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Ref: L01221225jh
Your Ref: 25/00615/REV

Date: 22nd December 2025

By E-mail

Mr Jake Hamilton
Service Manager (Development Management)
Planning Department
Rushmoor Borough Council
Council Offices
Farnborough Road
Farnborough
Hampshire GU14 7JU

Dear Mr Hamilton

25/00615/REV: Crondall Parish Council approved response to Rushmoor Borough Council re Variation of Condition 2 (aircraft movements) and 6 (aircraft weight) and replacement of Conditions 7 (1:10,000 risk contour) and 8 (1:100,000 risk contour), of planning permission 20/00871/REVPP

Thank you for notifying Crondall Parish Council (CPC) of application 25/00615/REV and the details published on the Rushmoor Borough Council's (RBC) website. The application was considered at the full council meeting held on Monday, 15th December 2025, with several concerns raised, namely:

1. Impact on Residents

Whilst this application does not seek to raise the annual flight cap, CPC is concerned that the change to the flying pattern and dispersal of flights to increase weekend and bank holiday traffic, will have a disproportionate detrimental effect on residents.

The current restrictions exist to protect residents' weekend and bank holiday amenity, when aircraft noise is most intrusive, particularly in the summer months.

Additionally, with the greater concentration of flights over weekends and bank holidays, in the summer months comes an increased risk of more serious air pollution due to the prevalence of clement meteorological conditions, ie the accumulated air pollution will not readily disperse. This will directly impact the health of residents.

2. Conflict with the Rushmoor Local Plan

The Rushmoor Local Plan, endorsed through public enquiry, contains the following policy (SP4.2(4)) – *"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'.*

Any approval of this proposal will therefore be in full conflict with the RBC Local Plan, which was publicly examined, formally approved and remains a very strong material consideration.

Farnborough Aerodrome remains well below its 50,000-movement limit. As such, there is therefore no economic justification for removing a long-established policy that provides residents with essential respite.

3. Impact on wildlife (birds)

Furthermore, Natural England has already identified adverse impacts on Annex 1 bird breeding success from aircraft noise. Whilst this application does not increase the total number of flights per annum, it would increase weekend flights, precisely when the SPA experiences the highest visitor pressure. Large areas of the most overflow heath are closed during the week for military training, resulting in disturbance peaks at weekend through off-lead dogs and increased human activity. Adding more aircraft noise at this peak period heightens risk and should not be dismissed without evidence.

Planning Inspectors have repeatedly emphasised the need to cap weekend flights; in turn reflected in the 18% weekend movement limit under SP4.2. Indeed, the only claimed benefit is general economic growth for the operator; in turn implying higher actual annual usage and a greater cumulative impact on protected bird species.

4. Further environmental considerations

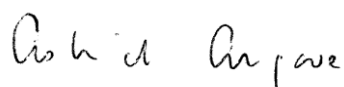
CPC is concerned by the lack of any material environmental evidence supporting the application. Climate change is currently one of the biggest threats to our world and is recognised as such by the international community.

Considering the UK's commitment to the Paris agreement, many local authorities have made positive steps to reduce their carbon footprint and be more environmentally sustainable. Hart District Council (HDC) declared a "Climate Emergency" in 2021 and it should be noted that both Hampshire County Council (HCC) and RBC did this in 2019. RBC produced a Climate Change Action Plan 2023-26 that seeks to mitigate the impact of climate change. These proposals clearly conflict with the overarching aim of this plan.

Indeed, the general trend is towards significantly reducing and in some cases banning private jet travel. Austria, France, Ireland and the Netherlands have all called on the EU to toughen laws to curb the impact of private jet travel.

In conclusion, it would seem that the application is in direct contradiction to prevailing environmental concerns, local noise and air pollution issues and we would ask that when considering this application RBC takes the issues described into account.

Yours sincerely



Astrid Angove
Parish Clerk – Crondall Parish Council