

SECTION 2: SION MILLS TO SOUTH OF OMAGH

Proposed Scheme - February 2016



INTRODUCTION

The A5 Western Transport Corridor (A5WTC) is a Northern Ireland Executive led scheme which will provide 85 kilometres of dual carriageway from south of Londonderry at New Buildings to the border at Aughnacloy. It will improve links between the urban centres in the west of the province and provide a strategic link with international gateways.

The 85km scheme is being developed in three sections. This **SECTION 2** brochure presents the 30.5km length between **Sion Mills and south of Omagh**.

EXHIBITION OBJECTIVES

The aims and objectives of the Exhibitions are to:

- present the Proposed Scheme 2016 and draft Orders
- explain the changes that have taken place since 2010 to comply with current engineering and environmental standards and agreed commitments from the 2011 Public Inquiries
- explain the assessment and consultation process under the Environmental Impact Assessment and the Habitats Directive associated with Special Areas of Conservation and internationally designated sites
- highlight the key factors which have influenced the choice of the Proposed Scheme 2016
- explain the direct or indirect effects the Proposed Scheme 2016 will have on property, the community and the environment
- detail the next steps in the scheme development process
- increase public awareness of the scheme
- engage with a range of stakeholders.

SCHEME OBJECTIVES

- To improve road safety
- To improve the road network in the west of the Province and North/South Links
- To reduce journey travel times along the A5 Western Transport Corridor
- To provide increased overtaking opportunities for motorists along the A5 Western Transport Corridor
- To develop the final proposals in light of safety, economic, environmental, integration and accessibility considerations.

The information displayed at the exhibitions will also be available to view on our website at www.a5wtc.com

THE ASSESSMENT PROCESS

The assessment of the study area to identify the scope and effects of the Proposed Scheme 2016 has followed a three stage process in accordance with TransportNI guidelines. The purpose of the three stage approach is to review the options at increasing levels of detail. At all three stages the scheme has been assessed against key criteria:

STAGE 1 (Spring 2008 to November 2008) - Selection of Preferred Corridor

The aim at Stage 1 was to identify a broadly defined improvement corridor and the major factors that may influence the later route selection process. Such factors included the existing geography across the study area, the presence of Planning Policy Areas, areas of special ecological or historical significance, etc. At the end of Stage 1 a broad corridor was announced by the Minister in November 2008 as the Preferred Corridor for further examination at Stage 2.

ENVIRONMENT **ENGINEERING** **ECONOMICS** **TRAFFIC**

STAGE 2 (November 2008 to Summer 2009) - Development of Route Options

Stage 2 took a more detailed look at the existing conditions within the Preferred Corridor. Routes were examined in some detail to allow the anticipated effects of Route Options to be assessed against each other under the key criteria below. At the end of Stage 2 the Minister announced the Preferred Route in July 2009.

SAFETY **ECONOMICS** **ENVIRONMENT** **INTEGRATION** **ACCESSIBILITY**

STAGE 3 Assessment of the Proposed Scheme (Summer 2009 to Autumn 2010)

During the Stage 3 process the Preferred Route was developed in more detail to allow the detailed assessment of the Proposed Scheme and its effects on the environment.

This included mitigation works to reduce the various impacts and determine the overall landtake required for the project. This work led to the development of the Proposed Scheme 2010 and preparation of the draft Orders 2010 and Environmental Statement 2010.

Re-Assessment of the Proposed Scheme (Summer 2013 to Winter 2015)

Further to the High Court judgement in 2013, the Stage 3 process for the Proposed Scheme has been updated using new traffic and environmental survey data and taking into account current engineering and environmental standards and agreed commitments from the 2011 Public Inquiries. This work has led to the development of the Proposed Scheme 2016 and preparation of the draft Orders 2016 and Environmental Statement 2016.

PHASED DELIVERY OF THE SCHEME

The Proposed Scheme 2016 may no longer be constructed in its entirety within a three year period as originally anticipated. As such, for the purposes of environmental assessment, it has been necessary to make certain working assumptions relating to the phasing and timeframe for the construction of the project, particularly for traffic modelling and assessment purposes where the timing of the construction is relevant:

- Phase 1 (2017 - 2019): Phase 1A - Construction from junctions 1-3 (New Buildings - Strabane North) and Phase 1B - Construction from junctions 13-15 (Omagh South - Ballygawley)
- Phase 2 (2021 - 2023): Construction from junctions 3-13 (Strabane North - Omagh South)
- Phase 3 (2026 - 2028): Construction from junctions 15-17 (Ballygawley - Aughnacloy to the border)

In addition, the draft Vesting Order has been published as three Orders which reflects the geographical separation of the two parts of Phase 1 as well as the limits of Phase 2:

- Phase 1A Notice of Intention to Make a Vesting Order (NIMVO)*: Section 1 - Junction 1 (New Buildings) to Junction 3 (North of Strabane)
- Phase 1B NIMVO: Section 3 Junction 13 (South of Omagh) to Junction 15 (Ballygawley)
- Phase 2 NIMVO: Section 1 – Junction 3 (North of Strabane) to Section 3 - Junction 13 (South of Omagh)

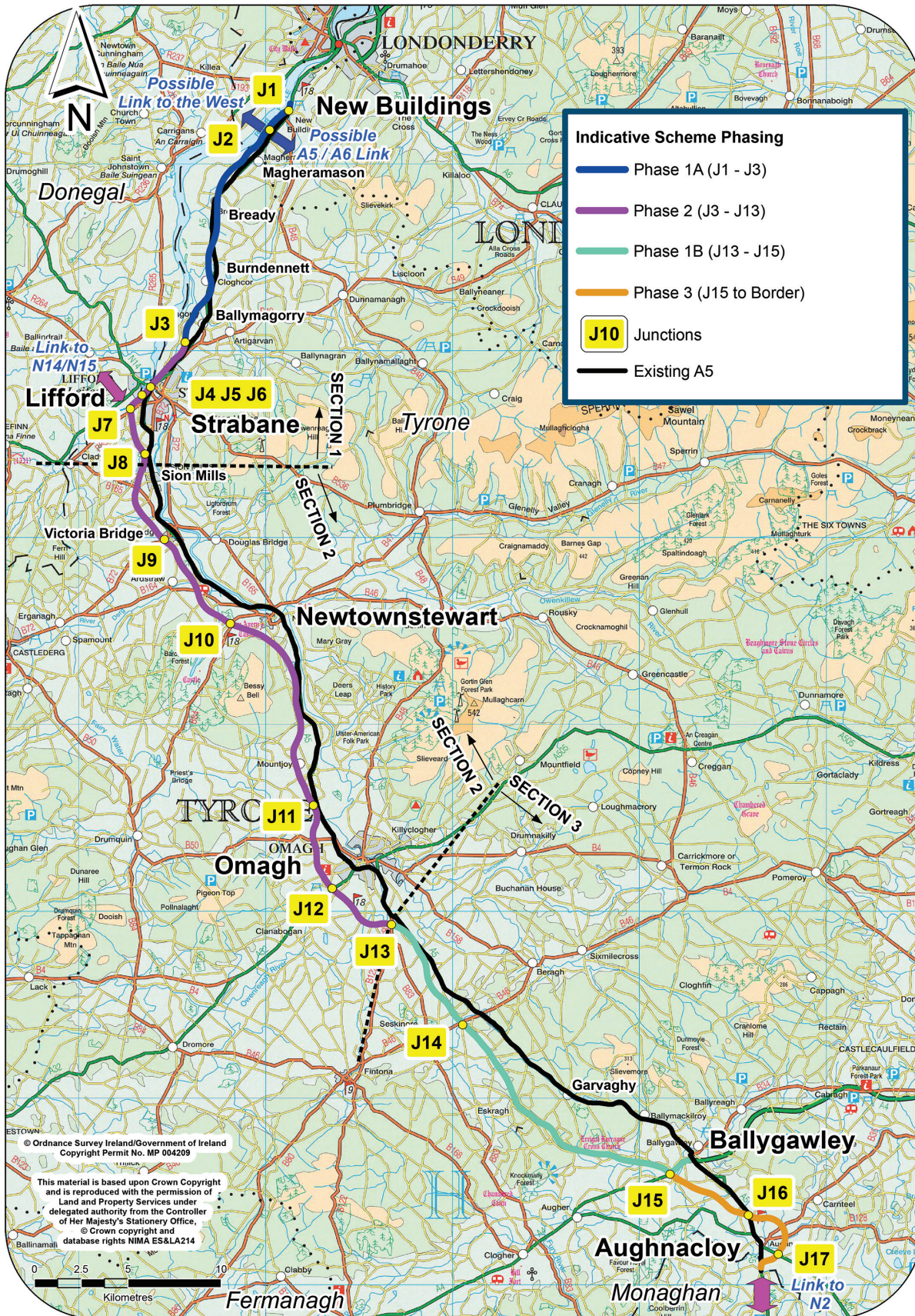
Phase 3: Section 3 Junction 15 (Ballygawley) to the border (south of Aughnacloy): This is the section south of the A4 at Ballygawley. The Department will not be proceeding with a NIMVO at this time for this phase. This reflects the recommendation of the last Public Inquiry not to do so until the Irish Government decides to proceed with the N2 Improvement Scheme south of the border.

'FRESH START' AGREEMENT (NOVEMBER 2015)

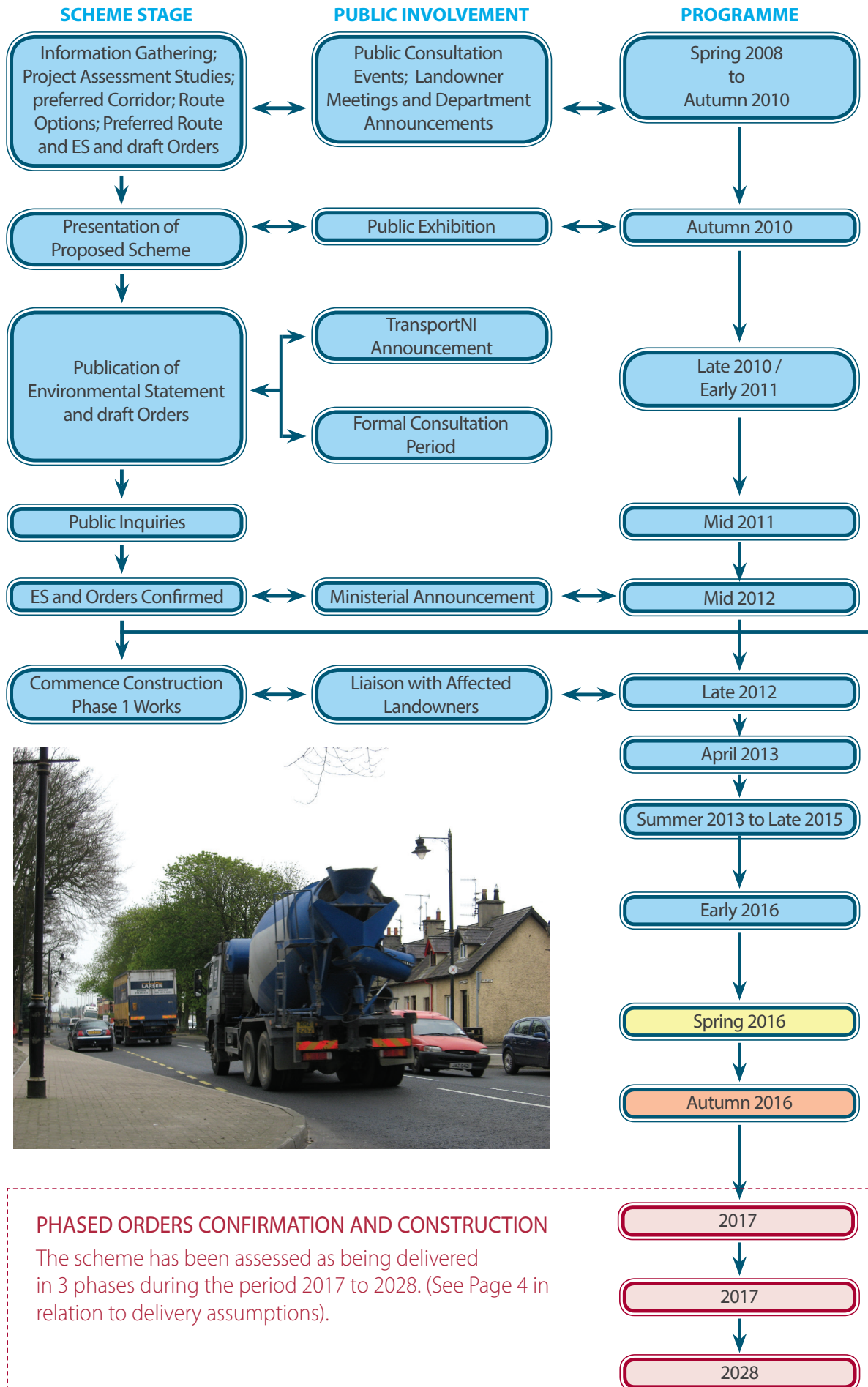
Within 'A Fresh Start: the Stormont Agreement and Implementation Plan' the Northern Ireland Executive and the Irish Government have agreed that "construction on the first section of the A5 will commence in 2017 with a view to completion by 2019." This is however subject to the successful completion of statutory processes. The first section is the route between Newbuildings to North of Strabane (Phase 1A).

*For a definition of Notice of Intention to Make a Vesting Order (NIMVO) please see Page 43

CONSTRUCTION PHASING (FOR ASSESSMENT PURPOSES)



THE ASSESSMENT PROCESS



PHASED ORDERS CONFIRMATION AND CONSTRUCTION

The scheme has been assessed as being delivered in 3 phases during the period 2017 to 2028. (See Page 4 in relation to delivery assumptions).

High Court Challenge

A legal challenge to the making of the Orders was heard in the High Court between late 2012 and early 2013. The judge found against the Department on one count and ruled that an Appropriate Assessment under the Habitats Directive had not been carried out and as such the legal Orders were quashed.

The Department did not appeal the decision and further work has been carried out to remedy the situation with regard to complying with the requirements of the Habitats Directive. This has resulted in 4 draft Reports of Information to Inform an Appropriate Assessment for each category of designated site being published for consultation (one each to cover SPAs, Ramsar Sites, the river SACs and Tully Bog SAC)** and these reports will be developed further and assessed by the Competent Authority prior to the subsequent Making of the Orders. (** see page 9)

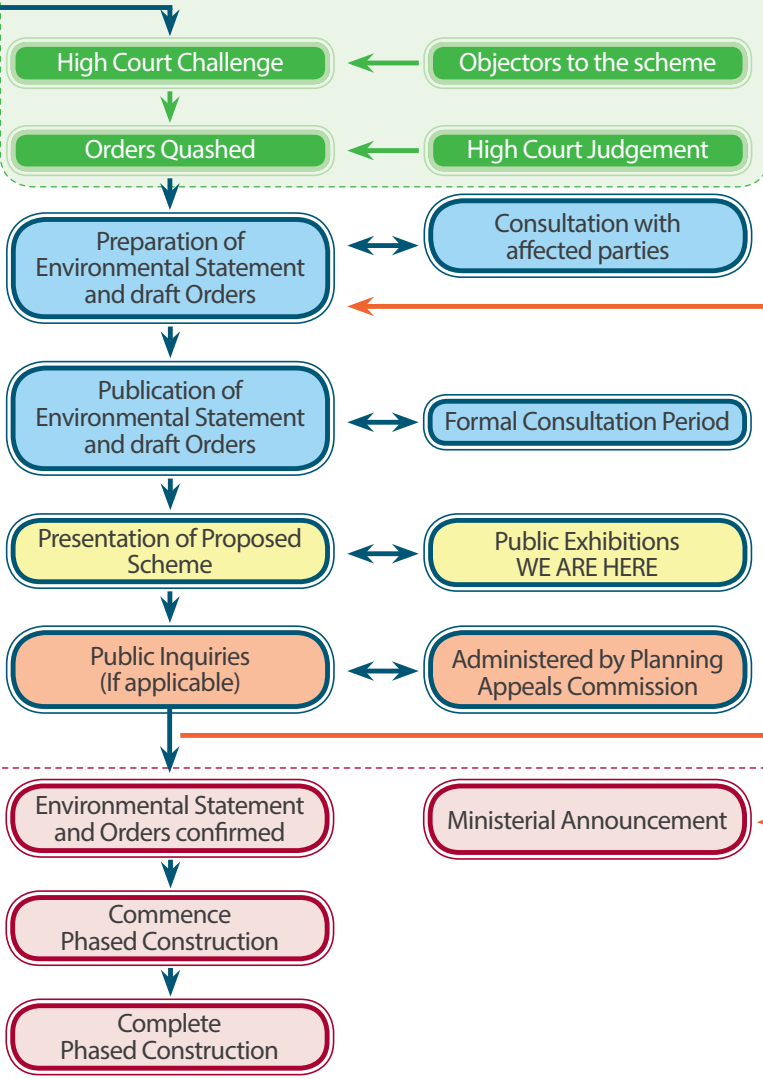
HABITAT REGULATIONS ASSESSMENT (HRA) TIMELINE (See Page 9 for more details of the process)

Preparation of HRA Screening Reports
JANUARY 2011

Consultation on 4 No draft Reports of Information to Inform an Appropriate Assessment APRIL 2014 and OCTOBER 2014

Consultation on second draft Reports of Information to Inform an Appropriate Assessment

Statement by the Competent Authority confirming that an Appropriate Assessment has been carried out



ENVIRONMENTAL ASSESSMENT

The purpose of the Environmental Impact Assessment (EIA) process** is to gather environmental information which is then used to inform decision making and the scheme design. The EIA is also to ensure that potentially significant effects of environmental impacts that may be associated with the Proposed Scheme 2016 are identified and assessed and that mitigation measures to avoid, reduce or compensate impacts are identified and evaluated.

Following the announcement of the Preferred Route, a detailed EIA of the Proposed Scheme was carried out in 2010 as reported in the Environmental Statement (ES). This assessment was completed in accordance with the requirements of Volume 11 of the Design Manual for Roads and Bridges (DMRB) and other best practice guidance with methodologies agreed with the various Statutory Consultees (e.g. Rivers Agency, Loughs Agency and NIEA). This process has been repeated for the new 2016 EIA.

The resultant assessment and proposed mitigation measures reported and published in the Environmental Statement 2016 form an essential part of the information taken into account by TransportNI when deciding if the Proposed Scheme 2016 should be approved for implementation.

The Environmental Statement includes:

- an introduction to the Proposed Scheme 2016, explaining the underlying objectives for the scheme, describing the statutory basis for and scope of the EIA and outlining the structure adopted for the Environmental Statement
- a description of the need for the Proposed Scheme 2016
- an outline of the consultation process adopted throughout the EIA process
- a description of the alternatives considered during identification of the Preferred Corridor and consideration of Route Options. It outlines the factors leading to the choice of the Preferred Route. It also describes the basis for any significant modifications to the Preferred Route introduced during the development of the Proposed Scheme 2016
- an overview of the existing environment in which the Proposed Scheme 2016 would be located
- a description of the key design components, construction activities and operational characteristics associated with the Proposed Scheme 2016
- an explanation of the scope of the EIA under the environmental aspect headings provided in Volume 11 of the DMRB. It further describes the relationship between environmental impacts and their effects and sets out a common format for the various detailed assessments as reported in the Environmental Statement 2016
- the findings of the detailed environmental assessments for each discipline and identifies predicted residual environmental effects
- a description of the interactions of predicted impacts on receptors and any cumulative impacts
- a schedule of the Environmental Commitments, comprising the design and mitigation measures proposed in relation to the various environmental disciplines
- separate volumes containing figures and technical appendices
- a Non-Technical Summary.

**Refer to the Environmental Statement for details of relevant EIA legislation.

HABITATS REGULATIONS ASSESSMENT (HRA)

It is a requirement of the EC Habitats Directive (Council Directive 92/43/EEC on the conservation of natural habitats and of wild fauna and flora) that any plan or project not directly connected with or necessary to the management of a Natura 2000 site and which is likely to have a significant effect on such a site either individually or in combination with other plans or projects, shall be subject to appropriate assessment of its implications for the site in view of the site's conservation objectives. Natura 2000 sites comprise Special Areas of Conservation (SACs) as defined in Directive 92/43/EEC and Special Protection Areas (SPAs) as defined in Directive 79/409/EEC (on the conservation of wild birds). The requirements of the Habitats Directive are implemented in Northern Ireland by the Conservation (Natural Habitats, etc.) Regulations (Northern Ireland) 1995 (as amended).

Ramsar sites which have been designated in line with the objectives of the Convention on Wetlands of International Importance are not Natura 2000 sites but are subject to the requirements of the Directive and Regulations within the UK.

During the screening process it was concluded that the Proposed Scheme 2016 may have a significant effect on the Natura 2000 and Ramsar sites listed below and that appropriate assessments must accordingly be undertaken before the Minister (on behalf of the Department as the competent authority) decides if the scheme should be authorised for implementation.

SACs:

- River Foyle and Tributaries SAC;
- River Finn SAC;
- Owenkillew River SAC; and
- Tully Bog SAC

SPAs:

- Lough Foyle SPA;
- Lough Swilly SPA; and
- Lough Neagh & Lough Beg SPA

RAMSAR Sites:

- Lough Foyle Ramsar site; and
- Lough Neagh & Lough Beg Ramsar Site

Information to inform the appropriate assessment is being gathered to enable the Minister to ensure the requirements of the Directive and Regulations are met. Four draft Reports of Information to Inform the Appropriate Assessment were published in 2014 for public consultation.

Responses received and further information which is relevant are being, and will be, considered in the assessment. A second consultation on the final drafts of the Reports of Information to Inform the Appropriate Assessment will be undertaken in advance of the Reports being finalised, and the Appropriate Assessment being completed by the Competent Authority.

GEOTECHNICAL ASSESSMENT

Ground conditions have a significant influence on the planning, design and construction of any highway engineering project. The strength and nature of the rocks and soils have a major impact on the foundations for structures, slope and width of the earthworks (and therefore the required landtake). The re-usability of excavated material is an important factor in determining an earthworks strategy. All of these factors, in turn affect the project economics and environmental impacts.

Since the Preferred Route Announcement (2009), detailed Ground Investigations have been carried out, during which further drilling, trial pitting and sampling was undertaken in targeted areas where access onto the land was granted or authorised. Whilst not covering all of the scheme, the data obtained has been used to inform the design of the Proposed Scheme 2016, minimise geotechnical risk and, where possible, reduce landtake.

Some Key Geotechnical Issues Affecting Development of the Proposed Scheme 2016:

Soft ground: River floodplains, areas of peat and hollows between drumlins are often very soft and compressible.

Hard Rock Close to the Ground Surface: Good foundation for the road and bridges & high re-usability.

Man-made features: Petrol stations, landfill sites, infilled disused quarries and other industrial sites that may be a source of contaminated ground.

Earthworks Slopes: Side slopes will vary depending on the nature of the ground that is being excavated and the groundwater level, which in turn affects the landtake required to construct the road.

Reusability of Excavated Materials: Ground investigation results have been used to estimate how much of the material that will be excavated can be re-used as engineering fill, aggregate etc.

Cut/Fill Balance

Ground Investigations carried out have been used to optimise the balance between the amount of material that will be excavated during the construction works and the amount of material that will be reused. The more material excavated from site that can be reused, the lesser the amount of material that needs to be brought in from outside the works (i.e. imported material) and the lesser the amount of surplus material that needs to be deposited within the vested land (see Deposition Areas on Page 11) or exported off site.

DEPOSITION AREAS

Unfortunately, not all of the material excavated is reusable as engineering fill or aggregate and that proportion which is not will be deposited, where appropriate, on areas of land which will be vested specifically for that purpose. This is a relatively new approach by TransportNI which is permitted under the Roads (Northern Ireland) Order 1993.

On previous road schemes the responsibility for disposal/deposition of surplus material has passed to the contractor to manage. In doing so the contractor has entered into private agreements with landowners to regrade land under the then planning legislation. This process has on occasion proved onerous for all parties involved, hence TransportNI has taken the positive step on this scheme of vesting the land needed to ensure that the process of deposition of material is managed efficiently for all parties concerned.

Following representations by landowners at the Public Inquiries in 2011, TransportNI has developed the Permission to Enter

(PTE)* process further. This provides for a legal agreement to be made which, if signed by the landowner, allows the area of land identified for deposition to be excluded from the confirmed Vesting Order and handed back to the landowner upon completion of filling and reinstatement works.

Any excavated material that is not reusable nor placed in deposition areas will be disposed of, off-site at licensed facilities.

*The PTE process is applicable to other areas of work as highlighted on Page 15. It has been developed following representations made by landowners at the 2011 Public Inquiries and as recommended in the Inspector's Report. If landowners sign the new version of the PTE before the Vesting Order is made then the land area will be removed from the made Order and the land will be returned to the landowner upon completion of the main works and any reinstatement of the land.

DRAINAGE, WATER QUALITY AND FLOODING

The Proposed Scheme 2016 is designed in accordance with current guidance and good practice in relation to drainage and flooding.

A positive road drainage system incorporating features of Sustainable Drainage Systems (SuDS) would be provided throughout, for the discharge of road related runoff to existing watercourses, at locations agreed with Rivers Agency. All side roads drainage proposals shall comprise a positive drainage system discharging into the existing drainage network or to a specified outfall into a watercourse.

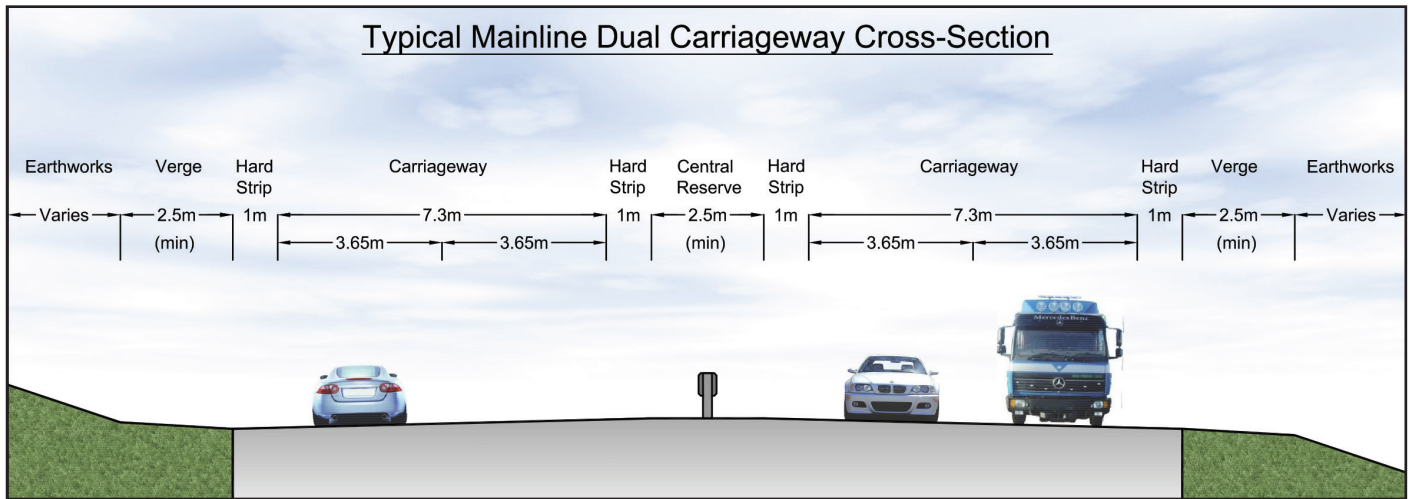
At the majority of locations surface water channels would be provided for the mainline drainage networks. The surface water channels would discharge to carrier drains, which in turn would discharge through detention basins or ponds into the watercourses.

Discharges to the receiving watercourse would be attenuated to control (slow-down) the flows and treated to restrict pollutant discharge into the watercourse to acceptable levels. Erosion protection would be provided where appropriate in the watercourses to prevent scour.

The size and location of the ponds has been influenced by changes to water quality requirements since 2010. This has resulted in larger and a greater number of ponds, based on an assessment process agreed with Northern Ireland Environment Agency (NIEA) and Loughs Agency.

The Proposed Scheme 2016 crosses approximately 12km of floodplain. The carriageway will be at a sufficiently high level so as not to be at risk from flooding and an appropriate level of mitigation against potential effects of increased flood risk associated with construction in the flood plain is being proposed. Whilst there would be some loss of floodplain storage capacity where the proposed scheme crosses the various floodplains, areas of lost storage capacity have been identified and appropriate mitigation measures, such as flood compensatory storage and connectivity structures are incorporated. Updated flood risk assessments have been carried out throughout the scheme's length and the overall impact of the proposed scheme has been evaluated as not significant.

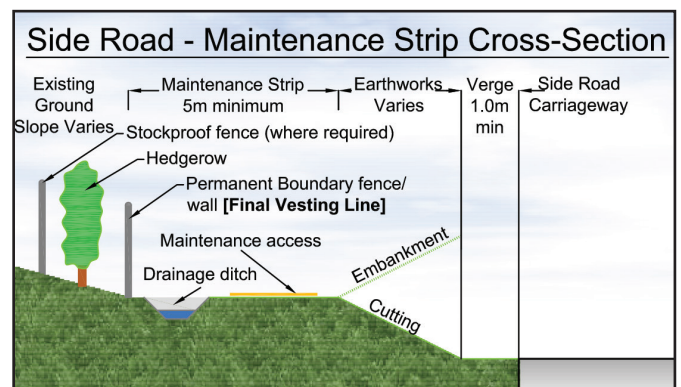
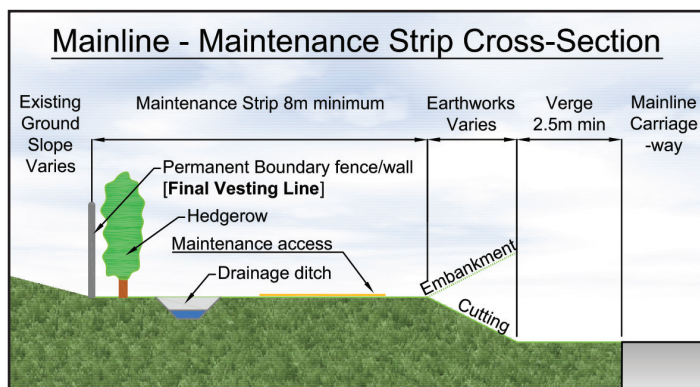
ELEMENTS OF THE PROPOSED SCHEME



MAINTENANCE STRIPS:

A key part of any new road is the interface with the adjoining land and environment. As such land outside that required for the earthworks (cuttings and embankments) is included in the vesting process for a variety of combinations of the following elements (depending on the requirements at each location):-

- maintenance access
- drainage
- boundary treatment
- hedgerow and tree planting
- any other site specific details



The above cross sections are not to scale.

The information displayed at the exhibitions will also be available to view on our website at www.a5wtc.com



Roundabout

JUNCTION STRATEGY AND DEVELOPMENT

The existing A5 currently serves a mixture of local and strategic traffic. The proposed junction strategy provides connectivity to and from the dual carriageway for traffic so far as is reasonably practicable in the interests of efficient traffic movements and road safety.

The Proposed Scheme 2016 is predominantly a high quality dual carriageway. There will be no direct private accesses or gaps in the central reserve and major road junctions will be kept to a minimum while providing connectivity to towns and communities en route and the existing road network. Seventeen junctions have been developed in total.

Definitions

Local Traffic Traffic generated by local movements such as school runs, local shopping trips, agricultural vehicles, etc.

Strategic Traffic Traffic whose origins and destinations require travelling from one urban centre and/or its environs to another i.e. commuting and business journeys between towns or equivalent (e.g. commuting between Strabane and Omagh) or whose origins and/or destinations are, in some instances, beyond the Preferred Corridor (e.g. HGVs transporting freight between towns and cities).

Grade Separated Junctions Roads are bridged over or under the dual carriageway with link roads connecting the existing roads to the dual carriageway.

Roundabout Junctions Existing roads are at the same level as the dual carriageway and all turning movements are permitted through the roundabout.

Priority Junctions (side road network)

At junctions where traffic flows are low, i.e. T-junctions.

Stopped Up Roads Where an existing road is closed to prevent through traffic continuing its journey along the road.



Indicative Compact Grade-Separated Junction



Indicative Grade-Separated Junction

MAP GLOSSARY

The definitions provided below are to be read in conjunction with the Key provided on the maps in this brochure.

DRAFT VESTING LINE

This line represents the boundary of the lands included in the draft Vesting Order 2016 as described on page 39. For the majority of the Proposed Scheme 2016 this line will be the permanent boundary upon completion of the construction. However at some locations, the permanent fenceline can be within the draft vesting line as described below.

INDICATIVE PERMANENT FENCELINE

It may be possible that land vested for Deposition Areas, flood storage compensation and temporary working areas may be disposed of once the works are complete. At such areas, the line on the maps provides an indication of the land that may be disposed of. If the Permission to Enter process is signed up to by the relevant landowners then this land will not be included in the confirmed Vesting Order.

ATTENUATION PONDS

Ponds provide control of pollution and water runoff from the carriageway. Depending on design requirements the ponds will either have a permanent pool of water or will usually be a dry basin, and in response to a rainfall event additional flow is detained, treated and then released; regulating flow and improving water quality characteristics for discharge to the receiving watercourse.

WATERCOURSE DIVERSION

Land vested for watercourse diversions may be disposed of once the works are complete. In these instances the land will have a burden attached to it restricting the allowed level of alteration to the watercourse.

FLOODPLAIN COMPENSATORY STORAGE

Where the Proposed Scheme 2016 crosses floodplains, and where appropriate, land has been vested to create compensatory flood storage areas. The existing level of this land will be lowered and then reinstated before being disposed of or returned to the landowner. A permanent burden will remain on this land after the works are complete that would prevent the landowner from changing ground levels and restricting any potential

development. If the Permission to Enter process is signed up to by the relevant landowners then this land will not be included in the confirmed Vesting Order.

ENVIRONMENTAL MITIGATION

These are areas included in the vested lands for the provision of landscaping/ screening and ecological mitigation. It is unlikely that any of these areas will be disposed of following completion of the works.

ACOUSTIC BARRIERS

These comprise 2m high barriers which will serve to reduce traffic-related noise at properties in the vicinity of the Proposed Scheme 2016 once it is open to use. The locations of the barriers have been determined in accordance with TransportNI Noise Policy and the scheme mitigation strategy.**

ACOUSTIC/VISUAL BARRIERS

These comprise 2m high barriers which will serve to reduce traffic-related noise and to screen potential views of the new road and its associated traffic at properties in the vicinity of the Proposed Scheme 2016 once it is open to use. The locations of the barriers have been determined in accordance with TransportNI Noise Policy and the scheme mitigation strategy**.

VISUAL BARRIERS

These comprise barriers which have been provided solely for the purpose of screening potential views of the new road and its associated traffic and there are no proposals for acoustic mitigation.

TEMPORARY WORKING AREAS

These are areas of land required by the Contractor in a temporary nature during construction for activities including deposition areas, the siting of settlement ponds required by the contractor during the works, temporary road diversions, provision of safe working construction widths, haulage routes, temporary structures, etc. If the Permission to Enter process is signed up to by the relevant landowners then this land will not be included in the confirmed Vesting Order.

** Refer to Environmental Statement, Volume1, Chapter 18.

MAPS SECTION 2

MAP 1:	27km to 28km Sion Mills	18-19
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Junction 9:	Victoria Bridge	40
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Index for Maps

Map 1: 27km to 28km

Map 2: 28km to 31km

Map 3: 31km to 34km

Map 4: 34km to 38km

Map 5: 38km to 41km

Map 6: 41km to 43km

Map 7: 43km to 46km

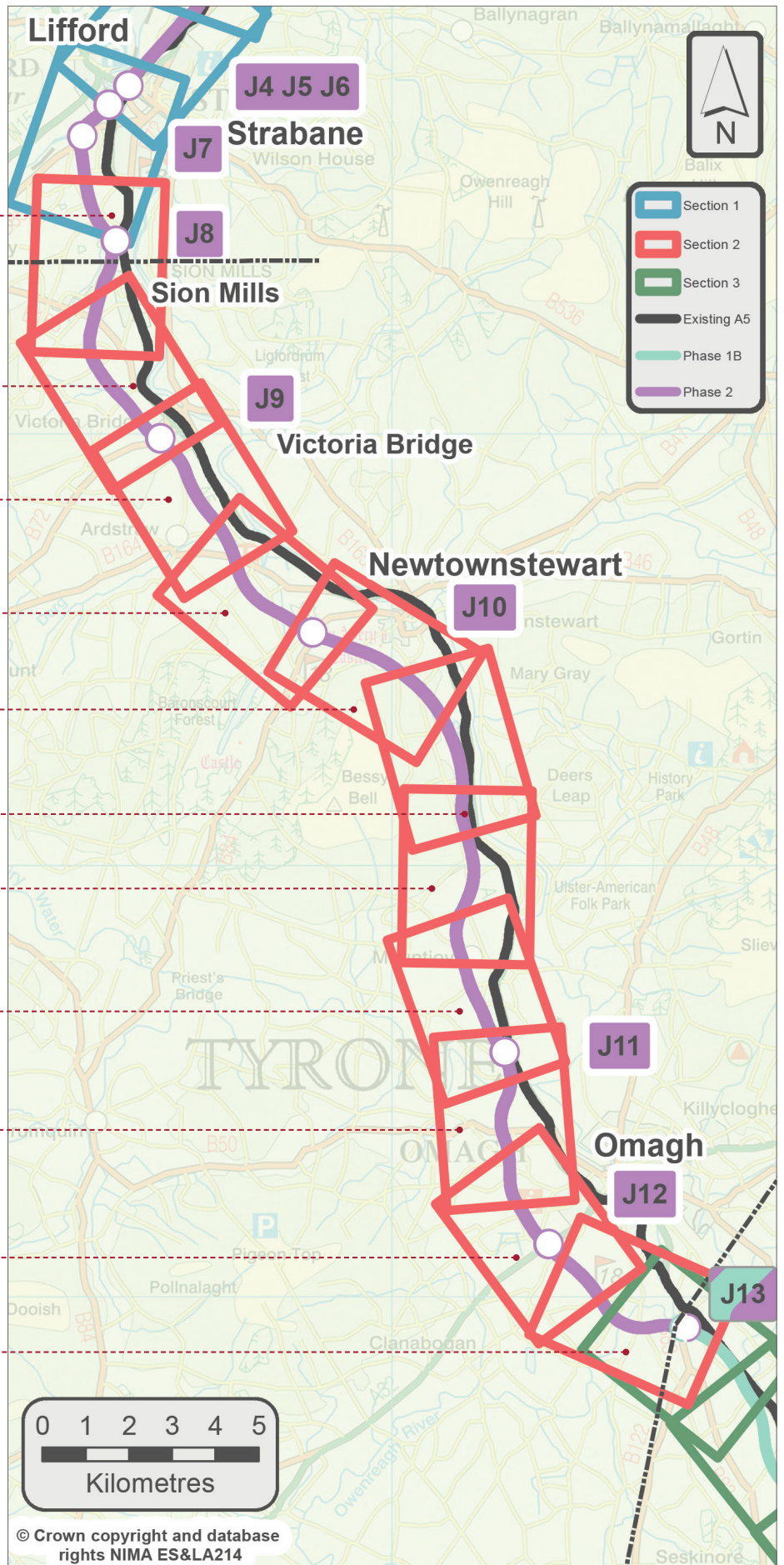
Map 8: 46km to 49km

Map 9: 49km to 52km

Map 10: 52km to 55km



Map 11: 55km to 57.5km

The total scheme length is 85km. Each section has an independent chainage system, which allowed for variations in length as the section designs developed. Hence the end chainage of 93km in Section 3 reflects the total scheme length of 85km plus the gaps in the chainage between the sections.



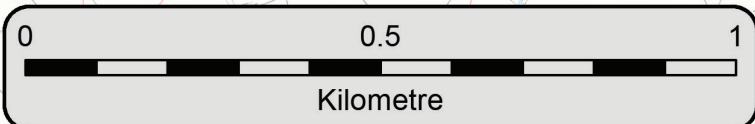
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Key

-  Existing A5
-  Draft Vesting Line
-  Indicative Permanent Fenceline
-  Carriageway
-  Cutting
-  Embankment
-  Bridge (Under/Over)
-  Watercourse Diversion
-  Existing Watercourse
-  Attenuation Pond
-  Floodplain Compensatory Storage
-  Temporary Working Area
-  Environmental Mitigation
-  Acoustic Barrier
-  Visual Barrier
-  Acoustic & Visual Barrier

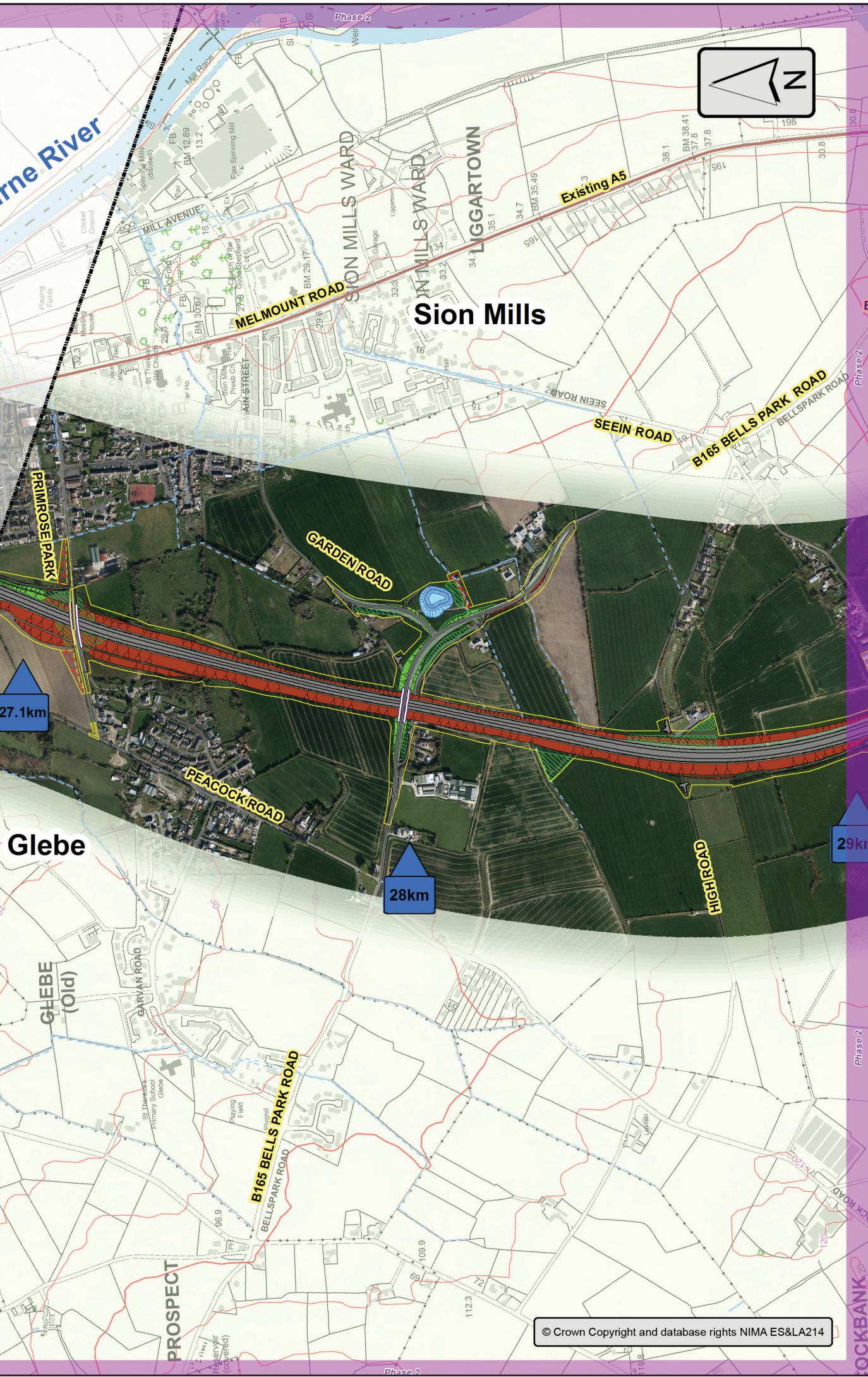
Junction 8

See Section 1 Brochure

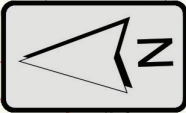


Phase 2

Phase 2



Sion Mills



Arne River

PRIMROSE PARK

27.1km

Glebe

PEACOCK ROAD

28km

GLEBE (Old)

B165 BELLS PARK ROAD

PROSPECT


28km

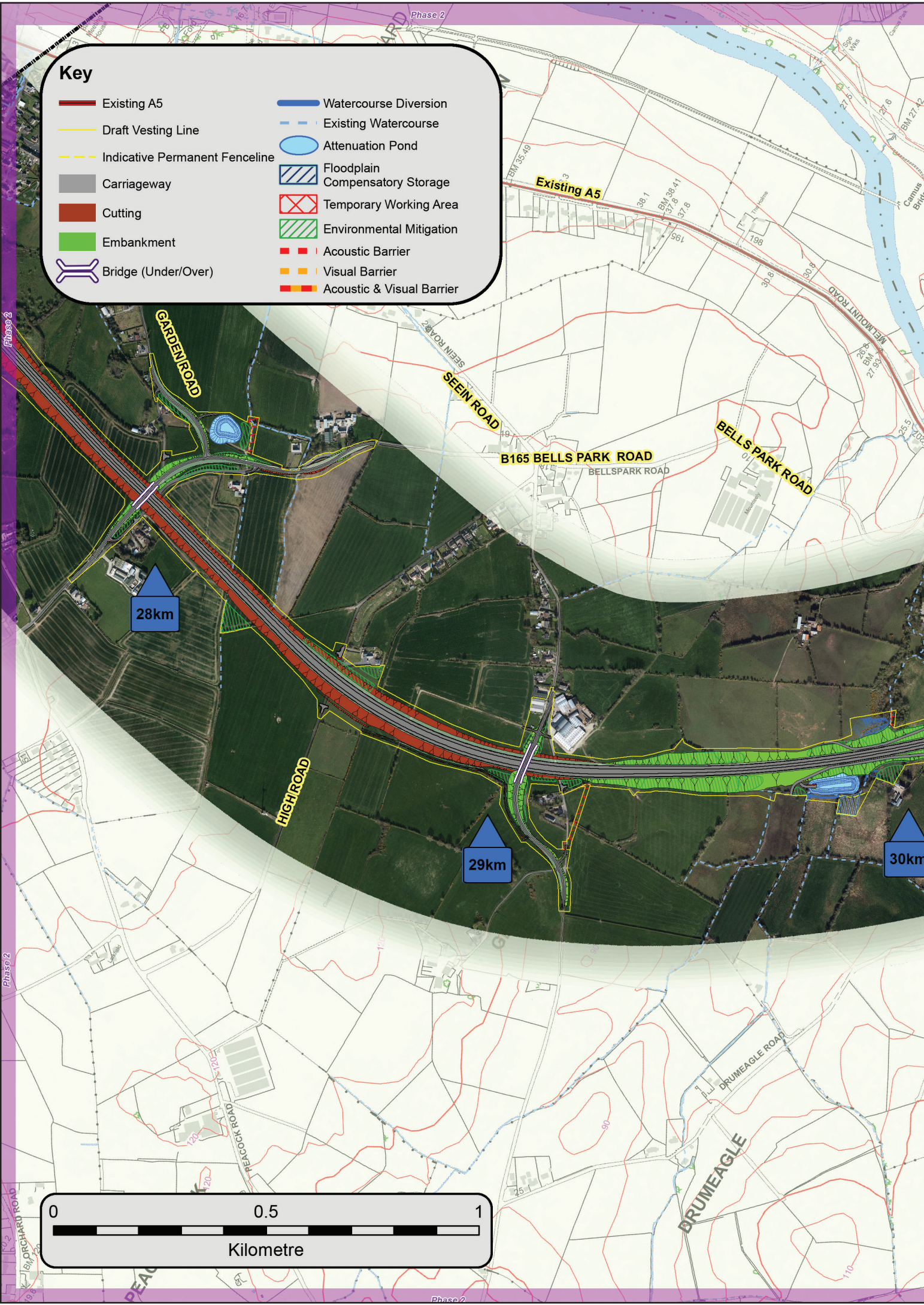
HIGH ROAD

29km

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Key

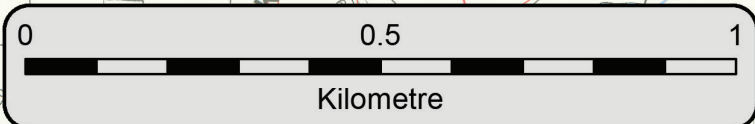
-  Existing A5
-  Draft Vesting Line
-  Indicative Permanent Fenceline
-  Carriageway
-  Cutting
-  Embankment
-  Bridge (Under/Over)
-  Watercourse Diversion
-  Existing Watercourse
-  Attenuation Pond
-  Floodplain Compensatory Storage
-  Temporary Working Area
-  Environmental Mitigation
-  Acoustic Barrier
-  Visual Barrier
-  Acoustic & Visual Barrier



28km

29km

30km





Key

- Existing A5
- Draft Vesting Line
- Indicative Permanent Fenceline
- Carriageway
- Cutting
- Embankment
- Bridge (Under/Over)
- Watercourse Diversion
- Existing Watercourse
- Attenuation Pond
- Floodplain Compensatory Storage
- Temporary Working Area
- Environmental Mitigation
- Acoustic Barrier
- Visual Barrier
- Acoustic & Visual Barrier

Victoria Bridge

Junction 9

Mourne River

KNOCKROE

MULVIN

MULVIN ROAD

STONE ROAD

URBALREAGH ROAD

B72 FVFN ROAD

CLADY HOOD

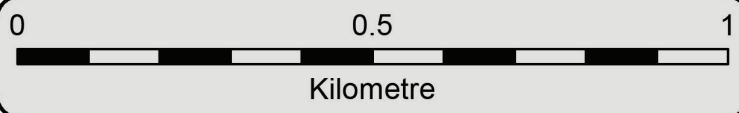
CLADY HALIDAY

ARDSTRAW

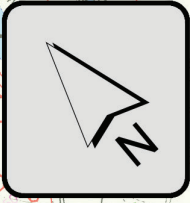
31km

32km

33km







Strule River

STRABANE ROAD

Existing A5

OLD BRIDGE ROAD

MILLBROOK ROAD

B164 DEERPARK ROAD

34km

B164 DEERPARK ROAD

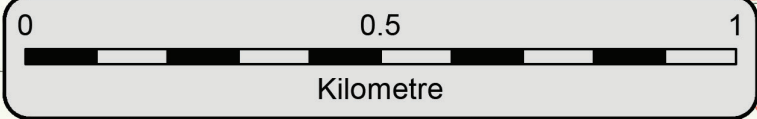
35km

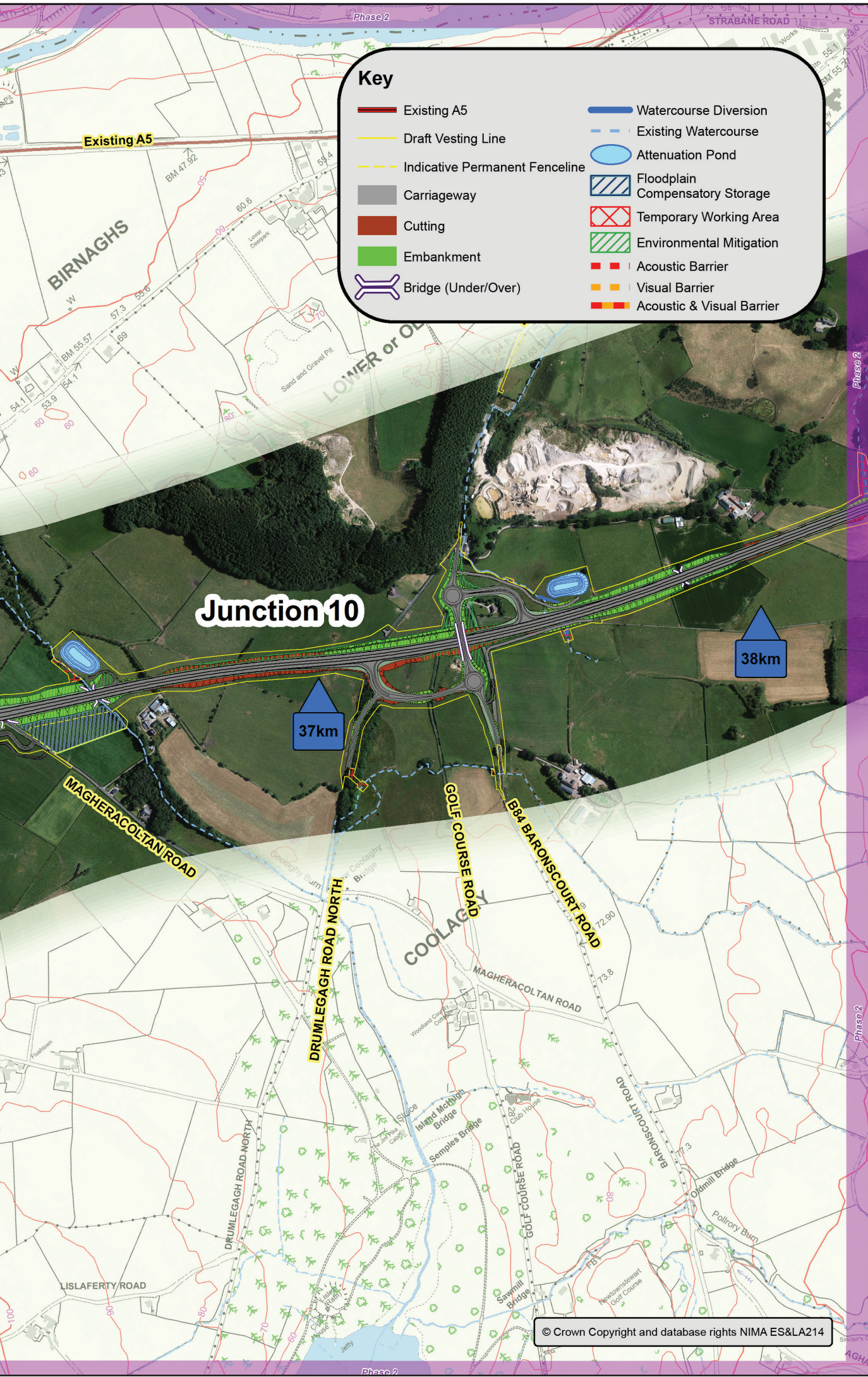
MILLETOWN ROAD

36km

COOLAGHY ROAD

COOLAGHY ROAD





Key

Existing A5	Watercourse Diversion
Draft Vesting Line	Existing Watercourse
Indicative Permanent Fenceline	Attenuation Pond
Carriageway	Floodplain Compensatory Storage
Cutting	Temporary Working Area
Embankment	Environmental Mitigation
Bridge (Under/Over)	Acoustic Barrier
	Visual Barrier
	Acoustic & Visual Barrier




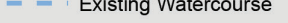
Junction 10

37km

38km

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Key

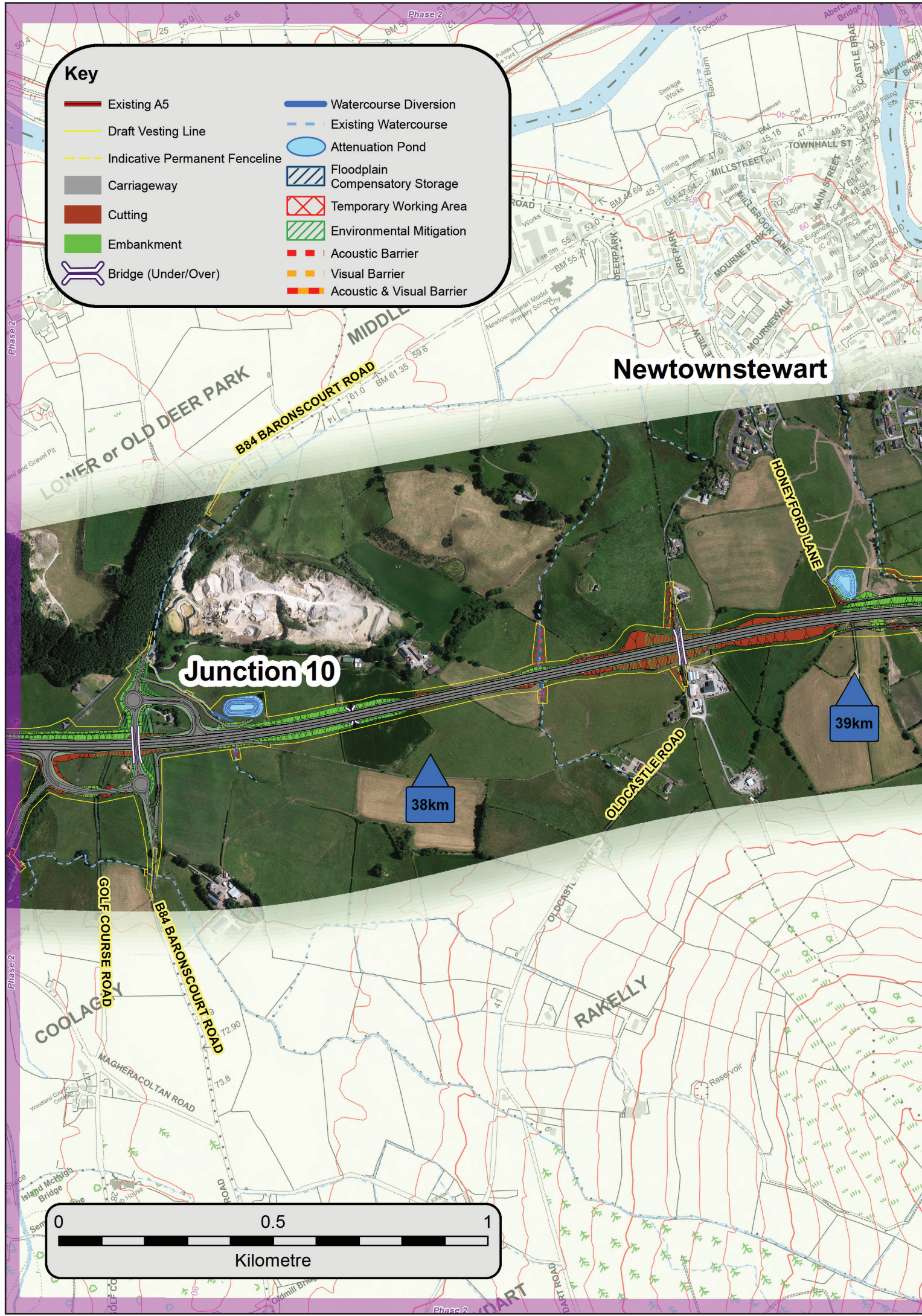
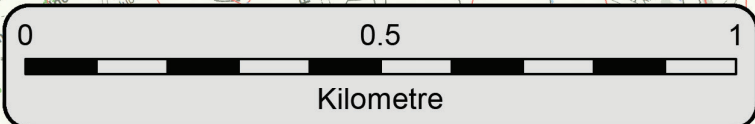
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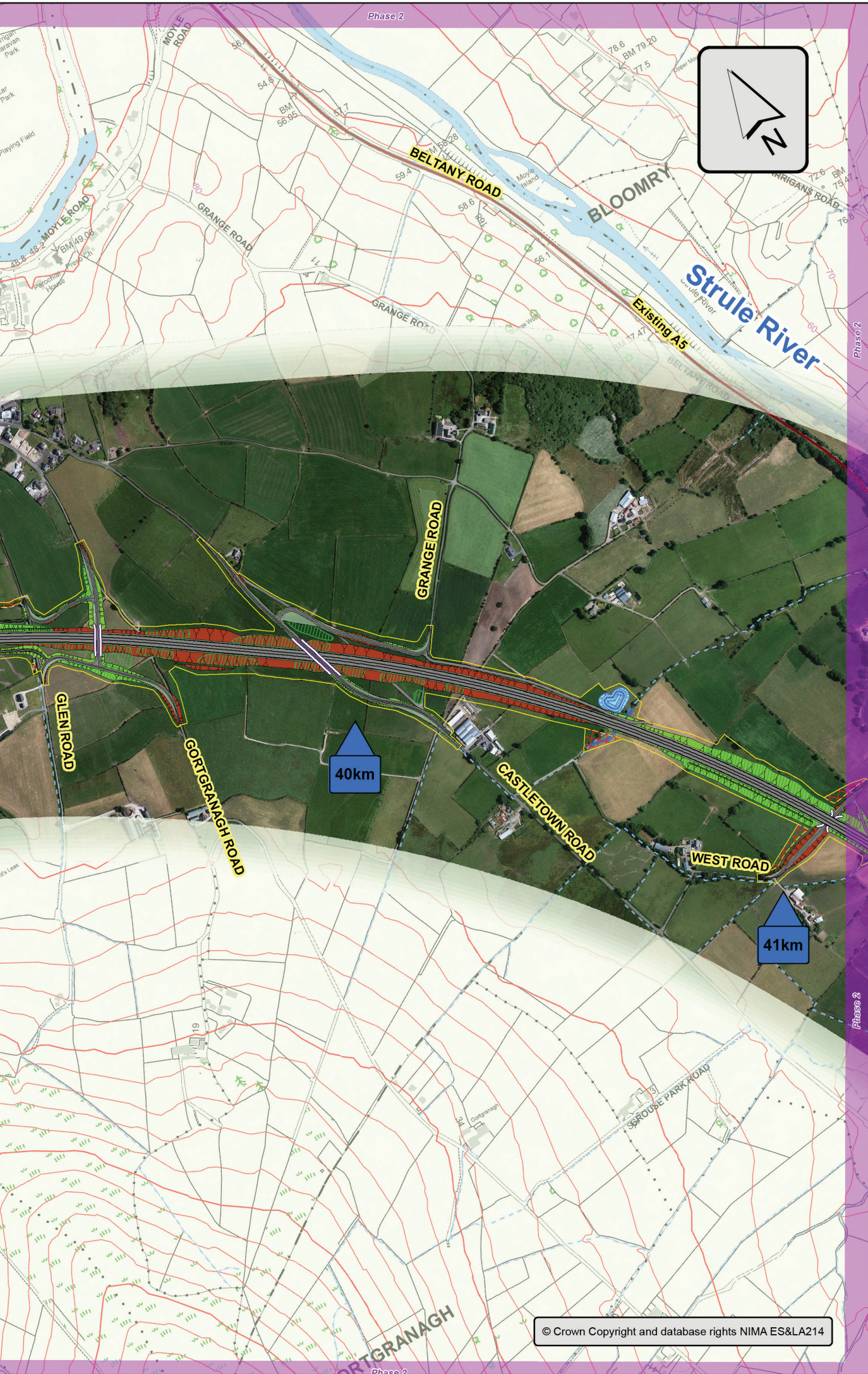
Newtownstewart

Junction 10

38km


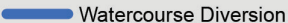

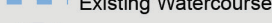
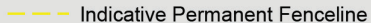
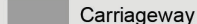
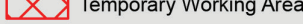

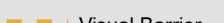
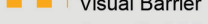
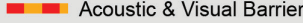
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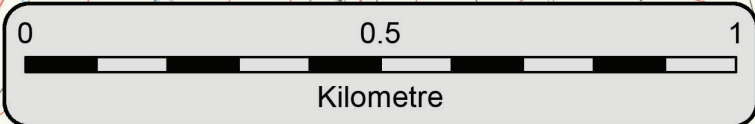
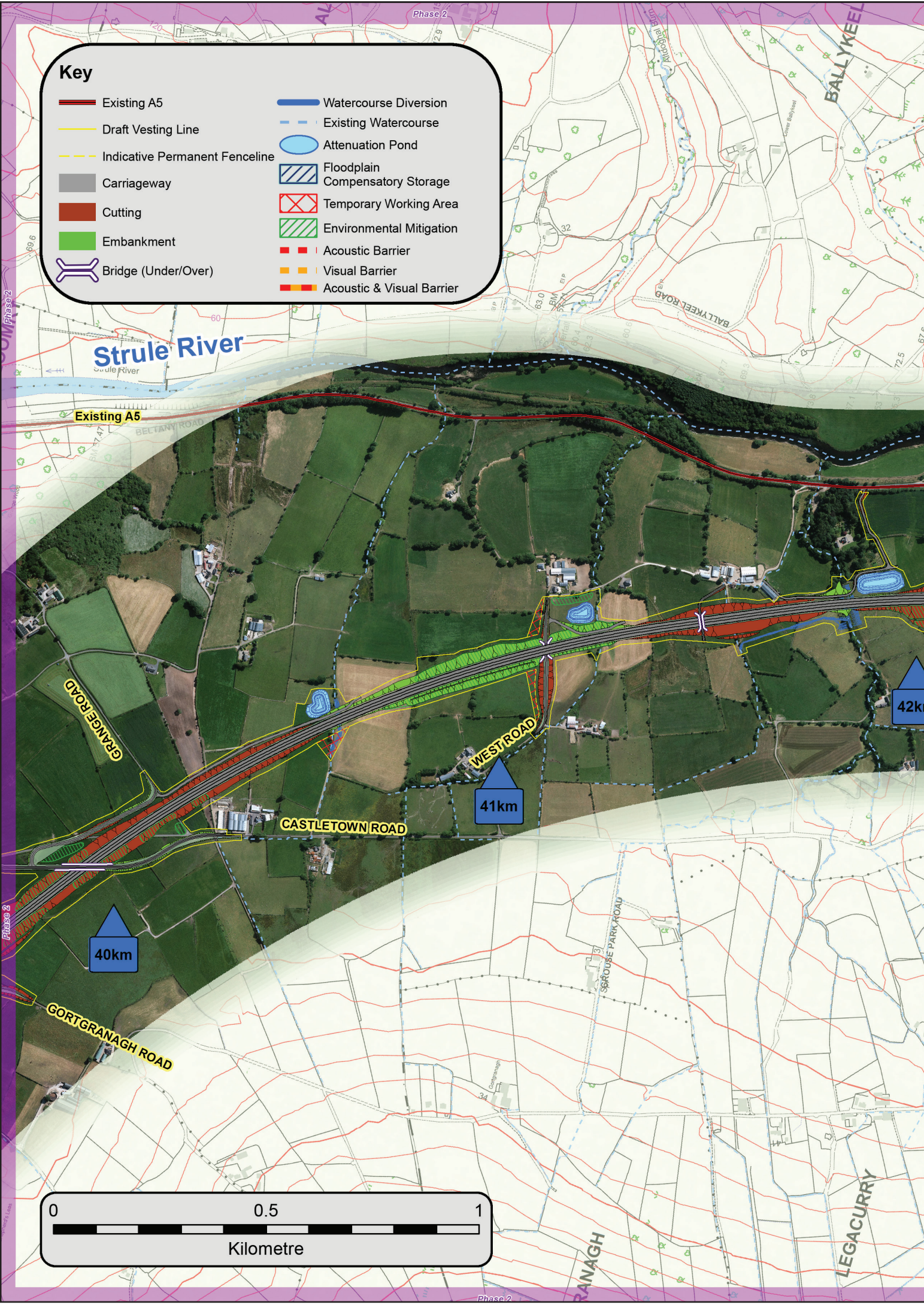










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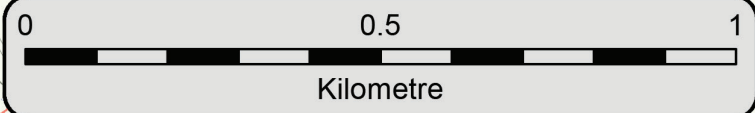
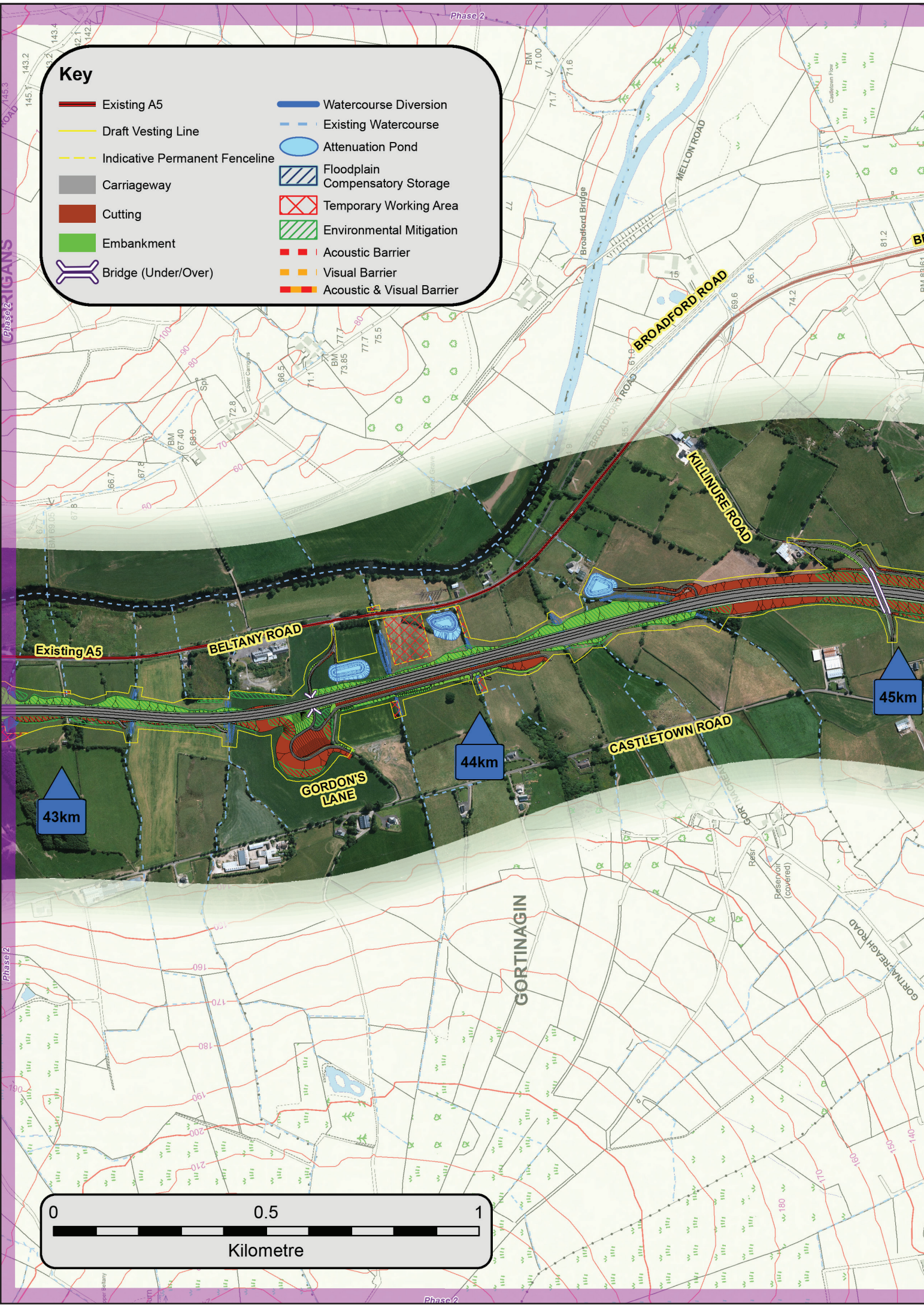
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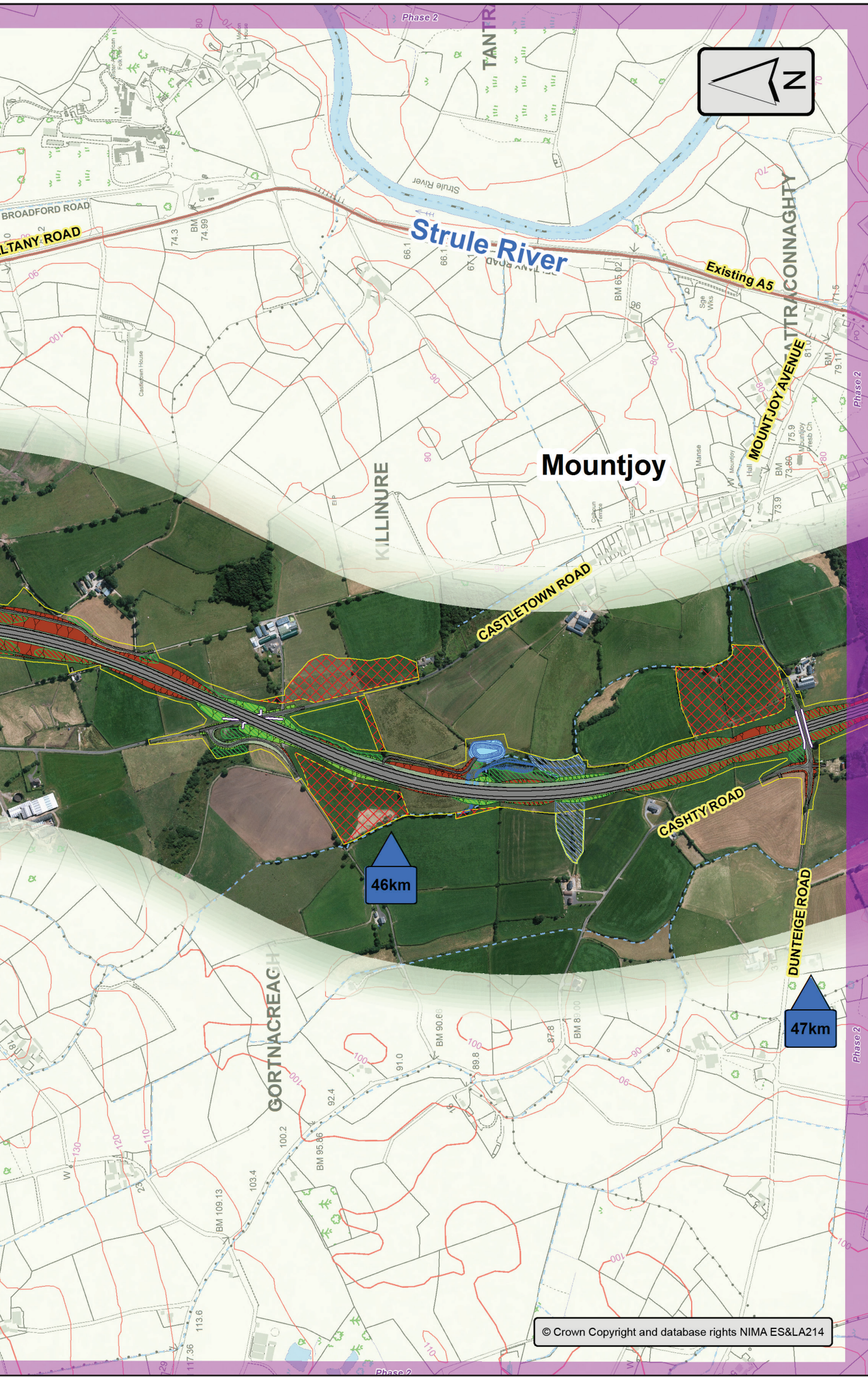
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|--|---|
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|  Draft Vesting Line |  Existing Watercourse |
|  Indicative Permanent Fenceline |  Attenuation Pond |
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|  Cutting |  Temporary Working Area |
|  Embankment |  Environmental Mitigation |
|  Bridge (Under/Over) |  Acoustic Barrier |
| |  Visual Barrier |
| |  Acoustic & Visual Barrier |



Key

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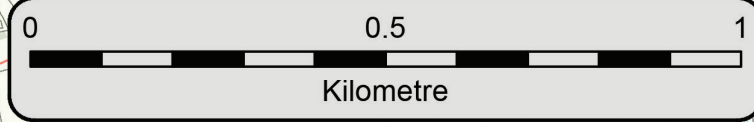
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- Visual Barrier
- Acoustic & Visual Barrier

Mountjoy

46km

47km

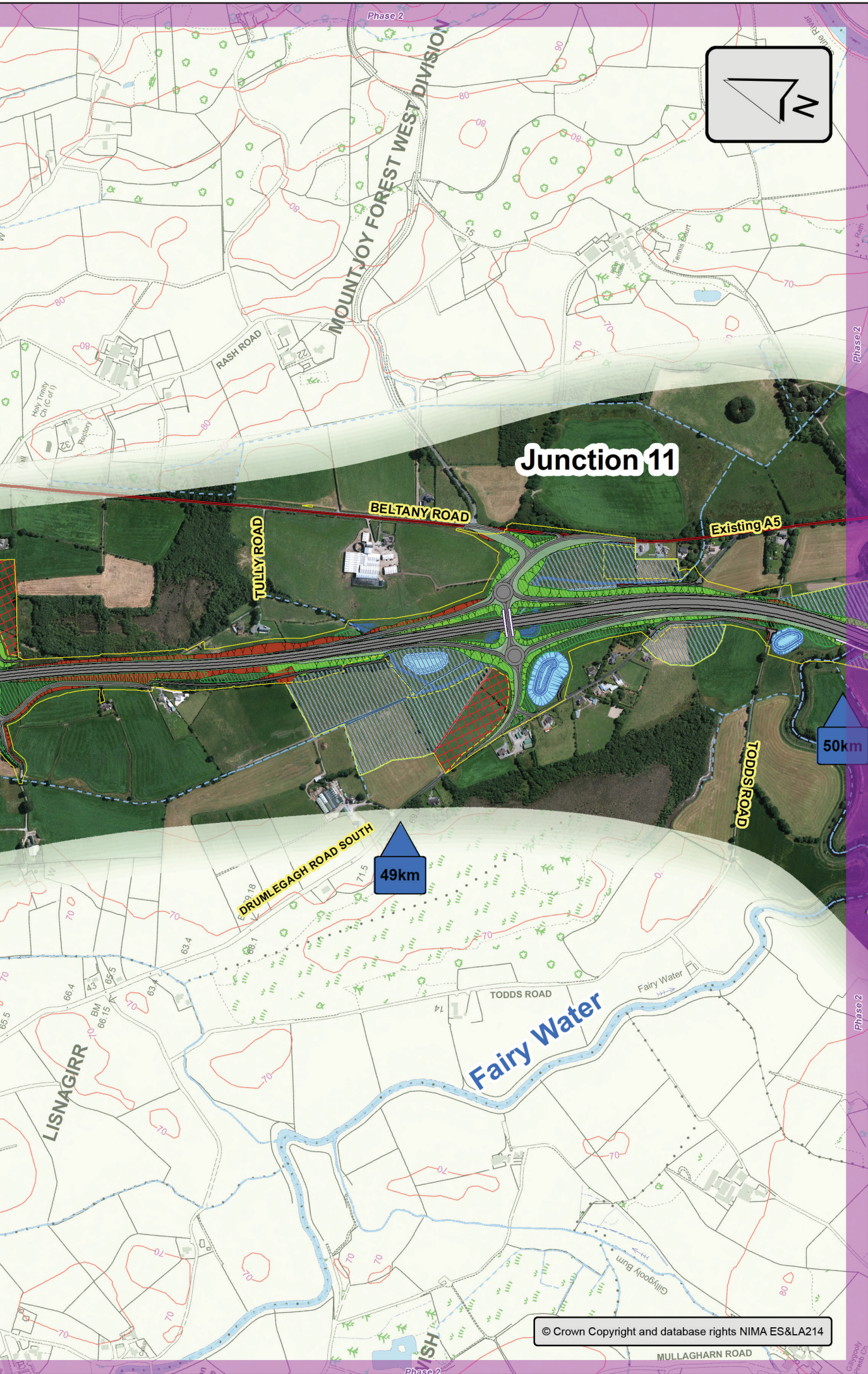
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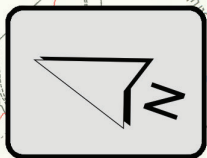
Phase 2

Phase 2

Phase 2



Junction 11








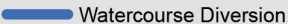
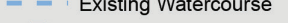
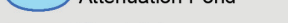
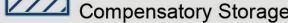
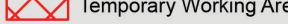
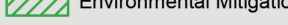

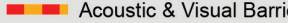



49km

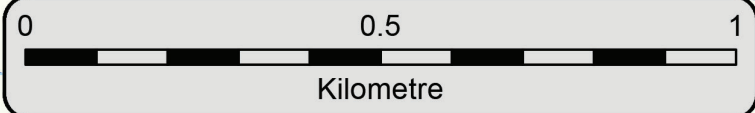
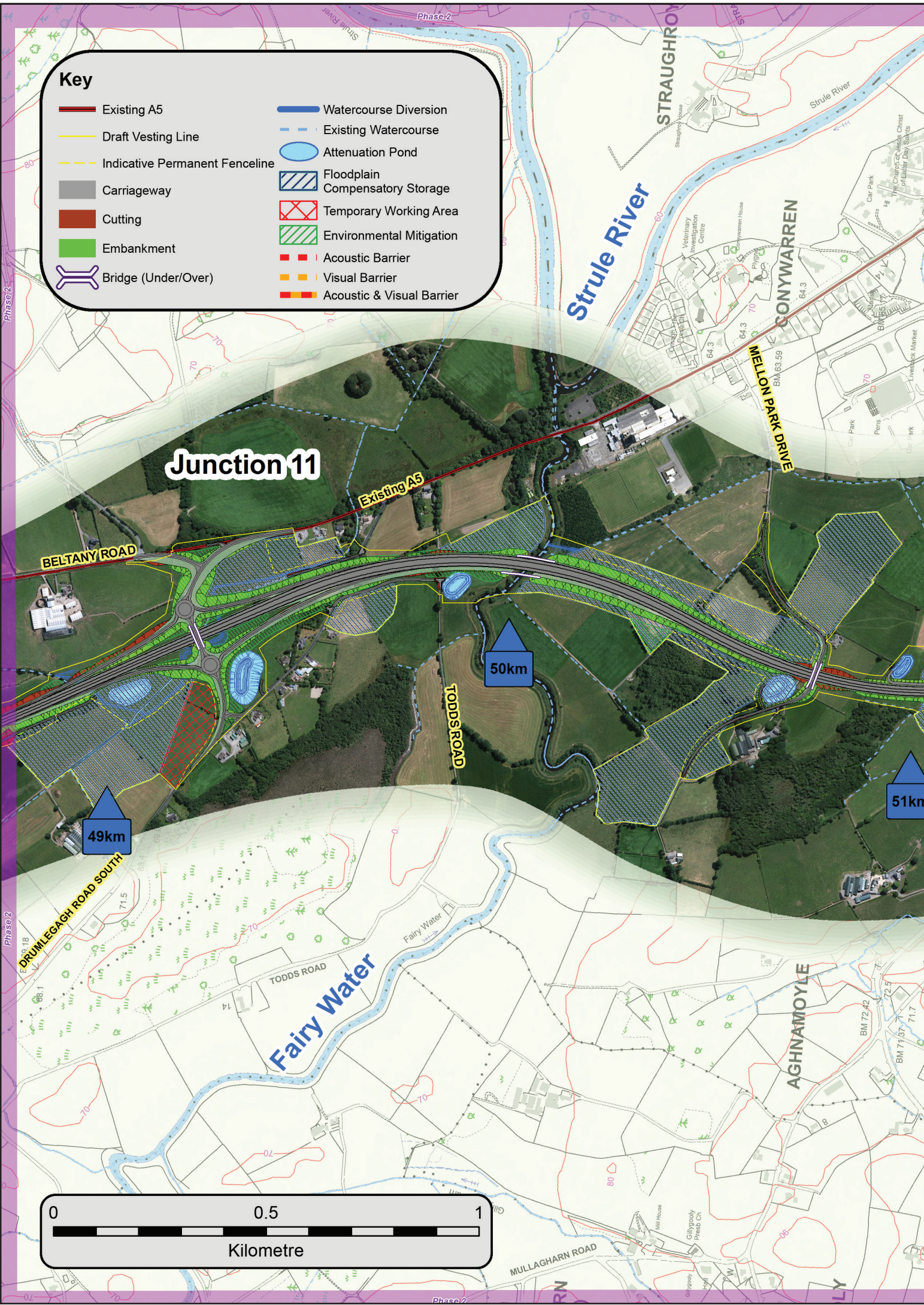
50km

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Key

-  Existing A5
-  Draft Vesting Line
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-  Visual Barrier
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Junction 11





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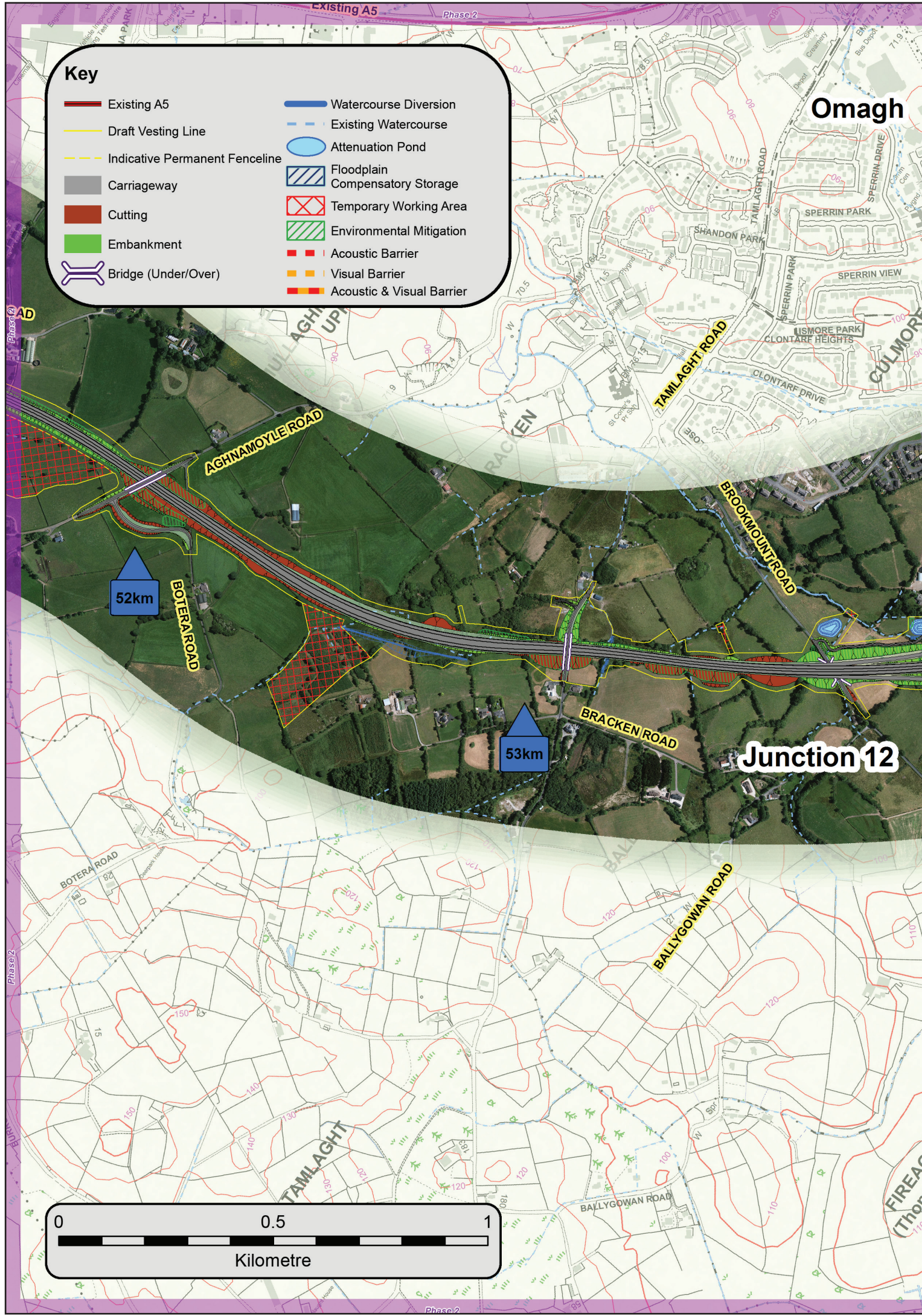
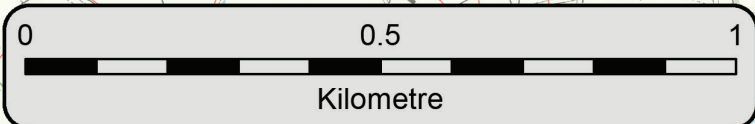
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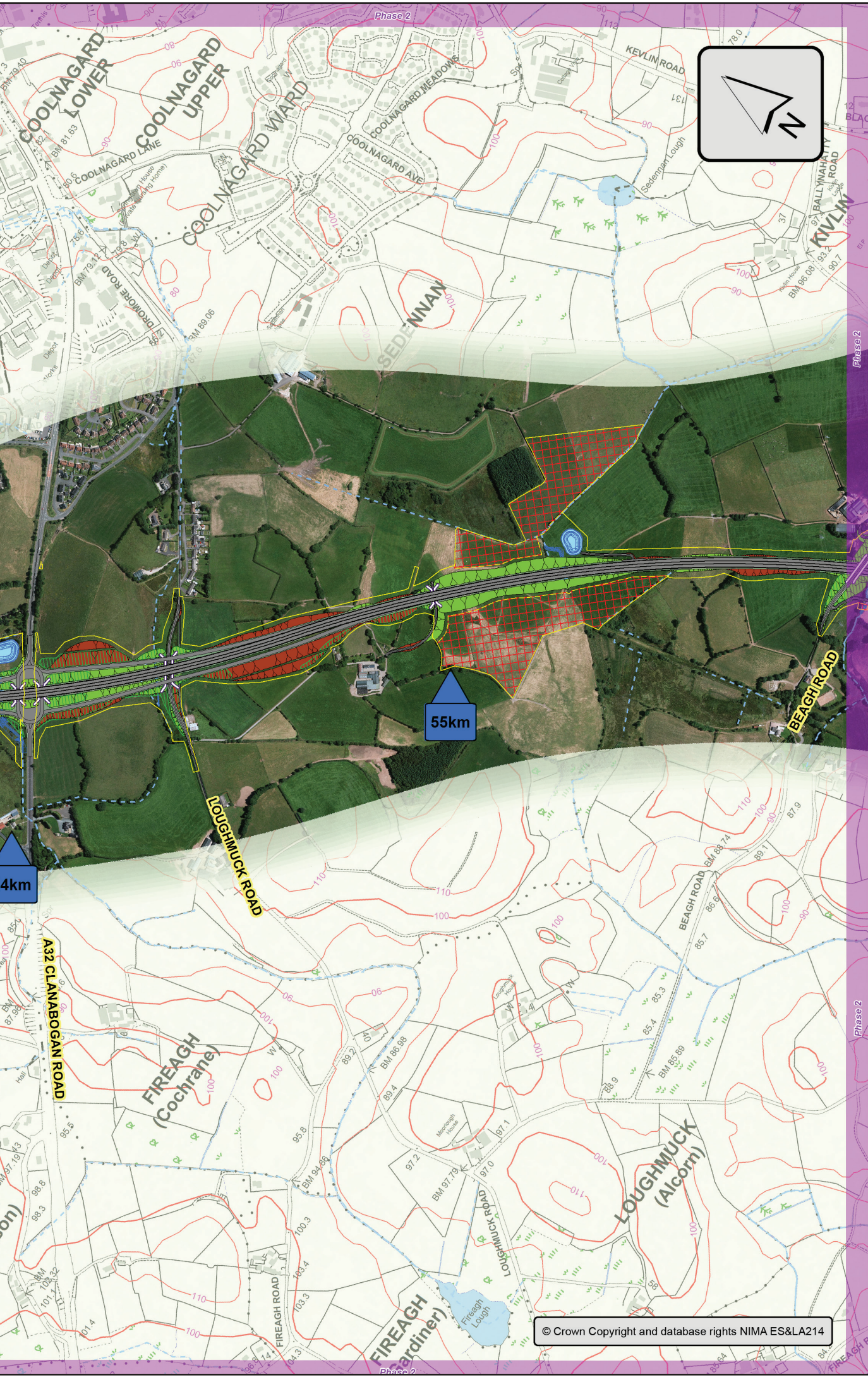
Omagh

Junction 12

52km



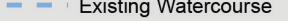
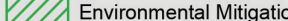
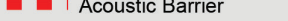
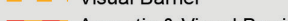
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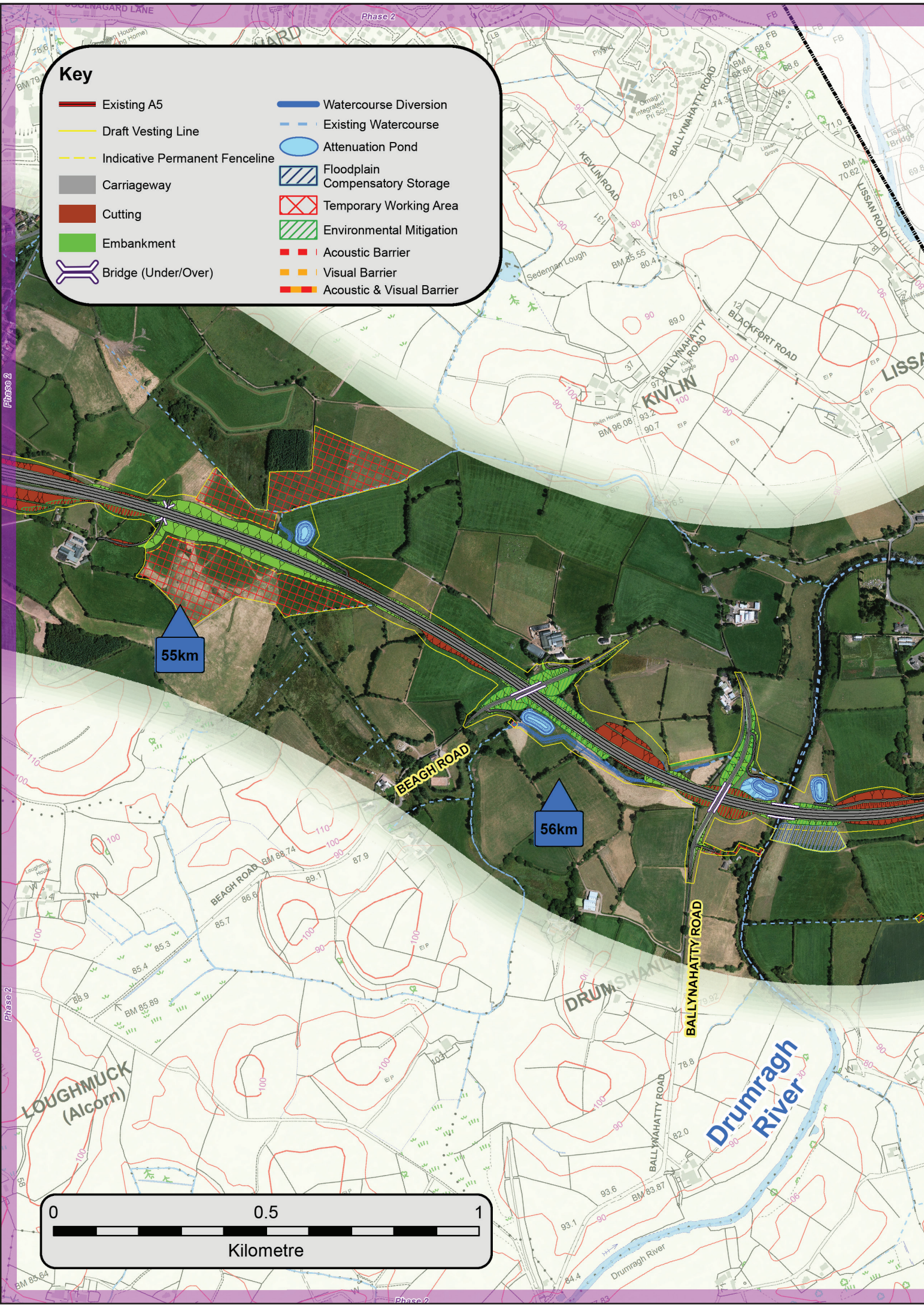




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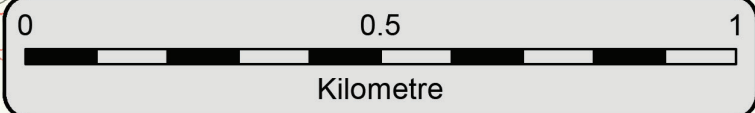
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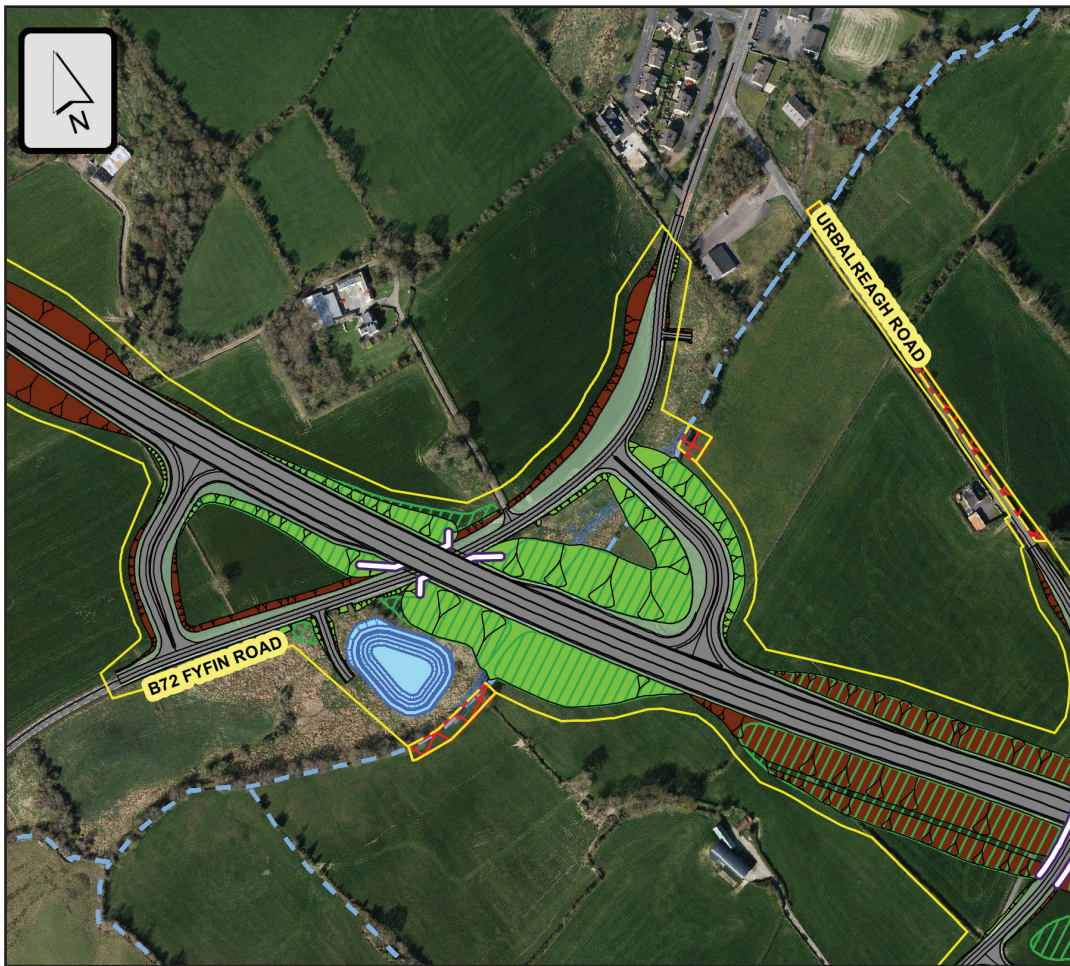
55km

56km





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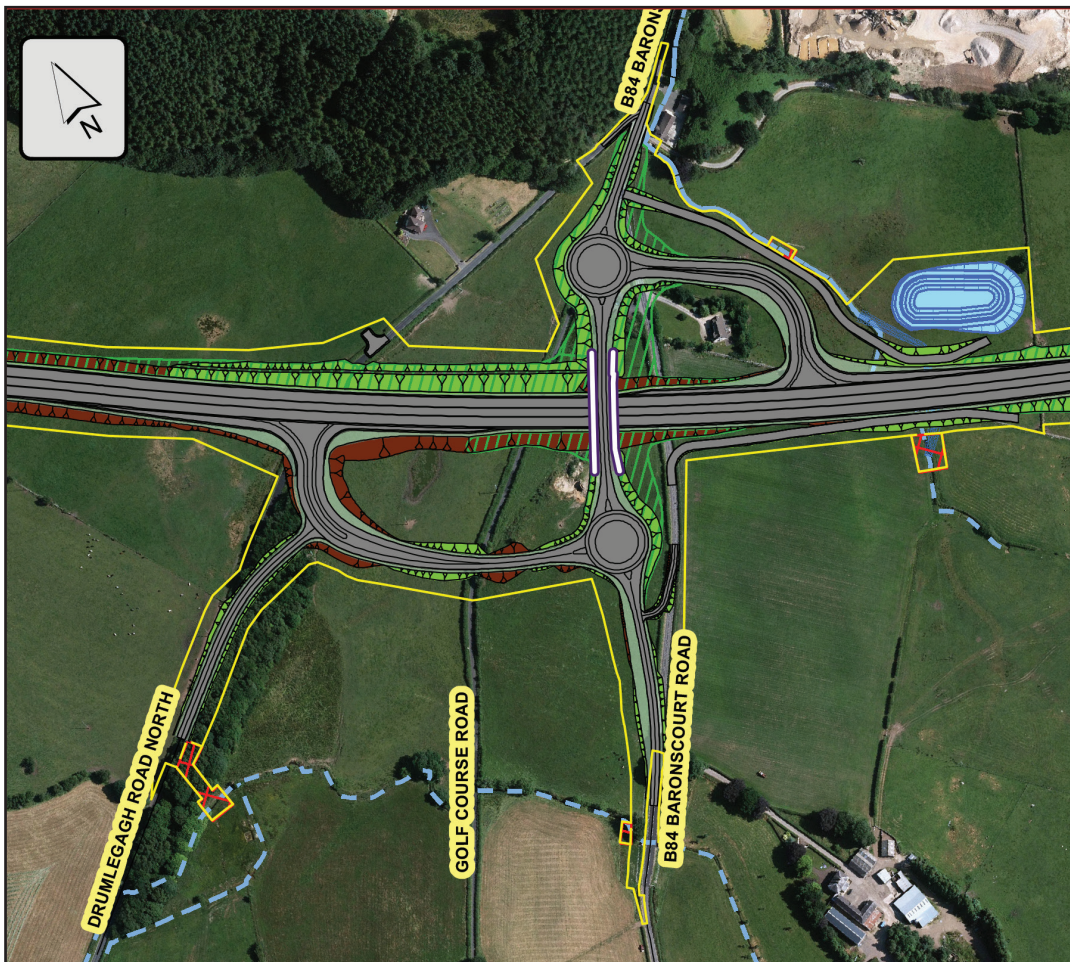
**Junction 9
Victoria Bridge**

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Phase 2

0 50 100

Metres



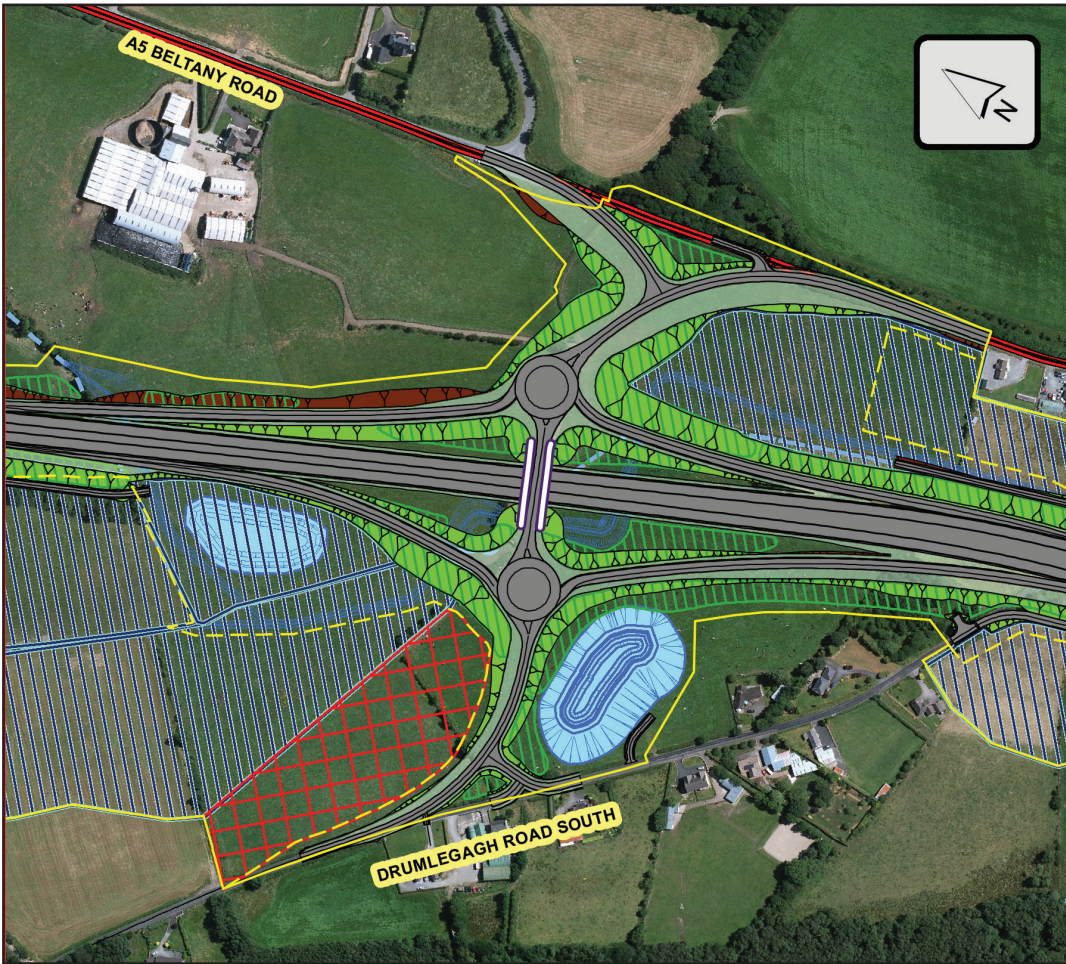
**Junction 10
Newtownstewart**

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Phase 2

0 50 100

Metres

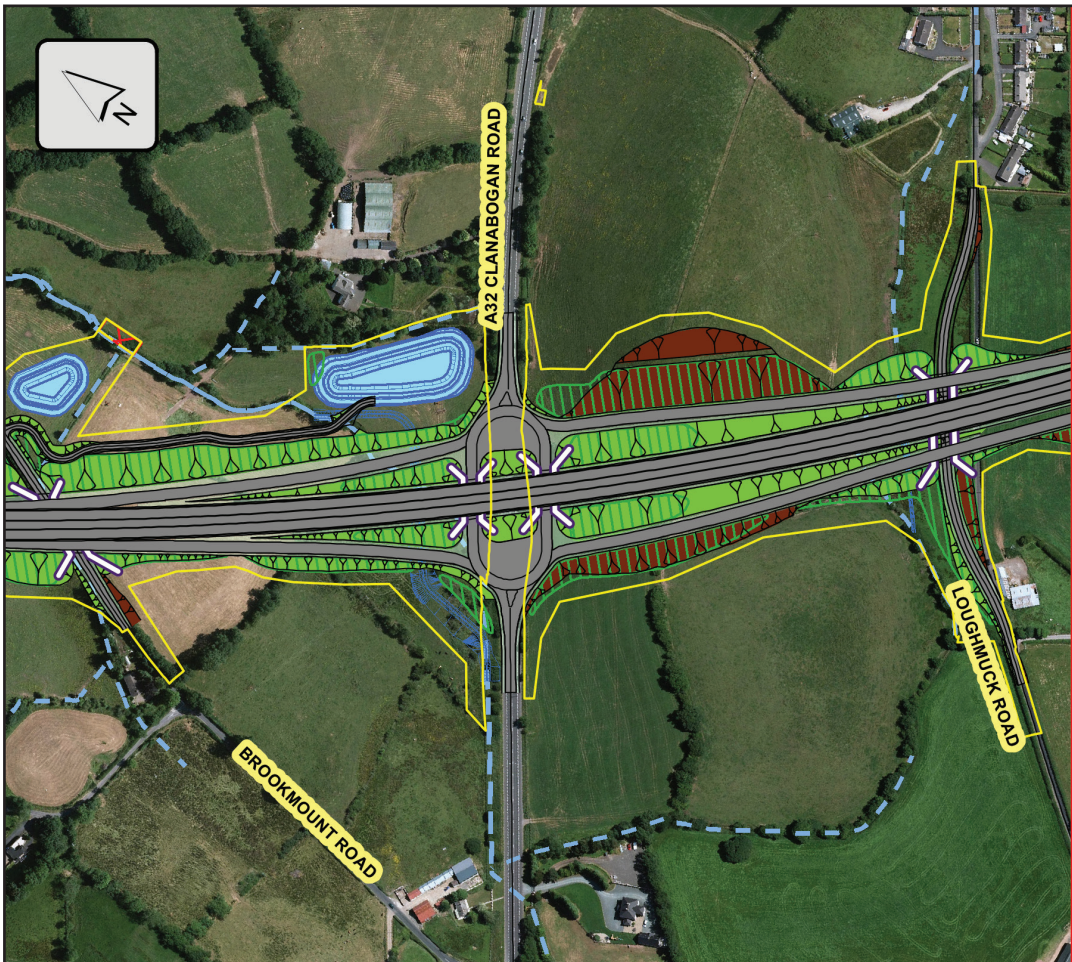


**Junction 11
Omagh North**

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Phase 2

0 50 100
Metres



**Junction 12
Omagh West**

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Phase 2

0 50 100
Metres

MAINTAINING ACCESS

Where property is severed or access affected, alternative access will be provided. In some cases this may require the vesting of third party land. Where this has not been physically possible, TransportNI has sought to provide an underpass or bridge.

The main criteria on which TransportNI bases its decisions to provide farm accommodation crossings are:

- the availability and convenience of other means of access
- the other uses to which a bridge or underpass might be put
- the needs of the farm such as layout and management and frequency of movements of stock or machinery
- road user safety
- cost of crossing in relation to the likely compensation payable

An underpass or bridge, where provided, will be utilised for more than one landowner where practical.

COMPENSATION ISSUES

Directly affected landowners are entitled to seek compensation as outlined within the Land and Property Services (LPS) brochures shown below. Landowner meetings have and will continue to identify areas of concern affecting the continued use of land. Where deemed appropriate mitigation measures, in lieu of compensation, will be incorporated into the contract works as accommodation works as agreed with the landowner prior to construction.

People living close to the road but not directly affected by landtake may also be entitled to seek compensation a year after the road is constructed. This is also outlined within the LPS brochures.

The TransportNI Accommodation Works pamphlet explains the approach that will be taken with regards to the provision of accommodation works.



<https://www.dfpni.gov.uk/publications/compulsory-purchase-and-compensation-guides>



<https://www.drdni.gov.uk/publications/roads-service-northern-ireland-guide-accommodation-works>

STATUTORY PROCEDURES

Statutory Procedures require the production of:

AN ENVIRONMENTAL STATEMENT

The Environmental Statement sets out:

- details of the Proposed Scheme
- the impacts on the surrounding landform and community
- the proposals for mitigation of those impacts.

A VESTING ORDER (VO)

The Vesting Order is a legal process used by the Department to compulsorily acquire all land necessary for the scheme. The VO is progressed in 2 stages:

- The first stage is the publication of a Notice of Intention to Make a Vesting Order (NIMVO) referred to as the draft VO. This is published for consultation with maps showing all the land required and an associated schedule of landownership and interests. Subject to all representations being considered and, if necessary, the holding of a Public Inquiry, the Department confirms the VO.
- This leads to the second stage - the Notice of Making of a Vesting Order (NMVO). The VO becomes operative one month from the publication of the NMVO and the land is vested in the Department's name.

A DIRECTION ORDER (DO)

The Direction Order is a legal process required to modify or create a length of "Trunk Road".

It includes the provisions for any of the consequent stopping up of other roads affected by the construction of the new road.

The DO is also progressed in 2 stages:

- The first stage is the publication of the Notice of Intention to Make a Direction Order (NIMDO) referred to as a draft DO. Subject to all representations being considered and, if necessary, the holding of a Public Inquiry, the Department confirms the DO.
- This leads to the second stage - the Notice of Making of a Direction Order (NMDO). The DO becomes operative one month from the date of publication of the NMDO.

A STOPPING-UP OF PRIVATE ACCESSES ORDER (SUPA)

This includes the provisions for any stopping up of private accesses onto the new road or the existing road layout in the vicinity of the new road alignment tie-ins, if they are assessed as being detrimental to safety or traffic flow. The SUPA follows a similar process to the VO and DO in that a draft Order is published for comment/consultation and then if appropriate, the Order is confirmed at a later stage along with the other Orders.

When the Orders are made, they will be operative one month after the Notice of Making.

2011 PUBLIC INQUIRIES AND TRANSPORTNI COMMITMENTS

The Department is prepared to honour commitments given to affected parties following the 2011 Public Inquiries and as recorded in the Departmental Statement published in July 2012.

These documents are available on the A5WTC website.

The Proposed Scheme 2016 incorporates, where appropriate, the commitments given and these are now included in the permanent works design.

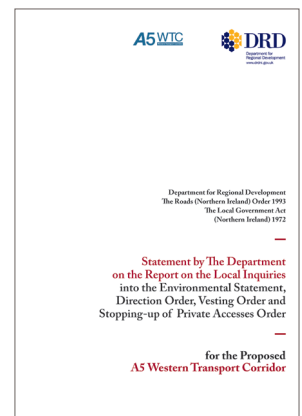
Honouring the commitments is given on the understanding that the circumstances of all parties are as follows:-

- Neither the landowner/affected party nor their individual circumstances have materially changed;
- Any changes to the Proposed Scheme 2016 design do not affect the commitment or the principles of the commitment given by the Department.

It is possible that a commitment given previously is still valid in principle but because of changes in circumstances the specific details relating to the commitment may vary. An example of this may be in relation to accommodation works where a commitment may have been given to provide access tracks which would now be in a slightly different location to that previously indicated because of changes to the Proposed Scheme 2016 in that location. The principle of an access track remains valid but the detail will change.

The Department will appoint the independent Planning Appeals Commission (PAC) to administer any Public Inquiry process for the A5WTC. It should be noted that the PAC has its own procedures for inquiries and these are likely to be different from the procedures adopted at the last Public Inquiry on the scheme.

The PAC procedures will be available from the PAC website (www.pacni.gov.uk) in due course.



WHAT HAPPENS NEXT?

The points below provide an outline of the process that will ensue following the publication of the Environmental Statement 2016 and draft Orders 2016 and the subsequent Public Inquiries (PIs).

THE ENVIRONMENTAL STATEMENT AND DRAFT ORDERS PUBLICATION

- Affected landowners will have received written notification and plans showing the areas of land that TransportNI proposes to vest to construct the Proposed Scheme 2016
- A hard copy of the draft Vesting Orders, draft SUPA Order and the Environmental Statement 2016 will have been placed on display during the consultation period at a number of notified locations for interested parties to view. They are also be available to view on the scheme website.

CONSULTATION PERIOD (16th February 2016 to 4th April 2016)

- This period allows affected and interested parties to write to TransportNI to make representation on all or part of the Environmental Statement 2016 and/or the draft Orders
- Should a Public Inquiry/Public Inquiries be necessary the appointment of the Planning Appeals Commission (PAC) will be confirmed to conduct the Inquiry/Inquiries.

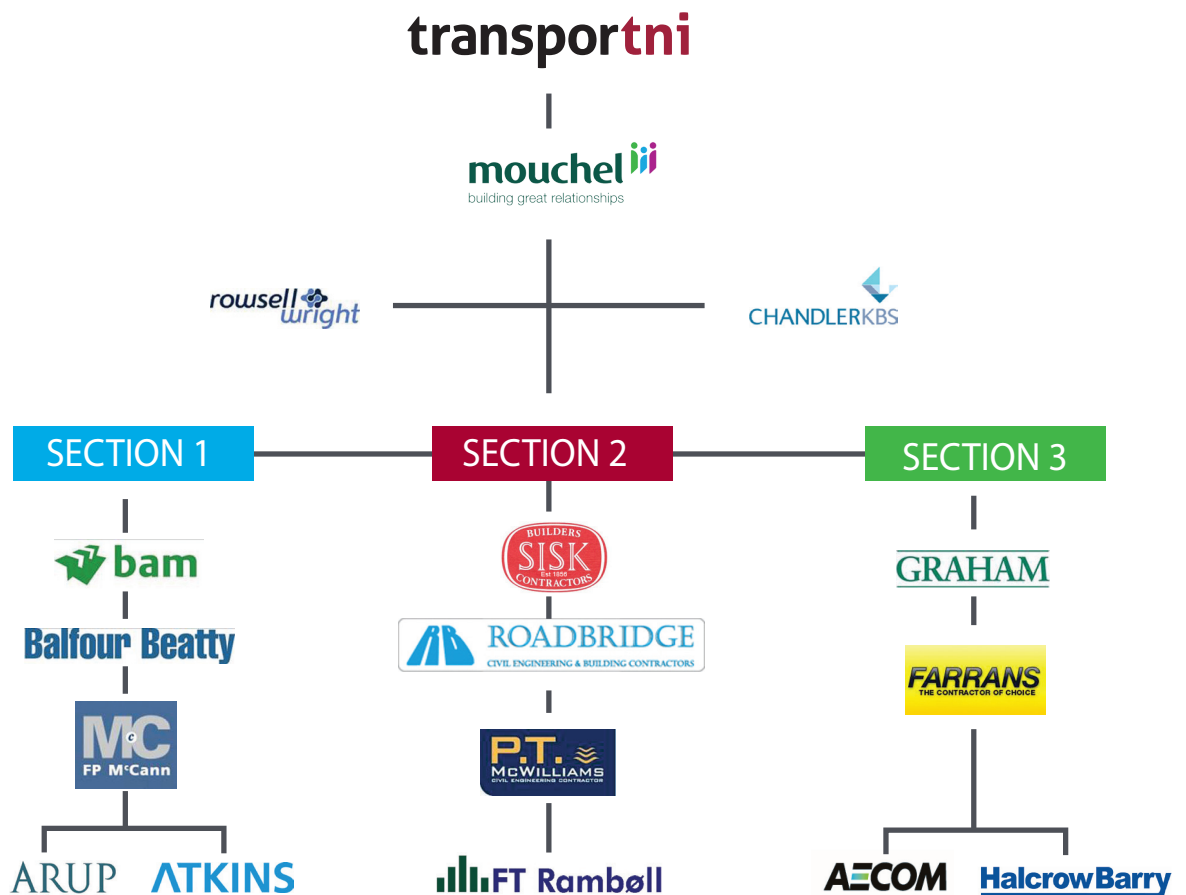
POST-CONSULTATION PERIOD

- Following any Public Inquiry, the PAC will present its Report to the Department (DRD)
- The Department will then consider the Report and its recommendations and prepare the Departmental Statement
- If appropriate, the Department will publish the Intention to Proceed in line with the recommendations of the Environmental Statement and the Departmental Statement
- The Orders will not be confirmed until the Minister can confirm that the Habitats Regulations Assessment has been completed.



APPOINTMENT OF THE CONTRACTORS

TransportNI recognises the benefits of the principles of Early Contractor Involvement (ECI). Following a market research exercise within the construction industry and a tendering process, three contractor joint ventures (JVs) were appointed to the Integrated Delivery Team (IDT). Each JV was awarded one section of the scheme. This team is shown below and also includes cost consultants Chandler KBS and procurement specialists Rowsell Wright.



Part 1 of the A5WTC IDT Contract requires the Contractor JVs to support the Project Team in design development and optimise buildability and the construction programme.

Subject to satisfactory completion of the statutory procedures and making of the Orders, the Contractor JVs will be instructed to proceed with Part 2 of the IDT Contract; to complete the detailed design and construct the scheme. The construction contracts will be administered using the NEC3 Target Cost Contract.

CONTRACTORS INPUT DURING PART 1 (SCHEME DEVELOPMENT)

The Contractors:

- have provided input into the design to minimise changes to the Proposed Scheme 2016 during the detailed design phase
- have provided input and buy-in into the Environmental Statement 2016 and other draft Orders and the commitments contained within these documents
- have built / are building in value engineering opportunities prior to any Public Inquiry (PI)
- have provided the Project Team with expert advice on buildability, construction planning and Health and Safety aspects of the construction phase of the scheme
- have developed / are developing a partnering approach with TransportNI and Mouchel and a clear understanding of the design development prior to any PI
- have developed / are developing a partnering approach with each other to optimise opportunities and minimise risks during construction.

PART 2 CONSTRUCTION - PRELIMINARY WORKS IN 2012/13

Following a decision by the Irish government to reduce their immediate financial contribution for the scheme in late 2011, the Minister made the Orders for a reduced length of the scheme in Summer 2012 which consisted of:

1. Section 1 - Junction 1 (New Buildings) to Junction 3 (North of Strabane); and
2. Section 3 - Junction 13 (South of Omagh) to Junction 15 (Ballygawley).

To maintain the delivery programme the Contractor JVs for Sections 1 and 3 commenced advanced site works between January and March 2013.

The High Court challenge resulted in these works being limited in their scope to activities which would enable the environment to re-establish if required. Following the High Court judgement, a number of these works were removed and the land reinstated before being returned to the original landowners.

CURRENT POSITION

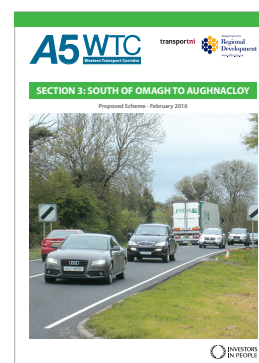
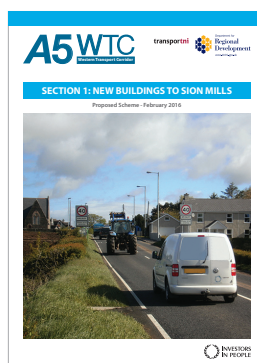
The contractors are currently supporting the Project Team with further Part 1 tasks as the scheme is taken through the new Statutory Procedures.

FURTHER INFORMATION

If you require a copy of the scheme brochure for Section 1 or 3, please do not hesitate to contact the Consultation Manager

This document is available in a range of formats; please contact us with any requirements at the address on the back page of this brochure.

www.a5wtc.com



transportni



Department for
**Regional
Development**

www.drdni.gov.uk

A5 WTC

Western Transport Corridor

If you wish to make a representation of objection or support on any aspect of the Environmental Statement or draft Orders during the six week Consultation Period (commencing 16th February 2016 and closing 4th April 2016), then this must be in writing and sent to the Divisional Manager, Department for Regional Development, TransportNI, Western Division, County Hall, Drumragh Avenue, Omagh BT79 7AF.

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FOR ALL OTHER QUERIES

PLEASE CALL

Information Helpline:

0845 602 6422

If you are calling from outside the UK
please call:

+44 28 9042 3954

or e-mail us at:

A5Consultation@mouchel.com

or write to:

The Consultation Manager

Mouchel Consulting

Shorefield House

30 Kinnegar Drive

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BT18 9JQ

Further information can be
found on our website:

www.a5wtc.com