

Department of the Environment

Listed buildings and places

German Occupation Site: Aircraft Hangar
La Route des Quennevais, St Brelade

Purpose

The purpose of this report is not to make any comment on the heritage value of these buildings- that is the role of Jersey Heritage as the Minister's professional advisers in this respect- but to set out the background to the proposal to List these buildings and to advise the Minister about those matters which can and which cannot be material to his determination.

Background and discussion

The heritage value of this building has been recognised since 1992 and it was a proposed Sites of Special Interest prior to the commencement of the current Island-wide Historic Environment Review. It was resurveyed in January 2012 as part of this work and Jersey Heritage have recommended that it be Listed and assigned a non-statutory grade 2 (report and schedule at appendix 1(a))

Notice of Intent to List was served in July 2013 and a representation was subsequently received in August 2013, appealing against the proposed Listing (see appendix 1(b)).

The representation raises a number of issues related to the condition of the building; challenges of maintenance; and the potential implications of Listing for the redevelopment of the site.

The department's view is that these matters cannot be material to a decision about whether or not the building is of public importance because of its heritage interest. This was clearly set out in the Court of Appeal judgement in the case of Minister for Planning and Environment vs Seymour Villas Limited [2013]JCA237.

- 17. *Article 51(2) provides that the Minister <shall> include on the List "each" building that the Minister is satisfied has public importance by reason of certain matters, including the special architectural or historical interest that attaches to the building. As the Royal Court recognised (paragraph 32 of the judgment), these requirements are mandatory. What they mean is that the Minister is obliged to include a building on the list once he is satisfied that it has public importance because of its special interest. He has no discretion in the matter. He cannot list a building that has no special interest but has public importance for some other reason, such as a hospital. Conversely, once he is satisfied that a building does have public importance because of its special interest, he cannot decline to list it. It follows that he cannot decline to list a building of public importance by reason of its special interest merely because, for example, listing will have adverse financial and planning consequences for the owner. Since he cannot decline to list even if such consequences will ensue, those consequences can make no difference to the decision to list; and since they cannot make any difference to the decision, they cannot be material considerations when the decision comes to be made.*
- 18. *This position appears to me to be confirmed by Article 52(4)(a), which the Royal Court did not quote and mentioned only in passing. It requires the Minister to take into account any*

representations made by a person interested in a site "to the extent that they relate to the special interest of the proposed site of special interest". He is not obliged to take into account representations made by an interested person about any other matter. The adverse consequences of listing mentioned by the Royal Court, such as additional cost and planning difficulties, are consequences that will affect only persons interested in the listed site; but the Minister need not take representations about them into account, because they do not relate to the special interest of the site. Since he need not take them into account, they cannot be material to his decision.

The Listing of a building imposes no statutory burden or requirement of maintenance. There are well established processes for regulating and assessing the maintenance of and/or changes to Listed buildings, where any such work would affect their special heritage interest, through the planning application process. This is where the Minister is able to consider much wider material considerations.

The Jersey Heritage review of the representation received, in so far as it relates to the architectural and historical interest of these buildings, is set out at appendix 1(c) (dated 08 May 2014): the recommendation to List is maintained but the proposed non-statutory grading has been revised to grade 3.

Conclusion

On the basis of the above, it is considered important for the Minister to have regard to only those parts of the representation made that ought to be material to his determination of this matter- which is essentially confined to an assessment of the public importance of these buildings by reason of their special architectural and historical interest.

Director for Policy and the Historic Environment

Appendices

- 1.(a). Jersey Heritage report and schedule dated 03/05/13
- 1.(b) Representation dated 09 August 2013
- 1.(c). Jersey Heritage supplementary report dated 08/05/13



Listed buildings and places
Les batisses et endraits historique

German Occupation Site: Aircraft Hangar, La Route des Quennevais, St. Brelade.

This report has been prepared by Jersey Heritage as part of its responsibility under a Service Level Agreement to provide reports and recommendations to the Minister for Planning and Environment on the architectural, historical, archaeological and other significance of buildings and places.

The assessment undertaken and the recommendation given in relation to the above building and place is made under the auspices of Article 51 of the Planning and Building (Jersey) Law, 2002; and the criteria for the listing and grading of heritage assets adopted and published by the Minister for Planning and Environment.

The report also includes the views and advice offered by the Listing Advisory Group in relation to the assessment of this building and place.

Author of report: Roger Hills BA(Hons) MA DipBidgCons (RICS) IHBC - Head of Historic Buildings

Date of report: 03/05/2013

File ref: BR0064

Special interests of the site

Historic interest

Part of an integrated network of German defensive structures constructed in Jersey during the Second World War, more widely part of the Atlantic Wall. The last surviving example of 8 blister hangars erected by the German Air Force in 1942.

Architectural interest

Commercial garage formerly half moon aircraft blister hangar. Barrel vaulted roof formed of a latticwork of timber, over laid with timber boarding with bituminous felt roofing, north elevation is timber framed and covered with clapboard, the south elevation contains sliding doors, but used to contain the original hangar doors.

Legal reasons for listing

Architectural
Historical

Statement of significance

Part of an integrated network of German defensive structures constructed in Jersey during the Second World War, more widely part of the Atlantic Wall. The last surviving aircraft hanger structure of 8 intended constructions .

Advice offered by MLAG {and others if stated}

At their meeting on 10/12/2012 MLAG agreed with the Channel Islands Occupation Society (CIOS) assessment and Jersey Heritage recommendation that the building be Listed as grade 2.

Jersey Heritage recommendation

Listed Building Grade 2

Attachments

Schedule

SCHEDULE

German Occupation Site: Aircraft Hangar, La Route des Quennevais, St. Brelade.

In amplification of the requirement of;

- i) Article 51 Paragraph 3(a) to show in relation to each site included on the List which one or more of the special interests set out in paragraph (2) attaches to the site;
- i) Article 51 Paragraph 3(b) to describe the site with sufficient particularity to enable it to be easily identified and;
- ii) Article 51 Paragraph 3(d) to specify any activity, referred to in Article 55 Paragraph (1), which may be undertaken on the site without the Minister's permission;

the following supports the Minister for Planning and Environment's view that the site known as German Occupation Site: Aircraft Hangar, La Route des Quennevais in the Parish of St. Brelade is of special interest.

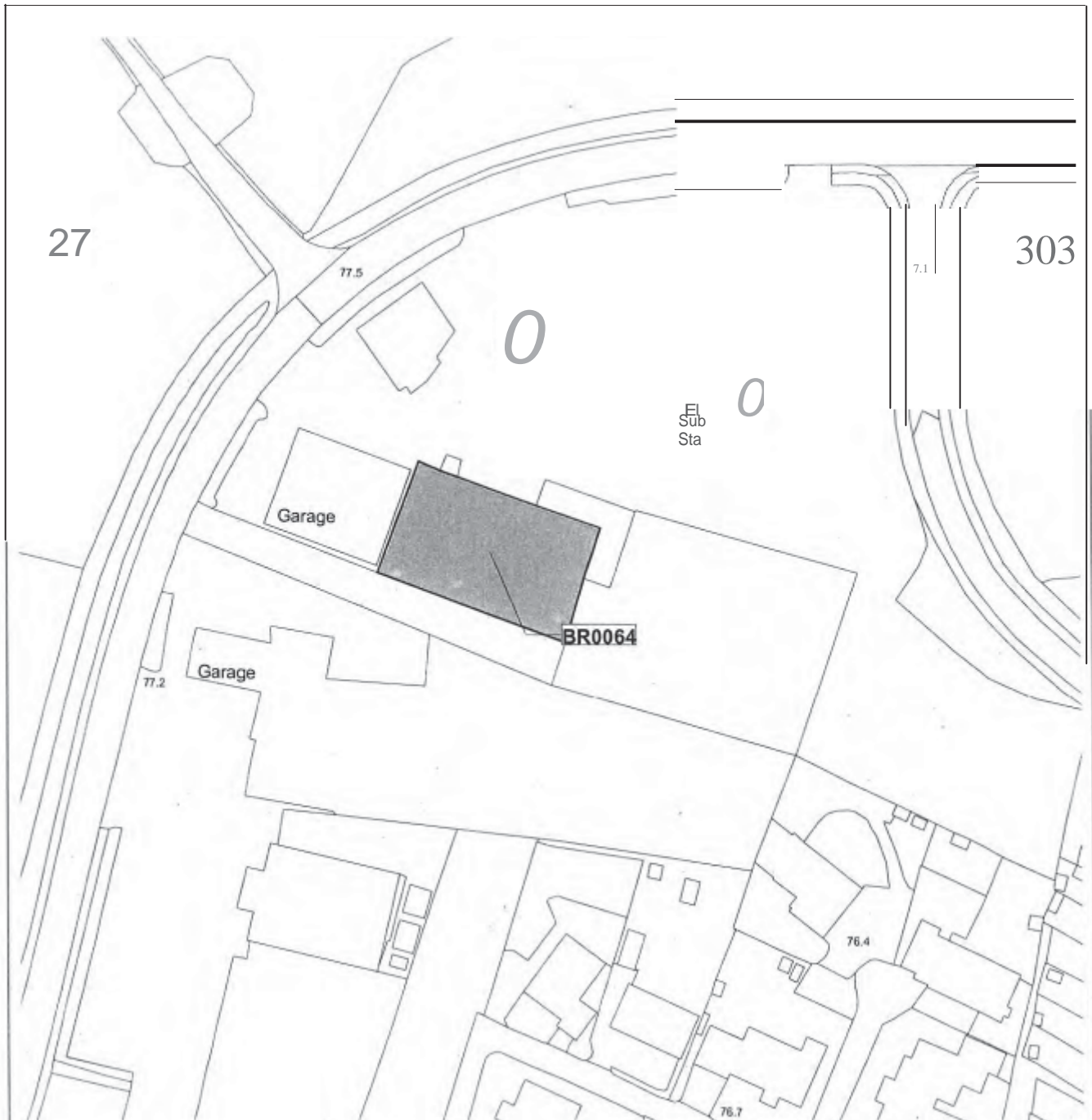
- | | |
|--------------------------------|--|
| i) HER Reference | BR0064 |
| ii) Special interest | Architectural, Historical |
| iii) Statement of Significance | Part of an integrated network of German defensive structures constructed in Jersey during the Second World War, more widely part of the Atlantic Wall. The last surviving aircraft hanger structure of 8 intended constructions. |
| iv) Description | Commercial garage formerly half moon aircraft blister hangar. Barrel vaulted roof formed of a laticwork of timber, over laid with timber boarding with bituminous felt roofing, north elevation is timber framed and covered with clapboard, the south elevation contains sliding doors, but used to contain the original hangar doors.

Part of an integrated network of German defensive structures constructed in Jersey during the Second World War, more widely part of the Atlantic Wall. The last surviving example of 8 blister hangars erected by the German Air Force in 1942. |

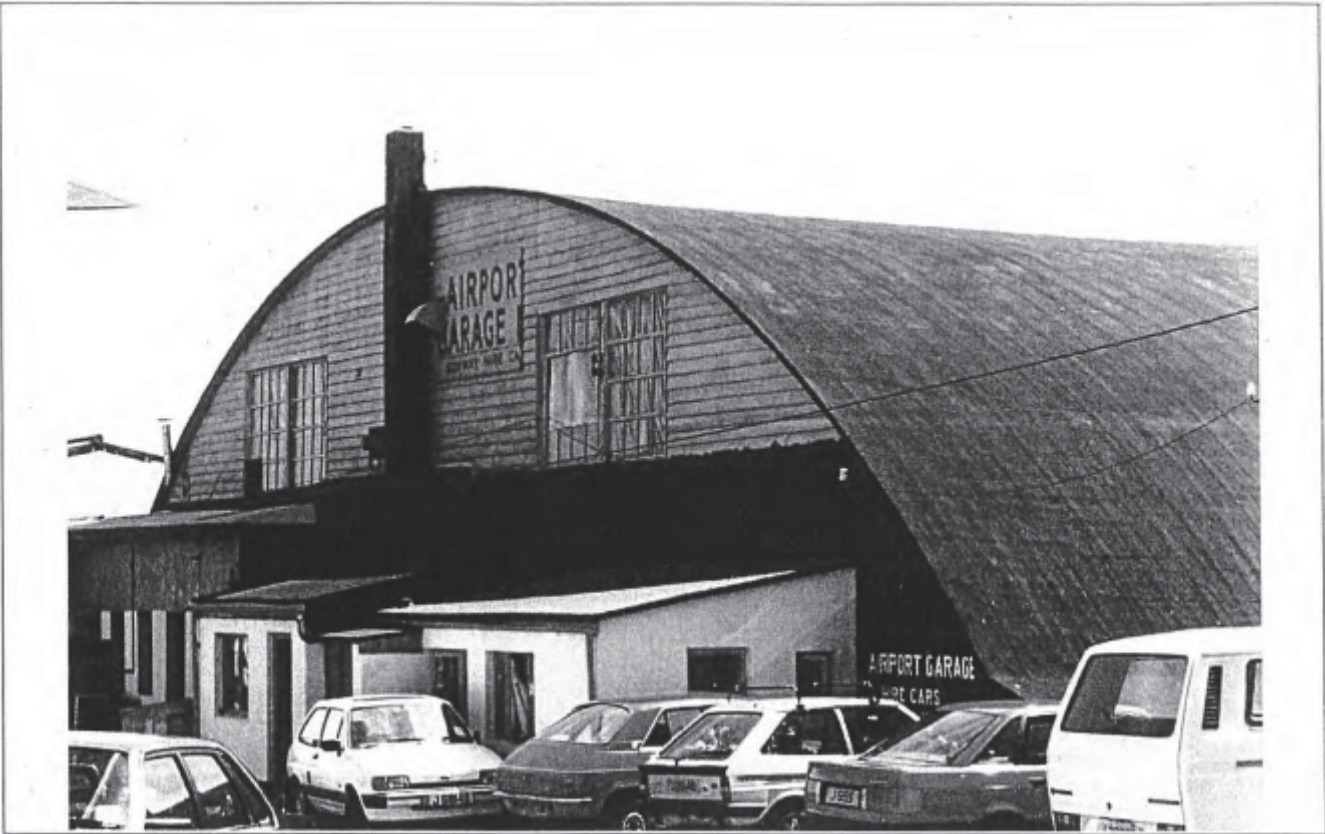
- v) **Location** Plan attached
- vi) **Restricted activities** The carrying on, of any of the following activities-
 - (a) to carry on an activity which might injure or deface the site or part of a site
require the express prior consent of the Minister
- vii) **Listed Status and Non-statutory Grade** Potential Listed Building Grade 2

Plan and Photograph(s) of German Occupation Site: Aircraft Hangar, La Route des Quennevais, St. Brelade

Plan



Photograph(s)



ITEM 1 (B)

P & R Services

11 JUL 2013

RECEIVED

Falles Motorworks (Airport) Limited

DOUE HOUSE, LONGUEVILLE ROAD
ST.SAVIOUR. JERSEY, JE27SA

Mr Kevin Pilley
Policy, Projects & Historic Environment
Department of the Environment
Planning & Building Services
South Hill
St. Helier JE2 4US

09 August 2013

Dear Mr Pilley.,

**Notice of Intent to List:-
German Occupation Site: Aircraft Hangar (Blister Hangar),
Route des Quennevais, St. Brelade**

I write following receipt of your letter, dated 22/07/ 13, in respect of your proposal to list the subject property (the Blister Hangar) as a Listed Building.

As owner of this building, please accept this letter as a formal objection of the proposed intention to list.

Originally, this hangar building was built for a specific purpose, that of housing small military aircraft and probably for no other anticipated use.

This style of particular hangar building was not unique to the German occupation. On file, both the Planning Office and ourselves have a copy of a catalogue, which supplied this type of structure that was available in England. It was promoted as a suitable farm building, although the geodetic timber design was eventually discontinued after the invention of laminates and plywood, which proved to be more favourable. There are larger but similar hangar buildings of the same type not too far from Manchester Airport if heading towards Liverpool. There are also surviving examples on the Continent.

When built, over 60 years ago now, it was constructed using primarily secondary softwood timber (namely Poplar) and timber of this age was

used without the benefit of modern preservative treatments , something which over time has suffered from damp and rot, in doing so consequently losing much of its structural integrity, a fact which probably accounted for the demise of many similar such structures that did not survive post WWII.

The buildings particular design was unique in that it relies on the sum of each of the individual components for its overall strength and support, with one piece of timber pushing against the next and so on, and therefore if insufficient individual timber sections have been weakened by rot and shrinkages then the structural integrity of the whole structure will certainly be compromised .

In some historic buildings where masonry is the primary form of construction, rotten secondary timbers such as floors or roofs can be taken out and replaced without damage to the basic structure, however in this hangar building timber is the primary construction material therefore replacement of it would not be an acceptable remedy. In a way, it would be illogical to do so, as it would require the replacement of the very thing one is trying to preserve.

In 2005, a condition survey was undertaken by structural engineers on our behalf and this report identified that, in addition to many of the timber roof components being rotten, all the steel fixing bolts that tie the roof timbers together were so badly corroded that at that time they could not be undone. Furthermore, the engineers informed us that as all components are softwood, over time the timbers have shrunk and moved to such a degree that if the timbers were to be dismantled, it would be impossible to reassemble the sections back together again.

Today and ever since the road (L'Avenue de Ia Commune) was re-routed and widened, it has separated and cut off the Blister Hangar building from the rest of the Airport. This separation therefore effectively made this hangar building totally redundant, preventing it from being used for what it was originally designed for, ie, to house aircraft.

Since then many alterations have taken place to the building itself both externally and internally. The building's previous owner, about 35 years ago, installed the concrete car ramp up to the 1st floor. I should add that the steel beams supporting this first floor are some of the largest steel beams I have ever come across in such a relatively small building . The purpose of this concrete upper floor was not only to provide additional space but more importantly to enable huge steel props to be erected to support the roof, as it was even then, in danger of collapsing. Also, lean-to extensions have been added and the original aircraft hangar doors have

It had been suggested at the time, that a more economical solution, would be to survey the existing hangar structure, measure and record each individual component and ask a reputable carpenter in conjunction with say Normans Ltd, to measure and cut each component using a brand new timber, whereby a complete 'replica' of the hangar building could then be built.

With all the above in mind and in light of our desire to one day redevelop the site, we feel that it is both unfeasible and unviable to preserve this hangar building.- It was built with a specific purpose and certain life expectancy in mind, factors which more or less expired as soon as it was sold off for commercial use . . It has outlived its life expectancy by many years.

It is also equally unreasonable for our company to be burdened with the responsibility of maintaining a building, which quite clearly would not physically stand up without the aid of the internal steel framing.

As owners of this rotten and dilapidated hangar building, we would like the Planning & Environment Department to seriously reconsider the current proposal and to determine that the building should be de-listed entirely . Thank you .

Yours sincerely.,

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been removed from the building's facade and replaced with three small vehicle openings and crittall-type windows inserted at first floor level.

During the late 1990s, due to the deteriorating state of the original structural roof timbers (which were designed to support the hangar structure itself) additional steel supports and braces have been inserted throughout. The insertion of these steel props in various parts has also affected and minimised the amount of useable space inside the building.

Today, it is proving very costly to keep this building maintained and in a safe and structural condition and keeping it wind and water-tight requires constant attention. Internally it is not an ideal or a pleasurable environment for anyone to work in. Internally, it has restricted ceiling heights, it is dark and has very little natural light and ventilation. During the summer it is unbearably hot and in winter it is unbearably cold.

This rotten building is now ripe for redevelopment and should not be considered for listing.

On another point, we have previously invited and showed the building to various other interested parties, in order that they could witness first hand the deteriorating condition of the building. One such person was Mr Michael Ginns of the Channel Island Occupation Society, who afterwards admitted he was a bit shocked at the general condition of the building and agreed with me that the hangar building's appearance (especially the front and back elevations) have changed beyond recognition.

During 2005, discussions were held with officers from P&E, with a view to seeking a demolition and redevelopment of this property and at the time, as owners we informed P&E that we would be willing to donate the hangar building to the States (or to another interested party) and that we would be prepared to assist with its careful dismantling and re-location to an alternative site, if necessary. P&E advised that they would be happy to consider an application based on this offer, subject to agreeing to an appropriate alternative scheme and an alternative site to re-locate the re-erected hangar building to. Comprehensive method statements for the building's dismantling, transfer and re-erection were then obtained from specialist contractors, with one such method statement being approved, subject to a planning permit being granted.

However, in light of this offer, no other party or landowner was interested in accepting the re-erected hangar building. The Airport Committee at the time were asked if they wanted to house the re-erected building within the airport land's perimeter, but they refused stating that they had no use for an obsolete aircraft hangar building.



Listed buildings and places
Les biHisses et endraits historique

Supplementary report

German Occupation Site: Aircraft Hangar, La Route des Quennevais, St. Brelade.

This supplementary report has been prepared by Jersey Heritage as part of its responsibility under a Service Level Agreement to provide reports and recommendations to the Minister for Planning and Environment on the architectural, historical, archaeological and other significance of buildings and places.

The review of representations received has been undertaken and the recommendation given in relation to the above building and place is made under the auspices of Article 51 of the Planning and Building (Jersey) Law, 2002; and the criteria for the listing and grading of heritage assets adopted and published by the Minister for Planning and Environment.

Author of report: Roger Hills BA(Hons) MA DipBidgCons (RICS) JHBC Head of Historic Buildings

File ref: BR0064

Date of report: 08/05/2014

Review of representations received

A representation against the proposed listing of the Aircraft Hangar (Blister Hangar) was submitted by the owners in August 2013.

The representation points to the fact that this style of particular hangar building is not unique to the German occupation, but was available and used in England as aircraft hangars, put to other uses such as farm buildings, and there are similar hangar buildings still surviving in England and on the Continent. This is not disputed, but crucially it is the association with the German occupation of Jersey and the building's use as an aircraft hangar during that significant period of the island's history that gives the building its notable heritage value.

This was first recognised when the hangar was included the Historic Buildings Register in 1992, as grade 1, and maintained subsequently as a proposed Site of Special Interest. As part of the latest island-wide resurvey of heritage assets, the Channel Islands Occupation Society, working with the Orbasli resurvey team, was engaged to undertake assessment of German structures. The CIOS recommended that the Blister Hangar should be listed as grade 2.

The representation also points to the fact that the hangar was separated from the airport when L'Avenue de la Commune was re-routed, and cannot be used, in the current location, for its original function i.e. to house aircraft. This is agreed.

The representation further details the alterations that have taken place to the building post-war including addition of concrete car ramp, supporting steel beams and props, lean-to extensions and original hangar doors removed. These alterations are not disputed and do not form part of the proposed listing, and taking these into account, it is recommended that the grading be adjusted to grade 3.

However, it is the view of Jersey Heritage that the hangar remains of historical and architectural interest to Jersey as the last surviving of 8 blister hangars erected by the German Air Force in 1942 as part of their ultimate plan to base 36 military aircraft in the island. 7 hangars were dismantled and returned to France in May 1944. It is also worth noting the hangar is of an unusual geodetic timber design – wooden (Poplar) latticework construction - and was originally designed as a transportable structure.

Conclusion

Listed building grade 3

Attachments

Scan of Representation

ITEM 1(10)

From: [REDACTED]
Sent: July 2014 17:03
To: Kevin Pilley
Subject: Re: Blister Hangar - Historic site Ref: BR0064

Dear Kevin.,

I have received in the post your letter, dated 13/05/14, notifying me of the Dept of Environment's intent to retain the Blister Hangar building as a listed building, despite the reasons I had made in writing in my earlier written correspondence as to why the building should not be listed.

Before [continue, would it be possible for you to email me a copy of your letter, dated 13/05/14, together with a copy of the supplementary report, which was attached. Thank you.

[In representing the building's owner, Falles Motorworks (Airport) Limited, please be advised that the decision to retain the listing is very disappointing to hear and a decision which the owning company opposes.

[In your letter, you state that the references I made in my earlier letter, regarding the current condition of the building and my proposals to relocate it and/or redevelop the site are not material to an assessment as to whether it merits a listing. Regardless of what the legal ruling declared, I would have thought that all factors that may determine the current condition of the building and all possible factors affecting its future should be taken into consideration when determining its listing status.

With the above in mind, the factors and reasons given in my earlier correspondence still stand and my company will continue to object to the building being listed.

Regards

[REDACTED]
Director

Falles Holdings Limited
(Ua Falles Properties)
Doue House
Longueville Road
St. Saviour
Jersey JE2 7SA

[REDACTED]

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On 1 Jul 2013, at 10:21, Kevin Pilley wrote: