



Fleet & Church Crookham Society Newsletter – Spring/Summer 2018

Member of



Fleet & Church Crookham Society Annual General Meeting

Wednesday 18 April 2018, 7.30pm



**The Big
Conservation
Conversation**

Holy Trinity RC Church Hall
Bowenhurst Road
Church Crookham GU52 8JU
(the hall has a large car park)

Our guest speaker will be Phil Douce, Deputy Chair of Civic Voice & Chairman of Worcester Civic Society, on the Big Conservation Conversation campaign.

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Congratulations David & Jane!

Our Chairman David and committee member Jane got married in October. We are sure that all our members join the committee in offering their congratulations and wishing David & Jane a long and happy life together.



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.

Chairman's Introduction

With Spring just around the corner it is time for our pre-AGM newsletter to update you on some of the work we have been involved in over the last few months.

The committee has been extremely busy once again attending various local meetings to ensure that the Society has a voice on important local issues and also providing advice to a number of local bodies. We are also delighted to welcome new committee member Mike Jebson to the team.

Included in this newsletter are a number of important updates for our members. Firstly, an update on the Local Plan and how you can participate in the current consultation which runs until 26 March.

There is an article included about the proposed redevelopment of The Harlington which I'm sure members will find useful and informative. There are also updates on the Hartland Park development.

We are continually looking to improve our representation in the local communities in Fleet and Church Crookham and in order to do this it is important to strengthen our membership and, again, I would encourage you to share our work with friends and family in the local area in a bid to increase our membership numbers this year.

Our AGM will take place on Wednesday 18 April and we welcome all members and potential new members to join us at the meeting where, as well as a short AGM, Phil Douce, Deputy Chair of Civic Voice, will speak on the Big Conservation Conversation campaign. This ties in nicely with our interest in our local Conservation Areas (see page 4) and Patric Downes from our committee will put Phil's presentation into a local context.

David Bentley

Local Plan Finally Within Sight

Despite being 7 years late, it seems a Local Plan for Hart is finally within sight, having secured full council approval in the new year. Phill Gower provides an update and the Society's recommendations on what members can do in the current latest step in the consultation process.

The draft Local Plan for Hart secured full council approval in the new year by a large majority. What was a plan intended to run from 2011 to 2032 is now a plan realigned to the period 2016–2032.

The Plan is currently out for formal public consultation until Monday 26 March, and it is expected that the Plan will be determined at examination around September this year.

Since the previous consultation there have been many twists and turns: the urban extension at Hartland Park has been approved for up to 1,500 dwellings (see page 6) and another urban extension at Grove Farm (west of Fleet) for 423 dwellings was approved at appeal. The day after the draft plan was approved at full council, our MP announced the launch of a petition to regenerate urban areas, including Fleet and Hook to include "smart new shops, some new flats for local young people to buy above them, and better car parking". Whilst well meaning, the project seems to have been hijacked by campaigners against a new settlement who remain convinced that Hook and Fleet are capable of accommodating the lion's share of future housing need through to 2032.

Probably the most significant aspect affecting Hart's future housing needs is that

the Government is considering amending the method for calculating housing need, indicating that Hart will need to supply less housing than previously thought. Whilst very welcome, the Government proposals have recently been postponed and reportedly been put back 'indefinitely' meaning that there is very little clarity as to how much housing Hart Council will be asked to supply.

Running parallel with all this, it is likely that Hart will run out of secondary school places well before the end of the plan period. In the short term, the shortfall can be taken up by spare capacity at Yateley but this will mean transporting Fleet children to Yateley. Thereafter, the shortfall can only be filled by either a new secondary school or packing more children into existing schools in Fleet. The only proposals that have so far promised a new secondary school are New Settlement options in the Winchfield & Murrell Green area.

The difficulty is that with up to 1,500 new homes at Hartland Park and 423 at Grove Farm and relying on the lower housing numbers from the draft National Planning Policy Framework (NPPF) calculation method, Hart has sufficient housing provision to convince some that a new settlement is not needed.

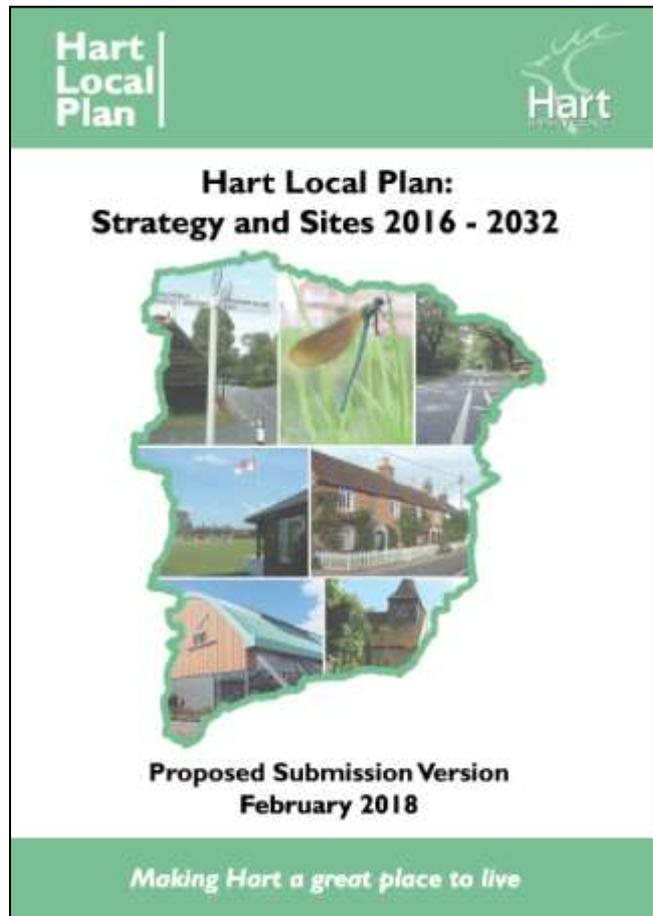
In our opinion there are two fundamental problems with this. Firstly, without a new settlement, there is no possibility for a new secondary school within the plan period. Any excess will therefore need to be taken up by increasing pupil numbers within the existing schools or, in the short term, transporting children to schools elsewhere in the district or beyond.

Secondly, we are informed that the Government has postponed its planned publication of the new NPPF indefinitely. If the method of calculating the lower housing figures is aborted, Hart will need to revert to the original figures calculated from the Objectively Assessed Housing Needs.

Fortunately, the draft Local Plan, including a new settlement in the Winchfield/Murrell Green area, obtained cross-party support in January with 27 councillors in favour and only 5 against.

This decision is benefitting Fleet residents as it has already halted further urban extensions around Fleet including that of 700 dwellings proposed at Elvetham Chase (Pale Lane, west of Fleet). The refusal quotes that the proposal, "would compromise the effective operation of the plan-led system in Hart District Council's area and undermine the spatial vision for the area and wider policy objectives contained within the emerging Local Plan Strategy and Sites document." We consider that this means that the Elvetham Chase proposal would restrict options to provide a new settlement in the area of Winchfield and Murrell Green.

We therefore urge members to support the proposed local plan by responding to the current consultation that can be viewed at <https://www.hart.gov.uk/Local-Plan->



Publication-2018. The feedback form is structured to receive and categorise *objections* to the Local Plan, but we urge respondents to positively support the draft plan and mention that the robustness of the plan mitigates against risk of the new housing calculation not being adopted, or other unanticipated demand that would threaten to derail the successful conclusion of a positive outcome of the Local Plan.

Phill Gower

Fleet Neighbourhood Plan

We've covered the development of the Fleet Neighbourhood Plan in previous issues of the newsletter. At the time of writing, the draft plan is being finalised and an update will be provided at the Fleet Town Residents' Meeting on Sunday 25 March. However, because of purdah (the period immediately before an election where there are specific restrictions on the use of public resources and activities of civil servants), the draft Neighbourhood Plan will only be sent out for public consultation after the local elections. The consultation period will run from Friday 4 May to Friday 15 June.

Our committee member Patric Downes has been involved in developing the part of the plan that focuses on 'Buildings of Townscape Value', expanding on the list he has been putting together of heritage and other building assets in Fleet & Church Crookham on behalf of the Society (and with the help of the Fleet & Crookham Local History Group). David Bentley and Phill Gower have also attended meetings of the groups working on the Neighbourhood Plan at various stages.

We look forward to the launch of the consultation and the chance to comment on the Fleet Neighbourhood Plan.

Gillian Wain

Conservation Areas in Fleet & Church Crookham

The concept of Conservation Areas was introduced in England, Wales and Scotland by the Civic Amenities Act 51 years ago. In this article, Chris Riley provides an update on the Conservation Areas in Fleet & Church Crookham and the need to protect them.

The Planning (Listed Buildings and Conservation Areas) Act 1990 sets out the duty of the Local Planning Authority (LPA), in our case Hart District Council, to "conserve and enhance" the appearance of designated Conservation Areas. More recently, the National Planning Policy Framework, published in March 2012, notes the desirability of sustaining and enhancing the significance of heritage assets.

In Hart, there are 32 Conservation Areas; at least one in each of the District Wards. Members will be most familiar with three: North Fleet, Crookham Village, and the Basingstoke Canal Conservation Areas. The latter is effectively a corridor that runs the length of the Canal, including buildings on each side.

Details of these Conservation Areas and the Character Appraisals and Management Proposals for each are on the HDC website. The documents describe the Conservation Area, its historic development, its buildings, and may break the area down into different character areas. The documents then identify the issues that threaten the Conservation Area; for example, new development, the need to maintain existing buildings and their plots, trees and landscape, traffic and roads, protection of views, and the impact of non-residential uses. For each issue, management proposals are made to "conserve and enhance" the appearance of the designated area.

Conservation Areas are not designated to prevent all future development; "conserve and enhance" is a subjective judgement. Nevertheless, there are three important provisions: the first is that it is not permitted to demolish any building within the Conservation Area unless it is at the end of its useful life. The decision is based on the prior condition of the building to prevent an unscrupulous property owner allowing a building to fall into disrepair and then applying for demolition. Secondly, the LPA can make regulations to control works on trees. Thirdly, the LPA can restrict the types of development that can be carried out without planning permission (permitted development rights), under an Article 4 Direction.

Within most of Hart's Conservation Areas, planning permission has to be sought and obtained before changes to the appearance of the frontage of a dwelling; the erection, alteration or removal of a gate, fence, or wall; a significant change in the exterior painting scheme; or the erection, alteration or removal of a chimney. Whilst these may seem

somewhat draconian measures, most householders accept that living in the pleasant surroundings of a Conservation Area brings its responsibilities.

Currently, Hart has four Saved Policies controlling development in the Conservation Areas: CON 13, CON 14, CON 17 and CON 18 control the demolition, extension, alteration, or change of use of listed buildings and buildings of local interest. In the draft Local Plan, these policies are replaced by Policy NBE 9, which requires, inter alia, that "development proposals should protect, conserve and where possible enhance heritage assets and their settings..." Two other Saved Policies, URB 18 and URB 19, seek to preserve the existing residential densities in North Fleet and Yateley. Originally, these two Policies were to be superseded by the general provisions in NBE 10 of the new Local Plan, which gave nothing like the protection of these two Saved Policies. When this was brought to the attention of one of the District Councillors, he ensured that these and other key Saved Policies would not be superseded, but will continue to sit alongside the new Local Plan.

Two recent planning applications within the North Fleet Conservation Area have caused concern. A proposal to demolish The Bailey (pictured, below) and build 14 retirement flats, of a design and scale out of character with the area, has been refused by Hart's Planning Committee. An application for development at Rushgrove and Little Mead in Reading Road North, where a developer has continually applied for in-fill development despite four rejections, awaits a decision. Such development means loss of trees and increased housing density.



**Fleet Hospital on Fleet Road,
in the North Fleet Conservation Area**

To "conserve and enhance" their Conservation Areas, residents need to keep on top of the issues within their Conservation Area, and to actively monitor planning applications, bringing their concerns to their District Councillors; particularly asking that their District Councillor who sits on the Hart Planning Committee brings the application to Committee and it is not delegated to the Officers. Objections to planning applications

need to be couched in terms of the relevant planning regulations: the Conservation Area documents and the relevant Local Plan policies and paragraphs of the NPPF can provide the necessary ammunition.

We all may be very busy; but if we do not make the effort to "conserve and enhance" our Conservation Areas, the character of our settlements will be changed irreversibly.

Chris Riley

The New Harlington Update

At a recent Fleet Town Council Meeting held on 17 January, a proposal to submit a scheme design for a new Harlington for outline planning approval was narrowly agreed by the casting vote of the Chairman and the project application is now proceeding with HDC under Ref 18/00147/OUT.

Matters debated prior to the vote ranged from the topic of the proposal to incorporate a simple land swap between HDC and FTC with respect to the land occupied by the new Harlington and similar land area falling within The Views (which could be developed by HDC into car parking to replace that lost in Gurkha Square), to a reiteration of the suggestion that HDC should be asked if it would permit the demolition and rebuild of the existing Harlington.

Discussions already held with HDC's Planning Officers have raised issues concerning access, traffic impact, and bulk/mass of the proposed new building and these were confirmed as having been addressed "as far as practically possible".

The cost estimate submitted for review suggests the project might be running marginally over budget at £11.024M, inclusive of 5% design contingency and 7.5% for inflation, but it was further confirmed that the design team has developed the scheme beyond that required by RIBA Stage 2 (concept design) to ensure that the estimated cost remained "as robust as possible".

Outline design drawings in "draft" format were issued to all town councillors as part of the agenda published on 11 January and following on from the agreed proposal, councillors will now work with the management team of The Harlington to prepare a business plan.

The report prepared by the Harlington Working Group did not contain commentary on items such as structural design, building services strategy and technical/audiovisual facilities.

The Working Group report did, however, confirm that the remaining area of Gurkha Square would be improved in collaboration with



View of the proposed new Harlington from Fleet Road

HDC to provide a multi-functional public space with the car parking function "not dominating" the space, although the planned layout currently shown does not permit a circulatory "through traffic" route strategy which will prevent drop-off of patrons to the main entrance and might cause traffic congestion.

Questions were addressed to the chairman regarding mobility impaired access routes around the exterior of the new building, both during construction (whilst the existing Harlington remains in operation), and indeed when the new centre comes into operation.

A point was raised with respect to the need for contractor's equipment and delivery/storage of materials causing serious congestion and the possible need to close the remaining Gurkha Square car parking spaces for safety during certain stages of the construction.

A further question was raised regarding access from the Victoria Road car park to the stage and audiovisual equipment space together with a possible compromise of capacities illustrated on the consultant's designs.

Although it has been confirmed to us that the above points have been passed on to the design team, no comments have been returned to date.

Members will be able to learn more at the FTC Annual Residents' Meeting on 25 March (see back page).

Mike Jebson

Hartland Park/Pyestock Update (Overdeveloped and Under-delivered)

An update on the proposed development at Hartland Park and the Society's concerns

The planning application for up to 1,500 dwellings on the Hartland Park site (the former site of the Pyestock research facility) was approved by Hart Council Planning Committee in December. Readers will know that the site has been derelict for many years. The site secured controversial planning permission for a warehouse distribution depot over 10 years ago, but the plan was never implemented.

In September 2016, St Edward Homes (part of the Berkley Homes Group) entered into a Planning Performance Agreement with Hart Council. This is a legal agreement whereby the applicant employs the Council to provide officer time to undertake work to establish and test the impact and viability of the proposal. For this work, the applicant paid £52,000 to Hart Council.

In Spring 2017, St Edward Homes submitted an outline planning application for up to 1,500 homes on the site. As a previously developed (brownfield) site, the proposal ranks favourably as a suitable site for housing redevelopment. With considerable housing need in Hart, and with no current Local Plan, there was considerable pressure on Hart Council to allow redevelopment of the site for housing.

Our view is that the proposal offers little in the way of essential infrastructure:

- There are no healthcare facilities on site.
- There are no community facilities on site.
- There is no secondary school provision on site.
- We're not even sure there will be a shop to buy a Sunday paper.

It is abundantly clear that this large development will be far from the 'sustainable village community' promised, as virtually everything relies upon a car journey to utilise existing infrastructure in Fleet or Farnborough.

Our main concern is the massive shortfall in affordable housing. Hart Council policy has a target of 40% affordable housing on new builds (excluding office conversions which are exempt). To clarify, affordable housing in this context is "social rented, affordable rented and intermediate housing, provided to specified eligible households whose needs are not met by the market". Despite Hart having an acute shortfall of affordable housing, the application was submitted with only 20% affordable housing provision, adding a further shortfall of 300 affordable units to the existing shortfall. The rationale given by the developer for the shortfall is that there is substantial clearing and decontamination costs on the site that eat into its financial viability. We feel this is a flawed argument as the extent of the clean up and decontamination has been known from the start and factored into the developer's purchase price for the land. The Council has put a mechanism in place to increase the affordable housing content depending on how profitable the development is for St Edward Homes, but we are not confident that it will provide anything more than the 20% minimum.

FCCS Committee member Colin Gray (in his Fleet Pond Society capacity) and myself both applied to speak against the application at the Planning Committee Meeting in December. We were surprised and disappointed that, given the magnitude of the proposal, we were informed that we had to share the 3-minute

slot to point out the shortcomings. It seemed very clear to us that the site was being presented as a 'sacrificial lamb' to ease the pressure on housing in the district. The application received substantial cross-party support with only one councillor from eleven on the Planning Committee voting against the application.

Our view is that the site is overdeveloped and under-delivers on essential infrastructure, particularly affordable housing.

Phill Gower



Proposed layout plan of Hartland Park

The Royal British Legion in Fleet & Church Crookham

We have an active branch of the British Legion in Fleet & Church Crookham, as you might expect given our area's military connections. Here, Tim Burt, Branch Secretary, tells us about the charity, and some of the local activities planned to commemorate the centenary of the Armistice.

The Royal British Legion is the UK's leading Armed Forces charity and provides lifelong support for the Armed Forces community – serving men and women, veterans, and their families. The Legion is the national Custodian of Remembrance and safeguards the Military Covenant between the nation and its Armed Forces. The Legion is not just about those who fought in the two World Wars, but also about those involved in the many conflicts since 1945 and those still fighting.

The Legion was formed on 15 May 1921 to bring together ex-Servicemen after the First World War to care for those who had suffered from service during the war, whether through their own service or that of a husband, father or son. The first Poppy Appeal was held that year, with the first Poppy Day on 11 November 1921.

Nationally, the 2016 Poppy Appeal raised a record £47.6m and the Fleet, Crookham & District Branch raised a record £45,124 contribution to this. We thank our Poppy Appeal collectors and all who donated.

Apart from Remembrance and the Poppy Appeal the Legion provides, every day of the year, vital care and welfare support to veterans, and their families. The Legion spends £1,000,000 a week providing welfare services to beneficiaries and £500,000 a week running its six veterans care homes and break centres. We help veterans, young and old, transition into civilian life, helping with



employment, financial issues, respite and recovery, through to lifelong care and independent living. We support older veterans with home adaptations, nursing services and dementia care.

On Sunday 11 November 2018, Remembrance Sunday, the nation will observe the Centenary of the Armistice. In addition to our usual Acts of Remembrance at the War Memorials in Gally Hill Road, Church Crookham and Gurkha Square, Fleet, the Branch will observe the Centenary more

publicly by recognising a former Fleet resident and recipient of a World War One Victoria Cross, Major General Dudley Johnson VC, CB, DSO*, MC. The then Lt Col Johnson, received the VC for an action on 4 November 1918 at Sambre Canal, France. Post-war, Dudley Johnson was Chairman of Fleet Urban District Council (1948–50). General Johnson is buried in the churchyard of Christ Church, Church Crookham. In Fleet, Johnson Way and Dudley Court are named after him.

The Branch has successfully applied to Hart DC to provide a commemorative road sign at Johnson Way. In the autumn, we intend to have a roadside ceremony to 'unveil' the new sign. Also, General Johnson's family will have his grave at Christ Church refurbished and the Branch will be present at the rededication on Remembrance Sunday.

The Fleet, Crookham & District Branch was formed on 24 June 1921. Though it no longer has a club house, it is a busy and growing branch. Members and supporters regularly get together for social and fundraising events. The next event is our Information Stand at the Fleet Half Marathon on Sunday 18 March in Calthorpe Park. We meet for a very social pub night every month at The Fox & Hounds and there is the monthly 'Seniors' pub lunch at The Fox & Hounds too. All members and supporters are welcome, you do not have to be a member to attend. Our website is <http://branches.britishlegion.org.uk/branches/fleet>

If you would like to know more about The Legion's work or our Branch please contact me.

Tim Burt (Branch Secretary)
Tel: 01252 613802
timburt@waitrose.com

Photo from Tim Burt



Flag bearers at the Act of Remembrance in Gurkha Square

Office Conversions to Residential are not the Answer to the Housing Crisis – Official!

The Local Government Association has raised concerns about Permitted Development Rights, which echo what the Society has been saying for years

Back in 2013, the government announced new policy that allowed converting offices to residential dwellings under Permitted Development Rights (PDR). This means the applicant has an automatic right to convert offices to residential use. The applicant enjoys automatic planning permission (subject to very limited justification for refusal). The odds are very heavily stacked in the developers' favour.

Worse still, these dwellings provides zero infrastructure (termed as 'Section 106' or 'S106') funding to support the burden of the additional residents:

- No education contribution
- No transport contribution
- No leisure contribution
- No healthcare contribution
- No mix of dwellings other than a choice of either a 1- or 2-bedroom flats
- No affordable housing despite the acute shortfall in the district

We were so concerned about this situation that we met with our MP this time last year to raise our concerns. His view was that this type of housing provision is still preferable over greenfield development. We also pointed out that some of the office conversions involved converting the roof-space of office buildings into dwellings meaning that some flats had no natural daylight. We were alarmed that this

was deemed acceptable in policy on the basis that less desirable accommodation means it is more affordable.

The Local Government Association (representing 370 councils) has recently stated that PDR on office conversions is detrimental to local communities and should be scrapped (see screenshot, bottom left). This has been our view from the outset and we fully support the LGA's stance.

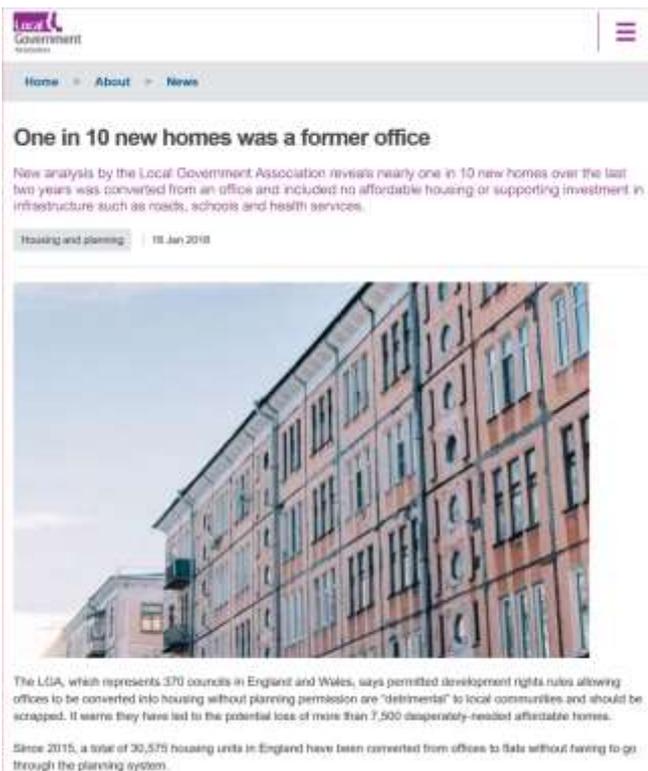
None of us wish to see derelict commercial units, and we fully support conversion into alternative uses. Our objection is that these conversions apply further burden with absolutely no contribution to the much-needed shortfall in infrastructure funding. We are pleased that Hart District Council has acknowledged the problem and is taking steps to place some control over what is clearly legislation heavily stacked in the developer's favour.

In February 2018, Hart Councillors voted in favour of protecting some strategic employment sites by way of removing permitted development rights under legislation that is termed 'Article 4 Direction'. The legislation is aimed not to block residential development, but rather to protect strategic employment sites. We fully support this initiative as it places control back with our local elected councillors.

The Society has analysed applications for office conversions that have been submitted to Hart Council under PDR. Some sites have been subject to multiple applications. Some applications have been subsequently withdrawn, and some sites have not been redeveloped to residential use. With that understanding, the table opposite shows that over 500 flats have been notified to Hart Council in the Fleet & Church Crookham area alone under Permitted Development Rights with no S106 infrastructure contribution. Assuming an average S106 contribution for 1- & 2-bed flats to be approaching £10,000 per unit, Fleet & Church Crookham has been short-changed by some £5,000,000 of infrastructure funding under this mechanism. We feel that is unacceptable.

We remain supportive of the reuse of unused properties, but firmly against redevelopment to residential use where it adds burden on the essential infrastructure with no or insufficient funding.

Phill Gower



Office Conversion Applications under Permitted Development Rights in Fleet & Church Crookham Wards

Address	Application date	HDC Ref	Units in application	Latest total
Zenith House, 3 Rye Close, Ancells	10/01/2018	17/02895/PRIOR	36	36
	06/09/2017	17/02117/PRIOR	4	
	06/09/2017	17/02118/PRIOR	23	
	06/09/2017	17/02116/PRIOR	9	
	20/04/2017	17/00947/PRIOR	–	
Infineon House, Minley Road	01/03/2017	17/00475/PRIOR	20	20
Teksys House, Ancells Road, Fleet	21/01/2015	15/00137/PNDW	14	14
	01/12/2014	14/02886/PNDW	14	
Fleetwood Park, Ancells	23/12/2014	14/03040/PNDW	33	33
Lorica House, Minley Road	01/03/2017	17/00477/PRIOR	18	18
Guidion House, Rye Close, Ancells	23/02/2017	17/00426/PRIOR	75	75
	09/08/2016	16/02083/PRIOR	43	
Technology House, 1 Fleetwood Park, Ancells	12/05/2016	16/01260/PRIOR	49	43
	01/12/2015	15/02948/PRIOR	49	
Oak House, Harvest Crescent, Ancells	01/06/2016	16/01445/PRIOR	31	31
	20/03/2015	15/00665/PRIOR	45	
Microgen, 3 Fleetwood Park, Ancells	13/07/2016	16/01267/PRIOR	46	46
	08/12/2015	15/02949/PRIOR	55	
110/116 Fleet Road, Fleet	13/10/2016	16/02784/PRIOR	15	15
Flagship House, Reading Road North, Fleet	16/10/2017	17/02484/PRIOR	31	31
	18/10/2016	16/02308/PRIOR	15	
Campbell Place, Reading Road North, Fleet	17/08/2016	16/02150/PRIOR	1	1
	29/12/2016	16/03410/PRIOR	4	
111–113 Fleet Road, Fleet	29/12/2016	16/03411/PRIOR	12	12
	15/06/2016	16/01567/PRIOR	16	
115–123 Fleet Road, Fleet	06/04/2017	17/00828/PRIOR	6	18
	29/12/2016	16/03412/PRIOR	6	
	29/12/2016	16/03413/PRIOR	12	
	15/06/2016	16/01565/PRIOR	18	
Central House, 2 Kings Road, Fleet	10/12/2015	15/00306/PNDW	9	9
10 Kings Road, Fleet	04/02/2016	16/00108/PRIOR	2	2
	31/01/2016	16/00796/PRIOR	10	
Consort House, 46–48 Albert Street, Fleet	14/01/2016	16/00032/PRIOR	6	10
	15/10/2015	15/02455/PRIOR	6	
232 Fleet Road, Fleet	12/10/2015	15/02469/PRIOR	2	2
220 Fleet Road, Fleet	31/01/2014	14/00174/PNDW	2	2
	06/12/2011	11/02401/PNDW	2	
125–147 Fleet Road, Fleet	15/11/2017	17/02738/PRIOR	30	30
Branksome Chambers, Branksomewood Rd	06/10/2017	17/02311/PRIOR	5	5
	15/10/2014	14/02454/PNDW	5	
8–22 Albert Street, Fleet	15/08/2017	17/02011/PRIOR	5	5
	15/08/2017	17/02010/PRIOR	5	
	15/08/2017	17/02009/PRIOR	4	
156 Fleet Road, Fleet	17/05/2017	17/0164/PRIOR	2	2
	29/04/2014	14/01000/PNDW	2	
179A Fleet Road, Fleet	06/10/2014	14/02349/PNDW	1	1
Pryor & Co, 12 Albert Street Fleet	24/07/2013	13/01551/PNDW	1	1
Silvergate, Redfields, Church Crookham	01/02/2017	17/00244/PNDW	44	44
			Total *	519

***Notes**

- Derived from Hart Council Planning Portal with search criteria of permitted development applications in the Fleet & Church Crookham Wards.
- Multiple applications on sites means it is difficult to determine duplicated applications. Best endeavours have been used to avoid double or treble counting; the 'Latest total' column shows the latest total from repeated applications (later applications have, in some cases replaced and in other cases added to, earlier applications, thus increasing or decreasing the units applied for).
- Numbers do not account for unsuccessful applications that were either withdrawn or refused.
- Numbers reflect only applications submitted and do not discount for applications that were not completed (built), withdrawn or refused. At the time of writing, less than half of the applications received have been built.



Civic Voice Design Awards 2017: Winton Chapel

If you are looking for a day out, then we have a civic design award winner just down the road in Winchester. Nominated for an award by the City of Winchester Trust, Winton Chapel at the University of Winchester came out as the overall winner in this national scheme.

In 2015, the University commissioned Design Engine Architects to oversee a complete restoration of the University's Victorian Chapel. In addition, the University asked for an extension to the chapel, to include a small side chapel and a social and meeting space. The obvious location for the extension was to the north of the main

chapel but the site constraints limited its width to about 3m, with adjacent buildings only 5–6m away. The resulting design is an empathetic response to the gothic revival building where its connection, form and materiality seem both intuitive and exciting.

The design consists of a pitched roof structure that mirrors that of the existing building and allows light to penetrate into the perimeter exterior spaces. The ridge over-sails the existing building eaves line creating a clerestory window that provides both light and ventilation at high level. The plan form creates a twist in the pitched roof bringing an intriguing geometric dynamic to the new addition.

From Civic Voice's civic update, 16 February 2017

Fleet & Church Crookham Society Activities October 2017–February 2018

- 9 October **Fleet Town Council Planning Committee meeting.** Society represented by Phill Gower where the committee considered changes to an application for 193 dwellings at Edenbrook (Hitches Lane) but was hampered by a lack of information as to what had changed.
- 17 October **FCCS committee meeting,** where topics discussed included the local heritage list and South Western Trains consultation.
- 23 October **Fleet Town Council Planning Committee meeting.** Society represented by Phill Gower where there was discussion about subdivision of a property in Gough Road and objection to 8 new flats on the site of the Red Cross building on Clarence Road.
- November **Heritage in Fleet and Church Crookham.** Patric Downes and Barry Toms take photos to accompany list of assets of value
- 8 November **Planning application for The Bailey, Branksomewood Road.** Phill Gower speaks on behalf of FCCS at the Planning Committee. The application is to demolish The Bailey and redevelop it to form 14 sheltered apartments including communal facilities, access, car parking, and landscaping. The application is denied.
- 9 November **Farnborough Aerodrome Consultative Committee meeting.** Society represented by Jenny Radley. The meeting included a review of aircraft movements, changes at the Airport, and concerns over the number of geese seen near the runway.
- 11 November **Ridgeway Parade Post Office Consultation.** Society objects to plans to close the post office (pictured right) and relocate it to the Co-op on Aldershot Road.
- 12 November **Remembrance Service and Parade.** Wreath laid on behalf of the Society by John Pearson, whilst other committee members acted as parade marshals.
- 13 November **Fleet Town Council Planning Committee meeting.** Society represented by Colin Gray. Applications discussed included conversion of Flagship House on the corner of Reading Road North and Harlington Way to flats; demolition of bungalows Oakmede and Millmede on Minley Road to build 35 flats (objection on loss of area character, no affordable housing element, inadequate car parking); change to application for Fleet Mill, Minley Road, to add a second floor to add 18 flats (total 60 with no affordable due to "permitted development" in converting offices to residential).
- 20 November **Committee meeting.** Matters discussed included plans to close the Ridgeway Parade Post Office and South Western Railways timetable consultation.
- 23 November **Local Plan meeting of like-minded community groups.** Phill Gower met with colleagues from local interest groups to discuss progress of the draft Local Plan.
- 11 December **Fleet Town Council Planning Committee meeting.** Society represented by Phill Gower where more flat conversions had been submitted with no affordable housing content, this time at Lorica House, Ancells Park.



- 13 December **Hartland Park discussed at HDC Planning Committee.** Application for outline planning for the erection of up to 1,500 dwellings, and primary school together with detailed application for phase 1. Phill Gower and Colin Gray (though in his capacity as Fleet Pond Society spoke against the application (see page 5).
- 15 December **Ridgeway Parade Post Office Consultation.** Letter from the Post Office announcing its intention to proceed with closing the post office branch and relocating it on Aldershot Road.
- 21 December **South Western Railways timetable consultation.** Society response to proposed timetable changes in December 2018 sent in by Gillian Wain.

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- 2 January **HDC Overview & Scrutiny Committee meeting focusing on Local Plan.** Phill Gower and John Pearson attended to observe. One of three meetings to progress the Local Plan. A rather political and bad-tempered meeting discussing various amendments and options.
- 3 January **Fleet Neighbourhood Plan.** Society represented by Phill Gower who supported a view that more character properties should to be included within the draft Neighbourhood Plan.
- 3 January **HDC Cabinet meeting focusing on Local Plan.** The second of three Hart meetings to progress the Local Plan. Phill Gower attended on behalf of the Society to observe a detailed discussion for the Local Plan submission to be put to Full Council.
- 4 January **HDC Full Council meeting focusing on Local Plan.** Phill Gower and John Pearson attended on behalf of the Society to observe cross-party support for the draft Local Plan being put forward for submission. The final vote was 27 councillors in favour versus 5 against.
- 8 January **Fleet Town Council Planning Committee meeting.** Society represented by Colin Gray, where applications included Hartland Park application for information centre, access, car parking, landscaping, etc (FTC maintained objections to this as “premature” on the basis that the applicant did not yet have permission for the housing); Fleet Cricket Club, Calthorpe Park construction of practice nets (objection on grounds of consequent loss of tree screen between the cricket ground and tennis courts and risk to roots of retained trees); and 9 Elms Road demolish house and erect two semi-detached 3-bed houses (objection on grounds of overdevelopment of a narrow site and poor parking provision on a narrow road which already suffers from cars parked on pavements due to narrowness of Elms Road). There was also a long debate on the Neighbourhood Plan followed with a strong objection to proposed reduction in The Views open space.
- 15 January **Committee meeting.** Matters discussed included the next steps in Local Plan development. The Committee warmly welcome Mike Jebson as a member.
- 22 January **Fleet Town Council Planning Committee meeting.** Society represented by Phill Gower where yet more office conversions were discussed with no affordable housing. This time at Zenith House, Rye Close, Ancells Park, where the size of dwellings were well under the minimum size guidelines set by Hart Council.
- 25 January **Hartland Park planning application for advertising hoardings.** Society objects to extent of hoardings (pictured right), namely that the scale and extent of the advertising boards are excessive and pose a dangerous distraction for drivers navigating the roundabout. We added that whilst we have no objection to the design and layout of the marketing suite, we recommend the Council removes permitted development rights to eliminate the possibility of subsequent ‘office conversion’ to flats once the sales office is redundant.
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- 6 February **Fleet Neighbourhood Plan.** Phill Gower and Patric Downes met Chris Riley and Dai Pierce to discuss short-list of heritage buildings in the draft Fleet Neighbourhood Plan.
- 12 February **Fleet Town Council Planning Committee meeting.** Society represented by Phill Gower. Redevelopment at 67 Kings Road (the site of the Brakes Estate Office) was discussed. Whilst the application retains the important building of the Estate Office, overlooking and overdevelopment attracted objections from councillors.
- 19 February **Committee meeting.** Matters discussed included arrangements for the AGM.
- 22 February **Farnborough Aerodrome Consultative Committee meeting.** Society represented by Jenny Radley. The meeting included a question from the Society about measures in place to prevent attempts to bring illicit substances into the country, following a recent report of cocaine with a street value of £50 million discovered by UK Borderforce on a flight arriving at Farnborough Airport.

Diary of Forthcoming Events

Sun 18 March	Fleet Half Marathon – road closures in force throughout the morning
Sun 25 March	FTC Annual Residents' Meeting, Harlington, 2.30pm for 3pm start
Wed 18 April	Fleet & Church Crookham Society AGM. 7.30pm. Holy Trinity RC Church Hall, Bowenhurst Road, Church Crookham GU52 8JU
Sat 2 June	Fleet Town Council Action Day, 9.30am to 12.30pm. Meet at The Harlington to get involved in a tidy up of Fleet town centre and the parks
Sun 3 June	Fleet Pond Wildlife Day, 10.30–15.30; details from countryside@hart.gov.uk
Sat 23–Sun 24 June	Fleet Festival of Food, The Views
Thu 28 June	Farnborough Aerodrome Consultative Committee meeting. 2pm at the Rushmoor Borough Council offices
Sat 7 July	Fleet Carnival

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Acronyms used in our newsletter

ACV	Asset of Community Value	SANGS	Sustainable Alternative Natural Green Space
FACC	Farnborough Aerodrome Consultative Committee	SHMA	Strategic Housing Market Area
FTC	Fleet Town Council	SINC	Sites of Importance for Nature Conservation
HCC	Hampshire County Council	SPA	Special Protection Area
HDC	Hart District Council	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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Secretary:	Judith Sutherland, 01252 810322, judith.sutherland@fccs.org.uk
Treasurer:	Phill Gower, 01252 624506, phill.gower@fccs.org.uk
Membership Secretary & Newsletter Editor:	Gillian Wain, 01252 677536, gillian.wain@fccs.org.uk
Executive Committee:	Judy Armstrong, Jane Bentley, Patric Downes, Colin Gray, Mike Jebson, John Pearson
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.