St. Peter's Valley Roadside Path

Planning Statement

States of Jersey

December 2013

PARSONS BRINCKERHOFF

St. Peter's Valley - Roadside Path: Planning Statement

91745D-HHC

Prepared for
Transport and Technical Services
States of Jersey
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CONTENTS

LIST OF ABBREVIATIONS

PB	Parsons Brinckerhoff
TTS	Transport and Technical Services Department
SoJ	States of Jersey
SPV	St. Peter's Valley

SECTION 1

INTRODUCTION

1 INTRODUCTION

1.1 Background

1.1.1 This Planning Statement has been prepared by Parsons Brinckerhoff Ltd (PB) on behalf of the States of Jersey (SoJ) Transport and Technical Services Department (TTS). It relates to the construction of a roadside path proposed along St. Peter's Valley (SPV) which will extend from Tesson Mill to Gigoulande (La Dimerie) as shown in **Figure 1.**

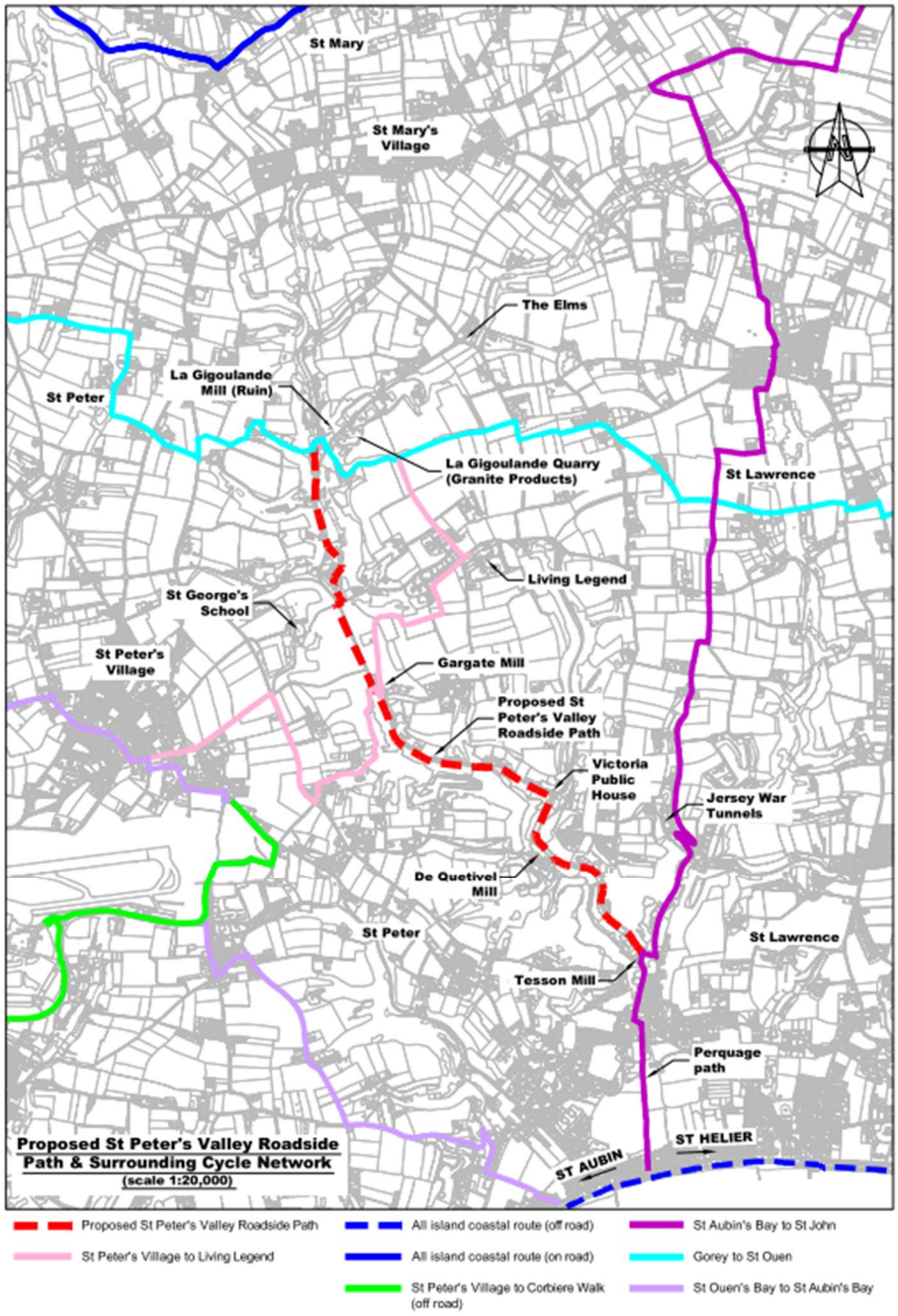


Figure 1 – Location Plan

1.1.2 The St Peter's Valley route has the second worst accident record on rural roads in Jersey. There are no pavements along the route for pedestrians or other vulnerable road users and there is a relatively high proportion of heavy goods vehicles travelling to and from the industrial premises at the northern end of the valley. There are no pedestrian refuges at bus stops and at present, pedestrians must wait in the road.

1.1.3 In contrast the Perquage path at Sandybrook provides safe access for walkers and cyclists. The aim of this application is to extend this safe access along the valley by the provision of a new roadside path. The path will provide a dedicated route for pedestrians and, to a lesser extent, leisure cyclists from the south coast to the north-west parishes alongside the existing road and will connect to existing amenities, footways, paths, cycleways and bus stops to provide improved safety and connectivity for all pedestrians and cyclists in the valley.

1.1.4 The proposed roadside path will be approximately 2.9km long with a typical width of 1.8m, comprising predominately of brown coloured asphalt with timber edgings to provide a safe, durable surface in the largely tree shaded route. The section of path in the meadow opposite The Victoria public house will have a fine hoggin surface to reflect the open meadow aspect where the risk of the path becoming slippery from leaf litter is less.. Some sections of the path will be constructed from timber decking where required to cross watercourses, wet valley woodland or steep terrain, as indicated on the drawings which accompany this application.

1.2 Planning Application

1.2.1 This planning application comprises the following documents:

- Planning application form
- Planning Statement (this document).
- Dwg.No 91745D-HHC 401 and 402 – Planning Application Boundary
- Dwg.Nos. 91745D-HHC 101 to 109 – Existing Conditions (illustrates the site location and existing site conditions);
- Dwg.Nos. 91745D-HHC 201 to 209 – General Arrangement Plans (illustrates the alignment and details of the roadside path);
- St Peter's Valley Roadside Path - Public Consultation Report (August 2013; Parsons Brinckerhoff)
- St Peter's Valley Roadside Path – Landscape Statement (09 December 2013 Rev 03; Michael Felton Ltd)
- St Peter's Valley Roadside Path – Visual Assessment (09 December 2013 Rev 04; Michael Felton Ltd)
- St. Peter's Valley Roadside Path - Extended Phase 1 Ecological Survey Report (April 2012; Parsons Brinckerhoff)
- St. Peter's Valley Roadside Path - Phase 2 Botanical Assessment Survey Report (July 2012; Parsons Brinckerhoff)

- Current Condition and Proposed Management for St Peter's Valley Proposed SSI (August 2012; Nurture Ecology)
- Current Condition and Proposed Management for Pres De Bas de Tesson St Peter's Valley Proposed SSI (March 2013; Nurture Ecology)
- Proposed Roadside Tree Management Proposal for St Peter's Valley Proposed SSI (June 2013; Nurture Ecology)

1.3 Structure of this Report

1.3.1 **Section 2** of this report provides a description of the site and its surroundings. **Section 3** provides information on the benefits of the scheme. **Section 4** provides a description of the proposed construction of the roadside path. **Section 5** provides a summary of the Island planning policy relevant to the proposal and justification for the scheme in the context of those policies. **Section 6** provides a summary of community engagement. **Section 7** provides details of the environmental issues concerning the roadside path and **Section 8** provides a summary of this document.

SECTION 2

THE SITE AND SURROUNDINGS

2 THE SITE AND SURROUNDINGS

2.1 General Description

2.1.1 The site lies in St. Peter's Valley, an extensively wooded valley situated in the Parishes of St Peter and St Lawrence, to the north-west of the town of St Helier. The (A11) La Vallee de Saint-Pierre route between Tesson Mill and Gigoulande is approximately 3km in length and is a continuous main road with side road junctions including B89 La Rue des Pres Sorsoleil, B58 Le Mont Fallu, C124 La Route de L'Aleval, C112 Le Mont de L'Ecole, B68 Mont des Routeurs, and La Dimerie,. The route winds through the valley in a northerly direction and contains sharp bends at Tesson Mill and Victoria Hotel. There are a series of other bends along the route. The route generally climbs from around 11m to 65m above sea level. Gradients are generally less than 2%.

2.1.2 There are a number of residential properties along the Valley, as well as National Trust heritage properties, Tesson Mill and De Quetivel Mill, St George's School (Le Hague Manor) and the Victoria public house. La Gigoulande Quarry is also located in the valley, just to the north of the current proposed end of the roadside path and commercial vehicles use the (A11) La Vallee de Saint-Pierre to access the quarry and other commercial premises in the area.

2.1.3 The St Peter's Valley stream flows south eastwards along the base of the valley. The stream once provided water power to the mills along the valley and remnants of most of the old mill ponds remain. Along much of the route the stream is flanked by low lying meadows, which have varying ecological value. The La Hague reservoir lies on the eastern side of the road towards Gigoulande. The reservoir is owned by Jersey Water and captures flow from the valley stream for processing as potable water.

2.1.4 Along much of the length of the route, the A11 La Vallee de Saint Pierre is flanked by low level granite walls and trees of varying condition. A number of trees on the route toppled during the blizzard of the 2012/1013 winter and have been removed. Others which have been shown to be at risk have been removed more recently

2.1.5 An informal footpath exists along stretches of the valley route, although much of it is away from the roadside and is detached from roadside properties. The existing stretches of path are intersected by a number of other footpaths and cycle routes to provide connectivity for pedestrians and cyclists to St Mary's, Gorey, St Ouen and St John. South of the lane leading to Tesson Mill the Perquage path provides safe, dedicated access to St Aubin Bay and onwards to St Helier.

2.2 Existing Carriageway Width

2.2.1 The carriageway widths along the A11 and B26 north of Tesson Mill are generally between 5.1m - 6m. There are no carriageway widths of less than 5m and there are a few locally wider sections, including:

- The carriageway along the A11 in the vicinity of Les Ruelles/La Rue de la Hague junctions.
- The section of A11/B26 near Le Mont des Routeurs junction.
- The carriageway along the B26 on the approach to the quarry.

2.3 Existing Walking and Cycle Facilities

2.3.1 An informal, un-made off-road footpath, approximately 1m – 1.5m wide, commences north of A11 La Rue du Moulin de Tesson junction and continues for approximately 350m, where it terminates at an existing cross meadow track. However, the footpath follows the edge of a grass verge/field and as a result the condition of the footpath is poor and it is unsuitable for general day to day use, particularly by pedestrians with pushchairs.. In addition, the footpath is generallyat meadow level, which causes it to be flooded during rainfall.

2.3.2 An off-line un-made woodland path continues northwards along the valley to the Mill Pond car park. Although this path provides some continuity for pedestrians heading north, it is sub-standard, unsuitable for less able pedestrians and those with pushchairs. It does not provide connectivity to local amenities in the area and is not associated with the highway and bus stops.

2.3.3 A further off-road footpath approximately 1.5m wide commences at the Mill Pond car park and runs parallel with the A11 for approximately 650m until it terminates at the Le Mont de Louannes junction. The construction of the footpath varies between gravel and grass verge and whilst more serviceable is unsuitable for pushchairs. For the majority of its length, the footpath is bound by retaining walls and/or trees on one side and fields on the other. Generally, the level of the footpath is between 2m – 2m below existing carriageway level.

2.3.4 There is no footpath between Le Mont de Loannes and La Rue de la Hague except by informal detour through adjacent woodland. However an off-line 'un-made path', approximately 1.5m wide, exists between La Rue de la Hague and La Manoir de la Hague (St George's Preparatory School) west of the stream. This path terminates at the A11/C112 Le Mont de L'Ecole junction.

2.3.5 A green lane commences at La Dimerie and runs along La Rue des Potirons, until its junction with La Rue de la Vallee and La Rue de Rosiere. This provides a surfaced waking route to link to St Mary's Village via La Rue de La Valee. Improvements are proposed on this link to provide a 'virtual footway' as part of a separate approved scheme.

2.3.6 A number of existing cycle routes cross the valley including routes 3, 4 and 6a

2.4 Existing Bus Stops and Passenger Safety

2.4.1 There are a number of existing bus stops along the route. None however have safe passenger refuge areas and passengers must wait at the side of the road for buses

2.5 Existing Retaining Walls

2.5.1 There is a significant number of traditional granite and/or concrete retaining walls along the route. An assessment of these structures has been undertaken and those requiring minor localised repairs have been identified

2.6 Existing Condition Drawings

2.6.1 Dwg.Nos. 91745D-HHC 101 to 109 – Existing Conditions which accompany this application illustrate existing conditions along the route of the proposed path.

SECTION 3

SCHEME BENEFITS

3 SCHEME BENEFITS

3.1 Accident Reduction

3.1.1 The A13 through St Peter's Valley is a busy, rural road with a relatively high proportion of heavy goods vehicles from the commercial premises at the northern end of the valley. The road is narrow and many of the bends along the route are tight with poor forward visibility. There are no footways or pavements along most of the route for vulnerable road users and the lack of refuges at bus stops mean that pedestrians have to wait in the road for public transport. As a consequence of all of these factors the route has the second worst accident record on rural roads in Jersey. **Figure 1** summarises the location and severity of recent injury accidents on the route.

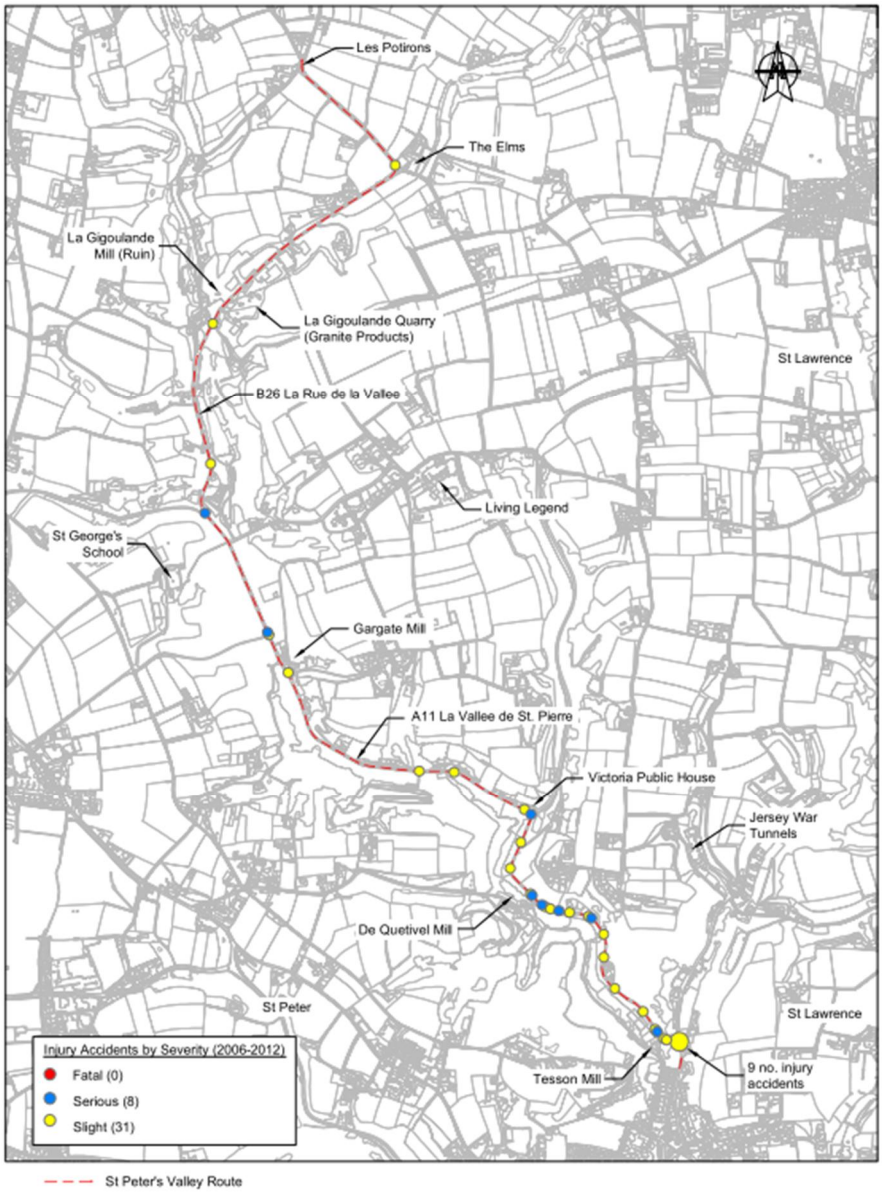


Figure 1 – Location and severity of injury accidents along St Peter's valley

3.1.2 Conditions along the route are difficult for pedestrians and other vulnerable road users. The photographs below were taken during a brief observation survey of 1 hour on a weekday and show typical examples of interaction of vehicles and vulnerable pedestrians on the route. The proposed roadside path would help to reduce accidents along this route by providing a safe, segregated route for pedestrians and other vulnerable road users off the main road carriageway.

Conditions are difficult for pedestrians and other vulnerable road users

3.2 Demand Assessment - Scope

3.2.1 Work has been undertaken to identify current pedestrian and cycle activity on La Vallee de St Pierre and then to estimate the likely increase in usage following completion of the roadside path. The following data sources were available:

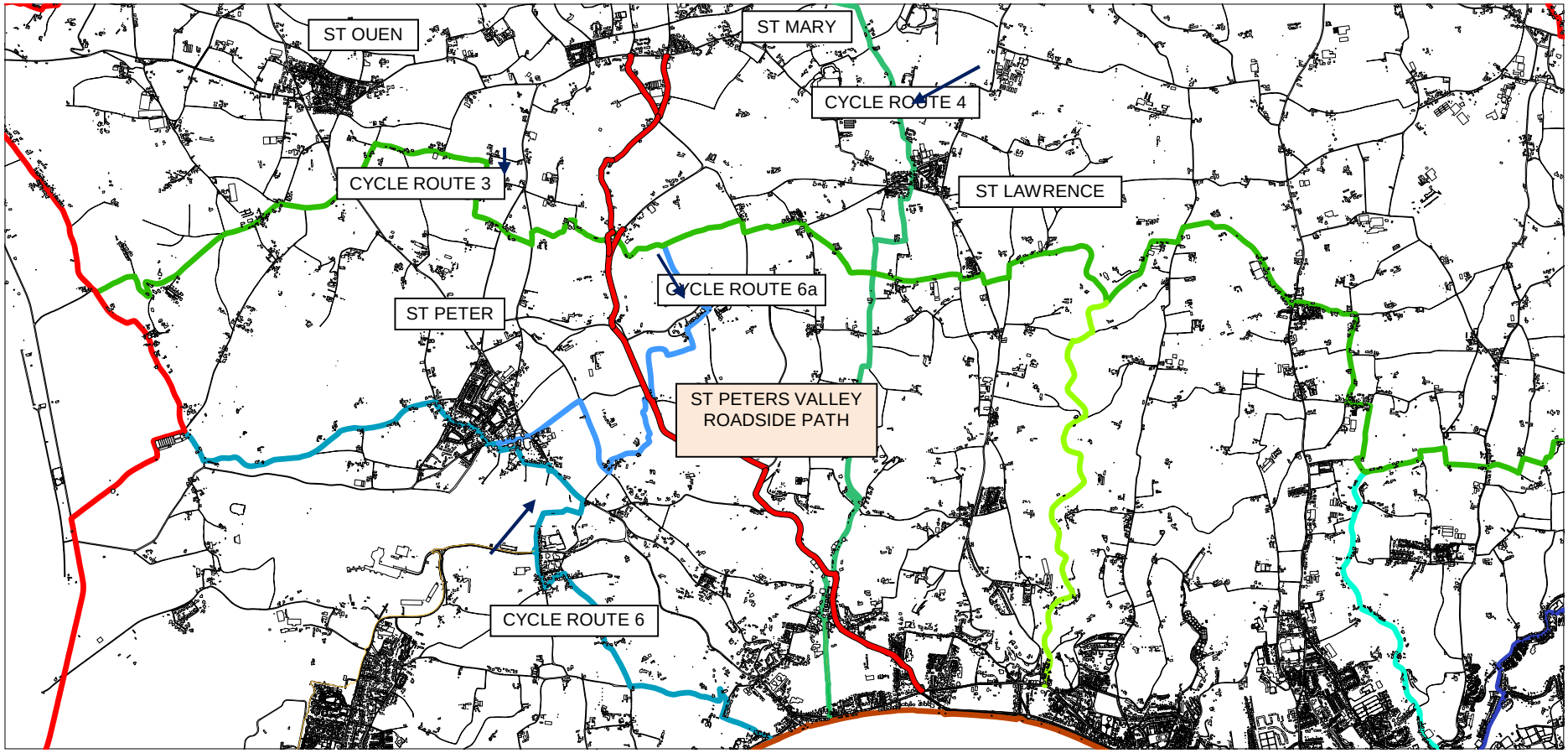
- Traffic and cycle count at Tesson Mill;
- 2011 Census journey to work numbers by car, bus and cycle for bus stop catchment areas;
- Bus ticket data for a week in March 2008 and 2010 providing numbers of passengers boarding and alighting by fare stage.

3.2.2 The data has been analysed to identify existing patterns of pedestrian and cycle movement in the St Peters Valley area. Comparison with nearby areas where there are better pedestrian and cycle provision enabled estimates of the usage of the St Peters Valley roadside path to be made.

3.2.3 The impact of Jersey's Sustainable Transport Policy (July 2010) has been taken into account in making the usage forecasts. The policy aims to reduce peak hour traffic levels by at least 15% by 2015. To achieve this there are targets to double the numbers of bus and cycle users in the AM peak hour

3.2.4 **Figure 2** shows the location of the roadside path in relation to local cycle routes.

FIGURE 2 The St Peter's Valley Roadside Path Location in Relation to Existing Cycle Routes

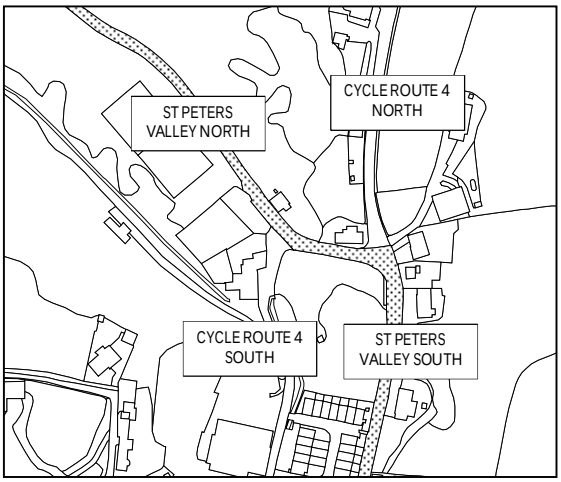


3.3 Cycle Count

3.3.1 A recent count at Tesson Mill, Table 1, showed similar levels of cycle use on St Peters Valley as on Cycle Route 4. A total of 16 cycles were observed in the two hour AM peak period of which 10 cycles were to and from the northern section of St Peters Valley (north of Tesson Mill). There were 10 cycles in the one and a half hour late morning period, none of which used the northern section of St Peters Valley. There were 17 cycles using the northern section of St Peters Valley out of 25 cycles in the afternoon & evening three and a half hour period. There were significant higher southbound cycle flows in the AM peak and northbound flows in the PM peak.

Table 1: Tesson Mill Cycle Count - Monday 12/9/11

Time	Road / Route	From\To	A	B	C	D	All
0730-0930 hrs	St Peters Valley N	A	0	0	6	3	9
	Cycle Route 4 N	B	0	0	0	5	5
	St Peters Valley S	C	0	0	0	0	0
	Cycle Route 4 S	D	1	0	1	0	2
		All	1	0	7	8	16
1100-1230 hrs	St Peters Valley N	A	0	0	0	0	0
	Cycle Route 4 N	B	0	0	1	2	3
	St Peters Valley S	C	0	0	0	0	0
	Cycle Route 4 S	D	0	7	0	0	7
			0	7	1	2	10
1500-1830 hrs	St Peters Valley N	A	0	0	2	1	3
	Cycle Route 4 N	B	0	0	0	4	4
	St Peters Valley S	C	9	1	0	0	10
	Cycle Route 4 S	D	5	3	0	0	8
			14	4	2	5	25



3.4 2011 Census Journey to Work Data

3.4.1 2011 Census journey to work data has recently been provided for bus stop catchment areas and this data was analysed to identify car and cycle use in the St Peters Valley roadside path corridor.

3.4.2 The data has been summarised into the number of trips from three areas, the corridor directly served by the roadside path, St Mary village and St Ouen village. St Peter village is also included to provide a comparison with a nearby area that is served by existing cycle routes.

3.4.3 Car journeys to work dominate in each of the areas with a small number of bus trips and generally higher numbers of cycle trips. Walk trips to work would be expected to be short distance.

Table 2: 2011 Census Journey to Work Summary

Area	Car	Bus	Cycle	Walk
Ped & Cycle Route Corridor	405 (85.1%)	6 (1.3%)	16 (3.4%)	49 (10.3%)
St Mary Village	490 (88.9%)	15 (2.7%)	25 (4.5%)	21 (3.8%)
St Ouen Village	404 (88.8%)	19 (4.2%)	12 (2.6%)	20 (4.4%)
St Peter Village	632 (85.8%)	37 (5.0%)	31 (4.2%)	37 (5.0%)

3.5 Bus Passenger Data

3.5.1 Bus ticket data, obtained previously for other studies, was analysed to obtain passenger boarding information for Service 8 on St Peters Valley. Service 8 runs between Liberation Station and Grosnez / Portinfer via St Peters Valley and St Ouen's Village at a frequency of around 2 hours in each direction.

3.5.2 The total numbers of passengers getting on and off in St Peters Valley is summarised in Table 3 for 2009 and in Table 4 for 2010. The ticket data is recorded by fare stage and almost all bus stops on St Peters Valley are separate fare stages as shown on Figure 3.

3.5.3 The low numbers of passengers shown in the tables results from the limited amount of development in the Valley and the low bus frequency. There were 616 passengers per week in 2009 and 639 in 2010 getting on and off buses between Tesson Mill and Greenhills, an average of just over 50 round trips per day Monday to Saturday (no service on Sundays). Children and students represented 9% to 10% of total bus trips and 10% to 11% for old age concessions.

Table 3: Bus Usage – Service 8 – March 2009

Fare Stage	Child/Student		OAP		Other		Total	
	On	Off	On	Off	On	Off	On	Off
Bel Royal	1	15	11	3	92	73	104	91
Tesson Mill	8	23	17	24	96	72	121	119
Midvale	1	11	0	12	127	145	128	168
Victoria Hotel	4	4	0	3	11	8	15	15
Gargate Mill	0	2	1	4	7	0	8	6
Greenhills	3	4	0	3	13	13	16	20

Note: Total passengers in 7 days boarding and alighting by fare stage.

Table 4: Bus Usage – Service 8 – March 2010

Fare Stage	Child/Student		OAP		Other		Total	
	On	Off	On	Off	On	Off	On	Off
Bel Royal	7	10	27	1	90	36	124	47
Tesson Mill	10	25	38	10	166	113	214	148
Midvale	2	7	1	10	79	100	82	117
Victoria Hotel	1	4	5	5	10	19	16	28
Gargate Mill	3	1	2	0	2	5	7	6
Greenhills	0	3	0	1	6	11	6	15

Note: Total passengers in 7 days boarding and alighting by fare stage.

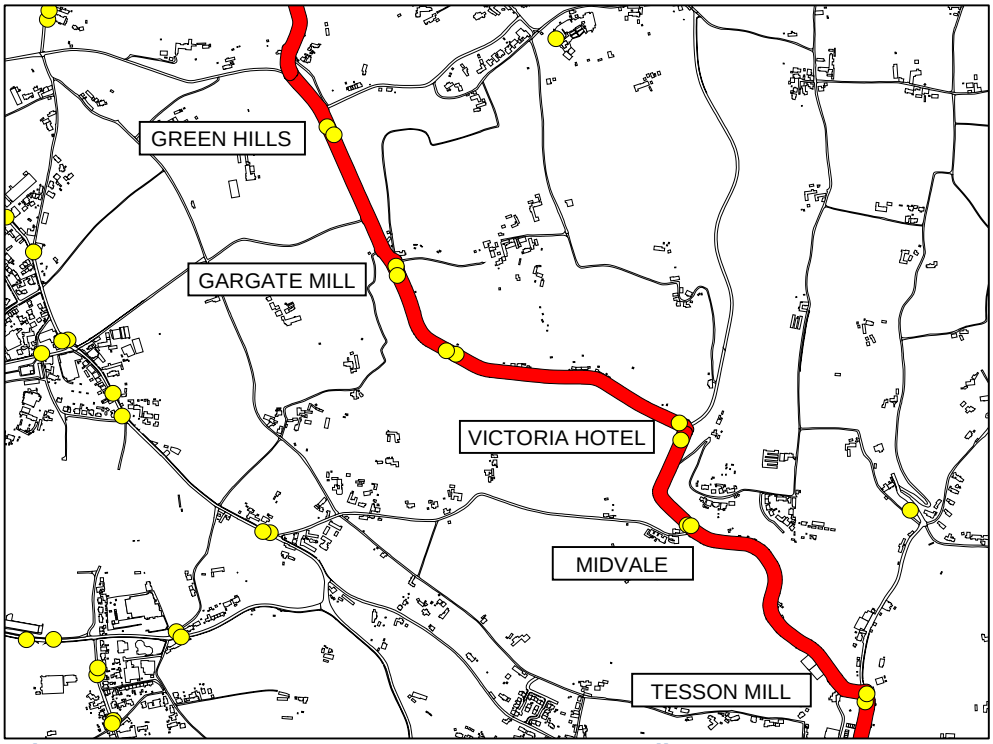


Figure 3: Bus Stops & Fare Stages on St Peters Valley

3.6 Potential use of the Roadside Path - Cycles

3.6.1 The potential cycle use of the St Peters Valley roadside path has been estimated from the following components:

- Existing Use – the numbers of cyclists from the 2011 count at Tesson Mill that used St Peters Valley are assumed to transfer to the new path. The daily total of 27 two way cyclists observed in the 7 hour count period has been assumed for the day as the peak periods were covered and there was no use in the inter peak period that was surveyed;
- Diversion – the new route would link with existing cycle route 3 and cyclists from St Ouens village are considered likely to transfer from routes through St Peters village. The 2011 Census journey to work data shows 12 cyclists from St Ouens village equivalent to 12 per day in both directions on the new route assuming 50% are heading to St Helier;
- New – the Sustainable Transport Policy aims for a doubling of cycle trips into St Helier from the existing 420 or 3.5% in the AM peak hour through an improved cycle network, awareness campaigns, travel plans and parking charge increases. The new route will provide a very attractive addition to the cycle network and it is considered reasonable to assume the existing and transfer trips would double.

Table 5: Potential Cycle Use of the Valley

Trip Type	Total Trips / Day	Source
Existing	27	Tesson Mill count
Transfer	12	2011 Census journey to work
New trips	39	Transport Plan
Total Cycles	78	Estimated potential use

Note: Total trips in both directions.

There will be some cyclists that continue to cycle on-road, particularly in the downhill direction where they can cycle at or near traffic speed. The roadside path will however be attractive to the less confident cyclists , [particularly children.

3.7 Potential Use of the Roadside Path - Pedestrians

3.7.1 The potential pedestrian use of the St Peters Valley roadside path is assumed to comprise recreation use and people using the footpath to access bus stops and properties along the route. It is considered journeys to work and school/college on foot would be negligible in St Peters Valley.

3.7.2 The new route would provide an attractive walk as well improved access to the National Trust woodland and heritage mills. The path will result in direct benefits to Tourism through the provision of a good walking and leisure cycling facility to these and other sites along the valley. The path will enable visitors to enjoy and appreciate the valley woodland and meadow ecology but without intruding into managed meadows. The new route is therefore expected to be well used for recreational purposes although there is no available data to quantify this component.

3.7.3 The bus passenger data has shown that there are just over 100 passengers per day getting on and off buses on St Peters Valley between Tesson Mill and Greenhills. 9% to 10% of passengers are school children and students and 10% to 11% are elderly

concessions. All of these bus passengers would benefit from the new footpath segregated from the road.

3.7.4 The Sustainable Transport Policy aims for a doubling of bus trips through improved bus service and marketing, awareness campaigns, travel plan increases. St Peters Valley is not a high frequency bus route so a 50% increase in bus travel in the future is considered reasonable.

Table 6: Potential Pedestrian Use

Trip Type	Total Trips / Day	Source
Existing	100	Bus passenger data
New trips	50	Transport Plan
Total Pedestrians	150	Estimated potential use Excludes recreational trips

Note: Total trips in both directions excluding additional leisure resulting from improved countryside access..

3.8 Scheme Benefits Summary

3.8.1 The St Peter's Valley road has a poor accident record. The proposed St Peter's Valley roadside path would help reduce accidents along valley route by providing a safe, segregated route for pedestrians and other vulnerable road users. The available data demonstrates that there is a need for a safe route for vulnerable road users and the path will encourage an increase in the number of pedestrians and cyclists using the route as well as the number of people using the local buses, in accordance with the Sustainable Transport Policy. The roadside path would provide a steady climb, off-road route for cyclists who are unable or do not feel confident enough to cycle on-road and for leisure cyclists and family groups. It would also benefit Tourism by encouraging walkers and cyclists to visit the valley and its natural and heritage sites .

SECTION 4

DESCRIPTION OF THE PROPOSED ROADSIDE PATH

4 DESCRIPTION OF THE PROPOSED ROADSIDE PATH

4.1 Description of the Proposals

4.1.1 The St. Peter's Valley Roadside Path scheme aims to provide a safe access for walkers along St. Peter's valley. The proposal is to provide a 1.8m (6ft) wide path along a 2.9km (1.8 miles) length of the valley as close to the roadside as possible, linking to bus stops, other valley paths and amenities to provide safe access for people walking and cycling. The path will link to the Perquage in the south via Tesson Lane and to St Mary's Village in the north via the La Dimerie green Lane.

4.1.2 The path will be built generally at existing levels but where it crosses any wetland areas, the ground will be built up to avoid waterlogging. In environmentally sensitive wetland areas the path will be constructed on raised decking, to reduce the impact of the path and as much as possible and avoid any damage to the habitat. The roadside path will also be constructed from wooden decking where it crosses watercourses, to ensure that there is adequate freeboard to allow the drainage to be unobstructed. Where existing road gulleys discharge to the meadow area, these will be extended under the proposed path to maintain the existing drainage regime

4.1.3 There was a strong opinion in the public consultation response that the path should be durable and not rapidly deteriorate with weeds and 'pot-holes' and hence it is porposed that the majority of the path will be surfaced throughout using brown coloured asphalt restrained by timber path edgings to avoid vegetation encroachment. For the section of path that runs alongside the road and meadow adjacent the Victoria public house, the asphalt surfacing will be replaced with locally sourced, buff coloured fine hoggin, which is in keeping with rural, meadow setting. Where possible the existing rustic timber post and rail fencing will be retained and new, similar post and rail fencing will be provided in other areas. A low height knee rail will be provided for the section in front of the Victoria to minimise its visual impact on the meadow setting.

4.1.4 In sections where the path is above existing levels or where the existing highway verge needs to be widened, the embankments required will be constructed using reinforced soil techniques to enable the slopes of the embankment to be constructed at a 1 in 1 gradient to minimise the footprint of the works and impact on the meadows. New embankments and verges will be spread with topsoil recovered from the works which will be left to colonise naturally with indigenous vegetation.

4.1.5 Although care has been taken during the selection of the route to minimise tree loss, it will be necessary to remove a number of trees along the route to construct the path. A survey of the trees along the route has been undertaken and trees which have been found to be of high landscape or ecological value will be retained however.

4.1.6 The roadside path will cross a number of side roads along the route and safe crossing places will be provided. The route also will cross over to the other side of the valley road at two locations: adjacent the St George's School arboretum and at it northern termination at La Dimerie. In these locations additional safety works will be undertaken in the highway to provide safe road crossing points. These works will include kerbing realignment to create refuge areas, tree trimming to aid vehicle/pedestrian intervisibility and additional road markings and signing to warn of crossing pedestrians.

4.1.7 Dwg. Nos. 91745D-HHC 201 to 209 – General Arrangement Plans illustrates the alignment and details of the roadside path.

4.2 Connectivity

4.2.1 The St Peter's Valley roadside path has been designed to provide connectivity to all intersecting informal paths, footways and cycle routes and will also provide access to bus stops and existing properties and amenities along the valley. At its southern end the path will connect to the Perquage Path at Sandybrook and to the St Aubin Bay cycle path (Cycle Route 1). At its northern end the path will connect to St Mary's village via the Green Lane network. The route would also provide a direct route to St Lawrence and to St Ouen using existing Cycle Route 3. The route would have connections with existing Cycle Routes 4 and 6a providing connectivity with St John and other parts of St Peter.

4.2.2 A new foot bridge link will be provided directly between the proposed roadside path and Le Moulin de Queivel. Waymarking to woodland paths and green lanes will also be provided

4.3 Construction Process and Phasing

4.3.1 The roadside path would be constructed progressively in phases over a number of years, to match the funding streams available. Although a detailed construction programme has not been finalised it is anticipated that the path will be constructed in consecutive sections starting at its southern end and progressing northwards. Each section will be fully completed before commencement of the next.

4.3.2 The construction process will be carefully planned to minimise the footprint of disturbance along the valley and to keep disruption to road users and walkers to a minimum. Construction will be confined to the footprint of the completed works and progressive access to the works would be effected from discreet road access points to avoid construction impacts within the meadows and woodland.

4.4 Land Ownership

4.4.1 The roadside path would be constructed on private land currently in the ownership of number of individuals and institutions. Initial consultations have been held with all affected landowners and all are aware of this application.

SECTION 5

PLANNING POLICY

5 PLANNING POLICY

5.1 Planning and Building (Jersey) Law 2002

5.1.1 Article 19(2) of the *Planning and Building (Jersey) Law 2002* identifies that all development should be in accordance with the Island Plan unless there is sufficient justification for granting permission that is inconsistent with the Plan. This section summarises the relevant planning policies and demonstrates how the proposals will comply with these policies.

5.2 Jersey Island Plan 2011

5.2.1 The Island Plan (2011) provides the principal planning policy context for Jersey. The Plan was adopted on 29 June 2011. Key policies of relevance are outlined below.

Objective GD 1: General development objectives – these include (inter alia):

> *1. To ensure that development proposals conform to all relevant aspects of the Island Plan, unless relevant planning reasons can be put forward which indicate why the provisions of the Island Plan should be set aside;*
>
> *2. To protect the health, safety and amenity of the public...*

5.2.2 The proposed roadside path would separate vehicular traffic from more vulnerable road users, thereby improving health and safety. It would also improve the experience of all road users from an amenity perspective.

Policy GD 1: General development considerations

> *Development proposals will not be permitted unless the following criteria are met such that the proposed development (inter alia);…*
>
> *….2. does not seriously harm the island's natural and historic environment,…*
>
> *…5. contributes, where appropriate, to reducing dependence on the car, in accord with Policy SP 6 'Reducing dependence on the car', and in particular;*
>
> - *is accessible by pedestrians, cyclists and public transport users, including those with mobility impairments;*
> - *will not lead to unacceptable problems of traffic generation, safety or parking;*
> - *provides a satisfactory means of access, manoeuvring space within the site and adequate space for parking;*
> - *developments to which the public has access must include adequate arrangements for safe and convenient access for all and in particular should meet the needs of those with mobility difficulties.*

5.2.3 The proposed roadside path will reduce car dependence by providing better non-motorised access to St Peter's Valley. It will not affect existing traffic flows and will improve highway safety.

5.2.4 The impact on the ecological and historical assets of St Peter's Valley has been fully considered in the design of the route in order to minimise any effects.

Objective TT 1: Travel and transport objectives – these include (inter alia):

> *4. To reduce pollution, noise and the physical impact and risk to health posed by traffic and transport.*

5.2.5 The objective of the proposed cycle and pedestrian route is compatible with this Island Plan objective in that it will reduce the risks to health of non-motorised road users e.g. pedestrians and cyclists by separating them from motorised road users.

Policy TT 2: Footpath provision and enhancement and walking routes

> *Paragraph 8.32: The availability of continuous footpath provision along the Island's primary route network and along the important access routes for pedestrians into St Helier is also important to encourage and enable travel such as the journey-to-work and school on foot and to promote ease of access to bus stops on major routes. In many cases even where roadside footpaths do exist, they can be narrow, which presents difficulties for their ease of use.*

5.2.6 St Peter's Valley is part of the primary route network and providing the path meets the policy.. It provides important access to tourist facilities and is in itself an attractive route for visitors to use. The proposed roadside path would improve the ease of use of this route.

Policy TT 3: Cycle routes

> *The development of off-road cycle facilities and on-road treatments that support and contribute to the objective of providing a strategic cycle route linking the east of the Island and St Helier and / or which supports or contributes to the development of off-road cycle facilities and on-road treatments that link residential areas with local community facilities anywhere in the Island, will be supported.*

5.2.7 The proposed roadside path will contribute to off road cycle facilities and will therefore comply with this policy.

Proposal 24: Island Path Network

> *The Minister for Planning and Environment will, in partnership with all other relevant stakeholders, seek to develop a plan for the improvement and expansion of the existing provision of off-road footpaths, bridle paths and cycle routes aiming for island-wide coverage, and a plan for developing a coherent network (both on-road and along the road side) for cyclists and walkers across the Island.*

5.2.8 The proposed roadside path in St Peter's Valley would provide a mainly off-road route linking in to the existing network.

Policy TT 5: Road Safety

> *Where appropriate, traffic and pedestrian safety measures, including improved pedestrian crossing facilities, will be implemented on the highway network, particularly in residential areas, and near schools, to improve road safety for pedestrians and cyclists, reduce vehicle speeds and enhance the street environment….*
>
> *Paragraph 8.67: Although road injuries have reduced significantly since the 1970s, there are still around 350 injuries on Jersey's road each year. There is also the potential that transport initiatives, such as those promoted by the Island Plan, together with those sponsored by other States of Jersey initiatives, such as the*

Sustainable Transport Policy (2010) and Health for Life, will encourage more people to travel on foot and by bike. Pedestrians and cyclists are the most vulnerable road users and road safety will need to be improved through better design of roads, junctions and pedestrian and cyclist facilities; road safety enforcement; and education.

5.2.9 The proposed roadside path would be off road and would therefore increase road safety by separating more vulnerable road users from motorised vehicles. The perception that the road is therefore safer to use will also lead to an increase in its use.

5.3 Jersey's Sustainable Transport Policy, July 2010

5.3.1 **Section 2.4** of the above document outlines SoJ's commitments in terms of road safety;

"…we must therefore invest more in road safety, particular for those (vulnerable) road users, through a combination of better engineering (better pavements, crossings, footpaths and cycle tracks), enforcement and education….".

5.3.2 **Section 5** refers to the development of an Appropriate Road Network. It outlines a commitment towards ensuring that future road improvements focus on the provision of improved facilities for walking, cycling and public transport and address road safety, particularly for pedestrians, rather than simply providing traffic capacity. Key measures include:

- *Providing for pedestrians and cyclists (e.g. creation of roadside footpaths and crossing facilities; provision of off-road footpaths; widening of pavements and provision of pedestrian refuge islands;*
- *Provision of off-road cycle routes and on-road cycle provision / priority; and*
- *Improvements in road safety.*

5.3.3 The proposal will represent an investment by the SoJ into increasing road safety in St Peter's Valley.

5.3.4 Section 5. 10 – Recommendations: Road Network

2. Develop shared space schemes, traffic calming, cycle network routes and improved pedestrian facilities in the town area.

3. TTS will work with the parishes to identify local village improvements to encourage walking cycling and public transport…

…5. Progress the implementation of an eastern off road cycling and walking route and other routes as opportunities arise.

6. Investigate options for on road cycle facilities, including advance stop lines and kerbside cycle lanes.

5.3.5 The proposed roadside path meets all of the above recommendations by encouraging walking and cycling, and providing a new facility to do so.

SECTION 6

COMMUNITY ENGAGEMENT

6 COMMUNITY ENGAGEMENT

6.1 Consultation Process

6.1.1 In order to engage the local community, a 'drop in' event was held in St Peter's Parish Hall. The consultation drop-in event was held between 16:30 and 18:30 on Wednesday 31st July 2013. Exhibition boards were presented with details of the proposals and members of TTS staff were present at the event to meet members of the public, explain the proposals and listen to views expressed. A questionnaire was offered to each person who attended the consultation event to enable their views to be recorded. In addition to the drop in event, separate, individual consultation with affected landowners was also undertaken.

6.2 Notification of the Consultation

6.2.1 Notification of the event was made with a letter from Deputy Lewis, Minister for Transport and Technical Services, sent to all residents and businesses along the length of the valley.

6.3 Key Issues Raised

6.3.1 Full details of the consultation responses are included in the Public Consultation Report which forms part of this application but the key issues raised may be summarised as follows:

- **Surfacing** – some people responded that the path should be hard wearing and durable, able to be used in all seasons/weather conditions; accommodate cyclists, prams, etc.;.
- **Public support** –many attendees of the consultation expressed their support for the scheme and one of the respondents stated that it was a 'great idea'.
- **Timescale** –some people stated that valley is dangerous for walkers and cyclists and that the path should be constructed as soon as possible.
- **Traffic speed** – a number of the respondents were concerned with the high speeds of vehicles on the road.
- **Visual impact** – several people mentioned that the valley is a beautiful setting and should be maintained. There were also concerns expressed for the potential loss of adjacent meadow.

6.4 Consultation Outcome

6.4.1 The vast majority (91%) of the people who responded to the consultation agreed that there was a need to make walking and cycling safer along St Peters Valley. Most (81%) thought the proposed roadside path offered the right solution to the existing problems although a small number of people (9%) thought that the path did not provide the most appropriate solution.

6.4.2 The responses received during the consultation indicate that the scheme has good support from the local residents and businesses along the valley. Ensuring that the path provided is hard wearing and suitable for uses in all weathers and that it is constructed as soon as possible were the main concerns expressed.

SECTION 7

ENVIRONMENTAL ISSUES

7 ENVIRONMENTAL ISSUES

7.1 Ecology and Nature Conservation

7.1.1 St Peter's valley is an attractive, wooded valley which contains a large number of different habitats and potential for protected species. The area includes a Proposed Site of Special Interest (pSSSI). In order to understand the potential impacts of the proposed roadside path on ecology and nature conservation, an Extended Phase 1 Ecological survey and a Phase 2 Botanical Assessment Survey have been undertaken. The assessments comprise field surveys and desk studies and the results are reported separately in the Survey Reports, included as part of this application. The surveys confirm that the area has a large number of different habitats, several of which appear within the Jersey Biodiversity Action Plan. Protected species that are confirmed as present or considered likely to be present include red squirrel, bats, birds, amphibians, reptiles and small mammals.

7.2 Potential Impacts and Route Options

7.2.1 The potential impacts without mitigation arising during construction within St Peter's valley are likely to include: permanent loss of species' breeding sites; direct mortality during construction; direct and indirect disturbance from construction activities including visual, noise, vibration and lighting; habitat degradation as a result of this; and possible pollution caused by the incidental release of chemicals, fuels or waste materials. The proposed construction of the roadside path however has a relatively limited footprint of 1.8m with a typical additional 0.5m – 1.0m for groundworks during construction which also limits the scale of the potential impacts . Mitigation is proposed however to address all of these potential issues and compensation habitat improvement will be undertaken to offset residual impacts.

7.2.2 Along much of the valley there are woodlands and a flood plain meadow system which both have high ecological value. Other habitats recorded along the route include species poor semi improved grasslands and ruderal communities which are ranked as having low ecological value.

7.2.3 Of particular ecological importance is the wetland meadow opposite the Victoria public house. A number of route options for the roadside path along this section of the valley have been considered to ensure impacts on this environment are minimised. The routes considered are described in detail in the Phase 2 Botanical Assessment Survey Report and may be summarised as follows:

- Option 1 – The Roadside Route
- Option 2 – The Mill Leat Route
- Option 3 – The Woodland Route
- Option 4 – The Roadside Leat Route
- Option 5 – The Roadside Meadow Route

Appendix A contains a summary of the appraisal of each of these routes.

7.2.4 The Options Appraisal confirmed two suitable routes for this section of the roadside path: Option 1, The Roadside Route, and, Option 4, The Roadside Leat Route. The conclusion of the options appraisal however was that Option 1 would have the lowest impact on ecology and nature conservation due to the fact that habitat that would be affected has already been disturbed (the highway edge) and that construction the majority of the works can be carried out

from the roadside. It was concluded that this option would also have the least impact on the hydrology function of the meadows. In contrast, Option 4 would require the loss of habitats that are currently less disturbed and in better condition than those affected by Option 1. Option 1 would result in the loss of predominantly semi improved neutral grasslands and ruderal habitats that are common and widespread on the island.

7.3 Guiding Principles to Minimise Impacts on Ecology and Nature Conservation

7.3.1 The following principles have been followed in the development of the roadside path proposals and these will continue to be followed and developed during the detailed design of the proposals:

- Consultations have been held with States of Jersey Environment Department
- A hierarchy of protection of ecological features has been followed in accordance with published guidelines. The hierarchy comprises:
    - Retention – wherever possible ecological features of value have been retained as far as possible
    - Mitigation – if retention of the ecological feature is not possible on site mitigation measures have been considered
    - Compensation – if it has not been possible to retain or mitigate against the loss of ecological feature compensation for the loss has been considered.
- Minimisation of land take of habitat with ecological interest – The route of the path has been chosen to avoid affecting woodland and mature trees of high ecological value, ponds, streams, walls, marshy grassland, swamp and semi improved grassland wherever possible.
- Land take has been reduced to a minimum through vertical alignment design, minimising the path width and the use of steepened embankments.
- A buffer zone has been allowed for between the path and existing walls roadside walls and trees.

7.4 Proposed Mitigation Measures

- The following specific measures are proposed to mitigate against the impacts of the construction of the roadside path. A Construction Environmental Management Plan will be developed, for approval by the Jersey Environment Department prior to the commencement of construction. The Plan will be reviewed and updated as necessary prior to the start of each construction phase. Further consultation will be undertaken with the States of Jersey Environment Department regarding the proposed ecological protection strategy and the St Peter's Valley pSSIAn Ecological Clerk of Works (ECoW) will be appointed to supervise each phase of construction and to undertake a rolling survey for protected species prior to each construction phase. The ECoW will have the power to halt construction if required to ensure protected species are fully considered and, if necessary, relocated during the works.

- Vegetation clearance required for construction will be staged and undertaken outside the bird nesting season, supervised by the ECoW

- Topsoil stripping required for construction will be undertaken during the amphibian/reptile active period and will be supervised by the ECoW.

- The applicant will support for five years a programme of meadow management in those meadows currently demonstrating lower ecological value, to aid floral diversity and biodiversity and value (Refer to the Current Condition and Proposed Management for St Peter's Valley Proposed SSI Report; Nurture Ecology August 2012) to offset the loss of strips of meadow edge.

- The applicant will implement the Proposed Roadside Tree Management Plan for St Peter's Valley Proposed SSI, as set out in the Nurture Ecology Report, June 2013

- The applicant will support the Proposed Management of Pres de Bas de Tesson, as set out in the Nurture Ecology Report, March 2013 to maintain the wet woodland habitat with trees in rotational management to provide structural diversity and light penetration, for five years, as recommended.

- Invasive species identified as affected by the works will be managed during construction to prevent unwanted spread throughout the area.

7.4.1 With adherence to the guiding principles listed above and the effective implementation of the mitigation measures highlighted, it is considered that the ecological and nature conservation impacts of the scheme can be minimised to an acceptable level and that opportunities for biodiversity enhancement as compensation can be realised.

7.5 Other Matters

Socio-Economics

7.5.1 The scheme is expected to have a small-scale broadly beneficial impact on the Jersey economy. This beneficial impact will particularly be felt through an increase in the number of walkers and cyclists using the route. It is also expected that public sector investment in this construction project will also help increase the private sector's confidence in the tourism and leisure industry as a whole.

7.5.2 The roadside path is expected to have a positive impact on health and wellbeing by encouraging walking and cycling for local residents, tourists and the wider community. There will also be the increased security for vulnerable road users who use St. Peter's Valley.

Cultural Heritage

7.5.3 There is a potential for disturbance of any below ground archaeology which may exist beneath the site during the construction of the roadside path. However, due to the location and limited excavation depth, this is highly unlikely.

7.5.4 A review of available information within a study area of approximately 1km has not revealed any above ground heritage features (in sufficient proximity to the site for the proposal to have a significant effect upon their settings).

Landscape and Visual Impact

7.5.5 A Landscape Statement has been prepared and is included with this application (ref Michael Felton Ltd report, 09 December 2013 Rev 03).

7.5.6 The Landscape Statement confirms the intrinsic qualities of the valley which are summarised by the range of woodland habitats which, when combined with the wet meadows provide a pleasing diversity and seasonal colour in spring, summer and autumn. The path route is largely in close proximity to the road and where land has been disturbed in areas of lower landscape value. The scattered trees along the route will be retained where possible and the path route avoids in most cases mature trees, ponds, streams, marshy grassland, swamp and woodland.

7.5.7 The construction of the roadside path will result in a positive impact on the character and amenity of the area, and will provide a safe route for vulnerable road users, whilst allowing access to properties and businesses along the route. The coloured tarmac surfacing on the majority of the roadside path and fine hoggin surfacing, in the wet meadow area opposite the Victoria public house, will help with the aesthetics of the path, in the rural landscape.

7.5.8 Landscape mitigation and compensation measures proposed can be summarised as follows:

- Improved grazing regime and better scrub management on adjoining wet meadows to improve and enhance habitat quality
- Provision of a landscape management plan to provide enhanced habitat of biodiversity value in accordance with Jersey Biodiversity Action Plan Initiatives
- Treatment and control of invasive species during construction and reinstatement of vegetation by natural colonisation will be encouraged following the removal of invasive species
- Compensatory winter tree planting to offset tree loses where p[practicable
- Buffer planting in the form of mixed informal native shrubs or tree whips at intervals to denote land ownership change, subject to land owners agreement
- Removal of overhead electricity cables along the route where viable
- Replacement so galvanised steel safety fencing with timber clad alternatives

7.5.9 A Visual Assessment has been undertaken and is included with the application (Ref Michael Felton Ltd report 09 December 2013 Rev 04)

7.5.10 The Visual Assessment has been based on the methodology contained within the guidelines for Landscape and Visusal Impact, jointly published by the Instritute for Environmental Assessment and Management and the Landscape Institute, published in 2002 and revised with a third edition I 2013. The site has been visited during spring, summer, autumn and winter with photographs taken from strategic public viewpoints along the road within the valley bottom.. The site has also been inspected from the top of the surrounding slopes and on the edge of the wood.

7.5.11 The visual impact of the proposed roadside path on St Peter's Valley has been assessed to be generally low to moderate with the proposed mitigation measures and landscape enhancements.

7.5.12

Sustainability

7.5.13 The proposals will comply with the Sustainable Transport Policy and will also contribute to some reductions in CO_2 emissions through the replacement of some vehicle journeys by walking and cycling to and from private residences within the valley.

SECTION 8

SUMMARY

8 SUMMARY

8.1.1 The St Peter's Valley route has the second worst accident record of rural roads in Jersey. There are no pavements for pedestrians or other vulnerable road users along its length making conditions particularly difficult for walkers and cyclists travelling along the valley. A new 2.9km roadside path is proposed to provide a safe, dedicated route for pedestrians and cyclists which will connect to existing amenities paths, cycle routes and bus stops to improve safety and connectivity for all pedestrians and cyclists in the valley. This Planning Statement forms part of the planning application for the construction of the route.

8.1.2 St Peter's Valley is and extensively wooded valley with a number of residential properties along its length, as well as National Trust heritage mills, a public house and a quarry. The A 11 road runs the length of the valley and is typical of the main valley routes in Jersey with varying carriageway width. An informal 'unmade' footpath exists along some of the valley route but it is generally very rough and is often waterlogged or flooded in sections. It does not offer a high standard of amenity and is generally unsuitable for parents with push chairs or for cyclists. There are a number of bus stops along the valley route but none have safe passenger refuge areas and passengers, including school children, must wait at the side of the road for buses.

8.1.3 Work has been undertaken to estimate the likely number of pedestrians and cyclists the valley that would use the path following its completion. This has shown that there is a justifiable need for a safe dedicated path along the valley and that its construction would improve amenity for those who use the route, increase connectivity and help reduce accidents along the route. The path would also lead to Tourism benefits by allowing safe access for leisure walkers and their families to the heritage mills, woodland and meadows along the valley.

8.1.4 The roadside path would extend approximately 2.9km from Tesson Mill to La Dimerie and would comprise a 1.8m route surfaced for the majority of its length with brown coloured asphalt. The section of path around the meadow adjacent the Victoria public house would however be surfaced with fine, buff coloured hoggin to be more in keeping with the local setting. Sections of path through wetland areas would be raised onto timber decking to minimise its impact on the sensitive habitat. The path would be constructed on land currently in the ownership of a number of individuals and owners. Consultations have been held with all affected landowners and all are aware of this application.

8.1.5 The roadside path would be constructed in phases over a number of years as funding streams become available. The construction works will be carefully planned to minimise the footprint of disturbance and to keep disruption to a minimum.

8.1.6 The construction of a roadside path accords with polices contained in the 2011 Island Plan and with Jersey's Sustainable Transport Policy 2012.

8.1.7 Consultation has been held with the local community and a 'drop-in' event was held in July 2013 at which the scheme was presented and members of TTS were available to answer questions and explain the proposals. The vast majority of people who responded to the consultation agreed that there was a need to make walking and cycling along the valley safer and that the proposed roadside path offered the right solution to the existing problems. A key issue raised at the consultation was that the path should be surfaced and durable

8.1.8 St Peters Valley is an attractive wooded valley with high ecological and landscape value. Environmental surveys have been undertaken and guiding principles to minimise ecological impacts have been established and a series of mitigation and compensation measures have been proposed to address the potential impacts of the construction of the path.

The application supports policies TT1, TT2 and TT3 by providing a safe walking and cycling route along the valley. It is supported at local level by the three parish Connetables and the majority of the local people who attended the consultation.

APPENDIX A ROUTE OPTIONS APPRAISAL SUMMARY

St Peter's Valley Pedestrian and Cycle Improvements Options Appraisal – Option 1 ('Roadside Route')

Rationale: The route comprises the original route proposed for this part of the St. Peter's Valley Cycleway. It envisages that the cycleway will maintain a roadside alignment between de Quetivel Mill and the National Trust Millpond car park, consistent with the adjacent sections of the route. The alternative options 2 to 5 are being examined due to concerns raised by SoJ's Ecologist regarding the potential ecological impacts upon meadow habitat within this location.

Engineering Principles: Option 1 consists of a meadow edge footway/cycleway along La Vallée de St Pierre. Generally the route is positioned behind an existing stone wall at existing meadow level, typically 1.5m below road level, raised 0.5m to assist with drainage. However, the section in the open meadow opposite The Victoria public house follows the disturbed strip along the road edge and is generally at road level. It is anticipated that localised minor repairs to the existing stone wall will be required.

Topic	Environmental Objectives	RAG Status	OPTION 1 - Commentary
Sustainable Transport	*To promote the use of more sustainable modes of transport:* Considerations include: • Promotion of walking / cycling; • Ease of access by residents, commuters, school users; • Health & safety for users of track; • Interchange with other forms of transport (particularly bus); • Secondary benefits – health and air quality		As a key linkage within the proposed footway / cycleway, this route would facilitate walking and cycling in general terms. In terms of connectivity with existing transport routes / alternative modes of transport, this option is the most favourable, allowing for direct interchange with existing bus stops, and providing convenient access for users of The Victoria public house and the cluster of nearby residents. This route option is also likely to be perceived as being the most 'direct' by commuters and, to a lesser extent, schools users. As a key linkage within the proposed footway / cycleway, there would also be potential health benefits associated with the increased walking and cycling opportunities which the scheme as a whole would provide. Likewise, there would be possible air quality benefits associated with the potential for modal shift from car use to cycle use, with the opportunity for reduced emissions.
Ecology	*To protect and enhance terrestrial and freshwater biodiversity:* Considerations include: • Potential impacts upon valued habitats; • Potential impacts upon protected / notable species; • Potential impacts upon sites proposed for designation		This route would result in the loss of swamp and marshy grassland habitats which in future could potentially be designated as part of the proposed St Peter's Valley SSI (although no formally identified boundary has yet been established). A detailed botanical survey of the habitats has been carried out by PB and the results of the habitat classifications found that the majority of the habitats were common, ruderal and of a disturbed nature given its close proximity to the roadside edge. Grassland habitats of more note were also present within the footprint of this option however these were in limited quantities. The detailed botanical assessment identified two preferred options, these were Option 1 (the roadside) and Option 4 (Roadside leat route). However it is considered that Option 1 will have the lowest impact due to the habitats already currently being relatively disturbed, the fact that the majority of the construction works can be carried out from the roadside and this option will therefore have the least impact on the hydrological function of the meadows. Option 4 will require loss of habitats that are currently undisturbed and relatively more pristine to those of Option 1. In addition the works are more likely to affect the hydrology of the meadows due to it being situated within and through the middle of the meadows. The roadside option has a total land take of 2,634 m^2 and has a minimal works footprint as all works can be carried out from the roadside. The land take for this option is in the median in comparison with the other options. This option will run alongside the road where a boundary wall is present. Along part of this alignment the meadow has succeeded to more ruderal habitats due to presumed differences in management regime. Ruderal/scrub habitats are more prevalent adjacent to the road within fields to the north of the Victoria Inn, with the ground level raised relative to the centre of the valley. The width of these habitats varies from approximately 0.5m to 1.5m along the roadside route. The land take required within the marshy grassland and swamp habitats would involve the loss of at least 2.5m of this habitat. Wet meadow habitat is identified as a key habitat for Jersey in the Jersey Biodiversity Strategy. Wet meadow habitats are considered relatively rare in comparison to woodland, which is also identified as a key habitat in the Jersey Biodiversity Strategy. An advantage to this option would be that the works could be carried out from the roadside, minimising the construction footprint and including the alignment of an existing grassed footpath along part of the route.
Landscape (including heritage)	*To protect and enhance landscape character and quality:* Considerations include: • Impacts upon landscape character of the St. Peter's Valley; • Impacts upon particular views of acknowledged importance; • Impacts upon the historic environment, in particular the setting of de Quetivel Mill		This route makes use of an existing roadside track in part. Due to the changes in levels and views across the meadow, it is considered that the positioning of the footpath / cycleway immediately adjacent to the road would be less 'forced' in terms of views from the highway and the properties in the vicinity of The Victoria public house than if it were to be positioned further south and west, where it would be more dominant within the landscape. The following measures, all of which are considered to be capable of implementation, would help to minimise the landscape and visual impacts of the proposal: • Take existing overhead cables underground to improve the setting; • Incorporate / retain best specimens of existing roadside trees into the scheme;

			• Replace existing Armco with more suitable lower impact timber barriers and fences.

St Peter's Valley Pedestrian and Cycle Improvements Options Appraisal – Option 2 ('Leatside Route')

Rationale: This route comprises an option suggested by SoJ's Ecologist as an alternative to Option 1. It diverges from the roadside between de Quetivel Mill and the National Trust Millpond car park in order to avoid the meadow habitat identified as a concern by SoJ's Ecologist.

Engineering Principles: Option 2 consists of a footway/cycleway alongside an existing leat, between de Quetivel Mill and the millpond car park, on the western edge of the meadow. Generally the route follows the meadow level at the bottom of the bank. An indirect linkage will be required along a field boundary to the public house, bus stops, junction and car park. The existing northbound bus stop may potentially need to be moved to a less convenient location. Timber bridges will be required along the route to span an existing stream.

Topic	Environmental Objectives	RAG Status	OPTION 2 - Commentary
Sustainable Transport	*To promote the use of more sustainable modes of transport:* Considerations include: • Promotion of walking / cycling; • Ease of access by residents, commuters, school users; • Health & safety for users of track; • Interchange with other forms of transport (particularly bus); • Secondary benefits – health and air quality		As a key linkage within the proposed footway / cycleway, this route would facilitate walking and cycling in general terms. In terms of connectivity with existing transport routes / alternative modes of transport, this option is less favourable than Option 1, as it requires the delivery of an indirect linkage in the form of a spur route to allow connectivity with the bus stops, houses and public house. The northbound bus stop may need to be relocated to a less convenient position in order to align with this spur. This arrangement would be less convenient than Option 1 for residents in the vicinity of The Victoria, or users of the pub itself, and the route option may be perceived as being slightly less 'direct' by commuters and, to some extent, schools users. As a key linkage within the proposed footway / cycleway, there would be potential health benefits associated with the increased walking and cycling opportunities which the scheme as a whole would provide. Likewise, there would be possible air quality benefits associated with the potential for modal shift from car use to cycle use, with the opportunity for reduced emissions.
Ecology	*To protect and enhance terrestrial and freshwater biodiversity:* Considerations include: • Potential impacts upon valued habitats; • Potential impacts upon protected / notable species; • Potential impacts upon sites proposed for designation		A detailed survey of the habitats has been carried out by PB and the results of the habitat classifications found that the majority of the habitats were of high value with the largest amount of the relatively rare habitat M23. The detailed botanical assessment found out of the options appraisal that option 2 was the worst case scenario based on having the largest land take of any of the options and the largest amount of pristine and rare habitat being affected. The leatside option has a total land take of 2,931 m^2 . The leat side path would involve it running parallel to the leat but following the natural gradient of the land at the toe of the existing valley slope: this would result in a loss of at least 3m of wet meadow, marshy grassland, swamp and ruderal/woodland habitats and would have greater negative effects on wetland habitats than discussed in Option 1, with a wider construction footprint. Use of this route would result in the loss of meadow, woodland and ruderal habitats which in future could be designated as part of the proposed St Peter's Valley SSI (although no formally identified boundary has yet been established). The construction phase impacts are likely to be increased relative to roadside options due to increased access difficulties and plant requirements. Wet meadow and woodland habitat are identified as a key habitat for Jersey in the Jersey Biodiversity Strategy. Options for mitigation include keeping the alignment within less valuable habitats as far as possible, and minimising the footprint of the constructed route.
Landscape (including heritage)	*To protect and enhance landscape character and quality:* Considerations include: • Impacts upon landscape character of the St. Peter's Valley; • Impacts upon particular views of acknowledged importance; • Impacts upon the historic environment, in particular the setting of de Quetivel Mill		To achieve a shared footway along this route, there would be a need to remove existing vegetation (largely comprising self-sown sycamores of varying height along with holly, elder, brambles, ivy, ferns and nettles) to the edge of the woodland. This would reduce shade on the surface of the cycleway, so it would appear more prominent when viewed from the roadside. There are four mature oaks south of the millpond (adjacent to the leat) which would need to be retained. Creation of a path link close to the leat would involve a 'cut and fill' or 'fill' exercise and the introduction of gabion or similar retaining walls along a significant proportion of the route would result in the outer edge of route appearing intrusive when viewed from the road. The southern end of the route would also pass close to de Quetivel Mill with the potential to affect its setting. Where the channel diverts just below the mill wheel there would be a need for very careful detailing to minimise impacts within a confined setting, with potential impacts including the introduction of a bridge link in this location. Any encroachment into the meadow needs to be minimised within the leat side option: this includes the introduction of bridges along the route.

St Peter's Valley Pedestrian and Cycle Improvements Options Appraisal – Option 3 ('Woodland Route')

Rationale: The route comprises a further option suggested by SoJ's Ecologist as an alternative to Option 1. It comprises a shared path which would run along the line of the existing woodland and utilise to some extent the existing trackway. It represents the most westerly of the options currently under consideration.

Engineering Principles: Option 3 consists of a footway/cycleway through woodland. An existing path will need to be widened and formalised to accommodate the new footway/cycleway. The majority of the route will need to be cut into the existing bank, typically 2m in height, with a 1:1 batter. Significant earthworks will also be required in order to reduce existing longitudinal gradients to 8% max. It is anticipated that the eastern edge of the route will need to be stabilised. A proposed 1:12 ramp, approx 60m long, will be required in front of de Quetivel Mill. A significant amount of tree removal and vegetation clearance will be required along the route.

Topic	Environmental Objectives	RAG Status	OPTION 3 - Commentary
Sustainable Transport	*To promote the use of more sustainable modes of transport:* Considerations include: • Promotion of walking / cycling; • Ease of access by residents, commuters, school users; • Health & Safety for users of track; • Interchange with other forms of transport (particularly bus); • Secondary benefits – health and air quality		As a key linkage within the proposed footway / cycleway, this route would facilitate walking and cycling in general terms. In terms of connectivity with existing transport routes / alternative modes of transport, this option is the least favourable, exhibiting the greatest spatial divergence from the existing transport route of the five options. As such, it would not promote ease of interchange for bus passengers boarding / alighting in the vicinity of The Victoria public house, and would not aid access for either pub users or the cluster of nearby residents. The gradients involved at both the de Quetivel Mill and the Millpond ends of the track itself could deter some users, in particular cyclists, and there could be health and safety issues for users associated with the steep access / egress and sharp bank to the immediate east. The above could detract from its suitability as a commuter or schools route. As a key linkage within the proposed cycleway, there would be potential health benefits associated with the increased walking and cycling opportunities which the scheme as a whole would provide. Likewise, there would be possible air quality benefits associated with the potential for modal shift from car use to cycle use, with the opportunity for reduced emissions. However, these benefits might not be realised to their full potential, if this option proves to be less attractive to users.
Ecology	*To protect and enhance terrestrial and freshwater biodiversity:* Considerations include: • Potential impacts upon valued habitats; • Potential impacts upon protected / notable species; • Potential impacts upon sites proposed for designation		This route would result in the loss of woodland habitats which may in future be designated as part of the proposed St Peter's Valley SSI (although no formally identified boundary has yet been established). Although a proportion of this route would be aligned along an existing earth track through the woodland to minimise impacts, the steep gradients and difficult topography mean the footprint of the scheme would be considerably wider than 3m in many locations, especially where entering/leaving the woodland (see 'Engineering principles' above). The habitats to be affected are predominantly mature woodland which takes a long time to develop and is considered of high value. In addition woodland is the main designating feature of the proposed pSSI. This option will require the largest amount of high value habitat to be removed. The land take for this option is the smallest of any of the options 2112m^2, but is likely to require the most significant earthworks of any of the options, and a considerably wider footprint to facilitate construction. Mixed woodland is identified as a key habitat for Jersey in the Jersey Biodiversity Strategy. Options for mitigation include retention and re-use of top-soil and associated seedbank for re-use post-construction and replanting with native tree species of local provenance.
Landscape (including heritage)	*To protect and enhance landscape character and quality:* Considerations include: • Impacts upon landscape character of the St. Peter's Valley; • Impacts upon particular views of acknowledged importance; • Impacts upon the historic environment, in particular the setting of de Quetivel Mill		Widening the current path to 3 metres, by cutting into the bank to the west of the existing path, would lead to the loss of a number of trees, both mature and self-sown, with consequential implications for landscape character. Cutting into the bank could also result in root damage to neighbouring trees which could increase the area directly affected, and could de-stabilise the bank without the introduction of c1m high stabilising walls. As with Option 2, the southern end of the route would pass close to de Quetivel Mill with the potential to affect its setting. These effects would include the introduction of a ramped access close to the Mill. Where the channel diverts just below the mill wheel there would be a need for very careful detailing to minimise impacts within a confined setting, with potential impacts including the introduction of a bridge link in this location.

St Peter's Valley Pedestrian and Cycle Improvements Options Appraisal – Option 4 ('Roadside / Leatside Route')

Rationale: The route comprises a variation on Option 2, whereby the roadside alignment is maintained until a location immediately to the south of the most sensitive meadow habitat, thus minimising the length of the meadow edge 'diversion'.

Engineering Principles: Option 4 comprises a meadow edge footway/cycleway, along La Vallee de St Pierre, south of The Victoria public house car park, and a leat side footway/cycleway north to the millpond car park. Generally the meadow edge route is positioned behind an existing stone wall at existing meadow level, typically 1.5m below road level, raised 0.5m to assist with drainage. It is anticipated that localised minor repairs to the existing stone wall will be required. The leat side route generally follows the meadow level at the bottom of the bank. An indirect linkage will be required along a field boundary to the public house, bus stops, junction and car park. The existing northbound bus stop may potentially need to be moved to a less convenient location. Timber bridges will be required along the route to span an existing stream.

Topic	Environmental Objectives	RAG Status	OPTION 4 - Commentary
Sustainable Transport	*To promote the use of more sustainable modes of transport:* Considerations include: • Promotion of walking / cycling; • Ease of access by residents, commuters, school users; • Health & safety for users of track; • Interchange with other forms of transport (particularly bus); • Secondary benefits – health and air quality		As a key linkage within the proposed footway / cycleway, this route would facilitate walking and cycling in general terms. In terms of connectivity with existing transport routes / alternative modes of transport, this option is less favourable than Option 1, as it requires the delivery of an indirect linkage in the form of a spur route to allow connectivity with the bus stops, houses and public house. The northbound bus stop may need to be relocated to a less convenient position in order to align with this spur. This arrangement would be less convenient than Option 1 for residents in the vicinity of The Victoria, or users of the pub itself. As a key linkage within the proposed footway / cycleway, there would be potential health benefits associated with the increased walking and cycling opportunities which the scheme as a whole would provide. Likewise, there would be possible air quality benefits associated with the potential for modal shift from car use to cycle use, with the opportunity for reduced emissions.
Ecology	*To protect and enhance terrestrial and freshwater biodiversity:* Considerations include: • Potential impacts upon valued habitats; • Potential impacts upon protected / notable species; • Potential impacts upon sites proposed for designation		This route would use a combination of the roadside and leatside routes, with a linkage across the meadows where the route crosses from roadside to leatside. Wet meadow habitats are important within Jersey due to the relative scarcity of the habitat on the island. The issues with utilising the leat side option are the same as discussed in Option 2, with the issues associated with the roadside option the same as discussed in Option 1. This option would avoid the roadside habitats adjacent to the Victoria Inn. A detailed botanical survey of the habitats has been carried out by PB and the results of the habitat classifications found that the majority of the habitats affected by this proposed route include ruderal and semi-improved species poor grasslands, marshy grasslands and swamp and marginal vegetation communities. This option has a total land take of 2545 m^2 however the construction is likely to affect a wider footprint. The land take for this option is the second smallest in comparison with the other options. There would be a loss of swamp, woodland and ruderal habitats in areas which could be designated as part of the proposed St Peter's Valley SSI in the future (although no formally identified boundary has yet been established). Wet meadow and woodland habitat are identified as a key habitat for Jersey in the Jersey Biodiversity Strategy. The overall land take from the wet meadow habitats would be greater than Options 1 due to the cross-linkages and that the existing footpath footprint west of the Victoria Inn would not be used.
Landscape (including heritage)	*To protect and enhance landscape character and quality:* Considerations include: • Impacts upon landscape character of the St. Peter's Valley; • Impacts upon particular views of acknowledged importance; • Impacts upon the historic environment, in particular the setting of de Quetivel Mill		As with Option 2, to achieve a shared footway along this route, there would be a need to remove existing vegetation (largely comprising self-sown sycamores of varying height along with holly, elder, brambles, ivy, ferns and nettles) to the edge of the woodland. This would reduce shade on the surface of the cycleway, so it would appear more prominent when viewed from the roadside. There are four mature oaks south of the millpond (adjacent to the leat) which would need to be retained. Creation of a path link close to the leat would involve a 'cut and fill' or 'fill' exercise and the introduction of gabion or similar retaining walls along a significant percentage of the route would result in the outer edge of route appearing intrusive when viewed from the road. Any encroachment into the meadow needs to be minimised within the leat side option: this includes the introduction of bridges along the route. Furthermore, with Option 4, the diagonal cross over from the roadside to leat side, involving the stream crossing, could be visually very intrusive. This option will dissect the meadows along field boundaries thereby threatening connectivity. In addition, on the corner (opposite the pub) the creation of the leatside route will require cutting on the southern rise of Gordon Leonard field.

St Peter's Valley Pedestrian and Cycle Improvements Options Appraisal – Option 5 ('Roadside / Meadow Edge Diversion Route')

Rationale: This route comprises a further variation on both Options 2 and 4, whereby the diversion from the roadside alignment is minimised to avoid only the most significant area of impact, within the vicinity of the road bend. A spur is proposed from a location to the south of The Victoria public house road junction to provide an indirect linkage to the cluster of activities in this location.

Engineering Principles: Option 5 generally consists of a meadow edge footway/cycleway, along La Vallee de St Pierre, however a leat side footway/cycleway is proposed within the meadow opposite The Victoria public house. Generally the meadow edge route is positioned behind an existing stone wall at existing meadow level, typically 1.5m below road level, raised 0.5m to assist with drainage. It is anticipated that localised minor repairs to the existing stone wall will be required. The leat side route generally follows the meadow level at the bottom of the bank. An indirect linkage will be required along a field boundary to the public house, bus stops, junction and car park. The existing northbound and southbound bus stops may potentially need to be moved to less convenient locations. Timber bridges will be required along the route to span an existing stream.

Topic	Environmental Objectives	RAG Status	OPTION 5 - Commentary
Sustainable Transport	*To promote the use of more sustainable modes of transport:* Considerations include: • Promotion of walking / cycling; • Ease of access by residents, commuters, school users; • Health & safety for users of track; • Interchange with other forms of transport (particularly bus); • Secondary benefits – health and air quality		As a key linkage within the proposed footway / cycleway, this route would facilitate walking and cycling in general terms. In terms of connectivity with existing transport routes / alternative modes of transport, this option is less favourable than Option 1, as it requires the delivery of an indirect linkage in the form of a spur route to allow connectivity with the bus stops, houses and public house. The northbound bus stop may need to be relocated to a less convenient position in order to align with this spur. This arrangement would be less convenient than Option 1 for residents in the vicinity of The Victoria, or users of the pub itself. As a key linkage within the proposed footway / cycleway, there would be potential health benefits associated with the increased walking and cycling opportunities which the scheme as a whole would provide. Likewise, there would be possible air quality benefits associated with the potential for modal shift from car use to cycle use, with the opportunity for reduced emissions.
Ecology	*To protect and enhance terrestrial and freshwater biodiversity:* Considerations include: • Potential impacts upon valued habitats; • Potential impacts upon protected / notable species; • Potential impacts upon sites proposed for designation		This route would use a combination of the roadside and leatside routes, with two linkages across the meadows where the route crosses from roadside to leatside. Wet meadow habitats are important within Jersey due to the relative scarcity of the habitat on the island. The issues with utilising the leat side option are similar to those discussed in Option 2, with the issues associated with the roadside option similar to those discussed in Option 1. This option would avoid the roadside habitats adjacent to the Victoria Inn. There would be a loss of swamp, woodland and ruderal habitats in areas which could be designated as part of the proposed St Peter's Valley SSI in the future (although no formally identified boundary has yet been established). A detailed botanical survey of the habitats has been carried out by PB and the results of the habitat classifications found that the majority of the habitats affected were of high ecological value, and would result in the loss of a significant amount of valuable M23 habitat. The roadside option has a total land take of 2643 m^2, however the construction is likely to affect a wider footprint. The land take for this option is the second largest sized land take in comparison with the other options. Wet meadow and woodland habitats are identified as a key habitat for Jersey in the Jersey Biodiversity Strategy. The overall land take from the meadows would be likely to be greater than Options 1 and 4 due to the increased number of cross-linkages, not constructing some sections adjacent to the roadside and as a section of the existing footpath footprint west of the Victoria Inn would not be used.
Landscape (including heritage)	*To protect and enhance landscape character and quality:* Considerations include: • Impacts upon landscape character of the St. Peter's Valley; • Impacts upon particular views of acknowledged importance; • Impacts upon the historic environment, in particular the setting of de Quetivel Mill		There would be a need to remove some existing vegetation in the area where the route passes adjacent to the leat. Creation of a path link close to the leat would involve a 'cut and fill' or 'fill' exercise and the introduction of gabion or similar retaining walls within this area would result in the outer edge of the route appearing intrusive when viewed from the road. Any encroachment into the meadow needs to be minimised within the leat side option: this includes the introduction of bridges along the route. Furthermore, as with Option 4, the diagonal cross over from the roadside to leat side, involving the stream crossing, could be visually very intrusive. This option will dissect the meadows along field boundaries thereby threatening connectivity. In addition, on the corner (opposite the pub) the creation of the leatside route will require cutting on the southern rise of Gordon Leonard field.