



Department for
Infrastructure

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AECOM

Newry Southern Relief Road

Environmental Impact Assessment Report
Non-Technical Summary

Department for Infrastructure

Project number: 60736603

January 2025

Introduction

The Department for Infrastructure, referred to as “the Department”, is advancing the development of a new approximately 4km long strategic road link to the south of Newry, between the A1 Dublin Road and A2 Warrenpoint Road referred to as the “Proposed Scheme”. This would provide an alternative route for strategic traffic that avoids Newry city centre. The Proposed Scheme is shown in context with Newry in the image below.

This document presents a Non-Technical Summary of the Environmental Impact Assessment Report (EIAR) that has been prepared on behalf of the Department. The EIAR is a detailed report which presents the findings of the Environmental Impact Assessment (EIA) which has been undertaken to identify whether significant environmental effects (both adverse and beneficial) would occur on the surrounding environment as a result of the Proposed Scheme.

Why is the Scheme Needed

Newry City has for many years suffered from traffic congestion, some of which has been relieved by upgrading sections of the Eastern Seaboard (A1/N1 Belfast-Dublin) Key Transport Corridor (KTC) to a dual carriageway. Moreover, the town of Warrenpoint has experienced increased usage of the recently enhanced port facility, which is designated as a regional gateway.

Strategic traffic travelling between the A1 dual carriageway and A2 dual carriageway, including Heavy Goods Vehicles (HGVs) between Belfast / Dublin and Warrenpoint Port, is currently required to pass through Newry.

The high volume of traffic and conflicts between strategic and local traffic in the city centre leads to significant congestion during peak travelling times, resulting in increased journey times and poor journey time reliability.



The key issues that the Proposed Scheme seeks to alleviate are outlined below:

- **Freight** – Freight movements are significantly delayed travelling to and from Warrenpoint Port and also between the A1 Belfast / Dublin KTC and A2 Warrenpoint Road. Freight movements to city centre businesses are also impacted due to the conflict between strategic and local traffic. Delay to the delivery of goods whether on a strategic or local level impacts economic efficiency and regional competitiveness.
- **Strategic Traffic Movements** – The current lack of route choice forces strategic traffic to travel through Newry city centre. This creates a bottleneck for strategic traffic movements as all traffic experiences congestion within the city centre.
- **City Centre Ambience** – Significant traffic volumes throughout the day impact on the visual character of the city centre, provide little opportunity for public realm improvements and create a poor environment for non-motorised users in terms of noise and air quality.
- **Safety** – Vehicle dominance within the city centre negatively impacts road safety.
- **Noise and Air Quality** – Significant levels of traffic within the city centre negatively impacts noise levels and air quality for residents and visitors.
- **Traffic Dominance** – Large volumes of traffic within the city centre impacts the ability to re-purpose road space and provide public realm in order to make the city centre an attractive place to live and work. Lack of active travel infrastructure and poor public transport reliability due to strategic / local traffic conflicts does little to encourage behavioural change and a shift to sustainable modes for shorter city centre trips.
- **Connectivity** – Newry and Warrenpoint are key hubs and gateways of regional importance and improved connectivity with the wider network, including cross border, would ensure economic growth and development.
- **Journey Time Reliability** – There is a significant conflict between local and strategic traffic resulting in unreliable journey times on the urban transport network.

Conditions in Newry city centre may worsen in future due to increased economic growth.

Proposed Scheme Objectives

The objectives of the Proposed Scheme are:

- Reduce journey times for strategic traffic between the Eastern Seaboard (A1 Belfast / Dublin) KTC and the A2 Warrenpoint Road.
- Improve journey time reliability for strategic traffic.
- Reduce conflict between strategic and local traffic movements.
- Contribute positively to transport economic efficiency.

- Contribute positively to road safety.
- Minimise impact on the environment.
- Achieve value for money.
- Maintain navigation of the Newry Ship Canal.

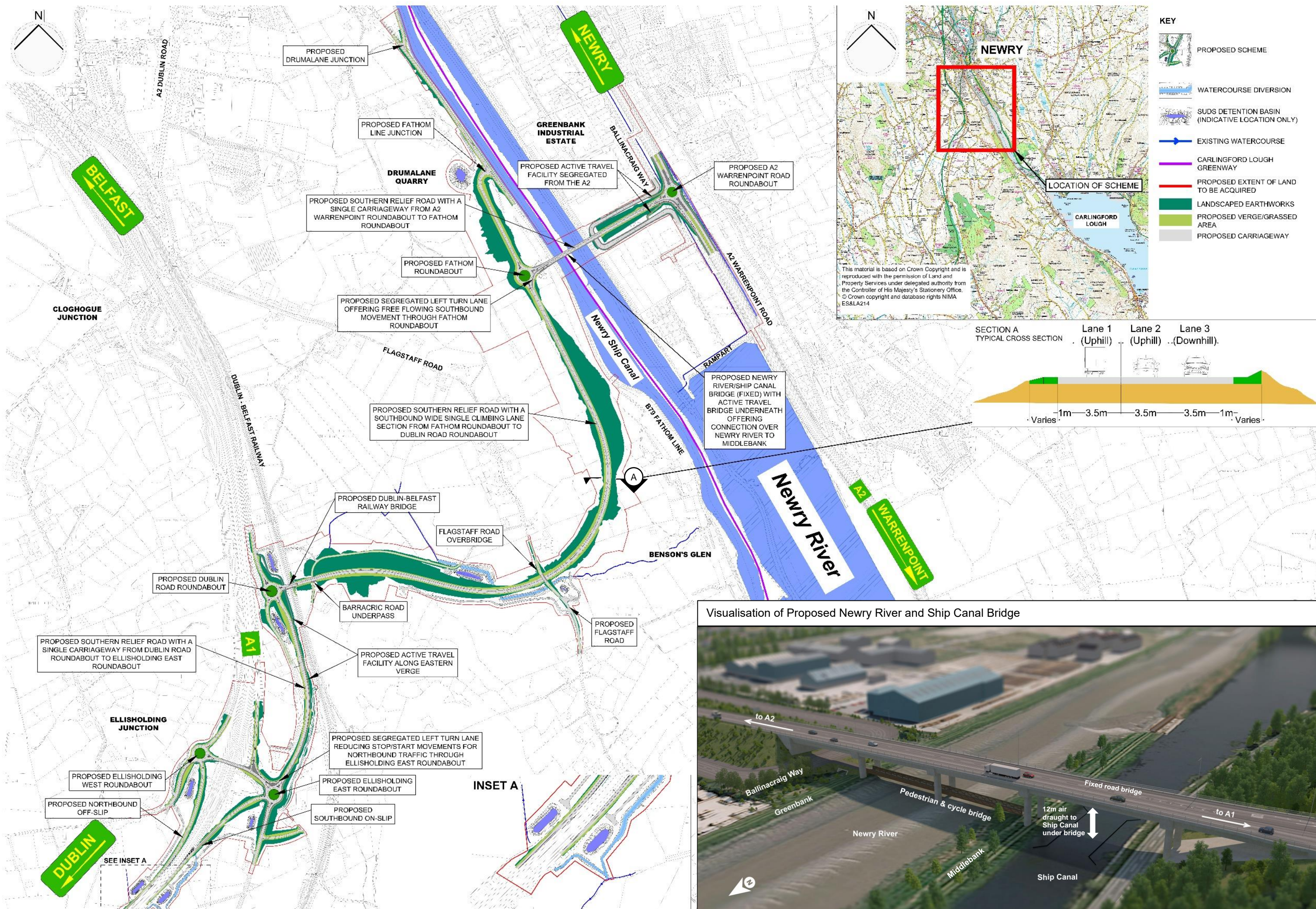
The Proposed Scheme

Overview

The Proposed Scheme would provide approximately 4km of new single carriageway between the A2 Warrenpoint Road and the A1/N1 Belfast to Dublin Corridor, and would have a speed limit of 60mph. The key design elements from the A2 Warrenpoint Road to the A1 Dublin Road are:

- A roundabout on the A2 Warrenpoint Road, in the vicinity of the Greenbank Industrial Estate, providing access to the Proposed Scheme and the existing A2 Warrenpoint Road.
- A link road through Gerry Brown Park, crossing the Newry River and Ship Canal on a fixed overbridge structure, to a new roundabout (Fathom Roundabout), west of B79 Fathom Line.
- A link road between the new Fathom Roundabout and the B79 Fathom Line.
- A strategic link road, with a wide single climbing lane section, westbound between the new Fathom Roundabout and a new roundabout (Dublin Road Roundabout) on the Dublin Road. The gradient of this section would be approximately 6%.
- A link road between a new Dublin Road Roundabout and Brogies Road.
- A strategic link road between the new Dublin Road Roundabout and A1 Ellisholding Junction.
- An enhancement of the existing A1 Ellisholding Junction, providing connections to and from the A1 for both north and southbound traffic.
- A shared pedestrian and cycle path along Ballinacraig Way.
- A pedestrian/cyclist overbridge connecting the Carlingford Lough Greenway (along the Middlebank) to the Greenbank Trail, located beneath the Newry River and Ship Canal bridge.
- A shared pedestrian and cycle path to the west of the Belfast-Dublin Railway.

Pedestrian or cycling facilities are not provided along the length of the Proposed Scheme as the gradient of the strategic link road between Fathom Roundabout and Dublin Road Roundabout would be too steep at approximately 6%.



In order to improve safety, direct access to the Proposed Scheme would be limited to the junctions with other major roads and some key local roads. This includes the A2 Warrenpoint Road, the A1 dual carriageway at Ellisholding Junction, B79 Fathom Line, the old Dublin Road and the B113 Dublin Road.

Proposed Bridges

The Proposed Scheme requires the construction of three new overbridge structures: a Newry River & Ship Canal Bridge; a Flagstaff Road Bridge; and a Belfast-Dublin Railway Bridge.

The Newry River and Ship Canal Bridge would bridge over a realigned Ballinacraig Way, the Newry River and the Newry Ship Canal from Greenbank Industrial Estate to Fathom Roundabout.

The bridge deck would be fixed and provide a 12m clearance between the bridge and the water below.

The bridge would provide a single carriageway with a single eastbound lane, and two westbound lanes, one of which would be a climbing lane due to its gradient.

A pedestrian and cyclist bridge over the Newry River is also proposed, to connect Ballinacraig Way to the Middlebank. This bridge would have a 4m internal width for the shared use active travel provision. It would be located beneath the Newry River and Ship Canal bridge.

The Flagstaff Road Bridge would cross over the relief road and comprise one lane in each direction.

The Belfast-Dublin Railway Bridge would cross over the existing Belfast-Dublin Railway and would comprise a single eastbound lane and two westbound lanes, one would be a climbing lane due to its gradient of approximately 5.6% at this location.

Lighting

Street lighting would be limited to major junctions, including the A2 Warrenpoint Roundabout, Fathom Roundabout, Dublin Road Roundabout and the Ellisholding junction. The bridge across the Newry River and Ship Canal would also be lit. All lighting would use energy efficient LED technology.

Construction Compounds

There will be four main construction compounds, at the following locations:

- **Loughway Business Park.**
- **Newry Ship Canal**, which would be closed during construction to allow a temporary working area to be created allowing machinery to operate were water currently exists. Water flow would be maintained via culverts beneath the water line.
- **The Belfast-Dublin railway line crossing.**
- **Ellisholding Junction.**

Proposed Timeline

Subject to the successful completion of statutory procedures and the availability of funding, it is anticipated that construction of the Proposed Scheme would begin in 2027 and would take 28 months to completion, in 2031.



Consideration of Alternatives

Alternatives have been considered and the design of the Proposed Scheme has evolved as information on environmental effects has become available.

A three-stage approach to route development was undertaken in accordance with the Department's approach for the development of major road schemes.

The Stage 1 Assessment considered five corridors for the Proposed Scheme, all of which required a crossing of the Newry River and Ship Canal and linked the A2 Warrenpoint Road to the A1 Dublin Road. These corridors were subject to an environmental assessment, which was proportional to the design stage. Community feedback on the corridors was sought and considered.

Having identified potential corridors, the purpose of the Stage 2 Scheme Assessment was to identify a preferred route alignment that would best meet the Proposed Scheme's objectives. The five corridors were developed into five route alignments. As with Stage 2, these routes were subject to an environmental assessment, which was proportional to the design stage and community feedback was sought and considered.

The Preferred Route was selected based on economic, environmental, and social considerations, and how each option ranked in these elements. The outcome of the Stage 2 Assessment process was to identify 'Blue Route Option 3' as the Preferred Route, considering overall performance and community feedback. Further development was advised, focusing on highways design, over-capacity road links, drainage, bridge structures, utility diversions, traffic management, and environmental mitigation.

This Preferred Route has formed the basis for the Proposed Scheme, which has subsequently been assessed as part of the Stage 3 Assessment process. The environmental assessment is reported in the EIAR and is summarised in this document.

Proposed Scheme Alternatives

The Proposed Scheme has undergone a process of iterative design and assessment during the Stage 3 Assessment process, with much focus on the crossing of the Newry River and Ship Canal.

The Proposed Scheme requires a new bridge over both the Newry River and Ship Canal. The Ship Canal is a protected Scheduled Monument and significant work has been undertaken by the Department, in consultation with Department for Communities Historic Environment Division and other stakeholders, to identify both fixed and opening bridge options and assess their respective environmental and social impacts and costs. An opening

bridge would be significantly more expensive than a corresponding fixed bridge, both in terms of initial construction cost and longer-term operation and maintenance cost.

A fixed bridge was chosen by the Department on balance of the environmental and social impacts and cost. The bridge over the Newry River and Ship Canal would have a span of 50m over the Ship Canal to minimise its impact on the Scheduled Monument. The bridge would limit taller vessels, including historic vessels, from accessing Albert Basin from Victoria Lock but maintains navigation on the Ship Canal for all vessels that are able to pass under its 12m clearance between the water level and bridge.

Environmental Effects of the Proposed Scheme

The following sections summarise the findings of the EIA for the Proposed Scheme. Information about the existing condition of the environment, known as the baseline, against which the Proposed Scheme has been assessed, has been gathered for the Study Area or the Zone of Influence, which differs depending on the environmental topic being discussed. The EIA has assessed the impact of the Proposed Scheme on a range of receptors, such as human, ecological, or a natural resource such as water or the landscape. Mitigation measures have been included, where possible, to avoid, reduce or remediate the greatest environmental impacts. The most adverse or beneficial effects are known as 'significant' effects and include consideration of proposed mitigation. Any remaining significant effects are considered against the need for the Proposed Scheme.

Air Quality

Exceedances in Nitrogen Dioxide (NO₂) and Particulate Matter (PM₁₀) levels have led to the declaration of two Air Quality Management Areas (AQMAs) in Newry:

- Newry (Urban Centre) AQMA: For NO₂.
- Newry Canal Street AQMA: For PM₁₀.

During construction, there would be temporary effects on residential receptors within 200m of the site. Industry standard measures would minimise **dust and particulate matter such that there are no significant residual effects.**

During operation, the Proposed Scheme offers an alternative route avoiding Newry city centre, reducing NO₂ concentrations in Newry city centre. Without the Proposed Scheme, 21 residential receptors would exceed national NO₂ limits; with the Proposed Scheme, only four exceedances would remain, resulting in a **significant beneficial effect on air quality in Newry city centre.** There are also predicted imperceptible

increases in NO₂ near the A1 Dublin Road. PM₁₀ impacts were predicted to be below the nationally set objective and so have not been further assessed. The Proposed Scheme would not impact the ability of Newry, Mourne and Down District Council to improve air quality within their AQMAs.

Nitrogen deposition can adversely affect nature conservation sites. The impact of the Proposed Scheme would have a **negative, permanent, and significant effect at a National geographic scale** on Fathom Lower Woods and Grasslands Site of Local Nature Conservation Interest and Long-Established Woodland, in two parcels which are physically separated from one another.

Cultural Heritage

Within the study area, there are 77 built heritage assets, the Newry Conservation Area, one Grade A Registered Historic Park, 11 non-designated historic buildings, and one Scheduled Monument, the Newry Ship Canal. The Ship Canal is designated as a Scheduled Monument due to its impact on the industrial development of the landscape, trade and shipping in the North of Ireland and also in relation to the historical development and expansion of Newry as an industrial centre and port. The Ship Canal also includes a series of Industrial Heritage sites and built heritage assets alongside it or near its banks.

Direct impact to heritage assets would be avoided where possible, with protection measures including fencing and recording of archaeological remains. Archaeological surveys and assessments of historic features would be conducted as part of advanced works, prior to construction. Despite these measures there would be **significant adverse effects on three non-designated built heritage assets** (106 Dublin Road, Belvedere Tower at Ashton House and historic buildings south of Ellisholding Road) **and the Newry Ship Canal due to permanent physical impacts** as a result of the Newry River and Ship Canal bridge piers being located within the Scheduled Monument designation.

During operation, there would be **no significant effects on buried archaeological resources**. There would be **beneficial effects on the Newry Conservation Area and listed buildings within** due to reduced traffic movements through the city centre, which is one of the issues that the Proposed Scheme seeks to alleviate.

Landscape and Visual Effects

The study area includes the southern part of Newry City, the Newry River and Ship Canal. It includes two National Landscapes: the Ring of Gullion and the Mourne, and

three Local Landscape Policy Areas: Newry Canal/River, Warrenpoint Road/Greenan Road, and Dublin Road.

The area offers scenic vistas, particularly from the A2 Warrenpoint Road and Fathom Line. The upland areas around Fathom and Cloghogue Mountains are rural, with narrow roads, pastures, and scattered farms, creating a high-quality landscape with high sensitivity to change. The Victoria Lock area provides panoramic views of the Ship Canal, the Newry River basin and Carlingford Lough.

The construction of the Proposed Scheme would lead to the permanent loss of some landscape elements, such as agricultural land, trees, hedgerows and introduce new features to the landscape. Mitigation measures would be implemented including: minimising disturbance to existing vegetation and integrating new planting; the protection of trees near construction areas; and reinstatement and landscaping of construction compounds and stockpile areas, where appropriate. The Proposed Scheme's landscaping would seek to integrate it into the landscape, enhance biodiversity and take advantage of the landscape form.

The Proposed Scheme would **initially cause significant visual effects**, especially in high-quality landscape areas like the Newry River valley. But, over time, **mitigation planting would mature and reduce these effects**, though there would still be **some adverse effects**, particularly for properties near the new road and bridge. The Proposed Scheme would have a permanent impact on the semi-natural landscape and setting of the Newry River. **Significant adverse effects are expected at several viewpoints**, while others would not be significantly affected.

Biodiversity

Within the area of study there are:

- 10 Internationally Designated Sites: five European Special Areas of Conservation, four European Special Protected Areas, and 1 Ramsar site. None are within the Proposed Scheme's footprint or 200m of the affected road network (i.e. the roads affected by the Proposed Scheme).
- 3 Nationally Designated Sites: Carlingford Lough Areas of Special Scientific Interest, Carlingford Lough proposed Natural Heritage Area, and Carlingford Lough Marine Conservation Zone. These are connected to the Proposed Scheme via the Newry River and Newry Ship Canal.
- 3 areas of Long-Established Woodland.

Extensive surveys from 2019-2024 recorded protected and/or notable species in the area, including:

- Badgers, otters, red squirrels, and pine martens.
- Smooth newts.

- Bats.
- Breeding and wintering birds.
- Butterflies.
- Fisheries and aquatics.

Key mitigation measures provided as part of the Proposed Scheme include:

- Undertaking pre-construction surveys: to identify any new breeding or resting sites for protected or invasive species.
- Preparing an Invasive Species Management Plan to provide legal compliance for handling invasive species.
- Preparing an Ecological Management and Mitigation Plan to provide a framework for protecting and managing ecological features, including habitats and species.
- Providing replacement habitats designed to provide habitat for breeding and foraging, and connectivity across the study area.
- Appointing an Ecological Clerk of Works on site during construction to oversee and advise during sensitive periods (e.g., breeding season).

Mitigation measures, including mammal tunnels and a mammal rope bridge, would provide opportunities for safe passage under and over the new road to help mitigate adverse effects of habitat severance and disturbance and to reduce the risk of species attempting road crossings and their subsequent injury or mortality. Benson's Glen Stream would be diverted, and would include the creation of a new channel and habitat within it, which would result in a **moderate beneficial effect, which is significant**.

No Long-Established Woodland would be lost and there would be no significant effects on any International, European or Nationally designated ecological sites with mitigation in-place.

Geology and Soils

Mitigation measures would be provided during construction including standard controls and best practices, to minimise soil erosion, limit haulage routes, and plan soil storage for reuse. In addition the Proposed Scheme would be designed to control settlement in soft soils, ensure stability of surrounding ground, and incorporate sustainable drainage systems.

No significant adverse effects would occur on solid or superficial geology, or soils. The Proposed Scheme would create areas of geological interest as a result of cuttings through rock. **There would be a significant beneficial effect where new features of geological interest are exposed.**

Material Assets and Waste

Material assets include raw materials like aggregates, minerals, and manufactured construction products. Key materials for the Proposed Scheme are expected to be sourced locally from Northern Ireland suppliers, including concrete, asphalt, primary aggregate, and steel. There are active quarries and pits nearby for high-quality aggregates, but none within the Proposed Scheme's footprint.

During construction, a Site Waste Management Plan would be provided to manage construction materials, promote recycling, and minimise waste.

During operation, waste from maintenance activities would be similar to existing road operations and managed using established procedures.

Overall, the **impact on material assets and waste management is expected to be not significant**.

Noise and Vibration

There are 121 noise-sensitive locations within 300m of the Proposed Scheme, including residential properties, educational buildings and community facilities.

During construction, short-term increases in noise and vibration levels would be expected. Mitigation measures for noise and vibration during construction would include:

- Construction Plant locations: Positioning static plant away from residences, using well-maintained and suitable machinery.
- Temporary Screening: Using temporary screening fencing reduce noise from static machinery.
- Responsible Person: Appointing a site representative to address public concerns.
- Night-time: Work to be avoided at night-time, but where required, ensuring appropriate mitigation is utilised to avoid sleep disturbance.

With mitigation during construction, and consideration of construction timing and sequencing, **significant adverse noise and vibration effects should be avoided**.

During operation, the vast majority of receptors would experience a negligible or minor increase in noise levels during the first year of operation (short-term) and 15 years after that (long-term), during both the daytime and night-time. These impacts are not considered significant given the small increase in noise levels. In the short-term, some residential receptors would experience a minor decrease in noise levels, but this is not significant. Owing to this, there are **no significant operational effects** and consequently, no operational mitigation is required.

The Proposed Scheme would reduce traffic flow through the city centre which would have the effect of reducing noise levels at properties adjacent to the city centre road network. However, due to the distance of the city centre

from the Proposed Scheme and the assessment methodology used within the EIA, properties in Newry city are not considered within the assessment of noise and vibration. It is however likely the majority of properties would benefit from a decrease in noise levels as a result of the Proposed Scheme, which is one of the key issues that the Proposed Scheme seeks to alleviate.

Population and Human Health

Sensitive receptors include:

- Residential Developments: Clustered along major roads like Old Warrenpoint Road, Flagstaff Road, and others.
- Open Spaces: Major areas include Pairc Esler, Newry Showgrounds, and Gerry Brown Park, with smaller facilities like Carlingford Lough Greenway and Newry Bowling Green.
- Business and Commercial Properties: Concentrated in Greenbank Industrial Estate and Loughway Business Park.
- Agricultural businesses: Predominantly in the central area of the Proposed Scheme, with semi-improved grasslands supporting various farming activities.
- Public Rights of Way: Three rights of way providing pedestrian connections across the area.

During construction, mitigation to reduce impacts would include: minimising disturbance by carefully locating construction compounds; reinstatement of land used for temporary works; and preparation of an Agricultural Management Plan to mitigate impacts on farming. During construction, **eight properties, including five residential, two commercial, and one community property (Gerry Brown Park) would require demolition. This cannot be mitigated and would be a significant adverse effect. There would also be land lost from nine residential properties and disturbance to agricultural activities, which cannot be mitigated.**

During operation, the Proposed Scheme would provide:

- Community Access: Improved access and reduced congestion, resulting in **some significant beneficial effects**.
- Business Connectivity: Enhanced connectivity for Greenbank Industrial Estate and Loughway Business Park, resulting in **some significant beneficial effect**.
- Warrenpoint Port: New infrastructure supporting port growth, resulting in **a significant beneficial effect**.
- Active Travel: New underbridge improving connectivity, leading to **some beneficial effects**.
- Human Health: Mixed, with **both negative (loss of greenspace) and positive (improved air quality and accessibility) impacts**. As previously stated, there are **significant beneficial air quality effects**.

Road Drainage and the Water Environment

The Proposed Scheme is within the Newry/Clanrye River Catchment, part of the Neagh-Bann River Basin District, near the Newry Estuary Transitional Waterbody. The waterbodies catchment area includes the Newry Ship Canal, Newry Estuary, and Flurry River. Smaller waterbodies are also present including Benson's Glen stream. The Newry and Louth groundwater bodies are both classified as Good.

To mitigate impacts, the following measures would be implemented:

- Surface water quality monitoring and erosion control measures would be implemented.
- A Flood Response Plan would be prepared and implemented.
- Measures to minimise spill risks including bunded storage areas would be implemented.
- Dewatering activities would include treatment before discharge.
- Where required, the appropriate licenses would be obtained before activities affecting watercourses are undertaken.

With mitigation in place, the Proposed Scheme would not breach runoff thresholds or environmental standards. There would be no direct discharges from road runoff to groundwater. The Proposed Scheme is not at risk of fluvial or tidal flooding.

During operation, there would be a slight beneficial effect on surface water quality due to the inclusion of sustainable urban drainage systems. These would attenuate flow, limit the discharge rate from the outfall, and reduce pollutant concentrations through in-basin treatment. There would be an improvement in discharge quality over the existing situation.

A Flood Risk Assessment has been undertaken. It has indicated that flood risk would increase during operation, however this is deemed negligible under current standards. During construction, flood risk will depend on the contractor's temporary works proposals. The contractor will be required to seek approval for such proposals from DfI Rivers to minimise flood risk as far as practicable.

Climate

The global climate is changing as a result of human activities. Average land temperature from 2010-2019 was 0.7°C warmer than from the mid-1970s to mid-2010s. The 21st Century has been the warmest in over three centuries, with Northern Ireland recording its warmest winter in 2019. The Newry region has a high hazard level for coastal flooding and low for other hazards.

During construction, greenhouse gas emissions would come from:

- Vehicles and fuel use.
- Worker commutes.
- Electricity for auxiliary facilities.
- Water provision and wastewater treatment.
- Construction vehicles and plant.
- Waste treatment.
- Carbon embodied carbon in materials like steel, concrete, and bitumen.

Carbon emissions associated with the Proposed Scheme would represent a small fraction of the UK carbon budgets for the periods 2023 to 2037, and of the NI Interim target for 2030.

Opportunities will be taken to reduce carbon emissions during construction and operation including:

- Reusing materials from construction works to reduce emissions.
- Planting trees, shrubs, and hedgerows to offset carbon emissions.
- Specifying low-carbon materials where possible.
- Using energy-efficient LED lighting.
- Designing drainage to handle increased rainfall.

Cumulative Assessment

The cumulative assessment has assessed cumulative effects including those from:

- A single project (e.g. numerous different effects impacting a single receptor) – referred to as in-combination effects.
- Different projects (together with the project being assessed) – referred to as cumulative effects.

In-Combination Effects

The following residential receptors would experience **significant in-combination effects during construction**, generally as a result of the combination of noise, vibration and losses in visual amenity:

- Receptors near to: Flagstaff Road; Barracric Road and Old Dublin Road Roundabout; the Ellisholding

Junction; and the Old Warrenpoint Road and A2 Warrenpoint Road.

- Users of: the Greenbank Trail; the Carlingford Lough Greenway; the Ring of Gullion; and the Newry Ship Canal and River.

The following residential receptors would experience **significant in-combination effects during operation**, generally as a result of increases in noise and losses in visual amenity:

- Receptors near to: Barracric Road and Old Dublin Road Roundabout (**adverse**); near to Ellisholding Junction (**adverse**); and receptors in Newry City Centre (**significant beneficial**).

Cumulative Effects

A total of seven developments were identified as part of the search for other developments, one of which included the Narrow Water Bridge which is a new bridge that would connect the A2 near Warrenpoint to R173 near Omeath. Any environmental assessments undertaken for these other developments were reviewed in context with the EIAR for the Proposed Scheme, and it was determined that none of these other developments would have cumulative effects, when combined with the construction and operation of the Proposed Scheme.

Environmental Management Plans

A First Iteration Environmental Management Plan (FIEMP) has been produced and outlines how environmental effects would be managed during the construction and operation of the Proposed Scheme. The FIEMP would evolve through three iterations: design, construction, and maintenance. It aims to define mitigation measures, serve as a blueprint for the contractor's Second Iteration EMP, which would be produced prior to construction.

Inspecting the EIAR

In accordance with legislation, the completed EIAR and draft Orders relating to the Proposed Scheme are published and subject to a six-week statutory public consultation period, to allow members of the public to inspect and comment upon the proposals.

An Orders Exhibition will be held between **10am and 9pm on 21 January 2025** at **Newry Leisure Centre, Cecil Street, Newry, County Down, BT35 6AU**. Representatives of the Department will be available to explain the proposals and answer questions relating to the scheme and the completed EIAR.

Copies of the EIAR may also be inspected during the Orders Exhibition, and free of charge during office hours

at the following locations **from 21 January 2025 to 4 March 2025**:

- DfI Headquarters, James House, 2 - 4 Cromac Avenue, Belfast, BT7 2JA.
- DfI Southern Division, Marlborough House, Central Way, Craigavon, BT64 1AD.
- DfI Newry Section Office, 3 Springhill Road, Carnbane Industrial Estate, Newry, BT35 6EF.
- Newry Leisure Centre, Cecil Street, Newry, BT35 6AU.
- Newry and Mourne Museum, Bagenal's Castle, Castle Street, Newry, BT34 2BY.
- Newry City Library, 79 Hill Street, Newry, BT34 1DG.

The EIAR will also be available for download in digital format free of charge on the Department's website at: <https://www.infrastructure-ni.gov.uk/articles/newry-southern-relief-road-overview>

A DVD copy may also be requested free of charge, by writing to the Department for Infrastructure, Major Projects Team South, at Marlborough House, Central Way, Craigavon, BT64 1AD.

Your Views

Your views are important to the Department. If you wish to comment on the EIAR, you should respond to the Department using one of the following options:



By post to:

Department for Infrastructure
Major Projects Team South
Marlborough House
Central Way
Craigavon
BT64 1AD



By email to:

Southern.sri@infrastructure-ni.gov.uk



The closing date for the public consultation is 4 March 2025.

Information Statement

Information you provide in response, including personal information, could be published or disclosed under the Freedom of Information Act 2000. For further information on this Act, refer to:

<https://www.legislation.gov.uk/ukpga/2000/36/contents>

What Happens Next?

Depending on the nature and number of objections received, a public inquiry may be convened before an independent Inspector. If a public inquiry is to be held, all those who have responded would be notified of the date and the venue at least six weeks beforehand.

Notices would also be placed in the local press. All comments received would be made available to the Inspector, who may decide to make them public.

Further Information

To find out more about the scheme, visit the DfI project website at:

<https://www.infrastructure-ni.gov.uk/articles/newry-southern-relief-road-overview>

Or scan the QR code below with your smartphone camera app.



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