

## **A19 Downhill Lane Junction Improvement**

**Scheme Number: TR010024**

### **7.21 Applicant's Comments on Additional Information / Submissions Received by Deadline 3**

Rule 8(1)(c)(ii)  
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[ ]

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### APPLICANT'S COMMENTS ON ADDITIONAL INFORMATION / SUBMISSIONS RECEIVED BY DEADLINE 2

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<b>Regulation Number:</b>	Rule 8(1)(c)(ii)
<b>Planning Inspectorate Scheme Reference</b>	TR010024
<b>Application Document Reference</b>	TR010024/APP/7.21
<b>Author:</b>	A19 Project Team, Highways England & Jacobs

<b>Version</b>	<b>Date</b>	<b>Status of Version</b>
Rev 0	November 2019	Examination Deadline 4 Submission

Ref No.	Question:	Response:
REP3-023	<b>South Tyneside Council Deadline 3 Submission</b>	
ISH2 ExQ	<p>In respect to Q1.9.11 answered by the applicant relating to the provision of a low noise road surface (LNRS). It is noted that this surface treatment will be applied to both the mainline of the A19 and the appropriate slip roads. It is noted that the relevant engineering drawings and sections will be updated with a note setting out the relevant part of the road network subjected to Low Noise Road Survey. Conventional road surfacing materials are considered appropriate for both the circulatory carriageway of the roundabout, approach roads on the local road network connecting with the A19.</p>	<p>Agreed. LNRS has been detailed on the Engineering Drawings and Sections (<b>Application document ref: TR010024/APP/2.6(1)</b>) submitted at Deadline 3.</p>
OFH1 & OFH2	<p>In terms of the Open Floor Hearings undertaken as part of the Downhill Lane DCO examination, the Council is aware of a number of residential concerns that have been raised in respect to increased traffic using Downhill Lane following the commencement of the Testo's Major Scheme.</p> <p>The Council held a collective meeting with all parties (Highways England / Costain) and the local residents on the 14th October 2019 to discuss the issues of increased traffic along Downhill Lane. This meeting was considered to be very productive in which the Council has agreed to investigate potential interventions to address the uplift in traffic.</p> <p>These interventions are to be worked up for delivery and consultation will be undertaken with the local residents at the relevant time. It is expected that Highways England and Costain will continue to be involved in this work stream.</p>	<p>Agreed. The Applicant would refer to section 2.6 of the Written Submission of Applicant's case put orally at Issue Specific Hearing 2 on 16th October 2019 (<b>Application document ref: TR010024/APP/7.18</b>).</p>

Ref No.	Question:	Response:
<b>CAH1</b>	<p>With regards to the Compulsory Acquisition Hearing 2 that was held on the 17th October 2019 and the discussions relating to land parcel 1.7c, the Council considers it appropriate to provide a position statement following this hearing.</p> <p>South Tyneside confirmed its position with the applicant on the 1st October 2019 in respect to the land parcel 1.7c, in that the Local Authority would not be prepared to enter into a land transfer agreement that has third party access rights. Further to this, the Council further confirmed its position to the applicant on the 10th October and again reaffirmed this position with the applicant on the 14th October 2019.</p> <p>As a result of this, the Council's considers that it has acted in a reasonable manner with the applicant in terms of providing a position statement to this request.</p>	<p>Noted. As set in section 4.8 of the Written Submission of Applicant's case put orally at Compulsory Acquisition Hearing on 17th October 2019 (<b>Application document ref: TR010024/APP.7.19</b>), the Applicant is unable to guarantee to Hellens that it can make provision for the creation of a drainage right on the basis of South Tyneside Council's position. The Applicant would refer to the joint statement submitted at Deadline 4 with Hellens Land Limited which sets out the options being explored, but which do not affect the land required at this stage for compulsory acquisition or temporary use.</p>
<b>REP3-024</b>	<b>Sunderland City Council Deadline 3 Submission</b>	
<b>Transport Matters</b>	SCC Response on Travel Planning for Nissan and IAMP ONE:	
	<p>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.</p>	Noted.
	<p>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.</p>	Noted.

Ref No.	Question:	Response:
	<p>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.</p>	<p>Noted. The Applicant would refer to paragraph 3.7.4 to 3.7.7 and 3.11.13 of the Transport Assessment (<b>Application document ref: TR010024/APP/7.4(1)</b>) which set out how the HOMP is considered in the Applicant's assessment.</p>
	<p>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.</p>	<p>Noted. The Applicant has commented on how travel plans have been considered in section 4.3 and 4.4 of Annex 1 of Written Submission of Applicant's case put orally at Issue Specific Hearing 2 on 16th October 2019 (<b>Application document ref: TR010024/APP/7.18</b>).</p>
<p><b>Environmental Considerations</b></p>	<p>Biodiversity, ecology and natural environment:</p> <p>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.</p>	<p>Noted and agreed.</p>

Ref No.	Question:	Response:
	<p>Noise and Vibration:</p> <p>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.</p>	<p>Noted and agreed.</p>
<p><b>Draft Comments</b>     <b>DCO</b></p>	<p>SCC Comment 9:</p> <p>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.</p>	<p>Noted. See also applicant's comments on submissions received at Deadline 2 (<b>Application document ref: TR010024/APP/7.16</b>)</p>
<p><b>Examiner's Questions</b></p>	<p>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.</p>	<p>Agreed. LNRS has been detailed on the Engineering Drawings and Sections (<b>Application document ref: TR010024/APP/2.6(1)</b>) submitted at Deadline 3.</p>
<p><b>REP3-026</b></p>	<p><b>IAMP LLP Deadline 3 Submission</b></p>	
<p><b>1.1</b></p>	<p>During ISH2, the Examining Authority requested further information on the buildings currently being constructed on IAMP ONE. The following table summarises the current position, with the plots shown shaded grey on the attached plan.</p>	<p>Noted.</p>

Ref No.	Question:	Response:
2.1	<p>The planning permission for IAMP ONE includes a condition (no 24) that a 'Highways Operational Management Plan' (HOMP) is prepared before any buildings are occupied. The HOMP (which was agreed and the condition discharged in March 2019) includes (amongst other matters) reference that occupiers at IAMP ONE will be required to operate shift patterns that are offset by an hour from NMUK's morning and afternoon shift start/finish times, to avoid additional congestion at the current Downhill Lane junction and on the A19. The HOMP notes that this particular requirement remains until the following works are complete - the A19 schemes at Testo's roundabout and Downhill Lane Junction; the IAMP TWO works to: dual the A1290; provide the new local road network bridge across the A19 (Washington Road bridge); and provide the new connection across to the A1290 and into NMUK. Notwithstanding the above, this particular element of the HOMP will remain in place with the agreed offset to Nissan shift patterns until such time as this arrangement is no longer necessary to mitigate the impact of IAMP ONE on the capacity and safety of the strategic and local road networks, which will be subject to approval by the Local Planning Authority in consultation with Highways England and the Local Highways Authority. The HOMP would then be amended.</p>	Noted.
2.2	<p>The assembly lines at NMUK operate with an integrated supply chain that enables components to reach the assembly line at the point required in the manufacturing process. Most supply businesses to NMUK for example will seek to operate similar shift patterns to ensure production keeps track with customer requirements, parts leave the supplier and arrive at the assembly line on a continuous basis, and supplier/client liaison can take place at all times of the assembly timing/cycle.</p>	Noted.

Ref No.	Question:	Response:
REP3-025	<b>Hellens Land Ltd Deadline 3 Submission</b>	
	<p>Following on from the CAH1, we have met with Highways England and South Tyneside Council to discuss our concerns raised in relation to a point of connection for surface water drainage.</p> <p>At this point in time, no agreement has been reached with Highways England and South Tyneside Council to resolve the matter, although further investigatory work is being undertaken by Highways England. We await a further update from Highways England.</p>	<p>Please refer to the joint statement which has been submitted at Deadline 4 on behalf of Hellens and HE dated 5 November 2019.</p>
	<p>Please note that our previous comments in relation to Q1.4.10 still remain relevant.</p>	<p>No comment.</p>
	<p>It is intended that a Statement of Common Ground will be agreed with Homes England once a resolution has been agreed, but this will not be ahead of Deadline 3 (29th October 2019).</p> <p>We will provide a further update on any change in position by Deadline 4 (5th November 2019).</p>	<p>Please refer to the joint statement which has been submitted at Deadline 4 on behalf of Hellens and HE dated 5 November 2019.</p>
	<p>We have notified the Programme Officer of our intention to speak at the Compulsory Acquisition Hearing 2 (if required) and would welcome discussing these points further at the Hearing if the matter is not resolved by then.</p>	<p>Please refer to the cover letter submitted by Highways England at Deadline 4 dated 5 November 2019.</p>