

**SUNDERLAND CITY COUNCIL'S RESPONSE TO THE DRAFT
DEVELOPMENT CONSENT ORDER – DOCUMENT REFERENCE SCC 1**

DCO PROVISION	COMMENT
2. "the engineering drawings and sections"	<p>The following drawings submitted by the applicant as part of this DCO submission have been reviewed by SCC.</p> <p>It is noted that the drawing status is to support the application, and as such are not full detailed design drawings.</p> <p>The drawings listed below are considered acceptable in principle. However, comments are provided below to assist with future design and drawing revisions.</p> <p>Location Plan: TR010024/APP/2.1 Rev 0 Scheme Layout Plan: TR010024/APP/2.2 Rev 0 Engineering Drawings and Sections: TR010024/APP/2.6 Rev 0</p> <p>Engineering Drawings - Highways General Arrangement – APFP Regulation 5(2)(o) – Sheet 1 of 2, TR010024/APP/2.6.1(A)</p> <p>Engineering Drawings - Highways General Arrangement – APFP Regulation 5(2)(o) – Sheet 2 of 2' TR010024/APP/2.6.1(B)</p> <p>Engineering Drawings - Highways Longitudinal Sections – APFP Regulation 5(2)(o) – Sheet 1 of 3, TR010024/APP/2.6.2(A)</p> <p>Engineering Drawings - Highways Longitudinal Sections – APFP Regulation 5(2)(o) – Sheet 2 of 3, TR010024/APP/2.6.2(B)</p> <p>Engineering Drawings - Highways Longitudinal Sections – APFP Regulation 5(2)(o) – Sheet 3 of 3, TR010024/APP/2.6.2(C)</p>

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	<p>Engineering Drawings - Structures – South Junction Overbridge – APFP Regulation 5(2)(o), TR010024/APP/2.6.3(A)</p> <p>Engineering Drawings – Structures – Non-Motorised User Overbridge – APFP Regulation 5(2)(o), TR010024/APP/2.6.3(B)</p> <p>Engineering Drawings – Structures – Non-Motorised User Ramps – APFP Regulation 5(2)(o), TR010024/APP/2.6.3(C)</p> <p>Engineering Drawings – Drainage General Arrangement – APFP Regulation 5(2)(o), TR010024/APP/2.6.4</p> <p><u>SCC Comment 1 - New south junction overbridge –</u> Highways England to be responsible for the bridge structure. STC to be responsible for future maintenance of road surfacing on the circulatory carriageway and eastern approach roads on local road network. This also applies to street lighting and traffic signals.</p> <p><u>SCC Comment 2 - Non-motorised user preferred option (based on current DCO application) and approach mu routes –</u> It is noted that the span provides a 3.5m route clear of obstacles and 1.8m parapet protection to both sides, which is acceptable for NMU provision (pedestrians, cyclists and equestrian users).</p> <p><u>SCC Comment 3 - Based on the current DCO proposal for the Non-Motorised User Overbridge –</u> Highways England to be responsible for the bridge structure. This should also apply to the waterproofing system and surfacing as it appears to be an integrated solution</p>
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	<p>based on Section A-A shown on drawing TR010024/APP/2.6.3(B).</p> <p>The same principle to apply for the future maintenance of the eastern /western approach ramp structures.</p> <p>Access control at either end at the start of the eastern and western approach ramps should be considered to deter access by other vehicle types. It is noted that this may change based on the applicant's proposal to change the location of the NMU crossing.</p> <p><u>SCC Comment 4 – It is noted that three highway drainage / pollution control ponds and associated drainage ditches are proposed on land to be acquired for the scheme -</u></p> <p>The adoption and future maintenance of the proposed attenuation ponds and drainage ditches to be dealt with by a Side Agreement.</p> <p><u>SCC Comment 5 - The A1290 pond may fall within land required for the DCO for IAMP TWO highway improvements -</u></p> <p>This should be clarified by the applicant in discussion with IAMP LLP.</p>
<p>2. "the land plans"</p>	<p>The following drawings submitted by the applicant as part of this DCO submission have been reviewed by SCC.</p> <p>The drawings listed below are considered acceptable in principle. However, comments are provided below.</p> <p>Land Plans: TR010024/APP/2.3 Rev 0 TR010024_APP_2.3(A) TR010024_APP_2.3(B)</p>

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	<p><u>SCC Comment 6 –</u> It is noted that the land to be acquired to deliver the scheme is predominantly within existing Strategic Road Network highway limits and is to be used for the scheme construction, operation and maintenance works.</p> <p><u>SCC Comment 7 –</u> It is noted that outlying land is to be used temporarily to facilitate the construction works, some of which forms part of the IAMP. This is addressed within the interrelationship arrangement with IAMP LLP.</p>
<p>2. “streets, rights of way access plans”</p>	<p>The following drawings submitted by the applicant as part of this DCO submission have been reviewed by SCC.</p> <p>The drawings listed below are considered acceptable in principle. However, comments are provided below.</p> <p>Streets, Rights of Way and Access Plans – Regulation 5(2)(k) – Sheet 1 of 2, TR010024/APP/2.5(A)</p> <p>Streets, Rights of Way and Access Plans – Regulation 5(2)(k) – Sheet 2 of 2, TR010024/APP/2.5(B)</p> <p><u>SCC Comment 8 - The current scheme includes for a proposed Non-Motorised User route, works to existing Non-Motorised User routes, highway improvements/alterations to the Local Road Network, and signalised Non-Motorised User crossings -</u> The maintenance and adoption of these works which will ultimately rest with the</p>

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	<p>LHA can be included within a Side Agreement with the applicant.</p> <p><u>SCC Comment 9 – The proposed signalised NMU crossing (Pegasus) on the A1290 is to be provided based on the existing carriageway width –</u></p> <p>The delivery of this crossing may need to be clarified by the applicant in discussion with IAMP LLP based on highway improvements to widen a section of the A1290 for the IAMP TWO DCO.</p>
<p>2. “the works plans”</p>	<p>The following drawings submitted by the applicant as part of this DCO submission have been reviewed by SCC.</p> <p>The drawings listed below are considered acceptable in principle. However, comments are provided below.</p> <p>Works Plans – Regulation 5(2)(j) – Sheet 1 of 2, TR010024/APP/2.4(A) Rev 0</p> <p>Works Plans – Regulation 5(2)(j) – Sheet 2 of 2, TR010024/APP/2.4(B) Rev 0</p> <p><u>SCC Comment 10(a) –</u> It is noted that WORK No 15, 16, 17, 18 and 19 are within or adjacent the Local Road Network within the boundary of Sunderland</p> <p><u>SCC Comment 10(b)–</u> It is noted that WORK No 1, 2, 3, 4, 5 and 6 are within or adjacent the Strategic Road Network within the boundary of Sunderland</p>

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<p>9. "Application of the 1991 Act" –</p>	<p><u>SCC Comment 11</u> –</p> <p>It is noted that the respective LHA have a duty to take on prospectively adoptable highway at the public expense and then be responsible for the maintenance.</p> <p>Any such highway requirements affecting the Local Road Network can be set out within a Side Agreement with the applicant.</p>
<p>10. "Construction and maintenance of new, altered or diverted streets"</p>	<p><u>SCC Comment 12</u> –</p> <p>It is noted that as soon as the scheme is completed the respective LHA will be responsible for certain works.</p> <p>To ensure works on the local road network are completed to the reasonable satisfaction of the respective LHA; appropriate inspections should be undertaken jointly with the applicant's agent to identify any defects and remedial works if needed.</p> <p>This is considered a reasonable means of addressing any construction related issues prior to the LHA's assuming maintenance responsibility. Details to be set out within a Side Agreement with the applicant.</p> <p><u>SCC Comment 13</u> –</p> <p>Article 10(3) Refer to SCC comments 1 and 3 above.</p>
<p>12. "Temporary stopping up and restriction of use of streets"</p>	<p><u>SCC Comment 14</u> –</p> <p>It is noted and accepted that Article 12(2) allows for use a temporary working site on a temporarily stopped up / restricted street.</p> <p><u>SCC Comment 15</u> –</p> <p>Appropriate means of pedestrian access to a property shall be maintained where practicable.</p>

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	<p><u>SCC Comment 16 –</u> It is noted and accepted provision to temporarily stop up, alter or divert any street will require consent of the street authority. 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. This arrangement is expected to continue for A19 Downhill lane subject to the outcome of the DCO.</p>
<p>13. "Permanent stopping up and restriction of use of streets and private means of access"</p>	<p><u>SCC Comment 17 –</u> It is noted that provision is made for proposals to permanently stop up the means of access and streets in Parts 1, 2 and 3 of Schedule 4.</p> <p><u>SCC Comment 18 –</u> In relation to Article 13.(2)(a) and (b) of the DCO SCC would Refer to SCC comment 11.</p>
<p>14. "Access to works" -</p>	<p><u>SCC Comment 19 –</u> 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.</p>

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16. "Traffic Regulation"	<p><u>SCC Comment 20 –</u> It is noted that consent from LHA needs to be given within 28 days or it is deemed consent.</p> <p>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. This arrangement is expected to continue for A19 Downhill lane subject to the outcome of the DCO.</p>
19. "Authority to survey and investigate the land" -	<p><u>SCC Comment 21 –</u> It is noted that if the LHA or SA receives an application for consent if it does not respond in 28 days it is deemed consent.</p>
30. "Temporary use of land for construction compound" -	<p><u>SCC Comment 22 –</u> Plots 2/1, 2/2a, 2/2b form part of the temporary site compound at West Pastures utilised the A19 Testo's scheme. Continued use of this land is supported for the A19 Downhill scheme.</p>
35. "Felling or lopping of trees and removal of hedgerows" -	<p><u>SCC Comment 23 –</u> To request that a provision is inserted into the Article 35 that requires HE to obtain the prior written consent of the relevant LA before any trees or hedgerows are removed.</p>
Schedule 1 "Authorised Development"	<p><u>SCC Comment 24 –</u> The Works as set out in Schedule 1 are all acceptable and supported. This includes Work item Nos 1, 2, 3, 4, 5, 6 15, 16, 17, 18, and 19 within the boundary of Sunderland</p>

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<p>Schedule 2 “Requirements” Part 1 Requirements Detailed Design – Requirement 3</p> <p>Construction environmental management plan – Requirement 4</p> <p>Schedule 2 – Part 2 – Procedure for Discharge requirements</p>	<p><u>SCC Comment 25 –</u> It is noted that the scheme design drawings are preliminary. A request made by the applicant at ISH1 around a potential change to the scheme seeking removal of the non-motorised user bridge from the proposed location to an alternative location further to the south. 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.</p> <p><u>SCC Comment 26 –</u> The general provisions for the CEMP are considered acceptable. However, further comments may be provided when the documentation is submitted for discharge of condition is sought by the applicant.</p> <p><u>SCC Comment 27 –</u> Sunderland City Council are content for the discharge of conditions to be dealt with by the Secretary of State. However, further comments may be provided when the discharge of conditions are sought by the applicant in relation to the CEMP and any specific mitigation measures relating to ecology or public health.</p> <p>This approach was previously adopted for the consented DCO for the A19 / A184 Testo’s Junction Improvement Scheme.</p>
<p>Schedules 3 “Classification of Road etc” and Schedule 4 “Permanent Stopping up of Streets and Private Means of Access” -</p>	<p><u>SCC Comment 28 –</u> There are no objections to the description of the highways set out in both Schedules.</p>
<p>Schedule 5 “Modification of Compensation and compulsory purchase enactments for</p>	<p><u>SCC Comment 29 –</u></p>

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creation of new rights and imposition of restrictive covenants”	There are no comments in principle to provisions set out in Schedule 5 but SCC reserves its position to make further comments on this if required.
Schedule 6 “Land of which temporary possession may be taken”	<u>SCC Comment 30 -</u> Land parcel 1/2g is required to be used temporarily to facilitate the works. This is acceptable in principle. No further comments at this stage.