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APPENDICES

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8 LANDSCAPE AND VISUAL IMPACT ASSESSMENT

8.1 Introduction and background

8.1.1 This Chapter of the Environmental Statement (ES) identifies and assesses the effects of the proposed IAMP Phase Two site on the landscape character and landscape resource, and on the visual amenity of the site and surrounding area. The proposed development is described in Chapter 3 of this ES. The methodology used in this study conforms to the Guidelines for Landscape and Visual Impact Assessment (GLVIA, 3rd Edition 2013) and associated good practice guidance. This assessment includes consideration of construction and operational stages of the proposed development and an analysis of the likely impacts on key receptors.

8.1.2 This Chapter should be read in conjunction with the LVIA Chapter (Chapter F) of the 2018 IAMP ONE ES and also the LVIA Chapter (Chapter 8) of the 2020 IAMP ONE Phase 2 ES.

8.1.3 The LVIA has been carried out by an experienced landscape architect employed by Wardell Armstrong LLP.

8.2 Consultation and scope of the assessment

8.2.1 Informal consultation was carried out with Sunderland City Council as part of the preparation of the LVIA included in the 2020 IAMP ONE Phase 2 ES. In relation to the potential impacts on landscape character and visual amenity, it is noted that the 2018 IAMP ONE ES LVIA had not identified any significant adverse effects on landscape character and the landscape resource during the construction and operational stages of the proposed development, and that residual (post-mitigation) effects on visual receptors would also not be significant adverse. Some of the significant adverse effects on visual amenity identified in the IAMP ONE ES for specific receptors during the construction phase would not be applicable to the IAMP ONE Phase Two site: for example, the West Moor Farm property has been vacated (This is due for demolition, which was approved via the 2020 outline planning consent, with a subsequent detailed application for demolition being submitted in 2021 along with supporting documents). Receptors at North Moor Farm and Hylton Bridge would remain sensitive to development within the site, however.

8.2.2 During pre-application discussions with the Local Planning Authority (LPA) at Sunderland City Council (SCC), it was agreed that the same approach adopted for the 2020 IAMP ONE Phase 2 EIA would be acceptable for the 2021 EIA. The site will

therefore be subject to LVIA and all six of the viewpoints used in the IAMP ONE ES will be included within this LVIA; these are viewpoints 1, 13 and 16 (numbering carried over from the 2018 IAMP ONE ES LVIA) and viewpoints A, B and C (additional viewpoints requested by SCC subsequent to the March 2020 submission of the 2020 IAMP ONE Phase 2 EIA accompanying the planning application).

8.2.3 Potential adverse effects on landscape character and visual amenity could result from:

- the loss of existing perimeter and internal trees and hedgerows from within the site area;
- the change in character to the site from the introduction of the proposed development; and
- changes to the visual amenity of nearby residential receptors, users of the immediately adjacent A1290 and users of footpaths with views of the site.

8.2.4 The cumulative change to the character of the landscape and cumulative effects on visual amenity, from the addition of this site to the wider IAMP area will also have the potential to give rise to adverse effects. Both construction and operational effects will be assessed.

8.2.5 Mitigation has already been defined for the adjacent IAMP ONE site and the external design for the site includes a variety of planting types and will reflect the measures proposed for IAMP ONE, where these are relevant to this site. A site masterplan (Drawing 103 Proposed Landscape Plan) has been prepared for the planning application and the development layout shown on this plan has been considered in this LVIA. The planting proposal incorporates a native buffer planting mix along the western site perimeter to include various species carefully selected to avoid conflict with overhead services. North and south of the site entrance there are areas of wildflower meadow, tree planting and proposed swales and wetland areas (which form part of the SUDs network, as well as native hedge planting and areas of ornamental shrubs and herbaceous plants. At the southern end of International Drive is a row of ornamental tree planting whilst along the southern perimeter a native hedgerow is proposed set behind a road verge of comprising a wildflower meadow. Other parts of the site are to be seeded with a species-rich grassland mix.

8.2.6 Having reviewed the consultation responses to the 2019 PEIR documentation for IAMP TWO, the Green Belt status of the land adjacent to the site is included as a landscape receptor in this LVIA.

8.3 Methodology

General approach

- 8.3.1 Landscape effects associated with a development relate to changes to the fabric, character and quality of the landscape as a resource and how it is experienced. This requires consideration of the character of the landscape, the elements and features that it contains, and any value attached to the landscape (whether formally or informally).
- 8.3.2 Landscape assessment studies:
- direct effects upon specific landscape elements, especially prominent and eye-catching features.
 - change in character, which is the distinct, recognisable and consistent pattern of elements that creates distinctiveness and a sense of place.
 - subtle effects that contribute towards the experience of intangible characteristics such as tranquillity, wildness and cultural associations; and
 - effects on designated landscapes, conservation sites, and other acknowledged special areas of interest.
- 8.3.3 Visual effects relate closely to landscape effects, but they concern changes in views and visual amenity. Visual assessment concerns people's perception and response to changes in visual amenity. Effects may result from new landscape elements that cause visual intrusion or new features that obstruct views across the landscape.
- 8.3.4 Both landscape and visual effects can be adverse, beneficial or neutral, short, medium or long term, permanent or temporary, reversible or irreversible, direct (an effect that is directly attributable to the proposed development) or indirect (effects resulting indirectly from the development as a consequence of the direct effects), and cumulative, relating to additional changes that may arise when the proposed development is considered in conjunction with other similar developments.
- 8.3.5 The methodology for this Landscape and Visual Impact Assessment (LVIA) follows the recommendations and guidance set out in the following reports:
- Guidelines for Landscape and Visual Impact Assessment, Third Edition (GLVIA 3)¹.

¹ Guidelines for Landscape and Visual Impact Assessment, Third Edition, by the Landscape Institute and Institute of Environmental Management and Assessment (2013)

- Landscape Character Assessment Guidance².

8.3.6 GLVIA 3 stresses that the emphasis of landscape and visual impact assessments should be on the identification of likely significant effects, embracing all types of effects: adverse and beneficial, direct and indirect, and long and short-term, as well as cumulative effects. It also stresses that the approach to the assessment needs to be proportionate to the scale of the project being assessed and the nature of the likely effects.

8.3.7 The Landscape Institute produced Technical Guidance Note 06/19³ to advise its members on the use of photography and photomontage in landscape and visual assessment and on visual representations of development proposals; the photographs in this LVIA have been produced and presented in accordance with this advice.

The study area

8.3.8 The LVIA considers the site and its surroundings, encompassing an area within a 2km radius of the outermost edge of the development. This area has been determined by the topography of the landscape and intervening physical features. The LVIA has been carried out by means of a process of desk and site survey and analysis of this 2km study area.

8.3.9 Whilst the general area of the site will be visible from more distant locations (for instance, from elevated sections of the B1288 to the west-north-west of the site, at 4.0 km – 4.8 km distance); at over 2 km it is considered that, given the relatively level / gently undulating nature of the topography and presence of intervening trees, it would be difficult to distinguish the area of the site from its surroundings, particularly given the extensive expanse of the adjacent Nissan site and the ongoing development within IAMP ONE. Any effects on visual amenity would not be significant at this distance and this assessment has not therefore considered these very distant views.

Thresholds and criteria

8.3.10 GLVIA 3 (paragraph 1.20) states that the guidance is “*not intended to be prescriptive, in that it does not provide a ‘recipe’ that can be followed in every situation. It is always the primary responsibility of any landscape professional carrying out an assessment to*

² An Approach to Landscape Character Assessment, Natural England (2014)
Landscape Character Assessment Guidance for England and Scotland (2002), Countryside Agency in conjunction with Scottish Natural Heritage

³ Visual representation of development proposals, Landscape Institute TGN 06/19 (September 2019)

ensure that the approach and methodology adopted are appropriate to the particular circumstances.” This LVIA has therefore defined a set of criteria to assess the potential landscape and visual effects of the proposed development that reflect the circumstances of the site and the surrounding area.

- 8.3.11 Appendix 8.1 sets out in more detail the methodology used in undertaking this Landscape and Visual Impact Assessment.
- 8.3.12 Overall, effects may be adverse, neutral or beneficial.
- 8.3.13 Where significant effects are predicted, these are highlighted in bold text. Whilst significant adverse effects may be identified in connection with a proposed development, this does not imply necessarily that the development taken as a whole would be unacceptable in environmental terms.

Zone of Theoretical Visibility mapping

- 8.3.14 Zones of Theoretical Visibility (ZTVs) are also referred to as Zones of Visual Influence diagrams (ZVIs) or visual envelope maps (VEMs); however, ZTV is the preferred term as it emphasises the key factors of the plans – that they are theoretical and that they indicate potential visibility by coloured shading overlain on an Ordnance Survey background, to illustrate the areas within the surrounding landscape from which the proposed development is theoretically visible. As they are based upon computer modelling of inter-visibility based upon bare ground topography, they do not show the effects of screening of buildings or trees, or of localised changes in the topography that may not be included in the Digital Terrain Model (DTM). They are thus a worst-case scenario. They do not convey the nature or significance of effects; in particular, it is relevant to note that the mapping depicts the theoretical view of the whole development in the same way as the theoretical view of a small part of the uppermost part of a single building.
- 8.3.15 For this LVIA a ZTV has been created based on the landform of the existing site and the site masterplan (Drawing 103 Proposed Landscape Plan), using an assumed maximum building height of 30 m above ground level. This is shown on ES Figure 8.1, together with the viewpoint locations (as below).

Selection of viewpoint locations

- 8.3.16 Viewpoints are chosen to illustrate the potential visual effects of a scheme. The principal criterion is that they must be representative of the range of views and viewer types likely to experience the development (paragraphs 6.19 and 6.20 of GLVIA 3).

Specific points may also be chosen because they are important existing viewpoints in the landscape.

8.3.17 View types can include:

- Areas of high value such as designated landscapes, long distance footpaths and cycle routes, etc.
- Illustrations of different LCAs, rather than specific receptors.
- Viewpoints that may have wide panoramic views or, by contrast, focused views.
- Viewpoints at different distances from the site.
- Viewpoints at different elevations.
- Viewpoints from different aspects.

8.3.18 Viewer types can include:

- Views from residences, roads or recreational points where visitors may experience the landscape.
- Viewpoints where viewers would be likely to be stationary, as well as those where they would be moving through the landscape.

8.3.19 Representative viewpoints were identified for the IAMP ONE EIA, as explained in the 2018 ES at Chapter F, section F3.3. Sixteen viewpoints were used in that LVIA (section F4.2.3 refers). Given the smaller nature of the site, it was agreed as part of the informal consultation on the LVIA for the 2020 IAMP ONE Phase 2 EIA (see section 8.2 above) that only three of these viewpoints would be of relevance. These are viewpoints 1, 13 and 16. Subsequent to the March 2020 submission of the outline planning application an additional three viewpoints were requested by SCC to be included within the assessment, primarily to consider the potential for impacts on views southwards in which Penshaw Monument is a feature.) These are viewpoints A, B and C.

8.3.20 New photographs have been taken from these viewpoint locations in June 2021, in order to ensure that the baseline images are up to date. The photographs were taken with a full frame digital SLR camera with a fixed 50 mm lens, mounted on a stable, levelled tripod with a professional panoramic head attached. This positions the focal centre of the camera lens above the pivot of the tripod and allows the photographs to be stitched together accurately using software.

8.3.21 Viewpoints 1, 13 and 16 (numbering is retained from the 2018 IAMP ONE ES for ease

of cross-reference) and viewpoints A, B and C (numbering retained from 2020 IAMP ONE Phase 2 planning application) illustrate the site in the context of its surroundings and are presented on ES Figures 8.6 – 8.9, 8.12 and 8.15. Each viewpoint figure includes the following:

- The OS grid reference and elevation (height AOD) of the viewpoint location.
- The distance from the proposed development boundary (closest point) to the viewpoint.
- A location map for the viewpoint.
- Information on the camera type, height, time and date of the photograph, with weather conditions.
- Horizontal scale and horizontal and vertical field of view.

8.3.22 Text describing the existing and predicted view during construction and post-completion of the development, and any cumulative visual effects for each viewpoint location is set out in section 8.6, below.

8.4 Baseline Conditions

Landscape character baseline

8.4.1 This section firstly reviews the published landscape character information relevant to the 2 km study area and the landscape designations and sensitive receptors. The site assessment then informed a description of the existing baseline condition of the area within the vicinity of the site.

8.4.2 The following studies provide a strategic assessment of the 2 km radius study area, see ES Figure 8.3:

- Natural England National Character Areas 14 Tyne and Wear Lowlands and 15 Durham Magnesian Limestone Plateau.
- City of Sunderland Landscape Character Assessment (September 2015).
- South Tyneside Landscape Character Study, March 2012.

8.4.3 These are discussed, below.

Natural England National Character Areas

8.4.4 The site and the majority of the study area to the south, west and north lies on the eastern edge of the Natural England National Character Area (NCA) 14 *Tyne and Wear Lowlands*. This is a 'T' shaped character area covering the lower valleys of the Rivers

Tyne and Wear.

8.4.5 The NCA is described as:

“lowlands ... bounded to the south and east by the prominent escarpment of the Durham Magnesian Limestone Plateau National Character Area (NCA). To the west, the land rises through the Durham Coalfield Pennine Fringe NCA to the uplands of the North Pennines NCA. To the north, the extensive conurbation lying in the broad valley of the Tyne merges into the South East Northumberland Coastal Plain NCA.”

8.4.6 The key characteristics of this NCA, of relevance to the site and study area, are:

- *Undulating landform incised by the river valleys of the Tyne and the Wear and their tributaries.*
- *Widespread urban and industrial development with a dense network of major road and rail links and the spreading conurbations of Tyneside in the north.*
- *Between settlements, wide stretches of agricultural land with large, regular, arable fields bordered by hedgerows with few hedgerow trees, often with large farmsteads and urban fringe pasture land with pony and cattle grazing.*

8.4.7 The full NCA profile, including information on opportunities, landscape change and analysis supporting statements of environmental opportunity, can be found at: <http://publications.naturalengland.org.uk/file/5130054698795008>

8.4.8 Land to the east of the site lies within the north-westernmost part of NCA 15, *Durham Magnesian Limestone Plateau*. This is described as:

“a striking, west-facing Magnesian Limestone escarpment which forms a series of spurs and valleys which mark the western boundary of the National Character Area (NCA), and overlooks the Tyne and Wear Lowlands to the north and west, affording dramatic views of the City of Durham. The plateau drops gradually to the Tees Lowlands to the south and the Durham Coalfield Pennine Fringe to the south-west. Transport routes such as the A19 and coastal railway form prominent features in the landscape and provide links to the north and south, but also detract from tranquillity and create physical and psychological barriers to public access.”

8.4.9 The key characteristics of this NCA, of relevance to the site and study area, are:

- *Strong influence of historic mining industry on both local culture and the landscape, in the form of ex-coal mining towns and villages with distinctive surrounding areas of allotments and pony paddocks, reclaimed colliery sites, disused and existing*

railways, and industrial archaeology.

- *Widespread urban and industrial development in the north and major transport corridors throughout.*

8.4.10 The full NCA profile, including information on opportunities, landscape change and analysis supporting statements of environmental opportunity, can be found at: <http://publications.naturalengland.org.uk/file/8461491>

City of Sunderland Landscape Character Assessment

8.4.11 The City of Sunderland Landscape Character Assessment (September 2015) has categorised the district into Landscape Character Types (LCTs); these are further subdivided into more localised Landscape Character Areas (LCAs). ES Figure 8.3 illustrates the extent of these LCTs and LCAs, for the 2km study area.

8.4.12 The site and the surrounding area to the immediate north, west, south and east lies within LCT 2 *Coalfield Lowland Terraces* and the LCA of 2a, *Usworth Lowland*.

8.4.13 LCT 2 *Coalfield Lowland Terraces* covers an area of gently rolling topography that forms a transitional landscape between the Magnesian Limestone escarpment and the Wear Valley. Other key characteristics of this LCT, of relevance to the site and study area, are described as:

- *underlying Carboniferous Coal Measures masked by thick layers of glacial deposits;*
- *the topography is gently rolling or flat in areas of boulder clay, with a more undulating terrain associated with river valleys, ...;*
- *agricultural land use is mixed but predominantly arable with semi-regular patterns of medium and large-scale fields bounded by low hawthorn hedges and pockets of recently planted woodland;*
- *fragmented by industrial and residential development, the landscape includes corridors of open space between settlements, often with urban fringe character;*
- *large industrial complexes and industrial estates are present.*

8.4.14 The LCA 2a *Usworth Lowland* extends from the boundary with South Tyneside Council in the north, around and to the east of the built-up area of Washington, east as far as the A19 and south to (and in part, just beyond) the A1231. This is described as:

"... large scale arable fields bordered by remnant and weak hedgerows with sparse tree cover. There are a few isolated farms in this area but little other development. Some woodland occurs along the River Don, and though some of this is in South

Tyneside it contributes to the character of this area. South of the A1290, which bisects the area, industrial development becomes the main land use. Nissan and Vantec occupy a substantial section of this character area, incorporating numerous very large buildings, hardstandings, a test track and ten wind turbines. New and old woodland contains the development from some angles, though it is highly visible from elevated locations.

... The whole area is crossed by a number of high voltage electricity lines, with large pylons appearing to overwhelm many landscape features and interrupting views. Roads, including the minor ones, are typically busy with traffic.

The landscape has an open character, which enables views over to the Boldon Hills to the north-east, in South Tyneside. Views looking south towards Sunderland are limited by the large industrial structures associated with the Nissan car factory. The area has a generally low recreational value, with a limited number of underused public footpaths and bridleways. The Great North Forest Heritage Trail passes through the north between Washington and West Boldon, and there are footpaths around Barmston Pond Local Nature Reserve ... A number of local wildlife sites cover plantations and grasslands around the Nissan factory, and the ponds and burns further north. This flat landscape was previously used as a RAF station during the First and Second World Wars. It later became Sunderland Airport, and today the North East Aviation Museum occupies part of the airfield north of the Nissan factory."

8.4.15 Sensitive features within the Coalfield Lowland Terraces LCT are defined as:

- *"Negative impact of infrastructure, including major roads and industrial and business parks.*
- *Recreational value of parks, footpaths and cycleways.*
- *Settlement fringe character of parts of the landscape.*
- *Maintenance of the distinction between settlements."*

8.4.16 In relation to 'industrial estates and complexes', the guidance (Table 4.2) recommends that developments within this LCT *"seek opportunities to enhance and extend landscaping and integrate new buildings into the landscape. Utilise native species which occur locally, e.g. Grey Poplar. Aim to enhance maintenance of landscapes in and around industrial and commercial premises, including woodland and hedges."* Development should not be permitted that will *"adversely encroach on the Green Belt and block green corridors through this already fragmented landscape."*

8.4.17 The landscape strategy set out within the Sunderland Character Assessment for the LCA 2a *Usworth Lowland*, is based on the key aspects and features of this area which contribute to landscape value, being:

- *Large undeveloped area within north Sunderland, which acts as a settlement break between Sunderland and Washington.*
- *Continuous with large area of similar farmland in the north, in South Tyneside.*
- *North East Aircraft Museum is a visitor attraction and also illustrates the history of this landscape as an airfield.*
- *Barmston Pond Local Nature Reserve provides ecological interest in the area.*

8.4.18 The overarching strategy for this LCA can be summarised as:

“Landscape enhancement towards a high-biodiversity area incorporating potential for recreation within and around the existing and potential future commercial development. The existing limited hedges and tree cover in the north should be maintained and this structure enhanced as part of any new proposals. The open aspect of land between Sunderland and South Tyneside should be retained in line with Green Belt purposes where applicable. Views to Boldon Downhill enhance the sense of place in this location. Connections could be improved through better green networks around the existing land uses, linking up currently isolated features such as the Barmston Pond nature reserve. Pedestrian and cycle links between adjacent residential areas and the River Wear would improve recreational opportunities and routes to work.”

8.4.19 The susceptibility of this LCA to the proposed development is assessed as low, given that the LCA extends across various areas of existing industrial development (including that at Nissan and Follingsby). The value of this LCT is assessed as low-medium, reflecting its mix of industry and some farmland. The sensitivity of this LCA is therefore considered to be low-medium.

8.4.20 To the west and east of the LCA 2a *Usworth Lowland* are landscape character types that are defined by their urban character, specifically LCA 4a *Washington* to the west (part of the *Urban New Town* LCT) and LCA 9f *Hylton Castle, Downhill and Castletown* (within the *Urban Limestone Plateau* LCT) to the east.

8.4.21 Given the built-up nature of these areas, it is not proposed to go into the detail of their key characteristics, sensitive features or guidance and strategy for development, none of which relates to industrial development.

8.4.22 It is nevertheless relevant to note that for the *Washington* LCA, the overarching strategy includes reference to the ‘provision of green links to employment sites in this and in adjacent areas.’ The proposed IAMP development includes an extensive area of ecology and landscape mitigation (the ELMA) which, when established, in conjunction with the perimeter site landscaping will provide a green corridor through the site. SUDs areas and internal landscaping of the individual development plots will also provide green spaces within the development area.

South Tyneside Landscape Character Study

8.4.23 Within the South Tyneside Landscape Character Study (March 2012), land to the north of the site and in the north of the study area falls within the *Urban Fringe, Boldon Fell* LCA.

8.4.24 This is described as a large area, occupying the south-west corner of the borough, either side of the A184 and extending south into Sunderland, as far as the A1290, and south-west into Gateshead (to the A195).

8.4.25 The key characteristics of this LCA are described as:

- *Large scale arable fields with gappy hedges.*
- *Overhead power lines converging on the substation by the A19.*
- *Busy dual carriageways subdivide the area.*
- *Regenerating woodland and scrub on former extraction sites.*
- *Farms and country house with associated woodland.*

8.4.26 In terms of physical influences on the landscape, the watercourses flowing into the River Don are described as having limited impact on the wider area. Views across the open flat landscape are generally unimpeded by woodland and long views are possible, including to the landmark Penshaw Monument, to the south.

8.4.27 Guidelines for this LCA include supporting the reinstatement and restoration of hedges for landscape and habitat value and the planting of new woodland to reinforce the landscape structure. Enhancement of access networks across the area is also supported. In relation to the habitat network, the guidance seeks to promote the creation of linear links between sites of habitat value, using new hedge and woodland planting as appropriate, and focusing the habitat network on the burns in the area. Woodland planting that would obstruct key views should be resisted.

8.4.28 The susceptibility of this LCA to the proposed development is assessed as low as the

LCA is separated from the site by the remainder of the IAMP area. The value of this LCA is assessed as medium, reflecting the greater extent of farmland and associated tree cover and hedging. The sensitivity of this LCA to the proposed development is therefore considered to be low-medium.

- 8.4.29 The ELMA proposed for the site will create a green corridor through and across the development area, as noted above.

Landscape designations and sensitive receptors

- 8.4.30 There are no landscape designations applicable to the site and 2km study area. ES Figure 8.2 illustrates the various sensitive receptors and designations within the study area.
- 8.4.31 As noted above (para. 8.2.6), the site lies directly adjacent to land designated as Green Belt. Land scheduled for built development within the IAMP site was removed from the Sunderland Green Belt as part of the approval of the IAMP Area Action Plan (see ES Chapter 4, section 4.5). The ELMA land remains within the Green Belt.
- 8.4.32 Sensitive landscape receptors relate to the semi-mature and mature trees present within the site and on the boundary with the A1290, and the existing hedgerows present within the site. It is acknowledged, however, that the nature of the proposed development makes it likely that the majority of the existing internal hedgerows and trees are likely to be removed to accommodate the proposed development.

Landform and drainage

- 8.4.33 The site is relatively flat, comprising gently undulating land at between 35 m and 40m AOD, falling gradually to the north-east / north and the River Don. The river and its various tributaries meander through the landscape. ES Figure 8.4 illustrates the topography of the study area.

Landcover and land use

- 8.4.34 The site comprises rectilinear fields of varying sizes, primarily in arable use (where not under construction for IAMP ONE). Fields are enclosed by straight, generally gappy hedgerows with occasional hedgerow trees. Small triangular plantations and copses are present within and break up the landscape, as does the vegetation lining the River Don, on the boundary between Sunderland and South Tyneside.
- 8.4.35 An overhead electricity transmission line on steel towers forms the north-western boundary of the site, running from north-east to south-west through this area. This is

one of several overhead lines running south through this general area from the substation at Mount Pleasant, on the south-western edge of West Boldon, north-east of the site.

8.4.36 To the south-west is the Elm Tree Farm Garden and Nursery, which includes a tearoom and children's play area.

8.4.37 The North East Air Museum is situated to the east of the A1290 and north of the Nissan site, further to the east along the Washington Road.

Settlements and individual properties

8.4.38 West Moor Farm (comprising the farmhouse, cottage and associated farm buildings, and areas of hardstanding) is located on the southern edge of the site, on the north side of the A1290. This property is now vacant and is due to be demolished as part of the overall development of the IAMP site. (Demolition was approved via the 2020 outline planning consent, with a subsequent detailed application for demolition being submitted in 2021 along with supporting documents.) To the immediate north of the site is North Moor Farm, accessed via a narrow farm track from Follingsby Lane, to the east. The property comprises a single storey detached house and a series of barns / outbuildings to the north and north-west. Other individual and groups of properties are scattered across the wider area, enclosed by the network of main roads encircling the site.

8.4.39 Also within the wider area are the residential areas of Usworth and Sulgrave, within Washington new town, to the west, and Town End Farm and Hylton Castle, on the north-west edge of Sunderland, to the east.

Transport corridors and rights of way

8.4.40 The A1290 linking Washington with the A19 runs along the southern boundary of the site; this road is proposed to be dualled, east of the southern entrance into IAMP One, as part of the wider transport improvements for the area.

8.4.41 To the east of the site the A19 is the primary north-south route within the area. To the south, the A1231 dual carriageway provides links to the A1(M), A184(M) and the A19.

8.4.42 Closer to and north-east of the site, minor roads (Follingsby Lane, Downhill Lane and West Pastures) provide links to the wider road network for the individual properties and other built developments within this general area.

- 8.4.43 There are no public rights of way with the site or its immediate surroundings. A footpath runs north-east from Follingsby Lane, east of Strother House Farm, to cross West Pastures and continue east-northeast to the A19. A Byway Open to All Traffic (BOAT) links East House with Follingsby Lane, to the west of Strother House Farm, with a footpath running west and south from East House to Usworth Hall.
- 8.4.44 The Great North Forest Heritage Trail runs along Follingsby Lane and Downhill Lane, to the north-east of the site. This long-distance route for walkers and cyclists covers 105km as a circular route through the Tyne & Wear countryside, linking Tantobie, East Rainton, Houghton-le-Spring, Whitburn, West Boldon and Kibblesworth.
- 8.4.45 To the west a dismantled railway line runs north-south, forming the eastern edge of Washington. The line (the Leamside Line) remains the property of Network Rail and is not, therefore, a public right of way, though there are ambitions to re-open this line for rail traffic.⁴ The section of this line as it passes to the west of the site will therefore be included in the LVIA, for potential users of the railway line.
- 8.4.46 ES Figure 8.5 shows the public rights of way and other access routes within the study area.

Formal and informal recreation areas and visitor attractions

- 8.4.47 There are no formal recreation areas within the 2 km study area and the ZTV for the site.
- 8.4.48 To the south-west of the site, the Barmston Pond nature reserve provides an informal recreation area. As noted above, there is an informal play area at the Elm Tree Nursery, to the south-west of the site.
- 8.4.49 Visitor attractions in the study area comprise the North East Aircraft Museum on Washington Road, 800 m east of the site. The Penshaw Monument is some 4 km to the south of the site but is included as a viewpoint location and therefore also referenced here.

Landscape features

- 8.4.50 The main landscape feature of the area surrounding the site is the high voltage overhead electricity transmission line.
- 8.4.51 The perimeter tree belt on the southern boundary of the A1290 is notable given the

⁴ <https://www.nexus.org.uk/sites/default/files/Metro%20Futures%20brochure.pdf>

generally open nature of this landscape. Mature and semi-mature trees present within the site, on the lines of the existing field boundary hedgerows, are notable landscape features at the local level only.

Landscape value

- 8.4.52 The landscape is not ascribed any value from formal designations and does not provide the backdrop to settlements, though land outwith the IAMP development area is within the Green Belt and contributes to the separation of the settlement areas of Washington and north-west Sunderland. Green Belt designation is a planning control and does not provide any indication of landscape quality or condition.
- 8.4.53 The condition of the landscape can be considered to be moderate, with some well-maintained farmland (albeit gappy hedges in places). There are few opportunities for recreational access, though there are some visitor attractions in the area.
- 8.4.54 The presence of extensive industry (Nissan site and associated industrial areas), wind turbines and overhead transmission lines detract from the perception of this landscape, though the agricultural land provides visual contrast and a degree of relief from this.
- 8.4.55 The overall value of this landscape is considered to be low.

Landscape susceptibility

- 8.4.56 Appendix 8.1, para. 1.1.12 sets out the criteria against which susceptibility to development can be judged. In respect of the development of the proposed Site for advanced automotive manufacturing, this can be summarised as:
- Landform: the site is relatively level and as such susceptibility to development is low. Major changes to the topography of the site would not be required.
 - Skylines: within the general area of the site, much of the skyline is developed; to the north the skyline is more open but includes 'clutter' such as electricity pylons and clumps of trees. As such the susceptibility to change is medium. The skyline of the site can expect to change with the development of buildings that may be up to 30m high. In this regard it is relevant to note that the relatively recently erected paint shop building at Nissan (on the northern edge of the Nissan factory site adjacent to the A1290) is of a similar scale at approximately 26m high. Therefore, there is a precedent for buildings of this size situated within the local landscape. On the adjacent IAMP One site the tallest building is the SNOP building, which

reaches 19 m in places; other parts of that and the other approved buildings on IAMP ONE Phase One are at heights ranging from 6-10 m, 13.5 m and 15 m above ground level. Whilst the proposed building would have a notable influence on the skyline, particularly for near-distance views, the effect is likely to be similar to that already experienced in relation to the other large scale industrial buildings mentioned above.

- **Landcover:** the trees and hedgerows within the site provide some limited land cover (vegetation) but their contribution to the local character of the landscape is limited. The susceptibility to change in relation to this aspect is assessed as medium. Some of this existing vegetation, particularly within the internal Site area, is likely to be removed to accommodate the proposed development.
- **Scale:** this is considered to be a medium to large-scale landscape given the relatively level nature of the topography and limited scope for outward views, primarily to the north. The triangular area of land for which planning permission is being sought, and within which the West Moor Farm buildings are presently sited, is of more of a small-medium scale, however, as a result of the presence of the farm buildings and enclosure provided by adjacent road and field-side boundary hedging. Human-scale elements are present in the form of existing farm buildings, though these are proposed for demolition; the larger-scale Nissan buildings (including the comparatively sized, at approximately 26 m high, paint shop building) have an influence on landscape scale and the current and future development of the IAMP site will add to this. The susceptibility of the site to the proposed development is assessed as low-medium, for this aspect, having regard for the greater scale, massing and height of the building proposed by the site masterplan (Drawing 103 Proposed Landscape Plan). The proposed development will form part of the wider IAMP development area, creating a large-scale industrial development that extends the existing Nissan development area northwards.
- **Enclosure:** enclosure of the site is provided in part by the existing roadside planting on the A1290; the existing large-scale industrial buildings also create enclosure, within the immediate area of the site. The susceptibility of the site to the proposed development is assessed as low, for this aspect. Enclosure will increase further with the development of the site for industry, and creation of perimeter planting.

- **Intervisibility:** there is some intervisibility with surrounding areas, but this is generally limited to the edges of these and is restricted in places by intervening tree cover and built development. The susceptibility of the site to the proposed development is assessed as low-medium, for this aspect. Perimeter planting to the boundaries of the site will however be unlikely to screen a building of up to 30m in height.
- **Condition:** the condition of the site is assessed as moderate (as noted above); the susceptibility of the site to the proposed development is assessed as low-medium, for this aspect. Development of the site for industry will have the potential to enhance this aspect.
- **Typicality and rareness:** the site contains no features that could be considered to be rare; it exhibits a high degree of typicality in terms of urban fringe agricultural land. The susceptibility of the site to the proposed development is assessed as low, for this aspect. Development of the site for industry will be in keeping with the character of adjacent areas.
- **Views and landmarks:** the site contains no landmark features and is not a highly noticeable feature in local views. The susceptibility of the site to the proposed development is assessed as low-medium, for this aspect; the development of a building of up to 30 m in height would result in this being a highly noticeable feature within the immediate area.
- **Tranquillity:** the site has low levels of tranquillity given the presence nearby of the A19 and adjacent A1290, and the existing Nissan development (in addition to the, albeit temporary, construction operations on the adjacent IAMP ONE site). The susceptibility of the site to the proposed development is assessed as low, for this aspect. This aspect is unlikely to change given the proposed development for industry.
- **Remoteness:** the site is not remote and as such any susceptibility in relation to this aspect is considered to be low / negligible. There will be no change to this aspect.
- **Visual receptors:** the extent to which the site is visible from within surrounding areas is limited (as discussed below); as such, susceptibility to change is low-medium. The extent to which this would change as a result of the proposed development is indicated (theoretically) on ES Figure 8.1 and discussed further in section 8.6, below.

8.4.57 Taking the above analysis into account, the susceptibility of this landscape to the

change proposed from the development of large-scale industrial buildings is assessed as low-medium. This reflects the potential for a considerably taller and larger-scale building, as indicated on the site masterplan (Drawing 103 Proposed Landscape Plan), to be developed within the site, compared with the existing baseline of development within IAMP ONE Phase One.

- 8.4.58 The landscape is considered able to accommodate the proposed development but there would be some loss of character; this is considered further in section 8.5, below. The maintenance of the baseline environment would be limited to the area proposed for ecological and landscape mitigation (ELMA area).
- 8.4.59 Guidance from landscape character assessments (as noted above, para. 8.4.18) can be complied with, in that there remains scope for enhancement of the landscape through the provision of tree and hedgerow planting, enhanced habitat for wildlife and the creation of an improved access network.

Landscape sensitivity

- 8.4.60 Given the low-medium susceptibility of the landscape, combined with low value, the sensitivity of this landscape to the proposed development is assessed as low-medium.

Visual baseline

- 8.4.61 The visual baseline relates to the presence of visual receptors (people) and the scope for views into, and out from / across the site and surrounding area. The visual baseline is influenced by the topography and vegetation cover of the area, in addition to the extensive areas of built development to the west, south and east.
- 8.4.62 Views of the existing Site are possible from near-distance locations (e.g. the adjacent A1290) and from more elevated positions within the wider landscape (such as from the Penshaw Monument to the south). From elsewhere, in many instances the combination of undulating landform and tree / hedgerow field boundaries limits the scope for views of the existing Site.
- 8.4.63 With the introduction of a single, large-scale building up to 30m in height, the scope for visibility increases, though intervening built development will provide screening from within settlement areas.
- 8.4.64 Views out from the site are limited in a southwards direction due to the roadside (A1290) planting screening the northern boundary of the Nissan site. In other directions, views north extend to the ridge line north of Follingsby Lane. Views west

extend to the eastern edge of the housing and industrial development in the Sulgrave / Usworth Hall areas of Washington; views east (where not restricted by the hedgerow running north-south, east of West Moor Farm) extend to the areas of higher ground east of the A19(T).

- 8.4.65 From within the general area of the site, visual detractors present in the landscape include the tall lattice steel towers, typically 40-50 m high. The wind turbines to the south of the Nissan site are in excess of 100 m high and are also prominent visually. Existing buildings on the Nissan site are also of a large scale, including the Paint Shop building on its northern edge, adjacent to the A1290, which is approximately 26 m tall and therefore of a similar size to the proposed building.
- 8.4.66 ES Figure 8.1 indicates the extent of the Zone of Theoretical Visibility (ZTV) of the site (see paras. 8.3.14/ 8.3.15, above) with a single building up to 30m in height included within the development area.
- 8.4.67 Within the newly adopted Sunderland Core Strategy and Development Plan 2015-2033, Policy NE11 Creating and Protecting Views, with the objective of ensuring that new developments do not impact on existing public views. The supporting text to this Policy refers to the Council's Landscape Character Assessment (LCA) and Green Infrastructure Strategy, in identifying important viewpoints. The Penshaw Monument is identified in the LCA as a location from where extensive panoramic views can be obtained; this is included as a viewpoint within this LVIA. The Policy also states that consideration should be given to views of significant buildings and it was for this reason that additional viewpoints (A, B and C) were requested during the determination of the 2020 planning application.

Visual amenity receptors

- 8.4.68 Visual amenity receptors (the people within the 2 km study area whose views would be affected by the proposed development) are separated into three main categories:
- Settlements, groups of properties and individual properties.
 - Users of roads and public rights of way.
 - Users of recreation areas (formal and informal).
- 8.4.69 Information on these various receptors, located within the 2km study area and the ZTV (ES Figure 8.1), is set out below.

Settlements, Groups of Properties and Individual Properties

- 8.4.70 The north-eastern edge of Washington (Usworth Hall and Sulgrave districts) is just over 1km to the west of the site. Two-storey properties on the eastern edge of Sulgrave face east, with the trees lining the embankment sides of the dismantled railway line providing some visual screening for views towards the site. Within the Usworth Hall area, industry occupies much of the eastern edge of the district; where housing is located in the north-eastern corner, this is similarly set down below the level of the former railway line, with a wider belt of trees to the east of these houses, providing screening for views eastwards.
- 8.4.71 The Town End Farm and Hylton Castle areas of Sunderland are 1.03 km to the east of the site, east of the A19, with a dense belt of tree planting providing the western edge of the settlement. There is therefore no scope for views towards the site from these areas.
- 8.4.72 Usworth Cottages comprises a terrace of five, two-storey properties located to the east of the A1290, some 500 m from the site. These face west but have a narrow screen of deciduous trees on the west side of their access road. To the north is a single-storey property, The Chalet, with trees on the western and southern boundaries providing visual screening. These properties are currently empty and are scheduled for demolition. There will therefore be no residential visual receptors at this location.
- 8.4.73 As noted above, the property at West Moor Farm, on the southern boundary of the site, is also due to be demolished as part of the development proposals and therefore has no visual receptors present.
- 8.4.74 To the immediate north of the site is North Moor Farm. The single storey property on the southern side of the farm buildings faces north-north-west – south-south-east and has a small conservatory on its southern elevation. There will be near distance views of the existing Site from this property, including from external areas and from the access track to the farm.
- 8.4.75 South-west of the site, at the northern end of Infiniti Drive, a row of terraced houses (Severn Houses) lies to the east of the entrance to the Elm Tree Nursery. These two storey properties face north-north-west and are backed by an extensive area of broadleaved woodland, which wraps around the eastern side of the terrace. There are no views of the site from these properties due to the intervening screening provided by tree / scrub cover separating the Seven Houses Nature Reserve from the Nissan site, in addition to the tree cover immediately east of the terrace of houses.

- 8.4.76 North-east of the site are Hylton Bridge Farm (c.300 m distance, house and bungalow) and Hylton Grove Farm (460 m distance). East of Hylton Grove Farm are two, two-storey roadside properties, facing south (c. 500 m distance). Views towards the existing Site will be partially screened by intervening hedges and tree cover from these properties.
- 8.4.77 Further from the site are the properties of East House (1.4 km to the north-west) and Strother House Farm (1.38 km to the north). Intervening trees and field boundary hedging will interrupt views towards the existing Site from these properties. The upper parts of the buildings within the Nissan site are visible in the distance, as are the wind turbines within the Nissan site.
- 8.4.78 Down Hill Farm lies towards the edge of the 2 km study area, to the north-east of the site; views from this area extend across the intervening farmland to beyond the A19(T), with extensive runs of overhead pylons dominating the view. The site is difficult to distinguish at this distance, due to the relatively level topography and intervening tree cover, and its position beyond the ongoing development within the consented IAMP ONE site.

Transport routes and rights of way

- 8.4.79 Near views of the existing Site will be possible from the section of the A1290 as it approaches and then passes the site. Some screening is provided by roadside hedging and trees, though there are open views from the west when passing beneath the overhead transmission lines and in areas where there are gaps in the roadside hedging.
- 8.4.80 There would be no views of the site from the A19(T) due to intervening development and tree cover. From the elevated overbridge at the Downhill Lane junction of the A19(T) and the A1290, there are views west towards the site, but this is difficult to distinguish within the relatively level topography and intervening tree cover and ongoing built development.
- 8.4.81 More distant views towards the site will be possible from sections of Follingsby Lane, including from the more elevated area to the east of the dismantled railway line, north-north-west of the site. Views are interrupted by intervening hedging and tree cover, with the white buildings within the Nissan site and the various wind turbines visible to the south and south-east. From the section of Follingsby Lane east of North Moor Farm, the existing Site lies close to the horizon, contained between two of the

existing lattice steel towers, with some screening provided by the intervening trees and hedging. Views would be oblique and transient.

- 8.4.82 From the elevated sections of Downhill Lane, to the north-east of the site and on the edge of the 2 km study area, there are distant views across the A19(T) towards the site, but as noted above this sits beyond existing, ongoing development and the level topography and intervening tree cover makes this difficult to distinguish from its surroundings.
- 8.4.83 From the BOAT between Follingsby Lane and East House, the existing Site would be seen in the distance, in the foreground to the existing industrial development at Nissan. Intervening hedging and trees provide some screening.
- 8.4.84 Any views towards the existing Site from the footpath to the east and north-east of Strother House Farm would similarly be interrupted by intervening tree cover and hedgerows; the site sits in front of the existing Nissan site and the white façades of buildings within this are noticeable in the distance.
- 8.4.85 The dismantled railway line to the east of the Sulgrave and Usworth Hall areas of Washington may at some point be brought back into service as part of the local network. Views towards the site, in this event, will largely occur from the section of track between the A1290 and Follingsby Lane, seen obliquely and at a distance of between 1 and 2 km through gaps in the tree cover / hedging along the eastern edge of the track.
- 8.4.86 No, or negligible views are anticipated from other roads in the study area and in the ZTV, including the A19.

Users of formal and informal recreation areas

- 8.4.87 No views of the existing Site will be possible from within the Barmston Pond nature reserve, given the presence of boundary tree planting and intervening buildings within the Nissan site. Similarly, there will be no views of the site from the play area within the Elm Tree Nursery, due to screening from intervening tree cover.
- 8.4.88 Visitors to the North East Aircraft Museum will have limited scope for views of the existing Site as the intervening buildings and trees will provide some screening.
- 8.4.89 For visitors to the Penshaw Monument, the existing Site will be visible in views to the north, seen in the distance as part of the agricultural landscape located beyond the existing Nissan site. Development of the IAMP ONE site will also be visible from this

elevated position.

8.5 Assessment of landscape effects

Introduction

8.5.1 Effects of construction and during operation (i.e. once the development plot is completed and occupied) on the landscape character and landscape resource of the area are set out below.

8.5.2 These can be summarised as:

- the temporary effects associated with the construction of the development, including the presence of temporary compounds and materials storage areas, in addition to the removal of existing features (such as the hedgerows within the site, in part or in full) (see also Table F12 in the 2018 IAMP ONE ES Chapter F); and
- the permanent change in nature of the site from arable fields to a development plot containing a large industrial building, access road and routes for pedestrians and cyclists, car parking areas, HGV access, loading and unloading areas, and perimeter and internal landscaping.

8.5.3 The effects of the demolition of the West Moor Farm buildings on the character of the local landscape is not considered in the current assessment as demolition was approved via the 2020 planning application and a full application (ref. 21/01330/FUL) for the demolition of West Moor Farm was submitted to Sunderland City Council in June 2021..

8.5.4 The assessment is based on the masterplan for the site (Drawing 103 Proposed Landscape Plan), including a maximum height of the single, large-scale building within the site of 30 m above existing ground levels.

Construction effects on the landscape resource and landscape character

Effects on designated areas

8.5.5 The construction works would take place in close proximity to the area of Green Belt that lies to the west and north of the site. Effects would be indirect and temporary. The value of Green Belt land can be considered to be at best medium, given that its purpose is to separate built-up areas; the susceptibility of the area of Green Belt closest to the proposed development is assessed as low given that no development would take place on Green Belt land. The sensitivity of this area, to the proposed development is, therefore, assessed as low-medium.

- 8.5.6 The site compound will be in the south-west corner of the site, and construction operations would extend across most of the site but the incorporation of a landscape buffer on the boundary between the IAMP development and the ELMA would create a degree of separation. The magnitude of effect, from the presence of plant and machinery, and associated noise and visual impacts from works onsite, is assessed as medium. Indirect effects on this low-medium sensitivity receptor would be no greater than slight-moderate adverse, for the duration of the construction phase, and **Not Significant**.

Effects on site elements and perceptual aspects

- 8.5.7 Construction operations are also likely to result in the loss of the existing internal trees and internal field boundary hedgerows, in order to accommodate the proposed development. Roadside boundary planting can expect to be retained, other than where widening of the road is proposed. This change to the landscape resource would have a local effect on landscape character and would be compensated for in the longer-term with the planting of replacement trees and hedgerows, in addition to the area of native scrub planting proposed within the south-western corner of the site (provided as mitigation for the loss of existing planting, to visually soften the western edge of the site, and to provide a defensible boundary on the edge of the Green Belt). The magnitude of effect, pre-mitigation, is assessed as medium, on a receptor of low sensitivity and **Not Significant**.
- 8.5.8 Changes to landform as a result of construction operations are expected to be minimal given the relatively level nature of the site. Topsoil will be stripped from built development areas to a depth approximating to some 300 mm and may be used to create perimeter (or other) mounding. However, the change to the character of the landscape from such changes to the landform will be barely perceptible from within the wider areas. As such, this the effect is **Not Significant**.
- 8.5.9 Lighting is present within the adjacent residential and industrial areas and will be provided within the IAMP ONE development. During construction, some lighting can be expected where works are taking place during the winter months, and may be required for security reasons, but this would be short term and temporary. The magnitude of effect is assessed as no greater than medium, on a low sensitivity receptor and effects would be **Not Significant**.

Landscape character

- 8.5.10 The proposed construction operations would give rise to direct, temporary effects on the *Coalfield Lowland Terraces (Usworth Lowland)* LCT / LCA. The susceptibility of this LCA to the proposed development has been assessed as low-medium (para. 8.4.57, above) and the value of the LCA is assessed as low (para. 8.4.55); low-medium sensitivity. The magnitude of effect associated with demolition and construction operations is assessed as high. Effects on the landscape character of the site and its immediate surroundings would be adverse, but **Not Significant**, short-term and temporary.
- 8.5.11 Effects on the landscape character of the wider area of the *Usworth Lowland* LCA and the *Urban Fringe, Boldon Fell* LCT, to the north, from construction operations would be indirect and limited to changes associated with the noise of construction plant and perception of construction operations. This is assessed as on an LCA of low-medium sensitivity and low-medium and low magnitude of effect (reducing with distance from the site) and would be **Not Significant**.

Operational effects on landscape character and the landscape resource

Effects on designated areas

- 8.5.12 The effects of the proposed development, once operational, would be permanent and long-term.
- 8.5.13 The adjacent area of Green Belt land, to the west and north of the site, is being brought forward as the ELMA and management operations within this area of land are proposed to ensure that there are longer-term beneficial effects on the ecological interests of the local area, and on the character of the landscape. In addition, perimeter landscaping to the IAMP site would provide some separation between the two areas as well as forming a new defensible boundary on the edge of the Green Belt; as this planting establishes over time, the effectiveness of this would increase, though would not reach the height of a 30 m high building.
- 8.5.14 Any indirect effects on the low-medium sensitivity Green Belt land are assessed as of medium-high magnitude and would result in indirect, permanent adverse effects and would **Not Significant**.

Effects on site elements and perceptual aspects

- 8.5.15 Changes to the scale of the site will result from its development as a part of the wider IAMP ONE site. The generally medium scale of the existing landscape (within a wider area of medium to large scale) is likely to increase to large scale with the development

of a large building, 30 m in height. The scale of the wider landscape is influenced by the presence of the existing and under-construction large and medium size buildings within IAMP ONE Phase One; these are largely c. 13-15 m in height, with one building that is c. 19 m high at its tallest. The magnitude of effect is assessed as medium-high, on a low-medium sensitivity receptor, and as such the change in landscape scale would be **Significant**.

- 8.5.16 Enclosure within the area will alter as a result of the proposed development. The existing north-south hedgerow is likely to be removed, but this will be offset by new perimeter planting along the diagonal, western boundary as well as other planting within the south-western corner of the site, and internal soft landscaping. Reinforcement of existing, retained hedgerows (such as the section alongside the A1290, in the section where road widening is not proposed) would also be beneficial in increasing the degree of enclosure within the site. Additional enclosure will be provided by the development of the proposed industrial building. The magnitude of effect is assessed as medium-high (having regard for the adjacent area of industrial development immediately to the east-north-east) on the low-medium sensitivity receptor and **Not Significant**.
- 8.5.17 Lighting will form part of the site development; this will accord with the principles of the Design Code for IAMP ONE. As such, this would maintain a consistency of appearance and effect on the character of this landscape. It is intended that the south-western corner of the site, including any building facades facing towards this end of the site, be kept as dark as practicable so as to minimise adverse effects on species and habitats. The effects of the provision of lighting within the majority of the developed Site area is assessed as a low-medium magnitude of effect on a low-medium sensitivity receptor and **Not Significant**.
- 8.5.18 As noted above, the loss of some of the existing trees and hedgerows within the site will be compensated for through the planting of extensive areas of replacement native trees and scrub, and hedgerows / hedgerow trees. Once this planting is established, it will contribute positively to the landscape character of the local area.
- 8.5.19 Overall, effects of the developed Site on the landscape resource of the local area are assessed as resulting in a medium magnitude of effect on a low-medium sensitivity receptor and would be **Not Significant**, other than from the change in landscape scale.

Effects on landscape character

- 8.5.20 The proposed site development would result in permanent, direct effects on this part of the *Coalfield Lowland Terraces (Usworth Lowland)* LCT / LCA. The susceptibility of this LCA to the proposed development has been assessed as low (para. 8.4.19, above) and the value of the LCA is assessed as low-medium (para. 8.4.19). The magnitude of effect associated with the development of the site is assessed as medium-high; on a low-medium sensitivity receptor and **Significant**.
- 8.5.21 Effects on the landscape character of the wider area of the *Usworth Lowland* LCA and the *Urban Fringe, Boldon Fell* LCT, to the north, from the permanent development of the site would be indirect and limited to changes to the skyline, associated with the presence of a tall, large-scale building on the horizon to the south. The magnitude of this change is assessed as medium, reducing to low with increased distance from the site, and would be **Not Significant**.

Cumulative landscape effects

- 8.5.22 Cumulative effects on landscape are assessed in relation to the combination of the proposed development of the site together with anticipated developments in the nearby area, as set out in this ES, Chapter 2, and as shown on ES Figure 2.1. The cumulative assessment is limited to the operational stage of the proposed development, as any effects of construction would be short-term and temporary and, therefore, **Not Significant**.

Cumulative effects on the landscape resource

- 8.5.23 Cumulative effects on the landscape resource of the local area would result from the overall development of the site in combination with the development of the IAMP ONE Phase One and IAMP TWO areas. There would be some loss of hedgerows and individual trees within these development areas, and this would result in a significant effect on the landscape resource, reducing over time with the establishment of the landscaping within the site and within the adjacent ELMA area. The assessment of effects (above) has identified a significant effect on landscape scale as a result of the proposed development. The cumulative effect on landscape scale from the combination of the proposed development with the wider IAMP development is not, however, considered to result in any significant cumulative effect on the landscape resource (medium-high magnitude of effect, low-medium sensitivity receptor).
- 8.5.24 In relation to the current planning applications set out in ES Chapter 2, the following conclusions can be drawn in relation to the potential for cumulative effects on the

landscape resource of the local area:

- Application ref. 18/02055/FUL – provision of solar panels, Unipres building – this does not result in any loss of or change to the existing landscape resource and there are therefore no cumulative effects to assess.
- Application ref. 18/01964/FUL – extension to Elm Tree Nursery, Washington Road – there would be no loss of existing trees or hedgerows as a result of the proposed extension to the Nursery site and as such no cumulative effects on the landscape resource would result.
- Application ref. 18/01869/FUL and subsequent application 19/02161/VAR – proposed hotel, Washington Road – there would be some loss of existing trees and field boundary hedging within the central area of this development, to accommodate the hotel building and car parking, though some existing trees on the south-western and north-eastern parts of the site are shown as likely to be retained. The combination of the loss of the internal hedgerows and trees within the IAMP ONE Phase Two site, together with the changes resulting from this proposed development, is not considered to result in significant cumulative effects on the landscape resource of the local area (medium magnitude of effect on a low-medium sensitivity receptor).
- Application ref. 18/00459/FUL – two extensions to the existing press and assembly shop buildings at Unipres – there would be no loss of vegetation as the two extensions are in areas of existing hardstanding. A new storage area would entail the loss of an area of grass field. To mitigate the associated impacts of this storage area, a raised landscape buffer will be planted along its northern edge. The combination of the loss of vegetation within the IAMP ONE Phase Two site, together with the changes resulting from this proposed development, is not considered to result in significant cumulative effects on the landscape resource of the local area (low magnitude of effect on a low-medium sensitivity receptor).
- Application refs. 21/00401/HE4 and 21/00605/OU4 – Hillthorn Business Park – two plots of land to the west and east respectively of Infiniti Drive on which is proposed a number of industrial units with associated infrastructure and landscaping. The sites are located on previously disturbed agricultural land, comprising mostly long grass interspersed with areas of hard standing. The development incorporates a range of planting associated with each development plot and extensive habitat creation alongside Infiniti Drive. Given the degraded

nature of the current site, and the changes likely to result from this proposed development, it is not considered that combination of this site with the IAMP One Phase Two site would like to any significant cumulative effects on the landscape resource of the local area (low magnitude of effect on a low-medium sensitivity receptor).

- Application ref. TR010024 – A19 Downhill Lane Junction Improvement with a new bridge being created over the A19, immediately south of the junction, and combined with the existing bridge to create a new full roundabout junction, above the A19, controlled with traffic lights. This will require re-alignment of the existing roads and slip roads around the junction. The creation of new and replacement habitats will help integrate the scheme into the local landscape and minimise impacts on views. The cumulative effect on the landscape resource arising from the combination of the proposed development with the junction improvements, is therefore not considered to be significant (medium magnitude of effect, low-medium sensitivity receptor).

8.5.25 Overall, **no significant cumulative effects** are predicted in relation to the landscape resource of the local area. This is also considered to be the case when considering the total effects of all the proposed developments (IAMP ONE Phase One and IAMP TWO, and current / recently approved planning applications, as above) in combination with the site (medium-high magnitude of effect on a low-medium sensitivity receptor).

Cumulative effects on landscape character

8.5.26 Cumulative effects on landscape character can also result from the combination of the proposed development with other developments in the local area. In respect of the proposed development of IAMP ONE Phase One and IAMP TWO, these lie entirely within the *Coalfield Lowland Terraces* LCA. Direct effects on the character of this landscape would result from the installation of the industrial units within the IAMP ONE Phase One and IAMP TWO sites; these have not been identified as significant effects (IAMP ONE 2018 ES and IAMP TWO PEIR).

8.5.27 There could be scope for some indirect cumulative effects on the adjacent *Urban Fringe, Boldon Fell* LCA; the scope for any significant effects would be limited to the areas closest to the IAMP site. Effects on this LCA are assessed as significant, pre- and post-mitigation, for the IAMP TWO site.

8.5.28 The cumulative effect on landscape character from the combination of the site with

the wider IAMP development areas is assessed as a medium-high magnitude of effect on low-medium sensitivity receptors: **Not Significant**.

8.5.29 In relation to the current planning applications set out in Table 2.5 of ES Chapter 2, the following conclusions can be drawn in relation to the potential for cumulative effects on the landscape character of the local area:

- Application ref. 18/02055/FUL – provision of solar panels, Unipres building – this does not result in any loss of or change to the existing industrial character of the Nissan site and there are therefore no cumulative effects to assess.
- Application ref. 18/01964/FUL – extension to Elm Tree Nursery, Washington Road – changes to the landscape character as a result of the proposed extension to the Nursery site, within the *Coalfield Lowland Terraces* LCA, would result from the further intensification and extension of this existing development. However, this is not considered likely to be significant. When the proposed IAMP ONE Phase Two development is combined with this, the small amount of additional intensification is assessed as not significant (low-medium magnitude of effect on a low-medium sensitivity receptor).
- Application ref. 18/01869/FUL – proposed hotel, Washington Road – the development of the proposed hotel building, and car parking would alter the character of the landscape in this area (within the *Coalfield Lowland Terraces* LCA) but not to a significant level, given the presence of industrial buildings to the north, west and south. The combination of the proposed development within the IAMP ONE Phase Two site, together with this proposed development, is not considered to result in significant cumulative effects on the landscape character (low-medium magnitude of effect on a low-medium sensitivity receptor).
- Application ref. 18/00459/FUL – two extensions to the existing press and assembly shop buildings at Unipres – given the character of the existing site and the nature of the proposed changes it is considered that any change to the character of the landscape in this area (within the *Coalfield Lowland Terraces* LCA) would be minimal. The combination of the IAMP ONE Phase Two site, together with this proposed development, is therefore not considered to result in significant cumulative effects on the landscape character (low magnitude of effect on a low-medium sensitivity receptor).
- Application refs. 21/00401/HE4 and 21/00605/OU4 – Hillthorn Business Park – two plots of land to the west and east respectively of Infiniti Drive on which is

proposed a number of industrial units with associated infrastructure and landscaping. In terms of the impact of the proposed changes on the character of the landscape in this area (within the *Coalfield Lowland Terraces* LCA), given the nature of the existing sites and the proposed land use and character of the buildings, which is typical of the surrounding industrial development, it is considered that the combination of the IAMP ONE Phase Two site, together with this proposed development on these sites, would not result in significant cumulative effects on the landscape character (low-medium magnitude of effect on a low-medium sensitivity receptor).

- Application ref. TR010024 – A19 Downhill Lane Junction Improvement with a new bridge being created over the A19 – this development mostly takes place within the Urban Fringe, Boldon Fell LCA but also (in the southern part of the development area) overlaps with the Coalfield Lowland Terraces and Urban Limestone Plateau LCTs. The greatest impacts on landscape character would be experienced during the construction phase with the presence of large-scale construction activity around the junction, although the associated effects would be of a temporary nature. In the longer term, and with the establishment of new and replacement planting, the cumulative effect on landscape character resulting from the combination of the proposed development with the junction improvements, is considered to be **Not Significant** (low-medium magnitude of effect, low-medium sensitivity receptor).

8.5.30 Overall, **no significant cumulative effects**, either direct or indirect, are predicted in relation to the landscape character of the local area as a result of the proposed development of the site. This is also considered to be the case when considering the total effects of all the proposed developments (IAMP ONE Phase One and IAMP TWO, and current / recently approved planning applications, as above) in combination with the site (medium-high magnitude of effect on low-medium sensitivity receptors).

8.6 Assessment of effects on visual amenity

Introduction

8.6.1 The Zone of Theoretical Visibility (ZTV), ES Figure 8.1, is based on theoretical visibility using LiDAR data, including buildings, trees and other above ground features, and assumes an eye height of 2 m. It is based on a maximum building height of 30 m (as shown on the site masterplan, Drawing 103 Proposed Landscape Plan). It is relevant to note that, to date, no buildings on the IAMP ONE Phase One site have been built at

this height; the tallest of these is a part of the SNOP building (c.19 m above ground level) and other parts of this building are at 6.0 m and 10.0 m. Buildings within plots 4 and 5/6 are 13.5 m and 15 m above ground level (respectively).

- 8.6.2 Given the presence of extensive areas of built development within the areas surrounding the site, the ZTV extents have been shown as being cut off at the edges of the settlements and industrial zones enclosing the site. Views from areas beyond these edges can expect to be constrained by the existing built development.
- 8.6.3 The ZTV indicates that the main areas within the 2 km study area, from which there would be views of the proposed building, lie to the immediate west, north and east of the site, with more limited visibility to the south and south-west. More distant views are possible from the areas of higher ground further to the south, including where viewpoint 13 is located (at the Penshaw Monument).
- 8.6.4 Given the nature of the site and limited presence of near-distance receptors, the assessment of effects on visual amenity has been limited to operational effects. Any effects of construction operations on visual amenity for receptors in the area of the site, would in any case be short-term and temporary and, as such, it is considered that this would **not give rise to significant effects**.

Effects on visual receptors – during operation

Residential receptors (settlements, groups of properties, individual properties)

- 8.6.5 Residential receptors with scope for views of the site include the north-eastern settlement edge of Washington, over 1 km to the west of the site. Views from properties facing east on this edge are partially screened by existing tree cover on the edges of the disused railway line; this line is elevated above the ground floor levels of the houses on Sulgrave Road. Any views towards the site would be relatively distant, seen primarily from less sensitive upper floor windows. The proposed development within the site would, from the southern section of Sulgrave Road, be seen in front of and blocking views of the IAMP ONE Phase One site, where occupancy of various plots has commenced. Residential receptors may be considered as highly susceptible to changes in the views from their properties (GLVIA paras. 6.33 and 6.36), though views from upper floor windows, where rooms are not typically occupied during daylight hours, are less sensitive (medium susceptibility). The value ascribed to the view from this area is assessed as medium; the sensitivity of these receptors is therefore assessed as medium and medium-high. The magnitude of effect is assessed as

medium (balancing the distance to the site and the presence of the existing IAMP ONE Phase One development plots against the greater height of building proposed for the site) and any effects on visual amenity for residential receptors in this general area are assessed as **Not Significant**.

- 8.6.6 North Moor Farm lies within the ELMA area and to the immediate north of the site. This is a single storey property facing south-south-east towards the site. There would be direct views of the operational development within the site, seen beyond the intervening ELMA area, potentially within a distance of 190 m. The property already experiences views of the development within the existing IAMP ONE Phase One area and the proposed development within the site would extend this further to the west, as well as being markedly closer in proximity. This is assessed as a high magnitude of effect (having regard for the existing view from this property) on a medium-high sensitivity receptor (high susceptibility and medium-low value) and **Significant**.
- 8.6.7 For the properties at Hylton Bridge Farm, further to the north, there is limited visibility towards the site. The two-storey property at Hylton Bridge Farm has no main windows facing to the south-west; a row of trees lines the southern boundary of the garden area, screening views from the single storey Bungalow at Hylton Bridge Farm. Any views towards the site from within the general area of these properties would (at present) look across existing farmland and would include the existing, under construction buildings within the consented areas of the IAMP ONE Phase One site, at between 370 m and 600 m distance. The proposed development would be some 500m distance and the greater height of the building, at 30 m, in addition to its overall extent would be a noticeable difference, within this general view. The magnitude of effect from the presence of the proposed 30 m high building within the site is assessed as medium-high, on receptors of medium-high sensitivity (high susceptibility and medium-low value) and **Significant**.
- 8.6.8 From the two, two-storey properties on the roadside at Hylton Grove Farm, views south towards the current development within IAMP ONE Phase One are restricted by roadside hedging and intermittent trees, in addition to buildings associated with Hylton Bridge Farm. Within the wider view, roadside trees and hedging, and field boundary hedging and hedgerow trees interrupt views south-south-west. Views towards the site would be marginally more distant than those of Hylton Bridge Farm, with a slightly greater extent of intervening farmland. The proposed development would be visible, seen beyond and above the intervening vegetation. Effects on visual

amenity from the proposed development at the site are assessed as of medium-high magnitude, on receptors of medium-high sensitivity (high susceptibility and medium-low value) and **Significant**.

- 8.6.9 From the properties of East House and Strother House Farm, at 1.35 km+ from the site, any views of the completed development would be partially screened by intervening trees and field boundary hedging and seen in front of the existing Nissan buildings and completed / under construction extents of the consented IAMP ONE Phase One site. The 30 m high building would break the skyline in this view. Effects on visual amenity would be **Not Significant** (assessed as a low-medium magnitude of effect on medium-high sensitivity receptors (high susceptibility, medium value)).
- 8.6.10 For the properties in the Down Hill Farm area, views of the completed development would form part of the wider view of the consented IAMP ONE site, located beyond, and marginally taller than these. Effects on visual amenity would be **Not Significant** (assessed as a low magnitude of effect on medium-high sensitivity receptors (high susceptibility, medium value)).

Users of transport routes and rights of way

- 8.6.11 From the immediately adjacent sections of the A1290, as it approaches and passes the site, there would be near-distance views of the completed development (VPs 1 and 16, ES Figures 8.6 and 8.8 refer). These would be of short duration, transient and varying from more distant, direct views to near-distance and oblique views of the site, seen in the context of the consented IAMP ONE Phase One development which, for westbound road users, would initially screen views of the proposed building within the site. For eastbound road users within the 1.6 km section of road east of the IAMP ONE access road, the proposed building within the site would be the first element of the development to be seen, occupying part of the forward view, albeit intermittently screened by roadside trees but increasing in prominence as the road user gets closer to the site. Effects on visual amenity for users of this section of road, when considered in their totality, are assessed as up to medium-high magnitude (having regard for the presence of the completed / under completion, extents of the consented IAMP ONE site and the limited duration of the view) on receptors of low, and low-medium sensitivity, varying with proximity to the site (low susceptibility and low, or low-medium value) and **Not Significant**.
- 8.6.12 There would be no views of the proposed development from the A19(T).

- 8.6.13 From the overbridge at the Downhill Lane Junction with the A19(T), and from elevated sections of Downhill Lane to the north-east of the site, any views of the proposed development would be difficult to discern beyond the built development within the consented IAMP ONE Phase One site. Effects on visual amenity would not be significant (assessed as low magnitude on low-medium sensitivity receptors (low susceptibility and low-medium value)).
- 8.6.14 From sections of Follingsby Lane to the north-north-west of the site, there would be more distant and oblique views, interrupted in places by roadside hedging and tree cover. The site would be seen in conjunction with the wider, under development IAMP ONE Phase One site and the existing Nissan development area. Effects on visual amenity would be **Not Significant** (up to medium magnitude of effect on low-medium sensitivity receptors (low-medium susceptibility and low-medium value)).
- 8.6.15 From the BOAT between Follingsby Lane and East House, there would be scope for distant views of the completed development, seen in closer proximity than, and in conjunction with the wider IAMP ONE Phase One site at a distance of over 1.35 km. The proposed building within the site would break the skyline, to a noticeably greater extent than the existing buildings within IAMP ONE Phase One. Effects on visual amenity would be **Not Significant** (low-medium magnitude of effect on medium sensitivity receptors (medium susceptibility and low-medium value)).
- 8.6.16 Distant views from the footpath to the east and north-east of Strother House Farm towards the proposed development would be interrupted by intervening trees and hedgerows. The proposed building within the site would break the skyline, sitting in front of the existing Nissan buildings; effects on visual amenity would be **Not Significant** (low magnitude of effect on medium sensitivity receptors (medium susceptibility and medium value)).
- 8.6.17 From the dismantled railway line to the east of Sulgrave and Usworth Hall, if this were to be brought back into service, there would be transient and oblique views of the completed development, seen in the context of the wider IAMP ONE Phase One site and the Nissan buildings. Effects on visual amenity would be **Not Significant** (low-medium magnitude of effect on medium sensitivity receptors (medium susceptibility and low-medium value)).
- 8.6.18 For other roads and rights of way within the study area, any views of the proposed development would typically be distant and interrupted by intervening tree cover and would be **Not Significant**.

Users of formal and informal open space and recreation areas

- 8.6.19 For visitors to the Penshaw Monument (VP13, ES Figure 8.7), there would be distant views northwards of the completed development; however, this would be seen in the context of the wider industrial development areas (including IAMP ONE Phase One and IAMP TWO, and Follingsby Park). Effects on visual amenity would be **Not Significant** (low magnitude of effect on medium-high sensitivity receptors (medium-high susceptibility and medium-high value)).
- 8.6.20 From the North East Aircraft Museum, views towards the site are well screened by intervening tree cover (in the area of the junction with the A1290) in addition to the buildings being constructed within the consented IAMP ONE Phase One site, and there would be **no effects** on visual amenity for visitors to this location.

Assessment of key views

- 8.6.21 Viewpoints used in this assessment have been selected to represent locations from where the site is most visible, for the greatest numbers of visual receptors, as well as including views from locations to the north of the site in which Penshaw Monument is visible looking southwards. Five of the viewpoints (numbers 1 and 16, ES Figures 8.6 and 8.8, and letters A, B and C, ES Figures 8.9, 8.12 and 8.15) are located close to the site, on the A1290 and Follingsby Lane; the sixth (VP 13, ES Figure 8.7) is a more distant and elevated viewpoint from the Penshaw Monument to the south of the site. Although this is outside the 2 km study area, it is included because of its elevated position, from where there are panoramic views of the wider settlement areas. The Penshaw Monument is also identified as an Important Panoramic Viewpoint (IPV) within the Sunderland UDP (see also para. 8.4.67, above).
- 8.6.22 The following analysis of these viewpoints, supported by panoramic photography and visualisations (ES Figures 8.6 – 8.17) considers the existing view, the view with the proposed development (during the construction and operational phases) and predictions of the potential effects on the visual amenity of the relevant receptors. Any cumulative effects on visual amenity for these viewpoint receptors are also identified.

Viewpoint 1: view from the A1290 at the new entrance road (ES Figure 8.6)

- 8.6.23 This viewpoint location has been amended slightly from that used in the 2018 IAMP ONE ES, where two locations close to and west of West Moor Farm were used as viewpoints (see IAMP ONE ES Chapter F, Figures F4, F5 and Appendix F1 Viewpoint 1).

The location used here has moved a short distance to the east in order to provide a view looking west (the views used in the 2018 ES were looking east).

- 8.6.24 The existing view is representative of the view for users of the A1290 from the area of the main entrance into IAMP ONE. The view looks west, into the area of the site, with roadside trees lining both sides of the A1290. Construction work within the consented IAMP ONE Phase One site, which was previously evident in the viewpoint photograph for accompanying the 2020 IAMP ONE Phase 2 LVIA is now complete, and the view looks west across the widened A1290 and new road junction with newly planted replacement hedgerow trees forming a line along the edge of the grass verge. The three electricity pylons passing to the west of the site can be seen against the horizon. There is a distant view of the farm buildings at West Moor Farm (to be demolished), seen adjacent to the clump of roadside trees; further to the north, North Moor Farm buildings can be seen in the centre of the view, with the new industrial buildings at Follingsby South seen behind and to the left of these.
- 8.6.25 During construction, there would be near and middle-distance views of construction operations (part of which would be within the consented IAMP ONE Phase One site area). These would be transient views. Effects on the visual amenity of road users are assessed as medium-high magnitude, on low sensitivity receptors (low susceptibility, low value): **Not Significant**.
- 8.6.26 On completion of the construction works, there would be near-distance views of the completed development, occupying a wide part of the existing field of view and obstructing any views further to the west, though these views would be transient and of short duration. The mass and height of the building within the site would block views towards the horizon and would be seen against the skyline from this location. Effects on visual amenity are assessed as of high magnitude on low sensitivity receptors (as above): Significant, reducing in the long-term to **Not Significant** levels with the assimilation of the development into the general area. The establishment of perimeter and internal planting will assist in softening views into the site but will not fully screen the building from view.
- 8.6.27 Cumulative effects from this viewpoint are assessed as:
- In relation to IAMP ONE, much of the consented Phase One site that is under development is already visible from this viewpoint location, seen in succession (i.e. a different field of view); the combination of the proposed development together with this would result in an intensification of the quantum of development visible

from this location. Cumulative effects on visual amenity are assessed as of high magnitude on low sensitivity receptors (as above): Significant, reducing in the long-term to **Not Significant** levels (as above). The establishment of perimeter and internal planting within the general area of the development site will assist in softening views into the site but will not fully screen the buildings from view.

- In relation to IAMP TWO, the northern development area would be largely, if not entirely screened from view by development within the IAMP ONE site whilst development areas to the east of the A1290 would lie to the rear of this view. Cumulative effects on visual amenity are assessed as of medium magnitude on low sensitivity receptors (as above): **Not Significant**.
- In relation to application ref. 18/02055/FUL, there would be no views of the solar panels from this location and, therefore, no cumulative visual effects to assess.
- In relation to application ref. 18/01964/FUL, the proposed extension to Elm Tree Nursery would not be visible from this location and there are therefore no cumulative visual effects to assess.
- In relation to application ref. 18/01869/FUL, the proposed hotel building lies within a different field of view to the site and is expected to largely be screened from view, from this location, by the intervening tree cover in the area of the junction of the A1290 accessing the old section of road. There may be some limited visibility in winter months when trees are not in leaf. Cumulative effects on visual amenity, from the combination of the site with this proposed development, are assessed as a medium magnitude on low sensitivity receptors (as above): **Not Significant**.
- In relation to application ref. 18/00459/FUL, the proposed extensions to the existing press and assembly shop buildings at Unipres are located to the south of the existing buildings. They are unlikely to be visible from this location and there are therefore **no cumulative visual effects** to assess.
- In relation to application refs. 21/00401/HE4 and 21/00605/OU4, the proposed new development at Hillthorn Business Park would not be visible from this location and there are therefore **no cumulative visual effects** to assess.
- Also, in relation to application ref. TR010024, the proposed A19 Downhill Lane junction improvements would not be visible from this location and there are therefore **no cumulative visual effects** to assess.

8.6.28 Cumulative effects on visual amenity, from the combination of the site with the totality of the above developments (those for which cumulative effects have been identified and assessed) include developments in different fields of view (successive visibility). The overall magnitude of effects is assessed as medium, on low sensitivity receptors, and would be **Not Significant**.

8.6.29 In summary, cumulative effects on visual amenity would largely be **Not Significant**, with the exception being the combination of the site and IAMP ONE. In the longer-term, such effects can be expected to reduce to **Not Significant** as a result of the assimilation of the development into the general area. The establishment of perimeter and internal landscaping will assist in softening views of the site.

Viewpoint 13: view from the Penshaw Monument (ES Figure 8.7)

8.6.30 The existing view is representative of the view for visitors to the Penshaw Monument. The panoramic view looks north from this elevated viewpoint towards the industrial development in Washington and northern Sunderland, including the extensive Nissan site and its wind turbines, interspersed with broadleaved tree cover, breaking up the development extents. Development of the existing IAMP ONE Phase One site can be seen in the middle distance, beyond the existing Nissan site, set behind the wind turbine that is second from the left in this view. North Moor Farm buildings are also visible in the middle distance (beyond the westernmost turbine), with the electricity pylons crossing the field seen to the west of this. Further to the west, the recently completed Follingsby South development can be seen beyond near-distance trees. The urban areas of South Tyneside and North Tyneside form the distant horizon to this view.

8.6.31 During construction, there would be distant views of construction activities seen beyond the existing Nissan site, but given the distance from the site (c. 4 km+) this would be difficult to distinguish in any detail. Effects on visual amenity are assessed as of negligible-low magnitude, on medium-high sensitivity receptors (low susceptibility and medium-high value): **Not Significant**.

8.6.32 Once the construction works are completed, the operational development would be seen in the distance in conjunction with the wider IAMP site and the adjacent Nissan site, extending the extent of built development northwards by a short distance, in addition to the introduction of a taller, more prominent building (though this would not break the skyline). Effects on visual amenity are assessed as of low-medium magnitude, on medium-high sensitivity receptors (low susceptibility and medium-high

value): **Not Significant**.

- 8.6.33 Cumulative effects from this viewpoint would include all of the developments noted in ES Chapter 2 and shown on ES Figure 2.1, as these are all located to the north of the viewpoint (including the solar panels). However, not all of these would be readily discernible given the distance from the viewpoint location. As a result, cumulative visual effects, both in relation to the combination of the site and IAMP ONE Phase One / IAMP TWO, and the site and the various individual applications, as well as the totality of these developments, are considered to be **Not Significant** for this viewpoint (negligible-low magnitude of effect on medium-high sensitivity receptors).

Viewpoint 16: view from the A1290 to the west of the site (ES Figure 8.8)

- 8.6.34 The existing view is representative of the view for eastbound users of the A1290. The view looks east along the A1290 at the start of a straight section of road leading towards the entrance to the Nissan site and, further east, to parts of the local road network and to the A19(T). The open farmland to the west of the site is seen, framed by hedgerows and roadside trees. The major buildings within the Nissan site are screened by the tree planting on the south side of the A1290, but there is a long-distance view from this location of the new building development within the IAMP ONE Phase One site. This is seen largely backdropped by the more elevated landform and tree cover to the east of the A19(T).
- 8.6.35 During construction, there would be middle-distance views of construction operations taking place on site, seen beyond the arable land and short section of hedgerow that will be retained. Effects on the visual amenity of road users are assessed as low-medium magnitude on low-medium sensitivity receptors (low susceptibility, low-medium value) and **Not Significant**.
- 8.6.36 On completion of the construction works, once the development plot is operational, there would be views (similar to existing, but with built development in closer proximity and breaking the skyline to a considerable degree) of the 30 m building developed on the site, occupying the same field of view as the development taking place on site at present and obscuring views of this. In the longer term, the native tree and scrub planting proposed in the south-western corner of the site would establish and provide some softening of the built development. Effects on visual amenity are assessed as medium-high magnitude, on low-medium sensitivity receptors (as above) and **Not Significant**.

8.6.37 In relation to any cumulative effects from this viewpoint, these are assessed as:

- In relation to IAMP ONE Phase One, part of the consented site that is under development is already visible from this viewpoint location, seen in the distance; the development of the single 30 m high building unit would obstruct views of the remainder of the IAMP ONE Phase One site. There are therefore **no cumulative visual effects** to assess in this regard.
- In relation to IAMP TWO, the northern development area would be some 1.8 km distance from this viewpoint location, seen to the north of the development within the IAMP ONE Phase One site and separated from this by the proposed ELMA area. Other development areas within IAMP TWO would be located beyond the IAMP ONE Phase One site and are likely to be screened from view by the development of the site. Any cumulative effects on visual amenity from the combination of the site and IAMP TWO are assessed as of low magnitude on low-medium sensitivity receptors (as above) and **Not Significant**.
- In relation to application ref. 18/02055/FUL, there would be no views of the solar panels from this location and, therefore, **no cumulative visual effects** to assess.
- In relation to application ref. 18/01964/FUL, there would be limited views of the proposed extension to Elm Tree Nursery from this location, seen in a different field of view to the site. Cumulative effects on visual amenity from the combination of the site and this proposed development are assessed as of low magnitude on low-medium sensitivity receptors and **Not Significant**.
- In relation to application ref. 18/01869/FUL, the proposed hotel building would be screened from view, from this location, by the intervening tree cover along the A1290. There are, therefore, **no cumulative visual effects** to assess.
- In relation to application ref. 18/00459/FUL, the proposed extensions to the existing press and assembly shop buildings at Unipres are located to the south of the existing buildings. They would not be visible from this location and there are, therefore, **no cumulative visual effects** to assess.
- Also, in relation to application ref. TR010024, the proposed A19 Downhill Lane junction improvements would not be visible from this location and there are, therefore, **no cumulative visual effects** to assess.
- In relation to application refs. 21/00401/HE4 and 21/00605/OU4, there is likely to be some visibility of the proposed new development at Hillthorn Business Park in

views to the south which would be seen in succession (i.e. a different field of view); the combination of the proposed development together with this would result in a minor intensification of the quantum of development. The resulting cumulative effect on visual amenity is assessed as of medium magnitude on low-medium sensitivity receptors (as above) and **Not Significant**.

Viewpoint A: view from Follingsby Lane to the north of the site (ES Figure 8.9, 8.10 and 8.11)

- 8.6.38 The existing view is representative of the view for users of Follingsby Lane. The view looks south across open farmland towards the site. Fields are bounded in places by gappy hedgerows with occasional groups of trees which break up the vista. The SNOP building on the IAMP ONE Phase One site is visible with some of the major buildings on the Nissan site seen beyond. Energy infrastructure is a prominent feature in the view including a high voltage overhead line and pylons traversing the landscape in the middle ground, with the wind turbines on the Nissan site seen in the background. Penshaw Monument is seen distantly on the skyline.
- 8.6.39 During construction, there would be middle-distance views of construction operations taking place on site, seen above and beyond intervening vegetation. Effects on the visual amenity of road users are assessed as low-medium magnitude on low-medium sensitivity receptors (low susceptibility, low-medium value) and **Not Significant**.
- 8.6.40 On completion of the construction works, once the development plot is operational, there would be views of the building developed on the site (similar to existing, but with built development in slightly closer proximity and with the taller part of the building breaking the skyline to a noticeable degree and screening the existing view of Penshaw Monument). The viewpoint would be separated from the site by the proposed ELMA area. In the longer term, the native planting proposed on the northern boundary of the site would establish and provide some softening of the built development. Effects on visual amenity are assessed as medium-high magnitude, on low-medium sensitivity receptors (as above) and **Not Significant**.
- 8.6.41 In relation to any cumulative effects from this viewpoint, these are assessed as:
- In relation to IAMP ONE, much of the consented Phase One site that is under development is already visible from this viewpoint location and would be seen within the same field of view as the site; the combination of the proposed development together with this would result in an intensification of the quantum

of development visible from this location. Cumulative effects on visual amenity are assessed as of medium-high magnitude on low-medium sensitivity receptors (as above) and **Not Significant**. The establishment of perimeter planting within the general area of the development site will assist in softening views into the site, but will not fully screen the buildings from view.

- In relation to IAMP TWO, the northern development area would be located immediately to the north of the viewpoint location, seen in succession (i.e. in a different field of view) with the site and separated from it by the proposed ELMA area. Owing to the close proximity of IAMP TWO to the viewpoint, the cumulative effects on visual amenity from the combination of the site and IAMP TWO are assessed as of medium-high magnitude on low-medium sensitivity receptors (as above) and **Not Significant**.
- In relation to application ref. 18/02055/FUL, there would be no views of the solar panels from this location and, therefore, **no cumulative visual effects** to assess.
- In relation to application ref. 18/01964/FUL, there would be no views of the proposed extension to Elm Tree Nursery from this location and, therefore, **no cumulative visual effects** to assess.
- In relation to application ref. 18/01869/FUL, the proposed hotel building would be screened from view, from this location, by the intervening tree cover. There are, therefore, **no cumulative visual effects** to assess.
- In relation to application ref. 18/00459/FUL, the proposed extensions to the existing press and assembly shop buildings at Unipres are located to the south of the existing buildings. They would not be visible from this location and there are, therefore, **no cumulative visual effects** to assess.
- Also, in relation to application ref. TR010024, the proposed A19 Downhill Lane junction improvements would be screened from view, from this location, by the intervening tree cover. There are, therefore, **no cumulative visual effects** to assess.
- In relation to application refs. 21/00401/HE4 and 21/00605/OU4, the proposed new development at Hillthorn Business Park would not be visible from this location and there are, therefore, **no cumulative visual effects** to assess.

8.6.42 Cumulative effects on visual amenity for this viewpoint location, from the combination of the site with the totality of the above developments (those for which cumulative

effects have been identified and assessed) relate to developments in the same and different fields of view (seen in succession). The overall magnitude of effects is assessed as no greater than medium, on low-medium sensitivity receptors, and would be **Not Significant**.

- 8.6.43 In summary, cumulative effects on visual amenity at this location would be **Not Significant**.

Viewpoint B: view from Follingsby Lane to the north of the site (ES Figure 8.12, 8.13 and 8.14)

- 8.6.44 The existing view is representative of the view for users of Follingsby Lane. This is very similar to Viewpoint A, looking across open farmland towards the site with the large industrial buildings to on the IAMP ONE Phase One and Nissan sites visible in the middle ground of the view. Energy infrastructure is also a prominent feature in the view. Penshaw Monument is visible distantly on the skyline, seen just to right of a high voltage pylon (which is closer to the site).
- 8.6.45 During construction, there would be middle-distance views of construction operations taking place on site, seen above and beyond intervening vegetation. Effects on the visual amenity of road users are assessed as low-medium magnitude on low-medium sensitivity receptors (low susceptibility, low-medium value) and **Not Significant**.
- 8.6.46 On completion of the construction works, once the development plot is operational, there would be views of the building developed on the site (similar to existing, but with built development in slightly closer proximity and with the taller part of the building breaking the skyline to a noticeable degree and screening the existing view of Penshaw Monument). The viewpoint would be separated from the site by the proposed ELMA area. In the longer term, the native planting proposed on the northern boundary of the site would establish and provide some softening of the built development. Effects on visual amenity are assessed as medium-high magnitude, on low-medium sensitivity receptors (as above) and **Not Significant**.
- 8.6.47 In relation to any cumulative effects from this viewpoint, these are assessed as:
- In relation to IAMP ONE, much of the consented Phase One site that is under development is already visible from this viewpoint location and would be seen within the same field of view as the site; the combination of the proposed development together with this would result in an intensification of the quantum of development visible from this location. Cumulative effects on visual amenity

are assessed as of medium-high magnitude on low-medium sensitivity receptors (as above) and **Not Significant**. The establishment of perimeter planting within the general area of the development site will assist in softening views into the site but will not fully screen the buildings from view.

- In relation to IAMP TWO, the northern development area would be located close to the viewpoint location, seen in succession (i.e. in a different field of view) with the site and separated from it by the proposed ELMA area. Owing to the close proximity of IAMP TWO to the viewpoint, the cumulative effects on visual amenity from the combination of the site and IAMP TWO are assessed as of medium-high magnitude on low-medium sensitivity receptors (as above) and **Not Significant**.
- In relation to application ref. 18/02055/FUL, there would be no views of the solar panels from this location and, therefore, **no cumulative visual effects** to assess.
- In relation to application ref. 18/01964/FUL, there would be no views of the proposed extension to Elm Tree Nursery from this location and therefore **no cumulative visual effects** to assess.
- In relation to application ref. 18/01869/FUL, the proposed hotel building would be screened from view, from this location, by the intervening tree cover. There are, therefore, **no cumulative visual effects** to assess.
- In relation to application ref. 18/00459/FUL, the proposed extensions to the existing press and assembly shop buildings at Unipres are located to the south of the existing buildings. They would not be visible from this location and there are, therefore, **no cumulative visual effects** to assess.
- Also, in relation to application ref. TR010024, the proposed A19 Downhill Lane junction improvements would be screened from view, from this location, by the intervening tree cover. There are, therefore, **no cumulative visual effects** to assess.
- In relation to application refs. 21/00401/HE4 and 21/00605/OU4, the proposed new development at Hillthorn Business Park would not be visible from this location and there are, therefore, **no cumulative visual effects** to assess.

8.6.48 Cumulative effects on visual amenity for this viewpoint location, from the combination of the site with the totality of the above developments (those for which cumulative effects have been identified and assessed) relate to developments in the same and different fields of view (seen in succession). The overall magnitude of effects is

assessed as no greater than medium, on low-medium sensitivity receptors, and would **Not Significant**.

- 8.6.49 In summary, cumulative effects on visual amenity at this location would be **Not Significant**.

Viewpoint C: view from Follingsby Lane to the north of the site (ES Figure 8.15, 8.16 and 8.17)

- 8.6.50 The existing view is representative of the view for users of Follingsby Lane. This view looks south-west towards the site from the junction with the private access road leading to North Moor Farm. Mitigation planting undertaken as part of the IAMP ONE Phase One development is visible in the foreground. In the medium to long term this will mature into a woodland belt and will block the view to the wider landscape from this location, including views towards Penshaw Monument. Construction compounds and activity associated with the IAMP ONE Phase One development are visible in the foreground with part of the SNOP building also seen. Energy infrastructure is a prominent feature in the view including a high voltage overhead line crossing the landscape in the foreground, with the wind turbines on the Nissan site seen in the background. Penshaw Monument is seen distantly on the skyline.
- 8.6.51 During construction, there would be middle-distance views of construction operations taking place on site, seen above and beyond intervening vegetation. Effects on the visual amenity of road users are assessed as low-medium magnitude on low-medium sensitivity receptors (low susceptibility, low-medium value) and **Not Significant**.
- 8.6.52 On completion of the construction works, once the development plot is operational, there would be views of the building developed on the site (similar to existing, but with built development in slightly closer proximity and with the taller part of the building breaking the skyline to a noticeable degree although not screening the existing view of Penshaw Monument). The viewpoint would be separated from the site by the edge of the IAMP ONE Phase One development. In the longer term, the native planting proposed on the northern boundary of the site would establish and provide some softening of the built development. Effects on visual amenity are assessed as medium-high magnitude, on low-medium sensitivity receptors (as above) and **Not Significant**.
- 8.6.53 In relation to any cumulative effects from this viewpoint, these are assessed as:

- In relation to IAMP ONE, much of the consented Phase One site that is under

development is already visible from this viewpoint location and would be seen within the same field of view as the site; the combination of the proposed development together with this would result in an intensification of the quantum of development visible from this location. Cumulative effects on visual amenity are assessed as of medium-high magnitude on low-medium sensitivity receptors (as above) and **Not Significant**. The establishment of perimeter planting within the general area of the development site will assist in softening views into the site but will not fully screen the buildings from view.

- In relation to IAMP TWO, the northern development area would be located approximately 450 m to the north-west of the viewpoint location, seen in succession (i.e. in a different field of view) with the site and separated from it by the proposed ELMA area. Owing to the relatively close proximity of IAMP TWO to the viewpoint, the cumulative effects on visual amenity from the combination of the site and IAMP TWO are assessed as of medium-high magnitude on low-medium sensitivity receptors (as above) and **Not Significant**.
- In relation to application ref. 18/02055/FUL, there would be no views of the solar panels from this location and, therefore, **no cumulative visual effects** to assess.
- In relation to application ref. 18/01964/FUL, there would be no views of the proposed extension to Elm Tree Nursery from this location and, therefore, **no cumulative visual effects** to assess.
- In relation to application ref. 18/01869/FUL, the proposed hotel building would be screened from view, from this location, by the intervening tree cover. There are, therefore, **no cumulative visual effects** to assess.
- In relation to application ref. 18/00459/FUL, the proposed extensions to the existing press and assembly shop buildings at Unipres are located to the south of the existing buildings. They would not be visible from this location and there are, therefore, **no cumulative visual effects** to assess.
- Also, in relation to application ref. TR010024, the proposed A19 Downhill Lane junction improvements there may be some visibility of construction activity in particular from this location, although this is likely to be filtered by the intervening vegetation and would be seen in succession (i.e. a different field of view). The combination of the proposed development together with this would result in a cumulative effect on visual amenity assessed as of low-medium magnitude on low-medium sensitivity receptors (as above) and **Not Significant**.

- In relation to application refs. 21/00401/HE4 and 21/00605/OU4, the proposed new development at Hillthorn Business Park would not be visible from this location and there are, therefore, **no cumulative visual effects** to assess.

8.6.54 Cumulative effects on visual amenity for this viewpoint location, from the combination of the site with the totality of the above developments (those for which cumulative effects have been identified and assessed) relate to developments in the same and different fields of view (seen in succession). The overall magnitude of effects is assessed as no greater than medium, on low-medium sensitivity receptors, and would be **Not Significant**.

8.6.55 In summary, cumulative effects on visual amenity at this location would be **Not Significant**.

Cumulative visual effects

8.6.56 Cumulative visual effects have been considered for the six viewpoints (above); the potential for cumulative effects on visual amenity for the other visual receptors in the study area, with views of the proposed development, are considered below.

8.6.57 Of the developments shown on ES Figure 2.1 and described in ES Chapter 2, those for which there would be the potential for cumulative effects in combination with the site, are:

- IAMP ONE Phase One and IAMP TWO, by virtue of their extent and likely degree of visual influence.
- application ref. 18/10964/FUL – extension to Elm Tree Nursery, within in succession and in sequential views for some visual receptors.
- application ref. TR010024, the proposed A19 Downhill Lane junction improvements, within in succession and in sequential views for some visual receptors.
- application refs. 21/00401/HE4 and 21/00605/OU4, the proposed new development at Hillthorn Business Park, also within in succession and in sequential views for some visual receptors.

8.6.58 Application ref. 18/02055/FUL, for the Unipres solar panels (with the exception of the view from Penshaw Monument), application ref. 18/00459/FUL, for the proposed extensions to the existing press and assembly shop buildings at Unipres, and 18/01869/FUL, for the proposed hotel, are not included in the cumulative effects

assessment (below) as these developments would typically not be prominent and readily visible from within the wider area and as such, **significant cumulative visual effects are unlikely to occur.**

Residential receptors

- 8.6.59 For residential receptors on the north-eastern settlement edge of Washington (Sulgrave Road), there may be distant, partial views (seen through the intervening tree cover) of the IAMP ONE Phase One and IAMP TWO sites as well as slightly closer (but also heavily screened) views of the proposed development at Hillthorn Business Park. Any cumulative effects on visual amenity from the combination of the site and these two wider developments are assessed as a medium magnitude of effect, on medium-high sensitivity receptors and **Not Significant**. The intervening tree cover on the edge of the dismantled railway line is also likely to screen views of the proposed stack at the gasification plant to the west of Infiniti Drive; there would therefore be **no cumulative effects** on visual amenity associated with this application. For the other applications identified above, these developments would not be visible from this area and there would be **no cumulative effects** on visual amenity.
- 8.6.60 From North Moor Farm, there would be near and middle-distance views (seen in successive fields of view) of the site in combination with areas within IAMP ONE Phase One and IAMP TWO (northern development area). Cumulative effects on visual amenity are assessed as being of high magnitude, on a medium-high sensitivity receptor: **Significant**. There may also be limited views of construction activity and development at the A19 Downhill Lane junction improvement scheme and possibly within the proposed new development at Hillthorn Business Park; however, any cumulative effects on visual amenity are expected to be **Not Significant**.
- 8.6.61 From properties at Hylton Bridge Farm and the two roadside properties at Hylton Grove Farm, there would be near distance views of the IAMP ONE Phase One and IAMP TWO areas, seen in different fields of view. The proposed ELMA area extends to provide some separation between these properties and the development sites. The combination of the proposed Site development and IAMP ONE Phase One and IAMP TWO, for these properties, would be **Not Significant** (low-medium magnitude of change on medium-high sensitivity receptors). There are unlikely to be views of the other planning application sites, with the possible exception of the proposed new development at Hillthorn Business Park, where the upper part of buildings may be visible, above intervening trees and buildings, and also the improvement works at the

A19 Downhill Lane junction, where there may be limited views of construction activity. However, any cumulative effects on visual amenity are expected to be **Not Significant**.

8.6.62 The properties at East House and Strother Farm are situated to the immediate west of the IAMP TWO northern development area, with scope for near distance views of this, albeit oblique and from areas surrounding the properties rather than from within the dwellings. Cumulative effects from the combination of the more distant Site with IAMP TWO, and similarly distant IAMP ONE Phase One development areas, are assessed as having a low magnitude of effect on medium-high sensitivity receptors: not significant. There would be no views of the other planning application sites from these properties, all of which are further to the south and south-east, with the possible exception of with the possible exception of the proposed new development at Hillthorn Business Park, where the upper part of buildings may be visible, above intervening trees and buildings. However, cumulative effects on visual amenity would be **Not Significant**.

8.6.63 For the properties in the Down Hill Farm area to the north-east of the site, views would be dominated by the junction improvement works on the A19 Downhill Lane junction, as well as – to the west of the A19 – the development areas of IAMP ONE Phase One and IAMP TWO, which are in closer proximity than the site. These would extend across a relatively wide swathe of land beyond the A19(T) and development within the site would be situated beyond this. Cumulative effects on visual amenity from the combination of the proposed development with these developments would, therefore, be **Not Significant** (assessed as a negligible-low magnitude of effect on medium-high sensitivity receptors).

Users of transport routes and rights of way

8.6.64 In assessing cumulative visual effects on users of transport routes and rights of way, it is relevant to consider sequential visual effects (views experienced over the duration of a route, or part of a route) as these are the most likely effects to be incurred. With the exception of the A19 Downhill Lane junction improvements, and the IAMP ONE Phase One and IAMP TWO sites, the majority of proposals being considered in this cumulative assessment are sufficiently dispersed not to be visible at the same time and from the same location along a transport route.

8.6.65 For users of the A1290, there would be scope for sequential views for road users travelling in either direction, of all the developments included in the cumulative assessment. Travelling from west to east, this would commence in the area of the

roundabout junctions on the eastern edge of Washington, from where there would be views of the development at Elm Tree Nursery and close range of views of the extensive development at Hillthorn Business Park. Continuing eastwards, there would then be views of the IAMP ONE Phase Two development area, followed immediately by IAMP ONE Phase One and IAMP TWO, continuing along the length of the A1290 towards the junction with the A19(T) where there would be extensive visibility of the construction work on the proposed improvements. For road users travelling in the opposite direction, this experience would be reversed. The overall effect on road users would be one of extensive industrial development, set within a landscape framework that would establish over time. The cumulative effects on visual amenity, from the combination of IAMP ONE Phase Two with the remainder of the development on or close to the A1290, is assessed as a low-medium magnitude of effect on low-medium sensitivity receptors and **Not Significant**.

- 8.6.66 There would be no views of the site from the A19(T) and, therefore, no cumulative visual assessment is required for this route.
- 8.6.67 From the elevated overbridge at the Downhill Lane junction, and from Downhill Lane, there would be scope for views of IAMP ONE Phase One and IAMP TWO development areas, seen just beyond the A19(T) and extending north-south and west-east. These views would be experienced within the context of large-scale civil engineering construction work on the proposed junction improvements. Cumulative effects on visual amenity from the combination of the proposed development and these other sites would be **Not Significant**, notwithstanding that the proposed 30 m building would be more noticeable than the remainder of the development within this part of the IAMP ONE site, due to its greater height. This is assessed as a low-medium magnitude of effect on low-medium sensitivity receptors.
- 8.6.68 From Follingsby Lane and from the BOAT between Follingsby Lane and East House, there would be near-distance views of the IAMP TWO northern development area, seen in a different field of view to IAMP ONE Phase One, which would occupy the middle distance, and the proposed development within the site would sit within another arc of the view, to the south. There are unlikely to be views of the other planning application sites, with the possible exception of the proposed new development at Hillthorn Business Park, where the upper part of buildings may be visible, above intervening trees and buildings, and also the improvement works at the A19 Downhill Lane junction, where there may be limited views of construction activity.

The cumulative effects on visual amenity from the combination of the site with these other developments is assessed as a low-medium magnitude of effect on low-medium and medium sensitivity receptors and **Not Significant**.

- 8.6.69 Any views from the footpath east and north-east of Strother House Farm would be dominated more by the development within the IAMP TWO site, which would lie immediately to the south of this route. Development within the IAMP TWO site is likely to obstruct the majority of views south towards the remainder of the IAMP development (IAMP ONE Phase One / IAMP ONE Phase Two). Any cumulative effects on visual amenity from the combination of the site with the wider proposed developments would be **Not Significant**: low magnitude of effect on medium sensitivity receptors.
- 8.6.70 From the dismantled railway line to the east of Sulgrave and Usworth Hall (if brought back into service) any views of IAMP ONE Phase One and IAMP TWO would be relatively distant, intermittent views; the site would be the closest part of this development to this route. There would (sequentially) also be scope for very close views of the proposed development at Hillthorn Business Park. Any cumulative effects on visual amenity from the combination of the site with these other proposed developments are assessed as **Not Significant**: low-medium magnitude of effect on medium sensitivity receptors.

Users of formal and informal open space and recreation areas

- 8.6.71 For visitors to the Penshaw Monument (VP13, ES Figure 8.7) the distant views northwards would, as discussed at para. 8.6.32 above, include the development areas of IAMP ONE Phase One and IAMP TWO in addition to the application sites shown on ES Figure 2.1. However, given the nature of this view, which includes extensive areas of industry, cumulative effects from the combination of the site with these is assessed as **Not Significant** (negligible-low magnitude of effect on medium-high sensitivity receptors).
- 8.6.72 From the North East Aircraft Museum, as there are no effects on visual amenity from the site (para. 8.6.19) there are **no cumulative visual effects** to assess, for receptors at this location.

8.7 Mitigation Measures

- 8.7.1 As noted in section 8.4, above, an area of ecological and landscape mitigation is proposed (ELMA) within land to the north and north-east of the site.

- 8.7.2 In addition, Site-specific mitigation is proposed to address the effects of the proposed development on the landscape character and visual amenity of the area. These will tie in with the works identified within the 2018 IAMP ONE ES, Chapter F at section F6.0, in that there will be structural landscaping, associated with the site boundaries and main spine road as well as communal areas (maintained by Sunderland City Council), and amenity planting, associated with the separate plots within the IAMP ONE area and maintained by the individual occupiers.
- 8.7.3 In relation to the landscaping of the perimeter of the site, the site masterplan (Drawing 103 Proposed Landscape Plan) identifies areas for native planting along each boundary. In addition to providing some softening of the proposed building(s) within the site, including for views from the A1290 to the west, this would compensate for the loss of internal trees and hedging and provide some habitat (in the longer-term) for species of birds and other fauna. On the north-west boundary, planting will comprise largely scrub (to comply with the requirements for planting in proximity to overhead transmission lines).
- 8.7.4 Elsewhere, and where not constrained by utilities, etc. in line with the information provided in the 2018 ES, this planting will comprise native tree and shrub species, including a percentage of grey poplar and some Scots pine and holly, for year-round visual colour. This planting could be raised up on low mounding using surplus excavated topsoil, both to increase its eventual height and to provide an improved growing medium.
- 8.7.5 It is proposed that the existing hedging along the boundary with the A1290 be retained, where this is not at risk from future widening, and reinforced with additional native hedge plants where gaps occur. Hedgerow tree planting will also be incorporated into this boundary. A new roadside hedgerow, and hedgerow trees, should be provided to the northern edge of the widened section of the A1290 in this area.
- 8.7.6 Within the perimeter planting but outside the development zone a large area of species-rich grassland is proposed. The primary purpose of this is to assist in ensuring that there is a biodiversity net gain across the site (see Chapter 12 Ecology & Biodiversity for more details).
- 8.7.7 As noted in the IAMP ONE 2018 ES, it is intended that the central spine road be planted with regularly spaced specimen trees to create an attractive access route and a bold unifying feature through the development area.



- 8.7.8 In order to minimise the visual effect of the proposed development, particularly for views from the A1290, the south-western corner of the site should remain as dark as possible, with no lighting within or directed into this area, and avoiding service yards or parking areas facing towards the ELMA.
- 8.7.9 Buildings within the site would be painted in a recessive grey colour (as agreed with Sunderland City Council) in the same manner as proposed within the IAMP ONE 2018 ES.
- 8.7.10 The solar panels are designed to follow the roof line rather and would thus not be prominent in views. From elevated points in the distance, they would be visible but would not add to the prominence of the building form or attract attention of the viewer.
- 8.7.11 The native planting on the northern boundary provides an important landscape feature and boundary to the Green Belt beyond the site.
- 8.7.12 In relation to the potential for cumulative effects on visual amenity on the occupants of North Moor Farm from the combination of the proposed development and the wider IAMP ONE and IAMP TWO (northern development area), it is recommended that consideration be given to the provision of additional hedgerow trees within the hedgerows to the south, east and north-east of North Moor Farm, planted as heavy standards (species as specified for the ELMA).
- 8.7.13 In relation to the demolition of the buildings within the West Moor Farm area, it is proposed that the root zones and canopies of adjacent trees and hedging be safeguarded against damage during demolition works, with Heras or other equivalent fencing erected as protection in accordance with the requirements of BS5837 (1991): Trees in Relation to Construction.
- 8.7.14 As noted within the IAMP ONE 2018 ES, all landscape works will be maintained in accordance with a landscape management plan, submitted to and agreed with Sunderland City Council.

8.8 Residual Effects

- 8.8.1 With these mitigation measures in place, it is anticipated that the longer-term effects of the proposed development on the landscape character and visual amenity of the local area would be **Not Significant**.
- 8.8.2 In the short to medium term, it is anticipated that **Significant** effects (including

cumulative effects) on visual amenity would remain for the occupants of North Moor Farm. **Significant** effects on visual amenity would also remain for the occupants of the properties at Hylton Bridge Farm and the two roadside properties at Hylton Grove Farm, for the short to medium-term. In the longer-term, however, effects on landscape character and visual amenity would reduce to **Not Significant** and would make a positive contribution to the landscape character and visual amenity of the local area.

8.9 Limitations to the study

8.9.1 There have been no limitations to the study.

8.10 Conclusions

Summary and overview of potential landscape effects

8.10.1 The sensitivity of the landscape of the site, the landscape receptors present within the site, and surrounding landscape character areas has been considered in order to inform the consideration of the landscape effects arising from the proposed development of a large, 30 m high building within the IAMP ONE Phase Two site, to the north of the A1290.

Effects on landscape character and the landscape resource – during construction

8.10.2 Although construction works would take place in close proximity to the area of Green Belt, effects would be indirect and temporary and are assessed as **Not Significant**.

8.10.3 There would be changes to the character of the landscape from the presence of plant and machinery within the site, as well as from the permanent loss of internal lengths of hedgerow and some hedgerow trees. Effects would be adverse, but **Not Significant**.

8.10.4 Minimal changes to the landform are anticipated. Lighting would be required during construction, more particularly in winter months, or for security, but would be short term and temporary; effects would be adverse but **Not Significant**.

8.10.5 Effects of construction on the landscape character area within which the site is located are assessed as a high magnitude of effect, on a low-medium sensitivity receptor and would not be significant. Indirect effects on the wider landscape character areas would be **Not Significant**.

Effects on landscape character and the landscape resource – post-completion

8.10.6 The operational effects of the proposed development would be permanent and long-

term.

- 8.10.7 Effects (indirect) on the adjacent areas of Green Belt land from the presence of the completed development would be partially buffered by the perimeter landscaping of the site; these have been assessed as **Not Significant**.
- 8.10.8 There would be changes to the scale of the site from the presence of the large-scale building and from its association with the wider IAMP ONE development area. The generally medium scale of the existing landscape (within a wider area of medium to large scale) is likely to increase to large scale. The scale of the wider landscape is influenced by the presence of the existing and under-construction buildings within IAMP ONE Phase One; these are largely c. 13-15 m in height, with one building that is c. 19 m high at its tallest. The magnitude of effect is assessed as medium-high, on a low-medium sensitivity receptor, and as such **the change in landscape scale would be Significant**.
- 8.10.9 There would be changes to the degree of enclosure experienced within the site, and from the presence of lighting associated with the development plots and spine road. Loss of existing hedgerows and trees would be compensated by the provision of replacement tree and scrub planting as well as the infilling of gaps within the retained hedging. This will in the longer-term make a positive contribution to the landscape character of the local area.
- 8.10.10 Overall, the effects of the developed site on the landscape resource of the local area are assessed as **Not Significant**, other than from the change in landscape scale.
- 8.10.11 Changes from the development of the site will result in changes within the *Coalfield Lowland Terraces (Usworth Lowland) LCA*. This is assessed as Significant. However, indirect effects on the wider landscape character areas from the presence of the developed Site are assessed as **Not Significant**.

Cumulative effects on landscape character and the landscape resource – post-completion

- 8.10.12 Cumulative effects on the landscape resource, from the presence of the operational Site in combination with the development of the IAMP ONE Phase One and IAMP TWO areas, would relate to the increased loss of hedgerows and trees from within the development area. Whilst this would be expected to be a significant effect for the larger IAMP ONE Phase One and IAMP TWO sites, the additional cumulative effect on the landscape resource of the proposed development, with the wider IAMP

development, is considered to be **Not Significant**.

8.10.13 **No significant cumulative effects** are predicted on the landscape resource, from the combination of the site with the various planning applications (as indicated on ES Figure 2.1).

8.10.14 Equally, **no cumulative significant effects** on landscape character are anticipated from the proposed development in combination with the wider IAMP ONE Phase One and IAMP TWO sites. Notwithstanding the prediction of a Significant effect on the *Urban Fringe, Boldon Fell* LCA as a result of IAMP TWO, the greater distance of the site from this LCA suggests that cumulative effects would be **Not Significant**.

8.10.15 **No significant cumulative effects** on landscape character, direct or indirect, are identified for the combination of the site and the various current planning applications.

Effects on visual amenity

8.10.16 There is relatively limited visibility of the existing Site from within the surrounding area. This is mainly limited to locations close to the site, or more distant, elevated positions to the north-west and south of the site. Effects have been assessed for the operational stage of the development, only, as it is considered that the short-term nature of construction works would **not give rise to significant effects** on visual amenity.

Residential receptors

8.10.17 **Significant** effects on visual amenity have been identified for the occupants of **North Moor Farm**, to the immediate north of the site; also, for the occupants of the properties at **Hylton Bridge Farm** and the two roadside properties at **Hylton Grove Farm**. **No other significant visual effects have been identified for residential receptors.**

Users of transport routes and rights of way

8.10.18 Notwithstanding the close proximity of visual receptors using the A1290, no significant effects on visual amenity have been identified for users of this or other roads or rights of way (including the dismantled railway line on the eastern edge of Washington, west of the site). Views from the road for users of the A1290 within the section of road passing the site, when assessed in their totality, would experience a range of near-distance, transient and oblique views of the site, seen in the context of the wider

industrial development of this area; this is assessed as **Not Significant**.

Users of formal and informal open space and recreation areas

- 8.10.19 No significant effects on visual amenity have been identified for visitors to the Penshaw Monument, or for visitors to the North East Aircraft Museum.

Appraisal of key views

- 8.10.20 Six viewpoints have been selected for use in this assessment: two on the A1290, to the west and east of the site, a view from the Penshaw Monument, to the south and three views from Follingsby Lane to the north. Viewpoint numbers (and letters) reflect those used in the IAMP ONE 2018 ES and the 2020 IAMP ONE Phase 2 ES, for consistency.
- 8.10.21 For **Viewpoint 1**, at the junction of the A1290 with the new access road into the IAMP ONE development areas, there would be Significant effects on visual amenity associated with the **near distance views of the developed Site from this location**, for the short to medium term associated with the establishment of internal and perimeter planting. Effects on visual amenity during construction are assessed as **Not Significant**. Cumulative effects at this viewpoint are predicted to be Significant for the **combination of the site with the wider IAMP ONE Phase One development in the short to medium term**; in the longer term, with the assimilation of the development into the general area, and the establishment of the perimeter and internal landscaping, cumulative effects would reduce to **Not Significant**. No other significant cumulative effects are identified for this viewpoint.
- 8.10.22 For Viewpoint 13, at the Penshaw Monument, **no significant effects** on visual amenity have been identified for any stage of the proposed development on the views from this location, including cumulative visual effects.
- 8.10.23 For Viewpoint 16, from the A1290 to the west of the site, **no significant effects** on visual amenity have been identified for any stage of the proposed development on the views from this location, including cumulative visual effects.
- 8.10.24 For Viewpoints A, B and C, from Follingsby Lane to the north of the site, **no significant effects** on visual amenity have been identified for any stage of the proposed development on the views from this location, including cumulative visual effects..

Cumulative effects on visual amenity

Residential receptors

- 8.10.25 A **Significant** cumulative effect on the visual amenity of the occupants of **North Moor Farm** is identified for the combination of the proposed development and the wider IAMP ONE Phase One and IAMP TWO (northern development area). No other significant cumulative effects on visual amenity have been identified for the remainder of the residential receptors within the study area.

Users of transport routes and rights of way

- 8.10.26 **No significant cumulative effects** on the visual amenity (including sequential effects) of users of the various transport routes and rights of way have been identified as part of this assessment.

Users of formal and informal open space and recreation areas

- 8.10.27 **No significant cumulative effects** on the visual amenity of users of the various formal and informal open space and recreation areas, have been identified as part of this assessment.

Proposed mitigation

- 8.10.28 Mitigation is proposed, along similar lines to that for IAMP ONE Phase One, in respect of the landscaping of the site perimeter; comprising native trees and scrub (where the constraint of overhead power lines prevents tree planting).
- 8.10.29 Internally, a species-rich grassland will be created outside of the development area, to ensure that the development results in a biodiversity net gain.
- 8.10.30 Other mitigation will include reinforcement of the hedging alongside the A1290 (where this is to be retained, and along the new roadside edge), including hedgerow tree planting.
- 8.10.31 The south-western corner of the site should remain as dark as possible, with no or limited lighting within or directed into this area and avoiding service yards or parking areas facing this corner.
- 8.10.32 In relation to the potential for cumulative effects on visual amenity on the occupants of North Moor Farm from the combination of the proposed development and the wider IAMP ONE Phase One and IAMP TWO (northern development area), it is recommended that consideration be given to the provision of additional hedgerow trees within the hedgerows to the south, east and north-east of North Moor Farm, planted as heavy standards (species as specified for the ELMA).

Residual effects

8.10.33 In the short to medium-term, **significant effects** on visual amenity (including cumulative effects) would remain for the occupants of **North Moor Farm**. **Significant effects** on visual amenity would also remain for the occupants of the properties at **Hylton Bridge Farm** and the two roadside properties at **Hylton Grove Farm**, for the short to medium-term. In the longer-term, effects would reduce to **Not Significant** with the assimilation of the development into the general area, and the softening effect of the proposed perimeter planting would make a positive contribution to the landscape character and visual amenity of the local area.

Overall conclusion – landscape character and visual amenity

8.10.34 It can be concluded from the above that the proposed development of the site would result in limited significant effects on the landscape character and landscape resource of the area, restricted to the operational phase of the site, and limited significant effects on visual amenity, also during the operational stage, for properties close to the site.

8.10.35 In the longer-term, with the assimilation of the proposed development into the general area and the implementation of the proposed mitigation, it is considered that there would, overall, be scope for some positive effects on the landscape character, landscape resource and visual amenity of the local area.