

For the attention of Airports Commission

Consultation on Discussion Paper 06 : Utilisation of the UK's Existing Airport Capacity

I am writing in response to the request for comments and observations regarding Discussion Paper 06 that was published by the Airports Commission on 9th June regarding utilisation of the UK's existing airport capacity. I am the only Independent elected member on Farnham Town Council and am the Town Council's agreed substitute representative on Farnborough Aerodrome Consultative Committee (FACC) although the views and opinions expressed in this e mail are my personal views and opinions and do not necessarily represent the collective views and opinions of Farnham Town Council.

I represent Upper Hale ward which is a ward of a wide mix of housing and population and includes Sandy Hill estate which has one of the highest levels of social deprivation in Surrey. The ward is also one of the areas that would be significantly affected by the proposed airspace changes in the Farnborough area.

The discussion paper refers to the public consultation exercise that TAG Farnborough has recently undertaken to introduce new airspace design (5.35) and, although the date for submissions has now closed, the conclusions and recommendations are not expected to be published until the end of the year. TAG Farnborough have reported that 3,500 responses were received to the consultation exercise and it should be noted that these have included a significant number of objections expressing concerns over the social, safety and environmental consequences on local residents if the changes in use of airspace were implemented as proposed. The concerns of local residents need to be taken into full account when considering the role Farnborough could play in meeting anticipated future higher demand for air travel.

Farnborough has a significantly higher utilisation capacity than is currently actually used and with increasing demand for air travel there will obviously be a temptation to use existing capacity first before any new airport capacity is built. In 2011 permission was given to increase the number of flights that TAG Farnborough could cater for from 28,000 to 50,000 per annum with the number of flights on weekends and on Bank Holidays being allowed to increase from 5,000 to 8,900 per annum. This increase was, however, only granted on appeal after the original application to Rushmoor Borough Council had been refused.

Farnborough is surrounded by a high density of residential population with further residential development proposed to meet housing need along with a local transport network of roads and railways that are already operating in places at peak times at capacities higher than for which they were originally designed for. As a consequence although capacity exists for increased use of Farnborough this should not be allowed because of the social, safety and environmental consequences any further increased use of Farnborough would have on the local population. Farnborough should also continue to be restricted for business aviation purposes only and not be allowed to be used for any scheduled or charter passenger services since the already congested local transport network could not adequately manage the additional transport demand that would be generated if scheduled and / or charter passenger services commenced operation from Farnborough.

I hope that these comments are helpful to you although if there is any further information that I can provide please do not hesitate to let me know. look forward to receiving your reply although in the meantime if there is any further information that you require please do not hesitate to let me know.

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