

A19 Downhill Lane Junction Improvement

Scheme Number: TR010024

7.3(1) Interrelationship with Testo's Junction, A1 Birtley to Coalhouse Scheme and International Advanced Manufacturing Park

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A19 DOWNHILL LANE JUNCTION IMPROVEMENT

The A19 (~~Downhill Lane Junction Improvement~~)
Development Consent Order 2024[]

INTERRELATIONSHIP WITH TESTO'S JUNCTION, A1 BIRTLEY TO COALHOUSE SCHEME AND INTERNATIONAL ADVANCED MANUFACTURING PARK

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1 INTRODUCTION

1.1 A19 Downhill Lane & Testo's Scheme Background

1.1.1 This document has been written by the A19 Project Team and Highways England ("HE") with contributions from IAMP LLP, the promoter of the International Advanced Manufacturing Park ("IAMP"). The document is intended to provide a summary of the interrelationship between three proposed Nationally Significant Infrastructure Projects ("NSIPs") and other HE schemes being promoted in the region. This document has previously been submitted as part of the A19/A184 Testo's Junction Improvement application for development consent. The current revision has been developed and reissued with the A19 Downhill Lane Development Consent Order ("DCO") application. It is important to note that a key principle of the HE applications is that they must be deliverable in their own right with no reliance on any other NSIP scheme. A plan showing the location of all four schemes can be found below in Figure 1. A more detailed plan of the three schemes affecting the A19 can be found in Appendix A.

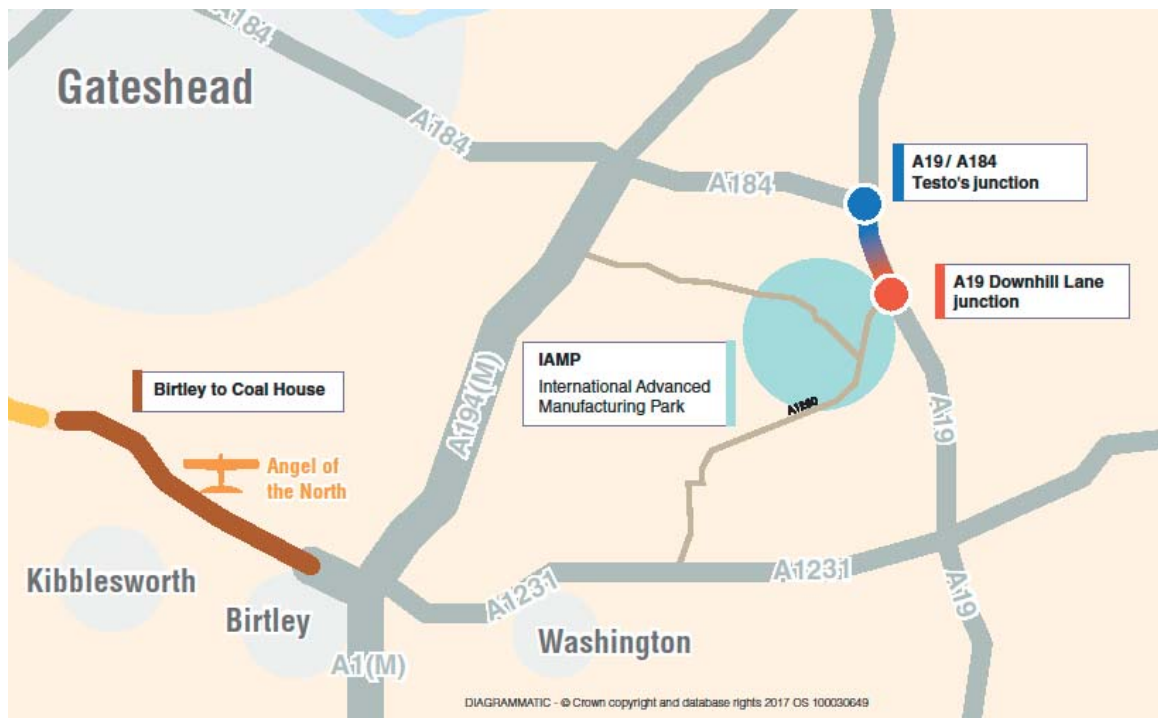


Figure 1: Location Plan of Schemes

1.1.2 The proposed Downhill Lane Junction Improvement scheme (the 'Scheme') involves the construction of a new bridge to the south of the existing bridge at that junction. Together with the existing bridge this would form a 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, the realigned slip roads will serve as link roads between Downhill Lane junction and the new Testo's junction. The slip roads south of the junction would also be realigned but would continue to provide direct access to and from the A19. In addition, a segregated non-motorised user route is proposed, with a dedicated overbridge spanning the A19 to the south of the junction.

- 1.1.3 Downhill Lane junction provides access from the trunk road network to both the existing Nissan plant, other existing manufacturing areas within the locality and the IAMP development. To accommodate the anticipated traffic growth at this location, the Scheme was identified in the Road Investment Strategy¹ to provide significantly enhanced capacity at the junction. Currently the Downhill Lane junction becomes congested before and after the shift changes at the Nissan plant and other significant manufacturing businesses in the area. The highest existing traffic flows on Downhill Lane junction occur between 06:15 and 06:45 as traffic bound for the Nissan plant queues on the Downhill Lane junction slip roads and A1290 west-bound. These queues regularly block the inside lane of the A19 mainline causing a significant safety hazard. Significant queueing also occurs on the A1290 east-bound on the approach to the Downhill Lane junction during the afternoon peak period as workers leave after the shift change. It is recognised that the highway infrastructure at this location will need to be significantly upgraded both to solve current congestion issues, to unlock economic growth (through developments such as IAMP) and existing businesses in the locality.
- 1.1.4 Testo's roundabout is a major junction forming the intersection of the A19 with the A184, south of the Tyne Tunnel entrance at Jarrow. There is severe congestion at this roundabout at peak times. The Testo's scheme will improve the junction by raising the A19 on a flyover and building new slip roads to connect it to the A184 via the Testo's roundabout. This means through traffic on the A19 will not have to use the roundabout. Access between Testo's roundabout and Downhill Lane junction will be provided using link roads. The existing bridleway bridge north of Testo's will be removed and new routes through the junction will be provided for pedestrians, cyclists and horse riders.
- 1.1.5 HE considered the feasibility of combining the Testo's junction improvements with the Scheme to minimise disruption to road users and provide cost efficiencies. Options to improve Downhill Lane junction were assessed and reviewed for compatibility with the preferred route option for Testo's junction to understand what effect the changes at Downhill Lane junction might present. Thus, the DCO application for Testo's was deferred while combined scheme options were considered. The outcome of the review indicated that the best approach was for the design and construction of the two schemes to be carried out together, but with separate DCO applications made for each junction improvement. The Scheme is in an earlier stage of its project lifecycle and would have caused further delay to the delivery of the improvements at Testo's if a single DCO application was taken forward. The Testo's DCO application had previously been prepared in 2015 and no changes to the scheme design were required following the selection of a preferred route for the proposed Downhill Lane junction improvements. The Testo's construction programme has a longer overall duration to that expected for Downhill Lane and so many of the efficiencies anticipated from combining the construction of the schemes can still be realised, with the Testo's construction starting in advance of the works at Downhill Lane junction.

¹ "Road Investment Strategy: Investment Plan", Department for Transport, December 2014

1.2 IAMP Background

- 1.2.1 The majority of the IAMP will be authorised by a DCO made pursuant to the Planning Act 2008. IAMP LLP is a Limited Liability Partnership set up by Sunderland City Council and South Tyneside Council to progress and deliver the IAMP. The partnership will be responsible for preparing the DCO application and delivering the project, should it be consented. To accommodate the projected growth in the automotive and advanced manufacturing sectors, IAMP LLP is proposing the development to provide approximately 390,000sqm of manufacturing floor space. The proposed project site is on land to the north of the existing Nissan plant, to the west of the A19 and to the south of the A184.
- 1.2.2 The Secretary of State designated the IAMP as nationally significant in September 2015, bringing it within the consenting regime of the Planning Act 2008. The recent announcements by Nissan in relation to new model production at Sunderland will require an early phase of development to commence at IAMP during Summer 2018, with buildings available for occupation by automotive suppliers by Summer 2019 and fully operational by the end of 2019. To address this and other project changes since the original direction in September 2015, IAMP LLP applied to the Secretary of State for a variation of the 2015 direction. The Secretary of State varied the 2015 direction, enabling IAMP ONE to be progressed through an application under the Town and Country Planning Act 1990. This has enabled consent to be achieved in accordance with the IAMP Area Action Plan, in a timescale that facilitates construction commencing on site in Summer 2018. The project of national significance to be consented by DCO will now be referred to as IAMP TWO and will deliver around two-thirds of the overall IAMP project. Further details are available on the Planning Inspectorate website (<https://infrastructure.planninginspectorate.gov.uk/projects/north-east/international-advanced-manufacturing-park-iamp/>)
- 1.2.3 The IAMP scheme has been progressed in close liaison with Nissan Motor Manufacturing UK ("NMUK"), in relation to the design of the site but also the commercial demand and timing of investment at IAMP. One of the key end user groups for IAMP will be the expanding automotive supply base associated with Nissan and other automotive manufacturers in the UK, so it has been important that the design of the site can accommodate the requirements of this sector and the need to link effectively into the existing NMUK facility to the south of the IAMP site. The design also needs to ensure that, during construction and operation, impacts on the existing NMUK facility are mitigated to avoid delays to production, logistics and the movement of completed goods through the Strategic Road Network ("SRN") and to the Port of Tyne. This has involved extensive dialogue between HE, NMUK, the IAMP LLP and the two local authorities – South Tyneside Council ("STC") and Sunderland City Council ("SCC") – to discuss and reach agreement on the key principles of the A19 Testo's and Downhill Lane schemes and the internal highway network on the IAMP site.

1.3 A1 Birtley to Coalhouse Background

- 1.3.1 The A1 Birtley to Coalhouse Improvement scheme is 4.2km in length and will include replacement of Allerdene Railway Bridge. Most of the work will take place within the highway boundary; however, some additional land will be required

alongside the A1 at certain points to enable HE to create the additional lanes. It will provide additional capacity by widening to four lanes between junction 65 and 67 on the southbound carriageway and three lanes with an additional lane to help manage traffic joining and leaving the A1 between junctions on the northbound carriageway. It also includes a replacement structure of Allerdene Railway Bridge to the immediate south of the existing structure which will tie in to the existing junction 67 Coal House roundabout. The scheme development will involve looking at gantry provision and electronic signage to produce driver information along the road. Most of the topics considered in this document are not relevant to the A1 Birtley to Coalhouse Improvement scheme as it is located some distance away from the other three schemes. Based on the current HE Delivery Plan, there is a limited overlap between the scheme construction programmes, particularly activities which affect the flow of traffic on the SRN. HE will monitor this interrelationship as the scheme programmes develop.

- 1.3.2 A combined delivery programme for the HE and IAMP schemes can be found in Appendix B. A summary of key milestones for each scheme is provided below.

2 SCHEME TIMINGS

2.1 Timing for Downhill Lane

- 2.1.1 Following submission of the DCO application in January 2019, ~~it is anticipated that~~ the examination will commence in ~~May–August~~ 2019 with a decision on the application from the Secretary of State expected in ~~June–August~~ 2020.
- 2.1.2 The latest planned start of works is ~~September–December~~ 2020 with the latest completion of main site construction activities and scheme open for traffic anticipated by ~~March~~ May 2022.

2.2 Timing for Testo's

- 2.2.1 The Testo's DCO application was submitted in July 2017, the examination period commenced in November 2017, and development consent was granted by the Secretary of State in September 2018.
- 2.2.2 ~~The planned start of works is~~ Mobilisation commenced in January 2019 with completion of the main site construction activities and scheme opening for traffic anticipated by ~~April~~ July 2021.

2.3 Timing for A1 Birtley to Coalhouse Improvement

- 2.3.1 In line with the announcement in the Roads Investment Strategy, and the most recent Delivery Plan ~~Supplementary Annex published 19th October 2017~~ 2019-2020, start of works is committed to begin ~~by March 2024~~ in Road period 2 (2020-2025).

2.4 Timing for IAMP

- 2.4.1 Planning permission for IAMP ONE was granted in May 2018 with the necessary consents obtained to enable construction to start on site in June 2018. In terms of the DCO for IAMP TWO, the first non-statutory consultation on the DCO was undertaken in late 2016/early 2017, with the DCO submission to PINS expected in ~~July~~ late 2019. Subject to the timing of the DCO process and the issuing of consent it is intended that works under the DCO would start on site in early 2021, with the strategic infrastructure (roads, utilities, landscaping) requiring a two-year construction period.

3 APPROACH TO DRAFTING DOWNHILL LANE DCO

3.1 Introduction

3.1.1 HE has drafted the draft DCO (**Application Document Reference: TR010024/APP/3.1(2)**) such that it is able to accommodate integration with the IAMP ONE and TWO developments. In particular, the Requirements contained in Schedule 2 to the draft DCO, allow HE to alter the design of the Scheme provided the Secretary of State approves the same, and it is within the envelope of the environmental assessment carried out for the Scheme (see Requirement 3) if this is necessary to accommodate the IAMP proposals. [The latest version of the draft DCO \(July 2019\) \(Application Document Reference: TR010024/APP/3.1\(2\)\) also includes explicit provision for HE to alter the design of the NMU element of the Scheme, - in the event that an integrated NMU route can be delivered between the Scheme and the IAMP TWO development \(see Requirement 3\(3\)\).](#) HE and IAMP are continuing to work together to identify potential tie-ins between the Scheme and IAMP as their proposals develop will update the Examining Authority if any further changes to the draft DCO are necessary at the earliest opportunity.

3.2 Land Requirements

3.2.1 The land required for the Scheme is shown on the Land Plans (**Application Document Reference: TR010024/APP/2.3**) along with a colour-coded representation of the proposed usage i.e. permanent land acquisition or temporary land acquisition.

3.2.2 The purpose of the extent of land identified on the Land Plans is to enable HE to construct, operate and maintain the Scheme. The specific purposes, for which each parcel of land subject to compulsory acquisition powers is required, are set out in Annex A of the Statement of Reasons (**Application Document Reference: TR010024/APP/4.1**) and should be read in conjunction with Schedule 1 to the draft DCO (**Application Document Reference: TR010024/APP/3.1(2)**) which sets out the development which, if the DCO were made by the Secretary of State, would be authorised by the DCO.

3.2.3 Whilst it is recognised that some of the land shown on the Land Plans and listed in the Book of Reference (**Application Document Reference: TR010024/APP/4.3(1)**) will also be required for the IAMP TWO scheme, this scheme has not yet come forward.

3.2.4 HE therefore needs to have rights over all the land as shown on the Land Plans to ensure the Scheme is deliverable in its entirety and in its own right, without dependencies on other schemes yet to be subject to a DCO application. Further, by ensuring that all of the land required to carry out the Scheme is included in the DCO application, it will ensure that there are no 'ransom strips' where HE would be prevented from constructing the Scheme. It is therefore necessary to draw up the red line boundary for the Scheme 'in isolation' of the neighbouring schemes i.e. including land where there may be an overlap with other schemes.

[3.2.5](#) Where possible, HE intends to acquire the land by agreement and is currently engaged in discussions with landowners and occupiers. As part of this, HE is in discussion with IAMP LLP to seek the best practicable solution for land assembly

where there is an overlap between land required for the IAMP, and land required for the Scheme.

[3.2.53.2.6 A combined land assembly plan can be found in Appendix D. This plan has been produced using the Scheme land plans with the latest IAMP TWO scheme footprint shown and areas where the scheme footprints overlap highlighted.](#)

3.3 IAMP Strategy

- 3.3.1 The IAMP Area Action Plan (AAP) was subject to a public examination during April 2017 and the Inspector reported findings to SCC and STC in November 2017. The AAP was subsequently adopted by both Councils on the 30th November 2017, providing the policy framework for the delivery of the IAMP project. IAMP is to be delivered in two phases.
- 3.3.2 IAMP ONE is an area of approximately 50ha of development land within the AAP boundary, required for an initial phase of automotive supply chain business investment. Planning permission for this element of the IAMP project was granted in May 2018, enabling development to commence on site in June 2018. The IAMP ONE development comprises circa 157,000 sqm of manufacturing floorspace, including internal spine roads, drainage and other elements of infrastructure, together with environmental mitigation.
- 3.3.3 IAMP TWO is the project of national significance and represents the largest development component of the IAMP project. It will be consented through the Development Consent Order process and will include manufacturing buildings and associated development, such as the hub area and training/R&D provision. IAMP TWO represents a development area of circa 100ha and will include in excess of 230,000 sqm of floorspace. The DCO application is currently being prepared by IAMP LLP and is expected to be submitted to PINS for Examination in ~~July~~ [late 2019](#). IAMP LLP ~~will undertake~~ [carried out](#) a statutory consultation process during Spring 2019.

3.4 Collaboration and interaction during the development of the schemes

- 3.4.1 During the early design and planning phases of the schemes, the development teams have been collaborating to ensure, as far as practicable, that the schemes can be delivered efficiently, minimising the impact on the public and key stakeholders. A number of workshops and meetings have been hosted by the scheme promoters which have each focussed on important aspects of the schemes. The key interfaces between the schemes are highway design, traffic modelling, drainage, construction programme, land assembly, environmental impact assessment and mitigation. The A1 Birtley to Coalhouse scheme is not considered in this section due to its location.
- 3.4.2 IAMP LLP has appointed Henry Boot Developments Limited (HBDL) as its development partner for the IAMP scheme. HE and key partners such as NMUK are already in discussion with HBDL and IAMP LLP regarding the minimisation of impacts and the coordination of construction activity.

Environmental Impact Assessment (“EIA”) & Mitigation

- 3.4.3 EIA for the Downhill Lane and Testo's schemes has been largely carried out by the same team and used integrated study areas/survey information consistent methodologies and approaches which has maximised the overall consistency and comparability of the results for the two schemes.
- 3.4.4 The HE and IAMP environmental teams have collaborated during early survey work, sharing information where study areas have overlapped. There has been collaboration between the two teams, particularly in relation to ecology, to ensure consistency and to avoid duplication of effort. Draft assessment work has also been reviewed at various stages throughout the development of the schemes. The environmental teams have also ensured that the proposed mitigation work for each scheme is not compromised by the other scheme(s) and is complementary where possible.

Land

- 3.4.5 The draft red line boundaries and permanent land requirements have been shared and reviewed throughout the development of the schemes. It is anticipated that some permanent land areas will overlap between the Scheme and particularly IAMP TWO where the local road network must be designed to tie-in to the existing carriageway. This overlap in red line boundaries must be retained to allow each scheme to be delivered in isolation.
- 3.4.6 A combined scheme boundary layout plan can be found in Appendix C. ~~Please note that this plan does not currently show the extent of permanent and temporary land within the individual scheme boundaries. The IAMP TWO boundary shows an indicative area for the development and therefore does not necessarily represent the DCO boundary.~~ IAMP LLP are in the process of ~~developing~~ reviewing their land assembly ~~following~~ statutory consultation. A ~~more detailed~~ further update will be provided by the applicant at the earliest opportunity should new information be made available. ~~with respect to the overlap of land requirements for the schemes will be submitted at the earliest opportunity.~~

Construction Programme

- 3.4.7 Outline traffic management plans and development phasing plans have been reviewed at appropriate times during the development of the schemes. The Scheme will interface with both the Testo's scheme at its northern extent and the IAMP scheme to the south. Early traffic management phasing for Downhill Lane junction and the IAMP local road network development has been reviewed collaboratively. Further integration of the traffic management plans will be carried out in the later stages of scheme development.
- 3.4.8 The main site compound areas for each scheme are anticipated to be in three separate locations. However, if the Testo's and Downhill Lane schemes construction programmes overlap as planned, the temporary land requirements for Downhill Lane will be amended accordingly with the main compound area proposed for Testo's serving both the schemes as further described in relation to Article 30 in the Explanatory Memorandum (**Application Document Reference: TR010024/APP/3.2(2)**)

- 3.4.9 Construction traffic on each scheme will be segregated where possible. The Testo's construction areas will be accessed via the A19 off Testo's junction and the A184. The Downhill Lane scheme will be accessed from the A19 at Downhill Lane predominantly on the east side of the junction. The IAMP construction area lies on the west side of the Downhill Lane junction and can also be accessed from the A19 and A1290 off the A1231. All schemes will make use of site haul roads within their own scheme footprint.
- 3.4.10 The construction phases for the HE and IAMP schemes have been highlighted on a combined scheme delivery programme which can be found in Appendix B.

Traffic modelling

- 3.4.11 The models used for the assessment of Testo's, Downhill Lane and IAMP are based on a consistent set of data and assumptions:
- traffic link, turning and queue counts near both schemes;
 - committed land use and transport developments within the local area;
 - IAMP build out rate, employee numbers, and employee trip distribution;
 - proposed highway infrastructure; and
 - traffic and population growth.
- 3.4.12 The assessments of the HE schemes have been undertaken using a Strategic Highway Assignment model built in the SATURN software, following Department for Transport guidance. SATURN is an industry standard software for the assessment of the transport and economic impacts of major improvements to the strategic highway network. The model provides detailed coverage of a significant part of Tyne and Wear and has less detailed representation of the remainder of the UK. This is necessary to understand the induced demand, and traffic redistribution effects of the schemes across the local and strategic road network. Understanding the impact of these wider effects is key to the economic justification necessary when investing public money.
- 3.4.13 In comparison, whilst the highway assessment of IAMP includes the A19 and its junctions local to the site, it has a greater focus on the operational aspects of the local highway network. The S-Paramics microsimulation model of the local road network was developed and has been used to inform the detailed design of junctions, the internal road network and ensure suitable mitigation is provided to support development traffic.
- 3.4.14 Traffic growth forecasts within the S-Paramics model are informed by the traffic forecast growth from the strategic model. This ensures that the development (i.e. both IAMP and other committed) trip generation, distribution and assignment are as closely aligned as is possible.
- 3.4.15 Whilst common data sources and development assumptions have been used in the development of both models, given the strategic area-wide nature of the HE SATURN model it is expected that the modelled outputs in terms of detailed forecast traffic flows and delays will not necessarily align with the S-Paramics localised model for IAMP.

- 3.4.16 Additionally, operational models of the Downhill Lane Junction were developed by HE. These models were necessary to enable the detail design of the junction, to ensure its safe and efficient operation. A LINSIG model was developed to allow the traffic signal design to be undertaken. Following this a VISSIM model was developed to model the queues on the slip roads. VISSIM software was used because it can model adaptive signal control (e.g. MOVA) accurately. Traffic growth forecasts were taken from the Strategic model using the same methodology as that used within the S-Paramics model.

Highway and Drainage Design

- 3.4.17 The highway designs of the Testo's and Downhill Lane schemes have been developed to complement each other. Development Consent was granted to the Testo's scheme in September 2018 and as such the Testo's and Downhill Lane schemes would merge, both in terms of highway alignment and drainage. Specifically, drainage network 4 for the A19 mainline, north of the high point, includes the north facing link roads to and from Testo's junction, the northern section of the south facing A19 slip roads and the western side of the circulatory carriageway. This network is directly connected to Network 1 of the Testo's scheme and therefore the attenuation storage facility has been checked to ensure it can cater for increased surface run-off from both the Testo's and Downhill Lane Schemes.
- 3.4.18 The integration of the Scheme highway design and proposed IAMP local road network is the most significant interface between the schemes. Each scheme is being designed to accommodate the proposed improvements.
- 3.4.19 The A1290 is currently a two-lane single carriageway with additional turning lanes provided at Downhill Lane junction, to and from the northbound slip roads on the west side of the Downhill Lane junction. The IAMP ONE scheme includes a widened single carriageway A1290 to accommodate an additional turning lane for access to the northern access of the IAMP development. Further modifications to the local road network proposed as part of the IAMP TWO scheme include the upgrade of the A1290 to a two-lane dual carriageway. The proposed Downhill Lane junction improvement works have been designed with highway geometry that is compatible with a tie-in to either the existing single carriageway, the widened single carriageway or a two-lane dual carriageway with a minor variation within the scheme footprint in this area. Similarly, the highway drainage of the A1290 has been designed in cognisance of the IAMP schemes. South of the proposed Downhill Lane (West) junction with the A1290, the Downhill Lane scheme would capture all highway surface run off to the east of the crown line. Any runoff to the west of the crown line would be captured as part of the drainage network for the IAMP ONE development. The IAMP TWO drainage strategy is being developed to accommodate the Scheme proposals.
- 3.4.20 Washington Road currently provides a link from the north of Sunderland to the A19 at Downhill Lane junction. The entry and exit to the proposed circulatory at Downhill Lane junction requires some realignment of Washington Road. A key feature of the proposed IAMP TWO local road network is a new bridge over the A19 connecting Washington Road directly with the new IAMP developments and the Nissan plant. The modifications to Washington Road, under both schemes,

have been designed to integrate with each other with minimal variation if either scheme is not taken forward. The phasing of the construction in the Washington Road area has been subject to early review and will be further detailed in later versions of this document and the traffic management plans produced for each scheme.

3.4.21 With regards to highway drainage in general, HE are aware that IAMP and affected stakeholders may develop and propose alternative solutions as their designs develop. HE will continue to work with IAMP and stakeholders through the detailed design of both the Scheme and neighbouring developments.

~~3.4.21~~ 3.4.22 [It is anticipated that IAMP LLP will propose a suitable alternative access to the proposed southern pond \(Work 2\) \(Application Document Reference: TR010024/APP/2.4\) which would replace the access track proposed under the Scheme \(Work 1\). The alternative access will be included as part of the IAMP TWO application for development consent.](#)

Non-Motorised Users

Interaction between The Scheme and Testo's

~~3.4.22~~ 3.4.23 Provision was made within the consented Testo's DCO to improve connectivity between the existing bridleway B46 and the NMU crossing facilities at the existing Downhill Lane Junction at the southern extents of the scheme. This provision included a cycleway adjacent to the southbound link road, whilst retaining the B46 bridleway at the toe of the embankment. If Testo's is delivered without Downhill Lane, this arrangement will be implemented, in line with the consented Testo's DCO.

~~3.4.23~~ 3.4.24 The connectivity proposed in the Testo's DCO at this location does not complement the segregated NMU facilities proposed under the Scheme; whereas the existing B46 bridleway would form a more desirable route. Therefore, the draft DCO includes powers to amend the arrangement proposed in the Testo's DCO, removing the proposed cycleway and maintaining the B46 bridleway in its current form, should both schemes be delivered.

~~3.4.24~~ 3.4.25 This is further explained in the Revised Plans, Drawings and Sections for the "A19/A184 Testo's Junction Alteration Scheme" (**Application Document Reference: TR010024/APP/7.5**).

Interaction between the Scheme & IAMP

~~3.4.25~~ 3.4.26 The highway arrangement presented in the IAMP ONE development provided an opportunity for Downhill Lane to tie-in with the future IAMP development more appropriately. The NMU crossing of the A1290 proposed in the Downhill Lane draft DCO was subsequently been moved south to the intersection with the existing Follingsby Lane, which will form a 'green NMU corridor' in the IAMP ONE scheme.

~~3.4.26~~ The IAMP TWO scheme proposes further development of the highway network with associated NMU facilities to the southwest of Downhill Lane junction. [IAMP LLP carried out a statutory consultation for IAMP TWO which included more detailed information regarding their proposed NMU facilities.](#) ~~HE will maintain an~~

~~open dialogue with IAMP LLP and stakeholders regarding potential integration and rationalisation of the NMU facilities proposed in each scheme.~~

Highways England and IAMP ~~are developing~~ have considered the proposed NMU features and implementation scenarios, relating to the tie-ins between the Scheme and the IAMP developments. Further detail will be provided at the earliest opportunity.

~~3.4.27~~ Highways England have consulted with IAMP LLP, Local Authorities, Local Access Forum and stakeholders regarding the potential use of IAMP TWO facilities in lieu of the NMU structure over the A19. The consultees supported the integrated NMU solution and so Highways England have prepared additional assessments for examination to support the integrated solution which is entitled “*Environmental Statement Addendum – Environmental effects of using integrated NMU Route*” (Application Document Reference: TR010024/APP/6.11).

3.4.27 A drawing of the preliminary integrated NMU solution and can be found in Appendix A of the aforementioned report.

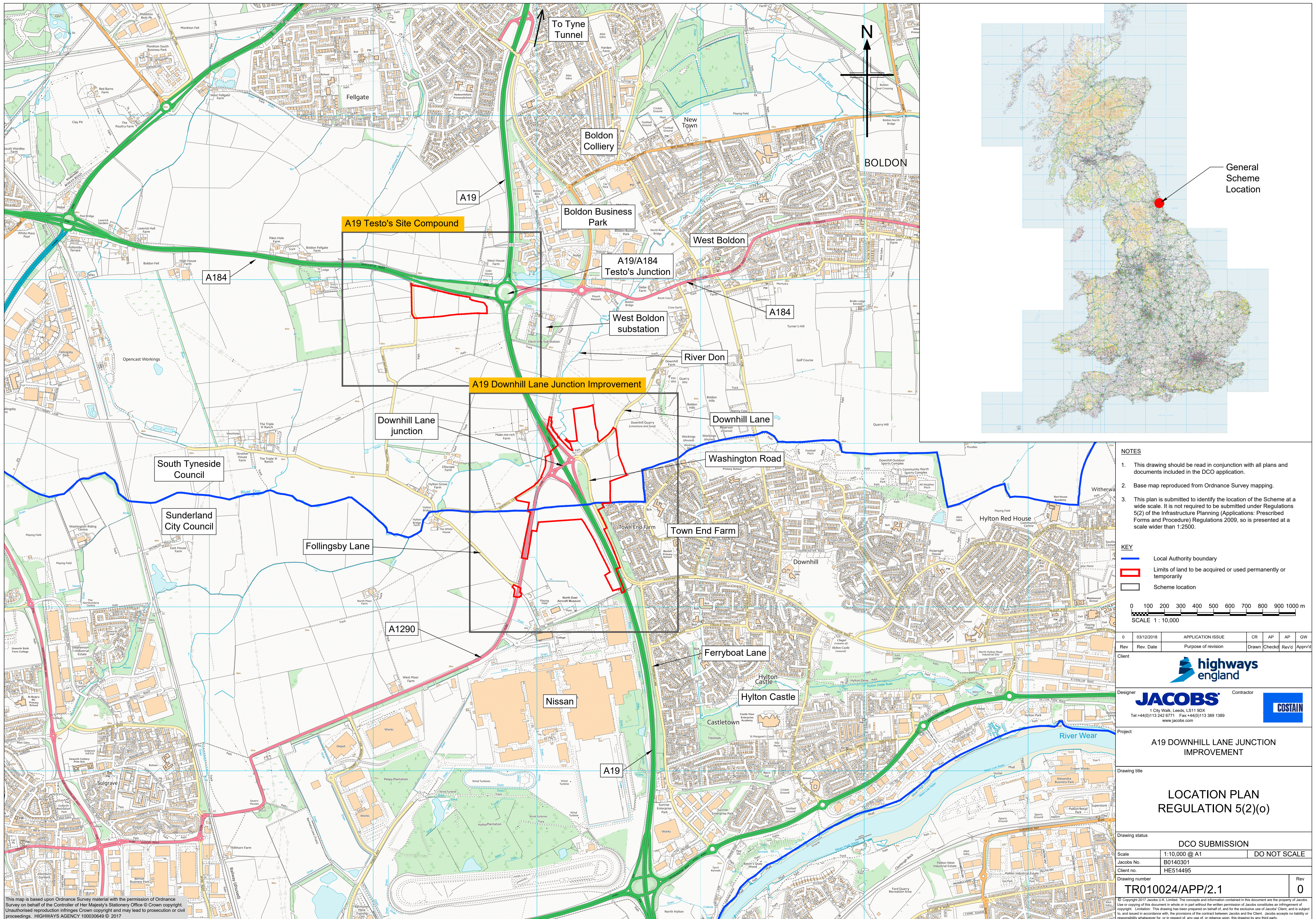
4 CONSULTATION

- 4.1.1 Throughout the development of the schemes there have been numerous consultation exercises undertaken. The project teams have collaborated as far as practicable to minimise confusion to members of the public and stakeholders. When possible, representatives from both promoters have attended public exhibitions and consultation materials for all schemes have been available at each event.
- 4.1.2 To understand the requirements and desires of non-motorised user (“NMU”) groups across the locality, the IAMP and HE teams have met the Local Access Forum and NMU user groups at collaborative workshops where the attendees have been updated on the progress of the schemes and with design options to be taken forward.
- 4.1.3 The River Don is the main river which flows through the IAMP site and under the A19 very close to the tie-in between the Testo's and Downhill Lane schemes. Representatives from each scheme have attended the River Don Partnership meetings to understand the Environment Agency and local authority aspirations for the River Don, and to ensure the environmental impact assessments undertaken for the schemes and mitigation needed are suitable for the long-term improvement and protection of the River Don corridor.

5 NEXT STEPS

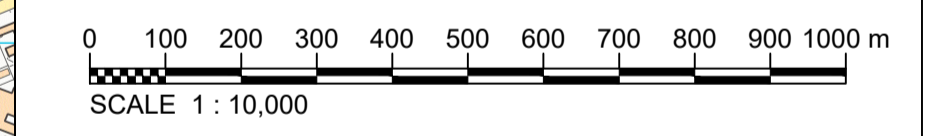
- 5.1.1 The HE and IAMP project teams will continue to collaborate during the next stages of scheme development.
- 5.1.2 The project teams will be working to finalise detailed design of highway tie-ins, drainage and NMU facilities.
- 5.1.3 The detailed design for the Scheme and IAMP TWO will enable the project teams to plan in detail the programme construction phasing for ongoing consultation with stakeholders.
- 5.1.4 IAMP LLP attend the monthly traffic management forum which has been established by Highways England to coincide with the commencement of the Testo's scheme. The forum is also attended by the local authorities and stakeholders to discuss traffic management proposals and to mitigate impacts to road users as far as reasonably practicable. TM proposals for the Scheme will be shared with this forum as they are developed in more detail.
- 5.1.5 The Applicant will continue to liaise with IAMP LLP to seek the best practicable solution for land assembly where there is an overlap between land required for the IAMP, and land required for the Scheme. A summary of progress of negotiations with those affected persons can be found in Annex B of the Statement of Reasons (**Application Document Reference:TR010024/APP/4.1**).

APPENDIX A: LOCATION PLAN



- NOTES**
1. This drawing should be read in conjunction with all plans and documents included in the DCO application.
 2. Base map reproduced from Ordnance Survey mapping.
 3. This plan is submitted to identify the location of the Scheme at a wide scale. It is not required to be submitted under Regulations 5(2) of the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009, so is presented at a scale wider than 1:2500.

- KEY**
- Local Authority boundary
 - Limits of land to be acquired or used permanently or temporarily
 - Scheme location



Rev	Rev. Date	Purpose of revision	CR	AP	AP	GW
0	03/12/2018	APPLICATION ISSUE				

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

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Project: **A19 DOWNHILL LANE JUNCTION IMPROVEMENT**

Drawing title: **LOCATION PLAN REGULATION 5(2)(o)**

Drawing status: **DCO SUBMISSION**

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

Jacobs No. **B0140301**
Client no. **HE514495**

Drawing number: **TR010024/APP/2.1** Rev **0**

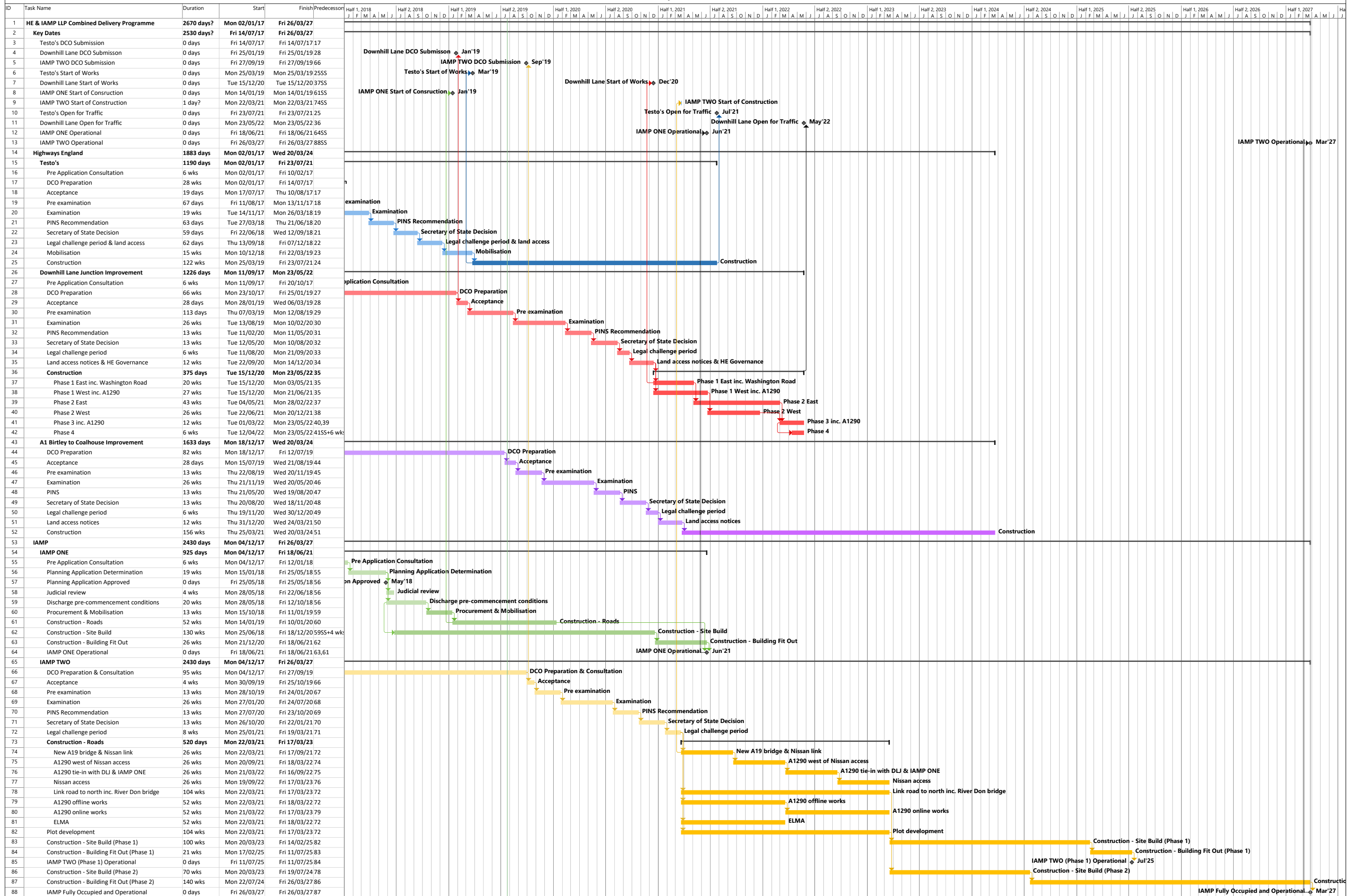
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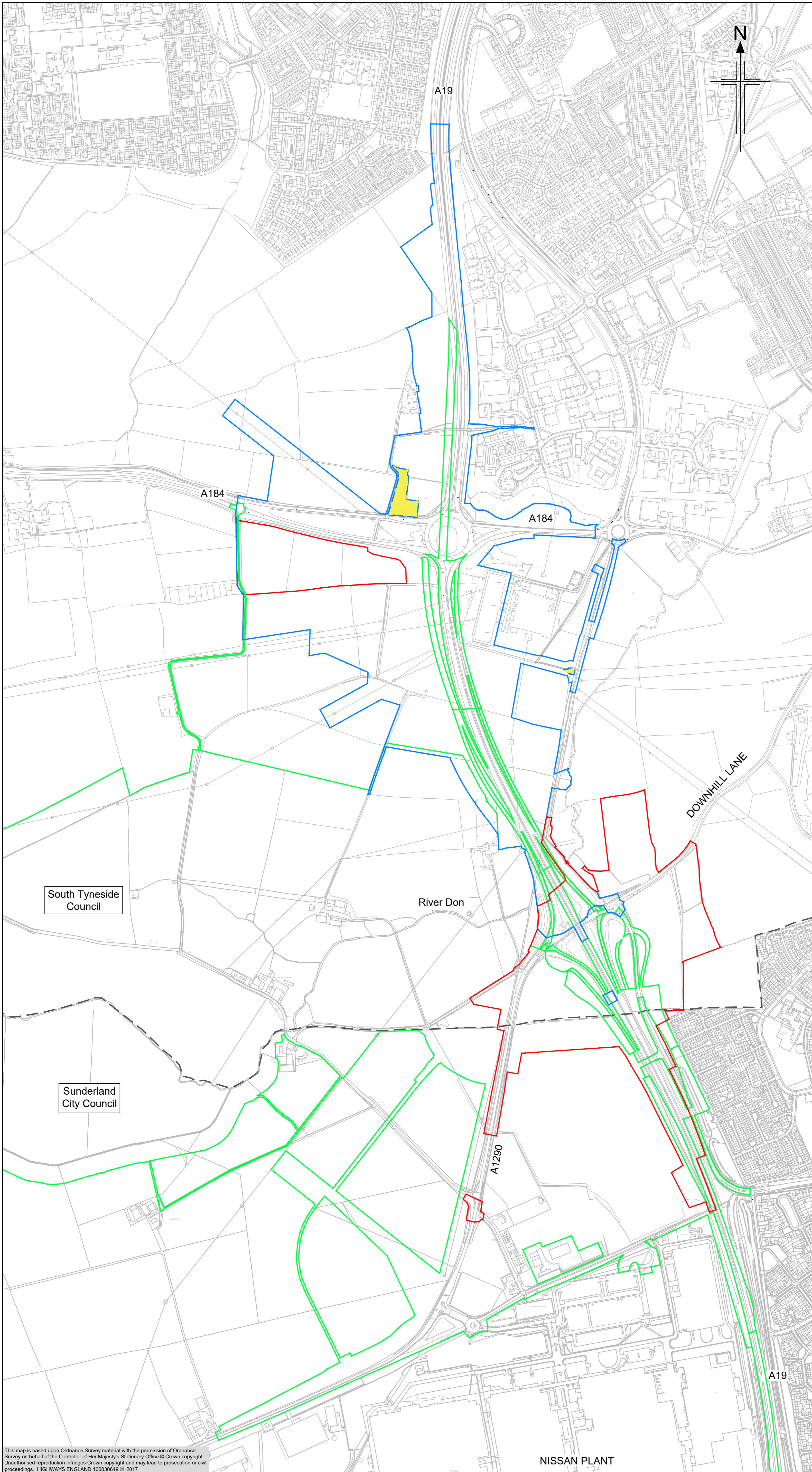
APPENDIX B: COMBINED DELIVERY PROGRAMME

A19 Downhill Lane Junction Improvement TR010024
7.3(1) Interrelation with Testo's Junction and IAMP

Combined Delivery Programme
July 2019



APPENDIX C: SCHEME BOUNDARY LAYOUT PLAN



- NOTES**
- The layouts presented are indicative only and subject to change.
- KEY**
- Testo's DCO Boundary (July 2017)
 - Downhill Lane DCO Boundary (Jan 2019)
 - IAMP TWO DCO Boundary (March 2019)
 - Area not included within Testo's DCO Boundary
 - Local Authority Boundary

South Tyneside Council

Sunderland City Council

River Don

DOWNHILL LANE

A19

A184

A184

A1290

A19

NISSAN PLANT

1	03/07/2019	APPLICATION ISSUE	CR	AP	AP	GW
0	11/01/2019	APPLICATION ISSUE	CR	AP	AP	GW
Rev	Rev. Date	Purpose of revision	Drawn	Checked	Rev'd	Apprv'd

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Project **A19 DOWNHILL LANE JUNCTION IMPROVEMENT**

Drawing title **APPENDIX C - LAYOUT PLAN INDICATING DOWNHILL LANE, TESTO'S JUNCTION & IAMP SCHEME BOUNDARIES**

Drawing status **DCO SUBMISSION**

Scale **1:5000 @ A1 DO NOT SCALE**

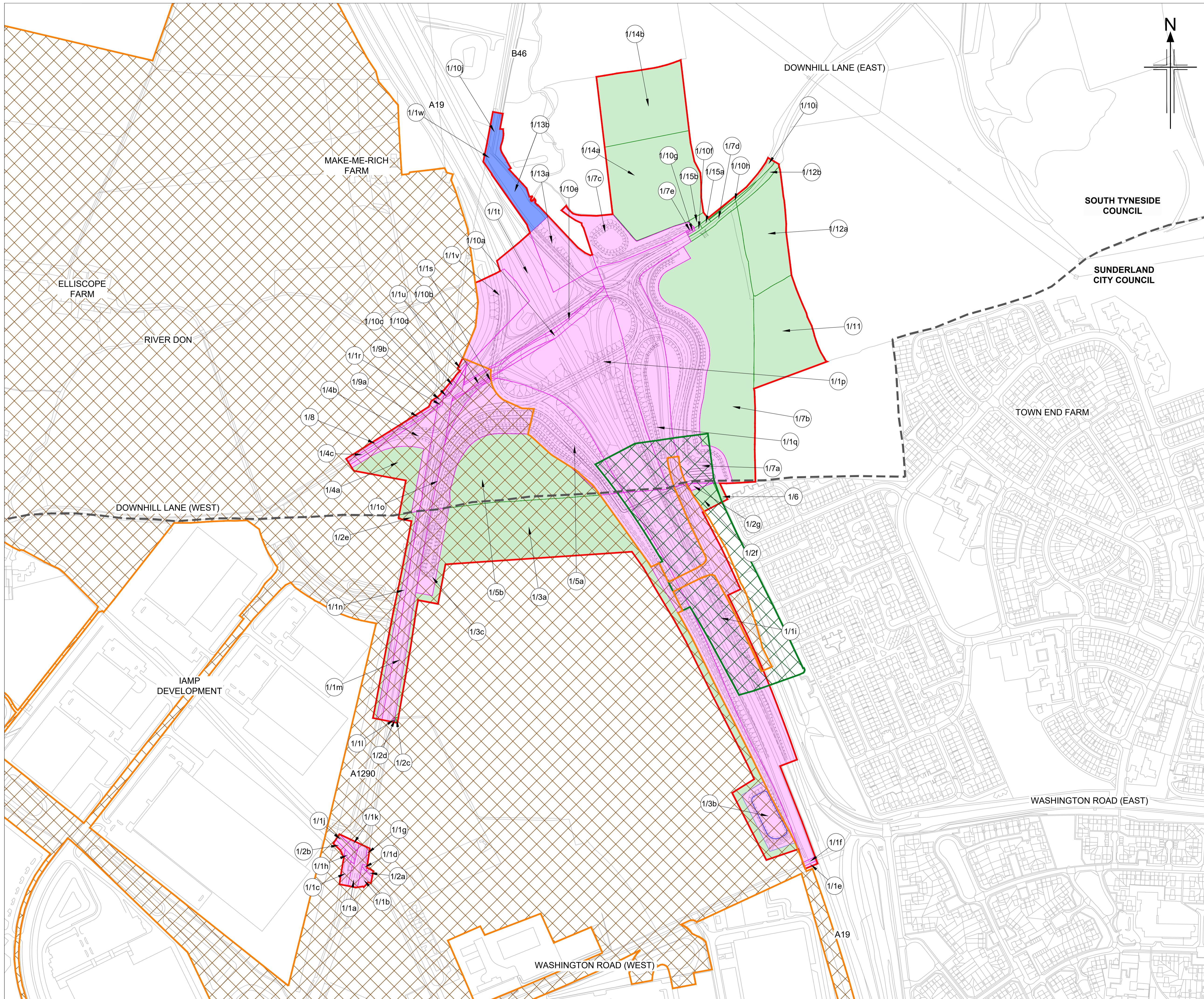
Jacobs No. **B0140301**
 Client no. **HE514495**

Drawing number **TR010024/APP/7.3(1)** Rev **1**

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APPENDIX D: COMBINED LAND ASSEMBLY PLAN



NOTES

- All dimensions are in metres unless stated otherwise.
- The Ordnance Survey background displayed in this drawing has been modified to show the neighbouring Testo's and IAMP ONE consented schemes. This reflects the most likely baseline scenario for the opening year of the Scheme.
- The full extents of the IAMP DCO lands are not shown in this drawing. Full details of the IAMP TWO land assembly can be found on the IAMP Consultation website: <http://www.iamp-consultation.com/consultation/>
- The IAMP DCO temporary lands presented in this drawing show the working area for the construction of the proposed Washington Road bridge only. The full extents of the IAMP DCO temporary land, including areas of traffic management on the local and strategic road network have been excluded.

KEY

- Downhill Lane Land to be Acquired or Used permanently for construction, operation and maintenance works
- Downhill Lane Land to be Used temporarily
- Downhill Lane Rights of Way permanently extinguished or reinstated
- Downhill Lane permanent land within IAMP TWO DCO permanent land
- Downhill Lane temporary land within IAMP TWO DCO permanent land
- Downhill Lane permanent land within IAMP TWO DCO temporary land
- Downhill Lane temporary land within IAMP TWO DCO temporary land
- IAMP TWO DCO permanent land
- IAMP TWO DCO temporary land
- IAMP TWO DCO limits of permanent land (See Note 3)
- IAMP TWO DCO temporary land for Washington Bridge construction (See Note 4)
- Downhill Lane DCO limits of lands

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Rev	Revision date	APPLICATION ISSUE	CR	AP	AP	GW
0	02/07/2019	APPLICATION ISSUE				
		Purpose of Revision	Drawn	Check'd	Rev'd	Appr'd

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Project: **A19 DOWNHILL LANE JUNCTION IMPROVEMENT**

Drawing title: **APPENDIX D DOWNHILL LANE & IAMP TWO COMBINED LAND ASSEMBLY**

Drawing status:	DCO SUBMISSION	
Scale:	1:2500 @A1	DO NOT SCALE
Jacobs No.:	B0140301	
Client no.:	HE514495	

Drawing number: **TR010024/APP/7.3(1)** Rev: **0**

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