

# **COMMUNITY CAMPAIGN (HART), (CCH).**

## **Draft minutes**

Minutes of the 13<sup>th</sup> Annual General Meeting held at the Crookham War Memorial Hall, Church Crookham, on Thursday 23rd March 2017, commencing at 7.30pm.

The executive committee members being present were:

Chairman	James Radley	JR
Vice Chairman	Simon Ambler	SA
Secretary	Jenny Radley	JRR
Membership Secretary	Gill Butler	GB
County Councillor	John Bennison	JB

There were 21 members present at the meeting, including district councillors: Tony Clarke (TC); Sara Kinnell (SK); Richard Woods (RW); and Wendy Makepeace-Browne (WMB).

### 1. Introduction:

The Chairman welcomed those present to the Annual General Meeting of CCH. Thanking all for coming out this evening and hoping that by moving this meeting to March would make it a bit easier and warmer for everyone, rather than a date in January or February, as in recent years.

The Chairman gave a brief update on the activities of the CCH elected council members this year. The group welcomes Sara Kinnell and Richard Woods, they are elected district council members to represent Fleet West district ward, which includes Elvetham Heath. As former members of one of the other political parties in Hart, they both had very strong feelings about the proposed Hart Local Plan, and were not prepared to forsake their electorate and the local people of Hart by following their former party lines. They have left that party and have joined the CCH, because they felt that they could represent the local people much better from this group. We have worked closely with them in the past and we all feel this is a welcome move.

The Chairman explained that we have recently delivered the latest CCH newsletter, and we thank all those people who have kindly helped. The key issue in the newsletter is the draft Hart Local Plan, which has been dragging on for years, and will still take some time to complete. The main issue of the Plan is about the need for a New Settlement as the key option to deliver housing in the district. It is important to avoid incremental growth around Fleet and Church Crookham where there is insufficient capacity of necessary infrastructure for further major expansion. As a group we have been persistently insisting, negotiating and lobbying for the New Settlement option to be included in the Local Plan and it is now in the Plan for the final stage of public consultation. As you know there have been mistakes in the past which have caused considerable delays in the Plan process, but hopefully we are coming to the end of this arduous process.

Just to add that there has been progress on many small things in the area, as we all know virtually everything important takes time to happen, so it takes persistence and determination. We particularly welcome the hard work and support from the town and parish councils too.

Talking about how things are slow to happen, you may have noticed the drainage work that has started on Bourley Road at the moment. The problem of this road flooding in wet weather has taken years to be addressed, but we have got there in the end. John Bennison will no doubt explain in more detail shortly in his county council report.

If members are happy we will take most questions and answers at the end of the meeting.

### 2. Apologies:

Notices have been received from Maureen and Doug Andrews, Mark and April Stone, Mark and Avril Cross, David and Barbara Cooper, Chris Axam (Treasurer), who is on holiday, and Julia Ambler (Election Agent), who has been seriously delayed on the journey home by train this evening. She hopes to arrive before the end of the meeting.

### 3. Minutes of the last meeting:

The 8 pages of minutes of the previous AGM, held on 20<sup>th</sup> January 2016 were recorded as a true and accurate record. There were no questions or matters arising from the previous minutes.

The motion to accept the draft minutes was proposed by Gill Butler and seconded by Pat Lowe. The Chairman was pleased to see Pat Lowe at the meeting today, although he was sorry for the delay in her efforts to move to Wales. The minutes were accepted by majority vote. There were no objections. Comment was made about the length and detail of the minutes.

### 4. Topical Updates from the Chairman and Executive Members.

#### 4.1 Local Development Plan:

The Chairman explained that the lengthy process of the draft Hart Local Plan was coming up to the Regulation 18 consultation. This was expected to be launched around the 21<sup>st</sup> April and the consultation would run for 6 weeks. This is something like a referendum and should make it clear whether the public support the proposal, and should flush out any issues that need to be addressed before the Plan is agreed for the Regulation 19 stage, when it would be submitted to the Department of Community and Local Government (DCLG). No doubt the developers will be pushing hard for more housing, so the Plan needs to be robust in delivering the housing need for this district and allow scope for reasonable contingency, because some of the developments proposed may be delayed, or might not happen. The proposed Local Plan needs to get through the Examination in Public, which is a hearing that is held for about 5 days, and will be heard by a government appointed Planning Inspector. Ideally the Plan will be agreed and can then be formally adopted by Hart District Council, and will set the plan for delivery of development for the next 15 years. It will be sometime during 2018 before this is likely to be finally adopted by HDC.

#### 4.2 Fleet Town Council Update:

Alan Oliver introduced himself as one of the district councillors in Fleet Central, and he is also on Fleet Town Council (FTC). As people will be aware there has been a public consultation with regard to future proposals for The Harlington in Fleet. The result of the consultation will be announced at the Annual Residents' Meeting at 7.30pm on the 28<sup>th</sup> March, next Tuesday, at The Harlington. There have been almost 1500 responses and it will be interesting to hear which of the proposed 3 options the members of the public have supported: the repair; refurbish; or replacement option. One of the ongoing challenges is getting useful engagement with the other authorities, particularly HDC and HCC. There are 2 frequent questions that people ask: Why is Fleet Library not included in the proposals: and what will happen to the old Harlington building if the rebuild goes forward? These questions need answers but they need HCC and HDC to help respond to these questions too as they own the library and Harlington sites respectively. Officers at HCC and HDC cabinet members and have not been willing to enter into discussions on these options. Hopefully once the county council elections are over, in early May, the town council will be able to have a sensible discussion, and HCC and HDC will start to help instead of hinder this important process.

There are a lot of community groups across the area, not just those from Fleet who use the Harlington, groups from Church Crookham, Crookham Village, Elvetham Heath, etc. There are also large groups such as U3A, who need use of a large hall and there are very few places in the area during the day for them to use. There has been a lot of flack put out in the press about this proposal being mainly about building a new theatre hall, but the Harlington is much more than this. It provides facilities for a wide range of groups and some of the money paid by the many commercial groups for using the venue is then used to help subsidise many of the smaller community users. For instance the monthly Hype disco events for young people is subsidised, and there are other subsidised events for other important local groups too.

AO looks forward to seeing as many local people as possible at the Annual Residents Meeting on Tuesday evening, 7pm, on the 28<sup>th</sup> March at the Harlington.

FTC have also been busy exercising residents about the draft Hart Local Plan. Until last year FTC were aware that there were only some limited development opportunities in their area with regard to the Local Plan, and most new development was having to be planned on redundant brownfield sites and converted office spaces. But then news came in that the Pyestock site had come back, this time for residential use for up to 1500 dwellings, as the renamed Hartland Park site. The rationale was to use this previously developed site, which was no longer being taken forward as had been permitted for a distribution warehouse. Rather than waste this asset there had been pressure to use it for residential development,

which does make some sense. However, there is now some concern with the planning application that has come forward, with regard to the proposed scale and density of the site. The density that is being put forward is twice the density of Elvetham Heath and the developer is proposing just a 2 form-entry primary school, which is simply not adequate for 1500 new houses. This is like a repeat of the Elvetham Heath situation, when a single form-entry primary school was built, but had to be expanded to 3 forms of entry after an outcry from new residents, who could not get their children into local schools. These new developments are not just catering for older people, there will be families moving into the area and they will need school places. FTC are working hard, along with HCC, to get the right size of primary school, but they are still not sure where the older school children will be allocated to secondary school. There is talk about a number of secondary schools, such as Yateley, Frogmore, Calthorpe Park, Court Moor, Cove or Southwood, but which of these have enough spaces?

There is also concern about the scale of the new housing and the need for adequate infrastructure in the Hartland Park plan. There had been talk about a new surgery but the developer is now only offering a financial contribution to health services. Apparently the local Clinical Commissioning Group (NHS) do not want a new medical facility on this site, they want money towards increasing their health services nearby.

This is probably a good site for a new residential development, but we do have deep concerns as a group about the amount of houses being proposed. It must not just be a concentrated housing estate, but a real working community, with adequate provision of affordable housing and all the necessary facilities to support a thriving society.

FTC are also involved with preparing their own Neighbourhood Plan, but it is taking longer than expected. The town council have been somewhat distracted by the amount of work needed for The Harlington options. FTC expects that they will be running the Neighbourhood Plan referendum later this year. The main reason for having a Neighbourhood Plan is to enable local use of some of the Community Infrastructure Levy (CIL) money, that developers are obliged to contribute, to mitigate their developments. Those areas which have an agreed and adopted Neighbourhood Plan are entitled to 25% of the CIL money, which developers will be expected to pay as a legally agreed financial contribution to support their housing development, CIL is a new policy that is expected to come into effect within the next year or so. FTC is quite clear that they will be able to make much better use of this money than the higher authorities.

AO was not sure if Church Crookham Parish Council (CCPC) were also preparing their own Neighbourhood Plan or not. In answer, one of the audience with good understanding explained that CCPC are not undertaking a Neighbourhood Plan at this stage. CCPC are aware that there is very little land left for any further major development in their area, now that Crookham Park is well under way. Having considered what would be required to undertake a Neighbourhood Plan the parish council had decided that it will be too costly and time consuming to do, and any CIL money from further new development will not cover such costs, let alone provide for new facilities or services. They have decided that there would be no benefit of having a Neighbourhood Plan for their community at this stage.

N.B. Crookham Village Parish Council, are also carrying out a Neighbourhood Plan, as they are very aware that developers are keen to develop some large sites in their area, and they want to help direct where any development should be located. They are also hoping to take their Neighbourhood Plan out for consultation to their parish residents later this year.

AO explained that FTC is very aware of the need for improvements to infrastructure, such as health facilities. It is possible that the former Police Station in central Fleet might be considered as the site for a new Fleet Health Services Hub. This site is recognised as being close to the town centre and easily accessible to most people, and is close to the only remaining bus services through Fleet.

Finally, AO wanted to talk about the roads in Fleet and the 20mph speed limit zone. The 20mph zone was a trial scheme that was installed by HCC, and the impact was supposed to be monitored by HCC and residents were expected to be re-consulted about the scheme after a period of 18 months or so. HCC would then make a decision about whether to continue the scheme or not. If this scheme was to be made permanent, then there would be need for more work to be done, rather than just lines and signs, and there will be more cost. HCC seem to be dragging their heels, instead of completing the trial and deciding whether to continue and install the necessary traffic calming measures, which most people seem to agree are needed at the dangerous cross junctions in that area.

AO finished by announcing that he will be standing as a CCH candidate for the Fleet Town division of the county council elections in May this year. He was expecting to be standing against Cllr. Wheale who was the current Conservative county councillor for Fleet.

*Comment, since the meeting- Cllr. Wheale has decided to step down and Cllr. Steve Forster is now standing as the Conservative candidate, instead.*

#### 4.3 County Matters:

John Bennison was introduced as the county councillor for Church Crookham and Ewshot. He would be standing for re-election at the county council elections on the 4<sup>th</sup> May.

JB said how good it was to see familiar faces, and some new faces, at the meeting this evening, they were all very welcome. He added that had been given some advice from some of his group colleagues so he was going to give a brief presentation about 3 main topics: schools, roads and defibrillators.

Schools: JB was pleased to say that HCC are expanding the local infant and junior schools, according to need from a growing population of children. Tweseldown Infant School is having 3 new permanent classrooms built (an extra 1 form-entry) which had already been factored in as part of the original design when the school was re-located to the Crookham Park site. This new school has already had some temporary classrooms installed, so the new permanent classrooms will help to provide for the growing number of local children to use them. The current plan is to remove the temporary classrooms. At Church Crookham Junior School they are also planning to expand the school with 4 classrooms (1 form-entry). They are using the former infant school site, which is adjacent to the junior school, in order to integrate and expand as part of the growing junior school site. This school has a large campus with plenty of space for this necessary expansion.

The Heatherside Infant and Junior Schools are also expected to have planned expansion, using temporary classrooms. This school site is close to the Fleet/Church Crookham county division boundary.

The secondary school of Calthorpe Park is to have a new leisure centre. The former Hart Leisure Centre building, which is right next door to the school, will be demolished and a new sports hall will be built in its place to provide sports facilities of the latest up to date standard, at this expanding school. A financial agreement has been made between HDC and HCC to enable this new cost effective school sports hall scheme. It seems that HDC with some financial support from HCC (about £1 million) are able to build the replacement sports hall for the school at a much better rate than could be done by HCC alone.

JB just wanted to add that the new Hart Leisure Centre, which has been built by HDC on the Edenbrook site, just across the road, is about to be opened on the 1<sup>st</sup> April.

Roads: as you will have noticed the new speed tables on Sandy Lane have been built and are very effective. The speed of traffic has been monitored before and after installation and it is clear that the speed of traffic has dropped considerably, which is good. Reading Road South is to have a new pedestrian crossing, just a simple design of tactile paving, dropped kerbs, bollards and anti-skid markings, close to the Florence Road/Basingbourne Road junction. This crossing has been asked for from local residents for a long time. It has been hard to find a suitable site, as there are driveways and restrictions nearby, but this crossing should be installed quite soon.

AO asked if there would be a central refuge on this crossing? JB said 'No, there was not enough road width for a central refuge, but the highway engineers will be closely monitoring the site afterwards'. It may be that a better crossing will be required in future.

The flooding problems on Bourley Road, is something that Church Crookham Parish Council know all about. There is frequent flooding across the road at the entrance to the Peter Driver Recreation Centre. HCC have jetted the drains many times in the past, but there is a substantial blockage in the drain system underground. It is a complicated problem because it is a military road and the military do not have the financial resources to do the necessary work, so HCC have been helping in recent years. HCC and the MoD have been in discussions about various local schemes. The MoD would like HCC to take over and adopt Bourley Road, but the condition of the road has to be up to HCC standards. Meanwhile, HCC would like some land that is currently owned by the MoD to create some safe cycle paths, so some negotiations between them have come up with some agreements. Bourley Road has been a military track between Church Crookham and Aldershot for many decades, but no-one knows what structure there is under the road surface and how suitable it is for long term highway traffic. Local drivers know that the camber on some of the bends along Bourley Road are quite tricky, there are also drainage problems and the road surface tends to break up very quickly. HCC have agreed to contribute £650,000 for the drainage works and road repair works at this end of Bourley Road, and this will be taking place. There will be new gullies and drains and they will be skimming off the top surface layers and replacing the

road surface, from the junction with Beacon Hill Road all the way past Tweseldown Racecourse. The road will also be top dressed from there all the way through to the Rushmoor Borough Council area. The final item that JB wanted to talk about was the installation of heart defibrillators in this area. He has explained in the past that he was one of the county members appointed to the Hampshire Fire and Rescue Authority, which he has thoroughly enjoyed doing. The Fire and Rescue Authority, through the Resilience Plan process, were keen to encourage local parishes and groups to take up the opportunity to make Resilience Plans, and be prepared for local emergency events and situations, in order to help support local people in difficulty. This includes identifying local people and facilities that could be called upon to help out in events such as bad weather: flooding, snow and ice, and other emergency events, especially when Fire and Rescue services might be at full capacity dealing with large numbers of call outs at the same time. JB has been encouraging the local parish councils in his area to write their Resilience Plans, and Crookham Village, Church Crookham, Fleet Town and Ewshot Parish Councils are all involved with this now. This process has also helped to identify a scheme and financial support to help get defibrillators installed in the local area. JB explained that there are phone apps that can show people where they can find the nearest defibrillator in the case of medical emergencies in local areas. When they started this process there were no defibrillators available in this area. But now you can see that the parish councils and local groups have succeeded in installing these devices in several local places. Ewshot have 2 defibrillators, one in the telephone box close to The Windmill pub and the other at the Village Hall, Crookham Village have 2, one at their telephone box by the Village Post Office and the other at the Zebon Copse Centre, Church Crookham will have 2 as well, one at the Crookham Park Community Centre and the other at the Peter Driver Centre. There is also another at the Ridgway Parade on the Verne, outside the Co-op store. Fleet Town Council have one on the Harlington and there is another at the Cricket Pavilion at Calthorpe Park.

RW added that Elvetham Heath Parish Council also have one at their Community Centre too.

It was also noted that there was a defibrillator behind the desk in Reception at the Council Offices in Fleet.

JB has been able to help to support some of the parish councils to purchase these devices with his county council devolved grant scheme fund. He is delighted that this has been so successful.

##### 5. Annual Treasurer Report and Statement of Accounts:

The Chairman had been provided with the Annual Report and Statement of Accounts by the Treasurer, Chris Axam. Chris was not able to attend the meeting today, and he had sent his sincere apologies. Everyone should have a copy of the Report and Statement of Accounts on their seat. The Chairman has a brief note on the accounts which the treasurer has kindly provided.

Notes on CCH Accounts as provided by CA:

1. The accounts are prepared on a cash accounting basis which follows local government guidance.
2. We have 2 sources of income. The first is our annual membership fees and second are donations made by elected representatives from part of their monthly council allowance.
3. Income exceeded expenditure during 2016 leaving a surplus of £692.80, which when added to our opening cash balance as at 1<sup>st</sup> January 2016, gives a closing balance at 31<sup>st</sup> December 2016 of £2,135.72.
4. We had 2 major expenses during the year. One being the production of our newsletters and the second was our election material. Compared to the year 2015 the expenses associated with these activities are substantially down. This is explained by only producing one newsletter in 2016 and 2015 being a General Election year. There had been all up elections in 2014 when all district councillors had been obliged to stand for re-election, so there had been more printing costs for the elections.
5. There is no entry for postage in 2016, as the expense of £44.00 has yet to be submitted for payment.

Please find the Treasurer Report and Annual Report and Statement of Accounts 1<sup>st</sup> Jan 2016- 31<sup>st</sup> Dec 2016 as attached as **Appendix A**.

The Chairman also added that he anticipated that the costs may increase for this current year, 2017, due to there being county council elections where we intend to put forward 2 candidates. John Bennison will be standing for re-election in Church Crookham and Ewshot, and Alan Oliver will be standing in Fleet Town. The county divisions cover a larger area than the district members cover at present, so there will

be more households to provide the printed election material to, and we are aware that printing costs have been going up recently.

The Chairman was happy to answer any questions.

WMB pointed out that the all up district election had not actually happened in 2015. It had been in 2014. The chairman explained that this was a mistake in the explanation, but nevertheless printing costs in 2016 were less than they had been in 2015 when there had been the General Election.

Questions:

John Asprey asked what The Aviation Environment membership was.

The Chairman explained this was a membership fee for the Aviation Environment Federation (AEF) which provides information and legal advice about aviation concerns. The group decided to become members to gain advice and information with regard to the concerns raised by members from the impact from nearby Farnborough Airport. Members may be aware that TAG Aviation, the owner and main operator at Farnborough Airport, have applied to the CAA for an Airspace Change Proposal. They want to take control of a huge amount of airspace around the airport, and we have great reservations about why this is necessary. They have applied for almost as much airspace control as Gatwick Airport... Some people are concerned they might be considering introducing commercial flights and increase the number of flight movements considerably. This would consequently increase the impact of noise disturbance for many local residents.

There is also some work which is helpful at a more local level. EJR has been talking to the Head-teacher at Church Crookham Junior School. He had heard of a research doctor who is investigating the impact of noise on school children and wants to measure the noise impact of aviation activity passing over a school and monitor the effects on the school children. The doctor has been studying the behaviour of school children in schools near Heathrow, where there are flight movements passing overhead every 90 seconds or so, so there is almost continual aircraft noise. However, it is hard to distinguish aircraft noise from constant local road traffic noise, and this measurement is proving to be difficult at schools near Heathrow. Church Crookham Junior School site is more remote from the local roads and also under the flight path of an airport, so this would be a useful comparator school site to study the effect of flight noise on school children. In Church Crookham there are flight movements each day, but they are not continual and they are not predictable. Flight noise measurements tend to indicate an average noise level that will appear relatively flat as compared to the schools near Heathrow. However, there may be other aspects that need to be addressed. We have found that even with infrequent flights in this area, there are times when people start to notice the flights as they become more frequent, and if flights happen again and again, some people can become quite disturbed or annoyed, especially if the flights are at low level. Flights can be very distracting to some children, they may be more sensitive to aircraft noise than adults, and it can disturb their behaviour in school. This might be a useful study to show how aircraft noise can affect children who are exposed to different frequencies of flight movements.

We think the £30 membership fee for the AEF is worthwhile if they can help with these sorts of enquiries and studies.

A member of the audience wanted to point out that business flights and commercial flights are different. Farnborough Airport is a business flight airport, not a commercial one. A business flight does not cater for those who wish to book a seat on a plane, but for those who wish to operate an entire aircraft. There are some charter flights at Farnborough, which are then offered to people who can buy seats to specific destinations, but these are considered to be business flights.

Geoff Marks: explained that there are only 2 categories of flights: Scheduled Transport and General Aviation. TAG operate General Aviation flights, they do not operate Scheduled Transport flight movements.

Jim Russell: Agreed, as far as he understood the operations at Farnborough Airport, TAG were not operating Scheduled Transport flights.

The Chairman went on to explain that the main concern at present is that we can't understand how TAG can justify their Airspace Change Proposal (ACP). Why would they need such a large amount of airspace control? What are their future plans? They seem to have a bigger plan in mind.

Jim Russell; TAG's plan is to rearrange air traffic control area for Farnborough Airport.

The Chairman replied that the airspace around Farnborough Airport is currently general airspace with islands of controlled airspace. Farnborough Airport has an area of 2.5 nautical miles of controlled airspace around the airport, RAF Odiham has a military MAT area, overhead there are Heathrow and Gatwick controlled airspace channels, the rest is general airspace. TAG want to take control of a big

chunk of the general airspace and are willing to compress other airspace users into smaller areas. Small aircraft, especially gliders, will find it very difficult to manoeuvre within a smaller airspace area. Meanwhile, TAG have permission to operate up to 50,000 flight movements per year, that was the level permitted by the Minister of Transport in 2011, but they are still only operating at about 26,000 movements per year, just as they have done since the dip in flights during the recession in 2008. However, the airport has the infrastructure to take up to 100,000 flight movements per year, so it seems that TAG are looking for new business opportunities and claiming all this airspace as part of a bigger plan.

The Chairman decided to draw the discussion back to the topic of the Statement of Accounts, we seem to have been distracted somewhat by discussions about the airport.

If everyone was satisfied he suggested that the Statement of Accounts should be put to the membership for acceptance. The motion was proposed by Wendy Makepeace Browne and seconded by Richard Woods. The vote was taken and accepted by a strong majority. There were no objections.

#### 6. Election of Officers:

All officers were happy to stand again for re-election and it was agreed to elect them all on block. When the Chairman asked for any other nominations, no one else made any suggestions or put themselves forward for election to these posts.

Chairman:	<b>James Radley</b>
Vice Chairman:	<b>Simon Ambler</b>
Secretary:	<b>Jenny Radley</b>
Treasurer:	<b>Chris Axa</b>
Membership Secretary:	<b>Gill Butler</b>
Election Agent:	<b>Julia Ambler</b>

The motion was proposed by Geoff Marks and seconded by Jim Russell.

All Officers were elected by unanimous vote as proposed.

The Chairman also noted that Gill Butler had done a great job at recruiting some new members.

Normally we have a slight fall in membership over the course of the year, as people move away, resign or for some other reason, but following the distribution of the latest newsletter we have had half a dozen new members who have applied to join the group, and of course they are all very welcome and we thank them for their support.

#### 7. Open Floor session:

The Chairman asked for any comments or questions from the members at the meeting.

Question 1. Roger Carter asked a question about aircraft noise:

With regard to the study that has been mentioned at the local junior school, will the information be published?

Answer 1: provided by the Chairman:

The Research Doctor who is undertaking this study has not yet started her work, but yes, the work is expected to be published and the Chairman will be asking for a copy.

Geoff Marks asked whether the Doctor would be willing to communicate with the AEF, who he was sure would be very interested to hear about any health impact from aircraft noise on school children.

The Chairman said he would be happy to put them in contact with the researcher.

Someone asked the Chairman who the Head-teacher at Church Crookham Junior School was, that he had spoken to. The Chairman explained that he had spoken to the Acting Head-teacher, Miss Meeks.

Very sadly the former Head-teacher, Mr John Abbott, has died last year, a great loss to the school.

Jim Russell wanted to know what effects there may be on children at school from flight movements overhead. He explained that he had worked for many years in an office under the flight path, just a few hundred yards from the aerodrome. He knew from experience that it is possible to ignore the noise of aircraft when you are concentrating on work. The Chairman explained that this research had been prompted by concerns at a school in London, close to Heathrow Airport, where it was felt that flight noise was affecting children's behaviour. They found it difficult to measure aircraft noise due to vehicle

traffic noise in the background as well. There was the general background noise of road traffic nearby as well as the occasional spikes from noisy motorbikes or police sirens, etc. They were trying to correlate noise with education performance of the children. The problem is that they consider average airborne noise as Leq, but they were finding it hard to cancel out the noise of the vehicle traffic. Church Crookham Junior School site is actually fairly quiet, the school is set away from the nearby roads, so it is easier to measure the individual noise events from the aircraft movements overhead. This school site is expected to be a good example to compare with the school in London. It may well be that the study finds that there is no obvious problem, but it could help to prove the point of whether aircraft noise is disruptive to schoolchildren. The doctor is a specialist in Education Psychology.

Mr David Tucker asked if we felt there was an attitude towards the result? Could the results of the study help to control aircraft movements? The Chairman said that as he understood the situation, the doctor was studying the educational behaviour psychology, rather than aviation. By comparing noise measurements with any changes in children's behaviour it may help to show what impact there can be on school children. If the research results indicate that there is an impact on behaviour or on education performance, then it could help to show that measures to protect children were necessary, for instance the need to insulate the school from aircraft noise.

Geoff Marks suggested that the Leq contours were no longer considered to be an adequate measure of adverse health effects. The Ministry of Transport were giving advice to the CAA with regard to environmental impact from aircraft noise.

JRR added that there were 2 issues she wanted to make. One point was that the school teachers at the school were already very aware that during the Farnborough Airshow they noticed that a few children at the school can become very distracted or agitated by the noisy aircraft movements. Sometimes they had to ask parents to come to collect their children early from school because they were upset or distracted. In fact some of the schools in Farnborough closed earlier in the school day to avoid the Airshow flight times. Some children seem to be particularly sensitive to aircraft noise and their behaviour can disrupt other children in the same class, so this can be quite a problem. The other point was that the need for noise protection for aircraft noise was already understood in the local schools. The new Tweseldown Infant School building had been designed and built with noise insulation, for this reason. So, it was important that any expansion at Church Crookham Junior School should also factor this in as part of the building alteration plan.

WMB pointed out that this was important work that she had not known about before. It was important that people understood that we were actively involved with looking after the local schools.

The Chairman added that our group are often getting on with important local issues to protect local people and stand up for local needs. But it is important not to undermine the schools in any way, as might happen if we were to write articles about this in our newsletters. Aircraft noise is a cause for concern at the local schools, but we can help by supporting the studies and making sure that necessary measures are put in place to protect the children.

Q2. Pat Lowe was interested in the article in the recent newsletter about the Bourley Road car park which has been closed to the public. What can we do about persuading the MoD officer to change his mind and open it up to the public again?

A2: The Chairman replied that the decision was not made by the officer as she had mentioned.

Unfortunately the decision had been made by more senior people in the MoD. Initially the car park had been closed to protect the public from the tree harvesting activity on the training area over the winter months, but shortly before they planned to re-open it a senior officer had been taken around the site and had witnessed a runner wearing earphones who was oblivious to their vehicle following him around the vehicle training test track. This was considered to be a serious risk and a problem for military training on the area, so it was decided that until they could secure the vehicle training test area with fencing and signs, the area had to remain closed to the public. Apparently secure new fencing would be a major extra cost and at present there was no spare budget, so the area will remain closed for the time being.

JRR added that the MoD Liaison Officer was very aware of the level of local disappointment about keeping this car-park closed, and he was still trying to find a way to get this problem addressed. In fact he had been able to make sure that they provided 2 car parks in the area for the public to use, one was close to the Tweseldown Racecourse and the other just beyond The Foresters pub. We still hope they will reconsider the situation and re-open the larger car-park on Bourley Road to the public, and we continue to ask that this happens.



The Chairman added that in the past we were very aware that the military training teams were well used to having the public using these local training areas too, in fact they added a useful dimension to their training exercises. We had an interesting insight on one occasion, when we took the children out on a dog-walk on the training area, when the children were quite small. As we were walking along one of the tracks we noticed a group of soldiers hiding in the bushes at the side of the path. We continued along the path and around a bend, when we met a group of soldiers crossing the path. One of the children turned and said 'Look Daddy, there are more soldiers like the ones hiding in the bushes back there', pointing back along the path. At that one of the soldiers gave her a wink and a nod, and he quickly led his group to where she had indicated. We soon heard a rattle of gunfire as they fired blanks at their adversaries. So, from the mouths of innocent children there can be military training success and defeat. The Chairman also added that in driving along Bourley Road recently he had noticed that the loggers had left the gates to the Bourley Road car-park open, so there is hope that it will be re-opened. Meanwhile, it is important that we keep on good speaking terms with the MoD.

Q3. Question from John Asprey who wanted to know why Fleet residents are being asked to pay for the £9.9 million rebuild of The Harlington, which would take them 45 years to repay?

A3: Alan Oliver responded. He agrees with this concern and he knows that Fleet Town Council have written to all the other local parishes asking if they would be prepared to help contribute towards the improvement at The Harlington too. The problem is that the other local parish councils have also taken over their own local community centres, Elvetham Heath have taken over The Keys, Church Crookham Parish Council have built and are running the new Crookham Park Community Centre and Crookham Village have taken over the Zebon Copse Centre. Fleet would like some contribution from them as well, but ideally they would like the district council to help fund this improvement scheme as a district resource. Unfortunately the other parishes do not seem to be keen to contribute at present. FTC decided to raise their town council precept last year, following public consultation when they got agreement from the majority of residents to start the work of preparing 3 possible options: re-build, modify and renovate. The only other option would be to do nothing and allow the building to fall into disrepair and they would end up having to close this valuable community facility, when it became unusable. The Harlington is the only facility with such a large hall in the district, which is important for large groups and events. No other parish in the area has this amount of space to offer.

Somebody asked if Fleet residents would be recompensed in some way for supporting the changes. AO said that this was a possibility, but it might be difficult to put into place. There were details that needed to be looked at, but first the Town Council needed to find out from their residents what options they were prepared to support. If there was no support they would have to let it run down and close, in which case it would be a lost facility for all. In truth the town council have simply started the important conversation with the public and with the neighbouring parishes and authorities. They would probably need to wait until after the county council elections in May to make further progress. No-one has borrowed any money or applied for planning permission at this stage, so there is a long way to go. As a town council there may be other opportunities such as applying for Arts Council grants, which might be very helpful. There is a lot of work still to be done, they are testing the water, and consulting their residents. FTC held a consultation last year to ask the residents what facilities they wanted and they have listened to the responses and these options have now been costed. They are now asking if residents are happy with the options that have been put forward, and they will listen again and do what the majority of residents are willing to support. This is not a vanity project, as some people seem to suggest, the town council are simply trying to provide for the growing needs of their residents.

Q4. John Asprey pointed out that the proposed cost of the rebuild option was stated as being £9.9 million. Was this cost likely to go up?

A4: AO replied that he had gained useful experience from being on the New Hart Leisure Centre Working Group, as a district council member. He had seen how the costs had increased from the original estimate of £12 million for the new leisure centre scheme, up to the final cost of £23 million. So, the town council have taken great care to factor in all the various risks and changes, so as to be as close as they can possibly be, to estimate the likely full cost of each of the options being put forward.

There is a problem in that HCC who own the library are asking for money for the library. HDC have also been asking for money for the car-park area. The Town Council have taken good advice and have factored in for 7.5% inflation, so they do feel they have applied robust costings of the options. They will

apply for fixed price agreements, which seemed to work well at the New Hart Leisure Centre, which finally came in at £21.3 million, rather than the expected £23 million.

David Tucker said that he did not quite follow the statement about Fleet Library, why is it not being replaced along with The Harlington?

AO explained that Fleet Library is owned by HCC and unfortunately they are not able to work with them to develop a joint site because of the costs being asked for by HCC. At present Fleet Library is closed for refurbishment. HCC are installing a new entrance and they are refurbishing the ground floor, but not much is being done to the first floor. FTC were interested in using the first floor but HCC asked them for the £1.5 million to replace the roof, which needs to be done. That was considered to be too much to ask from FTC on top of the Harlington improvements. AO expects that HCC will try to let out the first floor, but he does not know how they will pay for a new roof. If they had been able to negotiate a sensible deal, then FTC would have been prepared to offer a 10 year lease agreement with them. Meanwhile, the freehold for the current Harlington site is owned by HDC, but they are not willing to pass this over to FTC. In fact, HDC did hand over the freehold to the local parish councils at most of the other community hall sites that they had owned, but that was probably because those facilities were making a loss and were not of obvious asset value. It seems that HDC realised they had a valuable land asset on the Harlington site, in the centre of Fleet. A lease agreement was drawn up but FTC were not prepared to sign a lease for full repairs and running costs, so at present they only have an agreement to run the facility.

RW asked whether the town council could buy the site from HDC.

AO explained that HDC had recognised that they had a local government asset at the Harlington site and were asking for a price of £3.6 million, which was beyond what FTC could afford. Apparently local government assets do not depreciate in cost, they remain at the original amount. The same arrangement applies to playground equipment in the local parks.

SA added that their parish council always wrote off play equipment at the start of any new plan or scheme.

AO added that HDC were not prepared to part with the freehold of this site, they saw it as a development opportunity. If people can recall there had been talk, about 5 or 6 years ago, of this site being bought by Sainsbury's for a large redevelopment of the site, with a new supermarket, car-park, open space, etc. But that plan had been withdrawn. HDC realised that they had a useful site, but since then no-one has shown any interest. Who knows, maybe a developer will come forward to develop the whole site but there is no indication of any interest just now. FTC was offered a lease but it only had a 1 year break clause. HDC did not seem to understand that if FTC were prepared to pay for the necessary changes to improve the Harlington they could not afford to put in all that money and commitment if HDC were likely to sell the site for redevelopment and leave them in such debt, with nothing to show for it. So, FTC wishes to have some proper negotiations with people who were prepared to listen and work together.

The Chairman added that hopefully by this time next year this situation will be settled.

There were no further questions.

#### 8. Close:

The Chairman thanked everyone for attending and engaging in the discussions this evening. The group really appreciated all the valuable support from all members.

Finally, the Chairman asked if there were any willing volunteers who would be happy to support us as Meet and Greeters at the Polling Stations on Thursday 4<sup>th</sup> May for the County Council elections, if so to let Jenny know, please.

There being no further business, the Chairman was happy to draw the meeting to a close.

We hope to see everyone again next year.

The meeting was closed at 8.40 pm.