



1. Site of former Palm Springs care home, Le Mont de la Trinite, St Helier, JE2 4NJ

P2026/11467

Construct 57no. bed Nursing Home with associated facilities, car parking and landscaping.

The Roads Committee has reviewed the submitted plans and its position: [Advice Given](#)

Important Notice:

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Please be aware that Planning approval does not grant permission to alter any Parish by-road or footway. Such works require **prior** written consent from the Parish of St Helier, and all specifications **must be agreed in advance**. Furthermore, only contractors approved by the Parish are permitted to carry out works on Parish by-roads or footways. Please contact us before you commence on site: infrastructure@sthelier.je

Proposal:

The application seeks permission to construct a 57-bedroom nursing home with communal facilities, car parking and landscaping on the site of the former Palm Springs Nursing Home.

The Roads Committee raises no objection to the principle of returning the site to care-home use. The Committee notes that the Design and Access Statement provides further information on cycle parking, electric vehicle charging, vehicle turning space and waste storage. However, additional evidence is still required to demonstrate that the overall parking, pedestrian access, sustainable transport, servicing, waste collection and emergency-access arrangements are sufficient for a 57-bedroom nursing home.

In particular, the applicant should resolve the discrepancy between the 15 parking spaces identified in the Design and Access Statement and the 16 spaces referred to in the Planning Statement. The applicant should also provide staffing and shift information, a parking-demand assessment, accessible pedestrian-route details, swept-path drawings, and detailed servicing, travel and operational waste-management plans.

These matters should be addressed before the application is determined or, where appropriate, secured through clearly worded planning conditions and a Planning Obligation Agreement.

Walking and pedestrian access

1. The applicant should provide a detailed pedestrian access assessment covering the full routes between the site, nearby bus stops and local facilities. The assessment should demonstrate that these routes are continuous, safe and accessible for staff, visitors, wheelchair users and people with reduced mobility.
2. Any improvements required to the public highway or pedestrian network should be secured through an appropriate planning condition or Planning Obligation Agreement.

Bus provision

3. The Planning Statement identifies bus route 4 as serving Trinity Hill and refers to other services available from Town Mills. The applicant should provide details of the walking distances, gradients, service frequencies and accessibility of the relevant bus stops.



4. The Committee notes that the Planning Obligation Agreement associated with the previously approved residential development included provision for a new bus shelter. The Planning Statement indicates that this commitment is intended to be carried forward. The Committee considers that the bus shelter should be expressly secured as part of the current application and should not be diluted or lost because of the change in the proposed development.
5. The applicant should consult the Government of Jersey's Infrastructure and Environment Department regarding the location, accessibility, specification, maintenance and delivery timetable for the proposed bus shelter.
6. The operational travel plan should include measures to provide staff with public transport information and appropriate incentives to use available bus services.

Cycling provision

7. The site lies within the Eastern Cycle Route Network. The Design and Access Statement confirms that eight shared cycle-parking spaces will be provided for staff and visitors within a secure shelter to the south of the site, close to the principal entrance. The spaces will use Sheffield stands, and electric-cycle charging will be provided on site.
8. The proposed plans show staff changing rooms and a staff room on the third floor. The applicant should confirm whether showers and secure lockers will also be provided to support staff travelling by bicycle or on foot.
9. Electric cycle charging should be provided in a secure, weather-protected and properly managed area with suitable fire-safety measures.
10. The applicant should confirm the detailed specification and management arrangements for the electric-cycle charging facilities, including weather protection and appropriate fire-safety measures. Confirmation should also be provided regarding facilities for adapted or larger cycles and the availability of lockers, showers and changing facilities for staff.
11. The contribution towards the Eastern Cycle Route Network associated with the previous permission should be retained through a new or varied Planning Obligation Agreement. The amount, purpose, delivery mechanism and timetable should be agreed with the relevant highway authority before the application is determined.

Car parking and electric vehicle charging

12. There is an apparent discrepancy in the submitted documents. The Planning Statement refers to 16 parking spaces, while the Design and Access Statement identifies 15 spaces for staff and visitors. The applicant should confirm the correct number and ensure that all plans and supporting documents are consistent.
13. The Design and Access Statement confirms that 11 parking spaces will be provided with electric vehicle charging. The applicant should clarify whether these will be fully operational charging points at first occupation and identify their locations on the site plan. The applicant should also confirm whether an



accessible charging bay will be provided and how charging spaces will be managed between staff, visitors and operational vehicles.

14. Although the DAS describes the proposed parking provision as ample and advises that it has been developed through discussions with experienced care-home operators, it does not provide staffing levels, shift patterns, visitor demand or a parking-demand calculation. Further evidence is therefore required to demonstrate that the proposed provision is sufficient for a 57-bedroom nursing home.

This should not be interpreted as an automatic request for additional parking. The applicant should demonstrate how the nursing home will operate without unacceptable overspill parking or conflict between staff, visitors, service vehicles and emergency vehicles.

Before the application is determined, the applicant should provide:

- the maximum number of staff expected on site at any time;
 - staffing levels for each shift;
 - shift-change and handover arrangements;
 - anticipated visitor demand and visiting hours;
 - parking needs for visiting clinicians, therapists, contractors and other service providers;
 - the number and location of accessible parking spaces;
 - the arrangements for taxis, minibuses, ambulances and resident transport;
 - safe and clearly defined drop-off and pick-up area close to the principal entrance; and
 - the potential for overspill parking on nearby roads and within adjoining residential areas.
15. Parking demand should be assessed against the busiest realistic operating period, including shift changeovers and peak visiting times, rather than average daily demand.
16. A parking management plan should explain how spaces will be allocated, monitored and managed. It should also demonstrate that parking spaces and vehicle routes will not be obstructed or displaced by deliveries, refuse vehicles or emergency access requirements.
17. The applicant should confirm:
- the number of active electric vehicle charging points to be installed before occupation;
 - the number of additional spaces with passive charging infrastructure;
 - whether any accessible charging bays will be provided; and
 - how charging spaces will be allocated and managed between staff, visitors and operational vehicles.

Deliveries, servicing and emergency vehicles

18. The Design and Access Statement advises that the site layout provides sufficient turning space for cars and ambulances. However, swept-path drawings have not been provided to verify the manoeuvring arrangements for ambulances, fire appliances, refuse vehicles and the largest anticipated delivery vehicles.

A servicing and delivery management plan should identify:

- anticipated vehicle types and dimensions;
- delivery frequency and likely times;
- routes to and from the site;



- loading and unloading areas;
- kitchen, linen, laundry, pharmacy, clinical, maintenance and other routine deliveries;
- arrangements for taxis, minibuses and patient transport;
- measures preventing delivery vehicles from waiting or unloading on the public highway; and
- details of any gates, access controls or intercom systems, demonstrating that emergency access can be achieved without delay.

19. Swept-path drawings should demonstrate that the largest anticipated delivery, refuse and emergency vehicles can enter and leave the site safely, preferably in forward gear.

20. Servicing movements should be separated from resident and visitor drop-off areas wherever practicable.

21. The applicant should confirm that fire appliances, ambulances and other emergency vehicles can gain unobstructed access at all times.

Refuse, recycling and clinical waste

22. The Design and Access Statement identifies a separate external waste store and proposes capacity for four 1,100-litre bins, one 770-litre clinical-waste bin or equivalent, and four 240-litre bins. The proposed waste streams include general refuse, mixed recycling, food waste, glass, clinical waste and additional capacity for recycling and offensive hygiene waste. Sharps will be stored internally and collected separately.

The Committee welcomes the identification of the proposed waste streams and storage capacity. However, a detailed operational waste-management plan should be submitted before occupation and agreed with the Parish Refuse Manager and, where relevant, the appointed private waste contractor.

The waste-management plan should:

- quantify the anticipated waste generated by the occupied nursing home;
- confirm collection frequencies for each waste stream;
- identify which materials will be collected by the Parish and which will be managed by private contractors;
- demonstrate that the proposed storage capacity is sufficient between collections;
- confirm how food, sanitary, offensive hygiene, clinical and pharmaceutical waste will be stored and managed; and
- confirm the arrangements for bulky waste, cardboard and packaging.

23. The refuse and recycling store should be secure, covered and adequately ventilated. It should incorporate appropriate drainage and wash-down facilities and prevent odour, pests and windblown waste. Clinical and offensive hygiene waste must be securely separated from general refuse and recycling.

24. If the Parish is to undertake any collection, the store layout, access route, containers and locking arrangements must comply with the Parish's requirements.

25. The applicant should demonstrate that collection vehicles can safely enter, manoeuvre within and leave the site without obstructing the public highway, parking spaces, pedestrian routes or emergency access.



26. The bin-transfer route should be free from steps and other obstructions. Its gradient, width, surface and pulling distance should be suitable for the safe movement of the proposed containers.

Operational travel plan

27. care-home travel plan should be submitted and secured through a planning condition or Planning Obligation Agreement. The travel plan should include
- measures to encourage staff use of buses, walking and cycling;
 - staff travel information provided during recruitment and induction;
 - the relationship between shift patterns and public transport availability;
 - cycle storage, changing and electric cycle charging;
 - car-sharing measures;
 - monitoring of parking demand and overspill parking; and
 - review arrangements and corrective action if the initial measures are ineffective.

28. A travel plan co-ordinator should be appointed before the nursing home is first occupied.

Construction impacts

29. A Construction Environmental Management Plan should be submitted and approved before further development proceeds. The plan should include:
- construction access and delivery routes;
 - contractor parking arrangements;
 - permitted working and delivery hours;
 - wheel washing and road-cleaning arrangements;
 - temporary traffic management;
 - control of noise, dust and vibration;
 - protection of pedestrians and cyclists;
 - arrangements to keep emergency and care-related access available;
 - consultation measures in place to keep neighbours/residents informed and updated; and
 - contact details for a nominated person responsible for complaints and urgent concerns.
30. Construction traffic should be managed to minimise conflict with nearby residents, buses and other road users.
31. Before construction commences, the applicant should consult the Parish, the Government highway authority, nearby residents and neighbouring care facilities. The consultation should provide information on the construction programme, access arrangements, potentially disruptive works and the principal point of contact for queries or complaints.

Highway Authorities

32. Le Mont de la Trinité (Trinity Hill) forms part of the primary road network and is a Government main road. The Committee therefore recommends that the application is referred to the Government of Jersey's Infrastructure and Environment Department for comment on access, traffic, sustainable transport, construction management and highway safety matters.



<https://www.gov.je/citizen/Planning/Pages/PlanningApplicationDetail.aspx?s=1&r=P/2026/11467>

Head of Infrastructure | Parish of St Helier
On behalf of the Parish of St Helier Roads Committee

2. Bel Vista 4-5, Elizabeth Place, St. Helier, JE2 3PN

P/2026/11566

Demolish garage and rear extension. Conversion of Lodging House to form 8no. Flats. Replace roof, all windows and remove existing dormers and install 2 No dormer windows on North elevation. Refurbish existing 1no. dormer and remove existing box dormer and add 3 No dormer windows on the South elevation. Install external staircase. Adjustment of existing vehicular access and formation parking spaces. Various internal and external alterations, hard and soft landscaping.

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Proposal:

The application seeks permission to convert and refurbish the existing lodging house at 4-5 Elizabeth Place to provide eight self-contained residential flats, comprising:

- Three one-bedroom, one-person flats.
- Five one-bedroom, two-person flats.

The property is a Grade 3 Listed Building. The works include internal reconfiguration, lowering the basement floor by approximately 400 mm, service upgrades, replacement roof finishes and windows, alterations to dormers, installation of an external staircase, demolition of the garage and rear extension, adjustment of the vehicular access, formation of parking and cycle-storage areas, and associated hard and soft landscaping.

The basement and ground-floor flats would be accessed from Elizabeth Place. The first and second-floor flats would be accessed from Elizabeth Lane. Vehicle, cycle, delivery, servicing and refuse access would also be from Elizabeth Lane.

1. Walking and pedestrian access

The proposed site plan does not clearly demonstrate a continuous, segregated pedestrian route along the development frontage to Elizabeth Lane. Pedestrian access to the first and second-floor flats appears to interact with the proposed parking, vehicle manoeuvring, cycle access, refuse collection and servicing arrangements



The Roads Committee requests that the applicant submits a revised and fully dimensioned site plan incorporating a continuous public footway along the Elizabeth Lane frontage. The footway should:

- Be a minimum of 1.5 metres wide wherever reasonably achievable.
- Where the applicant demonstrates that the full width cannot be achieved because of existing site constraints, provide a minimum unobstructed width of 1.2 metres, subject to the Parish's approval.
- Be continuous across the vehicular access, with pedestrian priority maintained.
- Be physically distinguishable from the parking and manoeuvring areas.
- Provide a safe and direct route to the entrances serving the development.
- Remain unobstructed by planting, walls, gates, cycle parking, bin storage, drainage features, service equipment or vehicle overhang.
- Be designed and constructed to the Parish of St Helier's specification.

The proposed parking spaces, planting and associated boundary treatments should be set back sufficiently to accommodate the footway. This would provide pedestrians with a safer, segregated route and increase the separation between parked vehicles and the carriageway, improving visibility for drivers leaving the spaces.

The revised plan must demonstrate that the footway can be accommodated without compromising vehicle access, manoeuvring, visibility, cycle access, servicing or refuse collection. Any gates must be set back so that they do not obstruct the footway or require vehicles to wait on Elizabeth Lane. No part of a parked vehicle may overhang the footway.

The Roads Committee requests that the land required for the footway is transferred to the Parish of St Helier at no cost to the Parish. The applicant should meet all associated design, construction, surveying, legal and conveyancing costs.

A plan must be provided showing the precise area proposed for transfer, including its dimensions and area. The transfer should be secured through an appropriate Planning Obligation Agreement and completed through the necessary Parish approval and legal processes.

The detailed design, materials, drainage, levels, construction specification and boundary treatment must be agreed in writing with the Parish before works commence. The footway should be completed to the Parish's satisfaction and transferred before the development is first occupied.

If the applicant demonstrates that a continuous footway cannot reasonably be accommodated, a road-safety assessment should identify an alternative protected pedestrian arrangement and demonstrate how conflicts with vehicles, cycles, servicing and refuse collection would be managed.

2. Cycle parking

The applicant must provide a secure and covered cycle-parking facility with:

- A minimum of one cycle space per bedroom.
- Sufficient visitor cycle parking.
- Sufficient space for larger cargo and inclusive cycles.
- An accessible route between Elizabeth Lane and the cycle store.
- An appropriate number of electric-cycle charging points.
- Suitable measures to address the fire risk associated with charging electric-cycle batteries.

The submitted documents are inconsistent regarding cycle-parking provision. The Transport Statement refers to 16 resident spaces and also identifies one visitor space, whereas the Planning Statement



schedule records 12 spaces as being provided. The applicant should confirm the definitive number, position, dimensions and type of resident and visitor cycle spaces.

The proposed site plan identifies provision for electric-bicycle charging, but the number, location and charging arrangements are not specified. These details should be confirmed, together with appropriate measures addressing battery-charging fire risk.

The cycle store and access route must not obstruct pedestrian access, car parking, vehicle manoeuvring, servicing or refuse collection.

3. Public transport

The Transport Statement identifies the nearest bus stop on The Parade, approximately 120 metres from the site, served by routes 5(A) and 19. Further bus stops are available within approximately 400 metres. No specific improvement to public-transport infrastructure is proposed.

The applicant should liaise with the Government of Jersey to establish whether any proportionate improvement to the nearest bus-stop facilities is appropriate.

4. Car parking

The submitted documents are inconsistent regarding the number of car-parking spaces. Page 18 of the Design Statement, under Policies TT2 and TT4, and pages 19 and 20 of the Planning Statement refer to four off-street parking spaces. However, the external works schedule on page 23 of the Planning Statement and sections 4.3 and 6.4 of the Transport Statement identify three spaces. The proposed site plan also shows three car-parking spaces. The applicant should therefore confirm the definitive parking provision and submit a coordinated, fully dimensioned plan and corrected supporting documents.

The applicant should confirm:

- The definitive number and dimensions of the spaces.
- Resident and visitor allocation.
- Vehicle access and manoeuvring arrangements.
- The relationship between parking, the proposed footway, pedestrian entrances, cycle storage and refuse storage.
- The position and operation of any gates.
- Electric-vehicle charging provision.
- That no parked vehicle will overhang or obstruct the proposed footway.

The Roads Committee would ordinarily wish to see one off-street parking space provided per residential unit. While recognising the site's constrained and sustainable town-centre location, the applicant is requested to explore whether additional off-street parking could reasonably be accommodated.

Any additional parking must not compromise the proposed footway, pedestrian safety, visibility, vehicle manoeuvring, cycle parking, refuse storage, servicing arrangements or landscaping. The parking spaces and associated planting should be set back from Elizabeth Lane to accommodate the requested footway and improve visibility for drivers leaving the spaces.

Where additional parking cannot reasonably be accommodated, the applicant should provide a clear justification identifying the physical constraints and explaining how the proposed level of parking would avoid placing additional pressure on surrounding public parking and the Cheapside Residents' Parking Zone.



Any change to the number or arrangement of parking spaces must be clearly identified and justified. Parking provided as part of the development should be retained for its occupiers and visitors and should not be leased separately to persons outside the development.

5. Electric-vehicle charging

The Planning Statement schedule identifies passive electric-vehicle charging provision only. No active charging points are expressly confirmed.

The applicant should confirm:

- The number and location of active charging points.
- How all remaining parking spaces will be capable of future conversion.
- The measures proposed to address the fire risk associated with electric-vehicle charging.

6. Vehicle access, visibility and manoeuvring

Vehicle and cycle access is proposed from Elizabeth Lane, which is a Parish-administered, one-way northbound road subject to a 20 mph speed limit. The proposed plan identifies an adjusted vehicle entrance and indicates a 20-metre visibility splay. The adequacy of that visibility provision should be demonstrated.

Setting the parking spaces back to accommodate the proposed footway would provide additional separation from the carriageway and improve visibility when vehicles leave the spaces.

The altered access must comply with the applicable visibility requirements contained in the Government of Jersey's Access onto the Highway Standards and Guidance. The required visibility areas must be shown on the revised plan. Gates, walls, pillars and planting within those areas must be restricted to a maximum height of 900 mm above road level and maintained accordingly.

The access must:

- Be surfaced in a hard-bound material, such as asphalt or concrete, for at least 2 metres from the public highway.
- Prevent surface water from discharging onto Elizabeth Lane.
- Maintain pedestrian priority across the vehicle entrance.
- Ensure that gates do not open over the public highway or footway.
- Be completed in accordance with details agreed with the Parish before the parking spaces are first used.
- Where necessary, swept-path information demonstrating that vehicles can enter, park and leave without travelling over or obstructing the proposed footway or Elizabeth Lane.

Any works affecting Elizabeth Lane must receive the Parish's prior written approval and be carried out by a Parish-approved contractor at the applicant's expense.

7. Deliveries, servicing and unloading

The Transport Statement states that deliveries, servicing and refuse collection would take place from Elizabeth Lane, but no dedicated off-street servicing or unloading space is clearly identified.

The Roads Committee requests that the applicant submits details showing:

- Where delivery and service vehicles will stop.
- How residents will move into and out of the flats.
- How refuse and recycling will be collected.



- How these activities will take place without obstructing Elizabeth Lane or the proposed footway.
- How conflicts with pedestrians, cyclists and parked vehicles will be avoided.

The proposed footway must not be used for parking, waiting, loading, unloading or the storage of bins.

8. Construction Traffic Management Plan

If planning permission is granted, a Construction Traffic Management Plan should be submitted to and agreed with the Parish of St Helier's Infrastructure Department before development commences.

A Construction Traffic Management Plan should be provided covering:

- Construction vehicle access from Elizabeth Lane.
- The size, timing and routing of delivery vehicles.
- Contractor parking.
- Loading and unloading arrangements.
- The positioning of skips, plant and materials.
- Pedestrian and cyclist safety.
- Temporary traffic-management measures.
- Protection of the Parish road.
- Road cleaning and the removal of mud and debris.
- Reinstatement of damage to the highway.

No skips, plant, materials or construction vehicles may be placed on Elizabeth Lane without the Parish's prior written permission.

9. Drainage, utilities and highway reinstatement

Surface water generated within the access and parking area must not discharge onto Elizabeth Lane or the proposed footway. The final drainage arrangements must be agreed with the Government of Jersey's Drainage Team and, where they affect the Parish road, with the Parish of St Helier.

Any connection or alteration to the main drainage system must be agreed with the Government of Jersey's Drainage Team.

Where drainage or utility works require trenching of Elizabeth Lane, the applicant must obtain the Parish's prior written approval and agree:

- The scope and programme of the works.
- Traffic-management arrangements.
- The reinstatement specification.
- The approved contractor.
- The applicable defects-liability requirements.

All associated works and highway reinstatement must be undertaken at the applicant's expense.

External rainwater downpipes adjoining the highway must connect to an appropriate drainage system and must not discharge onto the road or proposed footway.

10. Highway encroachments

The requirements of the Highway Encroachments (Jersey) Regulations 1957 must be strictly complied with. Planning permission does not authorise any structure to encroach over or beneath a public road.



In particular:

- No door or gate may open outwards over Elizabeth Lane.
- Opening windows must not project beyond the face of the building over the public highway.
- The external staircase must not encroach over the public highway.
- No foundation may project beneath the public highway.
- External insulation must not encroach over the public highway.
- Any structure or object overhanging a public highway requires the Parish's prior written approval.

11. Footway transfer and delineation

The boundary between the proposed public footway and the remaining private land must be clearly delineated in accordance with details agreed with the Parish.

Where required by the Parish, a 50 mm-wide line of split blocks should be laid flush along the boundary. The delineation works must be completed before the parking spaces are first used and before the development is first occupied.

12. Existing highway infrastructure

Any redundant access or service equipment affected by the development must be removed or reinstated to the satisfaction of the relevant highway authority. Any removal or relocation of utility equipment or street furniture must be agreed in advance, with all associated costs met by the applicant.

Any redundant ditched access must be removed and the affected road or footway reinstated to the specification agreed with the relevant highway authority. All works must be undertaken by an approved contractor at the applicant's expense.

13. Refuse and recycling

Detailed arrangements for refuse storage, collection, separation, and recycling must be agreed with the Parish Refuse Manager.

- The Parish cannot collect refuse unless suitable access and on-site storage facilities are provided.
- There should be no step between the refuse store floor and the footway.
- The refuse store must be fitted with a standard Parish lock.
- The refuse enclosure and its doors must not obstruct the proposed footway.
- Bins must not be stored permanently on Elizabeth Lane or the proposed footway.

14. Government of Jersey road

Elizabeth Place is a Government main road. Notwithstanding the above comments, the application should be referred to the Government of Jersey's Infrastructure and Environment Department for consideration.

Elizabeth Lane is administered by the Parish of St Helier. Any works affecting Elizabeth Lane require the Parish's separate prior written consent.

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