



# Fleet & Church Crookham Society Newsletter – Spring 2019

Member of



## Fleet & Church Crookham Society Annual General Meeting

Wednesday 8 May 2019, 7.30pm

**Our Lady RC Church Hall**  
Kings Road, **Fleet** GU51 3ST  
*(please park on Connaught Road)*

Our guest speaker is Inspector Olga Venner, who is responsible for policing in Hart. She will give a presentation on local policing and be available to answer your questions.

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### Chairman’s Introduction

Spring has sprung and the AGM is fast approaching. Since our previous newsletter the Society has continued to represent our local interests in matters that affect the environment in which we live.

Firstly, I would like to congratulate long-standing committee member Colin on being awarded an MBE for his voluntary services to the community of Fleet. Colin has been, and still is, a stalwart member of the FCCS Committee, taking on the position of Acting Chairman following David Fearn’s untimely death. It is wonderful to see his hard work rewarded in this way.

Highlighted in this newsletter you will find information in relation to all of the pieces of work the committee members have been involved in over the last 12 months, including the Local Plan and the new integrated care centre at Fleet Hospital.

Members of the committee work tirelessly behind the scenes to ensure that any issues related to Fleet and Church Crookham have our support and interest noted and we keep a high

profile at meetings and through other forms of communication throughout the year. The committee is always looking for new members to allow them to continue to support as many local projects/issues as they can and if anyone is interested in joining please contact Gillian Wain, Membership Secretary.

I will be standing down as Chairman at the AGM this year and I just wanted to say a massive thank you to all the members of the committee who have been so supportive during my time as Chairman. My wife and I moved to Farnham a year ago now and my role as a school governor means that I no longer have the time needed to do justice to the position of Chairman and I feel that now is the right time to let somebody with more time and energy take on this role. We have really enjoyed our time with Fleet & Church Crookham Society and it has been a real pleasure to be associated with so many dedicated individuals working for the good of the area.

**David Bentley**

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## ***A Well-Deserved Honour***

***The award of an MBE to FCCS committee member, and former Chairman, Colin Gray, honours his more than 30 years' service to the community of Fleet, with his wife Mavis's unstinting support. Here is the nomination statement.***

Fleet Pond is the largest community facility in Fleet and thanks to his tireless work saving it from desolation, it is now a valuable, thriving facility used by the whole community, young and old, and now with the improvements he has driven, accessible to people of all abilities.

He has devoted over three decades, working tirelessly to see the once neglected Fleet Pond Nature Reserve restored and has been the driving force realising his long-held ambition while bringing the whole of the community of Fleet together. This has created a vital community and recreational facility, giving people real pride in their town, and increasingly important as the population has doubled over this period.

Without his exemplary voluntary work, which he has dedicated thousands of hours to and has been like a full-time job to him, the community would not be benefiting from the fully restored Fleet Pond and the many activities he organises there. His ability to bring people and organisations together is second to none, no one else could have achieved what he has done for both the environment and the people of Fleet.

He still rises to every challenge set even though he is 80 years old. He really is Mr Fleet Pond. The Society he has been a member of for over 30 years and chaired for 19 has over 450 members and a motto which

reads "imagine Fleet without a Pond", it would certainly be true to say "imagine Fleet Pond without Colin". His achievements have been recognised by Fleet Pond achieving the coveted Green Flag Award, and the Green Flag Award Scheme selected him as their Volunteer of the Year in 2017.

From small scale fundraising by selling Christmas cards, to leading on the Society's 'Clearwater Campaign' raising over £50,000 towards restoring the Pond, he just never stops. Work to restore Fleet Pond finally started in 2011 and required large scale works to tackle the extensive silting up of the lake that had virtually destroyed its eco-system. Colin made this restoration happen by bringing together many partners including Hart District Council, Natural England, the Environment Agency, the MOD, Thames Water and consultants Johns Associates and of course the people of Fleet. Bringing all these groups together was challenging and a huge achievement and the net result was that they have contributed £1.6m between them as well as a great deal of resource in kind.

Before the restoration project began the pond was assessed by Natural England as being in 'unfavourable declining' condition. It has now been upgraded to 'unfavourable recovering' and hopefully into 'favourable' condition soon. In addition, visitor provision was also significantly improved and the project was given a sustainability award by the Institute of Civil Engineers. As well as his extensive work for Fleet Pond he was also the face of the Fleet & Church Crookham Society on planning matters attending endless hours of Council meetings with the aim of preserving the amenity for the towns' residents.



Photo form Phill Gower

**Pictured left, Colin and Mavis in Windsor, on 22 March, when Colin received his MBE from Her Majesty The Queen**

### Colin made a statement about this honour:

The award of an MBE for my work for Fleet Pond Nature Reserve and for the people of Fleet came as a complete surprise. It is humbling to think that the many people my wife Mavis and I have met and have become our friends over our 30 years in Fleet think I am worthy of such an honour. I have never sought any award for what I do; it is enough to see that people, and the wildlife I love, are receiving some positive benefits. It is great to see people who rely on mobility aids being able to enjoy views from the new raised platform on the eastern side of the Pond. One of the most rewarding results for me was to see the return of one of my favourite ducks, the Tufted Duck, breeding again at Fleet Pond after nearly 30 years absence.

### *The Late Dr David Fearn*

***Most readers will remember the tragic and untimely death in 2007 from heart failure, of our Society's then Chairman, David Fearn. Twelve years on, it seems timely to recall that, following this sad event, a decision was taken to form a committee to look into and to promote ideas that would serve to commemorate and preserve the memory of David Fearn.***

David had been a very active Chairman of Fleet and Crookham Civic Society since 1991 and had been particularly dedicated to the quality of life of the community in which he had lived for over 40 years. A keen athlete, David had been Life Vice President of Fleet and Crookham Athletics Club and an energetic campaigner for improved athletics facilities in our area.

On the wider scene, David Fearn was a scientist and internationally recognised as the father of ion propulsion in spacecraft. As a key specialist working at the former Royal Aircraft Establishment in Farnborough, he had led teams from various British government and industrial organisations and worked in collaboration with the European Space Agency, US Air Force and NASA. He was a fellow and Vice President of the British Interplanetary Society and an active member of the International Academy of Astronautics and the International Astronautical Federation.

Chaired by myself, the ***Late Dr David Fearn Memorial Committee*** was set up with a view to establishing a fitting and enduring memorial to Dr Fearn in the light of his remarkable life's work and dedication to the local community. It was made up with representatives from Hart District Council, Fleet and Crookham Athletics Club, Fleet and Church Crookham Society and people connected with the firm Qinetiq who ran the organisation where David had spent much of his working life.

One project that has been pursued by this committee has been to find a permanent home for an athletics track that could bear David's name. In 2014 the possibility arose that a new sports field/athletics track being created on a site in Crookham Park might be named in David's honour. A proposal to this effect, was favourably received, in principle, by Church Crookham Parish Council's Sports &

Recreation Committee. However, at that time, it was recognised that there were funding issues and that the track was likely to be about 5 years away.

Last year, there was news that the parish council was working with Taylor Wimpey to ensure that an area due to be delivered would be suitable for a running track. Presently, there still remain funding issues to be resolved before any work can be started on creating a running track that will suit the needs of the Athletics Club. These issues are likely to take several more months to resolve.

In the meantime, an opportunity has arisen to propose another, perhaps more modest, way for David's name to be commemorated. Fleet Town Council in collaboration with the developers of the new Hartland Village, is considering proposals for the naming of the many new roads that will be created in this new development. We hope that names that reflect the historical nature of the old Pyestock site will be favoured. We have submitted a proposal to name a new road ***Fearn Road***, reflecting David's past connection with the site's aeronautical activities.



**John Pearson**

## Bramshot Farm Country Park Update

Hello, I'm Edith, the countryside ranger for Bramshot Farm Country Park. These past 9 months have flown by since I first started in the role. So much is going on around the park and I've enjoyed watching its progression.

Bramshot Farm has been created to alleviate visitor pressure on surrounding, more environmentally sensitive, sites. Visitors can enjoy a 1.3km surfaced pathway (Leaping Hare Loop) which winds around the largest meadow, beginning and ending at the carpark. It is suitable for buggies and wheelchairs and has beautifully carved benches at regular intervals. Further on, Old Oak Way and Yaffle Meadows provide another 1.3km of mown, unsurfaced paths to explore.



### Why Visit?

I may be biased, but it's a lovely site to visit. It is still a very new site and we're continuing to help it develop and grow. It's great for dogs, with plenty of open space, including some surfaced areas and some more natural areas.

We get many owners with more nervous dogs, and there's loads of space for them. Keep a look out for their characteristic yellow leads.

The park is popular with runners and walking groups who love to use Leaping Hare Loop. The park is also as inclusive as possible, with Leaping Hare Loop being suitable for wheelchairs and the car park containing six larger blue badge bays. Further access improvements for wheelchair users will be developed over the coming months.

Being relatively new, more trails will open up in the future. The woodland has some amazing natural features hidden away, and the shortcut

through the ponds will connect Leaping Hare Loop to the bottom of Old Oak Way.

Bramshot has the best of both: paved and open routes with cut grass, and the more wild areas, full of nature. There are long grass meadows in the summer months, full of wildflowers and the sound of insects. I saw so many butterflies last summer, and we have common lizards scurrying through the grass, birds galore and fantastic veteran oaks which are a sight to see!



Common Blue Butterfly

### Recent Updates

The Orchard was planted in November at the bottom of Leaping Hare Loop, although it will take a few years to mature. We have also planted over 130 metres of native hedgerow. Ditching works were completed last year, which should help to

remove some of the standing water from pathways.

Some willows down in Old Oak Way have been pollarded. This involves reducing their height to give the nearby veteran oaks some more space and light. Temporary duckboards have also been added to the wetter parts of the route.

We have also been working closely with the Hawk Conservancy and Hampshire & Isle of Wight Wildlife Trust to enhance the park for breeding raptors.

We had a winter trail along Leaping Hare Loop with ten wooden animal shapes to find. We hope to do a few more throughout the year.

I've recently been spotting frogspawn in some of our ditches (photo *right*), and bluebells are starting to grow in the woods. Signs of spring!



**Edith Collins**  
**Hart Countryside Services**

## Humbly Grove



Photo from Stuart Bates

In the previous newsletter I posed the question as to how many people in Fleet and Church Crookham were aware of the two nearby underground pipelines connecting the oil refinery at Fawley with the terminal near Heathrow.

Well, here is another one! How many people are aware that to the south west of South Warnborough there is a significant oil field and gas storage facility?

It is Humbly Grove, a wholly owned subsidiary of Petronas, the Malaysian oil giant.

Oil was discovered there in 1980, and the site became a fully operational oil producing facility in 1986. Since then, over six million barrels of oil have been produced, with another

one million barrels expected to be extracted.

But this engineering project does not end there. With the removal of the oil from the underground reservoir, a gas storage facility has been developed in the porous rock formations.

It is the third largest on-shore gas storage site in the UK, with the capacity to store 6% of the UK's gas needs. During daily demand for gas, the site can provide up to 3% of the country's demand via the national gas transmission network.

Over the past 7 years of operations Humbly Grove has injected, withdrawn and treated over 250 billion cubic feet of gas, managed and controlled by a staff of about three dozen. The gas is usually injected during summer when the demand is low, ready for when the demand increases during winter.

The site is in the middle of Weston Common completely screened by trees, so much so you would hardly know that such a significant engineering facility was there. Unless of course you were flying over it in a glider from nearby Lasham Airfield!



**Stuart Bates**

## Spring bulbs in Fleet and Church Crookham

In past years, the Fleet & Church Crookham Society has planted spring bulbs in Fleet and Church Crookham's parks and grass verges. This is the time of year we try to spot areas that would be brightened by some bulb planting, especially as we have been offered crocus bulbs by the Rotary Club of Fleet, raising awareness of its End Polio Now campaign.

If you see somewhere that could be planted with bulbs later this year, please email us at [newsletter@fcss.org.uk](mailto:newsletter@fcss.org.uk) or phone Gillian on 01252 677536 and we will add it to the list.



## A New Fleet Integrated Care Centre in Fleet Community Hospital



Following consultations undertaken by the NE Hampshire and Farnham Clinical Commissioning Group (CCG), the CCG has now chosen the site of Fleet Hospital to locate a Fleet Integrated Care Centre (ICC). Accordingly, the CCG is submitting a planning application for the ICC scheme that, if granted, will mean that existing space to the rear of Fleet Hospital, including two current clinical rooms, will be redeveloped to accommodate two new additional, flexible clinical rooms and administration spaces. The proposed development scheme will be mainly funded with £1.5 million from the Frimley Park Hospital Integrated Care System.

Since its creation in 1897, Fleet Hospital has undergone many changes. The 18-bed Calthorpe Unit that opened in 1999 serves to rehabilitate patients following falls and episodes of ill health, with a view to returning them to their home or to a form of supported living. The creation of the ICC will not affect the Calthorpe Unit.

The Integrated Care Team that will occupy the ICC will support patients from four local general practices that serve a population of over 45,000 people. It is a multidisciplinary team that aims to deliver joined-up care for local people, especially for patients that are most vulnerable or that have complex needs. Also to be accommodated within the ICC will be the traditional Community Nursing Team.

Many will be familiar with the difficulties in accessing Fleet Hospital and its neighbouring general practice (Fleet Medical Centre) owing to a serious shortage of onsite vehicle parking capacity. There are understood to be some 53 car parking spaces available at

present on the hospital site. There will clearly be additional parking pressures that will result from the proposed development.

The development plan envisages minimal disturbance to the character of the areas adjacent to the hospital. An arboreal survey has shown that an area immediately to the left of the hospital car park entrance contains trees rated C grade and therefore of limited value to the environment. It is proposed this area be cleared to accommodate additional car parking with some 19 additional spaces being added to the existing hospital parking capacity.

It seems clear that the additional 19 spaces will not be sufficient to ease the parking pressures. Measures such as the introduction of a public transport service along Elvetham Road should be promoted as one way to improve access to Fleet Hospital for staff, patients and visitors.

**John Pearson**



Information from the CCG about the benefits offered by the proposed ICC

## Saving Local Bus Services with Buses in Fleet

**Sadly, the last decade's worth of funding cuts has turned reductions or the loss of bus routes into a commonplace event. Here, Steven Caulston from Buses in Fleet talks about the campaign group's recent activities to protect services for residents.**

Despite continued volunteer efforts to fight and preserve our local bus services, year by year we have witnessed the slow and painful erosion – digging ever deeper away at our local bus services. If we allow this to continue, then eventually we will have absolutely nothing left.

The recent cuts to the no. 7 and no. 10 bus services in Fleet and Church Crookham have left many people confused, with a lack of information regarding changes to timetables and routes, and with many people voicing their concerns about changes and reduced bus services. One commuter explained, "As my bus journey has now been withdrawn, I need to buy and use a new car in order to keep my job!"

Many people want to use the buses, but when services are reduced, this only adds to the decline of bus usage, as people lose faith in these services. For some people the loss of their bus service means their independence and sole means of transport also disappears. Our local population is expanding, and we need to preserve our transport choices to include bus services. If we fail, then traffic congestion will only increase at the expense of our bus services.

### Economics and politics

Bus services are generally influenced by either economics or politics. The survival of most bus services is provided by commercial bus companies on an economic basis, when there are enough paying passengers to cover all the running costs.

For bus services affected by politics, these tend to operate with a lower number of paying passengers, where there are not enough passengers to cover all the costs of running the service. As a result, a subsidy is provided by a local authority to cover these costs in order to keep these vital services running.

Sadly, the pot of money provided by Central Government to local authorities, which has been used to subsidise bus services, has been reduced annually for the past decade. As a consequence there is less money to spend on subsidising bus services which are either reduced or axed altogether.

### New light at the end of the tunnel

We don't have to sit back and watch our local bus services slowly and painfully disappear. To help 'Save our Buses' we need to do something different, otherwise we're just accepting the inevitable outcome.



Photo from Steven Caulston

We recently organised a "Save our Buses" event in Fleet, which was a huge success. Stagecoach kindly provided a bus for the day, which was parked up on Fleet Road (pictured above), and a representative who stayed with us and listened to the concerns and complaints from the many people who came to visit. It felt like a real turning point, with the potential to not only save our threatened bus services, but maybe the chance to improve them.

In order to keep the momentum going we need to work together to help our local buses escape from the grip of politics and help to make them more independently viable. If nothing is done the real risk is that we will eventually lose them. As a community we still need to:

- Provide feedback on bus routes and services, on how they serve our needs, and how they don't.
- Encourage local businesses to extend incentives, such as those currently offered by some supermarkets who reimburse customers' car parking charges and who could provide a scheme to cover the cost of bus tickets to their customers. If we lose bus services how will bus passengers be able to shop locally?
- Encourage more people to use the bus services and help reduce traffic congestion.

To find out more, visit our website at [www.busesinfleet.org.uk](http://www.busesinfleet.org.uk).

**Steven Caulston**  
**Buses in Fleet**

## Local Plan Update – No New Settlement

**Following the examination of the Local Plan submitted by Hart District Council, the Government-appointed Inspector, Jonathan Manning, has provided the Council with his initial recommendations following the examination in December.**

The recommendation to the Council is contained within a 10-page letter that defines the further steps or main modifications that he considers the Council should make in order for the plan to be considered sound.

There are two main points of the recommendation from the Inspector:

1. The Inspector has reduced Hart's housing provision slightly from 388 to 382 dwellings per year, but has added an additional 41 dwellings per year to absorb a shortfall of 731 dwellings expected from neighbouring authority, Surrey Heath Council.
2. The Inspector has asked for the New Settlement (proposed policy SS3) to be removed from the current plan period. His reasons for this are that the sustainability assessment that Hart Council prepared in support of the policy was not suitably developed and that sufficient planning permissions have already been granted to the extent that the dwellings from a New Settlement are not required to meet housing for the current plan period. Whilst acknowledging Hart's aspirations for a New Settlement to fulfil the district's future housing needs, he felt that plans were not suitably advanced and needed to be further examined if they were to be part of a formal housing plan.

Given the length of time that it takes to start delivering housing from such a major project, it was inevitable that a proposed New Settlement would not start delivering Hart's future housing needs until very late in the current plan period. In my view, it was always a means of future-proofing housing fulfilment into the next plan period (post-2032), rather than contributing towards demand from the current plan period.

You may recall the 2016 Housing Options consultation, when two-thirds of respondents favoured a new settlement over other options (including urban extensions bolted onto the existing settlements of Fleet & Hook). The irony is that the time lapse that has occurred in getting the Local Plan to inspection has allowed urban extensions including 423 dwellings near Netherhouse Moor (aka Grove Farm), 1,500 dwellings at Hartland Park and several hundred office conversions in Fleet & Hook. All of these have contributed to



the Inspector's recommendation that the New Settlement is now not required to meet the current housing needs of the plan period (to 2032). We are also faced with the prospect of yet another urban extension of 700 houses at Pale Lane, if the recently held Planning Appeal is upheld.

The planning system requires Hart to demonstrate that it has a 5-year housing supply going forward. Once built, a planning permission no longer counts toward the future housing supply target. With the majority of planning permissions being in the early years of the local plan period, we can see that Hart is unlikely to meet its 5-year housing supply target for the last 5 or 6 years of the plan period. We anticipate that this will put further pressure on Hart, as developers queue up to 'come to our rescue' by promoting their various development sites. This is precisely the ad hoc way they did this in the period during which Hart have not had the planned housing strategy provided by an adopted local plan.

Furthermore, the removal of a New Settlement removes any realistic prospect of a new secondary school being provided. Even the Hartland Park site with 1,500 dwellings is insufficiently large to be able to justify a financial contribution to provide a new secondary school. This will inevitably mean that the existing schools will have to accommodate more and more pupils. At the time of writing Calthorpe Park School is consulting to expand and allow an increase in pupil numbers to an overly large 1,725 pupil facility, and has outlined eventually reaching 1,800 pupils on the site in its 2019/2020 budget. Whilst Hart District Council is responsible for preparing a sound Local Plan, it is Hampshire County Council that is responsible for school provision.

Given also that Hartland Park urban extension to Fleet was allowed planning permission that provided only half the recommended affordable housing provision, and that the many office conversions provide no financial contribution to essential infrastructure, Fleet and Church Crookham residents may well be justified to feel short-changed by the outcome of the Local Plan process.

**Phill Gower**

## North Fleet Conservation Area: The Bailey

**Members may recall that in the Spring 2018 Newsletter, Chris Riley wrote about Conservation Areas (CAs) and mentioned the planning application for The Bailey in Brankenswood Road within the North Fleet Conservation Area. Sadly, he brings news that this fine building is to be demolished and replaced with flats.**

A planning application was made in February 2017 to demolish The Bailey, a substantial 1930s family home, and to build a three-storey block of 14 two-bedroom retirement flats of a modern design with a substantial glass frontage. The application came before Hart's Planning Committee on 8 November 2017. There had been 334 objections to the application. It was rejected on three counts:

1. The proposed development, due to its scale, massing and design would fail to preserve or enhance the character and appearance of the North Fleet Conservation Area;
2. The proposed development would result in a material loss of amenity for the occupiers of the adjacent dwellings through overlooking and loss of privacy;
3. The lack of SANG provision.

We were pleased to see this firm rejection. The proposed development was not going to "preserve and enhance" the CA, as set out in Section 69 of the Planning (Listed Buildings and Conservation Areas) Act 1990, and there was great concern that it could be the first of many such developments.

The developer, Renaissance Retirement, appealed; the Appeal Inquiry was held for 3 days in November 2018. A number of local residents made representations. Bob Schofield, of Fleet Town Council, described the importance of the CA to Fleet's sylvan character; Sandy Gray, an FCCS member, spoke on the active support that the residents have given to Hart's efforts to refuse unsympathetic development; Rob Carter spoke on the responsibility of property owners in the CA to actively "preserve and enhance" their properties and not wait for a developer to buy them out; and Phil Burton, whose home would be overlooked by the development, spoke of the loss of amenity to the neighbouring dwellings.

The Appeal focused on Hart's three reasons for refusal. There was much debate about the effect of the development on the CA, Hart's planning policies, and the wording of the 2018 National Planning Policy Framework which is less specific about CAs than the previous version. The developer purported that additional sheltered accommodation was



The Bailey

necessary to meet Hart's housing targets. The developer attempted to show that the scale, massing and design of the proposed design was not inappropriate, and there would not be loss of amenity by the neighbouring properties. The developer expressed irritation that Hart would not automatically provide SANG for a development already refused at planning.

Hart's Conservation Officer brought out first, that the CA is a designated heritage asset, and there is harm to that asset by the demolition of a perfectly good building within it. Second, the building, whilst a non-designated heritage asset, is harmed by its demolition. With the help of local history groups, the Conservation Officer had established that The Bailey was designed by Arthur Stedman, an architect of some local renown, who was commissioned by Colonel Ogilvy. Arthur Stedman was responsible for a number of significant buildings in the Fleet and Farnham area, including the extension to All Saint's Church in Fleet. The Bailey was built in 1934 by Mardles, a local builder, who also built the now Grade II listed Fleet War Memorial.

The application was for sheltered accommodation; however, there seems to be very little concession to the development being 'sheltered'. Alarms are fitted to the flats, and there is a mobility scooter parking bay. There is no warden, and the 'community areas' are the open landings of the building. The developer's case was that Hart's definition of sheltered accommodation is out of date: my view is that they were trying to position luxury flats for the over 50s as 'sheltered accommodation' to avoid planning obligations

that would otherwise be incurred, including a contribution to affordable housing. None of the existing developments on Renaissance's website are described as 'sheltered'; Renaissance said that there was a negative cachet and therefore they were marketed as luxury flats. My challenge to this development being classified as C2, although that had been conceded by Hart, clearly touched a raw nerve, particularly with Renaissance's QC.

Because of an impasse with the issue of providing SANG, the Inspector adjourned the Inquiry until 29 January 2019. A form of wording regarding provision of SANG should the Appeal be allowed finally was agreed. I was allowed to make a final representation on behalf of the residents, and then the lawyers from both sides made their closing statements. Unsurprisingly, the views from each side were entirely opposite.

We were extremely disappointed to learn on 22 March that the Inspector was not swayed by any of the arguments made by Hart or by the residents at the Inquiry, and he has granted planning permission for demolition of

The Bailey and redevelopment to form 14 apartments. The inspector gave only limited weight both to Hart's emerging Local Plan and to Fleet's Neighbourhood Plan. He disagreed that the property is a significant building and a non-designated heritage asset within the Conservation Area. His view was that permitting retirement housing on the site would not, in principle, automatically set a precedent for future retirement housing; this despite justifying the scale of the proposal by citing, as examples, other similar three-storey apartment buildings within the North Fleet Conservation Area in Branksomewood Road. However, these were built as replacements for buildings that had reached the end of their economic life, giving Hart's planners no grounds to refuse permission.

This Appeal decision is a major set-back for the local residents and for those trying to "preserve and enhance" the North Fleet Conservation Area. Our difficulties to do that just got considerably greater.

Chris Riley

### ***Fleet & Church Crookham Society Activities November 2018 – March 2019***

- 20 November **Fleet Town Council planning meeting.** Society represented by Phill Gower where the first phase of 185 (of a total of 423) new dwellings on land north of Netherhouse Moor (Grove Farm) was discussed (outline planning permission previously granted).
- 26 November **Rushmoor and Hart Passenger Transport Forum.** Society represented by John Pearson where topics covered included rail news from South Western Railway and results from HCC secondary consultation on proposed changes to supported passenger transport services and the Concessionary Travel Scheme.
- 3 December **Fleet Town Council planning meeting.** Monitored by Colin Gray. Items included: 80 Basingbourne Road, two storey extension (objections based on unsympathetic to scale and character of the adjacent properties, would form a new residential development, not an extension to existing property); 3 Castle Street single-side and two-storey front extensions and addition of a first floor over existing footprint (objections based on conversion of bungalow to house represents a new build not extensions to existing, out of keeping with character of the area in terms of mass, height, design and materials); 38 Guildford Road, two-storey side extension (this application returned on 18 December but all objections maintained – see report below).
- 18 December **Fleet Town Council planning meeting.** Monitored by Colin Gray. Items included: 121 Clarence Road, application to build two-storey house after demolition of garage (objections based on out of keeping, excessive height, over-development of site); 38 Guildford Road, two-storey side extension (objections based on out of character with existing properties in terms of mass, height layout and density, poor roof design, access drive adjacent to junction with Cyprus Avenue).
- 7 January **Fleet Town Council planning meeting.** Society represented by Colin Gray. Items of interest included 125–147 Fleet Road (offices opposite Westminster Close) – conversion to flatted development (3 x one bedroom and 20 x two bedroom); 329 Fleet Road – hotel development to amend conditions to permit demolition prior to build (demolition had already begun); Elvetham Bridge House – application to build a three-storey, 5-bedroom house within North Fleet Conservation Area; 18 Regent Street – remaining bungalow in this road to be replaced with two-storey, 4-bedroom house. Notice that the appeal has been dismissed for the Red Cross Centre application to build housing.
- 8 January **Committee meeting,** where matters discussed included the Pale Lane appeal, Local Plan hearings and the recent Passenger Transport Forum.

- 21 January **Road names in Hartland Park.** Phill Gower writes to Cllr Dai Pearce at Fleet Town Council, on behalf of the Society, to suggest appropriate road names for Hartland Park that reflect the aviation heritage of the site.
- 21 January **Fleet Town Council planning meeting.** Monitored by Colin Gray. Items included: land north of Netherhouse Copse (Grove Farm), Hitches Lane: the area has outline permission for 423 houses and this application is for 172 market and 79 affordable houses under reserve matters for the site.
- 24 January **Hartland Park stakeholder meeting.** Society represented by John Pearson and Gillian Wain. The display home/marketing suite was unveiled ahead of marketing to the public.
- 5 February **Esso replacement pipeline public information evening.** Society represented by Phil Gower. See <https://www.slpproject.co.uk/> for more information and interactive maps.
- 6 February **Fleet Town Council meeting.** Society represented by John Pearson. Reports regarding the latest plans for the future of The Harlington were tabled and noted.
- 11 February **Fleet Town Council planning meeting.** Monitored by Colin Gray. Items included: 141–145 Clarence Road, Red Cross building, to demolish and build two blocks of 8 two-bed flats (objections raised as out of keeping with street scene and inadequate car parking); land at 220–232 Fleet Road infill to add 2 two-bed flats and extension to 232, a total of 8 two-bed flats; 45 Basingbourne Road single rear & first floor front extensions & rendering of brickwork (objections as rendering out of character for the area and scale of new extensions excessive for this area).
- 17 February **Road names in Hartland Park.** John Pearson writes to Cllr Dai Pierce at Fleet Town Council, on behalf of the Society, to suggest that one of the roads is named after the Society's late Chairman David Fearn (see page 3).
- 19 February **Committee meeting,** where matters discussed included AGM arrangements and the Society's request for a street at Hartland Park to be named after former FCCS chairman Dr David Fearn.
- 21 February **FACC meeting.** Society represented by Jenny Radley. Reports included a step-up in flight movements over the past year, changes to complaints reports, and the delay in the Airspace Change Process (ACP) due to a Judicial Review being called by Lasham Gliding Society over the decision made by the Civil Aviation Authority. The Judicial Review is due to be heard in early June 2019. Further public exhibitions on the ACP are due to take place in the summer.
- 25 February **Fleet Town Council planning meeting.** Meeting monitored by Colin Gray. Items included: 160 Fleet Road rear extension to retail unit and conversion of first & second floors to one one-bed and one two-bed flats; offices at One Fleet, Ancells Road, for change of use to create 28 units of flatted development; offices at Regus Centaur House, Ancells Road for change of use to create 38 units of flatted development. FTC regretted further loss of employment land to residential.
- 25 February **Hart Voluntary Action Voluntary Sector Forum.** Society represented by John Pearson where topics included the Home from Hospital pilot for NE Hampshire residents, Parkinson's UK Farnborough & District branch, and Time4Hart Time Bank.
- 6 March **Fleet Integrated Care Centre.** Meeting about changes planned for Fleet Hospital. Society represented by John Pearson and Jenny Radley (see page 6).
- 11 March **Fleet Town Council planning meeting.** Society represented by Colin Gray. Items included: land between Rose Cottages and Dumfries Cottages, St James Road, application to build two semidetached dwellings (concerns expressed over excessive development on an already narrow, congested road).
- 26 March **Fleet Town Council Annual Residents' Meeting.** The Society has a stand at the community groups' exhibition – pictured *right*.



## Diary of Forthcoming Events

Sat 4 May	Fleet Fun Walk 2019. Enjoy a walk around Fleet and the surrounding countryside with friends and family, and raise money for your chosen charity or good cause. Routes of 3.6, 7.3 and 10.3 miles. Organised by the Rotary Club of Fleet
<b>Wed 8 May</b>	<b>Fleet &amp; Church Crookham Society AGM. 7.30pm. Holy Our Lady RC Church Hall, Kings Road, Fleet GU51 3ST</b>
Sun 2 June	Fleet Pond Wildlife Day, 10.30–15.30; details from <a href="mailto:countryside@hart.gov.uk">countryside@hart.gov.uk</a>
Sat 22–Sun 23 June	Fleet Festival of Food, The Views
Thu 27 June	Farnborough Aerodrome Consultative Committee meeting. 2pm at the Rushmoor Borough Council offices
Sun 7 July	Fleet Carnival

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](http://www.fccs.org.uk/membership.html)

## Acronyms used in our newsletter

ACV	Asset of Community Value	SANGS	Sustainable Alternative Natural Green Space
CA	Conservation Area	SHMA	Strategic Housing Market Area
CCG	Clinical Commissioning Group	SINC	Sites of Importance for Nature Conservation
FACC	Farnborough Aerodrome Consultative Committee	SPA	Special Protection Area
FTC	Fleet Town Council	SSSI	Site of Special Scientific Interest
HCC	Hampshire County Council	TAG	Techniques d'Avant Garde Aviation, owners of Farnborough Airport
HDC	Hart District Council	RBC	Rushmoor Borough Council
PSZ	Public Safety Zone (of Farnborough Airport)		

## Your Committee

<b>Chairman:</b>	Dave Bentley, <a href="mailto:dave.bentley@fccs.org.uk">dave.bentley@fccs.org.uk</a>
<b>Secretary:</b>	Judith Sutherland, 01252 810322, <a href="mailto:judith.sutherland@fccs.org.uk">judith.sutherland@fccs.org.uk</a>
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<b>Membership Secretary &amp; Newsletter Editor:</b>	Gillian Wain, 01252 677536, <a href="mailto:gillian.wain@fccs.org.uk">gillian.wain@fccs.org.uk</a>
<b>Executive Committee:</b>	Judy Armstrong, Jane Bentley, Patric Downes, Colin Gray, John Pearson
<b>Co-opted Member:</b>	Jenny Radley (FACC Representative), 01252 628751, <a href="mailto:jenny@jradley.com">jenny@jradley.com</a>

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](mailto: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.*