

The Planning Inspectorate
National Infrastructure Planning
Temple Quay House
2 The Square
Bristol
BS1 6PN
For the attention of Kevin Gleeson

Date: 23rd August 2019

Dear Sir,

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

PLANNING ACT 2008 - SECTION 88 AND THE INFRASTRUCTURE PLANNING (EXAMINATION PROCEDURE) RULES 2010 – RULE 6 ETC

APPLICATION BY HIGHWAYS ENGLAND FOR AN ORDER GRANTING DEVELOPMENT CONSENT FOR THE A19 DOWNHILL LANE JUNCTION IMPROVEMENT

I refer to a request made to you at the preliminary hearing on 13th August 2019 on behalf of both Sunderland City Council and South Tyneside Council. The request relates to the deadlines for the submission of evidence listed under item 4 of the agenda. If you are agreeable both Councils wish to submit both the Local Impact Report and draft Statement of Common Ground by deadline 2 of 10th September 2019. The request is to enable further collaboration and the provision of a joint position by both Sunderland and South Tyneside Councils. There will also be a need to draft a Side Agreement between the applicant and both local authorities. We trust this request is acceptable to you.

Please find below written responses to the ExA's written questions listed within table 1 to Annex E and discussed during Issue Specific Hearing 1 (ISH1). Please also find attached the responses to these questions set out in a table.

In response to Question 21, regarding the imposition of a speed limit of 40mph on roads identified within the schedule. This is agreed in principle. It should be noted that the roundabout junction and approach roads are located away from built up residential areas, and the A1290 Washington Road is already subject to a 40mph limit. The scheme also provides a safe alternative route for pedestrians and cyclists, and removes the need for these highway users to travel through the junction.

In response to Question 24, it is noted that article 12(6) contains provisions for deeming consent to the temporary stopping up and restriction of use of streets if the consenting body fails to respond to the applicant within 28 days. This is agreed in principle. Both Sunderland and South Tyneside Councils are invited by Highways England to attend a regular monthly Traffic Management Forum as part of the A19 Testo's scheme. This forum allows for advance notification of works requiring temporary road closures and diversions, prior to any formal consultation which should address this issue.

In response to Question 25, it is noted that article 14 contains provisions for the forming or improving means of access for the purposes of authorised development. This is agreed in principle. However, any new accesses particularly from a classified road should be discussed and agreed with the respective local authority prior to installation. The access arrangements should also remain temporary, and therefore not subject to adoption as public highway. This requirement could be detailed within a Side Agreement.

In response to Question 41 relating to the detailed design, a request made by the applicant around a potential change to the scheme seeking authorisation by way of an amendment. The change being to remove the non-motorised user bridge from the proposed location to an alternative location further to the south. At the ISH1 hearing, the applicant stated that the current scheme design is at a preliminary design stage, and is currently investigating this option. It is noted that the decision to consider this proposal is at your discretion. In principle, the provision of a route on an appropriate desire line for non-motorised users, and fully segregated from traffic on the A19 corridor is acceptable. However, Sunderland would wish to reserve its position until further evidence is provided.

In response to Questions 43 and 45, Sunderland City Council are content for the discharge of conditions to be dealt with by the Secretary of State. However, it should be noted that South Tyneside Council may wish to be responsible for the discharge of certain conditions of local interest to the authority. This approach was previously adopted for the consented DCO for the A19 / A184 Testo's Junction Improvement Scheme.

I trust this is of assistance and provides a written response from Sunderland City Council to compliment the answers provided at the hearing (ISH1)

Yours sincerely



Mark Jackson

Assistant Director of Infrastructure, Planning and Transportation

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