

Objection number**OBJ25**
Objectors Name Residents of Little Georges Street & Molyneaux St
Date submitted..... 10 March 2015
NIMVO plot numberN/A

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

1. We the Residents of Little George’s Street and Molyneaux Street wish to express our concerns in regards to the forthcoming York Street Interchange.

We believe that the development of this Interchange will affect the Residents of both these Streets in the following ways.

2. Both Streets

- **The disruption cause by the 3 years construction of the Interchange, in the way of dust, dirt and noise , especially noise if most of the construction is carried-out at night,**
- **The increase in noise and air pollution when the Interchange is completed and is operational**
- **The potential for flooding in the underpasses.**

Construction disruption

- a) TransportNI accepts that there would be an inevitable perceived disturbance to amenity during the construction phase of the Proposed Scheme, due to transient changes in dust, dirt and noise.
- b) Construction-related impacts and overall buildability issues are given very careful consideration by TransportNI. Section 4.7 in Volume 1 of the Environmental Statement (ES) details the proposed construction sequence and construction programme. Construction-related impacts are also assessed and mitigation proposed in each of the technical chapters (Chapters 8 to 17) in Volume 1 of the ES. Moreover, in line with the guidance contained within Interim Advice Note 183/14, an Environmental Management Plan (EMP) has been prepared for the Proposed Scheme and is contained within Appendix 4 in Volume 2 of the ES. The EMP forms an outline plan and is closely aligned with the design and assessment process contained within Part II of the ES (Chapters 8 to 17). The EMP would be further refined and expanded by the appointed Contractor into a Construction Environmental Management Plan (CEMP) as more information becomes available and there is more certainty in terms of the proposed layout, construction methods, programme and the likely environmental effects.
- c) An indication of likely working hours is outlined in Section 3.1 of the EMP (Appendix 4 in Volume 2 of the ES). TransportNI does not envisage that the majority of construction operations would be carried out at night. Where night working is required, the Contractor shall not undertake operations likely to result in significant disturbance at nearby sensitive receptors (as illustrated on Figure 13.1 in Volume 3 of the ES) and residential properties, including, but not limited to, Little Georges Street, North Queen Street and Molyneaux Street. Belfast City Council Environmental Protection Unit has powers under the Pollution Control and

Local Government (NI) Order 1978 to impose requirements as to the times during which work may be carried out and the methods of work to be used.

Noise

- d) A Noise & Vibration assessment has been undertaken for the scheme and reported in Chapter 13 in Volume 1 of the ES. Based on this assessment, appropriate mitigation & enhancement measures have been developed and reported in Section 13.7 of the ES, which includes the approximate length and height of proposed acoustic barriers along part of the Westlink. An indicative location for the proposed acoustic barrier along the Westlink, in the vicinity of Little Georges Street, is shown on Figure 13.3 and on Figure 11.7 (Sheets 2 & 3) in Volume 3 of the ES.
- e) Thin Surface Course System (TSCS), otherwise known as low noise surfacing, would also be provided on interchange links between Westlink, M2 and M3, and the slip roads from these to the local road network. Whilst the noise benefits of this surfacing are mainly evident at higher speeds, there would be some benefits at the lower speeds on the Proposed Scheme. However, no correction for the low noise surfacing has been included in the calculations and, hence, the noise assessment reported in the ES is a worst-case assessment. With this mitigation in place, properties in Little Georges Street / Molyneaux Street area are predicted to experience decreases in noise levels with the Proposed Scheme in operation, as shown in Figures 13.3 and 13.4 of the ES.

Air pollution

- f) An Air Quality assessment has been undertaken for the scheme and reported in Chapter 8 in Volume 1 of the ES. Changes in annual mean pollutant concentrations at a selection of representative receptors (which includes the Little Georges Street / North Queen Street / Molyneaux Street area) for the Opening Year (2021) and the Design Year (2035) between the Do-Minimum and Do-Something scenarios are shown in Tables 8.19 and 8.21 in Volume 1 of the ES. Based on this assessment, appropriate mitigation & enhancement measures have been developed and reported in Section 8.7 of the ES. During the operational phase of the Proposed Scheme, no predicted exceedances of the national objective limit values are expected, thus there would be no significant effects on air quality. Therefore, no specific mitigation measures are deemed necessary.

Underpass Flooding

- g) A Flood Risk Assessment has been undertaken for the Proposed Scheme, summarised in Chapter 16 in Volume 1, and included in Appendix 16, Annex C in Volume 2 of the ES. The Strategic Flood Map for Northern Ireland, published by DARD Rivers Agency, has been used to assess the potential flood risks to the Proposed Scheme from various sources, including flood risk from rivers and sea and surface flooding. The risk from surface flooding is considered very minor and local in nature. However, as York Street and its environs are located within the defined coastal floodplain for Belfast Harbour, it is at risk of potential flooding if the existing flood defences were breached or overtopped. Appropriate flood protection measures have been incorporated into the design of the underpasses within the Proposed Scheme to protect them from inundation in the event of such coastal flood events occurring, as illustrated on Figure 16.8 in Volume 3 of the ES.

3. Little George's Street

- **The widening of the West Link, which will bring the West Link closer to the backs of the Houses in the upper half of Little George's Street and increase the noise and air pollution to these houses.**
- **The heightening of the retaining wall at the back of the houses and the erection of a sound barrier on top of this, which will block out light to these houses and so deprive the residents of the Right to Light.**

Works to Existing Retaining Wall

- a) No works are planned to increase the height of the existing retaining walls along the back of the Little Georges Street properties. It is however proposed to steepen the existing embankment to accommodate an increase in carriageway width. The existing landscaping would be removed for construction purposes. TransportNI notes that Table 4.1 in Volume 1 of the published ES provides a full list of drawings which illustrate the Proposed Scheme and would specifically highlight drawing YSI-URS-XX-XX-DR-RE-EW201 that illustrates the proposed retaining solution. These drawings are contained within the separately published Volume 3 of Part 2 of the Proposed Scheme Report (the Engineering, Traffic and Economic Assessment Report).

Noise

- a) As stated above, a Noise & Vibration assessment has been undertaken for the scheme and reported in Chapter 13 in Volume 1 of the ES. Based on this assessment, appropriate mitigation & enhancement measures have been developed and reported in Section 13.7 of the ES, which includes the approximate length and height of proposed acoustic barriers along part of the Westlink. An indicative location for the proposed acoustic barrier along the Westlink, in the vicinity of Little Georges Street, is shown on Figure 13.3 and on Figure 11.7 (Sheets 2 & 3) in Volume 3 of the ES.
- b) Thin Surface Course System (TSCS), otherwise known as low noise surfacing, would also be provided on interchange links between Westlink, M2 and M3, and the slip roads from these to the local road network. Whilst the noise benefits of this surfacing are mainly evident at higher speeds, there would be some benefits at the lower speeds on the Proposed Scheme. However, no correction for the low noise surfacing has been included in the calculations and, hence, the noise assessment reported in the ES is a worst-case assessment. With this mitigation in place, properties in Little Georges Street area are predicted to experience decreases in noise levels with the Proposed Scheme in operation, as shown in Figures 13.3 and 13.4 of the ES.

Air pollution

- c) As stated above, an Air Quality assessment has been undertaken for the scheme and reported in Chapter 8 in Volume 1 of the ES. Changes in annual mean pollutant concentrations at a selection of representative receptors (which includes the Little Georges Street area) for the Opening Year (2021) and the Design Year (2035) between the Do-Minimum and Do-Something scenarios are shown in Tables 8.19 and 8.21 in Volume 1 of the ES. Based on this assessment, appropriate mitigation & enhancement measures have been developed and reported in Section 8.7 of the ES. During the operational phase of the Proposed Scheme, no predicted exceedances of the national objective limit values are

expected, thus there would be no significant effects on air quality. Therefore, no specific mitigation measures are deemed necessary.

Erection of Sound Barrier

- d) A 1.5m high close boarded fence (or similar acoustic attenuation barrier) is proposed as a mitigation measure to reduce the noise impact of the Proposed Scheme on adjacent residential properties, with its extent shown in Figure 13.3 in Volume 3 of the ES.

Right to Light

- e) TransportNI has completed a Daylight assessment of the Proposed Scheme to determine the impacts, if any, on the adjacent residential properties at North Queen Street, Little Georges Street and Molyneaux Street. The assessment has shown that all living rooms, which are the only occupied rooms of the existing buildings affected by the Proposed Scheme, would still enjoy adequate daylight after the Proposed Scheme is in place.

4. Molyneaux Street

- **The removal of the official Peace Wall at the bottom of Henry St, which will lead to the loss of protection to the Residents and their properties in Molyneaux St.**
- **The York Street Bridge will enable pedestrians to look down on the house in Molyneaux St, and so take away the Residents right to privacy in their own homes.**

These are just some of the main concerns that the resident would have and would appreciate if these concerns could be addressed.

Removal of Peace Wall

- a) The existing boundary wall at Henry Street would be demolished to make way for a new, higher retaining wall.
- b) TransportNI and their consultants have engaged with residents, the Department of Justice and the Police Service of Northern Ireland with regard to the existing interface. Discussions included the provision of direct connection between Henry Street and the York Street footway (via steps) and the edge treatment to the elevated footway itself. It is accepted that appropriate consultation should be undertaken for this aspect of the detailed design in due course.

Loss of privacy

- c) A Landscape & Visual Effects assessment has been undertaken for the scheme and reported in Chapter 11 in Volume 1 of the ES. Based on this assessment, appropriate mitigation & enhancement measures have been developed and reported in Section 11.7 of the ES, and a set of Landscape Mitigation drawings are included as Figure 11.7 (7 sheets) in Volume 3 of the ES. Indicative landscape treatment along the edge of the scheme is included in these drawings.
- d) TransportNI considers that the fencing/boundary treatment, hedging and planting commitments contained in the ES would reduce any perceived loss of privacy at Molyneaux Street when the scheme opens to traffic and through time, the openness of the site would be

reduced as the landscape planting matures. It is accepted that appropriate consultation would be undertaken for this aspect of the detailed design in due course.

DRD TransportNI
Eastern Division
02 October 2015