

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 new aircraft storage hangar and associated works to west of previously approved aircraft hangar.

LOCATION: Land Adjacent to Guernsey Airport, Les Nouettes, Forest.

APPLICANT: Cassutt Special Ltd

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: 12/05/2026

This notification of grant of permission refers solely to the proposals referred to above as described in your application received as valid on 20/02/2026 and the drawings referred to below. This grant of permission is subject to the following conditions:-

Drawing Nos: Civils Contracting Ltd - 2125-F2-001 P1, 002 P1, 100 P1, 101 P1, 200 P1, 201 P1, Landscaping Statement,

Application Ref: FULL/2026/0317

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 3 years 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. Please note this is one condition with multiple sub-sections:

(i) No development shall commence on site (including demolition and site works) until there has been submitted to and approved in writing by the Authority:

(a) A desktop study documenting all the previous and existing land uses of the site and adjacent land in accordance with national guidance as set out in Land Contamination Risk Management (LCRM) and BS10175:2001+A2:2017 - Investigation of Potentially Contaminated Sites - Code of Practice;

and unless otherwise agreed in writing by the Authority,

(b) a site investigation report documenting the ground conditions of the site and incorporating chemical and gas analysis identified as appropriate by the desk top study in accordance with BS10175;

and, unless otherwise agreed in writing by the Authority,

(c) a detailed scheme for remedial works and measures to be undertaken to avoid risk from contaminants and/or gases when the site is developed and proposals for future maintenance and monitoring. Such scheme shall include nomination of a competent person to oversee the implementation of the works.

(ii) If determined to be required the development hereby permitted shall not be occupied or brought into use until there has been submitted to the Authority verification by a competent person approved under the provisions of subsection (i)(c) of this condition that any remediation scheme required and approved under the provisions of subsection (i)(c) of this condition has been implemented fully in accordance with the approved details (unless varied with the written agreement of

the Authority in advance of implementation). Unless otherwise agreed in writing by the Authority such verification shall comprise:

- A. as built drawings of the implemented scheme;
- B. photographs of the remediation works in progress;
- C. certificates demonstrating that imported and/or material left in situ is free from contamination.

Thereafter the scheme shall be monitored and maintained in accordance with the scheme approved under subsection (i)(c) of this condition.

Reason - To make sure that the site, when developed is free from contamination, in the interests of public health and safety.

5. No development shall take place until details of external lighting have been submitted to and approved in writing by the Authority. The external lighting shall be installed in accordance with the approved details and thereafter retained as such unless a variation is subsequently submitted to and approved in writing by the Authority.

Reason - To ensure a satisfactory form of development and prevent harm to neighbouring amenity.

6. The development hereby approved, shall be used as a hangar for the storage of aircraft only and for no other purpose including for any engineering or maintenance operations (other than first line maintenance and essential checks) whatsoever at any time.

Reason - The permission is limited to the specific use applied for and subject to such restriction can be met on site without unacceptable harm to neighbouring amenity and to ensure that the development will be used for the primary purpose for which it has been designed and approved.

7. Prior to commencement of the development hereby approved, details of the ridge height and finished floor level of the building hereby approved shall have been submitted to and approved in writing by the Authority. Such levels shall be relative to an ordnance datum or such other fixed feature as may be agreed in writing by the Authority. The development shall be carried out only in accordance with the approved details.

Reason - In the interests of visual amenity.

8. The landscaping scheme shall be fully completed, in accordance with the details provided in the Environment Guernsey Landscaping Statement dated Feb 2026, in the first planting season following the first use of any part of the development or completion of the development whichever is the sooner, or in accordance with a programme previously agreed in writing by the Authority. Any plants removed,

dying, being severely damaged or becoming seriously diseased, within 5 years of planting shall be replaced in the following planting season by plants of a size and species similar to those originally required to be planted. The grassland area shall be protected and maintained for a minimum period of 5 years following first planting.

Reason - To ensure a satisfactory external appearance in the interests of visual amenity and to secure biodiversity enhancements.

9. Prior to the commencement of works, the required updated IFP Assessment shall be carried out and approved by Guernsey Airport and written confirmation of this approval shall be provided to the Authority.

Reason - To ensure that there are no technical or safety issues which may impact the operation of Guernsey Airport.

10. No materials to be used on the exterior of the building shall be placed on the site until such time as samples of those materials have been submitted to the Authority. Only materials agreed in writing by the Authority shall be used in carrying out the development.

Reason - To secure the satisfactory appearance of the completed development.

Expiry Date: This permission will cease to have effect on 11/05/2029 unless development is commenced by that date.

ADVICE AND OTHER REMARKS:-

With reference to condition 4, a desktop study shall be the very minimum standard accepted. Pending the results of the desktop study, the applicant may have to satisfy the requirements of criteria (b) and (c) of that condition, however, this will all be confirmed in writing.

The phased risk assessment should be carried out also in accordance with the procedural guidance and UK policy.

The site is known to be or suspected to be contaminated. Please be aware that the responsibility for the safe development and secure occupancy of the site rests with the developer.

It is strongly recommended that in submitting details in accordance with the above condition that the applicant has reference to Land Contamination risk management available at <https://www.gov.uk/guidance/land-contamination-risk-management>.

The application site is located within an area of known archaeological importance and your attention is drawn to the provisions of the Island Development Plan, Annex VIII on Archaeological Assessment.

It is desirable that access be granted to the States' Archaeologist, Culture & Heritage Service, and that you contact them to make arrangements for archaeological recording during any earth moving on the site.

Specifically, it is requested that the Archaeology Officer be provided with the opportunity to investigate the site before any development takes place, either by digging test pits in advance of any works or maintaining a watching brief on topsoil removal when the development begins.

The Archaeology team can be contacted on 01481 220729 or 01481 220722 , or mobiles 07781 102219 or 07911 721210.

The applicant is advised that no permission is hereby conferred for the proposed apron. This is marked as indicative on the submitted plans and in the absence of details has not been formally assessed. A separate planning application would be required for the apron.

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/2026/0317
Property Ref: H00591A000+H00592A000
Valid date: 20/02/2026
Location: Land Adjacent to Guernsey Airport Les Nouettes Forest
Guernsey GY8 ODS
Proposal: Erect new aircraft storage hangar and associated works to
west of previously approved aircraft hangar.
Applicant: Cassutt Special Ltd

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 3 years 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. Please note this is one condition with multiple sub-sections:

(i) No development shall commence on site (including demolition and site works)

until there has been submitted to and approved in writing by the Authority:

(a) A desktop study documenting all the previous and existing land uses of the site and adjacent land in accordance with national guidance as set out in Land Contamination Risk Management (LCRM) and BS10175:2001+A2:2017 - Investigation of Potentially Contaminated Sites - Code of Practice;

and unless otherwise agreed in writing by the Authority,

(b) a site investigation report documenting the ground conditions of the site and incorporating chemical and gas analysis identified as appropriate by the desk top study in accordance with BS10175;

and, unless otherwise agreed in writing by the Authority,

(c) a detailed scheme for remedial works and measures to be undertaken to avoid risk from contaminants and/or gases when the site is developed and proposals for future maintenance and monitoring. Such scheme shall include nomination of a competent person to oversee the implementation of the works.

(ii) If determined to be required the development hereby permitted shall not be occupied or brought into use until there has been submitted to the Authority verification by a competent person approved under the provisions of subsection (i)(c) of this condition that any remediation scheme required and approved under the provisions of subsection (i)(c) of this condition has been implemented fully in accordance with the approved details (unless varied with the written agreement of the Authority in advance of implementation). Unless otherwise agreed in writing by the Authority such verification shall comprise:

- A. as built drawings of the implemented scheme;
- B. photographs of the remediation works in progress;
- C. certificates demonstrating that imported and/or material left in situ is free from contamination.

Thereafter the scheme shall be monitored and maintained in accordance with the scheme approved under subsection (i)(c) of this condition.

Reason - To make sure that the site, when developed is free from contamination, in the interests of public health and safety.

5. No development shall take place until details of external lighting have been submitted to and approved in writing by the Authority. The external lighting shall be installed in accordance with the approved details and thereafter retained as such unless a variation is subsequently submitted to and approved in writing by the Authority.

Reason - To ensure a satisfactory form of development and prevent harm to

neighbouring amenity.

6. The development hereby approved, shall be used as a hangar for the storage of aircraft only and for no other purpose including for any engineering or maintenance operations (other than first line maintenance and essential checks) whatsoever at any time.

Reason - The permission is limited to the specific use applied for and subject to such restriction can be met on site without unacceptable harm to neighbouring amenity and to ensure that the development will be used for the primary purpose for which it has been designed and approved.

7. Prior to commencement of the development hereby approved, details of the ridge height and finished floor level of the building hereby approved shall have been submitted to and approved in writing by the Authority. Such levels shall be relative to an ordnance datum or such other fixed feature as may be agreed in writing by the Authority. The development shall be carried out only in accordance with the approved details.

Reason - In the interests of visual amenity.

8. The landscaping scheme shall be fully completed, in accordance with the details provided in the Environment Guernsey Landscaping Statement dated Feb 2026, in the first planting season following the first use of any part of the development or completion of the development whichever is the sooner, or in accordance with a programme previously agreed in writing by the Authority. Any plants removed, dying, being severely damaged or becoming seriously diseased, within 5 years of planting shall be replaced in the following planting season by plants of a size and species similar to those originally required to be planted. The grassland area shall be protected and maintained for a minimum period of 5 years following first planting.

Reason - To ensure a satisfactory external appearance in the interests of visual amenity and to secure biodiversity enhancements.

9. Prior to the commencement of works, the required updated IFP Assessment shall be carried out and approved by Guernsey Airport and written confirmation of this approval shall be provided to the Authority.

Reason - To ensure that there are no technical or safety issues which may impact the operation of Guernsey Airport.

10. No materials to be used on the exterior of the building shall be placed on the site until such time as samples of those materials have been submitted to the Authority. Only materials agreed in writing by the Authority shall be used in carrying out the development.

Reason - To secure the satisfactory appearance of the completed development.

INFORMATIVES

With reference to condition 4, a desktop study shall be the very minimum standard accepted. Pending the results of the desktop study, the applicant may have to satisfy the requirements of criteria (b) and (c) of that condition, however, this will all be confirmed in writing.

The phased risk assessment should be carried out also in accordance with the procedural guidance and UK policy.

The site is known to be or suspected to be contaminated. Please be aware that the responsibility for the safe development and secure occupancy of the site rests with the developer.

It is strongly recommended that in submitting details in accordance with the above condition that the applicant has reference to Land Contamination risk management available at <https://www.gov.uk/guidance/land-contamination-risk-management>.

The application site is located within an area of known archaeological importance and your attention is drawn to the provisions of the Island Development Plan, Annex VIII on Archaeological Assessment.

It is desirable that access be granted to the States' Archaeologist, Culture & Heritage Service, and that you contact them to make arrangements for archaeological recording during any earth moving on the site.

Specifically, it is requested that the Archaeology Officer be provided with the opportunity to investigate the site before any development takes place, either by digging test pits in advance of any works or maintaining a watching brief on topsoil removal when the development begins.

The Archaeology team can be contacted on 01481 220729 or 01481 220722 , or mobiles 07781 102219 or 07911 721210.

The applicant is advised that no permission is hereby conferred for the proposed apron. This is marked as indicative on the submitted plans and in the absence of details has not been formally assessed. A separate planning application would be required for the apron.

OFFICER'S REPORT

Site Description:

The site is located adjacent to the airport. The southern third of the site is within the Agriculture Priority Area (APA). The northern third appears to be States' owned land within the airport, with the remainder of the site agricultural land immediately adjoining the airport land.

The land to the east currently comprises a construction site for an aircraft hangar which was previously approved under FULL/2010/3669 and FULL/2013/1425. Part of the site is also currently being used for the siting of temporary accommodation cabins, and building material for the construction works, although this is for a temporary period only and conditioned to be restored to agricultural land.

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

Relevant History:

Hangar approved at adjacent site to east:

FULL/2010/3669

Erect an aircraft hangar with taxiway, apron and associated car parking area to west of existing Aero Club hangar and erect sign at La Planque Lane and Les Nouettes junction (revised scheme).

Approved 29/05/2012

FULL/2013/1425

Variation to plans previously approved to erect an aircraft hangar with taxiway, apron and associated car parking area to west of existing Aero Club hangar- (Revised hangar doors on north elevation and roller shutter door on south elevation)

Approved 08/08/2013

Application site:

FULL/2025/1872

Storage of associated building material on site for temporary period (retrospective).

Approved 12/03/2026

FULL/2025/1886

Erect plant and bin store, alterations to existing earthbanks, install hardstanding to create passing point and alter parking layout (Part Retrospective).

Approved 26/03/2026

Existing Use(s):

Agricultural

Brief Description of Development:

The application proposes the erection of an aircraft storage hangar and associated operational hardstanding to the south of the site.

The proposed hangar is 61m by 38m, with a monopitch roof 10.4m in height to the north elevation and 7m to the south elevation.

An apron is required to the north of the site to facilitate airside access from the Airport, but this is marked as indicative and subject to later agreement with the

airport. In the absence of details, this aspect of the proposal is not under consideration in this application.

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

GP1- Landscape Character and Open Land;

GP8- Design

GP7 - Archaeology

GP9- Sustainable Development

IP4- Airport Related Development

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

Representations:

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

- Impact on the rural character of the area and views from nearby dwellings.
- Land is conditioned to be restored to agricultural land by 2027 which should prevent any further development on the site.
- Land is within APA which means that it should be safeguarded for agriculture and not developed for such a purpose.
- Potential for more hangar developments to follow this along the airport boundary.
- Covering letter states that it will be of a similar height to the hangar but to house larger jets so will it actually be higher?
- Field has been cleared by developer prior to submission of application and damaged local environment.
- Major development with significant visual impact, scale of development is incongruous to surrounding rural area and low bungalows.
- Concern for amenity of nearby residential dwellings, approx. 75m away, particularly regarding noise.
- Boundary hedging proposed is too small to screen and mitigate the development in the landscape.
- The economic benefit to Guernsey is overstated, it is a benefit for the owners of the two private aircraft only.
- Local residents have been told to remove glasshouses and raised bed from APA land, it is unfair to allow such development on the same land.
- No evidence submitted to support the claims that the proposal will be an economic enabler. The scheme will provide little, if any, benefit to the average islander.
- Potential loss of fruit bearing trees/bushes along boundary of airport and planting of non-native species.
- Bird strike report is not specific to Guernsey and notes the presence of species which are rare to the island.

Consultations:

Forest Douzaine:

The Forest Douzaine met this evening to discuss this application. We are very concerned that this is a second hangar in the area which is using up further agricultural land. We have concerned residents in the area whom live adjacent to the project and are very upset due to the size of the project and that there will be additional noise from the aircraft using the hangars. The Douzaine would like to register an objection to the further development in the area.

Guernsey Ports - Airport:

The Airport has reviewed the proposal to develop a business jet hangar on land immediately adjoining the aerodrome and to connect to airport services.

a) Complement and support the efficient and effective operation of the airport.

The proposed hangar development is considered to complement and support the efficient and effective operation of the airport, subject to appropriate design and operational controls.

Specifically,

- The provision of dedicated hangarage for business aviation enhances operational resilience, reducing apron congestion and improving airport parking efficiency.
- Integration with airport services (fuel, ground handling, and access control for airside areas) supports orderly airside operations and reduces ad hoc or inefficient servicing arrangements (subject to defined operational procedures).
- The proposal aligns with the airport's objective to optimise infrastructure utilisation while maintaining safe and compliant operations (subject to compliance with CAP 791 processes).

However, this support is conditional upon:

- No infringement of Obstacle Limitation Surfaces (OLS) or safeguarded areas; Currently an IFP assessment has only been conducted for 11m height and did not identify IFP infringements that altered operational parameters. This assessment is to be re-issued at the proposed height to ensure no operational impact to IFPs.
- Maintenance of airside security integrity and controlled access arrangements;
- No adverse impact on aircraft manoeuvring areas, taxi flows, or emergency access routes;
- Full compliance with CAP 791 processes to support safe and compliant integration with airport services and license conditions, including corrective actions undertaken to address issues highlighted in technical reports (i.e. IFP assessments, Wildlife Hazard Management Reports etc).

b) Enhance the contribution the airport makes to the economy through ancillary development.

The development is considered to positively enhance the airport's economic contribution through ancillary aviation activity.

In particular:

- Business aviation infrastructure supports high-value connectivity, facilitating corporate travel, inward investment and enhances operational viability.
- The hangar introduces commercial diversification, strengthening the airport's role as enabler of economic activity beyond scheduled passenger services.
- There is potential for employment generation (engineering, handling, and support services) and increased utilisation of local aviation services.

c) No suitable sites available on airport land.

It is acknowledged that aerodrome land is a constrained and safeguarded resource, prioritised for core operational infrastructure and safety-critical functions.

Based on current land use:

- There are limited suitable plots within the airport boundary capable of accommodating a hangar of this scale without displacing essential operational uses.
- Development within the aerodrome perimeter is further constrained by runway strip requirements, RESA, taxiways, safeguarded surfaces, and existing operational infrastructure.
- The use of immediately adjoining land for this type of development is therefore justifiable, provided that full integration with airport operational, safety, and security requirements is achieved.

In summary, the airport supports the proposal in principle against criteria (a), (b) and (c), subject to detailed design, safeguarding, safety, and operational assessments demonstrating no adverse impact on the safe and efficient operation of the aerodrome.

Further technical review will be required throughout the project, including safeguarding, airside interface arrangements, and compliance with applicable aviation regulatory requirements. Also, the applicant shall bear all costs associated with capital investment and airport project resource required to facilitate connection of the hangar to the designated airside apron and existing aerodrome infrastructure, including any modifications necessary to achieve compliance with applicable aerodrome regulatory and operational requirements.

Office of Environmental Health and Pollution Regulation:

I have reviewed the proposed plans to erect a new aircraft storage hangar with associated works to the west of a previously approved aircraft hangar. There are some issues of concern that I must raise.

The proposed development involves the breaking of ground on a site that is potentially contaminated from historic or existing contaminants, due to the proximity of the airport and current PFAS bunds. Contamination at the site could

include Per- and Polyfluoroalkyl Substances (PFAS). Of particular concern are Perfluorooctanesulfonic acid (PFOS) and Perfluorooctanoic acid (PFOA), which are persistent contaminants known to pose risks to controlled waters and human health if soils are disturbed or mobilised.

Considering the above, I recommend that the following condition is attached to any consent to ensure that potential contamination risks are appropriately assessed and managed. The applicant must ensure that PFAS is considered within any reports submitted in relation to potentially contaminated land:

- **Please note this is one condition with multiple sub-sections:**

(i) No development shall commence on site (including demolition and site works) until there has been submitted to and approved in writing by the Authority:

(a) A desktop study documenting all the previous and existing land uses of the site and adjacent land in accordance with national guidance as set out in Land Contamination Risk Management (LCRM) and BS10175:2001+A2:2017 - Investigation of Potentially Contaminated Sites - Code of Practice;

and unless otherwise agreed in writing by the Authority,

(b) a site investigation report documenting the ground conditions of the site and incorporating chemical and gas analysis identified as appropriate by the desk top study in accordance with BS10175;

and, unless otherwise agreed in writing by the Authority,

(c) a detailed scheme for remedial works and measures to be undertaken to avoid risk from contaminants and/or gases when the site is developed and proposals for future maintenance and monitoring. Such scheme shall include nomination of a competent person to oversee the implementation of the works.

(ii) If determined to be required the development hereby permitted shall not be occupied or brought into use until there has been submitted to the Authority verification by a competent person approved under the provisions of subsection (i)(c) of this condition that any remediation scheme required and approved under the provisions of subsection (i)(c) of this condition has been implemented fully in accordance with the approved details (unless varied with the written agreement of the Authority in advance of implementation). Unless otherwise agreed in writing by the Authority such verification shall comprise:

- A. as built drawings of the implemented scheme;
- B. photographs of the remediation works in progress;
- C. certificates demonstrating that imported and/or material left in situ is free from contamination.

Thereafter the scheme shall be monitored and maintained in accordance with the scheme approved under subsection (i)(c) of this condition.

Informatives/Advice Notes

With reference to condition **XX** a desktop study shall be the very minimum standard accepted. Pending the results of the desktop study, the applicant may have to satisfy the requirements of criteria (b) and (c) of that condition, however, this will all be confirmed in writing.

The phased risk assessment should be carried out also in accordance with the procedural guidance and UK policy.

The site is known to be or suspected to be contaminated. Please be aware that the responsibility for the safe development and secure occupancy of the site rests with the developer.

It is strongly recommended that in submitting details in accordance with the above condition that the applicant has reference to Land Contamination risk management available at <https://www.gov.uk/guidance/land-contamination-risk-management>.

I also note the proposal to install lighting at the finished development. To ensure residents living nearby are not unduly or unreasonably affected by light disturbance, I would recommend that the following condition is attached to any consent to ensure resident amenity is protected:

- No development shall take place until details of external lighting have been submitted to and approved in writing by the Authority. The external lighting shall be installed in accordance with the approved details and thereby retained as such unless a variation is subsequently submitted to and approved in writing by Authority.

I would be grateful if these issues are considered during the determination of this application.

States' Archaeologist

In 2012/13 we excavated four test-pits in field adjacent to the east (with the approved planning application FULL/2013/1425). These revealed a small quantity of prehistoric pottery and flint, some of which was identified in a ditch, presumably indicative of some prehistoric settlement or occupation.

It is possible that this occupation extends further to the west, beneath the field that is the subject of the current application. The stockpiling of soil, subsoil and aggregate on this field renders it impossible to assess the current ground condition and precludes any investigative work, so the best alternative option would be to request that when the footings trenches are excavated, we are given the opportunity to visit the site and record anything of archaeological interest.

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 proposal is for the erection of a new aircraft storage hangar for two aircraft, along with associated hardstanding and works. The proposal has only airside access, with no landside access proposed.

The proposal will result in a loss of some land within the Agriculture Priority Area as the southern section of the site is designated as such, however this is acceptable in policy terms as OC5(A): Agriculture Outside of the Centres - within the APA, allows the development of APA land which is not related to an existing farmstead/agriculture, as long as the proposal complies with all other policy considerations of the IDP (see below).

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).

Guernsey Airport has reviewed the proposal and supports the proposed business jet hangar development in principle, subject to detailed safeguards and compliance checks. The hangar would improve airport efficiency by reducing apron congestion, improving aircraft parking, and supporting orderly airside operations through integration with airport services. This support is conditional on robust design and operational controls, including:

- No infringement of safeguarded areas, Obstacle Limitation Surfaces, or Instrument Flight Procedures (with further assessment required at the proposed building height).
- Protection of airside security, aircraft manoeuvring, taxi flows, and emergency access.
- Full compliance with CAP 791 and resolution of any issues identified through technical assessments (e.g. IFP, wildlife hazards).

The development is expected to enhance the airport's economic contribution by supporting high-value business aviation, encouraging inward investment, diversifying airport activity, and generating employment in aviation-related services.

The airport also considers that suitable land within the airport boundary is limited due to safety, safeguarding, and operational constraints. Using the immediately adjoining land is therefore acceptable, provided full operational, safety, and security integration with the airport is achieved.

Overall, the airport supports the proposal against policy criteria, subject to further detailed design, safeguarding, and operational assessments confirming no adverse impact. All costs associated with integration into airport infrastructure must be met by the applicant.

In summary, the airport supports the proposal in principle against criteria (a), (b) and (c) of Policy IP4, subject to detailed design, safeguarding, safety, and operational assessments demonstrating no adverse impact on the safe and efficient operation of the aerodrome.

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. The application explains that the proposal accords with the Principal Aim of the IDP in that it will contribute to maintaining and creating an economically strong island, and states that the Guernsey Ports Business Plan 2023-2027 sets out that:

'The Board will remain focused on its aim to maximise the investment in infrastructure and maximise the returns from the various elements of the operation, including opportunities for alternative uses of parts of the estate. This can include opportunities for further paid car parking, freight services, private hangar operations, third-party tenancies and leases, retail, accommodation and services ancillary to, but dependent on, the Ports operations and estate'. The proposal supports the economy, enables strategic airport development and aims to minimise landscape impact, and so does not conflict with the overarching objectives of the Island Development Plan.

Noise and residential amenity

With regard to Policy IP4 criterion (d), the hangar is located approx. 67m away from the nearest residential neighbour to the south which is sufficient to avoid the most significant impacts.

The applicant has advised that the primary access for construction traffic, servicing and parking is via the existing access on La Planque Lane. Les Nouettes may be used occasionally for site access but is not intended to be the primary day to day access. Aircraft access would be from the airside apron area.

One dwelling, Scopwick, is situated in close proximity to the aeroclub car park entrance and this will experience some increase in noise and disturbance from the increased use of the access track by workers, service vehicles and others and this will have some impact. However, as an existing access to the aeroclub, vehicles currently regularly access the site which generates some noise and disturbance and once the relatively short-term construction works are complete, the proposed hangar will only house 2 private aircraft which is unlikely to generate a significant increase in car trips and associated noise and disturbance. This is, on balance, not considered harmful enough to warrant the refusal of the application.

The applicant has confirmed that the proposed hangar would be used for the storage of aircraft only and not for engineering or maintenance operations. The development is therefore unlikely to result in additional significant noise and the Office of Environmental Health and Pollution Regulation raises no objections to the application.

Landscape and visual impact

Land levels rise from the airport southward, meaning that the application site is naturally set lower in the landscape. The natural advantage of the application site levels will help the development to assimilate into the landscape. In addition, the proposed landscaping to the site boundary at the south (rear) will help mitigate the development in views from the south, although the development will remain clearly visible.

The proposed hangar would be 10.42m high at its highest point facing the runway, which matches the hangar which is currently under construction and is slightly higher than the adjacent Aero Club hangar. However, in comparison to general development in the vicinity, it is not considered that the proposed hangar would be significantly prominent or obtrusive in public views and when viewed in the small group with the adjacent hangars, it is concluded that the scale, location and design of the development would not detract significantly from the openness of the countryside.

The impact of the development on the neighbours is considered generally acceptable, as although the hangar is large and designed functionally, its position within the dip in the landscape, and against the general backdrop of the airfield and

the built development of the terminal and the neighbouring hangar and aeroclub buildings, which are not insignificant, means that the development is unlikely to have a significant adverse effect on the landscape character and visual amenity of the area, in compliance with Policy GP1, and Policy GP8.

The landscape proposal includes the provision of native hedging, several new native oak trees and the sowing of an appropriate wildflower grassland mix in the area surrounding the hangar to the south. This secures the necessary biodiversity enhancements required through the Strategy for Nature adequately and will be conditioned.

Other considerations:

Environmental Health have requested details of the proposed lighting prior to installation, and this can be secured by condition. Environmental Health have also raised concern for the potential for land contamination, and this is also proposed to be addressed by condition to ensure the land is free from contaminants.

The site is within an area of known archaeological interest, with prehistoric finds recorded in the adjacent field. The archaeologist has requested the opportunity to visit the site and record any findings once the footings are dug and this has been added as an informative note, as in the previous application for the adjacent hangar.

Summary:

The site offers the best opportunity in operational and landscape terms for provision of additional hangarage which would meet the demands for storage of larger corporate aircraft and the proposal is supported by Guernsey Airport.

The proposal meets the requirements of Policy IP4 and in its context would not have an unacceptable visual impact due to the site levels and proposals for additional screening. Additional traffic generation is limited and the proposal would not have an adverse impact on road safety or traffic management. The proposal would not include any engineering or maintenance facilities that might cause noise issues.

Although using agricultural land, the proposal would increase the economic and operational efficiency of Guernsey Airport to the benefit of the Guernsey economy and in line with States planning objectives for the airport.

Although there is a requirement of a previous temporary permission for restoration of the site to agriculture on cessation of that consent, each application must be considered on its own merits and this cannot prevent approval of the current application.

On this basis it is recommended that planning permission be granted subject to appropriate conditions.

Date: 11/05/2026

