

Mr G.Bonner, (CEO),

XXXXXXXXXX

Hart District Council,

XXXXXXXXXXXXXXXXXX,

Harlington Way,

Fleet,

Fleet,

Hampshire,

Hampshire,

GU51 3xx.

GU 51 4AE.

4th January 2016.

RE: My Review of The Hart Local District Plan 2011 – 2032 “Refined Options for delivering New Homes” - Dated “November 2015”.

Dear Sirs.

Summary of Findings:

The findings are taken from the emboldened parts of texts:

- **The codification attaching to the above document known as “The HDC 55 pager document” is thoroughly weak as no defining codification is presented i.e. reference number, or version number. This is seen as a sloppy and appalling management gaffe by Hart District Council (HDC). I need to know the following:**
 - **Is it a draft or a formal version number?**
 - **Am I reviewing the latest document? Or**
 - **Am I wasting my time by looking at an out of date document?**
- **This HDC document refers to RAF Odiham. The military has a Legal Duty of Care to protect any surrounding civil communities in respect of munitions and this has to be addressed in any future Town & Country Planning. Sadly, this does not appear to have been addressed as no “stay out” zone is given within the HDC document for both the RAF base and its airfield. This is seen as a very serious omission by HDC and requires immediate rectification. This HDC document needs to be withdrawn and revised. Councillor S Parker must carry the blame for this omission and is one of many identified in this review.**
- **The HDC document does not appear to have been thoroughly vetted before release for Public Consultation. Councillor S. Parker must be held responsible for this grave situation and secondly, consider his failed position as Leader of HDC.**
- **Why isn't HDC telling us how clever they have been in implementing Prime Minister David Cameron's planning requirements and more importantly reviewing the aged and out of date planning criteria given in the HDC document for the next**

20 year timeframe? I can find no compliance matrix showing how HDC is compliant with Prime Minister David Cameron's requirements of less "red tape" and compromise.

- HART DC now HAS A MANDATE FROM CENTRAL GOVERNMENT so use it in top down mode for the revised Local District Plan.
- The pain and grief arising from the imposed housing requirements required for the New Local District Plan must be shared across The WHOLE OF HART DISTRICT as HDC councillors submitted a plan to Government which was rejected, so they must "carry the can" across Hart District for their bad decision making;
- The answer to the undemocratic no-brainer proposed settlement at Winchfield must be: **No, No, No!**
- HDC Councillors need to stop being easily led and demand more options in a top down mode of management style for Brownfield site alternatives. Greenfield land should be seen as a very last resort.
- HDC must stop selling itself short! HDC has a number of successes that it needs to make loud and clear – read the texts for more information.
- The apparent 6% increase imposed should be doable without the need for a massive Greenfield settlement at Winchfield – read the texts for more information.
- HDC needs to "wise up" and become much more "hard-nosed" over adjacent councils wanting to dump their overspill into a Hart District domain.
- The use of a GREENFIELD Pale Lane in new housing applications must be deplored, objected to and stopped. Furthermore, development west beyond the A 323 along the M3 motorway must be strictly controlled to a minimum.
- Suggestions for Neighbourhood Plans are given at ANNEX A in response to our MP, Mr Ranil Jayawardena's requests. This focusses upon Brownfield Sites that do not appear to have been identified by HDC. Urgent remedial action is required by HDC. Other related points are bulleted below:
 - My research has revealed other land within Hart District. I note that Bramshill takes no additional housing at all! This is simply an appalling situation and grossly unacceptable. It has to be noted that HDC has proven expertise in developing sites where there is a blend of both nature and housing. Elvetham Heath is an example. Why is HDC not singing its own praises in the development for housing where there is to be harmonisation between the sharing of nature with development?
 - HDC councillors must be actioned to do the same on Brownfield housing land identification for their "patch" that they represent. Internet digital mapping capability can be used. Give them 2 weeks to do it and come up with suggestions for their Neighbourhood Plan. Subsequently, HDC officers review (within a further two weeks) the proposals on their merits and how Mr Cameron's directives can be met by both comprising "red tape" and planning doctrine. Doing this will keep up the momentum. Also, HDC Officers keep a record / log of the results and publish it

wide on the net so that all voters are aware of any under- performing councillor miscreants. Doing this will hopefully steer them away from the no-brainer and nugatory demolition talked of for Fleet Centre.

- **Other parts of Hart District also have a zero housing requirement and need thorough investigations as to why they are accredited with nothing.**
- **My research has suggested that two Tier 3 settlements be investigated by HDC using any Brownfield land in both North West and South West Hart Districts. Perhaps these sites should be where any imposed overspill should be placed.**

Detailed Review:

1) Document Traceability:

The codification attaching to the above document known as “The HDC 55 pager document” is thoroughly weak as no reference data i.e. reference number, or version number is quoted? This is seen as a sloppy and appalling management gaffe by Hart District Council (HDC).

The HDC document lists RAF Odiham village which is attaching to RAF Odiham Airfield. This airfield services rotary and fixed wing aircraft, both of which are capable of carrying “MoD related cargoes”. HDC needs to note the codification applying to the document on Insensitive Munitions (IM), as an example of good practice. The IM document Reference is given as: {JSP 520, Part 2, Vol 11, (V4.2 July 2015)} which is on Google and as such is unclassified. **The military have a Legal Duty of Care to any surrounding civil communities in respect of munitions and this has to be addressed in any future Town & Country Planning. Sadly, this does not appear to have been addressed within the above HDC document and is seen as a very serious omission by HDC.** The Commanding Officer (CO) of RAF Odiham must elucidate how he meets the munition Legal Duty of Care requirement. So, Councillor Stephen Parker’s (HDC Leader) horse has stumbled before reaching the first fence! Not a good omen for the above HDC document.

With reference to the above HDC document:

- **Is it a draft or a formal version number?**
- **Am I reviewing the latest document? Or**
- **Am I wasting my time by looking at an out of date document?**

2) Foreword:

Before any HDC related questionnaire can be answered in any depth or authority, the background documentation has to be well studied, otherwise the questionnaire will be a

knee-jerk answer based upon a superficial and cursory stance **which is not acceptable**. Therefore, this assessment has been drawn up before completing the questionnaire.

The underpinning background is that HDC submitted a Local District Plan to central government and it was rejected. The submission appeared to me to have been created by “nimby” councillors and “nimbies” are detested by central government. The additional housing requirement is worrying but the other points raised by government are only to be expected from such a poor submission.

It must be noted that Prime Minister David Cameron has spoken about the national need for housing. He has also stated that previous planning designations for sites can be changed (revised and updated) to achieve the central government’s aims of housing quotas. Also, planning doctrine must be reformed or modified to achieve these aims. Harrold Macmillan when he was Prime Minister said something similar, but added about compromising building regulations as well. The semi-detached bungalows at Pondtail in Fleet is a testimony to this directive and **so sets a Prime Minister’s precedent and represents a “can do” attitude which is missing from HDC**.

As HDC now owns a failed Local District Plan (LDP), it is probably now listed by central government as a recalcitrant district council. **The pain and grief arising with a revised District Plan must be shared across The WHOLE OF HART DISTRICT** and hopefully serve as a lesson to “nimby” councillors who have done their best to waste council taxpayers money by generating a failed document. So council taxpayers now have to pay for this 55 pager (and other supporting documents) and a fresh revised Local District Plan to book. HDC councillors cannot claim that they are saving HART ratepayers money by virtue of this Local District Plan document debacle.

The next round of Local District Plan has to be got right by some means or another. If not, central government will take punitive action by “**calling it in**” doing it themselves and possibly imposing ghastly solutions. They may also decide for the future, that they have had enough of district council recalcitrance and impose a North East Hampshire Unitary Council (comprising B, D, H and R) run from Basingstoke. In this case HDC will become redundant! Should this unitary occur, then Hart district will be obliged to take Rushmoor overspill. Food for thought by HDC, and so **there is an incentive to get it right this time**.

3. The Hart District Council Domain:

The current domain is shown below as Fig 1. It is a statement of the Hart District taken from an HDC Local Development Background Paper. The principal Tier 1, 2 & 3 settlements are shown as yellow blobs and an added circle by me. This circle suggests that Winchfield is the geometric centre of the HART district universe.

Notes:

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- 1) The added circle which I have added is centred upon Winchfield village.
- 2) The Fleet blob contains that of Elvetham Heath, and Church Crookham.

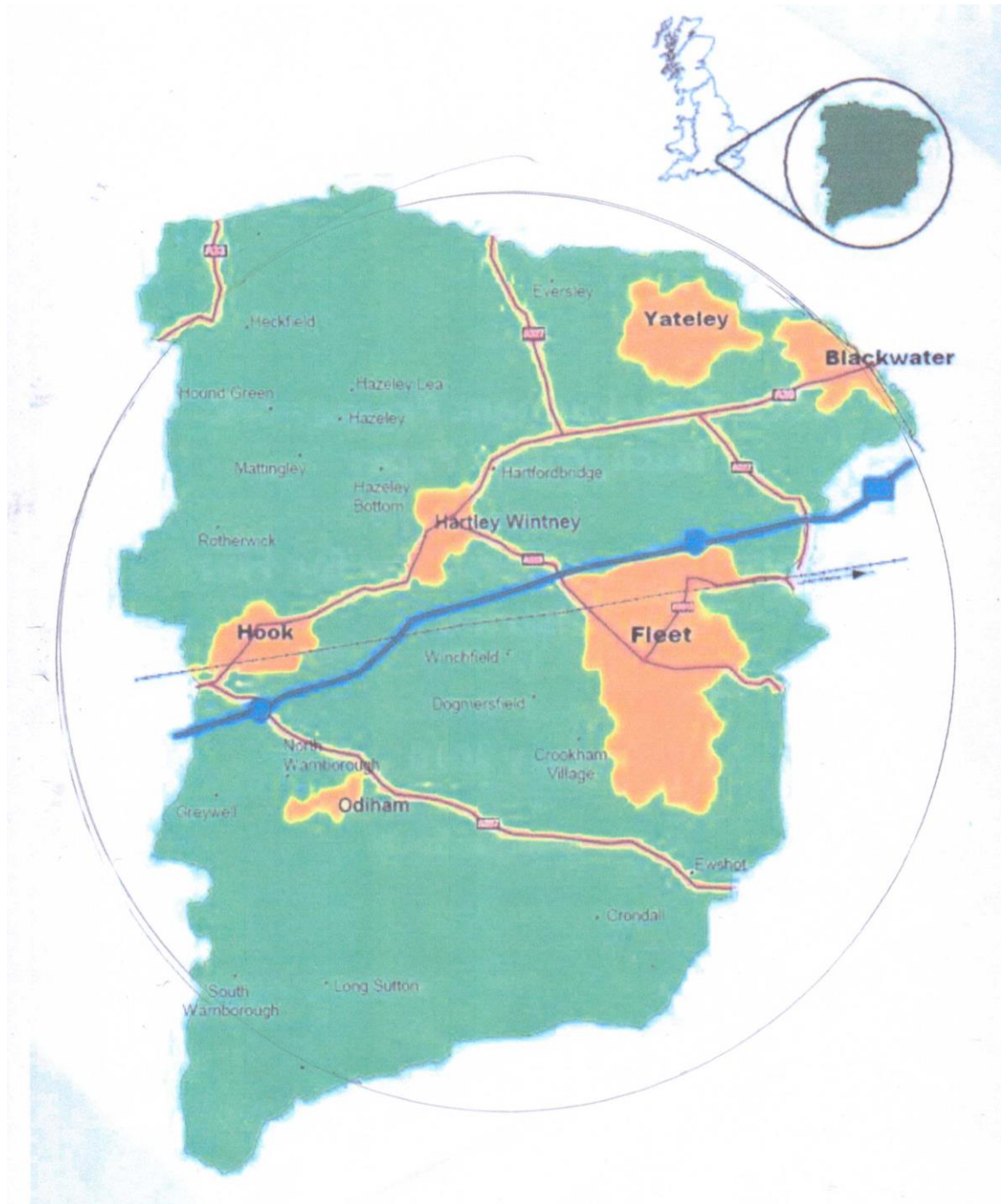


Fig 1 Principal Settlements for Tiers 1, 2 & 3, plus Road and Rail Networks.

It can be seen that there are no principal settlements in either the south western part of Hart District or for that matter the north western part of Hart District. **Why is this so?** The north western part of Hart District is close to a railway (Basingstoke – Reading) and the A 33 road going from Basingstoke to Reading. So possibilities exist in this area for at least a Tier 3

settlement. However, for the southern end, the Hart District is close by to the A 31 and a railway connexion at Alton that goes to London Waterloo. There is also land in the vicinity of Lasham which is close to the southern end of Hart and so doing a Tier 3 in the HDC area with that of Alton would be a great benefit to both councils I am sure. Therefore, considerable scope exists in both areas to help spread the housing load across Hart District. The housing blobs shown in Fig 2 **derived by landowners are simply seen as an undemocratic approach by HDC and a pathetic response by landowners in bottoms-up mode.**

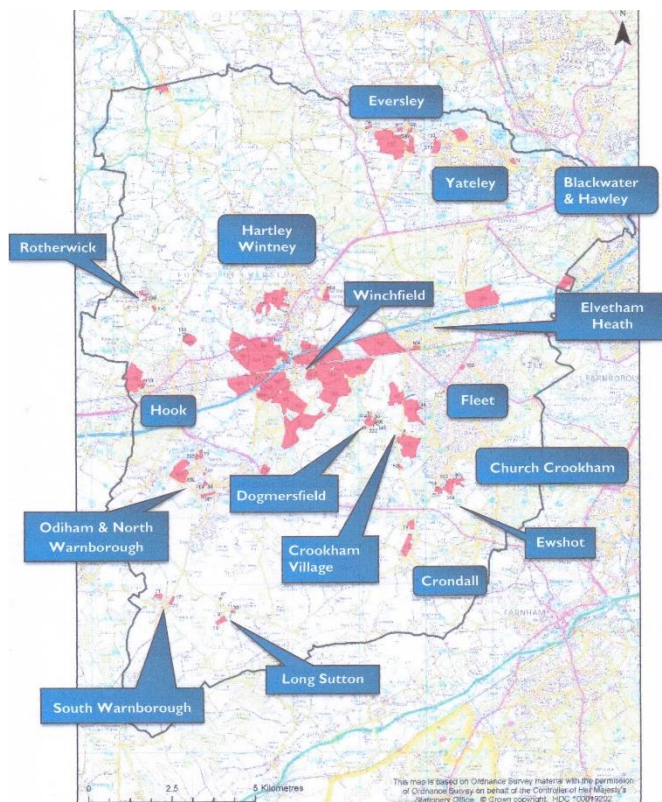


Fig 2 Taken from HDC's 55 pager and shows the land under consideration proposed by Landowners

Fig 2 shows the proposed development for the tiny village of Winchfield amongst others. Six enormous housing blobs are shown straddling the M3 motorway. Some of the land is very close to the motorway and will be polluted with lead from the previous use of leaded petrols and decontamination of it will come at a cost and this is not mentioned. This land also has flash floods in winter, again not mentioned and the UK does have imposed climate change. **Climate change aspects are not addressed by HDC.** Other points arising:

- This proposal will require significant infrastructure and cost to interface with the Motorway;
- Other service roads will require significant work and cost to link up “the settlement blobs” etc;

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- Utility services covering; sewage, water, electric, telephone and gas will require significant generation with additional significant costs; and
- None of the above cost issues appear to have been fully technically addressed and more importantly, who is going to fund them? HDC will not have the money to support it so will it be the Hart council taxpayers who will have to foot the bill? It must be noted that the UK is following a policy of austerity to pay off the debts incurred from yesteryear. So central government may be unable to fund it. Loading council taxpayers with more additional rates to pay is not appropriate when the country is in austerity and also when significant HCC rate rises to fund social care and other increases in Hampshire are most urgently required.

The proposed settlement blobs represent coalescence with Hook, Hartley Wintney and Dogmersfield. Our MP, Mr Ranil Jayawardena, is against coalescence in the Winchfield area as it will introduce hideous and wanton destruction of a large chunk of rural Hampshire by HDC civic vandals and philistines. Our MP wants to see Brownfield site development being proposed elsewhere in Hart District and I agree with him. Clearly, he has a logical brain unlike HDC who do not. See also Annex A for Fleet etc.

If the developer has to pay for this lot then the price of each house will have to be high or building density “Town Cramming”, which HDC says it is against, will have to be imposed. Extra high packing density will produce the potential to generate tenement towers, in short, modern slums in Hart and slums are simply not acceptable in this day and age. Hart district is a most desirable place to live and this rating must be maintained. HDC Councillors must insist that any proposed development anywhere in the Hart District must not degenerate this rating. HDC needs to get its act together by rejecting this Winchfield proposal which appears to be an utterly barmy and a “no-brainer” solution.

It appears from page 19 that HDC has approached landowners in what is a Bottoms-up mode to define areas for housing exploitation and **is viewed as undemocratic**. Why they (HDC) did this is a mystery, as central government has imposed quotas on HDC to meet the national need. HDC has a mandate to act in a **TOP DOWN MODE** and demand rational thinking. Otherwise, threaten to impose Compulsory Purchase Orders (CPO) on landowners if they do not co-operate sensibly. **HART HAS A MANDATE FROM CENTRAL GOVERNMENT so use it!**

When one looks at Figs 1 & 2, one can only wonder if the northern landowners said “not on my patch” and the southern landowners said the same. So they met in the middle and poor Winchfield is at the geometric centre of the HART district universe, so Winchfield copped the lot! Is the geometric centre rationale the basis of this proposal to destroy Winchfield? This appears as an irrational “cobbled up no-brainer” proposal upon a superficial and cursory rationale. This is not a satisfactory way to proceed. **It does not** represent the democratic process as the landowners do not represent many voters at all, unlike council taxpayers who do and are potential voters in very large numbers!

HDC Councillors need to stop being easily led and demand more options in a top down mode of management style for Brownfield site alternatives to minimize the use of any Greenfield sites. Use of a Greenfield site must be seen as a last resort. Also, undertake trade-off studies of all parameters, including infrastructure, to identify the best options for consideration. One can only wonder if councillors do knee-jerk reactions as they are unable to comprehend the scope of the government imposed mandate. They seem to excel at wanting demolition in Fleet Centre in the Fleet Road which seems to be another nugatory, barmy and stupid “no- brainer” pre-occupation.

Therefore, the answer to the proposed monstrous settlement at Winchfield must be: **No,**

No, No!

3) Detailed Review of the 55 pager document dated November 2015:

The HDC document needs to be reviewed line by line and page by page. Selected comments are listed below identified either by page or paragraph number.

Para 15: This talks of planning reform. I can find no evidence where HDC officers have implemented planning reform. If they have, they have “hidden their light under a bushel”. In the revised Local District Plan the implementation of Govt / HDC planning reform assumptions and the benefits (Compliance Matrix) arising needs to be made loud and clear.

Page 12: RE: Homes for older people. HDC has an excellent track record here in Fleet. In terms of Social Housing for the elderly and also for privately funded Sheltered Accommodation. Developments are springing up in large numbers in Fleet centre as are refurbishments, all within easy reach of shops etc.

The upshot of these developments is that elderly people may wish to trade down thus releasing existing housing stock for new family owners. This will have a ripple effect eventually releasing starter homes as young families progress up the housing ladder.

The benefits arising are not made clear as “windfall” seems to be re-developments of existing sites at an acceptable density only considered by HDC. Every little helps!

HDC must stop selling itself short!

Para 20: This refers to the housing numbers game. It is a shame that HDC does not have more up to date data over the 2011 census. The 7500 additional homes represents a 21 % increase which is a mighty requirement.

However, HDC now state that great achievements have been made and 2500 homes is the target for the future Local District Plan. This represents a 6% increase to achieve which should be doable **without the need for a new, and massive Greenfield settlement at Winchfield.**

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Paras 24, 25 and 26: This relates to Rushmoor and Surrey Heath Councils being pathetic managers of their own housing requirements. They both need to implement planning reforms and stop being lazy and be more innovative with planning reform. Otherwise, dumping their overspill on Hart is a “confounded cheek”. Why haven’t these councils looked at other neighbouring councils besides Hart? Do they see Hart as a “soft” touch?

If so, HDC needs to “wise up” and become a much more “hard-nosed” district council.

In order to stop up the potential for adsorbing overspill, HDC needs to consider the land adjacent to M3 Motorway Junction 4a. Rushmoor’s boundary is contiguous around this motorway junction and I assume that they already have their beady eyes on this land in Hart. So Hart needs to box clever and designate this land for HDC housing development with some urgency.

This land around Junction 4a meets the same criteria as that at Winchfield viz:

- Is low grade agricultural land;
- Close to a motorway; and
- Close to railway stations.

The advantages of it over Winchfield are:

- The road infrastructure is existing and has been recently updated;
- It is close to **two** railway stations, not just one, Fleet and Farnborough Main ;
- It has established links to the adjacent Rushmoor Trunk Road estate;
- Provide housing synergy with the Rushmoor Trunk Road Estate;
- Utility services are in the vicinity, so no huge development expenses;
- Some of the land has had waste dumped upon it in the past and satellite imagery shows it is still there, so it can be classed as a “Brownfield Site”.

I will talk more about this and other sites below under Neighbourhood plans at Annex A. Identifying sites is not difficult in this day and age. The Internet has digitised maps that can be scanned in X and Y functions as well as satellite imagery that can be easily amplified. My suggestions for Neighbourhood Plans in the main are given at Annex A plus some others.

Para 37: This para refers to aged planning requirements. For a futuristic document like the future Local District Plan anything of historical background must be traded off against the new nationally imposed housing criteria plus the removal of “red tape” and planning constraints. All previous requirements require to be redefined for the future time window.

The so called “saved Local Plan Policies” need to be torn up and re-written for the revised LDP timeframe to meet the edicts from central government.

It has to be mentioned that HDC has proven expertise in the harmonisation of housing development and nature. That already declared in the HDC document plus that suggested at

Annex A means that the imposed requirement can be met by some compromise, and housing dispersal without ruining the rural Hampshire countryside. The same applies to nature and the well-being of the Hart national rating to be a desirable place to live.

Page 19 and Fig 4: It appears that owners of land in Winchfield are disputing land availability.

Para 38: This para talks of Thames Basin requirements. See also the comments made against para 37. **The given data set is woefully out of date, so tear it up!** A current review for the next 20 years in accordance with Mr Cameron's directives and the overarching national housing need is required (Compliance Matrix). Furthermore, we have global warming upon us with floods over large parts of the UK, so that of yesteryear cannot be seen as appropriate for the next 20 years.

This para also registers a false impression as it refers to nature. It refers to "predatory cats". Does this mean that HDC Councillors take their "pussy cats" there for walkies? Neither does it talk of birds of prey or the basic facts of nature. Nature is ruthless upon itself and it is survival of the fittest that applies and is nothing to do with humans. Whoever wrote this para in the HDC document is both biased and naive. It must be removed or amended.

If this document had been thoroughly reviewed by an independent within HDC such a silly paragraph would have spotted and either removed entirely or heavily amended. This must be seen as a major failure / "howler" by Councillor Stephen Parker who released this document.

Para 42: The 2011 census showed that Hart and Fleet is a car centric town and will only increase with time. So the silly remark in this paragraph about car use is simply flawed. The questions that need to be asked are:

1. Does the HDC Planning officer use a bicycle or walk when viewing application in Hart District? The answer is **NO** as they all use cars for which they have a car allowance.
2. Similarly to (1) above The HDC Building Control Officer does the same.

This paragraph with the rather silly car use related remark requires removal. HDC needs to practice what it does or put up and shut up! The following must apply:

If this document had been thoroughly reviewed by an independent within HDC such a silly paragraph would have spotted and either removed entirely or heavily amended. This must be seen as a major failure / "howler" by Councillor Stephen Parker who released this document.

Para 44: Settlement Hierarchy. That given in the HDC document was set in 2010. **So it is already 5 /6 years out of date so tear it up!** The new LDP will have to run to 2032 so any requirement must be revised for the future timeframe and not as of yesteryears.

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If this document had been thoroughly reviewed by an independent within HDC such a silly paragraph would have spotted and either removed entirely or heavily amended. This must be seen as a major failure / “howler” by Councillor Stephen Parker who released this document.

Para 51: This para refers to Planning Appeal decisions in Church Crookham. It is known that there is a society in this area staffed by “NIMBIES”. It has to be noted that a Planning Appeal is part of the Planning Democratic Process and as such is the final independent assessment. If the result is “build it”, then it has to be obeyed. The prose presented by HDC is seen as both insolent whinging by “nimbies” and **totally inappropriate as it relates to an undemocratic attitude**. Also, it appears that HDC is a complete failure at planning appeals in this area which are all paid for by the council taxpayer. Does HDC save money, answer **NO**, it has a penchant for wasting it. **Why does HDC wish to tell the world of its incompetence and declaring its “dirty washing” via publishing on an open Internet?**

If this document had been thoroughly reviewed by an independent within HDC, such a silly paragraph would have spotted and either removed entirely or heavily amended. This must be seen very embarrassing for HDC and a major failure / “howler” by Councillor Stephen Parker who released this document.

Page 39 and Fig 10: The Pale Lane Greenfield site proposed for housing development in the HDC document borders the A323 and the south side of the M3 Motorway. It does appear to be of good useful agricultural use. If the rurality of Hampshire is to be preserved west along the M3, then the A 323 must be the stopping point. Therefore, the use of Pale Lane in new housing applications must be deplored, objected to and stopped.

I hope that HDC and its entirety finds my comments both useful and helpful in keeping the Hart District a most desirable place to live. It lists sensible Brownfield alternatives to hideous coalescence and wanton destruction of the rural Hampshire countryside listed in Hart’s refined Document dated “November 2015”. The rural Hampshire countryside must be seen as a “jewel in the crown”.

Yours sincerely, *S. A. A.*

ANNEX A – Suggestions for Neighbourhood Plans

The following is suggested, following the recommendation from Mr Ranil Jayawardena MP, for Brownfield Site inclusion into local Neighbourhood Plan. Those listed here are mainly potential development sites around Motorway Junction 4a. These are listed below and see also Figs 3a,b,&c for the outline site plans:

- Land bordered by Bramshot Lane, (Fig 3b) the A327 on the south west side of the Junction 4a. This is the land that has had waste dumped upon part of it at some time. It also has links (underpass) to the Trunk Road estate in Rushmoor on the east side of the A 327. I class this land as Brownfield and development of it will represent matching with Rushmoor's Trunk Road development. Furthermore, the HDC boundary with Rushmoor appears to me to include some of Rushmoor's land in this area. So possibilities exist for some smart negotiations by Hart with Rushmoor on some housing in exchange for access to the Trunk Road site utility services to minimize costs with optimised waste collection. The copses present on the site need to be appropriately managed to preserve some rural character and nature and HDC has an established capability in this area.
- The Guillemont Barracks site: This is designated as an industrial site, see Fig 3b, but has not been taken up other than to erect a girder structure. So re-define this site and the girder structure for Hart housing use instead. Its boundary is with Rushmoor housing estates (Sandy Lane) and it very appropriate for development. Hart needs to insure that footpaths link both Hart and Rushmoor in this area. It already has access roads and also mains utility services, so why not do it?
- Land encompassed by the two Minley Roads and the M3: A large site that could provide housing well away from the centre of Fleet. Mainly low grade farmland, see Fig 3b.
- Unused highway land in the vicinity of Motorway J 4a and also in the Minley area, see Fig 3b;
- Land to the West of Bramshot Lane, see Fig 3b, leading towards the Ancells Farm development lying between the M3 and the Cove Road. One aspect that Hart's 55 pager does not address is the supply of schools and GP's surgeries. This is seen as a serious omission. With Rushmoor, Hart and others being squeezed to supply more land for housing it will become obvious that Farnborough 6th Form College will simply be unable to cope with the new 6th form influx as its site is of finite proportions. So why not get friendly with Rushmoor and consider the following on this site as an integrated part shared development:
 - A new GP surgery NB: Opticians, Dentists and Physiotherapists are seen as commercial entities and therefore can operate from shops or houses;
 - A primary school serving Hart;
 - A secondary school serving Hart; and
 - A new 6th form college serving Hart & Rushmoor (all with shared sports playing fields).

All of the above could help provide a semi- rural character for the land as the traveller moves along the M3 Motorway going west.

- The Old NGTE Pyestock site called “Hartlands” is another highly desirable site for housing development. All mains utility services are present as is a road structure that epitomises Mr Brake’s endeavours in Fleet in the late 1800 / early 1900’s. It is ideal for secluded high quality housing development.

The HDC attitude to this site is seen as both incredibly pathetic, weak and parsimonious and is totally negative. This implies that HDC is a very weak council indeed with no guts for anything other than the ruination of the Hampshire countryside at Winchfield and the demolition of superb buildings in Fleet Centre.

Premium Housing development on this Pyestock Village site would be very desirable with the properties commanding a high price by virtue as appearing rural and overlooking the Fleet Pond nature reserve. Call it Pyestock Village and the Estate Agents would revel in it! So with the infrastructure present just simply get “stuck in” and re-designate it **and do it. The rateable values would be high, giving HCC and HDC much new income.** It could offer a sizable chunk of the imposed required housing quota with little impact to neighbouring environments. It is close to Fleet Station, so it is within walking distance for commuters **and more importantly no car use.** Formalise existing footpaths **so why not do it?** This really is a site with wonderful potential for housing. As a **Pyestock village** it could have shops and possibly a GP surgery nearby, taking patients from the Pondtail area in Fleet, part of Church Crookham, Ancells Farm estate and any new builds in the vicinity of the Cove Road and Motorway J4a. HDC councillors simply need to wake up, stop prevaricating and use David Camerons’s directions to good advantage. More importantly prevent Rushmoor setting their beady eyes on Hart land.

- Other smaller sites in the Fleet area re also listed for suggested inclusion in the Neighbourhood Plan. They are:
 - Land bordered by the New Kennels Lane and the remnants of Kennels Lane, see Fig 3c, serving 1 property and running beside the Rushmoor golf course. This land had the Power Jets Research Facility on it and so must be seen as a Brownfield site. It will have had all mains services by virtue of the Power Jets Facility. The entrance to it would be via the small roundabout of the two in Ively Road. This is also part of a footpath / cycleway, going to both Fleet and Farnborough, but as any development is likely to be small, 6 or 7 dwellings then traffic should not be a problem. The development could be viewed as a self-build.
 - Other land opposite the above site fronted by Victor Way, see Fig 3c, could be to extend the existing Pyestock cottages hamlet towards New Kennels Lane / Ively Road roundabout and this would be a small site that again could be self-build;
 - Other land bordering New Ively Road, Bramshot Lane and Kennels Lane leading to the A327 roundabout, see Fig 3c. Part of this land used to be the home of the Royal

Engineers' temporary bridge group. Large quantities of Bailey Bridge parts were stored and maintained on the site. Various single storey buildings also existed on the site, some of which have been demolished. A sewage works still exists on the site near the Kennels Lane / New Ively Road Roundabout. It is therefore a Brownfield site and capable of easy access and significant housing development.

- At the Norris Bridge gyratory there is a strip of land beside the Basingstoke Canal and the Farnborough airfield perimeter fence all in the HDC domain, see Fig 3a. Access to it is off the gyratory system via Old Ively Road. The site has evidence that it once contained buildings which have since been demolished. Not a huge site but could provide a small secluded housing development in a rural setting. It must be classed as a Brownfield site by virtue of the buildings that were on the site.
- In the vicinity of the Pyestock social club is the land that held the main entrance gate and buildings to the NGTE site at The Fairway or what remains of it, see Fig 3a. Again, not a huge site but offers possibilities that could be accessed from the Old Ively Road off the Norris Bridge gyratory. Viewed as a Brownfield site.
- Again at the Norris bridge gyratory going to Farnborough on the New Ively Road, beside the Basingstoke canal is the site of the old incinerator, see Fig3a. This is where rubbish was incinerated by Aldershot. Details of this incinerator, now demolished, can be found in history books on Fleet. Viewed as a Brownfield site and an entrance could be made from the New Ively Road.
- Other land off the Aldershot Road, Church Crookham is the site of an old disused sewage works. This is a Brownfield site that could provide a small development for housing. All utility services are in the area.

NB: I have not identified any other land in Church Crookham as the local councillors should be able to do this.

Other land within Hart District is also identified below and is not viewed as a complete listing. I note that Bramshill takes no additional housing at all! This is simply an appalling situation and grossly unacceptable. It has to be noted that HDC has proven expertise in developing sites where there is a blend of both nature and housing i.e. Elvetham Heath. Why is HDC not singing its own praises in the development for housing where there are some possible nature issues? The following is identified for real consideration:

- The parcel of land is listed on HCC maps as London Road Heath, see Fig 4, and has had some development already on it, so the precedent is set. It is bordered by the A 30, A 327 and the B3016. It is an alluvial worked out gravel pit and therefore desecrated land. As such, the nature will have long since disappeared and the Warren Heath Ponds SSSI is some way away from the western edge of the B3016, so no problems regarding developing London Road Heath. It is a Brownfield site. Using Mr Cameron's directives get it designated for housing and stop any prevaricative nonsense. Utility services are in the A 30 so it seems a good area to develop.

- Much larger possibilities exist across the A 327 going north east from London Road Heath. Again a worked out alluvial gravel pit with a border of trees around it, see Fig 4. SSSI's are some considerable distance away along the A 30 as is Festaen Dic. This area of Bramshill is close to Blackbushe airport and the contiguous industrial parks so it must be Brownfield as it is worked out gravel pits that has long since lost its nature. It is a very good area for housing and unlikely to flood with good communications to both Rushmoor / Surrey Heath / Hart / Hartley Wintney / Hook and Basingstoke.
- Other possibilities ,see Fig 4, at Bramshill included the Warren Heath gravel pit which has been infilled with waste and also the Eversley Common gravel pits. NB: HDC has proven capability in developing housing sites shared with nature. Careful study of these sites is required to identify leafy secluded quality housing possibilities.
- The completed Sand and Gravel Workings at Bramshill Plantation, plus Bramshill Landfill Site are also possibilities. The same comments given to Warren Heath etc also apply here.
- I note that Greywell has no allocation, despite land being available West of the Greywell Tunnel and Greywell Road, Greywell. **Greywell needs to be thoroughly investigated to justify a zero housing stance which is seen as unacceptable.**
- That given for Greywell must also apply to Mattingley and 5 houses as a minimum should be achievable without disruption. Doing this will strengthen the small communities by having more people present.

HDC councillors must be actioned to do the same as I have done in identifying housing land and Brownfield sites for their patch. Internet digital mapping capability is available. Give them 2 weeks to do it and come up with suggestions for their own Neighbourhood Plan. Subsequently, HDC officers review (within a further two weeks) the proposals on their merits and how Mr Cameron's directives can be met by both comprising "red tape" and planning doctrine. Doing this will keep up the momentum. Also, HDC Officers keep a record / log of the results and publish it on the Internet so that all voters can identify any councillor miscreants. Doing this will help steer councillors away from that of the nugatory demolition of high quality buildings in Fleet Centre.



Fig 3a Development Proposals around the Norris Bridge Gyratory.

NB: Note the road layout on the proposed Pystock Village site



Fig 3b Development Proposals around M3 J 4a

NB: The Bramshot Lane joins the A 327 at the revised junction (not shown)

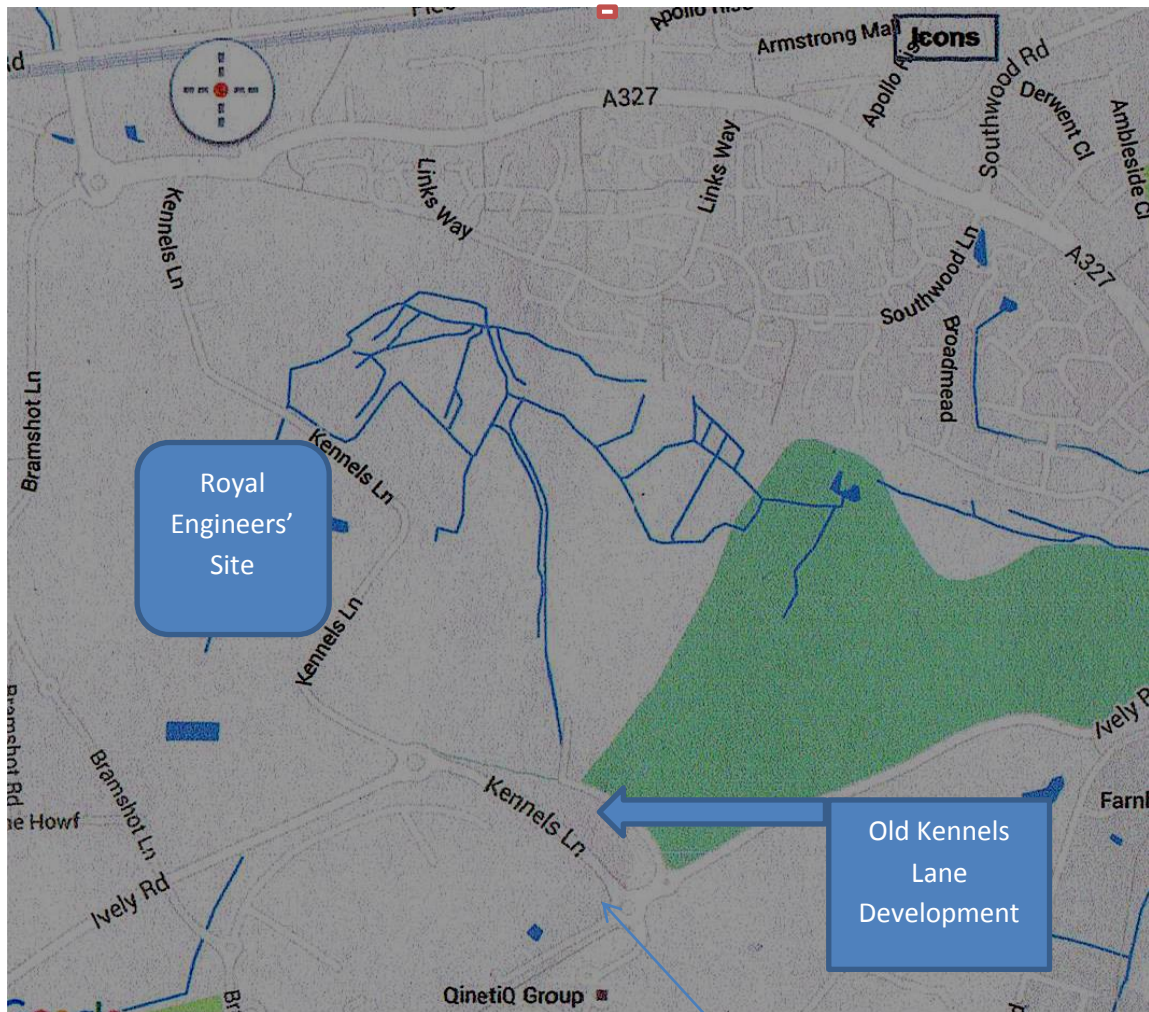


Fig 3c Development Proposals around Kennels Lane

Pystock Cottages site

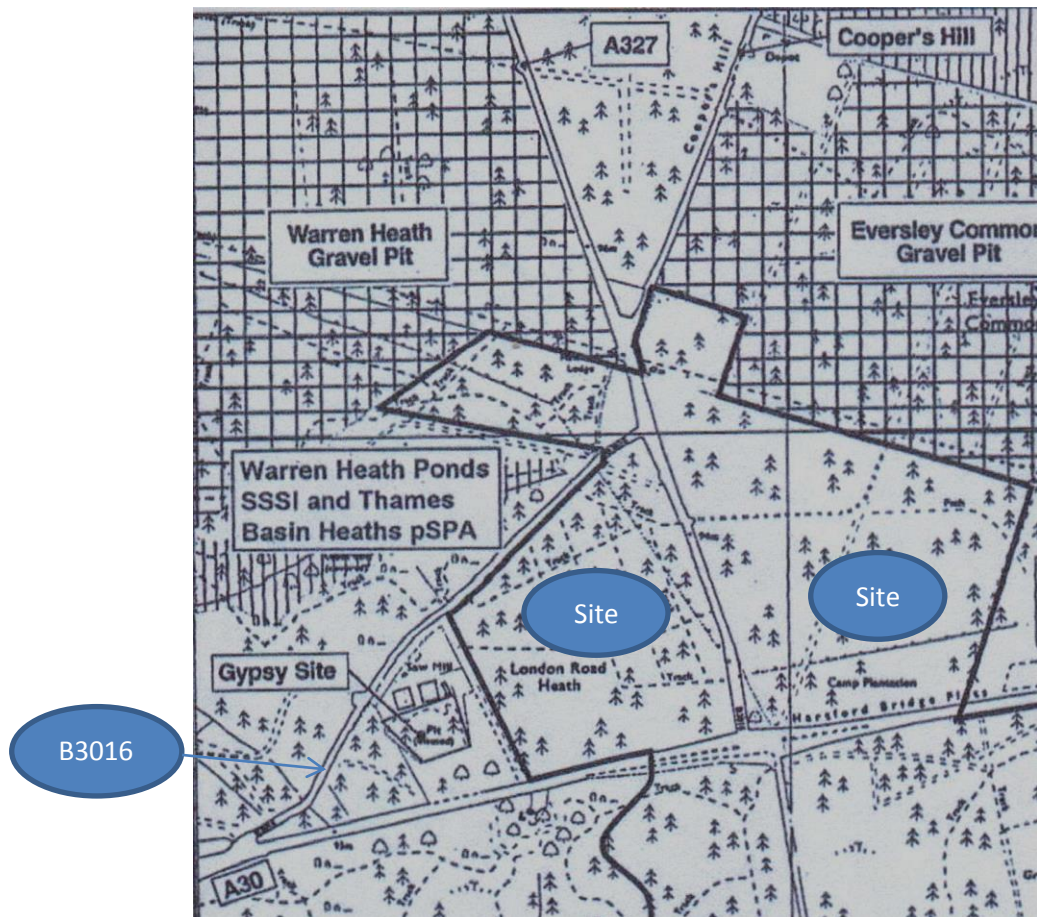


Fig 4 Development possibilities on Brown field sites at Bramshill.

Notes:

- 1) The vertical hatching is for an SSSI;
- 2) The box hatching is for gravel pits being refilled with waste and as such are Brownfield sites.