EXPLANATORY MEMORANDUM TO

The M1/Trunk Road T3 (Motorway Service Area) Order (Northern Ireland) 2011

SR 2011 No. 364

1. Introduction

1.1. This Explanatory Memorandum has been prepared by the Department for Regional Development to accompany the Statutory Rule (details above) which is laid before the Northern Ireland Assembly.

1.2. The Statutory Rule is made under Articles 14(1), 15(1) and 16(1) and (2) of the Roads (Northern Ireland) Order 1993 and is subject to negative resolution procedure.

2. Purpose

2.1. The purpose of the order is to allow for the construction of on-slip and off-slip lanes on the Belfast and Dungannon bound carriageways of the M1 Motorway to access proposed Motorway Service areas which will be constructed on either side of the M1 east of Lisburn in the townlands of Tullynacross and Ballyskeagh.

3. Background

3.1. The scheme relates to a planning application to provide facilities for the convenience and assistance of drivers and passengers of motor vehicles. The Department's objectives for this scheme are to provide safe access at a motorway service area for all traffic using the M1 motorway and to reduce/eliminate the need for drivers wishing to refuel having to leave the motorway network.

3.2. The Ml provides a strategic link between Belfast, the west and south of the Province and Dublin in the Republic of Ireland. The Motorway Service Areas will provide refuelling, shop and restaurant facilities at this section of motorway which carries approximately 75,000 vehicles per day. The rule will provide that 439 metres of new slip roads shall be special roads subject to motorway traffic restrictions and be part of the Belfast-Ballygawley-Londonderry-Land Frontier Trunk Road T3.

3.3. Planning Applications on behalf of the private developer for the construction of motorway services (to include filling station, forecourt service shop, car wash, cafe/restaurant, rest and WC facilities, associated parking and amenity area) on (1) north and (2) south bound carriageways of the M1 motorway at (1) approximately 200m south of 40 Sandy Lane, Hillhall, Lisburn and (2) adjacent to Bracken Bank, Drumbeg, Lisburn were approved on 12 April 2011.

4. Consultation

4.1. The proposed motorway service areas are as a result of planning applications by a private developer and as part of that planning process, multiple government agencies have been consulted, including Roads

Service, Department of Agriculture and Rural Development, Department of the Environment, the Police Service of Northern Ireland and Translink.

4.2. The planning process also allows for consultation with the local or wider community.

4.3. The proposal initially received outline planning approval on 14 June 1996. The approval was granted by the Planning Appeals Commission following an appeal hearing at which all aspects of the planning applications were discussed, including environmental issues and any objections from interested parties and members of the public.

5. Equality Impact

5.1. A relevant section 75 Equality of Opportunity Screening Analysis was carried out for the wider Strategic Road Improvement Programme. This determined that an Equality Impact Assessment was not required.

6. Regulatory Impact

6.1. A Regulatory Impact Assessment was not considered necessary

7. Financial Implications

7.1. None

8. Section 24 of the Northern Ireland Act 1998

8.1. The Department has carried out a Human Rights Act Screening Analysis and no human rights issues have been identified.

9. EU Implications

9.1. Not applicable.

10. Parity or Replicatory Measure

10.1. None

11. Additional Information

11.1. Not applicable

D J Millar

18 October 2011