



<b>Transboundary screening undertaken by the Planning Inspectorate (the Inspectorate) on behalf of the Secretary of State (SoS)</b>	
<b>Project name:</b>	A19 Downhill Lane Junction Improvement
<b>Address/Location:</b>	Land at the junction of the A19 and A1290, South Tyneside and Sunderland
<b>Planning Inspectorate Ref:</b>	TR010024
<b>Date(s) screening undertaken:</b>	First screening – 29 September 2017 following the Applicant’s request for a scoping opinion.
<b>EEA States identified for notification:</b>	First screening: None identified.

<b>FIRST TRANSBOUNDARY SCREENING UNDERTAKEN BY THE INSPECTORATE ON BEHALF OF THE SOS</b>	
<b>Document(s) used for transboundary Screening:</b>	A19 Downhill Lane Junction Improvement EIA Scoping Report PCF Stage 2 Version 0 Document Number: HE514495-JAC-EGN-DLJCN-RP-LE-0001, May 2017’ (‘the Scoping Report’)
<b>Date</b>	29 September 2017
<b>Screening Criteria:</b>	<b>The Inspectorate’s Comments:</b>
<b>Characteristics of the Development</b>	<p>The Proposed Development comprises the improvement of the existing A19 junction at Downhill Lane between the A19 and A1290 in Sunderland and South Tyneside.</p> <p>The Proposed Development would increase the capacity of the Downhill Lane junction in order to facilitate the development of a new 160 hectare International Advanced Manufacturing Park (IAMP) located to the north of the existing Nissan plant and immediately south-west of the A19 Downhill Lane junction.</p> <p>The description and layout of the Proposed Development are presented in Section 2 and shown in Figure 2.1 of the Scoping Report respectively The Proposed Development includes:</p> <ul style="list-style-type: none"> <li>• a two-bridge, grade separated roundabout junction;</li> <li>• the construction of a new bridge to the south of the existing (A1290) bridge across the A19. Together with the existing bridge, this will form a roundabout layout above the A19;</li> <li>• new slip roads to connect to the A19 (north and south); and</li> <li>• link roads to the north will connect the A19 to the</li> </ul>

	<p>proposed Testos junction improvement at the A19/A184 junction, located approximately 750m north of the Proposed Development.</p> <p>Elements of the following will also be required:</p> <ul style="list-style-type: none"> <li>• a new overbridge south of the existing A19 overbridge;</li> <li>• realignment of Washington Road and Downhill Lane to the east of the junction;</li> <li>• modification of existing northbound and southbound merge roads;</li> <li>• a new northbound and southbound link road connecting Downhill Lane Junction to the Testos roundabout;</li> <li>• possible strengthening or replacement of existing overbridge, dependent on further structural assessment;</li> <li>• embankments approximately 6.5m in height;</li> <li>• drainage infrastructure and proposed attenuation pond; and</li> <li>• measures to improve safety for non-motorised users (NMU's).</li> </ul> <p>The Scoping Report suggests that the junction improvements would be built out over an anticipated period of 18 months commencing in autumn 2019. The Applicant currently anticipates the Proposed Development being completed and become operational by 2021 (Section 2.7 of the Scoping Report).</p>
<p><b>Geographical area</b></p>	<p>The Proposed Development site is located within the jurisdiction of both South Tyneside Council and Sunderland City Council.</p> <p>The information provided in the Scoping Report does not identify or consider the potential for impacts on the environment in another EEA State.</p>
<p><b>Location of Development (including existing use)</b></p>	<p>The Proposed Development site is located in an area of countryside that broadly separates South Tyneside and Sunderland. Sunderland and South Shields are located within 10km to the south-east and north-east of the Proposed Development respectively, with Gateshead and Newcastle-upon-Tyne located approximately 15 and 20km to the north-west respectively. The Tyne Tunnel entrance at Jarrow is approximately 5km to the north of the Proposed Development. To the south, the A19 crosses the River Wear approximately 3.5km from the Proposed Development.</p> <p>There are a number of residential areas within 1-2km of the A19 Testos Junction, and the residential area of Town End lies immediately adjacent to the south west of the Proposed Development site (Section 2.1 and Figure 1.1 of the Scoping Report).</p> <p>Other nearby properties and businesses include:</p> <ul style="list-style-type: none"> <li>• two farms (West House Farm and Make-Me-Rich Farm)</li> </ul>

	<p>located immediately west of the A19;</p> <ul style="list-style-type: none"> <li>• the North-East Land, Sea and Air Museum is located between the A1290 and A19, approximately 500m to the southwest;</li> <li>• the Gateshead College Skills Academy is located approximately 150m to the east of the A1290 and to the south of Washington Road; and</li> <li>• the Nissan Sunderland manufacturing plant, approximately 2km to the south.</li> </ul> <p>The two farms identified in the list above have direct access to fields from the A19 (Scoping Report, paragraph 13.2.18).</p> <p>The River Don passes beneath the A19 in a culvert within the Proposed Development site, flowing from west to east then generally flowing north entering the tidal River Tyne at Jarrow (Section 14.2 of the Scoping Report).</p>
<b>Cumulative impacts</b>	<p>Chapter 15 of the Scoping Report provides a list of other projects that the Applicant proposes to consider as part of the cumulative impact assessment. Of these, the closest are the A19 Testos Junction, and the IAMP.</p> <p>A planning application for the “Wearpoint 55” industrial / commercial development adjacent to the A19, located between the Nissan plant and Downhill Lane junction has been submitted to Sunderland City Council which would occupy some of the same land proposed for the IAMP (paragraph 15.6.11 of the Scoping Report).</p> <p>Although there is no detailed information available at this stage, the Applicant also recognises the intention of Nissan to potentially expand their operation in the area.</p> <p>A summary of likely significant cumulative effects identified by the Applicant at this stage is provided within the Scoping Report at Section 15.7 and Table 15.4.</p>
<b>Carrier</b>	<p>Potential pollution via air, land and water.</p> <p>No specific carriers are identified by the Applicant in terms of potential for transboundary effects.</p>
<b>Environmental Importance</b>	<p>No internationally designated sites for ecology are shown as being within 10km of the Proposed Development site.</p> <p>Two nationally designated sites are identified within 2-3km of the Proposed Development site (Section 9.2 of the Scoping Report), comprising Hylton Castle Cutting geological Site of Special Scientific Interest (SSSI) and Wear River Bank geological SSSI.</p> <p>There are no statutorily designated heritage features within the Proposed Development site.</p> <p>The Scoping Report states that there are no World Heritage Sites, Scheduled Ancient Monuments, Listed Buildings, Registered Parks and Gardens, Registered Battlefields or</p>

	<p>Conservation Areas within the study area (a 300m buffer around the Proposed Development site), but there are 19 “<i>cultural heritage assets</i>” identified, comprising 11 archaeological remains, 1 historic building and 7 historic landscape types. (Paragraphs 7.2.3 – 7.2.4 and Table 7.1 of the Scoping Report).</p> <p>A designated main river, the River Don, flows through the Proposed Development site and is designated as a Local Wildlife Site (LWS).</p>
<b>Extent</b>	No impacts are identified that would be likely to have significant effects on the environment in another EEA State.
<b>Magnitude</b>	No impacts are identified that would be likely to have significant effects on the environment in another EEA State.
<b>Probability</b>	No impacts are identified that would be likely to have significant effects on the environment in another EEA State.
<b>Duration</b>	No impacts are identified that would be likely to have significant effects on the environment in another EEA State.
<b>Frequency</b>	No impacts are identified that would be likely to have significant effects on the environment in another EEA State.
<b>Reversibility</b>	No impacts are identified that would be likely to have significant effects on the environment in another EEA State.

### **Transboundary screening undertaken by the Inspectorate on behalf of the SoS**

The transboundary screening of the Proposed Development has been considered taking into account the transitional provisions in Regulation 37 of the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the 2017 EIA Regulations). The Applicant has requested the SoS to adopt a scoping opinion in respect of the development to which the screening relates prior to 16 May 2017 (the date of the commencement of the 2017 EIA Regulations). The Infrastructure Planning (Environmental Impact Assessment) Regulations 2009 (the 2009 EIA Regulations) are therefore considered to be the applicable EIA Regulations.

Under Regulation 24 of the Infrastructure Planning (Environmental Impact Assessment) Regulations 2009 (as amended) (the EIA Regulations) and on the basis of the current information available from the Applicant, the Inspectorate is of the view that the Proposed Development **is not likely** to have a significant effect on the environment in another EEA State.

In reaching this view the Inspectorate has applied the precautionary approach (as explained in its Advice Note twelve: Transboundary Impacts Consultation); and taken into account the information currently supplied by the Applicant.

#### **Action:**

No further action required at this stage.

**Date: 29 September 2017**

**Note:** The SoS’s duty under Regulation 24 of the EIA Regulations continues throughout the application process.