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