

THE LAND PLANNING AND DEVELOPMENT (GUERNSEY) LAW, 2005
AND THE LAND PLANNING AND DEVELOPMENT (GENERAL PROVISIONS)
ORDINANCE, 2007

NOTIFICATION OF GRANT OF PLANNING PERMISSION

PROPOSALS: Erect temporary site accommodation and facilities, install hardstanding and fencing associated with the development of an aircraft hangar with taxiway, apron and associated car parking area to west of existing Aero Club hangar (FULL/2013/1425).

LOCATION: Land adjacent to Airport, Les Nouettes, Forest.

APPLICANT: Mr L Moore

This permission is granted under the terms of Sections 15 and 16 of the Land Planning and Development (Guernsey) Law, 2005 (the 'Law').

Date of Grant of Permission: 09/01/2026

This notification of grant of permission refers solely to the proposals referred to above as described in your application received as valid on 09/10/2025 and the drawings referred to below. This grant of permission is subject to the following conditions:-

Drawing Nos: Civils Ltd - 2125-TEQ-1000 P5, 1001 P2 Bespoke Sleeper Specifications.
Ovia Lighting Scheme Proposal.
Garic: Waster Tank Details.

Application Ref: FULL/2025/1550

Property Ref: H00591A000+H00592A000

Conditions and reasons:-

1. All development authorised by this permission must be carried out and must be completed in every detail in accordance with the written application, plans and drawings referred to above. No variations to such development amounting to development may be made without the permission of the Authority under the Law.

Reason - To ensure that it is clear that permission is only granted for the development to which the application relates.

2. The development hereby permitted shall be begun within one year from the date of grant of this permission.

Reason - This condition reflects section 18(1) of the Land Planning and Development (Guernsey) Law, 2005 which states that planning permission ceases to have effect unless development is commenced within 3 years of the date of grant or such shorter period as may be specified in the permission.

3. The development hereby permitted and all the operations which constitute or are incidental to that development must be carried out in compliance with all such requirements of The Building (Guernsey) Regulations, 2012 as are applicable to them, and no operation to which such a requirement applies may be commenced or continued unless (i) plans relating to that operation have been approved by the Authority and (ii) it is commenced or, as the case may be, continued, in accordance with that requirement and any further requirements imposed by the Authority when approving those plans, for the purpose of securing that the building regulations are complied with.

Reason - Any planning permission granted under the Law is subject to this condition as stated in section 17(2) of the Land Planning and Development (Guernsey) Law, 2005.

4. The cabins, containers, fencing and hardstanding hereby approved shall be removed from the site in their entirety within 12 months of the date of their first installation.

Reason - In the interests of visual amenity and due to the temporary nature of the development proposed.

5. Within the next planting season following the removal of the cabins, containers, fencing and hardstanding, the land shall be reseeded and restored to its former condition as open agricultural land in accordance with a landscaping plan to be submitted to the Authority and approved in writing, prior to the removal of the cabins.

Reason - To protect the character and appearance of the area and the long term use of the land.

Expiry Date: This permission will cease to have effect on 08/01/2027 unless development is commenced by that date.

ADVICE AND OTHER REMARKS:-

1. The applicant is advised that they should check that the proposed tanks are able to be emptied by Guernsey Water or a private sewage collection company before installation. Secondly, that a waste spill kit is on site and available at all times.

2. The applicant is advised that the airport have requested tight foreign object debris control during works and suitable mitigation for the purpose of wildlife and habitat management during the development and restoration works.

Effect of planning permission:

Section 18 of the Land Planning and Development (Guernsey) Law, 2005 ('the Law') defines the effect of the planning permission hereby granted, namely:

- (1) Planning permission ceases to have effect unless the development permitted by it is commenced within a period of three years immediately following the date on which it is granted (or such shorter period as may be specified in the permission).
- (2) Planning permission enures for the benefit of the land concerned and of every person for the time being having an interest in it.
- (3) Any conditions subject to which planning permission is issued are enforceable in accordance with the provisions of Part V of the Law.
- (4) Planning permission for the erection of a building is only permission to use it for the purpose specified in the permission or, subject to any restriction so specified, for any other purpose for which it is designed.
- (5) Planning permission is only permission to carry out the development specified in it (subject to any conditions so specified), and does not imply the giving of any other approval or consent required under this Law or any other enactment or under any rule of law.

Right of appeal against planning decisions:

Your attention is drawn to the provisions of Section 68(1) of the Land Planning and Development (Guernsey) Law 2005, which provides a right of appeal, on the merits against a decision to grant planning permission subject to conditions (except a building condition), to the Planning Tribunal, which is independent of the States of Guernsey. An appeal to the Planning Tribunal under section 68 of the Law against this decision must be made before the expiry of the period of six months beginning with the date on which the Authority made this decision. The official Appeal Notice Forms are available on the States of Guernsey website at www.gov.gg/planningpanel and must be completed with all enclosures in multiples as requested and received within the six months deadline.

Copy of representations made:

In reaching this decision the Authority took into account any written consultations made under Section 11(1) of the Land Planning and Development (General Provisions) Ordinance, 2007 ('the Ordinance'). A copy of any consultation responses made under

section 11 will be included with this decision in accordance with section 19 of the Ordinance.

Other Remarks:

Please note that any work which abuts or affects the public highway requires prior approval by Traffic and Highway Services. Please contact Traffic & Highway Services (highways@gov.gg) for further advice. You must also ensure that any access/es to the development are constructed to meet the existing road/footway levels in accordance with their requirements.

This document is not a Building Licence and confers no approval under the Building Regulations.

A separate Building Control Licence may be required and it is the responsibility of the developer to ensure that ALL necessary consents are obtained and that any pre-commencement conditions are discharged prior to development being commenced.

A J ROWLES

Director of Planning
Planning Service



PLANNING APPLICATION REPORT

Application No: FULL/2025/1550
Property Ref: H00591A000+H00592A000
Valid date: 09/10/2025
Location: Land adjacent to Airport Les Nouettes Forest Guernsey
Proposal: Erect temporary site accommodation and facilities, install hardstanding and fencing associated with the development of an aircraft hangar with taxiway, apron and associated car parking area to west of existing Aero Club hangar (FULL/2013/1425).
Applicant: Mr L Moore

RECOMMENDATION - Grant: Planning Permission with Conditions:

1. All development authorised by this permission must be carried out and must be completed in every detail in accordance with the written application, plans and drawings referred to above. No variations to such development amounting to development may be made without the permission of the Authority under the Law.

Reason - To ensure that it is clear that permission is only granted for the development to which the application relates.

2. The development hereby permitted shall be begun within one year from the date of grant of this permission.

Reason - This condition reflects section 18(1) of the Land Planning and Development (Guernsey) Law, 2005 which states that planning permission ceases to have effect unless development is commenced within 3 years of the date of grant or such shorter period as may be specified in the permission.

3. The development hereby permitted and all the operations which constitute or are incidental to that development must be carried out in compliance with all such requirements of The Building (Guernsey) Regulations, 2012 as are applicable to them, and no operation to which such a requirement applies may be commenced or continued unless (i) plans relating to that operation have been approved by the Authority and (ii) it is commenced or, as the case may be, continued, in accordance with that requirement and any further requirements imposed by the Authority when approving those plans, for the purpose of securing that the building regulations are complied with.

Reason - Any planning permission granted under the Law is subject to this condition as stated in section 17(2) of the Land Planning and Development (Guernsey) Law, 2005.

4. The cabins, containers, fencing and hardstanding hereby approved shall be

removed from the site in their entirety within 12 months of the date of their first installation.

Reason: In the interests of visual amenity and due to the temporary nature of the development proposed.

5. Within the next planting season following the removal of the cabins, containers, fencing and hardstanding, the land shall be reseeded and restored to its former condition as open agricultural land in accordance with a landscaping plan to be submitted to the Authority and approved in writing, prior to the removal of the cabins.

Reason: To protect the character and appearance of the area and the long term use of the land.

INFORMATIVES

1. The applicant is advised that they should check that the proposed tanks are able to be emptied by Guernsey Water or a private sewage collection company before installation. Secondly, that a waste spill kit is on site and available at all times.
 2. The applicant is advised that the airport have requested tight foreign object debris control during works and suitable mitigation for the purpose of wildlife and habitat management during the development and restoration works.
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OFFICER'S REPORT

Site Description:

The site is located adjacent to the airport runway, and is comprised of flat, agricultural land. The southern half of the site is within the Agriculture Priority Area and the northern part of the site appears to be States owned land within the airport, and the remainder of the site is on land immediately adjoining the airport land.

The land to the east currently comprises a construction site for the aircraft hangar which was previously approved under FULL/2013/1425.

The site is Outside of the Centres as defined in the Island Development Plan.

Relevant History:

N/A

Existing Use(s):

Agricultural

Brief Description of Development:

The application proposes the erection of temporary site accommodation and facilities comprising of 10 x cabins to provide temporary accommodation, along with 2 x additional dining cabins along with 4 x additional, larger containers providing a separate toilet block, canteen, site office and tool storage. The application also includes associated hardstanding and fencing, and is required to support the erection of the aircraft hangar approved under FULL/2013/1425.

The application was initially submitted for 12 x temporary accommodation cabins, and was revised to 10 x single occupancy cabins and 2 x dining cabins following comments from Environmental Health and the need to meet the minimum requirements of the housing standards legislation.

Relevant Policies of any Plan, Subject Plan or Local Planning Brief:

GP1- Landscape Character and Open Land;

GP8- Design

GP9- Sustainable Development

IP4- Airport Related Development

OC5(A): Agriculture Outside of the Centres - within the Agriculture Priority Area (APA).

Representations:

Six letters of representation have been received and the key points of each have been summarised below:

- Destruction of existing ecosystems on the agricultural land by stockpiling of earth without planning permission, resultant loss of trees and wildlife.
- Land is of high agricultural importance so should be retained for this purpose and not destroyed.
- Access track is not a public right of way.
- Access track is a dirt track with tight bends, and is insufficient in width to facilitate access for regular trips or large vehicles. The track is in parish ownership and is not maintained by the States of Guernsey and so who will maintain it during/after construction works. Damage to existing hedges.
- Noise and disturbance from increased use of lane in otherwise quiet, undisturbed location with low traffic frequency.
- The development this proposal facilitates is for the benefit of a few, not the general public.
- Will the hardcore be removed from the agricultural land at the end of the development?
- Temporary use should be conditioned and no extensions to the time limit permitted.
- Dust from the stockpiled mounds of earth has harmful impact on neighbours.
- Alternative options should be explored.
- Loss of agricultural land.

- No site notice has been displayed at the access point to the site. (*Officer Note- this was raised with the Agent and confirmation was received that an additional notice was erected on the access gate 23/10/25*)
- Community safety risks- the proposal brings additional traffic to narrow lanes close to Forest Primary School which increases danger to pedestrians.
- Flood lights result in unwelcome light pollution in rural area.
- Concern regarding the need for the occupants of the new accommodation having been police checked and the proximity to Forest Primary. Previous incidents of crime during large scale projects relying on external temporary workforce.
- Private venture for individual profit and not in compliance with Policy IP4 which permits Airport expansion for strategically essential developments. No positive impact on wider community has been demonstrated.
- No EIA has been undertaken.

Consultations:

Forest Douzaine:

The Douzaine is unhappy that work has been allowed to commence without the relevant permissions in place. We have visited the site and are objecting to the use of the land even though it will be on a temporary basis whilst the hangar is being built. We feel that accommodation could have been found during the construction work.

Large amounts of earth have been cleared, trees uprooted and a vehicular access track with hard core has already been completed.

The Douzaine will be monitoring developments in the area. It is our view that all works should cease until such times the additional development is approved or rejected.

Guernsey Ports - Airport:

- From a pure aerodrome safeguarding perspective there are no safety issues with the proposal.
- Suitable mitigation is required for the purposes of Wildlife and Habitat Management and tight FOD control as not to attract additional wildlife within the aerodrome vicinity causing a potential increase in bird strike risk.
- Not related to planning requirements, but to help the local economy I would support exploring the use of the many hotels and accommodation to house the workforce to avoid the need for a temporary facility.

Environmental Health:

05/11/2025

I have reviewed the proposed plans to erect temporary site accommodation and facilities associated with the development of an aircraft hangar and associated works at the above site. There is currently insufficient information for me to comment fully on the application.

There is no information supplied within the application regarding foul water provision for the sleeper pods and I would request that the application provides more information about the foul water drainage at the site.

In addition, Section 5.2 of the Planning Statement references strategic placement of security lighting in all areas of the site. In order to assess whether the lighting could cause a detriment to the amenity of nearby neighbours, I would request that the applicant provides further details of this lighting scheme, including location and specification of the lighting proposed.

I would also like to highlight to the applicant that the proposed accommodation does not meet the minimum standards in terms of cooking and food preparation facilities. The Rented Dwellings (Minimum Standards) (Guernsey) Regulations, 2025, paragraph 3(2) requires (a) a space in which food can be washed and prepared, (b) two hob rings for cooking food, and (c) an oven for cooking food. I would welcome further information from the applicant on how these facilities will be provided.

10/11/2025

To provide clarity to the applicant, The Housing (Standards, Landlord Registration and HMO Licensing) (Guernsey) Ordinance, 2025 applies in this case because in this Ordinance

"rented dwelling" means a dwelling occupied by a person who is not the owner as living accommodation –

(a) for any period exceeding 30 days (which need not be continuous) in any calendar year, and

(b) in return for any reward (which need not be in money) or in connection with any employment (whether the employment is permanent or temporary, whether or not under a contract, and whether or not the employment is with the controller)

The legislation in Guernsey is different to the UK in that we have The Rented Dwellings (Minimum Standards) (Guernsey) Regulations, 2025 which details the essential facilities that must be provided within a rented dwelling, including cooking facilities.

Additional consultation responses following submission of revised plans:

24/12/2025

I have reviewed the proposed plans to “erect temporary site accommodation and facilities, install hardstanding and fencing associated with the development of an aircraft hangar with taxiway, apron and associated car parking area to west of existing Aero Club hangar (FULL/2013/1425)” which were received by email on 28th November 2025 and there are a number of issues of concern that I must raise. There is insufficient information to be able to comment on this application in full. I see the temporary accommodation pods are equipped with toilet/washing facilities, please can further information be provided to confirm waste water disposal? I.e are they intending to install a cesspit or connect to the mains sewage system?

I have reviewed the proposed lighting information. Providing the 10W LED Floodlight PIR IP65 CW are used with the movement sensor I would not have further comment on this aspect. It may further be required to adjust the angle of the flood light once installed to ensure light nuisance is not presented to properties in the area.

06/01/2026

I have reviewed the documents 2125TEQ- Garic Waste-Tank and the 2125-TEQ-1000P5 Temporary Accommodation and Site Facilities Plan - A1, which address my concerns for adequate drainage disposal provisions. However, I would advise that an informative is applied that the applicant ensures that the tanks are able to be emptied by Guernsey Water or that a private sewage collection company is engaged, prior to installation. Secondly, that a waste spill kit is on site.

Building Control:

No issues raised. Guernsey Fire & Rescue have confirmed that they can access the site in an appliance following a trial visit.

Summary of Issues:

The key considerations of this application relate to the principle of the development, the impact on neighbours and traffic, the visual impact of the proposal and any impact on the airport.

Assessment against:

- 1 - Purposes of the law.**
- 2 - Relevant policies of any Plan, Subject Plan or Local Planning Brief.**
- 3 - General material considerations set out in the General Provisions Ordinance.**
- 4 - Additional considerations (for protected trees, monuments, buildings and/or SSS's).**

The proposed temporary installation of 10 x sleeper cabins, 2 x and 4 x larger storage containers will provide tool storage, toilets, canteen and site office, along with temporary accommodation and site welfare and facilities for those involved in the construction of the hangar on the adjacent site. It is understood that the storage containers are required to provide facilities for both the site workers who are occupying the cabins and those working on the adjacent site but who are resident elsewhere as welfare facilities.

Policy IP4 supports the expansion of airport related uses on land which adjoins the airport or is in close proximity, assessing each application on a case-by-case basis depending upon the nature of the use proposed and the impact of the development. Such applications would be supported where they would:

- a. Complement and support the efficient and effective operation of the airport; or,
- b. Enhance the contribution the airport makes to the economy through ancillary development.

The policy also advises that where the site is immediately adjoining airport land the proposal will also need to demonstrate the following additional criteria:

- c. That there are no suitable sites available on airport land on which the development could be located; and,
- d. The development will not have unacceptable adverse impacts on adjoining uses; and,
- e. The proposals accord with the Principal Aim and relevant Plan Objectives and General Policies of the Island Development Plan (IDP).

The application explains that the construction of the hangar requires a peak on-site workforce of 25 personnel, comprising a mix of local labourers and 10 off-island skilled specialists who will require accommodation. The off-island specialists are required to provide skills not available locally, such as the steel frame erection. Each cabin will provide single occupancy sleeping, resting and personal storage facilities with two additional cabins for dining and amenity space.

The application details the lack of suitable alternative accommodation, as there is a limited supply of hotels and rental properties suitable for short term construction personnel, they are not suitable for 12 months particularly given the need for irregular working patterns, welfare separation and compliance with construction health and safety standards. Local accommodation providers have confirmed that long-term workforce housing is not welcomed as it would disrupt existing business models and guest expectations, and even where availability may be possible, the cost of accommodating 10 personnel for one year would be prohibitive and displace tourism visitors from an existing small tourist accommodation business.

There is no suitable land within the airport boundary which can accommodate temporary cabins and welfare facilities without creating significant operational, safety and logistical issues. The proposed site is the only practical location that ensures proximity to the hangar construction while avoiding interference with airport operations. Onsite accommodation minimises vehicle movements and improves worker welfare, and centralising welfare facilities on site streamlines construction activities and improves efficiency.

The proposed temporary development supports the longer-term development strategy of the airport, providing better facilities for modern business jets which is currently minimal, which means the new parking hangar contributes to the airport's longer-term efficiency and service capacity.

The proposed accommodation is needed to house 10 additional workers whose skills cannot be found on-island, and only on a temporary basis, this provision is therefore considered as essential development to secure the implementation of the extant hangar scheme, which is an ancillary development to the airport, and will in turn enhance the contribution the airport makes to the economy. The proposal therefore facilitates the expansion and enhancement of an ancillary airport development through the support of its construction and operational needs.

With regard to Policy IP4 criterion e, the Principal Aim and relevant Plan Objectives of the IDP are the overarching guidelines which inform the policies of the plan. To address this, the proposal details how construction of the hangar is a strategic airport related development which enhances operational capacity and contributes to the local economy, therefore supporting a sustainable economy and employment. The cabins are temporary and will be conditioned as such, and the land will be fully restored via seeding after 12 months ensuring minimal long-term impact on the landscape, this ensures an appropriate and efficient use of land and proportionate land use. The landscape character and environment will be safeguarded by the positioning and height of the cabins having a low visual impact, and the restoration of the land following the cessation of the use. The proposal supports the economy, enables strategic airport development and minimises landscape impact, and so does not conflict with the overarching objectives of the Island Development Plan.

The impact of the development on the neighbours is considered generally acceptable, the visual impact will be limited by the single storey, flat roof height and position against the general backdrop of the airfield. The design of the cabins is functional, but considering the limited temporary period involved, the proposal is unlikely to have a significant adverse effect on the landscape character and visual amenity of the area, in accordance with Policy GP1, and GP8

The proposal will result in a loss of some land within the APA as the southern section of the site is designated as such, however this is acceptable in policy terms as long as the proposal complies with all other policy considerations and will only result in a temporary loss of this land for a twelve month period prior to its restoration.

The cabins are located approx. 67m away from the nearest residential neighbours which is sufficient to avoid significant impacts, however the vehicular access for the cabins and service vehicles is along the existing access track from Les Nouettes. This track is understood to be a private horticultural access, and neighbour representations have stated that this is not a public right of way and also raised concerns regarding damage to surrounding hedges, earthbanks and the cost of wear and tear resulting in its use by construction traffic, service vehicles etc. however, these are not material planning considerations. All decisions made by the Authority are without prejudice to third party rights, and the Authority is not able to address civil matters such as boundary, third party disputes or other related matters of ownership. Where necessary such cases should be resolved by seeking legal advice.

The comments regarding the increase in crime have been noted however these appear to be general presumptions about the potential occupants. As the proposed use does not provide a reasonable basis for concern this is not considered to be a material consideration in the determination of the application.

There is likely to be some increase in noise and disturbance from the use of the access track by workers, service vehicles and others and this will have some impact on the neighbours, particularly as traffic levels in this area are generally very low.

However, as an access to agricultural land, tractors and other vehicles could currently regularly access the site which would also generate some noise and disturbance and given the temporary nature of the use this is, on balance, not considered harmful enough to warrant the refusal of the application.

The neighbour comments received in relation to the dust and stockpiled materials are noted, however these works were undertaken without planning permission and do not form part of this application.

Environmental Health are content that the proposed lighting will be acceptable when used with the movement sensor as stated. This can be reconsidered once installed, and the angle of the flood lights can be adjusted if it proves to be a nuisance to neighbours. This would be subject to control by Environmental Health.

The foul water drainage is separated in three rows, each with a surface-mounted foul pipe, sloping approximately 1-2% towards a dedicated above ground collection tank. The tanks will be periodically emptied via the established vehicle route (as agreed with Guernsey Airport), located north of the dividing bund, ensuring safe and managed removal of all wastewater. Environmental Health are satisfied with this, requesting that the applicant ensures that Guernsey Water are able to empty the tanks, or that private sewage emptying is arranged prior to installation.

Guernsey Airports have considered that suitable mitigation is required for the purposes of wildlife and habitat management and foreign object debris and the applicants will be notified of this by use of an information note.

To ensure the appropriateness of the development and to prevent permanent residential use of the site it is considered necessary to condition the installation of the site accommodation and facilities, along with the ancillary hardstanding and fencing to be temporary only, for a period of 12 months as this has been identified by the Agent as adequate time to ensure the construction work is completed. In addition to this a condition is required to ensure the land is restored to its previous condition as agricultural land within the planting season following the removal of the cabins. It is also recommended that the period of validity of the consent be limited to one year to ensure timely implementation.

Approval is therefore recommended on this basis, subject to relevant and necessary conditions.

Date: 09/01/2026

