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Internal Memo

From: **John O'Keeffe, Built Heritage**

Your Ref:

Our Ref: **B190/06**

Tel: **43023**

cc: **PS Michael Coulter (by e-mail)**
Claire Foley (by e-mail)
Jim Brown (by e-mail)
Betty Holland (by e-mail)

To: **Stephen Wood, SRTP Project Manager, DRD, Clarence Court**

Draft Sub-Regional Transport Plan 2015 (dSRTP 2015)

Comments in respect of The Draft Environmental Report on dSRTP 2015, as required under European Directive 2001/42/EC

General:

We note at the outset that the dSRTP recognises the potential impacts upon the built heritage (including archaeological and architectural heritage), but that its unique position means that both the Plan's implementation and mitigation will rely on the results of local circumstances and local proposals. This is made particularly clear at paragraph 5.2 of the draft Environmental Report.

We would note that this is not a Statutory document, and that the implementation of measures proposed will be subject to clearing the relevant statutory procedures. The following comments are made in the context of the content of this draft Environmental Report, and should not be recorded as approval or disapproval of the draft SRTP 2015 or the schemes in the associated documents.

Measure A, Major Highway Schemes including new links and by-passes has the greatest potential impact upon the built heritage. However, all of the other measures have a potential impact as well. Table 8.1 therefore needs to be amended to reflect this fact. However, we would recognise that at this time the effects may not be wholly clear, and so there would be a 'Don't Know' response for B-F.

All of the other measures can have both negative and positive effects. For example, a traffic management scheme may well improve the quality of the urban environment, especially the settings of Listed Buildings, Conservation Areas or Areas of Townscape Character, but also has the potential to harm it depending on how the scheme is designed. Similarly, the land-take for new cycle lanes or pedestrian areas may be small, but depending on location can have a significant archaeological impact. Parking strategies can similarly impact upon the built heritage and urban environment particularly if new car-parking schemes are proposed or built. High-rise car parks have raised particular problems in historic towns across Northern Ireland in recent years.

Provided the final Environmental Report notes the potential impacts of the Plan on the Built Heritage as recorded above, we would consider that our main concerns have been addressed.

John O'Keeffe
Archaeologist: Built Heritage

26 June 2006