

Save Jersey's Heritage

President [REDACTED] CBE Hon FRIBA Chairman [REDACTED]

Deputy John Young
Minister for the Environment
PO Box 228
St Helier JE4 9SS

13 July 2020

Dear Minister

Re: Jersey Airport 1937 Terminal - P71/2020 Review of the grant of a permit to demolish

[REDACTED] wrote to you exactly one week ago requesting that Save Jersey's Heritage be allowed to present evidence to the review which the States' Assembly has requested you undertake in respect of this matter. You very kindly replied immediately, by e-mail, telling [REDACTED] that you hoped to set up an 'independent review' which will take some time to work out.

The day after that exchange of correspondence, the Director of Civil Aviation confirmed publicly that he did not dispute the findings of the Save Jersey's Heritage/ASAP report, which demonstrates conclusively that the 1937 Terminal is not a hazard to the safe operation of the airport. We feel this has changed everything.

Additionally, there is new, and startling, information about the planned straightening of the Alpha Taxiway, which I include later in this letter.

That, by infringing the 1:7 Transitional Surface, the building was a hazard and must be removed was the defining argument which persuaded your predecessor to issue a demolition permit in 2014. We now know that the Minister was given only half the story.

On this basis, we would ask you to consider revoking the permit using the power available to you under Article 27 of the Planning and Building (Jersey) Law 2002 as amended. You alluded to this during the debate on P71/2020.

The purpose of this letter - which I hope you will find helpful - is to suggest a process which avoids the involvement of an inspector - with the accompanying delay involved in setting their terms of reference, scheduling hearings, etc.

Either by actual revocation, or by the announcement of your intention to revoke, Ports of Jersey (PoJ) should retain the 1937 Terminal. Undoubtedly, the company will raise the spectre of compensation but it is difficult to see who will claim this, and what for. PoJ will have to find a substitute space for a builder's yard if its redevelopment of the rest of the Airport is to proceed, but this should not be difficult.

The area between the old building and the west end of the Jersey Airlines hangar is one possibility; the site of the now demolished freight shed, opposite Lakeside Care Home, is another. If PoJ accepts that the 1937 building is staying, altering its method of working – can then be a collaborative process between the company and Planning.

Ports of Jersey will almost certainly advance the idea that the original terminal prevents the straightening of the Alpha Taxiway, but this is a *management* issue not a *safety* issue. We feel certain that, had this been the sole point raised when Ports made their case in 2014, the Department and the Minister would not have agreed to the loss of this Grade 2 listed building.

Furthermore, though it is not widely known, PoJ's [REDACTED] does not envisage the straightening of the taxiway **until 2030**. We think there will be an outcry if the 1937 Terminal is demolished and the public then learns that the straightening to which PoJ attached so much importance is not to be carried out for another ten years.

May I respectfully suggest that you use your powers to insist the building is retained and that, over the next few years, a log is kept of the number and extent of delays (if any) caused to departing flights which are required to hold while others are landing on days of poor visibility? This will establish the scale of the 'problem' cited by PoJ, a problem which the Director of Civil Aviation has stated can be mitigated whilst remaining compliant with [REDACTED] regulation of the airfield. As [REDACTED] told the *Jersey Evening Post* last week: 'You can have a non-compliance as long as you mitigate against it and that's what's happened over the last ten years. In good weather, it is not a problem. It's not ideal and ultimately one must react to it but we've mitigated against it,'

If the log reveals that the retention of the 1937 Terminal so impairs the efficiency of the Airport that it threatens the Island's tourism industry (as has been suggested), Ports of Jersey will be able to come back to your successor and make its case for the removal of the building. This delay will also allow for the proper evaluation of the impact of new technology on landing aids. (As you know, Jersey Airport has recently introduced a GPS system).

Yours sincerely

[REDACTED]

Please reply to: [REDACTED]