



# Fleet & Church Crookham Society Newsletter – Spring/Summer 2011

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VOICE

**Light buffet to  
celebrate our  
golden jubilee year**

## FLEET & CHURCH CROOKHAM SOCIETY ANNUAL GENERAL MEETING

**Wednesday 27 April 2011 at 7.30pm**  
Crookham War Memorial Hall, Sandy Lane, Church Crookham

Speaker: the Society's very own Andrew Macallan on the Fleet  
and Church Crookham Town Healthcheck Report

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



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We would like to invite you to the

**Fleet & Church Crookham Society Golden Jubilee Afternoon Tea**

**2.45pm for 3pm, Sunday 12 June 2011**



North Hants Golf Club, Minley Road, Fleet

**Tickets £10**

Tickets must be purchased in advance and will be on sale at our AGM or obtained from our Treasurer Kathy Wilson on 01252 665031, email: treasurer@fccs.org.uk

**Please join us to celebrate 50 years of the  
Fleet & Church Crookham Society**

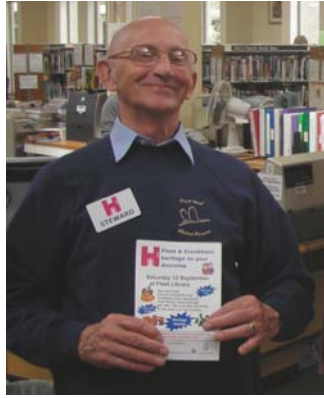
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## Chairman's Introduction

A mixture of sadness and relief sees this as my last Chairman's introduction to our Newsletter. I came to the Fleet & Church Crookham Society through a mixture of chance and arm twisting. I had volunteered (I seem to do a lot of that) to do a door-to-door collection for the Red Cross. A tall, imposing but friendly gentleman opened the door to a house in Avondale Road. "I will do a deal with you," he said. "You join the Civic Society and I will give you a generous donation." What I did not quite realise was that the meeting to which he invited me was a committee meeting. The rest, to coin an over-used phrase, is history. This was Derek Durrant, then Chairman of FCCS. The time was early in 1986. Derek had already recruited Errol Johnson and John Samuels, and the three of us, with help from the other committee members, organised the Quality of Life Exhibition in 1989. About the same time a long-standing committee member retired and I became FCCS representative to N E Hampshire group of CPRE (Campaign to Protect Rural England). You have some idea of how quickly I was doing more than just sit in on committee meetings.

When Derek retired, David Fearn became chairman. I had the pleasure of working with David for nearly two decades. David was the most dedicated and modest man. We never learned from him of his international recognition as a leader in ion thruster research or the long hours he spent in space technology development. His spare time was divided between FCCS and Fleet & Church Crookham Athletics Club and both thrived with his help. On the NEH CPRE group I worked with another icon Bob Osborne. A true officer and gentleman with a deep dedication to his home community and with a wonderful sense of humour. I first met Bob when he was leading the Action Against Over Development group, fighting against the housing plans for Railroad Heath (now Elvetham Heath). That battle was lost when the new town at Bramshill Plantation was refused and Hart Council chose Railroad Heath instead to meet the housing targets imposed by central government. FCCS and NEH CPRE fought against the first application by the MoD for 1,700 houses on QE Barracks. That battle is also now lost but with fewer houses in the current round. I suppose we could claim to have helped to delay it, if not stop it?

I watched them build Ancells Farm housing



estate and wondered if the new residents would realise they would be living in what some believe was the second of the two Fleet Ponds before the storm of 1567 swept away the retaining embankment. The maze of streets there was then more than echoed in the confusing maze of Zebon Copse development.

History repeats itself and the QE Barracks site is once more on the agenda and FCCS has once more submitted a response. 872 houses this time, a site for a primary school and an "employment" site in an attempt to meet the wish of Hart Council for an incentive to reduce commuting. I have difficulty understanding how Hampshire County Education Authority continues to underestimate educational needs in NE Hampshire. Elvetham Heath was a prime (excuse the pun) example. It seems they do not see a need for a school on the QEB site and prefer instead to see even more traffic chaos from parents transporting children to existing schools, most of which are already at full capacity. One risk of this short-sighted approach is that the site will revert to housing if not used, thus increasing the problem.

At the Annual General Meeting you will be asked to consider how my role will be covered when I retreat into the background. There is one suggestion that has come forward and the executive committee been asked to consider the proposal that we have two co-chairmen. This solution would run for one year to test how well it worked both for committee matters and in the wider scene of society community involvement. From my point of view this appears a good idea. It gives me the opportunity to slip slowly from the scene and to concentrate on Fleet Pond Restoration. Pro temp I will attend the occasional Fleet Town Council meeting and possibly the occasional QEB strategy meeting when Phill Gower, our planning expert cannot take time off work. Otherwise I will have a very low, if any, profile.

I have enjoyed my time with FCCS and would like to thank our hard working committee for all the dedication they give to our work and the support they have given to me. I would also like to thank our members for their continued support of the society. Without you we would have no voice in local matters and no respect when we try to fight for your community.

**Colin Gray**

## Thank You to Colin & Stuart

On the opposite page you will have read that this is to be Colin's last newsletter as Chairman of this wonderful Society.

In the 25 years that he has been associated with the Society he mentions that he has had the pleasure of working with some truly inspirational people, such as David Fearn and Bob Osborne. Those of us who were lucky enough to know David and Bob will realise the significance in me saying that Colin is held in equally high regard as David and Bob within the Society and the wider community. Those of us fortunate enough to work with Colin will have learned a great deal about community spirit, dedication and modesty. Colin's logic and calmness has banked a huge amount of respect for the Society and is indeed an inspiration for the committee.

Whilst Colin retires as Chairman in April, we hope that he will continue to provide the committee with the benefit of his considerable knowledge and experience. For those who follow in his footprints, they will doubtlessly already know that he has exceedingly large boots for a small person! On behalf of the Committee and all the members, we offer our sincere thanks to Colin for expertly chairing the committee for the last three years.

Our gratitude to Colin would not be complete without also thanking his wife Mavis for the support provided to the Society and to Colin for the very many hours he has devoted to the meetings and functions attended on behalf of the Society.

At the same time, we must also recognise the very considerable contribution made to the Society by Stuart Bates in the six years that he has been associated with the Society. For almost all of this time Stuart has taken expert care over the Society's finances as Treasurer and Membership Secretary, and is retiring at the AGM. In addition to these important roles, Stuart has also been central in our interface with the Local Strategic Partnership (LSP), and

pioneering with Gillian Wain the creation of the Street Pride Report (see page 16). The committee wishes to thank Stuart for his hard work and dedication over the years.

The committee wishes to welcome Kathy Wilson as the prospective Treasurer and Membership Secretary to formally take over from Stuart at the AGM. Kathy kindly agreed to be co-opted to the committee last October and has, since then, filled both of these positions confidently and has become very much part of the team.

**Phill Gower**



**Stuart Bates demonstrating, as part our Street Pride report, that the black heritage-style fingerposts in Fleet Road are TOO HIGH!**

Photo from Gillian Wain

## Welcome to our New Members

**A warm welcome to our new members who have joined since publication of the last newsletter**

- |                         |                           |                          |                      |
|-------------------------|---------------------------|--------------------------|----------------------|
| • Colin Arrowsmith      | • Patricia Davison        | • Mr Colin Machin        | • Mrs Mavis Soden    |
| • Andrew Coussins       | • Heather Hastings        | • Robert Norris          | • Dr Mahendra Sodha  |
| • Mrs Deborah Campbell  | • Mr & Mrs Nick Hithersay | • Shelagh Pagden         | • Mr John R Thompson |
| • Julian Cooper         | • Michael Kennedy         | • Mr & Mrs J Paris       | • Mrs Sylvia Taylor  |
| • Mr Miles Corner       | • Audrey Ketcher          | • Mr & Mrs Keith Rodgers |                      |
| • Mr & Mrs Liam Cradden | • Mr & Mrs Mark Lloyd     | • Marguerite Sanderson   |                      |

## ***Is there really no Business Case for Providing Extra Car Parking Capacity at Fleet Railway Station?***

Readers will recall that 18 months ago in our Autumn 2009 newsletter, we drew attention to the need for additional vehicle parking capacity at Fleet station to be urgently addressed. Since then, renewed effort on the part of our district council apparently led to Network Rail undertaking a business study into the case for providing a two-storey car park over the current ground floor parking area to the north of the station, the only conveniently located site by the station.

Last June, Network Rail reported back to Hart District Council. Its study concluded that there was no sustainable business case for expanding the station's car parking capacity. However, it was looking into leasing car parking spaces in the Waterfront Business Park and would appear to have negotiated for a small number of additional spaces to be reserved for season ticket holders. Meanwhile rail travellers needing to park at the station during the morning, after the rush hour, continue to find it virtually impossible to park. And as we all know, we face the imminent prospect of several hundred new dwellings being built at QEB, Hitches Lane, etc, that will generate dozens of new would-be rail commuters wishing to park at the station.

Network Rail has apparently stated that the cost of providing an additional single ground floor car parking space would be £5,000, and £15,000 for each space in a multi-decked area. The indicated cost of £15,000 for multi-storey capacity would obviously relate to a sizeable expansion. According to published information, there are currently 374 regular car parking spaces at the station plus another 37 premium parking spaces. These must have been created and their cost paid for many years ago so that the current income from leasing these spaces



Photo from Stuart Bates

must now be largely pure profit for the rail industry (or being used to subsidise rail fares). Car-using rail customers should be the first to benefit from parking charge profits. It is therefore not unreasonable to base a business case for increasing the parking capacity on likely future income from both existing and future parking spaces.

Of the 374 regular parking spaces, some 103 of these are situated on the north (up) side of the station. It seems likely that putting in additional multi-storey capacity would be more practicable on the up side. This might need to be staged so that the temporary loss of some existing spaces during construction would be minimised. If one were to assume additional capacity of 50–100 places, then a total capital cost could, at the most, come in at about £1.5 million. It can be accepted that the future income from these additional spaces alone, would be insufficient to pay back likely new investment, over a reasonable period, without massive increases in parking charges.

Nevertheless, bearing in mind that unlike with rail fares, changes in car parking charges are not regulated, it should not be difficult to calculate an acceptable business case for providing additional capacity by taking into account much if not all of the current and likely future car parking charges at Fleet Station.

The current annual takings from charging for the existing 374 regular spaces is not known. However, a not unreasonable estimate would be around £1100 per parking space, ie about £411,000. Even if an interest rate of say 9% p.a. would be required to finance outstanding borrowings, it seems clear that a payback time of under 5 years for any investment of up to £1.5 million should be possible. This would be shorter if there were further increases in the parking charges.

**John Pearson**

Photo from Stuart Bates



## ***FCCS 50th anniversary – memories of the early days***

One of our earliest members, Pat Constantine, contacted me at the start of the year to offer memories of her involvement with the Society over the past 42 years.

Pat remains a member of the Society despite moving away a few years ago, and asked me to say that she hopes to join us at the Jubilee Afternoon Tea (see page 1) on 12 June.

We are very grateful to Pat for sharing these with us (with a little help from the minute books) and allowing them to be published. If other members have memories to share, please do get in touch.

**Gillian Wain**

- Pat joined the 'AS' (Amenity Society) sometime prior to 1969. The first mention in Pat's diaries of attending a meeting was on 22 January 1969 for a 'Canal Talk'.
- Later that year she notes meetings in Albert Street (21 May) and Crookham Memorial Hall (21 October) and a talk at the Lismoyné Hotel (30 October).
- In 1970 there was an AGM on 19 February, a cheese & wine evening in April and a dinner in November. Many of the social events over the years were organised by Eileen Williams.
- Pat's husband offered her services (in her absence!) as a newsletter distributor and subscriptions collector. She remembers her 'patch' covering quite a lot of Fleet and Church Crookham, approximately 4 miles by bicycle twice a year, collecting the 5/- annual subscription and issuing by return a membership card.
- The Society was renamed the Fleet & Crookham Civic Society in February 1975.
- In 1976 members were encouraged to become life members, with a one-off payment. What perhaps wasn't appreciated at the time was the reduction in income over the years that that move would cause. At that time, the facility to pay by standing order was also introduced.
- Pat also acted as the society's typist for several years in the 1980s, doing some typing for the then secretary Alec Owen, who came to Pat's house on his bike.
- In the 1990s Pat became the Society's membership secretary. She remembers pre-committee meetings with David Fearn, Colin Gray and Bob Osborne, and she notes that these three gentlemen all worked incredibly hard for the Society, as did the other committee members. With David and Bob no longer with us, a great debt is owed to Colin for his great dedication over these many years.

## Fleet & Church Crookham in the 1970s and 80s

- 1971 Ellaline Terriss, popular actress and Gaiety Girl in the 1890s, dies aged 100
- 1972 Fleet Service Area on the M3 opens  
Basingstoke Canal bought by Hampshire as a public amenity
- 1973 Council buys the derelict army gymnasium on Bourley Road and builds the Peter Driver Sports Hall
- 1974 Hart District Council formed from Fleet Urban Council and Hartley Wintney Rural Council
- 1975 Kay Woodward, photographer since 1948, retires. She was a founder member of Fleet Pond Society
- 1976 Surrey County Council buys the Surrey length of the Basingstoke Canal  
Fleet Pond Society forms
- 1979 Outdoor performance based on the mediaeval Lincoln mystery play at Elvetham Park
- 1980 Council buys the old Haig Lines between Aldershot Road and Sandy Lane, Church Crookham, from the Ministry of Defence, and sells it to house builders for a profit of £1.5 million
- 1982 County Commercial goes into liquidation
- 1983 Gurkhas parade through the town on their return from the Falklands  
Fleet Players reaches its 100<sup>th</sup> production and its 36<sup>th</sup> birthday
- 1984 Wigg's swimming pool in Albany Road closes and a campaign for 'A Pool for Hart' starts
- 1985 Fleet and Crookham Local History Group forms
- 1986 Fleet School in Albert Street closes  
Civic Offices built
- 1988 Royal Mail sorting office built on what is now Waterfront Business Park  
Cottrell Court, which replaced the Crookham Almshouses on Gally Hill Road, opens
- 1989 Pearson's Auction Rooms on the corner of Kings and Fleet Roads demolished. Started by Alfred Pearson in 1900, this was a well-known business

*Many thanks to the Fleet & Crookham Local History Group for supplying this timeline*

## Controlled airspace around Farnborough Airport

**The Fleet & Church Crookham Society received a letter from one of our members in October 2010, and we thought that the letter and our response (by Jenny Radley, our representative on the Farnborough Aerodrome Consultative Committee) would be of interest to members.**

Photo from Stuart Bates



### Dear Fleet & Church Crookham Society

I read David Foxley's article about the FCCS tour of Farnborough Airport (Spring 2009 issue) in which he suggests campaigning for more controlled airspace around that airport.

More recently I've been reading Jenny Radley's piece in the Spring 2010 issue where she reports TAG's comments that enlarging the controlled airspace might reduce aircraft noise.

I've lived in Fleet for over 30 years, and I've been a life member of FCCS for most of that time. I learnt to fly before moving to Fleet and one of the attractions of moving here was the proximity of Blackbushe airport. Since then I've enjoyed taking dozens of Fleet families for flights around the local area. So I feel qualified to comment on the proposed campaign. Firstly some words of explanation.

People who travel on scheduled flights expect their aircraft to be able to fly through cloud and even to land in fog. So that they can do this without bumping into one another, there are blobs of controlled airspace around major airports (down to ground level) connected by tubes of controlled airspace, the airways (which don't go down to ground level). Movements within this controlled airspace are co-ordinated by air traffic controllers, using radar and radio communication.

The gaps in controlled airspace between these airports and underneath the airways are not controlled. Aircraft flying in this airspace only fly when the weather permits them to see and avoid one another. I don't know the exact figures, but I would imagine that there are at least ten times as many light aircraft as there are airliners, and there is no way that a ten-fold increase in air traffic controllers could be on standby, just to control light aircraft on sunny weekends.

In the UK, private pilots are not actually permitted to fly in the controlled airways even if they wanted to, even when the weather is perfectly clear and they are in communication with the controllers, unless they have a professional instrument rating. Private pilots need only file a flight plan to gain access to controlled airspace, or to cross a frontier, or if flying over hazardous terrain.

So David is quite right to say that aircraft can take off from Odiham, Blackbushe, Lasham, or Fairoaks, without filing a flight plan – they just book out and in with the airfield.

He is also right that aircraft are permitted to fly without radio communication, although the vast majority of powered aircraft do have radios, and are required to use them to talk to the Tower at Blackbushe & Fairoaks. But understandably some gliders and vintage aircraft do not have radios.

Turning now for Farnborough's problems with "pop up" traffic, David's article says "if a recreational flyer decides to take off from Blackbushe and flies towards Farnborough, the controller at Farnborough can do nothing more than reroute anything as big as a Boeing 737 to fly straight over Fleet". This is odd because this would bring them closer together!

What perhaps the people at Farnborough did not explain to the FCCS is that they operate a 'Lower Airspace Radar Service' specifically to enable pilots (once in the air) in uncontrolled airspace to talk to them. In my experience, all aircraft operating out of Blackbushe and Fairoaks endeavour to do so, for their own safety. (I say "endeavour" because, certainly on sunny weekends, it is possible to fly in the local area as far as Newbury, before there is a gap in the radio traffic to say "hello").

There is also a specific code, 0447, that transponder-equipped aircraft taking off from Blackbushe can use, to warn Farnborough that they are not just flying around the Blackbushe circuit, but would like to talk to Farnborough as soon as they can get a word in. I spoke last year to one of the air traffic controllers at Farnborough, and he assures me that if they are worried about an aircraft on their radar with a 0447 code that crosses south of the M3 before calling on the radio, they can transmit "aircraft heading south from Blackbushe squawking 0447 what are your intentions", enabling the aircraft to jump the radio queue.

We routinely fly from Blackbushe to Shoreham, usually taking off to the west, and then turning south as soon as possible. Effectively we fly down Hitches Lane, which puts us just outside Farnborough's 2.5 mile controlled zone, whilst climbing as fast as we can. We usually get to 2500 feet before we cross the extended centreline of Farnborough's runway (putting us both outside and above their zone). This route maximises our vertical separation from Farnborough's departures, and of course we have Farnborough's runway in clear view whilst we are doing this. We use transponder code 0447 and we usually manage to establish contact with Farnborough as we cross the M3 and before we get to their runway centreline.

All of which leaves me wondering exactly where this 'pop up' traffic which causes Farnborough's aircraft to divert over Fleet is coming from. Part of the problem might be that some of Farnborough's pilots are requesting bad-weather separation, even from those pop-ups which are happening in good weather.

The air traffic controller who I spoke to was happy enough with the arrangements as I've described them above and was not pushing for more controlled airspace. But the air traffic controllers work for the National Air Traffic Services not directly for TAG. I suspect that the pressure for more controlled airspace is coming from TAG. Getting hold of a bigger slice of the airspace cake is no doubt a prerequisite to a further increase in their movements. You have been warned!

Our rights to use uncontrolled airspace, like our rights of way to use footpaths at ground level, are a public asset that we should cherish and protect. For the cost of a birthday present anyone can hire a plane (and an instructor) for half-an-hour or so and take to the skies.

There has been a lot of debate over the past

few years about the Pyestock depot, and the impact that this will have on the area whilst providing relatively few jobs. But imagine how much more fuss there would be if the Pyestock plans included closing off M3 junction 4A, and the road between the depot and the junction,



Photo from Stuart Bates

for the sole use of the depot's lorries. This is effectively what TAG are proposing in the air.

Clearly I'm a supporter of aviation, but with TAG at Farnborough we have all of the disadvantages of an airfield on our doorstep, such as being woken up at 8am (never a problem in RAE's days), and none of the advantages (of actually being able to use it).

I'll quite happily wager that more residents of Fleet & Church Crookham enjoy the benefits of Blackbushe Airfield than do of Farnborough under TAG, and that increasing TAG's airspace would result in more aircraft noise than at present, not less.

So above all, please don't ask your readers to campaign for more controlled airspace. As Jenny's article says, the controlled airspace around here is already very complex.

**Terry Froggatt, Leawood Road**

### **Our response to Mr Froggatt's letter**

#### **Dear Mr Froggatt**

Thank you very much for your letter. It is important for us to know the variety of views that members have, so as to be able to represent them fairly when the opportunities allow, and it is useful to have a view from someone who uses Blackbushe Airport.

TAG asserts that it is the gliding activity, primarily at Odiham, that leads to the vast majority of flights permitted to abandon the noise abatement procedures and overfly Fleet. Gliders do not generally have transponders or radios; however, we are told that the pilots are alert to the risks of being close to Farnborough and take measures to avoid the airspace around the airport. So, it does indeed seem surprising that there are so many permitted deviations for aircraft departures over Fleet and Church Crookham, especially at weekends.

You may know that part of the Quiet Flying Programme strategy was to allow southbound aircraft to take an early turn to the south after take off. This should take them over the unpopulated army training grounds, but in fact many aircraft fail to turn soon enough and fly over Ewshot instead. TAG claims that controlled airspace would allow more precisely vector-departing

Photo from Phill Gower



aircraft to avoid the more densely populated areas. TAG contends that the only way to solve the problem is to be given more controlled airspace. I think it knows it will be up against strong opposition from the general aviation community and I suspect it believes that an increase in the number of flights would give more weight to the application for additional controlled airspace.

The FCCS is not campaigning for TAG to have more controlled airspace. My article in the previous FCCS newsletter was simply intended to report the situation as it is.

The comments in the article from one of the FCCS members who reported on the airport tour was his own observation on the comments that TAG made. Although it is clear that TAG is keen to follow up on this if it can and is promoting this with visitors.

I do think we need to be alert to the changes being proposed at the airport as there will indeed be consequences for residents and other local aerodrome users. I do not believe that the changes and consequences are being made quite clear yet. We may need to challenge the proposals and to do so effectively we welcome views from all members of the Society.

**Jenny Radley**

## **Local Clubs & Associations: Hart Allotments – Sowing the Seed for Allotments**

Walking around an allotment site 14 years ago in Farnborough, I met the youngest plot holder at 45 years young. Just over double his age was another gentleman aged 92 who had been working the same plot for nearly 50 years! At the time, this allotment site had many vacant and overgrown plots. Last weekend I visited the same site at 9am on a Sunday morning. Working on a plot was a young father with his daughter planting seeds; another plot had a mother and her two children planting shallots and onions. The whole site had transformed. Now all the plots are taken and the allotment has become a family affair. Even though the waiting list for Rushmoor residents is long, Farnborough is fortunate in that it has many allotment sites. Unfortunately, this is not the case for the District of Hart, where residents are



increasingly voicing their frustration over not having an allotment since the 1980s, when the last site in Fleet became a car park next to the Civic Offices.

Recently, the National Society for Allotment & Leisure Gardens released research stating that the average cost of running a 250m<sup>2</sup> allotment was £202 a

year. However, the minimum value of fruit and veg that could be produced was £1,564 per plot, so a profit of £1,362. This maybe a compelling reason for the increase in demand for allotments, but is this the only reason?

We hear much about allotments, but quite often the nearest people ever come to one is a glimpse through trees while sat in a car or on a train. So what is an allotment? The name allotment came from 'allotted plots' of land, calculated to be big enough to provide a family with food. A standard plot measures 10 square rods, or 250m<sup>2</sup> or 300yds<sup>2</sup>. Two tennis courts will fit into one full allotment plot. That's a lot of digging! Today, you will quite often see allotment sites with plot sizes ranging from quarter to half standard plots. This is sufficient space to grow a wide range of fruit and veg, and perhaps more manageable for most people with busy lives.

Since the Second World War, the number of allotment sites has declined. This is potentially

Photo from Allen Barker



due to the diminishing necessity for allotments to supplement family diets, as food became more readily available and cheaper through the popularity of the supermarket.

In recent years, the renaissance and demand for allotments has been driven by increased publicity, and the desire for people to understand the origin of their food and what has gone into growing it. The increase in popularity has seen a new generation wanting to learn and sample the delights of picking fresh produce. Being an allotmentee is also about recreation, being in the open air, exercise and for many an opportunity to have a good chat over a cup of tea!

The interest for allotments in the Hart community mirrors the rest of the country with a waiting list of 400 residents held by Hart District Council. The key difference for the Hart district is that there are no allotments [although some parish councils in the district have allotments]. As a result of this interest, in 2008 Hart Allotments was formed with the intention of acting as a single voice for Hart residents interested in bringing allotments back to the area. Since this time the organisation has been working with residents and the Council to look at how the demand can be satisfied.

Unfortunately within Hart there are few pieces of land which are either suitable for allotments or owned by the local authority. Through the support of local councillors, in particular Cllr Richard Appleton, some progress has been made to try and ensure that new housing developments put aside allotment land.

Currently two new housing developments, Edenbrook on Hitches Lane and the QE barracks in Church Crookham, have plans to incorporate allotment into the new estates.

The Hitches Lane site (opposite Hart Leisure Centre)

is most likely to come to fruition first, with current delivery planned for Autumn 2011. This means local residents could be sowing their first seeds in Spring 2012. Unfortunately, again and again promised dates of delivery have been put back, all while the designated land becomes over grown with weeds.

We have now sown the seed, and like all gardeners, are waiting for it to germinate. We will plough on with our efforts, and hopefully, one day, we will reap the harvest and allotments will return to Hart.

For further details on the campaign to get allotments back in Hart go to [www.HartAllotments.org.uk](http://www.HartAllotments.org.uk)

**Allen Barker, Chairman, Hart Allotments**



Don't forget to buy your tickets for the Society's

**Golden Jubilee Afternoon Tea**

**See page 1 for details**



### **Local Health Matters**

Hampshire Community Health Care, which provides nursing services at Odiham Cottage Hospital, has given notice that it intends to withdraw these services from July. This is because they are having difficulty recruiting permanent staff, so are having to rely on agency staff. It is not clear what will become of the hospital after this point. The cottage hospital has strong local support and there is certain to be a vigorous local campaign to ensure its continued use as a base for health services.

There will be many changes in the way local health services are organised in the next few years. GPs will form consortia, which will be responsible for commissioning most health services from April 2013. The GP practices in this area have already been working together in anticipation of this change, but it is difficult to predict the effects of the changes on individual patient experience. Hampshire Primary Care Trust will cease to exist and its public health responsibilities will be transferred to Hampshire County Council in 2013. A new national public health service will be established at the same time.

**Judith Sutherland**

## *QEB: a Historical Perspective*

Those of us who have lived in Church Crookham for a number of years were aware that when the Gurkha Regiment left the Queen Elizabeth Barracks, the site would be given over to housing development. Hart District Council (HDC) had considered in the local district plan that the site could only support some 550 homes. It therefore caused considerable alarm, when we learned that a new draft development brief was being submitted to increase the number to 1,150.

A well-attended public meeting was quickly convened on 26 February 2003 at the Memorial Hall, which resulted in the formation of the QEB Campaign Group. The meeting established that the public concerns went far wider than the headline subjects of traffic and schooling in the area, and cast doubt as to whether the proposal was sustainable. The environmentalists amongst us were concerned about the effects on wildlife on both the site and nearby Bourley and Long Valley SPA. Medical facilities, water supply and sewage were also high on the agenda, and it soon became apparent that we needed some expert advice if we were to fulfil our aim of fighting the development.

Following the inaugural meeting an ad hoc committee was set up, with the initial task of producing and distributing a leaflet to every house in Church Crookham. This was then doubled to include every dwelling south of the Canal, as it became apparent that the Canal created a bottle neck for much of the additional traffic from the site. In the meantime a further group of 36 dedicated individuals manned every major junction in Church Crookham and carried out our own traffic survey.

As a direct result of this survey, we were able to demonstrate that a development of this size, generating nearly 8,000 extra traffic movements a day, would clog up a road system that was relatively unchanged from 1970. The resulting extra traffic, would also lead to



Photo from Ken Blockwell

increased hazards around the site, and in particular at the Aldershot Road/Sandy Lane/Gally Hill Road junction. It would also intensify the use of the smaller residential roads as shortcuts (rat runs). We also concluded that, under the remit provided by Hampshire County Council, the developer had not considered the impact of the additional traffic beyond the Reading Road South canal bridge, nor traffic likely to be generated by future developments.

Following the publication of our findings on our newly launched website, HDC received over 700 letters of objection from the public. As a direct result of this, the group was able to enter into discussions with Hart Planning Department, Hampshire County Council, and the developer and their Agent Terence O'Rourke, in conjunction with the Fleet & Crookham Civic Society (as was its name then), and more significantly English Nature (now Natural England). Subsequently English Nature issued a holding objection on the development, stating that the information provided to Hart was insufficient for it, as the competent authority, to make a decision in accordance with DEV 2 of the Local Plan. In short, it said the developer's proposals did not provide sufficient mitigation for the impact of the proposals on the Thames Valley Heath SPA.

As a result, Taylor Woodrow came back on 15 October 2004, with amendments to their original application, one of which was to reduce the capacity of the Bourley Road car park from circa 40 car parking places to just five. This, whilst possibly meeting English Nature's concerns was like a red rag to a bull as far as the local population was concerned. The car park has been long used by local residents from Church Crookham as a means of access to an important recreational area. The wide open space adjacent to the car park (pictured left) is regarded as a safe area for families to walk their dogs, and also provides an ideal training area for local running clubs. From a survey conducted by the QEB Group, we found that it was also utilised by residents as far away



Photo from Ken Blockwell

as Farnborough, Farnham and Odiham. The direct result of this proposal was an increase of the number of objections to over 1,200 according to our records, and as many of the objections were from households rather than individuals, there were probably many more people objecting.

The Application was scheduled to come before the Hart Planning Committee at a meeting in the Harlington Centre on 5 July 2005. Unfortunately, or perhaps fortunately in our case, the hall was full to capacity before the meeting got underway, and a further number estimated at 300 were queuing outside. Tempers frayed, and some of the Committee members felt intimidated, so a motion was approved that the meeting be adjourned until a larger venue could be found. The meeting was rescheduled to take place on 14 July 2005 at the Princes Hall in Aldershot, which has a capacity of 700, with an overspill room linked to the main hall sound system.

At the re-convened meeting, the principal objector groups had a total of 21 minutes to present their case. These groups included the QEB Campaign Group, Fleet & Crookham Civic Society, the Ramblers, the Campaign for the Protection of Rural England, Friends of the Earth and the Bourley Road Dog Walkers. The combined groups worked very well together, and rehearsed all our presentations to ensure every point was covered in the time available. The debate by the Planning Committee was lively and informative, and our presentations went without a hitch.

When it came to a vote, the committee voted by a clear majority to eject the application. I think everybody who attended the meeting went away with the feeling that our voice had been heard, and that local democracy had prevailed.

As expected, Taylor Woodrow appealed the decision, and a date was set for the appeal to begin on 19 June 2007 for 13 days, followed by a break for the school holidays prior to reconvening on 27 November. Our transcript of the proceedings is available on our website for those interested. The Inspector then departed to write his report to the Secretary of State.

The Secretary of State at the time subsequently concluded that the site was sustainable, but it was inappropriate to build on Area "C", part of the local gap between Church Crookham and Ewshot. She also stated there would be no adverse effects on the Thames Basin Heath SPA and that, subject to the completion of legal agreements, it would not have an adverse effect on the transport network. She therefore dismissed all appeals,



**Traffic queuing in Reading Road South towards the canal bridge**

and referred it back to all parties for resolution.

The current planning application which has been out for consultation since January 2011, and will go before Hart's Planning Committee in June, is the direct result of this process. So some 8 years later, it looks like we are coming to the end of the road.

Along the way, we have won a few, and lost a few. The number of dwellings has been reduced to a more acceptable 872, and the Bourley Road car park will remain open. On the other hand, two of our major concerns, traffic regulation and the provision of a school on site, have not been adequately addressed. However probably our biggest long-term achievement will have been now having our own Parish Council thanks to the efforts of the late Alison Macallan. Church Crookham and Fleet have now finally got a voice in its own affairs.

**Ken Blockwell**  
[www.qeb.org.uk](http://www.qeb.org.uk)

The Fleet & Church Crookham Society has submitted a formal objection to the latest planning application:

- Our primary objection to the proposal is the traffic generation and limited access to and from the site including the following areas of concern:
  - Sandy Lane/Aldershot Road junction.
  - Current situation at Tweseldown Road, with parking cars lining the road.
  - Reading Road South at almost maximum capacity currently.
  - Lack of improvements planned for Redfields Lane/A287 junction.
  - Lack of capacity for car parking at Fleet Railway Station.
- We feel very strongly that the proposed school is a most essential infrastructure element and object to the lack of parent parking or drop-off area within the school site.
- We object to the proposed position of the employment land.

## Update on the Plans for the Future of Farnborough Airport

**Despite great efforts made from local groups including Farnborough Aerodrome Residents Association, the Campaign for the Protection of Rural England and the FCCS as well as residents, the Secretaries of State for Community and Local Government and for Transport decided in February to allow TAG to increase the number of aircraft movements at Farnborough Airport from 28,000 per year to 50,000 per year (see box).**

TAG now expects there to be a phased increase in aircraft movements at Farnborough Airport up to the year 2019 (see table below), as shown in their Airport Master Plan. A steep rise in air traffic movements is expected over the next few years, especially over the Olympics in 2012. This will inevitably have a marked impact on local residents who are sensitive to noise, and I am sure it will keep the complaints line busy. The Quiet Flying Programme team will need to look very carefully at the need for further measures to mitigate aircraft noise.

It is very disappointing indeed that the decision did not specify clear conditions that would oblige the Airport Operator to put in measures that would minimise noise impact. It is also worth noting that TAG may well take the opportunity to apply for even more flight movements after 2019.

Meanwhile, Rushmoor Borough Council (RBC) is also making progress with its plans for their Local Development Framework (LDF), Core Strategy and Farnborough Airport Area Action Plan (FAAAP) documents.

After many informed representations, including one from the FCCS, RBC have agreed to retain an air traffic movement cap as a limiting factor rather than dismissing this in favour of the 57 dBA LA eq noise contour. The noise contour is not a real constraint on movements because it is very generous in terms of area it covers. It is estimated that TAG could have over 100,000 movements per year without breaching this average noise contour.

Year	Capacity permitted	Forecast movements	Annual growth rate %
2009	28,000	23,000	-10%
2010		25,500	+11%
2011	50,000	31,000	+22%
2012		37,000	+19%
2013		41,000	+11%
2014		43,000	+5%
2015		45,000	+5%
2016		47,000	+4%
2017		48,000	+2%
2018		49,000	+2%
2019		50,000	+2%

**Application:** "No more than a total of 50,000 aircraft movements per annum shall take place, of which no more than 8,900 movements shall be at weekends and Bank Holidays. Furthermore no more than 270 aircraft of the 1,500 movements per annum between 50,000 and 80,000 kg...shall take off or land at weekends and Bank Holidays"

**Conclusion:** Although the Secretaries of State conclude that the appeal proposal would conflict with the development plan by leading to a moderate degree of harm in respect of increased noise, they consider that, by providing significant employment benefits, it would also firmly support the aims of the development plan to promote and encourage a buoyant and diverse local economy. The Secretaries of State see this as an important material consideration and consider that it outweighs the moderate harm identified in respect of noise. Furthermore, while the Secretaries of State accept that there would be some increase in third party risk arising from the increased activity, they do not consider that such risk would be exceptional; and they also consider that the climate change issues arising from the proposal will be satisfactorily addressed through the EU ETS in due course. Overall, therefore, the Secretaries of State consider that, to the extent that the proposals are in conflict with the development plan, this is outweighed by material considerations in favour of the proposal.

### Farnborough Aerodrome Consultative Committee (FACC)

At the FACC meeting in November, a request was formally made by the new Church Crookham Parish Council for one of the seats on the FACC. They are the nearest Parish Council in Hart to the main departure route at Farnborough Airport and the only Hart Parish Council with any houses in the Public Safety Zone (PSZ). The parish council recognises that this is an important issue to their local residents. No extra places have been created on the committee, and instead it has been reorganised such that the Parish Council has been accepted onto the FACC and we can look forward to having a Church Crookham Parish Council representative at future meetings.

One important issue that has recently been discussed at the FACC is the need to obtain a clear explanation about the change to the PSZ model following the decision to increase flight movements at the airport. The projected PSZ

for 50,000 movements is remarkably similar to the current risk contour, despite an 89% increase in permitted flight movements.

The FACC has asked the relevant authorities on several occasions for a clear explanation but this has not been provided as it is said to be commercially sensitive information (from a study commissioned by TAG). This cannot be acceptable given that a major residential development application, the QEB, has now been made, which lies directly under the airport centre-line. The new projected PSZ extends onto the development site, but just avoids any built properties. If the PSZ were to be extended in scale to the percentage increase in movements, the PSZ line would undoubtedly cut through some of the new residential properties. This would be against national planning policy, so it is very important to get an explanation as to how the new model has been able to constrain, by a marked



Committee members and Roger Walker and Miles Thomas from TAG in the control tower on a recent tour of the airport

degree, an increase in the PSZ footprint.

### Quiet Flying Programme (QFP)

Helicopter flights only apply to 5% or less of the overall flight movements at the airport, but they are considered to be particularly noisy. There has been some progress with work to reduce the noise impact on local residents. Helicopters now approach the airport at relatively high altitude, along already noisy routes, such as following the motorway, and then make a quick descent to three landing sites just off the runway, before taxiing to the terminal. It seems that these new procedures are quite effective.

The QFP is also looking at Farnborough Airport's controlled airspace. At present this is limited to just 2.5 nautical miles radius but this does not allow the Air Traffic Controllers to be

### TAG Aviation complaints/enquiries 01252 526001 [complaints@tagfarnborough.com](mailto:complaints@tagfarnborough.com)

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

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

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

able to direct aircraft as precisely as they would like when trying to avoid overflying heavily populated areas. The new Manager of Air Traffic Control at Farnborough Airport has experience of expanding controlled air space at other airports. Now that TAG has permission for more flight movements we expect it will follow this up by a formal application to expand controlled airspace, although it would be a costly and lengthy process with no guarantee of success. It may help to enable more control of flight movements and therefore the chance to reduce noise impact for some residents. It was also said that it should also help to improve flight safety and overall impact on the local environment. However, as has been brought to our attention there is likely to be strong resistance from neighbouring airports (see page 6).

The next scheduled meeting of the FAAC will take place on 29 June. Although these meetings are open to the public, members of the public are permitted to ask questions only during a 15 minute session item, often toward the end of the meeting. FACC provide an informative website with details of meetings and contact details, should you wish to report or make an enquiry about any flights: [www.facc.org.uk](http://www.facc.org.uk).

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

**Jenny Radley**

Tel: 01252 628751; email: [jenny@jradley.com](mailto:jenny@jradley.com)

**The Society has organised an airport tour for members on Tuesday 28 June. This is a morning tour and offers a chance to see the runway, hangers, control tower and air traffic control room. Places are limited; to book a place please contact Colin Gray on 01252 616183, email: [colin.gray@fccs.org.uk](mailto:colin.gray@fccs.org.uk).**

## *Fleet Town Council: the First Year*

Fleet Town Council is approaching a year since it came into existence and the first Annual Parish Meeting took place on 30 March, when the public had a chance to comment on what has happened over the last year and hear what the Town Council sees in the future.

In the first year a lot has been inherited from Hart District Council in terms of budget and operation and the Town Council is starting to find its own way. It has taken over the running of various parks and play areas, two sites of importance for nature conservation, the cemetery, the grounds for Fleet Football Club, Scout and Guide huts at Basingbourne Park, etc, and community buildings in the town including 'The Harlington' and Ancells community buildings. The Town Council has funded the Christmas lights, Fleet Link, the Basingstoke Canal and other community benefits and has obtained grants for other work.

The Town Council has a very tight budget and one major expense is The Harlington. Great strides have been made towards improving this facility and towards reducing costs of services provided to the community. The Council has appointed a new manager for The Harlington who has already increased usage of rooms and the café and introduced music events and has other plans for this year. The Council is reviewing how to make best use of redundant areas and plans should come into effect next year.

The Council has also recently secured funding to improve Ancells Farm play area and that will be a significant improvement.

In November the Town Council made a significant contribution to making the Fleet Festivities a success. The planning of the event had run into problems when a key organiser resigned and the Town Clerks worked with the organisers to ensure it went ahead. Christmas lights were further improved for the event and extended to Gurkha Square.

The Town Council meetings are all listed on its website <http://communities.hants.gov.uk/fleet-index.htm> and these are open to the public. The

committees cover Recreation, Leisure and Amenities, Highways and Transport, and Planning and Development and a Full Council meeting once a month.

These committees have commented on the County Council's Fleet Town Access Plan proposals for cycle routes, bus and pedestrian schemes in the town, Hart Council's 'Vision for Fleet' and other proposals that affect the town.

The first of the new cycle lanes is to be created in Kings Road where the Council has sought to retain parking adjacent to the existing shops. Detailed comments were given on many other routes and road crossings and a new crossing on Reading Road North should soon be installed including an improved access to Calthorpe Park.

The Town Council was generally supportive of the aims of the Fleet Vision to create a pedestrianised Gurkha Square linking to the Views with a new library and Community building in the town centre as well as other improvements. Funding of the changes would come from housing development and a new supermarket within the town. The Town Council expressed concerns about the physical and economic impact of the store.

The Town Council has also been working on a leisure strategy to make best use of the recreational assets it has and has appointed a Sports and Recreational officer to organise new indoor and outdoor sports activities.

The Town Council will, I am sure, give greater scrutiny and better value to the local community but it also needs support from the community both in terms of people taking an interest in what is happening and people standing as councillors. It has started to achieve results and I am looking forward to more progress being made during the second year as the Council develops its vision and takes more control of its budget.

**Cllr Andrew Macallan (Courtmoor Ward)**



**Fleet Town Council has taken over responsibility for the re-named "The Harlington" and Fleet Cemetery**

## The Localism Bill – Hot Air or Real Community Power?

The long expected Localism Bill, heralding a major review of the planning system and the introduction of new community rights, has been published. It will spend the next year going through the Houses of Parliament and is expected to come into force in 2012. It is one of the most important pieces of legislation for civic societies in a generation.

In essence, the Bill provides a more community based approach to planning and local amenities, and therefore provides a real opportunity for the Society to play a much stronger role in shaping planning policy decisions in Hart.

The Bill provides for the devolvement of planning policy away from Regional Development Agencies and Spatial Strategies and towards a community led 'Neighbourhood Planning' process. This would be a natural step onwards from the considerable work already carried out in connection with the Town Healthcheck pioneered by Andrew Macallan on behalf of the Society. Whilst a neighbourhood plan must fit in with National Planning Policy, it must be adopted by the local council if passed by referendum. The Bill therefore provides a very powerful tool for communities to decide planning policy within their neighbourhoods.

The Bill also requires developers to consult with communities before submitting large scale development applications. The Society has been sceptical of some consultations that appear to provide the developer an ability to claim that they have consulted with the community, then disappointingly ignored the feedback and submitted their unaltered proposals regardless. It is reassuring that the Bill also requires that the developer is able to demonstrate that they have taken notice of issues that manifest from the consultation process.

Whilst some may consider this an opportunity to block or slow the rate of development within the district, the Bill also introduces some large incentives in favour of development. These incentives include Government matching of new council tax raised by new homes for a period of 6 years, and the introduction of a Community Infrastructure levy, which will steer a 'meaningful proportion' of contributions collected from developers into improving local infrastructure under the



direction of community groups. Given the Society's persistent claims that Fleet and Church Crookham have been woefully lacking

infrastructure investment for many years, the concept of these incentives is welcome.

Regrettably the Bill stops short of providing a community (or third party) right to appeal (despite previous commitments from both parties in the Coalition Government). Currently, a developer has the right to appeal against the refusal of a planning application. The community or an affected neighbour does not currently enjoy a similar right to appeal if permission is granted. The Society is supportive of the efforts being made by the Civic Voice to amend the Bill to include a third party right of appeal.

In addition to planning policy, the Bill also introduces a number of changes of Community rights. There is to be a right to buy community assets, such as museums, libraries, community centres etc should they go on the open market. The ability to prepare Local Lists of community assets has parallels with the existing ability to create Local Lists of historical or important local buildings. The Bill also provides the 'right to challenge', giving community groups new powers to bid to take over local services.

It will be interesting to see how the new legislation works out. There is some chance that the Bill may give rise to inconsistencies in planning policy from one district to another. It is also likely that the legislation will be more effective in districts with a strong community spirit, so the Society is confident that the Bill should benefit the community of Fleet and Church Crookham.

**Phill Gower**

*Andrew Macallan and myself attended a Civic Voice Spring Network meeting on 26 March where the response to the Localism Bill was top of the agenda.*

*We watched an interview by Civic Voice Director with Greg Clark MP, Minister for Decentralisation, and spent some time discussed the implications of the Bill. We also had an opportunity to write further questions about the Bill for Civic Voice to put to Mr Clark – Ed*



## Publication of Fleet's Street Pride Report

Streets make up nearly 80% of the public spaces in our urban areas. They often become cluttered with all kinds of objects that are unnecessary, badly designed, poorly located, and lack coordination. The result is streets with physical and visual obstructions that make them appear degraded, uncared for, and without local distinctiveness or character.

The Fleet & Church Crookham Society has taken a keen interest in Civic Voice's Street Pride initiative because it accords with some of the objectives given in our Constitution, including the promotion of civic pride.

Stuart Bates and I undertook a street audit, concentrating on three main roads in the centre of Fleet:

1. Kings Road from its junction with Clarence Road to Fleet Road.
2. Fleet Road from its junction with Kings Road to the Oatsheaf crossroads.
3. Reading Road South from the Oatsheaf crossroads to the Basingstoke Canal bridge/ junction with Aldershot Road and Connaught Road.

Our report concluded that the majority of street furniture in the roads we audited is considered



necessary and should remain in place. Individual items that could be combined or removed, or that require repair, were listed.

The Society hopes that opportunities to upgrade other roads in Fleet in a similar manner to Fleet Road between Birch Avenue and the Oatsheaf Crossroads will be sought. Whilst recognising the financial difficulties and other priorities facing the council, such opportunities may arise

through activities such as Fleet Vision and Fleet Town Access Plan. In particular we recommend that the street furniture in Reading Road South from the Oatsheaf crossroads to the Basingstoke Canal bridge is reconsidered.

The Society hopes that the results of this voluntary street audit will assist Fleet Town Council, Hart District Council and Hampshire County Council, along with other providers of street furniture, to minimise or eliminate street clutter wherever possible. The report has already been formally considered by Fleet Town Council.

The Society expects everyone concerned to work together in partnership to ensure that the appearance of our local streets is not degraded by excessive or intrusive traffic signs, road markings and other street furniture.

**Gillian Wain**

## Review of Membership Fees

We have been very heartened by the number of new members who joined us in late 2010 following the delivery of leaflets and a letter concerning the QEB planning application. However, for the society to remain economically viable, we need to review the membership fees for new members, as discussed in the last newsletter.

The membership fee for new members will therefore be raised from 1 January 2012 to £7 per year, payable by standing order.

As noted in the last newsletter, most existing members pay by standing order, and so the administration work involved in asking existing members to increase their standing orders to this amount is prohibitive. However, we would like to invite our members to voluntarily increase their standing order for future years or provide a one-off donation; either would be very welcome. Indeed, many existing members have kindly agreed to voluntarily increase their membership fee during 2011 to £7 and some to £10. We would like to thank those members who have arranged this with their banks. It is very much appreciated.

Our constitution requires us to obtain approval at the AGM for any revisions to the fee

structure so the executive committee are recommending the resolutions in the box below for the forthcoming AGM on 27 April 2011.

The increase will enable us to remain affiliated to Civic Voice, help us cover our minimal running costs & allow us to contribute to some community enhancing projects. A couple we are keen to support in forthcoming months are tree & bulb planting in the town.

We welcome members' views on our proposed changes to the membership fee structure. Additionally, if you wish to increase your standing order please let me know at [treasurer@fccs.org.uk](mailto:treasurer@fccs.org.uk) or 01252 665031.

**Kathy Wilson**

### Proposed resolutions at the AGM 2011

- To invite all members to increase their subscriptions to £7 from 2 January 2012 but to allow members paying by standing order to remain at £5 if they wish.
- To propose the following addition to the constitution:  
4.4 Membership fees shall be payable by annual standing order or direct debit. Concessions might be made at the discretion of the Executive Committee should a member not have a bank account.

## Local bus services: an opportunity to have your say

Hampshire County Council is consulting residents on how to best support bus services in light of funding cuts. The consultation is not necessarily looking for specific route suggestions. Rather the Council would like to know what types of services are most important (for example, should work journeys or leisure journeys be prioritised?) Should it provide a limited service to a wide variety of places, or a more comprehensive service to fewer places? Should it concentrate services at key times of day, or aim to provide a more limited service at all times?

To receive a copy of the questionnaire, contact the Passenger Transport Group, Environment Department at Hampshire County Council ([environment.bus.review@hants.gov.uk](mailto:environment.bus.review@hants.gov.uk); 01962 846921).

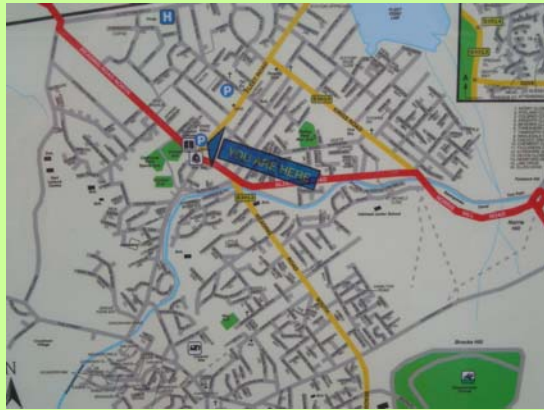


Photo from Stuart Bates

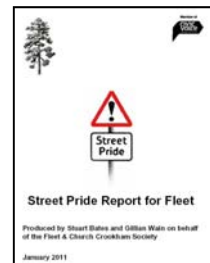
## Fleet & Church Crookham Society Activities October 2010 – March 2011

- 13 October **George Road planning application.** The FCCS wrote to Hart District Council Planning Department regarding an application of a property in George Road that seemed to incorporate a strip of land belonging to Oakley Park.
- 25 October **Fleet Parish Planning Committee meeting** attended by Colin Gray and Phill Gower. The redevelopment of the corner site of Fleet Road and Church Road was discussed.
- October **QEB development leaflet drop.** Leaflets about the Society and our commitment to assess QEB development plans delivered by committee members to over 800 homes in Church Crookham, resulting in 11 new members in the first week.
- 1 November **Elmfield, Redfields Lane planning application.** The FCCS objected to an application for twelve new dwellings opposite Redfields Garden Centre.
- 3 November **Rushmoor and Hart Passenger Transport Forum.** Society represented by John Pearson.
- 4 November **FACC meeting.** Society represented by Jenny Radley.
- 8 November **Fleet Parish Planning Committee meeting** attended by Colin Gray.
- 8 November **Church Crookham Parish Planning Committee meeting** attended by Phill Gower.
- 8 November **Hart Voluntary Sector Forum meeting.** Society represented by John Pearson. Theme sports and leisure, where topics covered included Disability Coaching with Aldershot FC, the new 'Grow with Hart' garden-share scheme and Rushmoor Healthy Living.
- 13 November **Fleet Remembrance Parade.** Chairman Colin Gray laid a wreath at the war memorial in Gurkha Square on behalf of the Society.
- 16 November **Local Strategic Partnership Housing Group.** Society represented by Jenny Radley.
- 19 November **FCCS Executive Committee meeting.** Topics under discussion included membership of the FACC, plans for the Society's golden jubilee and the QEB development.
- 19 November **Fleet News publishes an article on the Society's activities,** and also details our objection to the Elmfield, Redfields Lane planning application.
- 22 November **Fleet Town Council Development & Control meeting.** Society represented by Phill Gower. Applications under consideration included a new application for illuminated signage at Derriford House nursing home, a new three-bed dwelling in land adjoining 125 Connaught Road, and discussion about metal fencing for one of the office units on Ancells Business Park.
- 24 November **Quiet Flying Programme meeting at Farnborough Airport.** Society represented by Jenny Radley.

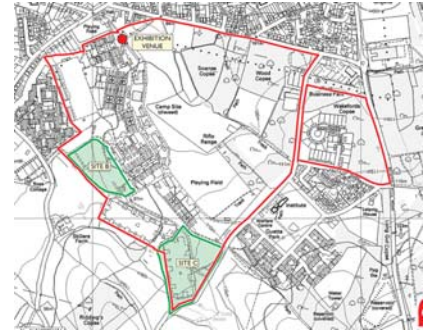


Photo from Gillian Wain

- 24 November **Fleet Festivities** (see photo, right). Several members of the FCCS committee assisted with stewarding.
- 3 December **Fleet News publishes an article on the Town Healthcheck Report.**
- 6 December **FACC Local Interest Group Special meeting.** Society represented by Jenny Radley.
- 10 December **Further mention of the Town Healthcheck Report in the Fleet News.**
- 12 December **Completion of Street Pride audit of street furniture in Kings Road, Fleet Road and Reading Road South.** Audit of excess street clutter undertaken by Stuart Bates and Gillian Wain.
- 13 December **Church Crookham Parish Council Planning Committee meeting.** Society represented by Phill Gower. Applications under consideration included proposed changes at Leipzig Road/Beacon Hill Road in anticipation of the QEB development.
- 13 December **Fleet Town Council Development & Control meeting.** Society represented by Colin Gray. Applications under consideration included conversion of garage to accommodation at 23 Highland Drive, Ancells Farm; conversion of office to six one-bedroom flats at 242–246 Fleet Road, Oatsheaf Parade; and 14 flats to be built over retail units at 181 Fleet Road.
- 15 December **Fleet Festivities thank you event.** Members of the FCCS committee who assisted with stewarding attended.
- 17 December **FCCS mentioned in the country-wide Civic Voice bulletin** with regard to publication of the Town Healthcheck Report.
- 19 December **FCCS registered comments on the consultation for the Rushmoor Local Plan document** (or draft Core Strategy) with regard to inclusion of the Farnborough Airport Area Action Plan (FAAAP).
- 31 December **QEB development leaflet drop** in October results in 19 new members.
- 4 January **FCCS Executive Committee meeting.** Topics under discussion included plans for the Society's golden jubilee and schooling provision for the QEB development.
- 9 January **FCCS Street Pride Report for Fleet published** (see right) and sent to officers and councillors at Hampshire County, Hart District and Fleet Town Councils.
- 10 January **Church Crookham Parish Council Planning Committee meeting.** Society represented by Phill Gower. 41 Rounton Road application again featured prominently in the discussion.
- 10 January **Fleet Town Council Planning Committee meeting.** Society represented by Colin Gray.
- 14 January **Fleet News publishes an article on the Street Pride Report for Fleet.**
- 18 January **Fleet Town Access Plan Kings Road cycle route.** Society responds to the public consultation relating to the proposed cycle way and other associated works in Kings Road.
- 21 January **FCCS's Acting Treasurer Kathy Wilson attends a 'Charity Law – the basics' course** on behalf of the Society.
- 24 January **Fleet Town Council Planning Committee meeting.** Society represented by Phill Gower and Colin Gray. The main discussion focused on whether an Environmental Impact Assessment was required for de-silting works at Fleet Pond.
- 7 February **Hart Voluntary Sector Forum meeting.** Society represented by John Pearson. Theme of community safety/involvement, where topics covered included the 2011 Census, Hampshire Trading Standards – protecting older people and the local Neighbourhood Watch Schemes in Hook/Rotherwick.
- 7 February **Church Crookham Parish Council Planning Committee meeting.** Society represented by Phill Gower. After a lengthy debate the committee narrowly voted not to object to a new dwelling in Copse Lane.
- 7 February **Church Crookham Parish Council QEB sub-committee meeting.** Society represented by Phill Gower. The meeting focused mainly on the administration and format of future meetings and discussed and agreed such items as terms of reference.
- 10 & 12 February **Public exhibition of redevelopment proposals for the QEB by Taylor Wimpey.** Exhibition attended by several members of the Exec Committee.



- 11 February **Publication of outcome of Public Inquiry into planning application by TAG Aviation to increase flights at Farnborough Airport.** Permission granted to raise flights from 28000 to 50000 per year. The Society had been represented throughout the Inquiry by Jenny Radley.
- 14 February **Fleet Town Council Planning Committee meeting** where Fleet Town Council considered the QEB application (adjoining parish consultation). Society represented by Colin Gray who spoke on traffic issue and particularly the A287/Redfields Lane junction which is excluded from the application measures on traffic.
- 15 February **FCCS Executive Committee meeting.** Topics under discussion included the Society's golden jubilee and the QEB development.
- 18 February **Fleet Town Council public meeting on QEB development.** Society represented by various committee members. Representatives from Taylor Wimpey comprised its PR Consultant, Highways consultant and an architect. By far the biggest issue seemed to be the access to, and traffic generation by, the site.
- 28 February **Fleet Town Council Planning Committee meeting.** Society represented by Colin Gray and Phill Gower. After a lengthy debate the Parish council decided not to object to the QEB development, but to raise concerns regarding the traffic generation. Other topics included four houses to be built on land at 70 Reading Road South and changes to approved housing development at Hitches Lane. The Hitches Lane developer wished to change affordable housing in some blocks to market housing.
- 1 March **Society makes contact with the new Friends of Ancells Farm group.**
- 6 March **Society's objection to the QEB development planning application** submitted. Our comments included an objection to traffic generation and limited access to and from the site; that a school is a most essential infrastructure element; a strong objection to there being no parent parking or drop-off within the school site, and an objection to the proposed position of the employment land.
- 10 March **Rushmoor and Hart Passenger Transport Forum.** Society represented by John Pearson, where topics discussed included the effects of the changing financial environment on the provision of County-supported bus services including consultation on possible options for their future provision. Also an update on the implementation of the new to be County-run concessionary fares scheme starting in April 2011.
- 11 March **Visit to Farnborough Airport for FCCS committee.** Escorted visit to the Control Tower and Air Traffic Control suite followed by discussion with Airport Director of Operations and Environment Manager.
- 14 March **Fleet Town Council Planning Committee meeting.** Society represented by Colin Gray and Phill Gower. Applications discussed included an application by the Golden Triangle restaurant to convert first floor function room to two flats (FTC objected on lack of car parking spaces); an application to build a chalet bungalow on land to rear 5 Rowan Close (objected to on proximity to SPA & over-development). The Society raised the question of bulb planting in the parish.
- 17 March **FACC meeting.** Society represented by Jenny Radley.
- 23 March **FCCS Street Pride Report for Fleet discussed at Fleet Town Council** Highways and Transport Committee meeting. At the meeting, attended by Stuart Bates and Gillian Wain, the committee resolved to adopt the majority of recommendations made in the report and to put the report forward for discussion at the next Transport & Highways Partnership meeting,
- 26 March **Civic Voice Spring Network South** meeting attended by Gillian Wain and Andrew Macallan. An opportunity meet 70 representatives from approx. 35 civic societies in the south. Andrew and Gillian also ran a workshop on 'How to conduct a town healthcheck' attended by some 30 delegates keen to replicate what our society has achieved.
- 28 March **Road Closure course** to enable volunteers to hold town centre functions such as Fleet Carnival, Christmas Festivities and Fireworks Fiesta without the need to employ external contractors. Course attended by Phill Gower on behalf of the Society, with others from Fleet & Hart Lions and Fleet Pond Society. A further course is being run in May for interested volunteers (contact [phill.gower@fccs.org.uk](mailto:phill.gower@fccs.org.uk)).
- 30 March **Fleet Town Council Annual Residents' Meeting** attended by over 150 residents, including several members of the executive committee.



**Latest QEB development site plan**



## Diary of Forthcoming Events

Wed 27 April	<b>Fleet &amp; Church Crookham Society AGM, 7.30pm, Crookham War Memorial Hall, Sandy Lane, Church Crookham</b>
Sun 22 May	Open Garden at 15 Lea Wood Road, Fleet, 2–5pm. Find out more about the Hampshire Wildlife Trust, how to garden for wildlife, how to develop a cottage garden, or come for a pleasant afternoon out, including plant sale and teas. Admission: suggested donation £3, children free
Sun 12 June	<b>Fleet &amp; Church Crookham Society Golden Jubilee Afternoon Tea, 3pm, North Hants Golf Club. Tickets £10, available in advance from Kathy Wilson</b> (details below)
Tue 28 June	Tour of Farnborough Airport for FCCS members. Contact Colin Gray (details below) to book a place
Wed 29 June	Farnborough Aerodrome Consultative Committee meeting, 2pm, Park Centre, BAE Systems, Farnborough
Sat 13 Aug	Fleet Lions' North & South Beer Festival, Ancells Farm Community Centre

If there is no address label covering this box, you are almost certainly reading a complimentary issue of this bi-annual 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

BC	Borough Council	PSZ	Public safety zone (of Farnborough Airport)
CC	County Council	QEB	Queen Elizabeth Barracks
DE	Defence Estates	SANGS	Sustainable Alternative Natural Green Space
FACC	Farnborough Aerodrome Consultative Committee	SINC	Sites of Importance for Nature Conservation
(H)DC	(Hart) District Council	SPA	Special Protection Area
LDF	Local Development Framework, which is currently being drawn up to replace the Hart District Local Plan	SSSI	Site of Special Scientific Interest
(H)LSP	(Hart) Local Strategic Partnership	TAG	Farnborough Airport operating company
PCT	Primary Care Trust	RBC	Rushmoor Borough Council

## FCCS Committee Contact Details

<b>Chairman:</b>	Colin Gray, Fleet 616183, email: <a href="mailto:colin.gray@fccs.org.uk">colin.gray@fccs.org.uk</a>
<b>Secretary:</b>	Judith Sutherland
<b>Acting Treasurer:</b>	Kathy Wilson
<b>Executive Committee:</b>	Stuart Bates, Judy Armstrong, John Pearson, Andrew Macallan (Town Healthcheck), Gillian Wain (newsletter editor)
<b>Acting Membership Secretary:</b>	Kathy Wilson, Fleet 665031, email: <a href="mailto:membership@fccs.org.uk">membership@fccs.org.uk</a>
<b>Co-opted Members:</b>	Jenny Radley (FACC Representative), Fleet 628751, email: <a href="mailto:jenny@jradley.com">jenny@jradley.com</a> Phill Gower (Planning Matters), Fleet 624506, email: <a href="mailto:phill.gower@fccs.org.uk">phill.gower@fccs.org.uk</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 Fleet 677536. We encourage members to receive the Newsletter by email instead of printed copy. Please let Acting Membership Secretary Kathy Wilson know if you would like to receive the Newsletter by email only.

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