

Churt Parish Council's objection to Farnborough Airport's Application 25/00615/REV to increase the number of weekend and Bank Holiday flights and the increased use of heavier aircraft

Objection submitted to Rushmoor Borough Council on 18th December 2025

Churt Parish Council objects to the application 25/00615/REV and believes that the proposals to increase the number of weekend and Bank Holiday flights and the increased use of heavier aircraft will adversely impact the residents of Churt who live under the flightpaths to and from Farnborough and will increase the noise disturbance and air pollution that they suffer.

Churt Parish Council believes the application contravenes the following planning policies which are material considerations:

NPPF Paragraph 11a: The expansion of private jet flights envisioned by the application is not sustainable development, does not improve the environment and does not mitigate climate change

NPPF Paragraph 110: An expansion of weekend flying does not limit the need to travel and does not reduce congestion and emissions nor improve air quality and public health

NPPF Paragraph 161: Increasing the number of flights at weekends does not support the transition to net zero by 2050 nor does it shape places in ways that contribute to radical reductions in greenhouse gas emissions – in fact quite the opposite. . Rushmoor should insist that all existing flights should be made carbon- free before more weekend flights are contemplated.

NPPF Paragraph 189. The additional noise and air pollution from the increased number and timing of weekend flights does not conserve and enhance the landscape and scenic beauty of the Surrey Hills National Landscape and is of particular concern to the Churt residents who live in the National Landscape and are under the flightpaths.

The applicant states (Environmental Statement Vol 1) that “No areas within the current or proposed extensions of Surrey Hills National Landscape would experience any changes in noise levels or patterns that would exceed the lowest observed adverse effect level (LOAEL). As such the Proposal would not have any significant effects on noise or tranquillity within the National Landscape”. It provides no evidence to support this statement other than saying “*The Surrey Hills National Landscape is well outside of the LOAEL contour and therefore the study area* “. If they haven’t studied the Surrey Hills National Landscape no reliance should be placed on their statement that there will be no changes in noise levels or patterns.

Policy SP4 of the RBC Local Plan which states proposals to change the pattern, nature and/or number of business aviation movements will only be permitted provided a number of criteria are met. Condition 6 is that *flying at the most sensitive times of the day and week is limited to respect the amenities of residents in and adjoining Rushmoor Borough*;

Churt is in Waverley Borough that adjoins Rushmoor and therefore the Council, in determining this application, needs to consider how the amenities of Churt residents are respected. The applicants have failed to demonstrate this.

Flights at weekends and on Bank holidays are at sensitive times and the application is proposing an increase in such flights; this is the reverse of limiting.

Furthermore, we contend that condition 5, “*That economic benefits to the local and wider economy can be demonstrated.*” has not been satisfied. Many of the studies upon which the Needs Case document is based are from before or shortly after Covid. Weekday and non-weekday flights in 2024 are down on 2022 levels. Some 40% of flights are empty and weekend use appears to be mainly related to leisure rather than business with little benefit for the local and wider economy, particularly bearing in mind the harm caused.

Policy SP4.2 of the RBC Local plan which states proposals to change the pattern, nature and/or number of annual business aviation movements will only be acceptable if they (inter alia): *Maintain the same differential movement limit between weekday and weekends and bank holidays so that the proportion of weekend and bank holiday movements will not exceed 18% of the total overall maximum annual flight movement limit, excluding 'Other Aviation Activity'.*

Increasing the number of weekend and bank holiday movements to 13,500 would represent 27% of the 50,000 the total overall maximum annual flight movement which self evidently fails to meet this provision.

Policy IN2 of the RBC Local Plan. Increasing the number of weekend flights from Farnborough does not minimise the need to travel, especially when 40% of the aircraft currently flying are empty. Furthermore, the applicant has not taken appropriate measures to avoid the adverse impact on air quality on nature conservation sites such as the Flashes SAC & SPA in Churt Common as having excluded these areas from their study area they have failed to adequately measure pollution levels.

Policy NE4 of the RBC Local Plan: The applicant has failed to clearly demonstrate there will be no adverse effect on the Surrey Hills Natural Landscape, nor the Wealden Heaths National Nature Reserve, as they have not properly measured the biodiversity harm. Furthermore, they have failed to show any overriding public need for these flights

which outweighs the need to safeguard biodiversity and/or geodiversity nor have they shown there is no satisfactory alternative with fewer or no harmful impacts.

Churt Parish Council further notes that Rushmoor Borough Council adopted a Climate Change Strategy in 2019 in which it states that “The Council understands its duty to protect and care for the local environment and this is a significant priority for the Council”. To honour this duty this planning application should be rejected.

If, however, and contrary to our view, the Council is minded to approve the application we would request the inclusion of the following

- A condition requiring the Applicant to collect and publish more transparent flight data that clearly identifies the purpose of weekend and bank holiday flights and their destination/origin.
- A condition limiting weekend and bank holiday flights to new aeroplane types submitted for certification on or after 31 December 2017, and on or after 31 December 2020 for aircraft less than 55 tonnes in mass. (This would ensure that only quieter aircraft that meet the ICAO Chapter 14 noise standard are used).
- A condition to reduce or eliminate the usage of those aircraft that are complained about the most. For example, the Bombardier 350 produces a high-pitched screaming whistle that is distinctive and has been most complained about by Churt residents.