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Department for
**Regional
Development**

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URS

York Street Interchange



Co-financed by the European Union
Trans-European Transport Network (TEN-T)

Environmental Statement Non-Technical Summary

January 2015



**INVESTORS
IN PEOPLE**

INTRODUCTION

The Department for Regional Development (DRD) Transport NI proposes to construct the York Street Interchange (‘the Proposed Scheme’) as a long-term strategic road improvement to improve links between the A12 Westlink (the Westlink) and the M2 and M3 motorways in Belfast.

The existing at-grade signalised York Street junction currently links the Westlink to M2 and M3 through a complex arrangement of traffic signals that interface with the local road network, which includes York Street, York Link, Great George’s Street and Nelson Street. The overall signalised “box” created by these four signalised junctions is known as the York Street junction gyratory system in which road users currently experience delays and congestion when travelling through, particularly at peak periods.

The Proposed Scheme would provide a fully grade-separated interchange to replace the existing signalised gyratory junction. Interchange links between the Westlink, M2 and M3 would be

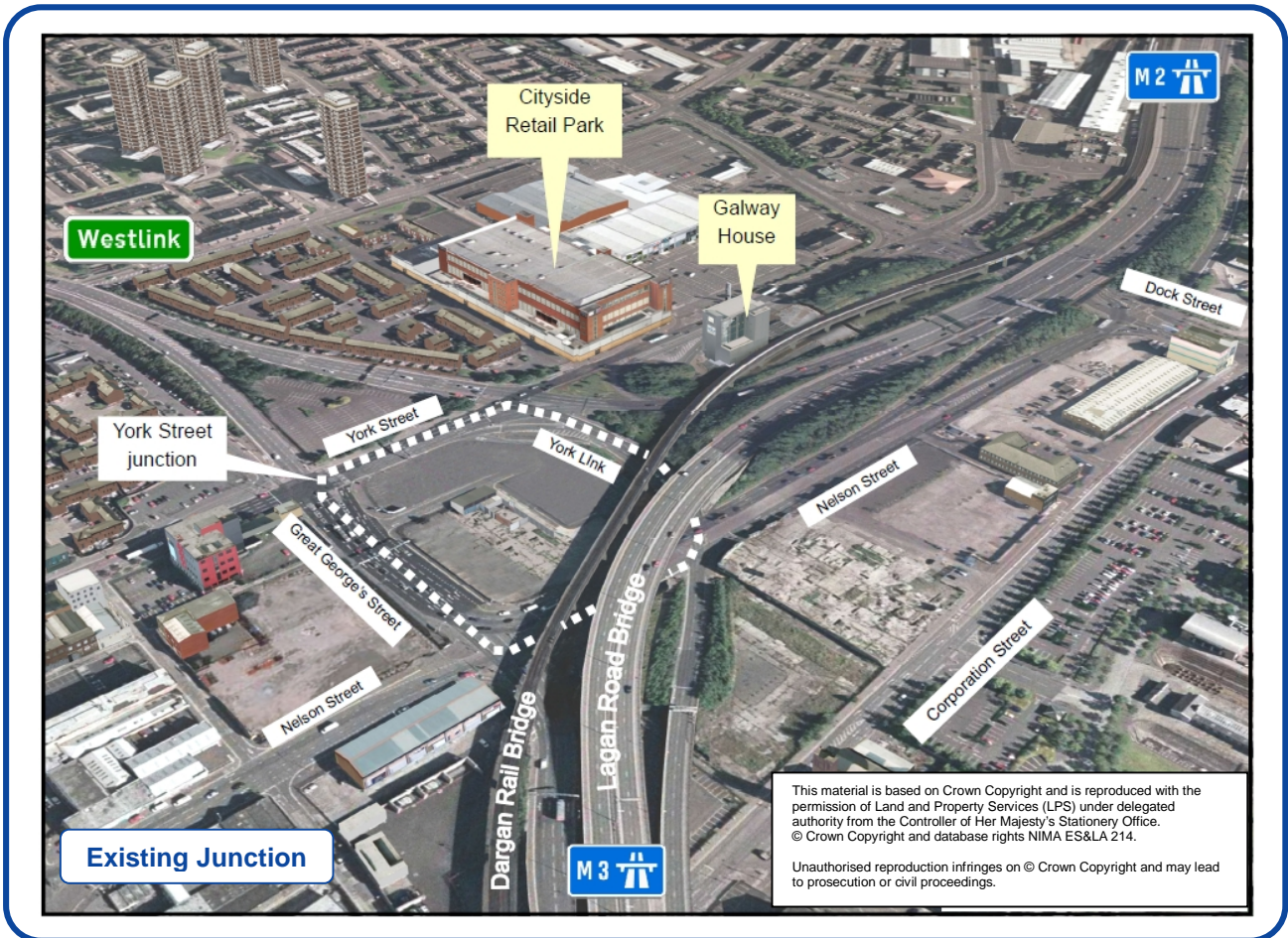
provided in underpasses aligned beneath new bridge structures at York Street and under the existing Dargan and Lagan bridges.

WHAT IS AN ENVIRONMENTAL STATEMENT?

The Environmental Statement is a detailed report of the findings of the Environmental Impact Assessment process. In particular, it predicts the environmental effects that the Proposed Scheme would have, and details the measures proposed to reduce or eliminate those effects.

It informs the final decision on whether the Proposed Scheme should be allowed to proceed. Its function is to give stakeholders including the public and statutory environmental bodies, an opportunity to express an opinion before the scheme is initiated.

It identifies, describes and assesses in an appropriate manner, in light of each individual case, the significant environmental effects of the Proposed Scheme. It contains information that is relevant to the specific characteristics of the project and the



environmental features likely to be affected by it.

The Environmental Statement is issued in accordance with the EIA Directive and required by Part V of The Roads (Northern Ireland) Order 1993 as substituted by The Roads (Environmental Impact Assessment) Regulations (Northern Ireland) 1999 and amended by The Roads (Environmental Impact Assessment) Regulations (Northern Ireland) 2007.

WHY THE SCHEME IS NEEDED

The trans-European transport network is formed, in part, by the North-Sea Mediterranean Corridor which includes road links between Belfast, Dublin and Cork. As a Priority Project on this Corridor to upgrade and improve connections from the British Isles and continental Europe, the development of the Proposed Scheme has been co-financed by the European Union.

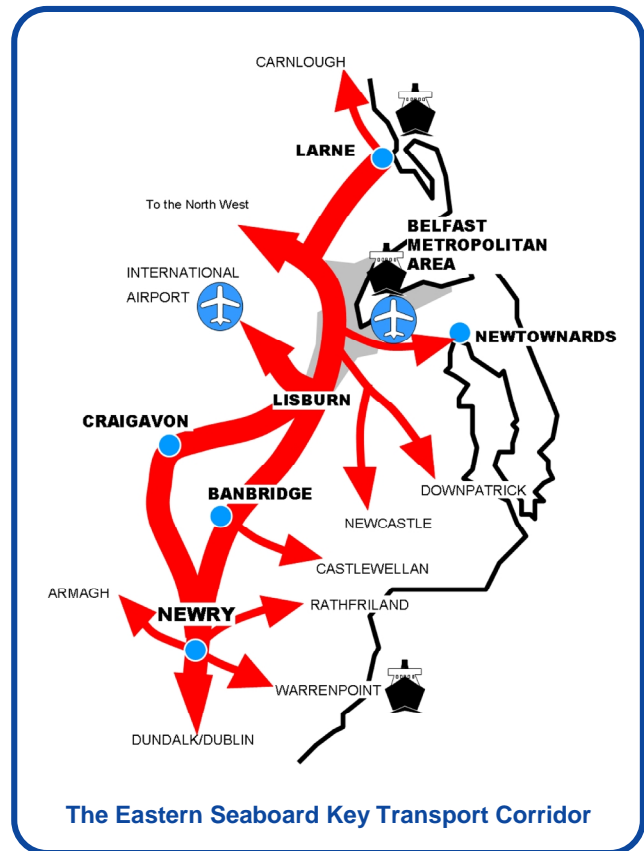
The city of Belfast is Northern Ireland’s major transport hub and the main transport gateway to the rest of the United Kingdom and Europe. It is the focal point for a number of the Key Transport Corridors that collectively form part of the strategic road network managed by Transport NI. The strategic road network, along with the rail network, forms Northern Ireland’s overall Regional Strategic Transport Network.

The Key Transport Corridors within Northern Ireland provide connection to other major European cities through the region’s gateways. These gateways include Northern Ireland’s airports and sea ports. The Eastern Seaboard Key Transport Corridor runs through Belfast and provides connections to the regional gateways of the Port of Belfast and George Best Belfast City Airport. Within the Belfast Metropolitan Area, the corridor comprises the M1, Westlink and M2.

The existing York Street junction is a node on the Eastern Seaboard Key Transport Corridor, located to the north of Belfast City Centre. At this node, strategic traffic movements interact with strategic traffic movements to and from the M3 and local traffic movements into and out of Belfast City Centre.

The capacity of the existing York Street junction is limited by both the magnitude of competing traffic flows and the various physical constraints at the location. These physical constraints include adjacent residential housing, commercial, retail and industrial properties, elevated rail infrastructure carried on the Dargan Bridge, and the capacity of existing road

infrastructure including the Westlink, M2 and the elevated M3 carried on the Lagan Bridge.



The lack of capacity at the junction causes undue congestion and thereby delays for freight, public transport and private vehicles. It is therefore considered a bottleneck on the strategic road network, in accordance with the definition established by Northern Ireland’s Regional Transportation Strategy.

Improvements to the strategic road network have been established in Northern Ireland policy through the publication of the Regional Development Strategy and the Regional Transportation Strategy. These strategies are implemented through the Regional Strategic Transport Network Transport Plan, the Belfast Metropolitan Transport Plan, the Sub-Regional Transport Plan, and the Investment Strategy for Northern Ireland. These regional strategies, together with the local policy publications, were based on the Guidance on the Methodology for Multi-Modal Studies, an objective-led approach to seeking solutions to transport-related problems and were prepared in consultation with and informed by stakeholders. As stated in the Regional Strategic Transport Network Transport Plan, these high-level objectives are:

- Environment – to protect the natural and built environment;
- Safety – to improve safety;
- Economy – to improve sustainable economic activity and get good value for money;
- Accessibility – to improve access to facilities for people with disabilities and those without a car and to reduce severance; and
- Integration – to ensure that all decisions are taken in the context of the Government's integrated transport policy.

ALTERNATIVES CONSIDERED

The study of alternatives for major road schemes is undertaken through a three-stage procedure; the level of detail and coverage of the assessment report is appropriate to the type of decision that can reasonably be taken at each stage:

Stage 1 Scheme Assessment – required the identification of a number of broad improvement strategies. A number of alternative schemes were initially considered, including public transport and road and traffic measures. However, in the case of all alternative schemes, it was identified that the scheme objectives could not be met through such measures alone without removing the bottleneck at the existing York Street signalised junction. Accordingly, a number of grade-separated junction options were developed as Preliminary Options. These comprised elevated, depressed and combined corridors and were subject to separate engineering, environmental, traffic and economic assessments.

Stage 2 Scheme Assessment – further to the recommendations arising from the Stage 1 Scheme Assessment, four of the six Preliminary Options were shortlisted for further assessment. The engineering designs of the options were developed in more detail through consultations with various statutory and non-statutory bodies, with a formal public consultation period held in June 2011 to allow members of the public to view and comment upon the proposals.

Four developed options were considered that provided full and partial grade-separation through various combinations of underpasses and overbridges. The Preferred Option was selected on the basis of its overall performance across the scheme objectives and the views raised in response

to the public consultation. The Preferred Option provided full grade-separation largely through the use of underpasses below the existing Lagan and Dargan bridges and new overbridges at York Street and Dock Street.

Stage 3 Scheme Assessment – following the announcement of the Preferred Option, a preliminary design of the scheme was developed (now termed the Proposed Scheme) to facilitate a subsequent Stage 3 Scheme Assessment and to inform the preparation of a draft Designation Order, draft Vesting Order and the Environmental Statement.

In developing the Proposed Scheme, all aspects of the engineering design were reviewed in conjunction with Transport NI and other statutory bodies. The findings from the public consultation at Stage 2 were also reviewed, along with the content of the prepared Non-Motorised User Context Report.

Further to the review of the design, a number of potential changes in the layout were proposed that were considered to provide benefit to the scheme.

EXISTING CONDITIONS

The study area is centred on the interface between North Belfast, the northern fringe of Belfast City Centre and Belfast Harbour (Sailortown/Greater Clarendon), and is dominated by Dargan Bridge and the main arterial road routes that link the south of the City (Westlink), the east (M3 Lagan Bridge), the north (M2) and Belfast City Centre with North Belfast (York Street). The major strategic road junction and railway (developed between the mid-1960s and 1990s) separates the harbour area to the east, commercial and residential properties to the north and west, and the City Centre to the south from each other.

Located at the southern end of one of the main arterial routes (York Street/York Road/Shore Road) in Belfast, the area in the vicinity of the existing junction generally forms a degraded urban landscape, however the area has attributes and features reflective of the ever-changing face of Belfast, from the Industrial Revolution through to contemporary 21st Century developments.

In the vicinity of the existing junction, the main characteristic is the legacy of 20th Century transport planning which has changed the urban fabric, to achieve not only easier traffic movements around the periphery of the City, but to essentially act as one of the primary road transportation hubs for the Province, providing a northern gateway to the City.

The large-scale physical infrastructure features, such as embankments and bridges have caused a certain degree of severance. Also part of this transportation legacy is the Westlink, which due to its at-grade intersection with York Street between the M2 and M3, disrupts the continuity of this arterial route.

Much of the land in the vicinity of the existing junction is either brownfield or currently in use as surface level car parking. Whilst this land has been developed in the past, very little non-infrastructure built development exists, other than a vehicle mechanics on Shipbuoy Street.

THE PROPOSED SCHEME

The following scheme-specific objectives have been identified:

- to remove a bottleneck on the strategic road network;
- to deliver an affordable solution to reduce congestion on the strategic road network;
- to improve reliability of strategic journey times for the travelling public;
- to improve access to the regional gateways from the Eastern Seaboard Key Transport Corridor;
- to maintain access to existing properties, community facilities and commercial interests;
- to maintain access for pedestrians and cyclists; and
- to improve separation between strategic and local traffic.

The Proposed Scheme would provide a fully grade-separated interchange to replace the existing signalised gyratory junction. Interchange links between Westlink, M2 and M3 would be provided in underpasses aligned beneath new bridge structures at York Street and under the existing Dargan and Lagan bridges. The existing North Queen Street and Dock Street overbridges and Whitla Street subway structure would be widened as necessary to accommodate the new road layout, with a new overbridge structure proposed at Dock Street. Retaining walls and piled embankments would be provided as required to support the new road alignments. The new road links between Westlink, M2 and M3 would be subject to 40mph speed limits,

with the existing 50mph speed limit on the M2 southbound carriageway extended north to the Duncrue Street off-slip.

Westlink to M2 - the Westlink to M2 movement would be grade-separated by passing under the new York Street overbridge (which requires the raising of this road), continuing with two lanes via an underpass structure towards M2. As the link approaches Dargan Bridge, it would rise to match levels on the existing M2 on-slip.

To facilitate online widening of Westlink between North Queen Street Bridge and York Street overbridge, the associated Westlink embankment requires modification. To avoid works to replace the existing Little George's Street and Great George's Street retaining walls, a strengthened earthwork is proposed on both sides of the Westlink, with a steepened side slope.

M2 to Westlink – the M2 to Westlink movement would be grade-separated by passing over Dock Street on a new overbridge structure before dropping below existing ground level in an underpass structure. It would pass beneath links between Dock Street and M3, Westlink and M3, Lagan Bridge, Dargan Bridge and the new York Street overbridge. Two lanes would be maintained in the direction of Westlink. A merge would be provided from the Docks area (via a revised junction arrangement at Duncrue Street) that would provide strategic access for the Port of Belfast.

Westlink to M3 - the Westlink to M3 movement would commence as a single lane diverge from Westlink to M2 alignment that passes under York Street overbridge in an underpass structure. The link would pass under both Dargan and Lagan bridges, whilst rising to pass over the M2 to Westlink alignment. A lane gain from Dock Street converges with the link, with the two resulting lanes continuing onto the existing on-ramp structure towards M3.

M3 to Westlink - the M3 to Westlink movement would be grade-separated by passing under Dargan Bridge via a new single lane link, passing between the existing bridge piers at approximately existing ground level. West of the Dargan Bridge, the link drops below existing ground level in an underpass. On approach to York Street overbridge, the link would rise as it passes under the bridge and continues to rise to join the M2 to Westlink alignment.

York Street - York Street would be raised above existing ground level as part of the works to

accommodate the proposed underpasses. Two traffic signal controlled junctions would be provided at the intersection between York Street and Great George's Street, and at the intersection of York Street and the diverge from Westlink to York Street. Existing provision for pedestrians and cyclists on York Street would be maintained as a minimum, with an expected improvement for non-motorised users at the junctions as a result of the removal of a significant volume of passing traffic. Access arrangements from York Street to adjacent properties would be revised to suit its raised level.

It should be noted that the proposed changes to York Street would reintroduce two-way running of a form to provide a new bus/cycle lane in the southbound direction, from Galway House to the Inner Ring. This would be further complemented by the provision of cycle lanes in both northbound and southbound directions between the Inner Ring and Dock Street.

York Street to M2 - two lanes would be provided in a new slip road from the raised York Street under the Dargan Bridge. In order to tie in with the existing M2 foreshore northbound carriageway, it is necessary to reduce the movement beyond Dargan Bridge to a single lane that merges onto the motorway. The existing southbound connection on York Street to the M2 would be retained.

Connections from the local street network to the new interchange links would be provided at Clifton Street, York Street, Dock Street and Duncrue Street in the form of on-slips. Connections from the strategic road network to the local street network would be provided in the form of off-slips from interchange links at Clifton Street, York Street and Nelson Street. The existing north-facing on and off-slip roads at Clifton Street would remain open within the proposed road layout.

Structures - the vertical alignment of the proposed road links within the scheme would require construction of various structures, including bridges, underpasses, retaining walls, flood walls, embankments, gantries and culverts.

As part of a long-term potential improvement scheme to provide a section of twin-track between Dock Street and Donegall Quay on Dargan Bridge, it is also proposed strengthen the foundations of this bridge as part of this scheme.

Fencing & Planting - new boundary fencing and/or other suitable boundary treatment would be provided as necessary (i.e. post and rail fencing, paladin

fencing or other solutions for future development opportunity sites). Noise barriers would also be required on the north and south side of Westlink, either side of North Queen Street Bridge.

Mitigation measures have proposed the retention of the mature trees (where possible) and landscaping plans to provide screen planting and several new blocks of mixed tree and shrub planting.

Road Restraint Systems - vehicle and pedestrian restraint systems would be provided. Within the various underpasses, the associated retaining walls would be similar to what has been provided on the existing Westlink, including recently upgraded sections. Away from the underpasses, steel safety barrier systems would provide normal containment protection to both road users and existing bridge structures.

Parapets would be provided at all bridge structures and at a number of retaining walls to provide normal levels of containment. At controlled crossing points, pedestrian restraint systems in the form of guardrails would be provided.

Drainage - a pumped drainage system would service the proposed underpass structures, with a combination of drainage systems proposed to collect and convey stormwater run-off within the scheme. It is proposed that the system would pump collected stormwater to a combined sewer overflow culvert near Gamble Street (which no longer conveys foul water) and outfall to Belfast Harbour.

Pavements - road surfacing options would include either hot rolled asphalt or thin surface course systems. The use of the latter is proposed for surfacing of the interchange links and slip roads for its noise reduction qualities, whilst the former would be typically proposed for elements of the surface street network. High friction surfacing would be provided at appropriate locations.

Kerbs, Footways and Paved Areas - kerbs would be provided generally throughout the scheme, with combined kerb drainage units used at structures. Dropped kerbs would be provided at identified crossing points for pedestrians. Footways would be provided on new road links at York Street and the M3 to York Street off-slip. With the removal of York Link and part of Great George's Street for new interchange links and slip roads, the existing footways on these routes would be removed. In addition, the existing footpath between Corporation Street and Nelson Street, that runs under the Lagan Bridge, would be rendered redundant by the

proposed road links and therefore would be removed.

Traffic Signs, Road Markings and Signals - the location and type of traffic signs and markings would be developed at the detailed design stage. New traffic signal controlled junctions would be provided at York Street/Great George's Street, York Street/Westlink, and York Street/Cityside Retail Park/Galway House. In addition, existing signal controlled junctions at York Street/Great Patrick Street, York Street/Dock Street, Nelson Street/Great Patrick Street, Dock Street/Nelson Street and Duncrue Street/M2 off-slip would require revision to reflect changes introduced by the Proposed Scheme.

The existing controlled pedestrian crossing at Whitla Street subway on Nelson Street would also require revision as appropriate to reflect changes introduced by the scheme.

Road Lighting - as the Proposed Scheme is located within an urban area, it would include provision of a new road lighting system, with revisions to existing road lighting systems as required. It is also proposed that enhanced lighting be provided at Dock Street and North Queen Street bridges.

Utilities - significant diversions of utilities infrastructure would be required for construction of the Proposed Scheme.

ENVIRONMENTAL EFFECTS

The Proposed Scheme and associated mitigation measures have been designed to minimise adverse environmental effects. Nevertheless, some impacts would arise from the proposals, the most significant of which are summarised below.

Air Quality

Whilst the Proposed Scheme would result in localised changes in emissions as a result of modification to the existing road layout and associated traffic redistributional effects, the changes in concentrations would generally be of an imperceptible or small magnitude, in terms of both increases and decreases in exposure. In the assumed year of Opening (2021) and the Design year (2035), predicted annual mean concentrations of Nitrogen Dioxide and particulate matter would be below national air quality objective values at all assessed sensitive receptors for both the Do-Minimum and Do-Something scenarios. The effect on regional air quality with the Proposed Scheme would be beneficial but not significant. Overall, there

would be no significant effect on either local or regional air quality as a result of the Proposed Scheme.



Adverse effects on amenity and local air quality due to fugitive emissions of dust, particulate matter and construction related traffic movements are not considered to be significant and would only be of local concern during the construction phase.

Cultural Heritage

There would be no physical impact as a result of the Proposed Scheme on any buildings of historic interest (designated and non-designated assets), but there would be impacts on the setting of a number of these that are in close proximity to the Scheme; and a number of archaeological assets would be impacted. Taking into consideration the existing road layout and nature of the Proposed Scheme, impacts would arise from the construction of new road elements (M2 to Westlink, M3 to Westlink, Westlink to M3, and Westlink to M2).

The assessment has found that four archaeological assets, nine historic buildings and twelve historic landscape assets would be indirectly impacted by the Proposed Scheme. The scheme design has avoided impacts where possible and minimised adverse effects, however, the overall significance of effect on the cultural heritage assets that would be impacted is assessed as being slight adverse.

Ecology and Nature Conservation

There would be a relatively low effect on the ecological value and conservation status of the area, its habitats and its species. Typically, urban species adapted to live in such environments were found and as such, none were considered to be particularly sensitive. The predicted impact would be such that coherence of ecological structure and

function would be preserved and the populations of species already habituated to the changing environment would be maintained to pre-development conditions.

Landscape & Visual Effects

The character of the area is dominated by the existing transport infrastructure. The development offers the opportunity to re-design spaces between road infrastructure and at the periphery of the scheme, to create a more positive interface and contribution to the Belfast cityscape. The impact on the cityscape around the periphery of the scheme would be limited, due to the relatively enclosed nature of the setting. Therefore, on a Belfast City scale, the Proposed Scheme would generally be blended into its surrounds with appropriate mitigation.

The Proposed Scheme would increase the footprint of roads and structures in the area and add higher positioned elements than currently exist. The construction of elevated links and associated lighting and signage would be the most visually significant features of the Proposed Scheme. This would slightly increase the visibility when compared to existing conditions, thus altering views from dwellings in proximity to the interchange. No Areas of High Scenic Quality would be affected.

Land Use

A total of six properties would be demolished. Four of these would be lost to accommodate permanent elements associated with the Proposed Scheme, and two properties would be lost as a result of phased construction works. Although the loss of property is a local impact, the effect is considered significant. A number of plots would also be subject to private land loss impacts in order to accommodate various permanent and temporary elements of the Proposed Scheme, though for the majority of these, losses would not be significant.

No areas of community land or designations, policies, proposals or zonings for development land

within Belfast City Centre, Belfast Harbour Area or Outer Belfast City (North Belfast) would be adversely affected by the Proposed Scheme. Although there would be direct and indirect impacts upon planning applications, these would not be significant.

Noise and Vibration

The Proposed Scheme would result in both temporary noise and vibration impacts during the construction works, and permanent (long-term) noise impacts. The vast majority of proximal residential properties would experience a negligible increase in daytime traffic noise in the long-term as a result of scheme operation.

The piling, demolition works and earthworks to re-profile the existing cuttings and embankments have been identified as the construction activities with the greatest potential to generate noise. Based on the measured ambient noise levels at the closest residences, construction noise impacts should be kept to a minimum with adherence to good practice mitigation measures.

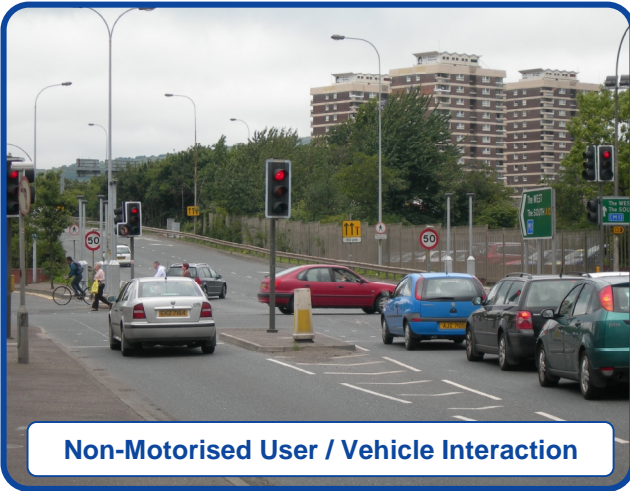
Pedestrians, Cyclists, Equestrians and Community Effects

A number of community facilities (the majority of which are car parks) would be lost in their entirety and a number of community facilities would also experience direct land loss or access impacts, though their continued usage during the operational phase is unlikely to be significantly affected.

Strategic and local traffic interaction would occur through a much improved highway environment, however traffic redistributional effects on some roads would have an adverse effect, altering routes taken to complete desired journeys. The reduction in strategic traffic interaction, resultant freer flowing traffic conditions, and inclusion of a southbound bus/cycle lane on York Street would be of benefit (especially in terms of journey ambience, frequency and reliability) and help improve the quality of public transport services.



In terms of amenity and relief from existing severance, the benefits associated with grade-separation of strategic links between the Westlink and M2/M3 would be significant, as pedestrians would no longer be in direct interaction with strategic through traffic within the interchange via signalised junction arrangements. New cycling provision on York Street would also be an enhancement over existing conditions.



Non-Motorised User / Vehicle Interaction

The construction phase would potentially result in temporary impacts on local vehicle movements. Construction activities may also affect community facilities and local businesses with regards to accessibility and severance or disruption to routes used by pedestrians, and cyclists. Careful traffic management would reduce delays, rat-running, and safe passage of pedestrians and cyclists.

Vehicle Travellers

For vehicle travellers, the Proposed Scheme would offer a new range of view sequences, reduce the number of stationary experiences on the journey and reduce the visual intrusion of traffic lights. The underpass structures would however restrict views.

The Proposed Scheme cannot fully address capacity issues associated with the existing junction; however grade-separation would result in a benefit to most vehicle travellers in terms of reduced stress. During construction, a heightened sense of driver stress would be experienced; however these effects would be transient. Careful attention to traffic management would minimise the overall level of disruption.

Road Drainage and the Water Environment

As the impacts of a specific component or activities associated with the Proposed Scheme would have minimal impact upon the water environment (i.e. from a water quality, hydromorphology and spillage

risk perspective), it is highly unlikely that the Proposed Scheme would cause deterioration in the Belfast Harbour coastal water body, or prevent it from meeting its Water Framework Directive objectives.

Geology and Soils

There would be no designated or non-designated sites of geological or geomorphological interest affected by the Proposed Scheme. From a geology and soils perspective, there would be relatively few key issues.

Cumulative Effects

Cumulative effects are environmental effects associated with the Proposed Scheme considered in combination with other projects, with the resulting effect potentially being significant. The assessment has concluded that there would be no significant cumulative effects.

CONSTRUCTION EFFECTS

It is anticipated that the scheme would require a minimum period of just over 3 years (38 months) to complete, subject to the advance completion of service diversion works or advance placement of service diversion Orders with the relevant utility providers.

The detailed construction sequence would be a matter for the appointed Contractor; however the priority of works elements has informed the development of a notional construction sequence as outlined below:

1. site clearance works;
2. service diversions;
3. construction of section of M2 to Westlink underpass under Lagan Bridge, including prior foundation strengthening works;
4. construction of new bridges at York Street and approaches;
5. construction of Westlink to M2 and M3 underpasses;
6. construction of remainder of M2 to Westlink underpass;
7. construction of M3 to Westlink underpass; and
8. construction of Dock Street to M3 link and completion of pumped drainage outfall route.

Temporary and permanent effects from construction and associated mitigation measures are considered in each technical chapter of the Environmental Statement. In addition, there are also many mandatory and good practice requirements and guidelines related to protection of the environment, which the Contractor would need to consider during construction. As part of the construction contract, the appointed Contractor would be required to implement all committed mitigation measures including those set out in the Environmental Statement, and incorporate these into their methods of working. The Contractor would have to demonstrate formal adoption of these commitments, requirements and measures, and include them in their Construction Environmental Management Plan. The commitments, requirements and measures contained therein would require approval from the relevant statutory bodies and also be audited during the construction phase by on-site environmental representative(s) appointed by Transport NI.

VIEWING THE SCHEME DRAFT ORDERS AND ENVIRONMENTAL STATEMENT

An exhibition of the Proposed Scheme ('The Orders Exhibition') will be held in the Ramada Encore Hotel, Talbot Street, Belfast on:

- **9th February 2015 (14:00 – 21:00); and**
- **10th February 2015 (10:00 – 21:00).**

Representatives of Transport NI and the project team will be available to explain the proposals and answer questions. Copies of the Environmental Statement may also be inspected during the exhibition and free of charge during office hours at the following deposit locations from **27th January to 10th March 2015**:

- Transport NI – Headquarters, Room 2-13, Clarence Court, 10-18 Adelaide Street, Belfast, BT2 8GB;
- Transport NI – Eastern Division Headquarters, Hydebank, 4 Hospital Road, Belfast, BT8 8JL;
- Transport NI – Eastern Division Section Office, 148-158 Corporation Street, Belfast, BT1 3DH;
- Belfast City Council, The Cecil Ward Building, 4-10 Linenhall Street, Belfast, BT2 8BP; and
- Belfast Central Library, Royal Avenue, Belfast, BT1 1EA.

The Environmental Statement can also be viewed on the Transport NI website at:

www.drdni.gov.uk/yorkstreet

A bound paper copy of the Environmental Statement may be purchased at a cost of £185; and is also available on DVD free of charge, by writing to the Strategic Roads Improvement Team, Transport NI – Eastern Division Headquarters, Hydebank, 4 Hospital Road, Belfast, BT8 8JL. The Non-Technical Summary is available free of charge from the same address.

YOUR VIEWS

Your views are important to us. If you wish to support, comment on, or object to the draft Orders, you should write to:

The Divisional Manager
 Transport NI – Eastern Division Headquarters
 Hydebank
 4 Hospital Road
 Belfast
 BT8 8JL

Or email Roads.sriteastern@drdni.gov.uk
 by no later than **10th March 2015**.

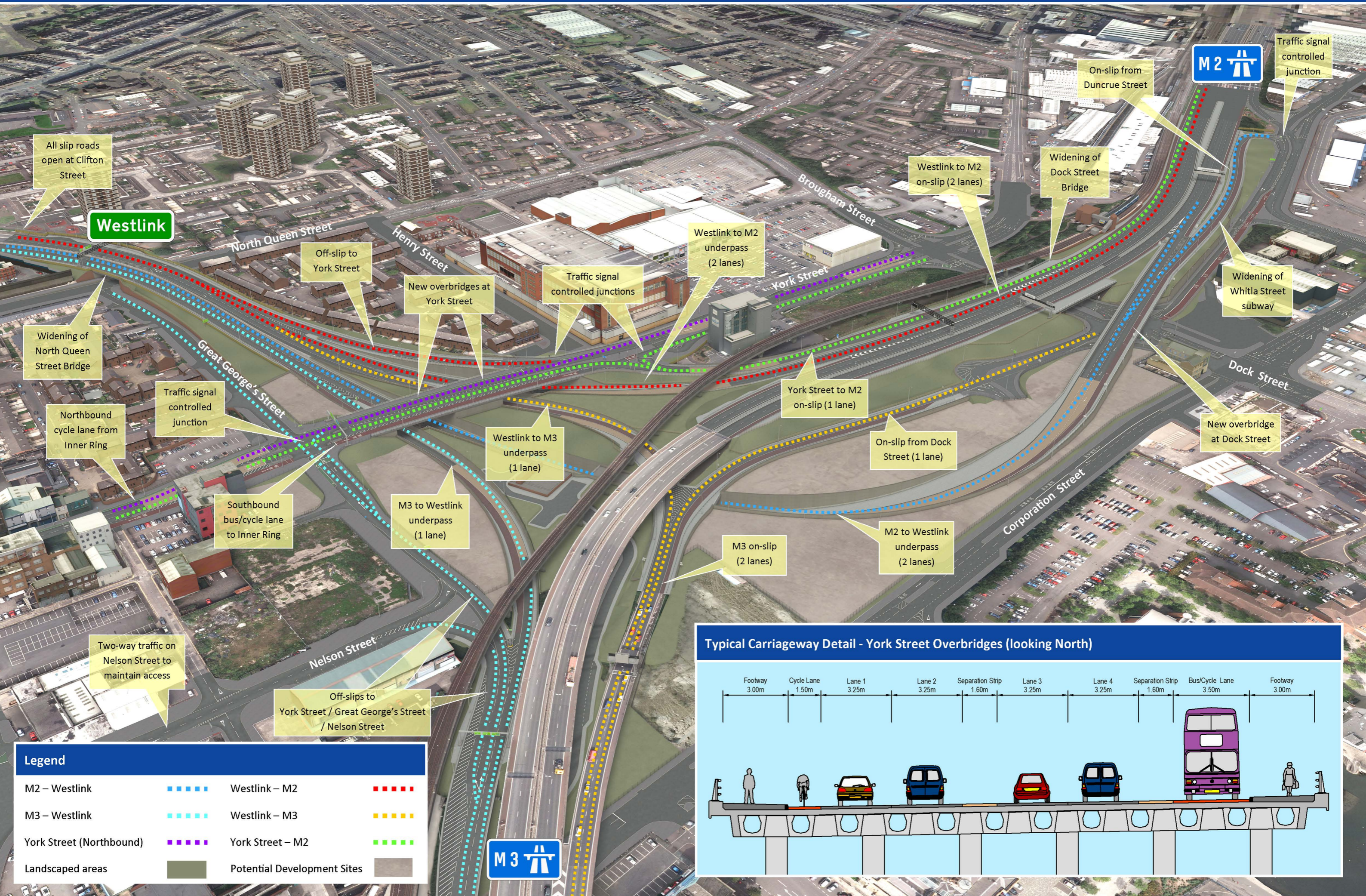
Information you provide in response, including personal information, could be published or disclosed under the Freedom of Information Act 2000. For further information on confidentiality and this Act, please refer to www.ico.gov.uk

WHAT HAPPENS NEXT?

Depending on the nature and number of objections received, a Public Inquiry may be convened before an independent inspector. If an inquiry is to be held, all those who have responded will be notified of the date and the venue at least six weeks beforehand. Notices will also be placed in the local press.

All comments received will be made available to the inspector, who may decide to make them public.

EU Disclaimer - the sole responsibility of this publication lies with the author. The European Union is not responsible for any use that may be made of the information contained therein.



Westlink

M2

M3

Legend		
M2 – Westlink		Westlink – M2
M3 – Westlink		Westlink – M3
York Street (Northbound)		York Street – M2
Landscaped areas		Potential Development Sites

