

## ENVIRONMENT

### Landscape and Visual Effects

- On a Belfast City scale, the Proposed Scheme would generally be blended into its surrounds with appropriate mitigation.
- Opportunity exists to re-design spaces between road infrastructure and periphery of the scheme to create a more positive interface and contribution to the cityscape.
- Views from dwellings in proximity to the interchange would be altered, due to changes in road layout, new road lighting and new road signs (i.e. gantries).
- No areas of High Scenic Quality affected.

### Pedestrians, Cyclists, Equestrians and Community Effects

- Six community facilities (majority of which are existing car parks) would be lost in their entirety. A number of community facilities would also experience direct land loss or access impacts, however their continued usage during the operational phase is unlikely to be significantly affected.
- Significant benefits for amenity and relief from existing severance due to the significant separation of strategic and local traffic flows.
- Proposed provision for cyclists and public transport on York Street to benefit Non-Motorised Users and quality of public transport services.

### Construction Management

- The Environmental Statement identifies committed mitigation measures that any future contractor would be required to implement as part of the construction contract.
- The contractor would be required to demonstrate formal adoption of these commitments, requirements and measures and include them in their Construction Environmental Management Plan.
- All commitments, requirements and measures in the plan require approval from the relevant statutory bodies.
- Transport NI would audit the contractor during the construction period to ensure that they are complying with their duties and their Construction Environmental Management Plan.

