

A19 Downhill Lane Junction Improvement Scheme

Reference: TR0100024

Issue Specific Hearing (ISH2) held on 16th October 2019: SCC Response to Examiner's Questions

This note is intended to respond to the Examiner's question regarding existing travel planning commitments between Nissan and Sunderland City Council. Also included are written responses to questions raised during Issue Specific Hearing 2 (ISH2).

Transport Matters

SCC Response on Travel Planning for Nissan and IAMP ONE:

Sunderland City Council engage with Nissan, key chain suppliers and other large private and public-sector employers based in Sunderland to support workplace travel planning. This is carried out under the 'Go Smarter to Work' brand to promote sustainable travel and reduce single car occupancy. Sunderland's travel plan team recently visited Nissan again to take sample surveys from its workforce to establish staff travel patterns including promoting car share.

Sunderland City Council approved a hybrid planning application for the first phase of the International Advanced Manufacturing Park (IAMP ONE) on 25th May 2018. IAMP ONE required a number of highway and transport mitigation measures to enable this phase to come forward. These measures include a localised highway widening of the A1290, a Highway Operational Management Plan (HOMP) and a Framework Travel Plan.

The HOMP is a management tool used to offset predicted traffic growth for IAMP ONE by at least 1 hour from the existing Nissan day shift to address capacity and road safety issues associated with the existing A19 Downhill Lane junction arrangement. The day shift peak hour for IAMP ONE is based around Nissan's established day-time shift pattern arrangements which are to meet the companies just-in-time assembly and production operations. As a management tool, the HOMP is expected to remain in place for IAMP TWO and be reviewed and updated as highway infrastructure is delivered. Additional capacity delivered by the A19 Downhill Lane scheme and IAMP TWO infrastructure, subject to DCO being granted, may enable the shift offset restriction to be removed.

The IAMP ONE approval also includes an overarching Framework Travel Plan. As occupiers of units come forward, each company will provide their own travel plans based around numbers of employees and travel arrangements. Overall these will be coordinated by IAMP LLP through a travel planning forum / working group.

Environmental Considerations

Clarification was sought by the Examiner on the following issues from the 'Biodiversity, ecology and natural environment' and 'Noise and Vibration' sections set out within the joint Local Impact Report.

Biodiversity, ecology and natural environment:

As part of assessing the local impact of this scheme on both local authority areas, it is considered that the scheme will have a negative impact on the natural environment. However, both authorities

are satisfied that mitigation measures will be provided to reinstate the surrounding land some of which is to be temporarily acquired to construct the scheme. These concerns are addressed by measures identified within the REAC and the CEMP. Overall the scheme is considered to provide a positive impact and is supported.

Noise and Vibration:

Sunderland City Council requested that any noise related complaints received from residents during the construction stage be investigated by the applicant. This is simply ensuring a process is in place to ensure any complaints received are investigated and if required appropriate measures put in place. It is considered that this is addressed within the REAC and the CEMP. It is noted that the applicant confirmed at ISH2 that pre-commencement baseline noise surveys will be undertaken.

Draft DCO Comments

SCC Comment 9:

The comment made within the schedule relates to the coordination of the works to deliver the non-motorised user crossing in relation of the delivery of highway improvements for IAMP ONE. This is to ensure disruption to road users is minimised where possible and to avoid any abortive works. The provision of the NMU crossing at this location is supported by Sunderland City Council.

Examiner's Questions

In respect of Q1.9.11 answered by the applicant relating to the provision of a low noise road surface. It is noted that this surface treatment will be applied to both the north and southbound carriageways on the mainline of the A19. Conventional road surfacing materials are considered appropriate for both the circulatory carriageway of the roundabout, approach roads on the local road network and slip roads connecting with the A19.

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