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Appendix A

Schedule of parcels of land owned by TWPTA, North Tyneside MBC and South Tyneside MBC

APPENDIX B.

Figs PF1 & PF2 - Composite Plan of Land Ownership by TWPTA, North Tyneside MBC and South Tyneside MBC

Appendix C

Copy letters dated 20 May 1999 and 3 June 1999



Tyne and Wear Passenger Transport Authority

Civic Centre
Newcastle upon Tyne
NE99 2BN
Telephone (0191) 232 8520
Fax (0191) 211 4942
Email
paul.fenwick@newcastle.gov.uk

My Ref: P&T/CSM/GMcD/CM 9484M XR45/2/B/99

This matter is being dealt with by Mr G. MacDonald, Extension 6063

3 June 1999

let(i)Council Directly Affected

«name»
«street»
JARROW
«postcode»

Dear Sir/Madam

PROPOSED NEW TYNE CROSSING

As you may be aware, the Tyne & Wear Passenger Transport Authority (PTA) in partnership with both North and South Tyneside Councils are proposing to build a New Tyne Crossing adjacent to the existing tunnels. Enclosed, is a leaflet which outlines why and how the New Tunnel will be built and also illustrates the area and properties which will be affected by the proposals.

You will see from the leaflet that construction is not programmed to begin until October 2002 subject to a public inquiry being held, however, I feel it appropriate to advise you well in advance how the proposals may affect you.

I regret to inform you that your property is within the area required for the construction of the proposed tunnel, illustrated within the boundaries of the yellow lines shown on the photograph on the centre pages of the leaflet enclosed.

When the property you occupy is needed to construct the New Tyne Crossing, you will be entitled to assistance with moving and a statutory home loss payment and to re-housing in an area of your choice. Consideration will be given to re-housing needs in due course and the Council is anxious to ensure that any moves made necessary due to the proposals are handled as sensitively and efficiently as possible. Furthermore, it is the Council's express intention to fully involve tenants in this process.

The PTA intend to keep you informed of any developments as they occur but should you require further information in the meantime, please do not hesitate to contact any of the following:

Mr P.Fenwick, (PTA), Assistant Engineer for the Tyne Tunnels, Tel. 2328520, extension 6058
Mr A. Stewart, South Tyneside MBC, Jarrow Town Hall, Tel. 4891141, extension 251

Yours faithfully,

J.F. MILLER
ENGINEER TO THE TUNNELS

Clerk K.G. Lavery Treasurer D. Johnson Engineer to the Tyne Tunnel J.F. Miller Personnel Officer F.M. Bray

name	street	postcode
M. Batey	127 Saxon Way	NE32 3PZ
E. McCarthy	129 Saxon Way	NE32 3PZ
The Owner/Occupier	131 Saxon Way	NE32 3PZ
M. Burns	133 Saxon Way	NE32 3PZ
H. Lown	135 Saxon Way	NE32 3PZ
J. Scott	137 Saxon Way	NE32 3PZ
M. Dobbins	45 Commercial Road	NE32 3PX
J & E. Stewart	47 Commercial Road	NE32 3PX
J & W. Schembri	49 Commercial Road	NE32 3PX
S. McDonald	53 Commercial Road	NE32 3PX
B.M.T.D. Hardy	55 Commercial Road	NE32 3PX
J. Harding	57 Commercial Road	NE32 3PX
The Owner/Occupier	59 Commercial Road	NE32 3PX
K. Stephenson	61 Commercial Road	NE32 3PX
S. Shembri	63 Commercial Road	NE32 3PX
J.J. Scott	65 Commercial Road	NE32 3PX
S. Hill	67 Commercial Road	NE32 3PX
K. Dobson	69 Commercial Road	NE32 3PX
J. Scott	71 Commercial Road	NE32 3PX
J.& H.K. Singh	213 High Street	NE32 3BB
Y. Brownlee	217 High Street	NE32 3BB
J & G. Carr	219 High Street	NE32 3BB
The Owner/Occupier	250 High Street	NE32 3BQ
D. Corkin	252 High Street	NE32 3BQ
C.Razzaq	254 High Street	NE32 3BQ
L. Lovely	258 High Street	NE32 3BQ
M. McLaughlin	262 High Street	NE32 3BQ
G. Morl	265 High Street	NE32 3BQ
D. McKeown	266 High Street	NE32 3BQ
S. Burns	267 High Street	NE32 3BQ
C. Bray	270 High Street	NE32 3BQ
The Owner/Occupier	272 High Street	NE32 3BQ
J. Patterson	274 High Street	NE32 3BQ
M. Lamb	276 High Street	NE32 3BQ
K. Carr	278 High Street	NE32 3BQ
C. Whitelaw	280 High Street	NE32 3BQ
N. Dixon	282 High Street	NE32 3BQ
B. Ferguson & D. Malone	284 High Street	NE32 3BQ
C. McCourt	286 High Street	NE32 3BQ
T.J. Bailey	288 High Street	NE32 3BQ
A. & I. Powell	290 High Street	NE32 3BQ
B. Matthews	195 High Street	NE32 3BB
J. & G. Crookston	199 High Street	NE32 3BB
A. Race	201 High Street	NE32 3BB
R & L. Ferguson	205 High Street	NE32 3BB
D. Morl & M. Walker	207 High Street	NE32 3BB
The Owner/Occupier	211 High Street	NE32 3BB
V. Bowan	31 Salem Street	NE32 3BU
N. Roy	33 Salem Street	NE32 3BU

name	street	postcode
W. Campbell	35 Salem Street	NE32 3BU
F. Langford	37 Salem Street	NE32 3BU
M. Haynes	39 Salem Street	NE32 3BU
E & W. Westgarth	41 Salem Street	NE32 3BU
D.I. Tweddle	43 Salem Street	NE32 3BU



Tyne and Wear Passenger Transport Authority

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Newcastle upon Tyne
NE99 2BN

Telephone (0191) 232 8520
Extension 6058
Fax (0191) 211 4942
Email
paul.fenwick@newcastle.gov.uk

My Ref: P&T/CSM/PAF/MW XR.45/2/B/99

Let(ii) Council Tenants Not Affected

Your Ref:

This matter is being dealt with by Mr G MacDonald, Extn 6063

3 June 1999

The Occupier
«street»
JARROW
Tyne & Wear
«postcode»

Dear Sir/Madam

PROPOSED NEW TYNE CROSSING

As you may be aware, the Tyne and Wear Passenger Transport Authority (PTA) in partnership with both North and South Tyneside Councils are proposing to build a New Tyne Crossing adjacent to the existing tunnels. Enclosed is a leaflet that illustrates the area and properties which will be affected by the proposals. These are shown within the boundaries of the yellow lines on the photograph on the centre pages.

I should like to inform you that the property you occupy will not be directly affected by the proposed New Tyne Crossing. The impacts of the construction on your property will not be known accurately until the detailed designs for the new crossing and approach roads are much further advanced. As soon as I have more information I will keep you fully informed. However, the PTA and Councils are anxious that the concerns of the neighbouring local communities are recognised and that everything is done to minimise the impacts of construction work on your property.

Although construction is not programmed to being until October 2002, subject to a Public Inquiry being held, I feel it appropriate to advise you well in advance how the proposals may affect you.

Cont'd

The PTA intend to keep you informed of any developments as they occur but should you require further information in the meantime, please do not hesitate to contact any of the following:-

Mr P Fenwick, (PTA), Assistant Engineer for the Tyne Tunnels : Tel No 0191 2328520 Ext 6058
Mr A Stewart, South Tyneside MBC, Jarrow Town Hall Tel No 4891141 Ext 251

Yours faithfully

J F Miller
Engineer to the Tunnels

ENC

(11) ~~private direct~~
counter net off.

name	street	area1	area2	town	postcode	salutation
B & E Longstaff	2 Baird Avenue				NE28 0JS	Sir/Madam
M Berry	3 Baird Avenue				NE28 0JS	Sir/Madam
Mrs S Brown	4 Baird Avenue				NE28 0JS	Madam
S Peters	5 Baird Avenue				NE29 0JS	Sir/Madam
M Robinson	6 Baird Avenue				NE28 0JS	Sir/Madam
J Whitfield	7 Baird Avenue				NE28 0JS	Sir/Madam
J Finlay	8 Baird Avenue				NE28 0JS	Sir/Madam
L Horsfall	9 Baird Avenue				NE28 0JS	Sir/Madam
C Davy	10 Baird Avenue				NE28 0JS	Sir/Madam
C Eyre & R Shorting	11 Baird Avenue				NE28 0JS	Sir/Madam
C Reynolds & J Reynolds	12 Baird Avenue				NE28 0JS	Sir/Madam
W Whitaker	13 Baird Avenue				NE28 0JS	Sir/Madam
W & E Harris	14 Baird Avenue				NE28 0JS	Sir/Madam
A & C Couchman	15 Baird Avenue				NE28 0JS	Sir/Madam
J Dean	16 Baird Avenue				NE28 0JS	Sir/Madam

name	street	area1	area2	town	postcode	salutation
Mr A Porter	Baird Avenue 18 Baird Avenue				NE28 0JS	Sir
C Starr	20 Baird Avenue				NE28 0JS	Sir/Madam
K Khan	21 Baird Avenue				NE28 0JS	Sir/Madam
Mr K Collingwood	22 Baird Avenue				NE28 0JS	Sir
G Turner	23 Baird Avenue				NE28 0JS	Sir/Madam
M Beadling	24 Baird Avenue				NE28 0JS	Sir/Madam
A Rudd	25 Baird Avenue				NE28 0JS	Sir/Madam
T & J Bradley	26 Baird Avenue				NE28 0JS	Sir/Madam
J Cole	33 Frater Terrace				NE28 0JP	Sir/Madam
G Rutherford	34 Frater Terrace				NE28 0JP	Sir/Madam
A Mackay	35 Frater Terrace				NE28 0JP	Sir/Madam
J Cottiss	1 Telford Street				NE28 0JR	Sir/Madam

name	street	area1	area2	town	postcode	salutation
E	2				NE28 0JR	Sir/Madam
Fawcett & A Knott	Telford Street					
H & B Elsy	3 Telford Street				NE28 0JR	Sir/Madam
T Robertson & P Denley	4 Telford Street				NE28 0JR	Sir/Madam
J & L Hall	5 Telford Street				NE28 0JR	Sir/Madam
Christine Stone	7 Telford Street				NE28 0JR	Madam
J & M Davy	8 Telford Street				NE28 0JR	Sir/Madam
B Porter	11 Telford Street				NE28 0JR	Sir/Madam
M & H Knott	12 Telford Street				NE28 0JR	Sir/Madam
D & C Sherriff	13 Telford Street				NE28 0JR	Sir/Madam
M & M Clisham	14 Telford Street				NE28 0JR	Sir/Madam
C Cottiss	15 Telford Street				NE28 0JR	Sir/Madam
Vicky Anne Porter	17 Telford Street				NE28 0JR	Madam
A & M Wilson	19 Telford Street				NE28 0JR	Sir/Madam
L Turner	21 Telford Street				NE28 0JR	Sir/Madam
J Saint	22 Telford Street				NE28 0JR	Sir/Madam
J Berry	23 Telford				NE28 0JR	Sir/Madam

name	street	area1	area2	town	postcode	salutation
M Conaty	Street 24 Telford				NE28 0JR	Sir/Madam
S Steven	Street 25 Telford				NE28 0JR	Sir/Madam
J & M Hawthorn	Street 26 Telford				NE28 0JR	Sir/Madam
M Sherriff	Street 27 Telford				NE28 0JR	Sir/Madam
Mr J Smith	Street 28 Telford				NE28 0JR	Sir
J Blyth	Street 29 Telford				NE28 0JR	Sir/Madam
Mr S Rutherford	Street 30 Telford				NE28 0JR	Sir
R Mckay	Street 31 Telford				NE28 0JR	Sir/Madam
M Gelder	Street 33 Telford				NE28 0JR	Sir/Madam
A & S Porter	Street 34 Telford				NE28 0JR	Sir/Madam
E Bell	Street 35 Telford				NE28 0JR	Sir/Madam
D Saunders	Street 36 Telford				NE28 0JR	Sir/Madam
M Sherriff	Street 37 Telford				NE28 0JR	Sir/Madam
R & B Turrell	Street 38 Telford				NE28 0JR	Sir/Madam
G Corbridge	Street 39 Telford				NE28 0JR	Sir/Madam
P Glending	Street 41 Telford				NE28 0JR	Sir/Madam
A	Street 42 Telford				NE28 0JR	Sir/Madam

name	street	area1	area2	town	postcode	salutation
Porter	Telford Street					
A & R Beadli ng	44 Telford Street				NE28 0JR	Sir/Madam
Ms S Hawth orn	46 Telford Street				NE28 0JR	Madam
P Casey	48 Telford Street				NE28 0JR	Sir/Madam



Tyne and Wear Passenger Transport Authority

Civic Centre
Newcastle upon Tyne
NE99 2BN

DRAFT LETTER

Telephone (0191) 232 8520
Extension 6058
Fax (0191) 211 4942
Email paul.fenwick@newcastle.gov.uk

My Ref: P&T/CSM/PAF/PM XR.45/2/B/99

Your Ref:

This matter is being dealt with by Mr G MacDonald, Extn 6063

20 May 1999

Let(iii)Privatedirectlyaffected.dot

PROPOSED NEW TYNE CROSSING

As you may be aware, the Tyne & Wear Passenger Transport Authority (PTA) in partnership with both North and South Tyneside Councils, are proposing to build a New Tyne Crossing adjacent to the existing tunnels. Enclosed, is a leaflet which outlines why and how the new tunnel will be built and also illustrates the area and properties which will be affected by the proposals.

You will see from the leaflet that construction is not programmed to begin until October 2002, subject to a Public Inquiry being held. However, I feel it appropriate to advise you well in advance how the proposals may affect you.

I regret to inform you that your property is within the area required for the construction of the proposed tunnel, illustrated within the boundaries of the yellow lines shown on the photograph on the centre pages of the leaflet enclosed. To assist you in this matter, I enclose a second leaflet "Your Home and Compulsory Purchase", prepared by the Department of Environment, Transport and the Regions. This leaflet addresses most queries about infrastructure developments and their effect on property.

The PTA intend to keep you informed of any developments as they occur but should you require further information in the meantime, please do not hesitate to contact Mr P Fenwick (PTA), Assistant Engineer to the Tyne Tunnels, on extension 6058.

Yours faithfully

J F Miller
Engineer to the Tunnels

ENCS

name	street	postcode	salutation
The Gas Light Flat	Commercial Road	NE32 3DN	Sir/Madam
J & R Conner	51 Commercial Road	NE32 3PX	Sir & Madam
D & M Marshall	59 Commercial Road	NE32 3PX	Sir & Madam
F Croft	256 High Street	NE32 3BQ	Sir
T Roberts	260 High Street	NE32 3BQ	Sir

data(iii)privatedirectlyaff.doc



Tyne and Wear Passenger Transport Authority

Civic Centre
Newcastle upon Tyne
NE99 2BN
Telephone (0191) 232 8520
Extension
Fax (0191) 211 4942
Paul.Fenwick@newcastle.gov.uk

My Ref: P&T/CSM/GMcD/CM XR45/2/B/99

This matter is being dealt with by Mr G. MacDonald, Extension 6063

3 June 1999

let(iv)private owners not affected

«name»
«street»
JARROW
Tyne & Wear
«postcode»

Dear «salutation»

PROPOSED NEW TYNE CROSSING

As you may be aware, the Tyne and Wear Passenger Transport Authority (PTA) in partnership with both North and South Tyneside Councils are proposing to build a New Tyne Crossing adjacent to the existing tunnels. Enclosed, is a leaflet which outlines why and how the new tunnel will be built and also illustrates the area and properties which will be affected by the proposals.

You will see from the leaflet that construction is not programmed to begin until October 2002 subject to a Public Inquiry being held. However, I feel it appropriate to advise you well in advance how the proposals may affect you.

I should like to inform you that your property will not be directly affected by the proposed New Tyne Crossing. The area affected is illustrated within the boundaries of the yellow lines shown on the photograph on the centre pages of the leaflet enclosed.

The impacts of the construction on your property will not be known accurately until the detailed designs for the New Crossing and approach roads are much further advanced. As soon as I have more information I will keep you fully informed. However, the PTA and Councils are anxious that the concerns of the neighbouring local communities are recognised and that everything is done to minimise the impacts of construction work on your property.

To assist you in this matter, I enclose a second leaflet "Your Home and Nuisance from Public Development", prepared by the Department of Environment, Transport and the Regions. This leaflet addresses most queries about infrastructure developments and their effect on property.

The PTA intend to keep you informed of any developments as they occur but should you require further information in the meantime, please do not hesitate to contact Mr P.Fenwick (PTA), Assistant Engineer for the Tyne Tunnels on extension 6058.

Yours faithfully,

J.F. MILLER
ENGINEER TO THE TUNNELS

Enc.

Appendix D

Guidelines for the TWPTA Discretionary Purchase Scheme

GUIDELINES FOR DISCRETIONARY PURCHASE OF LAND IN ADVANCE OF THE START OF WORK ON THE NEW TYNE CROSSING

Introduction

The Tyne and Wear Passenger Transport Authority (the "TWPTA") proposes to construct a new tunnel beneath the River Tyne (the "New Tyne Crossing"). In order to do this the TWPTA is applying for powers of compulsory acquisition in relation to a specific area. Within those areas the TWPTA will be able to decide whether it acquires property. However, outside those areas the TWPTA does not intend to purchase further property and cannot be made to do so. However, if your enjoyment of your home is seriously affected by the proposal for the New Tyne Crossing, you may ask the TWPTA to buy it even if it is not needed for the proposed scheme. The TWPTA will have a discretion as to whether it buys your property. These guidelines explain the requirements you must fulfil before the TWPTA considers whether to buy your property.

Considering Your Application

The TWPTA has no obligation to buy property, which is not needed for the New Tyne Crossing scheme as the relevant powers are discretionary. Some applications will not be successful, but in such cases you may be entitled to compensation under Part I of the Land Compensation Act 1973 after the new tunnel has been opened. Your home may also be eligible for noise insulation.

There are pre-conditions, which have to be met before an application can be considered. These are described in paragraphs 1 and 2 below. If your application meets these pre-conditions the TWPTA will then consider it in two stages:

First to see if, in our opinion, your enjoyment of your property will be seriously affected and, then, if we think it will be-

Second, to decide whether to offer to buy, taking account of the information in your application.

The factors we consider in deciding on serious effect are set out in paragraph 3 and those we taken into account in deciding whether to offer to buy are set out in paragraphs 4-7.

Statutory pre-conditions

Before your application can be considered:

1. *Work on blighted land*

The New Tyne Crossing must be shown to include work on land which is statutorily blighted within the meaning set out in the Town and Country Planning Act 1990. This might occur when the TWPTA has made an application under the Transport and Works Act 1992.

2. *Qualifying interest*

You must have a "qualifying interest" (as set out in section 149(2) of the Town and Country Planning Act 1990) in the property, which will be seriously affected. This broadly means you must be an owner-occupier. In the case of a dwelling, you must either:

be living in your property at the date on which the TWPTA contracts to purchase it and have owned it and lived there for at least six months before this date;

or,

if the property is empty, it must not have been empty for more than twelve months and you must have lived there during the six months prior to it becoming empty. You will not have a qualifying interest if the property is let by you or if you are a tenant.

The rules for commercial and industrial properties are similar to those for dwellings, except that in order for it to be eligible the property must have an annual value for rating purposes not exceeding £24,600.

Assessment of serious effect

3. *Serious effect*

The TWPTA must be of the opinion that your enjoyment of your property will be seriously affected by either the construction or the use of the New Tyne Crossing. Serious effect may be caused by a number of factors including:

(a) Noise: If the predicted noise levels 1 metre from the façade of your property are:

When due to the direct effects of construction, well in excess of :

- For daytimes 73dB LAeq (12 hour) for a period of 3 months; or
- For nighttimes, greater than 52dB LAeq (8 hour) for at least 40 days in any period of six months; or

due to the direct effects of operation and meet all of the following criteria, namely that:

- The noise level is predicted to be at least 68dB LA10(18 hour);
- The noise level is predicted to be at least 1.0 dB(A) more than the prevailing noise level (the total traffic noise level existing before the works for the New Tyne Crossing were begun); and
- The contribution to the increase in the relevant noise from direct effects of the New Tyne Crossing, construction of or alterations to other roads including toll plazas carried out in conjunction with the New Tyne Crossing is predicted to be at least 1.0dB(A);

we will normally consider that your enjoyment of your property will be seriously affected by noise. In assessing the predicted or relevant noise level, the TWPTA will take into account the benefits of any proposed environmental mitigation measures. These may include noise fencing or earth mounds and road surfacing may also be taken into account. *A glossary of some terms related to noise measurement may be found in Appendix 1.*

- (b) **Diminution in Value:** If, at the time of assessment, your property is or is likely to be, in the opinion of the TWPTA, significantly diminished in value as a result of the New Tyne Crossing proposal, we will normally consider it seriously affected. Diminution in value is the amount that the value of your property has been reduced due to the New Tyne Crossing scheme and is normally expressed as a percentage of the assessed unaffected market value. The diminution will be assessed by our Valuer but you may submit any valuation advice you may have obtained. As a guide, diminution in value of less than 15 per cent due to the effect of the New Tyne Crossing Scheme would not normally be considered to have seriously affected your enjoyment of your property.
- (c) **Medical conditions:** If you, or a dependent living with you in the property, suffer from a medical condition (such as a respiratory condition or tinnitus, but not stress or anxiety) and, in the opinion of the TWPTA, this medical condition is likely to be severely aggravated by physical effects, such as dust, noise or pollution, from either the construction of the New Tyne Crossing or its use, we are likely to consider that your enjoyment of your property will be seriously affected.

The factors listed in these guidelines are not exhaustive. Other factors or combinations of factors may cause serious effect and the TWPTA will take these into account when considering your application.

Deciding whether to offer to buy (exercise of discretion)

4. *Foreknowledge*

We will not normally exercise discretion to buy if you bought your property after the route for the proposal affecting your property had been published or set out in any Unitary Development Plan or the route had been safeguarded (this means notified to the local planning authority) and we consider that at the date of purchase the extent of information in the public domain concerning the proposed scheme was such that a reasonable person could have foreseen the general effects that the road proposal might cause upon the enjoyment of the property.

5. *Your efforts to sell the property*

In all cases you must have made reasonable efforts to sell the property before your application will be considered. You should be able to produce evidence that the property has been on the market for not less than 3 months at what is, in the opinion of the TWPTA's Valuer, a realistic market price. You must also show that no offer within 15 per cent of the unaffected market value has been received or, if one has been received, that it has been subsequently withdrawn due to the presence of the proposed New Tyne Crossing scheme.

6. *Reasons for sale*

Once we have concluded that your property will be seriously affected, that it was not purchased with foreknowledge, and that you have attempted to sell it on the open market, we must be satisfied that there are pressing reasons for selling and that severe hardship will occur if you are unable to sell. The reasons for selling must be, in most

cases, caused by factors unrelated to the New Tyne Crossing proposal. For example, you should be able to demonstrate at least one of the following:

- (a) a need to move to a larger or different home, such as the need to accommodate a growing family or the need to move home for employment purposes;
- (b) external financial pressures that necessitate the sale of the property, such as the need to realise assets in conjunction with divorce or to release funds in connection with your business, or if you are threatened with re-possession;
- (c) you, or a dependent living with you, in the affected property, have developed a medical condition (such as a severe handicap causing inability to negotiate stairs) which necessitates selling and which is not related to the proposed scheme;
- (d) you, or a dependent living with you, in the affected property, have a medical condition which is likely to be severely aggravated by the effects of the construction work or the use of the New Tyne Crossing and this is supported by satisfactory written medical evidence. However, as this reason is linked to the construction or use of the tunnel, we will not normally make an offer to buy earlier than nine months in advance of the start of the construction of the scheme. If you make an application on medical grounds early in the life of a scheme, you may be asked to re-apply later when the scheme reaches the relevant stage.

7. *Noise and diminution in value*

We will not normally offer to buy your property unless we are of the opinion that it will be seriously affected by BOTH diminution in value AND noise arising during the construction period or during the first year following the opening of the New Tyne Crossing to traffic (see paragraph 3 above for an explanation of serious effect). An exception is when the accepted reason for moving is based upon medical grounds as set out in paragraph 6(d) above.

Applications and offers

8. *Agreement to purchase*

We normally expect to arrive at a decision on a properly completed application within 3 months of its receipt. If we offer to buy, the offer will be open for acceptance by you for one month and will be subject to agreement on price and exchange of contracts within 6 months of the date of the offer. If you fail to meet these timescales the offer to purchase may be withdrawn.

9. *Compensation*

We would offer to buy your property at a price, assessed at the date of the offer, which disregards the scheme proposals. You will be required to bear your surveyor's and legal fees and moving expenses except where your reason for sale is related to the proposed scheme, such as medical conditions as described in paragraph 6(d), we will also reimburse your agents and legal fees and we may also make payments for Disturbance. We will not make Home Loss payments.

10. *How to apply*

Use the copy of Form G1 attached as Appendix 2 of these Guidelines, or contact the TWPTA at the address in Appendix 3 and ask for a further copy. When you, or your agent, have completed it, send it together with all the attachments to the address set out in Appendix 3.

You should note that these Guidelines may be amended or withdrawn at any time without notice. Please check with the TWPTA at the address in Appendix 3 to ensure that this is the current version.

Appendix 1: Glossary of some terms related to noise measurement and typical noise levels

Appendix 2: Form G1

Appendix 3: TWPTA address and telephone number

APPENDIX 1

1. *Glossary of terms related to noise measurement*

dB(A): dB or decibel is the unit used for the measurement of sound on a logarithmic scale. (A) is the weighting applied to the decibel unit to represent the frequency response of the human ear.

L10 (18 hour): the arithmetic mean of the hourly L_{10} is the noise level exceeded for one tenth of a period of one hour.

Leq: the equivalent continuous sound level in dB(A). This is the sound level which, if maintained continuously for a stated period of time, would give the equivalent amount of noise energy as the varying levels would over the same period.

2. *Typical noise levels*

0 dB(A)	Threshold of hearing
35 dB(A)	Quiet Bedroom
40 dB(A)	Library
50 dB(A)	Ordinary Conversation
60 dB(A)	Office Environment
62.5 dB(A)	Communication starts becoming difficult
70 dB(A)	Passenger Car (60 km/h at 7 metres distance)
81 dB(A)	Modern Twin-engined Jet
83 dB(A)	Heavy diesel lorry (40 km/h at 7 metres distance)
90 dB(A)	Hazard to hearing from continuous exposure
95 dB(A)	Pneumatic Drill (unsilenced) at 7 metres
120 dB(A)	Threshold of Pain

APPENDIX 2

FORM G1

This Form may be completed by the applicant or by an agent on the applicant's behalf.

Reference (for insertion by TWPTA)

1. Name(s) of Applicant

Address

Postcode

Telephone No

2. Request for purchase of property at:

Address of
Property

Postcode

3. (i) **For Owner Occupiers to complete**

I/We acquired a qualifying interest in this property on the following date:

..... (date)

I/We own the freehold/leasehold interest.

Date of expiry of lease if leasehold:

(ii) **For representatives of a deceased person to complete**

I am/We are the personal representative(s) of the deceased person (name)

.....
who, to the best of my/our knowledge, acquired a qualifying interest in this property
on the following date:

..... (date)

The deceased owned the freehold/leasehold interest.

Date of expiry of lease if leasehold:

(iii) **For mortgagees to complete**

I am/We are entitled as mortgagee(s) by virtue of a power which has become
exercisable to sell this interest. To the best of our knowledge, the person(s) entitled
(otherwise than as mortgagee) to this qualifying interest, namely
acquired it on the following date:

..... (date)

This mortgage was entered into on the following date:

..... (date)

*Note: See paragraph 1 of the Guidelines about pre-conditions concerning blighted
land, paragraph 2 concerning qualifying interest, and paragraph 4 about
foreknowledge.*

4. (i) It appears to me/us that enjoyment of this property is/will be seriously affected by the proposed construction works and/or the use of the proposed New Tyne Crossing.

(ii) The factors which I/we think will cause serious effect are:

--

Note: See paragraph 3 of the Guidelines for some of the factors which may cause serious effect.

5. (i) I/We have made reasonable efforts to sell this property, which has been on offer for a period of not less than 3 months at a realistic market price, but have been unable to do so.

I/We attach copies of the relevant Press advertisement(s) and/or agents hand-out(s), together with a statement of the prices asked, with relevant dates where these are not given in enclosures.

I/We also indicate below details of any offers received and attach copies of any documents in which these offers were made.

Details of marketing

Dates	How Marketed (Estate Agent local paper, etc.)	Price Asked

--	--	--

Details of offers received

Dates	By whom made	Price Offered

Note: If you have used an Estate Agent, he/she should be asked to complete section 9 of this Form.

Optional

- (ii) The value of the property is, or is likely to be, diminished because of the proposals. I have listed below the valuation information attached in support of this request:

Dates	Description	Value

Note: If you have stated in section 4 that you think that the value of the property is or will be seriously depreciated by the proposed New Tyne Crossing, you may submit, and list here, your own valuation evidence with this application.

For owner occupier only

(Not required for mortgagees or representatives of a deceased person)

6. (i) I/We have set out below the reasons for needing to sell the property together with why, if I/we are unable to sell, this will result in hardship:

(Continued)

Note: See paragraphs 6(a) to 6(c) of the Guidelines for non-scheme related reasons for sale. Normally hardship will be financial and full details should be included, with references to total assets and liabilities.

- (ii) I/We expect an existing medical condition, details of which are given below, to be severely aggravated by the physical effects of the construction work or the use of the New Tyne Crossing:

The doctor and/or specialist treating the condition is/are as follows:

Doctor	Specialist
Name
Address

I consent to my doctor and/or specialist(s) giving further medical information if requested by the Tyne & Wear Passenger Transport Authority's Medical Adviser.

Signed

.....

Note: See paragraphs 3(c) and 6(d) for scheme-related medical conditions. You should give the basic details of any illness or medical condition, its duration, and the doctor and/or specialist who is treating the condition. You must attach a note from your doctor and/or specialist stating what the medical condition is and the physical factors that are likely to be severely aggravate it.

Your attention is drawn specifically to the provision in paragraph 6(d) relating to deferment until 9 months before the start of the construction of the proposed road.

To be completed in all cases

7. I/We therefore ask you to purchase the interest in this property.

Signed

Name(s)
(Block Capitals)

On behalf of:
(Where acting
as Agent)

Date:

Supporting certificate by referee

(Not required for mortgagees or representatives of a deceased person)

8. I certify that to the best of my knowledge the information given in sections *5 and 6 of this Form is correct.

Signed Date

Name (Block Caps)

Address:

.....

.....

.....

Note: The referee must be over the age of 18, must not be a close relative to the applicant or anyone who normally resides in the property, and must have known the applicant(s) for at least one year.

*delete "5 and" where the referee has only to endorse what is said in para 6.

Supporting certificate by estate agent

(where Estate Agent has been used to market property)

9. I confirm that in my view reasonable efforts have been made to sell the property referred to in section 2 of this Form and to the best of my knowledge the information given in section 5 is correct. I also confirm that in my view it has not been possible to sell the interest at a price which is within 15% of the price at which it might reasonably have been expected to be sold but for the New Tyne Crossing scheme referred to.

Signed Date

Name (Block Caps)

Address:
.....
.....
.....

APPENDIX 3

TWPTA Office, Address and Telephone number

You may obtain an application form from, or send your application to, the Tyne and Wear Passenger Transport Authority at the address below.

The Assistant Engineer to the Tunnels
The Tyne and Wear Passenger Transport Authority
Civic Centre
Newcastle-upon-Tyne
NE1 8PD.

0191 232 8520

APPENDIX E.

Fig PF3 - Areas 1-14

Appendix F

Environmental Statement Fig 11.3

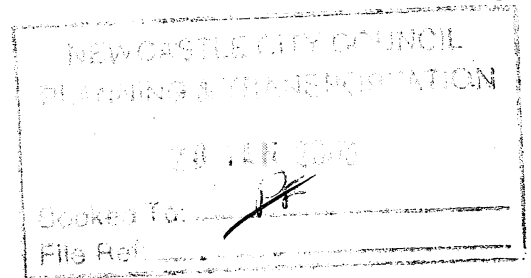
Appendix G

Letter from Sustrans dated 15 January 2003

Our ref:
Your ref: P&T/PCT/PAF

NORTH EAST
37 THE SIDE, THE QUAYSIDE
NEWCASTLE UPON TYNE NE1 3JE
TEL: 0191 261 6160 FAX: 0191 261 4500
EMAIL: mail@sustrans-ne.org.uk
WEB SITE: www.sustrans.org.uk

Mr Paul Fenwick
Assistant Engineer to the Tyne Tunnels
Tyne & Wear PTA
Civic Centre
Newcastle upon Tyne
NE99 2BN



15 January 2003

Dear Mr Fenwick,

Re: NEW TYNE CROSSINGS - NCN72 DIVERSION

Thankyou for your letter of January 14.

We will accept the diversion of NCN72 to the north of the current route, as shown on the plan you enclosed, though this does lead to it becoming even more circuitous. However, we would request that the diversion be upgraded in comparison with the existing alignment, to a tarmac surface along its whole length, preferably of 3m width although 2.5m would be adequate. To partially offset this cost, we will not require any printing of explanatory leaflets, as suggested in your letter.

We would be grateful if you could respond at your earliest convenience, to confirm that these arrangements are satisfactory.

*Yours Sincerely,
S. Psallidas*

Stephen Psallidas
Senior Project Officer



Sustrans North supports
NewcastleGateshead's bid
for Culture 2008

Enclosures : No

CC:
BCC:

Appendix H

Information Pamphlet - Jarrow Junction (July 1999)

PROPOSED NEW TYNE CROSSING

JARROW INTERCHANGE

This leaflet has been produced by the Engineer to the Tunnels, Tyne and Wear Passenger Transport Authority, Newcastle Civic Centre July 1999

Tyne and Wear PTA in partnership with
South Tyneside MBC and North Tyneside MBC.



THE PROPOSALS

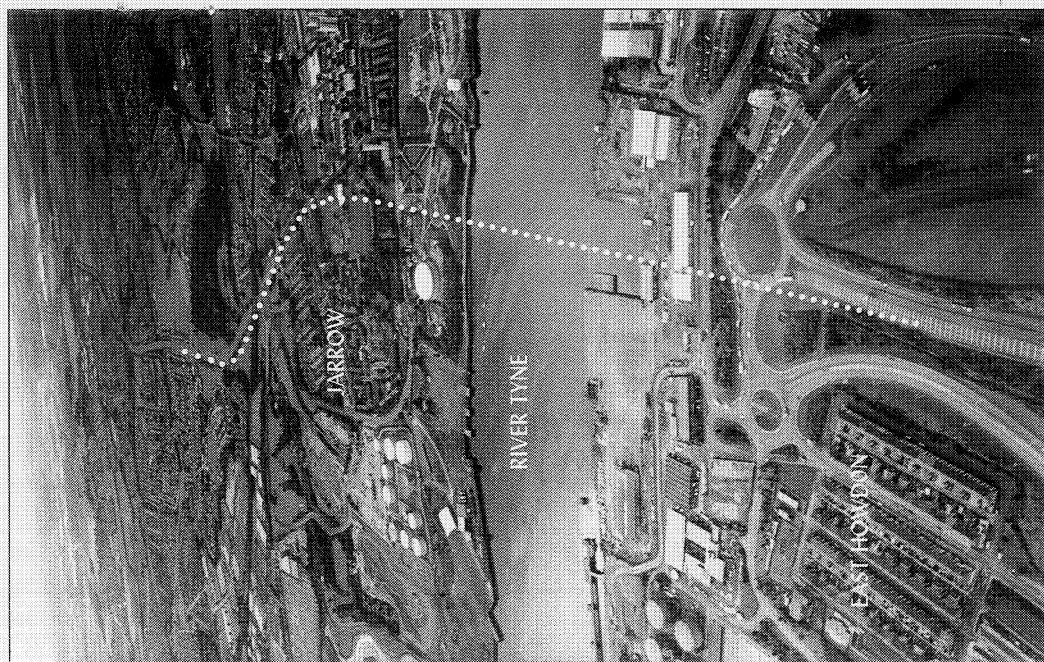
It is proposed to construct a new tunnel to the east of the existing tunnels between Jarrow and East Howdon.

The new tunnel will carry southbound traffic across the River Tyne with the existing tunnel being used by northbound traffic.

At the southern end of the new tunnel in Jarrow, it is necessary to create an efficient road connection between the Tyne tunnels, the A19, Jarrow and also the A185 to and from South Shields. This will be provided by building a junction, known as the Jarrow Interchange.

The aerial photograph right shows the intended line for the New Tyne Tunnel. However, at the southern, or Jarrow end, it will come out of the ground immediately adjacent to the existing tunnel.

This will mean that all local traffic using the tunnels to travel to and from Jarrow, and the A185 road to South Shields, will need some way of merging with the bulk of the traffic flowing north and south on the A19. The new interchange will enable this traffic to merge.



WHO WILL BUILD AND OPERATE THE NEW TUNNEL?

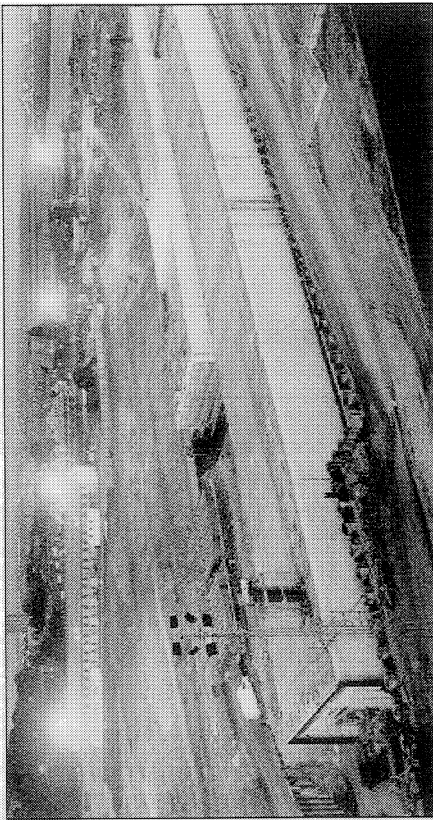
- ◆ Professional advisors will be appointed by the PTA to develop the scheme and provide the Authority with advice on all engineering, environmental, financial, legal and property matters relating to the new tunnel.
- ◆ It is proposed that the new tunnel will be built and operated by a consortium of private firms, known as the Concessionaire.
- ◆ The Concessionaire will be expected to finance the construction of the new tunnel - estimated to be around £100m.
- ◆ On completion, the Concessionaire will operate both vehicular tunnels and the pedestrian tunnel nearby, receiving all toll income whilst they remain the operator. This is expected to be for a period of 20/30 years.
- ◆ A public inquiry will be held before any construction work begins, which is unlikely to be before October 2002 (see timetable opposite).

FURTHER INFORMATION

Local councillors have asked that there is a constant flow of information to residents and businesses. This will be carried out using exhibitions and leaflets and a new Internet web site which will be available soon.

For further information on the new Tyne Tunnel, contact:

Paul Fenwick
Assistant Engineer for the Tyne Tunnel
Enterprise Environment and Culture Directorate
Civic Centre Newcastle upon Tyne NE1 8QN
Telephone 0191 232 8520 ext 6058



Medway Tunnel

THE NEW TUNNEL

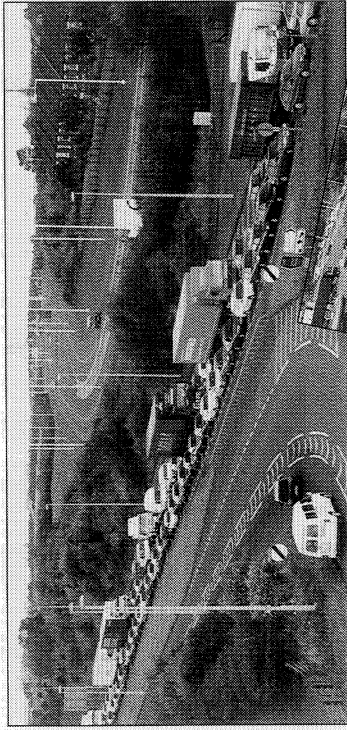
The river section of the new tunnel will be constructed as an immersed tube.

This technique is being used more and more often around the world because of its good safety record, speed of construction and low cost.

The tube sections will be constructed in a dry dock area nearby. They are then floated out into position on the river, where they are lowered into a trench in the river bed.

TIMETABLE

August 1999	PTA appoint Professional Advisors
July 2000	PTA appoint Concessionaire
March 2001	PTA advertise legal orders
September 2001	Public inquiry
April 2002	Confirmation of the legal orders
October 2002	Construction starts
January 2005	New tunnel opens to traffic



WHY IS A NEW TUNNEL NEEDED?

The major routes in the region which carry traffic across the River Tyne are now all running at full capacity.

Studies over the past eight years have demonstrated the need to provide a new crossing and that a new tunnel adjacent to the existing Tyne Tunnel is the most appropriate location.

By alleviating everyday traffic congestion, especially at peak times, the new tunnel would improve the air quality on both sides of the river.

Also, removing congestion in this way would ease traffic demands on the other major crossings, generally improving north/south access as a whole.

THE NEW TYNE TUNNELS ACT

Currently, the Tyne Tunnel is operated by the Tyne and Wear PTA which uses the toll money collected to pay off debts incurred from its construction and to pay for its ongoing maintenance and operation.

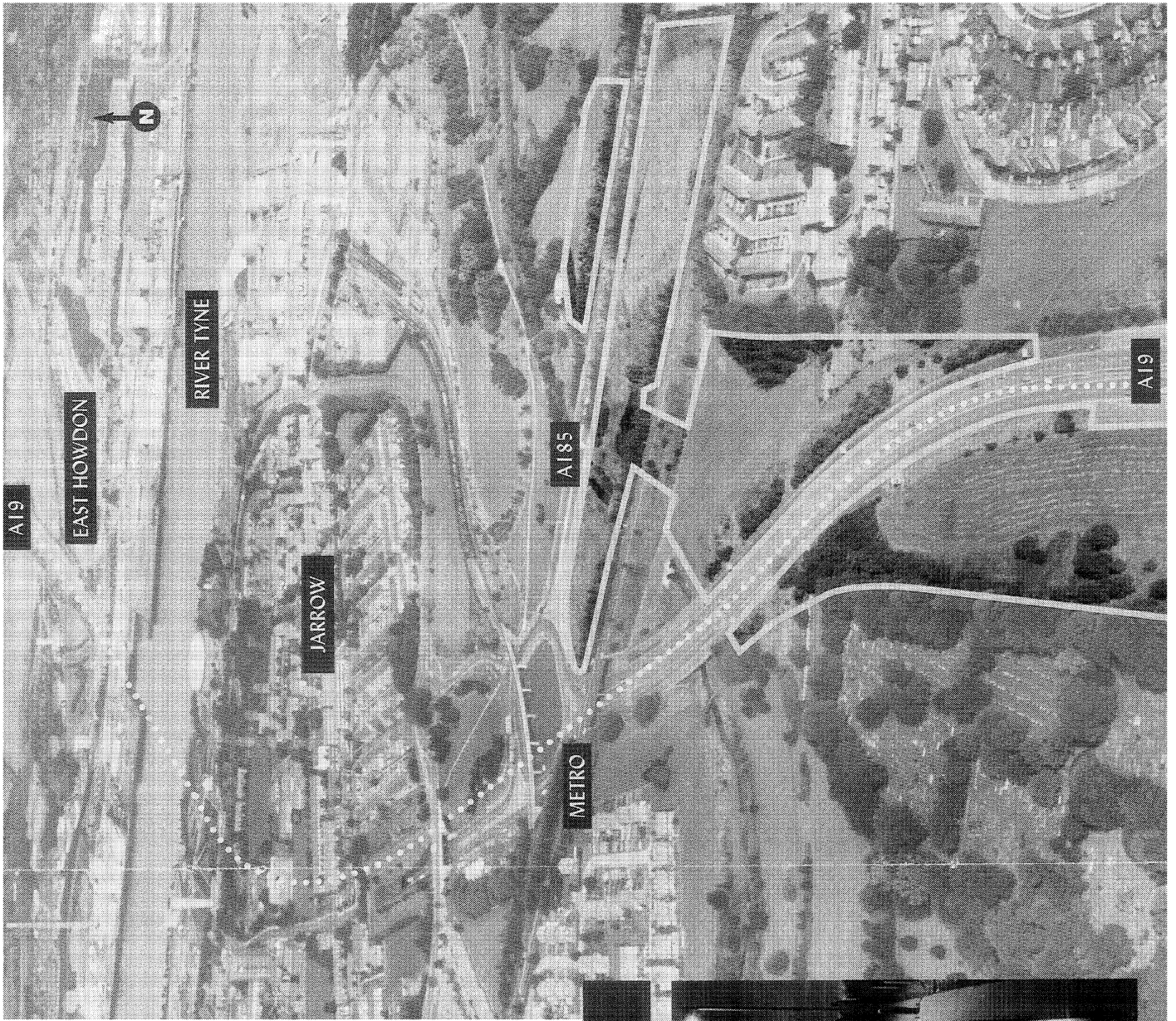
In order to allow toll money to be used to promote the construction of a new tunnel, a new Act of Parliament was required. The Tyne Tunnels Act 1998 was approved in April allowing progress on the new tunnel to begin.

THE PURPOSE OF THE JUNCTION

The area shown on the photograph opposite is an indication of land which may be needed for the construction of the interchange.

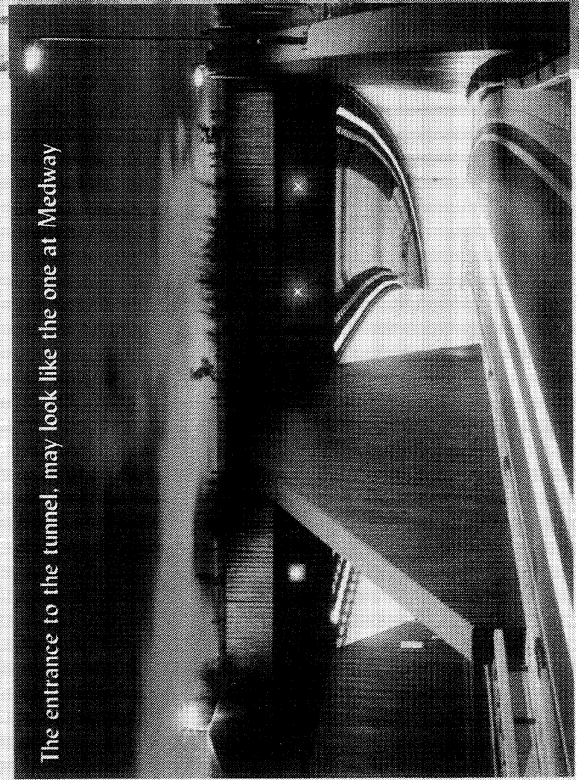
The junction will comprise of a series of underpasses and flyovers which will separate local traffic and that using the busy A19. This will give traffic from local communities good access to the tunnels without interruption to the main traffic flow.

Details of how the junction will look have not been finalised yet, so it has not been possible to include any illustrations in this leaflet. However this, together with details of the full scheme, will be included in additional leaflets, produced throughout the development and planning of the new tunnel.



- The proposed line of the tunnel linking the A19
- Protected land required for construction of the interchange

The entrance to the tunnel, may look like the one at Medway



Appendix I

TWPTA Report dated 17 October 2001 and minutes



Tyne and Wear Passenger Transport Authority

Report to Passenger Transport Authority (Special)
17 October 2001

NEW TYNE CROSSING
SELECTION OF JUNCTION OPTION – TUNNEL/A19/A185

FOR DECISION

REPORT BY THE ENGINEER TO THE TYNE TUNNELS

1. **Synopsis:**

This report details the comparative information about the two junction options – “Jarrow” and “Simonside” which were reported to the Authority on 31 May 2001. The report outlines the consultation process undertaken since the May meeting and seeks approval for one of the options as that to be included in the Transport & Works Act Order for the project.

2. **Recommendations**

The Authority is recommended to:

1. Select the Jarrow junction option to be included in the scheme details for the Transport & Works Act Order – subject to the view taken by South Tyneside MBC on 24 October 2001 (see para 4.2.1)
2. Subject to South Tyneside MBC decision on 24 October 2001, authorise the Engineer to make the necessary changes to the Development Control plans and to seek the necessary formal resolution from South Tyneside MBC.

3. **Background**

- 3.1 In June 1998, the Authority approved plans for the New Tyne Crossing (NTC) which indicated areas of land which required safeguarding for development control (DC) purposes. These plans were submitted to the relevant riparian authorities who formally approved them in September/October 1998. These plans recognised the need to create a suitable connection of the A19/Tyne Tunnel with the local road network. In the Jarrow area, the only plans available at that time were those prepared as part of the Hambro/Babtie study so the DC plans were drawn accordingly.
- 3.2 Following the procurement of Arup as Advisor to the PTA on the NTC project, instructions were given to consider the options for making the connection of the Tunnels to the local roads. On the north bank of the river, in the North Tyneside area, the connections are relatively straightforward and can be

achieved with 'highways' land (i.e. A19, Tyne Tunnel and local Highway Authority land). On the south side, in the Jarrow area, the land available is constrained by the presence of a mineral railway line, the Metro, the River Don, local housing, Straker Street pond area (SSSI) and the Jarrow Cemetery.

- 3.3 Arup considered a number of solutions for the junction arrangement at the South end of the NTC but concluded that only two options were viable. These became known as the "Simonside" option, which was based on the Hambro/Babtie drawing and on which current DC is based, and the 'Jarrow' junction. Drawings of these options were presented to the PTA on 31 May 2001 where it was resolved that a consultation exercise would be undertaken and the findings reported back to the Authority for a decision on which junction option should be taken forward as part of the scheme defined in the Transport & Works Act Order documentation.
- 3.4 This report presents the findings of the consultation, the salient operational, economic and environmental information and the content of a petition on the subject presented to the Authority via the MP for Jarrow.

4 The Two Options Compared

- 4.1 Arup have produced a full report on the junctions which will be available at the meeting and will also be available as a Background Paper held by the Engineer to the Tyne Tunnels. The information set out below is a summary of that report. Drawings showing the two options are attached to the report.

4.2 Consultation

- 4.2.1 The local Highway Authorities were consulted separately and their observations were as follows:-

The Highways Agency noted that the Simonside junction will impact on the Trunk Road and would raise questions about where their responsibility should begin/end and also raised its close proximity to the Lindisfarne junction as not being ideal. The Jarrow junction would not have these impacts and the current demarcation between the Tunnel and the Trunk Road would require only minor adjustment. North Tyneside were content as to principles of either junction and, in noting that the selection is essentially not one for them, would support the PTA and South Tyneside MBC in whichever they felt to be the most appropriate. South Tyneside MBC have noted the content of the Arup report and are to consider the two options formally on 24 October 2001. The recommendation for the choice of option is therefore subject to the view of South Tyneside MBC.

- 4.2.2 Feedback from consultation with the general public arising from the public exhibitions held in July may be summarised as follows:-

- Noise/air quality was considered the most important factor in choosing.
- Cost was considered the least important single factor

- There were a number of 'other' issues identified but none ranked even as highly as 'low cost'.
- Ecology and direct access were assessed as nearly equal after noise/air quality.
- Construction noise/dust was ranked as the most important by the second largest number of people but the entire range of rankings for this category positioned it behind land severance, direct access, ecology and noise/air quality.

4.2.3 Feedback from the Workshops (which were held at the time of the public exhibitions) may be summarised as follows:-

- Road Users:- Should base decision on cost, environmental impact, numbers of people directly affected, operational efficiency and safety.
- Community Groups, voluntary organisation and Local Services:- Noted possibility of significant deterioration of environmental conditions for Simonside residents and possible impact on wildlife with respect to 'Simonside' junction. Noted Epinay Walk as being significantly affected by 'Jarrow' junction.

4.2.4 A petition was received by the PTA in respect of the 'Simonside' option via the MP for Jarrow. Details of this petition are to be found at Appendix A.

4.3 Environmental considerations:- The following table has been reproduced from the report prepared by Arup.

COMPARISON OF ENVIRONMENTAL IMPACT		
Environmental Parameter	Junction	
	Simonside	Jarrow
Noise	Positive benefit in vicinity of Salcombe Avenue. Adverse, but not significant, impacts on Newlyn Drive and Bilton Hill Road.	Adverse, but not significant, effects at Epinay Walk
Air Quality	<p><i>Construction</i></p> <p>Dust impact at Salcombe Avenue</p> <p><i>Operation</i></p> <p>Within Air Quality objectives. Pollutant concentrations slightly lower at the South Portal than Jarrow junction, but slightly higher in Simonside area.</p>	<p><i>Construction</i></p> <p>Dust impact at Epinay Walk, but less properties affected than on Salcombe Avenue.</p> <p><i>Operation</i></p> <p>Within Air Quality objectives. Pollutant concentrations slightly higher at the South Portal than with the Simonside junction, but slightly lower in Simonside area</p>

COMPARISON OF ENVIRONMENTAL IMPACT		
Environmental Parameter	Junction	
	Simonside	Jarrow
Greenhouse Gases	Higher levels than Jarrow junction.	Levels lower than Simonside junction. Annual emissions of carbon dioxide reduced by 400 tonnes.
Landscape and Townscape	Embankment within 10 m of nearest dwelling. Loss of substantial amount of woodland. Link road would alter the character of the River Don corridor. Overlooks Cemetery, adversely affected.	Retaining wall 12 m from nearest dwelling. Removal of existing woodland planting River Don corridor not affected.
Biodiversity	New Link Road from A19 to A185 affects Straker Street Pond (potential SNCI) Water vole habitat at Straker Street affected.	No designated sites affected. No ponds or water voles affected.
Severance	Loss of open space between A19 and Jarrow Cemetery. Footpaths severed during construction and operation.	Loss of open space to east of Epinay Walk – play space for children. Footpaths in the area of the portal affected during construction. No footpaths severed during operation.
Heritage	No significant difference.	No significant difference.
Water Environment	No significant difference.	No significant difference.

4.4 Operational Efficiency

4.4.1 Both junctions will cater for the predicted traffic flows with equivalent traffic handling capacities.

4.4.2 The layout of the Jarrow junction produces a net saving of approximately 7,000 vehicle kilometers travelled per day using the modelled traffic flows in the year 2021. This translates into user benefits (reduced fuel costs), accident savings (fewer km travelled) and reduced emissions.

4.5 Cost

Simonside junction is estimated to cost £12.5m which is some £4.5m more expensive than the estimated £8.0m for the Jarrow junction option (i.e. Simonside option approximately 55% more expensive).

4.6 Construction

The Simonside junction requires the construction of an underbridge to the Metro line and an overbridge to carry vehicles over the A19. The Jarrow junction will require the construction of an overbridge over the Tunnel carriageways and retaining walls in the vicinity of Epinay Walk. There is less carriageway to construct for the Jarrow junction. All these factors are reflected in the savings in cost (see para 4.5). Construction periods will be less for the Jarrow junction but this will not be a critical element in the delivery of the project as a whole in terms of construction programming but could be a factor of importance to the communities in their close proximity.

5 Summary

- 5.1 The environmental, operational efficiency, cost and construction implications for the two options suggest that the Jarrow junction would be the most appropriate for the project as a whole.
- 5.2 Consultations undertaken have revealed those points which people consider are the most important in reaching a decision and these are addressed in para 4 above.
- 5.3 Discussions with the relevant Highway Authorities indicate that each junction option would be appropriate in terms of capacity but that, for the Highways Agency, the Jarrow junction would represent minimal impact on the trunk road.
- 5.4 South Tyneside MBC are yet to consider their formal position in relation to the two junctions, but are expected to do so on 24 October 2001.
- 5.5 The conclusion reached is that the PTA should select the Jarrow option subject to South Tyneside MBC view on the two options.

Background Papers held by the Engineer

Progress Reports, 31 July 1997, 26 September 1997, 20 November 1997,
28 May 1998 and 21 March 2001
Promotion of Parliamentary Bill, 23 October 1997, 17 December 1997
Protection of Land for Development Control Purposes, 25 June 1998
Appointment of Consultants, 24 September 1998 and 22 September 1999
Acquisition of St. Peter's School, Jarrow, 17 December 1998 and 22 November 1999
Appointment of Adviser, 22 July 1999
Acquisition of Gaslight Public House, 21 March 2001
Acquisition of Grange Nursing Home, 27 September 2001
Project Review, 31 May 2001

Report entitled "New Tyne Crossing Options for Southern Junction" produced by Arup(Advisor to the PTA) October 2001

Contact Officer: Paul Fenwick, Direct Line: (0191) 2116058

APPENDIX A

Petition from Simonside Residents received via Stephen Hepburn MP in letter dated 16 August 2001

A Petition expressing opposition to the 'Simonside Junction' option was organised by local residents. The opposition cites the following grounds:

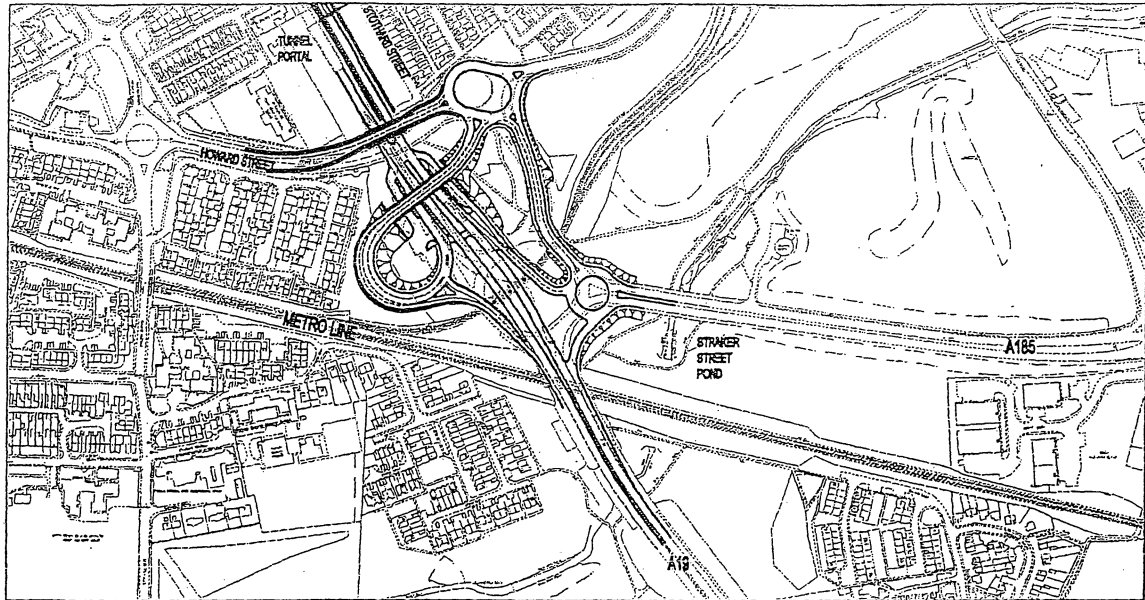
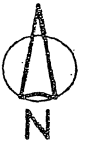
- A Destruction of green belt
- B Destruction of trees and shrub land
- C Increased noise level
- D Increased pollution
- E Loss of light
- F Loss of common pathways
- G Depreciation of house prices.

The Petition was signed by **93** people from a number of streets in the Simonside area of Jarrow. The breakdown of these signatories is as follows:-

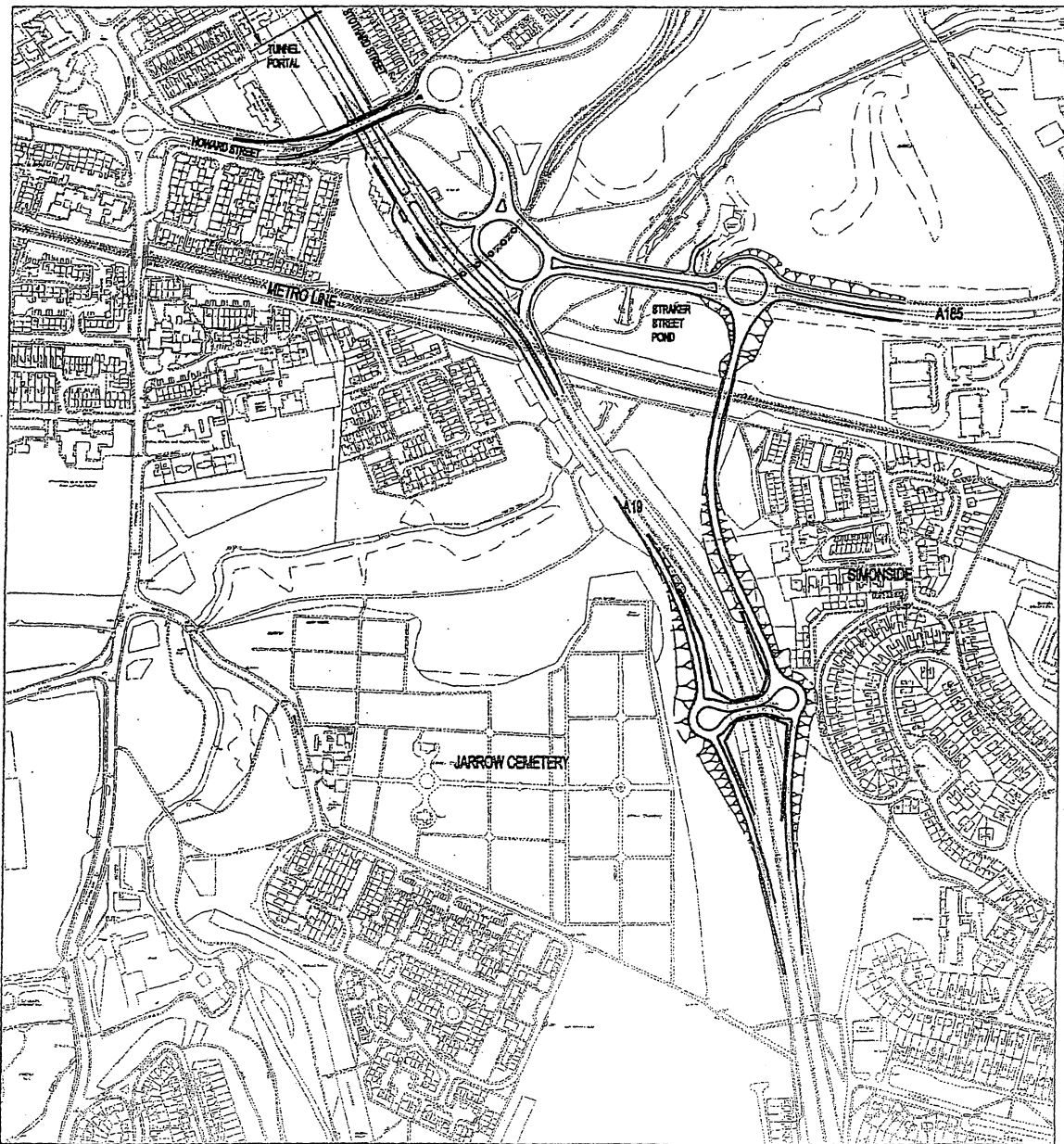
Salcombe Avenue	32
Brixham Crescent	51
Falmouth Drive	2
Newlyn Drive	1
Bilton Hall Road	5
Etal Crescent	1
Stanhope Road	1

There were also **7** other signatories

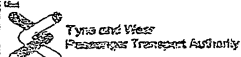
Other areas of Jarrow	2
Sunderland	1
No address given	3
Illegible address	1



JARROW JUNCTION



SIMONSID JUNCTION



NEW TYNE CROSSING

ARUP
Civil and Structural
15, Abchurch Lane
London EC4N 3DF
Tel: 44 (0)20 7553 4000
Fax: 44 (0)20 7553 4001

FORWARD PARTNER
EMERIT SHAYS



South Tyneside
SOUTH APPROACH
JUNCTION OPTIONS

Drawn By
FOR INFORMATION

Scale 1:500
Date 12/03/03
Project 57621
Drawing No. 0A-CSK-38



Tyne and Wear Passenger Transport Authority

Minutes of the 187th Meeting of the Passenger Transport Authority

17 October 2001

(2.00 – 2.20 pm)

Present:

Councillor: TD Marshall (In the Chair)

Councillors: Grimdon, MA Green, Hanson, Kirby, Ord, Spring and Thompson

In Attendance:

P Hedley, P Fenwick, A Taeger

Representing Nexus:

R. Stevens

Also Present:

R Thirlow - Ove Arup

R Simpson - Ove Arup

Five Residents

72. APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillors JS Green, Holt, D Wood, P Wood and Bayack.

73. NEW TYNE CROSSING – SECTION OF JUNCTION OPTION – TUNNEL A19/185

Submitted: Report of the Engineer to the Tyne Tunnels, outlining the consultation process undertaken and the comparative information about the two junction options for the new Tyne Crossing.

Mr Fenwick introduced the report. He outlined the comparative advantages and disadvantages of the “Jarrow” and “Simonside” options, and recommended that the “Jarrow” option was preferable on balance, subject to the views of South Tyneside MBC who would be considering the planning application after 24 October 2001.

During the discussion the following points were made:-

- ◆ There would be temporary traffic management measures put in place during the construction period;

- ◆ Officers were requested to see what steps could be taken to enhance the remaining open space near Epinay Walk;
- ◆ Consultation with local residents would continue throughout the construction process;
- ◆ Residents would have the opportunity to object to the planning application when it was considered by South Tyneside MBC.

RESOLVED – That subject to the views of South Tyneside MBC:-

- (i) the Jarrow junction option can be selected for inclusion in the scheme details for the Transport and Works Act Order;
- (ii) the Engineer be authorised to make the necessary changes to the Development Control Plans and seek the necessary formal resolution from South Tyneside MBC.

Min: 004565

Appendix J

**South Tyneside MBC Policy Committee report dated 7 November 2001
and minutes**

Policy Committee

7 November 2001

New Tyne Crossing – Junction Options

Report of the Director of Development Services

Summary

1. This report outlines the two junction options that have been considered (Jarrow and Simonside) for connecting the local road network into the existing and proposed new tunnel. At its meeting on 17 October 2001 the PTA resolved to approve the Jarrow option subject to the views of this Council (a copy of the PTA report is appended).
2. On the basis of the environmental, economic and technical appraisal carried out by the project advisors it is recommended that the Jarrow junction option recommended to the PTA is supported.

ward reference
Bede Primrose
Best value performance plan
*
Budget implications
No
Agenda 21 implications
No
Equal opportunities implications
*
Staffing implications
*
Cabinet member responsible
Transport & Planning

Background

3. Arup consulting engineers, acting as advisors to the project, have developed junction options for connecting the local road network into the existing and proposed new tunnel within both North and South Tyneside. Those within South Tyneside are shown on the attached plans and are referred to as the Jarrow and the Simonside options.
4. On the north bank of the river the connections are relatively straightforward and can be achieved within highways land. North Tyneside Council would be satisfied with the principles of either option on the southern side.
5. In May 2001 the two options were reported to the PTA and were subsequently presented at a public exhibition held in Jarrow community centre in July. The public were requested to give their views on the issues that should be given the greatest importance in deciding between the options:
 - Traffic noise and air quality are the most important factors to be considered
 - Ecology and direct access are of equal importance after noise and air quality
 - Construction noise and dust were ranked most important by a significant proportion of people
 - Cost is the least important factor
6. Workshops involving road users, community groups, environmental groups, residents and industrial and commercial representatives were held at the same time as the exhibition.

Comparison of Impacts

7. Arups have carried out a thorough technical, economic and environmental assessment of both options in order to make a comparison and form the basis of a decision on which option to adopt. A detailed report has been produced but a summary is provided in the following table and text.

Environmental Parameter	SUMMARY OF ENVIRONMENTAL IMPACT	
	Simonside	Jarrow
Noise	Positive benefit in vicinity of Salcombe Avenue. Adverse, but not significant, impacts on Newlyn Drive and Bilton Hill Road.	Adverse, but not significant, effects at Epiny Walk

<p>Air Quality</p>	<p><i>Construction</i> Dust impact at Salcombe Avenue</p> <p><i>Operation</i> Within Air Quality objectives. Pollutant concentrations slightly lower at the South Portal than Jarrow junction, but slightly higher in Simonside area.</p>	<p><i>Construction</i> Dust impact at Epinay Walk, but less properties affected than on Salcombe Avenue.</p> <p><i>Operation</i> Within Air Quality objectives. Pollutant concentrations slightly higher at the South Portal than with the Simonside junction, but slightly lower in Simonside area</p>
<p>Greenhouse Gases</p>	<p>Higher levels than Jarrow junction.</p>	<p>Levels lower than Simonside junction. Annual emissions of carbon dioxide reduced by 400 tonnes.</p>
<p>Landscape and Townscape</p>	<p>Embankment within 10 m of nearest dwelling.</p> <p>Loss of substantial amount of woodland.</p> <p>Link road would alter the character of the River Don corridor.</p> <p>Overlooks Cemetery, adversely affected.</p>	<p>Retaining wall 12 m from nearest dwelling.</p> <p>Removal of existing woodland planting</p> <p>River Don corridor not affected.</p>
<p>Biodiversity</p>	<p>New Link Road from A19 to A185 affects Straker Street Pond (potential SNCI)</p> <p>Water vole habitat at Straker Street affected.</p>	<p>No designated sites affected.</p> <p>No ponds or water voles affected.</p>
<p>Severance</p>	<p>Loss of open space between A19 and Jarrow Cemetery.</p> <p>Footpaths severed during construction and operation.</p>	<p>Loss of open space to east of Epinay Walk – play space for children. Footpaths in the area of the portal affected during construction. No footpaths severed during operation.</p>

Heritage	No significant difference.	No significant difference.
Water	No significant difference.	No significant difference.

Traffic, Construction and Cost Considerations

8. Either junction would accommodate the predicted traffic flows, but the Simonside junction would generate approximately 7,000 additional vehicle kilometres per day compared with the Jarrow junction.
9. Estimated costs are £8m and £12.5m for Jarrow and Simonside options respectively
10. The construction period for the Jarrow option would be shorter than for the Simonside option as the former would involve fewer structures and less carriageway area.

Recommendation

11. On the basis of the environmental, economic and technical appraisal carried out by the project advisors it is recommended that the Jarrow junction option is selected. This option also best addresses the key concerns raised during the public exhibition.

arrangements in place in respect of all shopping centres in the Borough.

3. General Fund Outturn 2000/2001

Submitted: Report of the Director of Finance.

This report advised the Committee of the Council's net expenditure on General Fund Services for the year ended 31st March, 2001.

Actual spending is £1.27M less than the revised estimate, which is £0.51M lower than the original budget approved earlier last year.

Resolved: That the variations between the revised estimate and outturn for the General Fund for the 2000/2001 financial year be noted.

4. New Tyne Crossing – Junction Options

Submitted: Report of the Director of Development Services.

The Tyne and Wear Passenger Transport Authority has considered two possible junction options for the local road network connecting into the existing and proposed new Tyne Tunnel. The Authority has approved the Jarrow option, subject to the views of this Council.

On the basis of the environmental, economic and technical appraisal carried out by the project advisors, the Director of Development Services has recommended that the Jarrow junction recommended by the Tyne and Wear Passenger Transport Authority be supported, in preference to the Simonside option.

A petition has been received from residents affected by the Jarrow option, objecting to the proposals on the following grounds: -

- Increase in air pollution
- Increase in noise level
- Devaluation of house prices
- Destruction of green belt, trees and shrubs
- Increase in traffic levels
- Reduction in quality of life
- Removal of grassed area for children playing and public recreation

The Director of Development Services advised that the above issues have been considered as part of the overall appraisal process which has resulted in the Jarrow option recommendation.

The Chairman pointed out that the TWPTA has publicly committed itself to fully consulting and working closely with the local community on any

issues arising from its decision to opt for the Jarrow option. The Council will also play its part in striving to protect the best interests of the whole community in Jarrow.

Resolved: (a) That, on the basis of the environmental, economic and technical appraisal carried out by the project advisors, the Jarrow junction option be supported as the option which best addresses the key concerns raised during the public exhibition for the proposed project (b) that notwithstanding this decision, the impact of the proposal on residents in the Epinay Walk area be acknowledged and that, as a minimum, the TWPTA be urged to provide secure fencing and the planting of semi-mature trees at an early stage and (c) that the provision of play area facilities be also pursued with the TWPTA to help compensate for the loss of open space adjacent to the houses in the area.

5. Social Services Business

Resolved: That the Committee now assume the role of the Council's Social Services Committee for the purpose of dealing with items 6 and 7 on the agenda for the meeting.

6. The Children's Fund

Submitted: Joint report of the Director of Education and the Director of Social Services.

South Tyneside has been chosen as one of the areas of England to be part of the second wave of funding for the Children's Fund. The Fund, aim primarily at children between the ages of 5 – 13 years, is an important element of the Government's strategy to reduce child poverty and social exclusion. The aim is to create a web of services and support by providing additional resources over and above those provided through existing mainstream statutory programmes.

Resolved: (a) That the Director of Education, in consultation with the Lead Member for Lifelong Learning, be authorised to approve and submit an application to the Children's Fund, on behalf of the Council, and (b) that the Council undertake the role of accountable body in respect of any successful Fund application.

7. 2000/2001 Performance Indicator Results for Social Services

Submitted: Report of the Director of Social Services.

The Department of Health has now reported on the performance of authorities in terms of Performance Indicators for 2000/2001.

Appendix K

Notes of meetings held with residents of Epinay Walk

Job title	New Tyne Crossing	Job number 57621/02/AK
Meeting name & number	Residents Meeting – Epinay Walk	File reference 20.10
Location	38 Epinay Walk	Time & date 7.00pm 5 December 2001
Purpose of meeting	Meeting with Epinay Walk Residents	
Present	Paul Fenwick – TWPTA & 8 other residents	Andrew Kirby - Arup
Apologies		
Circulation	Paul Fenwick – TWPTA Jane Saul - Arup Richard Simpson – Bradley O’Mahoney Colin Jubb – Reid Jubb Brown	

Prepared by Andrew Kirby

Date of circulation 5 December 2001

Date of next meeting TBA

Job title New Tyne Crossing	Job number 57621/02/AK	Date of Meeting 5 December 2001	Action
<p>1. PROJECT HISTORY</p>			
<ul style="list-style-type: none"> • Studies 1984 TWCC foresaw need for new crossing • Several studies 1990, 1992, 1996 etc • “Simonside” junction was preliminary scheme prepare after the 1996 report. Not a final decision. Used as basis for development control plans. • Arup appointed in November 1999 to assist TWPTA prepare scheme. 1 task was to review junctions. • Arup internal report April 2001 described the two valid options for the TWPTA to consider at their meeting on 31 May 2001. • TWPTA decided that the public should be consulted. This was carried out at public exhibitions in July and August 2001. 			
<p>2. JUNCTION ALTERNATIVES</p> <p>Residents believe that there must be a junction option where traffic is moved to east of A19. AK/PF explained that need to enable traffic to transfer on/off A19 northbound carriageway means that traffic must be close to Epinay Walk. PF/AK explained constraints of Metro and Mineral Line Bridges.</p>			
<p>3. NEWSLETTER</p> <p>The residents claim that they have not received the Newsletters.</p>			<p>BOM</p>
<p>4. LETTER DATED 15 NOVEMBER 2001 to Residents from TWTPA</p> <p>Not all the residents received the letters. Those that received them had done so via Stephen Hepburn’s (Local MP) office.</p>			<p>PF to investigate reasons</p>
<p>5. Web site needs updating to reflect Jarrow junction.</p>			<p>Arup</p>
<p>6. Concern that Cllr Tom Hanson living on Low Simonside has influenced outcome of choice.</p>			
<p>7. TRAFFIC</p> <p>Resident believe existing tunnel “is adequate size” and query need for new tunnel. The revised arrangements at the southern junction had removed the significant queues they believe. They believe that there is a more strategic background to proposal (ie development of A19 corridor to relieve A1).</p>			
<p>8. VIBRATIONS/FOUNDATIONS</p> <p>Houses vibrate due to mineral line. Concerns that some houses have foundations problems already and would be affected by construction.</p> <p>There are existing concerns about house foundations, cracking etc (“raft foundations”) and concern that NTC construction will exacerbate these.</p>			

Job title	Job number	Date of Meeting	Action
New Tyne Crossing	57621/02/AK	5 December 2001	
9.	WATER VOLES		
	Concern that water vole issues have been given greater weight than impact on humans.		
10.	AIR QUALITY		
	Concern over air quality – can not understand why Jarrow junction has less impact. (AK explained fewer vehicles Km travelled would lead to lower total vehicle emissions).		
11.	MEETING WITH STEPHEN HEPBURN		
	Letter from GO-NE describing meeting between Stephen Hepburn and Sally Keeble, Minister of Transport.		
12.	COMPENSATION FOR PROPERTY		
	PF explained that compensation for loss of value only 12 months after project completed. Residents concerned that they are now unable to move, claimed house sales have already fallen through.		
13.	CONSTRUCTION ACCESS		
	Concerns about construction traffic access. PF explained that unlikely to be access for main construction traffic via Epinay Walk.		
14.	MITIGATION		
	Not keen to have big trees – block sun. Also concerned about walls.		
	Concerns about air quality for children playing in any possible playground.		
	Residents have no specific requests for mitigation (other than “no junction”).		
15.	NEXT MEETING		
	A further meeting was requested for early January. Date to be confirmed.		
	The residents would particularly like to see more information on traffic volumes, change in noise and air quality and proposed mitigation measures.		

Job title	New Tyne Crossing	Job number 57621/02
Meeting name & number	Epinay Walk Residents	File reference 20.10
Location	41 Epina Walk	Time & date 29 January 2002
Purpose of meeting	To discuss Jarrow Junction	
Present	Paul Fenwick - TWPTA 8 residents	Andrew Kirby - Arup
Apologies		
Circulation	Those present Paul Fenwick - TWPTA Richard Thurlow - Arup Jane Saul - Arup Michael Hall - Arup David J Thompson Peter Hedley – Tunnel Manager	

Prepared by Andrew Kirby

Date of circulation 30 January 2002

Date of next meeting January 2002

Job title	Job number	Date of Meeting	Action
New Tyne Crossing	57621/02	30 January 2002	
<p>1. Residents Feedback</p> <p>Residents still consider that a modified Simonside scheme (moved to West of Arup alignment, closer to but not in the cemetery) would be better.</p> <p>Residents concerned that decision had been made before TWPTA meeting. Simonside residents ‘knew’ of decision before the meeting. (Explained that they may have heard that the report was recommending Jarrow Junction, not that there was a decision).</p> <p>Residents query the need for a new tunnel. “Only 14 minutes delay tonight” which they seemed to consider acceptable.</p> <p>Practically all houses have been double glazed.</p> <p>6/10 are privately owned and the remainder are council.</p> <p>Complaints of noise from lorries waiting at existing inspection area including engine revving, voices and and mobile phones, especially in the early hours. Suggested they speak to Tunnel Manager.</p> <p>Claimed to sit out front in summer for peace and quiet.</p> <p>Residents would like porches to front of house but cannot build these because of restrictive covenants on the land. Could residents have right to create gardens to front of house and move footpath further away (also restricted by covenants) – AK and PF to investigate.</p> <p>Residents do <u>not</u> want a playground (attracts vandals)</p> <p>Residents do not want an underpass to connect to St Bedes School area (would be considered unsafe) but they do requires a road crossing point and steps from the Estate similar to existing at end of Debussy Court.</p> <p>General consensus was that they would not want to move away from this location.</p> <p>Residents asked if they could attend meeting at TWPTA – confirmed yes. Residents would like the opportunity to speak out at meeting – PF said he would ask.</p> <p>Compensation through Land Compensation Act. This is only effective 12 months after scheme opens.</p> <p>Residents expressed concern about construction access and site security. Main construction access would be from A19. The contractors would be responsible for providing site security.</p>			<p>PH</p> <p>AK/PF</p> <p>PF</p>

Job title	Job number	Date of Meeting	Action
New Tyne Crossing	57621/02	30 January 2002	
<p>2. Way Forward</p> <p>TWPTA meeting on 28 February 2002 to confirm scheme and apply for TWA order.</p> <p>Application submitted mid/end March 2002 (assuming TWPTA approve scheme).</p> <p>Statutory representation period of 42 days. Documents would be available for inspection e.g. at Newcastle Civic Centre and local locations such as Jarrow Town Hall, South Shields Tom Hall etc. Exact locations still to be confirmed.</p> <p>Sec. Of State determines if inquiry required. Inquiry possibly in November. Residents can make representation. Inquiry to be held locally, location to be confirmed. Inquiry outcome in Autumn 2003.</p>			

NEW TYNE CROSSING

Notes of the meeting held on the 29th. October 2002.

in No. 41 Epinay Walk at 7.00pm

Attended by; Paul Fenwick Tyne & Wear Passenger Transport Authority
7 residents of Epinay Walk.

PF outlined the progress of the NTC since the last meeting with the residents on 29th. January 2002.

- decision by TWPTA to lodge the TWA submission
- documents lodged 31st. May 2002 objections and support received
- Deputy Prime Ministers decision to hold Inquiry
- St. Peter's School chosen as venue for Inquiry
- Date of Inquiry yet to be announced
- outline of procedures at Inquiry
- explanation of selection of Inspector
- discretionary purchase scheme.

Questions asked about traffic flows on Howard Street - general non-acceptance of the forecast figures (predicted flows with NTC lower than with no scheme)

Concern raised about the loss of open space as safe play area for children on the estate - reaffirmed their resistance to the provision of an underpass to aid access to the open space in the Stothard Street area.

General disquiet expressed at the way 'Jarrow junction' was selected and the reasons for it ["frogs valued more highly than people"]

PF left 2 copies of the discretionary purchase scheme for residents perusal and outlined the provisions set out in the document and the reasoning behind the introduction of the scheme.

PF left 10 copies of the Summary of the ES for residents use.

Discussion on the significance of the line defining the Limit of Land to be Acquired or Used. PF explained that Epinay Walk included to allow TWPTA to survey properties prior to any works starting and the rectification of any damage that was proved attributable to the NTC works. A resident noted that his property had just undergone expensive stabilisation works to remedy a settlement problem. Some residents expressed the view that they suspect the TWPTA actually wish to demolish the houses - PF rejected this referring back to the previous meeting at which he understood residents generally wished to stay and asked if this was still the case - this was confirmed.

A resident questioned the suitability of the slip road arrangement and the provision for south bound HGV's on the A19 to gain access to the vehicle inspection area.

Residents wanted more detail than was available in the ES drawings folder and NTS in relation to issues such as noise, air quality, visual impact and the ventilation building. PF referred them to the full sets of TWA documents that are available locally.

Discussion on the vertical geometry of the proposed slip road and Howard Street

[It would be worth while creating an artist impression of the slip road and how it will relate to the Epinay Walk properties].

Appendix L
Summary of Responses to Objectors

OBJ2
Jeffrey Connor, 16 Stirling Avenue

Issue:	Description :	Response:
	Loss of car access to boat moored on river	The TWPTA have agreed in principle to the relocation of the Jarrow Motor Boat Club (JMBC). The intention is that the JMBCs moorings will be temporarily relocated to an alternative site for the duration of the works. Alternative moorings have been exhaustively investigated and the findings relayed to the JMBC. The only suitable candidate is for alternative temporary moorings at Royal Quays which has adequate car parking and other facilities available to its members. As at 4 February 2003 negotiations are still underway with the Royal Quays and JMBC. When the New Tyne Crossing is completed, it should be possible to reinstate JMBCs moorings and there will be car access to the river and as such Mr Connor should not be detrimentally affected as a result of the New Tyne Crossing.

OBJ9
Gwen Nolan, 59-61 Stothard Street

Issue:	Description :	Response:
	Lack of information in relation to compensation	The TWPTA consulted all owners and occupiers within the Limits of Deviation and Limits of Land to be Acquired and Used, as detailed at paragraph 3.2 and Appendix C of my proof of evidence. When these parties were consulted details on the options for compulsory purchase were provided to owners and eligibility to assistance with moving and statutory home loss payment was brought to the attention of Council tenant that would be affected as a result of the proposal. Mrs Nolan's property is within an area that will not be the subject of compulsory acquisition for the construction of the New Tyne Crossing. Therefore the TWPTA provided DETR leaflet 'Your Home and Nuisance from Public Development' as a guide to the effects of infrastructure development on properties together with details of relevant contacts at the TWPTA and STMBC if further information was required. Valuation is not a matter for the inquiry. However, it is the TWPTA's view that Stothard Street will be enhanced following completion of the works and as such is likely to have a long term beneficial impact. The Code of Construction Practice (CoCP) sets out safeguards to ensure that amenity is maintained at the highest possible standard for the duration of the works and beyond.

OBJ19
Lawrence Scullion, 20 The Foxhills

Issue:	Description :	Response:
	Impact on property value for 35 Epinay Walk	Valuation is not a matter for the inquiry. However, the TWPTA has advised all owners that will be affected by the works through Newsletters and the Saint Paul's Area Residents Association and, in particular relation to this objection, meetings with residents of Epinay Walk that they are entitled to apply for discretionary purchase of their property. If successful this means that the TWPTA would buy the property at full market value as detailed at Appendix D of my proof of evidence.

OBJ51
Marion Dobbins, 45 Commercial Road

Issue:	Description : Loss of home	Response: Mrs Dobbins home is only required for survey purposes. As such she will not lose her home as a result of the proposed New Tyne Crossing. The TWPTA is only seeking powers to survey her home so that it can be sure that the construction works have not had an effect upon the fabric of the building. The Code of Construction Practice also sets out a series of measures that will be implemented to ensure that the proposal has as limited effect as possible on local residents. Should Mrs Dobbins consider that there are reasons why she would suffer hardship by not being able to sell her property nor, she may make an application to the TWPTA for acquisition of the property under the Discretionary Purchase scheme.
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OBJ86
Mrs M McVeigh, 43 Stothard Street – Statutory – only required for survey

Issue:	Description : Subsidence to property	Response: Any subsidence would be covered by proposed survey and, if necessary remediation, works. Additionally, the TWPTA has sought powers to survey properties such as Mrs McVeigh's and to rectify any damage directly attributable to the NTC works.
	Description : Devaluation of property	Response: Valuation is not a matter for the inquiry. However, it is the TWPTA's view that Stothard Street will be enhanced following completion of the works and as such is likely to have a long term beneficial impact. The Code of Construction Practice (CoCP) sets out safeguards to ensure that amenity is maintained at the highest possible standard for the duration of the works and beyond. All property owners have recourse to Part 1 of the Land Compensation Act which addresses diminution of property values through developments such as the NTC. Additionally, Mrs McVeigh may apply for discretionary purchase of her property.

OBJ156
M C Murphy, 4 Gorseway, Kirkhill, Morpeth, NE61 2XR

Issue: Property Value	Description : Unacceptable to place the burden of demonstrating a reduction in property value onto home owners.	Response: Valuation is not a matter for the inquiry. However, the TWPTA has devised a discretionary purchase scheme to ensure that eligible properties can be purchased at market value, as detailed at 3 of my proof of evidence.
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OBJ384
St Paul's Area Residents Association ('SPARA')

Issue: Property Value	Description : Property values have fallen in recent months causing distress and worry for homeowners	Response: Not all of the St Paul's area falls within the area that will be affected by the proposed works. However, the TWPTA has met with SPARA on a number of occasions since 1998 to address the residents' concerns. The TWPTA has devised a discretionary purchase scheme to ensure that eligible properties can be purchased at market value, as detailed at Appendix D of my proof of evidence. Additionally, the reinstatement works will result in improvements to the local area
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OBJ396
NECTAR

Issue: Property	Description : (7) Demolition of homes and schools is not acceptable, nor is diminution of property values	Response: Although the scheme will, regrettably, result in the demolition of some property the owners will be compensated and occupiers provided with assistance with moving in line with policies set out by Government, as detailed at Appendix D of my proof of evidence. No functioning school will be demolished.
Amenity	(8) Proposal will result in blight for a wide area	There will be a temporary reduction in amenity whilst the scheme is being constructed. The proposals include measures for reinstatement of the affected areas and the TWPTA considers that the reinstatement will result in improvements to the local area, as detailed in the evidence of Mr Emms and Mr Jubb.

OBJ418
Mrs M Milburn, 57 Beaconside, South Shields, Tyne & Wear, NE34 7PY

Issue: Value	Description : Depreciation of property value	Response: The TWPTA has advised owners that they may apply for discretionary purchase of their property. If successful this means that the TWPTA would buy the property if certain criteria are met as detailed at Appendix D of my proof of evidence. Residents of Epinay Walk have been advised of this policy. Part I of the Land Compensation Act also applies and would allow for claims of loss of property value arising from use of the new roads and tunnels to be lodged 12 months after the opening of the NTC.
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OBJ95
John Richardson, 43 Epinay Walk

Issue: Value	Description : Depreciation of property value	Response: The TWPTA has advised owners that they may apply for discretionary purchase of their property. If successful this means that the TWPTA would buy the property if certain criteria are met as detailed at Appendix D of my proof of evidence. Residents of Epinay Walk have been advised of this policy. Part I of the Land Compensation Act also applies and would allow for claims of loss of property value arising from use of the new roads and tunnels to be lodged 12 months after the opening of the NTC.
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OBJ110
J Scullion, 35 Epinay Walk (OBJ110)

Issue:	Description : Impact on value of property	Response: The TWPTA has advised owners that they may apply for discretionary purchase of their property. If successful this means that the TWPTA would buy the property if certain criteria are met as detailed at Appendix D of my proof of evidence. Residents of Epinay Walk have been advised of this policy. Part I of the Land Compensation Act also applies and would allow for claims of loss of property value arising from use of the new roads and tunnels to be lodged 12 months after the opening of the NTC.
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OBJ385
Highways Agency

Issue:	Description :	Response:
	Identify those parts that will be trunk road	Meetings have been held with the Highways Agency and these particular issues have been resolved..
	Temporary closures should be covered by a temporary Traffic Regulation Order	The procedures relating to stopping up have been discussed with the Agency. These are understood to be acceptable subject to the Order including provisions circulated on 23 January 2003.
	HA land not accurately recorded in the book of reference	Discussions with the Agency are ongoing at the time of writing with a view to providing for land interests to be confirmed. For the time being the TWPTA considers that the approach in the Book of Reference reflects the areas of land in which the Agency has an interest.

OBJ12 Rohm & Haas (UK) Limited

Issue:	Description :	Response:
Harm to business	Detrimental impact on operation of business as a result of loss of land and access	Detriment is a matter of valuation properly assessed by the Lands Tribunal and as such is not a matter for the inquiry. Nevertheless the TWPTA has been in negotiations with Rohm & Haas Ltd and is close to reaching agreement, as detailed at paragraph 6.20 of my proof of evidence.

OBJ15, 65, 108, 109, 271, 366, 413, 415, 437, Howdon Terminal Tenants

Issue:	Description :	Response:
	Lack of feedback from TWPTA	As detailed at paragraph XX of my proof of evidence, the TWPTA has held detailed negotiations with AMEC with a view to reaching an agreement, which also makes provision for the relocation of tenants to alternative accommodation within Howdon Yard. It is necessary to reach agreement with AMEC before the TWPTA is able to provide AMEC's tenants with more certain information. Nevertheless I can confirm that the proposed agreement will ensure that the affected businesses can be adequately protected or compensated once protective provisions have been agreed with their landlord. Furthermore, the site will be able to continue to operate for the duration of the works. On completion of the works the yard will be reinstated for those operations currently undertaken there.
	Lack of details on proposed relocation and no formal agreement	
	Current site offers security, flexibility and services and important that businesses can continue to operate from Howdon Terminal	
	Concerned about the potential disruption to business	If businesses are disrupted compensation is available pursuant to the Compensation Code.
	No information has been provided in relation to compensation for business disruption as a result of the proposals	

**OBJ23
Jarrow Motor Boat Club – Statutory**

Issue:	Description : No objection to temporary relocation – but no commitment to date Require protective provisions	Response: The TWPTA has held a number of meetings with the Jarrow Motor Boat Club in order to understand and address its concerns, as detailed at paragraph 6.35-6.37 of my proof of evidence. The TWPTA has agreed in principle to relocate the moorings to an alternative location (most probably Royal Quays) during the works in the river and on the river bank and to reinstate moorings (probably by reusing the existing chain) upon completion of the works. The agreement is currently under negotiation.
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**OBJ111
Port of Tyne Authority**

Issue:	Description : Impact on property and ability to carry out statutory functions Compensation for impact on Howdon Yard is an inadequate remedy Requires protective provisions	Response: The TWPTA Has sought to address the Port of Tyne's concerns as detailed at paragraph 6.17 of my proof of evidence.
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**OBJ167
RMC (UK) Limited**

Issue:	Description : Object to compulsory purchase of land/rights in land	Response: As set out at paragraph 6.18 of my proof of evidence the TWPTA has sought to address RMC's objections and is close to reaching agreement that will result in the site being partially used for the duration of the works and then returned to RMC upon completion of the project.
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OBJ381 Shepherd Offshore plc

Issue:	Description : Notice does not describe nature of works or how it will affect property No reason is given for the acquisition of property	Response: This is not a requirement of the application Rules. However, the TWPTA has offered to meet to explain the proposals. The TWPTA has also provided a copy of the Non Technical Summary of the Environmental Statement. It will be a requirement on the Concessionaire to maintain access to all residential and commercial property in the vicinity of the NTC. This requirement is essential particularly for emergency access, but also to minimise the potential difficulties for businesses. Shepherd Offshore plc is not in occupation of this site.
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OBJ412 Telewest Communications plc

Issue:	Description :	Response:
	Impact on operation of business – Jarrow Hub contains telephony and digital TV electronics (via optical fibre cables) serving approx. 60,000 homes and businesses in South Tyneside	Discussions with Telewest have identified that the proposed works can accommodate the Jarrow hub. Accordingly the TWPTA has drafted a protective provisions agreement in favour of Telewest which is under consideration by Telewest.
	An alternative hub building will have to be provided – but need to maintain a continual service	It is not necessary to provide an alternative building, as agreed in principle with Telewest and detailed at paragraph 6.24-6.26 of my proof of evidence.

OBJ454 EWS

Issue:	Description :	Response:
	Concerned that the proposal will adversely impact on the Jarrow Branch Line	The response to these matters is set out at paragraph 6.6 of my proof of evidence.
	Road access will be adversely affected to the detriment of staff	
	No direct compensation has been offered to disruption to EWS's operations	

OBJ605 Shell International Limited

Issue:	Description :	Response:
	Impact on operation of site and wider effect upon business at Jarrow Terminal – a site of strategic importance	The response to these matters is set out at paragraph 6.22 of my proof of evidence.
	Potential impact on railway bridge	The response to these matters is set out at paragraph 6.22 of my proof of evidence.

Proof pf objectors responses 07 02 03-gw