ROADS

The Trunk Roads (South Approach Road) Order (Northern Ireland), 1956.

ORDER DATED 19TH JUNE, 1956, MADE BY THE MINISTRY OF COMMERCE UNDER SECTIONS 1 AND 3 OF THE ROADS ACT (NORTHERN IRELAND), 1948.

1956. No. 96 **[C]**

WHEREAS by subsection (2) of section 1 of the Roads Act (Northern Ireland) 1948(a) (hereinafter referred to as "the Act") it is provided that if at any time the Ministry of Commerce (hereinafter referred to as "the Ministry") is satisfied that it is expedient for the purpose of extending, improving or reorganising the trunk system that (inter alia) any road proposed to be constructed should become a trunk road or that any trunk road should cease to be a trunk road, it may by order so direct, and the trunk system shall on the date on which the order takes effect be modified accordingly;

AND WHEREAS the Ministry is so satisfied that the road proposed to be constructed by the Ministry on the route described in Part I of the Schedule to this Order (which road is hereinafter referred to as "the South Approach Road") should become a trunk road in substitution for those lengths of the Belfast-Ballygawley-Londonderry Trunk Road (T.3) and the Lisburn-Newry-Land Frontier Trunk Road (T.4) described in Part II of the said Schedule (which lengths are hereinafter referred to as "the existing roads") and that the existing roads should cease to be trunk roads;

AND WHEREAS the Ministry is also so satisfied that the roads proposed to be constructed on the new routes described in Part III of the said Schedule hereinafter referred to as "the new trunk roads" should become trunk roads in substitution for those lengths of the Belfast-Ballygawley-Londonderry Trunk Road (T.3) described in Part IV of the said Schedule, hereinafter referred to as "the old trunk roads" which should cease to be trunk roads;

AND WHEREAS by subsection (1) (*b*) of section 2 of the Act it is provided that where an order under section 1 of the Act directs both that a road shall cease to be a trunk road and that a road proposed to be constructed by the Ministry in substitution therefor shall become a trunk road, the date to be specified in the order upon which the first-mentioned road shall cease to be a trunk road shall be the first day of April next after the date on which notice is given by the Ministry to the Council who will become responsible for the maintenance of that road that the new route is opened for the purposes of through traffic;

(a) 1948, c. 28.

AND WHEREAS in accordance with the provisions of subsection (2) of section 2 of the Act the Council of the County of Antrim, the Council of the County of Down, the Council of the County Borough of Belfast and the Council of the Urban County District of Lisburn (hereinafter collectively referred to as " the Councils ") will become the road authorities for those portions of the existing roads described in Part II and Part IV of the said schedule which are situate within their respective areas;

AND WHEREAS it is provided by section 3 of the Act that certain additional powers may be authorised by an order made by the Ministry under the Act;

AND WHEREAS by subsection (6) of section 3 of the Act it is provided that anything which may be done in relation to a trunk road under the said section may be done in relation to a proposed trunk road;

AND WHEREAS it appears to the Ministry to be expedient for the purpose of facilitating traffic and in the interests of the safety of vehicles and persons therein using the South Approach Road and of vehicles and persons therein using the Finaghy Road North (C2), the unclassified road, known as Black's Road, the Lambeg-Drumbeg Road (B.103), the unclassified road leading from Lambeg to Hillhall, the unclassified road known as Meeting House Road, the Lisburn-Hillhall Road (B.23), the Sprucefield-Ravernet Road (C.305) and the unclassified road leading from Newport to Blaris all of which roads cross the South Approach Road, to construct the bridges and approaches under or over the South Approach Road described in Part V of the said Schedule (which bridges are hereinafter collectively referred to as " the new bridges ") so that the said roads shall pass under or over the South Approach Road;

AND WHEREAS it also appears to the Ministry to be expedient for the purpose of facilitating road traffic and in the interests of the safety of vehicles and persons therein using the South Approach Road that the junctions described in Part VI of the said Schedule should be improved;

AND WHEREAS it also appears to the Ministry to be expedient for the purpose of facilitating road traffic and in the interests of the safety of vehicles and persons therein using the South Approach Road to stop up entirely the junctions described in Part VII of the said Schedule;

AND WHEREAS it also appears to the Ministry to be expedient for the purposes ancillary to the stopping-up of the junctions described in Part VII of the said Schedule to construct roads on routes described in Part VIII of the said Schedule (which roads are hereinafter collectively referred to as " the new roads ");

AND WHEREAS in accordance with the provisions of subsection (3) of section 3 of the Act the works described in Part IX of the said schedule will from the date of completion thereof as certified by the Ministry vest respectively in the Council of the County of Antrim, the Council of the County of Down, the Council of the County Borough of Belfast and the Council of the Urban County District of Lisburn;

AND WHEREAS the provisions of the First Schedule to the Act (which prescribes the procedure for the making of orders under sections 1 and 3 of the Act) have been complied with;

NOW, THEREFORE, the Ministry in exercise of its powers aforesaid and of all other powers enabling it in that behalf, hereby makes the following Order:

1. This Order may be cited as "The Trunk Roads (South Approach Road) Order (Northern Ireland), 1956" and shall come into force on the nineteenth day of June, 1956.

2. The South Approach Road proposed to be constructed by the Ministry on the route described in Part I of the Schedule to this Order shall become a trunk road on the date of the coming into force of this Order but without prejudice to the application of subsection (6) of section 3 of the Act to the said road.

3. On the first day of April next after the date on which notice is given by the Ministry to the Councils that the South Approach Road is opened for the purposes of through traffic, the existing roads described in Part II of the said Schedule shall cease to be trunk roads.

4. The new trunk roads proposed to be constructed by the Ministry on the routes described in Part III of the said Schedule shall become trunk roads on the date of the coming into force of this Order but without prejudice to the application of subsection (6) of section 3 of the Act to the said roads.

5. On the first day of April next after the date on which notice is given by the Ministry to the Councils concerned that the roads described in Part III of the said Schedule are opened for the purposes of through traffic the old trunk roads described in Part IV of the said Schedule shall cease to be trunk roads.

6. The Ministry is hereby authorised:

(*a*) to construct the new bridges and approaches thereto described in Part V of the said Schedule;

(*b*) to improve the junctions as described in Part VI of the said Schedule;

(*c*) to stop up entirely the junctions and roads described in Part VII of the said Schedule;

(*d*) to construct the new roads on routes described in Part VIII of the said Schedule.

Sealed with the Official Seal of the Ministry of Commerce for Northern Ireland this nineteenth day of June, one thousand nine hundred and fifty-six, in the presence of

(L.S.)

W. J. Thompson,

Assistant Secretary.

SCHEDULE

PART I

The route of the South Approach Road

From Grosvenor Road (B.38) near Distillery Street and Cullingtree Road, Belfast, in a general south westerly direction to a junction with Stockman's Lane (C.1) at Blackwater Bridge crossing over Finaghy Road North (C.2) at Woodlands Bridge, thence in a general southerly direction crossing over the Belfast-Lisburn Road (T.3) between Finaghy and Dunmurry, to its junction with the Lisburn-Saintfield Road (B.6) about three quarters of a mile south east of Lisburn, thence in a general south westerly direction to its junction with the Lisburn-Newry Road (T.4) near Sprucefield about one and a half miles south of Lisburn, thence in a general westerly direction to its junction with the Lisburn-Lurgan Road (T.3) near Burnhouse Factory at Lissue, in the County of Antrim about two miles west of Lisburn, more particularly as delineated and coloured pink on the plan numbered L.52/1 and marked " South Approach Road ". The said plan is signed for purposes of identification by W. J. Thompson and copies thereof have been deposited at the offices of the Ministry of Commerce, Chichester House, Chichester Street, Belfast, the Belfast County Borough Council, City Hall, Belfast, the Antrim County Council, Courthouse, Crumlin Road, Belfast, the Down County Council, the Courthouse, Downpatrick, Co. Down, and the Lisburn Urban District Council, Town Hall, Castle Street, Lisburn, Co. Antrim.

PART II

The existing roads

(1) That length of the Belfast-Ballygawley-Londonderry Trunk Road (T.3) from its commencement in Belfast at its junction with University Road (B.23) to its junction with the South Approach Road near Burnhouse Factory at Lissue, about two miles west of Lisburn and substituting therein the new trunk road described in paragraph (1) of Part III of this Schedule, and that part of the new trunk road described in paragraph (2) of Part III of this Schedule from its commencement at Brickfield House to its junction with the South Approach Road near Burnhouse Factory for the old trunk roads described in Part IV of this Schedule.

(2) That length of the Lisburn-Newry-Land Frontier Trunk Road (T.4) from its commencement in Lisburn at its junction with Chapel Hill to its junction with the South Approach Road at Sprucefield about one and a half miles south of Lisburn.

PART III

The new Trunk Roads

(1) From a point on the Belfast-Ballygawley-Londonderry Trunk Road (T.3) approximately 560 yards west of its junction with Black's Road to a point on the said trunk road approximately 60 yards east of the said junction, more particularly as delineated on the plan aforesaid, coloured red, and marked A.1.

(2) From Brickfield House on the Belfast-Ballygawley-Londonderry Trunk Road (T.3) to a point on the said trunk road approximately 200 yards west of road C.6 near Ashgrove House, more particularly as delineated on the plan aforesaid, coloured red, and marked A.2.

PART IV

The old Trunk Roads

(1) From a point on the Belfast-Ballygawley-Londonderry Trunk Road (T.3) approximately 530 yards west of its junction with Black's Road to a point on the said trunk road approximately 17 yards west of the said junction, more particularly as delineated on the plan aforesaid, coloured broken red, and marked D.1.

(2) From Brickfield House on the Belfast-Ballygawley-Londonderry Trunk Road (T.3) to a point on the said trunk road approximately 125 yards west of road C.6 near Ashgrove House, more particularly as delineated on the plan aforesaid, coloured broken red, and marked D.2.

PART V

The new bridges

(1) The bridge and approaches thereto under the South Approach Road north west of Finaghy so that Finaghy Road North (C.2) shall pass under the South Approach Road, more particularly as delineated, coloured green and marked B.1 on the plan aforesaid.

(2) The bridge and approaches thereto under the South Approach Road near "Shanogue", so that Black's Road shall pass under the South Approach Road, more particularly as delineated, coloured green and marked B.2 on the plan aforesaid.

(3) The bridge and approaches thereto over the South Approach Road near Beechgrove, so that the Lambeg-Drumbeg Road (B.103) shall pass over the South Approach Road, more particularly as delineated, coloured green and marked B.3 on the plan aforesaid.

(4) The bridge and approaches thereto over the South Approach Road near Sycamore Hill so that the Lambeg-Hillhall Road shall pass over the South Approach Road, more particularly as delineated, coloured green and marked B.4 on the plan aforesaid.

(5) The bridge and approaches thereto over the South Approach Road near Drumbeg Dispensary so that Meeting House Road shall pass over the South Approach Road, more particularly as delineated, coloured green and marked B.5 on the plan aforesaid.

(6) The bridge and approaches thereto over the South Approach Road near Drumbeg Dispensary east of Lisburn so that

the Lisburn-Hillhall Road (B.23) shall pass over the South Approach Road, more particularly as delineated, coloured green and marked B.6 on the plan aforesaid.

(7) The bridge and approaches thereto under the South Approach Road at Sprucefield south of Lisburn so that the Sprucefield-Ravernet Road (C.305) shall pass under the South Approach Road, more particularly as delineated, coloured green and marked B.7 on the plan aforesaid.

(8) The bridge and approaches thereto over the South Approach Road near Blaris Masonic Hall so that the Newport-Blaris Road shall pass over the South Approach Road, more particularly as delineated, coloured green and marked B.8 on the plan aforesaid.

PART VI

Junctions to be improved

(1) The junction between the South Approach Road and Donegall Road by means of a roundabout, more particularly as delineated, coloured yellow and marked H.1 on the plan aforesaid.

(2) The junction between the South Approach Road and Stockman's Lane (C.1) by means of a roundabout and four connecting roads to the South Approach Road, more particularly as delineated, coloured yellow and marked H.2 on the plan aforesaid.

(3) The junction between the South Approach Road and the Lisburn-Saintfield Road (B.6) by means of a roundabout and four connecting roads to the South Approach Road, more particularly as delineated, coloured yellow and marked H.3 on the plan aforesaid.

PART VII

The junctions and roads to be stopped up

(1) The junction between the South Approach Road and Malt Street, the said Malt Street to be stopped up from the point where the south east side of the South Approach Road crosses the said street to its present junction with Grosvenor Road; more particularly as delineated, coloured blue and marked J.1 on the plan aforesaid.

(2) The junctions between the South Approach Road and Little Grosvenor Street on both sides of the South Approach Road, the said Little Grosvenor Street to be stopped up between the points where the boundaries of the South Approach Road cross the said street; more particularly as delineated, coloured blue and marked J.2 on the plan aforesaid.

(3) The junctions between the South Approach Road and Little Distillery Street on both sides of the South Approach Road, the said Little Distillery Street to be stopped up between the said points; more particularly as delineated, coloured blue and marked J.3 on the plan aforesaid.

(4) The junctions between the South Approach Road and Burnaby Street on both sides of the South Approach Road, the said Burnaby Street to be stopped up between the points where the boundaries of the South Approach Road cross the said street; more particularly as delineated, coloured blue and marked J.4 on the plan aforesaid.

(5) The junctions between the South Approach Road and Excise Street on both sides of the South Approach Road, the said Excise Street to be stopped up between the points where the boundaries of the South Approach Road cross the said street; more particularly as delineated, coloured blue and marked J.5 on the plan aforesaid.

(6) The junction between the South Approach Road and Buckingham Street, the said Buckingham Street to be stopped up from the point where the north west side of the South Approach Road crosses the said street to its present junction with Selby Street; more particularly as delineated, coloured blue and marked J.6 on the plan aforesaid

(7) The junction between the South Approach Road and Balmoral Street, the said Balmoral Street to be stopped up from the point where the north west side of the South Approach Road crosses the said street to its present junction with Selby Street; more particularly as delineated, colured blue and marked J.7 on the plan aforesaid.

(8) The junctions between the South Approach Road and Barton Street on both sides of the South Approach Road, the said Barton Street to be stopped up between the points where the boundaries of the South Approach Road cross the said street; more particularly as delineated, coloured blue and marked J.8 on the plan aforesaid.

(9) The junctions between the South Approach Road and Brassey Street on both sides of the South Approach Road, the said Brassey Street to be stopped up between the points where the boundaries of the South Approach Road cross the said street; more particularly as delineated, coloured blue and marked J.9 on the plan aforesaid.

(10) The junction between the South Approach Road and Magnetic Street, the said Magnetic Street to be stopped up from the point where the north side of the South Approach Road crosses the said street to its present junction with Roden Street; more particularly as delineated, coloured blue and marked J.10 on the plan aforesaid.

(11) The junctions between the South Approach Road and Broadway on both sides of the South Approach Road, the said Broadway to be stopped up between the points where the boundaries of the South Approach Road cross the said street; more particularly as delineated, coloured blue and marked J.11 on the plan aforesaid.

(12) The junctions between the South Approach Road and Stockman's Lane (C.1), the said Stockman's Lane to be stopped up from a point approximately 13 yards west of Blackwater Bridge, to a point approximately 105 yards to the west of the said bridge; more particularly as delineated, coloured blue and marked J.12 on the plan aforesaid.

(13) The junctions between the South Approach Road and the old trunk road described in Paragraph (1) of Part IV of this Schedule on both sides of the South Approach Road, the said old trunk road to be stopped up between the points where the boundaries of the South Approach Road cross the said old trunk road; more particularly as delineated, coloured blue and marked J.13 on the plan aforesaid.

(14) The junction between the South Approach Road and Dunmurry Lane (C.3) on the north west side of the South Approach Road, the said Dunmurry Lane to be stopped up between the said junction and a point approximately 167 yards to the south east of the said junction; more particularly as delineated, coloured blue and marked J.14 on the plan aforesaid.

(15) The junctions between the South Approach Road and Sandy Lane on both sides of the South Approach Road, the said Sandy Lane to be stopped up between the points where the boundaries of the South Approach Road cross the said road; more particularly as delineated, coloured blue and marked J.15 on the plan aforesaid.

(16) The junction between the South Approach Road and Meeting House Road on the north west side of the South Approach Road, the said Meeting House Road to be stopped up between the said junction and a point approximately 150 yards to the south east of the said junction; more particularly as delineated, coloured blue and marked J.16 on the plan aforesaid.

(17) The junctions between the South Approach Road and Plantation Lane on both sides of the South Approach Road, the said Plantation Lane to be stopped up between the said points; more particularly as delineated, coloured blue and marked J.17 on the plan aforesaid.

(18) The junctions between the South Approach Road and Lisburn-Saintfield Road (B.6) on both sides of the South Approach Road, the said Lisburn-Saintfield Road to be stopped up between the points where the boundaries of the South Approach Road cross the said road; more particularly as delineated, coloured blue and marked J.18 on the plan aforesaid.

(19) The junction between the South Approach Road and Lisburn-Ballynahinch Road (A.49) on the south east side of the South Approach Road, the said Lisburn-Ballynahinch Road to be stopped up between the said junction and a point approximately 125 yards to the north west of the said junction; more particularly as delineated, coloured blue and marked J.19 on the plan aforesaid.

(20) The junction between the new trunk road described in paragraph (2) of Part III of this Schedule and the Newport Road (C.6) on the north side of the new trunk road, the said Newport Road to be stopped up between the said junction and a point approximately 115 yards north of the said junction; more particularly as delineated, coloured blue and marked J.20 on the plan aforesaid.

PART VIII

The routes of the new roads

(1) From Burnaby Street to Little Distillery Street parallel and adjacent to the north west side of the South Approach Road; more particularly as delineated, coloured brown and marked R.1 on the plan aforesaid.

(2) From Buckingham Street to Excise Street parallel and adjacent to the north west side of the South Approach Road; more particularly as delineated, coloured brown and marked R.2 on the plan aforesaid.

(3) From Barton Street to Balmoral Street parallel and adjacent to the north west side of the South Approach Road; more particularly as delineated, coloured brown and marked R.3 on the plan aforesaid.

(4) From Dunmurry Lane (C.3) north west of its stopped up junction with the South Approach Road in an easterly direction for a distance of approximately 175 yards and thence in a south easterly direction for a distance of approximately 190 yards passing over the South Approach Road to the said Dunmurry Lane; more particularly as delineated, coloured brown and marked R.4 on the plan aforesaid.

(5) From Sandy Lane west of its stopped up junction with the South Approach Road to Lambeg-Drumbeg Road (B.103) near Beechgrove; more particularly as delineated, coloured brown and marked R.5 on the plan aforesaid.

(6) From Meeting House Road near Hill Head in a south easterly direction for approximately 260 yards passing over the South Approach Road to the said Meeting House Road; more particularly as delineated, coloured brown and marked R.6 on the plan aforesaid.

(7) From Lisburn-Saintfield Road (B.6) at the roundabout as described in paragraph (3) of Part VI of this Schedule in a north easterly direction to Plantation Lane thence to a point on the Lisburn-Hillhall Road (B.23) approximately 190 yards east of the junction of Plantation Lane with Lisburn-Hillhall Road; more particularly as delineated, coloured brown and marked R.7 on the plan aforesaid.

(8) From a point on the Lisburn-Ballynahinch Road (A.49) in the Urban District of Lisburn immediately west of the County Boundary in a south easterly direction for a distance of approxi-

mately 400 yards and passing under the South Approach Road to the said Lisburn-Ballynahinch Road; more particularly as delineated, coloured brown and marked R.8 on the plan aforesaid.

(9) From the Newport Road (C.6) approximately 340 yards south of Lissue Level Crossing in a southerly direction for a distance of approximately 150 yards to a point near Ashgrove on the new trunk road described in paragraph (2) of Part III of this Schedule.

PART IX

The works to vest in other Road Authorities

(1) In Antrim County Council:—

(*a*) The approaches to and the roads which pass under the South Approach Road by the bridges B.1 and B.2 described in paragraphs 1 and 2 of Part V of this Schedule.

(*b*) The improved junction H.2 with the South Approach Road described in paragraph 2 of Part VI of this Schedule.

(*c*) The new roads R.4 and R.9 described in paragraphs 4 and 9 of Part VIII of this Schedule.

(2) In Down County Council:—

(*a*) The approaches to and the roads which pass under or over the South Approach Road by the bridges B.3, B.4, B.5, B.7 and B.8 described in paragraphs 3, 4, 5, 7 and 8 of Part V of this Schedule and that part of the approaches to and the road which passes over the South Approach Road by the bridge B.6 described in paragraph 6 of Part V of this Schedule situate within the administrative County.

(*b*) The new roads R.5 and R.6 described in paragraphs 5 and 6 of Part VIII of this Schedule and that part of the new road R.8 described in paragraph 8 of Part VIII of this Schedule situate within the administrative County.

(3) In Belfast County Borough Council:—

The new roads R.1, R.2 and R.3 described in paragraphs 1, 2 and 3 of Part VIII of this Schedule.

(4) In Lisburn Urban District Council:—

(*a*) That part of the approaches to and the road which passes over the South Approach Road by the bridge B.6 described in paragraph 6 of Part V of this Schedule situate within the Urban District.

(*b*) The improved junction H.3 with the South Approach Road described in paragraph 3 of Part VI of this Schedule.

(*c*) The new road R.7 described in paragraph 7 of Part VIII of this Schedule and that part of the new road R.8 described in paragraph 8 of Part VIII of this Schedule situate within the Urban District.