

Stage 1 (Corridor Option) Assessment

The Stage 1 (Corridor Option) Assessment for the scheme was completed in November 2008. It recommended two preferred corridors be taken forward into the Stage 2 (Route Option) Assessment.

Stage 2 (Route Option) Assessment

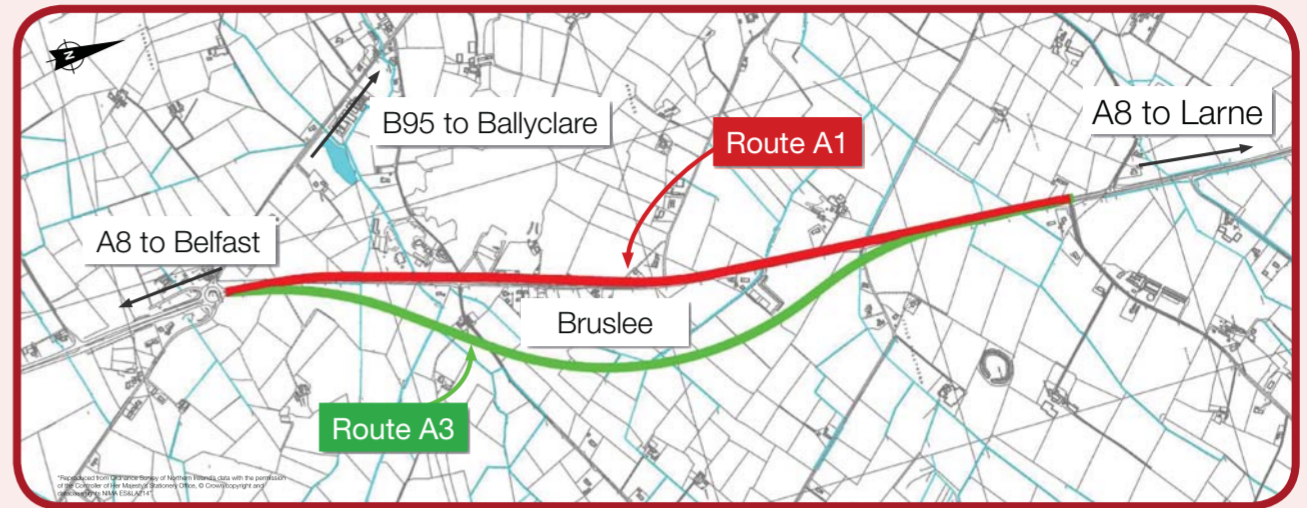
The Stage 2 Assessment developed a range of route options within the preferred Stage 1 corridors based on key engineering and environmental constraints. Each of the route options were assessed against the Government's five overarching objectives for transport:



In addition to these five objectives, the comments received during previous public consultations were considered. These did not show a clear preference for a corridor at Bruslee or Ballynure.

Bruslee - Rejected Routes Options

Three routes were considered to take the A8 either around or through Bruslee. The two rejected routes and the main reasons for rejection are shown below.



- Route A1 would demolish five residential properties and a community hall; was the most expensive route; and would increase severance within Bruslee.
- Route A3 was a long off-line route which would result in greater environmental impact because of the increased loss of greenfield land.

Ballynure - Rejected Routes Options

Six routes were considered around Ballynure. The five rejected routes and the main reasons for rejection are shown below.

- Route B1 was the most expensive and would result in the greatest impact on the environmental habitat associated with the Six Mile Water valley.
- Route B2 would demolish a residential property and would impact on an industrial heritage site.
- Route B3 was rejected for environmental reasons, primarily the diversion of a section of the environmentally sensitive Ballynure Water.
- Routes B4 and B5 removed less traffic from Ballynure resulting in high numbers of HGV's continuing to pass through the village. This gave poor economic returns.

