the main runway)
- Be demonstrably and regularly affected by aircraft travelling to and from Farnborough Airport
- Result in the improvement or provision of an outdoor facility or area that is accessible to the public and able to be enjoyed by the community as a whole
- Be a community or environment-based bid

Projects may include open spaces, natural habitats, environmental improvements, outdoor play and community projects with an emphasis on improving the local environment or outdoor education.

understood and new groups can be encouraged to apply.

Next FACC Meetings

The next FACC meeting will be held at the Rushmoor Borough Council Offices, Farnborough Road, Farnborough, GU14 7JU on Thursday 9 March 2017. The date may be subject to change and any changes of date or venue of meetings are posted on the FACC website (www.facc.org.uk). The meetings are open to the public. Members of the public are permitted to ask questions during a session of up to 15 minutes as part of the agenda. The Chairman may permit members of the public to speak during other agenda items.

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

Jenny Radley

Co-opted member of FCCS as representative to the FACC.

Tel: 01252 628751

E-mail: jenny@jradley.com

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 provides an answerphone service out of office hours.

Concerns can also be sent by email to complaints@tagfarnborough.com. Complaints received will be recorded and reported in the same way as for the telephone complaint line; however, it allows for quicker responses to be submitted by return of email.

Civic Voice News



At Civic Voice's AGM last month, former MP Joan Humble was elected Chair. As, current Chair of Blackpool Civic Trust Joan Humble has been involved in the civic movement for many years. Speaking after her appointment she said: "My plan over the next 3 years will be to significantly raise the voice of the civic movement. People are disillusioned with politics but still want to have a voice in their local area. We want to make every civic society become part of Civic Voice and to be the place where people come together to speak about their town. I encourage all active citizens of England to join their local civic society and to help increase our collective voice."

At the AGM, four new vice-presidents (a new role) were also appointed.

The Fleet & Church Crookham Society has been evaluating its membership of Civic Voice following a period when we experienced difficulties in obtaining responses to emails sent to Civic Voice when seeking their advice from time to time. Undoubtedly membership gives us credibility to be part of a wider civic movement and we benefit from a discounted insurance policy. Our concerns have been raised with the Director, who has apologised and promised us a better service in the future. We will continue to monitor this before deciding whether to continue our involvement.

Gillian Wain

Fleet & Church Crookham Society Activities March–October 2016

- 8 March **Hart's Refined Housing Options consultation.** Volunteers from Committee handed out leaflets to commuters at Fleet Station.
- 14 March **Fleet Town Council Planning Committee meeting.** Society represented by Phill Gower. Office conversion to flats in Kings Road attract objections due to lack of parking etc.
- 22 March **Hart Volunteer Recognition Event.** Society represented by Dave Bentley. We nominated Sarah Horton for her work on bus services in Fleet and Church Crookham and she received a certificate of recognition.
- 29 March **Fleet Town Council Planning Committee meeting.** Society represented by Phill Gower. Further applications for flats in Kings Road attract objections from councillors.
- 11 April **Fleet Town Council Planning Committee meeting.** Society represented by Phill Gower. The site of Fleet Baptist Church is the centre of attention as a proposal for the redevelopment to flats is met with disapproval.
- 9 May **Fleet Town Council Planning Committee meeting.** Society represented by Phill Gower. Amended application for office conversion to flats in Kings Road still fails to impress.
- 10 May **Rushmoor & Hart Passenger Transport Forum.** Society represented by John Pearson where Neil Beswick from Hampshire County Council's Passenger Transport department gave an update on the Government's forthcoming 'Buses Bill' and Richard Tyldesley gave an update on commercial services operated by Stagecoach in Rushmoor and Hart, focusing on enhancements in services related mainly to adoption of new technology such as allowing access to real-time service information and ticketing via mobile 'phone apps.
- 23 May **Fleet Town Council Planning Committee meeting.** Society represented by Phill Gower. Yes, it's flats again! – this time an application in Church Road is met with objections.
- 7 June **FCCS Committee meeting.**
- 13 June **Fleet Town Council Planning Committee meeting.** Society represented by Phill Gower. Triple parking plan (three in a row) for one proposal is met with predictable objection from the Committee.
- 23 June **Farnborough Aerodrome Consultative Committee meeting.** Society represented by Jenny Radley, where topics included a discussion of the latest TAG report, and the reason for slow progress on the Airspace Change Proposal and The Farnborough Airport Community Environment Fund.
- 27 June **Fleet Town Council Planning Committee meeting.** Society represented by Colin Gray where applications discussed included a new detached 5-bedroom house on land beside 70 Kings Road (objection that it is out of keeping with neighbouring properties and street scene) and an application to raise the roof of Oak House, Harvest Crescent, Ancells Farm (already with approval to convert to flats) to create a third storey with a further 14 flats (objection based on an ugly conversion to a flatted development, poor design, bulk and street scene).
- 11 July **Fleet Town Council Planning Committee meeting.** Society represented by Phill Gower. More office conversion to flats fail to deliver amenity and infrastructure, this time at 111–123 Fleet Road.

- 12 July **Pale Lane Housing Exhibition.** Society represented by Judith Sutherland (see page 3).
- 16 July **Hartland Village Housing Exhibition.** Society presented by Phill Gower & Gillian Wain (see page 3).
- 18 July **Hart District Council community resilience workshop.** Society represented by Patric Downes.
- 25 July **Fleet Town Council Planning Committee meeting.** Society represented by Phill Gower. Proposals to build 423 new houses at Netherhouse Moor at the West of Fleet is met with multiple reasons for objection.
- 9 August **FCCS Committee meeting.**
- 19 August **Civic Voice newsletter** features an article about the Society listing pubs as Assets of Community value (pictured right).
- 22 August **Fleet Town Council Planning Committee meeting.** Society represented by Phill Gower. Yet another notification for office conversion to residential at Ancells Park is met with almost futile objection since the conversion does not require planning permission under current legislation.
- 12 September **Fleet Town Council Planning Committee meeting.** Society represented by Colin Gray where applications discussed applications to enclose an area of public land and erection of four houses in a terrace at Ferndale, The Lea, Fleet (objected to on grounds of out of keeping with houses in the area, inadequate parking provided, damage to existing trees and no gardens) and demolition of two cottages and building of two blocks of flats opposite the entrance to N Hants Golf Course (objected to on overdevelopment of the site).
- 13 September **Tree Protection.** Colin Gray writes to the Tree Protection officer on behalf of the Society to express concern that Hart DC had recommended a Dawn Redwood as a potential replacement for an oak to be felled and requesting that Hart DC ensures endemic British species are always used to replace a lost British tree.
- 14 September **Surrey & Borders Partnership NHS Foundation Trust annual members' day.** Society represented by John Pearson where an update was provided on the Trust's specialist mental health, drug and alcohol and learning disability services for people of all ages in southern England.
- 14 September **Listing pubs at Assets of Community Value.** Patric Downes met representatives from our local CAMRA branch to discuss collaborating to list more local pubs as ACVs.
- 20 September **Committee meeting.**
- 26 September **HVA Voluntary Sector Forum.** Society represented by John Pearson. Topics presented included Parity for Disability on its work supporting adults and young people with multiple disabilities, The Vine Centre on their work with the homeless and vulnerable adults to improve their independence and wellbeing, the North East Hampshire and Farnham CCG Making Connections project which is providing community links for patients referred by their GPs and a presentation by Fleet & Crookham Churches Together on the Christians Against Poverty debt advice service provided both locally and nationally.
- 26 September **Fleet Town Council Planning Committee meeting.** Society represented by Phill Gower. An applicant in Springwood hedges their bets with simultaneous applications for three proposals for increasingly large plans ranging from unacceptable to very unacceptable.
- 28 September **Pilot 20mph speed limit zone in Albert Street/Albany Road area.** The Society corresponds with HCC with regard to timescale on the review of this pilot scheme.
- 4 October **Meeting with FACE-IT and Hook Action Against Overdevelopment** to discuss latest news on the draft Local Plan. Society represented by Phill Gower.
- 10 October **Fleet Town Council Planning Committee meeting.** Society represented by Phill Gower. More office conversions in Fleet Road fail to impress as complete lack of affordable housing and poor parking is on the list of objections.
- 17 October **Pilot 20mph speed limit zone in Albert Street/Albany Road area.** Patric Downes from the Society meets HCC Cllr Sharyn Wheale to discuss the project timescale and next steps.
- 26 October **Application submitted for the Prince of Wales on Reading Road South to become an Asset of Community Value.**
- 27 October **Hart's Local Plan is discussed at Full Council** (see page 2). Society represented by Phill Gower and John Pearson. Phill Gower asked a question on the Society's behalf.



Picture: Top: The Rose and Hounds, left: The Old Street, right: The Old Emporium

Diary of Forthcoming Events

Wed 23 Nov	Fleet Festivities, 3pm onwards in Fleet Road
Thu 9 March	FACC meeting. 2pm at Rushmoor Borough Council Offices, Farnborough Road, Farnborough GU14 7JU
Sun 19 March	Fleet Half Marathon – road closures in force throughout the morning. The event will raise funds for Fleet Pond Society
Thu 6 July	FACC meeting. 2pm at Rushmoor Borough Council Offices, Farnborough Road, Farnborough GU14 7JU

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

Acronyms used in our newsletter

FACC	Farnborough Aerodrome Consultative Committee	SANGS	Sustainable Alternative Natural Green Space
FTC	Fleet Town Council	SHMA	Strategic Housing Market Area
HCC	Hampshire County Council	SINC	Sites of Importance for Nature Conservation
HDC	Hart District Council	SPA	Special Protection Area
HWT	Hampshire and Isle of Wight Wildlife Trust	SSSI	Site of Special Scientific Interest
NHW	Neighbourhood Watch	TAG	Techniques d'Avant Garde Aviation, owners of Farnborough Airport
PSZ	Public Safety Zone (of Farnborough Airport)	RBC	Rushmoor Borough Council

Your Committee

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Executive Committee:	Judy Armstrong, Patric Downes, Colin Gray, John Pearson, Jane Rippon
Co-opted Member:	Jenny Radley (FACC Representative), 01252 628751, jenny@jradley.com

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 01252 677536. We encourage members to receive the newsletter by email instead of printed copy. Please let the Membership Secretary know if you would like to receive the newsletter by email only.

The views and comments expressed in this Newsletter are those of the contributors 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.