

7 Additional Recommendations

7.1 Summary of Recommendations

7.1.1 Chapter 6 presented a detailed analysis of all the capital schemes which required a detailed assessment, and included proposed measures for mitigation and monitoring. However, additional recommendations were made for other capital schemes not requiring detailed assessment. For ease of reference, these additional recommendations are summarised in **Table 7.1**.

7.1.2 All the recommendations made during the SEA process thus far should be provided to Vinci Ringway as the eventual Service Provider for the Highways PFI.

Table 7.1: Summary of recommendations, other than those made in Chapter 6

Capital scheme	Proposed mitigation
All capital schemes	Given that every capital scheme is adjacent to or within 200m of a nature conservation designation of some kind (SAC, SPA, Ramsar, SINC, NNR or LNR) it is recommended that the detailed design of each scheme is informed by an ecological survey. This should comprise an Extended Phase 1 Habitat Survey for each scheme. Where the survey finds the presence or potential presence of protect habitats or species, additional and specific surveys should be carried out, and where necessary a full Ecological Impact Assessment undertaken, so that scheme design and programming takes account of the ecological constraints and opportunities of each site. The scope and method of the surveys should be agreed with the Island Ecologist, and where necessary Natural England.
Westhill Lane, Yarmouth (Norton)	Implementation should avoid mature trees and roots, and use ground protection matting, to reduce impacts to the TPO areas. Due to the small scale nature of the works, predicted minor ecological impacts to the SINC can be avoided by undertaking appropriate species surveys, adjusting designs in response to survey findings, and imposing an Ecological Watching Brief.
Gills Cliff Road, Ventnor	It is anticipated that impacts can be managed via a Construction Environmental Management Plan (CEMP).
Castle Court, Ventnor	Given the relative scale and location (in a built-up area) of proposed works, it is anticipated that impacts can be managed via a CEMP on the basis that environmental constraints and receptors outlined in the SEA are considered during detailed project planning.

Capital scheme	Proposed mitigation
Whitwell Road, Ventnor	Given the relative scale and location (in a built-up area) of proposed works, it is anticipated that impacts can be managed via a CEMP on the basis that environmental constraints and receptors outlined in the SEA are considered during detailed project planning. Additionally the timings of the works should be altered to avoid impacts to breeding birds.
La Falaise footpath, Ventnor	Environmental constraints and receptors outlined in the SEA will require consideration during detailed project planning.
Winter Gardens footpath, Ventnor	Environmental constraints and receptors outlined in the SEA will require consideration during detailed project planning.
Old Access Road, Blackgang	Environmental constraints and receptors outlined in the SEA will require consideration during detailed project planning.