

Objection numberOBJ24
Objectors NamesGarth Boyd/Karen Smith, Trouw Nutrition
Date submitted..... 10 March 2015
NIMVO plot numberN/A

TransportNI has considered the correspondence in the above objection and responds as follows:

- 1. I am writing to you, on behalf of Trouw Nutrition Ireland, 36 Ship Street, Belfast, in response to the presentation and consultation of the Environmental Statement for the proposed York Street Interchange.**

I have some minor reservations, if the project was to proceed, with regards to the proposed flow of traffic from the docks, via Dock Street onto the M2, but my main concern is the almost certain disruption to the business of Trouw Nutrition Ireland whilst the works are ongoing.

The premises of Trouw Nutrition Ireland is accessed via Whitla Street and Garmoyle Street which is currently one way traffic. We have on average in excess of 50 articulated vehicle movements on and offsite per day, entering via Marine Street, which sits between our premises and that of the Whitla Street Fire Station. From maps, models and discussions with your colleagues we learnt that part of the ‘construction effects’ will involve making Corporation Street, Garmoyle Street and Whitla Street two way traffic for a significant part of the project. If this is the case then our concerns would be as follows:

- access onto our premises will be affected negatively, with a knock-on effect likely for other traffic as our vehicles and those of our customers attempt to access and leave the site.**
- consideration must be given to the fact that the turning circle required for the articulated vehicles will likely affect oncoming lanes and hence the general flow of traffic in the area, especially at peak times**
- Some delivery vehicles to our site use Marine Street as a delivery point via pneumatic blow-in pipes, but as this street is used also via the Fire Brigade then we are aware on the need to keep access free to both ends of the street.**
- Although Trouw trades across the whole island of Ireland, a large proportion of the turnover is on a collected basis from our premises, hence our customers need to have free and easy access to our premises between the hours of 7AM – 6PM.**

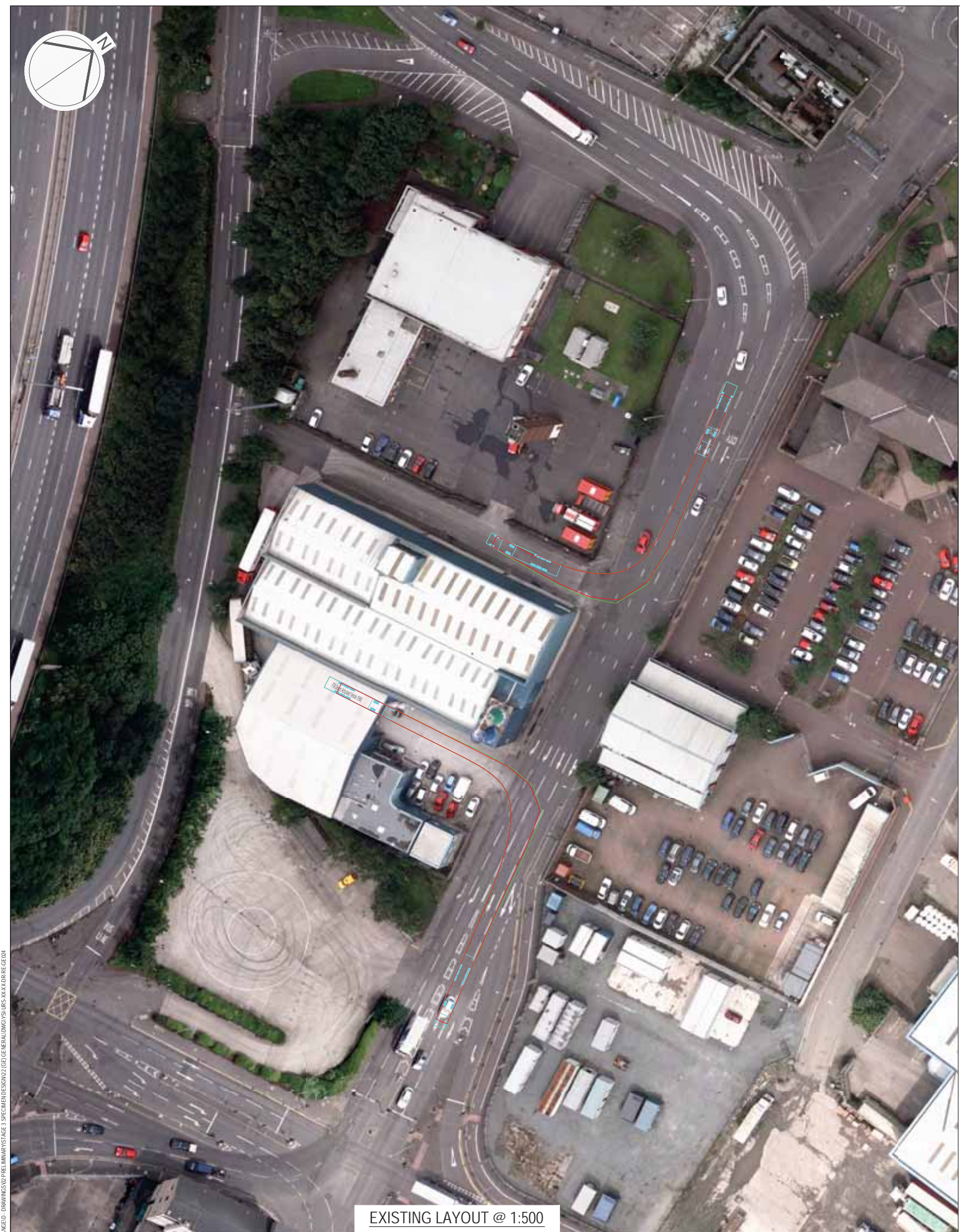
In discussions with DRDNI officials, it was clear that there was pride in the fact that only 6 properties needed vesting on an inner city project of this size, but it is our opinion that due consideration has not been afforded to all businesses directly affected by the works.

Temporary Traffic Management

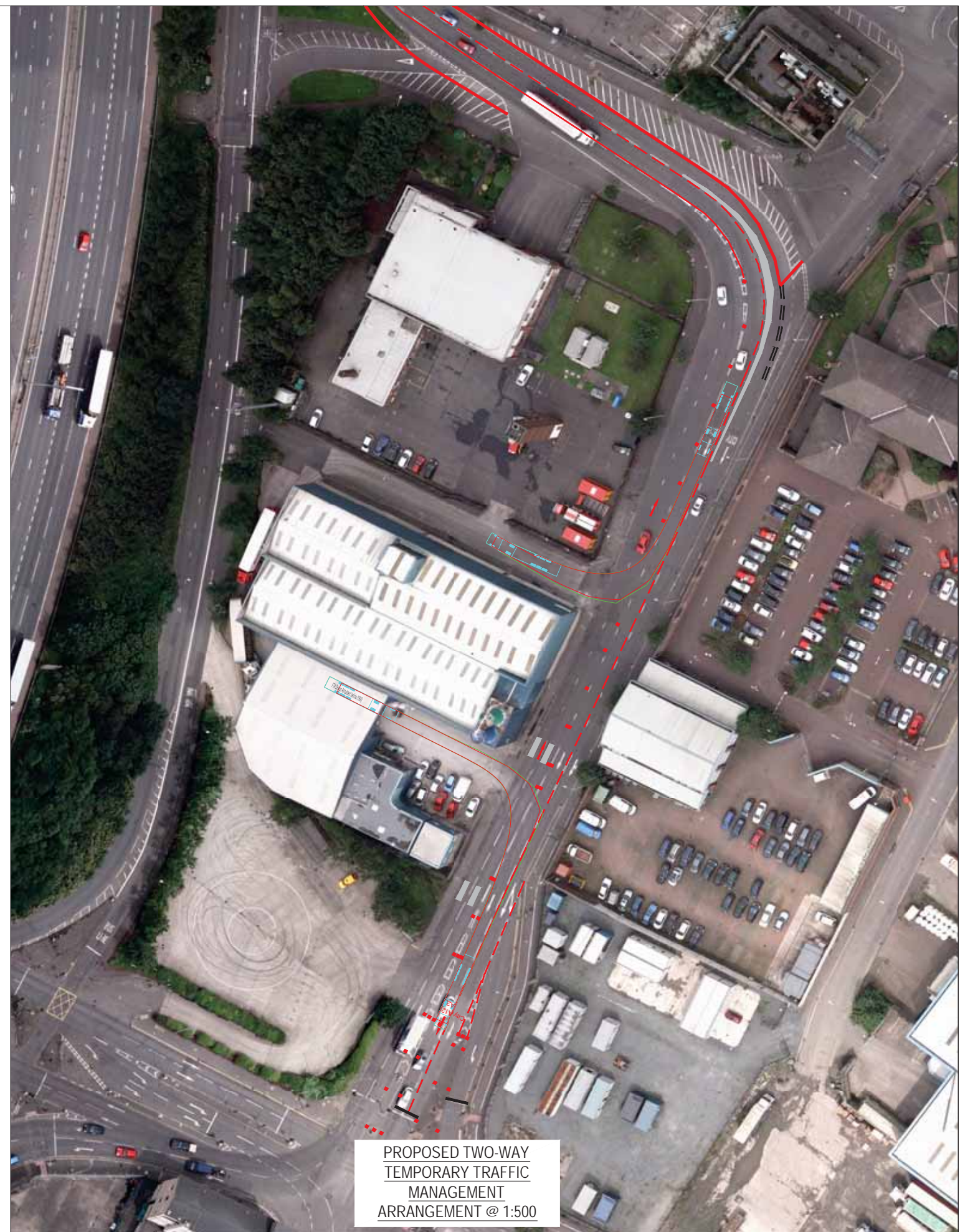
- a) As part of the completed buildability assessment of the scheme, TransportNI identified potential temporary traffic management layouts that would create sufficient working areas for construction of the scheme.**

- b) These potential layouts were discussed with your representatives at the recent Orders Exhibition event and propose a two-way running layout on Garmoyle Street and Whitla Street. Such a layout would be required for a significant period of time whilst works are completed on Nelson Street to construct the new diverge from the M2 motorway.
- c) TransportNI has carried out a swept path analysis of the proposed two-way layout on Garmoyle Street and is content that access for articulated lorries can be maintained in the proposed arrangement. This is illustrated on the attached drawing. It should be noted that only a single lane is proposed in contra-flow which vehicles entering/exiting your site would have to turn across.
- d) Whilst TransportNI has identified a potential traffic management solution using this two-way proposal, it is important to note that the temporary traffic management layout would ultimately be a matter for the appointed contractor to develop. Restrictions on the number and timing of lane closures would be set out within the construction contract. For the avoidance of doubt, the contractor would be required to maintain access to your premises at all times during the works.
- e) As intimated above, TransportNI has considered the impacts during construction on adjacent businesses and residents and would ensure that access to all properties is maintained for the duration of the works.

DRD TransportNI
Eastern Division
02 October 2015



EXISTING LAYOUT @ 1:500



PROPOSED TWO-WAY
TEMPORARY TRAFFIC
MANAGEMENT
ARRANGEMENT @ 1:500

Revision Details	By	Date	Suffix

NOTES

1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL OTHER RELEVANT DOCUMENTATION.
2. DO NOT SCALE FROM THIS DRAWING. USE ONLY PRINTED DIMENSIONS.
3. ALL DIMENSIONS IN MILLIMETRES. ALL CHANGES, LEVELS AND COORDINATES ARE IN METRES UNLESS DEFINED OTHERWISE.
4. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH THE PROJECT HEALTH & SAFETY FILE FOR ANY IDENTIFIED POTENTIAL RISKS.

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION BOX

IT IS ASSUMED THAT ALL WORKS ON THIS DRAWING WILL BE CARRIED OUT BY A COMPETENT CONTRACTOR WORKING, WHERE APPROPRIATE, TO AN APPROPRIATE METHOD STATEMENT.

THIS DRAWING IS TO BE USED ONLY FOR THE PURPOSE OF ISSUE THAT IT WAS ISSUED FOR AND IS SUBJECT TO AMENDMENT.

Purpose of Issue
PRELIMINARY

Client
Transport NI

Project Title
York Street Interchange

Drawing Title
**Temporary Traffic Management
Turning Movements
for Trouw Nutrition**

Designed PC	Drawn PC	Checked JM/CB	Approved JM/CB	Date 01.10.15
URS Internal Project No. 47037827		Suitability		
Scale @ A1 1:500		Zone / Mileage N/A		

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Rev
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