

Local Impact Report

A19/A184 Testo's Junction Improvement



South Tyneside Council

In Partnership With



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1. Introduction

- 1.1 A Local Impact Report (LIR) is defined according to Section 60(3) of the Planning Act 2008 as *'a report in writing giving details of the likely impact of the proposed development on the authority's area.'* It should be used by Local Authorities as the means by which their existing body of knowledge and evidence of local issues can be fully and robustly reported to the Examining Authority. It should draw on existing local knowledge and experience.
- 1.2 This is a Local Impact Report relating to the application by Highways England to upgrade the junction of the A19 trunk road with the A184 carriageway. This report has been produced in accordance with Version 2 of the Local Impact Report Guidance (the Advice Note) produced by The Planning Inspectorate dated April 2012 and considers the likely impacts of the proposed development on South Tyneside, being the Local Authority within whose administrative area the works will take place.
- 1.3 The Advice Note states that when the Examining Authority decides to accept an application, it will ask the relevant local authorities to prepare a Local Impact Report and this should be prioritised whether or not the local authority considers that the development would have a positive, negative or neutral effect on the area. The Report may include any topics that they consider to be relevant to the impact of the development on their area as a means by which their existing body of knowledge and evidence on local issues can be fully and robustly reported to the Examining Authority.
- 1.4 The LIR may also comment on the development consent obligations and the requirements and also any relevant representations.
- 1.5 In producing the LIR the council has not sought the views of local interest groups as to any particular matters that should be reflected in the report because the parish councils and other local groups have the opportunity, through the consultation process, to make their observations direct to the National Infrastructure Directorate. It should be noted here that there are no Parish Council's in South Tyneside because it is a metropolitan borough.
- 1.6 The LIR has been written so as to incorporate the topic areas suggested in the Advice Note (set out above), the subject areas in the Environmental Statement, and the obligations and proposed requirements submitted with the application for Development Consent Order (DCO).
- 1.7 The preparation of this LIR has been the product of close collaboration with Sunderland City Council who has confirmed that they are supportive of the report content. Please find a copy of an appended letter from Sunderland City Council as part of Appendix A of the report.

2. South Tyneside Context

- 2.1 South Tyneside sits within the Tyne and Wear conurbation. Its natural boundaries include the River Tyne to North and the North Sea to the East. The Council has neighbouring local authority boundaries with Sunderland to the South and Gateshead to the West. South Tyneside covers 64 sq. km and includes the towns of South Shields, Jarrow and Hebburn along with the villages of Boldon, Cleadon and Whitburn.
- 2.2 The Borough is bisected east/west by the A19(T) and includes the A194(M)/A184 White Mare Pool Interchange, A19/A184 Testo's Roundabout and the A19/A194 Lindisfarne Interchange) which are all designated as Highways England trunk roads.
- 2.3 On the local road network, the A194, A184 and A185 principal routes link South Tyneside to Gateshead and Newcastle, and the A1018 or A183 to Sunderland. The A1300 also provides an east-west link through the suburbs of South Shields and the coast (and is signed as the tourist route).
- 2.4 South Tyneside also benefits from access to the Tyne and Wear Metro system, which provides public transport accessibility in the Borough, with 10 metro stations giving access to the main town centres, riverside and the coastal area as well as further afield to Newcastle and other districts of Tyne and Wear.

3. Details of the Proposal

- 3.1 The Proposed Development is an on-line solution which would upgrade the existing at grade junction to a grade-separated junction thus providing uninterrupted traffic flow on the A19. The horizontal alignment of the A19 would be shifted slightly to the west of its existing position in order to minimise the impact on the electricity substation and Boldon Lake which are located, respectively, to the south east and north east of Testo's roundabout.
- 3.2 The A19 would be raised on an embankment and carried over the roundabout via a structure(s). It is proposed that the A19 carriageway would be raised to 7.5 metres (m) above ground level, passing over the enlarged roundabout using one of two options. The options are either the construction of two separate bridges, with an embankment to link the two or a single longer bridge. The roundabout and the A19 carriageway would be linked via slip roads. Traffic on the A19 would flow freely above the roundabout, whilst traffic using the A184 would travel around the roundabout.
- 3.3 Due to the proximity of the Testo's junction to the Downhill Lane junction, located less than one kilometre (km) to the south, the existing slip roads to and from the A19 and Downhill Lane junction would have to be permanently closed. Instead of joining or leaving the A19 directly, traffic to and from the north at Downhill Lane junction would be linked to the A19 at Testo's junction, via new link roads running parallel to the A19 on either side, and would use the slip roads on the north side of Testo's junction. The north bound link road would comprise of two lanes and the

south bound link road would comprise one lane, increasing to two lanes on approach to Downhill Lane junction.

3.4 Other elements of the Scheme are:

- Removal and replacement of road signage;
- Diversion of services/utilities;
- Installation of three new gantries;
- Installation of lighting and cabling;
- Installation of boundary fencing and safety barriers;
- Road surfacing; and
- Road drainage system with two ponds to capture water from the road and release it slowly to reduce flood risk.

4. Relevant Development Plan

4.1 The Local Plan is the statutory development plan for the Borough. It is the implementation plan for the land-use objectives of the South Tyneside Strategy 2017-2020.

4.2 Together with national planning policy and guidance, the Local Plan:

- Sets out the spatial strategy and policies for the sustainable use of land and buildings in the Borough
- Lays the foundations for regeneration and economic growth, and
- Forms the basis for assessing all planning applications and other development proposals.

4.3 The Local Plan includes a portfolio of statutory Development Plan Documents (DPD). Details of relevant policies are included as Appendix B to this LIR. Within the LDF Site Specific Allocations (DPD) there is an allocation relating to safeguarding land to enable the grade separation of the A19 at Testo's roundabout.

4.4 From a transport perspective, the Local Plan ensures that the key growth areas of the Borough are accessible and well connected by sustainable transport links so that travelling by public transport, cycling and walking is convenient and reduces our reliance on cars. The Local Plan references the need for adequate links between the Borough and the wider Region, providing access to employment opportunities outside the Borough and other destinations. Equally, the Local Plan requires that people have access to the Borough for its many attractions.

4.5 The A19 is a key corridor for economic growth. Investment in the Second Tyne Tunnel (which opened in 2011) and improvements at the A19/A184 Testo's roundabout reflect the corridors importance.

4.6 The Council will give priority to improving accessibility, particularly by encouraging and promoting public transport improvements, both within the Borough and

between the Borough and the A19 Economic Growth Corridor (including employment areas at Boldon Colliery, Doxford Park, Washington and South East Northumberland); and other destinations in the Tyne and Wear City Region, such as Newcastle and Sunderland city centres, Newcastle Central Station and Newcastle International Airport.

- 4.7 Our ambition is for South Tyneside to be an outstanding place to live, invest and bring up families. To help deliver this we are preparing a new Local Plan for South Tyneside, which will set the planning policy basis for assessing all planning applications and development proposals in the Borough.
- 4.8 The new Local Plan will seek to reinforce the importance of the A19 as a strategic economic corridor and as such the delivery of the A19/A184 Testo's junction improvement works is a significant investment priority.
- 4.9 South Tyneside Council has recently adopted the International Advanced Manufacturing Park (IAMP) Area Action Plan (AAP). The AAP has become part of the Local Plans of both South Tyneside and Sunderland and provides the spatial planning policy that will shape the future development of the IAMP. The IAMP AAP requires the developer of IAMP to demonstrate how IAMP will integrate with the Proposed Development at Testo's".
- 4.10 The project would be supported by local planning policies, notwithstanding its location in the green belt and, in particular; following the recent adoption of the IAMP Area Action Plan that identifies the strategic importance of the delivery of these proposed junction improvements at Testo's.

5. Material Documents

National Networks National Policy Statement

- 5.1 The National Networks National Policy Statement (NPS) was published in December 2014. It sets out Government policy relating to the delivery of nationally significant infrastructure projects relating to the road and rail networks. It reflects the importance given to maintaining well connected and high performing networks with sufficient capacity to meet long term needs and support economic growth, including at a local level. The Testo's scheme will deliver improved connectivity and increased capacity on the A19 corridor.
- 5.2 It recognises that the consequences of traffic congestion can be both economic, in terms of constraining economic activity and growth as well as environmental such as harmful emissions to air. Measures to improve the road network will include junction upgrades and increased capacity on trunk roads and these will be implemented alongside measures to encourage less reliance on the car and rolling out improved technology.
- 5.3 Detailed guidance is provided about the need to ensure that new development is appropriately mitigated to avoid environmental and social impacts but it is also

recognised that some adverse local effects may remain. A range of specific impacts are set out in the guidance.

National Planning Policy Framework

- 5.4 The National Planning Policy Framework (NPPF) came into effect in 2012 and promotes sustainable development. It replaced and simplified a large number of policy pages about planning. The Planning Practice Guidance to support the NPPF is published online and regularly updated. These act as guidance for Local Planning Authorities and decision-takers, both in drawing up plans and making decisions about planning applications.
- 5.5 Separate National Policy Statements have been produced to set out the material considerations relating to nationally significant infrastructure projects and these reflect the key aims of sustainable development set out in the NPPF.

Regional Policy

North East Strategic Economic Plan

- 5.6 The Strategic Economic Plan (SEP) was published in March 2014 by the North East Local Enterprise Partnership. Its overall vision is to provide over one million jobs in our economy by 2024. It is expected much of this will be achieved through growth in business services, where the A19 corridor in South Tyneside, including the International Advanced Manufacturing Park, is a competitive location which already accommodates a range of medium and large businesses; new economy such as creative and technology, media and telecoms; low carbon and renewable technologies which is supported by the designation of Enterprise Zones.
- 5.7 The SEP sets out six strategic themes to address challenges and deliver economic growth – one of these is to develop the places for business to invest and for people to live and another is transport and digital connectivity to allow people to move around for work and leisure and connect the North East to the national and international economy. In completing the Testo's Improvement Scheme, it is considered that this will address the SEP challenges on delivering economic growth.
- 5.8 Establishing a varied portfolio of potential development sites with the right infrastructure is crucial to leveraging investment into the area and the SEP notes that the A19 corridor remains a key employment location and any form of improvement will increase the viability for businesses.
- 5.9 In terms of transport, the SEP notes that to achieve its economic growth aspirations, it will be necessary for people and goods to be transported within, into and out of the area. It goes on to note that the presence and effectiveness of road, rail, air and sea connections can limit aspiration and the north east will not attract investment if the transport networks do not function effectively. Improvements in the A19 corridor are specifically identified as a spending priority for the North East region.

- 5.10 It recognises that reducing congestion on the road network, in particular the A1 and A19, is necessary to ensure that constraints on economic investment are relieved. Investment in the road network will have significant economic benefits for the region and enable developments in growth corridors to be delivered. The SEP identifies investment in known bottlenecks on the network and in additional capacity and traffic management, as well as encouraging more use of sustainable transport among its priorities.
- 5.11 The SEP seeks to ensure that commitments to invest in key network improvements at known bottlenecks, including the Testo's Roundabout scheme, are raised through the Highways England post-2015 delivery programme, with other A19 junctions improved by 2023. Proposals for further capacity improvements are set out in the published Transport for the North report "The Northern Powerhouse: One Agenda; One Economy, One North".

Tyne and Wear Local Transport Plan

- 5.12 Local Transport Plan 3 (LTP3) was the third Local Transport Plan for Tyne and Wear and includes a ten year strategy (2011 – 2021) covering all forms of transport in Tyne and Wear. It was produced by the former Tyne and Wear Integrated Transport Authority (ITA) on behalf of the six LTP Partners – the five Tyne and Wear local authorities (including South Tyneside) and Nexus, the local Passenger Transport Executive. The responsibilities of the ITA passed to North East Combined Authority (NECA) from April 2014.
- 5.13 The vision for transport in Tyne and Wear was that the area will have a fully integrated and sustainable transport network, allowing everyone the opportunity to achieve their full potential and have a high quality of life. The strategic networks will support the efficient movement of people and goods within and beyond Tyne and Wear, and a comprehensive network of pedestrian, cycle and passenger transport links will ensure that everyone has access to employment, training, community services and facilities. Five goals were adopted to meet the vision:
- To support the economic development, regeneration and competitiveness of Tyne and Wear, improving the efficiency, reliability and integration of transport networks across all modes;
 - To reduce carbon emissions produced by local transport movements, and to strengthen our networks against the effects of climate change and extreme weather events;
 - To contribute to healthier and safer communities in Tyne and Wear, with higher levels of physical activity and personal security;
 - To create a fairer Tyne and Wear, providing everyone with the opportunity to achieve their full potential and access a wide range of employment, training, facilities and services; and
 - To protect, preserve and enhance our natural and built environments, improving quality of life and creating high quality public places.

- 5.14 In terms of the A19, the need for improvements at the Testo's junction was identified a number of years ago with the Department for Transport (DfT) having accepted a recommendation made by the then interim Regional Transport Board for improvements at the junction to be progressed to complement other junction improvement works elsewhere on the A19 to address the issues with road safety and congestion. Improvements at this junction remain a regional priority and the major scheme investment in welcomed.

North East Combined Authority [NECA] Regional Transport Plan

- 5.15 The creation of North East Combined Authority in 2014 placed the responsibility for strategic decision making for transport, economic development and skills onto a new body made up of the seven local authority leaders and the chairman of the North East Local Enterprise Partnership.
- 5.16 As part of this process, the third Tyne and Wear Transport Plan (LTP3) is to be replaced by a Regional Transport Plan covering the North East Combined Authority area. This plan will set out our key policies, the new and collaborative ways in which we work and establishes a delivery programme which will aid us in achieving our goals. As with previous transport strategies, investment in the A19 corridor such as the Testo's scheme is a key priority of the policy.

Local Policy

South Tyneside Strategy 2017-2020

- 5.17 The South Tyneside Strategy references that the residents want to be able to get to and from work without long delays and frustration; for their children to travel to school safely; to be able to get where they need to be whether it by car, public transport or cycle and walking. The delivery of the Testo's Improvement Scheme will improve accessibility for South Tyneside.
- 5.18 South Tyneside is ambitious about its future, with high levels of housing and employment planned, both of which will mean more traffic on our transport network and without a dramatically different vision for transport, we risk seeing more congestion, more pollution and poorer health conditions. The Testo's scheme will remove congestion at the key junction, thus acting as an enabler for future development.
- 5.19 It further references that the future jobs and homes in the borough will need to be supported by improved, and a more resilient, infrastructure which will be set out in the infrastructure delivery plan associated with the Local Plan. This includes improvements along the A19 corridor which is the major 'economic artery' that links South Tyneside to the rest of the country. Improvement schemes will therefore support businesses and key employment initiatives including the International Advanced Manufacturing Park.

South Tyneside Highway Asset Management Plan 2015-2019

- 5.20 The South Tyneside highway and infrastructure network represents the single most valuable asset for which the Council has responsibility. The network comprises almost 600km of roads, approximately 1100km of footways and cycle ways and over 100 highway structures (bridges, subways, retaining walls and culverts).
- 5.21 The network is used daily by the majority of businesses, residents and visitors and is fundamental to the economic, social and environmental wellbeing of our borough. It helps to shape the character and quality of the local area and makes an important contribution to wider Council priorities, including regeneration, social inclusion, community safety, education and health.
- 5.22 The Council in the Highway Asset Management identifies that it is crucial that the local highway network is well maintained; a view shared by business, residents and other highway users, who see this as a high priority area of work. The Highway Asset Management Plan (HAMP) sets out the approach to maintaining our highway assets in order to provide the best possible service to all road users.
- 5.23 The plan includes a hierarchy of junctions, based on the strategic importance, level of congestion and number and type of road traffic accidents of each junction. The A19-A184 Testo's junction is ranked highest in the hierarchy.

6. Other Relevant Considerations

Improvements to the Wider Network

- 6.1 In addition to the Highways England's proposal at Testo's Junction, the Council has, as noted in the preceding section, secured funding allocations for a number of improvements along the economically significant A19 corridor. These improvements include:
- At A19/A194/A1300 Lindisfarne Corridor improvements which included additional lanes on the approach to the strategic road network – constructed in July 2017;
 - At A19/A185 junction improvements provided through the construction of the New Tyne Crossing and improvements at the Arches (A194 / A185) junction – from early 2018;
 - Highway England's A19/A1290 Downhill Lane junction improvements – from 2019.
 - International Advanced Manufacturing Park.
- 6.2 In terms of future development, the draft Local Plan reflects the aspirations of the SEP and retains an emphasis on developing the A19 corridor as a major employment location including the International Advanced Manufacturing Park on land to the North of the Nissan Manufacturing Park.
- 6.3 The relationship of the Testo's DCO to that of the DCO's being prepared for the Downhill Lane junction improvement scheme and International Advanced

Manufacturing Park has been reflected in document 7.3 of the Testo's DCO submission (Interrelation with Downhill Lane Junction and International Advanced Manufacturing Park).

- 6.4 The document provides a summary of the interrelationship between the three proposed nationally significant projects. This document has been submitted with the A19 / A184 Testo's Junction Improvement application for development consent. It is anticipated that the document will be developed further and reissued with the subsequent applications for the IAMP and Downhill Lane Junction Improvement schemes.
- 6.5 Whilst, it is important to note that a key principle of applications for DCO's is that the schemes to which they relate must be deliverable in their own right with no reliance on the other schemes

7. Local Impacts Assessment

- 7.1 The Council has assessed the local impacts resulting from the scheme proposals and has designated them in terms of whether the impact is on balance considered to be positive, neutral or negative. This determination has been completed using the suite of supporting evidence available as part of the DCO application (TR010020) for the scheme, including the ES Addendum (ESA) which is currently subject to consultation (by Highways England)

Economic Growth and Transportation – Positive Impacts

- 7.2 The Transport Assessment (TA) dated July 2017 (DCO document TR010020/7.4) has been produced by Highways England (HE). Chapter 1 of the TA sets out the existing highway conditions including traffic flows, delays and pedestrian/cycle crossing issues.
- 7.3 Chapter 3 of the TA assesses the impact of the proposed scheme including improvements to non-motorised user (NMU) infrastructure, reduction in delays and improved connections with the local highway network. The existing infrastructure and proposed improvements were analysed (2012) for the proposed year of opening (2021), interim design year (2026) and design year (2036). The Council is content with the baseline assessments undertaken.
- 7.4 On the Highways England network, the TA demonstrates that the scheme will reduce delays and allow the free flow of traffic on the A19. On the local road network, it demonstrates that the scheme will provide capacity at least equal to the present arrangement and improves facilities for non-motorised users (NMUs).
- 7.5 The TA concludes that the scheme provides benefits to the A19 corridor and that it:
- Meets the requirements of central government's transport objectives around economy, environment, social and public accounts;
 - Aligns with national and local planning policy;

- Addresses future traffic demand and creates improved traffic congestion conditions and journey experience for motorists;
- Improves facilities for NMUs;
- Creates a safer environment for all.

- 7.6 It is clear that the A19-A184 Testo's junction improvement scheme has a vital strategic position in the national road network serving the North East, both linking the A19 with the major east-west route A184 and providing access to economically significant employment destinations in the A19 corridor such as Nissan Manufacturing Park, Boldon Business Park and the proposed International Advanced Manufacturing Park.
- 7.7 The Council considers that the proposed scheme will contribute to economic growth both during the construction period and thereafter. It is anticipated that the improved accessibility throughout the A19 corridor will make employment areas more attractive to new businesses and attract further investment for improvements at existing sites.
- 7.8 In delivering highway improvements which will address future traffic demand and reduce congestion on this key regional route, the Council is content that the proposals are in full accordance with current local plan and SEP policies to improve access both to key employment corridors and residential areas and to help foster the right conditions to ensure that the region can offer transport infrastructure which will ensure it is attractive to future investment and associated job growth.
- 7.9 The proposals for this key junction will be delivered alongside a range of other local network improvements which will help to ensure that opportunities to improve access within, to and from South Tyneside are maximised.

Noise and Vibration – Neutral Impacts

- 7.10 The Environmental Statement (ES) dated July 2017 (DCO document TR010020/6.1 V1, V2 and V3), including the ES Addendum (ESA) which is currently subject to consultation has been produced by Highways England (HE). Chapter 12 of the V1 document refers to the Noise assessments that have undertaken, along with further information presented in the figures V2 and appendices V3.
- 7.11 The Council approves of the noise methodology used in the ES and is content with the baseline assessments completed. In determining the noise impacts, this has been appraised in respect to construction vibration, construction and operational noise.
- 7.12 In terms of vibrations, the scheme is expected to have some slight impact on soil compaction. The Council considers that the defined mitigation identified in the CEMP and REAC will reduce the impacts.
- 7.13 During the construction phase, the Council is concerned with the adverse noise impacts of the scheme given that a number of properties lie in close proximity to it.

The Council respects that a number of mitigation measures are proposed to minimise this noise as part of the Construction Environmental Management Plan, including temporary screening where required. Further to this, a positive communication plan is to be defined and well executed with the local community in Boldon Colliery and Fellgate residential areas.

- 7.14 The Council is in approval of the decision by Highways England to use 'Low Noise Road Surfacing (LNRS) which will significantly reduce the noise implications resulting from the operational phase. The location of the Testo's scheme is close to residential catchments in the Boldon and Fellgate area, so any intervention to reduce noise is welcomed.
- 7.15 To minimise the local noise impact of construction works on residential receptors close to the construction area, the Council is content with the identified measures in the CEMP and REAC, with the following identified:
- Construction times restricted to between the hours of 07:30 and 18:00 hours Monday to Friday and 08:00 to 13:00 hours on a Saturday and at no time on a Sunday or Bank Holiday.
 - Exceptions to these operating times should be agreed in consultation with the Council and any mitigation measures implemented prior to operation.
 - Justification for operating outside the permitted times, details of the proposed operating times and details of activity together with mitigation measures and predicted noise readings at noise sensitive housing should be submitted to the Local Authority.
 - During construction periodic noise monitoring should be carried out at agreed intervals or when a new activity is occurring or whenever there is out of hours work and within 48 hours of notification of complaint measured at nearest noise sensitive receptor to the activity.
 - During construction, if complaints are received with regard to vibration it would be expected that vibration monitoring would be carried out within 48 hours of notification.
 - Any noise or vibration monitoring must be available to an authorised officer of the Council within 48 hours of request.
 - On completion of the development, the Council is in discussion with Highway England to undertake noise monitoring within the first 6 months of the improved junction being open to traffic so as to validate (or not) the predictions from the noise model.
- 7.16 In response to the above the Council accepts that some elements of the scheme would need to be carried out outside of the standard timings, but the approach above would enable positive engagement with the Council about this.

Geology, Soil and Ground Conditions – Neutral Impacts

- 7.17 Chapter 10 of the V1 Environmental Statement (ES) document refers to the Ground Condition assessments that have undertaken, along with further information presented in the figures V2 and evidence base V3. The Council accepts the use of the Design Manual for Roads and Bridges (DMRB) guidance that has been used for this appraisal and is in agreement to the baseline assessments.
- 7.18 The site visits undertaken have quantified that the geological and geomorphological features of the local landscape are not highly sensitive to the effects of highway construction and operation. Groundwater resources in the study area are of local importance. An assessment of agricultural land in the study area has shown it all falls into Agricultural Land Classification Grade 3b, which is of moderate quality.
- 7.19 Given the extent of the scheme, there will be a loss of good to moderate agricultural land during/after construction. The Council is in agreement with the proposed mitigation identified in the CEMP and REAC which references that the return of the temporarily used areas to agricultural production to reduce the impacts.
- 7.20 During the construction phase, the scheme will have an impact on ground conditions. As a result, there is a risk from potential land contaminants. However, the Council is content with the mitigation measures and the assessment of potential impacts.
- 7.21 Once the scheme is operational, there could be slight impacts relating to contamination left from fill material. However, the defined measures in the REAC would mitigate any concerns.
- 7.22 The Council welcomes requirement 6 (Contaminated Land and Groundwater) of the amended dDCO.

Materials – Neutral Impacts

- 7.23 The Environmental Statement (ES) dated July 2017 (DCO document TR010020/6.1V1, V2 and V3) has been produced by Highways England (HE). Chapter 11 of the document refers to the material assessments that have undertaken. The Council is in agreement with the methodology and the baseline data used.
- 7.24 The Council through discussions with Highways England is aware and in approval of importation of materials. The Council has assessed the Materials Management Plan (MMP) and considers that the materials will not have a detrimental impact on ground and surface water when stored and also when placed as part of the construction phase of the scheme.
- 7.25 The Council is in negotiations with Highways England to undertake close monitoring of the transported materials to ensure that there are limited impacts to the temporary storage areas. The Council supports the production of a MMP and a Site Waste Management Plan (SWMP) as identified in the CEMP AND REAC.

- 7.26 With respect to the transport of materials and waste during construction, the Council is in discussions with Highways England to produce a traffic management plan to minimise the effects on amenity.

Air Quality – Neutral Impacts

- 7.27 The Environmental Statement (ES) dated July 2017 (DCO document TR010020/6.1V1, V2 and V3) has been produced by Highways England (HE). Chapter 6 of the document refers to the Air Quality assessments that have undertaken.
- 7.28 The Council agrees with the methodology used in the ES and is in approval of the baseline assessments. The assessment of the development once operational has concentrated on nitrogen dioxide which is a pollutant linked to traffic.
- 7.29 Air quality modelling for nitrogen dioxide was used to determine the air quality impact of do something compared with do minimum validated using South Tyneside diffusion tube data in 2012 and 6 month diffusion tube monitoring at 30 relevant receptors close to the Lindisfarne Air Quality Management Area (AQMA) designated in South Tyneside.
- 7.30 The highest predicted concentration within the AQMA was at R184 (Hadrian Road), with a concentration of 30.8µg/m³. The highest concentration in that area (although outside of the AQMA) was predicted at R149_B, on the boundary of the playing fields of Simonside Primary School, 15m from Lindisfarne Roundabout, with a concentration of 32µg/m³. However, there were no exceedances of the NO₂ air quality objective (AQO).
- 7.31 During the construction period, fugitive dust emissions are expected. As a result of this, the Council supports the formulation of a dust management plan as identified in the CEMP.
- 7.32 As a result of the assessments undertaken, South Tyneside Council considers that the air quality impacts of the scheme are not adverse and that the proposed and requested mitigation identified in the CEMP and REAC will reduce the impacts.

Landscape and Visual Impacts – Negative Impacts

- 7.33 With regards to the landscape and visual impacts, the Council is content with the methodology and baseline assessments undertaken. The Council considers that the local impacts have been addressed in the Landscape and Visual assessment contained in the submitted ES (Vol. 1 Chapter 8 Main Text).
- 7.34 The choice of viewpoints and visual receptors considered in the visual assessment is representative of the area. The adverse landscape impacts of the development would relate to the loss of trees and vegetation that are required at Testo's Roundabout and along the A19 corridor. There would also be required woodland thinning within the Mount Pleasant Marsh local wildlife site to accommodate the

burying of overhead power cables and installation of a security fence. However, the Council is in approval with mitigation identified in the REAC.

- 7.35 There would be short term visual impacts due to construction work and the temporary stockpiling of material. It is appreciated that these visual impacts would be not evident after the construction so the effects would be time limited.
- 7.36 The scheme will have impacts on the landscape character of the surrounding area, with localised views from the West Boldon Environmental Education Centre and B46 bridle path being changed due to the raised carriageway making the A19 more prominent in the short to mid-range views. However, it is considered that the initial screening/associated tree planting identified in the CEMP and REAC would become more mature in time (over 15 year period), thus reducing this scale of the visual impact.
- 7.37 In respect of the designated Tree Preservation Orders (there are two group TPOs at the West Boldon Lodge site), articles 34 and 36 of the dDCO are relevant. The Council is in approval of the proposed mitigation as identified in the landscaping plan, CEMP and REAC.
- 7.38 In terms of the assessments undertaken and proposed mitigation identified in the CEMP and REAC, whilst there will be adverse impacts resulting from the scheme, the impacts reduce on an annual basis as the proposed tree planting matures.
- 7.39 The Council welcomes requirement 5 (Landscaping) of the amended dDCO.

Archaeology and Cultural Heritage – Neutral Impacts

- 7.40 The Environmental Statement (ES) dated July 2017 (DCO document TR010020/6.1V1, V2 and V3) has been produced by Highways England (HE). Chapter 7 of the V1 document refers to the Cultural Heritage assessments that have undertaken.
- 7.41 The Tyne & Wear Archaeology Officer who provides advice to South Tyneside Council was consulted by Highways England who prepared the archaeology chapter of the ES and is satisfied with the methodology used and the baseline assessments.
- 7.42 The impacts on the defined archaeology sites have been assessed during the construction phase, with the impacts foreseen to be of negligible and low value. Further to this, the assets are well understood in terms of their function and date.
- 7.43 There is potential for unknown archaeological remains in some areas of temporary land-take required for the scheme. The Council is in approval of the mitigation identified in the CEMP and REAC which will mean that a geophysical survey of areas of temporary land-take is undertaken to determine the need for mitigation. The Council expects to be informed of any results from the survey and whether any archaeological remains are determined.

- 7.44 During the construction phase, there is an appreciation that the siting of the temporary site compound to the South-West of the Testo's junction would have adverse impacts on the setting of Scot's House. It is important to appreciate that Scot's House is a grade II listed building and therefore the Council is in approval of the proposed temporary screening of construction activities identified.
- 7.45 In respect to the operational phase, the Council considers that the impacts on views and the setting of historic buildings and landscape will be mitigated by measures identified in the CEMP and REAC.
- 7.46 From reviewing the above, the Council considers that the archaeological and cultural heritage impacts of the scheme are not significant, and the referenced issues are mitigated through the measures identified within the CEMP and REAC.
- 7.47 The Council welcomes requirement 9 (Archaeological Remains) of the *amended* dDCO.

Ecological and Nature Conservation – Negative Impacts

- 7.48 The Environmental Statement (ES) dated July 2017 (DCO document TR010020/6.1V1, V2 and V3) has been produced by Highways England (HE). Chapter 9 of the Environmental Statement V1 document refers to the Ecological and Nature Conservation that have undertaken.
- 7.49 An overall assessment of the impact of the proposals on ecology and nature conservation is given using terminology specified in Interim Advice Note 130/10 Ecology and Nature Conservation: Criteria for Impact Assessment (IAN130/10), with South Tyneside Council accepting the methodology undertaken and baseline assessments.
- 7.50 The scheme area contains key ecological features such as protected nature conservation sites and other sensitive habitats including wetlands, scrub, semi-improved grassland, species poor hedgerows, watercourses and ditches. The scheme would result in some loss of habitats within the landscape that currently provide connectivity and dispersal routes for species (faunal and floral).
- 7.51 The identified legally protected species present in the survey area include water vole, otter, bats and wintering and breeding birds including barn owl. The Council is satisfied that appropriate surveys have been carried out to assess the value of the habitat and the presence of any protected species.
- 7.52 Given the extent of the scheme, it is expected that wildlife will be at risk of disturbance, direct mortality and pollution, as well as severance of habitat. Highways England have identified a number of mitigation measures to reduce the negative effects which include (in summary):
- Replacing the lost habitat which will include 12 hectares of grassland, woodland, scrub and tree planting;

- Timing of construction works to avoid the most sensitive times of year;
- Relocating/displacement of relevant protected species before the start of works to move them from the area of the proposals;
- Landscape planting designed to discourage barn owls from hunting within the road corridor;
- Minimising night time working;
- Pollution control measures to prevent damage and degradation to habitats;
- Directional lighting to avoid illumination of habitats;
- Management Plan for Japanese Knotweed (and other invasive species).

7.53 Following further discussions with Highways England, it is considered that the indicated proposed mitigation identified in the CEMP and REAC reasonably considers construction and operational impacts of the project. However, some of the proposed mitigation will require time to establish and reach its full potential and this is why we are indicating a negative impact.

7.54 Finally, the Council acknowledges that pursuant to requirement 7 of the draft DCO, Natural England must be consulted on the preparation of a scheme for protection and mitigation measures (such scheme to be approved by the Secretary of State) for protected species.

Road Drainage and Water Quality – Positive Impacts

- 7.55 The Environmental Statement (ES) dated July 2017 (DCO document TR010020/6.1V1, V2 and V3) has been produced by Highways England (HE). Chapter 14 of the V1 document refers to the Road Drainage and Water Quality assessments that have undertaken. The Council supports the methodology undertaken and the baseline assessments.
- 7.56 The impacts upon drainage and water quality resulting from the scheme are concerned with the construction and operation stages of the project. In terms of the mitigating the risk of water pollution, the Council welcomes the formulation of a Construction Environmental Management Plan (CEMP), as referenced in requirement 4 of the dDCO.
- 7.57 With regards to the proposed mitigation measures identified in the CEMP and REAC, the Council would support the early development of temporary and permanent drainage systems for the A19 / A184 so as to reduce the risks of pollution to the water environment during construction, given the direct connections with the watercourses.
- 7.58 The Council approves of any construction team operating to best practice standards to ensure that impacts on the surrounding water environment would be limited. Finally, the Council approves of the consideration of future maintenance needs as identified in the CEMP and REAC.

- 7.59 To discharge requirement 8 of the DCO, the Council welcomes the submission of a scheme that mitigates impacts on flooding / water quality and looks to improve the current situation in terms of the water quality discharge to the River Don from the current road drainage system and flood risk downstream.

Construction Traffic – Negative Impacts

- 7.60 An early draft of the Traffic Management Plan Version 6 (dated June 2017) has been produced by Highways England (HE). The purpose of the Traffic Management Plan is to set out the proposed Temporary Traffic Management measures for implementation during the construction of the A19 Testo's Junction Improvement scheme.
- 7.61 The Council appreciates that the current document is not yet finalised and that proposals will be developed collaboratively pursuant to requirement 10 of the draft DCO, which requires that a traffic management plan to be submitted to and approved, in consultation with the Council, by the Secretary of State prior to the commencement of the authorised development.
- 7.62 In terms of the construction work, the Council supports the decision to divide the scheme into four phases which enables the sequencing of the construction phases.
- 7.63 With regards to the traffic management plan secured under requirement 10 of the dDCO, the Council is supportive of the proposed mitigation measures to be adopted including the maintaining the existing number of operational lanes on the A19 network and the proposed speed limit restrictions. These are concurrent with current proposals in operation at the A19/A1058 Coast Road scheme.
- 7.64 The Council is appreciative that some of the works associated with the scheme construction will require full carriageway closures of the A19 network. It is supportive of the designation of suitable diversion routes which will be agreed with the respective Local Highway authorities in Sunderland and Gateshead However, crucial to this approach is communicating the information to the travelling public and affected businesses.
- 7.65 Further to this, there is recognition that the adjacent works are occurring on the strategic road and local road network. Schemes are proposed on the A1 (Birtley to Coalhouse), along with the improvements in close proximity to the A19 corridor at Downhill Lane and the proposed IAMP site. In order to mitigate this, the Council would expect Highways England to adopt a proactive approach with all parties through its Network Management Duty to ensure that disruption is kept to a minimum.
- 7.66 Crucial to the network management function is the designation of a proactive communications strategy involving all stakeholders. The Council broadly supports the intention of Highways England to create a traffic management forum with all relevant stakeholders.

Road Safety – Neutral Impacts

- 7.67 The Transport Assessment Report (TS) dated July 2017 (DCO document TR010020/7.4) has been produced by Highways England (HE). This appraises the expected traffic resulting from the scheme. Further to this, Highways England has completed a road safety audit of the scheme. South Tyneside Council supports the methodology adopted and agrees with the baseline assessments.
- 7.68 South Tyneside Council considers that the scheme will have positive benefits to the North and South traffic movements on the A19(T) network, given that the traffic will operate freely, without having to stop at the current roundabout. Further to this, it will lead to a significant reduction in accidents occurring on the A19 network.
- 7.69 The Council also recognises that the scheme offers significant road safety improvements to non-motorised users, with the introduction of 2 segregated traffic signal controlled crossing facilities. These interventions are welcomed and tie into the Council's desire to have a strategic cycling route defined between the Testo's junction and White Mare Pool (A194M) junction.
- 7.70 In respect to the inter-relationship between the local and strategic road network, the Council would like to better understand how the footprint of the A19/A184 Testo's roundabout will operate, especially during peak times.
- 7.71 The Council welcomes the decision of Highways England to enable South Tyneside Council to have an active involvement in the ongoing road safety audit process for the scheme.
- 7.72 The Council has already made representations in relation to the dDCO and the highways handover and defects period. Further comments on this are provided in both the Council's responses to the ExA's written questions and SoCG.

8. Consideration of the Impact of the Proposed Provisions and Requirements within the Draft Order

- 8.1 The Council continues to liaise with HE on the contents of the draft DCO. This LIR has identified a number of areas where the Council is seeking to satisfy itself on the scope and enforceability of construction controls and the mitigation of impacts. Those are the subject of ongoing discussions with HE. The Council is confident that most if not all of such matters can be addressed by agreement with HE.
- 8.2 By way of example, the Council is discussing with HE the most appropriate and effective role the Council might play in the discharge of requirements. It is hoped that the Council and HE will have progressed substantially towards an agreed position on the majority of the draft DCO articles and requirements before discussion at the Issue Specific Hearing on 19th January 2018.

9. Conclusions

- 9.1 This report has been produced to consider the Local Impacts of the A19/A184 Testo's junction improvement on South Tyneside.
- 9.2 This report has been prepared in accordance with the advice and requirements as set out in the Planning Act 2008, the Localism Act 2011 and Advice Note One: Local Impact Reports (Version 2, April 2012, The Planning Inspectorate).
- 9.3 The delivery of junction improvement works at this location has been an ambition of the Council for a number of years. There is congestion at this key junction which is centrally located in the Borough and this development will provide a means to relieve congestion and improve the free flow of traffic through the junction. In doing so, it also improves conditions for non-motorised users accessing the facilities in and around the junction.
- 9.4 The construction of highway improvement works inevitably has some impact on the local landscape, ecology and amenities in terms of noise and air quality. Construction works can also have a temporary adverse impact on traffic movement.
- 9.5 The Local Impact Report demonstrates however, that the Council is satisfied that whilst there will be some negative local impacts primarily during the construction of the improvement works, none are so significant as to lead to the Council to object to the principle of the scheme. The Council is satisfied that the impacts are capable of being appropriately controlled by requirements contained within any DCO granted. The Council is continuing to liaise with Highways England on the scope of those requirements.
- 9.6 The Council welcomes this development which will significantly improve traffic flows at this key junction, relieving congestion and improving accessibility to, from and within the Borough adding to the attractiveness of living and working in the Borough, improving access to new economic development and housing locations. It is in accordance with national and local planning policy.

Appendix A: - Sunderland City Council Supporting Statements



Sunderland City Council – Supporting Statement to South Tyneside Local Impact Report

Introduction

The Development Consent Order (DCO) seeks to authorise improvements to the A19/A184 Testo's junction and the scheme is classed as Environmental Impact Assessment development. The application and associated documents published for inspection have been reviewed and are considered to be acceptable. Sunderland City Council has the following observations listed below:-

Highway Implications

Documents of note that have been published for comment include 7.3, which sets out the proposed 'Interrelation with Downhill Lane and the International Advanced Manufacturing Park (IAMP)'. The development of the A19/A184 Testo's scheme recognises the relationship with Development Consent Orders required for both the Downhill Lane scheme and IAMP. The latter involves the creation of new jobs and skills within a proposed internationally significant business and manufacturing park adjacent to the Nissan Manufacturing UK (NMUK) plant in Sunderland.

Given the proximity of all three DCO schemes, which all include major highway infrastructure proposals; the critical issues to consider will be the timing and execution of the construction programmes. Early contractor involvement and collaboration with stakeholders is vital. To ensure that any disruption to both commuter and business traffic is managed, close liaison with Sunderland and South Tyneside Councils, Nissan Manufacturing UK, IAMP LLP and other parties will be key to successful delivery.

The proposed scheme for A19/A184 Testo's will deliver a number of economic and highway benefits to both the strategic and local road network within the region including congestion reduction, journey time savings and road safety improvements.

Ecological Implications

The ecological interest to be directly and indirectly affected by the proposal must be fully assessed following current best practice guidelines. All features including habitats, species and ecosystems function and processes that may be affected should also be referenced in a geographical context in which they are considered important. A full assessment of whether important ecological features will be subject to impacts and characterisation of these impacts and their effects. Assessment of residual ecological impacts of the scheme remaining after mitigation and the significance of their effects, including cumulative effects is required.

A sequential process should be adopted to avoid, mitigate and compensate ecological impacts otherwise known as the mitigation hierarchy. Mitigation measures should be embedded into the scheme through careful design. Compensation measures should focus on the same type of ecological features as those affected and equivalent levels of functionality sought. Any replacement area should be similar in terms of ecological features and ecological functions that have been lost or damaged, or with appropriate management have the ability to reproduce the functions and conditions of those ecological features. Compensation should be provided as close as possible to the location where effects have occurred and benefit the same habitats and species as those affected. Due to the uncertainty inherent in compensation, particularly in cases which require ecological restoration or habitat creation, replacement ratios greater than one-to-one may be appropriate for delivery of compensatory habitats or ecosystems. The scientific basis for deriving appropriate ratios is not exact and will vary depending on the habitat or species concerned. Increased replacement ratios maybe needed take account of the time lag in delivering compensation and regaining the same maturity, complexity and diversity of habitats and the full complement of associated species. Biodiversity offsets is a concept that can provide a comprehensive approach to compensation and ensuring 'no net loss'.

The delivery of compensation measures, including biodiversity offsets, is likely to involve access to land, or land purchase, outside a scheme footprint and a commitment to long-term management through legal agreements. They therefore require early consideration in project design. The principles of offsetting should be agreed with the competent authority at an early stage, particularly where this is not clearly set out in a policy or biodiversity offsetting strategy.

It is important that scheme is sustainable and that it produces a net gain for biodiversity and nature conservation. National policy promotes the inclusion of measures to enhance biodiversity within development proposals. Enhancement of biodiversity should be an objective of this project.

Where monitoring is required for mitigation, compensation and enhancement measures, the methods to be used, the criteria for determining success/failure, appropriate timing, mechanisms for implementation, frequency and duration of monitoring, and frequency of reporting is required. Monitoring should be secured through a planning condition.

Landscape and Visual Implications

In respect of the designated Tree Preservation Orders within South Tyneside boundary which are listed throughout the site, it is recommended that the need for mature tree replacements must be considered as part of any landscaping plan. Sunderland City Council fully supports South Tyneside Council in respect that any landscaping plan should require the approval of South Tyneside Council.

Conclusion

Based on the evidence provided within the consultation documents, Sunderland City Council fully supports the proposed scheme for A19/A184 Testo's subject to development having conditions imposed to deliver a satisfactory form of development.

A19/A184 Testo's Project Team
Lateral
8 City Walk
Leeds
LS11 9AT
For the attention of Paul Adhal

Date: 3rd October 2017

**A19 TESTOS JUNCTION IMPROVEMENT
SECTION 56 PLANNING ACT 2008
REGULATION 8 INFRASTRUCTURE PLANNING (APPLICATIONS:
PROCEDURE) REGULATIONS 2009
NOTICE OF ACCEPTANCE OF AN APPLICATION FOR A DEVELOPMENT CONSENT
ORDER
PROPOSED A19/A184 TESTOS JUNCTION IMPROVEMENT DEVELOPMENT CONSENT
ORDER
(PLANNING INSPECTORATE REFERENCE: TR10020)**

This matter is being dealt with by: Paul Muir, Group Engineer, Transportation, 0191 561 1300 paul.muir@sunderland.gov.uk

Dear Paul,

I refer to your letter dated 31st August 2017 advising acceptance of notice by the Secretary of State for Transport to this application submitted by Highways England with the above reference.

It is noted that the Development Consent Order (DCO) seeks to authorise improvements to the A19/A184 Testo's junction and the scheme is classed as Environmental Impact Assessment development. The application and associated documents published for inspection have been reviewed and are considered to be acceptable.

Documents of note that have been published for comment include 7.3, which sets out the proposed 'Interrelation with Downhill Lane and the International Advanced Manufacturing Park (IAMP)'. The development of the A19/A184 Testo's scheme recognises the relationship with Development Consent Orders required for both the Downhill Lane scheme and IAMP. The latter involves the creation of new jobs and skills within a proposed internationally significant business and manufacturing park adjacent to the Nissan Manufacturing UK (NMUK) plant in Sunderland.

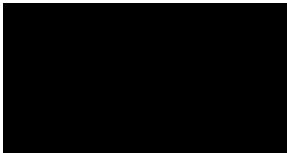
Given the proximity of all three DCO schemes, which all include major highway infrastructure proposals; the critical issues to consider will be the timing and execution of the construction programmes. Early contractor involvement and collaboration with stakeholders is vital. To ensure that any disruption to both commuter and business traffic is managed, close liaison

with Sunderland and South Tyneside Councils, Nissan Manufacturing UK, IAMP LLP and other parties will be key to successful delivery.

The proposed scheme for A19/A184 Testos will deliver a number of economic and highway benefits to both the strategic and local road network within the region including congestion reduction, journey time savings and road safety improvements. Based on the evidence provided within the consultation documents, Sunderland City Council fully supports the proposed scheme for A19/A184 Testos.

I trust this is of assistance.

Yours sincerely



Mark Jackson

Head of Infrastructure and Transportation

Delivering services for a better future



Appendix B: - South Tyneside Council Local Plan

1. Local Development Framework (LDF)

LDF documents can be found at <https://www.southtyneside.gov.uk/article/36015/Local-Development-Framework> and we would wish to draw attention to the following:

- **Core Strategy (and key diagram), adopted June 2017**
 - Objectives 1, 2, 3, 7, 10, 11, 12, 13, 14, 16
 - Policy ST1 Spatial Strategy for South Tyneside, in particular limb C
 - Policy ST2 Sustainable Urban Living
 - Policy A1 Improving Accessibility, in particular limb B
 - Policy EA1 Local Character and Distinctiveness
 - Policy EA3 Biodiversity and Geodiversity
 - Policy EA5 Environmental Protection
 - Policy EA6 Planning for Waste

- **Development Management Policies, adopted December 2011**
 - Policy DM1 Management of Development
 - Policy DM6 Heritage Assets and Archaeology

- **Site-Specific Allocations and Proposals Map, adopted April 2012**
 - Policy SA2 Improving Physical Accessibility and Transport Infrastructure, in particular limb l) xxiii) that safeguards land to enable grade separation of the A19 at Testo's.
 - Policy SA7 Green Infrastructure and Recreational Opportunities

2. IAMP Area Action Plan, adopted 30th November 2017.

Development Services
South Tyneside Council
Town Hall and Civic Offices
Westoe Road, South Shields
Tyne and Wear, NE33 2RL

www.southtyneside.gov.uk