

STATES OF JERSEY



ISLAND PLAN 2022-25: APPROVAL (P.36/2021) – SEVENTY SEVENTH AMENDMENT

USE OF FIELDS B26 AND B27 IN ST. BRELADE FOR VEHICLE INSPECTION CENTRE

Lodged au Greffe on 7th February 2022
by the Minister for Infrastructure

STATES GREFFE

ISLAND PLAN 2022-25: APPROVAL (P.36/2021) – SEVENTY SEVENTH
AMENDMENT

PAGE 2 –

After the words “the draft Island Plan 2022-25” insert the words “except that –

- (a) under Policy EI1 to add a new site through the designation of fields B26 and B27 (St Brelade) as light industrial use for the specific purposes of accommodating a vehicle inspection centre;
- (b) the draft Island Plan 2022-25 be further amended in such respects as may be necessary consequent upon the adoption of (a);
- (c) the Draft Bridging Island Plan Proposals Map Part A – Planning Zones be amended to reflect the adoption of (a).”.

MINISTER FOR INFRASTRUCTURE

Note: After this amendment, the proposition would read as follows –

THE STATES are asked to decide whether they are of opinion –

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to approve, in accordance with Article 3(1) of the Planning and Building (Jersey) Law 2002, as amended by the Covid-19 (Island Plan) (Jersey) Regulations 2021, the draft Island Plan 2022-25, **except that –**

- (a) under Policy EI1 to add a new site through the designation of fields B26 and B27 (St. Brelade) as light industrial use for the specific purposes of accommodating a vehicle inspection centre;**
- (b) the draft Island Plan 2022-25 be further amended in such respects as may be necessary consequent upon the adoption of (a);**
- (c) the Draft Bridging Island Plan Proposals Map Part A – Planning Zones be amended to reflect the adoption of (a)**

REPORT

1. Fields B26 and B27

Fields B26 and B27, as shown (for indicative purposes) on the aerial photographs below, have a combined area of c. 8,340 square metres, are in the ownership of the Ports of Jersey and are currently designated as in the Green Zone.

This amendment seeks to designate the site for light industrial purposes under policy EI1 in the Bridging Island Plan (BIP), specifically to accommodate a vehicle inspection centre. This facility is required as strategically significant public infrastructure to support the Periodic Technical Inspection of all domestic vehicles in Jersey from April 2024.

As part of the Island Plan process, the site was substantively raised with representations submitted by Ports of Jersey and the site was discussed during the Examination in Public. However, the timing of the work to develop inspection arrangements and examine sites meant that full information was not available to support this process, but this can now be included within this amendment.



Fields B26 and B27

2. The statutory requirement for Periodic Technical Inspections

When the UK decided to leave the European Union (EU), Jersey implemented a comprehensive programme of work to address the implications on the Island.

As part of this, the Island needed to take steps to ensure that Jersey motorists and their vehicles could circulate freely within the EU following Brexit. As the UK had already ratified the United Nations' Vienna Convention on Road Traffic 1968, to avoid similar problems, the UK asked Crown Dependencies if they wished for the ratification to be extended to them.

One main requirement of the Vienna Convention is the need to implement a regime of Periodic Technical Inspections (PTI) for all vehicles and, to comply, Jersey's legislation had to incorporate the periodic inspection of all Jersey registered vehicles, regardless of whether they travelled internationally.

On 20 November 2018, the States Assembly approved the enabling legislation required for the Island to comply with the Vienna Convention and on 4 December 2018, the Minister for Infrastructure approved the Road Traffic (Periodic Technical Inspections – General Provisions) (Jersey) Order 2018, setting out the operation of the PTI regime in more detail. The UK Government subsequently extended its ratification of the Vienna Convention to Jersey, and this was implemented by the Brexit date of 29th March 2019.

A phased approach to inspections has been adopted. The first phase of the inspection regime began on 1 April 2019 and involves the inspection of mopeds, light motorcycles, and minibuses of 10 seats and above by Driver and Vehicle Standards (DVS).

The second phase will require the inspection of all motor vehicles which will require new arrangements and facilities to inspect the required number of vehicles. The above legislation identifies that the second phase should begin on **1 April 2024**.

There is therefore a statutory requirement to provide strategic infrastructure to enable the Periodic Technical Inspection of all vehicles in Jersey by April 2024.

3. Options Appraisal

Considerable work has been undertaken by DVS to consider the options for delivery of PTIs and identify the most appropriate solution for Jersey. This work included consultation with the local motor industry, research, and development of information on a range of options which were then evaluated against weighted criteria.

In April 2021, the Minister for Infrastructure agreed with the recommendation of the project team that a single, Government owned, inspection centre provided the most effective approach with the highest ability to meet the required criteria.

This conclusion was reached because arrangements can be established that guarantee demand can be met both from the start of inspections and on an ongoing basis, it will ensure customer choice across all local garages for repair/rectification work, the implementation timetable can be controlled, it will provide a consistent quality of inspections and provides a single entity for regulation and oversight by DVS.

However, at this stage further work was required to establish the most appropriate arrangements for the running of the centre (i.e. public or private sector) and to respond to the implications of a review of Government capital funding.

As a result of this work, in October 2021, the Minister for Infrastructure agreed the recommendation included within the business case:

'That vehicle inspections should be undertaken at a single inspection centre with a franchised operator who will provide the buildings and equipment, preferably on government-owned land, as part of the contract'.

It should be noted that implementation activity to support this recommendation has begun, which initially involves a procurement process to identify an operator to construct and equip the inspection centre and undertake inspections under contract on behalf of the Government of Jersey. It is currently anticipated that, following prequalification, tenders would be issued to shortlisted companies during mid-2022.

As part of this, any future tender process will be required to identify the site to enable tenderers to submit proposals; delays to establishing an appropriate site will therefore challenge both the appointment of an operator and, ultimately, the implementation of the inspection regime.

A comprehensive options appraisal process has been undertaken, which has identified the need for a site to accommodate a single inspection centre in the Island, which is required to be identified by mid-2022 as part of the tender process for an operator.

4. Summary of requirements.

The brief is for a commercial building which can accommodate c. 40,000 vehicle inspections per annum.

This will accommodate an inspection-only function, which will be as automated as possible to ensure a consistent standard is applied.

The process of inspection shall be automated for Emissions, Headlights, Steering/ Suspension and Brakes. The other inspection requirements will be undertaken visually and where necessary be carried out with the use of manual inspection equipment.

Envisaged site requirements are:

- An overall site area in the region of c. 5,000-8,000 sqm:
- An internal area of c. 2,000sqm (the majority of which will need to be on one floor), to accommodate 3 inspection lanes, 2 motorcycles lanes and associated reception and administration facilities.
- External space of between 3,000 and 6,000 sqm (range influenced by site topology) to accommodate vehicle lanes, circulation, site access and egress, parking and vehicle storage.
- The site is in a location which is likely to suit the requirement for vehicular access.
- The site is likely to be available in the timescale required.

Further information on the required inspection regime and requirements can be found at **Appendix A**.

The overall requirement demands enough space for the inspection centre and associated circulation; however, a crucial factor is a location that can support the required vehicular access, which is likely to mean being in close proximity to a main road.

5. Site Selection Process

A site selection process has been undertaken, which has considered a range of government owned and some private sector sites. This work is fully documented in the site review report at **Appendix B**.

Through working with Jersey Property Holdings, departmental officers, the Ports of Jersey and undertaking research into availability in the private sector, the following long-list of sites was identified:

- | | |
|---|---|
| 1. Warwick Farm. | 8. Ports of Jersey land near the Airport |
| 2. Land at La Collette (Nr LibertyBus) | 9. Ports of Jersey land at the Airport |
| 3. Car parking area – La Collette. | 10. Ports of Jersey land at St Helier Harbour |
| 4. Existing DVS & IHE workshops - La Collette | 11. South Hill offices. |
| 5. IHE Workshop Car Park | 12. Bellozanne Valley |
| 6. La Collette – Southwest of the site | 13. Abattoir Site La Collette |
| 7. Government land near the Airport | 14. Private sector industrial units |

The following approach was undertaken:

1. A preliminary analysis was undertaken of the longlisted sites; this identified sites which could be progressed further.
2. Sites progressing to the next stage were reviewed in more detail against the key criteria, including holding discussions with relevant parties (e.g. Departmental Officers, Planning Officers, Health and Safety Inspectorate, Fire service etc.).
3. The above was subject to an officer workshop to validate the work done and the proposed outcome.
4. A preferred site was identified to be the subject of further work.

As **Appendix B** identifies, despite considering a number of sites within the public and private sector, the conclusion of the work was there was only one site available that would meet the above and deliver the statutory requirement for the inspection of vehicles.

In October 2021, the Minister for Infrastructure was briefed on the above position and agreed that appropriate steps should be taken to progress this as the preferred site.

6. The suitability of fields B26 and B27

The site has been identified in conjunction with the Ports of Jersey, who have identified that it will not be required for Airport use or expansion.

It is regarded as an excellent site and location to meet the requirement, in particular:

- A 'test to fit' exercise has confirmed that the site can meet the area requirements.
- It is located on a major road in Jersey, which is vital in accommodating the required traffic volumes.
- It is a clear site which provides for ease of implementation.
- It is immediately available.
- Whilst the site is in the Green Zone, it is contiguous with the Airport Operational Zone and is near other commercial facilities, including motor trade business on the opposite side of the road.
- Whilst the airport fuel farm has a hazard zone surrounding it, the 2011 risk assessment and more recent work to update this has identified that it is likely that the building can be placed outside the outer zone and that it is therefore likely and that a building of this nature would be acceptable in this location. A full risk assessment will be undertaken as part of future planning application.

The site is likely to meet all requirements, including volumes of traffic, would be available within the required timescales and is near other commercial operational buildings of a similar nature.

7. Airport Fuel Farm – Risk Assessment

The site is in proximity to the Airport Fuel Farm and a risk assessment is required to assess the societal risk of developing an Inspection Centre in this location.

The current blast zones were established through an assessment undertaken in 2011, by Atkins Ltd. Using these zones, it is likely that the building would either be outside or at worst partially within the outer zone and a preliminary review of the recognised guidance for such developments (PADHI) suggest that this kind of development would be acceptable.

Following discussions with Planning Officers, the Health and Safety Inspectorate and the Fire Service, it was agreed that any future risk assessment undertaken as part of this scheme should consider the changes in the nature of the fuel farm since this time.

In November 2021, a revised assessment was undertaken which, based on existing use, has established revised blast zones and this presents similar picture, with the fields being partially within the outer zone which again, subject to a formal analysis, would suggest that this use is likely to be acceptable.

A full risk assessment would be provided to support any future Planning Application.

8. Fit with the draft Bridging Island Plan Policies

The need for light industrial land

The draft Bridging Island Plan (BIP) makes no new employment land designations, but the Arup Employment Land Study (for the Government of Jersey and ‘Evidence Base’ for the plan) identifies at Section 4.4 that:

‘...stakeholder engagement has indicated that there is scarcity of light industrial floorspace attributed to the limited number of locations in the Island which can meet the needs coupled with a pressure on the existing land for alternative uses such as residential development...

....engagement with stakeholders confirmed that it has always proven difficult to secure adequate light industrial accommodation, which will only be furthered by the buoyant transport and construction sectors.

.... it would appear that there may be demand for light industrial floorspace, and therefore the protection of existing light industrial floorspace will be necessary. Anecdotally, stakeholders have corroborated this conclusion with consultation highlighting evidence of demand. Jersey may have to look to La Collette (notwithstanding constraints from the La Collette Safety Zones for Hazardous Installations, development restrictions from the existing gas storage facilities and Fuel Terminal, and plans for additional petrol fuel farms), St Helier Harbour and around the Airport, as well as actively identifying new provision elsewhere on the Island in the longer term’.

The conclusions of the BIP Evidence Base are quite clear that there is high demand for light industrial premises and that sites should be “actively identified” including around the Airport.

Strategic infrastructure delivery

The draft BIP recognises that larger or more strategic scale infrastructure needs inevitably present greater, more complex planning challenges and it is important for the plan to have sufficient scope to deal with those needs.

Policy UI1 identifies that development proposals for strategically significant infrastructure will be supported where:

1. The development is proven to meet a strategic need, in the interests of the community.
2. The development will be in the built-up area.
3. In the case of the development outside the built-up area, sufficient work has been undertaken to consider reasonable alternative sites for the development, and that the selected site represents the most appropriate and sustainable option.
4. Its landscape and amenity impact will be acceptable; and
5. Its environmental impact has been appropriately identified and mitigated against, where possible, and compensated for, where necessary.

In response to the above:

- The requirement for an Inspection Centre to meet the statutory requirement for the inspection of vehicles meets the requirement for 'strategically significant infrastructure'.
- **Appendix B** sets out the work undertaken to consider alternative sites and identifies why the proposed site represents the most appropriate option.
- Landscape and amenity impact and environmental impact will be addressed as part of a future Planning Application, which will establish mitigation measures through the design process.

Les Quennevais

Policy PL2 identifies the built-up area of Les Quennevais is identified as the Island's secondary urban area and is expected to help meet the Island's development needs over the plan period.

Les Quennevais will act as a focus for growth and help to accommodate the need for residential development and the provision of community infrastructure, including sports provision. It will also serve to provide opportunity for economic growth and regeneration in this part of the Island.

Whilst the preferred site is not within the area defined for regeneration, the proximity of the inspection centre to Les Quennevais means that the area will benefit from the increased economic activity and the employment opportunities created in the area.

Sustainable Island economy

Policy SP6 identifies that a high priority will be given to the creation and maintenance of a sustainable, productive, and diverse economy, with support for new and existing businesses, particularly where they encourage the development of a local market for goods and services, attract small footprint/high value business and foster innovation.

This also identifies that there will be support for, amongst other things:

- The provision of sufficient land and development opportunities, in the right places, for new and employment uses.
- Economic development that: supports and enhances the vitality and viability of Town as a place to shop, work, do business and visit; helps regenerate Les Quennevais; and supports and responds to local retail needs in other local centres.

The inspection centre will provide a new service which will assist in diversifying the local economy generate skilled employment opportunities in the Les Quennevais area.

Safety zones for hazardous installations

Policy WER8 identifies that where development is proposed to take place within a designated safety zone, the health and safety of the public, and the extent to which any risks can be managed or mitigated, will be the overriding consideration.

Development will only be supported where adequate information to understand the level of risk associated with the development has been provided, and where the level of risk exposure to the public will remain acceptable and/or can be properly controlled. Where these requirements have not been satisfied, development proposals will not be supported.

As identified in Section 6, above, a risk assessment will be provided as part of a future Planning Application.

7.3 Summary

The subject land is outside the Airport Operational Area and is not used for any active purpose other than, in part, ad hoc car parking.

The delivery of a light industrial building would align with the recent developments in the vicinity, including the Airport Cargo Centre and Roberts Garage – and would not be out of keeping with the building forms found on the adjacent Airport.

The open character of the site is dominated by the adjacent operational infrastructure of the Airport resulting in a relatively low-grade environment.

A new development could incorporate high-quality frontage landscaping, which is a feature of the Airport perimeter, and also reflects the planting at the new Les Quennevais School.

9. Conclusion

In order to meet its international commitments and meet approved legislation, a suitable site is required to enable the inspection of vehicles in Jersey to commence by April 2024.

A comprehensive review of sites has identified fields B26 and B27 as the only currently available option which could meet this strategic need.

Preliminary design work has identified that this site is large enough to accommodate the requirements, the site also has the required accessibility to support the estimated number of vehicle journeys, would present few construction challenges and would be available within the required timescales.

Evidence provided to the draft Bridging Island Plan process identifies an Island-wide lack of land for light industrial purposes and the work to identify a site to meet the requirements for an inspection centre has demonstrated this.

Not only does this requirement represent a strategically significant infrastructure development for the Island, which is in the public interest to provide, but the identification of an appropriate site quickly is also crucial to the procurement process for a future operator.

Should the designation of the site be changed to support this requirement, issues relating to risk assessment, landscape and amenity impact and environmental impact would be dealt with through a future full Planning Application for the site.

The Island has a strategic requirement to inspect vehicles to meet both international commitments and enacted domestic legislation, which serve to protect Islanders' rights to drive freely in Europe. If the proposed redesignation of this site is not supported, this requirement will remain and, based on the work done to date, there would currently not appear to be an alternative.

10. Financial and Manpower Implications

There are no financial or manpower implications associated with this amendment.

Appendix A – The Requirement

A.1 The inspection regime

The inspection centre will deal with all non-commercial vehicles to the following regime:

Category	Vehicles	Regime
Powered two wheels	Motorcycles, light motorcycles (e.g. scooters) and mopeds.	First Inspection 3yrs, then every 2yrs
Other categories	Motor Cars	First inspection 5yrs, then every 3yrs

DVS will continue to inspect commercial Medium and Heavy Goods Vehicles, Public Service Vehicles, 10-seater Minibuses and all non-commercial vehicles 3,500kg and above at its inspection centre. However, due to the volume of required inspections, delivering the inspection of all remaining classes of vehicle (e.g. cars, mopeds and motorbikes) will be undertaken at the inspection centre.

A.2 Volumes – Preliminary analysis

The inspection regime will ultimately require all vehicle owners to submit their vehicles for inspection within the above parameters of the scheme i.e. cars every three years and motorcycles every two years.

To enable an assessment of the requirements for an inspection centre, below outlines the estimated volume of vehicles that would fall in scope. These numbers are based on information from the DVS Vehicle Registration System as of 1st January 2021 but would be subject to review prior to finalising requirements.

It is estimated that the arrangements for the inspection of vehicles must have the capacity to inspect a total of **c. 38,438** vehicles per annum.

Breakdown of inspections			
	No	Retests	Total
Cars	26,253	4,463	30,716
Motorbikes	6,600	1,122	7722
			38,438

Whilst there are minor fluctuations up and down on an annual basis regarding the total number of vehicles that would be in scope per annum for testing, this provides an indication of the required volumes.

A.3 Key requirements

General Requirements

DVS require that vehicle inspections are as automated as possible to ensure a consistent standard is applied.

The Process of inspection shall be automated for Emissions, Headlights, Steering/ Suspension and Brakes. The other inspection requirements will be undertaken visually and where necessary be carried out with the use of manual inspection equipment.

It is considered that the following inspection areas will be undertaken:

- Vehicle log in
- Emission Test (excluding Motorcycles)
- Steering Test
- Suspension Test
- Headlight Test
- Roller Brake Test
- Manual ramp inspection
- Record Results
- Print PASS or FAIL Certificate

Equipment and Space Requirements

All inspection equipment will be housed in premises that have suitable access, are wind and watertight, have adequate lighting, affixed to a level solid floor and that testing bay sizes are correct for the vehicle classes being inspected.

It is anticipated that the requirements for an inspection centre would include, but not be limited to, the following facilities as a minimum:

- 3 motorcar Inspection lanes
- 2 motorcycle Inspection bays
- Public area for waiting.
- Staff and office accommodation
- External circulation for access and egress
- 20 vehicle storage spaces
- 20 Vehicle parking spaces

Vehicle Inspections - Cars

At this stage, it is considered that the inspection areas for cars should be based on three parallel inspection lanes with six ramps in a 3 x 2 orientation.

The inspection lanes should be based on VOSA requirements and comprise vehicle holding area for registration and emissions test, brake tests facilities, headlight inspection and scissors ramp including shaker test. Each operational area should include a dedicated console.

Vehicle Inspections – Motorcycles

Two separate motorcycle inspection lanes are required based on VOSA requirements and including a scissor ramp.

Administration and Reception

A reception area is required for one member of staff to receive customers. This should be adjacent to/form part of the waiting area.

Open-plan office accommodation is required for 6 people and a small (4 person) meeting room is required.

Customer Waiting Area

A reception and waiting area is required which should seating for 16 people, with access to toilets (male, female and disabled) and vending facilities for tea and coffee etc.

Staff Welfare Facilities

Welfare facilities are required for 16 staff, including kitchen/mess facilities, toilets (male, female and disabled), lockers and changing and storage.

External Areas

External areas are required, including include appropriate arrangements for access and egress to the inspection centre and a waiting area for vehicles in advance of being inspected.

Car parking is required for 20 vehicles and vehicle storage for 20 vehicles.

DVS Inspections – Inspection Centre Site review and preferred site

November 2021



Background and Introduction

This document sets out the work undertaken to identify an appropriate site for an inspection centre to undertake the Periodic Technical Inspection of all vehicles in Jersey from April 2024.

In order to meet the legislative requirements of the Vienna Convention, jurisdictions are required to undertake Periodic Technical Inspections of all vehicles and in November 2018 the States Assembly approved enabling legislation to introduce such inspections in Jersey. In December 2018, the Minister for Infrastructure approved an Order setting out the operation of the inspection regime in more detail. The Order also specifies the date by which inspections must begin as **1st April 2024**.

In September 2021, the outcome of an options appraisal into the most appropriate arrangements for the inspection of vehicles identified the preferred option as a single inspection centre provided and operated by a private sector operator, preferably on a site identified by the Government of Jersey.

There is therefore a pressing need to establish an appropriate site to support a key Government infrastructure project.

Summary Approach

The following approach has been taken:

- 1) A preliminary analysis was undertaken of sites identified by Jersey Property Holdings, Ports of Jersey and available sites in the private sector; this identified sites which could be progressed further.
- 2) Sites progressing to the next stage were reviewed in more detail against the key criteria, including holding discussion with relevant parties (e.g. Departmental Officers, Planning Officers, Health and Safety Inspectorate, Fire service etc.).
- 3) The above was subject to an officer workshop to validate the work done and the proposed outcome.
- 4) A preferred site was identified to be the subject of further work.



The Requirement

A summary of the requirements can be found in **Appendix A**. In overview, the Vehicle Inspection Centre needs to be capable of inspecting c 38,000 vehicles per annum and will require three car inspection lanes, plus two for motorcycles.

Envisaged site requirements are:

- An overall site area in the region of c. **5,000-8,000** sqm:
 - An internal area of c. 2,000sqm (the majority of which will need to be on one floor), to accommodate 3 inspection lanes, 2 motorcycles lanes and associated reception and administration facilities.
 - External space of between 3,000 and 6,000 sqm (range influenced by site topology) to accommodate vehicle lanes, circulation, site access and egress, parking and vehicle storage.
- The site is in a location which is likely to suit the requirement for vehicular access.
- The site is likely to be available in the timescale required (within a year).
- The site does not have significant limitations which would prevent development.

List of Sites Identified

Through working with Jersey Property Holdings, departmental officers, the ports of Jersey and undertaking research into availability in the private sector, the following long-list of sites was identified:

- | | |
|---|--|
| 1. Warwick Farm. | 8. Ports of Jersey land at the Airport |
| 2. Land at La Collette (Nr LibertyBus) | 9. Ports of Jersey Land at St Helier Harbour |
| 3. Car parking area – La Collette. | 10. South Hill offices. |
| 4. Existing DVS & IHE workshops - La Collette | 11. Bellozanne Valley |
| 5. IHE Workshop Car Park | 12. Abattoir Site La Collette |
| 6. La Collette – South West of the site | 13. Private sector industrial units |
| 7. Government land near the Airport | |

An overview of each of these sites can be found at **Appendix B**

Long List Review



The identified sites were subject to preliminary analysis against key requirements to identify a shortlist of those to be investigated further. This preliminary analysis was validated with Jersey Property Holdings before undertaking a short-list analysis.

Site	Size	Location	Availability	Planning	Outcome	Comment
1) Warwick Farm	✓	✓	?	✗	✗	Unlikely to be deliverable
2) Land at La Collette	✓	✓	✓	?	✓	Consider further
3) Car park at La Collette	✗	✓	✓	?	✗	Not large enough
4) DVS and IHE workshops	✓	✓	✓	?	✓	Consider further
5) IHE Workshop car park	✗	✓	?	?	✗	Not large enough
6) La Collette – South West	✓	?	?	✓	✓	Needs discussion with IHE Team
7) Govt land near the Airport	✓	✓	✓	?	✓	Consider further
8) PoJ land near the Airport	✓	✓	✓	?	✓	Consider further
9) PoJ land at the Airport	✗	✓	✓	?	✓	Consider further (only with above)
10) PoJ land at the Harbour	?	✓	✗	?	✗	Not available
11) South Hill Offices	✓	✓	✗	✗	✗	Development brief for other uses
12) Bellozanne Valley	?	✓	✗	?	✗	Not available due to other uses
13) Abattoir Site	✓	✓	✗	?	✗	Not available due to other uses
14) Private sector options	?	?	?	?	?	Could be possibilities, depends on timing



Short-List – Initial Review

Before analysing the shortlisted sites in any detail, initial information gathering was undertaken against each site, which took the form of discussions with Planning Officers, Health and Safety Executive, Fire Department and IHE Departmental Officers.

The following sets out the outcome of this initial review.

Site:	2) Land at La Collette
Action Taken:	Discussed with Planning Officer and subsequently with Health and Safety Executive.
Position:	The site falls within the Development Proximity Zone which would preclude the development of an inspection centre and in particular a development which had up to 15 permanent staff accommodated within the building. It also remained unclear whether this site could accommodate the requirement.
Outcome:	This site should not be considered further.

Site:	4) DVS and IHE Workshops
Action Taken:	Discussed with Planning Officer and subsequently the Health and Safety Executive.
Position:	Both sites fall within the Development Proximity Zone which would preclude the development of an inspection centre and in particular a development which had up to 15 permanent staff accommodated within the building. This would require the reconfiguration and remodeling to the existing buildings, and the decant and replacement of existing uses, which will be prohibitively expensive and would require Planning permission, which would not be granted. No capital budget exists to undertake these works.
Outcome:	This site should not be considered further.



Short-List – Initial Review

Site:	6) La Collette – South West
Action Taken:	Discussed with Planning Officer and Health and Safety Executive. Met with IHE solid waste team.
Position:	<p>The site is outside the Development Proximity Zone, however, is still within the outer zone and is proximity to the fuel berth and associated fuel pipe work.</p> <p>IHE Officers identified that there was no guarantee the site could be released as this depended on the rate of fill of the reclamation site, which attempts were being made to delay this process.</p> <p>In addition, the need to continue to accommodate infill in the future would mean that any development in this site could significantly compromise operations in this area.</p> <p>The requirement to import aggregates is likely to have to be met from this site, which is likely to be required to meet the need to store imported aggregates.</p> <p>The site was also remote from any services and infrastructure, which would have to be developed as part of the scheme.</p>
Outcome:	This site should not be considered further.

Site:	7) & 8) Ports of Jersey and Government near the Airport
Action Taken:	Discussed with a Planning Officer.
Position:	<p>The site is in the Green zone and there would be a preclusion against development; a development here was unlikely to achieve planning permission.</p> <p>The site is also heavily sloping, which could make the development of an inspection centre difficult and expensive.</p>
Outcome:	This site should not be considered further.



Short-List – Initial Review

Site:	8) PoJ Land at the Airport
Action Taken:	Discussed with Planning Officer, Health and Safety Executive and Fire Officer.
Position:	<p>The site is outside the Airport Development Zone, but is in the green zone, so there would be a presumption against development.</p> <p>The site was in proximity to the airport fire zone but was not in the central DPZ as identified on the 2011 Risk Assessment. This would have to be assessed as part of any future application, particularly in the context of changes to the fuel farm since 2011.</p> <p>Whilst the site was in the green zone, its location, which was contiguous to existing commercial premises and the fact that the development could be regarded as a strategic infrastructure project may provide an opportunity for for the site to be rezoned for this purpose. There was also an opportunity for a change of use fo the site to be included within the Island Plan review.</p> <p>The site is large enough to accommodate ethe requirement and is well positioned on one of the Island main roads which will enable the required vehicle access.</p>
Outcome:	This site should be considered further.



Short-List – Initial Review

Site:	12) Private Sector Options
Action Taken:	Private sector site search through an Agent appointed by Jersey Property Holdings
Position:	<p>The three sites initially identified for consideration were further reviewed and subsequently regarded as unviable.</p> <ol style="list-style-type: none">1) The new site at St Saviour would not meet the requirement. Acquiring the existing building (e.g. through a lease) and redeveloping it into an inspection Centre was likely to be financial unviable. In addition, no capital funds are available for such a redevelopment2) A review of the Planning Application for a new unit at Springside identified that the site was not large enough to meet the requirement and would provide challenges with regard to traffic as a result of its location.3) The commercial site at St Brelades was subject to initial discussions with the agent, who confirmed the available site area, likely timescales and confirmation that, in principle, the landowner would consider this use on this site. <p>Whilst this site was likely to be acceptable in planning terms and offered a reasonable location, a review of the proposed site area identified:</p> <ol style="list-style-type: none">a) Whilst the site could accommodate the footprint of the building, the shape would not permit the operation of inspections as identified in the requirement.b) The overall site area delivered (identified as c. 5,750 sqm) was just below that required to deliver the requirement.c) The site configuration generally (including the location of parking) would not lend itself to the operation of an inspection centre.d) Access and egress appeared to rely on seeking approval to create new access on an existing road; something that has been denied to the landowner by JPH in the past.
Outcome:	No private sector options were available at this time

Short List Review



A summary of the position after the initial review of shortlisted sites against the criteria identified in **Appendix C** is set out below:

Site	Meets Req's	Availability	Location	Costs	Ease of Impl.	Traffic Impact	Planning	Outcome
2) Land at La Collette	?	✓	✓	✓	✓	✓	✗	✗
4) DVS and IHE workshops	✓	?	✓	✗	✗	✓	✗	✗
6) La Collette – South West	✓	✗	?	?	✓	?	?	✗
7) & 8) PoJ & Govt land at the Airport	?	✓	✓	?	?	✓	✗	✗
8) PoJ land at the Airport	✓	✓	✓	✓	✓	✓	?	✓
13) Private sector options								
a) St Saviour Site	?	?	✓	✗	✗	✓	✓	✗
b) Springside	✗	✓	✗	✓	✓	✗	✓	✗
c) St Brelade	✗	?	✓	?	?	✓	✓	✗

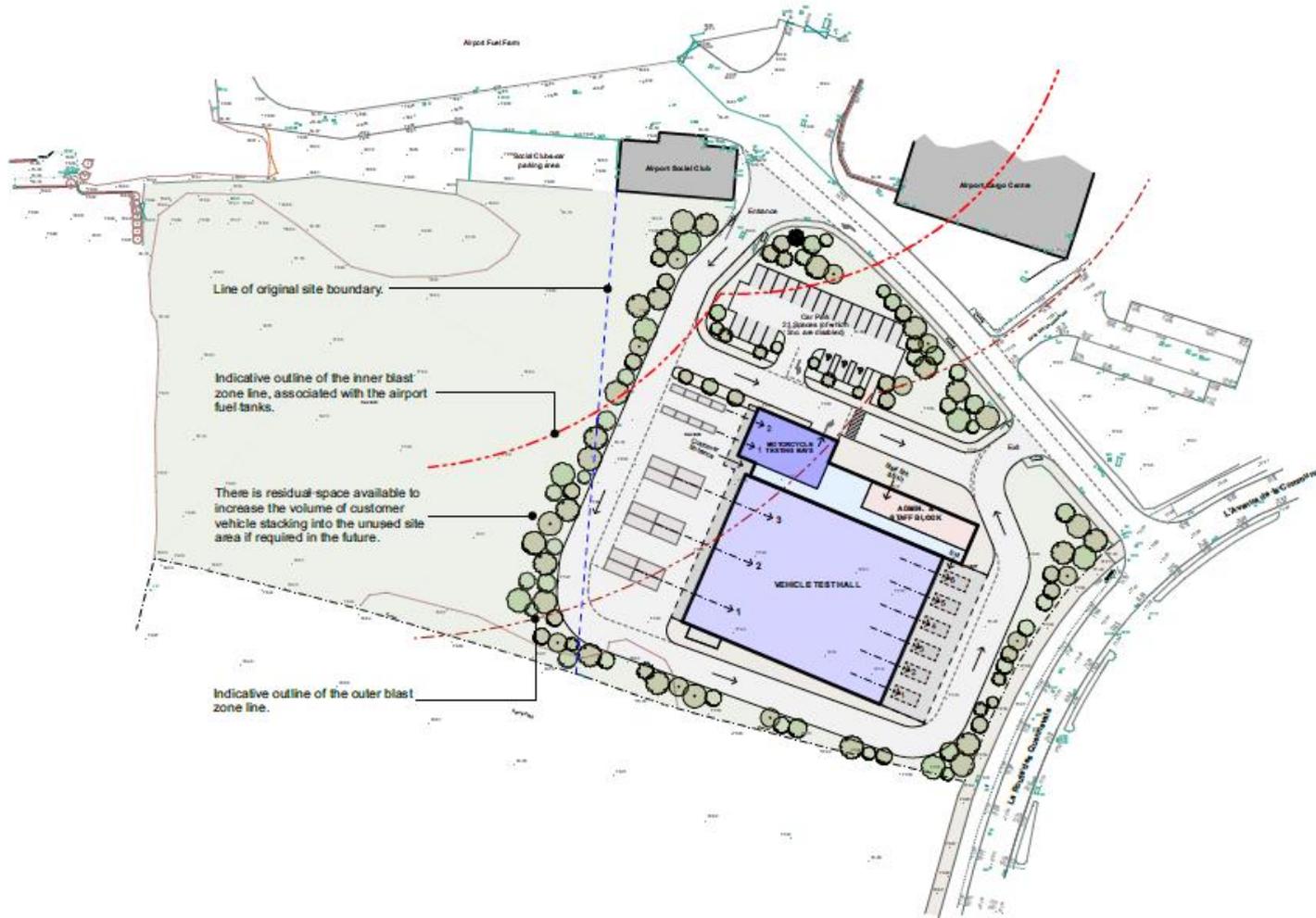


Preferred Option – PoJ Land at the Airport

The only site that can be progressed from this review process is site **8) PoJ Land at the Airport**. As a result of this, some additional work has been done to confirm it can meet the area requirement. The following is a summary of this site against an enhanced list of criteria (see Appendix C)

Ability to meet requirements	It has been demonstrated that this site can meet the area requirements through a 'test-to-fit' exercise (see overleaf).
Availability/ Timescales	The site would be available for alternative use within the required timescales.
Location	The site is well located, although out of town and has good access directly from a main road, which is a crucial requirement for the inspection centre.
Traffic Impact	As the site is on a main road, the impact of traffic is likely to be manageable and it is not thought would present significant problems for development or create traffic build up and associated environmental issues.
Cost	As a clear site for the construction of the building, this is unlikely to present many 'abnormal' costs such as demolition, relocation etc.
Ease of Implementation	In construction terms, unlikely to present significant difficulty. However, the challenges raised through the planning issues on the site could have an impact on the implementation programme.
Planning or other constraints	<p>The site is outside the Airport Development Zone, but is in the Green Zone, so there would be a presumption against development. However, its location is contiguous to existing commercial premises and the fact that the development could be regarded as a strategic infrastructure project may provide an opportunity for the site to be rezoned for this purpose.</p> <p>It is proposed that the site is progressed through an outline planning application, which would require the full justification of the use of this site for this purpose, plus the lack of alternatives. The opportunity for a change of use for the site to be included within the Island Plan review should also be progressed through the Island Planning Process.</p> <p>The site is in proximity to the airport fire zone but is not in the central DPZ as identified on the 2011 Risk Assessment. This would have to be assessed as part of any future application, particularly in the context of changes to the fuel farm since 2011. A Risk Assessment of these revised arrangements has been commissioned in order to support a future planning application.</p>

Preferred Option – PoJ Land at the Airport





Conclusions

Despite considering a number of sites within the public and private sector, the conclusion of the work undertaken to date is that there is only one site currently available that will meet the requirement for a vehicle inspection centre as set out in the requirement.

Whilst the site can accommodate the area requirements and appears to meet all the main technical criteria, it is in proximity to the airport blast zone and, crucially, is currently in the green zone. This has been discussed with both health and safety and planning officers and, with suitable evidence to support this development, the site could be suitable to meet this requirement, however, there remains the risk that change of use or re-zoning of the site will not be supported.

In terms of the procurement process for an operator to undertake vehicle inspections, it is regarded as vital that a specific site is identified on which an inspection centre can be constructed as part of the contract.

Finding a site for an inspection centre is a fundamental strategic requirement if the Island is to maintain its commitments to the Vienna Convention and continue to guarantee the rights of Jersey motorists to circulate freely in Europe post-Brexit.

Should the preferred site not achieve planning approval, options would be limited, and this would introduce considerable uncertainty and subsequent delay to the procurement and contract process.

Appendix A – Summary Requirement

General Requirements

DVS require that vehicle inspections are as automated as possible to ensure a consistent standard is applied.

The Process of inspection shall be automated for Emissions, Headlights, Steering/ Suspension and Brakes. The other inspection requirements will be undertaken visually and where necessary be carried out with the use of manual inspection equipment.

It is considered that the following inspection areas will be undertaken:

- Vehicle log in
- Emission Test (excluding Motorcycles)
- Steering Test
- Suspension Test
- Headlight Test
- Roller Brake Test
- Manual ramp inspection
- Record Results
- Print PASS or FAIL Certificate

Equipment and Space Requirements

All inspection equipment will be housed in premises that have suitable access, are wind and watertight, have adequate lighting, affixed to a level solid floor and that testing bay sizes are correct for the vehicle classes being inspected.

It is anticipated that the requirements for an inspection centre would include, but not be limited to, the following facilities as a minimum:

- 3 motorcar Inspection lanes
- 2 motorcycle Inspection bays
- Public area for waiting.
- Staff and office accommodation
- External circulation for access and egress
- 20 vehicle storage spaces
- 20 Vehicle parking spaces

Vehicle Inspections - Cars

At this stage, it is considered that the inspection areas for cars should be based on three parallel inspection lanes with six ramps in a 3 x 2 orientation.

The inspection lanes should be based on VOSA requirements and comprise vehicle holding area for registration and emissions test, brake tests facilities, headlight inspection and scissors ramp including shaker test. Each operational area should include a dedicated console.

Vehicle Inspections – Motorcycles

Two separate motorcycle inspection lanes are required based on VOSA requirements and including a scissor ramp.

Administration and Reception

A reception area is required for one member of staff to receive customers. This should be adjacent to/form part of the waiting area.

Open-plan office accommodation is required for 6 people and a small (4 person) meeting room is required.

Customer Waiting Area

A reception and waiting area is required which should seating for 16 people, with access to toilets (male, female and disabled) and vending facilities for tea and coffee etc.

Staff Welfare Facilities

Welfare facilities are required for 16 staff, including kitchen/mess facilities, toilets (male, female and disabled), lockers and changing and storage.

External Areas

External areas are required, including include appropriate arrangements for access and egress to the inspection centre and a waiting area for vehicles in advance of being inspected.

Car parking is required for 20 vehicles and vehicle storage for 20 vehicles.





Appendix B

Long List Site Summary

1. Warwick Farm

Build a test centre at Warwick Farm



Advantages:

- Land owned by the public.
- Large open site (site area c 54,000 sqm).
- Good vehicle access – on main road.

Disadvantages:

- In green zone – likely to be significant issues with Planning
- Currently rented out on a 9-year lease which expires at the end of 2026 - some relocation would be required and have to be negotiated.
- BLI on a WWII German storage building in one of the fields.

Other considerations:

- Likely to be significant planning issues and public resistance to use as an inspection centre.

Suggested Status:

- This site should not be progressed further for this use.

2. Land at La Collette

The development of an inspection centre on land at La Collette, next to the bus depot



Advantages:

- States-owned land (site area c. 4,134 sqm)
- Located in 'industrial' area, appropriate for required use.
- Good access for vehicles.

Disadvantages:

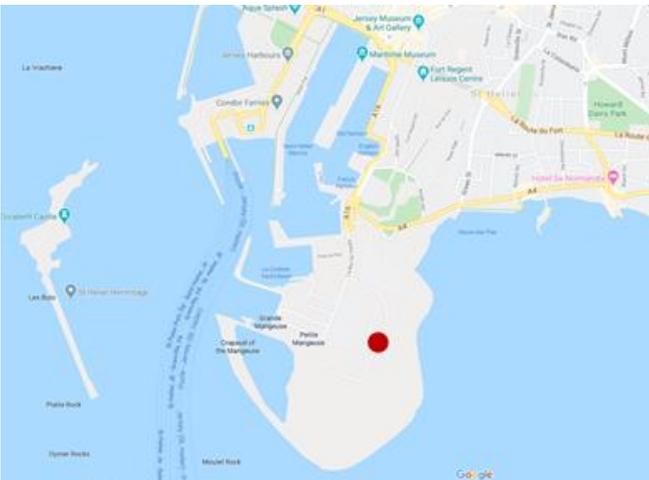
- Query whether the size of the site is large enough.
- Land had been agreed to be leased for a 9 year term. Although an interim licence is in place, the full lease appears less likely to be taken up and the site could become available again.

Other considerations:

- Query whether this activity can be accommodated on the site due to possible restrictions due to the blast zone. Planning considerations.
- There may be the possibility of enlarging the site through use of some of the adjoining area, but this has not been investigated.

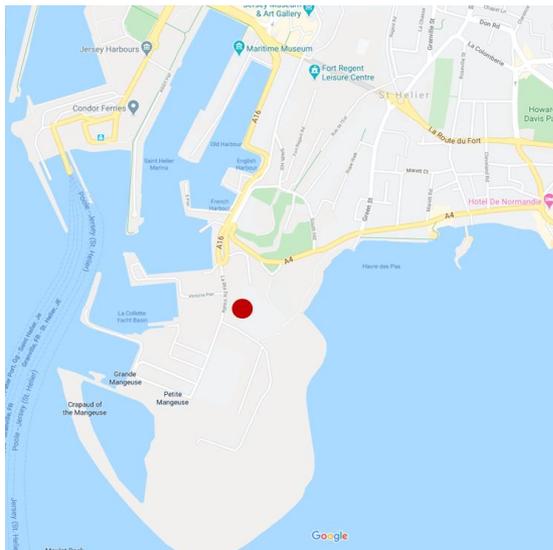
Suggested Status:

- The site should be considered further.



3. Car Parking Area (1) and Freezer Storage (2) – La Collette

The development of an inspection centre on public land at La Collette currently used for car parking.



Advantages:

- States-owned land (site areas 1) c. 1,950 sqm, 2) 650 sqm)
- Located in 'industrial' area, appropriate for required use.
- Good access for vehicles.

Disadvantages:

- Whilst the site is just large enough to accommodate the building, it is unlikely the site could be configured to accommodate the external requirements for access and parking.
- Part of the car park land is currently leased to the JEC on a licence, however that it is understood that the licence arrangements are short term and can be terminated at short notice.
- Would need to explore the implications of the proximity of a fuel storage tank near the site.

Other considerations:

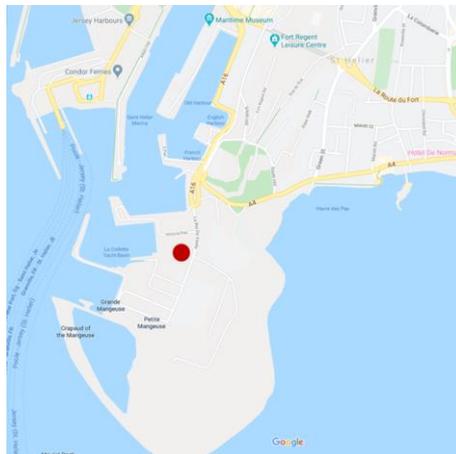
- Query whether this activity can be accommodated on the site due to possible restrictions due to the blast zone. Planning considerations.
- Site 2 is currently let until December 2022. This element of the land would therefore be problematic to utilise until that date. This element of land could therefore be available within the required timescales.

Suggested Status:

- Should not be considered further as not large enough.

4. Existing DVS and IHE Workshops

The development of an inspection centre on the existing DVS/GHE Workshops at La Collette.



Advantages:

- States-occupied land (DVS site area c. 7,761 sqm)
- Located in 'industrial' area, appropriate for required use.
- Good access for vehicles.
- Possibility of utilising existing DVS site and part of GHE site to provide required facilities/site area.

Disadvantages:

- land is owned by Ports of Jersey under a 150-year lease and let back to the government (although the leaseback arrangements has not been formalised to date). Therefore, any proposed redevelopment of the site would require discussion with Ports of Jersey as the landlord.
- May require the decant of services (e.g. DVS) through the construction period.

Other considerations:

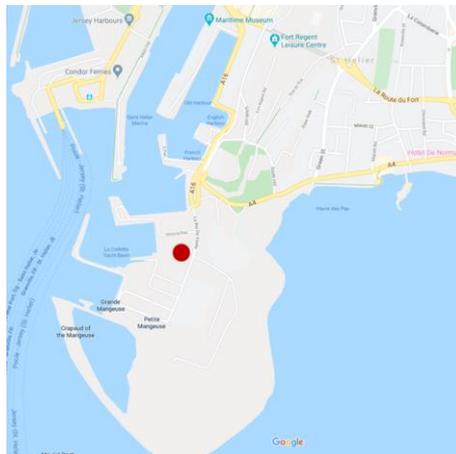
- Query whether this activity can be accommodated on the site due to possible restrictions due to the blast zone. Planning considerations.
- If a government run facility is the preferred option, there may be benefits in including current DVS services and accommodation within the solution.

Suggested Status:

- An option that should be considered further.

5. La Collette Workshops Car Park

The development of an inspection centre on the GHE Workshops car park at La Collette.



Advantages:

- States-occupied land (site area – 2,075 sqm).
- Located in 'industrial' area, appropriate for required use.
- Good access for vehicles.

Disadvantages:

- Site is not large enough to meet the requirement on its own.
- The site could be considered with other areas in the vicinity; however, the function is unlikely to be able to operate across different sites.
- land is owned by Ports of Jersey under a 150-year lease and let back to the government (although the leaseback arrangements has not been formalised to date). Therefore, any proposed redevelopment of the site would require discussion with Ports of Jersey as the landlord.
- Part of the car park is used by ports.
- Proximity to the La Collette workshops and maintain access for current users may provide a constraint.

Other considerations:

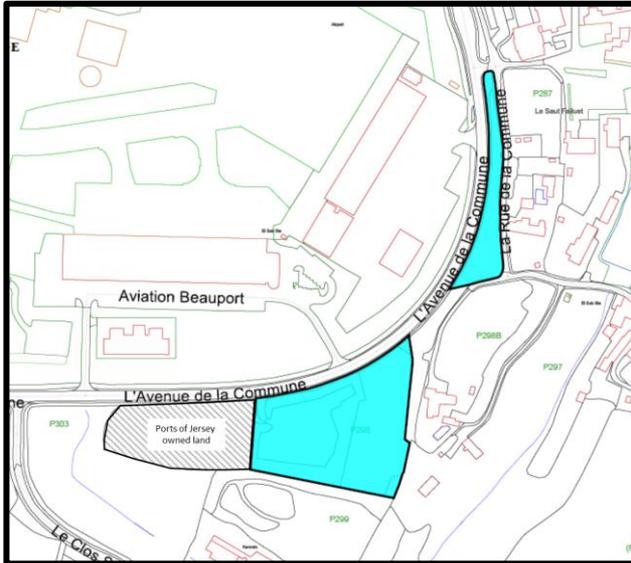
- Query whether this activity can be accommodated on the site due to possible restrictions due to the blast zone. Planning considerations.
- Could be considered in conjunction with **Option 3** as the car parking could be displaced to the existing public car park.

Suggested Status:

- An option that should not be considered further as not large enough to accommodate the requirement.

7. Government land near the Airport

The development of an inspection centre on land near the airport (Field P298)



Advantages:

- Land owned by Government of Jersey.
- Large enough to meet the requirement - 7,537 sqm.
- Good location and access for vehicles.
- Adjacent to land owned by Ports of Jersey, so may be opportunity to expand the site through a commercial agreement.

Disadvantages:

- Use of the adjacent land would likely to incur purchase or lease costs with the Ports of Jersey.
- A key issue would be whether this kind of development would be permitted in this area.

Other considerations:

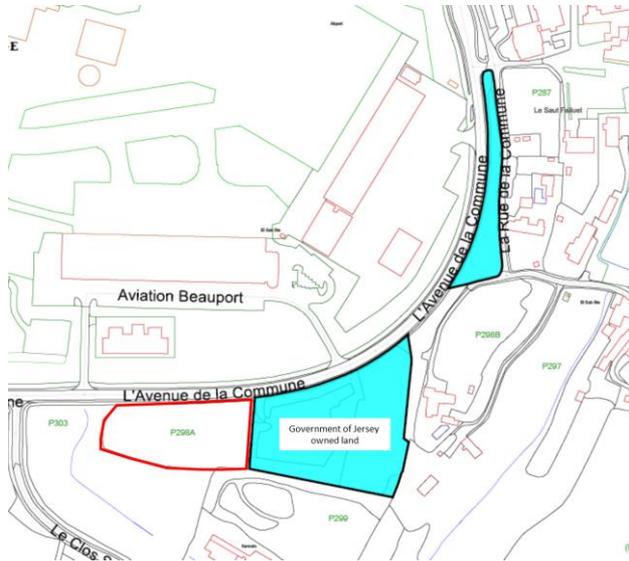
- Unclear whether an inspection centre would be an acceptable use of this site in Planning terms.

Suggested Status:

- An option that should be considered further.

8. Ports of Jersey land near the Airport

The development of an inspection centre on land near the airport (Field P298A)



Advantages:

- Land owned by Ports of Jersey, so may be opportunity to utilise the site through a commercial agreement.
- Good location and access for vehicles.
- Adjacent to land owned by Government of Jersey, so could form part of overall solution.

Disadvantages:

- Not large enough on its own to meet the requirement – less than 5,000 sqm.
- The scheme would likely incur purchase or lease costs with the Ports of Jersey.
- Topology of the site likely to be difficult.
- A key issue would be whether this kind of development would be permitted in this area.

Other considerations:

- Unclear whether an inspection centre would be an acceptable use of this site in Planning terms.

Suggested Status:

- An option that should be considered further alongside Site 7.

9. Ports of Jersey land at the Airport

The development of an inspection centre on land adjacent the airport (Fields B26 and B27)



Advantages:

- Land owned by Ports of Jersey.
- Large enough to meet the requirement - c 8,500 sqm.
- Good location and access for vehicles.

Disadvantages:

- Question over the blast-zones associated with the fuel farm.
- The land, whilst adjacent to the airport, is in the Green zone.
- Use of the land would incur lease costs with the Ports of Jersey.

Other considerations:

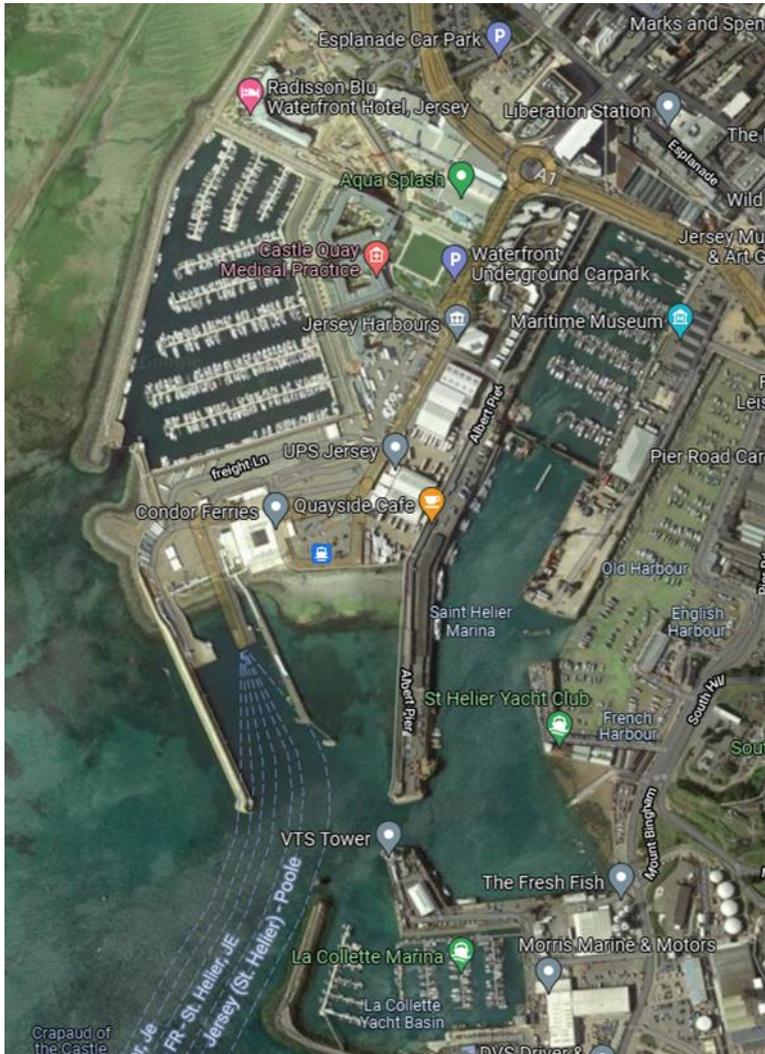
- Whilst in the Green Zone, it was considered that the use of this site could be an acceptable use of this site in Planning terms, though this would require further discussion.

Suggested Status:

- An option that should be considered further.

10. Ports of Jersey land at the Harbour

The development of an inspection centre on land in and around the harbour area



Advantages:

- Land owned by Ports of Jersey.
- Potentially good location and access for vehicles.

Disadvantages:

- No areas of land are available within the harbour area.
- Land in this area to be prioritised for harbour uses.

Other considerations:

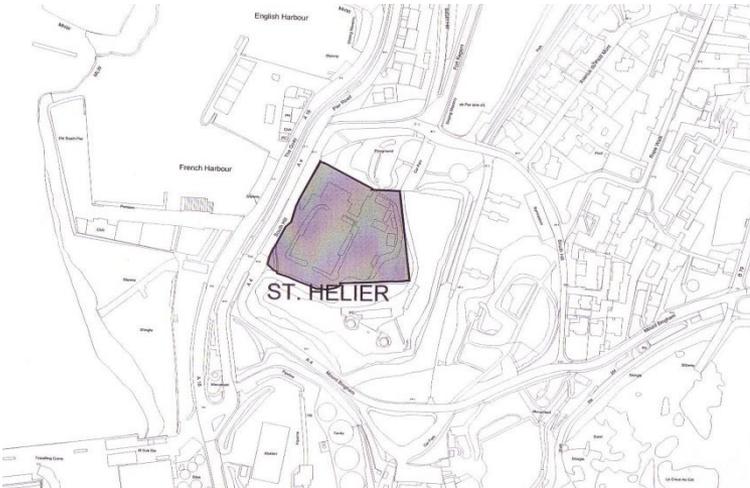
- None

Suggested Status:

- Should not be considered further.

11. The South Hill Site

The redevelopment of the South Hill Site to create an Inspection Centre



Advantages:

- States-owned land (site area c. 8,000 sqm).
- Large enough to accommodate the requirement.
- Reasonable access.
- Site currently vacant

Disadvantages:

- Site proposed to be transferred to SoJDC for development as residential.
- Development brief identifies the site to be used as residential or as a hotel.
- Potentially a high value residential site and one which could bring revenue to the States of Jersey.
- Part of site listed as BLI (barracks).

Other considerations:

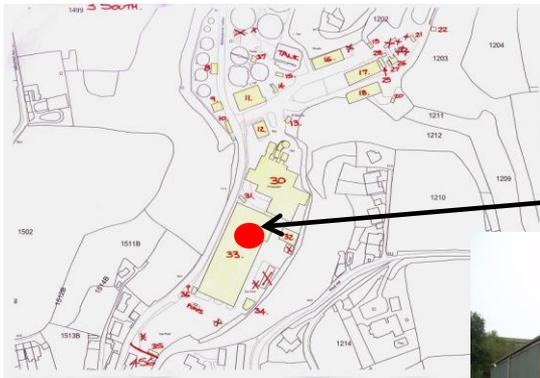
- Plans in place for a future residential development.

Suggested Status:

- Should not be considered further.

12. Bellozanne Valley

Develop part of the existing IHE workshop facilities at Bellozanne; It is understood the co-location of a number of services are being considered for this area as part of the 'One-Gov'; initiative.



Main
Workshop



Advantages:

- States-owned site with potential for redevelopment.
- An inspection centre in this location may fit well with other uses on the site.
- Is in the built up area.
- Thought to be scope for better use of the main workshop (though an extension probably be required).

Disadvantages:

- Traffic and access may be a consideration.
- It is understood a number of uses are being planned for this area.
- Existing services would have to be relocated to accommodate this use.
- Main workshop is old and requires refurbishment.
- There is pressure on space in the valley as a result of the redevelopment of the liquid waste plant and the need for future expansion.

Other considerations:

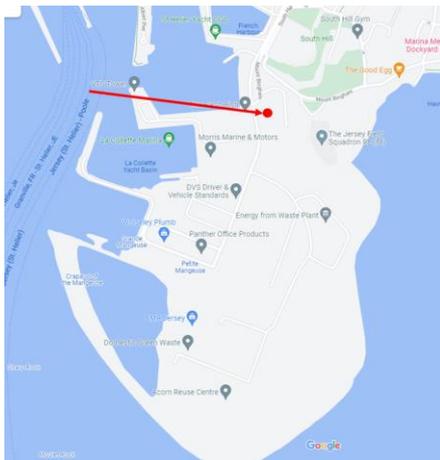
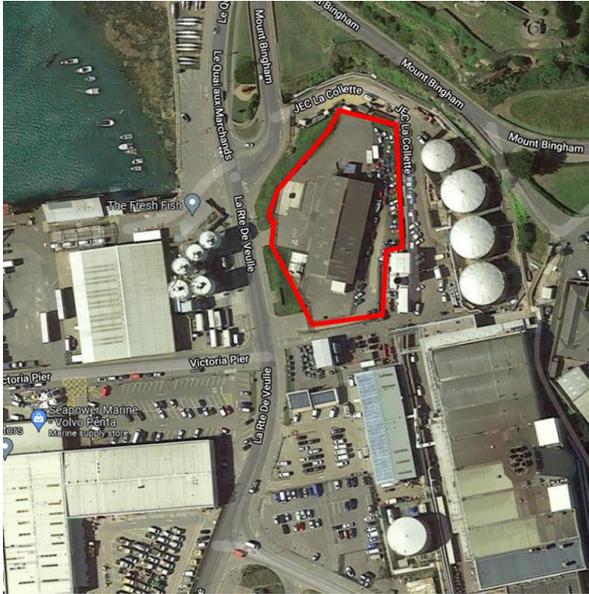
- Would need to be considered in the context of overall masterplan for Bellozanne Valley and the 'One-Gov' proposals for the site.
- The initial view of JPH is that there are a number of competing uses for the area identified and it unlikely that an Inspection Centre could be accommodated alongside this.

Suggested Status:

Competing uses mean that this should not be considered further.

13. Abattoir Site – La Collette

Relocation of the abattoir and use of the existing site for an inspection centre



Advantages:

- States-owned land potentially large enough to accommodate site
- Located in 'industrial' area, appropriate for required use, however currently a facility for the abattoir.
- Outside the DPZ main blast zone areas, however within the outer zone.

Disadvantages:

- No plans or funding for the relocation of the abattoir.
- Relocation of the existing facility likely to be problematic and take considerable time
- No funding for any relocation of the existing facilities or subsequent site clearance.

Other considerations:

- Whilst current site regarded as underused, the function is required to continue, and relocation of existing facilities has not been considered and may not be justified.

Suggested Status:

- An option that should not be considered further.

14. Private Sector Options

The use of an existing commercial facility or one provided by the private sector.

JPH made some enquiries about the current market for commercial properties which identified 2 options:

- 1) A site in St Saviour which is about to go in for planning for a scheme, part of which will include a light industrial unit of circa 10,000 sq.ft.

The rest of the site could become available – the existing building is c 20,000 sqft.

To be considered further

- 2) Part of Springside industrial estate in Trinity – The owner has submitted a planning application to provide a unit of 13,000 sq.ft.

To be considered further

- 3) Former JEP site at five Oaks - Planning application approved for scheme and construction now begun.

Not to be considered further

- 4) Commercial site at St Brelade, landowner undertaking initial master planning for alternative use.

To be considered further



Appendix C – Site Selection Criteria

Criteria	Description
Ability to meet the requirements	<p>The extent to which the site option can meet the spatial requirements to deliver the inspection centre.</p> <p>An overall site area in the region of c. 5,000-8,000 sqm:</p> <p>An internal area of c. 2,000sqm (the majority of which will need to be on one floor), to accommodate 3 inspection lanes, 2 motorcycles lanes and associated reception and administration facilities.</p> <p>External space of between 3,000 and 6,000 sqm (range influenced by site topology) to accommodate vehicle lanes, circulation, site access and egress, parking and vehicle storage.</p>
Availability/ Timescales	<p>The extent to which the option can be delivered within the timescales required of the project. Any site should be available within 6-12 months to enable works to progress shortly after the design process has been completed. This would need to consider approvals processes, including planning consent.</p>
Location/ Adjacency	<p>The location of the facility supports the requirements of the inspection centre, is easy to access for the majority of the driving population who may have to travel here once every three years.#</p> <p>Whilst there is no specific locational requirement, good vehicle access is key and will therefore likely the site will have to be situated on or near a main road.</p>
Traffic Impact	<p>How the site will deal with the increased traffic generated by the facility, in particular the required vehicle access of c. 38,500 vehicles per annum (c. 125 per day)</p>
Cost	<p>The capital and revenue costs of the development of this option.</p>
Ease of Implementation	<p>How easy the site will be to develop. Can it be developed easily or will it require demolitions, the relocation of other functions/services or comprehensive phasing or present challenges in development?</p>
Planning or other constraints	<p>How the development is likely to be impacted by planning or other constraints.</p> <p>Is the development likely to be within local planning policy or will derogations be required? What does preliminary planning advice suggest?</p> <p>Are there other constraints that would impact on the delivery of this option, including, covenants or other arrangements which would challenge or constrain development?</p>

DVS Inspections – Inspection Centre Site review and preferred site

November 2021