

FARNBOROUGH AIRPORT – PLANNING APPLICATION FOR EXPANDED AIR OPERATIONS

Reference: Farnborough Airport Planning Application – Rushmoor Borough Council reference 23/00794/REVPP validated 10 Nov 2023

I am the Chair of the Long Sutton & Well Parish Council, and, on behalf of the Parish Council and our community, I write to provide comments on the Farnborough Airport planning application at reference with respect to the proposed expansion and intensity of aircraft operations at the airport. The majority of our comments below were submitted in response to the planning consultation offered by Farnborough Airport, as Long Sutton & Well is located directly under the approach path to the airport, but we observe, were largely ignored. A relevant point for Rushmoor Borough Council to note, is that the Parish of Long Sutton & Well was not consulted by the CAA when an amendment to the approach paths to Farnborough Airport was completed, we understand, in 2020.

Before this planning application submitted by Farnborough Airport, complaints had already been received by the Parish Council from the Long Sutton & Well residents concerning the current number of the Farnborough Airport aircraft movements, combined with the type and weight category of aircraft flying directly over the village on approach to the airport; these complaints relate most especially to Farnborough Airport aircraft operations on Fridays, weekends and holiday periods which is the main focus of this planning application. These complaints are primarily related to detrimental environmental effects, both noise and light pollution (during night operations – eg. aircraft landing lights), as well as a potential reduction in property prices within Long Sutton & Well and local area due to persistent overflight by aircraft destined to Farnborough Airport.

The Parish Council offers the following specific comments:

- Increase of flight limit at weekends and public holidays from 8900 to 18900. This represents over double the current number of flights during weekends and public holidays, and this will, in turn, have a further significant detrimental effect on our community, and wider area, for the following reasons:
 - Frequency of overflight. Notwithstanding the fact that overflight of the aircraft over Long Sutton & Well is visibly obvious to residents, the Flight Radar24 tracking app, demonstrated that aircraft approach movements of up to one every couple of minutes during busy periods at weekends and public holidays (normally early to mid-morning and late afternoon onwards) was frequent. Given the location of Long Sutton & Well on the approach path this constant overflight is significant already in terms of noise (business jets on the approach path heights are not quiet when heard from the ground) and aircraft light effects (depending on time of day). Such a proposed increase in flights would be expected to expand the busy periods throughout the airport operating hours and, in turn, increase the detrimental effects on the village community as presented.
 - Increase in Environmental pollution. Inevitably an increase in overflight of Long Sutton & Well to the level proposed will inevitably increase environmental pollution from engine exhaust gases to a greater extreme, which is already not acceptable at the current levels.
- Increase in annual flight limit from 50,000 to 70,000 flights per year. Representing a circa 40% increase in aircraft movements this is a very significant indeed. Whilst understanding

that this number is not expected to reach the limit until 2040, what is not clear is the rate of growth per year of aircraft movements up to 2040? Linking to the preceding point, any increase in flights beyond what is an already substantial number would be of great concern to our community for the reasons stated above and would certainly not be acceptable.

- Increase restricted aircraft weight from 50-80 tonnes to 55-80 tonnes and related annual increase from 270-570 annual aircraft movements for non-weekdays. Farnborough airport have commented that this proposal may allow more modern aircraft of higher weight, but it will also allow larger, older aircraft to be used with commensurate increased environmental and noise pollution. This links to both preceding points.

As an overview point, given the well documented climate change effects of CO2 emissions on global warming, not least during this year, and the Government's policy to achieve net zero by 2050 it would appear to be counter intuitive, at best, to increase the number of aircraft movements at Farnborough Airport as is proposed, not least when the majority will be focussed on business jet services. More specifically, the Parish Council notes that aviation emissions are included within the restrictions of the Climate Control Act of 2008 and that there is:

- A requirement to reduce aviation emissions by 45% by 2030; and
- That there can be no expansion in aviation until aviation's emissions are reducing.

Rushmoor Borough Council will likely be aware, that a number of credible studies over recent years have highlighted the comparison of the use of business jet CO2 emissions per passenger versus flights on commercial airliners. An extract from a BBC study in 2021 provides statistics that demonstrate that the average business jet with a capacity of nine would represent emissions of 1.2 tonnes of CO2 per passenger per flight, whilst a commercial flight equivalent would represent circa .25 tonnes per passenger. There have been further studies since again highlighting the need to reduce business jet operations given these statistics. Therefore, notwithstanding local concerns within our community, this is a wider point that any increase in Farnborough Airport aircraft movements would be entirely detrimental to the environment and, arguably should be reduced rather than increased. Whilst this may be offset using biofuels (SAF), as highlighted by Farnborough Airport, the proportional difference between CO2 emissions per business jet passenger compared with passengers travelling on airline commercial airliners remains the same. Moreover, other potential technology developments such as electrically powered aircraft are unlikely to be commercially viable (certainly for business jets) or introduced sufficiently widely within the 2040 timescale, to make a material reduction in CO2 emissions that would offset the proposed increase in, or indeed, the existing number of aircraft flights in and out of Farnborough Airport.

In summary therefore, based on the preceding comments, the Parish Council of Long Sutton and Well offers a strong objection to the planning application as presented by Farnborough Airport.

Yours Faithfully,



J A Goodbourn
Chair,
Long Sutton and Well Parish Council