

IAMP Battery Plant

Heritage Impact Assessment

IAMP LLP

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LICHFIELDS



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1.0 Introduction

- 1.1 This Heritage Impact Assessment ('HIA') has been prepared by Lichfields on behalf of IAMP LLP. It accompanies a planning application for a proposed battery plant on the site of West Moor Farm, to the north of the A1290, Sunderland. The proposed battery plant will have a maximum height of up to 30 metres.
- 1.2 The site is covered by overlapping permissions for IAMP ONE (Application ref. 18/00092/HE4) granted in 2018, and IAMP ONE Phase 2 (Application ref. 20/00556/OU4) granted in 2020. The permission for IAMP ONE approved a building of up to 25 metres in height on the site. The permission for IAMP ONE Phase 2 approved a building of up to 30 metres in height on the site.
- 1.3 The site is located to the north-west of Sunderland City Centre, north of the River Wear and the Nissan complex, and to the west of the A19. It is not within a conservation area and it contains no designated heritage assets. However, the site is occupied by West Moor Farm, which appears on the first edition OS map surveyed in 1857. The outbuildings on the farm contain some 18th century materials. The site also forms part of the distant setting to the north of Penshaw Monument (Grade I) and is within the wider setting of a group of listed buildings at Downhill Farm.

Background

- 1.4 In 2018 a Heritage ES Chapter was prepared by Golder Associates as part of the IAMP ONE application to assess the impact of a maximum building height of 25 metres on surrounding heritage assets. This concluded that there would be a moderate adverse impact upon the setting of Hylton Grove Bridge (Grade II) (NHLE: 1185305) due to its location within 200 metres of the northern boundary of IAMP ONE, although this was effectively mitigated through screening. Minor adverse visual impacts upon were identified in relation to the following heritage assets:
- 1 Downhill Farmhouse (Grade II) (NHLE: 1025248)
 - 2 Pair of lodge cottages at entrance of Downhill Farmhouse (Grade II) (NHLE: 1185283)
 - 3 Barn and gin-gang to the south of Downhill Farmhouse (Grade II) (NHLE: 1355078)
 - 4 Limekiln to the south-east of Downhill Farmhouse (Grade II) (NHLE: 1025249)
 - 5 Downhill House (Grade II) (NHLE: 1355079)
 - 6 Earl of Durham's Monument (Penshaw Monument) (Grade I) (NHLE: 1354965)
- 1.5 In 2020 a Landscape and Visual Impact Assessment ('LVIA') ES Chapter was prepared by Wardell Armstrong as part of the IAMP ONE Phase 2 application. A separate Heritage ES Chapter was not prepared. This considered the potential visual impact on views to and from Penshaw Monument with the introduction of a single, large scale building up to 30m in height. This concluded that the development would appear in distant views to the north, but that this would be seen in the context of the wider industrial development areas. The effect on visual amenity was assessed to be low.
- 1.6 The LVIA chapter found that the cluster of listed buildings at Downhill Farm were difficult to distinguish in views from the site due to the distance, the impact of overhead pylons, the relatively level topography and tree cover, and due its position beyond the ongoing development within the IAMP ONE site. It was concluded that views of the development from the area around the listed buildings would form part of the wider view of the consented IAMP ONE site and that the effect on visual amenity would be low. The impact on views from Hylton Grove Bridge (Grade II) were not scoped into the LVIA chapter for IAMP ONE Phase 2.

HIA Methodology

- 1.7 This report identifies the above-ground heritage assets that may be affected by the proposed development. In accordance with paragraph 189 of the National Planning Policy Framework ('NPPF'), it establishes the significance of the assets, including an understanding of their setting and how this contributes to significance.
- 1.8 The NPPF defines significance as the 'value' of a heritage asset to this and future generations because of its 'heritage interest'. The interest may be archaeological, architectural, artistic or historic. This broadly aligns with the heritage values outlined in Historic England's Conservation Principles (2008), which are evidential, aesthetic, historical and communal value.
- 1.9 The NPPF confirms that significance derives not only from a heritage asset's physical presence but also from its setting. The setting of heritage asset is the surroundings in which it is experienced, its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive contribution or negative contribution to the significance of an asset, may affect the ability to appreciate that significance, or may be neutral.
- 1.10 The approach to considering the effect of changes to setting upon significance has been carried out in accordance with Historic England's *The Setting of Heritage Assets: Historic Environment* Good Practice Advice in Planning Note 3 (Second Edition) (2017) and *Managing Significance in Decision-Taking in the Historic Environment* Good Practice Advice in Planning Note 2 (2015). GPA3 discourages detailed analysis of very large numbers of heritage assets and supports an approach that considers the effects on the assets that are most sensitive to change (para. 23).
- 1.11 The assessment of significance and the potential effects of the proposed development have been undertaken after an inspection of the development site and surroundings. The visual role of the application site in the setting of the surrounding heritage assets has been investigated. A review of available historic mapping, photographs, listing descriptions and secondary data sources has also informed the assessment. This review has included Sarah Dyer's Statement of Significance: The Earl of Durham's (Penshaw) Monument (2020) and Wardell Armstrong's Historic Building Survey of West Moor Farm.
- 1.12 The assessment of impact on below-ground heritage has been considered separately in an Archaeological Assessment prepared by AD Archaeology.

Structure

- 1.13 The remainder of the report is structured as follows:
- Section 2: The Site Context
 - Section 3: Planning Legislation, Policy and Guidance
 - Section 4: Historic Development
 - Section 5: Proposed Development
 - Section 6: Assessment of Significance
 - Section 7: Assessment of Impact
 - Section 8: Conclusion

2.0 Site Context

The Development Site

- 2.1 The site forms part of the overall IAMP area as identified in the Area Action Plan (AAP) for IAMP. The site comprises an area of agricultural land (primarily arable) and West Moor Farm, which is now vacant and redundant. Existing field boundaries within the site include hedgerows with occasional trees. West Moor Farm faces south onto the A1290 but is separated from the road by a timber fence and trees. The land is largely level, with only minor variations in elevation.
- 2.2 There is an existing access to the A1290 from West Moor Farm. This is approximately 300m to the east of the junction with Cherry Blossom Way into the Nissan site from the A1290. The site also incorporates an access track linking northwards to North Moor Farm.

Figure 2.1 View of the proposed development site from the north-east of the site looking south-west



The Surrounding Area

- 2.3 The immediate surrounding area is currently defined by a range of agricultural and industrial uses. The site is bounded by the A1290 to the south with a dense tree belt screening much of the industrial development, including Nissan, to the south. However, wind turbines and the roofs of factory units can be glimpsed to the south above the tree line in views from north-east corner the site. Penshaw Monument can be seen in the distance through breaks in the tree belt from the north-east corner of the site. To the east the site is bound by International Drive which was recently constructed on the eastern edge of the field to the east of West Moor Farm. A drainage ditch and newly planted shrubs separate the site from the road. Penshaw Monument appears more prominently in the distance above the tree line in views from International Drive, with the site lying in the foreground. Large industrial warehouses lie beyond International Drive, which have been recently constructed as part of IAMP. To the north and west the site is bounded by agricultural land with North Moor Farm located a short distance to the north of the site boundary. A high voltage overhead power line carried on pylons runs from south-west to north-

east just beyond the site's northern and western boundary. The residential areas of Sulgrave and Usworth Hall are located over 1km to the west and those of Town End Farm and Hylton Castle are over 1.5km to the east.

2.4

The topography of the surrounding area is very gently undulating dropping gradually to the River Don to the north. Further to the south, south of the River Wear, the land rises to a high point of 136 metres which Penshaw Monument occupies. The visibility of Penshaw Monument from the site is extremely limited due to the screening effect of trees to the south, although it is possible to get glimpses of the monument from the north-east corner of the site where breaks in the tree belt along the A1290 allow. Visibility is greater from International Drive in views across the site, although the wind turbines at Nissan are also prominent features within these views.

Figure 2.2 Agricultural land to the north



Figure 2.3 Industrial character of the setting to the east of the site



Figure 2.4 View of the site with Penshaw Monument in the distance from International Drive



Heritage Assets and Scope of Assessment

- 2.5 Within 2km of the site there are three designated heritage assets, including Usworth Hall (Grade II), Hylton Grove Bridge (Grade II) and Low Barmston Farmhouse (Grade II). Due to intervening vegetation, development and infrastructure between the site and Usworth Hall and Low Barmston Farmhouse there is no inter-visibility and the proposed development will have no visual effect upon their settings. Although the Zone of Theoretical Visibility (ZTV) mapping prepared by Wardell Armstrong indicates that the proposed development will be almost imperceptible in views from Hylton Grove Bridge, the development will be visible on Follingsby Lane on the approach to the bridge. It will also be visible in views from Hylton Bridge Farm. Hylton Grove Bridge has been scoped into the HIA for this reason.
- 2.6 There is some limited inter-visibility between the site and a group of Grade-II listed buildings at Downhill Farm (approximately 2.5km to the north-east), although intervening development, infrastructure and overhead pylons make it difficult to identify the listed buildings in views from the site. The site is also a distant feature in views from Penshaw Monument (Grade I) which lies approximately 4km to the south of the site. Penshaw Monument is also a distant feature in views from the site and in views along International Drive with the site appearing in the foreground. No other designated heritage assets in the wider area are considered to have the potential to be affected by the proposed development.
- 2.7 The locations of the site and the surrounding heritage assets are set out below at Figures 2.1 and 2.2.

Figure 2.5 Map of Heritage Assets c.2-2.5km from the site boundary

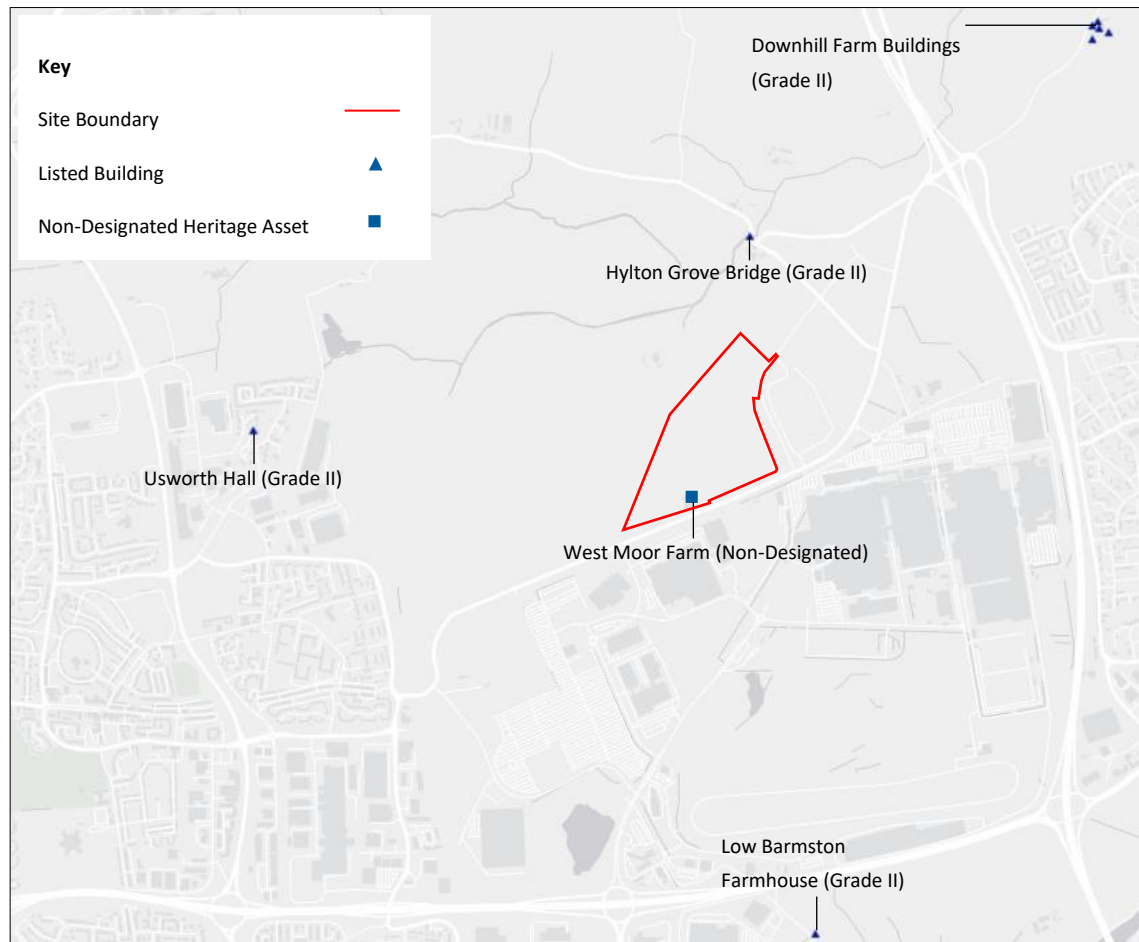
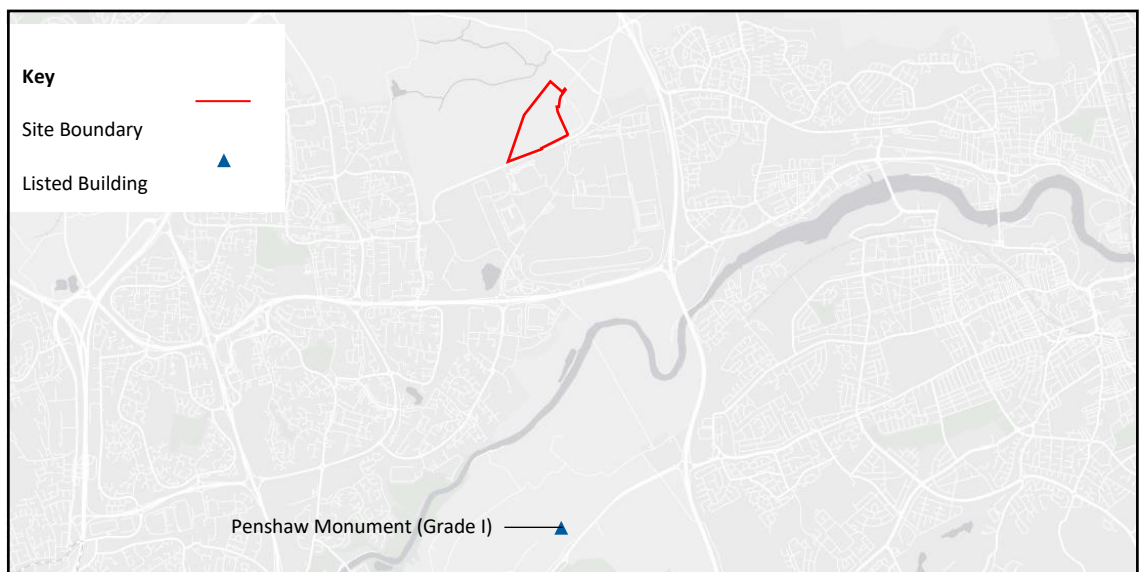


Figure 2.6 Map showing Penshaw Monument's location c.4km to the south of the site



2.8

Designated heritage assets that could potentially be affected by the proposed development have been identified using the National Heritage List for England, which has been compared against ZTV mapping. Non-designated heritage assets that could potentially be affected by the proposed

development have been identified by studying the HER and historic OS maps of the area. These are listed in the table below:

Table 2.1 Heritage Assets

	NHLE Ref	Name	Asset	Grade	Period	Distance	Impact
1	1354965	Penshaw Monument	Listed Building	I	C19	4.1km	Indirect
2	1185305	Hylton Grove Bridge	Listed Building	II	C18/C19	550m	Indirect
3	-	West Moor Farm	Non-Designated	-	C19	0m	Direct
Group: Downhill Farm Buildings							
4	1355079	Downhill House	Listed Building	II	C18	2.5km	Indirect
5	1025249	Limekiln to south-east of Downhill Farmhouse	Listed Building	II	C18/C19	2.5km	Indirect
6	1355078	Barn & Gin-Gang to south of Downhill Farmhouse	Listed Building	II	C18/C19	2.5km	Indirect
7	1025248	Downhill Farmhouse	Listed Building	II	C18/C19	2.5km	Indirect
8	1185283	Pair of Lodge Cottages	Listed Building	II	C18	2.5km	Indirect

This impact assessment relates to the potential effects of the proposed development on the significance of the heritage assets identified in Table 2.1. The buildings at Downhill Farm have been grouped together as they are likely to experience similar potential effects on their setting. The impact on these assets will, therefore, be assessed as a group rather than as individual listed buildings to avoid repetitiveness.

3.0

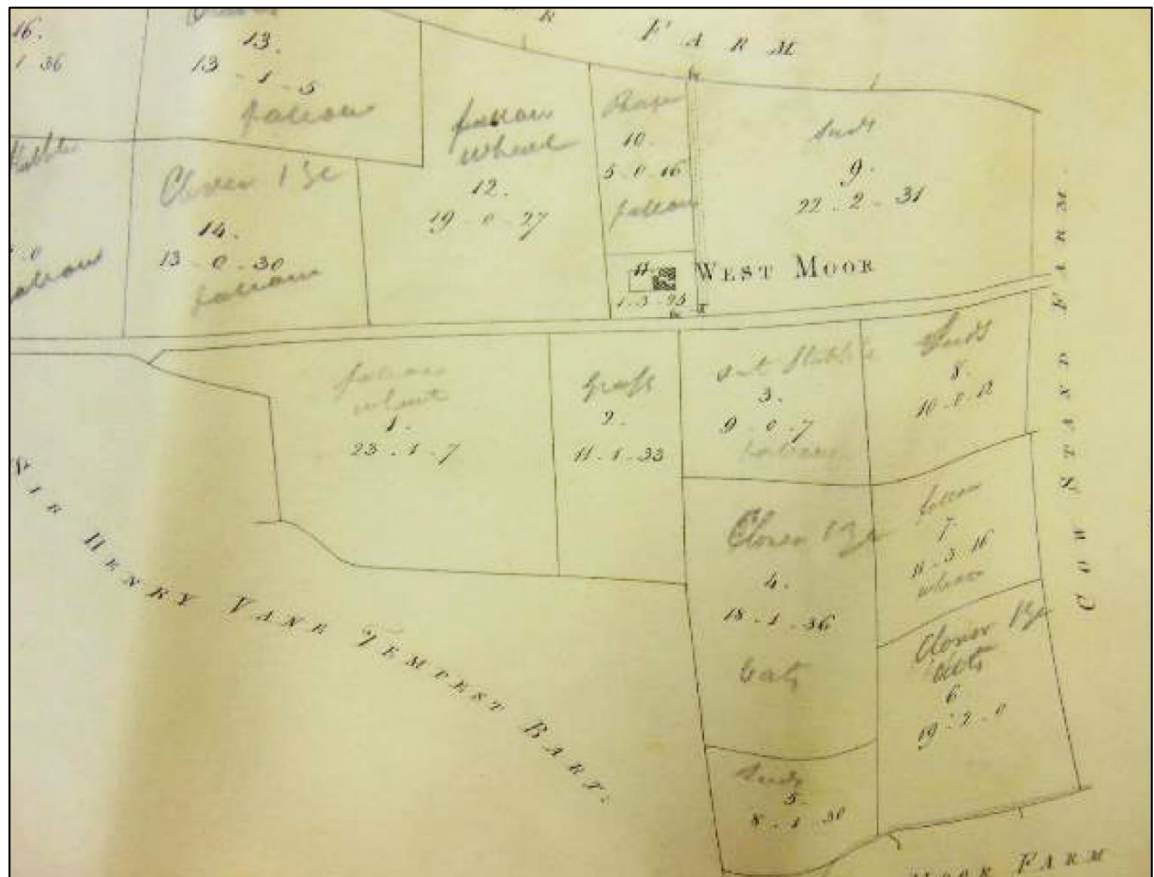
Historic Development

19th Century

3.1

West Moor Farm was built on the site in the late-18th century along with North Moor Farm to the north. Early 19th century maps reveal that West Moor Farm was part of the extensive Hylton Castle Estate. In 1801, West Moor Farm was a complex of two L-shaped ranges of buildings facing each other around a central courtyard constructed from handmade red bricks. The 1801 plan also shows the fields that formed part of the farm, which included fields to the south of what is now the A1290 (Figure 3.1).

Figure 3.1 Plan of West Moor Farm on the Hylton Estate (1801)



Source: Wardell Armstrong, West Moor Farm Historic Building Survey (2020)

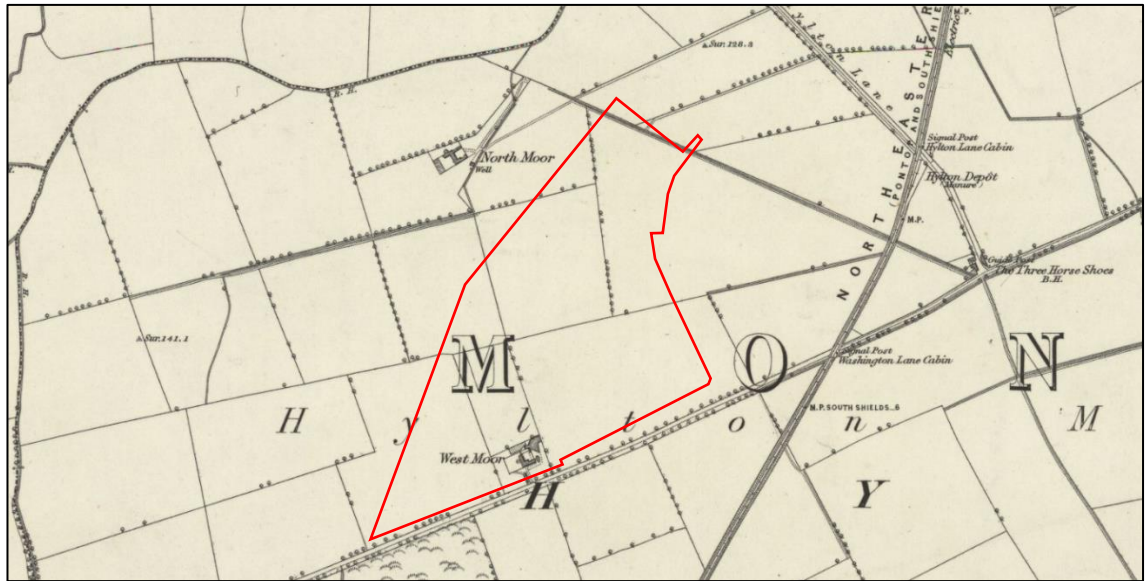
3.2

The first edition 6-inch OS map surveyed in 1857 (Figure 3.2) shows the area surrounding West Moor Farm was almost entirely in active agricultural use, with a field system that is largely recognisable as the one that currently exists today. At the time of the OS map survey, West Moor only had a single L-shaped range of buildings with a gin-gang to the west and a small outbuilding to the north.

3.3

The lanes and tracks depicted on the map are also recognisable as a precursor to the current road layout. The surrounding area was largely agricultural with the railway (Pontop to South Shields branch line of the North Eastern Railway) crossing the land to the south-east of the site, including the fields that formed part of the land attached to West Moor Farm. The Three Horse Shoes public house is shown approximately 500m to the east of the site.

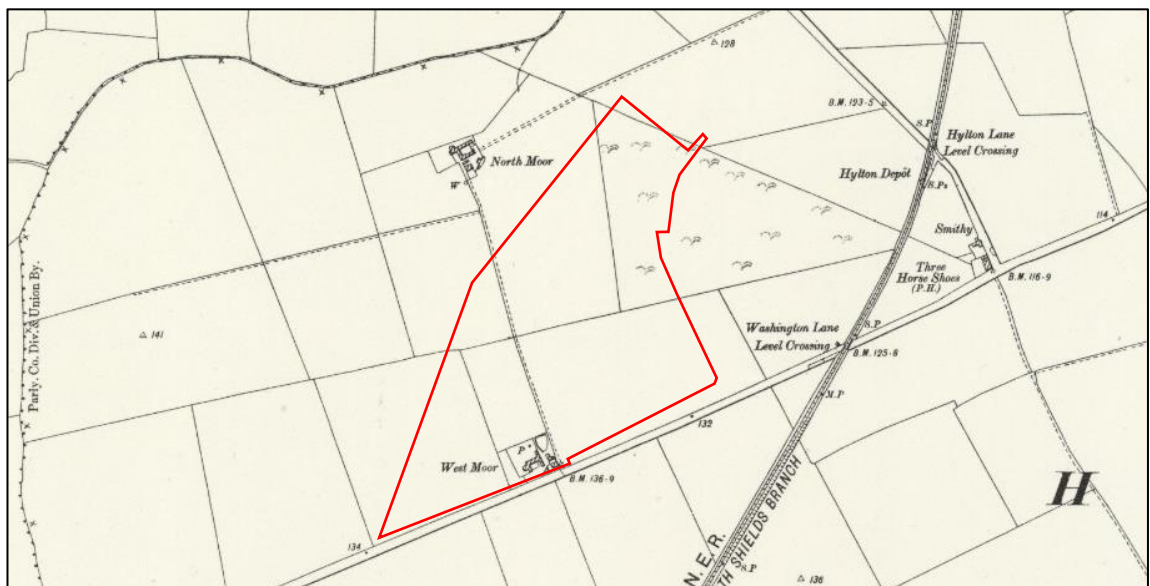
Figure 3.2 6-inch OS Map Surveyed 1857; Published 1862



3.4

Subsequent revisions of the OS Map in 1895 (Figure 3.2) and 1914 reveal no additional changes across the site and surrounding area. However, the farm buildings at West Moor Farm had been extensively reconfigured by 1895 with the construction of a new farmhouse and cottage built from stone with slate roof coverings, closer to the main road to the south. This development coincided with the demolition of older buildings to the north. It appears that this reconfiguration took place shortly after the first edition OS map was surveyed based on an evaluation of West Moor Farm carried out in 1861 which confirms that the farmhouse was recently built and constructed from stone.¹ Other minor developments included the construction of a smithy to north of The Three Horse Shoes public house.

Figure 3.3 6-inch OS Map Revised 1895; Published 1898

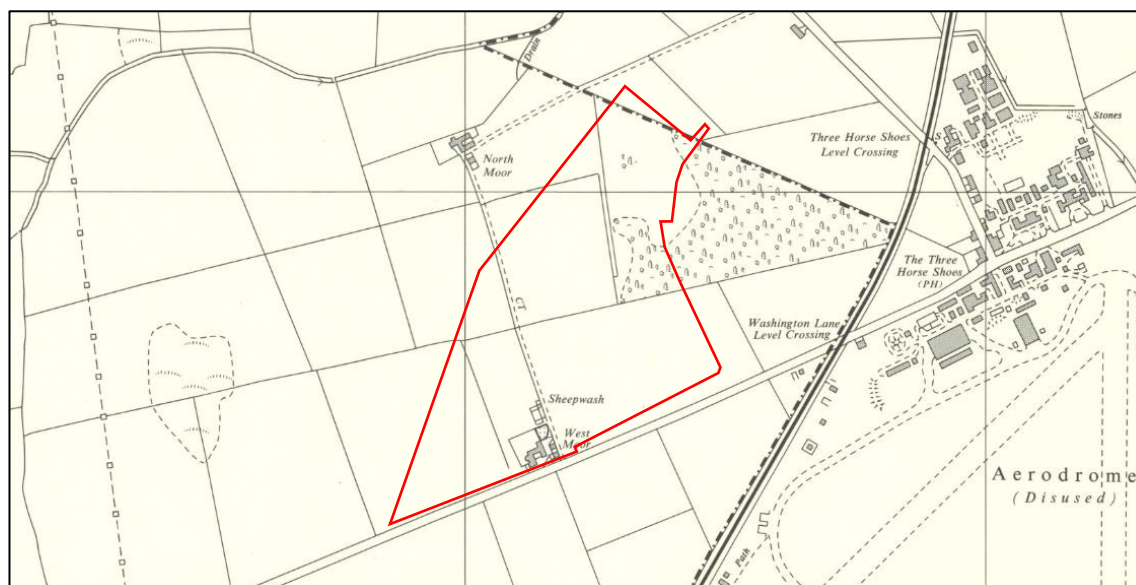


¹ Wardell Armstrong, Historic Building Survey West Moor Farm (2020), pg. 25.

20th Century

- 3.5 The farm buildings on the site experienced further development between 1919 and 1939 which construction of additional outbuildings and the extension of the cottage. There was a later phase of development in the post-War period with the removal of the gin-gang, which was replaced by a large hay barn. The southern, central courtyard was also fully covered and a conservatory was attached to the main farmhouse. From 1916 the land to the south-east of the site, which is currently occupied by the Nissan complex, was in use as an airfield for the Royal Flying Corps. This occupied the land to the south of the railway, covering part of the land that was historically attached to West Moor Farm. The airfield was later renamed RAF Usworth and was in use until the late 1950s. It was later purchased by the Sunderland Corporation and reopened as Sunderland Airport. The airfield does not appear on OS Maps until the early 1960s where the site of the aerodrome is shown to be disused. The land to the east and south of The Three Horse Shoes public house had also been developed, with much of this development associated with the aerodrome.
- 3.6 From the 1960s the surrounding area experienced the closure of railway branch lines and the construction of new roads, including the A19 and the Sunderland Highway. This prompted the development and expansion of manufacturing and distribution companies in the wider area from the 1980s onwards. Sunderland Airport was closed in 1984 and the land was subsequently redeveloped as the site of Nissan's car plant. The growth of industry was coupled with urbanisation, with the construction of new residential areas around Washington and the expansion of Sunderland's outer suburbs and surrounding villages. The industrialisation and urbanisation of the wider area has steadily eroded the agricultural and rural character of the site's setting.

Figure 3.4 OS Map Revised 1954-64; Published 1967



21st Century

- 3.7 Aerial photography from 2001 shows that the site remained in agricultural use and had experienced no noticeable changes. The land to the south is shown to have been developed for industrial use with the Nissan factory shown to the south-east. Wind turbines have since been installed at the Nissan site to provide renewable energy for the factory. These turbines are now prominent features on the skyline in the views from across the surrounding area.

3.8

Further industrial developments have taken place in the wider area, including the construction of a large warehouse, currently occupied by Vantec, approximately 1.5km to the south-west. This was built on the site of Hillthorn Farm and its surrounding farmland following the demolition of the farm buildings in 2015.

Figure 3.5 Aerial Image c.2001



The latest aerial photography taken in 2020 reveals the expansion of industrial uses to the south and on the former agricultural land to the east of West Moor Farm as part of the IAMP ONE development. The construction of the new warehouses has coincided with the development of new road infrastructure, with International Drive now forming the eastern boundary of the site and substantially reducing the extent of open farmland to the east.

Figure 3.6 Aerial Image c.2020



Summary

- 3.9 The site of the proposed development has been in agricultural use since at least the 18th century with the farm buildings on the site mostly dating from the 19th century with some traces of earlier development. These farm buildings were altered repeatedly over time to facilitate the evolving use of the farm, but most changes appear to have taken place by the mid-20th century. Over the course of the 20th century the agricultural character of the surrounding land has been steadily eroded with the development of alternative uses including the airfield (1916-1984) and later a series of large scale industrial developments which have steadily absorbed farmland that was once connected to West Moor Farm to the south and east. The industrialisation of the area has accelerated in recent years with the IAMP development to the east.

4.0 Policy and Legislative Context

Legislation

- 4.1 The Town and Country Planning (Listed buildings and Conservation Areas) Act 1990 ('the 1990 Act') provides protection for buildings and areas of special architectural or historic interest. When considering whether to grant planning permission for a development which affects a listed building or its setting, S.66(1) requires the local planning authority to have special regard to the desirability of preserving the listed building or its setting or any features of special architectural or historic interest which it possesses.
- 4.2 The statutory Development Plan for the site comprises Sunderland's Core Strategy and Development Plan ('CSDP') (2020) and associated policies map and saved policies of the City of Sunderland Unitary Development Plan 1998 ('UDP').

City of Sunderland Unitary Development Plan (1998)

Policy HA19 (Views of the City)

- 4.3 Policy HA19 states that views which are of importance will be protected and where possible enhanced, including panoramic views from Penshaw Monument.

Core Strategy and Development Plan 2015-2033 (2020)

- 4.4 The relevant policies in the CSDP include the following:

Policy BH7 (Historic Environment)

- 4.5 Policy BH7 states that the Council will ensure that the historic environment is valued, recognised, conserved and enhanced, sensitively managed and enjoyed for its contribution to character, local distinctiveness and sustainable communities by:
- 1 Giving great weight to the conservation of heritage assets (designated and non-designated) based on their significance in accordance with national policy;
 - 2 Supporting new development which makes a positive contribution to the character and townscape quality of the historic environment;
 - 3 Supporting and developing innovative initiatives that identify, maintain, conserve and sustain or return to beneficial usage designated or non-designated heritage assets;
 - 4 Capitalising in an appropriate and sensitive manner on the regeneration and tourism potential of heritage assets; and
 - 5 Taking a positive and proactive approach to securing the conservation and re-use of heritage assets at risk.

Policy BH8 (Heritage Assets)

- 4.6 Policy BH8 states that development affecting heritage assets (both designated and non-designated) or their setting should recognise and respond to their significance and demonstrate how they conserve and enhance the significance and character of the asset(s), including any contribution made by its setting where appropriate.
- 4.7 To preserve or enhance the significance of conservation areas, including their diverse and distinctive character, appearance and their setting, development within and adjacent to conservation areas should be of high quality, to respect and enhance the established historic

townscape and built form, street plan and settings of conservation areas and important views and vistas into, within and out of the areas.

Policy NE11 (Creating and protecting views)

- 4.8 Policy NE11 states that views in to, out of and within development areas should be taken account of.

Other Material Considerations

- 4.9 **Draft Allocations and Designations Plan (2020)** sets out local policies including site-specific policy designations and allocations for the development, protection and conservation of land in the city in order to deliver the overall strategy as set out within the Core Strategy and Development Plan. The Council consulted on the Draft Allocations and Designations Plan between 18th December 2020 and 12th February 2021. Representations are currently being taken into consideration. The following draft policy is relevant:
- **Policy BH11 (Scheduled Ancient Monuments):** states that Scheduled Ancient Monuments (SAMs) are nationally designated and protected and are identified on the Policies Map. The supporting text states that these sites should be preserved in the public interest by virtue of their special historic, architectural, artistic or archaeological interest.
- 4.10 **Sarah Dyer's Statement of Significance: The Earl of Durham's (Penshaw) Monument (2020)** provides a detailed assessment of the significance of the monument and setting.
- 4.11 The following paragraphs of the **National Planning Policy Framework ('NPPF')** are relevant:
- Paragraph 130(c) states that planning decisions should ensure that developments are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change.
 - Paragraph 189 states that heritage assets are an irreplaceable resource that should be conserved in a manner appropriate to their significance.
 - Paragraph 197(c) states that in determining applications, local planning authorities should take account of the desirability of new development making a positive contribution to local character and distinctiveness.
 - Paragraph 199 states that great weight should be given to the conservation of designated heritage assets (the more important the asset, the greater the weight should be).
 - Paragraph 200 states that any harm to, or loss of, the significance of designated heritage asset should require clear and convincing justification.
 - Paragraph 203 states that the effect of an application on the significance of a non-designated heritage asset should be taken into account in determining planning applications. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement is required having regard to the scale of any harm or loss and the significance of the heritage asset.
 - Paragraph 206 directs that local planning authorities should look for opportunities for new development within Conservation Areas, and within the setting of heritage assets, to enhance or better reveal their significance. Proposals that preserve those elements of the setting that make a positive contribution to the asset (or which reveal its significance) should be treated favourably.

Key Considerations

4.12

Having regard to the above, the key considerations are:

- 1 Does the proposed development preserve the special interest of listed buildings and conserve and, where appropriate, enhance the significance and setting of heritage assets, including views to/from them, giving great weight to the conservation of designated heritage assets? (the 1990 Act, S66(1); CSDP Policies BH7, BH8, NE11; UDP Policy HA19; and NPPF paragraphs 130, 189, 197 and 206).
- 2 Does the proposed development sustain the significance of non-designated heritage assets, including any contribution made by their setting? (Policies BH7 and BH8; and NPPF paragraph 203).

4.13

It is noted that the appropriateness of the design, or otherwise, will have a bearing on the nature (positive, neutral, negative) and scale (minor, moderate, major) of any effects. Furthermore, it is the degree of harm to the asset's significance rather than the scale of development that is to be assessed.² The effects will also, therefore, depend upon the contribution that setting makes to their significance.

² Planning Practice Guidance Paragraph: 019 Ref ID: 18a-019-20190723 Revision 23/07/19

5.0 Proposed Development

- 5.1 This section provides an overview of the development proposals to enable the Council to assess the impact of the proposed works on the significance of the heritage assets.

Proposed Development

- 5.2 An application has been submitted for the following:

“Erection of industrial unit to be used for the manufacture of batteries for vehicles with ancillary office / welfare floorspace and associated infrastructure provision, accesses, parking, drainage and landscaping.”

- 5.3 The proposed development is for a battery manufacturing plant which would have a maximum annual production capacity of 9Gwh, with ancillary staff car park and associated infrastructure, including a sub-station. Access will be from International Drive. The building will have a maximum height of 30m.
- 5.4 The development will require the demolition of West Moor Farm. However, the demolition works are being progressed via a separate planning application which was being considered by Sunderland City Council at the time of writing this report (application reference: 21/01330/FUL).

The existing character of the site and surroundings

- 5.5 A detailed appraisal of the site and surroundings is set out in the accompanying Planning Statement and Design and Access Statement. For the purpose of this assessment, key features defining the surroundings are summarised below:
- 1 **Form and Layout** – The site comprises a large area of low-lying vacant land, formerly in agricultural use. The site is occupied by the vacant buildings of West Moor Farm. The wider setting is defined by a mix of agricultural and industrial uses, with large warehouses, areas of hard standing and road infrastructure to the south and east.
 - 2 **Architecture** – The site contains a small complex of farm buildings dating from the 18th-20th centuries. The buildings in the surrounding area are mostly modern industrial units constructed from the late 20th century to the present day. Most of these buildings are plain and functional and feature grey cladding externally.
 - 3 **Materials and Details** – There is no formality or uniformity in the use of detailing, although the use of cladding for industrial buildings is extensive.
 - 4 **Landscaping** – The site contains hedgerows and isolated trees, but the site is relatively exposed with views possible across the fields. The industrial area to the south is well screened behind a dense tree belt that runs along the length of the A1290 to the south. More recently constructed industrial areas to the east are more visible.

The proposed design

- 5.6 The proposed design makes efficient use of the available land to deliver an industrial development in a designated employment area. The battery manufacturing plant would have a maximum annual production capacity of 9Gwh and will manufacture over 100,000 lithium ion batteries per year. This complements the existing industrial uses in the area. The building footprint and height of the building have been established by the manufacturing and curing processes. Solar panel PV are proposed on the roof.

- 5.7 Landscaping is incorporated into the site layout with denser areas of tree planting and landscaping along the northern boundary to partially screen the site from the adjoining areas of agricultural land to the north. This planting will comprise native tree and shrub species, including species that will provide year-round visual colour. This will soften the appearance of the development and provide wildlife corridors and tree coverage. The landscaping has been designed to accommodate the pylons that run along the site's northern boundary.
- 5.8 The building form is simple and well-proportioned with slightly arched roofs covering the building. This will have a maximum ridge height of 30 metres. The buildings have been designed to combine modern materials with simple detailing.
- 5.9 The design and colour palette of the proposed units has been designed to be as visually sensitive to the surrounding context as possible whilst delivering the necessary height and floorspace required. The buildings would be painted in a recessive grey colour like the existing developments at IAMP ONE. Non-prominent facades have been deliberately kept simple to provide a clean aesthetic that is sympathetic to the surrounding context. The solar panels on the roof of the building have been designed to follow the roof line and would not be prominent in views.
- 5.10 Visualisations have been prepared which indicate how the building will be seen in views from the north-east (see Figures 5.1).

Figure 5.1 Visualisations



Source: Wardell Armstrong

Is the proposal appropriate to the site and surroundings?

- 5.11 The application site is part of the IAMP area identified in the IAMP AAP. The proposed development will reflect the existing industrial context to the south and east, complementing the modern warehouses that characterise development in much of the surrounding area. Although the development will require the demolition of West Moor Farm, a non-designated heritage asset, the historic and architectural significance of this asset (as assessed in Section 6.0) is negligible-low. The farm buildings are now vacant and redundant and sit within a substantially altered setting. Penshaw Monument is located 4km to the south, which is considered in greater detail below.
- 5.12 The design addresses the site-specific opportunities and constraints with a modern design and corresponds positively to the nearby Nissan complex and IAMP developments to the east. The height and mass of the buildings is appropriate and enables the buildings to sit well within the

established industrial context, neither dominating the surrounding developments nor being overwhelmed by the scale of the adjacent warehouses.

- 5.13 The proposed landscaping along the site boundaries is designed to soften the appearance of the site and provide screening to mitigate the visual impact on views from the north and west of the site.
- 5.14 Overall, the proposed development will sit comfortably alongside the existing industrial developments in the area, bringing an active use to the site.

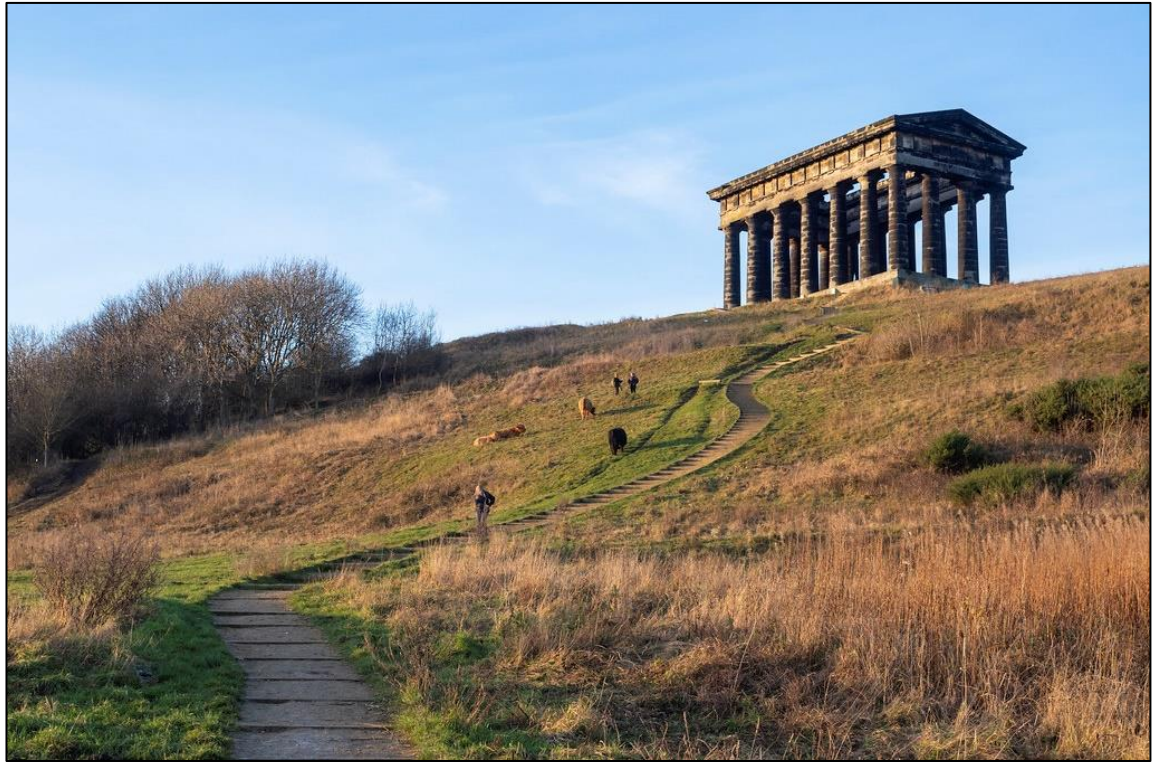
Figure 5.2 Proposed Site Layout



6.0 Statement of Significance

Penshaw Monument (Grade I)

Figure 6.1 Penshaw Monument



Significance

- 6.1 Penshaw Monument, officially ‘The Earl of Durham’s Monument’, is a memorial dedicated to John George Lambton, first Earl of Durham (1792-1840), Governor-General of Canada and Grand Master of the Order of Freemasons.
- 6.2 The memorial was erected in 1844, by private subscription, four years after the death of the Earl. It was designed by Newcastle architects John and Benjamin Green and built by Thomas Pratt of Sunderland. The Greek temple form is based on the Theseion, the Temple of Hephaestus in Athens, although half its size; it has also been linked with the Temple of Diana at Ephesus. The monument is 30 metres long, 16 metres wide and 20 metres high. The columns are each 2 metres in diameter. The monument was designed and positioned to be seen from as many locations as possible, a primary objective of the appointed Monument Committee who oversaw the public subscription, the design and the siting of the new monument between 1840 and 1844.
- 6.3 The structure consists of four main elements:
- 1 The base comprising the stereobate and stylobate supporting structure;
 - 2 Eighteen plain Doric columns in a four by seven arrangement. The columns are solid except one which contains a spiral staircase providing access to the upper walkways (around an open roof);
 - 3 The entablature comprising the architrave, decorative frieze and cornice projections; and
 - 4 Triangular pediments at either end of the monument.

- 6.4 The site at Penshaw Hill was presented by the Marquess of Londonderry as a suitable location for the memorial, the gritstone from which it was constructed was also sourced from the Marquess' quarries on the east coast. The foundation stone was laid by the Marquess of Zetland on 28th August 1844 with the following inscription:

"This stone was laid by Thomas, Earl of Zetland, Grandmaster of the Free and Accepted Masons of England, assisted by the Brethren of the Provinces of Durham and Northumberland, on August 28th 1844 being the Foundation Stone of a memorial to be erected to the memory of John George, Earl of Durham, who after representing the County of Durham in Parliament for 15 years was raised to the Peerage, and subsequently held the offices of Lord Privy Seal, Ambassador-Extraordinary and Minister of the Court of Petersburg and Governor-General of Canada. He died July 28th, 1840, in the 49th year of his age. This monument will be erected by the private subscriptions of his fellow countrymen, admirers of his distinguished talents and exemplary private virtues."

- 6.5 The monument has been the subject of restorative and reconstructive works, the steel pins and brackets that held the gritstone blocks together were subject to deterioration over the years and further complications arose due to settlement associated with the former mining works. The monument was underpinned in 1978 and then, in 1979, the entire western end was dismantled to allow damaged lintels to be replaced by new reinforced concrete lintels. These have artificial stone facings and are recognisable by their buff-yellow colour.
- 6.6 The list description states that it is: *"An important manifestation of the Greek revival in the region, and a prominent landmark, visible for many miles around."*

Setting

- 6.7 The setting of the monument is connected to its importance. It was constructed in a prominent location to be seen from the widest possible area and to serve as a landmark. However, some aspects of its setting, and certain views, are of more significance than others. The most important views provide links to the vast Lambton Estate to the south west and towards Chester Le Street, where Lord Lambton was buried. The east-west orientation is also a planned and designed aspect of the monument. However, given the extent of the monument's visibility and the wide range of view that are possible in the surrounding area, it is difficult to extrapolate from this views or settings that have greater significance over others.³
- 6.8 Historic maps show how the immediate and wider setting of Penshaw Monument has been transformed over time and the above summary of the historic development of the surroundings is relevant to consideration of the setting of the monument. Built in 1844, it originally overlooked a productive and industrious landscape occupied by quarries, coal pits, factories and railways, as well as village settlements and agricultural land. Penshaw ('Painshaw') Hill is noted as an active quarry with clear links to the historic settlement of 'Old Painshaw' at the foot of Hill Lane. The monument, along with the Church of All Saints (Grade II listed), formed key landmarks within the area. 19th and early 20th Century industrial landmarks and the wider agricultural setting have since been lost due to widespread urban/suburban development and modern industrial expansion. The Great Northern Railway (Leamside Line) which offered prominent views of the monument was closed in the 1960s and the surrounding area was transformed by the expansion of the road network.
- 6.9 The remaining historic features in the setting are largely preserved as landscape features: historic routes, field boundaries, earth works and structures. This retains some sense of the former landscape character, but the setting is now largely appreciated against the backdrop of

³ Sarah Dyer, Statement of Significance – Penshaw Monument, pg. 35

surrounding residential development, modern infrastructure and development. Nevertheless, the siting of the monument and its visual prominence across the surrounding area preserves its significance as a key local and regional landmark.

- 6.10 The immediate setting of the listed building is more closely defined by Penshaw Hill. At close range, its imposing scale and grandeur is fully appreciated, and its wider landscape context is reflected in panoramic views in all directions. The natural topography of Penshaw Hill establishes a sense of separation and isolation from the buildings and activities below, an effect now further enhanced by the green buffer of Herrington Country Park to the south, a former colliery site that has been transformed into a country park for recreation. The park is now an attractive green space which enhances the setting and experience of Penshaw Monument but is not reflective of the historic landscape character of the area or indeed the original setting.
- 6.11 The wider setting is now more urbanised/developed and of more modern character, with rural features interspersed amongst these and in the background of views. Remnants of the industrial past remain but are hidden within the built fabric and landscape features. Although the immediate and wider setting of Penshaw Monument is much changed, it still dominates the skyline and is further highlighted at night when it is floodlit. Due to the elevated position of the monument, a key factor in its siting, the asset's visual influence and wider setting is extensive.
- 6.12 The views from Penshaw Monument to the north-west include the eastern end of Washington and industrial units along the Sunderland Highway to the north and the application site is partially visible. The Nissan Factory complex can also be seen in views to the north. To the east there are open fields and the west end of Sunderland can be seen in the distance (Grindon and Thorney Close). To the south are Chester Road, Herrington Park, New Herrington and Shiney Row and Newbottle is also visible in the distance. The views to the west are entirely screened by the trees at Penshaw Wood (there may be greater visibility in winter).
- 6.13 The panoramic views from the Monument to the north look towards industrial developments 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 IAMP ONE Phase 1 site can be seen in the middle distance, beyond the existing Nissan site, set behind the wind turbines. The North Moor Farm buildings are also visible in the middle distance, with the electricity pylons crossing the field to the west of North Moor Farm. 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.
- 6.14 The importance of views to the monument is reflected in the protection of views to and from it in local policy. The visual drama of the imposing Classical Temple on the skyline is a key contributor to its aesthetic value and visual appeal while its prominent position and commanding scale ensure it is a dominant feature in both the built and natural landscape, a feature that has engendered its wider appreciation and high communal value.
- 6.15 Overall, the dramatic topography of the monument contributes not only to its significance but also to the views, both from and to, the monument. It was planned to be seen, particularly from the railway line corridor and from the family estate.

The site's contribution to setting and significance

- 6.16 The Historic Building Survey notes that West Moor Farm was already established by the early 1800s and it is likely that there was far greater inter-visibility between the site and the monument when the surrounding area was in agricultural use. However, the screening effect of tree belt and intervening industrial developments, wind turbines, pylons and other

infrastructure have substantially reduced the extent of inter-visibility between the site and the monument. The southern boundary of the site is formed by Sunderland Lane (A1290) which contains one of the historic routes that were present when the monument was constructed although the trees that have been planted along the stretch of the A1290 closest to the site prevents views towards the monument.

- 6.17 The site of the proposed development appears in the distant setting to the north of Penshaw Monument within an extensive, well established industrial setting to the north of the monument. The part of the site that is visible from the monument forms a very small part of the monument's extensive setting, representing a remnant of the former agricultural landscape, although its integrity has been lost through the cumulative effects of development, notably:
- 1 A series of electricity pylons which run along the northern boundary of the site and are prominent in views across the site;
 - 2 The urbanising/industrialising effect of surrounding development; and
 - 3 The proximity of the site to new road infrastructure and the A1290.
- 6.18 Views north from the monument in the direction of the site are panoramic, expansive and impressive and in these views the site can be partially seen. The site is surrounded by warehouses and industrial areas to the east and south. The foreground of these views from the monument is dominated by trees and green space to the south of the River Wear. The site forms part of a mixed setting characterised by remnants of the historic agricultural context and the expanding industries that have developed along the Sunderland Highway and the A19 corridors. The site can be glimpsed beyond the Nissan Factory and its wind turbines and is seen alongside the recent industrial developments at IAMP ONE.
- 6.19 Views to the south of site towards the monument are largely screened by the dense tree belt that lines the A1290. This prevents views from the farm buildings towards the monument. Field work has confirmed that the monument can be glimpsed in the distance from the north-east corner of the site where breaks in the tree line allow for views. The monument can also be seen more prominently above the tree line from the relatively higher ground along the newly constructed International Drive outside of the site boundary. While these views contribute to the general visibility and prominence of the monument and are a positive feature, these are glimpsed views where the monument is not the most prominent feature due to the visual impact of wind turbines on the skyline. There are several views from a wide range of locations which offer more open and expansive views towards the monument and which contribute to its significance. The views from the site have been affected by modern industrial and in this context the ability to fully appreciate and experience the historic setting of the monument from the site has been substantially diminished. The Statement of Significance prepared by Sarah Dyer makes no reference to views from the site or the sections of road that bound the site, which indicates that the very limited glimpsed views from the site and from International Drive are of limited significance. The views of the monument from the site and International Drive are set out in Appendix 1. The views of the monument from these locations are seen in the context of large wind turbines and industrial developments to the south.
- 6.20 Views of Penshaw Monument to the north of the site can be found along Follingsby Lane. The Monument appears as a distant feature in these views. The site appears in the foreground, but these views also feature the Nissan factory, pylons and wind turbines on the horizon which has transformed these views and reduced their sensitivity to further change.
- 6.21 Overall, the site forms a relatively small feature in the overall setting to the north of the monument. The site contains no significant views of the monument and visibility is reduced by tree belts and development to the south. Given the changes that have taken place around the

site, the site and its setting, and glimpsed views of the monument, are not as sensitive to further change. The views from this location are not integral to understanding and appreciating the significance of the monument as a local landmark.

- 6.22 Having regard to the above, the appearance of the site in views to the north make no contribution to the significance of the monument. The glimpsed views of the monument that are possible from the site make a negligible positive contribution to the significance of the monument as a local landmark.

Hylton Grove Bridge (Grade II)

Figure 6.2 Hylton Grove Bridge



Significance

- 6.23 Hylton Grove Bridge was constructed in the late 18th/early 19th century. It is constructed from sandstone ashlar and features one arch which is chamfered on the north side and a band below the parapet. The bridge crosses the River Don. The bridge is of historical significance because of its early date, although it also has some architectural significance because of its design.

Setting

- 6.24 The setting of the bridge is quite limited because of surrounding trees and buildings which largely contain the views out from the bridge. The bridge is not a noticeable feature in the surrounding landscape because of the small nature of the crossing. It is most visible from the Follingsby Lane/Downhill Lane junction. The character of the setting is defined by the tree coverage along the riverbanks and on the perimeter of Hylton Bridge Farm. Other features include the modern boundary treatments to Hylton Bridge Farm and farm buildings along Follingsby Lane. The industrial warehouses are IAMP One are visible in the distance from the bridge. With the exception of the river and the agricultural land to the west, which reflects the

historic character of its setting, the wider setting makes no contribution to its historic or architectural significance.

The site's contribution to setting and significance

- 6.25 The site is not visible from Hylton Grove Bridge. It makes no contribution to its setting or significance.

West Moor Farm (Non-Designated)

Figure 6.3 West Moor Farm - The Farmhouse (South Elevation)



Significance

- 6.26 West Moor Farm is a non-designated heritage asset that possesses limited architectural and historic significance due to the age and design of its farm buildings, which were constructed primarily in the late 18th/19th century. Their significance is limited by the extent of change that the buildings have experienced. The original complex of farm buildings included two L-shaped ranges which had been reduced to only one L-shaped range by the 1850s. The buildings are primarily constructed from stone and slate, including the farmhouse, while some of the outbuildings are partially constructed from handmade red bricks, possibly dating to the late 18th century, which were most likely reused and incorporated into later structures. The buildings have experienced several phases of development that have resulted in the demolition and extension of older buildings, the introduction of infill structures and the replacement of historic parts of the farm, such as the gin gang, with modern agricultural buildings. This substantially reduces the historic and architectural significance of the buildings at West Moor Farm as its integrity as a 19th century farm has been largely eroded.
- 6.27 Overall, the historic and architectural significance of West Moor Farm is negligible-low. While the farmhouse has experienced comparatively little alteration externally its design is simple and

contains no features of architectural significance and the outbuildings have been altered various times to suit the changing requirements of the site.

Setting

- 6.28 The setting of the farm buildings at West Moor Farm has changed significantly since the farm was first established and it makes a very limited contribution to their significance. The agricultural setting had been gradually eroded, first by the introduction of the railways and later by the development of the airfield and industrial uses to the south of the A1290 during the 20th century. The development of the land to the south and the planting of an extensive tree belt has visually and physically severed the historic connection between the farm and the land it was attached too to the south. To the east the setting has been recently changed with the development of further industrial uses whilst the wider setting has changed with the introduction of overhead pylons and the expansion of residential and industrial areas to the west at Washington.
- 6.29 Some parts of the historic agricultural setting of the farm are still apparent in the immediate surroundings, including to the west and north towards North Moor Farm, which contributes positively to the historic significance of the farm buildings and helps to interpret their historic use and association with the land. However, these fields originally formed part of a much larger area of land associated with the farm, most of which has been lost to 20th century developments. They were also seen as part of a broader agricultural landscape, but they are now experienced as surviving fragments of the historic agricultural use of the area in an increasingly industrial context. The wider setting beyond the fields makes no contribution to the significance of the farm buildings. The farm buildings are partially screened behind a fence and large trees along the A1290, but the visibility of these buildings from the road makes no additional contribution to their significance. Overall, the setting makes a negligible contribution to the historic significance of West Moor Farm.

The site's contribution to setting and significance

- 6.30 The site incorporates West Moor Farm and the fields in its immediate setting. These fields make some contribution to the historic significance of the farm.

Group: Downhill House and Downhill Farm Buildings

Significance

- 6.31 This group of heritage assets comprise a series of Grade II listed buildings including Downhill House, a farmhouse, limekiln, barn and gin-gang, and a pair of lodge cottages. The buildings were constructed in the 18th and 19th centuries. The farm buildings were built in close proximity to the main house and the lodge cottages served as dramatic gateway buildings on the approach to Downhill House. The buildings have a group value due to their shared history and functional relationship.

Downhill House

- 6.32 Downhill House was built in the 18th century from brick with stone quoins on the main façade and stone on the gables. It is covered by a Welsh slate mansard roof which had stone coping on moulded kneelers. It has a simple block plan with two-storeys and a basement below. It features a central six-panelled door in an architrave with brackets and a pediment. It also features a band at the first floor cill level and four brick chimneys. All the windows are modern replacements. The building is of architectural and historic interest because of its age and the architectural details it features. The building is of further historic interest because it was used as an early

Aged Miners' Home bought by the Boldon miners soon after the Boldon Miners' Association was founded in 1894.

- 6.33 In 2009 planning permission was granted by South Tyneside Council for the restoration of the house and a substantial modern extension on the east elevation. Permission was also granted for the construction of an orangery on the west elevation. These extensions have altered the appearance of the building and its planform and make no contribution to its historic or architectural significance.

Limekiln

- 6.34 The Limekiln structure was built in the late 18th/early 19th century from roughly squared limestone rubble with brick dressings. It has three entrances with elliptical brick arches. It is built against a steep hillside to use the stone from Downhill Quarry. This structure is of architectural and historic significance due to its age and its design. It also reveals how limekilns were used to support the agricultural use of the surrounding land by using the lime to increase the productivity and yield of arable crops.

Barn and Gin-Gang

- 6.35 The barn and gin-gang were built in three phases from the late 18th to the early 19th century. It is a low two-storey building constructed from roughly squared coursed limestone and sandstone rubble. The listing description refers to the roof being covered in pantiles and Welsh slate with stone gable coping, but recent aerial imagery indicates that the areas of Welsh slate have been replaced with pantiles. The listing description also refers to the gin-gang containing its horse wheel, which is described as a rare survival, although it is not clear whether these rare internal features have survived or have since been lost as part of the redevelopment of the building.
- 6.36 This building is of architectural and historic significance due to its age and design and its rarity as a surviving gin-gang structure.

Downhill Farmhouse

- 6.37 The date of construction for Downhill Farmhouse is not mentioned within the listing description but it is likely to date from the late 18th/early 19th century like the surrounding buildings at Downhill Farm. The farmhouse originally comprised a house and hind's cottage which is now one dwelling. It is rendered with a Welsh slate roof. It has two-storeys and four bays. The building has a central door in an architrave and sash windows. The roof has flat stone coping, end brick chimneys and a chimney between the house and adjoining former cottage.
- 6.38 The building has some architectural and historical significance because of its age and its design. It also has group value with the adjacent listed buildings at Downhill Farm.

Pair of Lodge Cottages

- 6.39 The lodges were built in the 18th century. They are constructed from stone which has been rendered and they are covered by pantiled roofs. The eastern lodge cottage is two-storeys with a central door in a stone architrave with a sash window to the left and a blank wall at the right. There are two small windows above. The gable facing the road has a large Gothic window and a crenelated parapet with the roof hipped at the opposite end. It also features a rear chimney. The western cottage is very similar and at the time the listing description was written the building was derelict and had no roof. It has since been restored and converted into a residential dwelling.

- 6.40 The lodge cottages are of architectural and historic significance because of their unusual design and their age. They also have a group value with the surrounding farm buildings and with Downhill House.

Setting

- 6.41 The immediate setting of the listed buildings is characterised by agricultural uses, open fields and an area of woodland to the south east. The agricultural character of the immediate setting of this group of listed buildings reflects their historic role in the landscape as part of a working farm. This makes a minor contribution to their overall significance, which is largely derived from their architectural qualities and the age of the buildings. Downhill House is well screened along much of Downhill Lane by mature trees that line the perimeter of the property, although the blank western gable of Downhill House is visible from the wider area due to the lack of tree cover. Views of the wider setting from Downhill House are partially contained by trees and by fencing along the south-west boundary, which limits the contribution that the setting makes to the significance of the building. Given that the western gable of Downhill House does not contain any windows there is no visibility from the building of the wider setting to the west. The farmhouse and the lodges can be seen along Downhill Lane, but this visibility does not contribute to their historic or architectural significance. The limekiln is not visible from the public roads and its setting appears to be contained by the surrounding listed buildings with which it shares a group value. Similarly, the setting of the gin-gang is entirely defined by the surrounding former farm buildings, outbuildings and areas of woodland.
- 6.42 The wider setting has been affected by the introduction of numerous electricity pylons which are prominent features on the skyline in views from the farmhouse and lodge cottages which detract from their setting. Views to the south-west along Downhill Lane from the farmhouse and lodge cottages also contain newly constructed industrial buildings at IAMP ONE and in the distance the tower block at Washington Galleries is also visible. On the approach to the farm from the south, the residential areas of Sunderland are visible beyond the fields to the south. These features further erode the agricultural character of the wider setting and limit its contribution to the significance of the listed buildings.
- 6.43 Overall, the setting of the buildings at Downhill Farm makes a limited contribution to their historic and architectural significance. The immediate surrounding farmland and the wider setting is largely screened in views to and from Downhill House and makes a negligible contribution to the historic or architectural significance of this building. The agricultural setting does relate positively to the historic use of the farm buildings and helps to interpret their historic role and place within the landscape, but the extent of change within the wider setting and the gradual loss of the wider agricultural character of the setting substantially reduces its contribution to the significance of these buildings.

The site's contribution to setting and significance

- 6.44 The site is a distant feature in the setting of this group of listed buildings and is located approximately 2km to the south west. Fieldwork and previous heritage and LVIA work have established that the visibility of the Downhill Farm buildings from the site is extremely limited and that the listed buildings are difficult to identify. Although the site has historically been in agricultural use and retains its agricultural character it is in part of the setting that has experienced some of the most noticeable changes with the expansion and development of industrial uses. The views towards the site are also affected by electricity pylons which are prominent features on the skyline. The site is located behind the developments at IAMP ONE which partially screen the site from view. Overall, given the distance and the intervening developments and infrastructure the site makes a negligible contribution to the setting and

makes no contribution to the historic and architectural significance of the listed buildings at Downhill Farm.

7.0 **Assessment of Impact**

- 7.1 Full details of the proposed development are set out at Section 5.0 (Proposed Development). The assessment of the impact of these proposals is set out below.

Penshaw Monument

- 7.2 The effects on the setting of the monument would include the visibility of the proposed development in views from it and the loss of glimpsed views of the monument from the site's north-eastern corner and along International Drive and Follingsby Lane due to the height and scale of the proposed development and the screening effect of the tree belt that is proposed around the development. The attached LVIA confirms that the site would be visible in distant views northwards. However, due to the large number of views that are possible to and from the monument and given that the site is approximately 4km to the north of the monument, the change to the wider setting as a result of the proposed development would be very localised. Any views of the proposed development from the monument would form a very small feature of such views and would be seen amongst the existing industrial developments which characterise distant views to the north of the monument. The development would appear beyond the Nissan site and would be seen in conjunction with the wider IAMP 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). Soft landscaping and extensive supplementary tree planting along the site boundaries will help to soften the impact of the proposed development on the landscape.
- 7.3 The views of the monument in the distance from International Drive have no historic significance as it is a recently constructed route. There are many views of the monument across the surrounding area and the glimpsed views from the north-east corner of the site and from the new road and Follingsby Lane are not integral to appreciating and understanding and appreciating the heritage significance of the monument. The visibility and prominence of the monument in these views is limited by the surrounding developments and tree cover.
- 7.4 Views from Follingsby Lane look across open farmland towards the site with the large industrial buildings visible at IAMP ONE and at Nissan. Pylons and wind turbines are also prominent features in these views. Penshaw Monument is seen as a distant feature on the skyline. The proposed development would bring built development closer to Follingsby Lane with the taller part of the development breaking the skyline and screening the view of Penshaw Monument in some views from the lane. The impact of this would be softened over time as the proposed tree belt around the development matures. Again, the impact of this would be relatively localised and the quality of the existing views is poor due to the extent of modern development in the middle distance of the views, which has largely eroded the historic character and appearance of the setting in this location. The monument's overall visibility and prominence would be largely unaffected within its overall setting and it will continue to be appreciated as a local and regional landmark.
- 7.5 Overall, the proposed development would have a negligible adverse impact on the appreciation of the monument and its heritage significance and the impact on the setting of the monument would be very low. The LVIA has also concluded that the visual impact on views from the monument would be low.

Hylton Grove Bridge (Grade II)

- 7.6 The proposed development would be imperceptible when crossing or standing on the bridge due to the screening effect of the surrounding development and trees that surround much of the

bridge and contain views to the south. This is shown on the ZTV mapping that has been prepared by Wardell Armstrong. The development may be glimpsed on the approach to the bridge along Follingsby Lane, but it would be seen in the context of other large industrial developments that are already a feature in the distance. Given how small and low the bridge is, it is not a prominent feature in the landscape. In this context, the proposed development will have a neutral impact on the setting and no impact on the historic or architectural significance of the bridge.

West Moor Farm (Non-Designated)

- 7.7 The proposed development would result in the demolition of West Moor Farm, resulting in the total loss of all the farm buildings on the site. However, the farm is not a designated heritage asset and its architectural and historic significance is negligible-low due to the lack of any noteworthy architectural or historic features of interest, the extent of alterations that the buildings have experienced over time and the loss of much of its original historic agricultural setting to the south and east. Overall, the development would have a major adverse impact on West Moor Farm but given that its significance is negligible-low the loss of these buildings would be acceptable when weighed against the public benefits associated with the proposed development. It is recognised that the demolition of West Moor Farm is being progressed via a separate planning application.

Group: Downhill House and Downhill Farm Buildings

- 7.8 The effects on the setting of this group of heritage assets would be limited and highly localised due the distance between the listed buildings and the site and due to intervening development and pylons. The development may be visible behind the industrial developments that have already been built at IAMP ONE, and while parts of the building would be slightly higher than those that have already been constructed in the area, it would be seen in the context of surrounding warehouse units. Overall, the development would have a negligible adverse impact on the setting of Downhill House and the buildings at Downhill Farm and their architectural and historic significance would be unaffected.

8.0 Conclusion

- 8.1 This HIA has been completed in conformity with the relevant legislative and policy requirements and meets the requirements of paragraph 149 of the NPPF. It has considered the effect of the proposed development upon the significance of the listed buildings and assessed the potential impact on that significance resulting from the proposed development in accordance with national and local planning policy. It is concluded that the scheme would meet the heritage policy and legislative requirements outlined in Sections 1 and 4.

Does the proposed development preserve the special interest of listed buildings and conserve and, where appropriate, enhance the significance and setting of heritage assets, including views to/from them, giving great weight to the conservation of designated heritage assets? (the 1990 Act, S66(1); CSDP Policies BH7, BH8, NE11; UDP Policy HA19; and NPPF paragraphs 130, 189, 197 and 206).

- 8.2 The proposed development would have a negligible adverse impact on the significance of Penshaw Monument as a result of changes within its setting and loss of glimpsed views of the monument from the north-east corner of the site and along International Drive. The views from International Drive have only been made possible by the recent construction of the road and the views from this location are not integral to understanding and appreciating the significance of the monument. The proposed development will be seen from the monument in the context of a highly industrialised setting to the north.
- 8.3 The significance of the monument derives from its historic association with the first Earl of Durham, its architectural significance as an important example of the Greek revival in the region and its role as a prominent landmark across a wide area. These aspects of the monument's heritage significance will be unaffected by the proposed development. The proposed development will have a very localised impact on the setting and its special interest would be preserved. Although the setting and views towards the monument play a role in its significance as a landmark, views of the monument are possible for miles around and the proposed development will have a very localised impact, making the monument less sensitive to the proposed development.

Given that the setting makes a limited contribution to the significance of Downhill House and the listed buildings at Downhill Farm and the site is a distance feature of the setting seen in the context of surrounding development, the proposed development would have a negligible adverse impact on the setting of these heritage assets. Their architectural and historic significance would be unaffected.

Overall, the siting, form and design of the proposals are appropriate within the established context of the proposed development. The proposed development is, therefore, in accordance with the relevant development plan policies.

Does the proposed development sustain the significance of non-designated heritage assets, including any contribution made by their setting? (Policies BH7 and BH8; and NPPF paragraph 203).

- 8.4 The proposed development would not sustain the significance of the non-designated West Moor Farm as the development would require the total demolition of the farm complex. However, the historic and architectural significance of these buildings is negligible given the extent of historic alterations to the buildings, the lack of noteworthy historic and architectural features of significance and the extent of change within the immediate setting of the farm buildings. Whilst the proposed development would have a major impact on this non-designated heritage asset, its

significance is low, and its loss would be acceptable when weighed against the public benefits associated with the proposed development.

Balance of Harm and Public Benefits

- 8.5 As set out above the proposal will produce negligible adverse effects on designated heritage assets in the surrounding area and would result in the total loss of a non-designated heritage asset (albeit the loss of the non-designated heritage asset is being assessed via a separate planning application).
- 8.6 The negligible harm to the designated heritage asset triggers the requirement to balance harm to heritage with public benefits set out in the Para 202 of the NPPF. A clear and convincing justification needs to be provided for this harm. Appropriate weight should be given to this harm in the decision-making process, in accordance with Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990.

Appendix 1

Figure 8.1 View to the south-west along International Drive



Figure 8.2 View to the south from the north-east corner of the site



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