

APPENDIX A: NON-STATUTORY CONSULTATION BROCHURE

A19 Downhill Lane junction improvement scheme



Introduction

Highways England is a government run company. We are responsible for the operation, maintenance and improvements to England's motorways and major A roads. This includes delivery of the government's Road Investment Strategy (RIS) commitments, published in 2014 by the Department for Transport.

The RIS outlines how the government plans to invest in the Strategic Road Network (motorways and major A roads) in England over the next 5 years. The RIS made a commitment to make improvements to both the A19/A184 Testos junction and the A19 Downhill Lane junction. A preferred route announcement was made in June 2014 for the Testos junction, and statutory consultation has been undertaken on this scheme. An update on the Testos scheme is provided in Section 2 of this brochure.

This consultation brochure is in relation to proposed improvements to the A19 Downhill Lane junction. The improvements are required to increase capacity at the junction, facilitate access to the planned International Advanced Manufacturing Park (IAMP) whilst improving safety and minimising environmental impacts. This brochure explains the proposals that we are considering and how you can have your say.

- Section 1: Consultation
- Section 2: Need for improvement
- Section 3: The proposed option
- Section 4: Discounted options
- Section 5: Next steps



Consultation

We would like to hear the views of local communities, government and businesses on our proposals. The consultation will help us refine our proposals to enable us to take the scheme forward to the next stage of design.

This is your opportunity to tell us what you think of the scheme, what works, what concerns you may have, and any local or specialist knowledge that may help us to improve the design.

The consultation will run for 7 weeks, commencing 21 November 2016 and closing at 23:59 on 6 January 2017.

We will also be holding two public exhibitions. We would like you to come along to discuss the proposals in more detail with our project team. If you are not able to attend these events, please complete the questionnaire included with this brochure or online at www.highways.gov.uk/a19-testos-downhill-lane.

How to respond

You can respond using one of the following channels, which have been set up for the specific purpose of this consultation:

Online: by following the links on www.highways.gov.uk/a19-testos-downhill-lane

Email: your response to: a19testosjunctionimp@highwaysengland.co.uk

Post: your response and additional material using the free-post envelope provided.
A19 Testos and Downhill Lane team, Lateral, 8 City Walk, Leeds, LS11 9AT

A hard copy response form can be found in this document, or you can download a response form at: www.highways.gov.uk/a19-testos-downhill-lane

Further details about the IAMP development can be found at the following link: www.iampnortheast.com

All responses should be returned by 6 January 2017

Public exhibitions

The public information exhibitions are being held as follows:

Friday, 2 December

12pm – 6pm

Bunny Hill Library and Customer Service Centre

Hylton Lane, Sunderland, SR5 4BW

Saturday, 3 December

10am - 2pm

The Quadrus Centre

Boldon Business Park, Woodstock Way, Boldon Colliery, NE35 9PF

We are asking for your feedback on the proposed improvements to the A19 Downhill Lane junction and want to provide an opportunity for you to find out more.

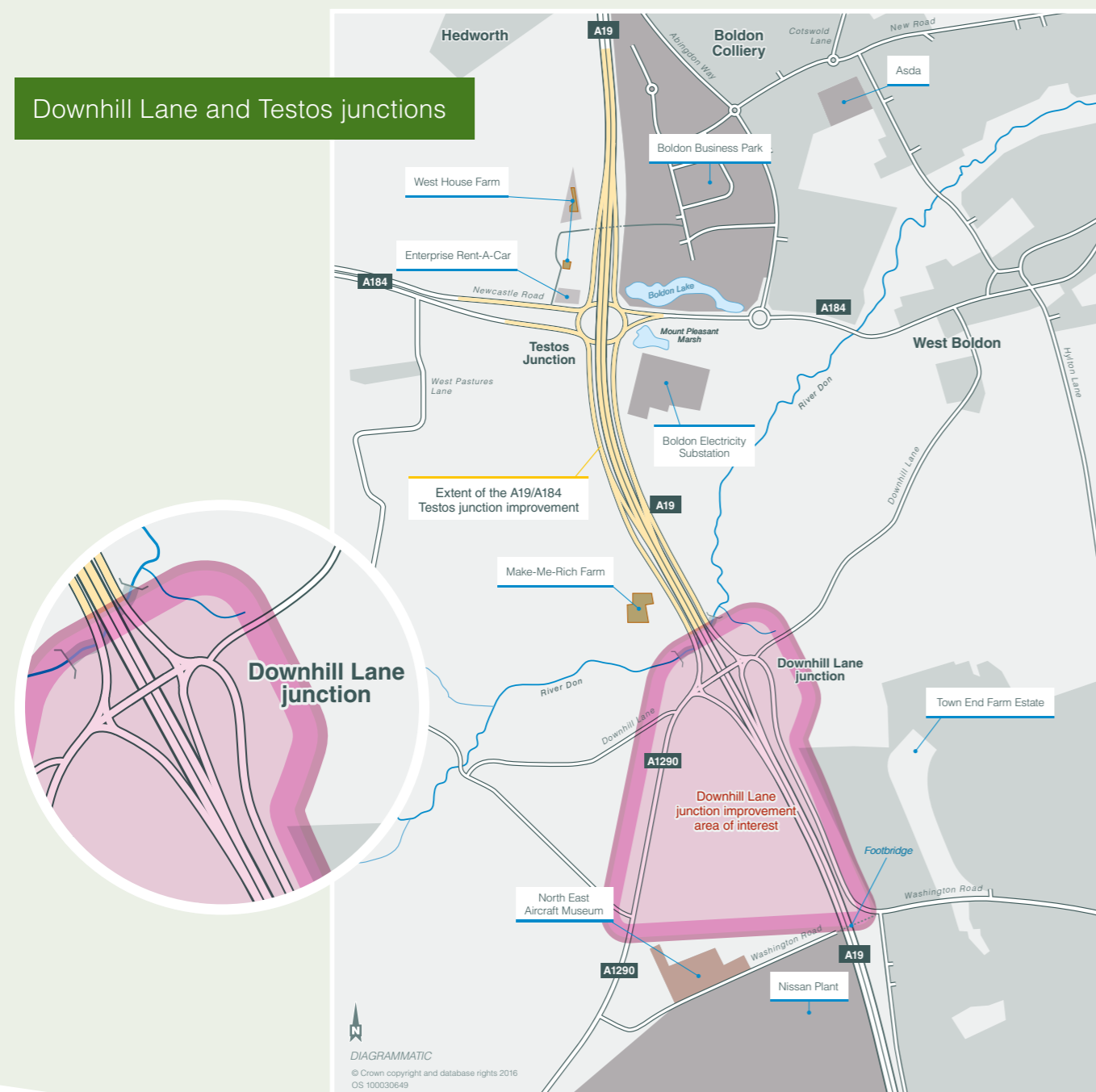
Need for improvement

The A19 is a major route running from Doncaster to the north of Newcastle. It is the main route linking Tyne and Wear with Teesside to the south, and to the north of England via the A1.

The Downhill Lane junction is located just over 5km south of the Tyne Tunnel and approximately 1.1km south of the Testos junction. It forms the junction between the A19 and the A1290, which is one of the main access routes for the Nissan car plant, and Washington Road, which runs into north Sunderland.

South Tyneside and Sunderland Councils are planning the development of the International Advanced Manufacturing Park (IAMP) within land to the west of the A19 and north of the Nissan plant. It is planned that access to the IAMP will also be from the Downhill Lane junction.

Downhill Lane and Testos junctions



Why are we improving Downhill Lane junction?

Future developments on the land to the north of the Nissan plant are likely to significantly increase the amount of traffic using Downhill Lane junction. The current capacity of the junction would not be sufficient for the anticipated additional traffic and would therefore affect the A19 and local roads.

We need to make sure that the junction is able to cope with increased vehicle numbers. The proposed improvements at Downhill Lane junction would increase its capacity, reduce journey times and improve road user safety. The improvements will support new growth in the area by allowing better access to the proposed IAMP and the Nissan plant from the A19, as well as complementing the proposed improvements at Testos.

Regional and local benefits

The scheme is being designed with the following key objectives in mind:

■ Supporting economic growth

This will be achieved by improving the attractiveness of the area for the IAMP and other prospective developers and businesses by improving road access. The scheme will help connect key employment sites, schools, colleges and residential areas, thereby delivering major benefits.

■ A safe and serviceable network

The scheme aims to reduce accidents, provide safer crossings for non-motorists and improve journey time reliability, leading to a reduction in driver stress.

■ A more free-flowing network

The traffic model used to develop the scheme predicts that road users travelling through the junction will benefit significantly from reduced journey times as a result of the proposal.

■ Improved environment

The environmental effects resulting from the scheme have been considered during the options identification stage. Measures to mitigate potential effects on the local environment and opportunities to provide enhancements will be further developed as the design progresses.

■ An accessible and integrated network

The proposed scheme will provide improved connectivity with the local road network. We are investigating ways to maintain existing facilities for pedestrians, cyclists and horse riders and to provide enhancements where possible. We will continue to work with the local access forum and user groups to develop our proposals.

What have we done to date?

We made the decision in 2015 to develop the Testos and Downhill Lane junction improvements together to minimise disruption to road users and provide cost efficiencies. This meant that we needed to identify options for improving Downhill Lane junction and review the preferred route option for Testos junction to understand what effect the changes at Downhill Lane junction might present.

The first part of this process involved identifying possible options for improvements at Downhill Lane junction. We considered all options and 6 were taken through a more detailed environmental assessment and technical appraisal. The results are reported in our Environmental Assessment Report (EAR) and Technical Appraisal Report (TAR). It is worth noting that environmental impacts are assessed based on national guidance and copies of the full TAR and EAR can be found on our website: www.highways.gov.uk/a19-testos-downhill-lane. In assessing the benefits and effects of improvement options, we have looked at a variety of topics including: environmental features, traffic forecasts, traffic movements, how it could

be constructed, value for money, cost and budget, required land take and the effect on communities. We have also considered the effect on the Testos scheme, including whether the Downhill Lane junction proposals would require major changes



to the Testos design, resulting in additional work, cost and delays to delivering the improvements.

Our appraisal identified that one of the 6 options, now referred to as Option A, should be progressed further and presented as our preferred option for public consultation.

This consultation is taking place at an early stage in the overall project, and information is still being gathered as we undertake more surveys and assessments. This information and the feedback received from the consultation will be used during the design development.

We will continue to engage with South Tyneside and Sunderland Councils, Nissan and the IAMP development team to ensure a joined up approach.

Testos junction update

We are planning to deliver the Testos and Downhill Lane junction improvements together to minimise disruption to road users. To achieve our delivery plan commitments, this approach requires two phased applications for development consent. We will issue more information on Testos junction in early 2017 ahead of an application for development consent later that year.



A19 Downhill Lane improvement scheme

Public consultation questionnaire

Please tell us your views by completing this questionnaire.

If you're returning this to us by post, please follow the folding instructions on the back page of the questionnaire and pop it in the post.

Please submit your completed questionnaire by 6 January 2017.

Please provide us with your name and address. If you'd prefer for your comments to be anonymous, please just provide your postcode.

Name:

Address:

..... Postcode:

If you want to be kept informed by email about the project please give us your email address below:

.....

If you are responding on behalf of an organisation, please tell us the name of the organisation and your role in it:

Name of organisation:

Your role in the organisation:



Please tell us how strongly you agree or disagree with the following statements by ticking the relevant box:

1. To what extent do you agree or disagree with the need for improvements on the A19 Downhill Lane junction.

Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

2. I support the proposed improvement option for A19 Downhill Lane junction.

Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Please provide more details below on why you are in support, or not in support, of this option.

.....

.....

.....

.....

3. How you use the A19 Downhill Lane junction

How do you normally travel on the A19 Downhill Lane junction? tick all that apply

Car/ van	HGV	Bus	Motorcycle	On foot	Bicycle	On a horse	I don't use this junction
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Other (please state)

4. What is your relationship to A19 Downhill Lane and the surrounding area (tick all that apply)?:

<input type="checkbox"/>	I live in the local area and use the A19 Downhill Lane junction to get to/from home
<input type="checkbox"/>	I work in the local area and use the A19 at Downhill Lane junction to get to/from work
<input type="checkbox"/>	I use the A19 at Downhill Lane junction to get to local leisure facilities
<input type="checkbox"/>	I use the A19 at Downhill Lane junction to travel through Tyne and Wear, for example between Newcastle and Sunderland

Other (please state)

5. How often do you use this junction?

<input type="checkbox"/>	Daily	<input type="checkbox"/>	More than once a week	<input type="checkbox"/>	Weekly
<input type="checkbox"/>	More than once a month	<input type="checkbox"/>	Monthly	<input type="checkbox"/>	Less than once a month

6. The consultation events

i. Did you attend a public exhibition? Yes No

ii. How did you hear about this consultation?

a.	Website	<input type="checkbox"/>
b.	Consultation brochure through post	<input type="checkbox"/>
c.	Consultation brochure at public viewing point	<input type="checkbox"/>
d.	Newspaper article	<input type="checkbox"/>
e.	other (please state)

This section is optional but we'd be grateful if you'd tell us a little about yourself so that we understand more about the community we serve. We will not share your personal information nor will we contact you or use it for any other purpose.

i. Your gender?

<input type="checkbox"/>	Male	<input type="checkbox"/>	Female	<input type="checkbox"/>	Prefer not to say
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ii. Your age?

<input type="checkbox"/>	16-24	<input type="checkbox"/>	25-34	<input type="checkbox"/>	35-44
<input type="checkbox"/>	45-54	<input type="checkbox"/>	55-64	<input type="checkbox"/>	65+

iii. Do you consider yourself to have a disability?

<input type="checkbox"/>	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>	Prefer not to say
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Thank you for taking the time to complete this questionnaire.

Information provided in response to this consultation, including personal information, may be published or disclosed in accordance with the access to information regimes (these are primarily the Freedom of Information Act 2000 (FOIA), the Data Protection Act 1998 (DPA) and the Environmental Information Regulations 2004).

If you want the information that you provide to be treated as confidential, please be aware that, under the FOIA, there is a statutory Code of Practice with which public authorities must comply and which deals, amongst other things, with obligations of confidence. In view of this it would be helpful if you could explain to us why you regard the information you have provided as confidential. If we receive a request for disclosure of the information we will take full account of your explanation, but we cannot give an assurance that confidentiality can be maintained in all circumstances. An automatic confidentiality disclaimer generated by your IT system will not, of itself, be regarded as binding on Highways England.

Highways England will process your personal data in accordance with the DPA and in the majority of circumstances; this will mean that your personal data will not be disclosed to third parties. Confidential responses will be included in any statistical summary of number of comments and views expressed.

The proposed option

Option A is preferred over the other shortlisted options because:

- It is the most cost effective option, providing similar or greater benefits to other options, but at a lower cost
- It provides the best fit with the Testos preferred route design so it would have no impact on the programme to deliver the improvements at Testos junction
- It requires the least land take of all the options, minimising the impact on the proposed development site and the surrounding environment
- It is one of the simplest options to construct as it would not require work within the River Don corridor or work to divert the Northern Powergrid overhead power lines

Fold B



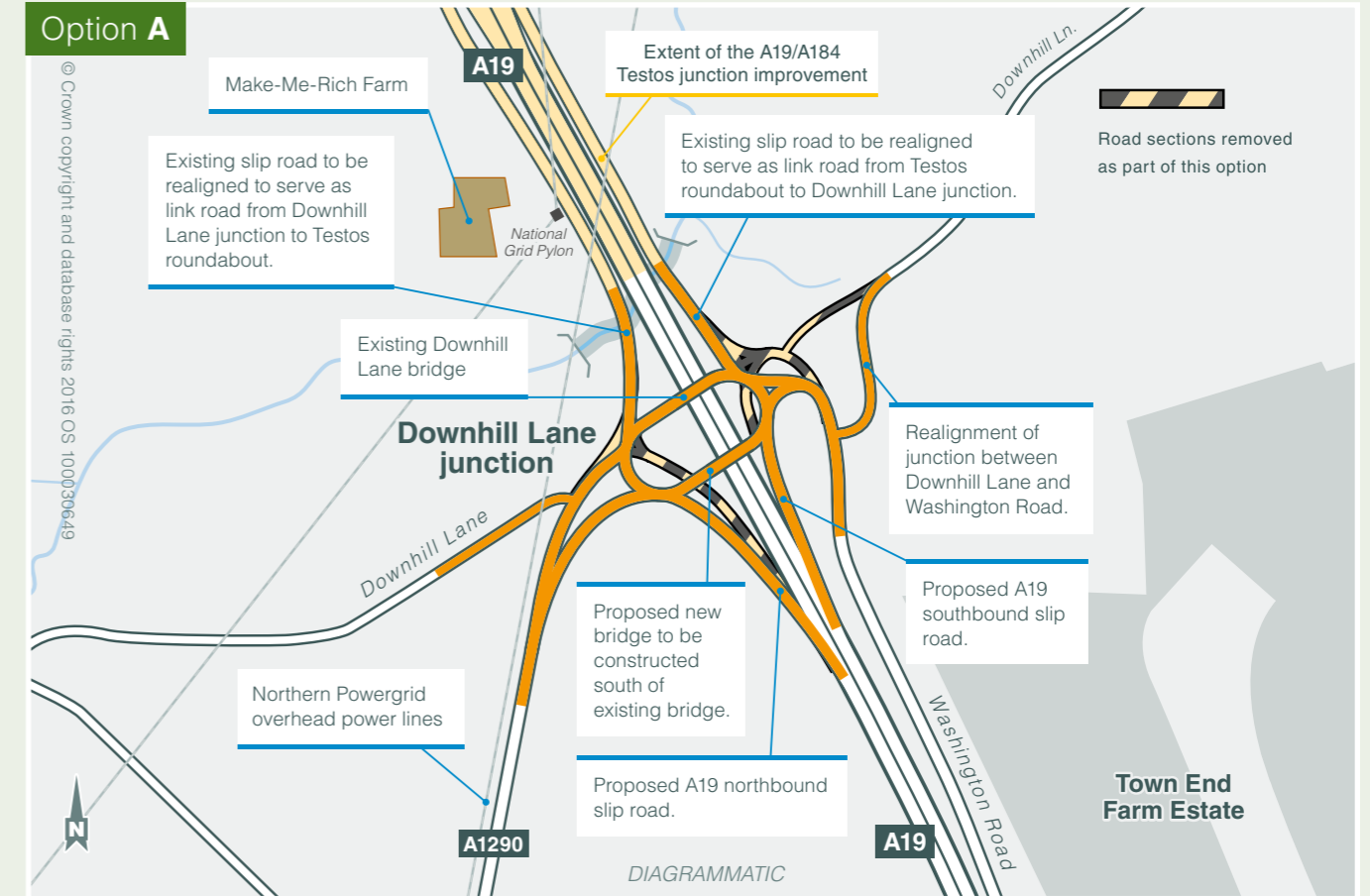
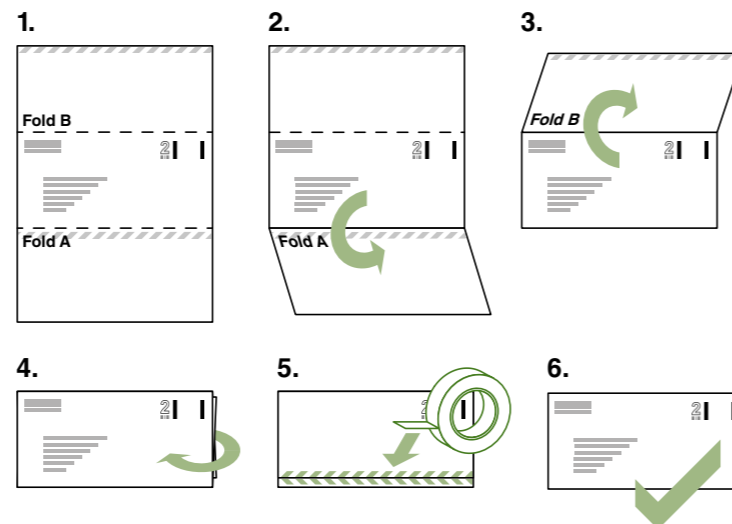
Freepost RSAS-ZGKK-CSUL
 Testos Downhill Lane
 improvement scheme
 Lateral
 8 City Walk
 Leeds
 LS11 9AT

Fold A

Folding instructions

Once you've completed the questionnaire please follow these instructions before returning it to us:

1. With the return address facing you...
2. fold the bottom part backwards along Fold A;
3. fold the top part backwards along Fold B;
4. turn the folded questionnaire over; and
5. secure it by sticking clear tape along the length of hatched area.
6. There's no need for a stamp, just pop it in the post.



Features

The table below illustrates the key impacts for the proposed option:

Feature	Option A
Air quality	Air quality assessments determined that there would be no significant impacts with any option.

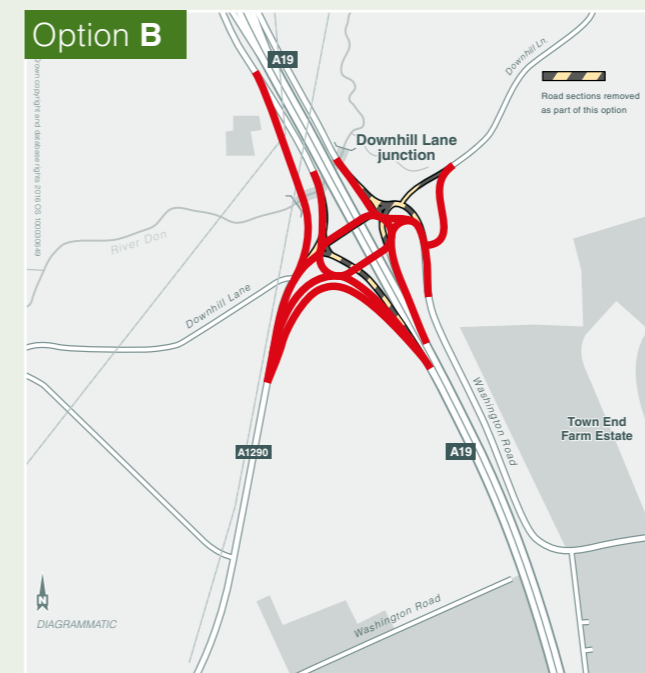
Noise and vibration	Significant noise disruption could occur at some locations for short periods during construction. We will minimise the effects through good construction practice. Once opened we anticipate a small number of properties may experience a very small level of increased noise. Further work will be carried out to assess this impact.
Landscape and visual impact	Effects on the landscape would be most significant in the construction period and would reduce as planted trees and shrubs mature.
Drainage and the water environment	The River Don would see an increase in the amount of water running off the A19. However, the overall effect would be a net improvement to both flood risk and water quality, as the scheme would include balancing ponds to slow down the flow of water into the river and treat the water before release.
Geology and soils	The disturbance of contaminated ground, particularly around the historic railway line and along the existing A19 will be managed to prevent environmental incidents. No other significant impacts or risks have been identified.
Materials	We aim to minimise the volume of waste materials going to landfill and the use of raw materials such as quarried aggregates/stone through good design, good construction practice, recycling of materials where possible and effective management of waste. Further assessment of materials and waste is planned.
Cultural heritage	No significant effects on archaeological remains or historic landscape have been identified at this stage. Further investigation is planned.
Nature conservation	There would be no impact on European or nationally designated sites. Local wildlife sites, habitats and some wildlife species may be adversely impacted. Further assessment will be carried out and mitigation measures developed where needed.
Land take	Option A uses parts of the existing junction layout and features, minimising land requirements. Further opportunities to use the existing junction layout and reduce land take will be investigated during the later stages of design development.
Construction	Option A is considered to be one of the least complicated to build. For example, it does not require work within the River Don corridor. Further work will be carried out in the next stage of design to look at how traffic can be kept flowing as freely as possible during the construction work.
Cost	We plan to construct both Testos and Downhill Lane junctions together; the cost estimates for all the options include the improvements to Testos junction. Option A is the second cheapest, with only Option F being cheaper, but delivering significantly less benefit.
Value for money	When delivered with the Testos improvement, the scheme delivers high value for money.
Average peak time journey change	Option A is forecast to provide a significant reduction in average vehicle delay at Downhill Lane junction at peak times.
Compatibility with the Testos scheme	These proposals provide a direct fit to the preferred route announced for the improvements at Testos junction.

The environmental assessments will continue to be refined as more information becomes available and the design progresses. After the formal announcement of a preferred option, we will carry out a statutory Environmental Impact Assessment, leading to publication of an Environmental Statement (ES). The ES would provide a detailed description of the baseline environment and how it would be changed by the construction and operation of the scheme. It would describe any design changes we have made to avoid or reduce impacts, set out any other proposed environmental mitigation and enhancement works, and outline the environmental management plans that would be put in place to prevent accidental pollution or other environmental damage during construction or operation.

Discounted options

The following plans show the shortlisted options that we considered. These have been discounted for the reasons described with each option.

All options apart from Option **F** are more expensive than our preferred option.



Reasons for rejecting Option B

- Strengthening works would be required to the River Don culvert which would increase costs
- Safety concerns over traffic interaction on the northbound link road
- Significant additional land would be required east of Make-Me-Rich Farm
- Northern Powergrid overhead lines supplying the Nissan plant would need diversion works
- Maintenance access issues for the National Grid pylon
- Not directly compatible with the preferred route announced for the Testos scheme



Reasons for rejecting Option C

- Strengthening and extension of the River Don culvert would be required, which would increase costs and impact on the natural habitat of the local wildlife site
- Significant additional land would be required east of Make-Me-Rich Farm
- Maintenance access issues for the National Grid pylon
- Northern Powergrid overhead lines supplying the Nissan plant would need diversion works
- Not directly compatible with the preferred route announced for the Testos scheme



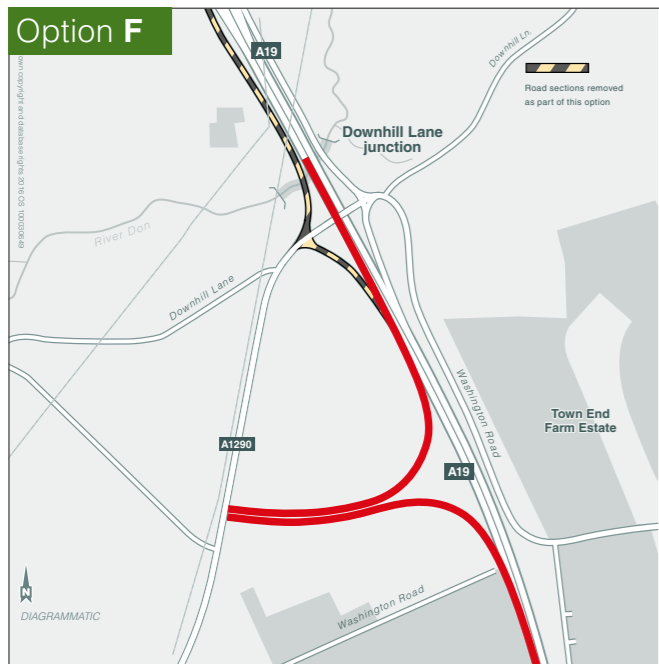
Reasons for rejecting Option D

- Strengthening and extension of the River Don culvert would be required, which would increase costs and impact on the natural habitat of the local wildlife site
- Poor ground conditions for construction of the new bridge to the north of the existing junction
- Significant additional land would be required east of Make-Me-Rich Farm
- Northern Powergrid overhead lines supplying the Nissan plant would need diversion works
- Maintenance access issues for the National Grid pylon
- Not directly compatible with the preferred route announced for the Testos scheme



Reasons for rejecting Option E

- Requires considerably more land take than all other options
- Requires a significant area of land which is earmarked for development
- Not directly compatible with the preferred route announced for the Testos scheme



Reasons for rejecting Option F

- Does not meet proposed scheme objectives for improving Downhill Lane junction
- Requires a significant area of land which is earmarked for development
- Not directly compatible with the preferred route announced for the Testos scheme

Next steps

Once the consultation closes on 6 January 2017, all responses will be analysed and compiled into a consultation report which summarises the feedback. The consultation report will be available via the Highways England website. We will then refine the design to:

- Ensure the scheme design incorporates all relevant comments where practicable
- Make sure the potential impact on the community and environment have been fully considered
- Complete our environmental assessment work, making sure it takes into account issues that you have told us about

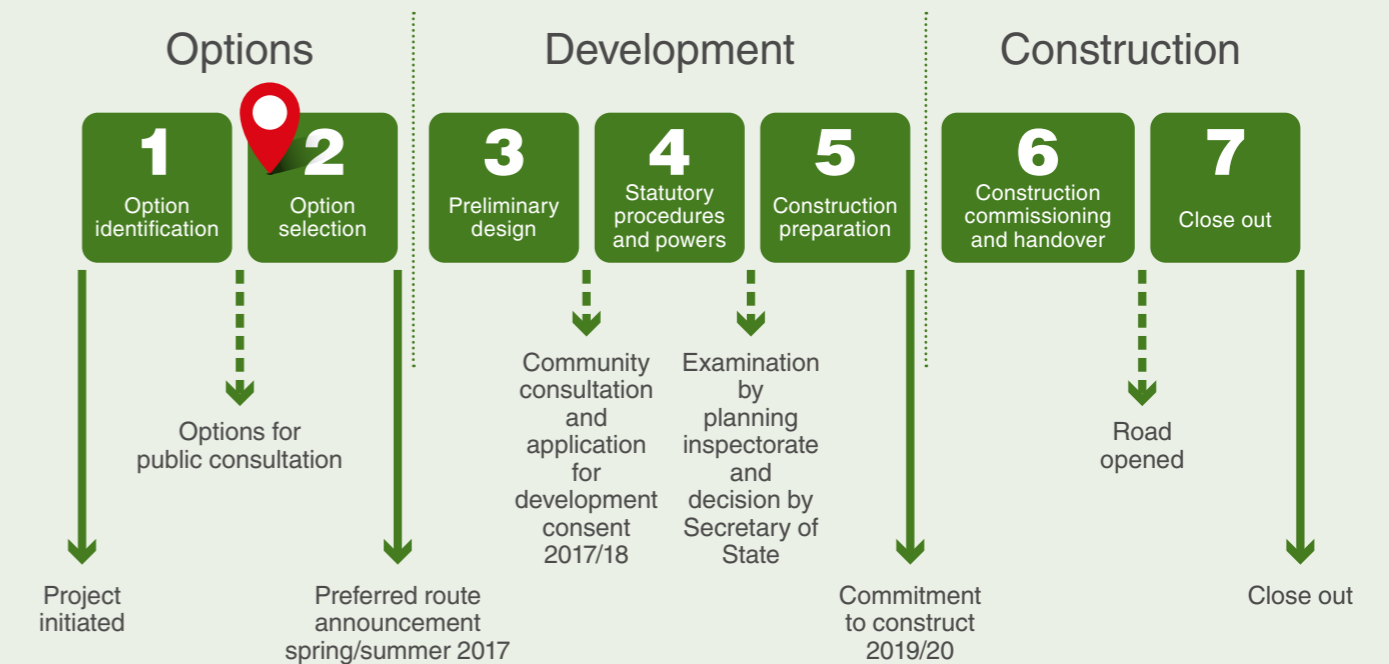
We will then announce the preferred route option for the improvement to Downhill Lane junction in spring/summer 2017.

The planning process

Further consultation will take place on the preferred route before submitting a Development Consent Order (DCO) to the Planning Inspectorate. This is the planning application for the Downhill Lane scheme, which is required under the Planning Act 2008.

There are set opportunities for you to be involved in a DCO scheme:

- You can comment now, when we are selecting the option to take forward (this consultation)
- Formal pre-application consultation required by the Planning Act 2008 will be undertaken throughout 2017. We will inform statutory stakeholders, landowners, local communities and anybody else who tells us they wish to be informed about future consultation stages.



There are a number of venues where you can find further copies of this consultation brochure and response form during the consultation period. These venues are as follows:

- **Boldon Village Hall**
Asda Complex/North Rd, Boldon Colliery, NE35 9AR
- **Bunny Hill Centre Library**
Hylton Lane, Sunderland, SR5 4BW
- **East Boldon Library**
Boker Lane, East Boldon, NE36 0RY.
- **Gateshead Civic Centre**
Regent Street, Gateshead, NE8 1HH.
- **Hebburn Library**
Station Road, Hebburn, NE31 1PN.
- **Hedworthfield Community Association**
Cornhill, Jarrow, NE32 4QD
- **Jarrow Library**
Cambrian Street, Jarrow, NE32 3QN.
- **North Tyneside Council**
Planning Reception, Quadrant the Silverlink North, Cobalt Business Park, North Tyneside, NE27 0BY.
- **Quadrus Centre**
Woodstock Way, Boldon Business Park, Tyne & Wear, NE35 9PF
- **South Shields Central Library**
Prince George Square,
South Shields, NE33 2PE.
- **Sunderland City Centre Customer Service Centre**
31-32 Fawcett Street, Sunderland,
SR1 1RE.
- **Washington Library**
Independence Square, Washington, NE38 7RZ

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This document is also available on our website at www.gov.uk/highways

If you have any enquiries about this publication email info@highwaysengland.co.uk or call **0300 123 5000***. Please quote the Highways England publications code **PR122/16**.

Highways England creative job number **N160294**

*Calls to 03 numbers cost no more than a national rate call to an 01 or 02 number and must count towards any inclusive minutes in the same way as 01 and 02 calls. These rules apply to calls from any type of line including mobile, BT, other fixed line or payphone. Calls may be recorded or monitored.

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Highways England Company Limited registered in England and Wales number 09346363

APPENDIX B: SECTION 46 LETTER TO THE INSPECTORATE

Our ref:
Your ref:

Emre Williams
Major Applications & Plans
The Planning Inspectorate
3/18
Temple Quay House
Bristol
BS1 6PN

Paul Ahdal

3 NORTH
Lateral
8 City Walk
Leeds LS11 9AT

Direct Line: 0300 470 2683
8 September 2017

Dear Mr Williams,

**A19/A1290 DOWNHILL LANE JUNCTION IMPROVEMENT
PUBLIC CONSULTATION – 11 SEPTEMBER 2017 TO 22 OCTOBER 2017
PLANNING ACT 2008 SECTION 46: DUTY TO NOTIFY COMMISSION OF
PROPOSED APPLICATION**

I am writing to provide notification, under Section 46 of the Planning Act 2008, of Highways England's intention to begin pre-application consultation for its proposed A19 Downhill Lane Junction Improvement project prior to making an application for a development consent order.

I enclose with this correspondence, the Consultation Leaflet, which is being provided to Section 42 Consultees, and the Statement of Community Consultation. The consultation is due to begin on Monday 11 September 2017.

Should you have any queries, please do not hesitate to contact me using any of the details provided.

Yours sincerely

Paul Ahdal
MP RIP Yorkshire & North East
Email: paul.ahdal@highwaysengland.co.uk

APPENDIX C1: SECTION 42 LETTERS – AUTUMN 2017 CONSULTATION

Paul Ahdal

3 South
Lateral
8 City Walk
Leeds LS11 9AT

Direct Line: 0300 470 2683

25th August 2017

Dear XXXX

**A19/A1290 DOWNHILL LANE JUNCTION IMPROVEMENT
STATUTORY CONSULTATION: 11 SEPTEMBER 2017 to 22 OCTOBER 2017
PLANNING ACT 2008 SECTION 42: DUTY TO CONSULT ON A PROPOSED
APPLICATION**

I am writing to update you on Highways England's proposed A19 Downhill Lane Junction Improvement project, which seeks to relieve congestion and improve safety at the A19/A1290 Downhill Lane Junction.

We are developing this project under the Planning Act 2008 (the Act). This legislation requires us to make an application for a Development Consent Order (DCO) to construct the project. We intend to make our DCO application in spring 2018. In accordance with Section 42 of the Act, Highways England, as the applicant, must consult you about this proposed application.

This statutory consultation is an opportunity for you to tell us your thoughts on the proposed scheme and about any changes that have occurred locally in the last year which may impact on our proposed design.

I enclose with this letter a copy of our consultation brochure and copy of a plan showing the land required to construct the scheme. Further consultation materials can be found on our project webpage (including the PEIR mentioned below) at <http://www.highways.gov.uk/a19-testos-downhill-lane> or can be viewed at the facilities listed in the consultation brochure.

As the project is an Environmental Impact Assessment development (EIA development) as defined by the Infrastructure Planning (Environmental Impact Assessment) Regulations 2009 ("the EIA Regulations"), preliminary environmental information, in the form of our Preliminary Environmental Information Report, is also part of the

consultation materials. A USB copy of the consultation materials can be provided free of charge upon request.

I also enclose a copy of our notice publicising our proposed application, which we have published in accordance with section 48 of the Planning Act 2008. We are required to send this to all statutory bodies for the purposes of the EIA Regulations. If you are not such a body, the notice has been included for reference.

The consultation starts on Monday 11 September 2017 and will end on Sunday 22 October 2017. The consultation brochure details how you can comment on the proposals. To allow us time to collect and assess all responses to this consultation before compiling our application, please ensure your response reaches us by Sunday 22 October 2017.

If you have any queries about this correspondence, the project or the consultation, please do not hesitate to contact us using the details provided.

Yours sincerely

Paul Ahdal
Project Manager
Email: A19DownHillLane@highwaysengland.co.uk



APPENDIX C2: CONSULTATION BROCHURE, INCLUDING QUESTIONNAIRE

A19 / A1290

Downhill Lane Junction

Improvement scheme

Share your views





Downhill Lane junction improvement scheme

Every road user wants less congested roads to enable swift, safe, comfortable and informed travel. On behalf of the government, Highways England is responsible for delivering the largest investment in a generation throughout England's motorways and major A roads.

Downhill Lane junction is a vital link between the A19 and the A1290. It's located about 5km south of the Tyne Tunnel and 1.1km south of the Testos junction. The junction is one of the main access

routes for the Nissan car plant and Washington Road, which runs east into north Sunderland.

We need to make sure that the junction will be able to cope with increasing amounts of traffic. It's predicted that in the future many more vehicles will need to use the junction due to developments that are planned in the area. Currently the junction would not be able to cope with these additional vehicles – that's why we're planning a major improvement scheme.

In this brochure we explain our proposed improvements for the A19 Downhill Lane junction and what's new since the last consultation. We also give details of how you can give us your feedback during our public consultation.

What does this scheme involve?

We've identified that improving the junction at Downhill Lane will provide a number of benefits.

The scheme has been designed with the following key objectives in mind:

- **Supporting economic growth** – this will be achieved by improving the attractiveness of the area for the International Advanced Manufacturing Park (IAMP) and other prospective developers and businesses by improving road access. The scheme will help connect key employment sites, schools, colleges and residential areas, thereby delivering major benefits.
- **A safe and serviceable network** – the scheme aims to reduce accidents, provide safer crossings for non-motorists and improve journey time reliability, leading to a reduction in driver stress.
- **A more free-flowing network** – the traffic model used to design the scheme predicts that road users travelling through the junction will benefit significantly from reduced journey times as a result of the proposal.
- **Improved environment** – the environmental effects resulting from the scheme have been considered. Measures to mitigate potential effects on the local environment are being developed. These will be further refined as the scheme design is finalised. Opportunities to improve the local environment will be sought as part of the final scheme proposals. Further details are available in the *Preliminary Environmental Information Report*.
- **An accessible and integrated network** – the proposed scheme will provide improved connectivity with the local road network. We are investigating ways to improve facilities for walkers, cyclists and horse-riders. We will continue to work with the local access forum and user groups to develop our proposals.

Consultation – share your views

We are proposing to submit an application for a Development Consent Order (DCO) to authorise the Downhill Lane junction Improvement scheme, with a target submission date of spring 2018.

Before we submit our application, we are consulting further on the proposals. This is a statutory consultation in accordance with the requirements of the Planning Act 2008. It provides an update to the 2016 non-statutory consultation and a further opportunity to hear any views people may have on the proposed scheme.

This is your opportunity to tell us your thoughts on the proposed scheme, including any changes that have occurred locally in the last year which may impact on our proposed design. We are keen to understand and take account of the views of all our customers, stakeholders and local communities.

We are holding two public consultation events in September 2017 (please see below for details of the events) that we would like you to attend and discuss our proposals in more detail with our project team so we can hear your views.

Public consultation events

The public consultation events are being held as follows:

Bunny Hill Customer Service Centre		Quality Inn Hotel	
Friday 22 September	2pm – 8pm	Saturday 23 September	10am – 3pm
Bunny Hill Customer Service Centre Hylton Lane, Sunderland, SR5 4BW		Quality Inn Hotel, Witney Way, Boldon, NE35 9PE	

Since our last public consultation in 2016 we have gathered people's comments and updated our plans so this is another chance for you to share your views before we finalise our scheme.

The consultation period will run for six weeks between 11 September 2017 and 22 October 2017 and there are lots of ways you can give your feedback. You can complete the printed questionnaire included within this brochure and return it to the address in section 10, or complete an online questionnaire by visiting: www.highways.gov.uk/a19-testos-downhill-lane.

If you are unable to attend any of our public consultation events and you have any questions that you would like to discuss further with a member of the project team, please contact us using any of the methods outlined on page 14.

Please note that all responses must be received no later than 22 October.

Consultation materials

We have published a range of information about this project to help you fully understand the proposed scheme. Alongside this consultation brochure, we have produced the following:

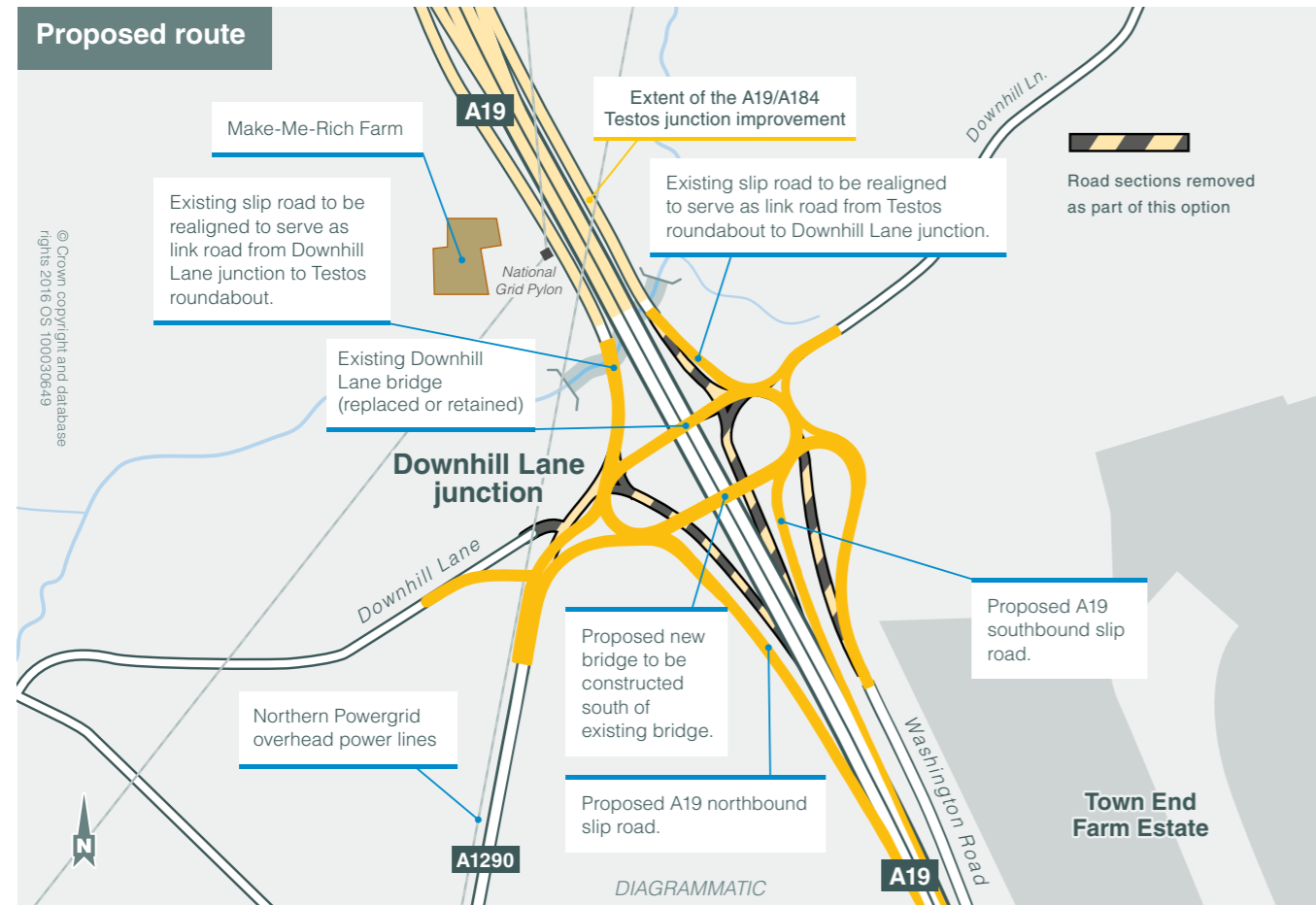
- A more detailed scheme plan
- Preliminary Environmental Information Report
- Statement of Community Consultation, which sets out how we will consult with the community
- Fly through video, which shows how the scheme will look once completed

Materials can be found on our scheme web page by visiting: www.highways.gov.uk/a19-testos-downhill-lane

Preferred route

Our preferred route for the Downhill Lane junction Improvement involves a new bridge which would be constructed south of the existing bridge that will be retained or replaced. Together with the existing bridge this would form a more traditional roundabout junction layout above the A19. The existing north-bound and south-bound A19 slip roads would be realigned to tie in with the new

elevated roundabout arrangement. To the north of the junction, these would serve as link roads between Downhill Lane junction and the proposed new Testos junction roundabout. The slip roads south of the junction would also be realigned but would continue to provide direct access to and from the A19.

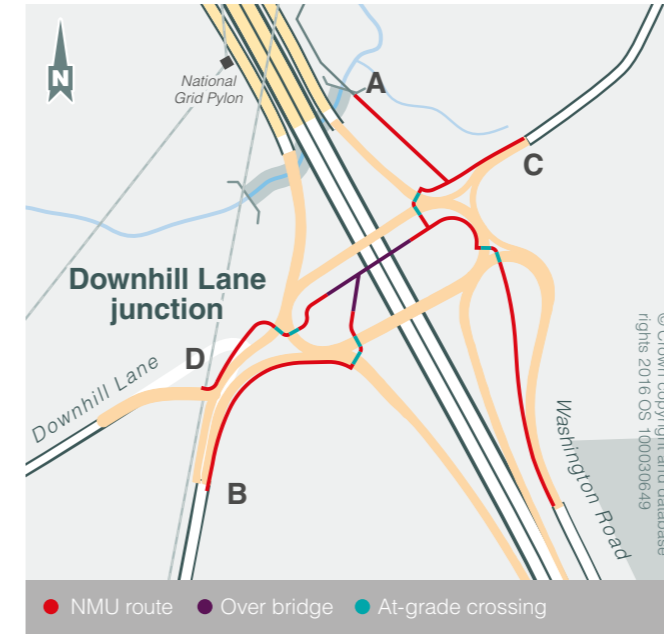


What's changed since the last consultation?

A non-statutory consultation exercise was held at the end of 2016 on a proposed option for the Downhill Lane junction Improvement. The consultation found an overall support for the proposed option with more than 60% of respondents stating they support it. The feedback has been considered in the development of the design and a preferred route announcement was made in June 2017.

Since we last consulted with the public we have worked hard on the scheme design. We are considering two options for Non-Motorised Users (NMUs), Option 1 and Option 2A/B for a new layout which aims to improve pedestrian, cyclist and equestrian access. Please note Option 2 has a variant in that Downhill Lane could be signalised (Option 2A) or have an underpass (Option 2B).

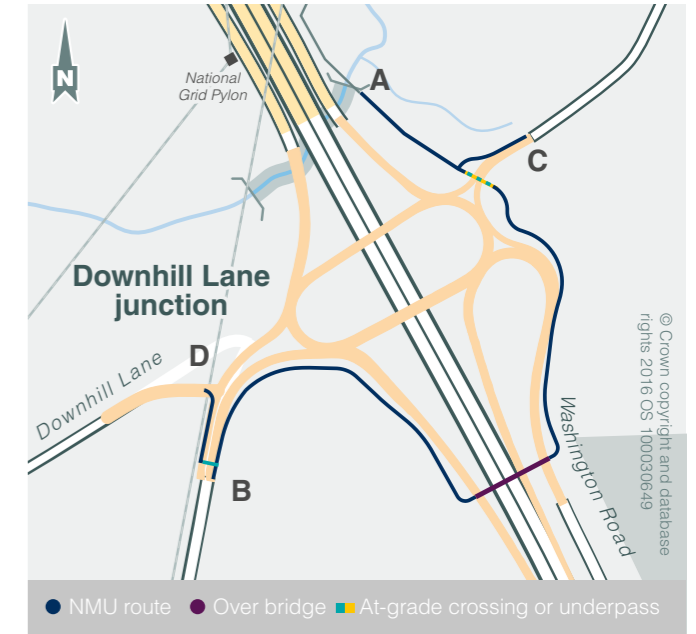
Non motorised users



Option 1

This option provides NMU routes through Downhill Lane junction via a combination of at-grade crossings; located at signalised points around the roundabout, and an independent NMU bridge over the A19; located within the junction roundabout. Where possible the NMU route will be taken away from the carriageway to provide separation of NMU and motorised traffic.

Pros	Cons
Independent NMU bridge facility segregates NMU and motorised users	Routes will require waiting at the at-grade crossings located at the traffic lights on the proposed roundabout
Shortest journey lengths in terms of distance	Greater number of signalised crossings compared with Options 2A / 2B
Route is visually more direct to NMU users; closer to the 'desire line'	Not fully segregated from traffic
No underpass required	Longer journey time for cyclists when compared to Option 2B due to greater number of signalised crossings

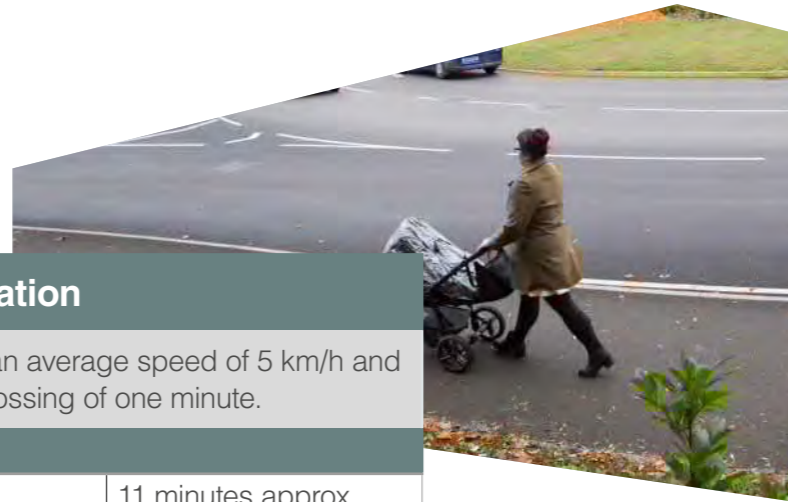


Option 2A/2B

This option provides NMU routes around Downhill Lane junction via a separate NMU bridge over the A19 and Washington Road; located to the south of the junction, and either an at-grade signalised crossing of, or underpass beneath, Downhill Lane. Where possible the NMU route will be taken away from the carriageway to provide separation of NMU and motorised traffic. Estimates of journey times take into consideration both an at-grade signalised crossing of Downhill Lane (Option 2A) and an underpass variant (Option 2B).

Pros	Cons
Potential for routes A to B and C to B to be fully segregated from traffic	Longest journey length in terms of distance
Offers possible opportunity for adaptation to integrate with the future IAMP proposals	Route is visually less direct to NMU users; deviating from the 'desire line'
Where an underpass is used, journey time is quicker	Height required to span Washington Road and the A19 results in a tall bridge with probable significant visual impacts
	May require an underpass (Option 2B)

Non motorised users – journey times



Pedestrian journey time information

The times below are based on walking at an average speed of 5 km/h and an average wait time at each signalised crossing of one minute.

A to B New Journey Time

Option 1	11 minutes approx
Option 2A (signalised crossing at Downhill Lane)	14 minutes approx
Option 2B (underpass at Downhill Lane)	12 minutes approx

C to D New Journey Time

Option 1	9 minutes approx
Option 2A (signalised crossing at Downhill Lane)	15 minutes approx
Option 2B (underpass at Downhill Lane)	13 minutes approx



Cyclist journey time information

The times below are based on cycling at an average speed of 15 km/h and an average wait time at each signalised crossing of one minute.

A to B New Journey Time

Option 1	6 minutes approx
Option 2A (signalised crossing at Downhill Lane)	6 minutes approx
Option 2B (underpass at Downhill Lane)	4 minutes approx

C to D New Journey Time

Option 1	6 minutes approx
Option 2A (signalised crossing at Downhill Lane)	7 minutes approx
Option 2B (underpass at Downhill Lane)	5 minutes approx

Downhill Lane junction improvement Public consultation questionnaire

Please tell us your views by completing this questionnaire.

Please return your completed questionnaire to us no later 22 October 2017.

The return address and postage is already provided so, when you have completed this form, please follow the instructions on the rear.

Please provide us with your name, address and email address. If you'd prefer for your comments to be anonymous, please just provide your postcode.

Name	<input type="text"/>
Address	<input type="text"/>
Postcode	<input type="text"/>
Email	<input type="text"/>

1. Do you broadly support the proposals to improve the Downhill Lane junction?

Yes No

2. Do you understand the aims of the proposals?

Yes No

3. Do you have any comments on our proposals to improve the Downhill Lane junction?

.....

.....

.....

.....

.....

4. How do you normally travel on the junction?

Car Bus Walk Motorbike On a horse
I don't use this junction Other

5. What is your relationship to the A19 Downhill Lane junction and the surrounding area?

Tick all that apply.

I live in the local areas and use the A19 Downhill Lane junction to get to/from home
I work in the local areas and use the A19 Downhill Lane junction to get to/from work
I use the A19 Downhill Lane junction to get to local leisure facilities
I don't use the junction itself but travel through it on the A19

6. How often do you use this junction?

Daily More than once a week weekly more than once a month
monthly less than once a month

7. Which is your preferred option for non-motorised users? Please tick.

Option 1 Option 2B Option 2A

8. Please explain your reasons for the response to Q7

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.....

9. Do you agree that our proposed approach to environmental mitigation is sufficient?

(see the Preliminary Environmental Information Report)

Agree Disagree Neither agree nor disagree

10. Do you have any comments about environmental impacts and our proposed environmental mitigation?

.....
.....
.....
.....
.....

11. Did you attend a consultation event

Yes No

If so, which venue did you attend?

.....
.....

12. Do you have any other comments on the documents published with this consultation?

.....
.....
.....
.....

This section is optional but we would be grateful if you would tell us a little about yourself so that we understand more about the community we serve. We will not share your personal information nor will we contact you or use the information provided for any other purpose.

13. Your gender?

Male Female Prefer not to say

14. Your age?

16 – 24 25 – 34 35 – 44 45 – 54 55 – 64 65 +
Prefer not to say

15. Do you consider yourself to have a disability?

Yes No Prefer not to say

Business Reply
Licence Number
RSAS-ZGKK-CSUL

Fold B



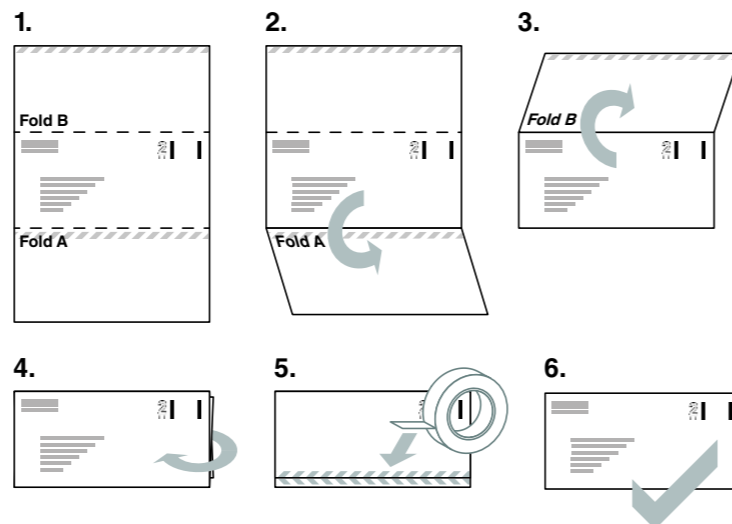
Freepost RSAS-ZGKK-CSUL
A19 Testos and Downhill Lane project team
3rd floor south
Highways England
Lateral
8 City Walk
Leeds
LS11 9AT

Fold A

Folding instructions

Once you've completed the questionnaire please follow these instructions before returning it to us:

1. With the return address facing you...
2. fold the bottom part backwards along Fold A;
3. fold the top part backwards along Fold B;
4. turn the folded questionnaire over; and
5. secure it by sticking clear tape along the length of hatched area.
6. There's no need for a stamp, just pop it in the post.



Testos junction update

The Testos junction improvement project continues to be delivered with Downhill Lane junction, by one team. Following a review that took place in October 2016, it was concluded that the best approach for the projects would be separate DCO applications commitments made for each junction improvement.

Whilst our approach to deliver both schemes differs slightly, we are still planning to deliver the Testos and

Downhill Lane junction improvements together to minimise disruption to road users.

A statutory consultation for Testos junction was conducted between January and March 2017. Of the responses that were received, 90% were in support of the scheme. The Testos junction Improvement DCO application was submitted in July 2017 and is currently undergoing examination by the Planning Inspectorate.

Construction Management

As part of our DCO application we will produce an outline Construction Environmental Management Plan (CEMP). This will outline the control measures we will adopt to minimise the impact of the works on the local environment and communities during construction. The development teams have been collaborating to ensure as far as practical that the schemes can be delivered efficiently, minimising the impact on the public and key stakeholders.

We aim to minimise disruption to road users and will put in place measures to control nuisances such as noise and dust. The work will be phased with the aim of keeping two lanes of traffic flowing in both directions on the A19 at peak times. Temporary

traffic management will be installed to separate traffic and other users (e.g. pedestrians and cyclists) from the construction activities and provide safe working areas for our workers.

Construction traffic and machinery will use designated access routes to keep it separate from road users as much as possible and access to businesses will be maintained.

Some lane closures and full road closures will be required, however full closures will be communicated in advance, and signed diversion routes will be put in place. We will employ a Community Relations Manager who will keep you informed of our activities.

Proposed land usage plan (indicative and subject to change)



Environmental considerations

The scheme is being designed to minimise the effect on the environment. We will be completing a full statutory Environmental Impact Assessment (EIA) for the project, which is currently in progress. A detailed Environmental Statement (ES) will be submitted as part of the DCO application.

The aims of the EIA are to work out the effects the proposed scheme would have on the environment and to influence the design in such a way as to

reduce negative environmental effects. It will also identify mitigation measures for any effects that remain. We have also prepared a document called a Preliminary Environmental Information report. This provides information on the likely environmental effects and potential mitigation measures envisaged for the proposed scheme, so that you can respond to this consultation in a well-informed way. A copy of this is available on our website: www.highways.gov.uk/a19-testos-downhill-lane.

The EIA covers a wide range of environmental themes:



Air quality

We will consider the health related issues of local and regional air quality and the global issue of climate change. We will also consider emissions that may arise from the project both during construction and once it is open to traffic.



Noise and vibration

Traffic flow data and information on construction methodology will be used to assess the noise and vibration impacts of the project during construction and once open to traffic.



Cultural heritage

We will consider archaeological sites, historic buildings and landscapes. We will consider and manage direct impacts as well as how the project affects the settings and landscapes of potentially important local assets.



Landscape and visual amenity

We will look at the effects on the local landscape and on the quality of views.



Ecology and nature conservation

We will consider the effects on ecologically important sites, protected species and other sensitive species including bats, water voles and otters.



Road drainage and the water environment

We will assess the effects on surface water, groundwater and flood risk during construction and operation.



Geology and soils

We will consider the disturbance of groundwater, the impact on soil quality and the disturbance of any contaminated land.



Waste and material

We will identify opportunities where possible to reduce, reuse or recycle waste.



People and communities

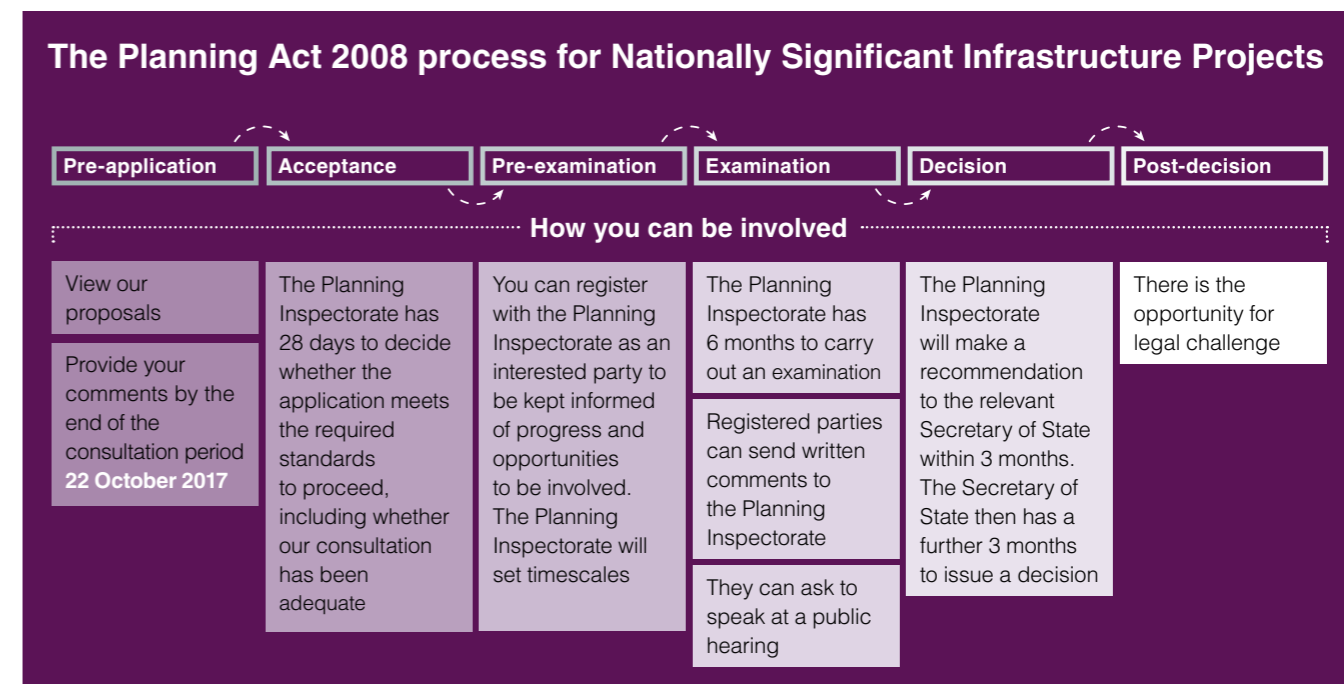
We will consider safety, journey time, congestion and accessibility for everyone along the route, including vehicle travellers, pedestrians, cyclists and horse riders. We will consider the effects of the scheme on land or other assets owned or used by the community. We are also looking at the effects on privately owned assets such as farmland. This topic will also cover socio-economic aspects such as the effect of the scheme on local employment during construction and operation.

Next Steps

The planning process

This Downhill Lane junction Improvement scheme is classed as a Nationally Significant Infrastructure Project (NSIP) under the Planning Act 2008. As such, we are required to make an application for a Development Consent Order (DCO) in order to obtain permission to construct the scheme. The application will be made to the Planning Inspectorate who will examine the application

and make a recommendation to the Secretary of State for Transport, who will make the decision on whether or not the project should go ahead. We currently intend to submit our DCO application to the SoS for Transport in spring 2018. The process for a DCO application is set out in the diagram below, including where there is an opportunity for you to become involved in the process.



Once the consultation has closed on 22 October 2017, comments received will be reviewed and taken into consideration, where appropriate. The comments received will inform, if necessary and where possible, further refinements to the Downhill Lane junction scheme and our approach to environmental mitigation. All responses will be analysed and compiled into a consultation report which will set out the consultation carried out,

a summary of responses received and how those responses have influenced our proposals. The consultation report will form part of our application for a DCO and will also be available following submission of the application.


Subject to our DCO application being approved, we estimate that construction work will start by 2019/2020.




How to respond

Please respond using one of the following methods, which have been set up for the specific purpose of this consultation:

 **Online:** A hard copy questionnaire can be found in this document, or you can download a questionnaire and complete online at: www.highways.gov.uk/a19-testos-downhill-lane

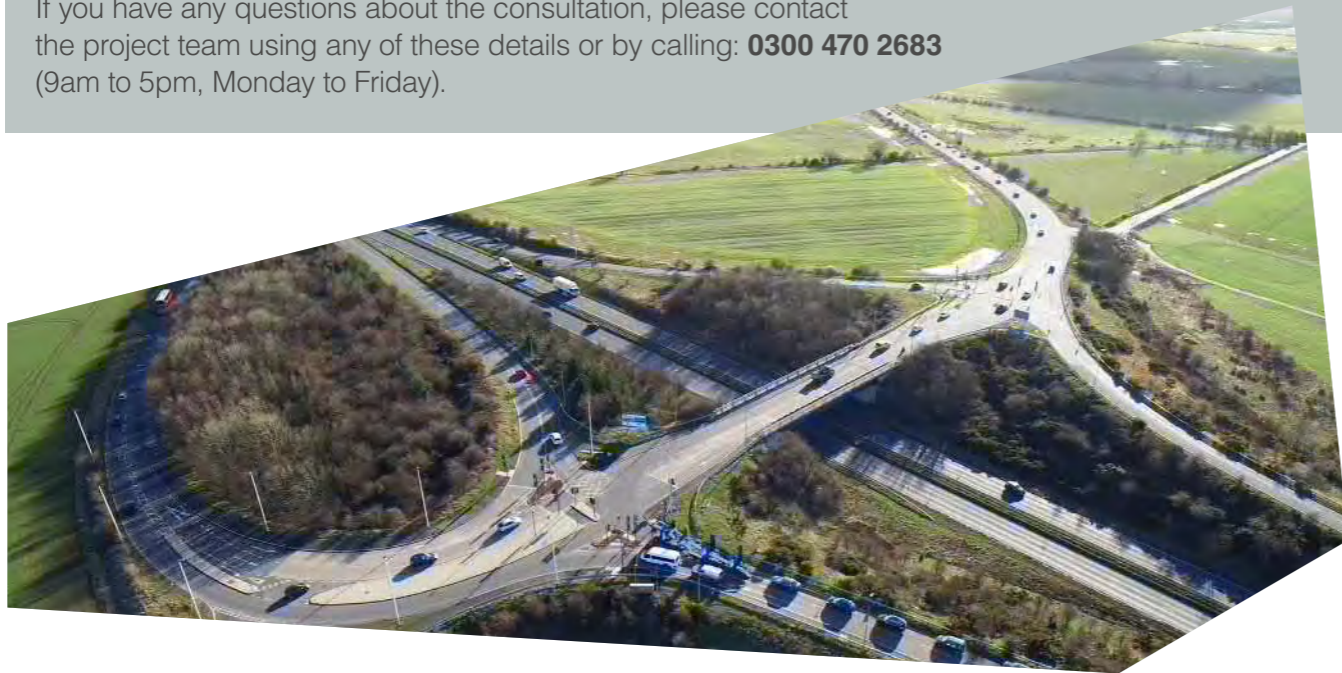
 **Email:** you can email your response to: A19DownHillLane@highwaysengland.co.uk

 **Post:** you can post your response and additional materials using the free-post envelope provided or write to us at:

A19 Testos and Downhill Lane project team,

Freepost RSAS-ZGKK-CSUL,
Highways England, Lateral,
8 City Wall, Leeds, LS11 9AT.

If you have any questions about the consultation, please contact the project team using any of these details or by calling: **0300 470 2683** (9am to 5pm, Monday to Friday).



Consultation Responses

When making comments please provide us with your name and address, or, if you prefer your comments to be anonymous, provide only your postcode. It would also help us if you would identify the nature of your interest in the project. Please note: all comments made during the consultation process, will be made public in the form of a consultation report via our scheme web page, however personal details such as addresses will not. Further consultation materials, including an electronic copy of this brochure and event boards are available online at the address on the previous page.

All responses should be returned no later than **Sunday 22 October 2017**.

There are a number of venues where you can find further copies of this brochure and supporting questionnaire during the consultation period.

These venues are as follows:

- **Boldon Village Hall,**
Asda Complex/North Rd, Boldon Colliery, NE35 9AR. **Opening times:** Monday to Friday 9am to 12pm. **Tel:** 0191 536 3841
- **Bunny Hill Centre,**
Hylton Lane, Sunderland, SR5 4BW. **Opening times:** Monday to Friday 9:30am to 5pm. **Tel:** 0191 520 5555
- **East Boldon Library,**
Boker Lane, East Boldon, NE36 0RY. **Opening times:** Monday and Friday 9:30am to 12:30pm and 13:30pm to 5pm; Tuesday and Thursday 9:30am to 12:30pm and 13:30pm to 7pm. **Tel:** 0191 424 7853
- **Gateshead Civic Centre,**
Regent Street, Gateshead, NE8 1HH. **Opening hours** are Monday to Friday, 9am to 5pm. **Tel:** 0191 433 3000
- **Hebburn Library, Glen Street,**
Hebburn, NE31 1AB. **Opening times:** Monday to Thursday 9:30am to 7pm; Friday 9:30am to 5pm; Saturday 10am to 4pm. **Tel:** 0191 424 7831
- **Hedworthfield Community Association,**
Cornhill, Jarrow, NE32 4QD. **Opening times:** Monday to Friday 9am to 10pm; Saturday 9am to 5pm; Sunday 10am to 2pm. **Tel:** 0191 519 6700
- **Jarrow Library,**
Cambrian Street, Jarrow, NE32 3QN. **Opening times:** Monday 9:30am to 5pm; Tuesday and Thursday 9:30am to 7pm; Friday 9:30am to 5pm; Saturday 12pm to 4pm. **Tel:** 0191 489 7786
- **North Tyneside Council,**
Planning Reception, Quadrant the Silverlink North, Cobalt Business Park, North Tyneside, NE27 0BY. **Opening times:** Monday to Thursday 8:30am to 5pm, Friday 8:30am to 4:30pm. **Tel:** 03454 04 05 06.
- **Quadrus Centre,**
Woodstock Way, Boldon Business Park, Tyne & Wear, NE35 9PF. **Opening times:** Monday to Friday 8:30am to 5pm. **Tel:** 0191 519 7202
- **The Word Library,**
the Word, 45 Market Place, South Shields, NE33 1DX. **Opening times:** Monday to Thursday 9am to 7pm; Friday 9am to 5pm; Saturday and Sunday 10am to 4pm. **Tel:** 0191 427 1818
- **Sunderland City Centre Customer Service Centre,**
31-32 Fawcett Street, Sunderland, SR1 1RE. **Opening times:** Monday to Friday 8:30am to 5pm. **Tel:** 0191 520 5553
- **Washington Library,**
Independence Square, Washington, NE38 7RZ. **Opening times:** Monday, Tuesday, Thursday, Friday 9:30am to 5pm; Wednesday 9am to 7pm; Saturday 10am to 4pm. **Tel:** 0191 561 3441

If you need help accessing this or any other Highways England information, please call **0300 123 5000** and we will help you.



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This document is also available on our website at www.gov.uk/highways

If you have any enquiries about this publication email info@highwaysengland.co.uk or call **0300 123 5000***. Please quote the Highways England publications code **PR50/17**.

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APPENDIX D1: STATEMENT OF COMMUNITY CONSULTATION

Introduction

Highways England is publishing this Statement of Community Consultation (SoCC) in connection with the proposed improvements to the A19/A1290 Downhill Junction in Sunderland. The purpose of this document is to set out how we will consult the local community about our proposals. The document also provides background to the project and how the application to build it will progress.

The Application

Highways England is developing this scheme under the Planning Act 2008 and is publishing this statement under Section 47 of that Act. We have consulted South Tyneside Council and Sunderland City Council, the local authorities responsible for the areas where the project will be built, about our plans to consult the local community.

The Planning Act 2008 requires Highways England to make an application to the Secretary of State through the Planning Inspectorate for a Development Consent Order (DCO) to build the scheme. The Secretary of State's role is to consider whether authorisation should be given for major infrastructure projects like this scheme. Highways England anticipates that a DCO application for the scheme will be published in spring 2018. The Planning Inspectorate will examine the DCO application and the Secretary of State will decide on whether the scheme should go ahead.

Government policy relating to the development of the national road network is set out in the National Networks National Policy Statement (NNNPS). This provides the framework for DCO applications to be considered against.

When Highways England submits its DCO application, the Secretary of State must consider whether our consultation has been adequate. This pre-application consultation will be important in relation to the examination process that follows after an application is accepted by the Planning Inspectorate. Therefore, the best time to provide feedback on this scheme is now by taking part in this consultation.

You can find more information about the Planning Inspectorate and the Planning Act 2008 on the Gov.uk website:

<http://infrastructure.planninginspectorate.gov.uk>

or by calling the Planning Inspectorate on 0303 444 5000

The Project

The improvements to the Downhill Lane junction, which is approximately 1km in length, include construction of a new bridge south of the existing bridge. Together with the existing bridge this will form a more traditional roundabout junction layout above the A19. The existing north-bound and south-bound A19 slip roads will be realigned to tie in with the new elevated roundabout arrangement. To the north of the junction, these will serve as link roads between Downhill Lane Junction and the proposed new Testos junction roundabout. The slip roads south of the junction will also be realigned but will continue to provide direct access to and from the A19. On the west side of the junction the A1290 will be re-aligned and to the east, the layout of Downhill Lane and Washington Road will also be amended to suit the new junction. Temporary access roads, temporary highway works, temporary construction compounds and work sites will be required during construction of the scheme. Routes for walkers, cyclists and horse riders will be designed to provide overall improvements in safety and connectivity where possible.

In line with Highways England's Strategic Outcomes, the aims of the Project are to:

- To improve journey times on this route of strategic national importance.
- Improve network resilience and journey time reliability.
- Improve safety
- Facilitate future economic growth.
- Improve provision for walkers, cyclists and other non-motorised users.
- Maintain access for local traffic whilst improving the conditions for strategic traffic

The Project supports these aims by improving traffic flows and reducing queues. This will improve the environment for the local community and transport users will benefit from improved journey times, road quality and safety. This will support the overall competitiveness and productivity of the local, regional and national economy through time savings and improved reliability for business users.

The Project forms part of a wider strategy to upgrade the A19 through the east of Tyneside which includes the A19 Coast Road Improvement and A19 Testos junction Improvement. These improvements, along with the A19 Downhill Lane Junction Improvement, will support development of the International Advanced Manufacturing Park (IAMP) to the north of the Nissan plant, regeneration at the Port of Tyne, Newcastle Airport and further development at Cobalt Business Park, and complement other recent improvements to the local network such as the second Tyne crossing.

Consulting the community

In accordance with section 47 of the Planning Act 2008, Highways England is consulting people living in the vicinity of the proposed scheme.

Highways England has already undertaken a consultation exercise between November 2016 and January 2017. Consultees were asked for their views on a proposed single option for improvements to the junction. More details including the outcome of this consultation are included in the public consultation report available to download from www.highways.gov.uk/a19-testos-downhill-lane; on request from the project team or will be available to view for the duration of the consultation period at the display locations detailed in this SoCC.

We want to make sure that the local community, residents, local interest groups, businesses, visitors and road users have the opportunity to fully understand the scheme and comment on our proposals. To do this we are therefore holding a six week public consultation on the proposals, starting on **Monday 11th September 2017** and ending on **Sunday 22nd October 2017** during which we will provide consultation information on various issues including:

- Junction layout and access arrangements;
- Proposed improved facilities for walkers, cyclists and horse riders; and
- Outlining the extent of land required for the scheme

We have carried out an Environmental Impact Assessment for the scheme. The scheme is Environmental Impact Assessment development and therefore we are publishing Preliminary Environmental Information (PEI) as part of the consultation material. This gives information about the potential environmental effects of the scheme and the measures proposed to reduce those effects such as

- Noise and vibration during construction;
- Air quality during construction;
- Flood risk and drainage design;
- Impacts of sourcing and storage and use of imported materials; and
- Cumulative construction and operation impacts associated with IAMP and the proposed Testos Junction Improvement scheme

Our consultation will involve:

Method	Detail
Public Information Exhibition	<p>Two public information exhibitions will be held at:</p> <p>Bunny Hill Customer Service Centre Hylton Lane, Sunderland, SR5 4BW</p> <p>Friday 22 September 2017 Between 2pm and 8pm</p> <p>Quality Inn Hotel Witney Way, Baldon, NE35 9PE</p> <p>Saturday 23 September 2017 Between 10am and 3pm</p> <p>The exhibition will give people an opportunity to view the scheme proposals, talk to the project team and provide comments.</p> <p>The public will be informed of the exhibitions through channels including advertisements in local newspapers, via our website, the media, direct communications and project updates.</p> <p>Feedback forms will be available at the exhibition events for members of the public to record their comments and these can either be left with the project team and/or sent back separately via the address noted below.</p>
Project Website	<p>A full summary of the project, copies of the supporting project documents and a feedback form will be provided on a dedicated project website: www.highways.gov.uk/a19-testos-downhill-lane</p>
Project Summary Leaflet	<p>A project summary leaflet and details of the planned public exhibitions will be delivered to 35,300 homes and businesses in the consultation zone shown at Appendix 1.</p>
Council and community/area forum briefings	<p>Local council and community/area forums within whose area the proposed scheme will be carried out will be offered briefings to discuss the proposal.</p> <p>A non-motorised user workshop has been held on 19th June to discuss access across the junction.</p>
Stakeholder Form briefings	<p>When invited, and where possible to do so, the project team will attend meetings of local community groups affected by the proposal.</p> <p>Affected land owner meetings will be held</p>

	on 7 th and 8 th August.
Project Updates	At the launch of the consultation and at the point at which Highways England submits the DCO application, project updates will be produced providing details on the proposals and reporting on the outcome of the consultation process respectively. These will be distributed to residents and community groups via the project leaflets mentioned above, by email to those registering for further communications on our website and to Town Councils and community/area forums who wish to receive them. Copies will be made available on our website and provided on request by the project team.
Consultation Feedback	Written comments can be made either online at www.highways.gov.uk/a19-testos-downhill-lane or in writing to the following address: A19 Downhill Lane Junction Improvement Project Team, Highways England, Lateral, 8 City Walk, Leeds, LS11 9AT.
Media	The consultation will be advertised in 1 newspaper nationally circulating newspaper, London Gazette, and 3 locally circulating newspapers; Sunderland Echo, Shield Gazette and Newcastle Chronicle Adverts will be placed in local newspapers at the launch of the consultation and reminders will be placed ahead of the exhibition events. Press releases detailing the consultation and how the community and road users can participate will be issued.

Documents available for inspection

Scheme summary information, this SoCC, policy guidance documents and other relevant technical documents listed in Appendix 3 will be available and will be added to throughout the course of the project at www.highways.gov.uk/a19-testos-downhill-lane and will be available to view free of charge during the consultation period at the locations listed below.

Location	Opening Times
Boldon Village Hall Asda Complex/North Road Boldon Colliery NE35 9AR Tel: 0191 536 3841	Monday to Friday 09:00 – 12:00
Bunny Hill Customer Service Centre Hylton Lane Sunderland SR5 4BW Tel: 0191 520 5555	Monday to Friday 09.30 – 17.00
East Boldon Library Boker Lane East Boldon NE36 0RY Tel: 0191 424 7853	Monday & Friday 09.30 – 12.30 & 13.30 to 17.00 Tuesday & Thursday 09.30 – 12.30 & 13.30 – 19.00
Gateshead Civic Centre Regent Street Gateshead NE8 1HH Tel: 0191 433 3000	Monday to Friday 09.00 – 17.00
Library at Hebburn Central Glen Street Hebburn NE31 1AB Tel: 0191 424 7831	Monday to Thursday 09.30 – 19.00 Friday 09.30 – 17.00 Saturday 10.00 – 16.00
Hedworthfield Community Centre Cornhill Jarrow NE32 4QD Tel: 0191 519 6700	Monday to Friday 09.00 – 22.00 Saturday 09.00 to 17.00 Sunday 10.00 – 14.00
Jarrow Library Cambrian Street Jarrow NE32 3QN Tel: 0191 489 7786	Monday & Friday 09.30 – 17.00 Tuesday & Thursday 09.30 – 19.00 Saturday 12.00 – 16.00

North Tyneside Council Planning Reception Quadrant The Silverlink North Cobalt Business Park North Tyneside NE27 0BY Tel: 03454 04 05 06	Monday to Thursday 08.30 – 17.00 Friday 08.30 – 16.30
The Quadras Centre Woodstock Way Boldon Business Park Boldon Colliery Tyne & Wear NE35 9PF Tel: 0191 519 7202	Monday to Friday 08.30 – 17.00
The Word Library The Word 45 Market Place South Shields NE33 1DX Tel: 0191 427 1818	Monday to Thursday 09.00 – 19.00 Friday 09.00 – 17.00 Saturday & Sunday 10.00 – 16.00
Sunderland City Centre Customer Service Centre 31-32 Fawcett Street Sunderland SR1 1RE Tel: 0191 520 5553	Monday to Friday 08.30 – 17.00
Washington Library Independence Square Washington NE38 7RZ Tel: 0191 561 3441	Monday, Tuesday, Thursday & Friday 09.30 – 17.00 Wednesday 09.30 – 19.00 Saturday 10.00 – 16.00
Highways England Lateral 8 City Walk Leeds LS11 9AT Tel: 03400 470 2683	Monday to Friday 09.00 – 17.00

Next Steps

Comments made during the consultation will be recorded and carefully considered by Highways England and will be taken into account in developing the scheme proposal. An explanation of how comments received have shaped and influenced our proposals will be reported in a Consultation Report prepared by Highways England which will accompany the DCO application as required by Section 37(3) (c) of the Planning Act 2008. The Planning Inspectorate will decide whether the application meets the required standards to proceed to examination and will determine whether Highways England's pre-application consultation has been adequate.

Highways England needs to collect and assess all responses to consultation before compiling the DCO application to the Planning Inspectorate. To allow time to do this we must receive feedback by the **22nd October 2017**.

If you want to contact us or find out more about the scheme you can:

- Visit the scheme webpage: www.highways.gov.uk/a19-testos-downhill-lane
- Email us: A19DownhillLane@highwaysengland.co.uk
- Call us: 0300 270 2719
- Write to us: A19 Downhill Lane Junction Improvement Project Team, Highways England, Lateral, 8 City Walk, Leeds, LS11 9AT.

Date: 4th September 2017

Local Authorities affected by the scheme
Sunderland Council
South Tyneside Council
Gateshead Council

Adjoining Local Authorities
Sunderland Council
South Tyneside Council Appendix 3 – Documents to be made available for inspection at deposit points listed at this section.

SoCC
Preliminary Environmental Information (PEI)
Leaflets/Feedback Form (Questionnaire)

APPENDIX D2: EMAIL SENT TO LOCAL AUTHORITIES WITH THE DRAFT SOCC

From: Fielding, Kristina [REDACTED]
Sent: 20 July 2017 13:28
To: Trevor Male; George Mansbridge; [REDACTED]
Cc: [REDACTED]
Subject: A19/A1290 Downhill Lane Junction - Statement of Community Consultation

Good afternoon All,

Highways England is proposing to submit an application for a Development Consent Order to authorise the Downhill Lane Junction Improvement scheme, with a target submission date of spring 2018.

In accordance with the requirements of the Planning Act 2008, we are planning to hold a statutory consultation which will commence on **September 11th 2017 until October 22nd 2017**. As part of this, Highways England are required to publish a Statement of Community Consultation (SOCC). A draft is attached for your comment.

Please would you be able to confirm by return that you have received the draft SOCC and are happy for it to be sent electronically?

The deadline for receipt of any comments you may have is **17th August 2017**, though if you are able to respond sooner it would be much appreciated. Should you have no comments, please could I ask you to confirm you are content with the current draft.

If you are aware of any one else I should contact, please could you let me know, to ensure I have consulted with everyone necessary. In the meantime, if you require anything further from me, please let me know.

Thank you,

Kind regards,

[REDACTED]

[REDACTED]
**Assistant Project Manager, Regional Investment Programme (RIP) North
A19 Testos and Downhill Lane (TaDL)/ A19 Norton to Wynyard**

Highways England | Lateral | 8 City Walk | Leeds | LS11 9AT

Tel: [REDACTED]

Mobile: [REDACTED]

Web: <http://www.highways.gov.uk>

This email may contain information which is confidential and is intended only for use of the recipient/s named above. If you are not an intended recipient, you are hereby notified that any copying, distribution, disclosure, reliance upon or other use of the contents of this email is strictly prohibited. If you have received this email in error, please notify the sender and destroy it.

Highways England Company Limited | General enquiries: 0300 123 5000 | National Traffic Operations Centre, 3 Ridgeway, Quinton Business Park, Birmingham B32 1AF |

<https://www.gov.uk/government/organisations/highways-england> | info@highwaysengland.co.uk

Registered in England and Wales no 9346363 | Registered Office: Bridge House, 1 Walnut Tree Close, Guildford, Surrey GU1 4LZ

Consider the environment. Please don't print this e-mail unless you really need to.

APPENDIX E1: LONDON GAZETTE - SECTION 48 NOTICE

midnight on **02 October 2017**. Any person submitting any correspondence is advised that your personal data and correspondence will be passed to the applicant/agent to be considered. If you do not wish your personal data to be forwarded, please state your reasons when submitting your correspondence.

D Hoggins, Casework Manager (2860180)

DEPARTMENT FOR TRANSPORT TOWN AND COUNTRY PLANNING ACT 1990

The Secretary of State gives notice of the proposal to make an Order under section 247 of the above Act to authorise the stopping up of an irregular shaped northern part width of Bramcote Road, an irregular shaped area of footway to the north east of Bramcote Road, a length of unnamed footpath to the east of 42 Bramcote Road, the whole of the unnamed footpath connecting Bramcote Road to Pentland Road, the whole of the unnamed footpath to the north east of 2 Lapford Crescent and a length of unnamed footpath to the north west of 21 Pentland Road at Knowsley, in the Metropolitan Borough of Knowsley.

If made, the Order would authorise the stopping up only to enable development to be carried out should planning permission be granted by Knowsley Metropolitan Borough Council. The Secretary of State gives notice of the draft Order under Section 253 (1) of the 1990 Act.

Copies of the draft Order and relevant plan will be available for inspection during normal opening hours at Kirkby One Stop Shop, The Kirkby Centre, Norwich Way, Kirkby, Knowsley, L32 8XY in the 28 days commencing on 04 September 2017, and may be obtained, free of charge, from the address stated below quoting NATTRAN/NW/S247/2980.

Any person may object to the making of the proposed order by stating their reasons in writing to the Secretary of State at nationalcasework@dft.gsi.gov.uk or National Transport Casework Team, Tyneside House, Skinnerburn Road, Newcastle upon Tyne NE4 7AR, quoting the above reference. Objections should be received by midnight on **02 October 2017**. You are advised that your personal data and correspondence will be passed to the applicant/agent to enable your objection to be considered. If you do not wish your personal data to be forwarded, please state your reasons when submitting your objection.

S Zamenzadeh, Casework Manager (2860183)

HIGHWAYS ENGLAND SECTION 48 PLANNING ACT 2008 REGULATION 4 OF THE INFRASTRUCTURE PLANNING (APPLICATIONS: PRESCRIBED FORMS AND PROCEDURE) REGULATIONS 2009

A19/A1290 DOWNHILL LANE JUNCTION IMPROVEMENT NOTICE PUBLICISING A PROPOSED APPLICATION FOR A DEVELOPMENT CONSENT ORDER

HIGHWAYS ENGLAND COMPANY LIMITED of Bridge House, 1 Walnut Tree Close, Guildford, GU1 4LZ ("the Applicant") intends to make an application ("the Application") under Section 37 of the Planning Act 2008 to the Secretary of State for Transport for a Development Consent Order.

The Application is for the proposed improvements to the A19/A1290 Downhill Lane Junction in Sunderland.

The scheme's main proposals in summary are:

- A new bridge will be constructed south of the existing bridge. Together with the existing bridge this will form a more traditional roundabout junction layout above the A19.
- The existing north-bound and south-bound A19 slip roads will be realigned to tie in with the new elevated roundabout arrangement. To the north of the junction, these will serve as link roads between Downhill Lane Junction and the proposed new Testos junction roundabout. The slip roads south of the junction will also be re-aligned but will continue to provide direct access to the A19.
- Routes for walkers, cyclists and horse riders will be designed to provide overall improvements in safety and connectivity where possible.
- On the west side of the junction the A1290 will be re-aligned and to the east, the layout of Downhill Lane and Washington Road will also be amended to suit the new junction
- Temporary access roads, temporary highway works, temporary construction compounds and work sites will be required during construction of the scheme.

The scheme is an Environmental Impact Assessment development ("EIA development"), as defined by The Infrastructure Planning (Environmental Impact Assessment) Regulations 2009. This means that the proposed works constitute development for which an Environmental Impact Assessment will be required. An Environmental Statement will therefore be submitted as part of the Application. Preliminary Environmental Information ("PEI") forms part of the consultation material.

Consultation on the proposals will take place from Monday 11th September 2017 to Sunday 22nd October 2017. Copies of the consultation materials - including documents, plans and maps showing the nature and location of the proposed development and the PEI - will be available for inspection free of charge from Monday 11th September 2017 until Sunday 22nd October 2017 at the following locations and times:

Location	Opening Times
Boldon Village Hall, Asda Complex/North Road, Boldon Colliery NE35 9AR. Tel: 0191 536 3841	Monday to Friday 09:00 – 12:00
Bunny Hill Customer Service Centre, Hylton Lane, Sunderland SR5 4BW. Tel: 0191 520 5555	Monday to Friday 09.30 – 17.00
East Boldon Library, Boker Lane, East Boldon NE36 0RY. Tel: 0191 424 7853	Monday & Friday 09.30 – 12.30 & 13.30 to 17.00 Tuesday & Thursday 09.30 – 12.30 & 13.30 – 19.00
Gateshead Civic Centre, Regent Street, Gateshead NE8 1HH. Tel: 0191 433 3000	Monday to Friday 09.00 – 17.00
Library at Hebburn Central, Glen Street, Hebburn NE31 1AB. Tel: 0191 424 7831	Monday to Thursday 09.30 – 19.00 Friday 09.30 – 17.00 Saturday 10.00 – 16.00
Hedworthfield Community Centre, Cornhill, Jarrow NE32 4QD. Tel: 0191 519 6700	Monday to Friday 09.00 – 22.00 Saturday 09.00 to 17.00 Sunday 10.00 – 14.00
Jarrow Library, Cambrian Street, Jarrow NE32 3QN. Tel: 0191 489 7786	Monday & Friday 09.30 – 17.00 Tuesday & Thursday 09.30 – 19.00 Saturday 12.00 – 16.00
North Tyneside Council, Planning Reception, Quadrant, The Silverlink North, Cobalt Business Park, North Tyneside NE27 0BY. Tel: 03454 04 05 06	Monday to Thursday 08.30 – 17.00 Friday 08.30 – 16.30
The Quadras Centre, Woodstock Way, Boldon Business Park, Boldon Colliery, Tyne & Wear NE35 9PF. Tel: 0191 519 7202	Monday to Friday 08.30 – 17.00
The Word Library, The Word, 45 Market Place, South Shields NE33 1DX. Tel: 0191 427 1818	Monday to Thursday 09.00 – 19.00 Friday 09.00 – 17.00 Saturday & Sunday 10.00 – 16.00
Sunderland City Centre Customer Service Centre, 31-32 Fawcett Street, Sunderland SR1 1RE. Tel: 0191 520 5553	Monday to Friday 08.30 – 17.00
Washington Library, Independence Square, Washington NE38 7RZ. Tel: 0191 561 3441	Monday, Tuesday, Thursday & Friday 09.30 – 17.00 Wednesday 09.30 – 19.00 Saturday 10.00 – 16.00
Highways England, Lateral, 8 City Walk, Leeds LS11 9AT. Tel: 03400 470 2683	Monday to Friday 09.00 – 17.00

Copies of the consultation materials also will be available online free of charge from Monday 11th September 2017 at www.highways.gov.uk/a19-testos-downhill-lane

Copies of the consultation materials may be requested during the consultation period from Highways England using the e-mail address, postal address or telephone number provided below. Please note a CD/DVD copy can be provided free of charge. Where paper copies are required there will be a fee up to a maximum of £64.00:

- By email: A19DownHillLane@highwaysengland.co.uk
- In writing: Highways England, Lateral, 8 City Walk, Leeds LS11 9AT
- By phone: 0300 470 2683

Any person may comment on the proposals or otherwise respond to this publicity. Responses must be received between Monday 11th September 2017 and Sunday 22nd October 2017. A consultation feedback form is available as part of the consultation materials. When providing your response, please include your name and address or, if you would prefer your comments to be anonymous, your postcode only. Please also confirm the nature of your interest in the scheme. Please supply any response to:

- By email: A19DownHillLane@highwaysengland.co.uk
- In writing: Highways England, Lateral, 8 City Walk, Leeds LS11 9AT

Responses must be received no later than Sunday 22nd October 2017 at 23:59

Highways England will consider and have regard to all responses when developing the application for a Development Consent Order once consultation has closed. Responses will form the basis of a Consultation Report that will be one of the factors taken into consideration by the Secretary of State when deciding whether the Application can be accepted for examination. Therefore, in providing any comment, it should be borne in mind that the substance of it may be communicated to others as part of the Consultation Report.

If you would like further information about this notice, the consultation or the scheme, please contact the project team by using one of the contact methods provided above.

Paul Ahdal, Project Manager, Highways England

4 September 2017

(2860178)

Roads & highways

ROAD RESTRICTIONS

BIRMINGHAM CITY COUNCIL

HIGHWAYS ACT 1980

THE BIRMINGHAM CITY COUNCIL (STATION ROAD/IRON LANE/FLAXLEY ROAD) (A4040 CLASSIFIED ROAD) (SIDE ROADS AND OTHER WORKS) ORDER 2017

Birmingham City Council hereby give notice that they have made, and submitted to the Secretary of State for Transport for confirmation, an Order under Section 14 and Section 125 of the Highways Act 1980 – authorising the Council to:-

- improve highways (including raising, lowering or otherwise altering),
- stop up highways,
- construct new highways,
- stop up private means of access to premises, and
- provide new means of access to said premises,

all on or in the vicinity of the route of the classified road known as the A4040 Stechford Lane/Station Road in Stechford/Alum Rock, which the Council are proposing to improve between a point 14 metres south-west of the junction of the A4040 with Stechford Road to a point on Station Road 125 metres south-east of the junction of the A4040 with Albert Road.

Copies of the Order and of the relevant plan may be inspected free of charge at all reasonable hours from 4th September 2017 at the offices of the Council at Infrastructure Projects – Transportation and Connectivity, Birmingham City Council, 1 Lancaster Circus Queensway, Birmingham B2 2GA and at Stechford Cascades: Station Road, Stechford, Birmingham B33 8QN (hours of opening: Mon-Fri 07.00-21.30 Saturday 08.30-17.00 Sunday 08.30-14.00)

ANY PERSON may not later than 16th October 2017 object to the confirmation of the Order by notice to the Secretary of State for Transport, National Transport Casework Team, Tyneside House, Skinnerburn Road, Newcastle Business Park, Newcastle upon Tyne NE4 7AR stating the grounds of their objection.

Kate Charlton, City Solicitor, Finance and Governance, Birmingham City Council, PO Box 15992, Birmingham B2 2UQ. (Ref LS/PTY/DD/EK/144983.)

Date 4th September 2017

(2860132)

HIGHWAYS ENGLAND COMPANY LIMITED

HIGHWAYS ACT 1980

THE HIGHWAYS ENGLAND COMPANY LIMITED (M49 AVONMOUTH JUNCTION) (SLIP ROADS, SPECIAL ROADS) SCHEME 2017

THE HIGHWAYS ENGLAND COMPANY LIMITED (M49 AVONMOUTH JUNCTION) (SLIP ROADS, SPECIAL ROADS) (SIDE ROADS) ORDER 2017

Highways England Company Limited, a Strategic Highways Company (Company No. 9346363, "Highways England"), hereby gives notice that it has made, and is about to submit to the Secretary of State for Transport for confirmation –

(1) A Scheme under Sections 16, 17 and 19 of the Highways Act 1980, which –

(i) Authorises Highways England to provide for the exclusive use of traffic of Classes I and II of the classes of traffic set out in Schedule 4 to the Highways Act 1980, four new slip roads to connect the M49 Motorway with a new roundabout, at the location of the existing Farm Lane bridge crossing over the M49 Motorway, in the Parishes of Almondsbury, and Pilning and Severn Beach, in the Unitary Authority area of South Gloucestershire; and

(ii) Provides for each of the new special roads to become trunk roads on the date when the Scheme comes into force.

(2) An Order under Sections 18 and 125 of the Highways Act 1980, in relation to and in the vicinity of the new M49 Special Roads Slips Roads, which will authorise Highways England to –

(i) Improve a length of highway (Farm Lane);

(ii) Stop up highways (a length of Farm Lane, a length of Footpath ORN/62/20, and a length of unnumbered Bridleway);

(iii) Construct new highways (a roundabout at Farm Lane, and lengths of new rights of way (Bridleway, Footpath and Cycle Track (with a right of way on foot)); and

(iv) Stop up a private means of access to premises,

and to transfer the new highways to be constructed in (iii) above to South Gloucestershire Council.

COPIES of the Special Roads Scheme and Side Roads Order and of their relevant plans have been deposited and may be inspected free of charge at all reasonable hours from 24th August 2017 until 5th October 2017 at:

The offices of Highways England Company Limited, Temple Quay House, Bristol BS1 6HA (Asking for Elliot Hayes or Charlotte Gliddons);

Avonmouth Library, 257 Avonmouth Road, Bristol BS11 9EN (Monday and Wednesday 10.00 a.m. – 2.00 p.m.; Tuesday, Friday and Saturday 1.00 p.m. – 5.00 p.m.);

Patchway Library, Rodway Road, Bristol BS34 5PE (Tuesday 9.00 a.m. – 7.00 p.m.; Wednesday and Friday 9.00 a.m. – 5.00 p.m.; Saturday 9.30 a.m. – 5.30 p.m.) and

Pilning Post Office, Pilning, Bristol BS5 4LQ (Monday – Friday 9.00 a.m. – 5.30 p.m.; Saturday 9.00 a.m. – 12.30 p.m.; Sunday 6.00 a.m. – 10.00 p.m.)

ANY PERSON may not later than 5th October 2017, object to the confirmation of the Special Roads Scheme or Side Roads Order by notice to the Secretary of State for Transport, at the National Transport Casework Team, Tyneside House, Skinnerburn Road, Newcastle Business Park, Newcastle upon Tyne NE4 7AR, or by email to nationalcasework@dft.gsi.gov.uk, stating the title of the Scheme or Order and the grounds of their objection. In the preparation of an objection and the statement of grounds of objection it should be borne in mind that the substance of any objection or representation may be communicated to other people who may be affected by it.

In submitting an objection or representation it should be noted that your personal data and correspondence will be passed to Highways England to enable your objection or representation to be considered. If you do not wish your personal data to be forwarded, please state your reasons when submitting your objection or representation and the Secretary of State will copy your representations, with your name and address removed, to Highways England; if there is to be a Public Local Inquiry they will be seen in that form by the public and the Inspector, who may give them less weight as a result. Highways England may disclose your objections or representations, with your name and address removed, to other parties.

Nick Aldworth, Regional Delivery Director Highways England Company Limited

24th August 2017

(2860133)

APPENDIX E2: THE GUARDIAN - SECTION 48 NOTICE

HIGHWAYS AD BOOKING

Date: 04/09/2017

Penna Ref : 59900200001 GPC Code : GPC/00168195

Publication : Guardian Non Recruitment

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Deadline: **12noon, Monday 16 October 2017**
Application Pack: **Call (0191) 269 3493**
or email **jobs@live.org.uk**
More information: **www.live.org.uk/jobs**
Registered charity number 513771

live theatre

the guardian jobs **29**

highways england

**SECTION 48 PLANNING ACT 2008
REGULATION 4 OF THE INFRASTRUCTURE PLANNING (APPLICATIONS: PRESCRIBED FORMS AND PROCEDURE) REGULATIONS 2009
A19/A1290 DOWNHILL LANE JUNCTION IMPROVEMENT
NOTICE PUBLICISING A PROPOSED APPLICATION FOR A DEVELOPMENT CONSENT ORDER**

HIGHWAYS ENGLAND COMPANY LIMITED of Bridge House, 1 Walnut Tree Close, Guildford, GU1 4LZ ("the Applicant") intends to make an application ("the Application") under Section 37 of the Planning Act 2008 to the Secretary of State for Transport for a Development Consent Order.

The Application is for the proposed improvements to the A19/A1290 Downhill Lane Junction in Sunderland.

The scheme's main proposals in summary are:

- A new bridge will be constructed south of the existing bridge. Together with the existing bridge this will form a more traditional roundabout junction layout above the A19.
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- On the west side of the junction the A1290 will be re-aligned and to the east, the layout of Downhill Lane and Washington Road will also be amended to suit the new junction.
- Temporary access roads, temporary highway works, temporary construction compounds and work sites will be required during construction of the scheme.

The scheme is an Environmental Impact Assessment development ("EIA development"), as defined by The Infrastructure Planning (Environmental Impact Assessment) Regulations 2009. This means that the proposed works constitute development for which an Environmental Impact Assessment will be required. An Environmental Statement will therefore be submitted as part of the Application. Preliminary Environmental Information ("PEI") forms part of the consultation material.

Consultation on the proposals will take place from Monday 11th September 2017 to Sunday 22nd October 2017. Copies of the consultation materials - including documents, plans and maps showing the nature and location of the proposed development and the PEI - will be available for inspection free of charge from Monday 11th September 2017 until Sunday 22nd October 2017 at the following locations and times:

Location	Opening Times
Boldon Village Hall Asda Complex/North Road, Boldon Colliery, NE35 9AR, Tel: 0191 536 3841	Monday to Friday 09.00 – 12.00
Burnby Hill Customer Service Centre Hylton Lane, Sunderland, SR5 4BW, Tel: 0191 520 5555	Monday to Friday 09.30 – 17.00
East Boldon Library Boker Lane, East Boldon, NE36 0RY, Tel: 0191 424 7853	Monday & Friday 09.30 – 12.30 & 13.30 to 17.00 Tuesday & Thursday 09.30 – 12.30 & 13.30 – 19.00
Gateshead Civic Centre Paget Street, Gateshead, NE8 1HH, Tel: 0191 433 3000	Monday to Friday 09.00 – 17.00
Library at Hebburn Central Glen Street, Hebburn, NE31 1AB Tel: 0191 424 7831	Monday to Thursday 09.30 – 19.00 Friday 09.30 – 17.00 Saturday 10.00 – 16.00
Medworthfield Community Centre Cornhill, Jarrow, NE32 4GD Tel: 0191 519 6700	Monday to Friday 09.00 – 22.00 Saturday 09.00 to 17.00 Sunday 10.00 – 14.00
Jarrow Library Cambrian Street, Jarrow, NE32 3QN Tel: 0191 489 7786	Monday & Friday 09.30 – 17.00 Tuesday & Thursday 09.30 – 19.00 Saturday 12.00 – 16.00
North Tyneside Council Planning Reception, Quadrant, The Silverlink North Cobalt Business Park, North Tyneside, NE27 0BY, Tel: 03454 04 05 05	Monday to Thursday 08.30 – 17.00 Friday 08.30 – 16.30
The Quadrant Centre Woodstock Way, Boldon Business Park, Boldon Colliery Tyne & Wear, NE35 9PF, Tel: 0191 519 7202	Monday to Friday 08.30 – 17.00
The Word Library The Word 45 Market Place, South Shields, NE33 1DX Tel: 0191 427 1818	Monday to Thursday 09.00 – 19.00 Friday 09.00 – 17.00 Saturday & Sunday 10.00 – 16.00
Sunderland City Centre Customer Service Centre 31-32 Fawcett Street, Sunderland, SR1 1RE Tel: 0191 520 5553	Monday to Friday 08.30 – 17.00
Washington Library Independence Square, Washington, NE38 7RZ Tel: 0191 561 3441	Monday, Tuesday, Thursday & Friday 09.30 – 17.00 Wednesday 09.30 – 19.00 Saturday 10.00 – 16.00
Highways England Lateral, 8 City Walk, Leeds, LS11 9AT, Tel: 03400 470 2683	Monday to Friday 09.00 – 17.00

Copies of the consultation materials also will be available online free of charge from Monday 11th September 2017 at www.highways.gov.uk/a19-testos-downhill-lane

Copies of the consultation materials may be requested during the consultation period from Highways England using the e-mail address, postal address or telephone number provided below. Please note a CD/DVD copy can be provided free of charge. Where paper copies are requested there will be a fee up to a maximum of £84.00:

- By email: A19DownhillLane@highwaysengland.co.uk
- In writing: Highways England, Lateral, 8 City Walk, Leeds, LS11 9AT
- By phone: 0300 470 2683

Any person may comment on the proposals or otherwise respond to this publicity. Responses must be received between Monday 11th September 2017 and Sunday 22nd October 2017. A consultation feedback form is available as part of the consultation materials. When providing your response, please include your name and address or, if you would prefer your comments to be anonymous, your postcode only. Please also confirm the nature of your interest in the scheme. Please supply any response to:

- By email: A19DownhillLane@highwaysengland.co.uk
- In writing: Highways England, Lateral, 8 City Walk, Leeds, LS11 9AT

Responses must be received no later than Sunday 22nd October 2017 at 23:59

Highways England will consider and have regard to all responses when developing the application for a Development Consent Order once consultation has closed. Responses will form the basis of a Consultation Report that will be one of the factors taken into consideration by the Secretary of State when deciding whether the Application can be accepted for examination. Therefore, in providing any comment, it should be borne in mind that the substance of it may be communicated to others as part of the Consultation Report.

If you would like further information about this notice, the consultation or the scheme, please contact the project team by using one of the contact methods provided above.

Paul Ahdal, Project Manager, Highways England, 4 September 2017

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APPENDIX E3: NEWCASTLE CHRONICLE - SECTION 47 & 48 NOTICES

HIGHWAYS AD BOOKING

Date: 11/09/2017

Penna Ref : 599572000003

GPC Code : GPC/00168196

Publication : Newcastle Evening Chronicle

facebook.com/NewcastleChronicle

MONDAY, SEPTEMBER 11 2017 *The Chronicle* 53

Business

Public Notices



**SECTION 48 PLANNING ACT 2008
REGULATION 4 OF THE INFRASTRUCTURE PLANNING (APPLICATIONS: PRESCRIBED FORMS AND PROCEDURE) REGULATIONS 2009
A19/A1290 DOWNHILL LANE JUNCTION IMPROVEMENT
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- The existing north-bound and south-bound A19 slip roads will be realigned to tie in with the new elevated roundabout arrangement. To the north of the junction, these will serve as link roads between Downhill Lane Junction and the proposed new Testos junction roundabout. The slip roads south of the junction will also be re-aligned but will continue to provide direct access to the A19.
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- On the west side of the junction the A1290 will be re-aligned and to the east, the layout of Downhill Lane and Washington Road will also be amended to suit the new junction.
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Boldon Village Hall Asia Complex/North Road, Boldon Colliery, NE35 9AR, Tel: 0191 536 3841	Monday to Friday 09:00 - 12:00
Bunny Hill Customer Service Centre Hyllon Lane, Sunderland, SR5 4BW, Tel: 0191 520 5555	Monday to Friday 09.30 - 17.00
East Boldon Library Boker Lane, East Boldon, NE36 0RY, Tel: 0191 424 7853	Monday & Friday 09.30 - 12.30 & 13.30 to 17.00 Tuesday & Thursday 09.30 - 12.30 & 13.30 - 19.00
Gateshead Civic Centre Regent Street, Gateshead, NE8 1HH, Tel: 0191 433 3000	Monday to Friday 09.00 - 17.00
Library at Hebburn Central Glen Street, Hebburn, NE31 1AB Tel: 0191 424 7831	Monday to Thursday 09.30 - 19.00 Friday 09.30 - 17.00 Saturday 10.00 - 16.00
Hedworthfield Community Centre Cornhill, Jarrow, NE32 4QD Tel: 0191 519 6700	Monday to Friday 09.00 - 22.00 Saturday 09.00 to 17.00 Sunday 10.00 - 14.00
Jarrow Library Cambrian Street, Jarrow, NE32 3QN Tel: 0191 489 7786	Monday & Friday 09.30 - 17.00 Tuesday & Thursday 09.30 - 19.00 Saturday 12.00 - 16.00
North Tyneside Council Planning Reception, Quadrant, The Silverlink North Cobalt Business Park, North Tyneside, NE27 0BY, Tel: 03454 04 05 06	Monday to Thursday 08.30 - 17.00 Friday 08.30 - 16.30
The Quadras Centre Woodstock Way, Boldon Business Park Boldon Colliery, Tyne & Wear, NE35 9PF, Tel: 0191 519 7202	Monday to Friday 08.30 - 17.00
The Word Library The Word 45 Market Place, South Shields, NE33 1DX Tel: 0191 427 1818	Monday to Thursday 09.00 - 19.00 Friday 09.00 - 17.00 Saturday & Sunday 10.00 - 16.00
Sunderland City Centre Customer Service Centre 31-32 Fawcett Street, Sunderland, SR1 1RE Tel: 0191 520 5553	Monday to Friday 08.30 - 17.00
Washington Library Independence Square, Washington, NE38 7RZ Tel: 0191 561 3441	Monday, Tuesday, Thursday & Friday 09.30 - 17.00 Wednesday 09.30 - 19.00 Saturday 10.00 - 16.00
Highways England Lateral, 8 City Walk, Leeds, LS11 9AT, Tel: 03400 470 2683	Monday to Friday 09.00 - 17.00

Copies of the consultation materials also will be available online free of charge from Monday 11th September 2017 at www.highways.gov.uk/a19-testos-downhill-lane

Copies of the consultation materials may be requested during the consultation period from Highways England using the e-mail address, postal address or telephone number provided below. Please note a CD/DVD copy can be provided free of charge. Where paper copies are required there will be a fee up to a maximum of £84.00:

- By email: A19DownHillLane@highwaysengland.co.uk
- In writing: Highways England, Lateral, 8 City Walk, Leeds, LS11 9AT
- By phone: 0300 470 2683

Any person may comment on the proposals or otherwise respond to this publicity. Responses must be received between Monday 11th September 2017 and Sunday 22nd October 2017. A consultation feedback form is available as part of the consultation materials. When providing your response, please include your name and address or, if you would prefer your comments to be anonymous, your postcode only. Please also confirm the nature of your interest in the scheme. Please supply any response to:

- By email: A19DownHillLane@highwaysengland.co.uk
- In writing: Highways England, Lateral, 8 City Walk, Leeds, LS11 9AT

Responses must be received no later than Sunday 22nd October 2017 at 23:59

Highways England will consider and have regard to all responses when developing the application for a Development Consent Order once consultation has closed. Responses will form the basis of a Consultation Report that will be one of the factors taken into consideration by the Secretary of State when deciding whether the Application can be accepted for examination. Therefore, in providing any comment, it should be borne in mind that the substance of it may be communicated to others as part of the Consultation Report.

If you would like further information about this notice, the consultation or the scheme, please contact the project team by using one of the contact methods provided above.

Paul Ahdal, Project Manager, Highways England, 4 September 2017

Department for Transport

TOWN AND COUNTRY PLANNING ACT 1990

The Secretary of State gives notice of an Order made under Section 247 of the above Act entitled "The Stopping up of Highway (North East) (No. 35) Order 2017" authorising the stopping up of an irregular shaped area of footpath which lies adjacent to the disused shop at 4 Headlam House, Headlam Street at Byker, in the City of Newcastle upon Tyne to enable development as permitted by Newcastle City Council, under reference 2015/0366/01/DET.

Copies of the Order may be obtained, free of charge, from the Secretary of State, National Transport Casework Team, Tyneside House, Skimmerburn Road, Newcastle Business Park, Newcastle upon Tyne NE4 7AR or nationalcasework@dtf.gov.uk (quoting NATRAN/NE/5247/2945) and may be inspected during normal opening hours at Byker Community Trust, 17 Raby Cross, Byker, Newcastle upon Tyne NE6 2FF.

Any person aggrieved by or desiring to question the validity of or any provision within the Order, on the grounds that it is not within the powers of the above Act or that any requirement or regulation made has not been complied with, may, within 6 weeks of 11 September 2017 apply to the High Court for the suspension or quashing of the Order or of any provision included.

G Patrick, Casework Manager

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APPENDIX E4: SHIELDS GAZETTE - SECTION 47 & 48 NOTICES

APPENDIX E5: SUNDERLAND ECHO - SECTION 47 & 48 NOTICES

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PUBLIC NOTICES



SECTION 48 PLANNING ACT 2008 REGULATION 4 OF THE INFRASTRUCTURE PLANNING (APPLICATIONS: PRESCRIBED FORMS AND PROCEDURE) REGULATIONS 2009 A19/A1290 DOWNHILL LANE JUNCTION IMPROVEMENT NOTICE PUBLICISING A PROPOSED APPLICATION FOR A DEVELOPMENT CONSENT ORDER HIGHWAYS ENGLAND COMPANY LIMITED of Bridge House, 1 Walnut Tree Close, Guildford, GU1 4LZ ("the Applicant") intends to make an application ("the Application") under Section 37 of the Planning Act 2008 to the Secretary of State for Transport for a Development Consent Order.

The Application is for the proposed improvements to the A19/A1290 Downhill Lane Junction in Sunderland. The scheme's main proposals in summary are: • A new bridge will be constructed south of the existing bridge. Together with the existing bridge this will form a more traditional roundabout junction layout above the A19. • The existing north-bound and south-bound A19 slip roads will be realigned to tie in with the new elevated roundabout arrangement. To the north of the junction, these will serve as link roads between Downhill Lane Junction and the proposed new Testos junction roundabout. The slip roads south of the junction will also be re-aligned but will continue to provide direct access to the A19. • Routes for walkers, cyclists and horse riders will be designed to provide overall improvements in safety and connectivity where possible. • On the west side of the junction the A1290 will be re-aligned and to the east, the layout of Downhill Lane and Washington Road will also be amended to suit the new junction • Temporary access roads, temporary highway works, temporary construction compounds and work sites will be required during construction of the scheme.

The scheme is an Environmental Impact Assessment development ("EIA development"), as defined by The Infrastructure Planning (Environmental Impact Assessment) Regulations 2009. This means that the proposed works constitute development for which an Environmental Impact Assessment will be required. An Environmental Statement will therefore be submitted as part of the Application. Preliminary Environmental Information ("PEI") forms part of the consultation material.

Consultation on the proposals will take place from Monday 11th September 2017 to Sunday 22nd October 2017. Copies of the consultation materials - including documents, plans and maps showing the nature and location of the proposed development and the PEI - will be available for inspection free of charge from Monday 11th September 2017 until Sunday 22nd October 2017 at the following locations and times:

Table with 2 columns: Location and Opening Times. Lists various locations like Boldon Village Hall, Asda Complex, Bunny Hill Customer Service Centre, etc.

Copies of the consultation materials also will be available online free of charge from Monday 11th September 2017 at www.highways.gov.uk/a19-testos-downhill-lane

Copies of the consultation materials may be requested during the consultation period from Highways England using the e-mail address, postal address or telephone number provided below. Please note a CD/DVD copy can be provided free of charge. Where paper copies are required there will be a fee up to a maximum of £64.00:

- By email: A19DownHillLane@highwaysengland.co.uk • In writing: Highways England, Lateral, 8 City Walk, Leeds, LS11 9AT • By phone: 0300 470 2683

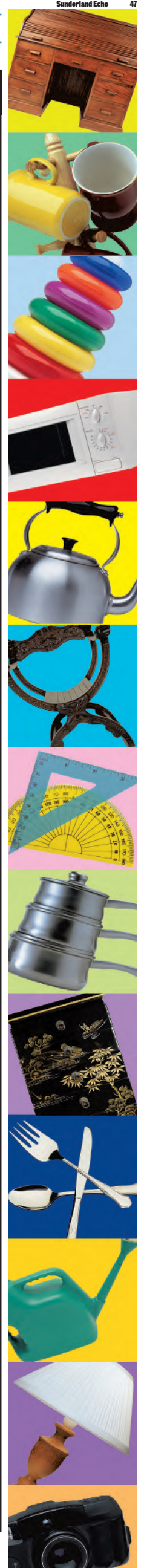
Any person may comment on the proposals or otherwise respond to this publicity. Responses must be received between Monday 11th September 2017 and Sunday 22nd October 2017. A consultation feedback form is available as part of the consultation materials. When providing your response, please include your name and address or, if you would prefer your comments to be anonymous, your postcode only. Please also confirm the nature of your interest in the scheme. Please supply any response to:

- By email: A19DownHillLane@highwaysengland.co.uk • In writing: Highways England, Lateral, 8 City Walk, Leeds, LS11 9AT

Responses must be received no later than Sunday 22nd October 2017 at 23:59 Highways England will consider and have regard to all responses when developing the application for a Development Consent Order once consultation has closed. Responses will form the basis of a Consultation Report that will be one of the factors taken into consideration by the Secretary of State when deciding whether the Application can be accepted for examination. Therefore, in providing any comment, it should be borne in mind that the substance of it may be communicated to others as part of the Consultation Report.

If you would like further information about this notice, the consultation or the scheme, please contact the project team by using one of the contact methods provided above.

Paul Ahdal, Project Manager, Highways England, 4 September 2017



APPENDIX F1: SECTION 48 RESPONSE 1 & HE RESPONSE

From: Gary Dawes [REDACTED]
Sent: 16 September 2017 08:00
To: A19 Down Hill Lane
Subject: NMU proposals

Hi

I use this junction almost daily as a cycle commuter, and occasionally as a driver. I also regularly lead group cycle rides as a Sustrans ride leader which use this junction too, so I am very familiar with this junction

There are some design issues with the current layout, which I hope will not be carried over or repeated in the new junction, especially if option 1 is adopted. These make using the cycleway vary inconvenient and unattractive for a lot of people meaning they use the road.

The recent consultation leaflet doesn't go into detail for either options about the number of separate stages for the crossings. If travelling N-S from the bridleway to the A1290, there are seven. There are 5 alone to get from downhill lane onto the bridge.

If travelling from the bridleway to Washington road heading to Sunderland there are still 4, so most people just skip across the road.

The current islands between the crossings are very small and some can only hold one or two cyclists. This is an issue with groups, but also commuting.

Option 2 has some merit, but I have concerns that the necessary height of the NMU bridge and the distance needed to clear the junction will make it undesirable for many. I can normally clear the existing junction in 2 minutes including wait times

- Can crossings be a single stage at each of the main crossing points, so cyclists and other NMUs can get across in one movement? This could be button controlled so only operates on demand (the crossing at Nissan way/Cherry Blossom way is an example that this can be done however the wait time can be poor there)
- Can low-level cycle specific lights be included so that the signals can be viewed on approach by cyclists? (An NE example is John Dobson st in Newcastle). The current pedestrian/cyclist signals are at 90' to the cycleway and hard to read on approach
- Is it not possible to combine the bridge from option 1 & and use underpasses (option 2) with ramps inside the roundabout instead of a longer detour? If the NMU path could be designed into the new southern bridge or the existing north bridge then this could be a sensible option, and potentially my preferred option.
- Ideally any underpasses need to be wide, and well lit and bright to appear welcoming, rather than the narrow dingy tunnels a lot of existing ones are. A camber and side drains would be needed to reduce risk of surface water which could be hazardous in cold conditions. An excellent example of how underpasses can be excellent is the Network Rail underpasses at Bolina Road, Bermondsey
- How wide will the cycleways be? I presume a minimum of 3m. How high will any underpasses be? What gradient will any ramps be.
- Can we ensure that we have no "cyclists dismount" signs as with the current design
- Can we ensure that NMU traffic safely flows in all directions, as the current junction only accommodates for flow N-S from bridleway to Nissan.

- What will the surfacing of the NMU paths be? I presume sealed tarmac? As the end of the current bridleway looks like it will be realigned how far up will it be resurfaced?
- Is there any scope between this project, and the Testos project to provide a single continuous high-quality cycleway linking from A184 south?

Regards

Gary Dawes

I have some comments and concerns about the proposals, and I will attend one of the consultation sessions next week.

Paul Ahdal

3 NORTH
Lateral
8 City Walk
Leeds LS11 9AT

Direct Line: 0300 470 2683
06 November 2017

Dear Mr

A19 DOWNHILL LANE STATUTORY CONSULTATION: NMU PROPOSALS

Thank you for your valuable time in sharing with us your views and concerns on the A19 Downhill Lane Junction Improvement Scheme. We have liaised with our design team colleagues in order to provide a suitable response to your comments. Please find below the response to your comments.

Options 1 and 2A feature at-grade signalised crossings which in some locations will require traffic islands. These will be designed to current design standards but will also take cognisance of available road space, highway geometry, best practice and road safety.

Both Options 1 and 2 of our preliminary design have been formed following consultation with NMU (Non-Motorised User) focus groups, specifically the Local Access Forum, which included representatives from Sunderland and South Tyneside councils. As a result, these options reflect an initial proposed solution to the issues and concerns presented by the different NMU groups, including Nissan, Sustrans and Cycling UK, represented by the Local Access Forum. Furthermore, these proposed designs have to account for the predicted traffic volumes and ensure signal times primarily allow the junction to perform in terms of traffic flows. It is likely that due to the predicted traffic figures and demands, the junction will be fully signalised, therefore NMU crossing opportunities will be restricted to when adjacent traffic is held at a red light.

Opportunities for incorporating low-level accessible signal lights for NMUs will be considered at the detailed design stage.

For either option, the proposed NMU overbridges above the A19 are required to be in accordance with the Design Manual for Roads and Bridges (DMRB), which has specific requirements for the clearance of headroom and cross-sections. With reference to Option 1 specifically, due to constraints on the available space within the roundabout resulting from earthworks and other infrastructure, it will not be feasible to achieve the

vertical difference in height between the level of the underpass and the level of the footbridge whilst satisfying design standards and compliance with legislation.

Any underpasses will be designed in accordance with current design standards, best practice and the requirements of the local authority. Similarly, cycleway widths and access ramp gradients will be designed in accordance with current design standards and be compliant with current legislation.

The existing cyclists dismount signs have been provided due to the limitations of existing infrastructure, specifically, the width of existing footway / cycleway on the Downhill Lane overbridge. Accordingly, our proposed designs will resolve this issue by providing separate bridges for NMUs which as a result will provide improved multi-directional flow for all NMUs. A review of the necessary signage for the benefit of all road users and NMUs will be undertaken during detailed design.

Once again, the surfacing type of the NMu paths is to be considered during the detailed design stage but the surface specification will be based on the needs of all users, including any equestrian users. The existing bridleway will be re-aligned and improved as part of both the Testos and Downhill Lane Junction improvements. Redundant sections will be stopped up as required; any improvements to the existing bridleway will be to the scheme extents.

The current proposal has connections to the existing shared NMu facilities and bridleway at the north east of the scheme – these facilities are being improved as part of the adjacent Testos scheme. The bridleway does have a direct connection to the cycling facilities to the A184 and B1298.

We trust that the above has helped to satisfy some of your concerns regarding the NMu provisions. Should you have any further queries please do not hesitate to contact us at A19DownhillLane@highwaysengland.co.uk

Yours sincerely


Paul Ahdal
MP RIP Yorkshire & North East
Email: paul.ahdal@highwaysengland.co.uk

APPENDIX F2: SECTION 48 RESPONSE 2 & HE RESPONSE

From: A19 Down Hill Lane
Sent: 27 October 2017 15:19
To:
Cc: A19 Down Hill Lane
Subject: RE: re NMU proposals
Attachments: Statutory Consultation Response.pdf

Dear Mr Ridgway,

Thank you for your emails regarding our statutory consultation.

Please see Highways England's response to your proposals attached.

Kind Regards,

A19 Testos and Downhill Lanes
Regional Investment Program (RIP) (North)
Highways England | Lateral | 8 City Walk | Leeds | LS11 9AT
Web: <http://www.highways.gov.uk>

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From:
Sent: 25 September 2017 09:58
To: A19 Down Hill Lane
Subject: re NMU proposals

I attended the Bunny Hill consultation and have completed an on line feedback.

Since the meeting I have had further ideas for NMU provision across this interchange, especially to Nissan. I have come up with a solution that is on the desire line that uses ONLY two crossings and provides for all NMU's.

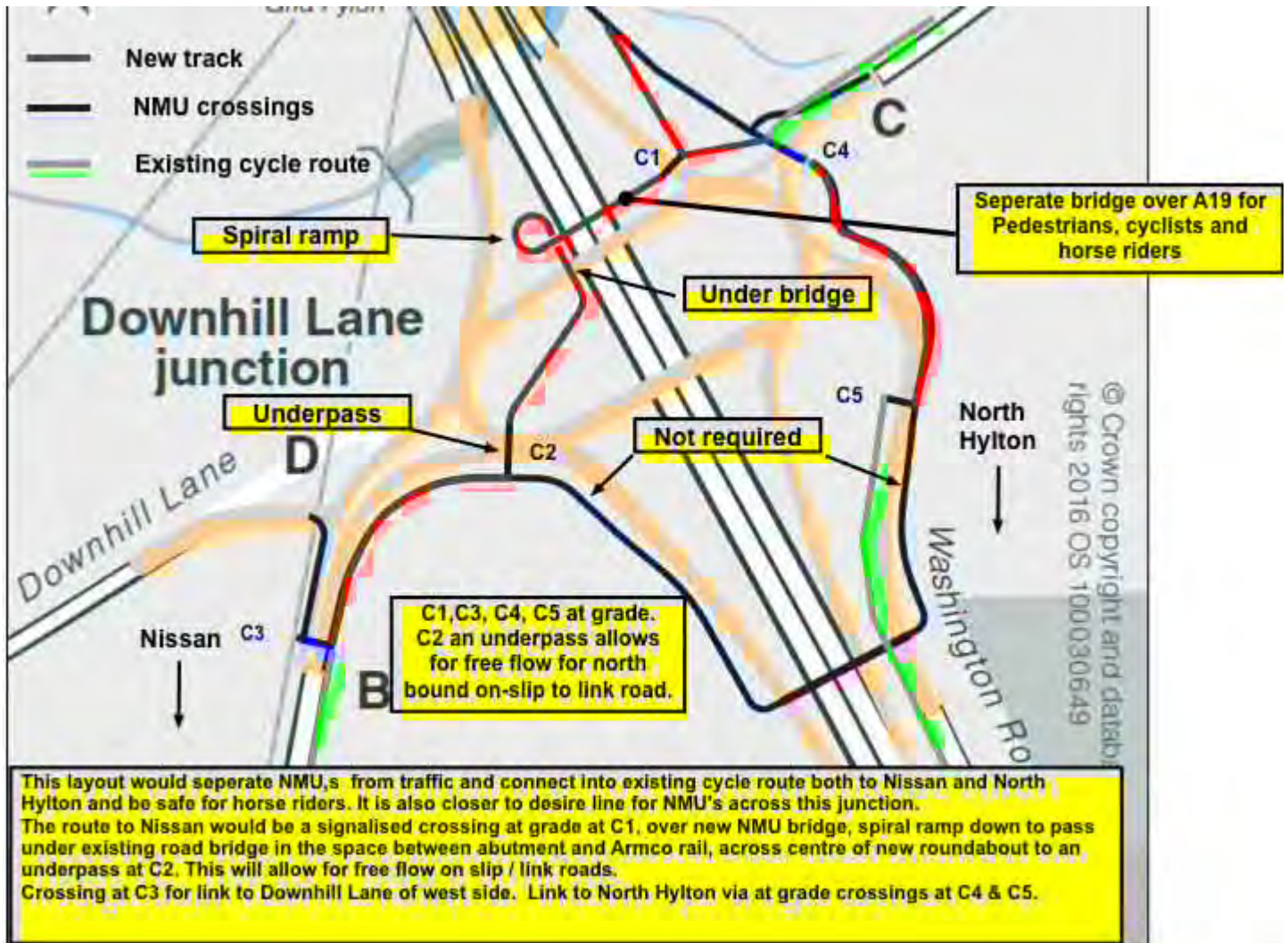
This also allows for Free Flow of traffic onto the NB link road to Testo's and the off-slip NB from A19.

This also gives good connectivity to both existing cycle routes to Nissan & North Hlyton as well as desired route for horse riders.

Horse screens would probably required under existing road bridge.

See attached diagram.

Please acknowledge.



From: A19 Down Hill Lane <A19DownHillLane@highwaysengland.co.uk>
Sent: 27 September 2017 16:21
To: Pearce, Andy
Cc: 'Phil Emison'
Subject: FW: A19 Downhill Juncyion - NMU proposals

Kind regards,

Kristina

From: [REDACTED]
Sent: 24 September 2017 18:45
To: A19 Down Hill Lane
Subject: Re: A19 Downhill Juncyion - NMU proposals

Thank you for the information you provided
I attended the consultation at Bunny Hill on Fri. 22nd and have completed an on-line feedback.

In addition to what I discussed at the consultation and on the feedback, I have since considered a another option which would address all issues regarding NMU's across this junction and allow for free flow of traffic for the north bound on slip to the link road to Testo's Jcn.

See attached diagram.

All crossing points would be at grade and signalised **EXCEPT** for C2 where an underpass would allow for free flow of all traffic and NMU's.

Looking on google earth shows there is adequate un-used land to allow for an underpass.

This would also allow for a future link into the proposed Northern section of the IAMP area.

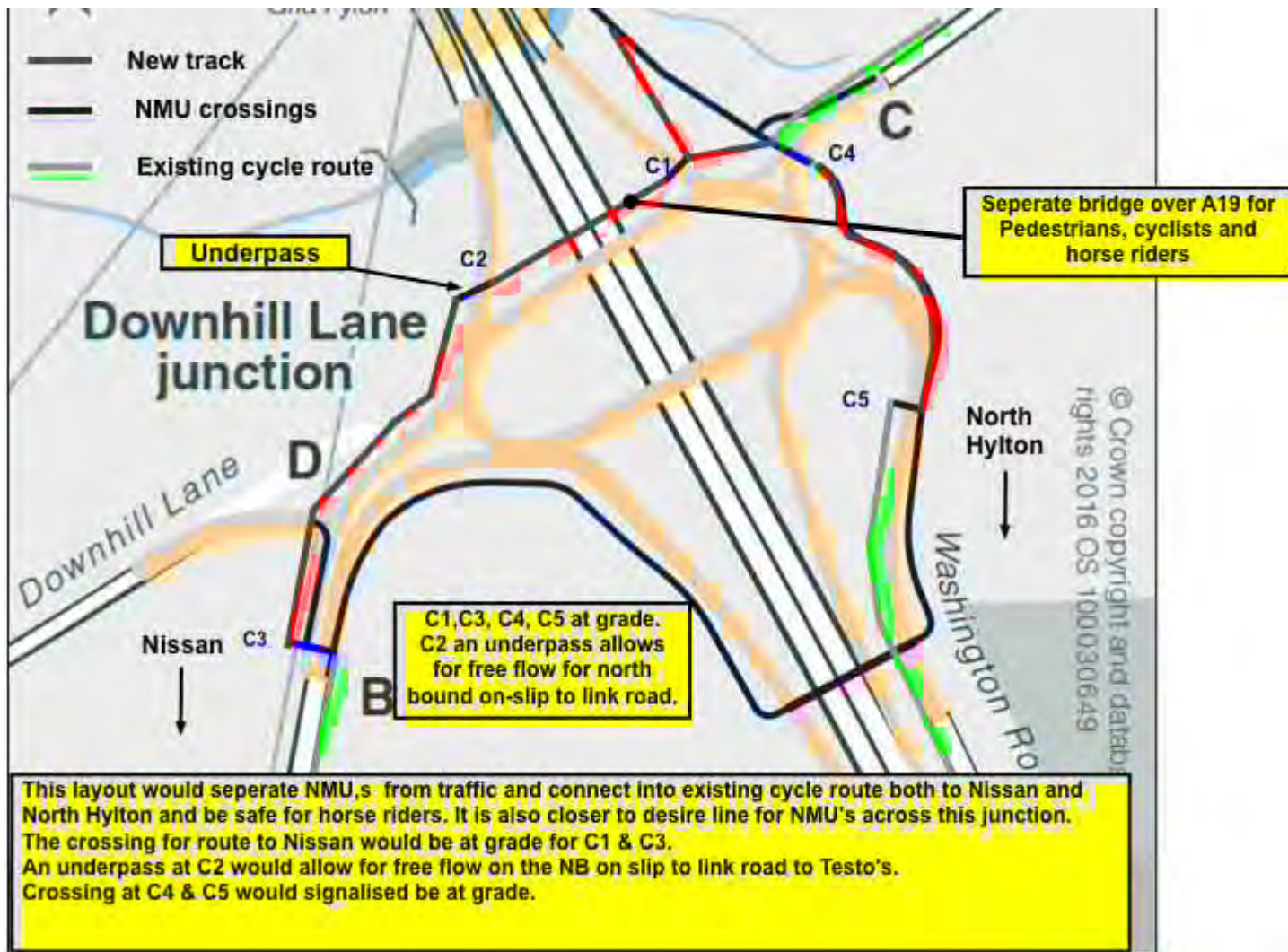
My proposal would allow for good connection to the existing cycle & bridleway infrastructure and would be more likely to be used by all NFU's as being more direct and on the desired line.

There is sufficient room to provide an easy gradient from over bridge to the underpass.

Please acknowledge this e-mail.

Regards

[REDACTED]



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Douglas Ridgway

Paul Ahdal

3 NORTH
Lateral
8 City Walk
Leeds LS11 9AT

Direct Line: 0300 470 2683
27 October 2017

Dear Mr Ridgway

A19 DOWNHILL LANE STATUTORY CONSULTATION: RESPONSE TO NMU PROVISIONS

We have instructed our design team to take a detailed look into the provisions which you have provided us. We have factored their views and calculations into our response.

As your proposal suggests, using an NMU footbridge over the A19 North of the existing bridge, would present an at-grade crossing in a location unsuitable for signalisation. An alternative, as you propose, is to go underneath the existing bridge in the initial option you presented, or alternatively, an underpass underneath the northbound link road to Testos as presented in your second option. Our design team have assessed these proposals and deemed them unsuitable due to the following issues:

- The initial option presents an NMU route descending a spiral ramp before passing under the existing Downhill Lane overbridge. Locating an NMU facility in this location, presents operational safety concerns and a possible unacceptable risk of NMU user / vehicular interface. In particular, we are keen to keep equestrians and high speed vehicles separate, where possible.
- The option without the spiral ramp would be unachievable within the site constraints, due to the fact that typically a gradient of 5% is considered the most appropriate for a shared NMU facility.

Although an underpass was being considered in the Statutory Consultation, they have received a negative reception at the Local Access Forum, which included representatives from Sunderland and South Tyneside councils. The underpass option was included in the consultation in order for Highways England to receive feedback from the general public regarding their preference for the presented NMU options, including their opinions on the underpass option.

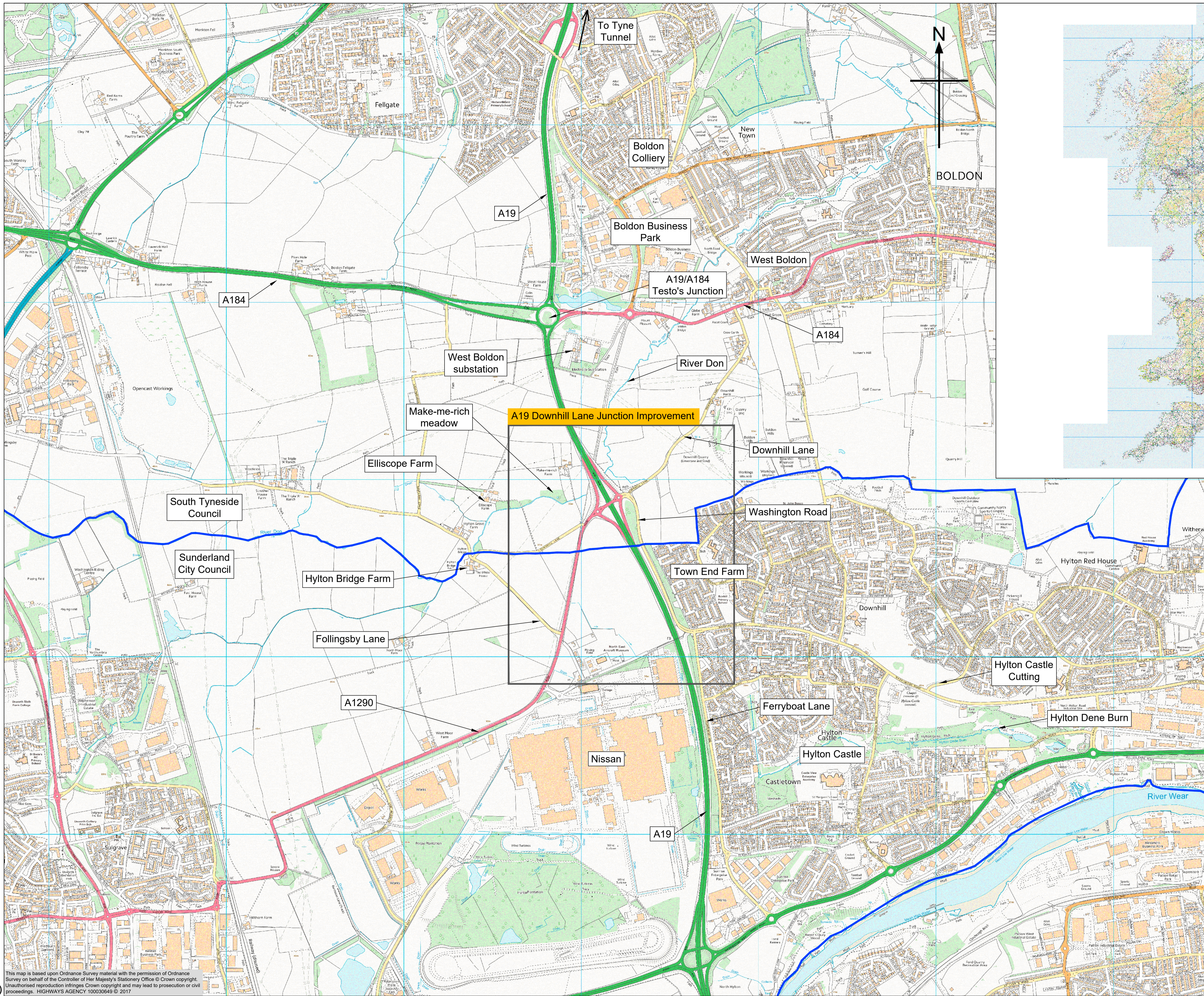
We thank you for the time you have taken to respond to the consultation. Although the consultation period has ended, please do not hesitate to contact us further at A19DownhillLane@highwaysengland.co.uk

Yours sincerely



Paul Ahdal
MP RIP Yorkshire & North East
Email: paul.ahdal@highwaysengland.co.uk

APPENDIX G: FIGURE SHOWING EXISTING ROAD ARRANGEMENT AND KEY FEATURES



NOTES

- This drawing should be read in conjunction with all plans and documents included in the DCO application.
- Base map reproduced from Ordnance Survey mapping.

KEY

- Local Authority boundary
- Scheme location

0 100 200 300 400 500 600 700 800 900 1000 m
SCALE 1 : 10,000

0	16/10/2018	PUBLIC CONSULTATION REPORT APPENDIX	CR	AP	AP	GW
Rev	Rev. Date	Purpose of revision	Drawn	Checked	Rev'd	Apprv'd

Client: **highways england**

Designer: **JACOBS** Contractor: **COSTAIN**

Project: **A19 DOWNHILL LANE JUNCTION IMPROVEMENT**

Drawing title: **PUBLIC CONSULTATION REPORT APPENDIX G EXISTING ROAD ARRANGEMENT & KEY FEATURES**

Drawing status: **DCO SUBMISSION**

Scale: 1:10,000 @ A1 DO NOT SCALE

Jacobs No. B0140300
Client no. HE514495

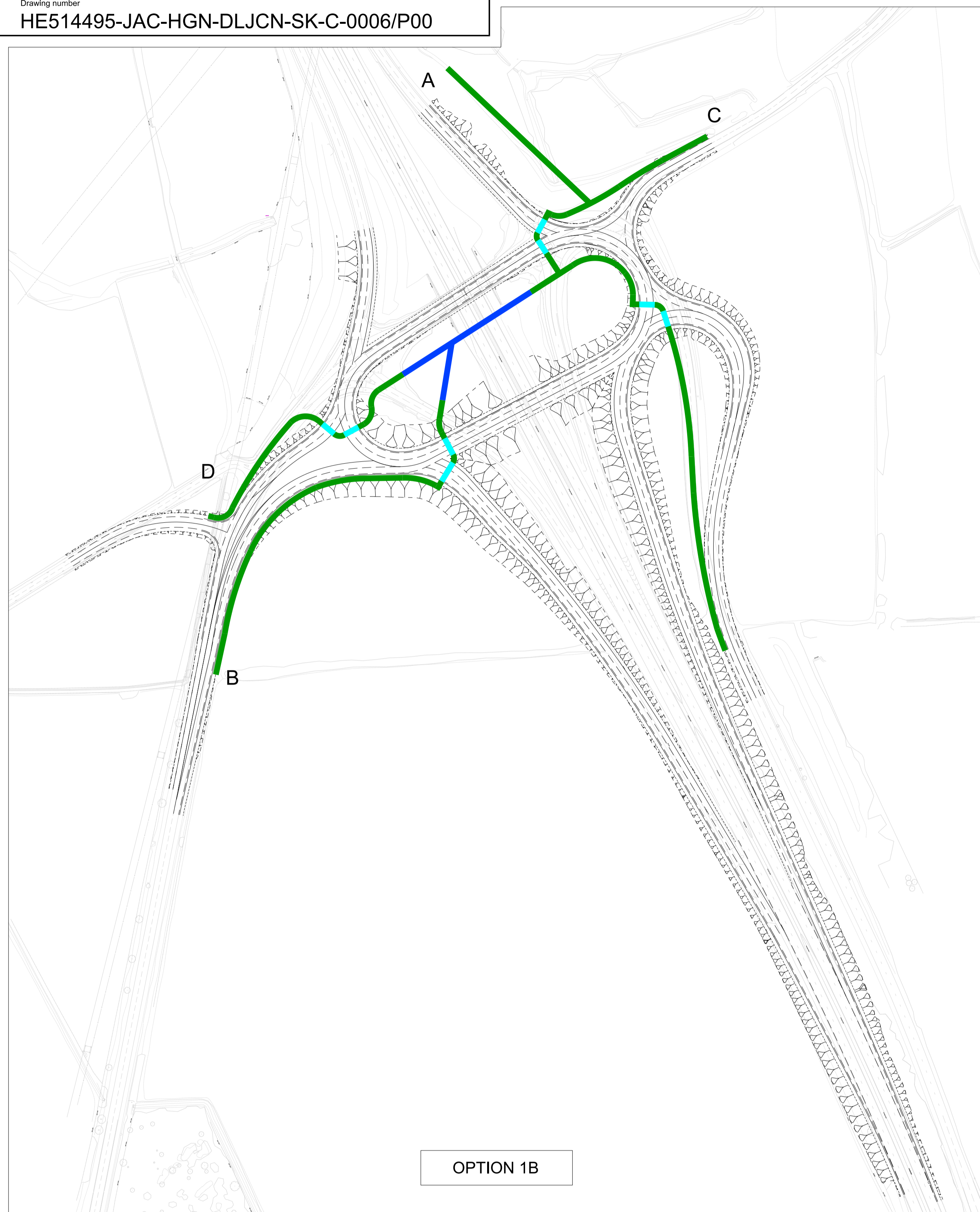
Drawing number: **TR010024/APP/5.2** Rev **0**

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C:\Users\nutrac\Desktop\APPENDIX G - EXISTING ROAD ARRANGEMENT AND KEY FEATURES.dwg - 16/10/2018 15:57:35 - A19 DHL - Location Plan - rutac

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APPENDIX H: DRAWINGS OF NMU OPTIONS CONSULTED ON



OPTION 1B

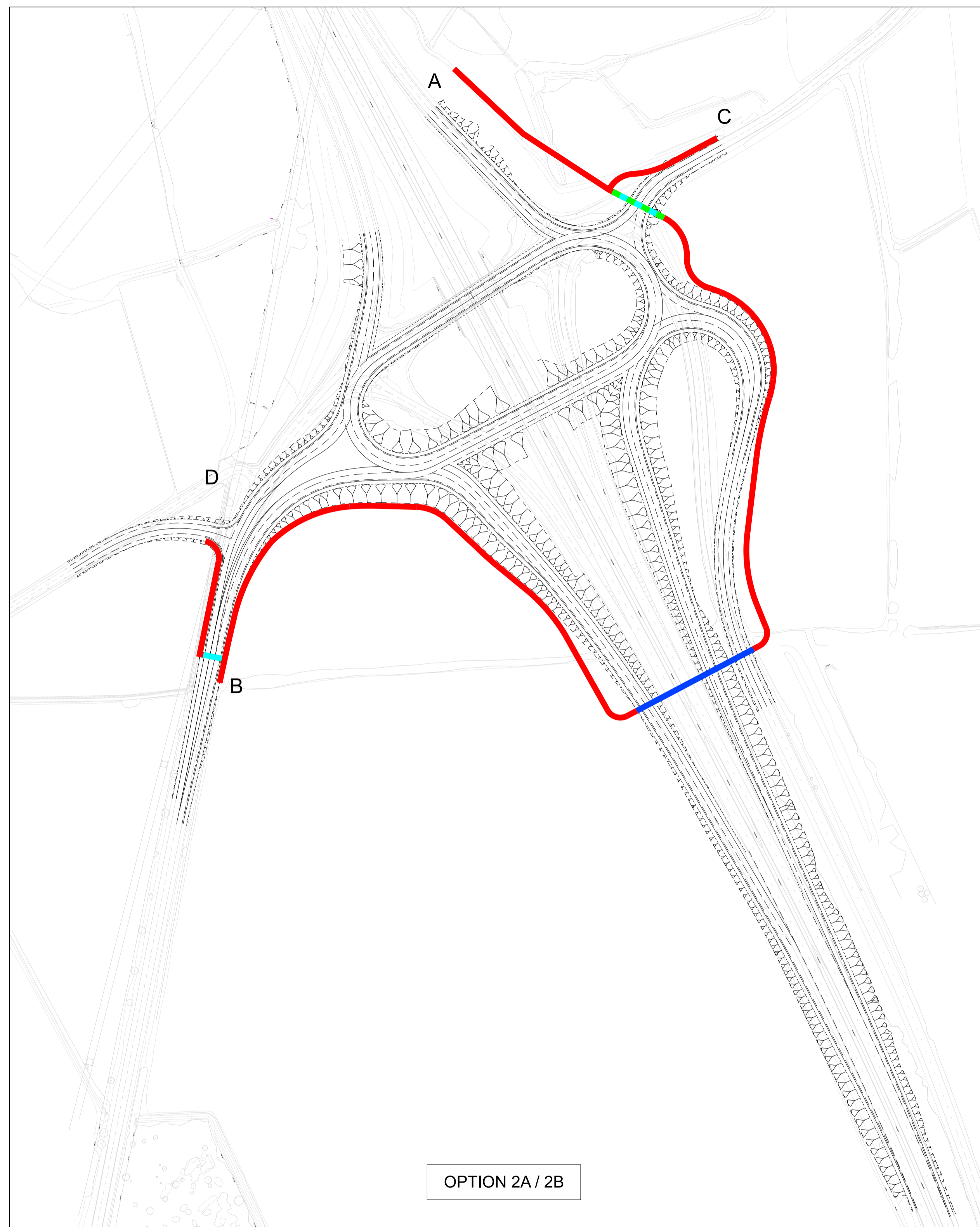
This option provides NMU routes through Downhill Lane Junction via a combination of at-grade crossings; located at signalised points around the roundabout, and an independent NMU bridge over the A19; located within the junction roundabout. Where possible the NMU route will be taken away from the carriageway to provide separation of NMU and motorised traffic.

Pros

- + Independent NMU bridge facility segregates NMU and motorised users
- + Shortest journey lengths in terms of distance
- + Route is visually more direct to NMU users; closer to the 'desire line'
- + No underpass required

Cons

- Routes will require waiting time at-grade crossings located at the traffic lights on the proposed roundabout
- Greater number of signalised crossings compared with Options 2A / 2B
- Not fully segregated from traffic
- Longer journey time when compared to Options 2A / 2B due to greater number of signalised crossings



OPTION 2A / 2B

This option provides NMU routes around Downhill Lane Junction via a separate NMU bridge over the A19 and Washington road; located to the south of the junction, and either an at-grade signalised crossing of, or underpass beneath, Downhill Lane. Where possible the NMU route will be taken away from the carriageway to provide separation of NMU and motorised traffic. Estimates of journey times take into consideration both an at-grade signalised crossing of Downhill Lane (Option 2A) and an underpass variant (Option 2B)

Pros

- + Potential for routes A to B and C to B to be fully segregated from traffic
- + Offers possible opportunity for adaptation to integrate with the future IAMP proposals
- + Where an underpass is used, journey time is quicker

Cons

- Longest journey length in terms of distance
- Route is visually less direct to NMU users; deviating from the 'desire line'
- Height required to span Washington Road and the A19 results in a tall bridge with probable significant visual impacts
- May require an underpass

NOTES

1. All dimensions are in metres unless stated otherwise.

KEY

- Draft highway general arrangement
- Option 1B alignment
- Option 2A & 2B alignment
- NMU at-grade signalised crossing
- NMU underpass or at-grade signalised crossing
- NMU overbridge

Journey Time Information

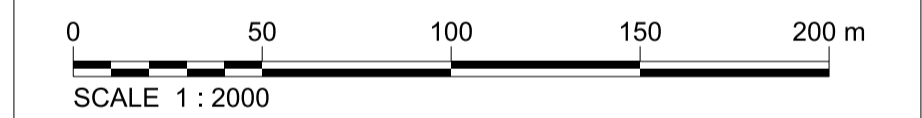
The times below are based on cycling at an average speed of 15 km/h and an average wait time at each signalised crossing of 1 minute.

A to B New Journey Time:

- Option 1 = 6m 18s
- Option 2A (signalised crossing at Downhill Lane) = 6m 0s
- Option 2B (underpass at Downhill Lane) = 4m 0s

C to D New Journey Time:

- Option 1 = 5m 48s
- Option 2A (signalised crossing at Downhill Lane) = 7m 24s
- Option 2B (underpass at Downhill Lane) = 5m 24s



P00	09/11/18	FOR HE COMMENT	CR	AP	AP	AP
Rev	Rev. Date	Purpose of revision	Drawn	Checked	Rev'd	Apprv'd

Client

Designer **JACOBS** Contractor **COSTAIN**

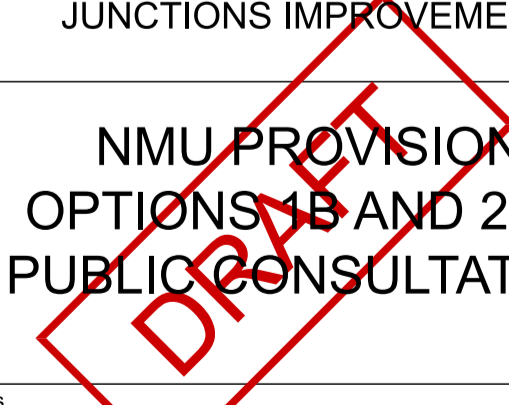
1 City Walk, Leeds, LS11 9DX
Tel: +44(0)113 242 8771 Fax: +44(0)113 389 1389
www.jacobs.com

Project
A19 TESTO'S & DOWNHILL LANE JUNCTIONS IMPROVEMENT

Drawing title
NMU PROVISION OPTIONS 1B AND 2A/B PUBLIC CONSULTATION

Drawing status	S0 - INITIAL STATUS OR WIP	
Scale	1:2000@A1	DO NOT SCALE
Jacobs No.	B0140301	
Client no.	HE514495	
Drawing number	HE514495-JAC-HGN-DLJCN-SK-C-0006	Rev P00

This drawing is not to be used in whole or part other than for the intended purpose and project as defined on this drawing. Refer to the contract for full terms and conditions.



APPENDIX I: LIST OF SECTION 42 PRESCRIBED CONSULTEES

Schedule 1 Description	Organisation	Contact	Address	Consultation Strand	Consulted	Comments
The Health and Safety Executive	The Health and Safety Executive	Mr. Dave Adams	Mr. Dave Adams The Health and Safety Executive NSIP Consultations - Building 2.2 Redgrave Court Merton Road Bootle L20 7HS	S42(1)(a)	Yes	
The National Health Service Commissioning Board	NHS England	NHS England	NHS England NHS Commissioning Board PO Box 16728 Redditch B97 9PT	S42(1)(a)	Yes	
The relevant Clinical Commissioning Group	South Tyneside Clinical Commissioning Group	NHS South Tyneside Clinical Commissioning Group	South Tyneside Clinical Commissioning Group Monkton Hall Main Hall Monkton Lane Jarrow NE32 5NN	S42(1)(a)	Yes	
	Sunderland Clinical Commissioning Group	NHS Sunderland Clinical Commissioning Group	NHS Sunderland Clinical Commissioning Group Pemberton House Colima Avenue Sunderland SR5 3XB	S42(1)(a)	Yes	
Natural England	Natural England	Natural England	Natural England Consultation Service Hornbeam House Electra Way Crewe Business Park Crewe Cheshire CW1 6GJ	S42(1)(a)	Yes	
The Historic Buildings and Monuments Commission for England	Historic England - North East	Historic England	Historic England Bessie Surtees House 41-44 Sandhill Newcastle upon Tyne NE1 3JF	S42(1)(a)	Yes	
The relevant fire and rescue authority	Tyne and Wear Fire and Rescue Service	Tyne and Wear Fire and Rescue Service	The Chief Fire Officer Tyne and Wear Fire and Rescue Service Headquarters Nissan Way Sunderland Tyne and Wear SR5 3QY	S42(1)(a)	Yes	
The relevant police and crime commissioner	Northumbria Police and Crime Commissioner	Northumbria Police and Crime Commissioner	Police and Crime Commissioner Office of the Police and Crime Commissioners for Northumbria 2nd Floor Victory House Balliol Business Park Benton Lane Newcastle upon Tyne NE12 8EW	S42(1)(a)	Yes	
The Environment Agency	The Environment Agency	The Environment Agency	The Environment Agency Tyneside House Skinnerburn Road Newcastle Business Park Newcastle Upon Tyne Tyne and Wear NE4 7AR	S42(1)(a)	Yes	
	The Environment Agency	The Environment Agency	The Environment Agency Legal Services Horizon House Deanery Road Bristol BS1 5AH	S42(1)(a)	Yes	
Integrated Transport Authorities (ITAs) and Passenger Transport Executives (PTEs)	Nexus - Tyne and Wear Passenger Transport Executive	Nexus	Nexus Nexus House St James Boulevard Newcastle Upon Tyne NE1 4AX	S42(1)(a)	Yes	
	North East Combined Regional Authority	North East Combined Authority	North East Combined Authority Quadrant Cobalt Business Park The Silverlink North North Tyneside NE27 0BY	S42(1)(a)	Yes	

Schedule 1 Description	Organisation	Contact	Address	Consultation Strand	Consulted	Comments
The Relevant Highways Authority	South Tyneside Council	South Tyneside Council Highways Department	South Tyneside Council Highways Department Town Hall and Civic Offices Westoe Road South Shields Tyne and Wear NE33 2RL	S42(1)(a)	Yes	
	Sunderland City Council	Sunderland City Council Highways Department	Sunderland City Council Highways Department Office of the Chief Executive Sunderland City Council PO Box 100 Civic Centre Burdon Road Sunderland SR2 7DN	S42(1)(a)	Yes	
The relevant strategic highways company	Highways England	Mr. Simon Brown	Mr. Simon Brown Highways England Lateral 8 City Walk Leeds LS11 9AT	S42(1)(a)	Yes	
The Coal Authority	The Coal Authority	Ms. Rachael Bust	Ms. Rachael Bust The Coal Authority 2 Lichfield Lane Mansfield Nottinghamshire NG18 4RG	S42(1)(a)	Yes	
Public Health England, an executive agency of the Department of Health	Public Health England	Professor Paul Johnstone	Professor Paul Johnstone Blenheim House West One Duncombe Street Leeds LS1 4PL	S42(1)(a)	Yes	
The Crown Estate Commissioners	The Crown Estate Commissioners	The Crown Estate Commissioners	The Crown Estate Commissioners The Crown Estate 16 New Burlington Place London W1S 2HX	S42(1)(a)	Yes	Consultation carried out notwithstanding there is no Crown land in the Scheme boundary
		The Crown Estate Commissioners c/o Burges Salmon LLP	The Crown Estate Commissioners c/o Burges Salmon LLP 6 New Street Square London EC4A 3BF	S42(1)(a)	Yes	
The relevant NHS Foundation Trust	North East Ambulance Service NHS Foundation Trust	North East Ambulance Service NHS Foundation Trust	North East Ambulance Service NHS Foundation Trust Bernicia House Goldcrest Way Newburn Riverside Newcastle Upon Tyne NE15 8NY	S42(1)(a)	Yes	
Railways	Highways England Historical Railways Estate	Highways England Historical Railways Estate	Highways England Historical Railways Estate Hudson House Toft Green York YO1 6HP	S42(1)(a)	Yes	
Universal Service Provider	Royal Mail	Royal Mail Group	Royal Mail Group Group Communications 100 Victoria Embankment London EC4Y 0HQ	S42(1)(a)	Yes	
Homes and Communities Agency	Homes and Communities Agency	Homes and Communities Agency	Homes and Communities Agency St George's House Kingsway Team Valley Gateshead NE11 0NA	S42(1)(a)	Yes	
The relevant water and sewage undertaker	Northumbrian Water Group Plc	Northumbrian Water Group Plc	Northumbrian Water Group Plc Northumbria House Abbey Road Pity M Durham DH1 5FJ	S42(1)(a)	Yes	
The relevant public gas transporter	Energetics Gas Limited	Energetics Gas Limited	Energetics Gas Limited International House Stanley Boulevard Hamilton International Technology Park Glasgow G72 0BN	S42(1)(a)	Yes	
The relevant public gas transporter	Energy Assets Pipelines Limited	Energy Assets Pipelines Limited	Energy Assets Pipelines Limited Ship Canal House 98 King Street Manchester M2 4WU	S42(1)(a)	Yes	

Schedule 1 Description	Organisation	Contact	Address	Consultation Strand	Consulted	Comments
The relevant public gas transporter	ES Pipelines Ltd	ES Pipelines Ltd	Mr. Alan Slee ES Pipelines Ltd Hazeldean Station Road Leatherhead Surrey KT22 7AA	S42(1)(a)	Yes	
The relevant public gas transporter	Fulcrum Pipelines Limited	Fulcrum Pipelines Limited	Fulcrum Pipelines Ltd 2 Europa View Sheffield Business Park Sheffield S9 1Xh	S42(1)(a)	Yes	
The relevant public gas transporter	GTC Pipelines Limited	GTC Pipelines Limited	GTC Pipelines Limited Energy House Woolpit Business Park Woolpit Bury St Edmunds Suffolk IP30 9UP	S42(1)(a)	Yes	
The relevant public gas transporter	Independent Pipelines Limited	Independent Pipelines Limited	Independent Pipelines Limited Energy House Woolpit Business Park Woolpit Bury St Edmunds Suffolk IP30 9UP	S42(1)(a)	Yes	
The relevant public gas transporter	Indigo Pipelines Limited	Indigo Pipelines Limited	Indigo Pipelines Limited 1 London Wall London EC2Y 5AB	S42(1)(a)	Yes	
The relevant public gas transporter	Quadrant Pipelines Limited	Quadrant Pipelines Limited	Quadrant Pipelines Limited Energy House Woolpit Business Park Woolpit Bury St Edmunds Suffolk IP30 9UP	S42(1)(a)	Yes	
The relevant public gas transporter	National Grid Gas Plc	National Grid Gas Plc	National Grid Gas Plc 1-3 Strand London WC2N 5EH	S42(1)(a)	Yes	
The relevant public gas transporter	National Grid Gas Distribution Limited	Ms. Vicky Stirling	Ms. Vicky Stirling Property & Land Services National Grid Gas Distribution Limited Ashbrook Court Prologis Park Central Boulevard Coventry CV7 8PE	S42(1)(a)	Yes	
The relevant public gas transporter	Scotland Gas Networks Plc	Scotland Gas Networks Plc	Scotland Gas Networks Plc Axis House 5 Lonehead Drive Newbridge Edinburgh Scotland EH28 8TG	S42(1)(a)	Yes	
The relevant public gas transporter	Southern Gas Networks Plc	Southern Gas Networks Plc	Southern Gas Networks Plc St Lawrence House Station Approach Horley Surrey RH6 9HJ	S42(1)(a)	Yes	
The relevant public gas transporter	Wales and West Utilities Ltd	Wales and West Utilities Ltd	Wales and West Utilities Ltd Wales and West House Spooner Close Celtic Springs Newport NP10 8FZ	S42(1)(a)	Yes	
The relevant public gas transporter	Northern Gas Networks Limited	Northern Gas Networks Limited	Northern Gas Networks Limited 1100 Century Way Thorpe Park Business Park Colton Leeds LS15 8TU	S42(1)(a)	Yes	
The relevant electricity distributor with CPO Powers	Energetics Electricity Limited	Energetics Electricity Limited	Energetics Electricity Limited International House Stanley Boulevard Hamilton International Technology Park Glasgow South Lanarkshire G72 0BN	S42(1)(a)	Yes	
The relevant electricity distributor with CPO Powers	ESP Electricity Limited	Mr. Alan Slee	Mr. Alan Slee ESP Electricity Limited Hazeldean Station Road Leatherhead Surrey KT22 7AA	S42(1)(a)	Yes	

Schedule 1 Description	Organisation	Contact	Address	Consultation Strand	Consulted	Comments
The relevant electricity distributor with CPO Powers	G2 Energy IDNO Limited	G2 Energy IDNO Limited	25 Olney Office Park 25 Osier Way Olney Buckinghamshire MK46 5FP	S42(1)(a)	Yes	
The relevant electricity distributor with CPO Powers	Harlaxton Energy Networks Limited	Harlaxton Energy Networks Limited	Harlaxton Energy Networks Limited Toll Bar Road Marston Grantham Lincolnshire NG32 2HT	S42(1)(a)	Yes	
The relevant electricity distributor with CPO Powers	Independent Power Networks Limited	Independent Power Networks Limited	Independent Power Networks Limited Energy House Woolpit Business Park Woolpit Bury St. Edmunds Suffolk IP30 9UP	S42(1)(a)	Yes	
The relevant electricity distributor with CPO Powers	Peel Electricity Networks Limited	Peel Electricity Networks Limited	Peel Electricity Networks Limited Peel Dome The Trafford Centre Manchester M17 8PL	S42(1)(a)	Yes	
The relevant electricity distributor with CPO Powers	The Electricity Network Company Limited	The Electricity Network Company Limited	The Electricity Network Company Limited Energy House Woolpit Business Park Bury St Edmunds Suffolk IP30 9UP	S42(1)(a)	Yes	
The relevant electricity distributor with CPO Powers	UK Power Distribution Limited	UK Power Distribution Limited	UK Power Distribution Limited 22-26 King Street Kings Lynn Norfolk PE30 1HJ	S42(1)(a)	Yes	
The relevant electricity distributor with CPO Powers	Utility Assets Limited	Utility Assets Limited	Utility Assets Limited 53 High Street Cheveley Newmarket Suffolk CB8 9DQ	S42(1)(a)	Yes	
The relevant electricity distributor with CPO Powers	Northern Powergrid Limited	Northern Powergrid Limited	Northern Powergrid Limited Lloyds Court 78 Grey Street Newcastle Upon Tyne NE1 6AF	S42(1)(a)	Yes	
The relevant electricity transmitter with CPO Powers	National Grid Electricity Transmission Plc	National Grid Electricity Transmission Plc	National Grid Electricity Transmission Plc 1-3 Strand London WC2N 5EH	S42(1)(a)	Yes	
The relevant statutory undertakers	BT Group Plc	BT Group Plc	BT Centre 81 Newgate Street London EC1A 7AJ	S42(1)(a)	Yes	
The relevant Local Authority	South Tyneside Council	South Tyneside Council	South Tyneside Council Town Hall and Civic Offices Westoe Road South Shields Tyne and Wear NE33 2RL	S42(1)(b)	Yes	Some titles subject to compulsory acquisition by the Applicant
The relevant Local Authority	Sunderland City Council	Sunderland City Council	Sunderland City Council Civic Centre Burdon Road Sunderland SR2 7DN	S42(1)(b)	Yes	Some titles subject to compulsory acquisition by the Applicant
The relevant Local Authority	North Tyneside Council	North Tyneside Council	North Tyneside Council Quadrant The Silverlink North Cobalt Business Park North Tyneside NE27 0BY	S42(1)(b)	Yes	
The relevant Local Authority	Newcastle City Council	Newcastle City Council	Newcastle City Council Civic Centre Newcastle Upon Tyne NE1 8QH	S42(1)(b)	Yes	
The relevant Local Authority	Gateshead Council	Gateshead Council	Gateshead Council Civic Centre Regent Street Gateshead NE8 1HH	S42(1)(b)	Yes	
The relevant Local Authority	County Durham Council	The County Council of Durham	The County Council of Durham County Hall Durham County Durham DH1 5UL	S42(1)(b)	Yes	

APPENDIX J: COPIES OF EXHIBITION BOARDS

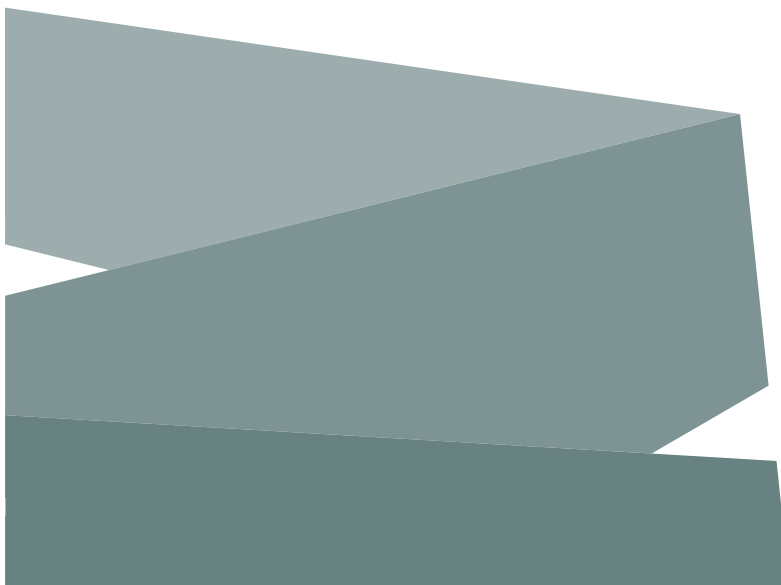
What does this scheme involve?



We've identified that improving the junction at Downhill Lane will provide a number of benefits.

The scheme has been designed with the following key objectives in mind:

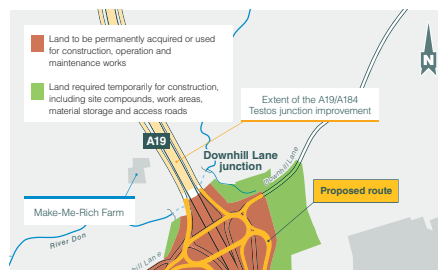
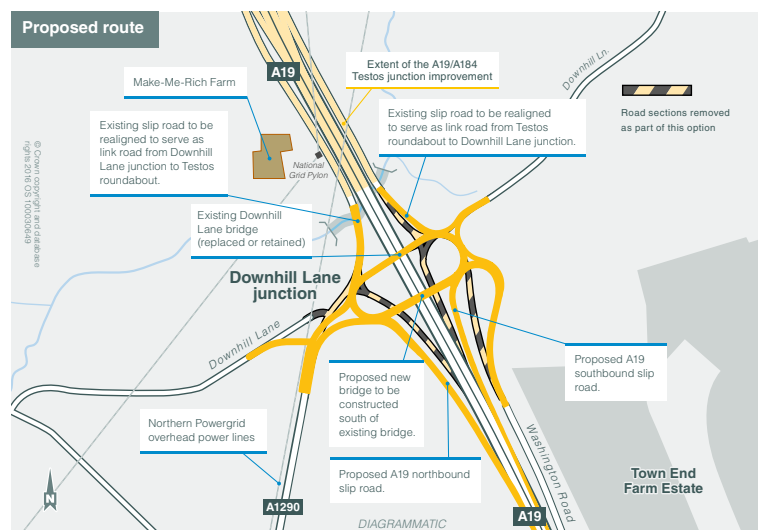
- **Supporting economic growth** – by improving the attractiveness of the area for the International Advanced Manufacturing Park, other developers and businesses by improving road access.
- **A safe and serviceable network** – by reducing accidents and providing safer crossings for non-motorists.
- **A more free-flowing network** – by reducing people's journey times.
- **Improved environment** – by ensuring we consider the potential effects of our scheme on the local environment and seek opportunities to provide environmental improvements. Find out more in our *Preliminary Environmental Information Report*.
- **An accessible and integrated network** – by providing improved connectivity with the local road network. And considering ways to improve facilities for walkers, cyclists and horse-riders.



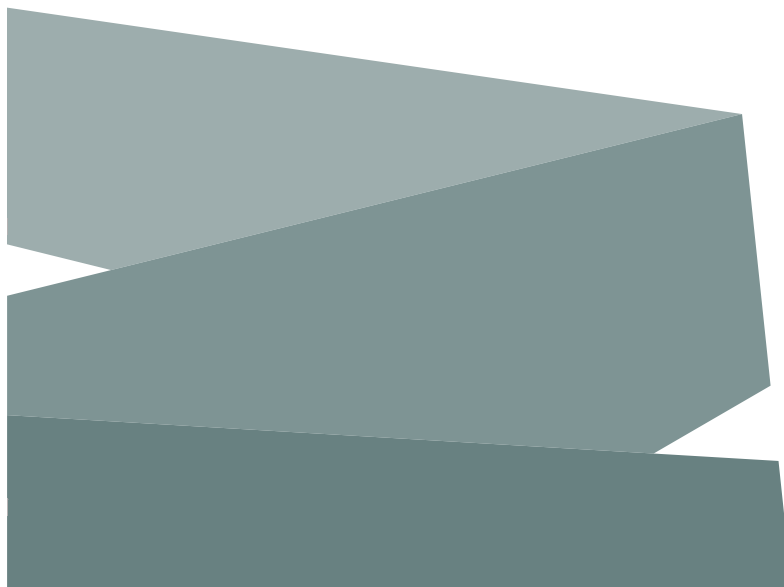
Preferred route

Our preferred route for the Downhill Lane junction Improvement will involve creating a more traditional roundabout junction layout above the A19. **We will achieve this by:**

- Constructing a new bridge south of the existing bridge. The existing bridge will either be kept, or it'll be replaced. Together these bridges will create a new elevated roundabout arrangement.
- Realigning the existing north-bound and south-bound A19 slip roads to tie in with the new elevated roundabout arrangement. To the north of the junction these will serve as link roads between Downhill Lane junction and the proposed new Testos junction roundabout.
- Realigning the slip roads south of the junction. These slip roads will continue to provide direct access to and from the A19.



Proposed land usage plan –
(indicative and subject to change)

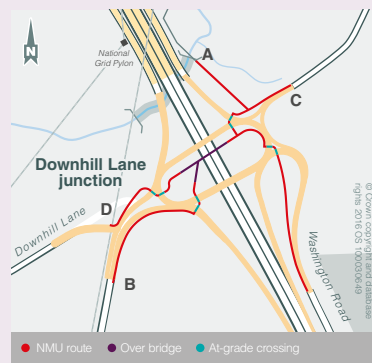


What's changed since the last consultation?

The last public consultation was held between November 2016 and January 2017 and we gathered a huge amount of feedback on the proposed route. In June 2017 we announced our preferred route and we have been working hard since then on the detailed scheme design.

This has included looking at options for Non-Motorised Users (NMUs) - walkers, cyclists and horse-riders. We are now presenting two options which aim to improve access for NMUs and we want to know what you think of them.

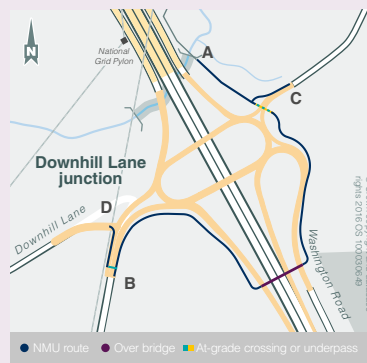
Non motorised users



Option 1

This option provides NEMU routes through Downhill Lane junction via a combination of at-grade crossings, located at signalled points around the roundabout, and an independent NEMU bridge over the A19, located within the junction roundabout. Where possible the NEMU route will be taken away from the carriageway to provide separation of NEMU and motorised traffic.

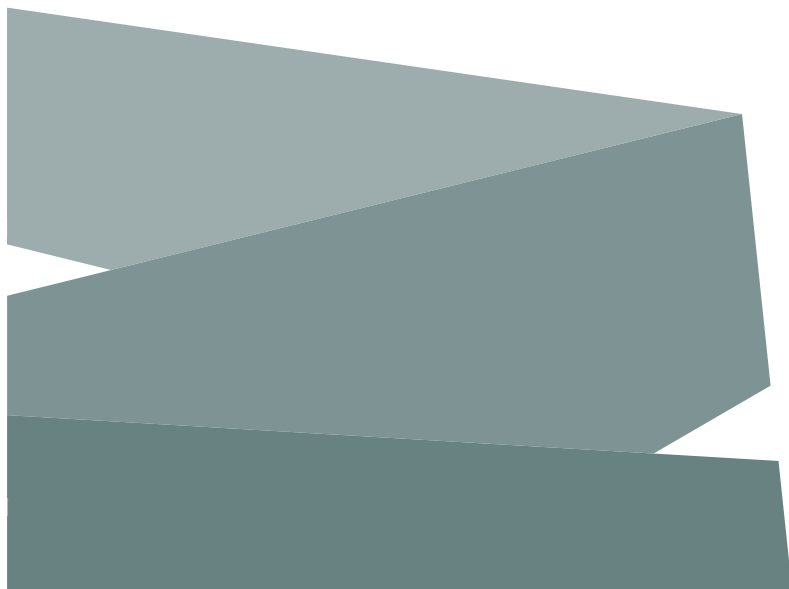
Pros	Cons
Independent NEMU bridge facility segregates NEMU and motorised users	Routes will require waiting at the at-grade crossings located at the traffic lights on the proposed roundabout
Shortest journey lengths in terms of distance	Greater number of signalised crossings compared with Options 2A / 2B
Route is visually more direct to NEMU users, closer to the 'desire line'	Not fully segregated from traffic
No underpass required	Longer journey time for cyclists when compared to Option 2B due to greater number of signalised crossings



Option 2A/2B

This option provides NEMU routes around Downhill Lane junction via a separate bridge over the A19 and Washington Road, located to the south of the junction. With option 2A there would be a signalised crossing taking NMUs across Downhill Lane. With Option 2B there would be an underpass taking NMUs under Downhill Lane. Where possible, the NEMU route will be taken away from the carriageway to provide separation of NEMU and motorised traffic.

Pros	Cons
Potential for routes A to B and C to be fully segregated from traffic	Longest journey length in terms of distance
Offers possible opportunity for adaptation to integrate with the future IAMP proposals	Route is visually less direct to NEMU users, deviating from the 'desire line'
Where an underpass is used, journey time is quicker	Height required to span Washington Road and the A19 results in a tall bridge with probable significant visual impacts
	May require an underpass (Option 2B)



Access for pedestrians and cyclists

We have proposed two options which aim to improve access for Non-Motorised Users (NMUs) – walkers, cyclists and horse-riders – Option 1 and Option 2A/2B. The tables below give details of how each of the options impact journey times for pedestrians and cyclists.

Non motorised users – journey times

Pedestrian journey time information

The times below are based on walking at an average speed of 5 km/h and an average wait time at each signalised crossing of one minute.

A to B New Journey Time

Option 1	11 minutes approx
Option 2A (signalised crossing at Downhill Lane)	14 minutes approx
Option 2B (underpass at Downhill Lane)	12 minutes approx

C to D New Journey Time

Option 1	9 minutes approx
Option 2A (signalised crossing at Downhill Lane)	15 minutes approx
Option 2B (underpass at Downhill Lane)	13 minutes approx



Cyclist journey time information

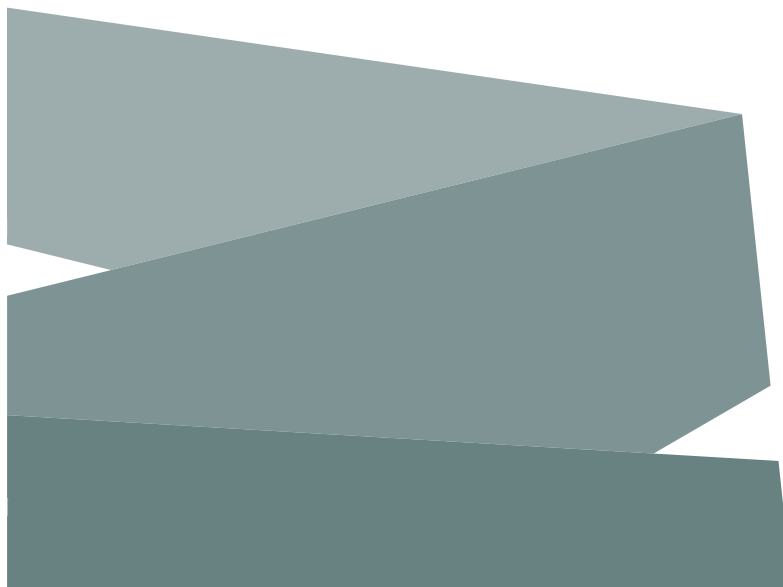
The times below are based on cycling at an average speed of 15 km/h and an average wait time at each signalised crossing of one minute.

A to B New Journey Time

Option 1	6 minutes approx
Option 2A (signalised crossing at Downhill Lane)	6 minutes approx
Option 2B (underpass at Downhill Lane)	4 minutes approx

C to D New Journey Time

Option 1	6 minutes approx
Option 2A (signalised crossing at Downhill Lane)	7 minutes approx
Option 2B (underpass at Downhill Lane)	5 minutes approx



Construction Management

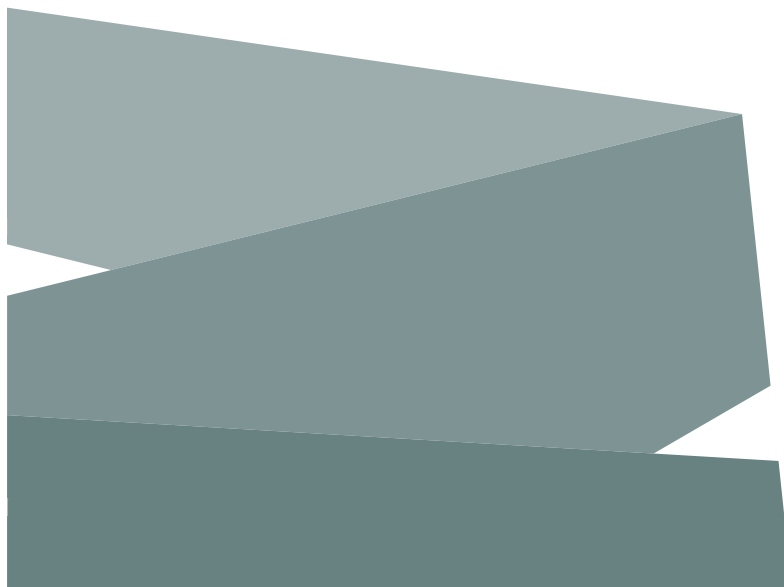
As part of our DCO application we will produce an outline Construction Environmental Management Plan (CEMP). This will outline the control measures we will adopt to minimise the impact of the works on the local environment and communities during construction. The development teams have been collaborating to ensure as far as practial that the schemes can be delivered efficiently, minimising the impact on the public and key stakeholders.

We aim to minimise disruption to road users and will put in place measures to control nuisances such as noise and dust. The work will be phased with the aim of keeping two lanes of traffic flowing in both directions on the A19 at peak times. Temporary traffic

management will be installed to separate traffic and other users (e.g. pedestrians and cyclists) from the construction activities and provide safe working areas for our workers.

Construction traffic and machinery will use designated access routes to keep it separate from road users as much as possible and access to businesses will be maintained.

Some lane closures and full road closures will be required, however full closures will be communicated in advance, and signed diversion routes will be put in place. We will employ a Community Relations Manager who will keep you informed of our activities.



Environmental considerations

The scheme is being designed to minimise the effect on the environment. We will be completing a full statutory Environmental Impact Assessment (EIA) for the project, which is currently in progress. A detailed Environmental Statement (ES) will be submitted as part of the DCO application.

The aims of the EIA are to work out the effects the proposed scheme would have on the environment and to influence the design in such a way as to reduce negative environmental effects. It will also identify mitigation measures for any effects

that remain. We have also prepared a document called a Preliminary Environmental Information report. This provides information on the likely environmental effects and potential mitigation measures envisaged for the proposed scheme, so that you can respond to this consultation in a well-informed way. A copy of this is available on our website: www.highways.gov.uk/a19-testos-downhill-lane.

The EIA covers a wide range of environmental themes:



Air quality

We will consider the health related issues of local and regional air quality and the global issue of climate change. We will also consider emissions that may arise from the project both during construction and once it is open to traffic.



Noise and vibration

Traffic flow data and information on construction methodology will be used to assess the noise and vibration impacts of the project during construction and once open to traffic.



Cultural heritage

We will consider archaeological sites, historic buildings and landscapes. We will consider and manage direct impacts as well as how the project affects the settings and landscapes of potentially important local assets.



Landscape and visual amenity

We will look at the effects on the local landscape and on the quality of views.



Ecology and nature conservation

We will consider the effects on ecologically important sites, protected species and other sensitive species including bats, water voles and otters.



Road drainage and the water environment

We will assess the effects on surface water, groundwater and flood risk during construction and operation.



Geology and soils

We will consider the disturbance of groundwater, the impact on soil quality and the disturbance of any contaminated land.



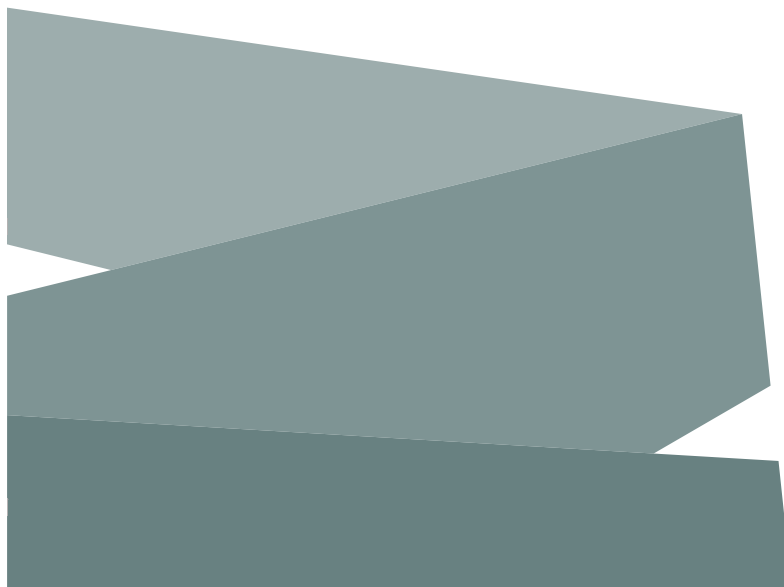
Waste and material

We will identify opportunities where possible to reduce, reuse or recycle waste.



People and communities

We will consider safety, journey time, congestion and accessibility for everyone along the route, including vehicle travellers, pedestrians, cyclists and horse riders. We will consider the effects of the scheme on land or other assets owned or used by the community. We are also looking at the effects on privately owned assets such as farmland. This topic will also cover socio-economic aspects such as the effect of the scheme on local employment during construction and operation.



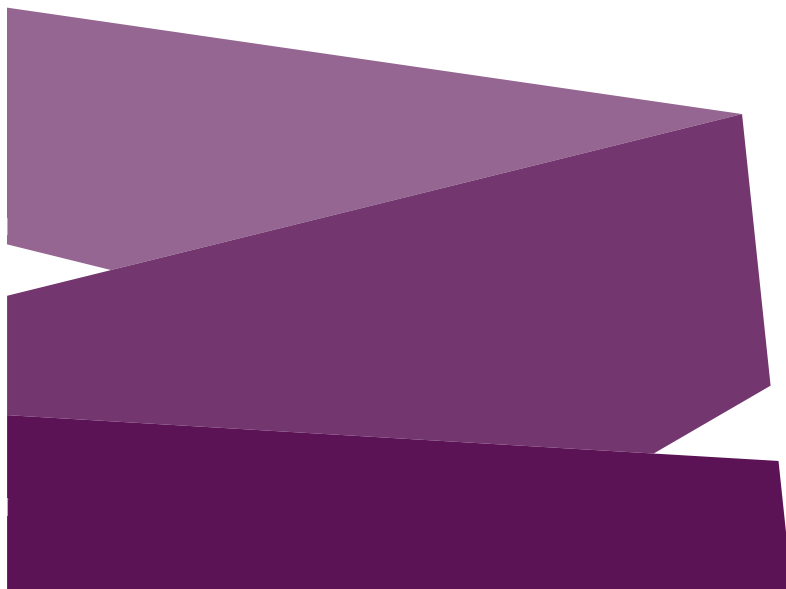
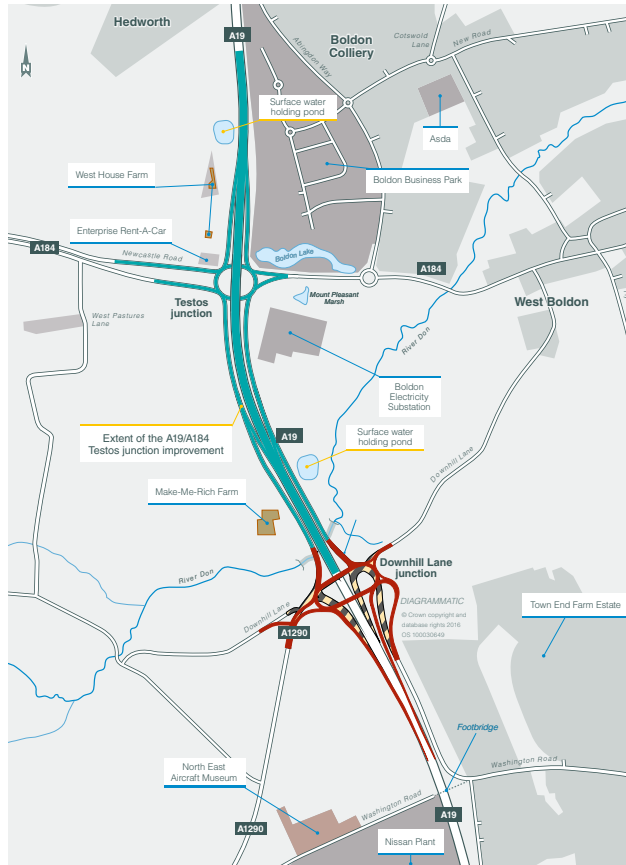
Testos junction update

The Testos junction improvement project continues to be delivered with Downhill Lane junction, by one team. Following a review that took place in October 2016, it was concluded that the best approach for the projects would be separate DCO applications commitments made for each junction improvement.

Whilst our approach to deliver both schemes differs slightly, we are still planning to deliver the Testos and

Downhill Lane junction improvements together to minimise disruption to road users.

A statutory consultation for Testos junction was conducted between January and March 2017. Of the responses that were received, 90% were in support of the scheme. The Testos junction Improvement DCO application was submitted in July 2017 and is currently undergoing examination by the Planning Inspectorate.



How to respond

Please respond using one of the following methods, which have been set up for the specific purpose of this consultation:



Online: A hard copy questionnaire can be found in this document, or you can download a questionnaire and complete online at: www.highways.gov.uk/a19-testos-downhill-lane



Email: you can email your response to: A19DownHillLane@highwaysengland.co.uk



Post: you can post your response and additional materials using the free-post envelope provided or write to us at: **A19 Testos and Downhill Lane project team, Freepost RSAS-ZGKK-CSUL, Highways England, Lateral, 8 City Wall, Leeds, LS11 9AT.**



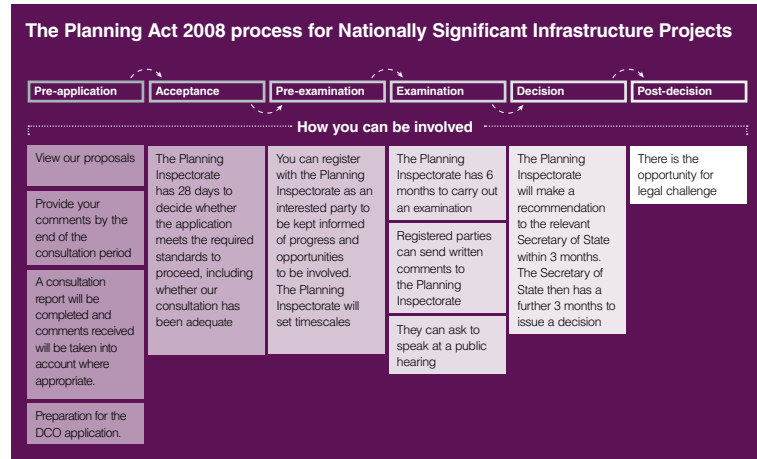
If you have any questions about the consultation, please contact the project team using any of these details or by calling: **0300 470 2683 (9am to 5pm, Monday to Friday).**

Next Steps

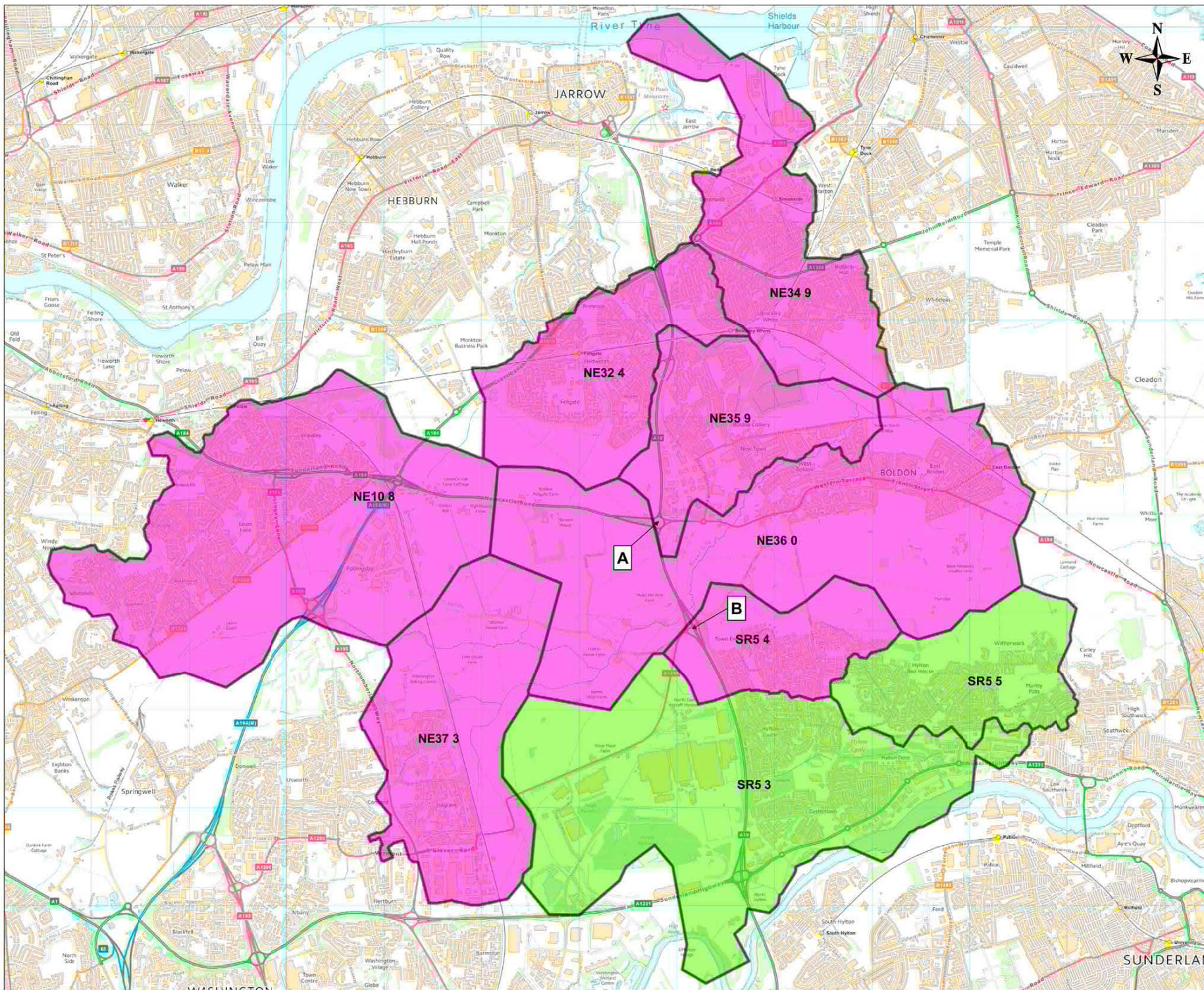
The planning process

This Downhill Lane junction Improvement scheme is classed as a Nationally Significant Infrastructure Project (NSIP) under the Planning Act 2008. As such, we are required to make an application for a Development Consent Order (DCO) in order to obtain permission to construct the scheme. The application will be made to the Planning Inspectorate who will examine the application

and make a recommendation to the Secretary of State for Transport, who will make the decision on whether or not the project should go ahead. We currently intend to submit our DCO application to the SoS for Transport in spring 2018. The process for a DCO application is set out in the diagram below, including where there is an opportunity for you to become involved in the process.



APPENDIX K: LEAFLET DROP DISTRIBUTION AREA



NOTES

1. Postcode sector polygons have been procured through OS OpenData.
2. The total number of properties contained within each postcode sector has been determined from 2011 Census data.
3. A total of 28,407 leaflets were distributed as part of the previous DCO Consultation (2014).

KEY

- Previously Used Postcode Sectors (DCO Statutory Consultation, October 2014)
- Additional Postcode Sectors To Be Included (Stage 2 Non-Statutory Consultation, June 2016)
- A Testos Junction
- B Downhill Lane Junction

Postcode	Properties
NE10 8	7,853
NE32 4	4,628
NE34 9	4,940
NE35 9	2,773
NE36 0	3,035
NE37 3	1,844
SR5 3	3,591
SR5 4	2,819
SR5 5	3,819
Total Properties	35,302

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0	18/05/2016	Initial Issue	TS	RF	JH	GW
Rev	Date	Purpose of revision	Drawn	Checked	Revised	Approved
Client						



Designer **JACOBS** Contractor **COSTAIN**

Project **A19 TESTOS & DOWNHILL LANE JUNCTIONS IMPROVEMENT**

Drawing Title **PROPOSED POSTCODE SECTORS FOR LEAFLET DROP (STAGE 2 NON-STATUTORY CONSULTATION)**

Drawing Status **FOR INFORMATION**

Scale @ A1 **NTS** **DO NOT SCALE**

Jacobs No. **B0140301**

Drawing Number **B0140300_SK_199**

This drawing is not to be used in whole or part other than for the intended purpose and project as defined on this drawing. Refer to the contract for full terms and conditions.

APPENDIX L: SECTION 47 RESPONSES TO OPEN QUESTIONS

Responses to Q3. Do you have any comments on our proposals to improve the Downhill Lane junction?

No.	3. Do you have any comments on our proposals to improve the Downhill Lane junction?	Q3 codes
1	NMU Option 1	408
4	They seem to address the problems of traffic flow at Testos are avent to Downhill interchanges access to A19	352
8	As soon as	111
10	Taking too long	101
11	Stop wasting money on this project, less than 5 years ruined this junction with a million traffic lights. Disgraceful, whose mates made money on that job?	801, 502
13	I am a cyclist who uses the junction almost daily. The new junction will be a lot bigger/ dangerous for road cyclists. I understand how busy the junction is for cars and why improvements are required.	102, 201, 202
15	Definitely require better access to and from Downhill Lane to A184	601
17	Try to keep pedestrians as far from traffic as possible	401
18	The option is less confusing and adheres to the desire lines which exist at present. Any disruption from this will not be welcomed by walkers and cyclists.	703, 499, 503
19	Seems well planned and quite ingenious. I applaud your regular consultation process. Improved transport links should encourage more economic/ business activity in this crucial area.	103, 112, 105, 851
20	Increased journey times are negotiable for cyclists and pedestrians and should not impact in overall alternative uses	402, 403
24	Our main problem with Tesco junction and Downhill junction is Nissan. As the Japanese people seem to organise things better than the British and get things done far quicker I suggest you ask them how to improve the roads. If English people have anything to do with this, it will take years to finish. Maybe also take some tips off the Americans, they seem to sort out their roads quicker than us. (Look at Silver link-nightmare, still going on after how many months?? Still not finished- embarrassing	654
27	A direct road to Nissan (in/out) there is plenty of land to do this, dedicated to Nissan employees only this would surely help 50% of the problems.	651
29	The developments will improve travel times and great access to land that can be developed in the area. The developments proposed are a long time coming and would greatly benefit the whole area of Washington, Sunderland, as well as South Tyneside	106, 108, 107, 901
31	The sooner the better, traffic is 'really bad' on a morning. I work at Nissan so think this is a great idea! Be a bit of a nightmare when this gets started due to traffic build up through road works.	111, 351, 505
32	Looking forward to the finished product	110

No.	3. Do you have any comments on our proposals to improve the Downhill Lane junction?	Q3 codes
35	I think you should also reconsider resurfacing Follingsby Lane, which links the A194 (M) to Downhill Lane. I use this route frequently and it is in a shocking state of repair	951
37	This will affect me as I live in Brockley Whins and work for the fire station in Washington. I usually turn off the A19 at this junction, but can carry on to the next and can go down to the A1231, so hopefully not too much disruption to my daily commute.	504, 599
38	I support the proposal on the proviso that the new layout does not have traffic signals. There is no need for signals on a roundabout and they only cause tailbacks and delays. If signals are to be installed, I oppose the proposal.	109, 301, 303, 302
39	Suitable provision for NMU (particularly cyclists is important). Don't skimp on underpass.	404, 499
40	Why waste money on an underpass	801, 499
41	Is this just to improve road access for Nissan or really to help the local population for access to A19. When you have just widened the A1231 for access to A1. Next junction further down A19?	699, 502
42	It has never been the Downhill Lane junction that has been the problem. The problem is the single carriageway that leads into Nissan. Having to sit through roadworks again and you still don't see the problem.	599, 699
44	Long overdue	107
45	I understand with Nissan expanding we do need the quicker/safer use of the roads.	653
47	Yes, there should be improvements at the junction? Coming from and to the A19 from Townend Fam	601, 199
50	Never seems to be any traffic issues when I pass through. But if going to be busy in the future, better to plan ahead.	399, 902
51	Should be safer for traffic leaving Downhill Lane junction	203
54	Given in reply to 8	
56	Yet another plan, yet more disruption to your daily commute. You've only just finished work on this junction, installing two sets of pointless, infuriating lights. Why dig it up again so soon.	504, 502, 501
57	This is all part of the councils plans to lumber this area with a massive incinerator. The campaign against this is building and will succeed in blocking it.	999

No.	3. Do you have any comments on our proposals to improve the Downhill Lane junction?	Q3 codes
1	<p>I support the overall idea. The lights that were installed were bad from start to finish, complete waste of money that has only served to create more traffic and a more dangerous junction for all users.</p> <p>I would like to see more consultation with local cycling groups, Follingsby Lane is the primary cycling route between Sunderland north and Newcastle. Yet the installation of those lights were not consulted on and have made that junction a nightmare.</p> <p>I would like to see some consideration to people who use the junction at different times. I don't know peak time numbers, they may require traffic lights to make the flow even and keep queuing traffic off the A19. But at none peak times traffic lights are absolutely not required, the A690/A1 junction is a prime example of how this works very well. Whereas the A19/A690 and A19/A183 with 24/7 traffic lights are prime examples of why 24/7 lights are unnecessary, they create queuing traffic where there wouldn't be.</p> <p>I would also like to see some form of cycle lane, I understand it is difficult as road cyclists don't want to use shared usage with pedestrians, and other cyclists want to be on the path. As a road cyclist and the time I use the junction currently I often see the current lights change to red in front of me, forcing me to stop and wait for no one coming. Then when I get through I see the next set of lights change to red again for me to wait for no one coming. This is incredibly frustrating when the no lights roundabouts there previously were much more free flowing.</p> <p>I know pedestrians need to be considered but from using the junction regularly they are very few and far between, and considering there is a pedestrian bridge over the A19 not far then making the junction unavailable for pedestrians should be considered especially if pedestrians would be used as a reason to have lights on 24/7.</p>	109, 304, 405, 303, 305, 406, 499, 407
61	Yes, I use a car or bike to NMUK from Downhill Lane and I would like to separate bike/ pedestrian routes from roads.	409
62	Welcome improvements to the area reduce journey/ waiting times at junction especially around Nissan shift change times & for the the proposed IAMP site.	106, 949, 699
63	After the consultation I am more informed of how this project may affect the local area and feel encouraged by the changes.	851, 102, 199
66	I cannot see why the bridge/junction was done only a few years ago when this should have been completed.	502, 107
68	Why did you waste time and money changing Downhill Junction when you knew you were going to alter it again! My money!!! Questions will be asked or MP	502, 849
70	I think it would appear that you are doing things very well so far, obviously being extremely thorough and keeping the public's views in mind. Well done- keep up the good work!	103, 851, 199

No.	3. Do you have any comments on our proposals to improve the Downhill Lane junction?	Q3 codes
71	As a representative of horse riders, I am pleased to see the interest and support given to try to ensure safe passage around this very busy junction. I am hopeful that with the changes planned, cross boundary connectivity will be enhanced. So after community severance in major road scheme- particularly for horse riders.	299, 499
72	<p>We agree in principle with the proposals. However we require answers to the following questions;</p> <p>1. Where will the site compound be situated? (If situated on the east side of Downhill Lane there will be a substantial increase in traffic volume resulting from construction vehicles using this principally residential road.)</p> <p>2. We are very concerned that the improvements as listed will develop Downhill Lane (A1290) into a "rat run" from the A19 ,(the Nissan and associated existing and proposed new businesses) and vice versa.</p> <p>2,1) What directional signage is proposed on the A184 to Nissan etc and the A19 South? [can the signage directions on the A184 direct traffic via Testos and A19?]</p> <p>2.2) What signage is proposed on the A19 and on the junction towards [can the signage before and on the junction direct traffic to Boldon via Testos and A19?]</p>	109,
74	Much needed in view of increased traffic both for cars etc and NMU's	102
75	Traffic signals should only be part time to save energy and in necessary queues during off peak hours.	305, 399

No.	3. Do you have any comments on our proposals to improve the Downhill Lane junction?	Q3 codes
76	<p data-bbox="286 244 1151 272">Why is cycling not an option for how I normally travel over the junction?</p> <p data-bbox="286 317 1744 381">I use this junction almost daily as a cycle commuter, and occasionally as a driver. I also regularly lead group cycle rides as a Sustrans ride leader which use this junction too, so I am very familiar with this junction</p> <p data-bbox="286 426 1805 525">There are some design issues with the current layout, which I hope will not be carried over or repeated in the new junction, especially if option 1 is adopted. These make using the cycleway vary inconvenient and unattractive for a lot of people meaning they use the road.</p> <p data-bbox="286 569 1794 703">The recent consultation leaflet doesn't go into detail for either options about the number of separate stages for the crossings. If travelling N-S from the bridleway to the A1290, there are seven. There are 5 alone to get from downhill lane onto the bridge. If travelling from the bridleway to Washington road heading to Sunderland there are still 4, so most people just skip across the road.</p> <p data-bbox="286 748 1727 815">The current islands between the crossings are very small and some can only hold one or two cyclists. This is an issue with groups, but also commuting.</p> <p data-bbox="286 860 1767 924">Option 2 has some merit, but I have concerns that the necessary height of the NMU bridge and the distance needed to clear the junction will make it undesirable for many. I can normally clear the existing junction in 2 minutes including wait times</p> <p data-bbox="286 968 1805 1067">Can crossings be a single stage at each of the main crossing points, so cyclists and other NMUs can get across in one movement? This could be button controlled so only operates on demand (the crossing at Nissan way/Cherry Blossom way is an example that this can be done however the wait time can be poor there)</p> <p data-bbox="286 1112 1805 1281">Can low-level cycle specific lights be included so that the signals can be viewed on approach by cyclists? (An NE example is John Dobson st in Newcastle). The current pedestrian/cyclist signals are at 90' to the cycleway and hard to read on approach Is it not possible to combine the bridge from option 1 & and use underpasses (option 2) with ramps inside the roundabout instead of a longer detour? If the NMU path could be designed into the new southern bridge or the existing north bridge then this could be a sensible option, and potentially my preferred option.</p> <p data-bbox="286 1326 1805 1390">Ideally any underpasses need to be wide, and well lit and bright to appear welcoming, rather than the narrow dingy tunnels a lot of existing ones are. A camber and side drains would be needed to reduce risk of surface water which could be hazardous in</p>	899, 204, 499, 852, 410, 411,

No.	3. Do you have any comments on our proposals to improve the Downhill Lane junction?	Q3 codes
	<p>cold conditions. An excellent example of how underpasses can be excellent is the Network Rail underpasses at Bolina Road, Bermondsey</p> <p>How wide will the cycleways be? I presume a minimum of 3m. How high will any underpasses be? What gradient will any ramps be.</p> <p>Can we ensure that we have no "cyclists dismount" signs as with the current design</p> <p>Can we ensure that NMU traffic safely flows in all directions, as the current junction only accommodates for flow N-S from bridleway to Nissan.</p> <p>What will the surfacing of the NMU paths be? I presume sealed tarmac? As the end of the current bridleway looks like it will be realigned how far up will it be resurfaced?</p> <p>Is there any scope between this project, and the Testos project to provide a single continuous high-quality cycleway linking from A184 south?</p> <p>I have seen an option for the NMU bridge within the roundabout with ramps and underpasses. For me this would present the best NMU option. I see few horses (or evidence of horse use) at that junction. The majority of NMU traffic are cyclists heading to and from work. I think the junction has to be designed to make that journey as good as possible, as it will enable and encourage more to cycle, reducing the vehicle traffic over the junction</p>	

Q3 Codeframe

Code #	Code grouping	Code description
101	General	Taking too long
102	General	Understand need for scheme
103	General	Well organised
104	General	Poor organisation
105	General	Encourages economic/business activity

Code #	Code grouping	Code description
106	General	Improved travel time
107	General	Developments overdue
108	General	Benefits local area
109	General	Support scheme
110	General	Looking forward to end result
111	General	Work to commence ASAP
112	General	Improved transport links
199	General	Other general
201	Junction Design	Junction will be bigger
202	Junction Design	Junction design is dangerous
203	Junction Design	Increases safety at junction
204	Junction Design	Issues with current layout not to be replicated
299	Junction Design	Other junction design
301	Traffic Signals	No traffic signals
302	Traffic Signals	Signals cause delays
303	Traffic Signals	Cause more traffic
304	Traffic Signals	Dangerous
305	Traffic Signals	Signals not required at peak times
349	Traffic Signals	Other traffic signals
351	Traffic	Traffic causes issues
352	Traffic	Addresses traffic flow issues
399	Traffic	Other traffic
401	NMU	Pedstrians away from traffic
402	NMU	Increased journey times for NMU's
403	NMU	NMU option will not affect road users

Code #	Code grouping	Code description
404	NMU	Suitable options for NMU
405	NMU	Special consultation
406	NMU	Cycle lane
407	NMU	No pedestrian access
408	NMU	Option 1
409	NMU	NMU route away from traffic
410	NMU	Current island small
411	NMU	Crossing button controlled
499	NMU	Other NMU
501	Construction	Construction causes disruption
502	Construction	Other scheme just ended
503	Construction	Disruption not welcome
504	Construction	Impact on daily commute
505	Construction	Construction will cause traffic
599	Construction	Other construction
601	Access	Better access to/from link roads
649	Access	Access other
651	Nissan	Direct link road to Nissan
652	Nissan	Improve link road to Nissan
653	Nissan	Nissan expansion requires changes to road
654	Nissan	Issue is Nissan link road
699	Nissan	Nissan other
701	Design option	Option is clear
702	Design option	Option is in line with current layout
703	Design option	Option less confusing

Code #	Code grouping	Code description
799	Design option	Other design option
801	Cost	Waste of money
849	Cost	Other cost
851	Consultation	Consultation process
852	Consultation	No detail about crossing stages
899	Consultation	Other consultation
901	Future developments	Opportunity for further developments
902	Future developments	Forward planning for future growth
949	Future developments	Other future development
951	Other	Other suggested improvements
952	Other	
999	Other	Other

Responses to Q8. Please explain your reasons for the response to Q7

Check	Preference	8. Please explain your reasons for the response to Q7	Coding
1	Option 1	Other than option1, routes are indirect & include a bridge or underpass, both undesirable. Bicycle priority needs consideration for option 1 with clear cycle lane.	Direct route
3	Option 2B	I believe Option 1, especially for horses is too dangerous with numerous road crossings at signals, makes the prospect of a horse being spooked far greater and cyclists will be tempted to shortcut crossings into live traffic, option 2 keeps cyclists and horses well away from live traffic, which can only be a good thing.	Safer
4	Not answered	I feel as a non-nmu of the junction who has never ridden a horse or whose cycling days are over, it would be unfair to comment on either of the apparently well-thought out schemes. The decision of those NMU should be given most consideration when the final decision is arrived at.	Unable to comment
5	Option 2A	It will be a longer journey but I think it will be safer	Safer
6	Option 1	No underpass	No underpass
7	Option 2B	Underpass is the safest option for children and cyclists, plus any future developments of the surrounding areas will already be catered for.	Safer
9	Option 1	Best mix for pedestrians and cyclists	Best option
10	Option 2B	Should keep non-motorised users off busy motorway junction	Safer
12	Option 1	Just looks better for bikes and pedestrians	Best option
13	Option 2B	I believe that in terms of safety for non motorised users/ me as a cyclist that complete segregation from traffic is best. That even includes an under/over pass rather than a crossing, as accidents can still happen at crossing junctions (red lights are run). I think it is the goal to be completely segregated from traffic.	Safer
14	Option 1	No underpass required which some pedestrians may find intimidating at night	No underpass
15	Option 1	Presumably least disruptive	Least disruptive
17	Option 2B	Underpasses let flow continue and pedestrians not waiting at signals (drivers not frustrated at more signal crossings)	No waiting at signals
18	Option 1	It is the most convenient and straightforward proposal, as previously stated it adheres to the existing layout and shorter perceived route.	Most direct

Check	Preference	8. Please explain your reasons for the response to Q7	Coding
19	Option 1	Journey times. Less construction work (underpass)	No underpass
20	Option 2A	This looks more streamlined and less constructed and although longer in distance it looks easier to navigate. I do not like the idea of an underpass because of the potential for anti-social behaviour & potential risk to users.	Longer but easier to navigate. No underpass
22	Option 1	The route is closer to the junction. There is already a NMU bridge to the south of the junction which comes out near the North East Land, Sea and Air Museum. Therefore, is there any need for a NMU bridge as in Option 2A. I am not keen on option 2B as I think underpasses can encourage antisocial behaviour.	Most direct
27	Option 2B	If this can help congestion to A19 great. Still think a dedicated road to Nissan would benefit	Best option
28	Option 1	I believe that the use of an underpass may raise personal safety issues, especially early mornings/evenings	No underpass
30	Option 2A	Less junctions to cross	Less junctions to cross
31	Option 1	Better	Best option
32	Option 2B	It may take longer, but a much safer option in my opinion	Safer
33	Option 2A	I used to walk along the don walk from Boldon power station to Downhill Lane most days of the week for a lot of years, now its only once a week & I must admit at times I do not feel safe with drunks, druggies & people with air guns in this area. The wooded area next to the small bridge over the stream at downhill lane is where the all used to hang out. So I do not recommend an underpass in this area as they will use it. Re option 1, there is already a footbridge further down this road for people from Sunderland, so most would be coming down from Boldon end. This is a very busy junction and we dont want more traffic lights & hold ups on it which option 1 would cause.	No underpass
34	Option 2A	I think that a signalised crossing at Downhill is the best option	Signalised crossing best
35	Option 2B	I don't think the underpass is a very good idea, as this is quite an isolated area and I'm sure some pedestrians will feel unsafe using it	No underpass
36	Option 2A	NMU to be encouraged by greater segregation from traffic	Safer

Check	Preference	8. Please explain your reasons for the response to Q7	Coding
37	Option 2A	Option one does not segregate NMU from traffic and could lead to more chances of an accident. Option 2B- underpasses can lead to more antisocial behaviour with youths hanging around on evenings.	safer. No underpass
39	Option 2B	This will present the least obstruction to traffic flow in/out of Downhill Lane. The cycle route is beneficial (no crossing) and separated from traffic.	Segregated NMU
40	Option 2A	Waste of money underpass so close to a local authority estate	No underpass
41	Option 2B	Safer option	Safer
43	Option 1	I start work early in the morning and when its dark I would not like to use the underpass and it seems to look like its longer route.	No underpass
44	Option 2B	Easier to cross the junction quicker, therefore more efficient. Makes sense- traffic lights cause queues	Easier
45	Option 1	No bridge to give an 'eye' line of the countryside. I've lived near when it was an airfield- loved the views.	No bridge
46	Option 1	It is all fully coordinated by lights	Traffic light controlled
47	Option 1	It looks better and safer option	Best option
50	Option 1	More direct route	Most direct
51	Option 1	Safer option	Safer
52	Option 2B/2A	I would support facilities which completely segregates pedestrians, cyclists, horse riders ect. From motor vehicles if that requires a separate bridge and/or underpass so be it. At grade crossings could be dangerous and will definitely delay traffic at such a busy interchange.	Segregated NMU
54	Option 1	Possible gradients involved for option 2A and 2B by cycle not included. Cyclists need not wait for light changes at non-peak times- option 1. Option 1- the least likely for gradients to cyclists.	Least gradient
55	Option 2B	It looks more aesthetically pleasing, safer to use, underpass for non-motorised traffic. Don't think that at grade crossings are a good idea for stopping a lot of traffic on main busy roads- underpass and bridge are safer and more seamless. Journey times are only a few minutes different, but walking times and stopping/starting of walk/ride would probably equal out.	Safer, just as quick

Check	Preference	8. Please explain your reasons for the response to Q7	Coding
57	Not answered	This junction was only recently upgraded. I would prefer my taxes to be sent on something worthwhile	Unable to comment
58	Option 2B	There are a lot less crossing over the highways to make, more so on peak times and is also safer	easier to navigate, safer
59	Option 2A	Normal crossing	Signalised crossing best
60	Option 2B	I think a bridge over the A19 and Washington Road would be much safer for pedestrians	Bridge safer
61	Option 2B	I would like to see separate road traffic from pedal bikes/pedestrians to improve safety and the time of travel for both	Safer
62	Option 1	I am not a fan of underpass routes- not pedestrian friendly, secluded for pedestrians and not safe	No underpass
63	Option 1	More travel options/routes available which gives the traveller more choice.	More choice of route
64	Option 1	More pros than A & B	Best option
65	Not answered	The work is necessary and even if I do not drive any more I know the junction and it needs improving	Unable to comment
66	Option 1	Better idea	Best option
67	Option 2B	Segregation from traffic	Segregated NMU
70	Option 1	Option 1 would appear to be the best option for reasons listed on Page 5 as 'pros'. I wasn't keen on the fact a high bridge would be required to span Washington Road and the A19 for option 2 A/B; nor was I keen for the underpass that would be needed for option 2B, as underpasses are notoriously prone to flooding, & also can be less safe.	No underpass
71	Option 2a	The rule of 2a provides ease of movement- it initially flows. A pegasus crossing is needed at point c. The only problem is the crossing of the A1290 . There is no indication given as to the arrangements for NMU's to cross safely. An at grade signalised crossing is preferable, but signalised crossing doesn't appear to be favoured. There is insufficient room for underpass, but it would be safer than an a grade crossing without signals. An underpass at this location would be far removed from the usual vandalism near housing estates. There is still a need to link to Fallinsy lane (not apparent)	easiest to navigate

Check	Preference	8. Please explain your reasons for the response to Q7	Coding
73	Option 2B	2B is best to get the NMU away from traffic. The underpass is good. I am a cyclist. In recent years I have seen nothing more idiotic than getting cyclists to dismount and cross a carriageway perpendicular to passing traffic.	Segregated NMU
74	Not answered	None, With increased road traffic due to Nissan expansion, IAMP etc. underpasses should be used to separate NFU's completely from traffic especially for equestrians horses who could shy up at the several at grade crossings shown in option 1 as centre refuges would be too small to accommodate more than one horse. In view a riding school for the disabled is close by they would not be able to be closely guided accompanied any at grade crossing. Option 2 - an over bridge over Washington Road and A19 would be intrusive, unlikely to be used by many who would use the road. Also does not connect into existing cycle routes to N. Hyton. 3 underpasses at NE, SE & SW corners desired with a signalised crossing over Washington Road to reach Downhill Lane of the west side for equestrians. See also my response on sheet handed in at Bunny Hill consultation. Note: cycling is not mentioned in box 8 "how do you travel on the junction ?	underpass good
75	Option 1	Shorter distance	Most direct
76	Option 2B	The bulk of the NMU traffic is cycling, and that majority of that travels from NE-SW across the junction. the desire line is straight across the junction, which is not ideal for various reasons. If Option 2 is designed well, it has the potential to be a high quality safe route which will more attractive to people cycling. It has to include an underpass and be signal free for the majority of users (NE-SW) to make the detour over the NMU bridge preferable over mixing with the motor traffic on the roundabout.	Safer
77	Option 1	No real preference	No preference

Check	Preference	8. Please explain your reasons for the response to Q7	Coding

Responses to Q10. Do you have any comments about environmental impacts and our proposed environmental mitigation?

No.	10. Do you have any comments about environmental impacts and our proposed environmental mitigation?	Coding
1	None	No comment
2	Too much transport from Washington Road	Traffic
4	Non-further	No comment
11	Stop mucking around with public money and get the metro to Nissan. Get those loonies off the road.	Traffic, Nissan
12	Environmental concerns are not a factor as all land west A19 is to be built upon	Environment not a concern
20	I would hope the landscape is maintained and refined to a naturally attractive space.	Landscape
37	It is good that effects on the environment will be considered, but it is impossible to do this work without affecting it. Your bullet point on page two 'improved environment' is misleading, as this will not improve the environment. You are just looking at ways to mitigate the negative effects on the environment.	Environment needs to be considered
39	The environmental impact of the construction is minor compared to ensuring free flow of traffic on this junction.	Traffic
41	Add more car pollution due to extra car/van access	Traffic
45	I think the wildlife will still be able to manage- but more traffic will make more noise/fumes.	Traffic
47	Yes, the bend in the road at present, coming from Townend Farm is too sharp and dangerous at present	Other
51	If noise and visual landscapes adhered to this should be acceptable	Noise, Landscape
57	You are not being honest about why this is being proposed and the huge increase in traffic going to the incinerator	Transparency
63	I understand that a full impact scenario has been done and hope that the environment will not suffer.	Environment needs to be considered
69	They are just window-dressing	Other
72	We are concerned that the noise, pollution and traffic volume will be detrimental to the residents on the east side of Downhill Lane. You have indicated that noise and vibration will be monitored during construction. This does not indicate the noise and vibration that residents will experience during construction.	Noise, Traffic, Pollution
74	Proposed bridge in option 2A/B over Washington Road and A19 would be very intrusive.	Landscape
77	No	No comment

Responses to Q12. Do you have any other comments on the documents published with this consultation?

No.	12. Do you have any other comments on the documents published with this consultation?	Coding
2	Make sure you talk to Nexus about providing more 56 buses to cope with delays when works are in place. Last time it took over an hour to get to and from Ferreyboat Lane to Concord. I use this bus 7 days a week.	Concern about impact on bus routes
3	There has been no mention of policing the contractors to assure there are not weeks & weeks of no work being done like what has happened in every other project round here.	Need to ensure work efficiently
11	Metro to Nissan. Its been 30 years, come on wake up!	Metro to Nissan
17	Keep the traffic flowing. Keep non motorised users away from traffic, no matter how long it takes (they will adjust and compensate for it)	Keep traffic flowing. Separate NMUs from motorised
18	Just that the waste of money signalling downhill/A19 our budget could have been spent on the improvement now proposed as the benefits of the signals are minimised	Previous waste of money
20	I am concerned if there is an increase in traffic congestion along Downhill Lane as this impacts on the junction for the A184, has the flow if traffic to West Boldon been considered, the A184 gets congested at peak times.	Potential impact on A184
27	A dedicated road to Nissan for employees.	Dedicated Road for Nissan
29	No' other than the new developments will prosper the area in relation to industries coming to the region giving better prospects to those who work in the area. Giving the loss of shipbuilding and mining. I think it's a great idea to get the area more involved in the progress.	Will be good for economy
38	I strongly oppose traffic signals, I experienced delays very infrequently until signal were installed. Since then, holdups occur everyday. Very bad planning	Keep traffic flowing.
41	They appear to be one-sided to be in favour for the plan to go ahead whether the people want it or not. There are more important sections of A19/A1 need to be improved for safety (not just improving roads for Nissan).	There are other more important improvements
42	You spent one and a half years putting traffic lights system in place that was never going to work. I'm sure this will take 3-4 years and still won't solve the problem. Dual carriageway for Nissan.	Previous waste of money
47	The bend still looks bit sharp coming from Townend Farm to Sunderland, near the slip road to the south	Bend at Townend Farm
69	The junction is not 11km south of Testos- roads are usually given in miles	Miles not km

No.	12. Do you have any other comments on the documents published with this consultation?	Coding
70	Excellent documentation	Excellent documents
72	<p>As Downhill Lane to the east on the A19 is residential and agricultural why is it necessary to retain its link to the A19 and Washington Road?</p> <p>If the opening to Downhill Lane East was closed the probable Rat Run would be eliminated. Residents, agricultural and emergency vehicles will retain entry and exit from the A184. This will have the additional advantage of environmental improvements.</p>	Close Downhill Lane, access via A184
74	Difficult to find where the on line feedback form was until shown to me by one of the consultants.	Difficult to find online

APPENDIX M: NATURAL ENGLAND ADDITIONAL REQUEST FOR CONSULTATION RESPONSE

From: A19 Down Hill Lane
Sent: 23 October 2017 09:43
To: [REDACTED]
Cc: A19 Down Hill Lane
Subject: RE: A19 A1290 Downhill Lane consultation

Dear [REDACTED]

We are keen to receive your response, so we can allow an extra week. However if we could possibly get it sooner it would be appreciated.

Kind Regards,

[REDACTED]
A19 Testos and Downhill Lanes
Regional Investment Program (RIP) (North)
Highways England | Lateral | 8 City Walk | Leeds | LS11 9AT
Web: <http://www.highways.gov.uk>

Regional Investment Programme - recognised as the best infrastructure team nationally by creating a place where people can thrive

From: [REDACTED]
Sent: 19 October 2017 14:44
To: A19 Down Hill Lane
Subject: A19 A1290 Downhill Lane consultation

Dear Sir/Madam,

I am emailing regarding the A19/A1290 Downhill Lane Junction improvement consultation, which ends on 22 October. My colleague, who has been dealing with this consultation has unfortunately been ill and he might not be able to submit his response before the deadline. We would be very grateful if you could please allow an extra week to respond to this consultation.

My apologies for this delay.

Many thanks,

[REDACTED]
Lead Adviser - Sustainable Development
Northumbria Area
Natural England

Lancaster House, Hampshire Court
Newcastle upon Tyne, NE4 7YH
T: 0 [REDACTED]

Please note my working days are Wednesdays, Thursdays and Fridays

www.gov.uk/natural-england

We are here to secure a healthy natural environment for people to enjoy, where wildlife is protected and England's traditional landscapes are safeguarded for future generations.

In an effort to reduce Natural England's carbon footprint, I will, wherever possible, avoid travelling to meetings and attend via audio, video or web conferencing.

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Natural England offers two chargeable services - the Discretionary Advice Service, which provides pre-application and post-consent advice on planning/licensing proposals to developers and consultants, and the Pre-submission Screening Service for European Protected Species mitigation licence applications. These services help applicants take appropriate account of environmental considerations at an early stage of project development, reduce uncertainty, the risk of delay and added cost at a later stage, whilst securing good results for the natural environment.

For further information on the Discretionary Advice Service see [here](#)

For further information on the Pre-submission Screening Service see [here](#)

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APPENDIX N1: NEW S42 CONSULTEE LETTER - TOWN END FARM ESTATE RESIDENTS

Paul Ahdal

3 South Lateral
8 City Walk
Leeds
LS11 9AT

Direct Line: 0300 470 2683

9th March 2018

Dear

**A19 DOWNHILL LANE JUNCTION IMPROVEMENT
PLANNING ACT 2008 SECTION 42: DUTY TO CONSULT ON A PROPOSED
APPLICATION**

I am writing to update you on Highways England's proposed A19 Downhill Lane Junction Improvement project, which seeks to relieve congestion and improve safety at the A19 Downhill Lane Junction.

We are developing this project under the Planning Act 2008 (the Act). This legislation requires us to make an application for a Development Consent Order (DCO) to construct the project. We intend to make our DCO application in spring 2018.

A small part of the proposed scheme includes land at the north-west tip of the Town End Farm Estate (see the plan attached to this letter) which would be used temporarily for material storage, construction access and storage of plant. Following a consultation exercise which we undertook in autumn 2017, it has come to our attention that you may have rights over this small part of land and we are therefore required by section 42 of the Act to consult you.

Following the consultation exercise we undertook in Autumn 2017, whilst the scheme remains substantially unchanged, we have made some adjustments to the extent of land required to construct the scheme.

Accordingly, this is an opportunity for you to tell us your thoughts on the proposed scheme and about any changes that have occurred locally in the last year which may impact on our proposed design.

I enclose with this letter a copy of the consultation brochure used for the Statutory Consultation in Autumn 2017 and a plan illustrating the changes to the proposed improvement since. Further consultation materials can be found on our project webpage

(including the PEIR mentioned below) at <http://www.highways.gov.uk/a19-testos-downhill-lane>.

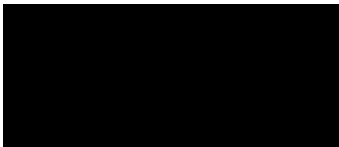
As the project is an Environmental Impact Assessment development (EIA development) as defined by the Infrastructure Planning (Environmental Impact Assessment) Regulations 2009 (“the EIA Regulations”), preliminary environmental information, in the form of our Preliminary Environmental Information Report, is also part of the consultation materials. A USB copy of the consultation materials can be provided free of charge upon request.

I also enclose a copy of our notice publicising our proposed application, which we have published in accordance with section 48 of the Act. We are required to send this to all statutory bodies for the purposes of the EIA Regulations. If you are not such a body, the notice has been included for reference.

The consultation for recipients of this letter starts on Monday 12th March 2018 and will end on Tuesday 10th April 2018. The consultation brochure details how you can comment on the proposals. To allow us time to collect and assess all responses to this consultation before compiling our application, please ensure your response reaches us by Tuesday 10th April 2018.

If you have any queries about this correspondence, the project or the consultation, please do not hesitate to contact us using the details provided.

Yours sincerely



Paul Ahdal
Project Manager
Email: A19DownHillLane@highwaysengland.co.uk

APPENDIX N2: NEW S42 CONSULTEE LETTER – GENERAL

Paul Ahdal

3 South Lateral
8 City Walk
Leeds
LS11 9AT

Direct Line: 0300 470 2683

9th March 2018

Dear

**A19 DOWNHILL LANE JUNCTION IMPROVEMENT
PLANNING ACT 2008 SECTION 42: DUTY TO CONSULT ON A PROPOSED
APPLICATION**

I am writing to update you on Highways England's proposed A19 Downhill Lane Junction Improvement project, which seeks to relieve congestion and improve safety at the A19 Downhill Lane Junction.

We are developing this project under the Planning Act 2008 (the Act). This legislation requires us to make an application for a Development Consent Order (DCO) to construct the project. We intend to make our DCO application in spring 2018. In accordance with Section 42 of the Act, Highways England, as the applicant, must consult you about this proposed application.

Following the consultation exercise we undertook in Autumn 2017, whilst the scheme remains substantially unchanged, we have made some adjustments to the extent of land required to construct the scheme. The impact of this is that you now qualify to be consulted on the proposed scheme under Section 42 of the Act.

Accordingly, this is an opportunity for you to tell us your thoughts on the proposed scheme and about any changes that have occurred locally in the last year which may impact on our proposed design.

I enclose with this letter a copy of the consultation brochure used for the Statutory Consultation in Autumn 2017 and a plan illustrating the changes to the proposed improvement since. Further consultation materials can be found on our project webpage (including the PEIR mentioned below) at <http://www.highways.gov.uk/a19-testos-downhill-lane>.

As the project is an Environmental Impact Assessment development (EIA development) as defined by the Infrastructure Planning (Environmental Impact Assessment)

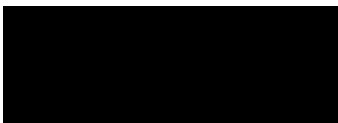
Regulations 2009 (“the EIA Regulations”), preliminary environmental information, in the form of our Preliminary Environmental Information Report, is also part of the consultation materials. A USB copy of the consultation materials can be provided free of charge upon request.

I also enclose a copy of our notice publicising our proposed application, which we have published in accordance with section 48 of the Planning Act 2008. We are required to send this to all statutory bodies for the purposes of the EIA Regulations. If you are not such a body, the notice has been included for reference.

The consultation for recipients of this letter starts on Monday 12th March 2018 and will end on Tuesday 10th April 2018. The consultation brochure details how you can comment on the proposals. To allow us time to collect and assess all responses to this consultation before compiling our application, please ensure your response reaches us by Tuesday 10th April 2018.

If you have any queries about this correspondence, the project or the consultation, please do not hesitate to contact us using the details provided.

Yours sincerely



Paul Ahdal
Project Manager
Email: A19DownHillLane@highwaysengland.co.uk

APPENDIX N3: NEW S42 CONSULTEE LETTER – SHARED TESTO'S SITE COMPOUND

Paul Ahdal

3 South Lateral
8 City Walk
Leeds
LS11 9AT

Direct Line: 0300 470 2683

9th March 2018

Dear

**A19 DOWNHILL LANE JUNCTION IMPROVEMENT
PLANNING ACT 2008 SECTION 42: DUTY TO CONSULT ON A PROPOSED
APPLICATION**

I am writing to update you on Highways England's proposed A19 Downhill Lane Junction Improvement project, which seeks to relieve congestion and improve safety at the A19 Downhill Lane Junction.

We are developing this project under the Planning Act 2008 (the Act). This legislation requires us to make an application for a Development Consent Order (DCO) to construct the project. We intend to make our DCO application in spring 2018. In accordance with Section 42 of the Act, Highways England, as the applicant, must consult you about this proposed application.

We have previously written to you as part of the Testos's scheme and you may recall that we intend to place a construction compound on land adjacent to West Pastures Lane. We are writing to you as we intend to use the construction compound as part of the Downhill Lane scheme and we are required to consult you under section 42 of the Act.

Accordingly, this is an opportunity for you to tell us your thoughts on the proposed scheme and about any changes that have occurred locally in the last year which may impact on our proposed design.

I enclose with this letter a copy of the consultation brochure used for the Statutory Consultation in Autumn 2017 and a plan illustrating the changes to the proposed improvement since. Further consultation materials can be found on our project webpage (including the PEIR mentioned below) at <http://www.highways.gov.uk/a19-testos-downhill-lane>.

As the project is an Environmental Impact Assessment development (EIA development) as defined by the Infrastructure Planning (Environmental Impact Assessment)

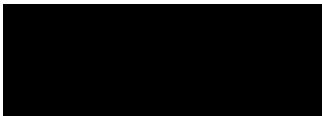
Regulations 2009 (“the EIA Regulations”), preliminary environmental information, in the form of our Preliminary Environmental Information Report, is also part of the consultation materials. A USB copy of the consultation materials can be provided free of charge upon request.

I also enclose a copy of our notice publicising our proposed application, which we have published in accordance with section 48 of the Planning Act 2008. We are required to send this to all statutory bodies for the purposes of the EIA Regulations. If you are not such a body, the notice has been included for reference.

The consultation for recipients of this letter starts on Monday 12th March 2018 and will end on Tuesday 10th April 2018. The consultation brochure details how you can comment on the proposals. To allow us time to collect and assess all responses to this consultation before compiling our application, please ensure your response reaches us by Tuesday 10th April 2018.

If you have any queries about this correspondence, the project or the consultation, please do not hesitate to contact us using the details provided.

Yours sincerely



Paul Ahdal
Project Manager
Email: A19DownHillLane@highwaysengland.co.uk

APPENDIX N4: EXISTING S42 CONSULTEE - SCHEME UPDATE LETTER

██████████
3 NORTH
Lateral
8 City Walk
Leeds LS11 9AT

Direct Line: ██████████

21 February 2018

Dear

A19 DOWNHILL LANE JUNCTION IMPROVEMENT

I am writing to update you further on Highways England's proposed A19 Downhill Lane Junction Improvement project, which seeks to relieve congestion and improve safety at the A19 Downhill Lane Junction.

The project is a nationally significant infrastructure project for the purposes of the Planning Act 2008 (the Act).

This legislation requires us to make an application to the Secretary of State for Transport for a Development Consent Order (DCO) to construct the project. We intend to make our DCO application in Spring 2018.

Following the consultation exercise we undertook in Autumn 2017, whilst the scheme remains substantially unchanged, we have made some adjustments to the extent of land required to construct the scheme.

Please note, in particular, the following adjustments:

- Requirement of new highway drainage attenuation pond adjacent to the northbound carriageway of the A19.
- Relocation of attenuation pond which was formerly south of Downhill Lane (East) to the north of Downhill Lane (East)
- Development of Non-motorised user Option 2A and detailing of route / alignment. Structural headroom clearances over Washington Road and the A19 dictate that the approach ramp on the east of the Washington Road requires slightly more land than previously consulted on.
- Addition of pre-earthworks drainage ditch and visual screening / landscaping adjacent to the Non-motorised user route on the east of Washington Road.
- Extension of land take on the A1290 southwards to accommodate Pegasus crossing and private means of access (and track) for adjacent landowners between the A19 and A1290.

- Inclusion of land to be shared temporarily for the site compound and construction access provided that the Testo's scheme receives development consent and is delivered concurrently with the Downhill Lane Junction scheme.
- Inclusion of additional land north of Downhill Lane (East) to be used temporarily. This is to account for the increase in permanent land from the design developments noted above utilising some of the previously identified temporary land. If the Testo's compound area (see preceding bullet point) cannot be used for any reason, some of this additional land would be used to create a standalone Downhill Lane scheme compound.

I enclose with this letter a copy of an updated plan showing the land required to construct the whole scheme.

We are allowing a period for further comments on the latest plan¹. This will commence on Thursday 22 February and end on Monday 26 March 2018. Please ensure your response reaches us by Monday 26 March 2018, though an earlier response would be much appreciated.

Further details on the scheme can be found at <http://www.highways.gov.uk/a19-testos-downhill-lane>

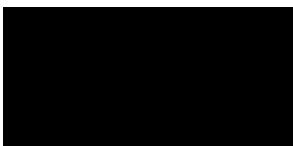
If you have any queries about this correspondence, the project or the consultation, please do not hesitate to contact us using the details provided below:

Email: A19DownHillLane@highwaysengland.co.uk

Telephone: 0300 470 2719 or 0300 470 2705

By post: A19 Downhill Lane Junction Improvement Project Team, Highways England, Lateral, 8 City Walk, Leeds, LS11 9AT.

Yours sincerely



Paul Ahdal
Project Manager
Email: paul.ahdal@highwaysengland.co.uk

¹For the avoidance of doubt, this additional consultation and engagement is being conducted on a targeted, non-statutory basis – it is not a “formal” consultation round under the requirements of the Planning Act 2008.

APPENDIX N5: STATUTORY UNDERTAKERS - BT LETTER

Paul Ahdal

BT Group Plc
BT Centre
81 Newgate Street
London
EC1A 7AJ

3 South Lateral
8 City Walk
Leeds
LS11 9AT

Direct Line: 0300 470 2683

9th March 2018

Dear Sir or Madame

**A19 DOWNHILL LANE JUNCTION IMPROVEMENT
PLANNING ACT 2008 SECTION 42: DUTY TO CONSULT ON A PROPOSED
APPLICATION**

I am writing to update you on Highways England's proposed A19 Downhill Lane Junction Improvement project, which seeks to relieve congestion and improve safety at the A19 Downhill Lane Junction.

We are developing this project under the Planning Act 2008 (the Act). This legislation requires us to make an application for a Development Consent Order (DCO) to construct the project. We intend to make our DCO application in spring 2018. In accordance with Section 42 of the Act, Highways England, as the applicant, must consult you about this proposed application.

It is our understanding that you will have been made aware of the Scheme as a result of the works required to your apparatus as part of Testo's junction improvement. It is our belief that you have an interest in land that may be affected by the Downhill Lane Junction works as result of apparatus located within our proposed red line boundary (see enclosed plan). This interest / apparatus is detailed as follows: -

- BT cable / apparatus / joint box located in both the southern and northern verges of Downhill Lane (West) and in the verge of the access road to Make-Me-Rich Farm.

This correspondence is an opportunity for you to tell us your thoughts on the proposed scheme and about any changes that have occurred locally in the last year which may impact on our proposed design.

I enclose with this letter a copy of the consultation brochure used for the Statutory Consultation in Autumn 2017 and a plan illustrating the changes to the proposed improvement since. Further consultation materials can be found on our project webpage

(including the PEIR mentioned below) at <http://www.highways.gov.uk/a19-testos-downhill-lane>.

As the project is an Environmental Impact Assessment development (EIA development) as defined by the Infrastructure Planning (Environmental Impact Assessment) Regulations 2009 (“the EIA Regulations”), preliminary environmental information, in the form of our Preliminary Environmental Information Report, is also part of the consultation materials. A USB copy of the consultation materials can be provided free of charge upon request.

I also enclose a copy of our notice publicising our proposed application, which we have published in accordance with section 48 of the Planning Act 2008. We are required to send this to all statutory bodies for the purposes of the EIA Regulations. If you are not such a body, the notice has been included for reference.

If you have any queries about this correspondence, the project or the consultation, please do not hesitate to contact us using the details provided.

Yours sincerely



Paul Ahdal
Project Manager
Email: A19DownHillLane@highwaysengland.co.uk

APPENDIX N6: STATUTORY UNDERTAKERS - NPG LETTER

Paul Ahdal

Northern Powergrid
Lloyds Court
78 Grey Street
Newcastle Upon Tyne
NE1 6AF

3 South Lateral
8 City Walk
Leeds
LS11 9AT

Direct Line: 0300 470 2683

9th March 2018

Dear Sir or Madame

**A19 DOWNHILL LANE JUNCTION IMPROVEMENT
PLANNING ACT 2008 SECTION 42: DUTY TO CONSULT ON A PROPOSED
APPLICATION**

I am writing to update you on Highways England's proposed A19 Downhill Lane Junction Improvement project, which seeks to relieve congestion and improve safety at the A19 Downhill Lane Junction.

We are developing this project under the Planning Act 2008 (the Act). This legislation requires us to make an application for a Development Consent Order (DCO) to construct the project. We intend to make our DCO application in spring 2018. In accordance with Section 42 of the Act, Highways England, as the applicant, must consult you about this proposed application.

It is our understanding that you will have been made aware of the Scheme as a result of the works required to your apparatus as part of Testo's junction improvement. It is our belief that you have an interest in land that may be affected by the Downhill Lane Junction works as result of apparatus located within our proposed red line boundary (see enclosed plan). This interest / apparatus is detailed as follows: -

- Electricity pylon in land to the west of the A1290 in land owned by Sunderland City Council.
- Supply cabinet located in the eastern verge at the top of A19 Southbound off-slip.
- Supply cable to aforementioned cabinet located in the verge of the bridleway and on the embankment for the A19 Southbound off-slip.

This correspondence is an opportunity for you to tell us your thoughts on the proposed scheme and about any changes that have occurred locally in the last year which may impact on our proposed design.

I enclose with this letter a copy of the consultation brochure used for the Statutory Consultation in Autumn 2017 and a plan illustrating the changes to the proposed improvement since. Further consultation materials can be found on our project webpage (including the PEIR mentioned below) at <http://www.highways.gov.uk/a19-testos-downhill-lane>.

As the project is an Environmental Impact Assessment development (EIA development) as defined by the Infrastructure Planning (Environmental Impact Assessment) Regulations 2009 (“the EIA Regulations”), preliminary environmental information, in the form of our Preliminary Environmental Information Report, is also part of the consultation materials. A USB copy of the consultation materials can be provided free of charge upon request.

I also enclose a copy of our notice publicising our proposed application, which we have published in accordance with section 48 of the Planning Act 2008. We are required to send this to all statutory bodies for the purposes of the EIA Regulations. If you are not such a body, the notice has been included for reference.

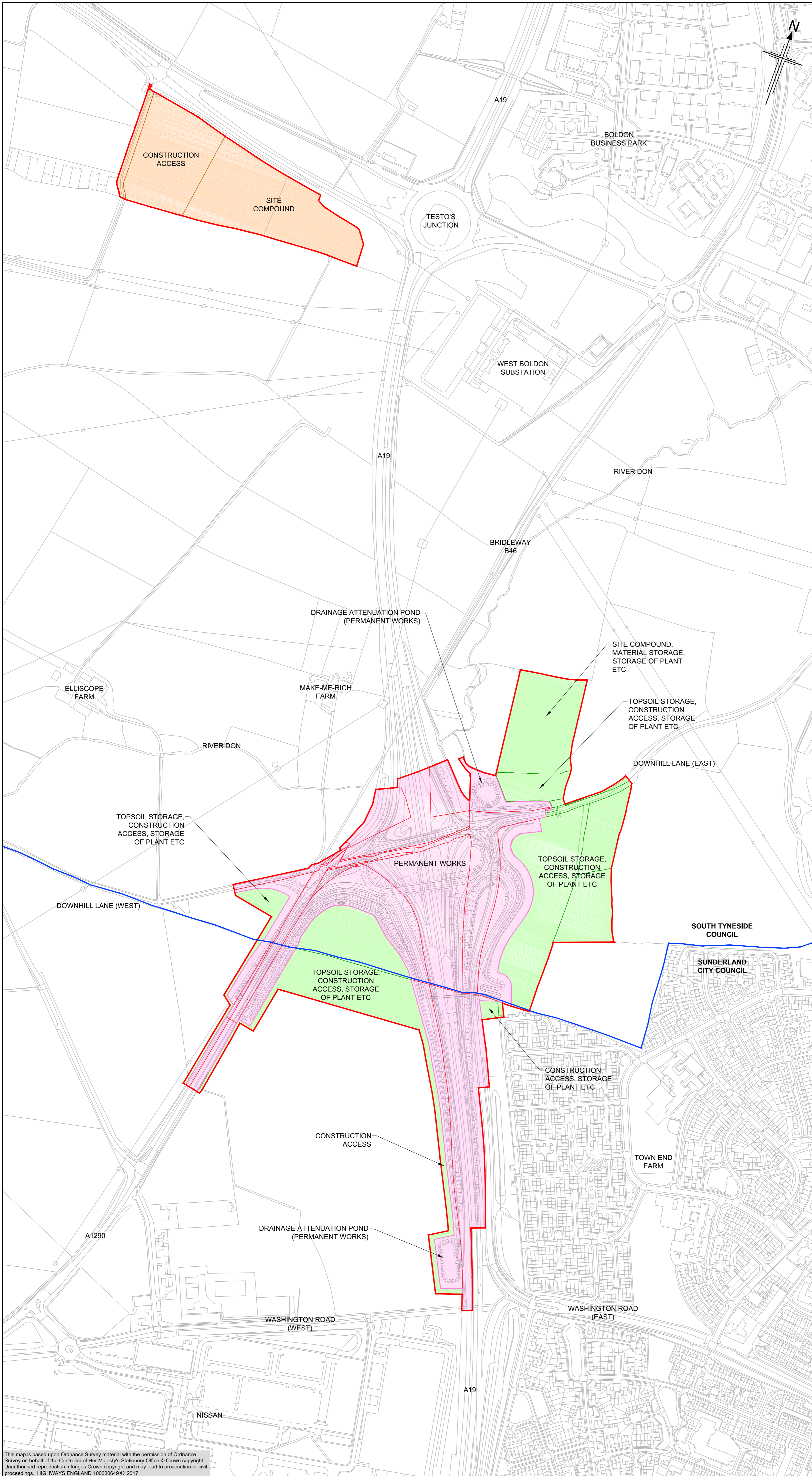
If you have any queries about this correspondence, the project or the consultation, please do not hesitate to contact us using the details provided.

Yours sincerely



Paul Ahdal
Project Manager
Email: A19DownHillLane@highwaysengland.co.uk

APPENDIX N7: NEW LAND USAGE PLAN



- NOTES**
1. Permanent Landtake requirement = 17.53 hectares
 2. Temporary Landtake requirement = 12.74 hectares
 3. Testo's Scheme Site area = 5.87 hectares
- KEY**
- Land to be acquired or used permanently for construction, operation and/or maintenance works.
 - Land to be used temporarily for material storage, construction access and storage of plant.
 - Land to be used temporarily for site compound and construction access if Testo's scheme is delivered concurrently with the Downhill Lane scheme.
 - DCO boundary
 - Local Authority Boundary
 - Preliminary Design

0	21/02/2018	FOR INFORMATION	CR	AP	AP	GW
Rev	Rev. Date	Purpose of revision	Drawn	Checked	Rev'd	Apprv'd
Client						
Designer JACOBS Contractor COSTAIN						
Project A19 DOWNHILL LANE JUNCTION IMPROVEMENT						
Drawing title PROPOSED LAND USAGE PLAN						
Drawing status FOR INFORMATION						
Scale NTS DO NOT SCALE						
Jacobs No. B0140301						
Client no. HE514495						
Drawing number TR010024/SK/284						Rev 0

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APPENDIX 01: FURTHER CONSULTATION ON NMU ROUTE LETTER

Nanette Hoyle

3 South
Lateral
8 City Walk
Leeds LS11 9AT

Direct Line: 0300 470 2548

27th July 2018

Dear

**A19/A1290 DOWNHILL LANE JUNCTION IMPROVEMENT DEVELOPMENT
CONSENT ORDER
FURTHER CONSULTATION ON PROPOSED APPLICATION**

I am writing to update you on Highways England's proposed A19 Downhill Lane Junction Improvement project (the "Scheme"), which seeks to relieve congestion and improve safety at the A19/A1290 Downhill Lane Junction.

We are developing this Scheme under the Planning Act 2008 (the Act). This legislation requires us to make an application for a Development Consent Order (DCO) to construct the Scheme. We intend to make our DCO application in summer/ autumn 2018.

PROPOSALS

The DCO for the Scheme would authorise improvements to the A19/A1290 Downhill Lane Junction in the boundaries of South Tyneside Council and Sunderland City Council.

The Applicant carried out statutory consultation in relation to the Scheme between 11 September and 22 October 2017. You were consulted on the Scheme at this time.

As a result of design development since then, a change is now proposed to the Non-motorised User Crossing across the A1290 that would form part of the Application. The proposed change is summarised below along with the reasons for the change:

- Relocation of the proposed Non-motorised user crossing on the A1290 to a position four hundred metres (400m) further south at the junction with Follingsby Lane. The change is proposed to take account of a recent planning approval for an adjacent development

CONSULTATION

Enclosed is a plan highlighting the proposed changes and a copy of the non statutory notice that has been published in relation to the proposed changes to the application.

The earlier consultation materials can be found on our project webpage (including the Preliminary Environmental Information) at <http://www.highways.gov.uk/a19-testos-downhill-lane>.

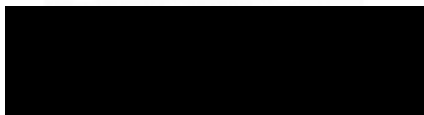
If you have any comments to make on the proposed application, we ask you to provide them **by 5pm on Monday 27 August 2018**. Comments should be sent using one of the following methods:

By email: A19DownHillLane@highwaysengland.co.uk

By post:
A19 Downhill Lane Project Team c/o Tom Place,
Highways England,
3 South,
Lateral,
8 City Walk,
Leeds,
LS11 9AT

If you have any queries about this correspondence, the project or the consultation, please do not hesitate to contact us using the details provided.

Yours sincerely



Nanette Hoyle
Senior Project Manager
Email: A19DownHillLane@highwaysengland.co.uk

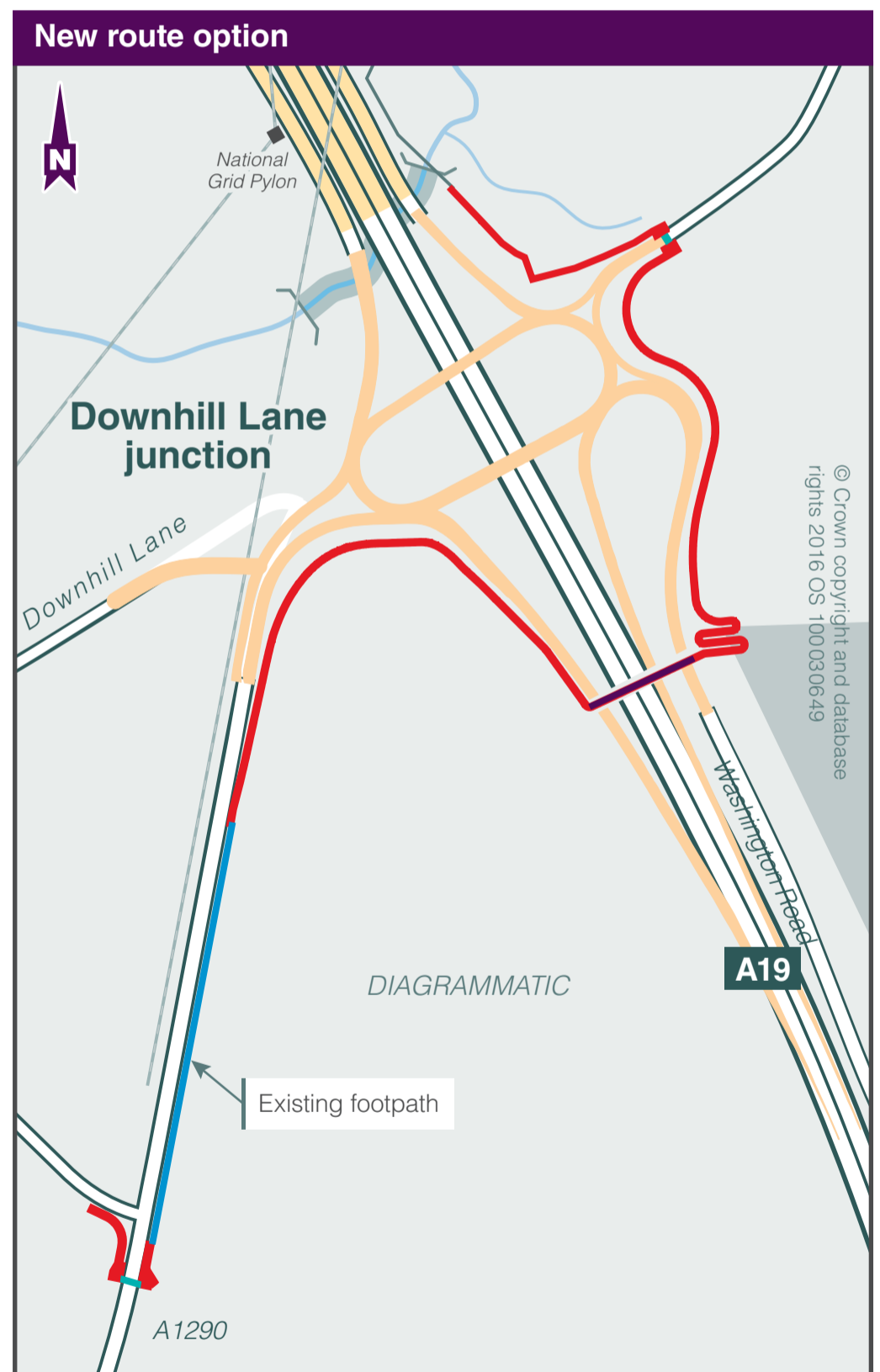
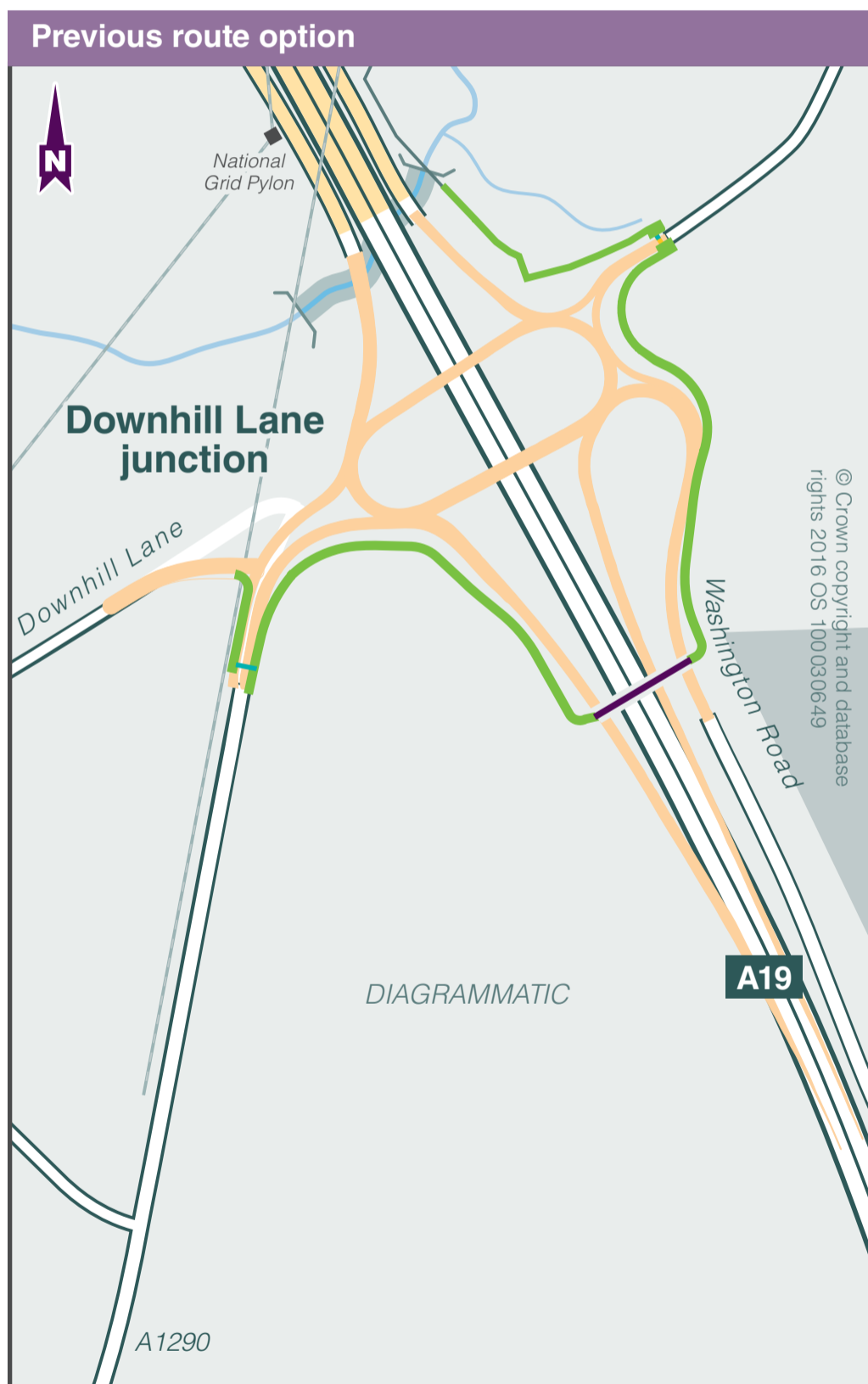
APPENDIX O2: NEW NMU ROUTE PLAN

A19 / A1290 Downhill Lane Junction Improvement scheme

Non-motorised user routes

Highways England's A19 Downhill Lane scheme is holding an additional 28 day consultation between Monday 30 July and Monday 27 August to inform people about the developments in the design, and the revised location of the crossing on the A1290 since the statutory consultation back in September/October 2017.

A comparison between the proposed Non-Motorised User route and the previous one can be viewed below:



● Over bridge ■ At-grade crossing or underpass

Please check our website for further information:
www.highwaysengland.co.uk/A19downhill

Or contact the team via the following:
 By email: A19DownHillLane@highwaysengland.co.uk

By post:
 A19 Downhill Lane Project Team c/o Tom Place,
 Highways England, 3 South, Lateral,
 8 City Walk, Leeds, LS11 9AT

APPENDIX O3: NEWSPAPER NOTICES FOR ADDITIONAL CONSULTATION JULY / AUGUST 2018

HIGHWAYS AD BOOKING

Date: 27/07/2018

Penna Ref : 62565600001

GPC Code : GPC/00171928

Publication : Newcastle Evening Chronicle

74 *The Chronicle* FRIDAY, JULY 27, 2018

chroniclelive.co.uk

Business

Public Notices



NOTICE OF NON STATUTORY CONSULTATION IN RESPECT OF CHANGES TO THE APPLICATION FOR THE PROPOSED A19/A1290 DOWNHILL LANE JUNCTION IMPROVEMENT DEVELOPMENT CONSENT ORDER

APPLICATION REFERENCE NO: TR010024

Highways England Company Limited ("the Applicant") of Bridge House, 1 Walnut Tree Close, Guildford, Surrey GU1 4LZ intends to make an application ("the Application") under Section 37 of the Planning Act 2008 to the Secretary of State for Transport for a Development Consent Order to authorise proposed improvements to the A19/A1290 Downhill Lane Junction in Sunderland. The Applicant intends to make the DCO application in summer/autumn 2018.

The DCO would authorise improvements to the A19/A1290 Downhill Lane Junction in South Tyneside and Sunderland City Council. The main aspects of the proposed development include:

- Construction of a new bridge south of the existing bridge.
- Together with the existing bridge this will form a more traditional roundabout junction layout above the A19.
- The existing north-bound and south-bound A19 slip roads will be realigned to tie in with the new elevated roundabout arrangement.
- To the north of the junction, these will serve as link roads between Downhill Lane Junction and the proposed new Testos junction roundabout.
- The slip roads south of the junction will also be realigned but will continue to provide direct access to and from the A19.
- On the west side of the junction the A1290 will be re-aligned and to the east, the layout of Downhill Lane and Washington Road will also be amended to suit the new junction.
- Temporary access roads, temporary highway works, temporary construction compounds and work sites will be required during construction of the scheme.

The Applicant carried out statutory consultation in relation to the scheme between 11 September and 22 October 2017. As a result of design development since then, a change is now proposed to the Non-motorised User Crossing across the A1290 that would form part of the Application. The proposed change is summarised below along with the reasons for the change:

- Relocation of the proposed Non-motorised user crossing on the A1290 to a position four hundred metres (400m) further south at the junction with Follingsby Lane. The change is proposed to take account of a recent planning approval for an adjacent development.

Further information on the current scheme proposals, including plans showing the proposed changes, can be found on our website: www.highways.gov.uk/a19-testos-downhill-lane

Updated plans showing the proposed changes will also be available for inspection free of charge from Friday 27 July 2018 until Monday 27 August 2018 at the following location and times:

Venue	Opening Times
East Boldon Library, Boker Lane, East Boldon, NE36 0RY Tel: 0191 424 7853	Monday and Friday: 09:30 to 12:30 and 13:30 to 17:00 Tuesday and Thursday: 09:30 to 12:30 and 13:30 to 19:00.
Washington Library, Independence Square, Washington, NE38 7RZ. Tel 0191 561 3441	Monday, Tuesday, Thursday, Friday 09:30 to 17:00; Wednesday 09:30 to 19:00; Saturday 10:00 to 16:00.
Highways England, Lateral, 8 City Walk, Leeds, LS11 9AT Tel: 0300 470 2683	Monday to Friday: 09:00 to 17:00

This is a non-statutory consultation which provides you with an opportunity to comment on the proposed changes to the scheme. The consultation starts on **Monday 30 July 2018** and will end on **Monday 27 August 2018** at 5pm. Please respond to the consultation via the following methods:

By email: A19DownhillLane@highwaysengland.co.uk

By post: Thomas Place, 3 South, Lateral, 8 City Walk, Leeds, LS11 9AT

To allow us time to collect and assess all responses to this consultation before compiling our application, please ensure your response reaches us by 5pm on Monday 27 August 2018.

A copy of the updated plans can be provided on CD free of charge upon request. Dated: 27 July 2018

Form G3
Rule 5.6(1)(a) **Form of advertisement**
NOTICE TO Stacey Dixon
Court ref. no. STR F3818
An action has been raised in Stranraer Sheriff Court by Maxine Ferguson, Pursuer, calling as a Defender Stacey Dixon whose last known address was 19 High Street, Port William, DG8 9SL. If Stacey Dixon wishes to defend the action or make any claim or seek any order she should immediately contact the sheriff clerk at Stranraer Sheriff Court, Lewis Street, Stranraer, DG9 7AA from whom the service copy initial writ may be obtained. If she fails to do so decrees may be granted against her.
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Solicitor for the pursuer

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APPENDIX P1: SECTION 48 RESPONSE 1 & HE RESPONSE

Pearce, Andy

Subject: FW: A19 Downhill Lane
Attachments: Downhill _ A19 proposals.docx

From: David Lumley [REDACTED]
Sent: 03 August 2018 15:01
To: A19 Down Hill Lane
Subject: A19 Downhill Lane

Please find attached

Dear Sir/Madam,

In regard to your recent application pertaining to proposed junction improvements at the A19 / Downhill junction.

Obviously there is no legislation in place that requires cyclist and pedestrians to use the alternative off carriageway facilities

As such I can envisage that the proposed non-motorised facility will not be use, as the proposed off carriageway route is quite significantly off the existing desire line.

Commuters already using or wanting to use a non-motorised form of transport will have to divert their journey from the shorter distance which the on-carriageway facilities already provide, resulting in add times to their journeys. This will potentially discourage its use by experienced cyclists and highway users.

Notwithstanding the above, creating routes with a greater distance is not in keeping with the government current guidance for encouraging a mode shift to alternative forms of transport.

Introducing these proposals will result in cyclists and pedestrians continuing to use the on carriageway facilities. The provided plans do not show any specific detail of proposed lane designation and junction facilities.

As such, I can only assume that the proposed on-carriageway proposals will also include facilities for both pedestrian and cycles (advanced stop lines and footways with raised parapets).

Thank you for the opportunity to raise my concerns regarding this proposal.

Kindest regards,





Thomas Howard
Highways England
3 SOUTH
Lateral
8 City Walk
Leeds LS11 9AT

Our ref: A19 Downhill Lane Junction Improvement

Direct Line 0300 470 2705

David Lumsdon

26th September 2018

Dear Mr Lumsdon

Subject: Downhill Lane Junction Improvement Consultation

Thank you for your response to our most recent consultation in relation to the non-motorised user (NMU) proposals for the Downhill Lane Junction Scheme (“the Scheme”).

The current proposed NMU route and design incorporates the views and concerns we have received from the responses to the statutory consultation held between 11 September and 22 October 2017, and those of key stakeholders such as South Tyneside Council, Sunderland City Council, the Local Access Forum (LAF), representatives from Nissan UK, IAMP LLP and local landowners directly affected by the proposed NMU route and associated works.

With regards to the issue concerning the potential for cyclists to continue using the junction, an extensive consultation and liaison with the LAF, which included representatives from SusTrans, Cycling UK and the British Horse Society, has been undertaken in order to develop an NMU solution that best balances the requirements of equestrians, cyclists and pedestrians. Two options were presented at statutory consultation in 2017;

- Option 1 – This option provided NMU routes through Downhill Lane junction via a combination of at-grade crossing; located at signalised points around the roundabout, and an independent NMU bridge over the A19 located within the junction roundabout. Where possible the proposal was for the NMU route to be taken away from the carriageway to provide separation of NMU and motorised traffic.
- Option 2A/2B – This option provided NMU routes around Downhill Lane junction via a separate NMU bridge over the A19 and Washington Road located to the south of the junction, and either an at-grade signalised crossing (2A) of, or underpass beneath (2B), Downhill Lane. Where possible the proposal was for the NMU route to be taken away from carriageway to provide separation of NMU and motorised traffic.

Following this consultation and taking into account the views of the key stakeholders listed above, Option 2A was selected as the preferred option. When compared to Option 1 which routes NMUs through the junction at numerous at-grade crossings and, as you correctly identify, adheres more closely to the desire lines, the consensus in terms of feedback from these stakeholders and key user groups was a preference for a wholly segregated NMU route which is what is now being proposed.

Added to this, the anticipated average delay / wait times at each signalised crossing, and the proposed NMU route to the south represents a safer and only marginally longer journey time than the route through the junction. Furthermore, we would like to stress that both of the proposed at-grade crossings on the A1290 and Downhill Lane (East) will be Pegasus type crossings with appropriate signage and signalling installed.

We believe that our proposal best satisfies and balances the requirements of all interested parties and provides a considerably safer solution to both the current situation and the alternative options (Options 1 and 2B) originally consulted on due to the significant segregation of the route.

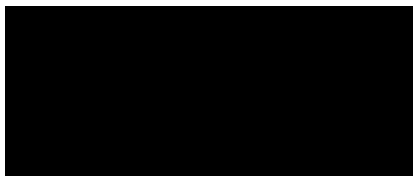
We agree that there is no legislation enforcing pedestrians and cyclists to use the new off carriageway facilities. However, Department for Transport and Sustrans guidelines state that, physical segregation between motor vehicles and NMU traffic should be provided when traffic flow is expected to exceed 700 vehicles per hour and when the speed limit is 40 mph or greater, which is the case on Downhill Lane junction. The proposed segregated route should significantly improve safety for NMUs in the area. The majority of collisions at the junction are indicated to involve a pedal cyclist. The proposed segregation is therefore, an approach to mitigate this.

The proposed design of the new circulatory carriageway forms a complex spiral; involving a series of lane gains and lane drops around the circulatory so that drivers enter in the lane appropriate to their desired exit and follow the lane around to be led off at that exit. This spiralling configuration was developed to address the congestion problems at the junction, but unfortunately this configuration does not allow for the provision of cycle lanes on the nearside of the circulatory because the outside lane is led off the roundabout at certain exits which would conflict with any cycle lanes. Therefore, on carriageway cycling facilities, including cycle lanes and advanced stop lines could not be provided within the current scheme design.

We trust that this explains Highways England's position and reasoning in relation to the NMU proposals, and we thank you for responding to our most recent consultation.

If you have any further queries, please contact us via email: A19DownHillLane@highwaysengland.co.uk or phone: 0300 470 2705.

If you would like more information about the scheme, our webpage can be found at <http://www.highways.gov.uk/a19-testos-downhill-lane>.



Thomas Howard
Senior Project Manager

APPENDIX P2: SECTION 48 RESPONSE 2 & HE RESPONSE

Pearce, Andy

Subject: FW: Re NMU Consultation
Attachments: A19 Downhill NMU Bridge.docx

From: Douglas Ridgway [REDACTED]
Sent: 05 August 2018 13:19
To: A19 Down Hill Lane
Subject: Re NMU Consultation

To whom it concerns,

The previous proposal for NMU's was unsatisfactory for a cyclists as being contrived and indirect route away from desire line.

This latest proposal is even worse with it incorporating a zig zag ramp and many cyclists commuting to Nissan & the future IAMP area will continue to use the highways across the A19. The long bridge over the A1290 & A19 will have a high visual impact and be a blot on the landscape.

See attached Word document for my further comments and suggestions.

Doug Ridgway

[REDACTED]

Resident and Cyclist - South Tyneside.

A19 Downhill NMU bridge

The previous NMU proposal was not very satisfactory and unlikely to be well used by cyclists commuting to / from Nissan or the future IAMP due to its contrived, convoluted route away from the desire line across this interchange. Most will continue to use the highway to cross over the A19.

The addition of a zig zag ramp will make use of this route even more cycle un-friendly especially if the route width is too narrow to allow cyclists, pedestrians and equestrians to pass each other safely with adequate space between them and will lead to conflicts.

In wet or cold icy conditions a series of 180 deg, zig zag turns will become treacherous.

High parapets will also be required to prevent equestrians from being spooked by the noise & motion of fast moving traffic passing below.

This proposed bridge will be quite lengthy crossing both the A1290 & A19 roads and will have a high visual impact and be a “blot on the landscape.”

It will become costly “white elephant” which will be made redundant once the new bridge further to the south is built as a direct entry to IAMP from the A1290 Washington Road, which will have provision for a traffic free cycle route.

The new HE proposal does not link into the existing traffic free cycle route along the west side of the A1290 Washington Road towards Sunderland & North Hylton nor does it allow easy access from the south to it.

If lighting along this proposed NMU route is not included then that would be an even greater deterrent for cyclists to use it especially in winter or at night.

Alternative solution:

A bridge over the A19 road **ONLY** with access to it from the west side of the A1290 from the existing traffic free cycle route. There is ample room to construct simple straight ramps in the dead ground between A1290 and A19 roads, south of the tree belt at the district boundary, this would also avoid the use of a zig zag ramp.

As there is an approx 4m difference in height between the A1290 & A19 roads the ramps up to the proposed bridge over A19 will be shorter and less steep. It would also be less visually intrusive.

A safe crossing point over the A1290 to access this bridge from Downhill Lane would be required with a wide central refuge at a point with clear lines of sight.

Proposed at grade crossing over A1290 to Follingsby Lane

This is situated on a straight fast section of A1290 with high volumes of HGV's, car transporters, buses and cars (especially at Nissan shift changes) which are often exceeding the National Speed limit.

To expect equestrians to cross at this point is courting disaster unless a light controlled crossing is provided.

This will all change here once IAMP 1 now being constructed is completed with the existing Follingsby Lane being closed between A1290 and Hyton Bridge.

Downhill Lane Crossing.

The positioning of this at grade will not prevent cyclists from taking short cuts up the side of the embankment on Downhill Lane or from using using A19 slip or new link road instead so as to avoid the sharp turn at Downhill Lane to join cycle route.

Many will opt for using the highway instead of the proposed cycle route & bridge south of the the Downhill interchange and are likely to continue to do so after new interchange has been constructed.

As was originally proposed the bridleway should ramp up to reach Downhill Lane with the new crossing closer to the junction or better still use provide an underpass.

Equestrian solution

As there is already provision for two **Pegasus Crossings** as part of the Testos A19 scheme consider this is the best and safest place for equestrians to cross the A19.

There are two options possible to reach bridleways to the west of the A19. A verge or field path alongside A184 to West Pasture Lane and/or another alongside the west side of the proposed northbound link road between Downhill & Testos interchanges. which would link directly into the proposed River Don recreation zone within the IAMP area.

A urgent radical review is required with all interested parties / stakeholders to address **ALL** needs for NMU's at both A19 schemes to result in an **effective** NMU scheme that will actually be used by the majority of users.

██████████
Resident & Cyclist South Tyneside.



Thomas Howard
Highways England
3 SOUTH
Lateral
8 City Walk
Leeds LS11 9AT

Our ref: A19 Downhill Lane Junction Improvement

Direct Line 0300 470 2705

Doug Ridgway,
South Tyneside

26th September 2018

Dear Mr Ridgway

Subject: Downhill Lane Junction Improvement Consultation

Thank you for your response to our most recent consultation in relation to the non-motorised user (NMU) proposals for the Downhill Lane Junction Scheme (“the Scheme”)

The current proposed NMU route and design incorporates the views and concerns we have received from the responses to the statutory consultation held between 11 September and 22 October 2017, and those of key stakeholders such as South Tyneside Council, Sunderland City Council, the Local Access Forum (LAF), representatives from Nissan UK, IAMP LLP and local landowners directly affected by the proposed NMU route and associated works.

With regards to the issue concerning the potential for cyclists to continue using the junction, an extensive consultation and liaison with the LAF, which included representatives from SusTrans, Cycling UK and the British Horse Society, has been undertaken in order to develop an NMU solution that best balances the requirements of equestrians, cyclists and pedestrians. Two options were presented at statutory consultation in 2017;

- Option 1 – This option provided NMU routes through Downhill Lane junction via a combination of at-grade crossing; located at signalised points around the roundabout, and an independent NMU bridge over the A19 located within the junction roundabout. Where possible the proposal was for the NMU route to be taken away from the carriageway to provide separation of NMU and motorised traffic.
- Option 2A/2B – This option provided NMU routes around Downhill Lane junction via a separate NMU bridge over the A19 and Washington Road located to the south of the junction, and either an at-grade signalised crossing (2A) of, or underpass beneath (2B), Downhill Lane. Where possible the proposal was for the NMU route to be taken away from carriageway to provide separation of NMU and motorised traffic.

Following this consultation and taking into account the views of the key stakeholders listed above, Option 2A was selected as the preferred option. When compared to Option 1 which routes NMUs through the junction at numerous at-grade crossings and, as you correctly identify, adheres more closely to the desire lines, the consensus in terms of feedback from these stakeholders and key user groups was a

preference for a wholly segregated NMU route which is what is now being proposed. Added to this, the anticipated average delay / wait times at each signalised crossing, and the proposed NMU route to the south, represents a safer and only marginally longer journey time than the route through the junction. Furthermore, we would like to stress that both of the proposed at-grade crossings on the A1290 and Downhill Lane (East) will be Pegasus type crossings with appropriate signage and signalling installed.

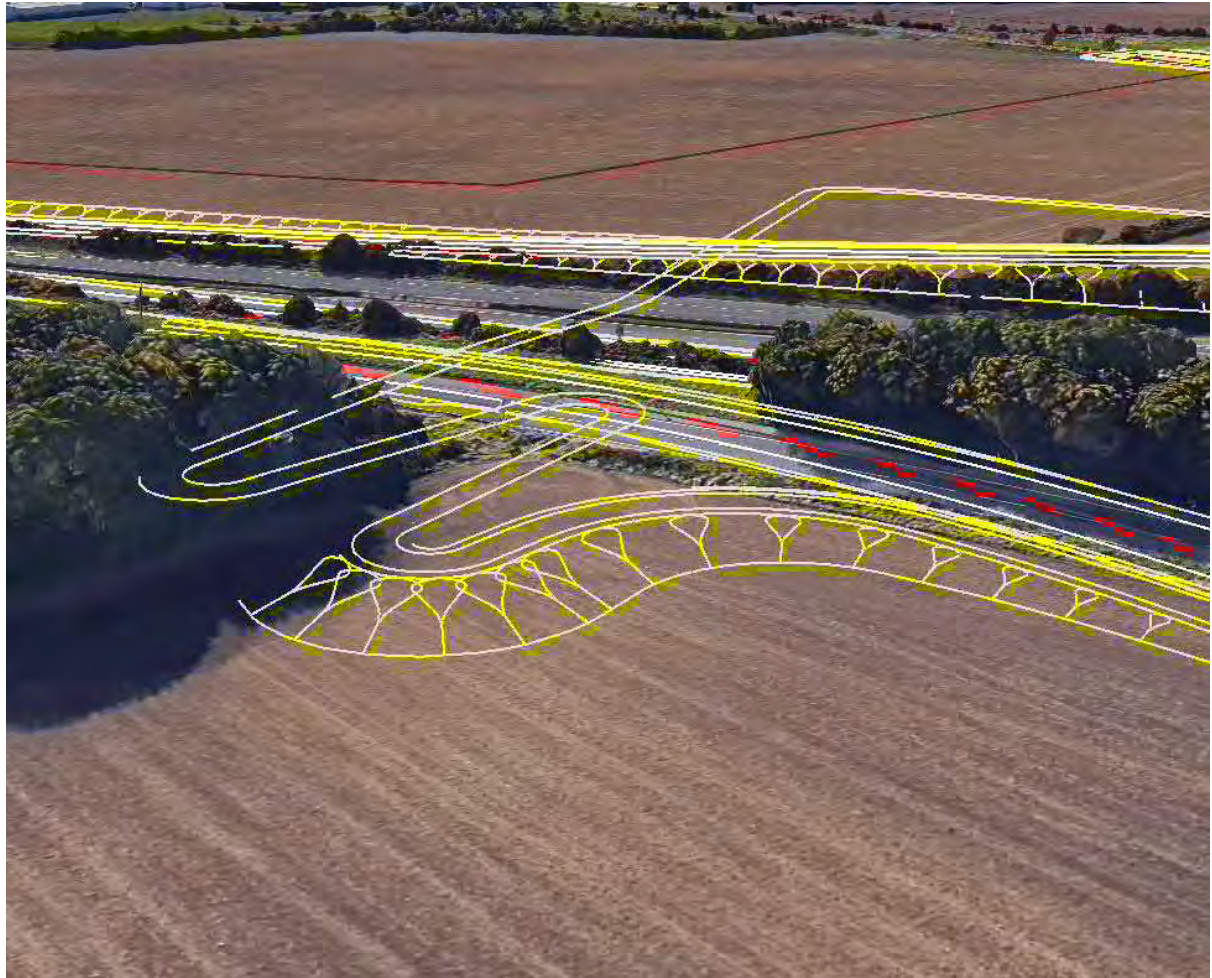
We believe that our proposal best satisfies and balances the requirements of all interested parties and provides a considerably safer solution to both the current situation and the alternative options (Options 1 and 2B) originally consulted on due to the significant segregation of the route.

In addition, Department for Transport and SusTrans guidelines state that, physical segregation between motor vehicles and NMU traffic should be provided when traffic flow is expected to exceed 700 vehicles per hour and when the speed limit is 40 mph or greater, which is the case on Downhill Lane junction. The proposed segregated route should significantly improve safety for NMUs in the area. The majority of collisions at the junction are indicated to involve a pedal cyclist. The proposed segregation is therefore, an approach to mitigate this.

Following the completion of nearby developments, such as the International Advanced Manufacturing Park (IAMP), the peak traffic periods will occur when the Nissan and IAMP shift changes occur. It is at these times that we also anticipate the largest volume of cyclist commuters requiring to navigate the junction which would significantly increase the risk of collisions between cyclists and vehicles, especially if no segregated route was provided. Between 1st October 2011 to 30th September 2016, five out of seven collisions that occurred between Downhill Lane (east of the junction) and the A1290, involved a pedal cyclist. The proposed provision of an independent NMU bridge in combination with a shared use footway and NMU crossing points will aid cyclists, walkers and equestrians when navigating the junction, negating the need for them to use the roundabout.

There are no proposals to move the proposed new NMU bridge closer to the junction due to site constraints. The proposed structure needs a headroom clearance of 5.7 metres above any road it bridges. Washington Road, which the bridge crosses, is circa 3.0 metres higher than the A19 trunk road and associated merge / diverge slip roads. This vertical offset between Washington Road and the A19 only increases the closer to Downhill Lane junction. Therefore, the NMU bridge in its proposed location is considered the most practical when balancing visual impact of the new structure, design standards and travel distance for NMUs.

With regards to the NMU ramps, both linear and switchback ramps were explored. Ramps in linear formation here would require three ramps with landings which increases the potential for high speed interaction between cyclist and NMU users. A straight ramp would have significant impact on the landscape, particularly from the east. A straight ramp would require around 100m length to get to sufficient height, around 6m, resulting in significant visual impact. It is for these reasons, that a switchback ramp was proposed on the eastern side of Washington Road. The below image provides an impression of how the ramp would be screened by the trees to the east of Washington Road.



It is worth explaining that on the west of the A19, we have proposed a straight ramp as the level difference between the bridge deck and the proposed embankment is less, therefore we need only two straight ramps and one landing to reach required level. Furthermore, the west of the A19 is the proposed location for an industrial development, therefore, the potential visual impact was deemed to be lower.

Regarding your concern about the route being too narrow for passing pedestrian, equestrian and cycling traffic, and the fact that the ramp has a switchback shape, these concerns were also identified at the preliminary design stage and therefore, we have widened the route to 3.5 metres whilst on structure, i.e. on the bridge and ramps leading to the bridge. Furthermore, the SusTrans guidelines require horizontal radius on cycle paths to be a minimum of 1.65 metres for a conventional bicycle, therefore, to improve cyclist comfort on the switchback ramp we have proposed a radius of 4 metres, so this is beyond the basic requirements outlined by SusTrans and will also allow equestrian users greater space to manoeuvre.

Current proposals are for the structure to be illuminated in full but at a low level above the A19 to reduce glare for motorists. However, an assessment is to be undertaken in detailed design to establish what lighting is required for above the A19 and the remainder of the NMU route given that the junction as a whole is illuminated and the route is quite adjacent to the junction, Washington Road and the A1290. This issue will be resolved as the scheme progresses through detailed design.

In accordance with the Design Manual for Roads and Bridges – TD19/06, and in line with the requirements of the British Horse Society, we are currently proposing a 1.8m high solid infill parapet to be provided for the footbridge.

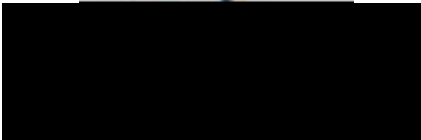
Regarding your concern of the proposed route not linking into the existing traffic free cycle route along the west side of the Washington Road, our proposal includes an extension of the NMU route down the east side of the Washington Road. This will link to an informal crossing to join the west side of Washington Road with proposed NMU route. The location of the crossing has been carefully considered to ensure appropriate visibility along Washington Road to the north and south.

We trust that this explains Highways England's position and reasoning in relation to the NMU proposals, and we thank you for responding to our most recent consultation.

If you have any further queries, please contact us via email: A19DownHillLane@highwaysengland.co.uk or phone: 0300 470 2705.

If you would like more information about the scheme, our webpage can be found at <http://www.highways.gov.uk/a19-testos-downhill-lane>.

Yours sincerely



Thomas Howard

Senior Project Manager

APPENDIX P3: SECTION 48 RESPONSE 3 & HE RESPONSE

Pearce, Andy

Subject: FW: Re Downhill Interchange NMU provision

From: Douglas Ridgway [REDACTED]

Sent: 06 August 2018 10:49

To: A19 Down Hill Lane

Subject: Re Downhill Interchange NMU provision

To who it mat concern,
Further to my comments on previous e-mail.

Can't understand why this route cannot used.

i.e crossing over on the south side the new south bridge on a wide traffic free path which would still allow for **free flow of traffic** to and from the northern link roads to Testos.

Might require signalised crossings over south bound on slip road and northbound off slip road with at grade crossing over Downhill Lane with an improved more direct from the Downhill Bridleway.

Greatly reduced cost , more likely to be used by cyclists (as on desire line) and would alleviate the need for a costly long NMU bridge as proposed.

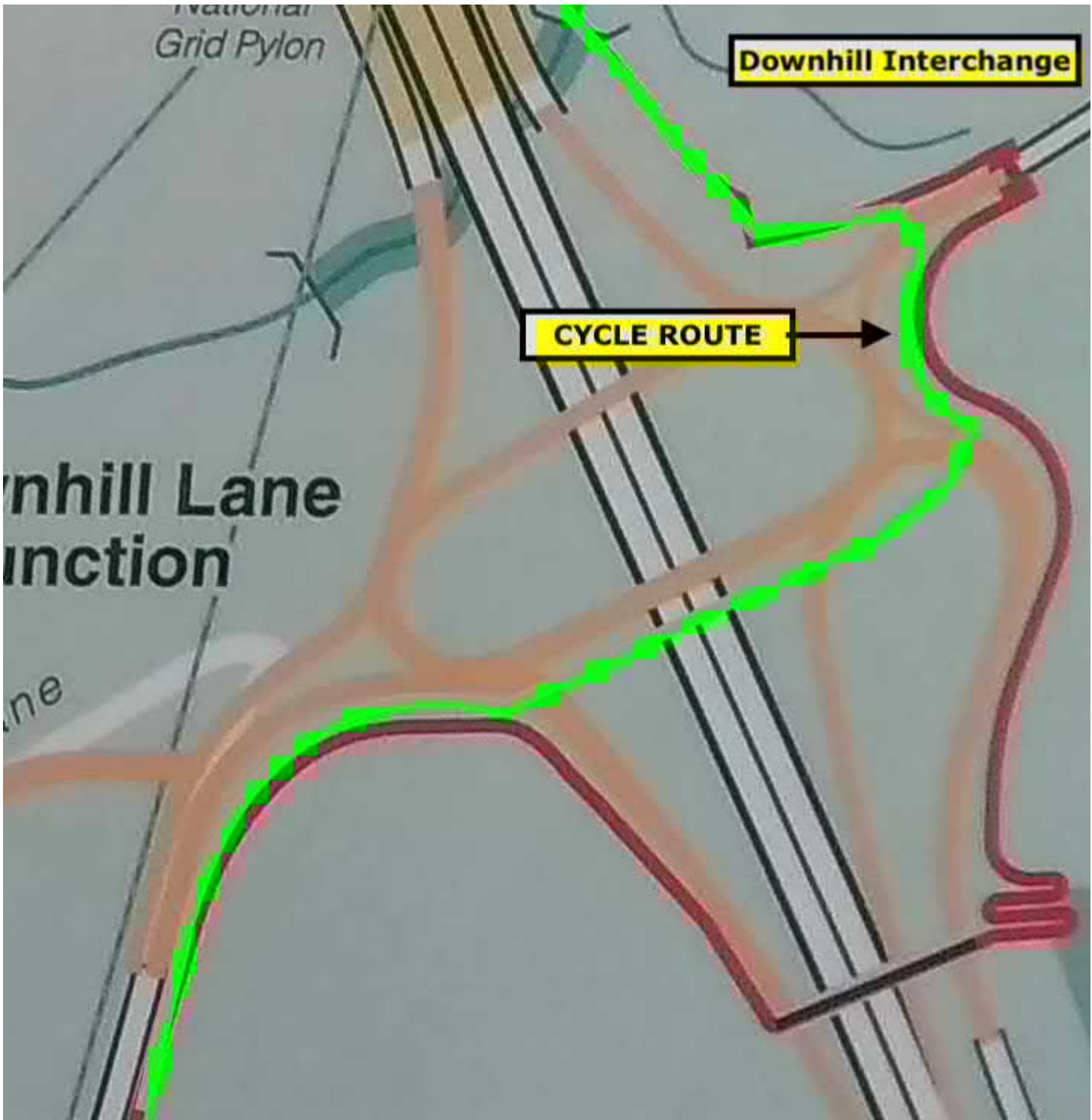
If route made wide enough with added protection / screening equestrians might also be accommodated or possible a separate NMU bridge adjacent to new interchange road bridge

Doug Ridgway.

Cyclist & Resident South Tyneside

[REDACTED]

▪





Thomas Howard
Highways England
3 SOUTH
Lateral
8 City Walk
Leeds LS11 9AT

Our ref: A19 Downhill Lane Junction Improvement

Direct Line 0300 470 2705

Doug Ridgway,
South Tyneside

26th September 2018

Dear Mr Ridgway

Subject: Downhill Lane Junction Improvement Consultation

Thank you for your latest response to our consultation. With regards to your proposed alternative route set out in your subsequent correspondence to us dated 6th August 2018, we agree that your proposal does follow more closely the desire line for non-motorised users (NMUs). It should be noted that the alternative option you present follows similar rationale to Option 1 presented at the September 2017 public consultation, which we will refer to throughout this response. Taking into consideration your proposal from a highway design perspective we have some concerns regarding the route which means that this option would not be appropriate.

The route you have proposed indicates three additional at-grade crossings. These crossings raise concerns:

- a signalised crossing on the southbound on-slip exit from the circulatory carriageway would result in operational safety implications, compromising the safety of both NMU and vehicular traffic. The siting of a crossing in this location, on a section of road subject to the national speed limit, is not permissible by highway design standards (Design Manual for Roads & Bridges - TA91/05). It would be an unusual occurrence on the strategic road network and would be unexpected by the majority of drivers. This could result in rear end shunting accidents caused by unexpected stopped vehicles, or drivers simply not being able to react and stop in time for a red signal.
- the Washington Road and Downhill Lane crossings you propose are also located close to the exits of the circulatory carriageway. Although these roads would have a lower speed limit, NMU crossings located on the exits of a roundabout are not recommended for a number of reasons; appropriate forward visibility is not always available to drivers resulting in late and sudden braking, and the scenario can result in queuing traffic on the circulatory. It is noted that in urban areas the location of crossings close to roundabout exits are not uncommon, this would not be the case in a rural location.

The locations of the at-grade crossings on both Options 1 and 2A presented at the consultations were carefully considered to ensure safe operation:

- Option 1: the at-grade crossings were located at the control points on the circulatory carriageway where the signals are typically expected by drivers, where appropriate forward visibility ensures safety and where the signals would not compromise the desired flow of vehicular traffic on the junction.
- Option 2A: the at-grade crossings of Downhill Lane were located 100m east of the junction, allowing an appropriate distance after leaving the junction to observe the approaching situation and stop.


As your proposal requires 4 signalised crossings, we can assume that the travel time of the route would be similar to that of the Option 1 of the September 2017 public consultation, which for a cyclist had a 6 min journey time, very similar to the travel time expected for Option 2B.

Options to accommodate NMU routes on the junction overbridges were explored during the option development phase, including options to widen the southern bridge and undertake remedial work to the existing bridge to allow sufficient width for NMU routes. However, the costs associated with the complexity of both these works were, on balance, similar to those for providing a separate, segregated bridge, located within the centre of the circulatory.

In conclusion, similarities can be drawn between your proposed option and that of option 1 presented at the September 2017 public consultation. Option 1 presented a safe option, following close to the desire line of NMU movements and was compliant with current highway design standards. However, following feedback from the consultation, local access forum and further discussions with the local highway authorities, this option was not taken forward as the preferred option.

I hope we have managed to answer your queries in regards to the chosen NMU route.

If you have any further queries, please contact us via email:

A19DownHillLane@highwaysengland.co.uk or phone: 

If you would like more information about the scheme, our webpage can be found at <http://www.highways.gov.uk/a19-testos-downhill-lane>.

Yours sincerely



Thomas Howard

Senior Project Manager

APPENDIX Q1: FURTHER CONSULTATION ON CHANGES TO TESTO'S BRIDLEWAY B46 LETTER

3 South
Lateral
8 City Walk
Leeds LS11 9AT

Direct Line:0300 470 2719

20th November 2018

Dear,

**A19/A1290 DOWNHILL LANE JUNCTION IMPROVEMENT DEVELOPMENT
CONSENT ORDER
NON-STATUTORY CONSULTATION ON PROPOSED DEVELOPMENT CONSENT
ORDER**

I am writing to inform you of changes to Highways England's proposed A19 Downhill Lane Junction Improvement project (the Scheme), which seeks to relieve congestion and improve safety at the A19/A1290 Downhill Lane Junction.

We are developing this Scheme under the Planning Act 2008 (the Act). This legislation requires us to make an application for a Development Consent Order (DCO) which would authorise construction of the Scheme. We intend to make our DCO application early next year, in 2019.

The DCO would authorise improvements to the A19/A1290 Downhill Lane Junction in South Tyneside and Sunderland City Council. The main aspects of the proposed development include:

- Construction of a new bridge south of the existing bridge.
- Together with the existing bridge this will form a more traditional roundabout junction layout above the A19.
- The existing north-bound and south-bound A19 slip roads will be realigned to tie in with the new elevated roundabout arrangement.
- To the north of the junction, these will serve as link roads between Downhill Lane Junction and the proposed new Testos junction roundabout.
- The slip roads south of the junction will also be realigned but will continue to provide direct access to and from the A19.
- On the west side of the junction the A1290 will be re-aligned and to the east, the layout of Downhill Lane and Washington Road will also be amended to suit the new junction.
- Temporary access roads, temporary highway works, temporary construction compounds and work sites will be required during construction of the scheme.

The Applicant carried out statutory consultation in relation to the scheme between 11 September and 22 October 2017. As a result of ongoing design development since then, a change is now proposed to the Non-motorised User (NMU) routes to the north-east of Downhill Lane junction. The proposed change is summarised below along with the reasons for the change.

- a) Stopping up of the cycle-track approximately 265m in length between Bridleway B46 and Downhill Lane Junction proposed under the A19 / A184 Testo's Junction Alteration Development Consent Order 2018. This cycle-track is not required as part of the A19 Downhill Lane Junction Improvement Scheme as the desire line associated with the segregated NMU route, which is to be provided as part of the A19 Downhill Lane Junction Improvement works, renders the provision of the new cycle-track to be provided as part of the works for the A19 / A184 Testo's Junction Improvement Scheme, obsolete.
- b) Stopping up of the approximately 90m of re-aligned section of Bridleway B46. As a result of item a) above, the realigned section of Bridleway B46 is not required as part of the A19 Downhill Lane Junction Improvement works. The effect of this change is that the existing B46 bridleway is unaffected (as it would be under the A19 / A184 Testo's Junction Alteration Development Consent Order 2018).

In addition, as per the previous consultation in Spring 2018, with both the A19 Downhill Lane Junction Improvement Scheme and the A19 / A184 Testo's Junction Improvement Scheme expected to be under construction within the same timeframe, it is proposed that the A19 Downhill Lane Junction Improvement Scheme shares the use of the A19 / A184 Testo's Junction Improvement Scheme main site compound. However, with the A19 / A184 Testo's Junction Improvement Scheme expected to complete approximately 12 months prior to the A19 Downhill Lane Junction Improvement Scheme, it is proposed to extend the use of the A19 / A184 Testo's Junction Improvement Scheme main site compound for general storage, traffic management and office-based administrative purposes until the completion of the A19 Downhill Lane Junction Improvement Scheme. The impact of this will be fully assessed and outlined in the Environmental Statement.

This is a non-statutory consultation which provides you with an opportunity to comment on the proposed changes to the scheme. I therefore enclose with this letter a copy of the following materials:

- A19 Downhill Lane Junction Improvement Land Usage Plan
- A19 Downhill Lane Junction Improvement cyclist, walkers and other vulnerable users connectivity plan

Previous consultation materials can be found on our project webpage at <http://www.highways.gov.uk/a19-testos-downhill-lane>.

If you have any comments to make on these changes, we ask you to provide them **by 5pm on Wednesday 19 December 2018**. Comments should be sent using one of the following methods:

By email: A19DownHillLane@highwaysengland.co.uk

By post:

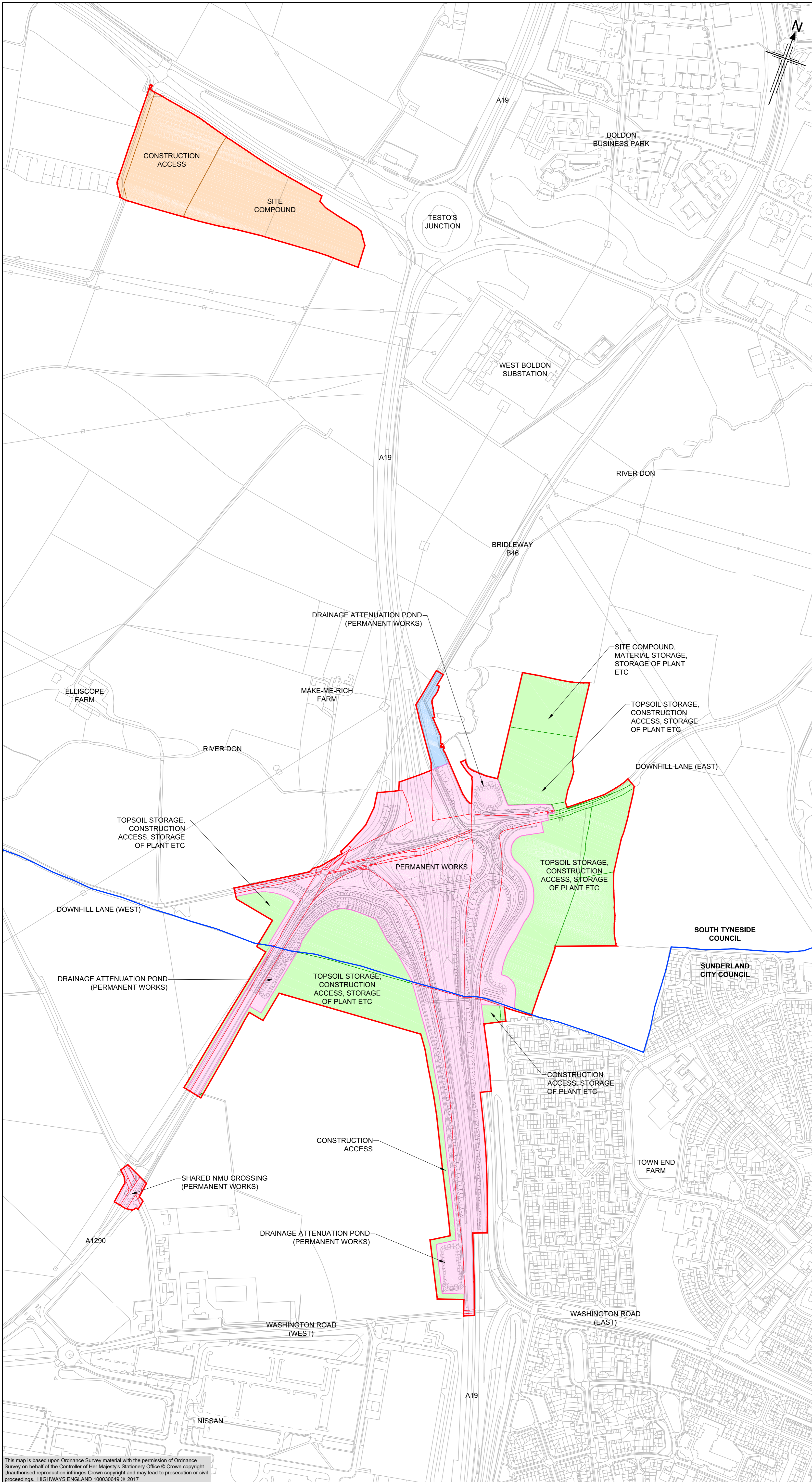
3 South,
Lateral,
8 City Walk,
Leeds,
LS11 9AT

If you have any queries about this correspondence, the Scheme or this consultation, please do not hesitate to contact us using the details provided.

Yours sincerely

Assistant Project Manager
Email: A19DownHillLane@highwaysengland.co.uk

APPENDIX Q2: UPDATED LAND USAGE PLAN






NOTES

1. Permanent Landtake requirement = 17.42 hectares
2. Temporary Landtake requirement = 12.82 hectares
3. Testo's Scheme Site area = 6.13 hectares

KEY

- Land to be acquired or used permanently for construction, operation and/or maintenance works.
- Land to be used temporarily for material storage, construction access and storage of plant.
- Land over which Rights are to be permanently acquired or extinguished
- Land to be used temporarily for site compound and construction access if Testo's scheme is delivered concurrently with the Downhill Lane scheme.
- DCO boundary
- Local Authority Boundary
- Preliminary Design

1	12/11/2018	FOR INFORMATION	CR	AP	AP	GW
Rev	Rev. Date	Purpose of revision	Drawn	Checked	Rev'd	Apprv'd
Client						
						
Designer						
			Contractor			
						
Project						
A19 DOWNHILL LANE JUNCTION IMPROVEMENT						
Drawing title						
PROPOSED LAND USAGE PLAN CONSULTATION NOVEMBER 2018						
Drawing status						
FOR INFORMATION						
Scale						
NTS			DO NOT SCALE			
Jacobs No.						
B0140301						
Client no.						
HE514495						
Drawing number						
TR010024/SK/309						Rev
						0

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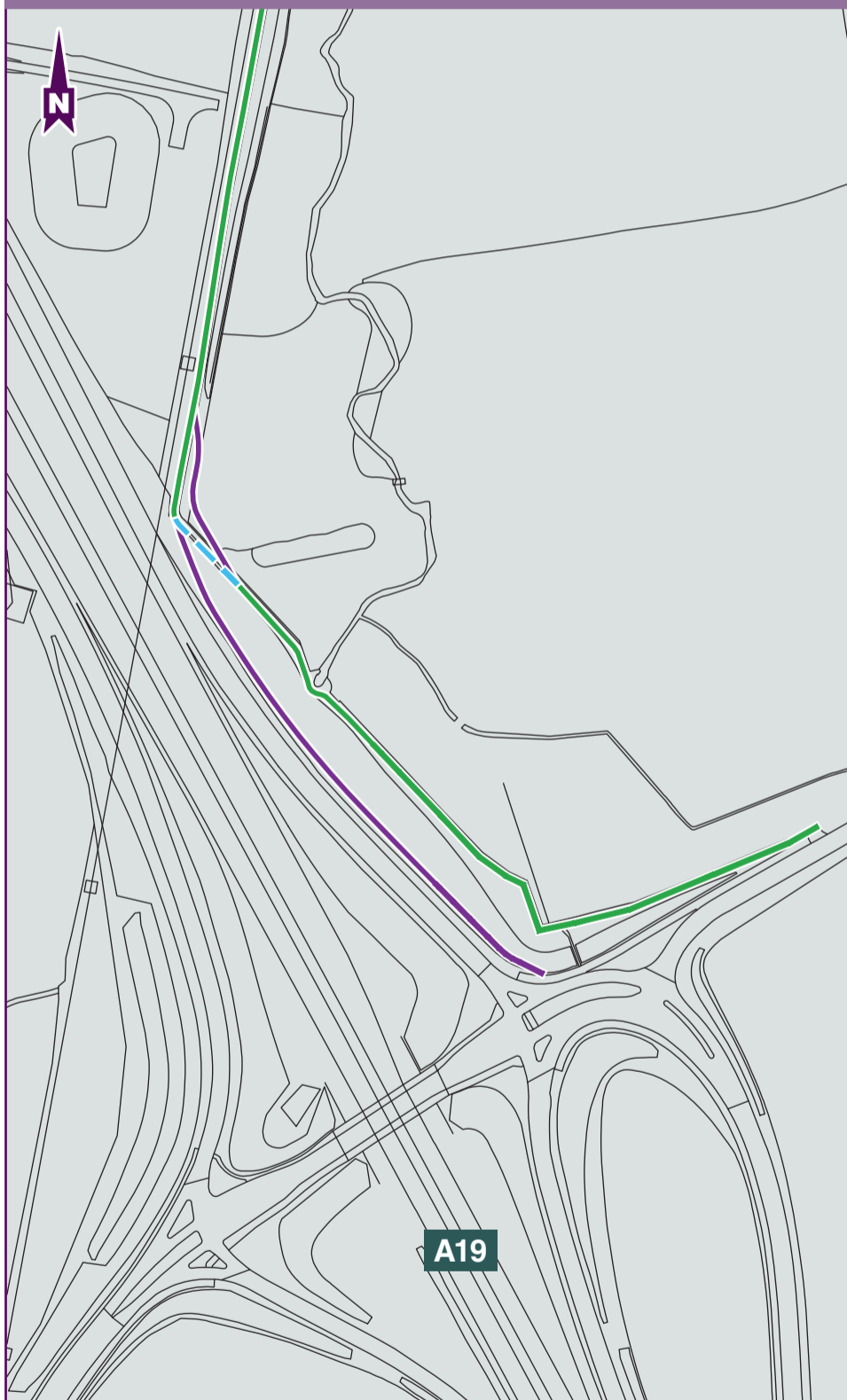
APPENDIX Q3: BRIDLEWAY B46 ROUTE COMPARISON PLAN

A19 Downhill Lane Junction Improvement scheme

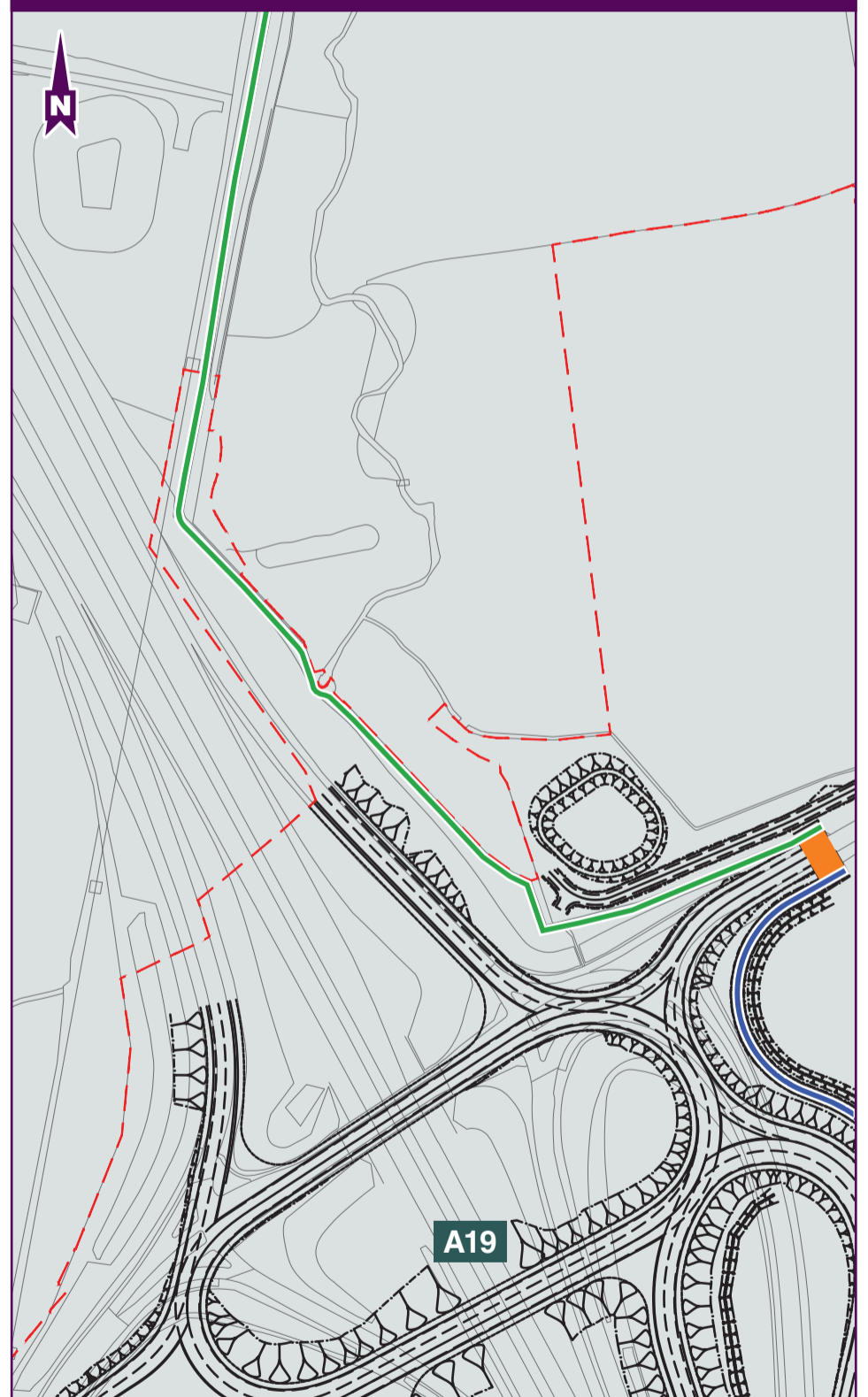
Highways England is proposing to alter the facilities for pedestrians, equestrians and cyclists in your area. The recent Testo's junction development consent order granted to Highways England included a cycleway connecting bridleway B46 directly with the existing facilities at Downhill Lane junction. Highways England

is consulting on the removal of this cycleway from the Testo's Order, replacing it with a separate route for all pedestrians, equestrians and cyclists as previously consulted upon. For full details of this proposal and previous consultations please visit www.highwaysengland.co.uk/A19downhill

Non-motorised user scenario consented in the A19/A184 Testo's Junction Improvement Development Consent Order 2018



Non-motorised user scenario proposed in the A19 Downhill Lane Junction Improvement draft Development Consent Order



Key

- Proposed A19 Downhill Lane Development Consent Order boundary
- Existing Bridleway - Public Right of Way
- Public Right of Way in the consented A19/A184 Testo's junction improvement Development Consent Order
- Extinguished Public Right of Way in the consented A19/A184 Testo's junction improvement Development Consent Order
- Proposed non-motorised user route in the A19 Downhill Lane improvement scheme application to be submitted
- Proposed signal controlled non-motorised user crossing in the A19 Downhill Lane improvement scheme application to be submitted

Please check our website for further information:
www.highwaysengland.co.uk/A19downhill

Or contact the team via the following:
By email: A19DownHillLane@highwaysengland.co.uk

By post:
A19 Downhill Lane Project Team c/o Tom Place,
Highways England, 3 South, Lateral,
8 City Walk, Leeds, LS11 9AT

APPENDIX Q4: NEWSPAPER NOTICES FOR ADDITIONAL CONSULTATION NOVEMBER / DECEMBER 2018

APPENDIX R1: APPLICANT RESPONSE TO SCC

Tim Smith
Highways England
Lateral
8 City Walk
Leeds
LS11 9AT

Tim Ducker
Sunderland City Council

20/12/2018

Dear Mr Ducker,

A19 DOWNHILL LANE JUNCTION IMPROVEMENT

Thank you for your response to our most recent consultation in relation to the NMU proposals for the Downhill Lane Junction Scheme ("the Scheme").

The crossings presented in the NMU connectivity plan as part of this consultation are Toucan & Pegasus crossings, designed in accordance with the Design Manual for Roads & Bridges standards, and in line with Horse Society guidance. The orange areas shown include the crossing and associated holding areas adjacent to the carriageway; including a horse corral featuring post and rail fencing. The full specification of the crossing facilities will be developed during the detailed design stage; however, it is anticipated that equestrian users will be able to operate the crossing whilst mounted or dismounted, which as you state will require high and normal level push buttons.

Following the Autumn 2017 consultation on the NMU options for the scheme, the design team explored opportunities to incorporate a connection between the northern end Town End Farm estate, the proposed NMU overbridge and Washington Road. Albeit, concerns were raised by a number of local residents, the Local Authorities and the Local Access Forum during the Autumn 2017 consultation regarding antisocial behaviour. However, a satisfactory NMU alignment that runs either to the east or south of the NMU bridge ramps that both mitigates the risk of antisocial behaviour beneath the proposed NMU ramps and provides a suitable NMU connection within the proposed permanent land take, that is justifiable for the scheme, has not been possible.

As you are aware, there is an existing informal route between Town End Farm estate and Washington Road. For the construction of the Scheme and specifically the NMU bridge, a temporary safe exclusion zone is required south of the proposed location of the NMU ramps, east of Washington Road. This working area clashes with the route of the existing informal path between Town End Farm estate and Washington Road. To mitigate this, a portion of the temporary land south of the safe exclusion zone will be adapted to ensure that an informal route is maintained by clearing the scrub material from the vegetated area to the east of Washington Road. It is intended that following construction, this informal route will be left as is, potentially allowing for regular use by pedestrians in perpetuity.

We trust that this explains Highways England's position and reasoning in relation to the NMU proposals, and we thank you for responding to our most recent consultation.

If you have any further queries, please contact us via email:
A19DownHillLane@highwaysengland.co.uk or phone: 0300 470 2705.

If you would like more information about the scheme, our webpage can be found at <http://www.highways.gov.uk/a19-testos-downhill-lane>.

Your sincerely



Tim Smith
Project Manager



APPENDIX R2: APPLICANT RESPONSE TO NEAS

Mr. Paul Liversedge,
Ambulance Headquarters,
Bernicia House,
The Waterfront,
Goldcrest Way,
Newburn Riverside,
Newcastle upon Tyne,
NE15 8NY

Tim Smith
Highways England
Lateral
8 City Walk
Leeds
LS11 9AT

20/12/2018

Dear Mr Liversedge,

A19 DOWNHILL LANE JUNCTION IMPROVEMENT

Thank you for your response to our most recent consultation in relation to the NMU proposals for the Downhill Lane Junction Scheme ("the Scheme"). We understand and appreciate your concerns regarding operational management during the construction of the Scheme. We at Highways England are promoting both the Downhill Lane scheme and the Testo's junction improvement and have been consulting with all stakeholders to ensure as far as practicable that the schemes can be delivered efficiently, minimising the impact on the public and key stakeholders such as NEAS. We are aware of a number of proposed developments in the area. In constructing any scheme, we will consult as necessary on traffic management and seek to ensure that in so far as possible any proposals are dovetailed with other proposals in the area to give a seamless transition for road users.

Highways England's target is to maximise lane availability so that it does not fall below 97% in any one rolling year. Highways England is continuing to work to provide a more free-flowing network where delays are less likely. In particular, addressing customer concerns about the impact of roadworks and taking further action to improve the response to incidents and congestion. The Scheme must be constructed in accordance with a Traffic Management Plan (TMP) which will be submitted to and approved in writing by the Secretary of State, following consultation with the relevant planning authority. It is anticipated that this Requirement will be secured in the draft DCO.

We will continue to liaise with the local authorities and key stakeholders such as NEAS to ensure we understand any particular issues and where possible put measures in place to mitigate impacts on travel due to the roadworks. These discussions will inform the development of the TMP. Where full carriageway closures are required, suitable temporary diversion routes would be provided in consultation with the local highway authority. Full closures will only be implemented during off-peak times, unless otherwise agreed with myself, the Highways England Senior Project Manager (and key stakeholders where appropriate).

We have added NEAS to our list of named consultees to be consulted on usage of the network and will communicate in advance with NEAS on the few occasions where full closures are envisaged to be required.

A monthly Traffic Management Forum has been convened for the Testo's scheme, starting in January 2019 with all key stakeholders invited to discuss the development of traffic management proposals, to create a common understanding of traffic management measures and phasing, to report scheme progress and to monitor any specific objectives related to traffic

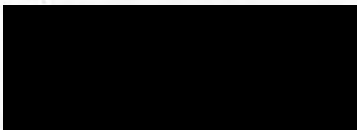
management. It is anticipated that the Downhill Lane scheme proposals will be presented at this forum as the TMP develops.

We trust that this explains Highways England's position and reasoning in relation to the traffic management proposals, and we thank you for responding to our most recent consultation. Your general support for the Scheme is noted and appreciated.

If you have any further queries, please contact us via email:
A19DownHillLane@highwaysengland.co.uk or phone: 0300 470 2705.

If you would like more information about the scheme, our webpage can be found at
<http://www.highways.gov.uk/a19-testos-downhill-lane>

Yours sincerely,



Tim Smith
Project Manager

APPENDIX S: NORTHERN POWERGRID RESPONSE TO CONSULTATION

Wednesday, 19 December 2018



Shiremoor Depot
Newcastle upon Tyne
NE27 0LP

lee.thompson@northernpowergrid.com

Kristina Fielding
Highways England
Regional Investment Programme (RIP) North
8 City Walk
Leeds
LS11 9AT

Dear Kristina,

Highways England: A19/A1290 Downhill Lane Junction Improvement Development Consent Order

Thank you for your letter dated 20th November 2018 which was received into our business on 23rd November 2018. Advising of highway improvement works at the A19/A1290 Downhill Lane Junction and of Highways England's proposed development consent order (DCO) application in January 2019. Whilst through our involvement and co-ordination works as part of the Testo's diversions scheme (ENQ5336793) we have previously had some prior oversight of the Downhill Lane junction improvement scheme, the proposals within your letter dated 20th November 2018 have enabled Northern Powergrid to assess this further. I also note that dialogue and budget costs are being prepared to nearby works in relation to these proposals which are directly linked to this scheme these being ENQ5402442 (Hv diversions) and ENQ5405481 (Nissan No1 & No2 Pilot's).

Aside from the above noted Northern Powergrid Hv and protection/control assets it is of particular note that Northern Powergrid have EHV assets within the footprint of the proposed Downhill Lane junction improvement scheme namely Nissan No1 & No2 66kV Overhead Tower Line. All of the aforementioned assets will be secured via legal easements, wayleaves and we will have well-established rights of access into each of these areas. As such we are particularly keen to not only understand the impact this scheme may have on our operational assets and our existing legal rights but also on any existing access routes/accesses we have if the bridleway is in part to be stopped up, as this does give us access to a section of the Nissan No1 & No2 66kV Overhead Tower Line.

As such as a business we need to be fully satisfied that all of our existing assets, rights of access and legal easement/wayleave agreements are not unduly affected by these proposals. We are however confident through our continued close liaison and co-ordination within the Testo's diversions scheme that agreements between Highways England and Northern Powergrid will be reached so that any applicable necessary diversionary works can be completed by Northern Powergrid in advance of any works Highways England propose to undertake on the Downhill Lane junction improvement scheme.

This will assist to ensure that Northern Powergrid is operating its network, maintaining the quality and continuity of supply to its customers and its obligations as a Distribution Network Operator.

Yours sincerely

Lee Thompson

Project Manager, Primary Engineering Projects

NORTHERN POWERGRID

is the trading name of Northern Powergrid (Northeast) Ltd (Registered No: 2906593) and Northern Powergrid (Yorkshire) plc (Registered No: 4112320)

Registered Office: Lloyds Court, 78 Grey Street, Newcastle upon Tyne NE1 6AF. Registered in England and Wales.

If you would like an audio copy of this letter, a copy in large type, Braille or another language, please call 0800 169 7602

APPENDIX T : CONSULTEE SUMMARY TABLE

Name	Address	Cat 1	Cat 2	Cat 3	Consultation Round					
					Non-Statutory 21/11/16 – 06/01/17	Statutory 11/09/17 – 22/10/17	Statutory Supplementary 12/03/18 – 10/04/18	Non-Statutory Supplementary 30/07/18 – 28/08/18	Non-Statutory Supplementary 21/11/18 – 19/12/18	
Prescribed Consultees										
The Health and Safety Executive	Mr. Dave Adams The Health and Safety Executive NSIP Consultations - Building 2.2 Redgrave Court, Merton Road Bootle L20 7HS	-	-	-	Yes	Yes	Yes	Yes	Yes	
NHS England	NHS England NHS Commissioning Board PO Box 16728 Redditch B97 9PT	-	-	-	Yes	Yes	Yes	Yes	Yes	
South Tyneside Clinical Commissioning Group	South Tyneside Clinical Commissioning Group Monkton Hall Main Hall, Monkton Lane Jarrow NE32 5NN	-	-	-	Yes	Yes	Yes	Yes	Yes	
Sunderland Clinical Commissioning Group	NHS Sunderland Clinical Commissioning Group Pemberton House Colima Avenue Sunderland SR5 3XB	-	-	-	Yes	Yes	Yes	Yes	Yes	
Natural England	Natural England Natural England Consultation Service Hornbeam House Electra Way, Crewe Business Park Crewe CW1 6GJ	-	-	-	Yes	Yes	Yes	Yes	Yes	
Historic England - North East	Historic England Bessie Surtees House 41-44 Sandhill Newcastle upon Tyne NE1 3JF	-	-	-	Yes	Yes	Yes	Yes	Yes	

Name	Address	Cat 1	Cat 2	Cat 3	Consultation Round				
					Non-Statutory 21/11/16 – 06/01/17	Statutory 11/09/17 – 22/10/17	Statutory Supplementary 12/03/18 – 10/04/18	Non-Statutory Supplementary 30/07/18 – 28/08/18	Non-Statutory Supplementary 21/11/18 – 19/12/18
Tyne and Wear Fire and Rescue Service	The Chief Fire Officer Tyne and Wear Fire and Rescue Service Headquarters Nissan Way Sunderland SR5 3QY	-	-	-	Yes	Yes	Yes	Yes	Yes
Northumbria Police and Crime Commissioner	Police and Crime Commissioner Office of the Police and Crime Commissioners for Northumbria 2nd Floor Victory House Balliol Business Park Benton Lane Newcastle upon Tyne NE12 8EW	-	-	-	Yes	Yes	Yes	Yes	Yes
The Environment Agency	The Environment Agency Tyneside House Skinnerburn Road Newcastle Business Park Newcastle Upon Tyne NE4 7AR	-	-	-	Yes	Yes	Yes	Yes	Yes
The Environment Agency	The Environment Agency Legal Services Horizon House Deanery Road Bristol BS1 5AH	-	-	-	Yes	Yes	Yes	Yes	Yes
Nexus - Tyne and Wear Passenger Transport Executive	Nexus Nexus House St James Boulevard Newcastle Upon Tyne NE1 4AX	-	-	-	Yes	Yes	Yes	Yes	Yes
North East Combined Authority	North East Combined Authority Quadrant, Cobalt Business Park The Silverlink North North Tyneside NE27 0BY	-	-	-	Yes	Yes	Yes	Yes	Yes

Name	Address	Cat 1	Cat 2	Cat 3	Consultation Round				
					Non-Statutory 21/11/16 – 06/01/17	Statutory 11/09/17 – 22/10/17	Statutory Supplementary 12/03/18 – 10/04/18	Non-Statutory Supplementary 30/07/18 – 28/08/18	Non-Statutory Supplementary 21/11/18 – 19/12/18
South Tyneside Council Highways Department	South Tyneside Council Highways Department Town Hall and Civic Offices Westoe Road South Shields NE33 2RL	-	-	-	Yes	Yes	Yes	Yes	Yes
Sunderland City Council Highways Department	Sunderland City Council Highways Department Office of the Chief Executive Sunderland City Council PO Box 100 Civic Centre Burdon Road Sunderland SR2 7DN	-	-	-	Yes	Yes	Yes	Yes	Yes
Highways England	Mr. Simon Brown Highways England Lateral 8 City Walk Leeds LS11 9AT	X	-	-	Yes	Yes	Yes	Yes	Yes
The Coal Authority	Ms. Rachael Bust The Coal Authority 2 Lichfield Lane Mansfield Nottinghamshire NG18 4RG	X	-	-	Yes	Yes	Yes	Yes	Yes
Public Health England	Professor Paul Johnstone Blenheim House West One Duncombe Street Leeds LS1 4PL	-	-	-	Yes	Yes	Yes	Yes	Yes

Name	Address	Cat 1	Cat 2	Cat 3	Consultation Round				
					Non-Statutory 21/11/16 – 06/01/17	Statutory 11/09/17 – 22/10/17	Statutory Supplementary 12/03/18 – 10/04/18	Non-Statutory Supplementary 30/07/18 – 28/08/18	Non-Statutory Supplementary 21/11/18 – 19/12/18
The Crown Estate Commissioners	The Crown Estate Commissioners The Crown Estate 16 New Burlington Place London W1S 2HX	X	-	-	Yes	Yes	Yes	Yes	Yes
The Crown Estate Commissioners c/o Burges Salmon LLP	The Crown Estate Commissioners c/o Burges Salmon LLP 6 New Street Square London EC4A 3BF	X	-	-	Yes	Yes	Yes	Yes	Yes
North East Ambulance Service NHS Foundation Trust	North East Ambulance Service NHS Foundation Trust Bernicia House, Goldcrest Way Newburn Riverside Newcastle Upon Tyne NE15 8NY	-	-	-	Yes	Yes	Yes	Yes	Yes
Highways England Historical Railways Estate	Highways England Historical Railways Estate Hudson House Toft Green York YO1 6HP	-	-	-	Yes	Yes	Yes	Yes	Yes
Royal Mail Group	Royal Mail Group Group Communications 100 Victoria Embankment London EC4Y 0HQ	-	-	-	Yes	Yes	Yes	Yes	Yes
Homes and Communities Agency	Homes and Communities Agency St George's House Kingsway Team Valley Gateshead NE11 0NA	-	-	-	Yes	Yes	Yes	Yes	Yes

Name	Address	Cat 1	Cat 2	Cat 3	Consultation Round				
					Non-Statutory 21/11/16 – 06/01/17	Statutory 11/09/17 – 22/10/17	Statutory Supplementary 12/03/18 – 10/04/18	Non-Statutory Supplementary 30/07/18 – 28/08/18	Non-Statutory Supplementary 21/11/18 – 19/12/18
Northumbrian Water Group Plc	Northumbrian Water Group Plc Northumbria House Abbey Road Pity Me Durham DH1 5FJ	-	X	-	Yes	Yes	Yes	Yes	Yes
Energetics Gas Limited	Energetics Gas Limited International House Stanley Boulevard Hamilton International Technology Park Glasgow G72 0BN	-	-	-	Yes	Yes	Yes	Yes	Yes
Energy Assets Pipelines Limited	Energy Assets Pipelines Limited Ship Canal House 98 King Street Manchester M2 4WU	-	-	-	Yes	Yes	Yes	Yes	Yes
ES Pipelines Ltd	Mr. Alan Slee ES Pipelines Ltd Hazeldean Station Road Leatherhead Surrey KT22 7AA	-	-	-	Yes	Yes	Yes	Yes	Yes
ESP Connections Ltd	Mr. Alan Slee ES Pipelines Ltd Hazeldean Station Road Leatherhead Surrey KT22 7AA	-	-	-	Yes	Yes	Yes	Yes	Yes

Name	Address	Cat 1	Cat 2	Cat 3	Consultation Round				
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ESP Networks Ltd	Alan Slee ES Pipelines Ltd Hazeldean Station Road Leatherhead Surrey KT22 7AA	-	-	-	Yes	Yes	Yes	Yes	Yes
ESP Pipelines Ltd	Mr. Alan Slee ES Pipelines Ltd Hazeldean Station Road Leatherhead Surrey KT22 7AA	-	-	-	Yes	Yes	Yes	Yes	Yes
Fulcrum Pipelines Limited	Fulcrum Pipelines Ltd 2 Europa View Sheffield Business Park Sheffield S9 1Xh	-	-	-	Yes	Yes	Yes	Yes	Yes
GTC Pipelines Limited	GTC Pipelines Limited Energy House Woolpit Business Park Bury St Edmunds Suffolk IP30 9UP	-	-	-	Yes	Yes	Yes	Yes	Yes
Independent Pipelines Limited	Independent Pipelines Limited Energy House Woolpit Business Park Woolpit Bury St Edmunds Suffolk IP30 9UP	-	-	-	Yes	Yes	Yes	Yes	Yes
Indigo Pipelines Limited	Indigo Pipelines Limited 1 London Wall London EC2Y 5AB	-	-	-	Yes	Yes	Yes	Yes	Yes

Name	Address	Cat 1	Cat 2	Cat 3	Consultation Round				
					Non-Statutory 21/11/16 – 06/01/17	Statutory 11/09/17 – 22/10/17	Statutory Supplementary 12/03/18 – 10/04/18	Non-Statutory Supplementary 30/07/18 – 28/08/18	Non-Statutory Supplementary 21/11/18 – 19/12/18
Quadrant Pipelines Limited	Quadrant Pipelines Limited Energy House Woolpit Business Park Bury St Edmunds Suffolk IP30 9UP	-	-	-	Yes	Yes	Yes	Yes	Yes
National Grid Gas Plc	National Grid Gas Plc 1-3 Strand London WC2N 5EH	-	-	-	Yes	Yes	Yes	Yes	Yes
National Grid Gas Distribution Limited	Ms. Vicky Stirling Property & Land Services National Grid Gas Distribution Ltd Ashbrook Court Prologis Park Central Boulevard Coventry CV7 8PE	-	-	-	Yes	Yes	Yes	Yes	Yes
Scotland Gas Networks Plc	Scotland Gas Networks Plc Axis House 5 Lonehead Drive Newbridge Edinburgh Scotland EH28 8TG	-	-	-	Yes	Yes	Yes	Yes	Yes
Southern Gas Networks Plc	Southern Gas Networks Plc St Lawrence House Station Approach Horley Surrey RH6 9HJ	-	-	-	Yes	Yes	Yes	Yes	Yes

Name	Address	Cat 1	Cat 2	Cat 3	Consultation Round				
					Non-Statutory 21/11/16 – 06/01/17	Statutory 11/09/17 – 22/10/17	Statutory Supplementary 12/03/18 – 10/04/18	Non-Statutory Supplementary 30/07/18 – 28/08/18	Non-Statutory Supplementary 21/11/18 – 19/12/18
Wales and West Utilities Ltd	Wales and West Utilities Ltd Wales and West House Spoooner Close Celtic Springs Newport NP10 8FZ	-	-	-	Yes	Yes	Yes	Yes	Yes
Northern Gas Networks Limited	Northern Gas Networks Limited 1100 Century Way Thorpe Park Business Park Colton Leeds LS15 8TU	-	X	-	Yes	Yes	Yes	Yes	Yes
Energetics Electricity Limited	Energetics Electricity Limited International House Stanley Boulevard Hamilton International Technology Park Glasgow South Lanarkshire G72 0BN	-	-	-	Yes	Yes	Yes	Yes	Yes
ESP Electricity Limited	Mr. Alan Slee ESP Electricity Limited Hazeldean Station Road Leatherhead Surrey KT22 7AA	-	-	-	Yes	Yes	Yes	Yes	Yes
G2 Energy IDNO Limited	25 Olney Office Park 25 Osier Way Olney Buckinghamshire MK46 5FP	-	-	-	Yes	Yes	Yes	Yes	Yes

Name	Address	Cat 1	Cat 2	Cat 3	Consultation Round				
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Harlaxton Energy Networks Limited	Harlaxton Energy Networks Limited Toll Bar Road Marston Grantham Lincolnshire NG32 2HT	-	-	-	Yes	Yes	Yes	Yes	Yes
Independent Power Networks Limited	Independent Power Networks Limited Energy House Woolpit Business Park Bury St. Edmunds Suffolk IP30 9UP	-	-	-	Yes	Yes	Yes	Yes	Yes
Peel Electricity Networks Limited	Peel Electricity Networks Limited Peel Dome The Trafford Centre Manchester M17 8PL	-	-	-	Yes	Yes	Yes	Yes	Yes
The Electricity Network Company Limited	The Electricity Network Company Limited Energy House Woolpit Business Park Bury St Edmunds Suffolk IP30 9UP	-	-	-	Yes	Yes	Yes	Yes	Yes
UK Power Distribution Limited	UK Power Distribution Limited 22-26 King Street Kings Lynn Norfolk PE30 1HJ	-	-	-	Yes	Yes	Yes	Yes	Yes
Utility Assets Limited	Utility Assets Limited 53 High Street Cheveley Newmarket Suffolk CB8 9DQ	-	-	-	Yes	Yes	Yes	Yes	Yes

Name	Address	Cat 1	Cat 2	Cat 3	Consultation Round				
					Non-Statutory 21/11/16 – 06/01/17	Statutory 11/09/17 – 22/10/17	Statutory Supplementary 12/03/18 – 10/04/18	Non-Statutory Supplementary 30/07/18 – 28/08/18	Non-Statutory Supplementary 21/11/18 – 19/12/18
Northern Powergrid Limited	Northern Powergrid Limited Lloyds Court 78 Grey Street Newcastle Upon Tyne NE1 6AF	-	X	-	Yes	Yes	Yes	Yes	Yes
National Grid Electricity Transmission Plc	National Grid Electricity Transmission Plc 1-3 Strand London WC2N 5EH	-	-	-	Yes	Yes	Yes	Yes	Yes
Local Authority									
South Tyneside Council	South Tyneside Council Town Hall and Civic Offices Westoe Road South Shields NE33 2RL	X	-	-	Yes	Yes	Yes	Yes	Yes
Sunderland City Council	Sunderland City Council Civic Centre Burdon Road Sunderland SR2 7DN	X	X	-	Yes	Yes	Yes	Yes	Yes
North Tyneside Council	North Tyneside Council Quadrant The Silverlink North Cobalt Business Park North Tyneside NE27 0BY	-	-	-	Yes	Yes	Yes	Yes	
Newcastle City Council	Newcastle City Council Civic Centre Newcastle Upon Tyne NE1 8QH	-	-	-	Yes	Yes	Yes	Yes	
Gateshead Council	Gateshead Council Civic Centre Regent Street Gateshead NE8 1HH	-	-	-	Yes	Yes	Yes	Yes	

Name	Address	Cat 1	Cat 2	Cat 3	Consultation Round				
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County Durham Council	The County Council of Durham County Hall Durham County Durham DH1 5UL	-	-	-	Yes	Yes	Yes	Yes	
Person With Interest In Land									
A Shade Greener (F12) Llp	A Shade Greener (F12) Llp Sterling House Maple Court, Maple Road Tankersley Barnsley S75 3DP	-	-	X		Yes	Yes	Yes	
Ms. Adele Barbara Holliday	Ms. Adele Barbara Holliday 258 Baxter Road Town End Farm Sunderland SR5 4NA	-	-	X		Yes	Yes	Yes	
Mr. Aidan Martin Bradley	Mr. Aidan Martin Bradley 19 Bally Mulligan Road Magherafelt Derry BT45 6ES	-	-	X		Yes	Yes	Yes	
Mr. Alan Hall	Mr. Alan Hall 42 Luke's Terrace Pallion Sunderland SR4 6NF	-	-	X		Yes	Yes	Yes	
Mr. Alan Liddle	Mr. Alan Liddle 49 Benfleet Avenue Sunderland SR5 4RA	-	-	X			Yes		

Name	Address	Cat 1	Cat 2	Cat 3	Consultation Round				
					Non-Statutory 21/11/16 – 06/01/17	Statutory 11/09/17 – 22/10/17	Statutory Supplementary 12/03/18 – 10/04/18	Non-Statutory Supplementary 30/07/18 – 28/08/18	Non-Statutory Supplementary 21/11/18 – 19/12/18
Mr. Alexander Broderick	Mr. Alexander Broderick 252 Baxter Road Sunderland SR5 4NA	-	-	X		Yes	Yes	Yes	
Ms. Alison Ann Hall	Ms. Alison Ann Hall Merchant House 30 Cloth Market Newcastle Upon Tyne NE1 1EE	X	-	-		Yes	Yes	Yes	
Ms. Alison Conlin	Ms. Alison Conlin 180 Newcastle Road Sunderland SR5 1NW	-	-	X		Yes	Yes	Yes	
Ms. Alison Conlin	Ms. Alison Conlin 24 Benton Avenue Town End Farm Sunderland SR5 4NB	-	-	X		Yes	Yes	Yes	
Ms. Alison Gail Conlon	Ms. Alison Gail Conlon 32 Bristol Avenue Town End Farm Sunderland SR5 4QR	-	-	X		Yes	Yes	Yes	
Ms. Alison Jane Young	Ms. Alison Jane Young 1 The Granaries Offerton Sunderland SR4 9JL	-	-	X		Yes	Yes	Yes	
Ms. Alison McMahon	Ms. Alison McMahon 11 Birtley Avenue Town End Farm Sunderland SR5 4LR	-	-	X		Yes	Yes	Yes	

Name	Address	Cat 1	Cat 2	Cat 3	Consultation Round				
					Non-Statutory 21/11/16 – 06/01/17	Statutory 11/09/17 – 22/10/17	Statutory Supplementary 12/03/18 – 10/04/18	Non-Statutory Supplementary 30/07/18 – 28/08/18	Non-Statutory Supplementary 21/11/18 – 19/12/18
Mr. Alistair Gordon Thomson	Mr. Alistair Gordon Thomson 10 Birtley Avenue Sunderland SR5 4LR	-	-	X		Yes	Yes	Yes	
Mr. Allan Gregory Moir	Mr. Allan Gregory Moir 19 Boston Crescent Town End Farm Sunderland SR5 4QS	-	-	X		Yes	Yes	Yes	
Mr. Allan McManus	Mr. Allan McManus 51 Boston Crescent Town End Farm Sunderland SR5 4QS	-	-	X		Yes	Yes	Yes	
Ms. Alma O'Connor	Ms. Alma O'Connor 25 Benton Avenue Sunderland SR5 4NB	-	-	X		Yes	Yes	Yes	
Mr. Andrew Bell	Mr. Andrew Bell 67 The Generals Wood Washington NE38 9BW	-	-	X			Yes		
Mr. Andrew Tait	Mr. Andrew Tait 85 Bathgate Avenue Town End Farm Sunderland SR5 4RE	-	-	X			Yes		
Mr. Andrew Thomas Swinhoe	Mr. Andrew Thomas Swinhoe 186 Baxter Road Sunderland SR5 4LP	-	-	X		Yes	Yes	Yes	
Ms. Andries Johannes Van Der Burgh	Ms. Andries Johannes Van Der Burgh Bridge Cottage Singleton Chichester PO18 0HB	-	-	X		Yes	Yes	Yes	

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Ms. Angela Charlotte Lupino	Ms. Angela Charlotte Lupino Downhill House Downhill Lane West Boldon East Boldon Tyne & Wear NE36 0AX	-	-	X		Yes	Yes	Yes	
Ms. Angela Tivnen	Ms. Angela Tivnen 26 Bristol Avenue Town End Farm Sunderland SR5 4QR	-	-	X			Yes		
Ms. Ann Daniels	Ms. Ann Daniels 1 Morgans Cottages The Square Whimble Exeter EX5 2SP	-	-	X			Yes		
Ms. Ann Marie Weldon	Ms. Ann Marie Weldon 2A Baxter Square Town End Farm Sunderland SR5 4ND	-	-	X		Yes	Yes	Yes	
Ms. Ann Robson	Ms. Ann Robson 30 Boston Street Town End Farm Sunderland SR5 4QT	-	-	X		Yes	Yes	Yes	
Ms. Ann Ross	Ms. Ann Ross 64 Baltimore Avenue Sunderland SR5 4QY	-	-	X			Yes		

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Ms. Anne Baker	Ms. Anne Baker 23 Boston Street Town End Farm Sunderland SR5 4QL	-	-	X			Yes		
Ms. Annie Ho	Ms. Annie Ho 176 Baxter Road Town End Farm Sunderland SR5 4LP	-	-	X		Yes	Yes	Yes	
Mr. Anthony Arthur Jobling	Mr. Anthony Arthur Jobling 78 Bathgate Avenue Town End Farm Sunderland SR5 4RD	-	-	X			Yes		
Mr. Anthony John Adam	Mr. Anthony John Adam 87 Bathgate Avenue Town End Farm Sunderland SR5 4RE	-	-	X			Yes		
Mr. Arnold Theodore Watts	Mr. Arnold Theodore Watts 70 Baltimore Avenue Sunderland SR5 4QY	-	-	X		Yes	Yes	Yes	
Ms. Ashley Humble	Ms. Ashley Humble 170 Baxter Road Town End Farm Sunderland SR5 4LP	-	-	X		Yes	Yes	Yes	
Ms. Avigail Jacobs	Ms. Avigail Jacobs 8 Barking Square Sunderland SR5 4RF	-	-	X			Yes		

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Ms. Barbara Elaine Soulsby	Ms. Barbara Elaine Soulsby 2 Boston Street Sunderland SR5 4QL	-	-	X		Yes	Yes	Yes	
Mr. Barry Cornell	Mr. Barry Cornell 44 Baltimore Avenue Sunderland SR5 4RG	-	-	X			Yes		
Mr. Barry David Henderson	Mr. Barry David Henderson 31 Benton Avenue Sunderland SR5 4NB	-	-	X		Yes	Yes	Yes	
Mr. Barry Lewis Malcolm	Mr. Barry Lewis Malcolm 14 Bristol Avenue Town End Farm Sunderland	-	-	X			Yes		
Mr. Barry Wilson	Mr. Barry Wilson 2 Baxter Square Town End Farm Sunderland SR5 4ND	-	-	X		Yes	Yes	Yes	
Ms. Beatrice Snowdon	Ms. Beatrice Snowdon Elliscope Farm Follingsby Lane West Boldon NE36 0BD	-	X	-		Yes	Yes	Yes	
Mr. Ben Antony Paul Wilson	Mr. Ben Antony Paul Wilson 56 Baltimore Avenue Sunderland SR5 4QY	-	-	X			Yes		
Mr. Ben Joseph Robinson	Mr. Ben Joseph Robinson 45 Bexhill Road Town End Farm Sunderland SR5 4QG	-	-	X			Yes		

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Mr. Benjamin Mark Smith	Mr. Benjamin Mark Smith 57 Boston Street Town End Farm Sunderland SR5 4QT	-	-	X		Yes	Yes	Yes	
Ms. Beverley Dawn Haswell	Ms. Beverley Dawn Haswell 57 Boston Street Town End Farm Sunderland SR5 4QT	-	-	X		Yes	Yes	Yes	
Ms. Beverley Diamond	Ms. Beverley Diamond 2A Barking Crescent Baronshill Estate Town End Farm Sunderland SR5 4QZ	-	-	X			Yes		
Mr. Bret Alan Butler	Mr. Bret Alan Butler 162 Baxter Road Sunderland SR5 4LP	-	-	X		Yes	Yes	Yes	
Mr. Brett Coulson Jacobson	Mr. Brett Coulson Jacobson 23 St. Josephs Close Newcastle Upon Tyne NE12 6BR	X	-	-		Yes	Yes	Yes	Yes
Mr. Brian Head	Mr. Brian Head Ocean Drive St. Georges Terrace Sunderland SR6 9LX	-	-	X			Yes		
Mr. Brian Mossey	Mr. Brian Mossey 3 Baxter Square Sunderland SR5 4ND	-	-	X		Yes	Yes	Yes	

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Mr. Brian Sinclair	Mr. Brian Sinclair 278 Baxter Road Town End Farm Sunderland SR5 4NA	-	-	X		Yes	Yes	Yes	
Ms. Bridget Hall	Ms. Bridget Hall 42 Luke's Terrace Pallion Sunderland SR4 6NF	-	-	X		Yes	Yes	Yes	
BT Group Plc	BT Group Plc BT Centre 81 Newgate Street London EC1A 7AJ	-	X	-			Yes	Yes	
Mr. Carl Camilleri	Mr. Carl Camilleri 32 Benton Avenue Town End Farm Sunderland SR5 4NB	-	-	X		Yes	Yes	Yes	
Mr. Carl James Mattinson	Mr. Carl James Mattinson 25 Beatty Avenue Town End Farm Sunderland SR5 4QP	-	-	X			Yes		
Ms. Carol O'Keefe	Ms. Carol O'Keefe 178 Baxter Avenue Town End Farm Sunderland SR5 4LP	-	-	X		Yes	Yes	Yes	
Ms. Carol Peverley	Ms. Carol Peverley 55 Boston Street Town End Farm Sunderland SR5 4QT	-	-	X		Yes	Yes	Yes	

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Ms. Carole Ciampolillo	Ms. Carole Ciampolillo 9 Boston Crescent Town End Farm Sunderland SR5 4QS	-	-	X		Yes	Yes	Yes	
Ms. Caroline Morrison	Ms. Caroline Morrison 40 Boston Street Town End Farm Sunderland SR5 4QT	-	-	X		Yes	Yes	Yes	
Ms. Caroline Theresa Carr	Ms. Caroline Theresa Carr 75 Bathgate Avenue Town End Farm Sunderland	-	-	X			Yes		
Mr. Cerrone Macdonald Phillips	Mr. Cerrone Macdonald Phillips 24 Redmond Road Sunderland SR5 5PL	-	-	X		Yes	Yes	Yes	
Mr. Charles Henry Hills	Mr. Charles Henry Hills Cemetery Lodge Dipe Lane West Boldon NE35 0PW	-	-	X		Yes	Yes	Yes	
Ms. Christina Alexandra Drury	Ms. Christina Alexandra Drury 25 Bletchley Avenue Town End Farm Sunderland SR5 4LX	-	-	X		Yes	Yes	Yes	
Ms. Christine Close	Ms. Christine Close 16 Boston Street Town End Farm Sunderland SR5 4QL	-	-	X		Yes	Yes	Yes	

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Ms. Christine Eileen Shovlin	Ms. Christine Eileen Shovlin The Chalet Usworth Cottages Washington Road Sunderland SR5 3HX	-	-	X		Yes	Yes	Yes	
Ms. Christine Jennifer Morrison	Ms. Christine Jennifer Morrison 5 Newburn Avenue Sunderland SR5 1LB	-	-	X			Yes		
Ms. Christine Marrs	Ms. Christine Marrs 7 Bletchley Avenue Town End Farm Sunderland SR5 4LX	-	-	X		Yes	Yes	Yes	
Ms. Christine Sinclair	Ms. Christine Sinclair 278 Baxter Road Town End Farm Sunderland SR5 4NA	-	-	X		Yes	Yes	Yes	
Mr. Christopher Green	Mr. Christopher Green 88 Baltimore Avenue Town End Farm Sunderland SR5 4QY	-	-	X		Yes	Yes	Yes	
Mr. Christopher Grieveson	Mr. Christopher Grieveson 5 Poplar Avenue Walkerville Newcastle upon Tyne NE6 4PN	X	-	-		Yes	Yes	Yes	Yes
Mr. Christopher Martin	Mr. Christopher Martin 27 Bletchley Avenue Sunderland SR5 4LX	-	-	X		Yes	Yes	Yes	

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Mr. Christopher William Cleghorn	Mr. Christopher William Cleghorn Regus House 4 Admiral Way Doxford International Business Park Sunderland SR3 3XW	-	-	X			Yes		
Ms. Claire Cockburn	Ms. Claire Cockburn 16 Barking Square Town End Farm Sunderland SR5 4RF	-	-	X			Yes		
Ms. Claire Louise Irving	Ms. Claire Louise Irving 17 Birtley Avenue Town End Farm Sunderland SR5 4LR	-	-	X		Yes	Yes		
Ms. Claire McVeigh	Ms. Claire McVeigh 85 Bathgate Avenue Town End Farm Sunderland SR5 4RE	-	-	X			Yes		
Ms. Clare Head	Ms. Clare Head Ocean Drive St. Georges Terrace Sunderland SR6 9LX	-	-	X		Yes	Yes	Yes	
Clydesdale Bank PLC	Clydesdale Bank PLC c/o Yorkshire Bank 20 Merrion Way Leeds LS2 8NZ	-	X	-		Yes	Yes	Yes	

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Clydesdale Bank PLC	Clydesdale Bank PLC c/o Portfolio Manager Yorkshire Bank First Floor Brunswick Point Leeds LS 8NQ	-	X	-		Yes	Yes	Yes	
Clydesdale Bank PLC	Clydesdale Bank PLC c/o Yorkshire Bank The Company Secretary 30 St Vincent Place Glasgow G1 2HL	-	X	-		Yes	Yes	Yes	
Mr. Colin Arthur Glendenning	Mr. Colin Arthur Glendenning 53 Benfleet Avenue Sunderland SR5 4RA	-	-	X			Yes		
Mr. Colin Lawson Crosby	Mr. Colin Lawson Crosby 16 Bletchley Avenue Town End Farm Sunderland SR5 4LX	-	-	X		Yes	Yes	Yes	
Mr. Damon Daniel Young	Mr. Damon Daniel Young 52 Baltimore Avenue Sunderland SR5 4RG	-	-	X			Yes		
Mr. Daniel Mark May	Mr. Daniel Mark May 82 Baltimore Avenue Town End Farm Sunderland SR5 4QY	-	-	X		Yes	Yes	Yes	

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Ms. Danielle Jane Hafferty	Ms. Danielle Jane Hafferty 54 Baltimore Avenue Sunderland SR5 4QY	-	-	X			Yes		
Ms. Danielle Russell	Ms. Danielle Russell 8 Birtley Avenue Town End Farm Tyne And Wear SR5 4LR	-	-	X		Yes	Yes	Yes	
Ms. Danielle Waites	Ms. Danielle Waites 18 Baxter Square Sunderland SR5 4ND	-	-	X		Yes	Yes	Yes	
Ms. Danielle Wanless	Ms. Danielle Wanless 74 Baltimore Avenue Sunderland SR5 4QY	-	-	X		Yes	Yes	Yes	
Mr. Darren Anthony Longstaff	Mr. Darren Anthony Longstaff 12 Bletchley Avenue Town End Farm Sunderland SR5 4LX	-	-	X		Yes	Yes	Yes	
Mr. Darryl John Cullerton	Mr. Darryl John Cullerton 71 Southside Gardens Sunderland SR4 0NP	-	-	X		Yes	Yes	Yes	
Mr. David Alan Goodfellow	Mr. David Alan Goodfellow 21 Valley View Washington Tyne & Wear NE38 8SL	-	-	X		Yes	Yes	Yes	

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Mr. David Andrew Gray	Mr. David Andrew Gray Broadwood Hall Lanchester Durham County Durham DH7 0TD	-	-	X		Yes	Yes	Yes	
Mr. David Alexander Head	Mr. David Alexander Head 1 Goalmouth Close Sunderland SR6 9TR	-	-	X			Yes		
Mr. David Eric Lonsdale	Mr. David Eric Lonsdale 152 Baltimore Avenue Sunderland SR5 4QU	-	-	X		Yes	Yes		
Mr. David James Natrass	Mr. David James Natrass 12 Graythwaite Chester le Street Co Durham DH2 2UH	X	-	-		Yes	Yes	Yes	
Mr. David Johnathan Horvath	Mr. David Johnathan Horvath 1 Usworth Cottages Washington Road Sunderland SR5 3JA	-	-	X		Yes	Yes	Yes	
Mr. David Joseph Brown	Mr. David Joseph Brown 56 Bathgate Avenue Town End Farm Sunderland SR5 4RD	-	-	X			Yes		
Mr. David Kenneth Davis	Mr. David Kenneth Davis 19 Gibbs Green Edgware HA8 9RS	-	-	X		Yes	Yes	Yes	
Mr. David Norman Daws	Mr. David Norman Daws 10 Baxter Square Sunderland SR5 4ND	-	-	X		Yes	Yes	Yes	

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Mr. David Sandy	Mr. David Sandy 55 Boston Crescent Town End Farm Sunderland SR5 4QS	-	-	X		Yes	Yes	Yes	
Mr. David Vaughan Bradford	Mr. David Vaughan Bradford 30a Boston Street Baronshill Sunderland SR5 4QT	-	-	X		Yes	Yes	Yes	
Mr. Davinder Singh Kandola	Mr. Davinder Singh Kandola 113 Western Way Ponteland Newcastle Upon Tyne NE20 9LY	X	X	-		Yes	Yes	Yes	
Ms. Dawn Sheriff	Ms. Dawn Sheriff 128 Baltimore Avenue Sunderland SR5 4QX	-	-	X		Yes	Yes	Yes	
Ms. Deborah Ann Arkley	Ms. Deborah Ann Arkley 2A Birtley Avenue Barrons Hill Town End Farm Sunderland SR5 4LR	-	-	X		Yes	Yes	Yes	
Ms. Deborah Dixon	Ms. Deborah Dixon 152 Baltimore Avenue Sunderland SR5 4QU	-	-	X		Yes	Yes	Yes	
Ms. Deborah Mattinson	Ms. Deborah Mattinson 25 Beatty Avenue Town End Farm Sunderland SR5 4QP	-	-	X			Yes		

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Ms. Denise Peffer	Ms. Denise Peffer 10 Beatty Avenue Town End Farm Sunderland SR5 4QP	-	-	X			Yes		
Ms. Denise Rennison	Ms. Denise Rennison 19 Beatty Avenue Town End Farm Sunderland SR5 4QP	-	-	X			Yes		
Mr Dennis Gilhespy	Mr Dennis Gilhespy West House Farm Newcastle Road West Boldon Tyne & Wear NE36 0BG	X	-	-			Yes	Yes	
Mr. Dennis Keith O'Connor	Mr. Dennis Keith O'Connor 25 Benton Avenue Sunderland SR5 4NB	-	-	X		Yes	Yes	Yes	
Mr. Derek Ian Graham	Mr. Derek Ian Graham 21 Boston Crescent Town End Farm Sunderland SR5 4QS	-	-	X		Yes	Yes	Yes	
Ms. Desiree Smith	Ms. Desiree Smith 14 Benton Avenue Sunderland SR5 4NB	-	-	X		Yes	Yes	Yes	
Mr. Desmond Slone	Mr. Desmond Slone 35 Benton Avenue Town End Farm Sunderland SR5 4NB	-	-	X		Yes	Yes	Yes	

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Ms. Diana Carole Wentworth Cowie	Ms. Diana Carole Wentworth Cowie c/o Blackett Hart & Pratt Llp Westgate House Faverdale Industrial Estate Darlington DL3 0PZ	-	-	X			Yes		
Ms. Dianne Talbot	Ms. Dianne Talbot 21 Mallard Close Washington Tyne And Wear NE38 0ER	X	-	-		Yes	Yes	Yes	
Mr. Dion Porteus	Mr. Dion Porteus 188 Baxter Road Sunderland SR5 4LP	-	-	X		Yes	Yes	Yes	
Ms. Donna Marie Giles	Ms. Donna Marie Giles 44 Baltimore Avenue Sunderland SR5 4RG	-	-	X			Yes		
Ms. Donna Marie Johnstone	Ms. Donna Marie Johnstone 10 Bletchley Avenue Sunderland SR5 4LX	-	-	X		Yes	Yes	Yes	
Ms. Doreen Lee	Ms. Doreen Lee 164 Baxter Road Town End Farm Sunderland SR5 4LP	-	-	X		Yes	Yes	Yes	
Ms. Dorothy Barkes	Ms. Dorothy Barkes 256 Baxter Road Town End Farm Sunderland SR5 4NA	-	-	X		Yes	Yes	Yes	

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Mr. Douglas John Fenwick	Mr. Douglas John Fenwick 68 Baltimore Avenue Town End Farm Sunderland SR5 4QY	-	-	X		Yes	Yes	Yes	
Mr. Duncan Edward Wilkinson	Mr. Duncan Edward Wilkinson 8 Birtley Avenue Town End Farm Tyne And Wear SR5 4LR	-	-	X		Yes	Yes	Yes	
Ms. Dympna Catherine Bradley	Ms. Dympna Catherine Bradley 19 Bally Mulligan Road Magherafelt Derry BT45 6ES	-	-	X		Yes	Yes	Yes	
Mr. Edward Clark	Mr. Edward Clark 41 Boston Crescent Town End Farm Sunderland SR5 4QS	-	-	X		Yes	Yes	Yes	
Mr. Edward James Cleary	Mr. Edward James Cleary 115 Woodlands View West Rainton Tyne And Wear D84 6RJ	X	-	-			Yes	Yes	Yes
Ms. Elaine Barbara Addison Middlemist	Ms. Elaine Barbara Addison Middlemist 27 Benton Avenue Town End Farm Sunderland SR5 4NB	-	-	X		Yes	Yes	Yes	
Ms. Elaine Margaret Ely	Ms. Elaine Margaret Ely 6 Baxter Square Town End Farm Sunderland SR5 4ND	-	-	X		Yes	Yes	Yes	

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Ms. Elizabeth Mcnaught	Ms. Elizabeth Mcnaught 14 Birtley Avenue Sunderland SR5 4LR	-	-	X		Yes	Yes	Yes	
Empower Community Solar 1 Llp	Empower Community Solar 1 LLP 10 Queen Street Place London EC4R 1BE	-	-	X		Yes	Yes	Yes	
Energis Communication Limited	Energis Communication Limited Vodafone House The Connection Newbury Berkshire RG14 2FN	-	-	X		Yes	Yes	Yes	
Ms. Frances Hilary Carpenter	Ms. Frances Hilary Carpenter Homecroft, Gelsmoor Road Coleorton, Coalville Leicestershire LE67 8JF	-	-	X			Yes		
Mr. Frank Clinton	Mr. Frank Clinton 49 Boston Street Town End Farm Sunderland SR5 4QT	-	-	X			Yes		
Mr. Frederick Barnes	Mr. Frederick Barnes 18 Boston Street Sunderland SR5 4QL	-	-	X		Yes	Yes	Yes	
G And M Property Rentals Limited	G And M Property Rentals Limited 55 Fairfield Buntingford SG9 9NY	-	-	X		Yes	Yes	Yes	

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Ms. Gail Jones	Ms. Gail Jones 4 Baltimore Avenue Town End Farm Sunderland SR5 4RG	-	-	X			Yes		
Mr. Gareth Anthony O'Connor	Mr. Gareth Anthony O'Connor 1 Morgans Cottages The Square Whimble Exeter EX5 2SP	-	-	X			Yes		
Mr. Gareth Edward Collins	Mr. Gareth Edward Collins 40 Boston Street Town End Farm Sunderland SR5 4QT	-	-	X		Yes	Yes	Yes	
Mr. Gareth Lyndon Baldwin	Mr. Gareth Lyndon Baldwin 52 Ormonde Street Sunderland SR4 7PJ	-	-	X		Yes	Yes	Yes	
Mr. Gary Brown	Mr. Gary Brown 59 Bexhill Road Town End Farm Sunderland SR5 4QH	-	-	X			Yes		
Mr. Gary Thubron	Mr. Gary Thubron 8 Beatty Avenue Town End Farm Sunderland SR5 4QP	-	-	X			Yes		
Mr. Gavin Anthony Gray	Mr. Gavin Anthony Gray 10 Bletchley Avenue Sunderland SR5 4LX	-	-	X		Yes	Yes	Yes	

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Ms. Gemma Phillips	Ms. Gemma Phillips 7 Benton Avenue Sunderland SR5 4NB	-	-	X		Yes	Yes	Yes	
Gentoo Group Limited	Gentoo Group Limited Emperor House 2 Emperor Way Doxford International Business Park Sunderland SR3 3XR	X	X	-		Yes	Yes	Yes	
Mr. Geoff Alderslade	West Fellgate Farm Wardley Gateshead NE10 8YP	X	-	-			Yes	Yes	
Mr. George Dodsworth	Mr. George Dodsworth Downhill Farm Downhill Lane West Boldon Tyne & Wear NE36 0AX	-	-	X		Yes	Yes	Yes	
Mr. George Kevin Spencer	Mr. George Kevin Spencer 192 Baxter Road Sunderland Tyne and Wear SR5 4LP	-	-	X		Yes	Yes	Yes	
Mr. Gideon Miles Jacobs	Mr. Gideon Miles Jacobs 8 Barking Square Sunderland SR5 4RF	-	-	X			Yes	Yes	
Mr. Glenn Priestley	Mr. Glenn Priestley 22 Beatty Avenue Town End Farm Sunderland SR5 4QP	-	-	X		Yes	Yes	Yes	

Name	Address	Cat 1	Cat 2	Cat 3	Consultation Round				
					Non-Statutory 21/11/16 – 06/01/17	Statutory 11/09/17 – 22/10/17	Statutory Supplementary 12/03/18 – 10/04/18	Non-Statutory Supplementary 30/07/18 – 28/08/18	Non-Statutory Supplementary 21/11/18 – 19/12/18
Mr. Glyn James Carter	Mr. Glyn James Carter 32 Boston Street Sunderland Tyne & Wear SR5 4QT	-	-	X		Yes	Yes	Yes	
Mr. Gordon O'Leary	Mr. Gordon O'Leary 33 Boston Crescent Town End Farm Sunderland SR5 4QS	-	-	X		Yes	Yes	Yes	
Mr. Graham Close	Mr. Graham Close 16 Boston Street Town End Farm Sunderland SR5 4QL	-	-	X		Yes	Yes	Yes	
Ms. Gwini Mushangwe	Ms. Gwini Mushangwe 8 Benton Avenue Sunderland SR5 4NB	-	-	X		Yes	Yes	Yes	
Mr. Harry Carlyle Gibson	Mr. Harry Carlyle Gibson Laburnum Cottage North Road East Boldon NE36 0DJ	-	-	X		Yes	Yes	Yes	
Mr. Harold Braley	Mr. Harold Braley 10 Bathgate Avenue Town End Farm Sunderland SR5 4QN	-	-	X			Yes		
Ms. Helen Elizabeth Proud	Ms. Helen Elizabeth Proud West Moor Farm Washington Road Sunderland SR5 3HY	-	X	-		Yes	Yes	Yes	

Name	Address	Cat 1	Cat 2	Cat 3	Consultation Round				
					Non-Statutory 21/11/16 – 06/01/17	Statutory 11/09/17 – 22/10/17	Statutory Supplementary 12/03/18 – 10/04/18	Non-Statutory Supplementary 30/07/18 – 28/08/18	Non-Statutory Supplementary 21/11/18 – 19/12/18
Ms. Helen Ferguson	Ms. Helen Ferguson 2 Baxter Square Town End Farm Sunderland SR5 4ND	-	-	X		Yes	Yes	Yes	
Ms. Helen Isobel Day	Ms. Helen Isobel Day 180 Baxter Road Sunderland SR5 4LP	-	-	X		Yes	Yes	Yes	
Ms. Helena Cumming	Ms. Helena Cumming 12 Boston Crescent Sunderland SR5 4QS	-	-	X		Yes	Yes	Yes	
Hellens Land Limited	Hellens Land Limited Teal House 10 Teal Farm Way Teal Farm Park Washington Tyne & Wear NE38 8BG	-	X	-		Yes	Yes	Yes	
Highways England Company Limited	Highways England Company Limited care of The Company Secretary Bridge House 1 Walnut Tree Close Guildford Surrey GU1 4LZ	X	-	-		Yes	Yes	Yes	
Highways England Company Limited	Highways England Company Limited care of Highways England Company Limited National Property Management and Disposal Ash House Falcon Road Sowton Exeter EX2 7LB	X	-	-		Yes	Yes	Yes	

Name	Address	Cat 1	Cat 2	Cat 3	Consultation Round				
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IAMP LLP	Sunderland City Council, PO Box 100, Civic Centre, Sunderland, SR2 7DN	X	X	-			Yes	Yes	
IAMP LLP	IAMP LLP Town Hall And Civic Offices Westoe Road South Shields NE33 2RL	X	X	-			Yes	Yes	
Mr. Ian David Walmsley	Mr. Ian David Walmsley 2A Birtley Avenue Barrons Hill Town End Farm Sunderland Tyne & Wear SR5 4LR	-	-	X		Yes	Yes	Yes	
Mr. Ian Forster	Mr. Ian Forster 1 The Close Church Lane Whitburn Tyne And Wear SR6 7JN	-	-	X			Yes		
Mr. Ian Hannent	Mr. Ian Hannent 33 Benton Avenue Sunderland SR5 4NB	-	-	X		Yes	Yes	Yes	
Mr. Ian Marley	Mr. Ian Marley Baltal Whitesmocks Durham DH1 4LQ	X	-	-		Yes	Yes	Yes	

Name	Address	Cat 1	Cat 2	Cat 3	Consultation Round				
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Mr. Ian Mcdonald	Mr. Ian Mcdonald 11 Benfleet Avenue Town End Farm Sunderland SR5 4RB	-	-	X		Yes	Yes	Yes	
Mr. Ian Pettitt	Mr. Ian Pettitt 20 Bletchley Avenue Town End Farm Sunderland SR5 4LX	-	-	X		Yes	Yes	Yes	
Mr. Ian Robert Jones	Mr. Ian Robert Jones 4 Baltimore Avenue Town End Farm Sunderland SR5 4RG	-	-	X			Yes		
Ms. Irene Elizabeth Davison	Ms. Irene Elizabeth Davison 87 Leander Drive Henley Way Boldon Tyne & Wear	X	-	-			Yes	Yes	
Ms. Jacqueline Mason	Ms. Jacqueline Mason 9 Bletchley Avenue Town End Farm Sunderland SR5 4LX	-	-	X		Yes	Yes	Yes	
Ms. Jacqueline Walker	Ms. Jacqueline Walker 45 Boston Crescent Sunderland SR5 4QS	-	-	X		Yes	Yes	Yes	
Mr. James Bell	Mr. James Bell 168 Baxter Road Town End Farm Sunderland SR5 4LP	-	-	X		Yes	Yes	Yes	

Name	Address	Cat 1	Cat 2	Cat 3	Consultation Round				
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Mr. James Edward Bell	Mr. James Edward Bell 16 Boston Crescent Sunderland Tyne And Wear SR5 4QS	-	-	X		Yes	Yes	Yes	
Mr. James Edward Morgan	Mr. James Edward Morgan 12 Boston Crescent Sunderland SR5 4QS	-	-	X		Yes	Yes	Yes	
Mr. James Elliott	Mr. James Elliott 23 Gorleston Way Blakeney Woods Chapel Garth Sunderland SR3 2NL	-	-	X		Yes	Yes	Yes	
Mr. James Henry Henderson	Mr. James Henry Henderson 16 Benton Avenue Town End Farm Sunderland SR5 4NB	-	-	X		Yes	Yes	Yes	
Mr. James Murphy	Mr. James Murphy 126 Baltimore Avenue Town End Farm Sunderland SR5 4QX	-	-	X		Yes	Yes	Yes	
Ms. Janice Henderson	Ms. Janice Henderson 31 Benton Avenue Sunderland SR5 4NB	-	-	X		Yes	Yes	Yes	
Ms. Janine Daws	Ms. Janine Daws 10 Baxter Square Sunderland SR5 4ND	-	-	X		Yes	Yes	Yes	

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Mr. Jason Charlton	Mr. Jason Charlton Screen Services Properties Cartmell Business Centre Shields Road Pelaw Tyne & Wear NE10 0QD	-	-	X		Yes	Yes	Yes	
Mr. Jason Charlton	Mr. Jason Charlton The Bungalow Hylton Bridge Farm West Boldon Tyne and Wear NE36 0BB	-	-	X		Yes	Yes	Yes	
Mr. Jawid Iqbal	Mr. Jawid Iqbal 4 Marwell Drive Usworth Washington Tyne And Wear NE37 3LR	X	-	-		Yes	Yes	Yes	
Ms. Jayne Bell	Ms. Jayne Bell 168 Baxter Road Town End Farm Sunderland SR5 4LP	-	-	X		Yes	Yes	Yes	
JBP Real Estate Limited	JBP Real Estate Limited 76 Baltimore Avenue Sunderland SR5 4QY	-	-	X		Yes	Yes	Yes	
JBP Real Estate Limited	JBP Real Estate Limited 30a Whitburn Road Cleadow Sunderland SR6 7QP	-	-	X		Yes	Yes	Yes	

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JCS Property Management Limited	JCS Property Management Limited 79 Twycross Road Burbage Hinckley LE10 2SF	-	-	X			Yes		
Ms. Jean Carter	Ms. Jean Carter 38 Boston Street Sunderland Tyne & Wear SR5 4QT	-	-	X		Yes	Yes	Yes	
Ms. Jean Murray	Ms. Jean Murray 59 Bexhill Road Town End Farm Sunderland SR5 4QH	-	-	X			Yes		
Ms. Jeanette Abdu	Ms. Jeanette Abdu The White House Hylton Bridge Farm West Boldon East Boldon NE36 0BB	-	-	X		Yes	Yes	Yes	
Ms. Jeanette Clennell	Ms. Jeanette Clennell 24 Beatty Avenue Town End Farm Sunderland SR5 4QP	-	-	X		Yes	Yes	Yes	
Ms. Jeanette Petty	Ms. Jeanette Petty 60 Baltimore Avenue Sunderland SR5 4QY	-	-	X			Yes		
Mr. Jeffrey Douglas Byron	Mr. Jeffrey Douglas Byron 5 Usworth Cottages Washington Road North Hylton Sunderland SR5 3JA	-	-	X		Yes	Yes	Yes	

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Ms. Jennifer Pearson	Ms. Jennifer Pearson 4 Usworth Cottages Washington Road Sunderland SR5 3JA	-	-	X		Yes	Yes	Yes	
Ms. Joan Appleby	Ms. Joan Appleby 53 Bexhill Road Town End Farm Sunderland SR5 4QG	-	-	X			Yes		
Ms. Joan Natrass	Ms. Joan Natrass 6 Castle View Chester Le Street County Durham DH3 3XA	X	-	-		Yes	Yes	Yes	
Ms. Joan Naylor	Ms. Joan Naylor Rheola 12 Fakes Road Great Yarmouth Norfolk NR29 4JL	-	-	X		Yes	Yes	Yes	
Ms. Joanne Horn	Ms. Joanne Horn 23 Benton Avenue Sunderland SR5 4NB	-	-	X		Yes	Yes	Yes	
Ms. Joanne Lukeman	Ms. Joanne Lukeman 140 Baltimore Avenue Town End Farm Sunderland SR5 4QU	-	-	X		Yes	Yes	Yes	
Ms. Joanne Lynne Graham	Ms. Joanne Lynne Graham 21 Boston Crescent Town End Farm Sunderland SR5 4QS	-	-	X		Yes	Yes	Yes	

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Mr. John Allan Smith	Mr. John Allan Smith 14 Benton Avenue Sunderland SR5 4NB	-	-	X		Yes	Yes	Yes	
Mr. John Anthony Carpenter	Mr. John Anthony Carpenter Homecroft, Gelsmoor Road Coleorton, Coalville Leicestershire LE67 8JF	-	-	X			Yes		
Mr. John Ayre	Mr. John Ayre 28a Boston Street Sunderland SR5 4QL	-	-	X		Yes	Yes	Yes	
Mr. John Barnes	Mr. John Barnes 2 Usworth Cottages Washington Road Sunderland Tyne And Wear SR5 3JA	-	-	X		Yes	Yes	Yes	
Mr. John Diamond	Mr. John Diamond 2A Barking Crescent Baronshill Estate Town End Farm Sunderland SR5 4QZ	-	-	X			Yes		
Mr. John Emmerson	Mr. John Emmerson Downhill Cottage Downhill Lane West Boldon Tyne & Wear NE36 0AX	-	-	X		Yes	Yes	Yes	
Mr. John Frederick Applegarth	Mr. John Frederick Applegarth 28 Benton Avenue Sunderland Tyne And Wear SR5 4NB	-	-	X		Yes	Yes	Yes	

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Mr. John George Campbell	Mr. John George Campbell 41 Reigate Square Cramlington Northumberland NE23 1NW	-	-	X		Yes	Yes	Yes	
Mr. John James Cape	Mr. John James Cape 30 Bristol Avenue Town End Farm Sunderland SR5 4QR	-	-	X		Yes	Yes	Yes	
Mr. John Robson	Mr. John Robson 30 Boston Street Town End Farm Sunderland SR5 4QT	-	-	X		Yes	Yes	Yes	
Mr. John Terence Scrafton	Mr. John Terence Scrafton 12 Bathgate Avenue Town End Farm Sunderland SR5 4QN	-	-	X			Yes		
Mr. John Thomas Geldart	Mr. John Thomas Geldart 15 Beatty Avenue Town End Farm Sunderland SR5 4QP	-	-	X			Yes		
Mr. John Tindle Barnes	Mr. John Tindle Barnes Belle Vue Villa Belle Vue Lane East Boldon Tyne & Wear NE36 0AN	-	-	X		Yes	Yes	Yes	

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Mr. Joseph Taroni	Mr. Joseph Taroni 16 Angram Drive Newminster Park Grangetown Sunderland SR2 7RD	-	-	X		Yes	Yes	Yes	
Mr. Joseph Tivnen	Mr. Joseph Tivnen 18 Honister Drive Sunderland SR5 1PA	-	-	X		Yes	Yes	Yes	
Ms. Judith Ann Baxter	Ms. Judith Ann Baxter 22 Beatty Avenue Town End Farm Sunderland SR5 4QP	-	-	X		Yes	Yes	Yes	
Ms. Judith Elliott	Ms. Judith Elliott 23 Gorleston Way Blakeney Woods Chapel Garth Sunderland SR3 2NL	-	-	X		Yes	Yes	Yes	
Ms. Judith Mary Smith	Ms. Judith Mary Smith West Moor Farm Washington Road Sunderland SR5 3HY	-	X	-		Yes	Yes	Yes	
Ms. Julia Spencer	Ms. Julia Spencer 192 Baxter Road Sunderland Tyne and Wear SR5 4LP	-	-	X		Yes	Yes	Yes	
Ms. Julian Paul Turner	Ms. Julian Paul Turner 140 Baltimore Avenue Town End Farm Sunderland SR5 4QU	-	-	X		Yes	Yes	Yes	

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Ms. Julie Alcock	Ms. Julie Alcock 14 Boston Crescent Town End Farm Sunderland SR5 4QS	-	-	X		Yes	Yes	Yes	
Ms. Julie Bell	Ms. Julie Bell 19 Boston Crescent Town End Farm Sunderland SR5 4QS	-	-	X		Yes	Yes	Yes	
Ms. Julie King	Ms. Julie King 21 Benton Avenue Sunderland SR5 4NB	-	-	X		Yes	Yes	Yes	
Ms. Julie Maxwell	Ms. Julie Maxwell 11 Boston Crescent Sunderland SR5 4QS	-	-	X		Yes	Yes	Yes	
Ms. June Barber	Ms. June Barber 30 Benton Avenue Town End Farm Sunderland SR5 4NB	-	-	X		Yes	Yes	Yes	
Ms. June Daymond	Ms. June Daymond 87 Bexhill Road Sunderland SR5 4QH	-	-	X			Yes		
Ms. Karen Bradford	Ms. Karen Bradford 30a Boston Street Baronshill Sunderland SR5 4QT	-	-	X		Yes	Yes	Yes	

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Ms. Karen Davison	Ms. Karen Davison 150 Baltimore Avenue Town End Farm Sunderland SR5 4QU	-	-	X		Yes	Yes	Yes	
Ms. Kathleen Elizabeth Conlon	Ms. Kathleen Elizabeth Conlon 10 Barking Square Town End Farm Sunderland SR5 4RF	-	-	X			Yes		
Ms. Kathleen Haynes	Ms. Kathleen Haynes Scots House Farm Newcastle Road West Boldon Tyne & Wear	-	-	X			Yes		
Ms. Kathleen Thubron	Ms. Kathleen Thubron 8 Beatty Avenue Town End Farm Sunderland SR5 4QP	-	-	X			Yes		
Ms. Katie Margaret Cockburn	Ms. Katie Margaret Cockburn 1 Barking Crescent Sunderland SR5 4QZ	-	-	X			Yes		
Ms. Katrina Joan Pettitt	Ms. Katrina Joan Pettitt 20 Bletchley Avenue Town End Farm Sunderland SR5 4LX	-	-	X		Yes	Yes	Yes	
Ms. Katy Johnson	Ms. Katy Johnson 3 Okehampton Drive Houghton Le Spring DH4 4YA	-	-	X		Yes	Yes	Yes	

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Mr. Keith Chapman	Mr. Keith Chapman 8 Boston Street Town End Farm Sunderland SR5 4QL	-	-	X		Yes	Yes	Yes	
Mr. Keith Frederick Henson	Mr. Keith Frederick Henson 4 Boston Street Town End Farm Sunderland SR5 4QL	-	-	X		Yes	Yes	Yes	
Mr. Keith Petty	Mr. Keith Petty 60 Baltimore Avenue Sunderland SR5 4QY	-	-	X			Yes		
Mr. Keith William Clennell	Mr. Keith William Clennell 24 Beatty Avenue Town End Farm Sunderland SR5 4QP	-	-	X		Yes	Yes	Yes	
Ms. Kelly Hindmarsh	Ms. Kelly Hindmarsh 184 Baxter Road Town End Farm Sunderland SR5 2RP	-	-	X		Yes	Yes	Yes	
Ms. Kelly Lawson	Ms. Kelly Lawson 23 Boston Crescent Town End Farm Sunderland SR5 4QS	-	-	X		Yes	Yes	Yes	
Ms. Kelly Whelam	Ms. Kelly Whelam 180 Newcastle Road Sunderland Tyne And Wear SR5 1NW	-	-	X		Yes	Yes	Yes	

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Mr. Kevin Allan Ely	Mr. Kevin Allan Ely 6 Baxter Square Town End Farm Sunderland SR5 4ND	-	-	X		Yes	Yes	Yes	
Mr. Kevin David Armstrong	Mr. Kevin David Armstrong 5 Baxter Square Town End Farm Sunderland SR5 4ND	-	-	X		Yes	Yes	Yes	
Mr. Kevin Gerard Parker	Mr. Kevin Gerard Parker 4 The Close Cleadow Tyne & Wear	X	-	-			Yes		
Mr. Kevin Michael Pyle	Mr. Kevin Michael Pyle 37 Boston Crescent Town End Farm Sunderland SR5 4QS	-	-	X		Yes	Yes	Yes	
Mr. Kevin Sheriff	Mr. Kevin Sheriff 128 Baltimore Avenue Sunderland SR5 4QX	-	-	X		Yes	Yes	Yes	
Ms. Kim Marie Farquhar	Ms. Kim Marie Farquhar 57 Bexhill Road Town End Farm Sunderland SR5 4QG	-	-	X			Yes		
Kingston Property Services Limited	Kingston Property Services Limited Beaminster Way East Newcastle Upon Tyne NE3 2ER	-	-	X		Yes	Yes	Yes	
Mr. Kingstone Mushangwe	Mr. Kingstone Mushangwe 8 Benton Avenue Sunderland SR5 4NB	-	-	X		Yes	Yes	Yes	

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Ms. Kim Marie Farquhar	Ms. Kim Marie Farquhar 57 Bexhill Road Town End Farm Sunderland SR5 4QG	-	-	X			Yes		
Ms. Kirstien Mabon	Ms. Kirstien Mabon 51 The Coppice Easington Colliery Peterlee Co Durham SR8 3NU	-	-	X		Yes	Yes	Yes	
Mr. Kyle Michael Nesbitt	Mr. Kyle Michael Nesbitt 14 Boston Crescent Town End Farm Sunderland SR5 4QS	-	-	X		Yes	Yes	Yes	
Ms. Laura Ashleigh Denise Middlemiss	Ms. Laura Ashleigh Denise Middlemiss 87 Bathgate Avenue Town End Farm Sunderland SR5 4RE	-	-	X			Yes		
Ms. Leanne Michelle Smith	Ms. Leanne Michelle Smith 162 Baxter Road Sunderland SR5 4LP	-	-	X		Yes	Yes	Yes	
Ms. Leanne Riley	Ms. Leanne Riley 18 Baxter Square Sunderland SR5 4ND	-	-	X		Yes	Yes	Yes	
Mr. Lee Anthony Nightingale	Mr. Lee Anthony Nightingale Downhill Cottage Downhill Lane West Boldon Tyne & Wear NE36 0AX	-	-	X		Yes	Yes	Yes	

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Mr. Lee Broadwith	Mr. Lee Broadwith 1 The Granaries Offerton Sunderland SR4 9JL	-	-	X		Yes	Yes	Yes	
Ms. Leigh Ebdon	Ms. Leigh Ebdon 52 Baltimore Avenue Sunderland SR5 4RG	-	-	X			Yes		
Ms. Lesley Anne Mugridge	Ms. Lesley Anne Mugridge 42 Baltimore Avenue Town End Farm Sunderland SR5 4RG	-	-	X			Yes		
Ms. Lesley Joan Kay	Ms. Lesley Joan Kay 4 Bletchley Avenue Town End Farm Sunderland SR5 4LX	-	-	X		Yes	Yes	Yes	
Ms. Linda Elizabeth Crosby	Ms. Linda Elizabeth Crosby 16 Bletchley Avenue Town End Farm Sunderland SR5 4LX	-	-	X		Yes	Yes	Yes	
Ms. Linda Green	Ms. Linda Green 19 Benton Avenue Sunderland Tyne and Wear SR5 4NB	-	-	X		Yes	Yes	Yes	
Ms. Lisa Marie Brown	Ms. Lisa Marie Brown 182 Baxter Road Sunderland SR5 4LP	-	-	X		Yes	Yes	Yes	

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Ms. Lisa Marie Davison	Ms. Lisa Marie Davison 2 Benfleet Avenue Town end Farm Sunderland SR5 4RB	-	-	X		Yes	Yes	Yes	
Ms. Lisa Williams	Ms. Lisa Williams 126 Baltimore Avenue Town End Farm Sunderland SR5 4QX	-	-	X		Yes	Yes	Yes	
Ms. Lorraine Forshaw	Ms. Lorraine Forshaw 39 Boston Crescent Sunderland SR5 4QS	-	-	X		Yes	Yes	Yes	
Ms. Louisa Old	Ms. Louisa Old 1a Benton Avenue Town End Farm Sunderland SR5 4NB	-	-	X		Yes	Yes	Yes	
Mr. Lukasz Grzegorz Swidrak	Mr. Lukasz Grzegorz Swidrak 26 Baltimore Avenue Sunderland SR5 4RG	-	-	X			Yes		
Ms. Lynda Marie Cleugh	Ms. Lynda Marie Cleugh 138 Baltimore Avenue Town End Farm Sunderland SR5 4QU	-	-	X		Yes	Yes	Yes	
Ms. Lynn Cummings	Ms. Lynn Cummings 22 Baltimore Avenue Baronshill Town End Farm Sunderland	-	-	X			Yes		

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Ms. Lynsey Button	Ms. Lynsey Button 10 Boston Crescent Town End Farm Sunderland SR5 4QS	-	-	X		Yes	Yes	Yes	
Ms. Lynsey Vida Barnes	Ms. Lynsey Vida Barnes 18 Boston Street Sunderland SR5 4QL	-	-	X		Yes	Yes	Yes	
Ms. Margaret Ann Jobling	Ms. Margaret Ann Jobling 78 Bathgate Avenue Town End Farm Sunderland SR5 4RD	-	-	X			Yes		
Ms. Margaret Barnes	Ms. Margaret Barnes 2 Usworth Cottages Washington Road Sunderland Tyne And Wear SR5 3JA	-	-	X		Yes	Yes	Yes	
Ms. Margaret Corbett	Ms. Margaret Corbett 9 Birtley Avenue Sunderland SR5 4LR	-	-	X		Yes	Yes	Yes	
Ms. Margaret Elizabeth Scrafton	Ms. Margaret Elizabeth Scrafton 12 Bathgate Avenue Town End Farm Sunderland SR5 4QN	-	-	X			Yes		
Ms. Margaret Elizabeth Willis	Ms. Margaret Elizabeth Willis 12 Barking Square Sunderland SR5 4RF	-	-	X			Yes		

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Ms. Margaret Ellen Dixon	Ms. Margaret Ellen Dixon 254 Baxter Road Town End Farm Sunderland SR5 4NA	-	-	X		Yes	Yes	Yes	
Ms. Margaret Grieveson	Ms. Margaret Grieveson Red House Jesmond Park East Newcastle upon Tyne NE7 7BT	X	-	-		Yes	Yes	Yes	
Ms. Margaret Horvath	Ms. Margaret Horvath 3 Usworth Cottages Washington Road Sunderland SR5 3JA	-	-	X		Yes	Yes	Yes	
Ms. Margaret McKeever	Ms. Margaret McKeever 14 Bathgate Square Town End Farm Sunderland SR5 4RQ	-	-	X			Yes		
Ms. Marie Appleton	Ms. Marie Appleton 248 Baxter Road Townend Farm Sunderland SR5 4NA	-	-	X		Yes	Yes	Yes	
Ms. Marie Karen Broderick	Ms. Marie Karen Broderick 252 Baxter Road Sunderland SR5 4NA	-	-	X		Yes	Yes	Yes	
Ms. Marilyn Margaret Jacobson	Ms. Marilyn Margaret Jacobson 1 The Drive Longbenton Newcastle Upon Tyne NE7 7SY	X	-	-		Yes	Yes	Yes	

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Ms. Marion O'Leary	Ms. Marion O'Leary 33 Boston Crescent Town End Farm Sunderland SR5 4QS	-	-	X		Yes	Yes	Yes	
Mr. Mark Edward Richardson	Mr. Mark Edward Richardson 2A Benfleet Avenue Town End Farm Sunderland SR5 4RB	-	-	X		Yes	Yes	Yes	
Mr. Mark Mccartney	Mr. Mark Mccartney 32 Bristol Avenue Town End Farm Sunderland SR5 4QR	-	-	X		Yes	Yes	Yes	
Mr. Martin Alan Bennett	Mr. Martin Alan Bennett 75 Bathgate Avenue Town End Farm Sunderland	-	-	X			Yes		
Mr. Martin Curry	Mr. Martin Curry 21 Abingdon Court Newcastle Upon Tyne NE3 2YQ	-	-	X		Yes	Yes	Yes	
Ms. Mary Susan Graham	Ms. Mary Susan Graham 23 Lulsgate Hylton Manor Castletown Sunderland SR5 3JY	-	-	X		Yes	Yes	Yes	
Ms. Matilda Natalie Ward	Ms. Matilda Natalie Ward 115 Woodlands View West Rainton Tyne And Wear D84 6RJ	-	-	X			Yes		

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Mr. Matthew James Walker	Mr. Matthew James Walker 14 Birtley Avenue Sunderland SR5 4LR	-	-	X		Yes	Yes	Yes	
Ms. Maureen Byron	Ms. Maureen Byron 5 Usworth Cottages Washington Road North Hylton Sunderland SR5 3JA	-	-	X		Yes	Yes	Yes	
Ms. May Ho	Ms. May Ho 176 Baxter Road Town End Farm Sunderland Tyne & Wear SR5 4LP	-	-	X		Yes	Yes	Yes	
Mr. Melvyn Day	Mr. Melvyn Day 180 Baxter Road Sunderland SR5 4LP	-	-	X		Yes	Yes	Yes	
Mr. Michael Andrew Davis	Mr. Michael Andrew Davis 22 Baltimore Avenue Baronshill Town End Farm Sunderland	-	-	X			Yes		
Mr. Michael Charles Cram	Mr. Michael Charles Cram 11 Lyon Street Hebburn Tyne And Wear NE31 1DN	-	-	X		Yes	Yes	Yes	
Mr. Michael Lee Hafferty	Mr. Michael Lee Hafferty 54 Baltimore Avenue Sunderland SR5 4QY	-	-	X			Yes		

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Mr. Michael Ritson Hindmarsh	Mr. Michael Ritson Hindmarsh 184 Baxter Road Town End Farm Sunderland SR5 2RP	-	-	X		Yes	Yes	Yes	
Ms. Michelle Brennan	Ms. Michelle Brennan 15 Birtley Avenue Sunderland SR5 4LR	-	-	X		Yes	Yes	Yes	
Ms. Michelle Elizabeth Hunter	Ms. Michelle Elizabeth Hunter 102 Baltimore Avenue Town End Farm Sunderland SR5 4QX	-	-	X		Yes	Yes	Yes	
Ms. Michelle Liddle	Ms. Michelle Liddle 31 Beatty Avenue Town End Farm Sunderland SR5 4QP	-	-	X		Yes	Yes	Yes	
Ms. Michelle Marie Camilleri	Ms. Michelle Marie Camilleri 32 Benton Avenue Town End Farm Sunderland SR5 4NB	-	-	X		Yes	Yes	Yes	
Ms. Michelle Morris	Ms. Michelle Morris 51 Boston Crescent Town End Farm Sunderland SR5 4QS	-	-	X		Yes	Yes	Yes	
Ms. Michelle Turner	Ms. Michelle Turner 16 Boston Crescent Sunderland Tyne And Wear SR5 4QS	-	-	X		Yes	Yes	Yes	

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Midland Montagu Industrial Leasing (Uk) Limited	Midland Montagu Industrial Leasing (Uk) Limited 145 City Road London EC1V 1JY	-	-	X		Yes	Yes	Yes	
Mr. Mohammed Razaq	Mr. Mohammed Razaq 4 Whitburn Road Cleadon Sunderland Tyne And Wear SR6 7QL	X	-	-		Yes	Yes	Yes	
National Grid PLC	National Grid PLC 1-3 Strand London WC2N 5EH	-	-	X		Yes	Yes	Yes	
Mr. Neil Daniel Maclaughlan	Mr. Neil Daniel Maclaughlan 6 Boston Street Town End Farm Sunderland SR5 4QL	-	-	X		Yes	Yes	Yes	
Mr. Nicholas John Davison	Mr. Nicholas John Davison 3 Fawley Close Boldon Colliery Tyne & Wear	-	-	X			Yes		
Mr. Nigel Martin Cooper	Mr. Nigel Martin Cooper 2 Benton Avenue Sunderland SR5 4NB	-	-	X		Yes	Yes	Yes	
Nissan Motor Manufacturing (Uk) Limited	Nissan Motor Manufacturing (Uk) Limited Washington Road Sunderland SR5 3NS	-	-	X		Yes	Yes	Yes	

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North East Aircraft Museum	North East Aircraft Museum, Washington Road, Sunderland, SR5 3HZ	-	-	X				Yes (Section 42 Notice Letter sent)	
Northern Gas Networks Limited	Northern Gas Networks Limited 1100 Century Way Thorpe Park Business Park Colton Leeds LS15 8TU	-	X	-		Yes	Yes	Yes	
Northern Powergrid	Northern Powergrid Lloyds Court 78 Grey Street Newcastle Upon Tyne NE20 9LY	-	X	-		Yes	Yes	Yes	
Mr. Oliver Thomas Charles-Phelan	Mr. Oliver Thomas Charles-Phelan 8 Burgh Heath Road Epsom Surrey KT17 4LJ	-	-	X			Yes		
Ms. Pamela Irving	Ms. Pamela Irving 16 Benton Avenue Town End Farm Sunderland SR5 4NB	-	-	X		Yes	Yes	Yes	
Ms. Patricia Clinton	Ms. Patricia Clinton 49 Boston Street Town End Farm Sunderland SR5 4QT	-	-	X			Yes		
Ms. Patricia Hair	Ms. Patricia Hair 114 Baltimore Avenue Town End Farm Sunderland SR5 4QX	-	-	X		Yes	Yes	Yes	

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Mr. Paul Andrew Casson	Mr. Paul Andrew Casson 96 Baltimore Avenue Town End Farm Sunderland SR5 4QX	-	-	X		Yes	Yes	Yes	
Mr. Paul Arkley Hill	Mr. Paul Arkley Hill 66 Baltimore Avenue Sunderland Tyne and Wear SR5 4QY	-	-	X			Yes		
Mr. Paul Drury	Mr. Paul Drury 25 Bletchley Avenue Town End Farm Sunderland SR5 4LX	-	-	X		Yes	Yes	Yes	
Mr. Paul Graham	Mr. Paul Graham 23 Lulsgate Hylton Manor Castletown Sunderland SR5 3JY	-	-	X		Yes	Yes	Yes	
Mr. Paul Graham Holder	Mr. Paul Graham Holder 2 Bletchley Avenue Sunderland Tyne & Wear SR5 4LX	-	-	X		Yes	Yes	Yes	
Mr. Paul Grieves	Mr. Paul Grieves 16 Baxter Square Sunderland SR5 4ND	-	-	X		Yes	Yes	Yes	
Mr. Paul Irving Natrass	Mr. Paul Irving Natrass 158 Highfield Rise Chester le Street Co Durham DH3 3UY	X	-	-		Yes	Yes	Yes	

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Mr. Paul Michael Thompson	Mr. Paul Michael Thompson 138 Baltimore Avenue Town End Farm Sunderland SR5 4QU	-	-	X		Yes	Yes	Yes	
Ms. Paula Colleen Armstrong	Ms. Paula Colleen Armstrong 5 Baxter Square Town End Farm Sunderland SR5 4ND	-	-	X		Yes	Yes	Yes	
Ms. Pauline Ann Campbell	Ms. Pauline Ann Campbell 7 Boston Crescent Town End Farm Sunderland SR5 4QS	-	-	X		Yes	Yes	Yes	
Ms. Pearl Mcardle	Ms. Pearl Mcardle 1 Birtley Avenue Town End Farm Sunderland SR5 4LR	-	-	X		Yes	Yes	Yes	
Mr. Peter Appleby	Mr. Peter Appleby 53 Bexhill Road Town End Farm Sunderland SR5 4QG	-	-	X			Yes		
Mr. Peter Callaghan	Mr. Peter Callaghan 174 Baxter Road Town End Farm Sunderland SR5 4LP	-	-	X		Yes	Yes	Yes	
Mr. Peter Hall	Mr. Peter Hall 261 Southwick Road Sunderland SR5 2AB	-	-	X		Yes	Yes	Yes	

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Mr. Peter Hunter	Mr. Peter Hunter 102 Baltimore Avenue Town End Farm Sunderland SR5 4QX	-	-	X		Yes	Yes	Yes	
Mr. Peter John Tate	Mr. Peter John Tate Glebe Farm Farmhouse Newcastle Road West Boldon East Boldon NE36 0BJ	X	X	-		Yes	Yes	Yes	
Mr. Peter Rodney Blackett	Mr. Peter Rodney Blackett Broadwood Hall Lanchester Durham County Durham DH7 0TD	-	-	X		Yes	Yes	Yes	
Mr. Peter Thomas Maxwell	Mr. Peter Thomas Maxwell 11 Boston Crescent Sunderland SR5 4QS	-	-	X		Yes	Yes	Yes	
Mr. Peter White	Mr. Peter White 3 Hartley Gardens Fulwell Sunderland SR5 1PY	-	-	X		Yes	Yes	Yes	
Prudential Trustee Company Limited	Prudential Trustee Company Limited Laurence Pountney Hill London EC4R 0HH	-	X	-		Yes	Yes	Yes	
Ms. Rachael Claire Austin	Ms. Rachael Claire Austin 1a Baxter Square Sunderland SR5 4ND	-	-	X		Yes	Yes	Yes	

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Ms. Rachel Grieves	Ms. Rachel Grieves 2a Bletchley Avenue Sunderland SR5 4LX	-	-	X		Yes	Yes	Yes	
Ms. Rachel Grieves	Ms. Rachel Grieves 16 Baxter Square Sunderland SR5 4ND	-	-	X		Yes	Yes	Yes	
Ms. Rachael Lesley Cockburn	Ms. Rachael Lesley Cockburn 16 Barking Square Town End Farm Sunderland SR5 4RF	-	-	X			Yes		
Ms. Rachel Victoria O'Connor	Ms. Rachel Victoria O'Connor 20 Baxter Square Town End Farm Sunderland Tyne And Wear SR5 4ND	-	-	X		Yes	Yes	Yes	
Ranjit Singh	Ranjit Singh 29 Benton Avenue Town End Farm Sunderland SR5 4NB	-	-	X		Yes	Yes	Yes	
Mr. Raymond Arthur Willis	Mr. Raymond Arthur Willis 12 Barking Square Sunderland SR5 4RF	-	-	X			Yes		
Mr. Raymond Hair	Mr. Raymond Hair 114 Baltimore Avenue Town End Farm Sunderland SR5 4QX	-	-	X		Yes	Yes	Yes	

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Mr. Raymond McKeever	Mr. Raymond McKeever 14 Bathgate Square Town End Farm Sunderland SR5 4RQ	-	-	X			Yes		
Reserve Forces And Cadets Association For The North Of England	Reserve Forces And Cadets Association For The North Of England 53 Old Elvet Durham DH1 3JJ	-	-	X		Yes	Yes	Yes	
Mr. Richard Abdu	Mr. Richard Abdu The White House Hylton Bridge Farm West Boldon East Boldon NE36 0BB	-	-	X		Yes	Yes	Yes	
Mr. Robert Andrew Middlemist	Mr. Robert Andrew Middlemist 27 Benton Avenue Town End Farm Sunderland SR5 4NB	-	-	X		Yes	Yes	Yes	
Mr. Robert Douglas Campion	Mr. Robert Douglas Campion 11 Hayes End Desford Leicester LE9 9FX	-	-	X		Yes	Yes	Yes	
Mr. Robert Hunter	Mr. Robert Hunter 26 Boston Street Town End Farm Sunderland SR5 4QL	-	-	X		Yes	Yes	Yes	
Mr. Robert James Brown	Mr. Robert James Brown 12 Fakes Road Great Yarmouth Norfolk NR29 4JL	-	-	X		Yes	Yes	Yes	

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Mr. Roger Alan Christie	Mr. Roger Alan Christie 64 Baltimore Avenue Sunderland SR5 4QY	-	-	X			Yes		
Mr. Ronald Mark Baker	Mr. Ronald Mark Baker 23 Boston Street Town End Farm Sunderland SR5 4QL	-	-	X			Yes		
Mr. Ronald Peverley	Mr. Ronald Peverley 55 Boston Street Town End Farm Sunderland SR5 4QT	-	-	X		Yes	Yes	Yes	
Ms. Sarah Louise Spraggon	Ms. Sarah Louise Spraggon 23 Bletchley Avenue Town End Farm Sunderland SR5 4LX	-	-	X		Yes	Yes	Yes	
Mr. Sean Patrick James Evennett	Mr. Sean Patrick James Evennett 4 Usworth Cottages Washington Road Sunderland SR5 3JA	-	-	X		Yes	Yes	Yes	
Ms. Sharon Martin	Ms. Sharon Martin 27 Bletchley Avenue Sunderland SR5 4LX	-	-	X		Yes	Yes	Yes	
Ms. Sharon Martin	Ms. Sharon Martin 20 Lulsgate Sunderland SR5 3JY	-	-	X		Yes	Yes	Yes	

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Ms. Sharon Robinson	Ms. Sharon Robinson 3 Barking Crescent Town End Farm Sunderland SR5 4QZ	-	-	X			Yes		
Ms. Sharon Tipling	Ms. Sharon Tipling 1 Ski View Silksworth Sunderland SR3 1NW	-	-	X		Yes	Yes	Yes	
Mr. Simon Franglen	Mr. Simon Franglen Downhill House Downhill Lane West Boldon East Boldon Tyne & Wear NE36 0AX	-	-	X		Yes	Yes	Yes	
Smith And Gillinder Limited	Smith And Gillinder Limited West Side Tyne Dock South Shields Tyne & Wear NE34 9PL	-	-	X		Yes	Yes	Yes	
Ms. Sonia Green	Ms. Sonia Green 88 Baltimore Avenue Town End Farm Sunderland SR5 4QY	-	-	X		Yes	Yes	Yes	
Ms. Sophie Dagg	Ms. Sophie Dagg 5 Newburn Avenue Sunderland SR5 1LB	-	-	X			Yes		

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South Tyneside Metropolitan Borough Council	South Tyneside Metropolitan Borough Council Town Hall and Civic Offices Westoe Road South Shields Tyne & Wear NE33 2RL	-	-	X		Yes	Yes	Yes	
South Tyneside Metropolitan Borough Council	South Tyneside Metropolitan Borough Council Town Hall and Civic Offices Westoe Road South Shields NE33 2RL	-	-	X		Yes	Yes	Yes	
Ms. Stanley Cuthbert	Ms. Stanley Cuthbert 40 Baltimore Avenue Town End Farm Sunderland SR5 4RG	-	-	X			Yes		
Mr. Stefan Horvath	Mr. Stefan Horvath 3 Usworth Cottages Washington Road Sunderland SR5 3JA	-	-	X		Yes	Yes	Yes	
Mr. Stephen Grieveson	Mr. Stephen Grieveson 2 Baxter Road Sunderland SR5 4LQ	-	-	X		Yes	Yes	Yes	
Mr. Stephen Hall	Mr. Stephen Hall 16 Thomas Hawksley Park Sunderland SR3 1UY	-	-	X		Yes	Yes	Yes	
Mr. Stephen Humble	Mr. Stephen Humble 170 Baxter Road Town End Farm Sunderland SR5 4LP	-	-	X		Yes	Yes	Yes	

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Mr. Stephen Peter Lydon	Mr. Stephen Peter Lydon 2 Barking Crescent Sunderland SR5 4QZ	-	-	X			Yes		
Mr. Stephen Vincent Lawson	Mr. Stephen Vincent Lawson 23 Boston Crescent Town End Farm Sunderland SR5 4QS	-	-	X		Yes	Yes	Yes	
Mr. Stephen Victor Holliday	Mr. Stephen Victor Holliday 47 Benfleet Avenue Sunderland SR5 4RA	-	-	X			Yes		
Stessa 3006 Limited	Stessa 3006 Limited 145-157 St John Street London EC1V 4PW	-	-	X		Yes	Yes	Yes	
Mr. Steven Farquhar	Mr. Steven Farquhar 57 Bexhill Road Town End Farm Sunderland SR5 4QG	-	-	X			Yes		
Mr. Steven Goss	Mr. Steven Goss 250 Baxter Road Town End Farm Sunderland SR5 4NA	-	-	X		Yes	Yes	Yes	
Mr. Steven James Conlin	Mr. Steven James Conlin 24 Benton Avenue Town End Farm Sunderland SR5 4NB	-	-	X		Yes	Yes	Yes	

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Mr. Steven John Goodfellow	Mr. Steven John Goodfellow 21 Valley View Washington Tyne & Wear NE38 8SL	-	-	X		Yes	Yes	Yes	
Mr. Steven John James Hackett	Mr. Steven John James Hackett 84 Bathgate Avenue Town End Farm Sunderland SR5 4RD	-	-	X			Yes		
Mr. Steven Robert Telfer	Mr. Steven Robert Telfer 10 Beatty Avenue Town End Farm Sunderland SR5 4QP	-	-	X			Yes		
Mr. Stewart Thomas Pringle	Mr. Stewart Thomas Pringle 104 Baltimore Avenue Sunderland SR5 4QX	-	-	X		Yes	Yes	Yes	
Mr. Stuart Andrew McMahon	Mr. Stuart Andrew McMahon 11 Birtley Avenue Town End Farm Sunderland SR5 4LR	-	-	X		Yes	Yes	Yes	
Ms. Suen Yan Silvia Tsang	Ms. Suen Yan Silvia Tsang 276 Baxter Road Sunderland SR5 4NA	-	-	X		Yes	Yes	Yes	
Ms. Susan Ferguson	Ms. Susan Ferguson 9 Benton Avenue Town End Farm Sunderland SR5 4NB	-	-	X		Yes	Yes	Yes	

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Ms. Susan Marie Geldart	Ms. Susan Marie Geldart 15 Beatty Avenue Town End Farm Sunderland SR5 4QP	-	-	X			Yes		
Ms. Susan Marie Wilkinson	Ms. Susan Marie Wilkinson 70 Baltimore Avenue Sunderland SR5 4QY	-	-	X			Yes		
Ms. Susan Mary Curry	Ms. Susan Mary Curry 21 Abingdon Court Newcastle Upon Tyne NE3 2YQ	-	-	X		Yes	Yes	Yes	
Ms. Susan Veronica Braley	Ms. Susan Veronica Braley 10 Bathgate Avenue Town End Farm Sunderland SR5 4QN	-	-	X			Yes		
Ms. Sylvia Anne Dodsworth	Ms. Sylvia Anne Dodsworth Downhill Farm Downhill Lane West Boldon Tyne & Wear NE36 0AX	-	-	X		Yes	Yes	Yes	
T.H.F.C. (Capital) PLC	T.H.F.C. (Capital) PLC 4th Floor 107 Cannon Street London EC4N 5AF	-	X	-		Yes	Yes	Yes	
Mr. Terence Lathan Wrightson	Mr. Terence Lathan Wrightson 256 Baxter Road Town End Farm Sunderland SR5 4NA	-	-	X		Yes	Yes	Yes	

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The Church Commissioners For England	The Church Commissioners For England Church House Great Smith Street London SW1P 3AZ	X	X	-		Yes	Yes	Yes	
The Coal Authority	The Coal Authority 200 Lichfield Lane Mansfield Nottinghamshire NG18 4RG	X	X	-		Yes	Yes	Yes	
The Crown Estate Commissioners c/o Burges Salmon LLP	The Crown Estate Commissioners c/o Burges Salmon LLP 6 New Street Square London EC4A 3BF	X	-	-		Yes	Yes	Yes	
Mr. Thomas Ashley Spenceley	Mr. Thomas Ashley Spenceley 24 Baltimore Avenue, Sunderland SR5 4RG	-	-	X			Yes		
Mr. Thomas George Graham	Mr. Thomas George Graham 31 Beatty Avenue Town End Farm Sunderland SR5 4QP	-	-	X		Yes	Yes	Yes	
Mr. Thomas William Rennison	Mr. Thomas William Rennison 19 Beatty Avenue Town End Farm Sunderland SR5 4QP	-	-	X			Yes		
Mr. Tom Cleary	No.5 West Pastures Caravan Site West Pastures West Boldon NE36 0BG	-	-	X				Yes (Section 42 Notice Letter sent)	

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Mr. Tony Reay Burn	Mr. Tony Reay Burn 116 Baltimore Avenue Sunderland SR5 4QX	-	-	X		Yes	Yes	Yes	
Ms. Tracey Clark	Ms. Tracey Clark 41 Boston Crescent Town End Farm Sunderland SR5 4QS	-	-	X		Yes	Yes	Yes	
Ms. Tracy Lawson	Ms. Tracy Lawson 186 Baxter Road Sunderland SR5 4LP	-	-	X		Yes	Yes	Yes	
Ms. Tracy Longstaff	Ms. Tracy Longstaff 12 Bletchley Avenue Town End Farm Sunderland SR5 4LX	-	-	X		Yes	Yes	Yes	
Trumark Properties Limited	Trumark Properties Limited The Cottage Roker Terrace Sunderland SR6 9ND	-	-	X		Yes	Yes	Yes	
Tyne River Properties Plc	Tyne River Properties Plc 50 Gresham Street London EC2V 2AY	-	-	X		Yes	Yes	Yes	
Ms. Ursula Drinkald Liddle	Ms. Ursula Drinkald Liddle 49 Benfleet Avenue Sunderland SR5 4RA	-	-	X			Yes		
Ms. Valerie Cuthbert	Ms. Valerie Cuthbert 40 Baltimore Avenue Town End Farm Sunderland SR5 4RG	-	-	X			Yes		

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Ms. Veronica Anderson	Ms. Veronica Anderson 38 Baltimore Avenue Sunderland SR5 4RG	-	-	X			Yes		
Ms. Veronica Josephine Taroni	Ms. Veronica Josephine Taroni 16 Angram Drive Newminster Park Grangetown Sunderland SR2 7RD	-	-	X		Yes	Yes	Yes	
Ms. Victoria Helen Marshall	Ms. Victoria Helen Marshall 82 Baltimore Avenue Town End Farm Sunderland SR5 4QY	-	-	X		Yes	Yes	Yes	
Mr. Vincent John Wilson	Mr. Vincent John Wilson 20 Baxter Square Town End Farm Sunderland SR5 4ND	-	-	X		Yes	Yes	Yes	
Ms. Wendy Grieveson	Ms. Wendy Grieveson 2 Baxter Road Sunderland SR5 4LQ	-	-	X		Yes	Yes	Yes	
Ms. Wendy Rose Walker	Ms. Wendy Rose Walker 5 Benton Avenue Town End Farm Sunderland SR5 4NB	-	-	X		Yes	Yes	Yes	
Mr. Wesley Terence Jacobson	Mr. Wesley Terence Jacobson 2 Harriot Drive Newcastle Upon Tyne NE12 7EU	X	-	-		Yes	Yes	Yes	

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Mr. William Cairnduff Corbett	Mr. William Cairnduff Corbett 9 Birtley Avenue Sunderland SR5 4LR	-	-	X		Yes	Yes	Yes	
Mr. William Gilbert Barber	Mr. William Gilbert Barber 30 Benton Avenue Town End Farm Sunderland SR5 4NB	-	-	X		Yes	Yes	Yes	
Mr. William John Brown	Mr. William John Brown 182 Baxter Road Sunderland SR5 4LP	-	-	X		Yes	Yes	Yes	
Wingdale Investments NV	Wingdale Investments NV 3 Queen Victoria Terrace Sovereign Close London E1 9HA	X	-	-		Yes	Yes	Yes	
Ms. Yiu Man Chan	Ms. Yiu Man Chan 276 Baxter Road Sunderland SR5 4NA	-	-	X		Yes	Yes	Yes	
Ms. Yvonne Marjorie Halliwell	Ms. Yvonne Marjorie Halliwell 6 Boston Street Town End Farm Sunderland SR5 4QL	-	-	X		Yes	Yes	Yes	