

A19 Downhill Lane Junction Improvement

Scheme Number: TR010024

7.15 Applicant's Comments on South Tyneside Council & Sunderland City Council Local Impact Report

Rule 8(1)(j)
Planning Act 2008
Infrastructure Planning (Examination Procedure)
Rules 2010

Infrastructure Planning

Planning Act 2008

The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009

A19 DOWNHILL LANE JUNCTION IMPROVEMENT

The A19 Downhill Lane Junction Development Consent Order 202[]

APPLICANT'S COMMENTS ON SOUTH TYNESIDE COUNCIL & SUNDERLAND CITY COUNCIL LOCAL IMPACT REPORT

Regulation Number:	Rule 8(1)(j)
Planning Inspectorate Scheme Reference	TR010024
Application Document Reference	TR010024/APP/7.15
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Rev 0	October 2019	Examination Deadline 3 Submission

Para No.	Question:	Response:
1	Introduction	
1.1	A Local Impact Report (LIR) is defined according to Section 60(3) of the Planning Act 2008 as 'a report in writing giving details of the likely impact of the proposed development on the authority's area.' It should be used by Local Authorities as the means by which their existing body of knowledge and evidence of local issues can be fully and robustly reported to the Examining Authority. It should draw on existing local knowledge and experience.	No comment.
1.2	This is a Local Impact Report relating to the application by Highways England to upgrade the junction of the A19 trunk road with the A1290 carriageway at Downhill Lane. This report has been produced in accordance with Version 2 of the Local Impact Report Guidance (the Advice Note) produced by The Planning Inspectorate dated April 2012 and considers the likely impacts of the proposed development on South Tyneside, being the Local Authority within whose administrative area where the majority of the works will take place. Consideration is also given to the likely impacts of the proposed development on Sunderland, as the adjoining Local Authority given the location of the development on the boundary between both Authorities.	Noted.
1.3	The Advice Note states that when the Examining Authority decides to accept an application, it will ask the relevant local authorities to prepare a Local Impact Report and this should be prioritised whether or not the local authority considers that the development would have a positive, negative or neutral effect on the area. The Report may include any topics that they consider to be relevant to the impact of the development on their area as a means by which their existing body of knowledge and evidence on local issues can be fully and robustly reported to the Examining Authority.	No comment.
1.4	The LIR may also comment on the development consent obligations and the requirements and also any relevant representations.	No comment.
1.5	In producing the LIR the council has not sought the views of local interest groups as to any particular matters that should be reflected in the report because the parish councils and other local groups have the opportunity, through the consultation process, to make their observations direct to the National Infrastructure Directorate. It should be noted here that there are no Parish Council's in South Tyneside because it is a metropolitan borough. The same principle applies to Sunderland.	Noted.

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1.6	The LIR has been written so as to incorporate the topic areas suggested in the Advice Note (set out above), the subject areas in the Environmental Statement, and the obligations and proposed requirements submitted with the application for Development Consent Order (DCO).	No comment.
1.7	The LIR has been prepared jointly by both South Tyneside Council and Sunderland City Council; with a collaborative approach taken to ensure the interests of both Authorities are set out within this report.	Noted.
1.8	This report follows the same principles adopted for the LIR prepared by South Tyneside Council in partnership with Sunderland City Council for the A19 A184 Testo's Junction Improvement scheme which has been granted a Development Consent Order. The scheme for A19 A184 Testo's commenced on site in March 2019.	Noted.
1.9	The International Advanced Manufacturing Park Limited Liability Partnership (IAMP LLP) has been formed as a joint venture between Sunderland City Council and South Tyneside Council to promote and deliver the International Advanced Manufacturing Park (IAMP). It should be noted that IAMP LLP are distinctly separate to the regulatory roles met by both local authorities as Planning and Highways Authorities. As such, IAMP LLP has been consulted separately in relation to this DCO. Following adoption of the IAMP Area Action Plan in 2017, the first phase of IAMP, IAMP ONE has been granted planning permission by Sunderland City Council to deliver the first part of the IAMP. The process for IAMP TWO, which forms a larger part of the IAMP is considered a nationally significant infrastructure project. As such, IAMP TWO will be subject to an application for a Development Consent Order. The intention is to again for both South Tyneside and Sunderland Local Authorities to jointly prepare a LIR to consider and respond on local issues in terms of the impact of the IAMP TWO development proposals.	Noted.
2	South Tyneside and Sunderland Context	
2.1	South Tyneside sits within the Tyne and Wear conurbation. It has natural boundaries include the River Tyne to north and the North Sea to the east. The Council has neighbouring local authority boundaries with Sunderland to the south and Gateshead to the west. South Tyneside covers 64 sq. km and includes the towns of South Shields, Jarrow and Hebburn along with the villages of Boldon, Cleadon and Whitburn.	No comment.
2.2	The Borough is bisected east/west by the A19(T) and includes the A194(M) A184 White Mare Pool Interchange, A19 A184 Testo's Roundabout, A19 A1290 Downhill Lane junction and the	No comment.

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	A19 A194 Lindisfarne Interchange) which are all designated as Highways England trunk roads.	
2.3	On the local road network, the A194, A184 and A185 principal routes link South Tyneside to Gateshead and Newcastle, and the A1018 and A183 to Sunderland. The A1300 also provides an east-west link through the suburbs of South Shields and the coast (and is signed as the tourist route).	No comment.
2.4	South Tyneside also benefits from access to the Tyne and Wear Metro system, which provides public transport accessibility in the Borough, with 10 metro stations giving access to the main town centres, riverside and the coastal area as well as further afield to Newcastle and other districts of Tyne and Wear.	No comment.
2.5	Sunderland is located within the North East of England and is bounded by: County Durham to the south and west; Gateshead to the north-west; South Tyneside to the north; and the North Sea to the east. The administrative boundary covers 137 sq. km.	No comment.
2.6	The City is bisected north/south by the A19(T) which is designated as Highways England trunk road; and which includes key junctions with the local road network at the A19 A1231 Wessington Way, A19 A183 Chester Road and the A19 A690 Durham Road.	No comment.
2.7	On the local road network, the A1290, A1231, A183, A690 and A1018 are the principal routes linking Sunderland City Centre with South Tyneside, Durham, Gateshead and Newcastle.	No comment.
2.8	Sunderland also benefits from access to the Tyne and Wear Metro system, which provides public transport accessibility in the City giving access to the seafront as well as further afield to South Tyneside and other districts of Tyne and Wear.	No comment.
3	Details of the Proposal	
3.1	The Proposed Development is directly linked with the delivery of the Highways England major scheme for the A19 A184 Testo's junction improvement to upgrade the existing junction to a grade-separated junction. This received Development Consent Order permission in October 2018.	The Proposed Development and the consented A19/A184 Testo's junction improvement scheme are two separate schemes. The Interrelationship Document (Application document ref: TR010024/APP/7.3) sets out how the two schemes sit alongside each other.

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3.2	The scheme comprises the upgrading of the A19 A1290 junction from a signalised priority, grade separated signal controlled junction with a single bridge crossing over the A19. The proposed scheme includes the construction of an additional bridge to the south of the existing, creating a grade separated roundabout junction with a full circulatory carriageway over the mainline A19.	No comment.
3.3	Traffic on the A19 will continue to flow freely below the junction, whilst traffic using the A1290 would travel around the roundabout. The scheme provides additional capacity on both the northbound and southbound off-slips which accommodates traffic associated with shift changes for Nissan; and traffic associated with the IAMP.	No comment.
3.4	The scheme also includes for the provision of a separate bridge to the south of the junction to accommodate non-motorised users. The bridge will provide a connection to existing footways, cycleways and bridleways to provide for the safe movement of pedestrians, cyclists and equestrian users.	No comment.
3.5	<p>Other elements of the Scheme are:</p> <ul style="list-style-type: none"> • Removal and replacement of road signage; • Diversion of services/utilities; • Installation of lighting and cabling; • Installation of boundary fencing and safety barriers; • Provision of non-motorised user crossing points; • Road surfacing; and <p>Road drainage systems and attenuation ponds.</p>	No comment.
4	Relevant Development Plans	
	South Tyneside Council Local Development Framework [LDF]	
4.1	The Local Plan for South Tyneside is the statutory development plan for the Borough. It is the implementation plan for the land-use objectives of the South Tyneside Local Development Framework from 2007 to 2022.	Noted.
4.2	The LDF is the current development plan in force for the South Tyneside Council administrative area (and it will remain to be for the timescales involved for the consideration	Noted.

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	of this proposed DCO).	
4.3	<p>The following LDF development plan documents [DPDs] and policies are drawn to the Examination Authorities attention:</p> <p>Core Strategy (and key diagram), adopted June 2007</p> <ul style="list-style-type: none"> • Objectives 1, 2, 3, 7, 10, 11, 12, 13, 14 and 16 • Policy ST1 - Spatial Strategy for South Tyneside, in particular limb C • Policy ST2 - Sustainable Urban Living • Policy A1 - Improving Accessibility, in particular limb B • Policy EA1 - Local Character and Distinctiveness • Policy EA3 - Biodiversity and Geodiversity • Policy EA5 - Environmental Protection • Policy EA6 - Planning for Waste <p>Development Management Policies, adopted December 2011</p> <ul style="list-style-type: none"> • Policy DM1 - Management of Development • Policy DM6 - Heritage Assets and Archaeology <p>Site-Specific Allocations and Proposals Map, adopted April 2012</p> <ul style="list-style-type: none"> • Policy SA2 - Improving Physical Accessibility and Transport Infrastructure <p>Policy SA7 - Green Infrastructure and Recreational Opportunities</p>	Noted.
4.4	Relevant extracts from the above LDF DPD's are provided at Appendix A	Noted.
Sunderland Core Strategy and Local Plan		
4.5	<p>The Core Strategy and Development Plan for Sunderland sets out long-term plan for development across the city to 2033. A Planning Inspector has been appointed by the Secretary of State and has conducted an examination in public in June 2019 into the soundness of the local plan and has suggested modifications which consist of removal of three sites from the green belt. Those modifications will be consulted upon shortly with the expectation that the local plan will be adopted by Sunderland City Council in February 2020.</p>	Noted.

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4.6	<p>Together with national planning policy and guidance, both Local Plans:</p> <ul style="list-style-type: none"> • Set out the spatial strategy and policies for the sustainable use of land and buildings in both local authority areas • Lay the foundations for regeneration and economic growth, and <p>Form the basis for assessing all planning applications and other development proposals.</p>	Noted.
4.7	<p>From a transport perspective, both Local Plans ensure that the key growth areas are accessible and well connected by sustainable transport links so that travelling by public transport, cycling and walking is convenient and reduces our reliance on cars. Both Local Plans reference the need for adequate links with the wider region, providing access to employment opportunities, attractions and other key destinations.</p>	Noted.
4.8	<p>The A19 is a key corridor for economic growth. Investment in the Second Tyne Tunnel crossing (which opened in 2011) and improvements at the A19 A184 Testo's roundabout reflect the corridors importance.</p>	Noted.
4.9	<p>Both Councils will give priority to improving accessibility, particularly by encouraging and promoting public transport improvements between the A19 Economic Growth Corridor (including employment areas at Boldon Colliery, Doxford Park, Washington and south-east Northumberland); and other destinations in the Tyne and Wear City Region. These include Newcastle Central Station, Newcastle International Airport and both Ports located at Tyne Dock in South Tyneside and the Port of Sunderland.</p>	Noted.
4.10	<p>Both Local Plans seek to reinforce the importance of the A19 as a strategic economic corridor and as such the current delivery of the A19 A184 Testo's junction improvement works is a significant investment priority.</p>	Noted.
International Advanced Manufacturing Park (IAMP) Area Action Plan (AAP)		
4.11	<p>Both local authorities adopted the International Advanced Manufacturing Park (IAMP) Area Action Plan (AAP) in 2017. The AAP has become part of the Local Plans of both South Tyneside and Sunderland and provides the spatial planning policy that will shape the future development of the IAMP. The IAMP AAP requires the developer of IAMP to demonstrate how IAMP will integrate with the Proposed Development at Testo's and also at Downhill Lane.</p>	Noted.

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5	Material Documents	
	National Networks National Policy Statement	
5.1	The National Networks National Policy Statement (NPS) was published in December 2014. It sets out Government policy relating to the delivery of nationally significant infrastructure projects relating to the road and rail networks. It reflects the importance given to maintaining well connected and high performing networks with sufficient capacity to meet long term needs and support economic growth, including need at a local level. Both the Testo's and Downhill Lane schemes will deliver improved connectivity and increased capacity on the A19 corridor.	Noted and agreed.
5.2	It recognises that the consequences of traffic congestion can be both economic, in terms of constraining economic activity and growth as well as environmental such as harmful emissions affecting air quality. Measures to improve the road network will include junction upgrades and increased capacity on trunk roads and these will be implemented alongside measures to encourage less reliance on the private vehicle and rolling out improved technology.	No comment.
5.3	Detailed guidance is provided about the need to ensure that new development is appropriately mitigated to avoid environmental and social impacts but it is also recognised that some adverse local effects may remain. A range of specific impacts are set out in the guidance.	No comment.
	National Planning Policy Framework	
5.4	The revised National Planning Policy Framework (NPPF) came into effect in 2019 and promotes sustainable development. It replaced and simplified a large number of policy pages about planning. The Planning Practice Guidance to support the NPPF is published online and regularly updated. These act as guidance for Local Planning Authorities and decision-takers, both in drawing up plans and making decisions about planning applications.	No comment.
5.5	Separate National Policy Statements have been produced to set out the material considerations relating to nationally significant infrastructure projects and these reflect the key aims of sustainable development set out in the NPPF.	No comment.
	North East Strategic Economic Plan	
5.6	The Strategic Economic Plan (SEP) was published in March 2014 by the North East Local Enterprise Partnership, and then refreshed in 2019. Its overall vision is to provide over one	Noted.

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	<p>million jobs in our economy by 2024. It is expected much of this will be achieved through growth in business services, where the A19 corridor, including the International Advanced Manufacturing Park, is a competitive location which already accommodates a range of medium and large businesses; new economy such as creative and technology, media and telecoms; low carbon and renewable technologies which is supported by the designation of Enterprise Zones.</p>	
5.7	<p>The SEP sets out six strategic themes to address challenges and deliver economic growth – one of these is to develop the places for business to invest and for people to live and another is transport and digital connectivity to allow people to move around for work and leisure and connect the North East to the national and international economy. In completing both the Testo's and Downhill Lane Improvement Schemes, it is considered that this will address the SEP challenges on delivering economic growth.</p>	Noted.
5.8	<p>Establishing a varied portfolio of potential development sites with the right infrastructure is crucial to leveraging investment into the area and the SEP notes that the A19 corridor remains a key employment location and any form of improvement will increase the viability for businesses.</p>	Noted.
5.9	<p>In terms of transport, the SEP notes that to achieve its economic growth aspirations, it will be necessary for people and goods to be transported within, into and out of the area. It goes on to note that the presence and effectiveness of road, rail, air and sea connections can limit aspiration and the north east will not attract investment if the transport networks do not function effectively. Improvements in the A19 corridor are specifically identified as a spending priority for the North-East region.</p>	Noted.
5.10	<p>It recognises that reducing congestion on the road network, namely the A1 and A19, is necessary to ensure that constraints on economic investment are relieved. Investment in the road network will have significant economic benefits for the region and enable developments in growth corridors to be delivered. The SEP identifies investment in known bottlenecks on the network and in additional capacity and traffic management, as well as encouraging more use of sustainable transport among its priorities.</p>	Noted.
5.11	<p>The SEP seeks to ensure that commitments to invest in key network improvements at known bottlenecks, including the Testo's and Downhill Lane scheme, are raised through the Highways England post-2015 delivery programme, with other A19 junctions improved by 2023. Proposals for further capacity improvements are set out in the published Transport for the</p>	No comment.

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	North report "The Northern Powerhouse: One Agenda; One Economy, One North".	
	Tyne and Wear Local Transport Plan	
5.12	Local Transport Plan 3 (LTP3) was the third Local Transport Plan for Tyne and Wear and includes a ten-year strategy (2011 – 2021) covering all forms of transport in Tyne and Wear. It was produced by the former Tyne and Wear Integrated Transport Authority (ITA) on behalf of the six LTP Partners – the five Tyne and Wear local authorities (including South Tyneside and Sunderland) and Nexus, the local Passenger Transport Executive. The responsibilities of the ITA passed to North East Combined Authority (NECA) from April 2014.	No comment.
5.13	<p>The vision for transport in Tyne and Wear was that the area will have a fully integrated and sustainable transport network, allowing everyone the opportunity to achieve their full potential and have a high quality of life. The strategic networks will support the efficient movement of people and goods within and beyond Tyne and Wear, and a comprehensive network of pedestrian, cycle and passenger transport links will ensure that everyone has access to employment, training, community services and facilities. Five goals were adopted to meet the vision:</p> <ul style="list-style-type: none"> • To support the economic development, regeneration and competitiveness of Tyne and Wear, improving the efficiency, reliability and integration of transport networks across all modes; • To reduce carbon emissions produced by local transport movements, and to strengthen our networks against the effects of climate change and extreme weather events; • To contribute to healthier and safer communities in Tyne and Wear, with higher levels of physical activity and personal security; • To create a fairer Tyne and Wear, providing everyone with the opportunity to achieve their full potential and access a wide range of employment, training, facilities and services; and <p>To protect, preserve and enhance our natural and built environments, improving quality of life and creating high quality public places.</p>	No comment.
5.14	In terms of the A19, the need for improvements at the Testo's junction was identified a number of years ago with the Department for Transport (DfT) having accepted a recommendation made by the then interim Regional Transport Board for improvements at the junction to be progressed to complement other junction improvement works elsewhere on the A19 to address the issues with road safety and congestion. Improvements at Testo's and the Downhill	Noted.

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	Lane junction remain a regional priority and the major scheme investment in welcomed.	
North East Combined Authority [NECA] Regional Transport Plan		
5.15	Transport is of strategic importance to the North East, and the collaborative working of both Combined Authorities allows effective decision making across the region, which ensures that the local needs and priorities are delivered. The creation of North East Combined Authority in 2014 placed the responsibility for strategic decision making for transport, economic development and skills onto a new body made up of the seven local authority leaders and the chairman of the North East Local Enterprise Partnership. The North East Joint Transport Committee brings together a total of seven members from each of the Constituent Authorities of the region; four Members from the North East Combined Authority and three Members from the North of Tyne Combined Authority in accordance with the Order that was created in November 2019.	No comment.
5.16	As part of this process, the third Tyne and Wear Transport Plan (LTP3) is to be replaced by a Regional Transport Plan covering the North-East area. This plan will set out our key policies, the new and collaborative ways in which we work and establishes a delivery programme which will aid us in achieving our goals. As with previous transport strategies, investment in the A19 corridor such as the Testo's and Downhill Lane scheme is a key priority of the policy.	Noted.
South Tyneside Strategy 2017-2020		
5.17	South Tyneside is ambitious about its future, with high levels of housing and employment planned, both of which will mean more traffic on our transport network and without a dramatically different vision for transport, we risk seeing more congestion, more pollution and poorer health conditions. Both the Testo's and Downhill Lane schemes will remove congestion at the key junction, thus acting as an enabler for future development.	No comment.
5.18	It further references that the future jobs and homes in the borough will need to be supported by improved, and a more resilient, infrastructure which will be set out in the infrastructure delivery plan associated with the Local Plan. This includes improvements along the A19 corridor which is the major 'economic artery' that links South Tyneside to the rest of the country. Improvement schemes will therefore support businesses and key employment initiatives including the International Advanced Manufacturing Park.	No comment.
South Tyneside Highway Asset Management Plan		

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5.19	The South Tyneside highway and infrastructure network represents the single most valuable asset for which the Council has responsibility. The network comprises almost 600km of roads, approximately 1100km of footways and cycle ways and over 100 highway structures (bridges, subways, retaining walls and culverts).	No comment.
5.20	The network is used daily by the majority of businesses, residents and visitors and is fundamental to the economic, social and environmental wellbeing of our borough. It helps to shape the character and quality of the local area and makes an important contribution to wider Council priorities, including regeneration, social inclusion, community safety, education and health.	No comment.
5.21	The Council in the Highway Asset Management identifies that it is crucial that the local highway network is well maintained; a view shared by business, residents and other highway users, who see this as a high priority area of work. The Highway Asset Management Plan (HAMP) sets out the approach to maintaining our highway assets in order to provide the best possible service to all road users.	No comment.
5.22	The plan includes a hierarchy of junctions, based on the strategic importance, level of congestion and number and type of road traffic accidents of each junction. The A19-A184 Testo's junction is ranked highest in the hierarchy.	No comment.
The Sunderland Strategy 2008 – 2025		
5.23	Sunderland's strategy is to create an enterprising and productive global city with a strong and diverse economy providing jobs and careers for generations to come. A city where everyone has the opportunity to contribute to and benefit from the regional economy, to fulfil their potential to be skilled, motivated and wealth creating without losing the special characteristic of Sunderland's balanced way of life.	No comment.
Sunderland Highway Asset Management Policy Statement and Strategy 2017		
5.24	Sunderland's highway assets represent the most valuable asset group for which the council is responsible, with an estimated value in 2017 in excess of £2.3bn. Our roads, footways and cycle tracks are vital arteries that allow people and goods to move within and beyond the city. The highway network supports businesses, provides access to work, schools, hospitals and leisure facilities. An effective highway network is fundamental to the three priority areas within which the council is most able to positively influence outcomes for Sunderland, its residents,	No comment.

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	communities and businesses:	
5.25	Sunderland City Council recognises the benefits of Asset Management and is committed to an evidence based asset management approach for maintaining the highway infrastructure.	Noted.
5.26	This Asset Management Strategy sets out our plans to implement an integrated asset management service over the coming five years. The aim is to make asset management central to the highways service with the intent of driving long-term planning based on robust condition evidence. The approach will take into account the whole-life-cost, looking at early intervention with the right solution in the right place at the right time.	Noted.
5.27	The junction improvement scheme proposed for A19 Downhill Lane will directly support our priority areas by improving access to employment sites, while addressing traffic capacity and road safety issues at this location.	Noted and agreed.
6	Other Relevant Considerations	
	Improvements to the Wider Network	
6.1	<p>In addition to the Highways England's proposal at Downhill Lane and the scheme at Testo's Junction, both Councils have secured funding allocations for a number of improvements along the economically significant A19 corridor. These improvements include:</p> <ul style="list-style-type: none"> A19 Northbound Lane Gain / Lane Drop improvement (National Productivity Investment Fund) provided between the Lindisfarne (A194 / A19) and Southern Portal of Tyne Tunnels which will see an additional carriageway constructed from July 2019 and <p>A19 A690 Durham Road junction improvement (Growth and Housing Fund) – planned to start autumn 2019.</p>	<p>Noted.</p> <p>The applicant notes that there is limited interaction between the Scheme and the proposed local authority schemes. Chapter 15 of the ES (TR010024/APP/6.1) included these improvement schemes in its consideration of potential cumulative effects. On a practical level, any traffic management interfaces that may arise can be planned at the monthly traffic management forum.</p>
6.2	<p>Given the proximity of three DCO schemes (including IAMP TWO), which all include major highway infrastructure proposals; the critical issues to consider will be the timing and execution of the construction programmes. Early contractor involvement and collaboration with stakeholders is vital. To ensure that any disruption to both commuter and business traffic is managed, close liaison with Highways England, Sunderland and South Tyneside Councils, Nissan Manufacturing UK, IAMP LLP and other parties will be key to successful delivery.</p>	<p>The applicant has established productive working relationships with the local authorities and other neighboring stakeholders including Nissan Motor Manufacturing UK and IAMP LLP. A monthly traffic management forum has been convened as part of the ongoing work at Testo's junction which provides a regular opportunity for all parties to coordinate traffic management interfaces. This forum will be maintained throughout the</p>

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		construction phase of the Scheme.
6.3	In In terms of future development, both Councils draft Local Plans reflect the aspirations of the SEP and retains an emphasis on developing the A19 corridor as a major employment location including the International Advanced Manufacturing Park on land to the north of the Nissan UK manufacturing plant.	Noted.
6.4	The relationship of the Downhill Lane junction improvement scheme DCO to that of the DCO being prepared for the International Advanced Manufacturing Park has been reflected in documents for both the Testo's and Downhill DCO submission (Interrelation with Downhill Lane Junction and International Advanced Manufacturing Park).	Agreed.
6.5	The document provides a summary of the interrelationship between the three proposed nationally significant projects. This document has been submitted with the A19 A1290 Downhill Lane Junction Improvement application for development consent. It is anticipated that the document will be developed further and reissued with the subsequent DCO application for the IAMP. IAMP TWO is dependent on the delivery of the Downhill Lane scheme.	The interrelationship document has been updated and submitted at Deadline 3 (Application document reference: TR010024/APP/7.3(2)).
6.6	Whilst, it is important to note that a key principle of applications for DCO's is that the schemes to which they relate must be deliverable in their own right with no reliance on the other schemes.	This is the Applicants approach to its DCOs as stated at para 1.1.1 of the Interrelationship Document (Application document reference: TR010024/APP/7.3). The Proposed Development will not require any land to be secured under another scheme and will not require any mitigation to be delivered under any other scheme.
7	Local Impacts Assessment	
7.1	Both South Tyneside Council and Sunderland City Council have assessed the local impacts resulting from the scheme proposals and designated them in terms of whether the impact is on balance considered to be positive, neutral or negative. This determination has been completed using the suite of supporting evidence available as part of the DCO application (TR010024) for the scheme.	Noted.
	Air Quality and Emissions – Neutral Impact	
7.2	The Environmental Statement (ES) dated January 2019 (DCO document TR010024/6.1V1, V2 and V3) has been produced by Highways England (HE). Chapter 6 of the document refers	No comment.

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	to the Air Quality assessments that have undertaken.	
7.3	Both Councils agree with the methodology used in the ES and is in approval of the baseline assessments. The assessment of the development once operational has concentrated on nitrogen dioxide which is a pollutant linked to traffic.	Agreed.
7.4	Air quality modelling for nitrogen dioxide has been used to determine the air quality impact of do something compared with do minimum validated using South Tyneside diffusion tube data for the Lindisfarne Air Quality Management Area (AQMA) designated in South Tyneside at the A194 / A19 junction. However, there were no exceedances of the NO2 air quality objective (AQO).	Agreed.
7.5	South Tyneside recently addressed a ministerial direction issued by DEFRA aimed at a third wave of local authorities across the UK, which identified potential exceedance in the annual mean of NO2 concentration using data from a 2015 baseline. The projected exceedance focussed on a road link between specific junctions on the A194 including the A19 A194 junction (Lindisfarne Junction) in South Tyneside. This road is located 3miles from the A19/A1290 junction.	Noted.
7.6	Following the completion of a targeted feasibility study which assessed tail-pipe emissions from vehicles and considering the impacts of the Lindisfarne junction improvement scheme (post 2015) that NO2 concentrations level were found to be compliant and no further action required.	Noted.
7.7	Sunderland recently addressed a challenge from DEFRA aimed at a third wave of local authorities across the UK, which identified a potential exceedance in the annual mean of NO2 concentration using data from a 2015 baseline. The projected exceedance focussed on a road link between specific junctions on the A1231 Sunderland Highway in Washington. This road corridor is located approximately 0.5km from the A19 A1290 Downhill Lane scheme. Following the completion of a study assessing the projected nitrogen dioxide, it was found that mitigation measures adopted by the Council in the period post 2015 had addressed the projected NO2 concentration levels found to be compliant.	Noted.
7.8	Sunderland monitor air quality from data obtained from three fixed sites and also from diffusion tubes located across the City. Currently, Sunderland do not have any Air Quality Management Areas.	Noted.

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7.9	During the construction period, fugitive dust emissions are expected. As a result of this, both Councils would support the formulation of a dust management plan as a control measure to be identified in the Construction Environmental Management Plan (CEMP) and Register of Environmental Actions and Commitments (REAC).	<p>Para 6.8.1 of the ES (Application document ref: TR010024/APP/6.1) states "With best practice dust control measures in place, the construction phase of the Scheme is not predicted to cause any significant dust nuisance."</p> <p>Appendix G of the outline CEMP sets out the 'Dust, Noise and Nuisance Management Plan' which provides details of typical strategies for dust control. The outline CEMP (Application document ref: TR010024/APP/7.2) is secured by Requirement 4 of the dDCO (Application document ref: TR010024/APP/3.1)</p> <p>The outline CEMP and its appendices will be developed in more detail for submission and approval as the authorised CEMP during preparation for construction and will be kept under review throughout construction. The local authorities will be consulted on the content of the CEMP as required by Requirement 4.</p>
7.10	As a result of the assessments undertaken, both South Tyneside and Sunderland City Council consider that the air quality impacts of the scheme are not adverse and that the proposed and requested mitigation identified in the CEMP and REAC will reduce the impacts. Based on this the Downhill Lane scheme is considered to have a NEUTRAL impact on both South Tyneside and Sunderland.	Agreed.
Biodiversity, Ecology and Natural Environment – Negative Impact		
7.11	An overall assessment of the impact of the proposals on ecology and nature conservation is given using terminology specified in Interim Advice Note 130/10 Ecology and Nature Conservation: Criteria for Impact Assessment (IAN130/10), with both South Tyneside and Sunderland City Council accepting the methodology undertaken and baseline assessments.	Noted.
7.12	The ecological interest to be directly and indirectly affected by the proposal must be fully assessed following current best practice guidelines. All features including habitats, species and ecosystems function and processes that may be affected should also be referenced in a geographical context in which they are considered important.	Agreed. This is set out in Chapter 9 of the ES (Application document ref: TR010024/APP/6.1)
7.13	A full assessment of whether important ecological features will be subject to impacts and characterisation of these impacts and their effects. Assessment of residual ecological impacts	Agreed. This is set out in Chapters 9 and 15 of the ES (Application document ref: TR010024/APP/6.1)

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	of the scheme remaining after mitigation and the significance of their effects, including cumulative effects is required.	
7.14	A sequential process should be adopted to avoid, mitigate and compensate ecological impacts otherwise known as the mitigation hierarchy. Mitigation measures should be embedded into the scheme through careful design. Compensation measures should focus on the same type of ecological features as those affected and equivalent levels of functionality sought. Any replacement area should be similar in terms of ecological features and ecological functions that have been lost or damaged, or with appropriate management have the ability to reproduce the functions and conditions of those ecological features.	Agreed. Mitigation is set out in Chapter 9 of the ES (Application document ref: TR010024/APP/6.1)
7.15	The delivery of compensation measures, including biodiversity offsets, is likely to involve access to land, or land purchase, outside a scheme footprint and a commitment to long-term management through legal agreements. They therefore require early consideration in project design. The principles of offsetting should be agreed with the competent authority at an early stage, particularly where this is not clearly set out in a policy or biodiversity offsetting strategy.	The scheme will deliver all biodiversity offsetting within the DCO boundary, so does not require access to land outside the scheme footprint.
7.16	It is important that scheme is sustainable and that it produces a net gain for biodiversity and nature conservation. National policy promotes the inclusion of measures to enhance biodiversity within development proposals. Enhancement of biodiversity should be an objective of this project.	Noted. Chapter 9 of the ES (Application document ref: TR010024/APP/6.1) outlines the habitat gain and loss for the scheme and demonstrates a net biodiversity gain.
7.17	Where monitoring is required for mitigation, compensation and enhancement measures, the methods to be used, the criteria for determining success/failure, appropriate timing, mechanisms for implementation, frequency and duration of monitoring, and frequency of reporting is required. Monitoring should be secured through a planning condition.	<p>In accordance with Section 120 of the PA 2008, the draft DCO (Application document ref: TR010024/APP/3.1) imposes requirements in connection to with the authorised development. These requirements correspond to the conditions which could have been imposed on the grant of planning permission under the Town and Country Planning Act 1990. "Requirements" therefore have a similar effect to planning conditions which are given in conventional planning applications.</p> <p>The Applicant would refer to section 5 of its Written Submission of Applicant's case at Issue Specific Hearing 1 and the Open Floor Hearing on 13 August 2019. This section makes clear the Requirements for the Scheme reflect agreements between the Applicant and the Secretary of State.</p> <p>More particularly, Requirement 4 (1) states that "No part of the</p>

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		<p>authorised development is to commence until a CEMP, substantially in accordance with the outline CEMP for that part has been submitted to and approved in writing by the Secretary of State, following consultation with the relevant planning authority to the extent that it relates to matters relevant to its function.” The outline CEMP (Application document ref: TR010024/APP/7.2) sets out monitoring obligations. Further, Requirement 4(2) states that the CEMP must “reflect the mitigation measures set out in the REAC”. The REAC (Application document ref: TR010024/APP/6.1 Appendix 1.3) proposes certain requirements for environmental monitoring to ensure the identified mitigation measures and actions can be tracked and closed out when completed.</p> <p>Requirement 4(4) states that “the authorised development must be operated and maintained in accordance with the HEMP”. The HEMP will set out the long-term commitments to aftercare, monitoring and maintenance activities relating to environmental features and mitigation measures.</p> <p>The Requirements set out in the draft DCO therefore provide appropriate safeguards.</p>
7.18	<p>Both Councils are satisfied that appropriate surveys have been carried out to assess the value of the habitat and the presence of any protected species. Given the extent of the scheme, it is expected that wildlife will be at risk of disturbance, direct mortality and pollution, as well as severance of habitat. Highways England have identified a number of mitigation measures to reduce the negative effects which include (in summary):</p> <ul style="list-style-type: none"> • Timing of construction works to avoid the most sensitive times of year; • Relocating/displacement of relevant protected species before the start of works to move them from the area of the proposals; • Landscape planting designed to discourage barn owls from hunting within the road corridor; • Minimising night time working; • Pollution control measures to prevent damage and degradation to habitats; • Directional lighting to avoid illumination of habitats; <p>Management Plan for Japanese Knotweed (and other invasive species).</p>	<p>Noted and Agreed. Mitigation to be undertaken in line with the REAC in Appendix 1.3 of the ES (Application document ref: TR010024/APP/6.3) and the CEMP (Application document ref: TR010024/APP/7.2) – as set out directly above, this is secured by the dDCO.</p>

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7.19	Finally, both Councils acknowledge that pursuant to paragraph 7 of Schedule 2 of the draft DCO, Natural England must be consulted on the preparation of a scheme for protection and mitigation measures (such scheme to be approved by the Secretary of State) for protected species.	Correct. Requirement 7(3) states “The undertaker must consult with Natural England on the scheme referred to in subparagraph (2) prior to submission to the Secretary of State for approval, except where a suitably qualified and experienced ecologist, holding where relevant and appropriate a licence relating to the species in question, determines that the relevant works do not require a protected species licence.”
7.20	Following further discussions with Highways England, both Councils consider that the indicated proposed mitigation identified in the CEMP and REAC reasonably considers construction and operational impacts of the project. However, some of the proposed mitigation will require time to establish and reach its full potential and hence, a NEGATIVE impact.	Noted, but once the mitigation has been established there would be net biodiversity gain, as outlined in Chapter 9 of the ES (Application document ref: TR010024/APP/6.1). In this context, the Applicant would refer to its SoCG with the Environment Agency which confirms “The Scheme would create a net gain in keeping with the UK Government’s ‘A Green Future: Our 25 Year Plan to Improve the Environment 2018’...” (see page 9).
Economic and Social Effects – Positive Impact		
7.21	It is clear that the A19 A1290 Downhill Lane junction improvement scheme has a vital strategic position in the national road network serving the North East, providing access to economically significant employment destinations in the A19 corridor such as Nissan Manufacturing Park, Boldon Business Park and the proposed International Advanced Manufacturing Park.	Agreed.
7.22	The Councils consider that the proposed scheme will contribute to economic growth both during the construction period and thereafter. It is anticipated that the improved accessibility throughout the A19 corridor will make employment areas more attractive to new businesses and attract further investment for improvements at existing sites.	Agreed.
7.23	In delivering highway improvements which will address future traffic demand and reduce congestion on this key regional route, the Councils are content that the proposals are in full accordance with current local plan and SEP policies to improve access both to key employment corridors and residential areas and to help foster the right conditions to ensure that the region can offer transport infrastructure which will ensure it is attractive to future investment and associated job growth.	Agreed.
7.24	The proposals for this key junction will be delivered alongside a range of other local network improvements which will help to ensure that opportunities to improve access within, to and	Agreed.

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	from South Tyneside and Sunderland are maximised.	
	Historic Environment – Neutral Impact	
7.25	The impacts on the defined archaeology sites have been assessed for the construction phase, with the impacts foreseen to be of negligible and low value. Further to this, the assets are well understood in terms of their function and date.	Agreed. The Applicant has assessed the value of baseline cultural heritage assets and potential impacts on them from the proposed scheme in line with best practice guidance. This is recorded in section 7.5 and 7.6 of the Environmental Statement (Application document ref: TR010024/APP/6.1).
7.26	During the construction phase, there is an appreciation that the siting of the temporary site compound to the South-West for the Testo's junction will have adverse impacts on the setting of Scot's House. It is understood that the site compound for Testo's will remain on an extended temporary basis and be utilised for the Downhill Scheme. It is important to appreciate that Scot's House is a grade II listed building and therefore the Council is in approval of the proposed temporary screening of construction activities identified.	Noted.
7.27	In respect to the operational phase, both Councils consider that the impacts on views and the setting of historic buildings and landscape will be mitigated by measures identified in the CEMP and REAC.	Noted and agreed.
7.28	From reviewing the above, both Councils consider that the archaeological and cultural heritage impacts of the scheme are not significant indicating a NEUTRAL impact; and the referenced issues are mitigated through the measures identified within the CEMP and REAC.	Agreed.
	Landscape and Visual Effects – Negative Impact	
7.29	With regards to the landscape and visual impacts, both Councils are content with the methodology and baseline assessments undertaken. Both Councils consider that the local impacts have been addressed in the Landscape and Visual assessment contained in the submitted ES (Vol. 1 Chapter 8).	Noted.
7.30	The choice of viewpoints and visual receptors considered in the visual assessment is representative of the area. The adverse landscape impacts of the development relate to the loss of vegetation along the A19 corridor. However, the Both Councils are in approval with mitigation identified in the REAC.	Noted.

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7.31	There will be short term visual impacts due to construction work and the temporary stockpiling of material. It is appreciated that these visual impacts would be not evident after the construction so the effects would be time limited.	Agreed.
7.32	The scheme will have impacts on the landscape character of the surrounding area, with localised views being changed due to the additional carriageway and construction of a new road bridge and a new non-motorised user bridge making the A19 more prominent in the short to mid-range views. However, it is considered that the initial screening/associated tree planting along the A19 corridor identified in the CEMP and REAC would become more mature in time (over 15year period), thus reducing this scale of the visual impact.	Noted.
7.33	The additional highway structures to create two new bridges over the A19 with associated safety parapets will impact visually. However, there are many similar structures present along the A19 corridor and on similar road corridors on both the strategic and local road network, and therefore not an uncommon sight. On balance, the benefits of providing these structures are considered to out-way visual amenity issues.	Agreed.
7.34	In terms of the assessments undertaken and proposed mitigation identified in the CEMP and REAC, there will be adverse impacts resulting from the scheme; which is why we are indicating a NEGATIVE impact. However, the impacts reduce on an annual basis as the proposed tree planting matures. Both Councils are in approval of the proposed mitigation as identified in the landscaping plan, CEMP and REAC.	Noted.
Noise and Vibration – Neutral Impact		
7.35	The Environmental Statement (ES) dated January 2019 (DCO document TR010024/6.1 V1, V2 and V3), has been produced by Highways England (HE). Chapter 12 of the V1 document refers to the Noise assessments that have undertaken, along with further information presented in the figures V2 and appendices V3.	No comment.
7.36	Both Councils approve of the noise methodology used in the ES and are content with the baseline assessments completed. In determining the noise impacts, this has been appraised in respect to construction vibration, construction and operational noise.	Noted.
7.37	In terms of vibrations, the scheme is expected to have some slight impact on soil compaction. Both Councils consider that the defined mitigation identified in the CEMP and REAC will	Noted and agreed.

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	reduce the impacts.	
7.38	<p>During the construction phase, both Councils are concerned with the adverse noise impacts of the scheme given that a number of properties lie in close proximity to it. Both Councils respect that a number of mitigation measures are proposed to minimise this noise as part of the CEMP , including temporary screening where required. Further to this, a positive communication plan is to be defined and well executed with the local community in West Boldon residential area of South Tyneside and Town End Farm residential area of Sunderland.</p>	Agreed.
7.39	<p>To minimise the local noise impact of construction works on residential receptors close to the construction area, both Councils are content with the identified measures in the CEMP and REAC, with the following identified:</p> <ul style="list-style-type: none"> • Construction times restricted to between the hours of 07:30 and 18:00 hours Monday to Friday and 08:00 to 13:00 hours on a Saturday and at no time on a Sunday or Bank Holiday. • Exceptions to these operating times should be agreed in consultation with both Councils and any mitigation measures implemented prior to operation including any overnight traffic management plans. • Justification for operating outside the permitted times, details of the proposed operating times and details of activity together with mitigation measures and predicted noise readings at noise sensitive housing should be submitted to the Local Authorities. • During construction periodic noise monitoring should be carried out at agreed intervals or when a new activity is occurring or whenever there is out of hours work and within 48 hours of notification of complaint measured at nearest noise sensitive receptor to the activity. • During construction, if complaints are received with regard to vibration it would be expected that vibration monitoring would be carried out within 48 hours of notification. • Any noise or vibration monitoring must be available to an authorised officer of either Council within 48 hours of request. <p>On completion of the development, both Councils are to remain in discussion with Highway England to undertake noise monitoring within the first 6 months of the improved junction being open to traffic so as to validate (or not) the predictions from the noise model.</p>	<p>Noted and agreed.</p> <p>The applicant and the local authorities have agreed that no specific noise monitoring requirements have been identified. This agreement is recorded in the Statement of Common Ground (Application document ref: TR010024/APP/7.12). The applicant will carry out a baseline noise survey prior to the commencement of works as set out in the outline CEMP (Application document ref: TR010024/APP/7.2 Appendix G).</p>
7.40	<p>In response to the above, both Councils accept that some elements of the scheme would need to be carried out outside of the standard timings, but the approach above would enable positive engagement with both Councils about this. Appropriate noise mitigation measures are identified in the CEMP and REAC, which is why a NEUTRAL impact is indicated.</p>	Noted and agreed.

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Other Strategic Projects and Proposals – Positive Impact		
7.41	The relationship between the A19 Downhill Lane junction improvement scheme and the overall IAMP development is set out within DCO document TR010024/7.3 titled Interrelationship with Testo's junction, A1 Birtley to Coalhouse Scheme and International Advanced Manufacturing Park. The document sets out key considerations, scheme timings and approach to drafting the DCO for the Downhill scheme.	No comment.
7.42	Detailed content includes the approach to traffic modelling to ensure a consistent approach has been taken with regards to baseline information and assumptions for traffic growth and interaction with the A19.	Agreed.
7.43	Both Councils are content with the approach and mitigation measures to help delivery and to minimise disruption where possible. It is understood that IAMP LLP will be consulted separately based on the roles and relationship set out above in paragraph 1.9.	Noted and agreed.
Transportation and Traffic – Positive Impact		
7.44	The Transport Assessment (TA) dated January 2019 (DCO document TR010024/7.4) has been produced by Highways England (HE). Chapter 1 of the TA sets out the existing highway conditions including traffic flows, delays, pedestrian/cycle crossing issues and public transport.	No comment.
7.45	Chapter 2 of the TA assesses the impact of the proposed scheme including improvements to non-motorised user (NMU) infrastructure, reduction in delays and improved connections with the local highway network. The existing infrastructure and proposed improvements were analysed (2012) for the proposed year of opening (2021) and design year (2036). The 2012 base year has been checked and validated based on additional surveys conducted between 2013 and 2015. Both Councils are in agreement with this approach and are content with the baseline assessments undertaken.	Agreed.
7.46	On the Highways England network, the TA demonstrates that the scheme will reduce delays, allow the free flow of traffic on the A19 and accommodate traffic growth directly associated with the IAMP. On the local road network, it demonstrates that the scheme will provide capacity and facilities for non-motorised users (NMUs).	Agreed.
7.47	The TA concludes that the scheme provides benefits to the A19 corridor and that it:	Agreed

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	<ul style="list-style-type: none"> • Meets the requirements of central government's transport objectives around economy, environment, social and public accounts; • Aligns with national and local planning policy; • Addresses future traffic demand and creates improved traffic congestion conditions and journey experience for motorists; • Improves facilities for NMUs; <p>Creates a safer environment for all.</p>	<p>This is stated in Paragraph 6.1.8 of the Transport Assessment (TR010024/APP/7.4).</p>
7.48	<p>It is clear that the A19 A1290 Downhill Lane junction improvement along with the scheme at A19 A184 Testo's has a vital strategic position in the national road network serving the North East, both linking the A19 and providing access to economically significant employment destinations in the A19 corridor such as Nissan Manufacturing Park, Boldon Business Park and the proposed International Advanced Manufacturing Park.</p>	<p>No comment.</p>
7.49	<p>Both Councils consider that the proposed scheme will contribute to economic growth both during the construction period and thereafter. It is anticipated that the improved accessibility throughout the A19 corridor will make employment areas more attractive to new businesses and attract further investment for improvements at existing sites.</p>	<p>Agreed - the Scheme will contribute to economic growth over the full assessment period, which includes the costs and benefits that occur both during construction and in the 60 years following completion of the Scheme'. This is described in Para 4.2.3 of the Planning Statement including NNNPS Accordance Table. (Application document ref: TR010024/APP/7.1).</p>
7.50	<p>In delivering highway improvements which will address future traffic demand and reduce congestion on this key regional route, both Councils are content that the proposals are in full accordance with current local plan and SEP policies to improve access both to key employment corridors and residential areas and to help foster the right conditions to ensure that the region can offer transport infrastructure which will ensure it is attractive to future investment and associated job growth.</p>	<p>Noted and agreed.</p>
7.51	<p>The proposals for this key junction will be delivered alongside a range of other local network improvements which will help to ensure that opportunities to improve access within, to and from both South Tyneside and Sunderland are maximised. Based on the improvements to traffic capacity, non-motorised user and road safety benefits, a POSITIVE impact is indicated.</p>	<p>Agreed.</p>
	<p>Operational Effects on motorised road traffic, traffic movements and safety of users – Positive Impact</p>	

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7.52	The scheme has been designed to accommodate traffic growth associated with IAMP, while accommodating the traffic patterns associated with existing industrial and manufacturing facilities located in Washington. Both Councils are satisfied with the approach taken to traffic modelling, trip generation assumptions and the traffic growth factors applied to provide additional capacity through the new junction. The scheme is designed to increase capacity and improve traffic flows for motorised road traffic. Alternative, segregated routes are provided for non-motorised users which provide a separate safer route for pedestrians, cyclists and equestrian users. Overall this will improve safety and is supported	Agreed.
Effects on the use of the Public Rights of Way (PRoW) network and on cyclists, pedestrians and horse riders – Positive Impact		
7.53	The CEMP will be required to provide safe alternative routes for non-motorised users during the construction phase particularly where highway is temporarily stopped up with appropriate diversion routes put in place prior to commencement of the works. Communication and advance notice will be key throughout the project.	The applicant will consult with the relevant local authority to agree suitable alternative and temporary routes for non-motorised users. The proposals will be secured through Requirements 4 and 10 of the draft DCO (Application document ref: TR010024/APP/3.1). Affected users will be notified through the local access forum, regular community project updates, site signage and, where appropriate, direct contact.
7.54	Both 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. Channels of communication should also be via the Local Access Forum contacts, as well as traditional means of communication including social media.	The monthly traffic management forum is well attended by stakeholders and will be maintained throughout the construction phase of the Scheme.
7.55	The scheme when complete open to traffic and fully operational includes the provision of new infrastructure and improvements to existing infrastructure; which is considered a positive impact in terms of encouraging modal shift for employees to travel on foot or cycle to work as well as benefits for leisure users.	Agreed.
7.56	Both Councils are supportive and recognise the safety benefits of segregating non-motorised users from road traffic by the provision of an overbridge. It is noted that the potential removal of the Non-Motorised User (NMU) bridge has been raised by the applicant at meetings of the Local Access Forum. Both Councils are represented at this forum along with representatives	No comment.

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	from other authorities, businesses; and walking, cycling and equestrian user groups.	
7.57	Controlled crossing points are also proposed near a new junction created to serve the IAMP ONE development and to Downhill Lane East. The crossings will be suitable for the safe crossing of pedestrians, cyclists and equestrian users; and will connect with the section of Follingsby Lane which is going to be subject to the prohibition of motor vehicles. This proposal was subject to additional consultation in August 2018, to align the proposals with the IAMP scheme.	Agreed.
7.58	This is in addition to the retention of the existing bridge meeting with Washington Road which accommodates both pedestrians and cyclists and used for commuting and leisure purposes	Agreed.
Water Environment – Positive Impact		
7.59	The Environmental Statement (ES) dated January 2019 (DCO document TR010024/6.1V1, V2 and V3) has been produced by Highways England (HE). Chapter 14 of the V1 document refers to the Road Drainage and Water Environment assessments that have undertaken. Both Councils support the methodology undertaken and the baseline assessments.	No comment.
7.60	The impacts upon drainage and water quality resulting from the scheme are concerned with the construction and operation stages of the project. In terms of the mitigating the risk of water pollution, both Councils welcome the formulation of a CEMP, as referenced in requirement 4 of the dDCO.	Noted.
7.61	With regards to the proposed mitigation measures identified in the CEMP and REAC, both Councils would support the early development of temporary and permanent drainage systems for the A19 A1290 scheme so as to reduce the risks of pollution to the water environment during construction, given the direct connections with the watercourses.	Noted.
7.62	Both Councils approve of any construction team operating to best practice standards to ensure that impacts on the surrounding water environment would be limited. Finally, both Councils approve of the consideration of future maintenance needs as identified in the CEMP and REAC.	Noted.
7.63	To discharge requirement 8 of the DCO, both Councils welcome the submission of a scheme that mitigates impacts on flooding / water quality and looks to improve the current situation in terms of the water quality discharge from the current road drainage system and flood risk. The	Noted and agreed.

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	scheme includes the construction of three attenuation / drainage ponds. The future maintenance can be addressed with a Side Agreement to be arranged with the applicant.	
7.64	Based on the impacts upon drainage, water quality and proposed mitigation measures, a POSITIVE impact is indicated.	Agreed.
	Other Principal Issues Considered:	
	Geology, Soil and Ground Conditions – Neutral Impact	
7.65	Chapter 10 of the V1 Environmental Statement (ES) document refers to the Ground Condition assessments that have undertaken, along with further information presented in the figures V2 and evidence base V3. Both Councils accept the use of the Design Manual for Roads and Bridges (DMRB) guidance that has been used for this appraisal and are in agreement to the baseline assessments.	No comment.
7.66	The site visits undertaken have quantified that the geological and geomorphological features of the local landscape are not highly sensitive to the effects of highway construction and operation. Groundwater resources in the study area are of local importance.	Agreed.
7.67	Both Councils welcome requirement 6 (Contaminated Land and Groundwater). Where development is proposed on land which there is reason to believe where there is either unstable or potentially unstable land, contaminated or potentially at risk from mitigating contamination; a remediation strategy will be required. This will require the applicant to carry out investigations to determine the nature of the ground conditions and allow development subject to preventative, remedial or precautionary measures within the control of the applicant. Both Councils are in agreement with the proposed mitigation identified in the CEMP and REAC.	Noted. The REAC is Appendix 1.3 of the ES (Application document ref: TR010024/APP/6.3) and will form part of the CEMP (Application document ref: TR010024/APP/7.2) that will be secured by Requirement 4 of the draft DCO (Application document ref: TR010024/APP/3.1).
7.68	During the construction phase, the scheme will have an impact on ground conditions. As a result, there is a risk from potential land contaminants. However, both Councils are content with the mitigation measures and the assessment of potential impacts.	Agreed. Section 10.8 of the ES (Application document ref: TR010024/APP/6.1) concludes the residual risk from land contamination would be insignificant.

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7.69	Once the scheme is operational, there could be slight impacts relating to contamination left from fill material. However, the defined measures in the REAC would mitigate any concerns.	Agreed. Section 10.8 of the ES (Application document ref: TR010024/APP/6.1) concludes the residual risk from land contamination would be insignificant.
Materials – Neutral Impact		
7.70	The Environmental Statement (ES) dated January 2019 (DCO document TR010024/6.1V1, V2 and V3) has been produced by Highways England (HE). Chapter 11 of the document refers to the material assessments that have undertaken. Both Councils are in agreement with the methodology and the baseline data used.	No comment.
7.71	Both Councils, through discussions with Highways England are aware and in approval of importation of materials. The Councils have assessed the Materials Management Plan (MMP) and considers that the materials will not have a detrimental impact on ground and surface water when stored and also when placed as part of the construction phase of the scheme.	Noted and agreed.
7.72	Both Councils are in negotiations with Highways England to undertake close monitoring of the transported materials to ensure that there are limited impacts to the temporary storage areas. The Councils support the production of a MMP and a Site Waste Management Plan (SWMP) as identified in the CEMP and REAC.	Noted and agreed.
7.73	With respect to the transport of materials and waste during construction, both Councils are in discussions with Highways England to produce a traffic management plan to minimise the effects on amenity. This dialogue will form part of wider discussions covering both the A19 Testo's scheme and IAMP through an established Traffic Management Working Group. This group comprises representatives from Highways England, South Tyneside, Sunderland and other key stakeholders.	Noted and agreed.
Construction Traffic – Negative Impact		
7.74	An early draft of the Outline Construction Environmental Management Plan (CEMP) dated January 2019 (DCO document TR010024/7.2) has been produced by Highways England (HE). The purpose of the CEMP is to set out environmental risks and consents including Temporary Traffic Management measures for implementation during the construction of the	No comment.

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	A19 Downhill Lane Junction Improvement scheme.	
7.75	Both Councils appreciate that the current document is not yet finalised and that proposals will be developed collaboratively pursuant to requirement 10 of the draft DCO, which requires that a traffic management plan to be submitted to and approved, in consultation with both Councils, by the Secretary of State prior to the commencement of the authorised development.	Noted and agreed.
7.76	With regards to the traffic management plan to be secured under requirement 10 of the dDCO, both Councils are supportive of the proposed mitigation measures to be adopted including the maintaining the existing number of operational lanes on the A19 network and the proposed speed limit restrictions. These are concurrent with proposals adopted for the A19 A184 Testo's scheme.	No comment.
7.77	Both Councils are appreciative that some of the works associated with the scheme construction will require full carriageway closures of the A19 network (including weekends and overnight closures when appropriate). It is supportive of the designation of suitable diversion routes which will be agreed with the respective Local Highway authorities in South Tyneside, Sunderland and Gateshead However, crucial to this approach is communicating the information to the travelling public and affected businesses.	Noted and agreed.
7.78	Further to this, there is recognition that the adjacent works are occurring on the strategic road and local road network. Schemes are proposed for the A1 (Birtley to Coalhouse), along with the improvements near to the A19 corridor at A184 Testo's and the proposed IAMP site. To mitigate this, both Councils would expect Highways England to adopt a proactive approach with all parties through its Network Management Duty to ensure that disruption is kept to a minimum.	Noted and agreed.
7.79	Crucial to the network management function is the designation of a proactive communications strategy involving all stakeholders. Both Councils broadly support dialogue with Highways England on construction programme and traffic management as part of wider discussions covering both the A19 Testo's scheme and IAMP through an established Traffic Management Working Group. This group comprises representatives from Highways England, South Tyneside, Sunderland and other key stakeholders.	Noted and agreed.
	Road Safety – Positive Impact	
7.80	The Transport Assessment Report (TS) dated January 2019 (DCO document TR010024/7.4)	Agreed. The analysis is described in Chapter 5 of the Transport

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	has been produced by Highways England (HE). This appraises the expected traffic resulting from the scheme. Further to this, Highways England has completed a road safety accident analysis of the scheme. Both South Tyneside Council and Sunderland City Council support the methodology adopted and agrees with the results of the analysis.	Assessment (Application document ref: TR010024/APP/7.4)
7.81	Both Councils consider that the scheme will have positive benefits to the North and South traffic movements on the A19(T) network, given that the traffic will operate freely. Further to this, it will lead to a significant reduction in accidents occurring on the A19 network.	Agreed. This is stated in para 5.5.1 – 5.5.3 of the Transport Assessment (Application document ref: TR010024/APP/7.4)
7.82	Both Councils also recognise that the scheme offers significant road safety improvements to non-motorised users, with the introduction of a fully segregated NMU bridge to the south of the junction improvement and controlled crossing facilities on junction approaches. These interventions are welcomed and tie into the desire to have a strategic cycling route defined between the Testo's junction, White Mare Pool (A194M) junction and sustainable travel options to and from the IAMP.	Agreed.
7.83	Both Councils welcome the decision of Highways England to enable South Tyneside and Sunderland City Council to have an active involvement in the ongoing road safety analysis and audit process for the scheme.	Noted and agreed.
8	Conclusions	
8.1	This report has been produced to consider the Local Impacts of the A19 A1290 Downhill Lane junction improvement located in South Tyneside and directly adjacent the boundary with Sunderland.	No comment.
8.2	This report has been prepared in accordance with the advice and requirements as set out in the Planning Act 2008, the Localism Act 2011 and Advice Note One: Local Impact Reports (Version 2, April 2012, The Planning Inspectorate).	No comment.
8.3	The delivery of junction improvement works at this location has been an ambition of both the Councils for a number of years. This ambition is directly linked to the Sunderland and South Tyneside City Deal to develop and deliver an International Advanced Manufacturing Park (IAMP) on land to the north of the Nissan car manufacturing plant alongside the A19(T). To take the IAMP project forward, the two councils and our project partners are preparing a Nationally Significant Infrastructure Project (NSIP) development consent order application following the adoption of a joint IAMP Area Action Plan as part of our respective Local Plans.	Noted.

Para No.	Question:	Response:
8.4	There is congestion at this key junction and this development will provide a means to relieve congestion, provide additional traffic capacity for IAMP and improve the free flow of traffic on the A19. In doing so, it also improves conditions for non-motorised users accessing the facilities in and around the junction.	Agreed.
8.5	The construction of highway improvement works inevitably has some impact on the local landscape, ecology and amenities in terms of noise and air quality. Construction works can also have a temporary adverse impact on traffic movement.	Construction effects in relation to air quality, noise and traffic movements are discussed in Chapters 6, 12 and 13 of the ES (Application document ref: TR010024/APP/6.1). Mitigation is secured by the dDCO via Requirement 4, 5 and 10.
8.6	The Local Impact Report demonstrates however, that both South Tyneside and Sunderland City Councils have collaborated on the production of this LIR, and are satisfied that whilst there will be some negative local impacts primarily during the construction of the improvement works, none are so significant as to lead to either Council to object to the principle of the scheme. Both Councils are satisfied that the impacts are capable of being appropriately controlled by requirements contained within any DCO granted. Both Councils are continuing to liaise with Highways England on the scope of those requirements.	Noted. The Joint Statement of Common Ground (Application document ref: TR010024/APP/7.12) sets out in section 3 the current position with regards to the draft DCO, including the Requirements.
8.7	Both South Tyneside and Sunderland City Councils welcome this development which will significantly improve traffic flows at this key junction, relieving congestion and improving accessibility to and from the IAMP and supporting access to new economic development in accordance with national and local planning policy.	Agreed.