

ENVIRONMENT DEPARTMENT PLANNING DIVISION

OPEN PLANNING MEETING AGENDA

An Open Planning Meeting will be held at Beau Sejour, Cambridge and Delancey rooms, on Tuesday 29/05/2012 at 8.45am for a 9.00am start.

The following application will be considered at the Open Planning Meeting:-

Agenda Item:-

APPLICATION NUMBER:	FULL/2010/3669
APPLICATION ADDRESS:	Site adjacent to Guernsey Airport La Planque Lane Forest Guernsey
DESCRIPTION OF WORK:	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).
NAME OF APPLICANT:	EGJB Hangarage Limited
NAME & ADDRESS OF AGENT:	Mr L Moore & Mr B Pitfield EGJB Hangar Limited Le Grenier Grand Marche St Martin Guernsey

The agenda for the open planning meeting, along with the planning application report relating to each application to be considered, which follows below, is made available five working days before the date of the Open Planning Meeting on the Department's website and also in hard copy at the Department's offices. The planning application report below contains a summary of consultation responses and of any representations received on the application/s from third parties.

There will be provision for **public speaking** at the open planning meeting. The opportunity to speak is afforded only to persons who:

- a) have submitted a representation in writing within the period specified for publicity of the application under section 10 of the Land Planning and Development (General Provisions) Ordinance, 2007, along with the applicant and/or their agent for the application; and
- b) who have notified the Department in writing (by letter or by e-mail addressed to Planning@gov.gg) of their intention to speak which is received by the Department by 12.00 Noon on the working day immediately preceding the date of the Open Planning Meeting.



Application No: FULL/2010/3669
Property Ref: H006050000-P05
Valid date: 09/11/2010
Location: Site adjacent to Guernsey Airport La Planque Lane Forest Guernsey
Proposal: 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).

Applicant: EGJB Hangarage Limited

RECOMMENDATION - Grant: Planning Permission

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 Environment Department 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 Regulations, 1992 (as amended) 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 Environment Department and (ii) it is commenced or, as the case may be, continued, in accordance with that requirement and any further requirements imposed by the Environment Department 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. Building operations shall not commence until precise details of the cladding type and colour proposed to be used have been submitted to and approved by the Environment Department. The development shall thereafter be completed as approved.

Reason - To ensure a satisfactory external appearance in the interests of visual amenity.

5. The car parking indicated on the approved plans shall be surfaced, marked out and made available for use prior to the building(s) hereby approved being first occupied/brought into use.

Reason - To ensure that a satisfactory form of development is achieved.

6. No development shall take place until there has been submitted to and approved by the Environment Department a comprehensive scheme of landscaping, which shall include indications of all existing trees and hedgerows on the land, details of measures for the retention and protection of existing trees during the course of the development and details of the type, number and size of new trees/shrubs at the time of planting.

Reason - To ensure that a satisfactory form of development is achieved in the interests of amenity.

7. All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding seasons following the occupation of the building(s) or completion of the development, whichever is the sooner. Any trees or plants which die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species unless the Environment Department gives written approval to any variation.

Reason - To ensure that a satisfactory form of development is achieved in the interests of amenity.

8. The premises to which this permission relates shall be used as a hangar for the storage of aircraft only and for no other purpose including for any engineering or maintenance operations 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 other interests.

9. The development hereby approved shall not be brought into use before staggered pedestrian barriers at the end of the school pathway at the Planque Lane / Les Nouettes junction have been installed and the adjacent field access widened in accordance with details that shall be submitted to and approved in writing by the Environment Department beforehand.

Reason - To ensure that a satisfactory form of development is achieved in the interests of improving highway safety.

10. No development shall be commenced before a full technical safeguarding study of the scheme has been carried out and approved by Guernsey Airport at the developer's cost.

Reason - To ensure that there are no technical safeguarding issues associated with the scheme which might impact on the operation of Guernsey Airport.

11. The first floor briefing room accommodation within the premises are used only whilst the premises are used as a hangar for the storage of aircraft and only for purposes which are ancillary or ordinarily incidental to that use, and shall not be used for any separate purpose at any time.

Reason - To prevent independent use and ensure compliance with adopted planning policy.

INFORMATIVES

The application site is located within an area of known archaeological importance and your attention is drawn to the provisions of Annex 3 of the Rural Area Plan with regard to archaeological assessment where a site is known or suspected to be of archaeological importance. It is also desirable that access be granted to the Archaeology Officer, Culture and

Leisure Department, to enable 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 Department can be contacted on 700477 or mobile 07781 102219.

OFFICER'S REPORT

Site Description:

The application relates to land immediately to the west of the existing hangar adjacent to the Aero Club and immediately to the south of the Airport taxi-way. Access is obtained from La Planque Lane. There is a single dwelling known as Scopwick located to the south east of the application site and south of the Aero Club.

To the east of the site, a number of airport facilities are currently served from La Planque Lane, including the Anglo Normandy Aero Engineering hangar, ASG hangars 1, 2 and 3, the Aero Club and hangar, the Channel Islands Air Search Hangar and the Airport Fire Service.

The site is within a non-designated area in the Rural Area Plan.

Relevant History:

17 January 2000	Proposal to erect light aircraft hangar and create car parking and access road, refused.
27 December 2000	Proposal to erect light aircraft hangar and create car parking and access road (reconsideration), refused.
3 July 2001	Proposal to erect a light aircraft hangar and create car parking and access road (reconsideration), refused.
May 2002	An appeal in relation to the decision above was dismissed.
11 December 2007	Application to erect Hangar, refused.
2 June 2009	Application to erect a hangar (revised), refused.

Existing Use(s):

Agricultural Use Class 44

Brief Description of Development:

The application is for the erection of an Aircraft Hangar and associated works on a site to the west of the Aero Club.

The application which was originally received in November 2010 has been revised and the current proposals make provision for storage of larger corporate executive aircraft to cater for likely future demands. This has resulted in an increase in the height of the hangar by 2.7m and in its depth by 6m at the western end and 2m at the eastern end.

The proposals include surfacing of the access, provision of 23 car parking spaces and screen landscaping on the southern boundary of the site.

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

Rural Area Plan non-designated area:-

RGEN3 - Landscape, ecology and wildlife

RGEN5 - Character and amenity

RGEN6 - Design

RGEN11 - Effect on adjoining property

RGEN13 - Airport safety

RCE1 - Protecting open land and avoiding unnecessary development

RCE12 - Design and local distinctiveness

RE14 - Development requiring an airport location

Representations:

14 representations have been received, including two from States Deputies. Grounds for objection principally relate to the following issues:-

Hangars at the east end of the airport have vacancies; there is no need to build an additional hangar for small aircraft; Guernsey needs hangars for larger executive aircraft which presently have to park outside; any hangar should be built on a large site away from the school and residents; the proposed first floor space noted as a briefing area is large.

Residents are concerned by increased traffic, particularly given proximity to a school, and possible noise and air pollution; traffic calming proposals are inadequate.

Incursion into green field which is a wetland area; blot on the landscape; proposed mature tree planting would take a long time to provide screening; La Societe Guernesiate notes that the site is agricultural land and is ecologically-rich relative to the surrounding area.

One resident comments on the landscape proposals and the effect on her field boundary.

Copies of all of the letters of representation are included with Board Members' papers for this item.

Consultations:

Guernsey Airport

There are no objections from a physical safeguarding perspective. A full evaluation by National Air Traffic Services in the UK would be required to ensure there are no technical safeguarding issues and a condition would be required on any approval in relation to this.

This application is fundamentally different from previous applications for development of this site. Those were based on providing hangarage for smaller private aircraft of a size and scale already catered for in existing hangars. The increased height and depth of the development now proposed would accommodate a slightly larger type of corporate jet not accommodated in existing hangars. The Airport is aware of demands for such aircraft to be housed at Guernsey Airport and having such a facility would generate both additional passing trade and the opportunity for such larger aircraft to be housed with wider economic benefit for the Island.

Only one other possible potential site for a hangar has been identified. This is on the northern boundary of the airfield and from an airport operational perspective, both in terms of air traffic control and navigational aid safeguarding the northern site would create a number of operational limitations and challenges.

The most appropriate site for an additional hangar is on the south side of the airport and adjacent to the existing Delta Taxiway. Given that the proposed development has been scoped sufficiently for the larger type of corporate jet and the site is located in the most appropriate operational position on the airfield we are supportive of this application on the grounds of the economic and operational efficiency of Guernsey Airport.

The consultation response also draws attention to the recent report from Oxford Economics entitled 'Review of Guernsey's Economic Profile and Assessment of Future Opportunities' which identified the importance of private aviation on the island and stated that Guernsey is well placed internationally to develop a greater presence and generate greater income from the growth of private aviation.

Education Department

Sees no reason to object to this application; however requests that Traffic Services investigates pedestrian safety of the present road system.

Traffic Services

The capacity of the proposed car parking area has increased, however the level of increase is minimal and no traffic management concerns are raised as a consequence.

There remain no road safety or traffic management grounds on which to oppose the application in its current form.

Previous comments regarding potential risk of conflict between motorists and users of the school pathway at the Planque Lane/Les Nouettes junction have not been specifically addressed. Consideration should be given to staggered barriers being installed at the end of the pathway. However, before this could take place, widening of the access to the field would also have to be undertaken.

Environmental Health

Have no objection in principle to the proposals provided that the site is intended to be used for the storage of aircraft and not for maintenance. In the event that the hanger were intended to be used for engineering work on aircraft then more information would be required about the intended use and details regarding the structure and acoustic attenuation properties of the building.

Forest Douzaine

By a majority the Douzaine opposes the application because the proposed development would use agricultural land.

Commerce and Employment Department – Agriculture and Environment Adviser

Opposes development on the agricultural land.

Archaeology

Request test pits or a watching brief when topsoil removal begins.

Summary of Issues:

- Policy

- Landscape and visual impact
- Traffic and road safety
- Noise and residential amenity

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).**

Policy

The application site is an agricultural field situated adjacent to the southern boundary of the airport and is within a non-designated area as defined within the Rural Area Plan, Review No.1.

Within the non-designated areas, the emphasis is on maintaining and enhancing the openness of the countryside and on safeguarding areas of agricultural land. Policy RCE1 states that: *“There will be a presumption against the unacceptable loss of open and undeveloped land. Development will only be permitted where:*

- a) it is an acceptable form of development for which a rural location can be justified or where the development can be located satisfactorily in a Rural Centre; and,*
- b) the scale, location and design of the development would not detract from the openness of the countryside or result in the unacceptable irreversible loss of agricultural land, or have an adverse effect on the viability of an agricultural holding.”*

However, the Rural Area Plan also recognises that Guernsey Airport is a major asset, inextricably linked to the future of the Island’s economy. The States generally encourages the future development of the Airport by businesses and industries that actually require an airport location, which are known as ‘airport related uses’. Hangarage is specifically mentioned in the Plan as an airport related use.

The Rural Area Plan notes that as the primary objective of the Plan is the conservation and enhancement of the rural environment, the Department will consider proposals for airport related uses very carefully and will generally only support them when they are clearly required for the safe and efficient running of the airport. Where such a development is proposed, then Policy RE14 will normally override the preceding policies of the Rural Economy Chapter.

Policy RE14 states that: *“Notwithstanding the preceding policies of this chapter, proposals for development requiring close proximity to the airport may be permitted where the development:*

- a) remains ancillary or incidental to the operation of the airport;*
- b) would be of a scale that would not unreasonably compete with the Rural Centres or those of Town and the Bridge;*
- c) would not be likely to prejudice the long-term operational needs of the airport; and,*
- d) would not be within an Area of High Landscape Quality.”*

Policy RE14 allows for airport related development and provides a 'policy gateway' for the present proposal to be considered against.

In terms of the justification for this particular proposal under Policy RE14, the consultation response from Guernsey Airport confirms that this application is fundamentally different from previous applications for development of this site, the most recent of which was refused on grounds that it had not been demonstrated that the proposed hangar was required for the safe and efficient running of the airport. Those proposals were based on providing hangarage for smaller private aircraft of a size and scale already catered for in existing hangars. The increased height and depth of the development now proposed would accommodate a slightly larger type of corporate jet not accommodated in existing hangars. The Airport is aware of demands for such aircraft to be housed at Guernsey Airport and having such a facility would generate both additional passing trade and the opportunity for such larger aircraft to be housed with wider economic benefit for the Island.

Only one other possible potential site for a hangar has been identified. This is on the northern boundary of the airfield and from an airport operational perspective, both in terms of air traffic control and navigational aid safeguarding the northern site would create a number of operational limitations and challenges. The introduction of hangarage to the north of the Airport would also be far more visually intrusive given the absence of existing structures of significant scale and the rising land levels.

The Airport confirms that the most appropriate site for an additional hangar is on the south side of the airport and adjacent to the existing Delta Taxiway. Given that the proposed development has been scoped sufficiently for the larger type of corporate jet and the site is located in the most appropriate operational position on the airfield Guernsey Airport is supportive of this application on the grounds of the economic and operational efficiency of Guernsey Airport.

As such, the current proposal has overcome the main reason for refusal of the most recent previous application and is considered acceptable in principle as airport related development in accordance with Policy RE14. Whilst the proposal would result in loss of agricultural land, and a potential wildlife habitat, which is unfortunate, these factors would not of themselves outweigh the benefits of the development for the airport and Island economy. This site has no statutory designation as a site of nature conservation interest and it is considered that the wildlife conservation issues raised could not justify refusal of planning permission in this case.

Landscape and visual impact

Land levels rise fairly steeply from the airport southward, meaning that the application site is naturally set low in the landscape. The natural advantage of the application site levels will help the development to assimilate into the landscape. In addition, proposed planting and bunding at the rear will further assist protection of rural views across the fields to the south.

The proposed hangar would be 10.42m high at its highest point facing the runway, which 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 it is concluded that the scale, location and design of the development would not detract from the openness of the countryside.

Traffic and road safety

The proposal includes 23 car parking spaces however the traffic generated by the hangar would be limited and would not add significantly to existing traffic flows. The site is served from the existing one-way system. The Traffic Services Unit confirms that there are no road safety or traffic management grounds on which to oppose the application.

It is however considered by the Traffic Services Unit that an improvement to existing road safety conditions could be achieved by the provision of staggered barriers at the end of the school pathway at the Planque Lane/Les Nouettes junction, along with widening of the adjacent field access.

The applicant has agreed to consider undertaking this work and a condition to this effect is therefore proposed.

Noise and residential amenity

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 noise and the Environmental Health Department raises no objections to the application.

Only one dwelling, Scopwick, is situated in proximity to the site. Although the access and car park would adjoin this property, the resulting residential amenities would be no worse than those experienced by many dwellings on the Island and given the potential for screening on site boundaries are considered acceptable within the terms of Policy RGEN11.

Conclusions

The current proposal differs fundamentally from previous applications for a hangar on this site and consequently overcomes the previous reasons for refusal of permission. The site offers the best opportunity in operational and landscape terms for provision of additional hangarage which would meet demands for storage of larger corporate aircraft and the proposal is supported by Guernsey Airport.

The proposal meets the requirements of Policy RE14 as development requiring an airport location and would not have an unacceptable visual impact due to the natural advantages of the site levels and proposals for additional screening. Traffic generation is limited and the proposal would have no adverse impact on road safety or traffic management. Improvements can be achieved through provision of a staggered barrier at the end of the nearby school pathway as a planning gain.

The proposal respects the amenities of the adjoining dwelling, and would not include any engineering or maintenance facilities that might cause noise issues.

Although using agricultural land and having implications for wildlife, the proposal represents the most beneficial use of this particular site and 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.

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

Date: 15/05/2012