APPENDIX 8.1 LANDSCAPE AND VISUAL IMPACT ASSESSMENT – METHOD

8.1A Introduction

8.1A.1 The methodology has been derived in accordance with the following guidance documents:

- *Interim Advice Note (IAN) 135/10, Landscape and Visual Effects Assessment* (Highways England, formerly Agency, 2010).
- *TAG Unit A3, Environmental Impact Appraisal, Chapter 6 Landscape and Chapter 7 Townscape* (Department of Transport, 2014).
- *Guidelines for Landscape and Visual Impact Assessment Third Edition (GLVIA3)* (Landscape Institute and Institute of Environmental Management and Assessment, 2013).
- *Landscape Character Assessment Guidance for England and Scotland* (Countryside Commission and Scottish Natural Heritage, 2002).
- *An Approach to Landscape Character Assessment* (Natural England, 2014).

8.1B Existing baseline and future conditions

8.1B.1 The following section describes the different stages involved in the production of a Landscape and Visual Impact Assessment (LVIA).

Baseline conditions

8.1B.2 The landscape and visual amenity baseline has been described for the existing year (2018) and has considered any changes that might occur prior to construction in 2020, which includes the completed IAMP One development to the south-west of the study area, and the construction and operation of A19 / A184 Testo's Junction Improvement Scheme (the Testo's scheme).

8.1B.3 Computer-aided modelling has been used to identify the Zone of Theoretical Visibility (ZTV) which, along with verification through field survey, has informed the 2km study area for the LVIA. The methodology used for the ZTV is described later in this section.

8.1B.4 Aerial photographs and Ordnance Survey data have been studied to collate information on topography, landform, land use, vegetation, landscape pattern and cultural heritage influences within the study area, as well as the locations of potential visual receptors and screening features. This information was then confirmed on site along with the extent of visibility shown on the ZTV, and potential screening features such as vegetation and buildings noted.

8.1B.5 National and local planning policy has also been considered to determine any landscape related policy of relevance to the Scheme, as well as national, regional and district level landscape character assessments to help gain an understanding of the key characteristics of the landscape.

Landscape character assessment

8.1B.6 Landscape character areas are areas with distinguishing characteristics formed by landscape elements, such as topography, vegetation and landscape pattern. Existing landscape character assessments for the study area and surrounding landscape are available at a national, regional and district level and these character assessments have been summarised in the LVIA.

8.1B.7 Smaller-scale units than those found in the published landscape character assessments were needed to provide the degree of resolution required for this LVIA. The study area has therefore been subdivided into 'local character units' (LCU) using the published landscape character assessments as a guide, along with information gained through desk study work and site surveys.

8.1B.8 Landscape quality is defined by *GLVIA3* as follows: "*A measure of the physical state of the landscape. It may include the extent to which typical character is represented in individual areas, the intactness of the landscape and the condition of individual elements*". Landscape quality has been described using the criteria listed below.

- Highest Quality – areas that exhibit a strong landscape structure with valued features that contribute to the wider landscape character and may be considered to be of particular importance to conserve. Includes the most aesthetically attractive landscapes, which are often designated for their natural beauty.
- Very Attractive – areas that exhibit a recognisable landscape structure, such as diverse, semi-natural or farmed landscape with natural features. Normally abundant woodland cover together with a high distribution of trees, hedgerows, streams and other naturalised unpolluted water corridors. May be designated for their natural beauty.
- Good – countryside with some variety in farmland cover. Settlements and villages with pockets of open space and public recreation areas. There is a reasonable distribution of semi-natural vegetation, trees and shrub cover and the overall view of the area is pleasant. May be designated for their natural beauty.
- Ordinary – typical open agricultural land where attractive features are offset by detractors. Some strategic planning is evident but development is primarily functional including housing estates, business parks or urban fringe land uses. Not particularly aesthetically attractive, but with more value than a poor quality landscape. Land may be within a green belt or have a local landscape designation.
- Poor – includes detractors such as power lines, industrial derelict or inappropriate built forms with no aesthetic value or evidence of strategic planning. There is lack of mature vegetation cover and no landscape designations apply. Intensively farmed landscape, which has lost most of its features.

Visual baseline

8.1B.9 The visual baseline was identified by considering the extent of visibility shown on the ZTV and existing views from visual receptors likely to be affected by the Scheme, such as residential and commercial properties, local roads and public rights of way (PRoWs). Viewpoints have been chosen to represent views from a variety of visual receptors and photomontages have been prepared to illustrate the Scheme. The locations for the viewpoints and photomontages have been agreed with the landscape officers at Sunderland City Council and South Tyneside Council. The methodology for the production of the ZTV and photomontages is described later in this section.

8.1C Timescales

8.1C.1 The timescales over which effects of the Scheme would occur varies according to the nature of the impact and the time taken for mitigation to become fully effective. The varying nature of landscape and visual effects throughout the timeline of the Scheme has been taken into account in this assessment. The timescales applied within this assessment are listed below:

- Construction period (2020 to 2021): considers construction activities, temporary works and construction traffic during the construction period. Assessments for each landscape and visual receptor during the construction period have been made on a winter's day where effects would be most significant for the individual receptor.
- Opening year (2021): considers the operation of the Scheme on a winter's day in the opening year before mitigation planting has begun to take effect.
- Future year (2036): considers effects on a summer's day in the fifteenth year after opening when mitigation planting is assumed to be substantially effective.

8.1D Sensitivity of landscape and visual receptors

8.1D.1 Sensitivity reflects the perceived value of the landscape or visual receptor and its susceptibility to accommodate the proposed change without undue harm.

Value of landscape and visual receptors

8.1D.2 Landscape value is defined by *GLVIA3* as follows: "*The relative value that is attached to different landscapes by society. A landscape may be valued by different stakeholders for a whole variety of reasons*". The description of landscape value for each character area takes account of:

- international, national and local landscape designations;
- policies in local planning documents;
- areas of local community interest such as local green spaces, village greens or allotments;
- status of cultural heritage or ecological features;
- recreation value; and
- scenic quality and perceptual aspects.

8.1D.3 The landscape elements that contribute to overall landscape character, such as topography, land cover and vegetation, have also been assessed in accordance with the above criteria, to determine their individual value.

8.1D.4 Similarly, the *GLVIA3* states: "*Judgement should also be made about the value attached to the views experienced. This should take account of:*

- *recognition of the value attached to particular views, for example in relation to heritage assets, or through planning designations; and*
- *indicators of the value attached to views by visitors, for example through appearances in guidebooks or on tourist maps, provision of facilities for their enjoyment…and references to them in literature or art…*"

Susceptibility of landscape and visual receptors

8.1D.5 The susceptibility to change relates to the ability of a landscape receptor to accommodate a change as a result of the Scheme without undue consequences.

8.1D.6 The susceptibility of a visual receptor depends on the importance of the view to the receptor and considers: the focus of the view, the viewer's familiarity with the scene, the activity or occupation that brings them into contact with the view and/or the nature of the view, whether full or glimpsed, near or distant.

Sensitivity criteria for landscape and visual receptors

8.1D.7 *IAN 135/10* defines landscape sensitivity as: "*The degree to which a particular landscape type or area can accommodate change arising from a particular development without detrimental effects on its character*". Sensitivity reflects the vulnerability of the landscape to accommodate the proposed change and its perceived value as described above. The sensitivity of a visual receptor is based on the type of receptor, the importance of the existing view and the nature of the view.

8.1D.8 The assessment of landscape and visual sensitivity has been guided by value and susceptibility judgements to provide the criteria set out below in Table 8.1-a. However, the assessment of sensitivity has also relied upon professional judgement and subjective opinion based on professional experience. For example, a landscape with important elements (high value) may be of lower sensitivity as a result of its potential tolerance to change (low susceptibility). Conversely, a landscape with few features of interest (low value) may be of a higher sensitivity because it is vulnerable to the introduction of a road (high susceptibility), for example, a flat landscape with an open character where screen planting would be inappropriate.

Table 8.1-a: Typical landscape and visual sensitivity

Sensitivity	Landscape	Visual
HIGH	Landscapes which by nature of their character would have limited ability to accommodate change of the type proposed, typically: • Of a very attractive quality with distinctive elements and features making a positive contribution to character and sense of place. • Likely to be nationally and/or locally designated, but the aspects which underpin such value may also be present outside designated areas, especially at the local scale. • Areas of special recognised value through use, perception or historic and cultural associations. • Likely to contain features and elements that are rare and could not be replaced.	• Residential properties with views towards the Scheme from ground floor and first floor windows. • Public Rights of Way or other recreational trails (e.g. National Trails, footpaths, bridleways etc.) with open views of the Scheme. • Users of recreational facilities or Public Rights of Way with open views of the Scheme. • Highly valued views (e.g. from heritage assets, views featured in art and literature).

Sensitivity	Landscape	Visual
MODERATE	Landscapes which by nature of their character would be able to partly accommodate change of the type proposed, typically: • Comprising commonplace elements and features creating generally unremarkable character but with some sense of place. • Locally designated, or their value may be expressed through non-statutory local publications. • Containing some features of value through use, perception or historic and cultural associations. • Likely to contain some features and elements that could not be replaced.	• Residential properties with limited views towards the Scheme due to obstruction or with views to an ordinary / low quality landscape setting. • Public Rights of Way or other recreational trails (e.g. National Trails, footpaths, bridleways etc.) with restricted views of the Scheme. • Outdoor workers. • Users of lower speed passenger railways. • Users of scenic roads, railways or waterways or users of designated tourist routes. • Schools and other institutional buildings, and their outdoor areas.
LOW	Landscapes which by nature of their character would be able to accommodate change of the type proposed, typically: • Comprising some features and elements that are discordant, derelict or in decline, resulting in indistinct character. • Generally, not designated • Containing few features of value through use, perception or historic and cultural associations. • Likely to contain few features and elements that could not be replaced.	• Indoor workers. • Users of main roads (e.g. trunk roads) or passengers in public transport on main arterial routes. • Users of higher speed passenger or freight railways. • Users of recreational facilities where the purpose of the recreation is not related to the view.

8.1E Magnitude of impact

8.1E.1 The magnitude of impact is the degree of change to the baseline that would occur during the construction and operation of the Scheme. Magnitude is determined by the perceived contrast or integration with the existing scenic features and aesthetic character of the view in terms of its form, line, colour and texture and the size or scale of these changes. It also considers the geographical scale and duration or reversibility of the impacts.

8.1E.2 The assessment of the scale of the changes has considered the extent to which landscape features would be lost, the degree to which aesthetic or perceptual aspects would be altered and how different a view would become from existing in terms of the loss or addition of features.

8.1E.3 The assessment of the geographical extent of the changes on the landscape has considered how far reaching the changes would be:

- at site level;
- within immediate setting;
- at a scale of landscape character areas; and
- influencing several landscape character areas.

8.1E.4 The geographical extent of visual change has considered:

- the angle of view;
- distance of the receptor from the Scheme; and
- the extent of the Scheme in the view.

8.1E.5 Duration of change has been categorised as:

- short term – up to 1 year or generally during construction;
- medium term – 1 to 5 years when new planting would have limited effect;
- long term – 5 to 15 years when new planting would begin to take effect; and
- permanent – effects remaining beyond establishment of new planting and mitigation.

8.1E.6 The assessment of magnitude of impact has also been guided by the criteria in Table 8.1-b and professional judgement. Both landscape and visual magnitude of impact have been described as adverse or beneficial.

Table 8.1-b: Typical magnitude of impact criteria

Magnitude	Landscape	Visual
MAJOR	Total loss or large scale damage to existing character or distinctive features and elements, and/or the addition of new but uncharacteristic conspicuous features and elements. Large scale improvement of character by the restoration of features and elements, and/or the removal of uncharacteristic and conspicuous features and elements, or by the addition of new distinctive features.	The Scheme, or a part of it, would become the dominant feature or focal point of the view.
MODERATE	Partial loss or noticeable damage to existing character or distinctive features and elements, and/or the addition of new but uncharacteristic noticeable features and elements. Partial or noticeable improvement of character by the restoration of existing features and elements, and/or the removal of	The Scheme, or a part of it, would form a noticeable feature or element of the view which is readily apparent to the receptor.

Magnitude	Landscape	Visual
	uncharacteristic and noticeable features and elements, or by the addition of new characteristic features.	
MINOR	Slight loss or damage to existing character or features and elements, and/or the addition of new but uncharacteristic features and elements. Slight improvement of character by the restoration of existing features and elements, and/or the removal of uncharacteristic features and elements, or by the addition of new characteristic elements.	The Scheme, or a part of it, would be perceptible but not alter the overall balance of features and elements that comprise the existing view.
NEGLIGIBLE	Barely noticeable loss or damage to existing character or features and elements, and/or the addition of new but uncharacteristic features and elements. Barely noticeable improvement of character by the restoration of existing features and elements, and/or the removal of uncharacteristic features and elements, or by the addition of new characteristic elements.	Only a very small part of the Scheme would be discernible, or it is at such a distance that it would form a barely noticeable feature or element of the view.
NO CHANGE	No noticeable loss, damage or alteration to character or features or elements.	No part of the Scheme, or work or activity associated with it, is discernible.

8.1F Mitigation

8.1F.1 Mitigation measures have been proposed in response to the identification of impacts from the Scheme on landscape elements, landscape character areas and visual receptors. The mitigation measures aim to reduce the magnitude of impact or degree of change and therefore reduce the significance of effect from the Scheme.

8.1F.2 Mitigation measures have been incorporated into the design of the Scheme as part of an iterative process to avoid, reduce or offset adverse landscape and visual effects. Mitigation has been identified by individual specialists, as is the case for this topic, and fed into an Environmental Masterplan (EMP), which is contained within Volume 1 of this Environmental Statement. A description of proposed mitigation measures of relevance to the LVIA chapter are contained in the main Volume 1 Chapter 8 text. The beneficial effect of these measures has been taken into account in the assessment of significance of effects.

8.1G Assessment of significance of landscape and visual effects

8.1G.1 In accordance with the typical matrix identified in Chapter 5 – Table 5-2, the landscape and visual sensitivity scores use a similar albeit subtly different scale of 'High, 'Moderate' or 'Low' sensitivity. The magnitude of impact of the Scheme uses the scale 'Major', 'Moderate', 'Minor', 'Negligible' or 'No change'. These sensitivity and magnitude of impact scores have been fed into the matrix in Table 8.1-c to determine the likely significance of effect thresholds on each landscape or visual receptor. These levels of significance can either be beneficial or adverse and typical descriptions of these categories are provided in Table 8.1-d.

8.1G.2 This matrix forms only a guide to the way that sensitivity and magnitude of impact give rise to the significance of effect. The assessment of significance of effect relies upon common sense, experience and professional judgement, supported by substantiated reasoning. The predicted effect may not always fit with the matrix. For example, in assessing the significance of an effect, an assessor may consider changes of a relatively low magnitude to be highly significant if they relate to a highly sensitive landscape or visual resource, whilst high magnitudes of impact on less sensitive receptors may be deemed to be relatively less significant. The relationship between sensitivity and magnitude of impact is not always linear. This approach is consistent with IAN 135/10.

8.1G.3 Adverse or beneficial effects that have a significance value of very large, large or moderate have been considered as the most notable issues as they are likely to result in the greatest change, whereas effects of slight or neutral are considered to be less notable. However, slight and neutral effects have still been described and considered within the report.

Table 8.1-c: Significance of landscape / visual effect thresholds

Landscape / Visual Sensitivity	Magnitude of impact				
	No change	Negligible	Minor	Moderate	Major
High	Neutral	Slight	Slight or Moderate	Moderate or Large	Large or Very Large
Moderate	Neutral	Neutral or Slight	Slight	Slight or Moderate	Moderate or Large
Low	Neutral	Neutral or Slight	Neutral or Slight	Slight	Slight or Moderate

Table 8.1-d: Typical descriptions of significance of landscape / visual effects

Category	Landscape	Visual
VERY LARGE BENEFICIAL EFFECT	The Scheme would greatly enhance the character (including quality and value) of the landscape; create an iconic high quality feature and/or series of elements; enable a sense of place to be created or greatly enhanced.	The Scheme would create an iconic new feature that would greatly enhance the view.
LARGE BENEFICIAL EFFECT	The Scheme would enhance the character (including quality and value) of the landscape; enable the restoration of characteristic features and elements lost as a result of changes from inappropriate management or development; enable a sense of place to be enhanced.	The Scheme would lead to a major improvement in a view from a highly sensitive receptor.

Category	Landscape	Visual
MODERATE BENEFICIAL EFFECT	The Scheme would improve the character (including quality and value) of the landscape; enable the restoration of characteristic features and elements partially lost or diminished as a result of changes from inappropriate management or development; enable a sense of place to be restored.	The Scheme would cause obvious improvement to a view from a moderately sensitive receptor, or perceptible improvement to a view from a more sensitive receptor.
SLIGHT BENEFICIAL EFFECT	The Scheme would complement the character (including quality and value) of the landscape; maintain or enhance characteristic features and elements; enable some sense of place to be restored.	The Scheme would cause limited improvement to a view from a receptor of medium sensitivity, or would cause greater improvement to a view from a receptor of low sensitivity.
NEUTRAL EFFECT	The Scheme would maintain the character (including quality and value) of the landscape; blend in with characteristic features and elements; enable a sense of place to be retained.	No perceptible change in the view.
SLIGHT ADVERSE EFFECT	The Scheme would not quite fit the character (including quality and value) of the landscape; be at variance with characteristic features and elements; detract from a sense of place.	The Scheme would cause limited deterioration to a view from a receptor of medium sensitivity or cause greater deterioration to a view from a receptor of low sensitivity.
MODERATE ADVERSE EFFECT	The Scheme would conflict with the character (including quality and value) of the landscape; have an adverse impact on characteristic features or elements; diminish a sense of place	The Scheme would cause obvious deterioration to a view from a moderately sensitive receptor, perceptible damage to a view from a more sensitive receptor.
LARGE ADVERSE EFFECT	The Scheme would be at considerable variance with the character (including quality and value) of the landscape; degrade or diminish the integrity of a range	The Scheme would cause major deterioration to a view from a highly sensitive receptor, and would
	of characteristic features and elements; damage a sense of place.	constitute a major discordant element in the view.
VERY LARGE ADVERSE EFFECT	The Scheme would be at complete variance with the character (including quality and value) of the landscape; cause the integrity of characteristic features, elements and sense of place to be lost.	The Scheme would cause the loss of views from a highly sensitive receptor, and would constitute a dominant discordant feature in the view.

8.1H ZTV methodology

8.1H.1 The ZTV has been generated using 3D computer modelling techniques to produce a broad scale area within which the site would theoretically be visible over ‘bare earth’. The bare earth approach is in accordance with *GLVIA3* guidance (section 6.6 - 6.12), and does not take account of any potential screening by elements such as buildings or significant vegetation. There have been two ZTV areas generated to reflect the following scenarios:

- ZTV1: HGV traffic 4.5 m above proposed carriageway (see Figure 8.3A); and
- ZTV2: Proposed lighting, traffic lights, NMU footbridge and ramp structures and road signs over 5 m tall (see Figure 8.3B).

Ground modelling

8.1H.2 A suite of computer modelling software was used to combine and justify all the 3D survey and Scheme model data into a single existing ground model for use in ZTV generation including: Autodesk Civil 3D, AutoCAD 2015 and ArcGIS. The digital data listed below has been used to compile a 3D ground model for a 3 km offset from the full extent of the Scheme.

- Land-Form PANORAMA Contours.dxf tiles.
- 3D topo-survey information for the full extent of the Scheme including contours.
- 3D design models available from the Highways department for the earthworks at Testo’s junction, which would be present within the baseline when Downhill Lane junction is operational. Minimal earthworks are anticipated at IAMP One so these have not been modelled.
- 3D design models available from the Highways department as issued on 26.10.17 to the team (3D surface at NG) drawing ref: HE514495-JAC-HML-DLJCN-MR-C-8001.

Target points

8.1H.3 Target points were generated as detailed below for the two scenarios. The visibility of each point was calculated by ArcGIS over a base digital terrain model out to a viewer height of 1.7 m above the surrounding ground model. The visibility mapping accounted for the curvature of the earth as well.

- HGV traffic 4.5 m above carriageway: 3D centrelines of the proposed Downhill Lane junction and slip roads were raised to 4.5 m to represent the top of HGV traffic. Target points were used at a chainage of every 100 mm.
- Permanent structures: lighting columns (12 m above ground), traffic lights (4 m and 6 m above proposed ground levels) and road signs (7 m above proposed ground levels) were modelled as single target points per lighting column, traffic light and sign location. A new footbridge (truss height at 4.05 m above proposed 3D centreline) and ramp structures (parapet 1.8 m above proposed 3D centreline) were modelled as a set of points along the centreline of each structure.

Key assumption/limitations

8.1H.4 All target points were given a 3 km distance to generate a visible line out to. This was assumed to be a sufficient distance for visibility modelling for the size and type of development.

8.1H.5 The final output of the ZTV has been generated to show a multiple point analysis approach to identify how much of the Scheme, in either scenario, would be theoretically visible from a point in the study area.

8.1H.6 Target points have been generated using the design information available in February 2018. The following limitations to the status of the designs have been identified:

- Highways: 3D centrelines have been provided and approved for use as fixed design for assessment.
- Lighting: design of locations and final heights have not been confirmed at the time of writing and therefore indicative locations have been provided with all columns of a height of 12 m across the Scheme assumed as a worst case scenario.
- Traffic Lights: locations and heights modelled based on an interim design (fixedin February 2018), but the engineers confirmed at the time of issue that these locations were still accurate.
- Signage: design of locations and final heights have not been confirmed at the time of writing and therefore indicative locations have been provided. Signage construction details have been provided, however base heights are indicative at this stage, therefore all base heights are assumed to be based on the centre of two post base levels and lifted to the highways design 3D surface model or existing topographical information as supplied.
- NMU footbridge: 3D centreline provided by the highway engineers and total heights measured from the 2D structure designs for the bridge (top of steel truss) and ramp (top of parapet) to represent a worst case scenario.

8.1I Photomontage methodology

8.1I.1 This section provides a description of the methodology for the production of the photomontages on Figures 8.12 to 8.17. The methodology has been produced to provide transparency of the process undertaken to produce photomontages for illustrative purposes only. No assessment has been made based on these images.

8.1I.2 A photomontage is the superimposition of a rendered, photorealistic image of the proposals onto a base photograph, to visually represent the Scheme. The photomontages have been produced in accordance with the guidance documents listed below.

- *Landscape Institute Advice Note 01-11, Photography and Photomontage in Landscape and Visual Impact Assessment* (Landscape Institute, 2011).
- *Guidelines for Landscape and Visual Impact Assessment Third Edition (GLVIA3)* (Landscape Institute and Institute of Environmental Management and Assessment, 2013).

Assumptions and limitations

8.1I.3 Whilst every effort has been made to ensure a suitable level of accuracy is maintained throughout the production of photomontages, no final image is 100 % accurate. Therefore, the following are some limitations in the production of photomontages:

- The baseline photographs that form the basis of the photomontage are a flattened 2D representation of what the eye would see.
- There is a level of inaccuracy within baseline survey information used to provide references for fixing camera perspectives (e.g. Ordnance Survey data and handheld GPS units).
- IAMP One has been modelled based on the available information at the time of writing (Indicative Masterplan [drawing 6247-176] and approved Parameters Plan – Building heights drawing 6247-131 (see Appendix 8.2 – Landscape Baseline Information Sources). This development has been illustrated indicatively on the existing views to reflect its presence in the baseline and annotated as such.
- The Testo's junction improvement scheme 3D model used in photomontages in the Testo's scheme ES has been incorporated into the working 3D model and rendered for Year 1 and Year 15 photomontage scenarios. Furthermore, due to the Testo's scheme being in construction in the future baseline, the extent of the works has been illustrated indicatively on the existing views to reflect this and annotated as such.
- For the Year 15 photomontages, plant growth was assumed to be in line with the 'Assessment assumptions and limitations' in the main text. This has also been applied to IAMP One and the Testo's scheme vegetation, based on the assumption of its growth starting in 2020 and reflected as having the same level of growth by Year 15.

Viewpoint locations and base photographs

8.1I.4 The locations for the photomontages were agreed with the landscape officers at South Tyneside Council and Sunderland City Council. Locations were chosen to reflect the worst case changes in views from what were considered the most sensitive receptors.

8.1I.5 The precise location of photomontages has been selected whilst on site by the Landscape Architect to maximize views of the Scheme and, where possible, avoid any obstructions that limit views. The locations of the selected photomontages are shown on Figure 8.4. Photographs were taken in September 2017 and January 2017 in differing weather conditions.

8.1I.6 The baseline photographs were taken using a Canon EOS 5D digital SLR camera with a fixed 50 mm lens. All photographs were taken on a tripod mounted and levelled to the vertical and horizontal axes as well as using the maximum resolution of the camera.

8.1I.7 At each viewpoint location, the following survey data was collected:

- GPS reference noting the location of the camera;
- date and time photograph was taken;
- the height of the camera above ground level (approximately 1.5 m); and
- weather conditions at the time of photograph.

8.1I.8 Panoramic photographs were taken with a minimum of 50 % overlap between frames to reduce barrel distortion. These photographs were then manually stitched together in Adobe Photoshop software to produce a single panoramic image. During this process, only minor improvements have been made to the photographs to balance brightness, contrast etc. where necessary. During this process none of the photographs were distorted in terms of scale.

Reference points and other information

8.1I.9 To assist the process of matching the baseline photograph with the 3D digital model of the proposals, reference points were identified at each viewpoint location. Reference points are features that can be identified from a topographical survey or Ordnance Survey data. Examples include telegraph poles, field boundaries and pylons.

Construction of the base model and camera matching

8.1I.10 The composite 3D ground model CAD drawing used for the ZTV (see ZTV methodology section above) was imported into a software package called Autodesk 3DS Max Design to create a basic base terrain and provide topographical context to the site and surrounding area.

8.1I.11 Information from the topographical survey of the site was then imported into the basic base model to create a more detailed base model of the site and surrounding area.

8.1I.12 In Autodesk 3DS Max Design, locations of the baseline photographs were added to the base model using a 3D camera, created to match the specification of the camera and lens type and located to the GPS coordinates surveyed on site. The photographs were then matched to the 3D environment using information from Ordnance Survey, the topographical survey and aerial photograph data.

Construction of the Scheme model and rendering of final image

8.1I.13 A 3D model of the Scheme was generated using information supplied by the team of designers. This information included data such as road and pavement strings and information on the embankments and structures. Additional information was added from the EMP to show proposed vegetation and ecological mitigation.

8.1I.14 The final 3D model of the Scheme was matched to materials and finishes (e.g. tarmac, grass etc.) and then merged into the existing scene. The 3D camera views the relevant part of the Scheme proposals with the baseline photograph in the background. A render of the Scheme was then produced over the baseline photograph.

8.1I.15 Adobe Photoshop software was used to remove features in the baseline photograph that would be removed by the Scheme as well as ensuring existing foreground features that would be retained were shown. Lighting and atmospheric effects have also been matched to the existing conditions as closely as possible.

8.1I.16 The final display of the finished photomontage should be printed at high resolution on a good quality printer. Photomontages have been produced for Year 1 (opening year) and Year 15 (future year). The principal distance of approximately 27 cm has been provided for each photomontage for information only.

APPENDIX 8.2 LANDSCAPE – BASELINE INFORMATION SOURCES

The following documents have been used to inform the landscape and visual baseline:

- South Tyneside Council. 2007. South Tyneside Local Development Framework – The new development plan for your borough – Core Strategy. Final Adopted version. [Online]. [Accessed: March 2018]. Available from: https://www.southtyneside.gov.uk/article/36015/Local-Development-Framework
- South Tyneside Council. 2011. South Tyneside Local Development Framework – The new development plan for your borough – Development Management Policies. Final Adopted version. [Online]. [Accessed: March 2018]. Available from: https://www.southtyneside.gov.uk/article/36015/Local-Development-Framework
- South Tyneside Council. 2012. South Tyneside Local Development Framework – The new development plan for your borough – Site-Specific Allocations. Final Adopted version. [Online]. [Accessed: March 2018]. Available from: https://www.southtyneside.gov.uk/article/36015/Local-Development-Framework
- South Tyneside Council. 2012. South Tyneside Local Development Framework – The new development plan for your borough – Site-Specific Allocations Development Plan Document – Proposals Map. Final Adopted version. [Online]. [Accessed: March 2018]. Available from: https://www.southtyneside.gov.uk/article/36015/Local-Development-Framework
- LUC Environmental Planning Design & Management. 2012. South Tyneside Landscape Character Study Part I: Landscape Character Assessment. [Online]. [Accessed: March 2018]. Available from: https://www.southtyneside.gov.uk/article/36020/Supporting-Documentation-and-Evidence-Base-Studies
- LUC Environmental Planning Design & Management. 2012. South Tyneside Landscape Character Study Part II: Landscape Character Guidelines. [Online]. [Accessed: March 2018]. Available from: https://www.southtyneside.gov.uk/article/36020/Supporting-Documentation-and-Evidence-Base-Studies
- LUC Environmental Planning Design & Management. 2012. South Tyneside Landscape Character Study Part III: Application of the Character Assessment. [Online]. [Accessed: March 2018]. Available from: https://www.southtyneside.gov.uk/article/36020/Supporting-Documentation-and-Evidence-Base-Studies
- Sunderland City Council. 1998. City of Sunderland Unitary Development Plan. [Online]. [Accessed: March 2018]. Available from https://www.sunderland.gov.uk/media/19809/Unitary-Development-Plan/pdf/Unitary_Development_Plan.pdf
- Sunderland City Council. 2007. City of Sunderland Unitary Development Plan: Saved Policies. [Online]. [Accessed: March 2018]. Available from https://www.sunderland.gov.uk/media/17903/Unitary-Development-Plan-saved-policies/pdf/Saved_Policies.pdf
- Sunderland City Council. 2018. Sunderland Interactive UDP. [Online] [Accessed: March 2018]. Available from: http://sunderlandcc.maps.arcgis.com/apps/webappviewer/index.html?id=c18a618e2426471da2f69257af095e43
- LUC Environmental Planning Design & Management. 2015. City of Sunderland Landscape Assessment. [Online]. [Accessed: March 2018]. Available from: https://www.sunderland.gov.uk/media/19068/Sunderland-Landscape-Character-Assessment-Report-2015-/pdf/30_Sunderland_Landscape_Character_Assessment_(2015)1.pdf
- Natural England. 2018. CRoW & Coastal Access Maps Countryside Access Maps. [Online]. [Accessed March 2018]. Available from: http://www.openaccess.naturalengland.org.uk/wps/portal/oasys/maps/MapSearch/!ut/p/c5/pZDLDoIwFEQ_6V6xVlhWayhQgCIIdEMwPgLhYaLByNeLca0unFlOTk4yoGFsW_TIubiVXVvUkIKmubSRCmOJlorCFTroKC5dZ6KQjHtGc_wQhj_oBFIk-bYyL_7jIsph2UfVsDV87j2unN39KjaCw2l92IXxgvH6lFyrP43_0S7oc93tx1-S11M0p7Y0JwuFFm4CEx1zTgwmPMTp7L1_MQWia46QgZ5_NNoEIshWcGni3pMzV9yRPQGkihD0/dl3/d3/L0lDU0lKSmdwcGlRb0tVUm1abVkhL29Gb2dBRUlRaGpFQ1VJZ0FJQUl5RkFNaHdVaFM0SlJFQUlCR2lJQVFDREVRQWdFV0lnQkFJY1JBQ0FCNGlBRUFBQSEhLzRDMWI5V19OcjBnQ1VneEVtUkNVd2chIS83X0xHMDZIMkMwOU9UUkUwSTBJT0RMSkkxT0c0L29CdUJYMjU3MjAwMDgvMzgyMjg4MDc5NDI1L2phdmF4LnNlcnZsZXQuaW5jbHVkZS5wYXRoX2luZm8vJTBgc3AlME9wZW5BY2Nlc3MlME9wZW5BY2Nlc3NNYXAuanNw/)
- Natural England. 2013. National Character Area Profile 14: Tyne and Wear Lowlands. [Online]. [Accessed March 2018]. Available from: http://publications.naturalengland.org.uk/publication/4683608954503168;
- Natural England. 2013. National Character Area Profile 15: Durham Magnesian Limestone Plateau. [Online]. [Accessed March 2018]. Available from: http://publications.naturalengland.org.uk/publication/8308038;
- Archaeo-Environment Ltd. 2010. Historic Environment Survey for the National Trust Properties in Tyne & Wear – Penshaw Monument. National Trust.
- Sunderland City Council. Local Studies Centre Fact Sheet Number 14 – Penshaw Monument – Sunderland City Council
- Newcastle-Upon-Tyne A to Z
- Aerial photography
- Ordnance Survey Landranger Map 1:25,000 Tyneside and Durham Area 1:50,000
- Ordnance Survey Explorer Map 308 – Durham and Sunderland 1:25,000
- Ordnance Survey Explorer Map 316 – Newcastle-Upon-Tyne 1:25,000
- TPO 20 – St Margaret's Church, Castletown
- TPO 114 – Craigavon Road/ Cramlington Road
- IAMP One Indicative Master Plan drawing 6247-176
- IAMP One Parameters Plan 2 Access drawing 6247-129
- IAMP One Parameters Plan 3 Landscape drawing 6247-130
- IAMP One Parameters Plan 4 Building Heights drawing 6247-131
- A19/ A184 Testo's Junction Improvement 6.1 Environmental Statement – Volume 1 The main text (2017)
- A19/ A184 Testo's Junction Improvement 2.7 (1) Environmental Masterplan (2018)
- A19/ A184 Testo's Junction Improvement 6.2 Environmental Statement – Figures Chapter 8 (2017)
- A19/ A184 Testo's Junction Improvement 6.3 Environmental Statement – Appendices Chapter 8 (2017)

APPENDIX 8.3 LANDSCAPE CHARACTER ASSESSMENT

Note: Refer to Figure 8.2 – Landscape Character Plan and Figure 7.2 – Historic Landscape.

8.3A Local character units (LCUs) identified within South Tyneside Council (STC) Landscape Character Study 2012 – Character Area 31 (Urban Fringe): Boldon Fell

LCU1: Western lowland agricultural land (landscape)	
Key Characteristics	**Assessment**
Pattern / Layout	Large, irregular arable and occasional pastoral fields with gappy hedgerow boundaries and remnant hedgerow tree belts. Construction works for the Testo's scheme and temporary compound and storage areas will alter the size and shape of some fields.
Topography / Landform	Mainly flat with local undulating variations along stream / River Don valleys, and restored land from open cast workings to the west. During construction of the Testo's scheme, storage mounds will be present in the fields near West Pastures lane and to the west of the A19.
Tranquillity	Generally quiet within the field system although minor roads are well used by local residents and as 'rat runs'. There is a sense of busy vehicular traffic adjacent to road network. The construction works at Testo's junction will temporarily reduce tranquillity along the eastern edge of the LCU.
Land Use / Land Cover	Mainly agricultural (arable / pastoral) and including the road network (A184 Newcastle Road). Sparse gappy hedgerows (although more consistent along highway boundaries) with occasional wooded clumps around isolated farms and country houses. Some remnant hedgerows and occasional hedgerow trees. Regenerating scrub and woodland on former Wardley Colliery site. Local Wildlife Sites (LWSs) located within the area including Wardley Colliery, Monkton Pond and Wood, Calf Close Burn, Strother House Farm, River Don / East House, and Elliscope Farm East / Hylton Bridge LWSs. During construction of the testo's scheme, temporary compound and storage areas will be present within some of the arable and pastoral fields to the west of the A19, with some hedgerows removed within the construction footprint.
Cultural Influences (Fig. 7.2 - Historic Landscape Types (HLTs) 1&3)	Some remnant parliamentary enclosure field boundaries evident. Scots House Listed Buildings indicate the historical toll house situated on the historical route which pre-dates the field enclosure system surrounding it (now A184 Newcastle Road). Includes scattered farmsteads and isolated individual properties. The pattern of remnant hedgerow field boundaries will be altered by the Testo's scheme construction works and associated temporary compound and storage areas.

LCU1: Western lowland agricultural land (landscape)	
Key Characteristics	**Assessment**
Human Interaction	Mainly rural character with the busy communication routes of A184 / A19. Minor roads are used as rat runs and footpaths and bridleways are popular for walkers. Footpath B27 and Bridleway B28 will be closed during the construction of the Testo's scheme, temporarily reducing human interaction.
Detracting Elements	Numerous electricity pylons within fields running east-west towards the substation. There will be fewer pylons in the landscape due to power line burying works for the improvements at Testo's Junction.
Landscape Quality	Ordinary
Sensitivity	Moderate

LCU2: A19 vegetated corridor (landscape)	
Key Characteristics	**Assessment**
Pattern / Layout	Linear transport route – trunk road. Construction works for Testo's junction will be present within part of the LCU, altering the layout of the road slightly.
Topography / Landform	Mainly flat – rising slightly to the north.
Tranquillity	Very busy commuter road between Newcastle and Sunderland. Construction works at Testo's junctionwill temporarily reduces tranquillity.
Land use	Transport / communication route to Tyne Tunnel from the South. Construction works for Testo's junction will be temporarily present within part of the LCU.
Land Cover	Verge and embankment planting has established and forms an extensive tree belt with woodland cover extending to adjacent land. There is scrub and remnant hedgerow vegetation along the edges of the A19 mainline, and on the embankments of the Downhill Lane junction slip roads. There will be less vegetation present within and around the existing Testo's roundabout and along the A19 between the two junctions, due to vegetation removal by the Testo's scheme.
Cultural Influences (Fig. 7.2 – HLT 5)	Modern route constructed in phases to provide better links to the A1 and the Tyne Tunnel.
Human Interaction	Main routes for local travellers with visitors / commercial freight passing. Construction works and traffic management for the Testo's scheme will temporarily reduce human interaction slightly.
Landscape Quality	Poor
Sensitivity	Low

LCU4: Boldon ecological wetlands (landscape)	
Key Characteristics	**Assessment**
Pattern / Layout	Irregular areas of both retained and protected habitat and man-made areas for nature conservation, located to the south of Boldon Business Park.
Topography / Landform	Flat and low lying area indicated through wet marsh and pond habitat features.
Land Use	Habitat conservation and protection (LWSs) with educational uses (West Boldon Environmental Education Centre) within the National Grid Substation and Mount Pleasant Marsh LWS area.
Land Cover	Predominantly wet areas of habitat including established wet woodland to the boundaries of Boldon Lake and Mount Pleasant Marsh LWSs. There will be less vegetation present within Mount Pleasant Marsh LWS due to vegetation removal for the construction of Testo's scheme.
Cultural Influences	Mainly recent conservation designation sites are divided by a historic route (now A184 Newcastle Road) and enclosed by the route of the old Newcastle – Stanhope Railway Line (now a bridleway) to the eastern edge.
Human Interaction	Boldon Lake used for fishing and occasional use by workers in Boldon Business Park. West Boldon Environmental Education Centre is a popular local community centre involving education for local schools etc. Footpath B27 will be closed during construction works for the Testo's scheme, temporarily reducing human interaction.
Unattractive Features	Electricity pylons extending out of the National Grid Substation. There will be fewer pylons in the landscape due to power line burying works for the improvements at Testo's junction.
Landscape Quality	Good
Sensitivity	Moderate

LCU5: River Don scrubby farmland (landscape)	
Key Characteristics	**Assessment**
Pattern / Layout	Irregular field pattern defined by gappy hedgerows along the River Don watercourse. Construction works for the Testo's scheme and temporary storage areas will alter the size and shape of some fields.
Topography / Landform	Gently sloping topography along the banks of the River Don running from north-east to south-west from Downhill to the east and the embankments of the A19 to the west. Storage mounds associated with construction works at Testo's junction will be present to the east of the A19.
Land Use / Land Cover	Arable farmland predominantly open due to intensive farmland and severed by the A19. Intermittent vegetation clumps include scrub,

LCU5: River Don scrubby farmland (landscape)	
Key Characteristics	**Assessment**
	remnant hedgerows and occasional trees. Includes an area of wet grassland (Make-Me-Rich-Meadow LWS). Construction works for the Testo's scheme and temporary storage areas will be present within some of the arable and pastoral fields to the east of the A19, with some hedgerows removed within the construction footprint.
Tranquillity	Busy A19 to the west creates less tranquil area than would be expected. Construction works at Testo's junction will temporarily reduce tranquillity along the western edge of the LCU.
Cultural Influences (Fig. 7.2 – HLT 1)	Evidence of farmland retained from the 19th Century enclosures. The old Newcastle to Stanhope Railway runs along the western bank of the river.
Human Interaction	Bridleway B46 traverses the area from north to south along the route of the old railway. Noticeable visual detractors of pylons extending from the substation adjacent to the west and visual connection to this man-made feature in the landscape. Bridleway B46 will be temporariy closed during the construction works for the Testo's scheme, reducing human interaction.
Landscape Quality	Ordinary
Sensitivity	Moderate

8.3B LCU identified within STC Landscape Character Study 2012 – Character Area 32 (Urban Fringe): Boldon Downhill

LCU7: Downhill elevated farmland (landscape)	
Key Characteristics	**Assessment**
Pattern / Layout	Small to medium arable farmland boundary types of gappy hedgerows. Includes small settlement areas and individual properties / farmsteads.
Topography / Landform	The undulating landform rising from the River Don and Downhill Lane to the horizon of Downhill / Boldon Hills (90m AOD) is evidence of the northern extents of the Magnesian Limestone Escarpment to the south and east. Here the Downhill Old Quarry face is a noticeable example of extensive quarrying in the area. Downhill is recognised as an Area of High Landscape Value or Landscape Significance within the STC LDF and the quarry as a Local Geodiversity Site (LGS) and LWS. Sunderland City Council also designates the adjacent meadow land as Downhill Meadows LWS.
Tranquillity	Particularly tranquil area with occasional overhead noise of aircraft. Downhill Lane is used as a local route between Boldon and Washington.
Land Use	Arable farmland and isolated residential housing.

LCU7: Downhill elevated farmland (landscape)	
Key Characteristics	**Assessment**
Land Cover	Predominantly open and sparse with areas of significant woodland limited to the remnant Downhill Old Quarry LWS and edge of Town End Farm (Downhill Meadows LWS) to the southern edge of the area.
Cultural Influences (Fig. 7.2 – HLT 1)	Downhill Farm established as a result of enclosure during the 19th century. It now consists of a Listed Building complex of Grade II building, a barn and Gin Gang. The opening of a number of small quarries, including Downhill Quarry in the 1850s, lead to major change in the vicinity. Site also includes a listed lime kiln and site of an old tannery.
Human Interaction	The Great North Forest Heritage Trail travels along the Downhill Lane route but is not noticeably well used. Other local links between Boldon and Washington are mainly vehicular.
Landscape Quality	Very Attractive
Sensitivity	High

8.3C LCUs identified within City of Sunderland Landscape Character Assessment 2015 – Character Area 2a (Coalfield Lowland Terraces): Usworth Lowland

LCU9a, b and c: Usworth lowland (landscape) Describes the existing Nissan plant and the future baseline with IAMP One	
Key Characteristics	**Assessment**
Pattern / Layout	Medium to large sized arable farmland bordered by hedgerows and crossed by river valleys. LCU9a (affected by the Scheme) contains arable fields of mixed size and pockets of scrubby pasture land, with fields bordered by hedgerows. Amenity grass playing fields are located to the south of LCU9a.
Topography / Landform	Gently rolling or flat with undulating topography along river valleys. LCU9a is largely flat with minor undulations to the south of the LCU at a small stream.
Tranquillity	Generally tranquil within farmland but this decreases close to the A1290 and Nissan plant. LCU9a has a low level of tranquillity due to the proximity of the A19, A1290 and Nissan plant. Within the future baseline, IAMP One is also in close proximity.
Land Use	Arable farmland. LCU9a also contains amenity grass playing fields and pockets of pasture land.
Land Cover	Arable fields with some hedgerows and recently planted woodland. Scrubby vegetation along River Don. Vegetation within LCU9a is limited to hedgerow boundaries, intermittent hedgerow trees, scrubby vegetation within the pasture land, and some ornamental planting associated with Usworth Cottages.

LCU9a, b and c: Usworth lowland (landscape) Describes the existing Nissan plant and the future baseline with IAMP One	
Key Characteristics	**Assessment**
Cultural Influences	The main influence is the nearby Nissan plant which dominates views south out of the LCU. The North East Land, Sea and Aircraft Museums are located just to the north of the Nissan plant within LCU9a. Within the future baseline, IAMP One forms another strong influence in the landscape, dominating views west from LCU9a.
Human Interaction	Access within farmland is limited but the A1290 is well used as a thoroughfare between the Nissan plant and West Boldon, which borders the western edge of LCU9a. A well-used cycleway borders the south of LCU9a along Washington Road.
Landscape Quality	Ordinary
Sensitivity	Moderate

LCU10: Nissan plant and IAMP One (urban) Describes the existing Nissan plant and the future baseline with IAMP One	
Key Characteristics	**Assessment**
Pattern / Layout	Large scale areas of car parking surrounded by large scale light industrial warehouses, linked by a main spine road and internal access roads.
Topography / Landform	Flat landform at the Nissan plant with a main spine road rising slightly to higher ground to the north. Flat landform at IAMP One sloping very slightly towards the River Don valley in the north-west.
Density / Mix / Scale	Mainly dominated by large scale factory units at the Nissan plant with smaller single storey units, laydown areas and surrounded by extensive car parking / car storage areas. Nine 25m high manufacturing units at IAMP One with some two storey offices, surrounded by car parking areas and service yards.
Appearance	Mostly steel frame and clad construction to all factory buildings and smaller units at the Nissan plant. Appearance of IAMP One is anticipated to be similar within the future baseline. Wind turbines are located further south.
Land Use	Industrial / light industrial
Cultural Influences (Fig. 7.2 – HLT 12)	Direct result of modernisation and change in industrial activity in the area following the closure of Boldon Colliery.
Human Interaction	Main interaction is local Nissan factory workers accessing the site from the north, many using local cycle routes extending to the north and north-east. Similar interaction is anticipated with the IAMP One site within the future baseline. Some local facilities adjacent (public houses, leisure facilities) are accessed by workers also.

LCU10: Nissan plant and IAMP One (urban) Describes the existing Nissan plant and the future baseline with IAMP One	
Key Characteristics	**Assessment**
Townscape Quality	Poor
Sensitivity	Low

8.3D LCUs identified within STC Landscape Character Study 2012 – Character Area 24 (Urban): The Boldons

LCU3: Boldon Business Park complex	
Key Characteristics	**Assessment**
Pattern / Layout	Regular commercial plots with car parking surrounding individual commercial and retail warehouses, linked by a main spine road and internal access roads.
Topography / Landform	Flat landform with a main spine road rising slightly to higher ground to the north-east.
Density / Mix / Scale	Mainly dominated by large scale warehouse units with smaller single storey units within the Tech village area and the leisure complex to the eastern side of Abingdon Way.
Appearance	Mostly steel frame and clad construction with brown brick smaller units. Generator building of the Quadrus Centre is coloured render and wood cladding.
Land Use	Light industrial / commercial and retail / leisure.
Land Cover	Mainly established boundary planting, with internal ornamental tree and shrub planting of varying degrees of establishment.
Cultural Influences	Direct result of modernisation and change in industrial activity in the area following the closure of Boldon Colliery.
Human Interaction	Mainly office workers and local shoppers. Lunchtime interaction with adjacent nature reserve and interaction from local residents accessing the Asda store. Other uses after normal working hours consist of visitors to the cinema and restaurants.
Townscape Quality	Ordinary
Sensitivity	Low

LCU6: West Boldon elevated urban centre	
Key Characteristics	**Assessment**
Pattern / Layout	Historic medieval layout of roads and buildings centred around St. Nicholas Church / St. Nicholas View on the top of the hill with a more random layout as a result of more modern development.
Topography / Landform	(55m AOD) located on the western hillside of the northern most of the Boldon hills, with valley along the River Don watercourse.
Tranquillity	North Road and A184 Newcastle Road are busy commuter roads with heavy bus traffic.
Density / Mix / Scale	Mix of building styles creates an isolated small scale layout with 2 storey terraced and detached properties and public houses surrounding the church. High density traditional layout.
Appearance	Mixture of limestone and red brick / rendered Victorian buildings in both terraced and detached layouts punctuated by St. Nicholas Church in a prominent position.
Land Use	Residential / recreational with local facilities (including school, church, parish hall and public houses).
Land Cover	Mature vegetation within garden and church grounds and riverside vegetation along public open space, much of it covered by Tree Preservation Orders. The western edge of the character area is defined by the River Don North Road LWS and open space system, which marks the edge of the adjacent LCU3 and also visually links to the south-west into LCU5.
Cultural Influences	The town expanded from the medieval village core centred on Rectory Bank and St. Nicholas Church. Its expansion is heavily influenced by quarrying activities (Downhill) and the opening of Boldon Colliery in 1850 and subsequent high density housing undertaken in Victorian times and followed by town planning in the 1960s and 70s. Older village core areas are designated within the West Boldon Conservation Area.
Human Interaction	A densely populated town with busy local routes and an historic core containing public houses that are busy, creating a vibrant character. Other local facilities in more modern areas of the town are used for short stay shopping.
Townscape Quality	Good
Sensitivity	Moderate

8.3E LCU identified within City of Sunderland Landscape Character Assessment 2015 – Character Area 9f (Urban Limestone Plateau): Hylton Castle, Downhill and Castleton

LCU8: Town End Farm residential edge	
Key Characteristics	**Assessment**
Pattern / Layout	Mixture of modern semi-detached and terraced housing within estate layout of cul-de-sacs and main spine roads.
Topography / Landform	Located on raised topography to the south of Downhill hillside.
Density / Mix / Scale	Small scale buildings within a large area of similar building types.
Appearance	Modern, red brick and render, two-storey houses with a mixture of grey and red tile roofing.
Land Use	Residential with internal recreational areas / links and local primary school to the south, as well as local shopping parade.
Land Cover	Predominantly housing with a mixture of scrubby hedgerow and estate boundary woodland plantations. Some partly established garden vegetation, improved grassland and playing fields.
Cultural Influences (Fig. 7.2 – HLT 1, 3, 5 & 9)	Extension of modern housing estates as a result of increasing population of Sunderland.
Human Interaction	Series of open spaces centred around educational and community centre facilities within the residential areas well used by local residents.
Townscape Quality	Ordinary
Sensitivity	Low

APPENDIX 8.4 LANDSCAPE AND VISUAL EFFECTS SCHEDULES

Table 8.4-a: Landscape Effects Schedule

Landscape receptor	Sensitivity (2018)	Magnitude of impact (without mitigation)	Predicted impact	Mitigation proposed	Magnitude of impact (with mitigation)	Residual landscape effect
Topography and hydrology						
Topography: Boldon Downhill Area of High Landscape Value or Landscape Significance; Downhill Old Quarry LGS (STC LDF Policy EA1; DM7 and DM8)	LOW	Construction MODERATE ADVERSE Opening MODERATE ADVERSE Future MODERATE ADVERSE	Short term impact from the raising of land within the fields adjacent to Town End Farm due to storage of soils and materials during construction. Long term impact due to introduction of raised junction embankments and earthworks as well as new landform for the footbridge approach ramps within the field to the east of Washington Road / adjacent to Town End Farm.	Potential phasing and sculpting of spoil deposition during the construction period Sculpting of footbridge earthworks	Construction MODERATE ADVERSE Opening MODERATE ADVERSE Future MODERATE ADVERSE	Construction (2020-21): Slight adverse Short term effects due to the raised landform features of the fill / subsoil / topsoil storage mounds. Effects would be mitigated partially through careful control of topsoil / subsoil storage bund heights and phasing of the works. Storage mounds would be in the context of similar mounds for the Testo's scheme in the fields near West Pastures lane and to the east and west of the A19, north of the A19 Downhill Lane. There would be no effect on locally designated landscapes such as the Boldon Downhill Area of High Landscape Value or Landscape Significance, and Downhill Old Quarry LGS. Opening year (2021): Slight adverse The completed road earthworks would introduce permanent raised embankments along the south-eastern and western extents of the Downhill Lane junction area and slip roads as well as around the base of the new footbridge ramps to the east of Washington Road. However, the effect would be slight due to the existence of differing landform in the study area and the historically changing topography of the region (coal mining / open cast workings and quarrying). The earthworks would be in the context of raised earthworks by the Testo's scheme to the north. Future year (2036): Slight adverse As above.
Hydrology: River Don; Calfclose Burn; Boldon Lake – LWS; Mount Pleasant Marsh LWS (STC LDF - Policy EA1; DM7) (see also Chapters 7 & 14)	MODERATE	Construction NEGLIGIBLE ADVERSE Opening NEGLIGIBLE ADVERSE Future	Creation of attenuation pond 1 and outfall to local ditches adjacent to the River Don, north-east of Downhill Lane junction. Creation of attenuation pond 2 to the south-eastern corner of the field north of the Nissan plant.	New tree and shrub / scrub planting to replace vegetation lost due to outfall construction Species rich grass mix around ponds to integrate them into the landscape and increase biodiversity	Construction NEGLIGIBLE ADVERSE Opening NEGLIGIBLE ADVERSE Future MINOR	Construction (2020-21): Neutral There would be a neutral effect due to an only negligible adverse impact on a small section of ditch for an outfall, altering the appearance of the ditch in the landscape slightly. Opening year (2021): Neutral As above. The presence of the newly created attenuation ponds, outfalls and earthworks would be in

Landscape receptor	Sensitivity (2018)	Magnitude of impact (without mitigation)	Predicted impact	Mitigation proposed	Magnitude of impact (with mitigation)	Residual landscape effect
		NEGLIGIBLE ADVERSE			BENEFICIAL	keeping with the surrounding mix of man-made open water areas. Future year (2036): Slight beneficial The establishment of replacement planting around the attenuation ponds and to the banks of adjacent ditches would integrate the engineering element of these features into the local landscape character adding to the open water features already present.
Land Use						
Agricultural: Mixed arable and some pasture (STC LDF Policy EA1)	LOW	Construction MINOR ADVERSE Opening NEGLIGIBLE ADVERSE Future NEGLIGIBLE ADVERSE	Short term loss of usable agricultural land due to temporary land take required for site compound, access and storage Long term impact due to permanent loss of agricultural land to the west and some to the east of the Scheme	All temporary areas returned to agricultural use	Construction MINOR ADVERSE Opening NEGLIGIBLE ADVERSE Future NEGLIGIBLE ADVERSE	Construction (2020-21): Slight adverse There would be a slight adverse effect on agricultural land use due to permanent land take from arable fields to the south-west of the junction as well as to the east of Washington Road. The Scheme footprint would extend to the west and east of the A19 / Washington Road for temporary working, site compound and storage areas giving rise to further short-term impacts during the construction period. Opening year (2021): Slight adverse Agricultural areas used for temporary storage, site compound or laydown areas would be reinstated. However, a slight adverse effect would remain on completion as there would be a reduction of useable agricultural land. Future year (2036): Slight adverse As above.
Residential: Hedworth, Fellgate and Town End Farm, Make-Me-Rich Farm, West House Farmhouse.	LOW	Construction NO CHANGE Opening NO CHANGE Future NO CHANGE	There would be no change in residential land use	None	Construction NO CHANGE Opening NO CHANGE Future NO CHANGE	There would be a neutral effect on residential land use as the proposals would not directly affect these areas. Construction (2020-21): Neutral Opening year (2021): Neutral Future year (2036): Neutral
Commercial: North East Land, Sea and Aircraft Museums (NELSAM), The Three Horseshoes	LOW	Construction NO CHANGE Opening	There would be no change in commercial land use	None	Construction NO CHANGE Opening	There would be a neutral effect on commercial land use as the proposals would not directly affect these areas. Construction (2020-21): Neutral Opening year (2021): Neutral

Landscape receptor	Sensitivity (2018)	Magnitude of impact (without mitigation)	Predicted impact	Mitigation proposed	Magnitude of impact (with mitigation)	Residual landscape effect
Public House, Gateshead College Skills Academy, Nissan Industrial Park / Factory, Enterprise Rental garage, IAMP One (within future baseline).		NO CHANGE Future NO CHANGE			NO CHANGE Future NO CHANGE	Future year (2036): Neutral
Land Cover						
Woodland (Mount Pleasant Marsh LWS & TPO No.208 and 206); Boldon Lake LWS; Mature tree belts (SCC UDP policy CN16, B1) Mostly gappy but noticeable field boundary hedgerows; Wildlife Corridors; LWSs: Wardley Colliery, Calfclose Burn, Strother House Farm, River Don, Make-Me-Rich Meadow, Elliscope Farm East / Hylton Bridge; Downhill Old Quarry LGS; (STC LDF - Policies EA1, EA3, DM7) (see also Chapter 9)	MODERATE	Construction MODERATE ADVERSE Opening MODERATE ADVERSE Future MODERATE ADVERSE	Long term loss of mature roadside tree belts at the north-east / eastern edge of the A19 and Downhill Lane junction / Washington Road due to the realignment of Washington Road and the southbound on slip road. Similarly, the requirement for a new bridge and adjusted circular route of the junction area would require loss of existing vegetation within the junction area. Vegetation to the existing northbound on and southbound off slip roads would be lost due to adjustment of earthworks. Long term loss of boundary tree belt with medium to long term loss of scrub and hedgerow vegetation to the eastern edge of the A19 northbound off slip and A1290 road due to realignment of the new slip road as well as incorporation of the new NMU path within the new embankment arrangement.	Mitigation planting to replace lost vegetation and integrate the proposals into the landscape Replacement woodland planting for lost tree belts along Washington Road Some species rich grassland / scrub and tree planting to attenuation pond to the north and within the junction circulatory woodland areas Species rich grassland around attenuation pond to the south Replacement of vegetation lost along A1290	Construction MODERATE ADVERSE Opening MODERATE ADVERSE Future NEGLIGIBLE ADVERSE	Construction (2020-21): Moderate adverse There would be a moderate adverse effect during the construction period due to loss of vegetation along both edges of the A19 / Downhill Lane junction (slip roads south of the junction area), in the junction area itself and along Washington Road and the A1290. The earthworks required for the junction area realignment would result in the loss of mature tree belts, woodland and some scrub vegetation established on the junction roundabout. Opening year (2021): Moderate adverse Loss of woodland / tree belts and scrub would still be apparent and replacement planting would not yet have established, therefore, all adverse effects would remain. Future year (2036): Slight adverse Medium to long term adverse effects due to loss of boundary vegetation along both edges of the A19 / Downhill Lane junction would be mitigated by the establishment of linear tree and shrub planting along the A19 and the slip road cuttings and embankments. Woodland / tree belt planting along the edges of Washington Road would replace much of that lost at Downhill Lane junction. Tree and shrub / scrub planting and species rich grassland around the attenuation pond to the north would increase vegetation cover, as well as replacement scrub and tree planting to the northbound on and southbound off slip roads. Replacement woodland planting within the junction area would also be established and returned to a similar form as at present. There would be some beneficial effects as a result of habitat creation around the attenuation ponds.

Landscape receptor	Sensitivity (2018)	Magnitude of impact (without mitigation)	Predicted impact	Mitigation proposed	Magnitude of impact (with mitigation)	Residual landscape effect
Landscape Pattern						
Field pattern; Green belt; LWSs (STC LDF - Policy EA1 (D))	LOW	Construction MINOR ADVERSE Opening MINOR ADVERSE Future MINOR ADVERSE	Permanent reduction / realignment in field pattern to the east of the Downhill Lane junction / Washington Road / Downhill Lane area due to new footprint of the Scheme	Mitigation planting to replace lost vegetation and integrate the proposals into the existing landscape pattern	Construction MINOR ADVERSE Opening MINOR ADVERSE Future NEGLIGIBLE ADVERSE	Construction (2020-21): Slight adverse Short term effects on field pattern during the construction of the Scheme, resulting in a slight reduction in field size and loss of hedgerow boundaries to the west of the A19, along the A1290, and along the edges of the junction to the east (Washington Road / Downhill Lane). Opening year (2021): Slight adverse Slight reduction in field size around the junction area. Loss of hedgerow boundaries apparent due to lack of planting establishment. Future year (2036): Neutral The pattern of hedgerow boundaries would have been reinstated due to the establishment of vegetation. The slight reduction in field size would be barely perceptible in the wider landscape.
Cultural Influences						
Field pattern; West Boldon Conservation Area; Listed Buildings: St. Nicholas Church (Grade I), Scots House (II*), Downhill Farm Complex (Grade II) Old Stanhope and Tyne railway Downhill Old Quarry LGS / LWS (STC LDF Policy EA1, DM6, SPD11)	LOW	Construction NEGLIGIBLE ADVERSE Opening NEGLIGIBLE ADVERSE Future NEGLIGIBLE ADVERSE	Negligible impacts on the old route of the Stanhope and Tyne railway as a result of Downhill Lane junction and A1290 realignment works	Mitigation planting to replace lost vegetation and integrate the proposals into the landscape	Construction NEGLIGIBLE ADVERSE Opening NEGLIGIBLE ADVERSE Future NEGLIGIBLE ADVERSE	Construction (2020-21): Neutral There would be negligible impacts on the route of the Old Stanhope Railway at the Downhill Lane junction / A1290 entry area due to the minor realignment of this during construction. Opening year (2021): Neutral As above. Future year (2036): Neutral As above.
Landscape Character Refer to Appendix 8.3 **(Note: LCUs not listed below would not be physically affected by the Scheme)**						
South Tyneside Landscape Character Study – Landscape Character Area 31 – Boldon Fell	MODERATE	Construction NEGLIGIBLE ADVERSE Opening	Short term impacts on landform due to construction activities and stockpiling of soils	Potential phasing and sculpting of spoil deposition during the construction period	Construction NEGLIGIBLE ADVERSE Opening	Construction (2020-21): Slight adverse Slight adverse localised effect on landscape character around the Downhill Lane junction area, with short term effects on topography and landform noticeable within the flatter field system to the west of the Scheme as a result

Landscape receptor	Sensitivity (2018)	Magnitude of impact (without mitigation)	Predicted impact	Mitigation proposed	Magnitude of impact (with mitigation)	Residual landscape effect
LCU 1 Western lowland agricultural land		NEGLIGIBLE ADVERSE Future NEGLIGIBLE ADVERSE	Long term loss of boundary tree belt with medium to long term loss of scrub and hedgerow vegetation to the eastern edge of the A19 northbound off slip and A1290 road due to realignment of the new slip road as well as incorporation of the new NMU path within the new embankment arrangement Long term / permanent impacts on landform due to introduction of further junction earthworks	Mitigation planting to provide integration of the road in views and to return lost field boundary vegetation along the A1290	NEGLIGIBLE ADVERSE Future NO CHANGE	of the construction of the western part of the junction works and realignment of the Downhill Lane and A1290. The loss of field boundary vegetation and construction activity would noticeably reduce tranquillity and visual amenity at the very south-eastern edge of the character unit only. Construction works for Downhill Lane junction would be in the context of construction works for the Testo's scheme to the north, including storage mounds and the main compound area near West Pastures Lane and west of the A19. Opening year (2021): Slight adverse The proposals would introduce permanent raised embankments into the south-eastern extents of the landscape character area. However, the embankments would be in the context of both natural (watercourses) and man-made (road/ mining / quarrying) landform features, including at Testo's junction to the north. Vegetation loss would still be noticeable, having adverse effects on the tranquillity and visual amenity in this localised south-eastern part of the character area. Future year (2036): Neutral The Scheme would be integrated back into the character of the area following establishment of boundary hedgerows and vegetation.
South Tyneside Landscape Character Study – Landscape Character Area 31 – Boldon Fell City of Sunderland Landscape Character Area 2A – Coalfield Lowland Terraces LCU 2 A19 vegetated corridor	LOW	Construction MODERATE ADVERSE Opening MODERATE ADVERSE Future MODERATE ADVERSE	Construction of a new bridge and circular junction area with associated realigned slip roads, and a new NMU footbridge. Long term loss of boundary tree belt with medium to long term loss of scrub and hedgerow vegetation to the A19 northbound off slip and southbound on slip roads of the Downhill Lane junction due to realignment.	Mitigation planting to provide integration of the road into the landscape and replace lost vegetation on the highway boundary and within the junction Replacement woodland/ tree belt planting along the realignment of Washington Road to replace significant vegetation lost	Construction MODERATE ADVERSE Opening MODERATE ADVERSE Future MINOR ADVERSE	Construction (2020-21): Moderate adverse Extensive disruption to the visual amenity of the road corridor throughout the construction period due to construction activity for the new junction area and slip roads, heightened by the removal of significant road side vegetation and the redirection of traffic via traffic management. The introduction of two new bridges between the existing junction and Nissan plant footbridge further south would introduce additional detracting features affecting the visual amenity of the corridor. Construction works for Downhill Lane junction would be in the context of construction works for the Testo's scheme to the north. Opening year (2021): Moderate adverse The A19 would have less enclosure as a result of the loss of boundary vegetation along the slip roads, A1290, Washington Road and at Downhill Lane junction. The two new bridge structures introduced between the

Landscape receptor	Sensitivity (2018)	Magnitude of impact (without mitigation)	Predicted impact	Mitigation proposed	Magnitude of impact (with mitigation)	Residual landscape effect
						Nissan plant footbridge and the junction area would remain, forming noticeable man made features in the landscape due to the lack of mitigation planting establishment at the edges of the corridor. However, the man-made features would be in the context of those introduced by the Testo's scheme to the north. Construction activity would have ceased, helping to partially reduce adverse effects on visual amenity as a result of traffic management and works. Future year (2036): Slight adverse Replacement planting along the slip roads and within the new junction arrangement would establish and restore the sense of enclosure. Effects would remain slight adverse due to the additional bridge structures adding long-term detracting elements to visual amenity within a short distance from the Nissan plant and the Downhill Lane junction.
South Tyneside Landscape Character Study – Landscape Character Area 31 (Urban Fringe) – Boldon Fell LCU 5 River Don scrubby farmland	MODERATE	Construction MODERATE ADVERSE Opening MINOR ADVERSE Future MINOR ADVERSE	Short-term impacts on landform due to construction activities and stockpiling of soils Realignment of Washington Road into the field to the east of the current route, reducing the field size and shape Loss of scrub vegetation within the field next to the River Don due to the creation of a new attenuation pond Minor impacts of outfall creation on field ditches Creation of a new ramped section of NMU route to the south-east of Downhill Lane junction	Tree, shrub and scrub planting plus species rich grassland to attenuation pond to the north of Downhill Lane to provide integration into the landscape and increase biodiversity Mitigation planting to provide screening of the new NMU ramp earthworks and structure into the landscape. Replacement woodland/ tree belt planting along the realignment of Washington Road to replace significant vegetation lost Replacement hedgerow planting along the realignment of Washington Road and Downhill Lane, and along the NMU route	Construction MODERATE ADVERSE Opening MINOR ADVERSE Future NEGLIGIBLE ADVERSE	Construction (2020-21): Moderate adverse Moderate adverse effect on the landscape character as a result of the loss of boundary vegetation along Downhill Lane and Washington Road, at Downhill Lane junction and around the new attenuation pond to the north-east of the junction area. Further impacts to character would be due to the reduction of visual amenity to the southern section of the area during the works as a result of the construction of the Scheme and the temporary areas / activities within fields to the east / adjacent to Town End Farm. Construction of the new NMU footbridge would also result in an impact on the visual amenity. Construction works for Downhill Lane junction would be in the context of construction works for the Testo's scheme to the north, including storage mounds to the east of the A19. Opening year (2021): Slight adverse Construction effects would have ceased, reducing adverse effects on the visual amenity of the character area. However, the presence of a new attenuation pond would be a noticeable man-made feature along with the new NMU footbridge ramps and associated bridge structure. The man-made features would be in the context of those introduced bythe Testo's scheme to the north. Loss of hedgerow boundary vegetation would be

Landscape receptor	Sensitivity (2018)	Magnitude of impact (without mitigation)	Predicted impact	Mitigation proposed	Magnitude of impact (with mitigation)	Residual landscape effect
			Introduction of a new NMU bridge ramp structure within fields to the east of Washington Road Medium to long term loss of hedgerow vegetation to the eastern edge of Washington Road and A19 southbound on slip due to realignment, as well as incorporation of the new NMU path within the new Washington Road embankment arrangement			noticeable along Washington Road and Downhill Lane, but would not significantly alter landscape character. The realignment of Washington Road would be a noticeable change to the local landscape pattern but would not be a significant change to the overall landscape character of the River Don. Future year (2036): Neutral Establishment of mitigation planting would screen the new NMU ramp and structure, and restore the boundary vegetation to the east along Washington Road and Downhill Lane. New planting and habitat would have established around the attenuation pond and would integrate the feature into the river valley system.
City of Sunderland Landscape Character Assessment 2015 – Character Area 9f (Urban Limestone Plateau): Hylton Castle, Downhill and Castleton LCU 8 Town End Farm residential edge	LOW	Construction MINOR ADVERSE Opening MINOR ADVERSE Future NEGLIGIBLE ADVERSE	Realignment of Washington Road into the field to the east of the current route, reducing the field size and shape Creation of a new ramped section of NMU route to the south-east of Downhill Lane junction	Mitigation planting to provide screening of the new NMU ramp earthworks and bridge structure Replacement woodland/ tree belt planting along the realignment of Washington Road to replace significant vegetation lost Replacement hedgerow planting along the realigned Washington Road and along the NMU route	Construction MINOR ADVERSE Opening MINOR ADVERSE Future NO CHANGE	Construction (2020-21): Slight adverse There would be no change to the overall character of the LCU due to the limited physical impact. The loss of vegetation and construction works for the Downhill Lane junction, realignment of Washington Road and the construction of the NMU ramps and footbridge would be perceptible from the very north-western edge reducing visual amenity and tranquillity. Opening year (2021): Slight adverse As above; however, tranquillity would be similar to existing after the cessation of construction activity. Lack of replacement planting establishment between Downhill Lane junction and Washington Road would be perceptible. Future year (2036): Neutral Establishment of mitigation planting would serve to integrate the adjacent Scheme into the landscape.
City of Sunderland Landscape Character Area 2a (Coalfield Lowland Terraces): Usworth lowland LCU 9a – Usworth lowland	MODERATE	Construction MODERATE ADVERSE Opening MINOR ADVERSE Future	Minor realignment of the A1290 in the field to the east of the current road, reducing the field size and shape slightly Realignment of the northbound off slip road from the A19 to the eastern boundary of the LCU	Linear tree and shrub planting along the A1290 to restore hedgerow field boundaries Replacement tree belt and scrub planting to the A19 edge / new northbound off slip road	Construction MODERATE ADVERSE Opening MINOR ADVERSE Future	Construction (2020-21): Moderate adverse Moderate adverse effect on the landscape character as a result of construction works for Downhill Lane junction to the north-east, and the realignment works for the A1290 and A19 northbound off slip road, which would increase the perception of movement and reduce tranquillity. There would be the loss of arable farmland and removal of vegetation along the A1290. Removal of vegetation along the A19 and northbound off slip road would also be apparent.

Landscape receptor	Sensitivity (2018)	Magnitude of impact (without mitigation)	Predicted impact	Mitigation proposed	Magnitude of impact (with mitigation)	Residual landscape effect
		MINOR ADVERSE	Loss of vegetation as a result of road realignments New attenuation pond	Replacement woodland/ tree belt planting along the realignment of Washington Road to replace significant vegetation lost	NEGLIGIBLE ADVERSE	Opening year (2021): Slight adverse The realigned A1290 and A19 northbound slip would not appear too dissimilar to existing. However, vegetation loss along the A1290 and A19 northbound off slip road would reduce the sense of enclosure in the landscape. Future year (2036): Neutral Establishment of mitigation planting would serve to integrate Downhill Lane junction into the landscape and restore boundary features along the A1290 and A19 northbound slip road.
City of Sunderland Landscape Character Area 2a (Coalfield Lowland Terraces): Usworth lowland LCU 10 – Nissan plant and IAMP One	LOW	Construction MINOR ADVERSE Opening NEGLIGIBLE ADVERSE Future NEGLIGIBLE ADVERSE	Minor realignment of the A1290 in the field to the east of the current road, reducing the field size and shape slightly Realignment of the northbound off slip road from the A19 to the eastern boundary of the LCU Loss of vegetation as a result of road realignments	Linear tree and shrub planting along the A1290 to restore hedgerow field boundaries Replacement tree belt and scrub planting to the A19 edge / new northbound off slip road	Construction MINOR ADVERSE Opening NEGLIGIBLE ADVERSE Future NO CHANGE	Construction (2020-21): Slight adverse There would be no physical change in the LCU. However, there would be a slight adverse effect on landscape character as a result of construction works for Downhill Lane junction to the north-east, and the realignment works for the A1290 and A19 northbound off slip road, which would increase the perception of movement and reduce tranquillity. Vegetation removal along the A1290 and A19 northbound off slip road would also be perceptible. Opening year (2021): Neutral There would be no physical change in the LCU. The realigned A1290 and A19 northbound off slip road would not appear too dissimilar to existing. Vegetation loss would be perceptible; however, this would not change the overall character of this LCU. Future year (2036): Neutral As above. Establishment of vegetation along the A1290 and A19 northbound off slip road would further integrate these features into the surrounding landscape.

Table 8.4-b: Visual Effects Schedule

Visual Receptor	Type of view (& distance towards Scheme)	User	View Description	Sensitivity (Baseline Year)	Magnitude of Impact (without Mitigation)	Predicted Impact	Mitigation	Magnitude of Impact (with Mitigation)	Residual Visual Effect
01. West House Farm buildings and yard area 1 farmyard	Long distance views to east and restricted views to south Distance to Scheme: - 1.3 km	Farm workers	Views extend over arable fields to the south towards West House Farmhouse and the Enterprise garage, with Testo's Junction and the A184 Newcastle Road noticeable in the middle distance. Woodland at Mount Pleasant Marsh LWS screens some views south with glimpsed longer distance views filtered by intervening field and road boundary vegetation. There will be less vegetation present along the A184, within and around Testo's roundabout and within Mount Pleasant Marsh LWS, due to removal by the Testo's scheme. In addition, construction works will be visible at Testo's junction and there will be fewer pylons in the landscape.	MODERATE	Construction NEGLIGIBLE ADVERSE Opening NEGLIGIBLE ADVERSE Future NEGLIGIBLE ADVERSE	Short term, long distance and filtered views of construction works at Downhill Lane junction including site compound and storage areas to the north of the Scheme footprint	Retention and protection of existing vegetation on the Downhill Lane junction northern slip roads to help provide screening of construction works Habitat creation, tree and shrub planting around attenuation pond to the north-east extents of the Scheme	Construction NO CHANGE Opening NO CHANGE Future NO CHANGE	Construction (2020-21): Winter: Neutral – There would be limited change in the view due to screening and filtering by intervening vegetation. Retention of vegetation to the northern slip roads of Downhill Lane junction would provide some screening of the works. There will be less vegetation to screen views due to the Testo's works. However, due to the distance of this receptor from construction works at Downhill Lane junction, and the presence of the Testo's scheme construction works in the view, effects would be neutral. Opening year (2021): Winter: Neutral – As above. Future year (2036): Winter / Summer: Neutral – As above.
02.West House Farmhouse 1 property	Restricted, views to the south from first floor windows Distance to Scheme: - 1.2 km	Residents	Views south are filtered by garden vegetation and look out towards the A184 Newcastle Road with the Enterprise garage in the foreground. Oblique views are possible south-east towards construction works at the Testo's scheme, and to the south-west to the Testo's main site compound area. Due to vegetation	MODERATE	Construction NEGLIGIBLE ADVERSE Opening NEGLIGIBLE ADVERSE Future NEGLIGIBLE ADVERSE	Short term, long distance and filtered views of construction works at Downhill Lane junction including site compound and storage areas to the north of the Scheme footprint	Retention and protection of existing vegetation on the Downhill Lane junction northern slip roads to help provide screening of construction works Replacement woodland/ tree	Construction NO CHANGE Opening NO CHANGE Future NO CHANGE	Construction (2020-21): Winter: Neutral – There would be limited change in the view due to screening and filtering by intervening vegetation near to the junction area. Retention of vegetation to the northern slip roads of Downhill Lane junction would provide some screening of the works. There will be less vegetation to screen views due t the Testo's scheme. However, due to the distance of this receptor from construction works at Downhill Lane junction, and the presence of

Visual Receptor	Type of view (& distance towards Scheme)	User	View Description	Sensitivity (Baseline Year)	Magnitude of Impact (without Mitigation)	Predicted Impact	Mitigation	Magnitude of Impact (with Mitigation)	Residual Visual Effect
			removal for the Testo's scheme, including the hedgerows on the western edge of the A19 and vegetation within the central reservation of the A184 Newcastle Road, there will be less vegetation to screen views. The amount of woodland at Mount Pleasant Marsh LWS will also reduced, although it screens some views south with glimpsed longer distance views filtered by intervening field and road boundary vegetation. There will be fewer pylons visible in the landscape due to power line burying works by the Testo's scheme.				belt planting along the realigned Washington Road to replace significant vegetation lost Habitat creation, tree and shrub planting around attenuation pond to the north-east extents of the Scheme		construction works for the Testo's scheme in the view, effects would be neutral. Opening year (2021): Winter: Neutral – As above. Future year (2036): Winter / Summer: Neutral – As above.
03. Bridleway B28 – Boldon Business Park to A184 Newcastle Road (Enterprise Garage) Length: 600m	Linear, long distance views when elevated on bridge, focused to the east Restricted views on lower ground east of A19 looking south to A184. Distance to Scheme: - 1.1 km	Walkers cyclists, horse riders	This is a description for the baseline view from the existing Bridleway B28, as no baseline view exists for the new route constructed as part of Testo's scheme. Construction works for the Testo's scheme have not been added to the baseline description below, as the bridleway would be closed during construction of the Testo's scheme. The view from the eastern end of the bridleway is contained by buildings and vegetation in Boldon Business Park.	HIGH	Construction NOT ASSESSED* Opening MAJOR ADVERSE Future MAJOR ADVERSE *Refer to Chapter 8 Section 8.4.1 - Assessment assumptions and limitiations*	Medium to long-term impacts due to the loss of mature tree belt vegetation to the east of Downhill Lane junction / Washington Road Introduction of a new bridge and associated clutter at Downhill Lane junction New attenuation pond to the north-east of Downhill Lane junction Introduction of a new footbridge elevated over Washington Road and	Retention and protection of existing vegetation on the Downhill Lane junction northern slip roads to help provide screening of construction works Replacement woodland/ tree belt planting along the realignment of Washington Road to replace significant vegetation lost	Construction NOT ASSESSED* Opening MODERATE ADVERSE Future MINOR ADVERSE *Refer to Chapter 8 Section 8.4.1 - Assessment assumptions and limitiations*	Construction (2020-21): Winter: Not assessed* – bridleway closed. New route of Bridleway B28, constructed as part of Testo's scheme, is assessed below against the baseline views of the existing route. Opening year (2021): Winter: Moderate adverse – Views would extend to the new bridge structures, earthworks and lighting at Downhill Lane junction, with the loss of tree belt vegetation also noticeable. Night time views unaffected due to the amount of existing light pollution form the Nissan factory and Town End Farm residential areas.

Visual Receptor	Type of view (& distance towards Scheme)	User	View Description	Sensitivity (Baseline Year)	Magnitude of Impact (without Mitigation)	Predicted Impact	Mitigation	Magnitude of Impact (with Mitigation)	Residual Visual Effect
			On the bridge across the A19 there are open elevated views to the west across the A19 and surrounding farmland, to the south extending towards Penshaw Hill (Penshaw Monument) visible above the vegetation at the Testo's roundabout. Views from the western end of the bridleway look out across fields to the west and towards the A19 and Testo's Junction. Vegetation around Testo's junction and at Mount Pleasant Marsh LWS screen views further east although the Boldon Hills are visible on the distant horizon. The amount of vegetation around the Testo's roundabout and within Mount Pleasant Marsh LWS will be reduced as a result of construction works for the Testo's scheme. Electricity pylons are also visible in the background, although the number of pylons will be reduced as a result of the Testo's scheme burying power lines. Views of the A19 north of the bridge are screened by vegetation apart from when on the bridge itself. Views south from the western end of the footpath are directed along the track towards			associated structure and earthworks	Habitat creation, tree and shrub planting around attenuation pond to the north-east extents of the Scheme Screen planting to the eastern edge of the new footbridge earthworks on Washington Road		Future year (2036): Winter/Summer: Slight adverse – As above, but mitigation planting would have matured to provide integration of the earthworks and some screening of the new bridges.

Visual Receptor	Type of view (& distance towards Scheme)	User	View Description	Sensitivity (Baseline Year)	Magnitude of Impact (without Mitigation)	Predicted Impact	Mitigation	Magnitude of Impact (with Mitigation)	Residual Visual Effect
			the A184 Newcastle Road and arable fields to the west.						
04.WBEEC: Approx. 6900m^2	Enclosed, filtered Distance to Scheme: -725 m	Recreational and education users of WBEEC, outdoor workers	Views from the eastern location of the WBEEC where outdoor activity areas would be relocated during construction of the Testo's scheme are described, followed by a description of views from the original location once both the improved Downhill Lane and Testo's junctions are operational. Views from the eastern location are middle distance, extending towards the edge of Town End Farm and Downhill Lane junction to the south. Views are filtered by intervening vegetation within the WBEEC and along field boundaries. Electricity pylons are detractors within the view. Views from the fire pit and picnic areas (western location) are enclosed by woodland within the Mount Pleasant Marsh LWS, although there will be less woodland is present due to clearance works for the Testo's scheme, resulting in filtered views towards traffic on the A19 in places. Bird hides	MODERATE	Construction MINOR ADVERSE Opening MINOR ADVERSE Future MINOR ADVERSE	Short term impact of construction activity at Downhill Lane junction and southbound off and northbound on slip roads, including site compound and storage areas to the north of the Scheme footprint Permanent increase in number of lighting columns at the junction	Retention and protection of existing vegetation on the Downhill Lane junction northern slip roads to help provide screening of construction works Replacement woodland/ tree belt planting along the realignment of Washington Road to replace significant vegetation lost Habitat creation, tree and shrub planting around attenuation pond to the north-east extents of the Scheme	Construction NEGLIGIBLE ADVERSE Opening NEGLIGIBLE ADVERSE Future NEGLIGIBLE ADVERSE	Construction (2020-21): Winter: Slight adverse – Short term impact of construction activity at Downhill Lane junction on filtered views south from outdoor teaching areas within the WBEEC grounds. Filtered views towards site compound and storage area. These features would be viewed in the context of construction works for the Testo's scheme in the foreground. Opening year (2021): Winter: Neutral – Construction activity would have ceased reducing the effect on views. The increase in visual clutter at Downhill Lane junction would be barely perceptible within the existing context, even in night time views. There will be less vegetation to screen views due to the Testo's scheme. However, due to the distance of this receptor from Downhill Lane junction, effects would be neutral. Future year (2036): Winter / Summer: Neutral – As above.

Visual Receptor	Type of view (& distance towards Scheme)	User	View Description	Sensitivity (Baseline Year)	Magnitude of Impact (without Mitigation)	Predicted Impact	Mitigation	Magnitude of Impact (with Mitigation)	Residual Visual Effect
			have specific views within the area towards feeding stations. Views from other areas to the south and east are contained by woodland at the outdoor teaching area, which only allows filtered views out.						
05. Scot's House –east wing 1 property	Restricted views from garden and ground floor. First floor views focused to the east by vegetation. Distance to Scheme: -1.7 km	Residents	Views to the east and south-east from eastern extents of Listed Building curtilage and upper floor windows of property are focused on the foreground garden vegetation, fields and hedgerows, with the A184 Newcastle Road passing through the farmland. The temporary storage area and main site compound for the Testo's scheme will be apparent in fields to the east. Views extend to the horizons of the Boldon Hills with St Nicholas Church and the Quadrus Building forming noticeable landmarks. No views are possible from the entrance or western properties of the Scot's House complex as views are screened by boundary walls, farm buildings and mature garden vegetation.	MODERATE	Construction NO CHANGE Opening NO CHANGE Future NO CHANGE	No views to the proposals	Not applicable	Construction NO CHANGE Opening NO CHANGE Future NO CHANGE	Construction (2020-21): Neutral. Opening year (2021): Neutral. Future year (2036): Neutral.

Visual Receptor	Type of view (& distance towards Scheme)	User	View Description	Sensitivity (Baseline Year)	Magnitude of Impact (without Mitigation)	Predicted Impact	Mitigation	Magnitude of Impact (with Mitigation)	Residual Visual Effect
06. Mansion House – south facing flat windows (part of Scot's House complex) 1 property	Views to the south from three floors. Ground and first floor windows have filtered views, smaller Velux windows to roof space restricted and filtered. Distance to Scheme: - 1.7 km	Residents	Views to the south from the flats on the first two floors along the southern side of Mansion House are focused on the garden and car parking areas which are enclosed by mature tree and hedgerow vegetation. Views from Velux windows are restricted due to the small size and also filtered by boundary tree canopies. The temporary storage area and main site compound for the Testo's scheme will be apparent in fields to the south-east.	MODERATE	Construction MINOR ADVERSE Opening MINOR ADVERSE Future MINOR ADVERSE	Short term, long distance and filtered views of construction works at Downhill Lane junction including site compound and storage areas to the north of the Scheme footprint Night time views towards lighting at the junction area	Retention and protection of existing vegetation on the Downhill Lane junction northern slip roads to help provide screening of construction works Replacement woodland/ tree belt planting along the realignment of Washington Road to replace significant vegetation lost	Construction NEGLIGIBLE ADVERSE Opening NEGLIGIBLE ADVERSE Future NEGLIGIBLE ADVERSE	Construction (2020-21): Winter: Neutral – The combination of boundary vegetation and retained vegetation at the Downhill Lane junction northern slip roads would mean there would be little perceptible impact on views from all but the very top windows (small Velux). In addition, construction works for the Scheme would be in the context of the temporary storage area and site compound associated with the Testo's scheme Opening year (2021): Winter: Neutral – As above. Future year (2036): Winter / Summer: Neutral – As above.
07. Footpath B29 from A184 Newcastle Road to West Pastures lane Length: 500m	Restricted at first by hedgerows and West Pastures Travelling Community Site, with open views south towards West Pastures lane Distance to Scheme: - 1.3 km	Walkers	From the northern section, views extend over pastoral fields and horse paddocks towards the A184 Newcastle Road. The temporary storage area and main site compound for the Testo's scheme will be apparent in fields to the east. West Pastures Travelling Community Site screens views to the east from the central section of the footpath. The southern section of the footpath has more open views to the east and south over flat pastoral land towards hedgerow field boundaries, with the Boldon Hills and St. Nicholas Church to the	HIGH	Construction MINOR ADVERSE Opening MINOR ADVERSE Future MINOR ADVERSE	Short term, middle to long distance and filtered views of construction works at Downhill Lane junction including site compound and storage areas to the north of the Scheme footprint Night time views towards lighting at the junction area Medium to long term impacts due to the loss of mature tree belt vegetation to the east of Downhill Lane junction / Washington Road Introduction of a new bridge and associated	Retention and protection of existing vegetation on the Downhill Lane junction northern slip roads to help provide screening of construction works Replacement woodland/ tree belt planting along the realignment of Washington Road to replace significant vegetation lost Habitat creation, tree and shrub	Construction MINOR ADVERSE Opening MINOR ADVERSE Future NEGLIGIBLE ADVERSE	Construction (2020-21): Winter: Slight adverse – Middle to long distance views from the southern section of the footpath towards the Downhill Lane junction area. Construction activity for the new bridge structures would be visible along with associated vegetation removal. Construction works for the Scheme would be in the context of the Testo's scheme temporary storage area, main site compound and construction works along the A19. Opening year (2021): Winter: Slight adverse – The new bridge structures and lighting would be visible at Downhill Lane junction, and increases in traffic would be noticeable. Night time impacts would be neutral due to the level of existing light pollution from the adjacent residential edge of Town End Farm.

Visual Receptor	Type of view (& distance towards Scheme)	User	View Description	Sensitivity (Baseline Year)	Magnitude of Impact (without Mitigation)	Predicted Impact	Mitigation	Magnitude of Impact (with Mitigation)	Residual Visual Effect
			east and Downhill Old Quarry and Hylton visible in the distance to the south. The temporary storage area and main site compound for the Testo's scheme will be apparent, alongwith construction works along the A19. The extensive intervening field hedgerows and woodland at Elliscope Farm and Make-Me-Rich Farm form screening of the A19 with only the more elevated sections of Downhill Lane junction (including overbridge) noticeable due to lighting columns. Electricity pylons are noticeable in views, with fewer pylons due to the Testo's burying some power lines.			clutter at Downhill Lane junction	planting around attenuation pond to the north-east extents of the Scheme.		Future year (2036): Winter / summer: Neutral – Mitigation planting would have established to screen views towards Downhill Lane junction and traffic and replace lost woodland belts.
08. West Pastures Travelling Community Site Approx. 11 properties / residents	Restricted by hedgerow vegetation Distance to Scheme: - 1.2 km	Residents	Ground floor views from caravan and mobile home windows towards hedgerow boundaries around the site. Glimpsed, oblique views out through gaps in vegetation towards the surrounding flat farmland. Intervening hedgerows along West Pastures lane and in adjacent fields provide further containment of views. The temporary storage area and site compound for the Testo's scheme will be apparent, along	MODERATE	Construction MINOR ADVERSE Opening MINOR ADVERSE Future MINOR ADVERSE	Short term, middle to long distance and filtered views of construction works at Downhill Lane junction including site compound and storage areas to the north of the Scheme footprint Night time views towards lighting at the junction area Medium to long term impacts due to the loss of mature tree belt vegetation to the east of	Retention and protection of existing vegetation on the Downhill Lane junction northern slip roads to help provide screening of construction works Replacement woodland/ tree belt planting along the realignment of Washington Road to replace	Construction MINOR ADVERSE Opening MINOR ADVERSE Future NEGLIGIBLE ADVERSE	Construction (2020-21): Winter: Slight adverse – Middle to long distance views from the southern boundary of the site over the fence line towards the Downhill Lane junction area. Construction activity for the new bridge structures would be visible along with associated vegetation removal. Construction works at Downhill Lane junction would be in the context of the temporary storage area, site compound and construction works along the A19 for the Testo's scheme. Opening year (2021): Winter: Slight adverse – The new bridge structures and lighting would be visible at Downhill Lane junction,and increases

Visual Receptor	Type of view (& distance towards Scheme)	User	View Description	Sensitivity (Baseline Year)	Magnitude of Impact (without Mitigation)	Predicted Impact	Mitigation	Magnitude of Impact (with Mitigation)	Residual Visual Effect
			with construction works along the A19.			Downhill Lane junction / Washington Road Introduction of a new bridge and associated clutter at Downhill Lane junction	significant vegetation lost Habitat creation, tree and shrub planting around attenuation pond to the north-east extents of the Scheme		in traffic would be noticeable. Night time impacts would be neutral due to the level of existing light pollution from the adjacent residential edge of Town End Farm. Future year (2036): Winter / summer: Neutral – Mitigation planting would have established to screen views towards Downhill Lane junction and traffic and replace lost woodland belts.
09. Footpath B27 Length: 1km (Fig. 8.08)	Open views, middle distance Distance to Scheme: - 560 m - 1 km	Walkers	Descriptions relating to the view from this footpath are provided for the baseline view in the Scheme operational years only due to the footpath being closed during the construction phase of the Testo's scheme. The eastern section of the footpath west of the A19 has close range views of the A19 across the low undulating landform, and towards the Downhill Lane junction slip roads and bridge. Due to the Testo's scheme there will be hedgerow removal along the A19, opening up views, and a reduction in woodland that is noticeable at Mount Pleasant Marsh LWS. Man-made features such as electricity pylons, wind turbines and lighting at the Downhill Lane	HIGH	Construction NOT ASSESSED* Opening MAJOR ADVERSE Future MAJOR ADVERSE *Refer to Chapter 8 Section 8.4.1 - Assessment assumptions and limitiations*	Medium to long term impacts due to the loss of mature tree belt vegetation to the east of Downhill Lane junction / Washington Road Introduction of a new bridge and associated clutter at Downhill Lane junction New attenuation pond to the north-east of Downhill Lane junction Introduction of a new footbridge elevated over Washington Road and associated structure and earthworks	Retention and protection of existing vegetation on the Downhill Lane junction northern slip roads to help provide screening of construction works Replacement woodland/ tree belt planting along the realignment of Washington Road to replace significant vegetation lost Habitat creation, tree and shrub planting around attenuation pond to the north-east extents of the Scheme Screen planting to the eastern	Construction NOT ASSESSED* Opening MODERATE ADVERSE Future MINOR ADVERSE *Refer to Chapter 8 Section 8.4.1 - Assessment assumptions and limitiations*	Construction (2020-21): Winter: Not assessed* – footpath closed. Opening year (2021): Winter: Moderate adverse –Views would extend to the new bridge structures, earthworks and lighting at Downhill Lane junction, with the loss of tree belt vegetation also noticeable. Night time views unaffected due to the amount of existing light pollution form the Nissan factory and Town End Farm residential areas. Future year (2036): Winter/Summer: Slight adverse – As above, but mitigation planting would have matured to provide integration of the earthworks and some screening of the new bridges.

Visual Receptor	Type of view (& distance towards Scheme)	User	View Description	Sensitivity (Baseline Year)	Magnitude of Impact (without Mitigation)	Predicted Impact	Mitigation	Magnitude of Impact (with Mitigation)	Residual Visual Effect
			junction area detract from the rural character, although there will be fewer pylons due to the testo's scheme. Hedgerows and scrub vegetation within the foreground helps to screen and / or filter views of traffic. Further west, views are more open and extend to the surrounding flat rural areas. Views from the footpath to the east of the A19 are middle distance, extending towards the edge of Town End Farm and Downhill Lane junction areas. Views are filtered by intervening vegetation on the opposite side of the field in the foreground, and electricity pylons detract within the view.				edge of the new footbridge earthworks on Washington Road		
10. Bridleway B46 / old railway route Length: 820m (Fig 8.09)	Open, direct close range views Distance to Scheme: - 0 - 915m	Walkers, Cyclists	Descriptions relating to the view from this bridleway are provided for the baseline view in the Scheme operational years only due to the route being closed during the construction phase of the Testo's scheme. Views are possible towards the busy A19 and its embankments, with views beyond to the distant horizons in the west. Due to the Testo's scheme there will be	HIGH	Construction NOT ASSESSED* Opening MAJOR ADVERSE Future MAJOR ADVERSE **Refer to Chapter 8 Section 8.4.1 - Assessment*	Medium to long term impacts due to the loss of mature tree belt vegetation to the east of Downhill Lane junction / Washington Road Introduction of a new bridge and associated clutter at Downhill Lane junction New attenuation pond to the north-east of Downhill Lane junction	Retention and protection of existing vegetation on the Downhill Lane junction northern slip roads to help provide screening of construction works Habitat creation, tree and shrub planting around attenuation pond to the north-east	Construction NOT ASSESSED* Opening MAJOR ADVERSE Future MINOR ADVERSE **Refer to Chapter 8 Section 8.4.1 - Assessment*	Construction (2020-21): Winter: Not assessed* – bridleway closed. Opening year (2021): Winter: Large adverse – On opening, there would be filtered views towards the slip road at Downhill Lane junction and noticeable loss of vegetation at Washington Road from the northern section of the bridleway. The southern section of the bridleway would have views over to the new attenuation pond and Downhill Lane junction arrangement and towards the bridges at the very southern end of the route.

Visual Receptor	Type of view (& distance towards Scheme)	User	View Description	Sensitivity (Baseline Year)	Magnitude of Impact (without Mitigation)	Predicted Impact	Mitigation	Magnitude of Impact (with Mitigation)	Residual Visual Effect
			hedgerow removal along the A19, opening up views, and a reduction in woodland that is noticeable at Mount Pleasant Marsh LWS. Views also extend to the south towards properties in Town End Farm and Boldon and Hylton Red House with Downhill Lane junction in the middle ground. The foreground banks of the River Don are visible with scattered scrub and remnant hedgerow vegetation providing some local screening.		*assumptions and limitiations*	Introduction of a new footbridge elevated over Washington Road and associated structure and earthworks	extents of the Scheme Replacement woodland belt planting along Washington Road / new southbound on slip road Screen planting to the eastern edge of the new footbridge earthworks on Washington Road	*assumptions and limitiations*	Night time effects would be neutral as new lighting would be viewed in conjunction with surrounding light pollution from the residential areas of Town End Farm. Future year (2036): Summer: Slight adverse – Woodland tree belt and screen planting along Washington Road as well as tree and shrub / scrub planting at Downhill Lane junction would integrate the new arrangement, and provide screening of the new road bridge and footbridge structures in direct views from the southern end of the bridleway. Habitat creation surrounding the attenuation pond would have established to filter views towards the Downhill Lane junction further. Winter: Slight adverse – Views towards traffic would be slightly more open when trees are not in leaf.
11. Travelling Man public house / edge of open space 1 property	Open views, middle distance Distance to Scheme: -950m	Public house users, walkers, local residents of West Boldon	Views are focused towards the junction of the A184 Newcastle Road and the B1298 with the BMW garage in the foreground. Views extend to the Testo's Junction in the west although they are enclosed by vegetation around Boldon Lake and Mount Pleasant Marsh LWSs. Views are possible towards construction works at Testo's junction, with vegetation removal noticeable within Mount Pleasant Marsh LWS. Distant views are possible south across agricultural land towards Downhill Lane junction	MODERATE	Construction MINOR ADVERSE Opening MINOR ADVERSE Future MINOR ADVERSE	Short term, long distance views of construction works at Downhill Lane junction including site compound and storage areas to the north of the Scheme footprint Medium to long term impact of vegetation loss at Washington Road / Downhill Lane junction	Retention and protection of existing vegetation on the Downhill Lane junction northern slip roads to help provide screening of construction works Habitat creation, tree and shrub planting around attenuation pond to the north-east extents of the Scheme Replacement woodland belt	Construction MINOR ADVERSE Opening MINOR ADVERSE Future NEGLIGIBLE ADVERSE	Construction (2020-21): Winter: Slight adverse – Construction of bridge structures at Downhill Lane junction would be apparent in the distance, mainly perceptible due to loss of vegetation at Downhill Lane junction and Washington Road. Construction works for the Scheme would be in the context of construction works along Bridleway B46 associated with the Testo's scheme. Opening year (2021): Winter: Slight adverse – Loss of vegetation at Downhill Lane junction and Washington Road would be perceptible along with the new bridge structures and an increased amount of lighting columns, although the lighting columns would not be out of character in the view. Lighting at the junction

Visual Receptor	Type of view (& distance towards Scheme)	User	View Description	Sensitivity (Baseline Year)	Magnitude of Impact (without Mitigation)	Predicted Impact	Mitigation	Magnitude of Impact (with Mitigation)	Residual Visual Effect
			and the A19 north of the junction, albeit from a small decked area and with Mount Pleasant Farm in the foreground.				planting along Washington Road / new southbound on slip road		would be more perceptible at night but there would be a neutral effect due to the context of the surrounding road network and light pollution from adjacent residential areas at Town End Farm. Future year (2036): Summer: Neutral – Mitigation planting would have established to help replace lost vegetation at Downhill Lane junction and Washington Road. Winter: Neutral – As above.
12. Mount Pleasant Farm 3 Farm buildings 2 farm sheds	Open, middle distance Distance to Scheme: -960 m	Residents Farm workers	Views from the south facing elevation of the farm building and yard areas extend over the local incised valley of the River Don to the south. Boldon Hills and Quarry is noticeable to the south-east and the edge of Town End Farm is visible further south. Mature tree belts to the west of Town End Farm and Downhill Lane are noticeable in the middle distance. Mount Pleasant Marsh LWS woodland and the WBEEC is notable in the foreground to the west with pylons extending out as detracting elements in the view. Within the future baseline, Construction works associated with the Testo's junction will be visible along the A19 and Bridleway B46, and woodland removal within	HIGH	Construction MINOR ADVERSE Opening MINOR ADVERSE Future MINOR ADVERSE	Short term, long distance views of construction works at Downhill Lane junction including site compound and storage areas to the north of the Scheme footprint Medium to long term impact of vegetation loss at Washington Road / Downhill Lane junction	Retention and protection of existing vegetation on the Downhill Lane junction northern slip roads to help provide screening of construction works Habitat creation, tree and shrub planting around attenuation pond to the north-east extents of the Scheme Replacement woodland belt planting along Washington Road / new southbound on slip road	Construction MINOR ADVERSE Opening MINOR ADVERSE Future NEGLIGIBLE ADVERSE	Construction (2020-21): Winter: Slight adverse – Construction of bridge structures at Downhill Lane junction would be apparent in the distance, mainly perceptible due to loss of vegetation at Downhill Lane junction and Washington Road. Construction works for the Scheme would be in the context of construction works along Bridleway B46 associated with the Testo's scheme. Opening year (2021): Winter: Slight adverse – Loss of vegetation at Downhill Lane junction and Washington Road would be perceptible along with the new bridge structures and an increased amount of lighting columns, although the lighting columns would not be out of character in the view. Lighting at the junction would be more perceptible at night but there would be a neutral effect due to the context of the surrounding road network and light pollution from adjacent residential areas at Town End Farm. Future year (2036): Summer: Neutral – Mitigation planting would have established to help replace

Visual Receptor	Type of view (& distance towards Scheme)	User	View Description	Sensitivity (Baseline Year)	Magnitude of Impact (without Mitigation)	Predicted Impact	Mitigation	Magnitude of Impact (with Mitigation)	Residual Visual Effect
			Mount Pleasant Marsh LWS will be noticeable.						lost vegetation at Downhill Lane junction and Washington Road. Winter: Neutral – As above.
13. West Boldon open space Approx. 5200m^2	Open, long distance, elevated views to the west Distance to Scheme: - 1.3 km	Residents recreation users	Views extend over the lowland landscape and open space areas along the River Don to the west and beyond to the distant horizons on the edge of Gateshead. The units within the Boldon Business Park are enclosed by boundary woodland vegetation and screen the A19 and Testo's Junction. The Quadrus Building is visible at the junction area surrounded by tree belts. The National Grid substation and associated pylons expanding out from it are detracting elements, softened by the boundary vegetation of the WBEEC, screening the A19 beyond. Views to the south and east are contained by garden vegetation and buildings of properties adjacent to the open space. Construction works associated with the Testo's scheme will be visible in the distance, and woodland removal within Mount Pleasant Marsh is will be noticeable. Fewer pylons wil be visible in the landscape due to the	MODERATE	Construction NEGLIGIBLE ADVERSE Opening NEGLIGIBLE ADVERSE Future NEGLIGIBLE AD VERSE	Short term, long distance views of construction works at Downhill Lane junction including site compound and storage areas to the north of the Scheme footprint Medium to long term impact of vegetation loss at Washington Road / Downhill Lane junction	Retention and protection of existing vegetation on the Downhill Lane junction northern slip roads to help provide screening of construction works Replacement woodland/ tree belt planting along the realignment of Washington Road to replace significant vegetation lost Replacement woodland belt planting along Washington Road / new southbound on slip road	Construction NEGLIGIBLE ADVERSE Opening NEGLIGIBLE ADVERSE Future NO CHANGE	Construction (2020-21): Winter: Neutral – Whilst the loss of vegetation and construction activity at Downhill Lane junction and Washington Road may be perceptible from the very edge of higher ground here, it would be over a long distance and in the context of the surrounding industrial area of the Nissan factory and the Testo's scheme construction works. Furthermore, views would be filtered by vegetation along the boundary of the open space. Opening year (2021): Winter: Neutral – As above. Future year (2036): Summer: Neutral – As above. Mitigation planting would have established to help replace lost vegetation at Downhill Lane junction and Washington Road. Winter: Neutral – As above.

Visual Receptor	Type of view (& distance towards Scheme)	User	View Description	Sensitivity (Baseline Year)	Magnitude of Impact (without Mitigation)	Predicted Impact	Mitigation	Magnitude of Impact (with Mitigation)	Residual Visual Effect
			testo's scheme burying some power lines.						
14. Properties to the south of Glebe Farm Court, West Boldon 5 properties	Open, long distance, direct views Distance to Scheme: - 1.1 km	Residents	Views extend west over the lowland landscape of agricultural land and the River Don stream valley as it passes in the foreground underneath the Boldon Bridge Road (A184). Mount Pleasant Farm and the Travellers Rest public house are visible buildings on the opposite side of the valley with the BMW garage noticeable behind. The woodland of Mount Pleasant Marsh and Boldon Lake LWSs in conjunction with the Boldon Business Park boundary vegetation screen views further west. Views to the south-west are oblique but follow the course of the River Don towards Elliscope Farm woodland, marked also by electricity pylons extending from the WBEEC. Construction works associated with the Testo's scheme will be visible along the A19, and woodland removal within Mount Pleasant Marsh will be noticeable. Fewer pylons will be visible in the landscape due to the Testo's scheme burying some power lines.	MODERATE	Construction NEGLIGIBLE ADVERSE Opening NEGLIGIBLE ADVERSE Future NEGLIGIBLE ADVERSE	Medium to long term impact of vegetation loss at Washington Road / Downhill Lane junction	Retention and protection of existing vegetation on the Downhill Lane junction northern slip roads to help provide screening of construction works Replacement woodland belt planting along Washington Road / new southbound on slip road	Construction NEGLIGIBLE ADVERSE Opening NEGLIGIBLE ADVERSE Future NO CHANGE	Construction (2020-21): Winter: Neutral – Whilst the loss of vegetation and construction activity at Downhill Lane junction and Washington Road may be perceptible in oblique views, it would be over a long distance and only partially visible due to topography and sporadic vegetation on the A184 Boldon Bridge Road, which would screen much of the junction area. In addition, views of the Scheme's construction works would be in the context of construction works associated with the Testo's scheme. Opening year (2021): Winter: Neutral – As above. Future year (2036): Summer: Neutral – As above. Mitigation planting would have established to help replace lost vegetation at Downhill Lane junction and Washington Road. Winter: Neutral – As above.

Visual Receptor	Type of view (& distance towards Scheme)	User	View Description	Sensitivity (Baseline Year)	Magnitude of Impact (without Mitigation)	Predicted Impact	Mitigation	Magnitude of Impact (with Mitigation)	Residual Visual Effect
15. Properties on Lawn Drive (also representative of users of elevated section of Downhill Lane / Great North Forest Heritage Trail (GNFHT)) 4 properties (Fig 8.10)	Open, long distance, views elevated Distance to Scheme: -895 m	Residents and users of Downhill Lane	Views extend over the lowland landscape of agricultural land towards the banks of the River Don, the A19 on embankment and vegetation within Mount Pleasant Marsh and Boldon Lake LWSs. Views extend beyond to the horizons on the edge of Gateshead. The Quadrus Building is visible adjacent to the Boldon Business Park. Views to the south-west along Downhill Lane extend to the Nissan factory area with the buildings of IAMP One in the future baseline effectively extending to the A1290 behind the Downhill Lane junction slip roads and junction in the middle ground. Pylons are prominent throughout the extents of the view. Construction works associated with Testo's junction will be visible along the A19, and woodland removal within Mount Pleasant Marsh will be noticeable. Fewer pylons will be visible in the landscape due to the Testo's scheme burying power lines.	HIGH	Construction MODERATE ADVERSE Opening MODERATE ADVERSE Future MODERATE ADVERSE	Short term, long distance views of construction works at Downhill Lane junction Medium to long term impact of vegetation loss at Washington Road / Downhill Lane junction	Retention and protection of existing vegetation on Downhill Lane junction northern slip roads to help provide screening of construction works Habitat creation, tree and shrub planting around attenuation pond to the north-east extents of the Scheme Replacement woodland belt planting along Washington Road / new southbound on slip road	Construction MODERATE ADVERSE Opening MODERATE ADVERSE Future MINOR ADVERSE	Construction (2020-21): Winter: Moderate adverse – Short term adverse effects during construction due to elevated views towards storage and site compound area in fields to the north and east of the Downhill Lane junction. The loss of the mature tree belt vegetation on Washington Road would be perceptible along with vegetation loss at the attenuation pond. Views of construction works for the Scheme would be in the context of construction works associated with the Testo's scheme. Opening year (2021): Winter: Moderate adverse – Elevated views towards the new Downhill Lane junction alignment and attenuation pond to the north-east, particularly due to the amount of mature vegetation lost. The increase in lighting columns and signage may be perceptible; however, in the context of existing visual clutter. Signage and lighting would also be noticeable in night time views but would result in a neutral effect due to adjacent light pollution at the residential edge of Town End Farm and the Nissan factory. Future year (2036): Summer: Slight adverse – Mitigation planting would integrate Downhill Lane junction and the footbridge earthworks into the surrounding landscape. The amount of lighting columns and signage would slightly increase but in the context of existing clutter. Effects on night time views would be as described above. Winter: Slight adverse – As above.

Visual Receptor	Type of view (& distance towards Scheme)	User	View Description	Sensitivity (Baseline Year)	Magnitude of Impact (without Mitigation)	Predicted Impact	Mitigation	Magnitude of Impact (with Mitigation)	Residual Visual Effect
16. Downhill Farm complex (also representative of users of Downhill Lane / GNFHT) 3 properties	Restricted, middle distance Distance to Scheme: -610 m	Residents and users of Downhill Lane	View extends out to the westerly horizon at Gateshead from the entrance to the complex. The A19 is noticeable within the low lying agricultural landscape. Scrubby vegetation and occasional woodland clumps are visible in contrast to the electricity pylons. Foreground vegetation and vegetation at Mount Pleasant Marsh and Boldon Lake LWSs screens views to the north-west and therefore screens the Testo's Junction area and beyond. Views to the south-west in the direction of Downhill Lane junction are limited to oblique views from the south-easternmost properties (lower and upper floors and outdoor space) with the remainder of properties having views restricted by adjacent properties and topography and/or filtered by boundary vegetation. Pylons are prominent throughout the extents of the view. Construction works associated with Testo's junction will be visible along the A19, and woodland removal within Mount Pleasant Marsh will be noticeable. Fewer pylons will be visible in	HIGH	Construction MODERATE ADVERSE Opening MODERATE ADVERSE Future MODERATE ADVERSE	Short term impact of construction works at Downhill Lane junction including site compound, storage and laydown areas Medium to long term impact of vegetation loss at Washington Road / Downhill Lane junction Long term changes to Downhill Lane junction area and junction with Washington Road	Habitat creation, tree and shrub planting around attenuation pond to the north-east extents of the Scheme Replacement woodland belt planting along Washington Road / new southbound on slip road Tree and shrub planting to the east / south-east and south-west of the new footbridge ramp areas to integrate and filter structures.	Construction MODERATE ADVERSE Opening MODERATE ADVERSE Future MINOR ADVERSE	Construction (2020-21): Winter: Large adverse – Short term adverse effects during construction in first and second floor and outdoor views from the southernmost property of the complex, towards storage and site compound areas in fields to the north and east of the Downhill Lane junction area. Views also possible towards the loss of mature tree belt vegetation on Washington Road and towards the construction of the new Downhill Lane junction alignment including installation of two new bridges and associated earthworks. There would also be a new attenuation pond constructed to the north-east of the junction and filtered views to the new NMU footbridge ramp structures. Views of construction works for the Scheme would be in the context of construction works associated with the Testo's scheme. Opening year (2021): Winter: Moderate adverse – Views from the southernmost property towards vegetation loss and the new Downhill Lane junction arrangement with additional bridge, footbridge and ramp structures visible above the realigned Washington Road. Part of the new attenuation pond to the north-east would also be visible. The increase in lighting columns and signage may be perceptible; however, in the context of existing visual clutter. Signage and lighting would also be noticeable in night time views but would result in a neutral effect due to adjacent light pollution at the residential edge of Town End Farm and the Nissan factory. Future year (2036):

Visual Receptor	Type of view (& distance towards Scheme)	User	View Description	Sensitivity (Baseline Year)	Magnitude of Impact (without Mitigation)	Predicted Impact	Mitigation	Magnitude of Impact (with Mitigation)	Residual Visual Effect
			the landscape due to the Testo's scheme burying power lines.						Summer: Slight adverse– Mitigation planting would integrate Downhill Lane junction and the footbridge earthworks into the surrounding landscape, however the taller structure of the footbridge itself may still be visible above the tree canopies. The amount of lighting columns and signage would be perceptible but in the context of existing clutter. Effects on night time views would be as described above. Winter: Slight adverse – As above.
17. Users of Downhill Lane / GNFHT Length: 270m (Fig. 8.14 & 8.15)	Open, middle to close range, direct Distance to Scheme: - 0 – 610 m (east) 0 – 490 m (west)	Users of Downhill Lane / GNFHT (cyclists, car users, bus travellers)	Views are generally focused on the direction of travel; west across farmland towards the Gateshead horizon, and east towards Boldon Downhill / Downhill Old Quarry horizon. The embankments of the A19 and Downhill Lane junction and associated traffic are noticeable crossing the landscape. Make-Me-Rich Farm is visible and set within pasture fields and mature woodland within the Elliscope Farm East / Hylton Bridge LWS. Lighting columns at Downhill Lane junction and electricity pylons are dominant detracting features within the view. Construction works associated with Testo's junction will be visible along the A19, and woodland removal within Mount Pleasant Marsh will be noticeable. Fewer	MODERATE	Construction MAJOR ADVERSE Opening MAJOR ADVERSE Future MAJOR ADVERSE	Short term impact of construction works at Downhill Lane junction including site compound, storage and laydown areas Medium to long term impact of vegetation loss at Washington Road / Downhill Lane junction Permanent redirection of NMU users over a new footbridge Additional footbridge and ramp structures to the south of the junction	Retention and protection of existing vegetation on the Downhill Lane junction northern slip roads to help provide screening of construction works Habitat creation, tree and shrub planting around attenuation pond to the north-east extents of the Scheme Replacement woodland belt planting along Washington Road / new southbound on slip road Replacement linear tree and shrub planting and scrub to the	Construction MAJOR ADVERSE Opening MAJOR ADVERSE Future MINOR ADVERSE	Construction (2020-21): Winter: Large adverse – Short term direct effect on views from the route where it crosses Downhill Lane junction during construction, due to the requirement to redirect the route. Views would be possible towards the site compound and storage areas within fields to the north and east of the Downhill Lane junction, as well as towards construction works at the junction and the attenuation pond to the north-east, and works for the realignment of Washington Road, A1290 and Downhill Lane itself. Impacts would be further exacerbated by vegetation loss along the existing southern slip roads and Washington Road as a result of the works. Views of construction works the Scheme would be in the context of construction works associated with the Testo's scheme. Views towards construction works from the western end of Downhill Lane would be partially restricted by buildings within IAMP One. Opening year (2021): Winter: Large adverse – The character of views for NMU users would change where the route diverts down

Visual Receptor	Type of view (& distance towards Scheme)	User	View Description	Sensitivity (Baseline Year)	Magnitude of Impact (without Mitigation)	Predicted Impact	Mitigation	Magnitude of Impact (with Mitigation)	Residual Visual Effect
			pylons will be visible in the landscape due to the Testo's scheme burying power lines. With the buildings of IAMP One in the baseline, views south-east from the western end of Downhill Lane towards the A19 and A1290 are restricted.				inside and south-west of the junction area / realigned A1290		Washington Road and then over the A19 to the south of the Downhill Lane junction over a new footbridge. Views north from the new footbridge would extend over the A19 back to the new Downhill Lane road bridge and junction area, exacerbated due to the lack of established planting to replace lost vegetation on the southern slip roads and Washington Road. Views south would extend over the A19 to the Nissan plant footbridge and factory buildings and wind turbines. Views from the western side of the A19 would extend to the west and towards the A1290 and IAMP One buildings, which along with vegetation in the fields screening or filtering views beyond. Views for users of Downhill Lane (bus, car users) would experience similar views to existing on travelling to and from the junction. Views would slightly differ whilst on the junction as they would be directed over a circulatory junction and the new road bridge (travelling west). Views travelling east would largely remain unchanged apart from the increase in visual clutter at the junction and loss of vegetation. Lighting in night time views would also be more perceptible due to increased lighting and signage at the Downhill Lane junction area, albeit still within the context of surrounding light pollution at Town End Farm and the Nissan factory. Views towards the operational Downhill Lane junction and A1290 from the western end of Downhill Lane would be partially restricted by buildings within IAMP One. Future year (2036): Summer: Slight adverse – Establishment of mitigation planting

Visual Receptor	Type of view (& distance towards Scheme)	User	View Description	Sensitivity (Baseline Year)	Magnitude of Impact (without Mitigation)	Predicted Impact	Mitigation	Magnitude of Impact (with Mitigation)	Residual Visual Effect
									would replace lost vegetation along Washington Road and also integrate Downhill Lane junction earthworks into the surrounding landscape. The additional bridge structures would remain perceptible, along with additional lighting and signage. Effects on night-time views would be as described above. Winter: Slight adverse – As above.
18. Fellgate residential edge/ open space Approx. 27500m^2 20 properties	Oblique, narrow, focused, long distance views from upper floor windows Distance to Scheme: - 2.3 km	Residents on south-easterly edge, walkers	Views from upper floor windows of houses on higher ground in Fellgate extend over arable fields towards vegetation at Mount Pleasant Marsh and Boldon Lake LWSs and the southern horizon at Penshaw Hill. Scot's House complex of buildings and woodland is visible in the middle distance to the south behind the vegetated corridor of the A184 Newcastle Road. There will be less vegetation present along the A184, within and around Testo's roundabout and within Mount Pleasant Marsh LWS due to removal by the Testo's scheme. Vegetation along the boundary of the open space edge and at Calfclose Burn LWS filters views. Electricity pylons visible on the skyline and the palisade fence along the edge of the open space detract from the more rural	MODERATE	Construction NO CHANGE Opening NO CHANGE Future NO CHANGE	No views to the proposals	Not applicable	Construction NO CHANGE Opening NO CHANGE Future NO CHANGE	Construction (2020-21): Neutral. Opening year (2021): Neutral. Future year (2036): Neutral.

Visual Receptor	Type of view (& distance towards Scheme)	User	View Description	Sensitivity (Baseline Year)	Magnitude of Impact (without Mitigation)	Predicted Impact	Mitigation	Magnitude of Impact (with Mitigation)	Residual Visual Effect
			Calfclose Burn and farmland.						
19. North-western edge of Town End Farm 26 properties (Fig. 8.16 & 8.17)	Open, direct, elevated upper and lower floor windows Distance to Scheme: -50m	Residents	Views focused to the north and west over the A19 and Downhill Lane junction towards the distant horizons of Gateshead, with the restored colliery spoil heap at Wardley Colliery LWS a noticeable landform feature. The A19 is predominantly noticeable due to highway signage and traffic in the middle distance with the road mostly screened south of Downhill Lane junction. Downhill Lane is visible set within the agricultural land in the foreground. The electricity substation at Mount Pleasant Marsh LWS and pylons that extend out from it detract from the views of urban fringe green belt landscape. Construction works associated with the Testo's scheme will be visible along the A19, and woodland removal within Mount Pleasant Marsh will be noticeable. Fewer pylons will be visible in the landscape due to the Testo's scheme burying some power lines.	HIGH	Construction MAJOR ADVERSE Opening MAJOR ADVERSE Future MAJOR ADVERSE	Short term impacts due to site compound, storage and laydown areas within fields adjacent to Washington Road Short term impact of construction works at Downhill Lane junction Medium to long term impact of vegetation loss at Washington Road / Downhill Lane junction Permanent redirection of NMU users over a new footbridge Additional footbridge and ramp structures to the south of the junction	Habitat creation, tree and shrub planting around attenuation pond to the north-east extents of the Scheme Replacement woodland belt planting along Washington Road / new southbound on and off slip roads Replacement linear tree and shrub planting and scrub to the inside and south-west of the junction area / realigned A1290. Screen planting to the south-east of the new footbridge ramp areas	Construction MAJOR ADVERSE Opening MAJOR ADVERSE Future MINOR ADVERSE	Construction (2020-21): Winter: Large adverse – Short term adverse effect due to the visibility of the soils storage and laydown areas in close range views over the local fields adjacent to Washington Road and the housing estate. Vegetation loss at Downhill Lane junction and along Washington Road would be noticeable in views to the west / north-west behind storage areas, as well as towards attenuation pond works and site compound areas further to the north-west. The construction of the new Downhill Lane junction alignment including earthworks, road and footbridge structures and installation of additional lighting and signage would all be visible. Views of construction works the Scheme would be in the context of construction works associated with the Testo's scheme. Opening year (2021): Winter: Large adverse – Adverse effect on views due to the expanded Downhill Lane junction area and realigned Washington Road, which would move it closer to the properties. Views towards the new bridges would also be possible due to a lack of mitigation planting establishment. Additional lighting and signage would also be visible in close range views as well as new earthworks for the footbridge. Night time views would also be affected due to an increase in lighting at the Downhill Lane junction area; however, given the amount of lighting already at Downhill Lane junction, this is unlikely to lead to

Visual Receptor	Type of view (& distance towards Scheme)	User	View Description	Sensitivity (Baseline Year)	Magnitude of Impact (without Mitigation)	Predicted Impact	Mitigation	Magnitude of Impact (with Mitigation)	Residual Visual Effect
									an overall adverse effect on night time views. Future year (2036): Summer: Slight adverse – Mitigation planting would have established along Washington Road and within the Downhill Lane junction area. This would serve to screen much of the junction itself as well as all but the most elevated parts of the new NMU ramps and footbridge. Vegetation would also integrate the realigned Washington Road back into the landscape and also provide some screening of smaller vehicles. Effects on night-time views would be as described above, with the added benefit of additional screening by mitigation planting. Winter: Slight adverse – As above, but views would be more open when trees are not in leaf.
20. Make-Me-Rich Farm 2 properties	Mid-range, filtered views from first floor window and stable area Distance to Scheme: -75m	Farm residents	Views to the south extend over to Downhill Lane and the A1290 on approach to the Downhill Lane junction. The remnant hedgerow along the access road to the farm provides filtered screening in views to the east / south-east apart from upper floor gable end windows. Electricity pylons are predominant detractors in the foreground along with wind turbines to the south at the Nissan plant. Views to the north from the rear of the property extend over fields towards the A19 and the woodland surrounding	HIGH	Construction MODERATE ADVERSE Opening MODERATE ADVERSE Future MODERATE ADVERSE	Short term impact of construction works at Downhill Lane junction, A1290 realignment and Downhill Lane Medium to long term impact of vegetation loss at Washington Road / Downhill Lane junction Long term redirection of southern alignment of Downhill Lane to the south of the existing bridge over a new road bridge	Retention and protection of existing vegetation on the Downhill Lane junction northern slip roads to help provide screening of construction works Habitat creation, tree and shrub planting around attenuation pond to the north-east extents of the Scheme Replacement woodland belt	Construction MODERATE ADVERSE Opening MODERATE ADVERSE Future MINOR ADVERSE	Construction (2020-21): Winter: Moderate adverse – Limited views towards construction works at the Downhill Lane junction area filtered by boundary vegetation at the property and along the access road. Views would be more open towards works for the realignment of Downhill Lane and access track entrance. The new alignment of the A1290 would also be visible in the middle distance, as well as the installation of lighting to the south of the junction area and the NMU footbridge and western ramp. Views of construction works the Scheme would be in the context of construction works associated with the Testo's scheme. Realignment works along the A1290 would be viewed against a backdrop of 25m high buildings at IAMP One.

Visual Receptor	Type of view (& distance towards Scheme)	User	View Description	Sensitivity (Baseline Year)	Magnitude of Impact (without Mitigation)	Predicted Impact	Mitigation	Magnitude of Impact (with Mitigation)	Residual Visual Effect
			the electricity substation. Lighting columns are noticeable at Testo's Junction. Hedgerow field boundaries filter views. Construction works associated with Testo's junction will be visible along the A19, and woodland removal within Mount Pleasant Marsh will be noticeable. Fewer pylons will be visible in the landscape due to the Testo's scheme burying power lines. With the buildings of IAMP One in the baseline, views south towards the A1290 are against a backdrop of 25m high buildings.			Additional footbridge and ramp structures to the south of the junction	planting along Washington Road / new southbound on slip road Replacement linear tree and shrub planting and scrub to the inside and south-west of the junction area / realigned A1290 Tree and shrub planting to the east / south-east and south-west of the new footbridge ramp areas to integrate and filter structures Linear tree and shrub planting along edge of new A1290 and Downhill Lane carriageways		Opening year (2021): Winter: Moderate adverse – The new earthworks at the realigned A1290 and Downhill Lane junction as well as the structures of the NMU footbridge and western ramp would be visible in the middle distance. Traffic on the approach to Downhill Lane junction from both Downhill Lane and the A1290 would be directed further away from the property. Traffic on the A1290 would be viewed against a backdrop of 25m high buildings at IAMP One. The number of lighting columns would increase to the south of the junction area and night time effects may increase slightly as a result of additional light pollution. Future year (2036): Summer: Slight adverse – Mitigation planting would have established to provide integration of new earthworks and the NMU western ramp into the surrounding landscape, with partial screening of nearby traffic. Night time views would return to a similar character as existing due to screening by vegetation. Winter: Slight adverse – Views towards traffic and lighting would be slightly more open when trees are not in leaf.
21. Elliscope Farm 1 property	Oblique, restricted views Distance to Scheme: -500m	None until Future Year whereby users will be indoor office workers	The future baseline for this property is on the assumption that the property is vacant after purchase for IAMP One. The property is then assumed to change its use to office buildings by the Future Year 2036 whereby views to the south are predominantly contained by farm	LOW	Construction NOT ASSESSED* Opening NOT ASSESSED* Future MINOR ADVERSE	Medium to long term impact of vegetation loss at Washington Road / Downhill Lane junction Additional footbridge and ramp structures to the south of the junction	Retention and protection of existing vegetation on the Downhill Lane junction northern slip roads to help provide screening of construction works	Construction NOT ASSESSED* Opening NOT ASSESSED* Future NEGLIGIBLE ADVERSE	Construction (2020-21): Winter: Not assessed* - The property is assumed to be vacant. Opening year (2021): Winter: Not assessed* - The property is assumed to be vacant. Future year (2036): Summer: Neutral – Mitigation planting would have established to provide

Visual Receptor	Type of view (& distance towards Scheme)	User	View Description	Sensitivity (Baseline Year)	Magnitude of Impact (without Mitigation)	Predicted Impact	Mitigation	Magnitude of Impact (with Mitigation)	Residual Visual Effect
			buildings, garden and farmyard vegetation and by woodland within Elliscope Farm East / Hylton Bridge LWS. Views from the access road and southernmost part of the farmyard area are possible across arable fields and hedgerows in the foreground towards Make-Me Rich Farm and Downhill Old Quarry in the distance. Mount Pleasant Marsh LWS woodland is visible to the north with the Quadrus Building behind. The A19 is predominantly noticeable due to signage and taller traffic, with lighting columns at Testo's Junction visible. Fewer pylons will be visible in the landscape due to the Testo's scheme burying power lines. Downhill Lane junction, Downhill Lane and A1290 areas are visible in the middle distance from the access track, with wider views contained by buildings in Town End Farm and at the Nissan factory, and by boundary vegetation. With the buildings of IAMP One in the baseline, views south towards the A1290 are		**Refer to Chapter 8 Section 8.4.1 - Assessment assumptions and limitiations*		Mitigation planting to provide replacement of lost vegetation, screening and integration of Downhill Lane junction earthworks Tree and shrub planting to the east / south-east and south-west of the new footbridge ramp areas to integrate and filter structures Linear tree and shrub planting along edge of new carriageway alignments of A1290 and Downhill Lane	**Refer to Chapter 8 Section 8.4.1 - Assessment assumptions and limitiations*	integration and screening of traffic at Downhill Lane junction and the realignment of Downhill Lane and the A1290. The very top of the new footbridge would still be partially visible, but filtered by intervening mitigation planting. In addition, the Scheme would be viewed against a backdrop of 25 m high buildings at IAMP One. Winter: Neutral – As above, however views towards traffic and lighting would be slightly more filtered when trees are not in leaf.

Visual Receptor	Type of view (& distance towards Scheme)	User	View Description	Sensitivity (Baseline Year)	Magnitude of Impact (without Mitigation)	Predicted Impact	Mitigation	Magnitude of Impact (with Mitigation)	Residual Visual Effect
			against a backdrop of 25 m high buildings.						
22. Hylton Grove Farm 2 properties	Oblique, restricted views Distance to Scheme: -610m	Residents	Enclosed views to the east across surrounding fields and hedgerows towards Downhill Old Quarry and the eastern horizon. Woodland and farm buildings at Elliscope Farm and woodland within Elliscope Farm East / Hylton Bridge LWS screen views to the east. Vegetation along the River Don and Hylton Bridge LWS screen views to the east. With the buildings of IAMP One in the future baseline, views south-east from the property are further restricted.	MODERATE	Construction NO CHANGE Opening NO CHANGE Future NO CHANGE	No views to the proposals	Not applicable	Construction NO CHANGE Opening NO CHANGE Future NO CHANGE	Construction (2020-21): Neutral. Opening year (2021): Neutral. Future year (2036): Neutral.
23. Hylton Bridge Farm 2 properties (Fig. 8.07)	Oblique, restricted views Distance to Scheme: -590m	Residents	Enclosed views towards woodland within Elliscope Farm East / Hylton Bridge LWS, fields and hedgerows and remnant hedgerow trees along the local road network. Views east across fields and along Downhill Lane towards Downhill Lane junction and the A19 in the middle distance are oblique and filtered by vegetation on Downhill Lane and the property boundary. Distant views south towards A1290 and the Nissan plant from the	MODERATE	Construction NEGLIGIBLE ADVERSE Opening NEGLIGIBLE ADVERSE Future NEGLIGIBLE ADVERSE	Short term impact of construction works at Downhill Lane junction, A1290 realignment and Downhill Lane Medium to long term impact of vegetation loss at Washington Road / Downhill Lane junction Additional footbridge and ramp structures to the south of the junction	Mitigation planting to provide replacement of lost vegetation, screening and integration of Downhill Lane junction earthworks Linear tree and shrub planting along edge of new carriageway alignments of A1290 and Downhill Lane	Construction NEGLIGIBLE ADVERSE Opening NO CHANGE Future NO CHANGE	Construction (2020-21): Winter: Neutral – Traffic management and construction works at the Downhill Lane junction slip roads would be barely perceptible in views due to intervening vegetation and the distance and oblique angle of views. In addition, buildings at IAMP One would serve to restrict views. Opening year (2021): Winter – Neutral. Future year (2036): Summer/Winter – Neutral.

Visual Receptor	Type of view (& distance towards Scheme)	User	View Description	Sensitivity (Baseline Year)	Magnitude of Impact (without Mitigation)	Predicted Impact	Mitigation	Magnitude of Impact (with Mitigation)	Residual Visual Effect
			rear of the properties. Pylons are visible in views east. With the buildings of IAMP One in the future baseline, views east and south from the property are restricted.						
24. Western edge of Town End Farm 54 properties	Restricted, close range views Distance to Scheme: -75m	Residents	Views from both upper and lower floor windows facing west are contained by a dense tree belt along Washington Road and the edge of the Downhill Lane junction southbound on slip road. This vegetation screens views in summer, with some filtered views through vegetation towards the Nissan factory buildings and wind turbines in winter.	MODERATE	Construction MINOR ADVERSE Opening MINOR ADVERSE Future MINOR ADVERSE	Short term impact of construction works at Downhill Lane junction, A1290 realignment and Downhill Lane Medium to long term impact of vegetation loss at Washington Road / Downhill Lane junction Additional footbridge and ramp structures to the south of the junction	Mitigation planting to provide replacement of lost vegetation, screening and integration of Downhill Lane junction earthworks Linear tree and shrub planting along edge of new carriageway alignments of A1290 and Downhill Lane Tree and shrub planting to the east / south-east and south-west of the new footbridge ramp areas to integrate and filter structures	Construction MINOR ADVERSE Opening MINOR ADVERSE Future NO CHANGE	Construction (2020-21): Winter: Slight adverse – Filtered views in winter towards construction works along the southbound on slip road and Washington Road, and installation of a new footbridge and ramps in views from the northernmost properties. Vegetation loss would also be perceptible at the northern end of the adjacent tree belt during installation of the NMU footbridge. Opening year (2021): Winter: Slight adverse – Effects would reduce due to the removal of construction activity. However, the new footbridge and ramp structures would be perceptible to the north, especially due to vegetation loss. Future year (2036): Summer/Winter: Neutral – Replacement planting along the southbound on slip road and Washington Road would have established, as well as tree and shrub planting next to the NMU route, which would filter views towards the footbridge / ramps.
25. Footpath B22 from West Pastures lane to	Restricted views with some more open views from areas	Walkers	Views from much of the southern part of the footpath are predominantly contained by intervening rolling topography and	MODERATE	Construction NEGLIGIBLE ADVERSE Opening	Short term impact of construction works at Downhill Lane junction, A1290 realignment and Downhill Lane	Retention and protection of existing vegetation on the Downhill Lane junction northern	Construction NEGLIGIBLE ADVERSE Opening	Construction (2020-21): Winter: Slight adverse – Views of construction activity at the Downhill Lane junction area would only be possible from the eastern end of the

Visual Receptor	Type of view (& distance towards Scheme)	User	View Description	Sensitivity (Baseline Year)	Magnitude of Impact (without Mitigation)	Predicted Impact	Mitigation	Magnitude of Impact (with Mitigation)	Residual Visual Effect
Follingsby Lane Length: 825m	of higher ground Distance to Scheme: - 1350 - 950m		hedgerows along field boundaries and West Pastures lane. Views from the eastern end extend to Downhill Old Quarry and the eastern horizon of the Boldon Hills. Views east towards Downhill Lane junction are predominantly screened by vegetation at Elliscope Farm and Hylton Grove Farm, although there are glimpsed views of the north-west slip road, the overbridge, lighting columns, traffic lights and traffic. Electricity pylons are noticeable detractors in views. Views south-east are more open and look out towards the Nissan plant and wind turbines. Within the future baseline, construction works associated with Testo's junction improvement scheme are visible to the north and east along the A19, and south-east near Downhill Lane junction, and including woodland removal within Mount Pleasant Marsh being noticeable. Fewer pylons are visible in the landscape due to power line burying works.		NEGLIGIBLE ADVERSE Future NEGLIGIBLE ADVERSE	Medium to long term impact of vegetation loss at Washington Road / Downhill Lane junction	slip roads to help provide screening of construction works Mitigation planting to provide replacement of lost vegetation, screening and integration of Downhill Lane junction earthworks Linear tree and shrub planting along edge of new carriageway alignments of A1290 and Downhill Lane	NEGLIGIBLE ADVERSE Future NO CHANGE	footpath at West Pastures lane. Construction activity at the southern end of the junction area would be screened by woodland at Elliscope Farm. Views of construction works for the Scheme would be in the context of construction works associated with Testo's scheme. Opening year (2021): Winter: Neutral – Effects would reduce due to the removal of construction activity. The Downhill Lane junction area would appear similar to existing apart from some additional lighting columns and signage, which would blend into the existing visual clutter. The southern section of the junction area would be screened by woodland at Elliscope Farm. Future year (2036): Summer/Winter: Neutral – As above.

Visual Receptor	Type of view (& distance towards Scheme)	User	View Description	Sensitivity (Baseline Year)	Magnitude of Impact (without Mitigation)	Predicted Impact	Mitigation	Magnitude of Impact (with Mitigation)	Residual Visual Effect
26. My Pet Store Kennels and Cattery, Follingsby Lane Dog walk bund length: 80m	Restricted views with more open views from dog walk bund Distance to Scheme: - 1.5 km	Outdoor workers	Views from the buildings and yard are predominantly contained by a large earth bund on the eastern boundary of the site. Views from the top of the bund for dog walkers extend to Downhill Old Quarry and the eastern horizon of the Boldon Hills. Downhill Lane junction is screened by intervening vegetation at Elliscope Farm East / Hylton Bridge LWS and at Hylton Grove Farm / Hylton Bridge Farm properties. Views to the south from the southern end of the bund and from the exit of the property extend to the prominent horizon of Penshaw Hill with the wind turbines and industrial buildings of the Nissan plant in the middle distance with the buildings of IAMP One in the future baseline extending a backdrop of 25m high buildings towards the A1290. Electricity pylons are noticeable detractors within the views.	MODERATE	Construction NO CHANGE Opening NO CHANGE Future NO CHANGE	No views to the proposals	Not applicable	Construction NO CHANGE Opening NO CHANGE Future NO CHANGE	Construction (2020-21): Neutral. Opening year (2021): Neutral. Future year (2036): Neutral.
27. North Moor Farm 1 property and farm outbuildings	Filtered, upper floor middle distance Distance to Scheme: - 1.1 km	Residents	Views from the bungalow look out along the property access track and over adjacent fields towards the A1290 in the distance as it travels towards Downhill Lane junction. Vegetation along Downhill Lane	MODERATE	Construction NEGLIGIBLE ADVERSE Opening NEGLIGIBLE ADVERSE	Short term impact of construction works at Downhill Lane junction, A1290 realignment and Downhill Lane Medium to long term impact of vegetation loss at Washington	Mitigation planting to provide replacement of lost vegetation, screening and integration of Downhill Lane	Construction NEGLIGIBLE ADVERSE Opening NEGLIGIBLE ADVERSE	Construction (2020-21): Winter: Neutral – Views towards construction activity at the Downhill Lane junction area and along the A1290 would be predominantly screened by buildings within IAMP One. Glimpsed views are likely to be possible through gaps in built form; however, this is unlikely to result in an adverse effect on

Visual Receptor	Type of view (& distance towards Scheme)	User	View Description	Sensitivity (Baseline Year)	Magnitude of Impact (without Mitigation)	Predicted Impact	Mitigation	Magnitude of Impact (with Mitigation)	Residual Visual Effect
			filters views. Elevated parts of the junction are visible in the distance, including the overbridge, lighting columns, traffic lights and traffic. The Boldon Hills are visible on the horizon and pylons cross the view. With the buildings of IAMP One in the future baseline, views east from the property are restricted.		Future NEGLIGIBLE ADVERSE	Road / Downhill Lane junction Additional footbridge and ramp structures to the south of the junction	junction earthworks	Future NO CHANGE	the view, as construction works would be in the context of 25m high buildings. Opening year (2021): Winter: Neutral – The operational Downhill Lane junction and A1290 would not appear too dissimilar to existing, particularly in glimpsed views around the 25m high buildings at IAMP One. Night time impacts would be neutral due to the amount of light pollution from Town End Farm. Future year (2036): Summer/Winter: Neutral – As above. Vegetation at IAMP One would further restrict views.
28. West Moor Farm 2 properties and farm outbuildings	Oblique views from upper floor windows Distance to Scheme: - 1.3 km	Residents	No windows in east facing gable end of property but oblique views from front and rear of property along the A1290 and over adjacent fields towards the A1290 in the distance as it travels towards the Downhill Lane junction. Elevated parts of the junction are visible in the distance, including the overbridge, lighting columns, traffic lights and traffic. The Boldon Hills are visible on the horizon and pylons cross the view. Intervening hedgerows and vegetation along the A1290 filters views. With the buildings of IAMP One in the future baseline, views north-	MODERATE	Construction NEGLIGIBLE ADVERSE Opening NEGLIGIBLE ADVERSE Future NEGLIGIBLE ADVERSE	Short term impact of construction works at Downhill Lane junction, A1290 realignment and Downhill Lane Medium to long term impact of vegetation loss at Washington Road / Downhill Lane junction Additional footbridge and ramp structures to the south of the junction	Mitigation planting to provide replacement of lost vegetation, screening and integration of Downhill Lane junction earthworks Tree and shrub planting to the east / south-east and south-west of the new footbridge ramp areas to integrate and filter structures	Construction NEGLIGIBLE ADVERSE Opening NEGLIGIBLE ADVERSE Future NO CHANGE	Construction (2020-21): Winter: Neutral – Views towards construction activity at the Downhill Lane junction area and along the A1290 would be predominantly screened by buildings within IAMP One. Glimpsed views are likely to be possible through gaps in built form; however, this is unlikely to result in an adverse effect on the view, as construction works would be in the context of 25m high buildings. Opening year (2021): Winter: Neutral – The operational Downhill Lane junction and A1290 would not appear too dissimilar to existing, particularly in glimpsed views around the 25m high buildings at IAMP One. Night time impacts would be neutral due to the amount of light pollution from Town End Farm.

Visual Receptor	Type of view (& distance towards Scheme)	User	View Description	Sensitivity (Baseline Year)	Magnitude of Impact (without Mitigation)	Predicted Impact	Mitigation	Magnitude of Impact (with Mitigation)	Residual Visual Effect
			east from the property are restricted.						Future year (2036): Summer/Winter: Neutral – As above. Vegetation at IAMP One would further restrict views.
29. Shared cycleway/ footway along A1290 from Downhill Lane junction to Washington Road (Fig. 8.06) Length: 900m	Open, linear in direction of travel Distance to Scheme: - 0 - 900m	Walkers and cyclists	Views are focused in the direction of travel in a northerly or southerly direction along the A1290. Views also look out over adjacent field hedgerows and scrub to the east and west and across surrounding fields. Views on crossing the Downhill Lane junction area extend over the A19 from the overbridge and to the edge of Town End Farm with Down Hill Quarry and Hylton Castle topography in the background. Views from the south-western extent of the cycleway are constrained by scrubby vegetation to the north of the Chalet / Usworth Cottages. Construction works associated with Testo's junction will be visible to the north near Downhill Lane junction, and woodland removal within Mount Pleasant Marsh will be noticeable. Fewer pylons will visible in the landscape due Testo's scheme burying some power lines.	HIGH	Construction MAJOR ADVERSE Opening MAJOR ADVERSE Future MAJOR ADVERSE	Short term impact of construction works at Downhill Lane junction, A1290 realignment / NMU crossing point and downhill lane tie in Medium to long term impact of vegetation loss at Washington Road / Downhill Lane junction Additional footbridge and ramp structures to the south of the junction Long term redirection of alignment of A1290 Long term realignment of Washington Road Users travelling west / south redirected to the south of the existing bridge over a new road bridge New attenuation pond located to the south-west of the Scheme, north of the Nissan plant footbridge	Habitat creation, tree and shrub planting around attenuation ponds Replacement woodland belt planting along Washington Road / new southbound on slip road Replacement linear tree and shrub planting and scrub to the inside and south-west of the junction area / realigned A1290 Tree and shrub planting to the east / south-east and south-west of the new footbridge ramp areas to integrate and filter structures	Construction MAJOR ADVERSE Opening MODERATE ADVERSE Future MINOR ADVERSE	Construction (2020-21): Winter: Large adverse – Short term direct effect on views from the route where it crosses Downhill Lane junction during construction, due to the requirement to redirect the route. Views from the route outside of the Downhill Lane junction area would be possible towards all storage and laydown areas within the fields to the south-west of the junction, and towards construction works for the A1290 and Downhill Lane realignments. Effects would be further exacerbated by vegetation loss along the A1290, the northbound on and southbound off slip roads and also the northern end of Washington Road as a result of the works. Construction works in views looking south-west would be in the context of 25m high buildings at IAMP One. Views of construction works for the Scheme would also be in the context of construction works associated with the Testo's scheme to the north. Views from the south-western section of the cycleway would have short term adverse effects from close range views to construction of the new NMU crossing at the junction with Follingsby Lane. Views to the north of here are more filtered by scrub and trees near to The Chalet and Usworth Cottages, although the construction of the NMU footbridge and ramps would be visible above this vegetation. Opening year (2021):

Visual Receptor	Type of view (& distance towards Scheme)	User	View Description	Sensitivity (Baseline Year)	Magnitude of Impact (without Mitigation)	Predicted Impact	Mitigation	Magnitude of Impact (with Mitigation)	Residual Visual Effect
			With the buildings of IAMP One in the future baseline, the character of views west are of a large development rather than open farmland.						Winter: Moderate adverse – The character of views from the cycleway on approach to the new Downhill Lane junction arrangement would change, as the route would divert down the realigned A1290 and then along the new northbound off slip road to cross over the A19 to the south of the junction on a new footbridge. Views would be directed towards the new junction area with vegetation loss at the junction and on Washington Road noticeable. Whilst on the footbridge, views north would extend over the A19 towards the new Downhill Lane road bridge and junction area. Views south would extend over the A19 towards the Nissan plant footbridge with a new attenuation pond in the field to the south-west against a backdrop of factory buildings and wind turbines. The loss of vegetation on Washington Road, and for the new junction earthworks would still be noticeable. Traffic on the A1290 in views west would be in the context of 25m high buildings within IAMP One. Views from the eastern side of the A19 would return to similar to existing as they would be contained by boundary vegetation within Town End Farm. Views from the south-western part of the cycleway on the A1290 would include the new NMU crossing and extend over the fields and scrubby vegetation (filtering views from the very south-west) towards the larger junction areas, earthworks and new road and footbridges and ramp structures. Lighting in night time views would also be perceptible due to increased columns and signage at the Downhill Lane junction area, albeit still within the

Visual Receptor	Type of view (& distance towards Scheme)	User	View Description	Sensitivity (Baseline Year)	Magnitude of Impact (without Mitigation)	Predicted Impact	Mitigation	Magnitude of Impact (with Mitigation)	Residual Visual Effect
									context of surrounding light pollution at Town End Farm and the Nissan factory. Future year (2036): Summer: Slight adverse – Establishment of mitigation planting would replace much of the vegetation lost along Washington Road and at Downhill Lane junction, and would also integrate the junction and footbridge earthworks into the surrounding landscape, especially within longer distance views from the south-western part of the cycleway. The road bridge structures would be visible in views from the NMU footbridge along with additional lighting and signage; however, the character of views would be similar to existing, where the original route had views over the A19 towards the Nissan footbridge. Views from the south-western end of the route would have partially filtered views towards the NMU footbridge and ramps. Effects on night-time views would be as described above. Winter: Slight adverse – As above.
30. Shared cycleway/ footway along A1290 from Washington Road to Cherry Blossom Way Length: 1.3 km (Fig. 8.05)	Open, linear in direction of travel Distance to Scheme: 700m	Walkers and cyclists	Views from the path near West Moor Farm look along the A1290 and over adjacent fields towards the A1290 in the distance as it travels towards the Downhill Lane junction. Elevated parts of the junction are visible in the distance, including the overbridge, lighting columns, traffic lights and traffic. The Boldon Hills are visible on the horizon and	MODERATE	Construction NEGLIGIBLE ADVERSE Opening NEGLIGIBLE ADVERSE Future NEGLIGIBLE ADVERSE	Short term impact of construction works at Downhill Lane junction, A1290 realignment and Downhill Lane Medium to long term impact of vegetation loss at Washington Road / Downhill Lane junction Additional footbridge to the south of the junction	Mitigation planting to provide replacement of lost vegetation, screening and integration of Downhill Lane junction earthworks Replacement woodland/ tree belt planting along the	Construction NEGLIGIBLE ADVERSE Opening NEGLIGIBLE ADVERSE Future NO CHANGE	Construction (2020-21): Winter: Slight adverse – Views from the western and eastern ends of the route would be restricted by buildings in IAMP One or vegetation along Washington Road. There would be glimpsed views towards construction activity at the Downhill Lane junction area, new NMU footbridge and ramp structures and along the A1290 from the route near the main entrance to the Nissan plant, although filtered by intervening vegetation along Downhill Lane and the A1290.

Visual Receptor	Type of view (& distance towards Scheme)	User	View Description	Sensitivity (Baseline Year)	Magnitude of Impact (without Mitigation)	Predicted Impact	Mitigation	Magnitude of Impact (with Mitigation)	Residual Visual Effect
			pylons cross the view. Vegetation along the A1290 filters views. Views from the path nearer to the main Nissan plant entrance are relatively screened by vegetation with glimpsed views north along the A1290. With the buildings of IAMP One in the future baseline, views north-east from the route near West Moor Farm are restricted.			New attenuation pond located to the south-west of the Scheme, north of the Nissan plant footbridge	realignment of Washington Road to replace significant vegetation lost Tree and shrub planting to the east / south-east and south-west of the new footbridge ramp areas to integrate and filter structures		Opening year (2021): Winter: Neutral – The operational Downhill Lane junction and A1290 would not appear too dissimilar to existing, particularly in glimpsed views around the 25m high buildings at IAMP One and vegetation along Washington Road. Night time impacts would be neutral due to the amount of light pollution from Town End Farm. Future year (2036): Summer/Winter: Neutral – As above. Vegetation at IAMP One would further restrict views.
31. Usworth Cottages and The Chalet 6 properties	Upper floor, oblique views to north, filtered to the east Distance to Scheme: 500m	Residents	Oblique views north across adjacent scrubby field, stables and arable field towards the A1290 as it travels in the direction of the Downhill Lane junction. The junction and A19 are visible in the north-east, particularly the raised bridge, lighting columns, traffic lights and traffic. Pylons cross the view to the north. A boundary hedgerow filters views, as does vegetation in the scrubby field. With the buildings of IAMP One in the future baseline, traffic on the A1290 in the north is in the context of 25m high buildings.	HIGH	Construction MODERATE ADVERSE Opening MODERATE ADVERSE Future MODERATE ADVERSE	Short term impact of construction works at downhill lane junction, a1290 realignment / NMU crossing point and downhill lane tie in. Medium to long term impact of vegetation loss at Washington Road / Downhill Lane junction Additional footbridge and ramp structures to the south of the junction New attenuation pond located to the south-west of the Scheme, north of the Nissan plant footbridge	Retention and protection of existing vegetation on the Downhill Lane junction northern slip roads to help provide screening of construction works Mitigation planting to provide replacement of lost vegetation, screening and integration of Downhill Lane junction earthworks Replacement woodland/ tree belt planting along the	Construction MODERATE ADVERSE Opening MODERATE ADVERSE Future MINOR ADVERSE	Construction (2020-21): Winter: Moderate adverse – Views would be possible towards construction activity at the Downhill Lane junction area and towards the installation of the new northbound off slip and NMU footbridge and ramps. Vegetation loss at the junction would also be visible in oblique views. Construction works for the A1290 realignment would be in the context of 25m high buildings at IAMP One. Views from The Chalet property would also would have short term adverse effects from glimpses of construction of the new NMU crossing at the junction with Follingsby Lane. Opening year (2021): Winter: Moderate adverse – Views would be possible from rear upper floor windows towards the new footbridge and ramp structures, with vegetation loss perceptible at the Downhill Lane junction. There would be oblique views towards the two new bridges at the junction area and additional lighting

Visual Receptor	Type of view (& distance towards Scheme)	User	View Description	Sensitivity (Baseline Year)	Magnitude of Impact (without Mitigation)	Predicted Impact	Mitigation	Magnitude of Impact (with Mitigation)	Residual Visual Effect
							realignment of Washington Road to replace significant vegetation lost Tree and shrub planting to the east / south-east and south-west of the new footbridge ramp areas to integrate and filter structures		columns. Traffic on the A1290 would be in the context of 25m high buildings at IAMP One. Night time effects may increase slightly as a result of additional light pollution in oblique views to the north-east. Future year (2036): Summer/Winter: Slight adverse – Establishment of mitigation planting on the new slip roads, footbridge earthworks and at Downhill Lane junction would integrate the features into the surrounding landscape and screen some traffic in oblique views. Filtered views towards the footbridge would remain.
32. The Three Horseshoes public house	Restricted, close range views within property vicinity Distance to Scheme: -650m	Public house users and workers	Views from the car park and outdoor space look out north across scrubby fields towards the A1290 as it travels towards Downhill Lane junction with Usworth Cottages in the foreground. The Downhill Lane junction area is screened by these buildings or vegetation. Pylons cross the view to the north. Views east extend to the North East Land, Sea and Aircraft Museum grounds and boundary vegetation.	MODERATE	Construction NO CHANGE Opening NO CHANGE Future NO CHANGE	No views to the proposals	Not applicable	Construction NO CHANGE Opening NO CHANGE Future NO CHANGE	Construction (2020-21): Neutral. Opening year (2021): Neutral. Future year (2036): Neutral.

Visual Receptor	Type of view (& distance towards Scheme)	User	View Description	Sensitivity (Baseline Year)	Magnitude of Impact (without Mitigation)	Predicted Impact	Mitigation	Magnitude of Impact (with Mitigation)	Residual Visual Effect
33. Gateshead College Skills Academy	Restricted views within college areas Distance to Scheme: -700m	Students, visitors and workers at the college	Views predominantly contained within the complex and car parking areas on approach to the main building. View to the south and east extend into the adjacent Nissan factory car parking and towards the factory buildings, which screen further views out.	MODERATE	Construction NO CHANGE Opening NO CHANGE Future NO CHANGE	No views to the proposals	Not applicable	Construction NO CHANGE Opening NO CHANGE Future NO CHANGE	Construction (2020-21): Neutral. Opening year (2021): Neutral. Future year (2036): Neutral.
34. Nissan plant - car factory	Restricted views within Nissan factory areas Distance to Scheme: -500m	Workers	Views predominantly contained within the complex and car parking areas. The factory buildings screen further views out.	LOW	Construction NO CHANGE Opening NO CHANGE Future NO CHANGE	No views to the proposals	Not applicable	Construction NO CHANGE Opening NO CHANGE Future NO CHANGE	Construction (2020-21): Neutral. Opening year (2021): Neutral. Future year (2036): Neutral.
35. North East Land, Sea and Aircraft Museums (NELSAM)	Open, partially filtered Distance to Scheme: -400m	Visitors and workers at the museum	Views north across museum grounds, through boundary palisade fence and across adjacent playing fields towards the A1290 as it travels towards Downhill Lane junction. The junction and A19 are visible in the north-east, particularly the raised bridge, lighting columns, traffic lights and traffic. Pylons cross the view to the north. A boundary hedgerow filters views to the west and east. With the buildings of IAMP One in the future baseline, traffic on the A1290 in the north is in	MODERATE	Construction MODERATE ADVERSE Opening MODERATE ADVERSE Future MODERATE ADVERSE	Short term impact of construction works at Downhill Lane junction, A1290 realignment and Downhill Lane Medium to long term impact of vegetation loss at Washington Road / Downhill Lane junction Additional footbridge and ramp structures to the south of the junction New attenuation pond located to the south-west of the Scheme, north of the Nissan plant footbridge	Retention and protection of existing vegetation on the junction and northern slip roads to help provide screening of construction works Replacement woodland/ tree belt planting along the realignment of Washington Road to replace significant vegetation lost	Construction MODERATE ADVERSE Opening MODERATE ADVERSE Future MINOR ADVERSE	Construction (2020-21): Winter: Moderate adverse – Views would be possible towards construction activity at the Downhill Lane junction area and towards the installation of the new northbound off slip and NMU footbridge and ramps. Vegetation loss at the junction would also be visible in oblique views. Construction works for the A1290 realignment would be in the context of 25m high buildings at IAMP One. Opening year (2021): Winter: Moderate adverse – Views from external areas to the north and north-east of the grounds would extend towards the new footbridge and ramp structures, with vegetation loss perceptible at the Downhill Lane junction and Washington Road in oblique views. There would be oblique

Visual Receptor	Type of view (& distance towards Scheme)	User	View Description	Sensitivity (Baseline Year)	Magnitude of Impact (without Mitigation)	Predicted Impact	Mitigation	Magnitude of Impact (with Mitigation)	Residual Visual Effect
			the context of 25m high buildings.				Mitigation planting to provide replacement of lost vegetation, screening and integration of Downhill Lane junction earthworks Tree and shrub planting to the east / south-east and south-west of the new footbridge ramp areas to integrate and filter structures		views towards the two new bridges at the junction area and additional lighting columns. Traffic on the A1290 would be in the context of 25m high buildings at IAMP One. Night time effects may increase slightly as a result of additional light pollution in oblique views to the north-east. Future year (2036): Summer/Winter: Slight adverse – Establishment of mitigation planting on the new slip roads, footbridge earthworks and at Downhill Lane junction would integrate the features into the surrounding landscape and screen some traffic in oblique views. Filtered views towards the footbridge and top of ramp would remain.
36. Football pitches north of NELSAM	Filtered, middle distance Distance to Scheme: -370 m	Users of playing fields (football teams & supporters)	Views north across scrubby remnant fields and arable fields beyond hedgerow vegetation towards the A1290 as it travels in the direction of Downhill Lane junction. The junction and A19 vegetated edge are visible in the north-east, particularly the raised bridge, lighting columns, traffic lights and traffic. Pylons cross the view to the north. A boundary hedgerow filters views to the west and east. With the buildings of IAMP One in the future baseline, traffic on the A1290 in the north is in	LOW	Construction MODERATE ADVERSE Opening MODERATE ADVERSE Future MODERATE ADVERSE	Short term impact of construction works at Downhill Lane junction, A1290 realignment and Downhill Lane Medium to long term impact of vegetation loss at Washington Road / Downhill Lane junction Additional footbridge and ramp structures to the south of the junction New attenuation pond located to the south-west of the Scheme, north of the Washington Road footbridge.	Replacement woodland/ tree belt planting along the realignment of Washington Road to replace significant vegetation lost Mitigation planting to provide replacement of lost vegetation, screening and integration of Downhill Lane junction earthworks Tree and shrub planting to the	Construction MODERATE ADVERSE Opening MODERATE ADVERSE Future MINOR ADVERSE	Construction (2020-21): Winter: Slight adverse – Views would be possible towards construction activity at the Downhill Lane junction area and towards the installation of the new northbound off slip and NMU footbridge and ramps. Vegetation loss at the junction and on Washington Road would also be visible in views to the north-east. Construction works for the A1290 realignment would be in the context of 25m high buildings at IAMP One. Opening year (2021): Winter: Slight adverse – Views to the north and north-east would extend towards the new footbridge and ramp structures, with vegetation loss perceptible at the Downhill Lane junction and Washington Road. There would be oblique views towards the two new bridges at the junction area and

Visual Receptor	Type of view (& distance towards Scheme)	User	View Description	Sensitivity (Baseline Year)	Magnitude of Impact (without Mitigation)	Predicted Impact	Mitigation	Magnitude of Impact (with Mitigation)	Residual Visual Effect
			the context of 25m high buildings.				east / south-east and south-west of the new footbridge ramp areas to integrate and filter structures		additional lighting columns. Traffic on the A1290 would be in the context of 25m high buildings at IAMP One. Future year (2036): Summer/Winter: Slight adverse – Establishment of mitigation planting on the new slip roads, footbridge and ramp earthworks and at Downhill Lane junction would integrate the features into the surrounding landscape and screen some traffic in oblique views. Filtered views towards the footbridge and top of ramp would remain.
37. Shared cycleway/ footway along Washington Road including footbridge across A19 (Fig. 8.12 & 8.13)	Views from the footbridge are open and panoramic. Views from Washington Road are partially filtered or enclosed. Distance to Scheme: 0 – 600m	Walkers and cyclists	Views east are focused by remnant vegetation along Washington Road and the buildings of the Gateshead College and Three Horseshoes public house. Some filtered views are possible to the north through remnant hedge vegetation over fields and towards Downhill Lane junction and the A1290. Views from the footbridge are elevated and open and focus to the north along the A19 towards Downhill Lane junction and its slip roads. Views further north are predominantly screened by earthworks. More open views are possible north-west over fields towards the Gateshead horizon. The A1290 is visible due to busy traffic. Pylons cross views to the north and north-west.	HIGH	Construction MAJOR ADVERSE Opening MAJOR ADVERSE Future MAJOR ADVERSE	Short term impact of construction works at Downhill Lane junction, A1290 realignment and Downhill Lane Medium to long term impact of vegetation loss at Washington Road / Downhill Lane junction Additional footbridge and ramp structures to the south of the junction New attenuation pond located to the south-west of the Scheme, north of the Washington Road footbridge	Retention and protection of existing vegetation on the junction and northern slip roads to help provide screening of construction works Replacement woodland/ tree belt planting along the realignment of Washington Road to replace significant vegetation lost Mitigation planting to provide replacement of lost vegetation, screening and integration of Downhill Lane	Construction MAJOR ADVERSE Opening MODERATE ADVERSE Future MODERATE ADVERSE	Construction (2020-21): Winter: Large adverse – Elevated views from the footbridge towards construction activity at the Downhill Lane junction area and for the installation of the new junction bridge, northbound off and southbound on slip roads and the NMU footbridge and ramps. Vegetation loss at the junction and Washington Road would also be visible in views to the north. Views to the west would extend towards construction works for a new attenuation pond in the foreground field. Construction works for the realignment of the A1290 to the north-west would be in the context of 25m high buildings at IAMP One. Views from the rest of the route on Washington Road would be filtered by remnant field boundary / roadside vegetation and extend over the field to the northbound slip road and elevated junction area. Opening year (2021): Winter: Moderate adverse – Effects would reduce due to the removal of construction activity. Views from the footbridge would extend towards the

Visual Receptor	Type of view (& distance towards Scheme)	User	View Description	Sensitivity (Baseline Year)	Magnitude of Impact (without Mitigation)	Predicted Impact	Mitigation	Magnitude of Impact (with Mitigation)	Residual Visual Effect
			Views to the south extend past the Nissan plant with Penshaw Monument a distinct feature in the far distance. With the buildings of IAMP One in the future baseline, the character of views north-west are of a large development rather than open farmland.				junction earthworks Tree and shrub planting to the east / south-east and south-west of the new footbridge ramp areas to integrate and filter structures		larger Downhill Lane junction area with two bridge structures and a third bridge and ramp structures in the foreground over the A19. There would be views towards the new attenuation pond in the foreground field. Traffic on the A1290 would be in the context of 25m high buildings at IAMP One. Vegetation loss at the junction and on Washington Road would also be noticeable due to lack of mitigation planting establishment. Future year (2036): Summer/Winter: Moderate adverse – Establishment of mitigation planting on the new slip roads and at Downhill Lane junction and Washington Road would integrate the junction into the surrounding landscape and screen some traffic in oblique views. Direct close range views of the footbridge and ramp structures would remain as a convergent effect in combination with the two bridges at Downhill Lane junction. Elevated, close range views would also be possible towards the new attenuation pond in the foreground field.
38. Shared cycleway/ footway from Downhill Lane junction along Washington Road to Town End Farm	Enclosed views on Washington Road, open views to north-east at Downhill Lane approach. Distance to Scheme: 0 m – 200 m	Walkers and cyclists	Predominantly open views to the north-east at Downhill Lane and on approach to Town End Farm. Woodland belt and A19 roadside vegetation screens views to the west. Views become focused along Washington Road when adjacent to the south-western edge of Town End Farm due to mature vegetation on both sides of the road. Filtered views though the vegetation on the A19	HIGH	Construction MAJOR ADVERSE Opening MAJOR ADVERSE Future MAJOR ADVERSE	Short term impact of construction works at Downhill Lane junction, A1290 realignment and Downhill Lane Medium to long term impact of vegetation loss at Washington Road / Downhill Lane junction Permanent redirection of southern alignment of Downhill Lane to the south of the existing	Habitat creation, tree and shrub planting around attenuation ponds Replacement woodland belt planting along Washington Road / new southbound on slip road Replacement linear tree and shrub planting and scrub to the	Construction MAJOR ADVERSE Opening MAJOR ADVERSE Future MINOR ADVERSE	Construction (2020-21): Winter: Very large adverse – Short term direct effect on views from the route where it crosses Downhill Lane junction during construction, due to the requirement to redirect the route. Views from the route would be possible towards storage and laydown areas within the fields adjacent to Town End Farm; to storage and the site compound north of Downhill Lane, as well as towards all construction works at Downhill Lane junction, the north-east attenuation pond and the realignment works at Washington Road, the A1290 and Downhill Lane itself. Effects would be further exacerbated by vegetation

Visual Receptor	Type of view (& distance towards Scheme)	User	View Description	Sensitivity (Baseline Year)	Magnitude of Impact (without Mitigation)	Predicted Impact	Mitigation	Magnitude of Impact (with Mitigation)	Residual Visual Effect
			towards the Nissan plant and wind turbines in winter. Construction works associated with the Testo's scheme will be visible to the north from the Downhill Lane end of the route, and include woodland removal within Mount Pleasant Marsh. Fewer pylons will be visible in the landscape due to the Testo's scheme burying power lines. With the buildings of IAMP One in the future baseline, the character of views south-west from the Downhill Lane junction area are of a large development rather than open farmland.			bridge over a new road bridge Additional footbridge and ramp structures to the south of the junction New attenuation pond located to the south-west of the Scheme, north of the Washington Road footbridge	inside and south-west of the junction area / realigned A1290 Tree and shrub planting to the east / south-east and south-west of the new footbridge ramp areas to integrate and filter structures		loss along the A1290, the northbound on and southbound off slip road cuttings and also the northern end of Washington Road as a result of the works. This would result in elevated views over the A19 to the west / south-west and towards construction works for the attenuation pond in the south-western field. Construction works in views looking south-west would be in the context of 25m high buildings at IAMP One. Views of construction works for the Scheme would also be in the context of construction works associated with the Testo's scheme to the north. Views from the south-eastern end of the route near the Nissan plant footbridge junction would be focused to the north-west by retained vegetation at the edge of Town End Farm and along Washington Road. There would be filtered views towards construction works at the Downhill Lane junction area and for the footbridge, as well as the realignment of Washington Road. As above, this would be exacerbated by vegetation loss at the junction, the southbound on slip road and Washington Road. Views from the cycleway further east beyond the Nissan plant footbridge junction would be contained by properties and boundary vegetation. Opening year (2021): Winter: Large adverse – The character of views would change as the route would divert over the A19 south of the Downhill Lane junction on a new footbridge and associated ramps, avoiding the junction itself. Views north from the new footbridge would extend over the A19 towards the new Downhill

Visual Receptor	Type of view (& distance towards Scheme)	User	View Description	Sensitivity (Baseline Year)	Magnitude of Impact (without Mitigation)	Predicted Impact	Mitigation	Magnitude of Impact (with Mitigation)	Residual Visual Effect
									Lane road bridge and junction area. Views south would extend over the A19 towards the new attenuation pond to the south-west of Downhill Lane junction, although in the context of factory buildings and wind turbines. In addition, the loss of vegetation on Washington Road, and new junction earthworks would still be noticeable. Views from the western side of the A19 would extend towards the west and the A1290, with vegetation in fields filtering or screening views beyond. Traffic on the A1290 in views west would be in the context of 25m high buildings within IAMP One. Lighting in night time views would also be perceptible due to increased columns and signage at the Downhill Lane junction area, albeit still within the context of surrounding light pollution at Town End Farm and the Nissan factory. Views from the cycleway further east beyond the Nissan plant footbridge junction would be contained by properties and boundary vegetation. Future year (2036): Summer: Moderate adverse – Establishment of mitigation planting would replace much of the vegetation lost along Washington Road and at Downhill Lane junction, and would also help to integrate the junction and the NMU footbridge earthworks, structure and ramps into the surrounding landscape. However, views towards the footbridge and ramps would remain along with additional lighting at the junction area. Effects on night-time views would be as described above. Winter: Moderate adverse – As above.
39. Swan Court,	Open, panoramic,	Residents	Open, elevated and panoramic views extend	HIGH	Construction	Short term impact of construction works at	Retention and protection of	Construction MINOR	Construction (2020-21):

Visual Receptor	Type of view (& distance towards Scheme)	User	View Description	Sensitivity (Baseline Year)	Magnitude of Impact (without Mitigation)	Predicted Impact	Mitigation	Magnitude of Impact (with Mitigation)	Residual Visual Effect
Hylton Castle Important Panoramic View (SCC Policy CN13/14) Approx. 20 properties (Fig. 8.11)	long distance Distance to Scheme: - 1.5 km		to the west towards the distant horizon of Gateshead over the residential areas of Hylton Castle and Town End Farm. The extensive Nissan factory complex is noticeable in the view, including the wind turbines. To the south, views extend into Sunderland with Penshaw Monument a distinct feature on the horizon. To the north, views extend to Fellgate with views north-east contained by the topography of Down Hill Quarry and the edge of Town End Farm. The A19 is only noticeable by the vegetation along the edge of Washington Road / Town End Farm. Part of Downhill Lane junction is visible and traffic on the elevated slip roads is partially visible, with views extending to the wider rural areas further north / north-west towards Fellgate. Construction works associated with the Testo's scheme will be visible to the north near Downhill Lane junction, and woodland removal within Mount Pleasant Marsh will be noticeable. Fewer pylons will be visible in the landscape due to the Testo's		MINOR ADVERSE Opening MINOR ADVERSE Future MINOR ADVERSE	Downhill Lane junction, A1290 realignment and Downhill Lane Medium to long term impact of vegetation loss at Washington Road / Downhill Lane junction Additional footbridge and ramp structures to the south of the junction New attenuation pond located to the south-west of the Scheme, north of the Washington Road footbridge	existing vegetation on the junction and northern slip roads to help provide screening of construction works Replacement woodland belt planting along Washington Road / new southbound on slip road Tree and shrub planting to the east / south-east and south-west of the new footbridge ramp areas to integrate and filter structures	ADVERSE Opening MINOR ADVERSE Future NEGLIGIBLE ADVERSE	Winter: Slight adverse – Construction works would be perceptible at the west of Town End Farm within a wide panoramic view. The site compound area, construction activity and temporary storage works would also be noticeable at the northern and eastern extent of the Scheme, as well as vegetation loss at the junction and on Washington Road. The rest of the works would be screened by Town End Farm residential area and mature vegetation along the eastern edge of Washington Road. Installation of the new footbridge and the uppermost part of the eastern ramp structure would be visible behind this vegetation. Construction works would be in the context of large factory buildings at the Nissan plant and IAMP One, and construction works for the Testo's scheme. The SCC designation for this viewpoint would be only slightly affected, as the view to be protected / enhanced refers to views south towards Sunderland and not to the north-west where the site would be. Opening year (2021): Winter: Slight adverse – The new footbridge and the uppermost part of the eastern ramp structure would be visible as well as the northern extent of Downhill Lane junction and the realigned Washington Road; however, the features would form minimal additions within the wider context of the view. In addition, the operational road would be in the context of buildings at the Nissan plant and IAMP One. Views at night towards additional lighting columns may be slightly more noticeable in darker areas of the view towards the north-west rural fringe.

Visual Receptor	Type of view (& distance towards Scheme)	User	View Description	Sensitivity (Baseline Year)	Magnitude of Impact (without Mitigation)	Predicted Impact	Mitigation	Magnitude of Impact (with Mitigation)	Residual Visual Effect
			scheme burying some power lines. With the buildings of IAMP One in the future baseline, the character of the landscape south-west of the Downhill Lane junction area are of a large development rather than open farmland.						Future year (2036): Summer/Winter: Neutral – Mitigation planting would help to screen the new junction arrangement to the north-east so that it would be barely perceptible in the wider view. Vegetation would also help to screen views towards additional lighting columns, the footbridge and the uppermost part of the eastern ramp structure and reduce night time effects.
40. Penshaw Monument Important Panoramic View (SCC Policy CN13/14) Approx. 500m^2	Open, elevated, panoramic, long distance views Distance to Scheme: - 5 km	Walkers, general public	A prominent cherished viewpoint with180 degree panoramic views across to the docks of the River Tyne. Views show the mix of rural, industrial and urban fringe areas of the south Tyneside and North Sunderland regions. Views take in the undulating topography punctuated by Boldon Hills (east) and the horizons of Washington and Gateshead (west). Other visible features include wind turbines at the Nissan plant. With the buildings of IAMP One in the future baseline, the character of the landscape south-west of the Downhill Lane junction area are of a large development rather than open farmland.	HIGH	Construction NEGLIGIBLE ADVERSE Opening NEGLIGIBLE ADVERSE Future NEGLIGIBLE ADVERSE	Short term impact of construction works at Downhill Lane junction	Retention and protection of existing vegetation on the junction and northern slip roads to help provide screening of construction works Replacement woodland belt planting along Washington Road / new southbound on slip road Replacement linear tree and shrub planting and scrub to the internal and south-west of the junction area / realigned A1290	Construction NEGLIGIBLE ADVERSE Opening NEGLIGIBLE ADVERSE Future NO CHANGE	Construction (2020-21): Winter: Neutral – Construction works would be imperceptible due to the distance of views and the works being viewed in the context of surrounding urban areas. Opening year (2021): Winter: Neutral – The new bridges and junction area would not be perceptible in long distance views as all works would be of a similar scale and elevation as existing. Lighting would blend in with existing light pollution in the area. Future year (2036): Summer/Winter: Neutral – Mitigation planting would help to further integrate the Scheme within the urban fringe landscape.
41. IAMP One	Anticipated: open views north-east	Indoor workers	Anticipated: open views north-east from multiple windows, potentially on	LOW	Construction MAJOR ADVERSE	Short term impact of construction works at Downhill Lane junction,	Mitigation planting to provide	Construction MAJOR ADVERSE	Anticipated views considered from windows of buildings to the northern end of the IAMP One site.

Visual Receptor	Type of view (& distance towards Scheme)	User	View Description	Sensitivity (Baseline Year)	Magnitude of Impact (without Mitigation)	Predicted Impact	Mitigation	Magnitude of Impact (with Mitigation)	Residual Visual Effect
9 buildings	Distance to Scheme: -110 m		different floors, towards traffic on the A1290. Views beyond to vegetation, earthworks, the existing bridge and traffic at Downhill Lane junction. Backdrop formed of undulating topography at the Boldon Hills. Construction works associated with the Testo's scheme will be visible to the north near Downhill Lane junction.		Opening MODERATE ADVERSE Future MODERATE ADVERSE	A1290 realignment and Downhill Lane Medium to long term impact of vegetation loss at Washington Road / Downhill Lane junction Additional footbridge and ramp structures to the south of the junction	replacement of lost vegetation, screening and integration of Downhill Lane junction earthworks	Opening MODERATE ADVERSE Future MINOR ADVERSE	Construction (2020-21): Winter: Moderate adverse – Views towards construction activity for the A1290 realignment would be close-range and open. Views of construction works at Downhill Lane junction and for the new footbridge and ramp structures would also be visible. Vegetation removal along the A1290 and at Downhill Lane junction would result in views towards construction works being more open. Views of construction works for the Scheme would be in the context of construction works associated with the Testo's scheme to the north. Opening year (2021): Winter: Slight adverse – Effects would reduce due to the removal of construction activity. Additional lighting columns and signage at Downhill Lane junction would be visible, and views of traffic would be more open due to vegetation loss. The new footbridge would also be perceptible to the south of the junction area. Vegetation loss would generally result in views being more open in character. Night time impacts would be neutral due to the amount of light pollution from Town End Farm. Future year (2036): Summer/Winter: Neutral – Establishment of vegetation along the A1290, at Downhill Lane junction and along the A19 northbound off slip would help to restore the enclosure of views and soften views of traffic and new lighting and signage. The top of the new footbridge would still be perceptible but this would be viewed against a backdrop of housing and rising

Visual Receptor	Type of view (& distance towards Scheme)	User	View Description	Sensitivity (Baseline Year)	Magnitude of Impact (without Mitigation)	Predicted Impact	Mitigation	Magnitude of Impact (with Mitigation)	Residual Visual Effect
									topography at Town End Farm. Views would return to similar to existing.
42. Pedestrian and cycle route along internal road at IAMP One Length: 1.1 km	Anticipated: open or restricted views north-east Distance to Scheme: - 110 m to 930 m	Walkers and cyclists	Anticipated: open views north-east from the northern end of the route towards traffic on the A1290. Views beyond to vegetation, earthworks, the existing bridge and traffic at Downhill Lane junction. Backdrop formed of undulating topography at the Boldon Hills. Further south, views are restricted by buildings in the IAMP One development. Construction works associated with the Testo's scheme will be visible to the north near Downhill Lane junction.	HIGH	Construction MODERATE ADVERSE Opening MINOR ADVERSE Future MINOR ADVERSE	Short term impact of construction works at Downhill Lane junction, A1290 realignment and Downhill Lane Medium to long term impact of vegetation loss at Washington Road / Downhill Lane junction Additional footbridge and ramp structures to the south of the junction	Mitigation planting to provide replacement of lost vegetation, screening and integration of Downhill Lane junction earthworks	Construction MODERATE ADVERSE Opening MINOR ADVERSE Future NEGLIGIBLE ADVERSE	Construction (2020-21): Winter: Moderate adverse – Views towards construction activity for the A1290 realignment would be close-range and open from the northern end of the route. Views of construction works at Downhill Lane junction and for the new footbridge and ramp structures would also be visible. Vegetation removal along the A1290 and at Downhill Lane junction would result in views towards construction works being more open. The majority of views from the route however would be restricted by buildings. In addition, views of construction works for the Scheme would be in the context of construction works associated with the Testo's scheme to the north. Opening year (2021): Winter: Slight adverse – Effects would reduce due to the removal of construction activity. Additional lighting columns and signage at Downhill Lane junction would be visible from the northern end of the route, and views of traffic would be more open due to vegetation loss. The new footbridge would also be perceptible to the south of the junction area. Vegetation loss would generally result in views being more open in character. Night time impacts would be neutral due to the amount of light pollution from Town End Farm. The majority of views from the route would be restricted by buildings. Future year (2036):

Visual Receptor	Type of view (& distance towards Scheme)	User	View Description	Sensitivity (Baseline Year)	Magnitude of Impact (without Mitigation)	Predicted Impact	Mitigation	Magnitude of Impact (with Mitigation)	Residual Visual Effect
									Summer/Winter: Slight adverse – Establishment of vegetation along the A1290, at Downhill Lane junction and along the A19 northbound off slip would help to restore the enclosure of views and soften views of traffic and new lighting and signage. The top of the new footbridge would still be perceptible but this would be viewed against a backdrop of housing and rising topography at Town End Farm. The majority of views from the route would be restricted by buildings.
43. Pedestrian and cycle route through central green corridor at IAMP One Length: 850 m	Anticipated: restricted views north-east Distance to Scheme: - 450 m to 650 m	Walkers and cyclists	Anticipated: Glimpsed views north-east towards traffic on the A1290 and vegetation, earthworks, the existing bridge and traffic at Downhill Lane junction. Backdrop formed of undulating topography at the Boldon Hills. The majority of views are restricted by buildings within the IAMP One development. Construction works associated with the Testo's scheme will be partially visible to the north near Downhill Lane junction.	MODERATE	Construction MINOR ADVERSE Opening NEGLIGIBLE ADVERSE Future NEGLIGIBLE ADVERSE	Short term impact of construction works at Downhill Lane junction, A1290 realignment and Downhill Lane Medium to long term impact of vegetation loss at Washington Road / Downhill Lane junction Additional footbridge and ramp structures to the south of the junction	Mitigation planting to provide replacement of lost vegetation, screening and integration of Downhill Lane junction earthworks	Construction MINOR ADVERSE Opening NEGLIGIBLE ADVERSE Future NO CHANGE	Construction (2020-21): Winter: Slight adverse – There would be glimpsed views towards construction activity for the A1290 realignment, as well as glimpsed views of construction works at Downhill Lane junction and for the new footbridge and ramp structures. Vegetation removal along the A1290 and at Downhill Lane junction would result in views towards construction works being more open. The majority of views from the route would be restricted by IAMP One buildings. In addition, views of construction works for the Scheme would be in the context of construction works associated with the Testo's scheme to the north. Opening year (2021): Winter: Neutral – There would be glimpsed views towards additional lighting columns and signage at Downhill Lane junction, moving traffic and the new footbridge. Vegetation loss would generally result in views being more open in character. However, effects would be neutral due to the glimpsed nature of views and due to new features being viewed against a backdrop of housing and rising topography at Town End Farm. Night

Visual Receptor	Type of view (& distance towards Scheme)	User	View Description	Sensitivity (Baseline Year)	Magnitude of Impact (without Mitigation)	Predicted Impact	Mitigation	Magnitude of Impact (with Mitigation)	Residual Visual Effect
									time impacts would be neutral due to the amount of light pollution from Town End Farm. Future year (2036): Summer/Winter: Neutral – As above. Vegetation at IAMP One would further restrict views.
44. Follingsby Lane cycle, pedestrian and horse riding route Length: 475 m	Anticipated: restricted views north-east Distance to Scheme: - 375 m to 450 m	Walkers, cyclists and horse riders	Anticipated: Glimpsed views north-east towards traffic on the A1290 and vegetation, earthworks, the existing bridge and traffic at Downhill Lane junction. Backdrop formed of undulating topography at the Boldon Hills. The majority of views are restricted by buildings within the IAMP One development. Construction works associated with the Testo's scheme will be visible to the north near Downhill Lane junction.	MODERATE	Construction MINOR ADVERSE Opening MINOR ADVERSE Future MINOR ADVERSE	Short term impact of construction works at Downhill Lane junction, A1290 realignment and Downhill Lane Medium to long term impact of vegetation loss at Washington Road / Downhill Lane junction Additional footbridge and ramp structures to the south of the junction	Mitigation planting to provide replacement of lost vegetation, screening and integration of Downhill Lane junction earthworks	Construction MINOR ADVERSE Opening MINOR ADVERSE Future NO CHANGE	Construction (2020-21): Winter: Slight adverse – There would be glimpsed views towards construction activity for the A1290 realignment, as well as glimpsed views of construction works at Downhill Lane junction and for the new footbridge and ramp structures. Vegetation removal along the A1290 and at Downhill Lane junction would result in views towards construction works being more open. The majority of views from the route would be restricted by buildings, with views most open from the eastern end of the route whereby close range views to construction of the new NMU crossing at the junction with Follingsby Lane would be visible. In addition, views of construction works for the Scheme would be in the context of construction works associated with the Testo's scheme to the north. Opening year (2021): Winter: Slight adverse – Additional lighting columns and signage at Downhill Lane junction would be apparent in glimpsed views, and views of traffic would be more open due to vegetation loss. The new footbridge would also be perceptible to the south of the junction area. Vegetation loss would generally result in views being more open in character. Night time impacts would be neutral due to the amount of light pollution from Town End

Visual Receptor	Type of view (& distance towards Scheme)	User	View Description	Sensitivity (Baseline Year)	Magnitude of Impact (without Mitigation)	Predicted Impact	Mitigation	Magnitude of Impact (with Mitigation)	Residual Visual Effect
									Farm. The majority of views from the route would be restricted by buildings, with views most open from the eastern end of the route. Future year (2036): Summer/Winter: Neutral – Establishment of vegetation along the A1290, at Downhill Lane junction, along the A19 northbound off slip and within the IAMP One development would help to restore the enclosure of views and soften views of traffic and new lighting and signage. The top of the new footbridge would still be perceptible but this would be viewed against a backdrop of housing and rising topography at Town End Farm. Views would return to similar to existing.