

**A6 RANDALSTOWN CASTLEDAWSON
ANNAGHMORE ROAD/ BELLSHILL ROAD JUNCTION ROPOSALS
PUBLIC INQUIRY**

INSPECTOR'S REPORT

**CHRIST CHURCH PARISH HALL CASTLEDAWSON
29TH SEPTEMBER 2015**

**APPOINTED INSPECTOR : MRS EILEEN BRADY
ASSISTANT INSPECTOR : MR JIM ROBB**

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INTRODUCTION

Background to the Proposed Scheme.

The Department is proposing to acquire lands to construct a compact grade separated junction located between the existing Bellshill Road and the Moyola River, southeast of Castledawson and a north south link road to carry over the proposed A6 Dual carriageway on an over bridge to connect the Bellshill road (north) and Annaghmore Road (south). The two connector loops will provide access to the A6 Dual carriageway both east and west bound.

The proposed Scheme has evolved after two previous Inquiries. In 2007 an Inquiry was held to consider plans for the construction of a dual carriageway between Toome and Castledawson. Whilst it was recommended the dual carriageway should proceed generally as proposed , it was suggested that changes should be made to the treatment of the Bellshill and Annaghmore roads respectively. In 2012, a further Public Inquiry into the departments proposal for a junction arrangement for the Bellshill and Annaghmore Roads was convened in response to some three hundred and twenty letters of objection. The Inquiry did not endorse the Department's proposal but instead made its own recommendations.

Subsequently , the Department did proceed to revise the design of the Bellshill/ Annaghmore Road junction, and due to changes in the law, was compelled to obtain planning approval for the scheme. A planning application was submitted and approval was granted in December 2014.

Following our appointment as Inspector and Assistant Inspector an Inquiry into the proposals was conducted to consider objections which amounted to thirteen letters of objection and three letters of comment into the proposed Vesting Order seeking the acquisition of lands to construct the proposed Scheme.

This Inquiry has been presented with a proposed Scheme design that has in some respects followed along the lines of some but not all of the 2012 Public Inquiry recommendations. As will be demonstrated, during this Inquiry various objectors complained that the proposed design for the Bellshill /Annaghmore Road junctions did not follow what was recommended in 2012. Emphasis was placed by some objectors on a B1 option that had been previously discussed. (Please refer to Appendix D for B1 Option technical drawing). Significantly, the task of this Inquiry was to consider the preferred option as a new proposal from a fresh perspective.

The Proposed Scheme.

The existing Castledawson by-pass is located to the south of Castledawson on a west east alignment and Transport NI intend to upgrade this section of the road to dual carriageway standards as part of the planned improvements to the North Western Key Corridor. The Department is proposing to acquire lands to construct a compact grade separated junction located between the existing Bellshill Road and the Moyola River, southeast of Castledawson and a north / south link road to carry over the proposed A6 Dual carriageway on an over bridge to connect the Bellshill Road (north) and Annaghmore Road (south). The two connector loops will provide access to the A6 Dual carriageway both east and west bound. The layout of the Proposed Scheme, falls into five separate elements;

The Bellshill North /South Link Road

A compact connector to the proposed A6 Eastbound Carriageway

A compact connector to the proposed A6 Westbound Carriageway

A north link road between Bellshill Road (N) and Annaghmore Road Road (N)

A south link road between Bellshill Road (S) and Annaghmore Road (S).

A roundabout at the south end of the link road with arms to serve;

- the Bellshill Road (s)
- the compact connector to the A6 westbound
- the South Link road to Annaghmore Road,
- another arm serves access to residential , agricultural and farm buildings.

(Please see Appendix E for sketch map drawing of the Proposed Scheme).

The Inquiry

Following our appointment as Lead and Assistant Inspectors, a Public Inquiry was convened to consider thirteen letters of objection and three letters of comment into the proposed Vesting Order for lands required to construct the Scheme.

On 2nd September 2014, a Pre-Inquiry meeting was held at Christ Church Parish Hall, Castledawson. The purpose of the meeting was to provide an opportunity to agree in advance of the Inquiry, administrative and practical arrangements.

At the opening of the meeting Inspector Brady introduced herself and her Assistant Jim Robb. It was explained that Mr Robb was acting in a supportive role to the Inquiry but that Inspector Brady was solely tasked with making the considerations and recommendations contained within this Inquiry report.

The programme officer , Mr Eamon Donnelly was introduced and his role explained. An outline of the Inquiry process and procedures was given along with the scope of the Inquiry with regard to the issues it could consider.

Emphasis was made of the informal nature of the proceedings and that all measures would be taken to accommodate participants.

Questions were invited from attendees. Inspector Brady stressed the importance of attendees using the opportunity at the Inquiry to voice their concerns. Those wishing to attend the Inquiry were to arrange a suitable time slot for their attendance on the day of the Inquiry.

The Public Inquiry into the Annaghmore/ Bellshill Road Junction at Castledawson took place on the 29th September at Christ Church Parish Hall, Castledawson. It lasted one full day.

At the outset , Inspector Brady gave a detailed introduction summarising the legislative framework, the Inspectors appointment and experience , public notices, the background and purpose of the Inquiry , procedural arrangement , general introductions and housekeeping matters. Assistant Inspector Robb introduced himself and highlighted that he was acting in a supporting capacity.

The Department Case

The Department was represented by Mr Francis O'Reilly B.L. instructed by the Department of Regional Development. A prepared summary of evidence was read out by the following;

Mr Andrew Hitchenor Project Sponsor (Transport NI)

Mr Michael McClean, Aecom 's Project Manager. This detailed his submission on engineering for the Scheme.

Mr Russell Bissland , Aecom's Lead Transport Planner, sets out the traffic and economic appraisal of the Scheme.

Mr Gareth Coughlin, Aecom's Environmental Team Leader who set out the principle environmental impacts due to the Scheme, the predicted residual effects and the associated mitigation measures. The full statements of evidence are available at <https://www.drdni.gov.uk/publications/a6-annaghmore-bellshill-junction-2013-public-inquiry-documents>

Examination of the Department's case

Mr Garry Galway , Inquiry reference 03, put questions to the Department concerning why the Scheme was going through his farmyard and not the Moyola River floodplain , as this had been previously recommended at Public Inquiry. The Department gave details on the position and extent of the floodplain at Bellshill Road (north). They said they had attempted to strike a compromise between an optimum bridging location and the impacts on the floodplain. Further detail was given as to the extent of land required for the flood compensatory area.

Mr Thomas Donaghy of Frank Donaghy Auctioneers Ltd, took the opportunity to question in detail and seek clarification as to the different floodplain maps that the Department had been presenting before the Public Inquiry. A detailed exchange and analysis took place with the Department clarifying the nature and relevance of the colour coding used for floodplain maps

Mr Donaghy sought further clarification on behalf of Mr Galway as to the amount of

landtake required for the compensatory floodplain area. The Department responded by explaining the need for the amount of compensatory area was due to the current design for the north /south spine road and the north connector moving more easterly , and that this amount of area was required not just for floodplain but need to make provision for access to SUDs ponds. In addition, the Department stated the figures presented for the compensatory floodplain area was higher now as opposed to the figures provided for the discussion of a B1 option at 2007 & 2012 Public Inquiry's, which had a similar junction in it's design. They stressed the assessment undertaken for the B1 option was not as detailed an investigation due to it not being the preferred option at that time. However, as the proposed option is now a route over the Moyola River floodplain, a more detailed examination had been required with the Department employing an up to date computer generated model (which was accepted as superior by Rivers Agency), more reliable and accurate with detail , resulting in the present higher figure for the area required for floodplain compensation.

Mr Donaghy, questioned the Department on the alignment of the mainline. The Department conceded that a typographical error has led to a mistaken perception that the centre of mainline would be positioned further south when, infact , it will be positioned further north. Mr Donaghy expressed frustration that this mistake had been existing since March 2015 and had led to the Mc Millin's, Inquiry reference 09, being confused as this has a direct bearing on the position and landtake required for a retaining structure on their land which boundaries the new A6 mainline . A complaint about the lack of consultation with the landowner was raised. In reply, the Department called further evidence to extrapolate how this change in centre of mainline would impact on the Mc Millin farm, and in short, it was submitted this would result in a modest improvement in the McMillin's favour.

OBJECTIONS

Objections from individuals are considered in this section of the report. A summary has been made of the evidence submitted by the objector either before or during the Inquiry. This is followed by a precis of the Departmental replies. A summary of recommendations made can be found at page 51 of this report.

A separate section is located in Section 2 which deals with the suggested alternatives to the North Link Road proposal.

It should be noted than in compiling this report, the order in which the evidence was submitted is not necessarily followed.

Drew & Elaine McKee

Inquiry reference 01

The objector attended the Inquiry having made written submission.

Summary of objections

- There is a large section of landtake form the front garden of the property that is not necessary.
- There will be a detrimental effect on the appearance, noise and value due to this Scheme.
- Does not accept that the amount of ground sought is required due to the alignment of the road.

- Asked can the footpath be located at the line of the road, rather than come up to the front of the house and if so, the level of reduction in the landtake.
- Concerned at the height of the new road outside their residential property. There was no definitive measurement provided by Roads Service personnel on a site visit.
- Concerned that water could run into the driveway.
- Concern raised at the noise levels coming from the new road.
- Considers the provision of information and communication by Roads Service and URS to be very poor in it's delivery and quality. Feels it should be of a better standard as effects one's own property.

Departmental Response

Summary of Preamble common to all Departmental responses issued;

- The Department set out the evolution of the scheme stretching back to the first 2007 Public Inquiry into the proposed A6 Toome to Castledawson dualling Scheme. At this stage it was recommended that the north/ south spine of the Annaghmore /Bellshill Junction be located over the Moyola River floodplain. This particular aspect of the Scheme was entitled, the 'Inspectors Junction'.
- Details were then given as to the 2012 Inquiry outcome concerning the proposed junction Scheme for the Annaghmore and Bellshill Roads to the new A6 mainline and surrounding hinterlands .The Scheme placed before the Public Inquiry did not propose a junction over the Moyola River floodplain, as per Design Manual for Roads and Bridges Guidance but positioned the North/ South spine of the junction to the west of the Bellshill Road. However, during the Inquiry process guidance and assurance was obtained by the Inquiry Inspector from Rivers Agency which concluded there was no reason why the junction could not be built over the Moyola River floodplain. This was on the assumption adequate flood compensation area was available.
- In 2013 Planning approval was sought for the 'fine tuned' version of the 'Inspectors Junction'. This located the north/ south spine aspect of the proposal across the Moyola River floodplain. Approval was granted in December 2014. It was highlighted that a Public Inquiry was convened to allow objectors and supporters a fair opportunity to be heard and put questions for and against the Notice of Intention to make a Vesting Order.

Summary of additional Departmental Responses.

- Commitment given that landtake can be reduced.
- Details were given on noise assessments completed concerning the impacts of the scheme on nearby dwellings. No dwelling is expected to be exposed to noise levels in excess of the legal limits which require noise insulation measures.
- In respect of property valuation, it was accepted by the Department that research shows a link between road noise and house prices and as such it is considered a significant ingredient in governing valuations.
- Details were provided as to the availability of compensation for the reduction in property prices due to public works, otherwise known as a Part II Claim. Among the factors that are regarded caused by the physical works are noise, vibration, smell fumes, smoke artificial light and discharge onto the land of any solid or liquid substance. Furthermore, details were given as to the discretionary powers available to authorities to help mitigate against the impact of discomfort experienced in the surrounding areas due to such public works.
- An apology was given to this objector for the lack of communication and it was hoped the belated site visit went some way to rectify the situation.

At Inquiry the objector sought and obtained the following Department clarifications

- Landtake could be reduced at detailed design stage when access is examined, with sightline requirements and drainage needs accounted for.
- The height of the road was given as 1.71 m higher than existing road.
- Explanation was given as to the drainage mechanics to deal with the water flow at this location.
- It was indicated that the line of the road will be examined at detailed design stage.
- Details were given of the anticipated noise level increase as 1.4 decibel higher than present. This is below the threshold required for Noise Insulation Regulations to be applied.

Comment

The Departmental responses are considered as reasonable and further dialogue between the Department and the objector is encouraged.

Thomas & Ellie Hueston

Inquiry reference 02

The objectors were represented by ESH Consulting , (Tommy Hueston), who submitted both written and verbal objections to the Inquiry.

Summary of Objection

- Loss of amenity to 15 Bellshill Road due to the construction of the New Link Road. There will be loss of privacy due to vehicular and pedestrian presence in close proximity to the rear of the property. In addition, the proposed new Link Road opens up the lands to the rear for development, adding to increases loss of privacy.
- Amenity impacted by the car lights, noise and pollution due to traffic on the New Link Road.
- Loss of land and hedges to the front of the property for the construction of the realigned Bellshill Road will impact on amenity.
- The construction of the new link road will have a detrimental impact on development lands south of this property. The new road will reduce available lands for development, lead to changes in future development scheme designs and costs.
- Key lands are lost to public control that are instrumental in future development plans contained in designated plan CN05 adding to the penalty the landowner faces due to the property's devaluation arising from the road Scheme.

- The objector has suffered significant costs and lost revenue due to this proposal. This arises due to increased professional fees and lost revenue. Submitted that planning blight has occurred due to the delays in the zoned development which has arisen due to the introduction of a road scheme.
- Wish Transport NI to take into account the negative impact both on the current residential quality and the opportunity to realise full potential from this holding.
- Requests that this correspondence to be treated confidentially as of a highly private and sensitive nature

Departmental Response

A summary of a preamble common to all Departmental responses issued is contained in Inquiry Reference 01, Drew & Elaine McKee.

- It was highlighted that the A6 Castledawson Dualling Scheme was in the public domain for a considerable amount of time. The potential for impact on this property was identified as being relevant due to its close proximity to the identified zone for junction improvements.
- As a Public Inquiry is to be convened, this will allow objectors to make representations to the proposed scheme. Reference was made to correspondence sent to Planning NI containing the objectors concerns regarding mitigation for implications arising from the Scheme but no objection in principle to the Scheme itself.
- It is accepted that views from the objectors property would have adverse impact from the new North Link Road as it would be would be at an acute angle to the property.
- The Department is content that the fencing /boundary treatment, hedging and planting commitments contained in the Environmental Statement will minimise the loss of privacy when the scheme is open to traffic, and the openness of the site should reduce as comprehensive landscaping matures.
- It is accepted that the new road will impact on tranquil rural area south of the Castledawson Bypass and close to residential areas to it's north. The Environmental Statement acknowledges the short and long term negative impacts from the scheme. But mitigation measures, including sympathetic design and landscaping will help

- It is accepted that some, as opposed to all, loss of amenity would be suffered by this objector. The objectors comments to Planning NI that buffer planting would go some way to minimise the impact on amenity was noted.
- The Department accepted that nuisance caused by headlights could detract from the conditions currently enjoyed by the property owner. It suggests that boundary treatment, hedging and planting commitments will assist in creating a visual barrier.
- Details were given on the noise assessments completed concerning the impacts of the scheme on dwellings located nearby. No dwelling is expected to be exposed to noise levels in excess of legal limits that necessitate noise insulation measure.
- Reference was made to the details of air quality assessments undertaken in accordance with the design Manual for Roads and Bridges that are contained in the Environmental Statement. No significant effect on local or regional air quality is expected. Whilst there would be an adverse impact on air quality during construction stage , implementing the Contractors Dust Minimisation Plan would reduce the potential for nuisance from the dust generated during works.
- The Environmental Statement contains details of the effects of the scheme on Designated Plan Area CN05.
- The planning history of Designated Plan Area CN05 for higher density developments is long and negative. The proposed scheme has had no impact on this.
- That a junction designed along the lines of the 'link road' being proposed before the Inquiry , had been considered and presented as a series of alternatives during the 2007 Inquiry and as such predates any planning applications that have been lodged.
- With regard to Designated Plan Area CN05 , outline planning permission expired and since 2007 until 2014 there was an opportunity for reserved matters or any other application to be sought prior to the approval granted by Planning NI for this proposal in December 2014.
- It cannot be assumed that due to the existence of an Area Plan that expired planning permission would be guaranteed approval.
- That the new 'North Link' would be betterment in terms of providing a road to a higher standard at Transport NI expense than a developer, facilitating access to

lands instead of prejudicing this.

- Details were provided on planning policy guidance.
- Loss of development opportunity was considered in the determination of the planning application for this proposal , that was granted approved in December 2014.
- The issue of significant financial loss are a compensatory matter and dealt with by the Lands property Services District Valuer.
- Comment was made that around 32% of potential development land is lost to CN05 due to the new 'link road'. Even though significant, the new road will open the land for future development.
- It was accepted that an increase in noise from roads can have an impact with a reduction in house prices but that this is dealt with by compensation for this reduction under a Part II claim.
- It was highlighted that to the rear of the objectors property land had already been zoned and as such the potential for development was already established. Further details of the planning application process policy on the determination of applications especially regarding privacy of neighbouring residential properties.
- The Department stated that several junctions for accessing Castledawson have been considered. They are content the current proposal , is the preferable option to provide continued connection between Annaghmore Road and Bellshill Road and the proposed Dual Carriageway.
- An Environmental Statement has been produced in June 2013, assessing the proposed junction's impact on the immediate and wider physical and human environment.
- That all correspondence received will be passed onto the Inspector as a material part of the considerations.

At Inquiry, Mr Tommy Hueston of ESH Consulting , made the following additional submissions

- The need for the proposal was questioned and it was requested that the previous option presented at the 2007 Inquiry was the best option and that all options even discarded ones should be pursued.

- That the same principles regarding safety and amenity applies to future residential schemes as well as those residential areas in existence
- Future issues of safety and amenity will arise when the area is developed for residential housing; that there is no need for a link road provision in the Magherafelt Area Development plan
- That this new 'link road' will result in the Bellshill Road being the key distributor for traffic from Castledawson to and from the A6
- The 'New Row' section of the road will experience increased traffic resulting in congestion, and safety issues
- That the 'link road' is an overengineered design and there is no justification for a right hand turn and associated landtake for this.
- Sought clarification that a departure from standards had been sought for the new 'link road'.
- Expressed dissatisfaction with the Departments handling of the planning application.
- And lastly, it was submitted that it was a cheaper option to use Chichester Avenue as an alternative for the North Link road.

Summary of Departmental replies

- The Department responded by outlining that the North Link road was not being promoted for convenience but as an option that arose from the previous Inquiry's outcome.
- The right hand turn lane from Bellshill to the North Link road was justified on safety grounds and that a departure from safety for this turn had been sought and approved by the appropriate authorities.
- And finally, Chichester Avenue had been discounted as an option as far back as 2007 when at a previous Public Inquiry it had been looked at in depth, when the consequential impacts on the primary school and locality led to the emergence of a North Link road.

Comments.

The Departmental response appear as reasonable and continued dialogue is encouraged especially at detailed designed stage with regard to mitigation measures to be implemented. It must be noted planning matters are not within the scope of this Inquiry.

It is considered that the material submitted in this objection is not of a particularly personal or sensitive nature for it not to be included in this Public Inquiry report. Furthermore, the information was openly presented before the Inquiry by the Agent, Mr Tommy Hueston of ESH Consulting.

The North Link proposal is accepted as reasonable and is dealt with in Section 2 of this report.

Mr Garry Galway, William Galway, Nigel Galway, & Lynda Galway.

Inquiry reference 03

The objectors had submitted written objections and attended the Inquiry and were represented by Mr Thomas Donaghy

Summary of Objection

- That the proposals for the Bellshill Road junction will have a major adverse effects on property owned by the objector.
- With regard to drawing S106682-E-VO-2020-2 there is objection to the removal of a hedgerow and trees which hold great sentimental value to the whole family as they had been planted by the objector's late son. In addition, a significant loss of prime agricultural land is outlined in the aforementioned drawing and this will again reduce the viability of the objectors farming business.
- That with regard to the provision of any alternative farm, the Department must be cogniscant of regulations concerning disease prevention, in addition to observing regulations relating to the removal of hedgerows and trees. Furthermore, any replacement of farm buildings must be close enough for ease

of transport of the various livestock between periods of development and given the lack of local land available, finding a viable alternative will be particularly difficult.

- That the current proposals have been previously described as the most expensive, so given the economic constraints is there not a more cost effective route.

Departmental Response

A summary of a preamble common to all Departmental responses is contained in Inquiry Reference 01, Drew & Elaine McKee.

- That the Department recognises that the scale of the new road works in a green field location can have a substantial impact on farms. It is conceded the preferred route for the Scheme will not be superior in every respect and will impact on landowners to varying degrees of severity.
- The Department accepted that the Scheme would have a major adverse effect on the objector. It is aware the Proposal will cause the demolition of farm buildings, the acquisition of additional land for compensatory floodplain area, and there will be extensive land acquisition to the south of the proposed dual carriageway.
- That the Department is unable to comment on compensation matters. But an outline of the heads of a claim were given.
- It was accepted that the loss of farmland may result in reduction of money paid in Single Farm Payments and within the Countryside Management Scheme. The principle behind the compensation scheme was highlighted and it was stressed that no landowner should be worse off financially after land acquisition than before. It was stated that the Lands Tribunal would adjudicate on disputed cases.
- That a previous Inquiry had recommended that restrictions on the positioning a junction over floodplain could be set aside, having received assurance from the Rivers Agency. However, adequate flood compensation area had to be provided. The north-south spine of the proposed junction requires such an area be acquired. Once the works are complete this compensatory area can be sold back to the landowner with certain covenants attached.
- In re- examining the eastern spur of the proposed four arm roundabout, it has been decided that this can be realigned to reduce the impact on hedgerow and trees, however, some removal will still be required to facilitate a tie in with the spur to the existing lane.

- However, subject to the approval of the objectors, and other residents the eastern spur of this roundabout can be removed to maintain the status quo.

In addition, Mr Thomas Donaghy made written submissions (Inquiry reference 04) on the objectors behalf.

Summary of additional points raised

- The objectors vehemently objects to the Departments proposals and the drastic effect they will have on their property and business.
- The current proposal is different in many ways to that recommended at a previous Public Inquiry. As a result it should be refused permission until all aspects are discussed at a new Public Inquiry.
- The actual junction arrangement is more complicated and over engineered solution, than that which was recommended at the previous Inquiry.
- The proposed junction arrangement will obliterate the objector's farmyard north of the proposed new carriageway and the Environmental Statement does not address this. This is contrary to Human Rights legislation with regards to citizens enjoying peaceful enjoyment of their property.
- The proposal should be more detailed regarding the mitigation of the adverse impact, and concrete proposals as to the replacement and relocation of the lost buildings. There has been failure to investigate the impact of the proposal on the objectors farming business and family.
- The proposed junction has a southern connector loop attached to a roundabout which is located in close proximity to two properties, resulting in a major detrimental effect to the residential amenity of these properties as demonstrated in the noise and pollution models of the Environmental Statement. Due to the lack of detailed design drawings it is difficult to establish the effect these proposals with have.

Summary of Departmental response

- It was confirmed that planning approval was sought and obtained for the proposed Scheme in December 2014. This occurred due to Crown immunity being lost as a result of a change in the law and like any other body the Department had to apply for planning consent.
- It was outlined that a Notice of Intention to Make a Vesting Order had been advertised in January 2015 to acquire lands needed to build the Annaghmore to Bellshill Road Junction, and due to objections received a Public Inquiry was convened.
- That the current proposal is a fine tuned version of the 'Inspector's Junction' which recommends the north /south spine be located within the Moyola River Floodplain east of Bellshill Road , They explained the fine tuning was to enable all traffic movements between the strategic dual carriageway and the local infrastructure in Castledawson village and its hinterlands.
- That a Public Inquiry gives an opportunity for those for and against the proposal to be heard.
- Through dialogue, a comprehensive schedule of accommodation works and mitigation measures will be developed with the landowner.
- The principle of compensation was explained and that no landowner should be worse off in financial terms after acquisition than before. Further, it was highlighted that the Lands Tribunal can adjudicate on disputed cases.
- Explanation was given as to role of Human Rights law in the process of Vesting Order applications. The Department set out the duties it had to fulfill in the vesting process with regard to striking a balance between the rights of the individual and the wider public interest.
- The Department contended that it had complied its obligations under Human Rights law and was justified in interfering with Convention rights and that compensation was available as a remedy. It considered that there was a compelling case for confirmation of the Vesting Order and that the land sought is both suitable for and to facilitate the implementation of the proposed scheme and help bring about economic, social and environmental wellbeing arising from the proposed junction.
- To accommodate changes arising from the proposed north /south connector loops, the mainline is to be moved slightly further south with a maximum shift of the centre line of 3.7m. These changes will make no impacts on the predicted environmental impacts already outlined.

- It is accepted that views from nearby properties to the proposed junction will be adversely affected.
- The Department is content that the fencing / boundary treatment, hedging and planting commitments contained within the Environmental Statement will assist with reducing the loss of amenity, by with the lowering of the openness of the site as maturing landscaping matures.
- It is accepted that the new road will impact on tranquil rural area south of the Castledawson Bypass and close to residential areas to it's north. The Environmental Statement acknowledges the short and long term negative impacts from the scheme. But mitigation measures, including sympathetic design and landscaping will help integrate the road into the surrounding landscape.
- As result it is accepted there will be some loss of amenity for 44 Bellshill Road.
- Details were given on the noise assessments completed concerning the impacts of the scheme on dwellings located nearby. No dwelling is expected to be exposed to noise levels in excess of legal limits which require noise insulation measures.
- Reference was made to the details of air quality assessments undertaken in accordance with the requirements of the Design Manual for Roads and Bridges that are contained in the Environmental Statement. No significant effect on local or regional air quality is expected. Whilst there would be an adverse impact on local air quality during the construction stage, implementing the contractors dust minimisation plan would reduce the potential for nuisance from the dust generated during works are contained in the Environmental Statement.

At Inquiry the statutory process that this Scheme has been taken through was debated. The Department reiterated that they were required to follow this statutory route due to changes in the law and it was highlighted that the planning process had not found it fit to hold its own Inquiry, as the Scheme was not deemed a major application. Furthermore, Mr O Reilly B.L. emphasised that the planning process had received the full extent of the impact on the objectors including the fact that farm buildings were to be demolished, substantial areas of land to be taken but it was open to affected parties to challenge the planning decision.

A discussion was held on the matter of the inclusion of a roundabout in the proposed Scheme. Mr Donaghy highlighted that the proposed junction arrangement removes the possibility of the objectors relocating a farmyard in the area, as any move further south

is in floodplain. He highlighted that if the B1 option had been followed, there would be no need for the link out from the roundabout to the objector's laneway . Furthermore, if the bridge alignment had followed the B1 option aligning it along the existing Bellshill Road (South) with the south connector to the east, the removal of a roundabout would reduce landtake and intrusion. The Department explained at length , that the proposed design cannot follow the B1 option as there was a primary requirement to facilitate a sharp change in the direction of the traffic away from Bellshill Road (south) for safety reasons , to ensure traffic flowed in the direction of the Annaghmore Road and it also served to provide residential and farm accesses.

In addition, Mr Donaghy asked the Department was on how confident it can be about the amount of land it required from this objector when proper topographical tests have not been carried out. The Department explained that it had undertaken topographical surveys for the design and ground investigations during the development of the scheme which were appropriate to the level of design at the time.

Mr Galway himself, took the opportunity to ask if the previous Inquiry had stated the proposed road should go through the floodplain land and not his farmyard. The Department explained that in designing this northern connector loop along a previously recommended route into the Moyola River floodplain, this had necessitated additional landtake beyond not just that required for the road and the embankments but also an area of compensatory floodplain.

Comment

During another presentation, Inquiry Reference 07(McMillin) , Mr Donaghy raised an issue relevant to this objector. This concerned the concept of retaining the Bellshill Road (north) with a left in/ left out facility. Discussions took place on the current and post Scheme traffic levels for Annaghmore and Bellshill Roads respectively. The Department did emphasise the need to provide a north connector loop for traffic emerging from the proposed stopped – up Annaghmore Road. This loop facility would provide access for drivers travelling from Annaghmore Road (south) in an easterly direction onto the mainline.

It is considered that the provision of a left in/ left out facility at Bellshill Road (north) to either exit the mainline or access it in an easterly direction , would result in longer and more convoluted journey for those travelling east on the mainline to and from Annaghmore Road south of the mainline. In addition, the concept would involve junction improvements which would impact on properties on the Bellshill Terrace/ Hillview Terraces. Moreover, traffic survey data provided to the Inquiry indicated that there will be a transfer of traffic coming from the stopped - up Annaghmore Road to the Bellshill Road (north) if the north connector loop is not provided. Please see Appendix F; Figs

1.2, 1.3, 1.4 & 2.2 ,2.3 ,2.4. And lastly, the drop down at Bellshill Road (north) to the mainline may add complications to this left in/ left out connection. In conclusion , when the issues are considered together,the Departments proposal in respect of a north connector loop appear reasonable.

In respect of the B1 option of a bridge alignment following the existing Bellshill Road (south), removing of the need for a roundabout, the Departments responses are considered as acceptable.

However, it is acknowledged there will be a major impact on this objector and his family due to the proposed Scheme .The Department have indicated they will enter into detailed dialogue to relocate the objector's existing farm buildings to the north of the mainline .This should be timely and comprehensive.

In addition, the commitment given to reduce the amount of hedgerow sought for the Scheme should be honoured.

Loss of farm payments are outside the scope of this Inquiry and in respect of the remaining issues, the Departmental responses are considered reasonable.

Tracy Overend

Inquiry reference 05

The objector lodged written submissions and appeared at the Inquiry and made a verbal presentation.

Summary of Objection

- As a resident living on the perimeter of the proposed road she considers the new road will have a significant impact on the peaceful and safety of living in the secure development within which she resides.
- Objects to the position of the junction directly on the edge of her garden.

- Seeks confirmation that mitigation will be provided in the form of evergreen planting, appropriate lighting to minimise light pollution at night , appropriate fencing of screen to maintain privacy at the back of the property.
- That the noise levels will be unacceptable and requires compensation for all the negative factors this junction will bring.
- Due to the close proximity of the proposed road to the objector's back door, all privacy will be lost and security she derives from living in a cul de sac.
- The expected large volumes of traffic passing at the rear of the house especially in the morning and evenings , along with the nature of vehicles using the road, will cause noise and light pollution that will be unbearable.
- Will lose the amenity enjoyed from sitting in her rear garden in summer.
- Severe devaluation of the property will occur.
- The disruption caused by the traffic will dramatically reduce the privacy and safety of the area, making it an unsuitable place to raise a young family.

Departmental Response

A summary of a preamble common to all Departmental responses are contained in Inquiry Reference 01, Drew & Elaine McKee

- It was confirmed that planning approval was sought and obtained for the proposed Scheme in December 2014. This had to occur as Crown immunity had been lost due to a change in the law and like any other body, the Department had to apply for planning consent for the scheme.
- It was outlined that a Notice of Intention to Make a Vesting Order had been advertised in January 2015 to acquire lands needed to build the Annaghmore to Bellshill Road junction., and due to objections received a Public Inquiry was convened
- That the current proposal is a fine tuned version of the 'Inspectors Junction' which references a recommended north/south spine to be located within the Moyola River floodplain east of Bellshill Road. This reference to 'fine tuning' concerned the design allowing for all traffic movements between the strategic dual carriageway and the local infrastructure in Castledawson village and its hinterlands.
- That a public Inquiry gives an opportunity for those for and against the proposed scheme to be heard.

- That discussions will take place with the objector to discuss details of screening measure to be used to minimise the potential negative impact on the objector's property and lifestyle.
- The Department stated that a low volume of traffic would use the North Link Road and that it's position would be 30 feet from the objectors rear boundary and that maturing planting would provide a substantial visual screen between the garden and the link road.
- The current traffic access arrangements concerning the Annaghmore Road and Bellshill Road were outlined.
- The proposed traffic access arrangements for users of the Annaghmore and Bellshill Roads were outlined.
- In the peak hour 8.15 - 9.15.am the expected traffic volume using the North Link Road is estimated to be 136 vehicles.
- Details were given on the noise assessments completed concerning the impacts of the scheme on dwellings located nearby. No dwelling is expected to be exposed to noise levels in excess of legal limits which require noise insulation measures.
- Reference was made to the details of air quality assessments undertaken in accordance with the requirements of the Design Manual for Roads and Bridges that are contained in the Environmental Statement. No significant effect on local or regional air quality is expected. Whilst there would be an adverse impact on air quality during the construction stage, implementing the Contractors Dust Mitigation Minimisation Plan would reduce the potential for nuisance from the dust generated during works.
- The Department accepted that nuisance caused by headlights could detract from conditions currently enjoyed by the property owner. It suggests that boundary treatment, hedging and planting commitments will assist in creating a visual barrier.
- In respect of the valuation of property, it was accepted by the Department that research does show a link between road noise and house prices and is as such a significant ingredient in governing valuations.
- Details were provided on the availability of compensation due to the reduction in property price arising from public works, otherwise known as a Part II Claim. Among the factors that are regarded to be caused by the physical works are noise, vibration, smell, fumes smoke, artificial light and discharge onto land of any solid or liquid substance. Furthermore, details were given as to the discretionary powers available to authorities to help mitigate against the impact of discomfort experienced in the surrounding areas of such public works.

- The principle behind the scheme for compensation was explained, and how the Land Tribunal can determine on disputed cases.
- As stated in the Environmental Statement it is accepted that the proposed junction will have an adverse impact on views from nearby properties but that measure such as boundary treatment , hedging and planting commitments will minimise the loss of privacy and the openness of the site will diminish as planting matures.

At Inquiry the Objector sought further clarification on the style and degree of planting measures , the style of lighting on the road, the figure for the expected noise increase rising from the new link road, information on property devaluation, and queried security provision to the rear of her property arising from the new road .Furthermore, it was asked if traffic calming measures would be implemented on the new link road and the idea of Chichester Avenue as a proposal for the new north link road as a more satisfactory solution was raised.

Summary of Departmental Response

- Reassured the Objector that the new link road was 30 feet from the rear of her property boundary as opposed to the rear of the building and that increased buffer planting would be provided.
- Confirmed cut of lighting will be used on the new road to avoid as much back lighting of areas not requiring lighting.
- Details of the expected noise levels were given as an increase from 46.9- 56.1 db, this is considered a major increase in the short term however, still below threshold of 68db for noise insulation mitigation measures.
- Clarified that no traffic calming measures were contemplated at the moment but during detailed design stage this will be reviewed.
- A general outline of the usefulness of Low Boise Surfacing was given, highlighting its benefits only kicked in when vehicles travel in excess of 50kmh.

Comment

The North Link Road proposal is considered as reasonable and is dealt with in Section 2 of this report.

The remaining Departmental responses are considered as reasonable but continued dialogue is encouraged in respect of the mitigation measures to be implemented

Neil Anderson

Inquiry reference 06

The objector attended the Inquiry having submitted written objections. At the hearing he was represented by Mr Thomas Donaghy of Frank Donaghy Auctioneers Ltd.

Summary of Objection

- Objects to the vesting of land to the rear of his residential property and concerned at the potential damage due to ground development and the road Scheme itself.

Departmental Response

A summary of a preamble common to all Departmental responses issued is contained in Inquiry reference 01, Drew & Elaine McKee

- Protracted vibration is considered and outlined in the Environmental Statement . Details were given as to the different types of vibration and potential damage arising. The Department contended that the vibration levels expected at the objectors location will be well below that expected to cause architectural damage to buildings. Furthermore, the contractor is expected to use appropriate construction equipment to prevent damage to the property.
- Further ground investigations will allow the local conditions to be taken into account in the design of the new road.
- The contractor will be required through contractual requirements to ensure the stability of adjacent properties to the new road during construction and would be responsible for the design and the design and implementation of any additional measures to ensure no physical damage to the property.

In addition on behalf of the objector Mr Thomas Donaghy submitted written correspondence, for the avoidance of repetition these points are contained in the body of Inquiry reference 07, with the associated Departmental replies.

Comment

In respect of the issue of vibration, the Departments replies are considered as reasonable.

Suzanne Mc Millin

Inquiry Reference 07

The objector made written submissions to the Inquiry, attended the Inquiry hearing and was represented by Mr Thomas Donaghy of Frank Donaghy Auctioneers Ltd.

Summary of Objection

- It was highlighted to the Department that field marked 46 in the Magherafelt Area Plan, is the same as area on map No.8 in area plan CN05.
- That the area referred to in the previous objection was valued at £3m in 2007 as a residential development site, and that even though recent devaluation has occurred , surrounding land has been resold for land fill development , and the objectors considers her land to rising in price quarterly.
- The loss of a significant portion of ground decreases the residual value of the ground not required for the proposed roadworks and has split the site into two parts.
- Objects to the destruction of potential development ground and the personal loss to herself and her family if the road is to go ahead.
- Also feels the proposed scheme may lead to a devaluation of her property at Castle Crescent.

Departmental Response

A summary of a preamble common to all Departmental responses issued is contained in Inquiry Reference 01, Drew & Elaine McKee

- Details were given as to the background of the Magherafelt Area, explaining it is a broad land use planning framework for the area until 2015, which establishes policy guidelines. Furthermore, it is used for assisting public agencies in decisions concerning infrastructure improvements, and assisting private developers in reaching their land use based decisions. The plan contains the preferred alignment of the Toome to Castledawson dual carriageway.
- Details of the requirements for designation CN05 were provided.
- Background information was provided as to the evolution of the current proposal for the Annaghmore to Bellshill Road Junction and the need for the North link road through Area Plan CN05, to ensure good connectivity for Annaghmore Road (north) to the strategic carriageway, in addition to the local infrastructure in Casledawson village and its hinterlands south of the dual carriageway.
- It was confirmed that the land is being compulsorily acquired from Area Plan Designation CN05 but that compensation would be provided.
- In respect of property valuation, it was accepted by the Department that research shows a link between road noise and house prices and as such a significant ingredient in governing valuations.
- A summary of the noise assessment carried out for impact of the proposed scheme on dwellings was highlighted, and contained within the Environmental Statement.
- Details were provided on the availability of compensation for the reduction in property prices due to public works, otherwise known as a PT II Claim. Among the factors that are regarded caused by the physical works are noise, vibration, smell, fumes smoke, artificial light and discharge onto the land of any solid or liquid substance. Furthermore, details were given as to the discretionary powers available to authorities to help mitigate against the impact of discomfort experienced in the surrounding areas of such public works.
- The principle behind the scheme for compensation was explained, and how the Lands Tribunal can determine disputed cases.

In addition , Mr Thomas Donaghy submitted written correspondence (Inquiry reference 08) on behalf of objectors Neil Anderson and Suzanne McMillin raising the following additional points

- That the current proposal in response to the previous Public Inquiry, is different in many ways to the option recommended by the previous Inspector. As such this particular proposal should be rejected by the newly constituted Public Inquiry into the scheme.
- That without any explanation excessive landtake is being sought in this proposal.
- The actual junction arrangement is much more complicated than that recommended at the previous Public Inquiry.
- The location of the new junction and the associated roads north of the proposed dual carriageway means there is a significant loss of housing land in Casltedawson. The landtake will be contrary to the Magherafelt Area Plan.
- The proposal is contrary to Planning Policy statements. In particular, those concerned with residential amenity, by the introduction of large embankments at the rear and overlooking existing houses at Bellshill Terrace, Hillview Terrace and Castle Oaks housing estates. As such this blights the land due to the strategic traffic travelling through them.
- The proposal is at odds with well defined planning policies regarding access, movement and parking.
- There will be a loss of residential amenity due to the construction of a bridge structure meaning nearby properties are overlooked by passing traffic and pedestrians along with noise and air pollution. And sought clarification as to steps to be taken to deal with this.
- As the proposal was not included within the Magherafelt Area Plan 2015 it should be rejected, and if it is in conflict with the Land Use Planning.
- An alternative to the North link Road would be to utilise the old railway line as this would be in keeping with the established planning policies.
- The proposed junction arrangement has the southern connector loop now located at clients house. This will have a major impact on their residential amenity. The lack of drawings make it difficult to establish the degree of impact.
- The proposed alignment of the Southern Link road does not reflect the natural boundaries of landholding which was a feature of the previous Inspectors recommendation. In not following this alignment this will have greatly increased environmental impacts.
- No alternative alignments are considered in the Environmental Statement. , it merely follows box tick headings as laid out in the Design Manual for Roads and Bridges. This is not a comprehensive assessment into the proposal, and little weight should be attached to it.

Summary of Departmental Response

- It was confirmed that planning approval was sought and obtained for the proposed scheme in December 2014. This occurred as Crown immunity had been lost as a result of a change in the law and like any other body the Department had to apply for planning consent.
- It was outlined that a Notice of Intention to Make a Vesting Order had been advertised in January 2015 to acquire lands needed to build the Annaghmore to Bellshill Road Junction, and due to objections received a Public Inquiry was convened.
- That the current proposal is a fine tuned version of the 'Inspector's Junction' which recommends the north /south spine be located within the Moyola River floodplain east of Bellshill Road , They explained the fine tuning was to enable all traffic movements between the strategic dual carriageway and the local infrastructure in Castledawson village and its hinterlands.
- That a Public Inquiry gives an opportunity for those for and against the proposal to be heard.
- An explanation was given for the increase in landtake in this proposal as opposed to the previous option heard at Public Inquiry. It was highlighted that the landtake was required to provide compensatory floodplain area due to the north / south spine of the junction being built over the Moyola River floodplain, east of Bellshill Terrace and Hillview Terrace. The land acquired can be resold back to the landowner once the project has completed with certain restriction attached.
- It was highlighted that the Department took into account previous concerns expressed at Public Inquires with regard to the position of the north /south spine junction. In promoting the option to place it over the Moyola River floodplain, this necessitated a North Link road to give good connectivity to the strategic dual carriageway and the local road infrastructure. This road option over the Designated Plan area CN05 would be integral to the development of 70 % of Area CN05.
- The Environmental Statement contained details on the effects of the scheme on Plan area CN05. approximately 32%, whilst accepted this is a significant reduction, the North Link road has the potential
- As the Planning Area CN05 is an uncommitted greenfield housing site, with land loss at to open up this area for future development and provides key requirements that a future developer would have to undertake.

- Planning policy statements were highlighted and it was emphasised that the Department considered the proposed finely tuned 'Inspectors Junction' to be fully compatible with same.
- It was explained that the maximum height for the overbridge planned across the proposed A6 dual carriageway would be mostly elevated on embankment at a maximum height of 5.8m above ground level.
- It was indicated that the North Link road will be aligned north of properties in Castle Oak mostly at grade, with the maximum cut/fill slope at heights at approximately 2m below / above the existing ground level. The link would have priority junctions with the Bellshill Road and Annaghmore Road, be fully lit and footways each side.
- Residential amenity, noise and air pollution affected by the bridge structure is addressed in the Environmental Statement.
- The Planning process has considered the Land Use Planning and approval was granted in December 2104.
- The Department examined the potential to improve Chichester Avenue as a north link road. This was rejected due to the urban nature of this street with numerous accesses and the proximity of the primary school.
- The village Health Centre, built over part of the former railway line, precludes this as being an option for the North Link road.
- The Department accepts the proposed junction would adversely impact views nearby properties on Bellshill Road (south). The Environmental Statement acknowledges the short and long term negative impacts from the scheme. But mitigation measures, including sympathetic design and landscaping will help integrate the road into the surrounding landscape.
- That the Department is content that the fencing /boundary treatment, hedging and planting commitments contained in the Environmental Statement will minimise the loss of privacy when the scheme is open to traffic, and the openness of the site should reduce as comprehensive landscaping matures.
- Details were given on the noise assessments completed concerning the impacts of the Scheme on dwellings located nearby. No dwelling is expected to be exposed to noise levels in excess of legal limits which require noise insulation measures.
- Reference was made to the details of air quality assessments undertaken in accordance with the requirements of the Design Manual for Roads and Bridges that are contained in the Environmental Statement. No significant effect on local or regional air quality is expected. Whilst there would be an adverse impact on

local air quality during the construction stage, implementing the contractors dust minimisation plan would reduce the potential for nuisance from the dust generated during works.

- The Environmental Statement does, in fact, clearly articulate the junctions options that have been examined to connect the Annaghmore and Bellshill Roads to the strategic network.

At Inquiry detailed exchanges occurred concerning the proposed Scheme not following the B1 option, a design which runs along the line of the watercourse, avoiding the need for a junction near the objectors property .The Department stated their main concern about the B1 route option for the South Link Road was that this alignment would encourage drivers to remain on the Bellshill Road (south) for which they have serious safety concerns for road users, because of it's unsatisfactory junction with the Aughrim Road. They submitted that their priority is the need to direct traffic along the South Link Road onto the Annaghmore Road, which is of a higher standard and has a safer connection with the Aughrim Road at it's southern end.

Mr Donaghy asked if any steps had been taken to ascertain the slope is needed in the design for the embankment at the objectors property with the proposed North Link Road.

Discussions between Mr Donaghy and the Department took place concerning the statutory processes governing use and scope of the Direction Order and whether a Stopping- Up Inquiry would be required if the junction proposals proceed. The Department gave assurances that the proposed stopping- ups at the Bellshill and Annaghmore Roads could be reflected with an amendment to the Direction Order.

Mr Donaghy also asked for consideration to be given to an alternative to the North Link Road proposal.

Comment.

Relevant to this objector was an issue raised during the presentation of Inquiry reference 03, (Mr Galway). Mr Donaghy was emphasising that if the B1 option is adopted , with an alignment for the overbridge remaining online with the existing Bellshill Road (south) and the loop connector to the east , this would remove the need for a junction so close to this objectors land. The Department explained at length, that the primary requirement of the proposed Junction arrangement necessitated a roundabout facility which allows for a sharp change in the direction of traffic flow from the geometrically inferior and less safe Bellshill Road (south) towards the Annaghmore Road (south). This response is considered as acceptable.

It is considered that the Departments proposal concerning the South Link Road is reasonable. This is due to the alternative B1 Option being proposed by this objector

(exhibiting a South Link Road alignment running along the watercourse) is not a design that would be more likely to persuade road users away from travelling along the Bellshill Road (south), which is geometrically poorer and less safe, towards the better quality and safer Annaghmore Road. .

However, on examination of the material presented to this Inquiry , it appears there is scope in the alignment of the new link road at the rear of this property for it to be moved slightly further south (within the vesting line), to allow at detailed design for the use of a low retaining wall on the southern side resulting in a slight reduction in landtake.

The North Link road proposal is accepted as reasonable and this issue is considered in Section 2.

Planning matters are not a consideration for this Inquiry.

The remaining Departmental responses are considered as reasonable.

Recommendation

That the alignment of the New Link road at the rear of this property could be moved slightly further south, within the vesting line, to allow at detailed design for the use of a low retaining wall on the southern side which would allow for a slight reduction in landtake.

George McMilin & Family

Inquiry Reference 09

Mr Thomas Donaghy represented the objectors at Inquiry having made verbal and written representations.

Summary of Objection

- Objects vehemently to the Departments proposals due to the impact on his clients property.

- That the current proposal is a response to the previous Public Inquiry, where the Inspector recommended a particular option and that this option is different in many ways. As such this particular proposal should be rejected by the newly constituted Public Inquiry into the scheme.
- That without any explanation excessive landtake is being sought in this proposal compared to the previous proposal.
- The actual junction arrangement is much more complicated than the recommended at the previous Public Inquiry.
- The location of the new junction and the associated roads north of the proposed dual carriageway means there is a significant loss of housing land in Casltedaswon. The landtake will be contrary to the Magherafelt Area Plan.
- The proposal is contrary to Planning Policy statements. In particular, those concerned with residential amenity, by the introduction of large embankments at the rear and overlooking existing houses at Bellshill Terrace, Hillview Terrace and Castle Oaks housing estates. As such this blights the land due to the strategic traffic travelling through them.
- The proposal is at odds with well defined planning policies regarding access, movement and parking.
- There will be a loss of residential amenity due to the construction of a bridge structure meaning nearby properties are overlooked by passing traffic and pedestrians along with noise and air pollution. It was queried what steps will be taken to deal with this.
- As the proposal was not included within the Magherafelt Area plan 2015 and should be rejected if it is in conflict with the Land Use Planning if in conflict.
- An alternative to the North link Road would be to utilise the old railway line as this would be in keeping with the established planning policies.
- The fact the Department seek to move the A6 mainline dual carriageway some 4 metre south is contrary to the approved Trunk Roads Order that was made following the 2007 Public Inquiry. As a result of this amendment a full and open Inquiry is required. This also runs contrary to commitments given at the earlier Inquiry with regard to the farmyard and the need for a retaining wall.
- The proposed junction arrangement has the connector loop now located closer to their home, farmyard and daughters house. There will be a major detrimental effect to the residential amenity of these properties.
- The South Link Road intersects the main grazing platform for the objectors dairy herd with numerous side junctions, this will leave large proportion unusable for grazing. This has not been fully recognised in the Environmental Statement.

Departmental Response.

A summary of a preamble common to all Departmental responses issued is contained in Inquiry Reference 01, Drew & Elaine McKee

- It was confirmed that planning approval was sought and obtained for the proposed scheme in December 2014. This occurred as Crown immunity had been lost as a result of a change on the law and like any other body, the Department had to apply for planning consent.
- It was outlined that a Notice of Intention to Make a Vesting Order had been advertised in January 2015 to acquire lands needed to build the Annaghmore to Bellshill Road Junction, and due to objections received a Public Inquiry was convened.
- That the current proposal is a 'fine tuned' version of the 'Inspector's Junction' with the north /south spine located within the Moyola River Floodplain east of Bellshill Road .It was explained that the 'fine tuning' was to enable all traffic movements between the strategic dual carriageway and the local infrastructure in Castledawson village and its hinterlands.
- That a Public Inquiry gives an opportunity for those for and against the proposal to be heard.
- An explanation was given for the increase in landtake in this proposal as opposed to the previous option heard at Public Inquiry. It was highlighted that the landtake was required to provide a compensatory floodplain area due to the north / south spine of the junction being built over the Moyola River floodplain, east of Bellshill Terrace and Hillview Terrace. The land acquired can be resold back to the landowner once the project has completed with certain restriction attached.
- Details were given as to the background of the Magherafelt Area Plan, and it was explained this is a broad land use planning framework for the area until 2015, or until a new Area Plan is published. It establishes policy guidelines. It was explained the plan assists public agencies in decisions concerning infrastructure improvements and assists private developers in reaching their land use based decisions. The Plan contains the proposed Toome to Castledawson dual carriageway.
- Details of the requirements associated with Plan Designated Area CN05 were provided.
- It was highlighted that the Department took into account previous concerns expressed at Public Inquires with regard to the position of the north/ south spine junction. In promoting the option to place it over the Moyola River floodplain, this

necessitated a north link road to give good connectivity to the strategic dual carriageway and the local road infrastructure. This north road option over the Designated Plan area CN05 would be integral to the development of 70 % of Area CN05.

- The Environmental Statement contained details on the effects of the scheme on Plan area CN05.
- As the Planning Area CN05 is an uncommitted greenfield housing site, with land loss at approximately 32%, whilst it was accepted this is a significant reduction, the North Road link has the potential to open up this area for future development and provides key requirements that a future developer would have to undertake.
- Planning policy statements were highlighted and it was emphasised that the Department considered the proposed fine tuned 'Inspectors Junction' to be fully compatible with same.
- It was indicated that the North Link Road will be aligned north of properties in Castle Oak mostly at grade, with the maximum cut/fill slope at heights at approximately 2m below / above the existing ground level. The link would have priority junctions with the Bellshill Road and Annaghmore Road, be fully lit and footways each side.
- It was explained that the maximum height of the embankment leading to the for the overbridge planned across the proposed A6 dual carriageway would be 5.8m above ground level.
- Residential amenity, noise and air pollution affected by the bridge structure is addressed in the Environmental Statement.
- The Planning process has considered the Land Use Planning and approval was granted in December 2104.
- That the Department had examined the potential to improve Chichester Avenue as a North Link road. This was rejected due to the urban nature of this street with numerous accesses and the proximity of the primary school.
- The village Health Centre, built over part of the former railway line, precludes this as being an option for the north link road.
- The Department accepts the proposed junction would adversely impact views nearby properties on Bellshill Road (south).The Environmental Statement acknowledges the short and long term negative impacts from the scheme. But mitigation measures, including sympathetic design and landscaping will help integrate the road into the surrounding landscape. These changes will make no impacts on the predicted environmental impacts already outlined.

- To accommodate changes arising from the proposed north /south connector loops, the mainline is to be moved slightly further south with a maximum shift of the centre line of 3.7m. These changes will make no impacts on the predicted environmental impacts already outlined.
- The changes to the alignment are considered minimal and make no difference to the environmental impacts already documented in the A6 Toome to Castledawson Environmental Statement.
- Even though this Vesting Order may indicate to the contrary, no extra land is needed from the objectors farmyard and the commitment to providing a retaining wall instead of an embankment will be pursued following the appointment of the Design & Build Contractor.
- The Department recognises that a new road in a green field location can have a substantial impact on farms and landowners in terms of injurious affection ,
- That the Department is content that the fencing /boundary treatment, hedging and planting commitments contained in the Environmental Statement will minimise the loss of privacy when the scheme is open to traffic , and the openness of the site should reduce as comprehensive landscaping matures.
- Details were given on the noise assessments completed concerning the impacts of the scheme on dwellings located nearby. No dwelling is expected to be exposed to noise levels in excess of legal limits which require noise insulation measures.
- Reference was made to the details of air quality assessments undertaken in accordance with the requirements of the Design Manual for Roads and Bridges that are contained in the Environmental Statement. No significant effect on local or regional air quality is expected. Whilst there would be an adverse impact on local air quality during the construction stage, implementing the contractors dust minimisation plan would reduce the potential for nuisance from the dust generated during works.
- Reference was made to the Department recognising the loss of farmland can have on the single farm payments and on countryside management scheme payments. It was indicated that compensation is available, its purpose explained and that ultimately if disputes arise the matter can go before a lands tribunal for determination.

At Public Inquiry, Mr Donaghy sought reassurance from the Department that the retaining wall would still be provided as it serves to benefit the objector by reducing landtake at the objector's farmyard where it meets the new A6 mainline.

In addition he requested the provision of an underpass to allow access by the objector to his fields 'the Meadows' which are located on the other side of the proposed realigned Bellshill Road (north).

Summary of Departmental replies

- Confirmation was given that the retaining wall is still on offer and at detailed design stage the ground conditions will be assessed in order to determine if the retaining wall can be constructed.
- That an underpass will not be provided as the change in geometry for the new Bellshill Road will not be prohibitive to walking cattle across.

Comments

The severance of grazing land belonging to this objector is unavoidable, as there is a need for a South Link Road to provide a connection to the Annaghmore Road (south) with it's safer connection to the Aughrim Road at it 's southern end.

It is considered that the provision of an underpass to access 'the Meadows' is not justified as the new level of level of road crossing on the realigned Bellshill Road (north) is not considered prohibitive to the movement of cattle.

The North Link Road proposal is accepted as reasonable and is considered in Section 2 of this report.

Neither planning matters nor loss of farm payments are within the scope of this Inquiry.

The remaining Departmental replies are considered reasonable, however, continued dialogue is encouraged.

Andrew McMillin

Inquiry reference 010

Mr Thomas Donaghy made written submissions on behalf of the objector and attended the Inquiry hearing on his behalf.

Summary of Objection

- Has a vehement objection to the Departments proposals due to the impact on his clients property.
- That the current proposal in response to the previous Public Inquiry, is different in many ways to the option recommended by the previous Inspector. As such this particular proposal should be rejected by the newly constituted Public Inquiry into the scheme.
- That without any explanation excessive landtake is being sought in this proposal.
- The actual junction arrangement is much more complicated than that recommended at the previous Public Inquiry.
- The location of the new junction and the associated roads north of the proposed dual carriageway means there is a significant loss of housing land in Casltedawson. The landtake will be contrary to the Magherafelt Area Plan.
- The proposal is contrary to Planning Policy statements. In particular, those that concern residential amenity, by the introduction of large embankments at the rear and overlooking existing houses at Bellshill Terrace, Hillview Terrace and Castle Oaks housing estates. As such this blights the land due to the strategic traffic travelling through them.
- The proposal is at odds with well defined planning policies regarding access, movement and parking.
- There will be a loss of residential amenity due to the construction of a bridge structure meaning nearby properties are overlooked by passing traffic and pedestrians along with noise and air pollution. And sought clarification as to steps to be taken to deal with this.
- As the proposal was not included within the Magherafelt Area Plan 2015 it should be rejected, and if it is in conflict with the Land Use Planning.
- An alternative to the North link Road would be to utilize the former railway line as this would be in keeping with the established planning policies.

Departmental Response

A summary of a preamble common to all Departmental responses issued contained in Inquiry Reference 01. Drew & Elaine McKee

- It was confirmed that planning approval was sought and obtained for the proposed scheme in December 2014. This had to occur as Crown immunity had been lost due to a change on the law and like any other body had to apply for planning consent.
- It was outlined that a Notice of Intention to Make a Vesting Order had been advertised in January 2015 to acquire lands needed to build the Annaghmore to Bellshill Road Junction, and due to objections received a Public Inquiry was convened.
- That the current proposal is a fine tuned version of the 'Inspector's Junction' which recommends the north /south spine be located within the Moyola River Floodplain east of Bellshill Road , They explained that the fine tuning occurred to enable all traffic movements between the strategic dual carriageway and the local infrastructure in Castledawson village and its hinterlands.
- That a Public Inquiry gives an opportunity for those for and against the proposal to be heard.
- An explanation was given for the increase in landtake in this proposal as opposed to the previous option heard at Public Inquiry. It was highlighted that the landtake was required to provide compensatory floodplain area due to the north / south spine of the junction being built over the Moyola River floodplain, east of Bellshill Terrace and Hillview Terrace. The land acquired can be resold back to the landowner once the project has completed with certain restriction attached.
- Details were given as to the background of the Magherafelt Area Plan, and it was explained this is a broad land use planning framework for the area until 2015, or until a new Area Plan is published. It establishes policy guidelines. It was explained the plan assists public agencies in decisions concerning infrastructure improvements and assists private developers in reaching their land use based decisions. The Plan contains the proposed Toome to Castledawson Dual Carriageway.
- Details of the requirements associated with Plan Designated Area CN05 were provided.
- It was highlighted that the Department took into account previous concerns expressed at Public Inquires with regard to the position of the north /south spine junction. In promoting the option to place it over the Moyola River floodplain, this necessitated a north link road to give good connectivity to the strategic dual carriageway and the local road infrastructure. This north road option over the

Designated Plan area CN05 would be integral to the development of 70 % of Area CN05.

- The Environmental Statement contained details on the effects of the scheme on Plan area CN05. approximately 32%, whilst it was accepted this is a significant reduction, the North Link road has the potential to open up this area for future development and provides key requirements that a future developer would have to undertake.
- As the Planning Area CN05 is an uncommitted greenfield housing site, with land loss at to open up this area for future development and provides key requirements that a future developer would have to undertake.
- Planning policy statements were highlighted and it was emphasized that the Department considered the proposed finely tuned 'Inspectors Junction' to be fully compatible with same.
- It was explained that the maximum height for the overbridge planned across the proposed A6 dual carriageway would be mostly elevated on embankment at a maximum height of 5.8m above ground level.
- It was indicated that the North Link road will be aligned north of properties in Castle Oak mostly at grade, with the maximum cut/fill slope at heights at approximately 2m below / above the existing ground level. The link would have priority junctions with the Bellshill Road and Annaghmore Road, be fully lit and footways each side.
- Consideration of residential amenity, noise and air pollution is contained in the Environmental Statement.
- The Department accepts the proposed junction would adversely impact views from nearby properties.
- It is accepted that views from properties on the Bellshill Road (south) will change and the construction of a bridge will have a short term negative impacts. The bridge structure, road embankments and street lighting will be the most visible long term feature of the scheme. Landscape mitigation and other measures proposed for the scheme contained in the Environmental Statement, in particular the junction layout , design of the structure and planting will reduce these impacts. In addition, mitigation measures include the sympathetic design of the road, and landscaping.
- That the Department is content that the fencing /boundary treatment, hedging and planting commitments contained in the Environmental Statement will minimise the loss of privacy when the scheme is open to traffic, and the openness of the site should reduce as comprehensive landscaping matures.

- Details were given on the noise assessments completed concerning the impacts of the Scheme on dwellings located nearby. No dwelling is expected to be exposed to noise levels in excess of legal limits which require noise insulation measures.
- Reference was made to the details of air quality assessments undertaken in accordance with the requirements of the Design Manual for Roads and Bridges that are contained in the Environmental Statement. No significant effect on local or regional air quality is expected. Whilst there would be an adverse impact on local air quality during the construction stage, implementing the contractors dust minimization plan would reduce the potential for nuisance from the dust generated during works.
- The Planning process has considered land use planning and approval for the scheme was granted in December 2014.
- The Department examined the potential to improve Chichester Avenue as a north link road. This was rejected due to the urban nature of this street with numerous accesses and proximity of the primary school.
- The village health centre, built over part of the former railway line, precludes this as being an option for the North Link Road.

At Inquiry the options of the old Railway line or Chichester Avenue were discussed. Mr Donaghy emphasised that these alternative options would avoid any impact on the landowner. The Department responded outlining their reasoning for discounting these options, and the details of their argument is contained in section 2 of this report.

Comment

The North Link Road proposal is considered as reasonable and this is dealt with in Section 2 of this report.

It should be noted that planning matters are outside the scope of this inquiry .The remaining Department responses are considered as reasonable.

Margaret Mawhinney

Inquiry reference 011

The Objector provided a written submission to the Inquiry.

Summary of Objection

- Objects to the new Link Road going to the rear of her house. Chose to live there for the peace and quiet. Enjoys views of animals in fields from the rear of the house.
- Requests that the option of New Row and Chichester Avenue as a better option for the Link Road and it would help minimize the hill, which is difficult to access in winter.

Departmental Response

A summary of a preamble common to all Departmental responses issued contained in Inquiry Reference 01, Drew & Elaine McKee

- Details were given as to the background of the Magherafelt Area Plan, and it was explained this is a broad land use planning framework for the area until 2015, or until a new Area Plan is published. It establishes policy guidelines. It was explained the plan assists public agencies in decisions concerning infrastructure improvements and assists private developers in reaching their land use based decisions. The Plan contains the proposed Toome to Castledawson Dual Carriageway.
- Details of the requirements associated with Plan Designated Area CN05 were provided.
- It was highlighted that the Department took into account previous concerns expressed at Public Inquires with regard to the position of the north /south spine junction. In promoting the option to place it over the Moyola River floodplain, this necessitated a north link road to give good connectivity to the strategic dual carriageway and the local road infrastructure. This north road option over the Designated Plan area CN05 would be integral to the development of 70 % of Area CN05.

- The Department examined the option of improving Chichester Avenue as a North Link road, but this was rejected because of the urban nature of this street with numerous accesses and the proximity of the primary school. The village Health Centre precludes the use of the former railway line as an option for a link road.
- The north link is an integral part of the junction layout. It will have a buffer strip, to include landscape planting to the rear of houses in Castle Meadows, whilst reducing impacts on development lands. Maturing landscape planting will assist in reducing the impact on nearby houses.

Comments

The Departmental responses are considered as reasonable but dialogue is encouraged with the objector during detailed design stage with regard to mitigation measures.

Alex Evans

Inquiry Reference 012

The objector lodged written objections to the Inquiry.

Summary of objection

- The vesting being proposed will make the rest of the plot unworkable.
- This plot was purchased as a retirement home and it will cause the objector and his wife great financial problems as it will become worthless and not fit for purpose.

Departmental Responses

- The Department recognises the impact the Notice of Intention to Make a Vesting Order will have on the objectors plot. The land being sought is required to facilitate a laneway to join the new road and to provide a visibility splay for traffic emerging from the laneway. In taking account of this impact due to the landtake

from your holding, the Department has incorporated a reduced visibility splay to lessen the impact.

- The contractor building the Toome to Castledawson Road and associated junctions has some freedom to review the road design. There may be a reduction in land required for the built road. After the road opens any unused land can be offered for sale at market price to the original owner.
- The principle behind the scheme for compensation was explained, and how the Land Tribunal can adjudicate on disputed cases.
- If the objector considers the remainder of the plot is insufficient for a proposed retirement home, the Department may be compelled to make a favourable opportunity to purchase the entire building plot. Advice should be sought from a qualified professional such as a surveyor or solicitor.

Comments

The Departments responses are considered as reasonable.

Ann & Robert Hueston (Deceased)

Inquiry Reference 013

The Objector was represented by ESH Consulting who made written submissions to the Inquiry.

Summary of Objection

- Considers the Vesting Order is unduly impacting on all the holding in plots 43 and the wider holding encompassed under the objector's address.

- The introduction of the new link road causes the loss of all residential amenity currently enjoyed at the family home. Privacy will be lost due to the introduction of vehicles and pedestrians in close proximity to the rear of the property.
- Furthermore, developments lands are opened up to the rear of the property which will overlook the secluded rear garden.
- Amenity is impact by noise, car lights and emission pollution due to the introduction of traffic to the rear of the property.
- The amenity enjoyed to the front of the property will be lost due to loss of garden space and privacy due to loss of an area of manicured garden.
- The property will be devalued due to the loss of amenity. The property will lose its almost complete seclusion due to the road scheme.
- Would like Transport NI to register the negative impact of the future scheme on both the residential and value of the holding. The impacts will have a huge significance both environmentally and financially, and are not just curtailed to the footprint of the actual land being vested.
- Request this correspondence to be treated confidentially as of a highly private and sensitive nature.

Departmental Responses

A summary of a preamble common to all Departmental responses issued is contained in Inquiry Reference 01, Drew & Elaine McKee.

- It was highlighted that the A6 Castledawson Dualling scheme was in the public domain for a considerable amount of time. The potential for impact on this property was identified as being relevant due to its close proximity to the identified zone for junction improvements.
- As a Public Inquiry is to be convened, this will allow objectors to make representations to the proposed scheme. Reference was made to correspondence sent to Planning NI containing the objectors concerns regarding mitigation for implications arising from the Scheme.
- It is accepted that views from the objectors property would have adverse impact from the new North Link road as it would be would be at an acute angle to the property.
- The Department is content that the fencing /boundary treatment, hedging and planting commitments contained in the Environmental Statement will minimise the loss of privacy when the scheme is open to traffic, and the openness of the site should reduce as comprehensive landscaping matures.

- It is accepted that the new road will impact on tranquil rural area south of the Castledawson Bypass and close to residential areas to its north. The Environmental Statement acknowledges the short and long term negative impacts from the scheme. But mitigation measures, including sympathetic design and landscaping will help integrate the road into the surrounding landscape.
- It is accepted that some, as opposed to all, loss of amenity would be suffered by this objector. The objector's comments to Planning NI that buffer planting would go some way to minimize the impact on amenity was noted.
- The Department accepted that nuisance caused by headlights could detract from the conditions currently enjoyed by the property owner. It suggests that boundary treatment, hedging and planting commitments will assist in creating a visual barrier.
- Details were given on the noise assessments completed concerning the impacts of the scheme on dwellings located nearby. No dwelling is expected to be exposed to noise levels in excess of legal limits that necessitate noise insulation measure.
- Reference was made to the details of air quality assessments undertaken in accordance with the design Manual for Roads and Bridges that are contained in the Environmental Statement. No significant effect on local or regional air quality is expected. Whilst there would be an adverse impact on air quality during construction stage, implementing the Contractors Dust Minimization Plan would reduce the potential for nuisance from the dust generated during works.
- It was accepted that an increase in noise from roads can have an impact with a reduction in house prices but that this is dealt with by compensation for this reduction under a Part II claim.
- That several junction options were assessed against the five objectives for transport- Environmental Impact, Safety, Economy, Accessibility, and Integration. One objective may outweigh another but the Department is content, whilst not superior in every respect, this preferred junction layout, arising from a previous Inspectors recommendations allows continued connection between Annaghmore and Bellshill Roads and the dual carriageway.
- That all correspondence received will be passed to the Inspector as a material part of the deliberations.

Comment

It is considered that the material submitted in this objection is not of a particularly personal or sensitive nature to justify it not being included in this Public Inquiry report.

The Departmental Responses are considered as reasonable, however dialogue is encouraged with this landowner at detailed design stage for the provision of mitigation measures

Section 2

Consideration of suggested alternatives to the North Link road

As part of the proposed Scheme, the North Link Road has been devised to provide connectivity between the Annaghmore and Bellshill Road. This will facilitate access to the north/ south spine road and enable access for road users heading east or westwards on the A6 dual carriageway or enable road users to reach the hinterlands of Annaghmore and Casltedawson.

Numerous objectors raised the idea of using Chichester Avenue or the old railway line to provide the link road facility between the Annaghmore and Bellshill Roads (north). In respect of Chichester Avenue it was submitted that this was a realistic option as the Avenue already operates as a through link road. The suggestion of the old railway line was raised on the grounds that there was access through Meadowfield Place to the disused railway line.

The Department maintained that the North Link road option is the most appropriate option due to it being less disruptive with it cutting through greenfield , in being a refinement of an option which had evolved from a suggested route recommended by an earlier Inquiry.

The Department submitted that their view on the suggested alternative had not changed from that expressed before an Inquiry in 2007. As the nature of the Avenue had not changed, it was submitted that the current characteristics of Chichester Avenue as an urban street with numerous accesses, and occupied by Castledawson primary school, make it an unsuitable option for a link road. It was highlighted that traffic surveys show that the area is congested at certain peak times and that there would be an enhanced safety risk to parents and pupils arising from an increase in traffic volume if this route became a link road. Please see Appendix F, Figs 1.2, 2.2 & 1.3, 2.3

The Department still maintained that the option of the old railway line was not a viable proposition It was submitted that in order to develop the old railway line, the Doctors Surgery would have to be demolished having being built over part of the former railway line. Furthermore, the option to create a link from Meadowfield Place onto the disused railway link will lead to disruption to the Medical Surgery's grounds and adjacent properties.

Having considered the facts submitted to the Inquiry and upon conducting a site visit to the proposed alternatives, it is apparent that the alternatives are not appropriate for the following reasons;

The geometry and position of the proposed North Link road is superior to that available with either suggested alternative. The proposed North Link road is a more refined, smoother option. It will be less intrusive and disruptive as it is located in greenfield, which at some stage is likely to be developed, and will be built at grade.

The former railway line as an option for the new link road is hampered by the presence of the Medical Surgery and adjacent properties. Chichester Avenue has a much poorer geometry than the proposed link road and is hindered by the presence of the local school and the associated traffic and pedestrians. Traffic survey data showed the net effect from using the proposed North Link Road as opposed to Chichester Avenue as a link route post Scheme would result in the removal of 136 and 140 vehicles per hour from Chichester Avenue during peak hours, which highlights the North Link Road will reduce congestion for Chichester Avenue with the proposed Scheme in place. Please see Appendix F; Figs 1.4 & 2.4

Therefore, the Departments responses concerning the North Link Road proposal is considered as reasonable.

Inquiry Summary

The Public Inquiry dealt with thirteen objections, and three letters of comment from consultees. Site visits took place on Wednesday 7th October 2015. Eleven reports concerning the Inquiry into the Notice of Intention to Make a Vesting Order were completed, one of which contains a recommendation. For the remaining cases after careful consideration of all the evidence, no recommendations were made.

Summary of recommendations

Suzanne McMillin

Inquiry reference 07

It is recommended that the alignment of the South Link Road at the rear of this objectors property is adjusted slightly further south, within the vesting line to allow at detailed design stage for the use of a retaining wall, to facilitate a slight reduction in landtake.

Inspector's considerations

The Public Inquiry held at Christ Church Parish Hall Castledawson, on 29th September assessed the Notice of Intention to Make a Vesting Order. This covered the acquisition of lands and interests considered necessary by Transport NI for the construction of their preferred option for the construction of the Annaghmore /Bellshill Road Arrangements.

It was noted that planning approval had been obtained for the proposed Scheme in December 2014. It was highlighted at the outset that planning issues were matters that were outwith the scope of this Inquiry.

Recommendation

It is considered, subject to any recommendations contained within this report, that the Notice of Intention to Make a Vesting Order should be made.

Acknowledgements

I wish to place on record my gratitude to Mr Jim Robb, Assistant Inspector for his exemplary assistance throughout this Inquiry process. I also, want to record my appreciation to Eamon Donnelly, the Programme Officer, for the excellent service and support he provided before, during and after the Inquiry.

I also would like to thank Kay Hendricks for another sterling job she undertook as stenographer .

Finally, I would like to thank all participants for the courtesy extended to myself and Assistant Inspector Jim Robb throughout this Inquiry.

Signed E.Brady

Eileen Brady

Inspector

Dated 21/12/2015

Appendix A

DEPARTMENT TEAM AND CONSULTANTS WHO ATTENDED THE INQUIRY

1. Mr Francis O 'Reilly B.L. Counsel instructed by the Department
2. Mr Andrew Hitchenor, Project Sponsor, Transport NI
- 3 .Mr Michael McClean, Aecom Project Manager
4. Mr Russell Bissland, Aecom Lead Transport Planner.
5. Mr Gareth Coughlin, Aecom Lead Environmental Team Leader.

Appendix B

List of Objectors , their agents and other participants who attended the Public Inquiry hearing.

1. Conor Thallon ; 21 Moylena Meadow, Antrim
2. Neil Campbell; AECOM
3. Ian Kernoghan. Transport NI
3. Thomas Donaghy. 148, Main Street , Dungiven, Co. L'Derry BT47 4LG
4. Drew McKee; 25, Bellshill Road, Castledawson
5. Heather McKeown, 45 Bellshill Road, Castledawson.
6. Garry Galway , 44, Bellshill Road. Casledawson
7. George Kissick, 49, Portmore Road.
8. Eoghan Daly; 219, Drumgor Park.
9. Paul Birt 52, Garden Street, Magherafelt.
10. Thomas Hueston, 15, Bellshill Road, Castledawson.
11. Suzanne McMillin, 39, Bellshill Road, Casltedawson.
12. Neil Anderson, 41, Bellshill Road, Castledawson
13. Andrew McMillin, 16 Magherafelt Road Castledawson.
14. George McMillin, 39 Bellshill Road, Castledawson
15. Tracey Overend, 12 Castle Gardens, Castledawson

Appendix C

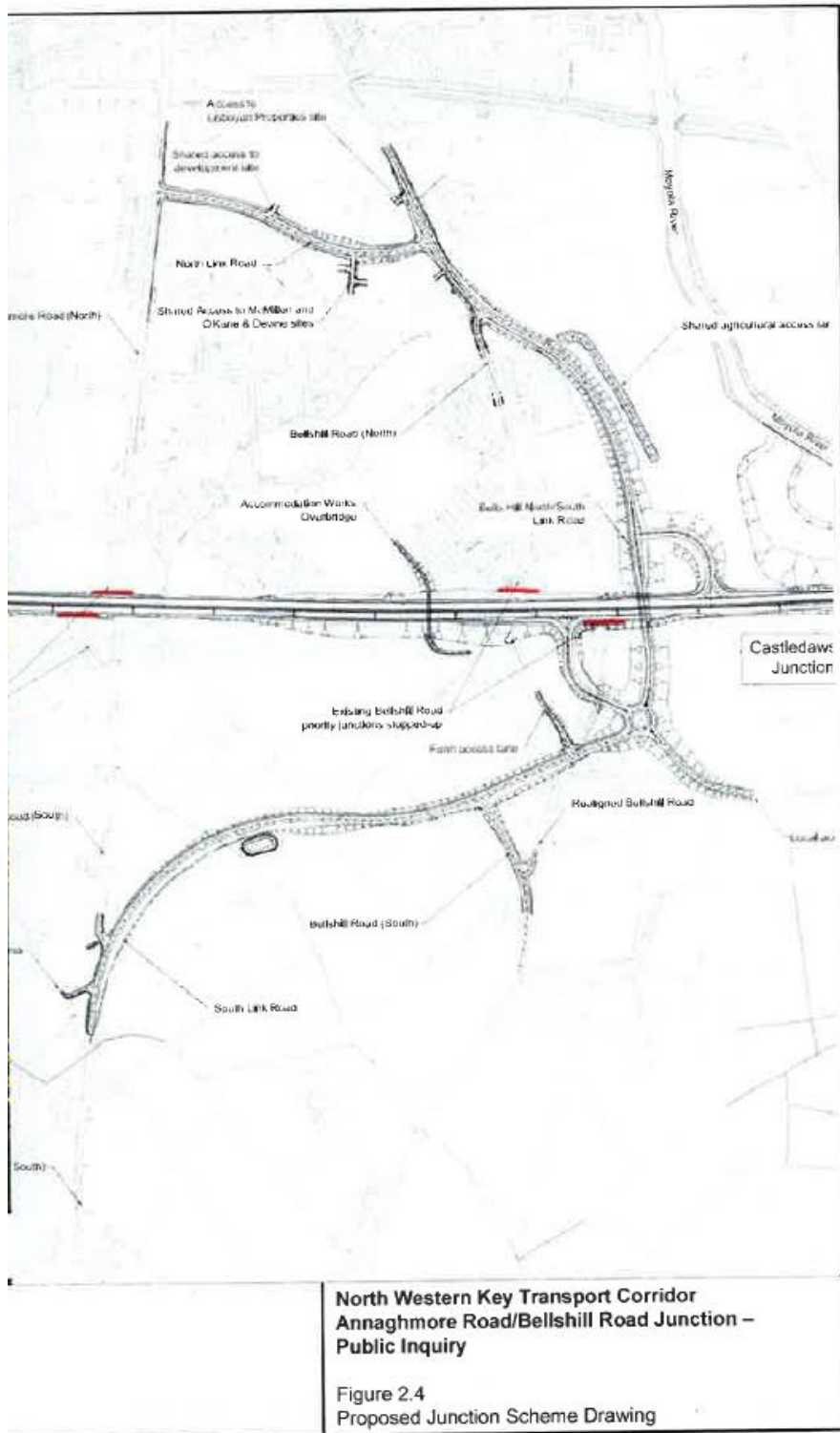
Statutory and Non - Statutory Consultees

1. Northern Ireland Environmental Agency; Historic Buildings Unit, Waterman House, 5-33 Hill Street Belfast .1 2LA
2. Department of Agriculture and Rural Development; Countryside Management Branch, Lindsay Hall, 76, Dungannon Road, Cookstown. BT80 9AA
3. Northern Ireland Electricity ;120, Malone Road, Belfast. 9 5HT

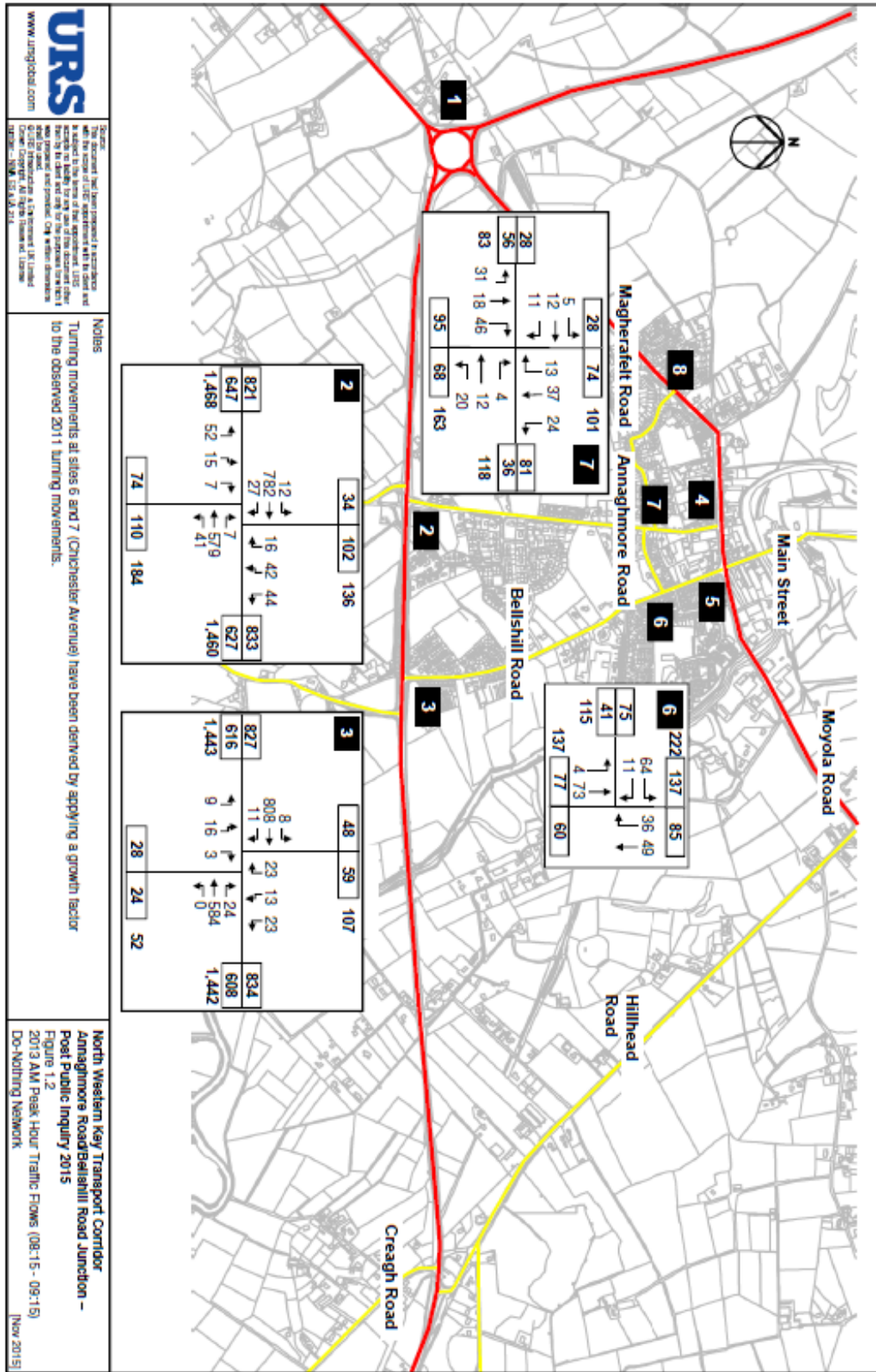
Appendix D

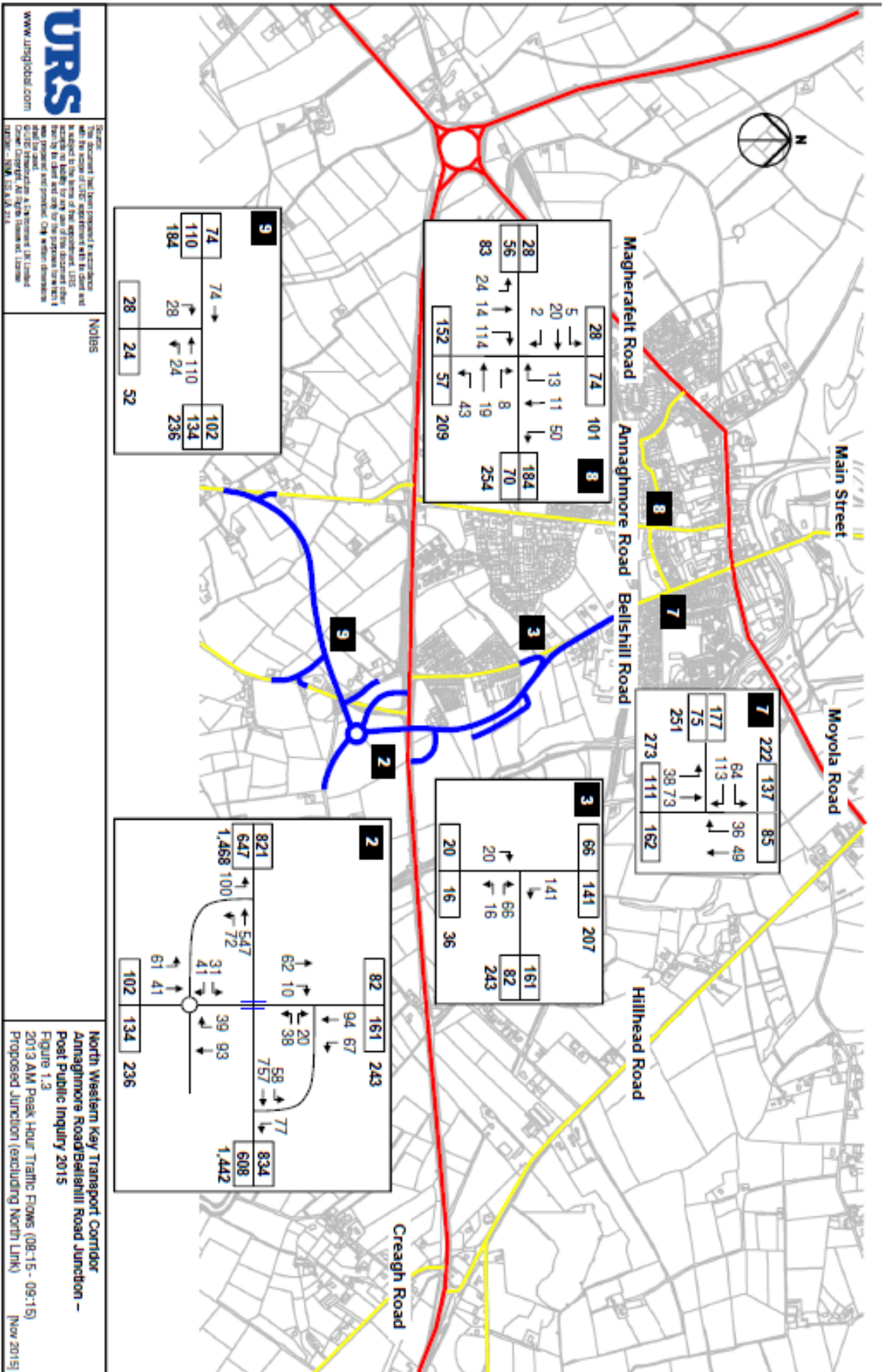


Appendix E



Appendix F



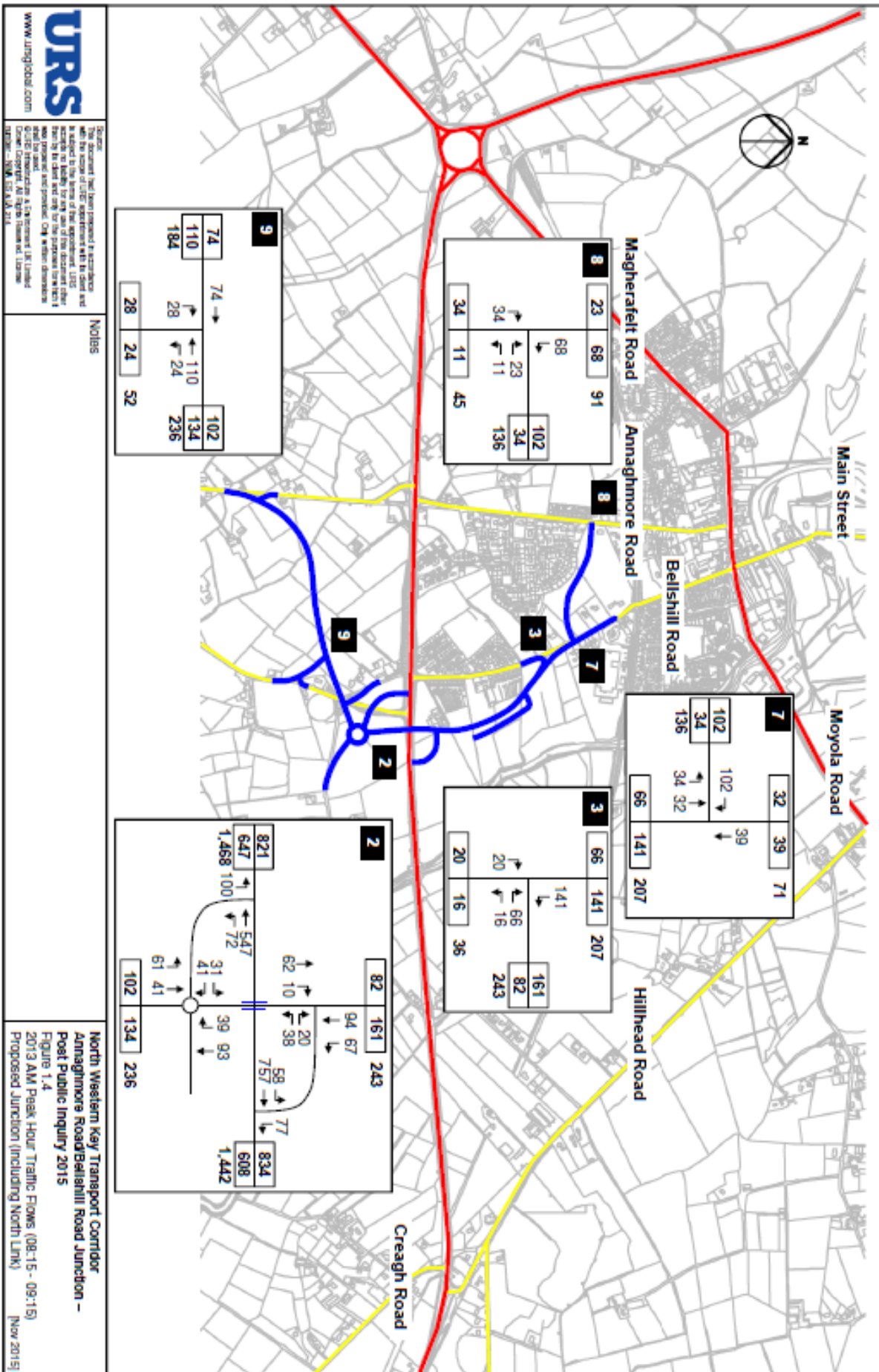


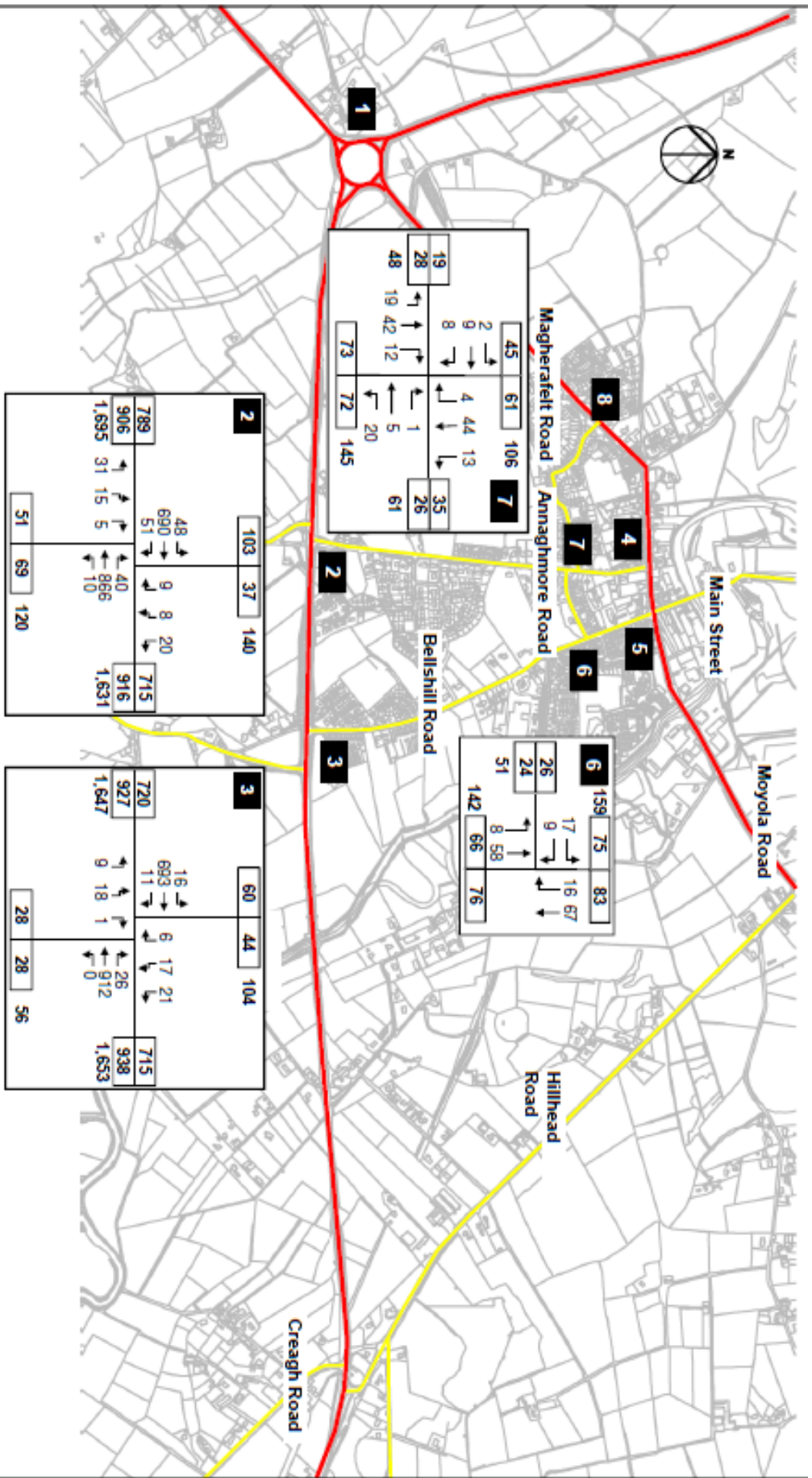
Notes

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North Western Key Transport Corridor
 Annaghmore Road/Bellshill Road Junction -
 Post Public Inquiry 2015
 Figure 1.3
 2013 AM Peak Hour Traffic Flows (08:15 - 09:15)
 Proposed Junction (excluding North Link) [Nov 2015]

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Notes

Turning movements at sites 6 and 7 (Chichester Avenue) have been derived by applying a growth factor to the observed 2011 turning movements.

North Westam Key Transport Corridor
Annaghmore Road/Bellshill Road Junction -
Post Public Inquiry 2015
Figure 2.2
2013 PM Peak Hour Traffic Flows (17:00 - 18:00)
Do-Nothing Network
[Nov 2015]

