



Cowie Properties LLP & Landid Property (Sunderland) Limited

Deptford Terrace, Phase 1

Cultural Heritage Desk Based Assessment

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1.0 Introduction

This archaeological and cultural heritage desk-based assessment has been prepared by Kirsten Holland, Senior Archaeologist, WYG on behalf of Cowie Properties LLP & Landid Property (Sunderland) Limited in support of an application for outline planning permission for a mixed use development at Deptford Terrace, Sunderland.

1.1 Aims and Objectives

This study examines the cultural heritage potential of the proposed development site and the surrounding area. The aims of the study are to:

- Identify recorded cultural heritage sites within the site boundary;
- Identify the potential for previously unrecorded sites to be present within the site;
- Identify potential impacts and mitigation strategies where appropriate;
- Make recommendations for further work where required.

Cultural heritage within this context includes all buried and upstanding archaeological remains, built heritage sites, historic landscapes and any other features that contribute to the archaeological and historic interest of the area.

In accordance with the IfA Standard definition of a Desk-Based Assessment (IfA 1994 rev 2009), this report seeks to identify and assess the known and potential historic resource within a specified area ('the site'), collating existing written and graphic information and taking full account of the likely nature and extent of previous impacts on the site, in order to identify the likely character, extent, quantity and worth of that resource in a local, regional and national context as appropriate.

The purpose of the desk-based assessment is to enable the cultural heritage resource to be assessed within its context and allow the formulation of one or more of the following:

- Formulation of a strategy to ensure the recording, preservation or management of the resource;
- Formulation of a strategy for further investigation to permit a mitigation strategy or other response to be devised, where existing evidence is insufficient;



- Formulation of proposals for further assessment work within a framework of research.

This desk-based assessment considers the cultural heritage potential within the site itself and the surrounding area. This assessment does not attempt to plot and review every archaeological find and monument; rather it aims to examine the distribution of evidence and to use this to predict the archaeological potential of the study area and the likely significance of the development proposals on those remains.

2.0 Site Location and Proposed Development

2.1 Site Location

The site is located to the west of Sunderland city centre at National Grid Reference NZ 384 576. A site location plan can be seen in Appendix A. Site photographs can be seen in Appendix C. The majority of the site comprises buildings and hard standing. The site is located on a terraced plot on the valley side of the River Wear.

The site slopes from south to north, from approximately 27m AOD to 14m AOD, towards the River Wear. Grassland forms the banking on the southern boundary of the site, between the A1231 and the main site level (approximately 4 - 5 metres vertical from base to top of banking). A mature tree belt forms the northern site boundary on a steep area of banking formed between the site edge and the road 5 – 10 metres below.

There is one large modern warehouse understood to currently be used as a glass works present in the east. A further large warehouse is located within the west of the site. A derelict / disused brick built factory building is located in the south-west of the site, this is understood to have previously been a galvanising works. An electrical sub station with an associated brick building is located on the west boundary of the site, but is located outside of the redline application area.

2.2 Proposed Development

Outline planning permission is being sought for the Phase 1 development of the overall site. Phase 2 will be the subject of a separate planning application. Outline planning application with all matters reserved will be to provide for one or more of the following land uses: Class B1(a) offices; Class C3 residential; Class C1 hotel; Class C2 residential institutions; Class D1 non residential institutions; Class D2 leisure; Class A1-A5 retail; and sui generis car showroom use. Such development would include: highways and public transport



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facilities; vehicle parking; laying out of open space; landscaping; groundworks; drainage works; provision and /or upgrade of services and related media and apparatus; and miscellaneous ancillary and associated engineering and other operations.

In order to secure a planning permission capable of responding to market demand, the Phase 1 planning application will seek maximum flexibility with regard the permitted land uses. Therefore the Phase 1 development could comprise a single land use or mix of land uses with total peak trips not greater than the approved maximum peak trips associated with the existing use.

Flexibility will also be sought with regard to the location of the Phase 1 development. There is no fixed location for the Phase 1 development within the overall Deptford Terrace site. Therefore the Application Boundary encompasses the whole Deptford Terrace site. The amount of floorspace for the Phase 1 scheme will be limited to up to one third of the total application area. This strategy will allow Phase 1 to be developed utilising all existing highway capacity before significant improvements to the highway network are needed.

The exact form of development will not be determined until the reserved matters stage, however a parameter plan is included in Appendix A which shows the building set back and maximum building heights for which planning permission is sought.

3.0 Methodology

3.1 Assessment Methodology

Impact assessment has been carried out through the consideration of baseline conditions in relation to the elements of the scheme that could cause cultural heritage impacts. Baseline conditions are defined as the existing environmental conditions and in applicable cases, the conditions that would develop in the future without the scheme. In accordance with best practice this report assumes that the scheme will be constructed, although the use of the word 'will' in the text should not be taken to mean that implementation of the scheme is certain.

No standard method of evaluation and assessment is provided for the assessment of impact significance upon cultural heritage, therefore a set of evaluation and assessment criteria have been developed using a combination of the Secretary of State's criteria for Scheduling Monuments (Scheduled Monument Statement, 2010), Design Manual for Roads and Bridges, Volume 11, Part 3, Section 2, HA 208/07 and



Transport Analysis Guidance (TAG Unit 3.3.9, Heritage of Historic Resources Sub-Objective). Professional judgement is used in conjunction with these criteria to undertake the impact assessment. The full assessment methodology can be seen in Appendix B.

The well established and applied principles of the impact assessment methodology rest upon independently evaluating the value of the cultural heritage resource and the predicted magnitude of impact (both positive and negative) upon the resource. By combining the value of the cultural heritage resource with the predicted magnitude of impact, the significance of the impact can be determined. The impact significance can be beneficial or adverse. The evaluation of magnitude of impact and impact significance is undertaken both before and after mitigation measures are proposed.

3.2 Sources Consulted

A study area of approximately 500m radius around the approximate centre of the development site (NZ 384 576; 438400, 557600) has been examined to place the recorded sites within context.

This study has been undertaken taking into consideration the historical and archaeological background of the proposed development area. The sources consulted were:

- Tyne and Wear Historic Environment Record (HER)
- Multi Agency Geographical Information for the Countryside (www.magic.gov.uk)
- English Heritage for designated sites
- Sunderland District Council for Conservation Areas
- Sunderland Local Studies Library
- Palace Green Library, Special Collections, University of Durham
- Historic mapping
- Geo-Environmental Desk-Study (WYG, 2009)

In addition to the above a site walkover survey was undertaken on 7th October 2009.

A full list sources consulted can be seen in the Bibliography.



4.0 Legislation and Planning Policy Context

4.1 Ancient Monuments and Archaeological Areas Act 1979

Scheduled Monuments are designated by the Secretary of State for Culture, Media and Sport on the advice of English Heritage as selective examples of nationally important archaeological remains. Under the terms of Part 1 Section 2 of the Ancient Monuments and Archaeological Areas Act 1979 it is an offence to damage, disturb or alter a Scheduled Monument either above or below ground without first obtaining permission from the Secretary of State. This Act does not allow for the protection of the setting of Scheduled Monuments.

4.2 Planning (Listed Buildings and Conservation Areas) Act 1990

The Act outlines the provisions for designation, control of works and enforcement measures relating to Listed Buildings and Conservation Areas. Section 66 of the Act states that the planning authority must have special regard to the desirability of preserving the setting of any Listed Building that may be affected by the grant of planning permission. Section 72 of the Act states that special attention shall be paid to the desirability of preserving or enhancing the character or appearance of Conservation Areas.

4.3 Planning Policy Statement 5: Planning for the Historic Environment - 2010

Planning Policy Statement 5 (PPS5) sets out the Government's national planning policies on the conservation of the historic environment. The PPS covers all aspects of the historic environment and heritage assets including designated assets (Scheduled Monuments, Listed Buildings, Protected Wreck Sites, Conservation Areas, Registered Parks and Gardens and Registered Battlefields) and non-designated assets. The PPS identifies that consideration of the historic environment and the requirements for assessment and mitigation of impacts on heritage assets should be proportional to their value and the effect of proposals on their significance. The PPS sets out the approach regional and local authorities should adopt in identifying and making provision for conservation of heritage within the plan making process (HE1-HE5) and in assessing development proposals within the context of applications for development (HE6-HE12).

The PPS states that the significance of heritage assets (including their settings) should be identified and the effect of the proposal on the significance of the asset should be assessed. Prior to validation the planning application should include sufficient information to enable the impact of proposals on significance to be assessed and thus where desk-based research is insufficient to assess the interest field evaluation may also



be required (HE6). The PPS includes policy principles to guide the determination of applications relating to heritage assets (HE7 and HE8) and additional principles to be considered for designated assets (HE9 and HE10).

Whilst the PPS reflects the Governments overarching aim that “the historic environment and its heritage assets should be conserved and enjoyed for the quality of life they bring to this and future generations” it recognises that there are occasions where loss of significance is justified on the merits of new development. The more significant the asset and the greater the harm to the significance the greater the justification will be needed. Policy HE11 outlines a number of principles for enabling development that should be considered in assessing the benefits and disbenefits. Where loss of significance as a result of development is considered justified the PPS includes provision to allow for the recording and advancing understanding of the asset before it is lost using planning conditions or obligations (e.g. S106) as appropriate (HE12). The results of these investigations should be made available and the archive deposited in a suitable repository. A Planning Practice Guide (English Heritage, March 2010) provides further information and guidance on the interpretation and implementation of the PPS.

4.4 Local Policy and Guidance

The Sunderland District Unitary Development Plan (1998) contains twelve policies relevant to cultural heritage that have been ‘saved’. The full text of these policies can be seen in Appendix D and are listed below:

- B4-B7 Conservation Areas;
- B8 and B10 Listed Buildings;
- B12 Scheduled Monuments;
- B13-B16 Archaeological Sites;
- B17 Future Management of Sites
- B18 Parks and Gardens



4.5 Analysis

The proposals will not directly affect any Conservation Areas, Listed Buildings, Parks and Gardens or Scheduled Monuments therefore these policies will not be affected. It is considered that the development may affect archaeological remains and therefore this assessment is compliant with the requirement for archaeological assessment to be undertaken in advance of a planning application. The impact assessment has identified that no heritage assets or archaeological sites are likely to be affected and therefore the development will not affect the planning policies relating to archaeological sites.

5.0 Consultation

Consultation was undertaken with the Tyne and Wear Historic Environment Record, English Heritage, Sunderland Local Studies Library and Palace Green Library for the provision of data for this report.

Consultation was undertaken with Tyne and Wear Conservation and Archaeology Section (Jennifer Morrison) in their role as advisor to the local planning authority and comments from this consultation have been incorporated into this report as appropriate.

6.0 Baseline Conditions

Within the study area English Heritage holds information on five Listed Buildings. The Tyne and Wear Historic Environment Record holds information on 32 sites. Details of the recorded sites can be seen in Appendix E and their locations can be seen on Figures 1 and 2, Appendix E. The numbers in brackets in the text refer to the identifiers within the tables and on the figures.

There are no recorded cultural heritage sites within the study area predating the post-medieval period. Within the wider area however there are records indicating the regions earlier occupation and settlement. The lack of recorded archaeological evidence may be in part a factor of the lack of monitored construction work within the study area due to the post-medieval urban nature of the landscape. It is likely that much of this development will have either destroyed or truncated earlier archaeological remains.

6.1 Designated Sites

There are no World Heritage Sites, Scheduled Monuments, Registered Parks and Gardens, Registered Battlefields or Conservation Areas within the study area.



There are five Listed Buildings within the study area. These are detailed in Appendix E and their locations can be seen on Figure 1, Appendix E. 45 Deptford Terrace (10/057), the former Simpson Street secondary school (10/234), Websters public house (10/184) and ropery (10/183) will be screened from the development site by the intervening built environment. The development site will be visible from the Queen Alexandra Bridge (10/003), however the setting of the bridge is characterised by the current industrial and built environment of the landscape and therefore it is not anticipated that the proposed development would significantly alter the baseline conditions.

6.2 Archaeological and Historic Background

6.2.1 Prehistoric (up to 43AD)

Several isolated find spots of prehistoric material such as axes to the south (SMR394) and south east (SMR393) of the study area indicate that the area was occupied in some form during this period, although this may have been transitory as groups utilised the river for transport and navigation. There is relatively little evidence across the region for later prehistoric occupation although findspots of prehistoric material indicate that this may be a factor of preservation rather than a reflection of the archaeological occupation of the area.

6.2.2 Roman/Romano British (43AD to c.410AD)

It is probable during the early Roman period that few changes were visible within the immediate region. The main focus of Roman activity was initially at Chester le Street to the south and South Shields to the north (Ordnance Survey, 1994). The building of Hadrian's Wall to the north reinforced the activity away from the area of Sunderland. Artefacts of Roman date have been discovered within the wider area around the development site and it is anticipated that the river would still have proven attractive for transport.

6.2.3 Early Medieval Period (410AD to 1066AD)

Wearmouth was a centre within the Anglo-Saxon kingdom of Northumbria (Aalen, 2006) which emerged following the collapse of the Roman empire in Britain and consequent unrest. The early medieval monk and scholar Bede was born on land belonging to the monastery at Monkwearmouth to the north of the river and study area. The origins of the name Sunderland can also be traced to this period. The name refers to land that is 'asunder' i.e. a detached estate and may refer to territories of the monastery south of the river and the main centre (Mills, 2003). An early medieval religious house is also documented at Bishopwearmouth.



There is no evidence of early medieval activity within the study area during this period and it is considered most likely that settlement was focussed in the area of Monkwearmouth.

6.2.4 Medieval period (1066AD - c.1540AD)

Bishopwearmouth is documented as a medieval village focused around a church. The village was surrounded by three open fields which were in turn surrounded by moors. The area of Deptford was covered by north moor which also encompassed Ayres Quay and Millfield where a medieval windmill is recorded (EPE, nd). That the area was recorded as a moor indicates that it was unlikely to be settled and that if utilised it is only likely to have been for grazing, or if there was a suitable crossing point on the river. Sunderland was a village of only 30 householders in 1565 (www.twositelines.info) and therefore it is not anticipated that the settlement would have covered a large area. Newcastle remained the only major urban centre within the region during this period partly due to its monopoly on the coal trade which was subsequently lost during the civil war (Aalen, 2006).

6.2.5 Post Medieval Period (c.1540AD to 1900AD) and Modern (1900AD to present)

During the post-medieval period the area around Sunderland expanded rapidly as industrialisation took hold. The banks of the Wear were developed for shipbuilding and exports of material such as coal became increasingly important. The area of 'old Sunderland' grew more rapidly than Bishopwearmouth, but the two settlements grew towards each other eventually amalgamating. In the mid 19th century Deptford remained detached from the main urban area of Sunderland and surrounded by a rural location, however by the late 19th century the urban growth associated with the expanding industry of the port meant that it was becoming subsumed within the city.

Primary industries of Sunderland in the 19th and early 20th centuries were shipbuilding, glass making and brick making. These industries are all present in the immediate vicinity of the development site. It is considered likely that they were established here as pressure on the river frontage within the old town of Sunderland increased. The housing and church first established within the development site were probably built as a direct response to supply the employment needs of these industries.

St Andrews Church was built in 1841 and demolished some time between 1941 and 1955. Records are held for baptisms and marriages at the church but not burials and no burial ground or cemetery is marked on the historic mapping. All burials for the city were transferred to the main city cemetery in 1856 and therefore it is considered unlikely that a burial ground was ever associated with the church.



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The recorded cultural heritage within the study area relates to this period of industrialisation. There are several shipyards (10, 2789, 2797, 2801 and 2711) which are predictably located along the northern and southern banks of the river. A ropery (415) and several ironworks (2816, 2813, 5968) are also recorded which would have directly serviced the shipyards.

There are several brickfields and brickyards (2794, 2795, 2791, 2798, 2815, 2769, 2770) which utilised the natural deposits of the area for producing the large quantities of bricks required for the rapid residential and industrial expansion within the region. There were also several areas of limekilns (2787, 2760, 2765). In addition glass and bottlemaking has been an important industry within the region. Several bottleworks are recorded (2792, 2796, 2766) and this industry has continued on the site until the modern period as one of the current building on the site is a warehouse for Pyrex.

A history of Sunderland included a map extract of 1790 referring to a bottle and glass factory at Deptford (Milburn and Miller 1988), however on examination of a copy of the original map it was discovered that this extract had been ascribed the location mistakenly as the map did not extent that far west.

7.0 Historic Mapping

Selected historic mapping has been reproduced in Appendix F. The majority of mapping for this area focussed on the old towns of Sunderland, Bishopwearmouth and Monkwearmouth. Deptford lay outside of the urban area at this time. A search of the Durham County Archives online catalogues indicated that whilst records related to the Church of St Andrew are held, however these do not contain mapping. An enquiry was also sent to the Tyne and Wear Archives Service as a map of the Diamond Hall Estate was identified from the catalogues, however they confirmed that this does not cover the proposed development site and that they did not hold any further pre-Ordnance Survey maps that they anticipated covering the development site. No estate maps which were likely to cover the development site were identified during catalogue searches or during visits to Sunderland Local Studies Library or Palace Green Library.

The earliest mapping for the site examined was the Bishopwearmouth tithe map (1843) held at the Palace Green Library Archives, University of Durham. Unfortunately the top of the map has been damaged and only the very south of the proposed development site is shown. The depiction of the surrounding area is however very similar to the earliest mapping for the site held by the Sunderland Local Studies Library dated 1851. The map depicts the shipbuilding yards and bottleworks which were located just to the north of the development site. The bottleworks is shown as extending to the site boundary at this time. Within the development site the Church of Andrew was present and the residential housing on Alymer Street and



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Church Street had been constructed. The east of the site was occupied by a brick yard. The contours on this map indicate that the site topography sloped to the north.

On the 1862 Ordnance Survey 6" map and 1895 25" map the majority of the site (west and central areas) was covered by terraced housing. The south-west corner of application area was depicted as a brick field. A church was located in the south-east area of the application area and the eastern area was subdivided into small plots of land which may have been allotments. On the northern boundary of the application site were the Vulcan iron works and ship building yards, although these predominately lay outside of the development site.

Within two years and the publication of the 1897 mapping further alterations had occurred within development site. The terraced housing had extended to cover the brickfield and expansion had also continued further east within the application area over the allotments and Vulcan iron works. The shipyards to the north of the site had been replaced by a cement works. A small area in the south-east of the application area remained undeveloped. The Lambton railway (2833) had also been constructed to the south of the development site by this date.

The greatest changes to have occurred by the date of the 1919 OS mapping were in the surrounding area where the transport network had been altered. Most noticeable was the construction of the Queen Alexandra Bridge (112) and Pallion New Road to the south. The undeveloped land in the south east of the application area was now identified as a recreation ground and a school had been constructed in the north-eastern corner.

By 1941 the only key alterations were within the northern area of the application area. A limited amount of terraced housing had been demolished by this time and allotment gardens had been established on the site of the cement works. The demolition of this housing may have been a result of wartime bombing, although this is not proven. Few alterations are visible on the 1950s mapping.

By the 1960s a complete reorganisation of the layout of the masterplan site had occurred. All of the terraced housing, recreation land and community development had been demolished and removed. A galvanizing works had been constructed in the south east corner of the masterplan site. Within the majority of the overall masterplan site was a large glassworks building. The remainder of the development site was shown as undeveloped and it is unclear if it was a yard and storage area, or new development had not been surveyed.



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By 1970 several small buildings had been constructed within the western area of the masterplan site adjacent to the glassworks. Within the east of the masterplan area two further large warehouse or workshop buildings had been constructed. By 1989 the main glassworks building had been extended north covering the majority of the development site in this area.

8.0 Site Walkover Survey

A site walkover survey was undertaken on 7th October 2009. The weather was clear and dry. The building layout is as shown on the red line boundary plan in Appendix A and photographs can be seen in Appendix B. The site is largely bounded by steel fencing or walls. There is a steep break of slope from Pallion New Road and the warehouse on the south-western corner on the southern boundary to the main warehouse area and a second steep break of slope on the southern boundary to Deptford Terrace. The main site area is largely flat and may therefore have been subject to a degree of cut and fill earthworks to level the site prior to this phase of development.

The site is accessed from the western boundary. A modern electricity sub-station is located in this area, but outside of the redline application area. Several small modern switch buildings and power houses/substations are located across the site.

The site is dominated by two large modern warehouses. These have sections that vary in height but generally are between one and three storeys high. They have a brick built base surmounted by a steel superstructure. The roofs are comprised of sections of flat and north light (saw tooth profile) structural components. The warehouses are used for storage and distribution. An internal inspection was not carried out as they are operational.

A smaller warehouse is present in the south-west corner of the site. This warehouse is brick built, has a north light roof and entrances off of Pallion New Road. The warehouse also has a chimney in its north-east corner. It is originally recorded as a galvanizing works. None of the buildings are considered to be of historical interest.

On the southern boundary close to the former Deptford railway junction the bridge which carries Pallion New Road over the former railway line has been blocked up within the site boundary. The earthwork bank in front of the bridge contains large amounts of clinker and rubble in its surface layers.

An area of grass is located in the central eastern part of the site with a number of mature trees in the centre. This area is used by a skip company for storage. The remainder of the site is predominantly covered



in tarmac or concrete hard standing and has small areas of storage of tyres, pallets and shipping containers.

9.0 Archaeological Potential and Impact Assessment

The precise location and layout of the development site is not known therefore impacts for development across the whole application area have been identified.

Within application area the brickfield (2795), Vulcan ironworks (2816) and shipyard (2797) have been recorded on the Historic Environment Record. The shipyard and ironworks only extend into the far north of the application area and therefore the majority of archaeological remains associated with these sites will lie to the north of the development site. It is considered likely that any archaeological remains associated with these sites will have been substantially truncated or removed by the post-medieval terraced housing and later industrial development.

The 19th century terraced housing are anticipated to have had cellars (although this can not be confirmed at this stage) contributing to the extent of truncation, as are the evident changes in levels which indicate a substantial degree of cut and fill across the site. Any archaeological remains of the post-medieval terraced housing or cement works identified from historic mapping are not considered to be of heritage interest. Site investigations have not been carried out within the development site, but BGS boreholes from the surrounding area indicate that the made ground extends to a depth of approximately 2m, although this may include deposits pre-dating the 19th century housing (WYG, 2009).

The Church of St Andrew was demolished between 1941 and 1955. It is anticipated that all features of interest were removed when it was demolished and it is anticipated that any archaeological remains are of negligible value. It is considered very unlikely that burials were located in the vicinity of the church, due to a lack of identified burial ground and burial records in the archives and therefore the potential for buried human remains within the development site is considered to be negligible.

The galvanizing works and glassworks depots are of mid 20th century date. These are currently used for warehousing and storage. These buildings are not considered to be of heritage interest.

The potential to discover previously unrecorded archaeological remains within the development site is considered to be negligible. The extent of truncation due to the terraced housing and subsequent industrial development on the site is considered highly likely to have removed archaeological remains.



The proposed development may be visible from the Queen Alexandra Bridge Listed Building in the vicinity of the development site. The setting of the bridge is currently one of mixed, but predominantly former industrial uses. The application area will comprise a mix of residential, commercial and leisure uses in its final form. The scale and form of the development is not considered to be out of context within the area and therefore it is anticipated that the setting of heritage sites and the historic townscape will not be adversely affected by the development.

10.0 Evaluation and Mitigation

The potential for heritage impacts as a result of the development is considered to be very low. No further archaeological assessment or evaluation is recommended with respect to the potential for archaeological remains on the site. The buildings within the site are not considered to be of heritage interest and therefore a built heritage survey is not recommended.

Consultation with the Tyne and Wear Archaeologist (Jennifer Morrison) has confirmed that archaeological evaluation of the proposed development site, or recording of the existing buildings will not be required.



11.0 References

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Cartographic Sources

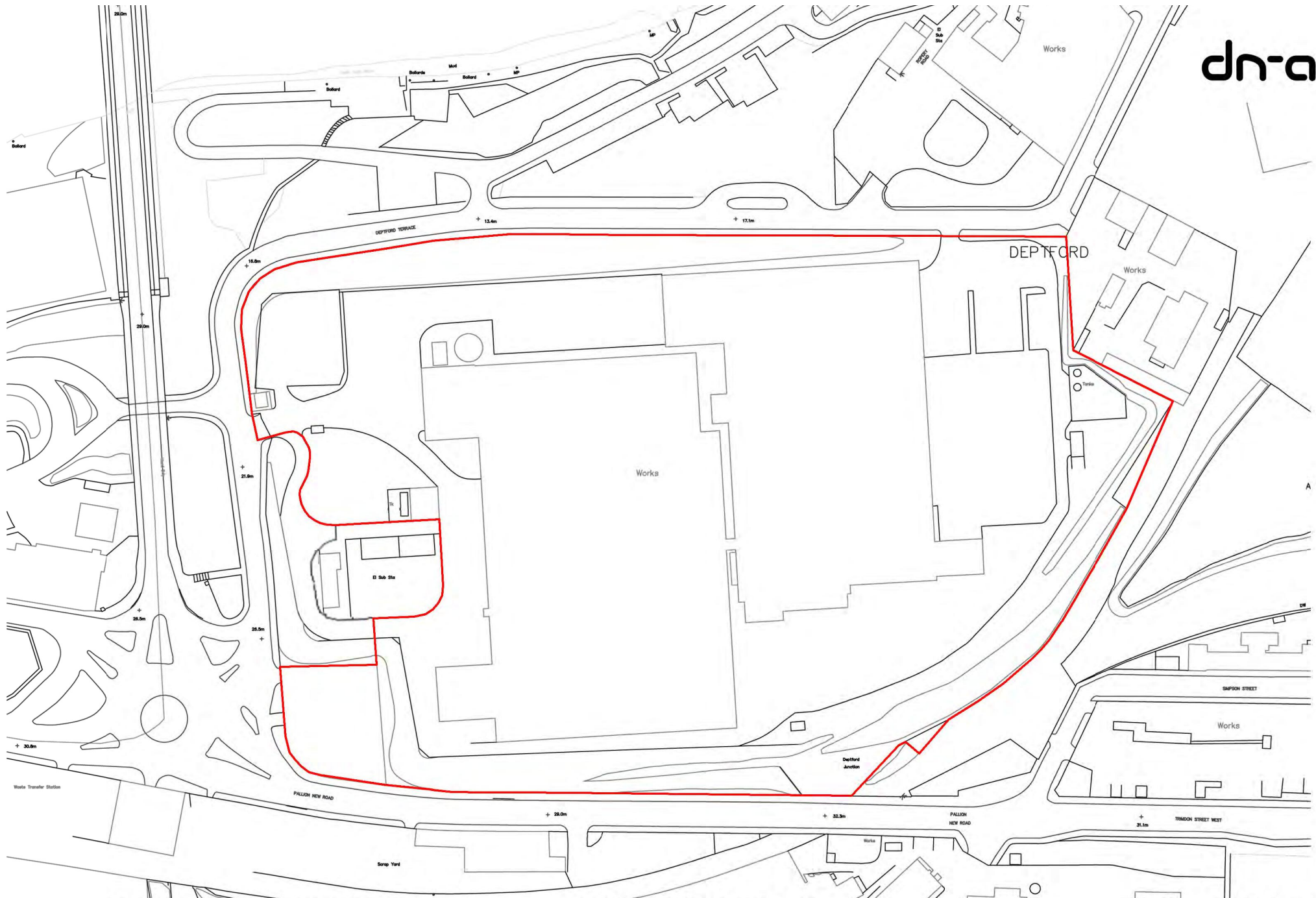
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- Ordnance Survey Mapping 25" to 1mile/1:2,500 1895, 1897, 1919, 1941, 1955, 1965, 1970, 1972, 1978, 1989, 1993



Appendices



Appendix A – Site Location and Application Area Plan



AURORA PROPERTY DEVELOPMENTS

DEPTFORD TERRACE

LOCATION PLAN

1:1250 @ A3
1098 PL 10001

APPLICATION SITE
BOUNDARY

32m AOD

39m AOD

37m AOD

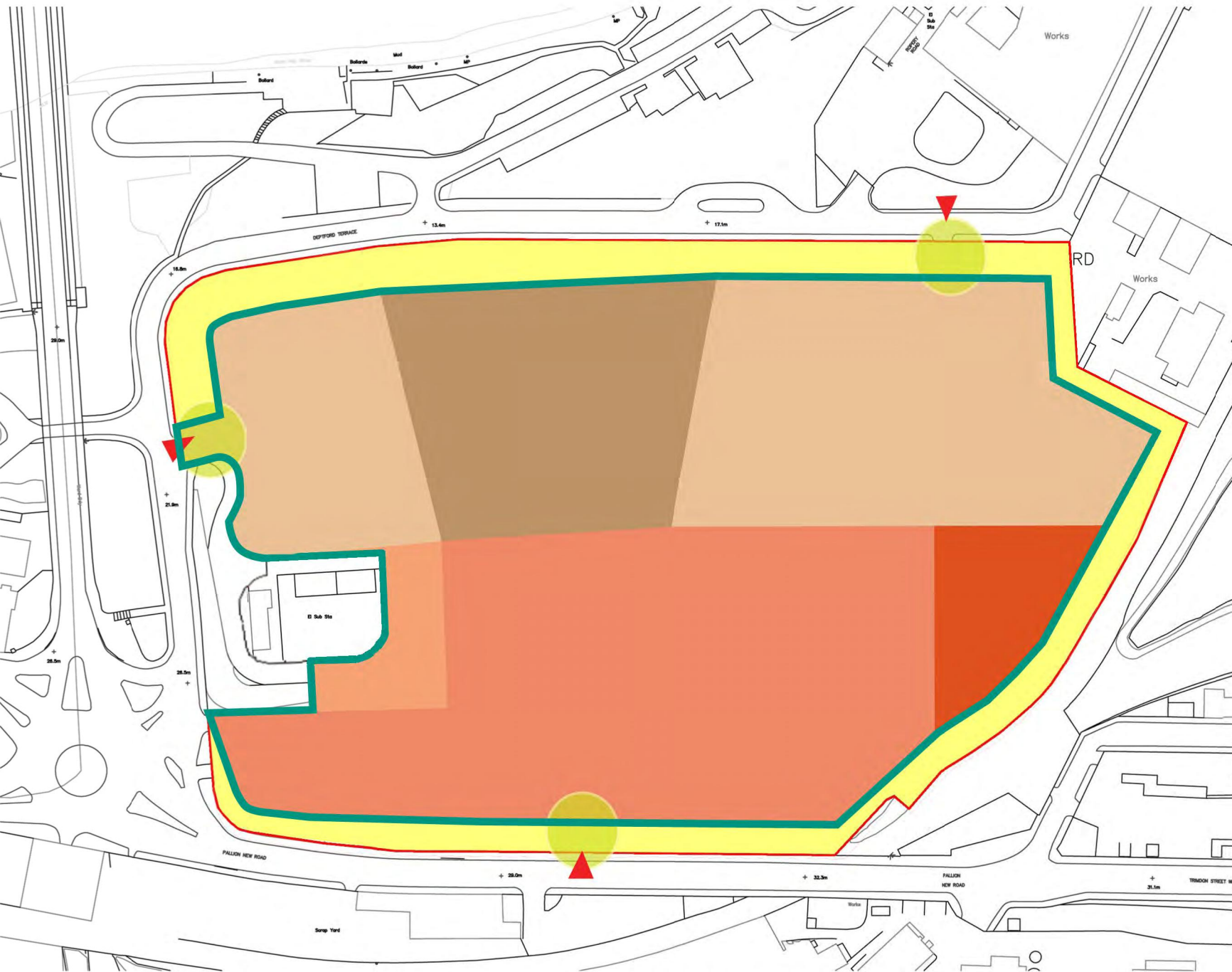
45m AOD

61m AOD

BUILDING
SET BACK
ZONE

ACCESS ZONES
WITHIN WHICH
ROAD JUNCTIONS
TO BE PROVIDED

MAXIMUM EXTENT
OF BUILT
FOOTPRINT



AURORA PROPERTY DEVELOPMENTS

DEPTFORD TERRACE

PARAMETER PLAN

14 JULY 2010 1:1250 @ A3
1098 PL 10002



Appendix B – Assessment Methodology



Cultural Heritage Impact Assessment Methodology

No standard method of evaluation and assessment is provided for the assessment of significance of effects upon cultural heritage, therefore a set of evaluation and assessment criteria have been developed using a combination of the Secretary of State's criteria for Scheduling Monuments (Scheduled Monument Statement, 2010), Design Manual for Roads and Bridges, Volume 11, Part 3, Section 2, HA 208/07 and Transport Analysis Guidance (TAG Unit 3.3.9, Heritage of Historic Resources Sub-Objective). Professional judgement is used in conjunction with these criteria to undertake the impact assessment.

Value

The table below provides guidance on the assessment of cultural heritage value on all archaeological sites and monuments, historic buildings, historic landscapes and other types of historical site such as battlefields, parks and gardens, not just those that are statutorily designated.

| Value | Examples |
|-----------|--|
| Very High | <p>World Heritage Sites, Scheduled Monuments of exceptional quality, or assets of acknowledged international importance or can contribute to international research objectives.</p> <p>Grade I Listed Buildings and built heritage of exceptional quality.</p> <p>Grade I Registered Parks and Gardens and historic landscapes and townscapes of international sensitivity, or extremely well preserved historic landscapes and townscapes with exceptional coherence, integrity, time-depth, or other critical factor(s).</p> |
| High | <p>Scheduled Monuments, or assets of national quality and importance or than can contribute to national research objectives.</p> <p>Grade II* and Grade II Listed Buildings, Conservation Areas with very strong character and integrity, other built heritage that can be shown to have exceptional qualities in their fabric or historical association.</p> <p>Grade II* and II Registered Parks and Gardens, Registered Battlefields and historic landscapes and townscapes of outstanding interest, quality and importance, or well preserved and exhibiting considerable coherence, integrity time-depth or other critical factor(s).</p> |
| Medium | <p>Designated or undesignated assets of regional quality and importance that contribute to regional research objectives.</p> <p>Locally Listed Buildings, other Conservation Areas, historic buildings that can be shown to have good qualities in their fabric or historical association.</p> <p>Designated or undesignated special historic landscapes and townscapes with reasonable coherence, integrity, time-depth or other critical factor(s).</p> |



| Value | Examples |
|------------|---|
| | Assets that form an important resource within the community, for educational or recreational purposes. |
| Low | <p>Undesignated assets of local importance</p> <p>Assets compromised by poor preservation and/or poor survival of contextual associations but with potential to contribute to local research objectives.</p> <p>Historic (unlisted) buildings of modest quality in their fabric or historical association</p> <p>Historic landscapes and townscape with limited sensitivity or whose sensitivity is limited by poor preservation, historic integrity and/or poor survival of contextual associations.</p> <p>Assets that form a resource within the community with occasional utilisation for educational or recreational purposes.</p> |
| Negligible | <p>Assets with very little or no surviving cultural heritage interest.</p> <p>Buildings of no architectural or historical note.</p> <p>Landscapes and townscape that are badly fragmented and the contextual associations are severely compromised or have little or no historical interest.</p> |

Magnitude

The magnitude of the potential impact is assessed for each site or feature independently of its archaeological or historical value. Magnitude is determined by considering the predicted deviation from baseline conditions. The magnitude of impact categories are adapted from the Transport Assessment Guidance (TAG Unit 3.3.9) and Design Manual for Roads and Bridges, Volume 11, Part 3, Section 2, HA 208/07.

| Magnitude of Impact | Typical Criteria Descriptors |
|---------------------|--|
| Substantial | <p>Impacts will damage or destroy cultural heritage assets; result in the loss of the asset and/or quality and integrity; cause severe damage to key characteristic features or elements; almost complete loss of setting and/or context of the asset. The assets integrity or setting is almost wholly destroyed or is severely compromised, such that the resource can no longer be appreciated or understood. (Negative).</p> <p>The proposals would remove or successfully mitigate existing damaging and discordant impacts on assets; allow for the restoration or enhancement of characteristic features; allow the substantial re-establishment of the integrity, understanding and setting for an area or group of features; halt rapid degradation and/or erosion of the heritage resource, safeguarding substantial elements of the</p> |



| Magnitude of Impact | Typical Criteria Descriptors |
|----------------------|--|
| | heritage resource. (Positive). |
| Moderate | <p>Substantial impact on the asset, but only partially affecting the integrity; partial loss of, or damage to, key characteristics, features or elements; substantially intrusive into the setting and/or would adversely impact upon the context of the asset; loss of the asset for community appreciation. The assets integrity or setting is damaged but not destroyed so understanding and appreciation is compromised. (Negative)</p> <p>Benefit to, or restoration of, key characteristics, features or elements; improvement of asset quality; degradation of the asset would be halted; the setting and/or context of the asset would be enhanced and understanding and appreciation is substantially improved; the asset would be bought into community use. (Positive).</p> |
| Slight | <p>Some measurable change in assets quality or vulnerability; minor loss of or alteration to, one (or maybe more) key characteristics, features or elements; change to the setting would not be overly intrusive or overly diminish the context; community use or understanding would be reduced. The assets integrity or setting is damaged but understanding and appreciation would only be diminished not compromised. (Negative).</p> <p>Minor benefit to, or partial restoration of, one (maybe more) key characteristics, features or elements; some beneficial impact on asset or a stabilisation of negative impacts; slight improvements to the context or setting of the site; community use or understanding and appreciation would be enhanced. (Positive).</p> |
| Negligible/No Impact | <p>Very minor loss or detrimental alteration to one or more characteristics, features or elements. Minor changes to the setting or context of the site. No discernible change in baseline conditions (Negative).</p> <p>Very minor benefit to or positive addition of one or more characteristics, features or elements. Minor changes to the setting or context of the site No discernible change in baseline conditions. (Positive).</p> |

Magnitude (scale of change) is determined by considering the predicted deviation from baseline conditions. Quantifiable assessment of magnitude has been undertaken where possible. In cases where only qualitative assessment is possible, magnitude has been defined as fully as possible.

During the assessment any embedded mitigation has been considered in the impact assessment and this is clearly described in this section (cross referring the development description). Therefore, the magnitude of the impacts described herein will be stated before and after additional mitigation has been taken into consideration.

Impacts may be of the following nature and will be identified as such where relevant:



Deptford Terrace, Phase 1

- Negative or Positive.
- Direct or indirect.
- Temporary or permanent.
- Short, medium or long term.
- Reversible or irreversible.
- Cumulative.

Significance

By combining the value of the cultural heritage resource with the predicted magnitude of impact, the significance of the effect can be determined. This is undertaken following the table below. The significance of effects can be beneficial or adverse.

| Sensitivity of Receptor | Magnitude of Impact | | | |
|-------------------------|----------------------|----------------------|----------------------|-------------------|
| | Substantial Impact | Moderate Impact | Slight Impact | Negligible Impact |
| Very High | Major | Major - Intermediate | Intermediate | Neutral |
| High | Major - Intermediate | Intermediate | Intermediate - Minor | Neutral |
| Medium | Intermediate | Intermediate - Minor | Minor | Neutral |
| Low | Intermediate - Minor | Minor | Minor - Neutral | Neutral |
| Negligible | Minor- Neutral | Neutral | Neutral | Neutral |

Significance should always be qualified as in certain cases an effect of minor significance could be considered to be of great importance by local residents and deserves further consideration.



The significance of effect is considered both before and after additional mitigation measures proposed have been taken into account.

Level of Confidence

Given that predictions can only be as accurate as the data they are based on it is important to attribute a level of confidence to which the significance of cultural heritage effects has been assessed. The table below defines the confidence levels referred to in this report.

| Confidence Level | Description |
|------------------|---|
| High | The significance of the cultural heritage effect is an informed estimate likely to be based on reliable data or subjective judgement with reference to similar schemes. Further information would not result in any change to assessment of significance. |
| Low | The significance of the cultural heritage effect is a best estimate likely to be based on subjective judgement without reference to similar schemes. Further information would be needed to confirm assessment of significance. |



Appendix C – Site Photographs



Photograph 1: Queen Alexandra Bridge from the west of the site



Photograph 2: Main warehouse building



Photograph 3: Main warehouse building



Photograph 4: Rear of warehouse and eastern warehouse entrance

Deptford Terrace, Phase 1



Photograph 5: Former galvanising works



Photograph 6: Hard standing to south of application area



Photograph 7: East of application area, hard standing and grass



Appendix D – Planning Policies



Sunderland UDP Saved Policies (1998)

B4

All development within and adjacent to conservation areas will be required to preserve or enhance their character or appearance. To this end the council will issue planning/design guidance for the various areas from time to time.

B5

The city council will pursue the designation of new conservation areas, which are indicated in part ii and on the proposals map.

B6

The council will preserve and enhance the character or appearance of conservation areas; measures will include:-

- (i) Encouraging the retention of existing buildings and the improvement of features, open spaces, historic street patterns and plot boundaries;
- (ii) Encouraging the retention of existing mature trees;
- (iii) Introducing controls over the display of advertisements;
- (iv) Seeking, where appropriate, to control development by the use of article 4 directions;
- (v) Giving special attention to the preservation of important views into and out of the area;
- (vi) Restoring highways and verges by use of appropriate materials and planting, encouraging utility companies to respect such works;
- (vii) Reducing the impact of traffic where possible by diversion and traffic calming measures; and
- (viii) Promoting environmental improvement and enhancement programmes.

B7

Applications for demolition of unlisted buildings in a conservation area will be determined by the extent to which the integrity, character and appearance of the area is affected, taking into account any replacement proposals. Where unlisted buildings make a positive contribution to the character or appearance of a conservation area, the criteria in policy b8 which concerns the demolition of listed buildings will apply.

B8

There will be a presumption in favour of retaining listed buildings. Demolition in whole or substantive part will only be given consent when all other avenues for retention (including preservation in charitable or community ownership) have been explored and found not to be feasible or it is considered that



redevelopment would produce substantial benefits for the community which would decisively outweigh the loss resulting from demolition. Consent will only then be given when planning permission for an acceptable replacement development has been granted, which will also be subject to conditions requiring the letting of a contract prior to demolition.

B10

The city council will seek to ensure that development proposals in the vicinity of listed buildings do not adversely affect their character or setting.

B11

The city council will promote measures to protect the archaeological heritage of Sunderland and ensure that any remains discovered will be either physically preserved or recorded.

B12

There will be a presumption in favour of the preservation of scheduled ancient monuments and other nationally important archaeological sites. Planning permission for development which would have an adverse effect on their site or setting will be refused unless exceptional circumstances prevail.

B13

The city council will seek to safeguard sites of local archaeological significance. When development affecting such is acceptable in principle, the council will seek to ensure mitigation of damage through preservation of the remains in situ as a preferred solution. Where the physical preservation of remains in the original situation is not feasible, excavation for the purpose of recording will be required.

B14

Where development proposals affect sites of known or potential archaeological importance, the city council will require an archaeological assessment/evaluation to be submitted as part of the planning application. Planning permission will not be granted without adequate assessment of the nature, extent and significance of the remains present and the degree to which the proposed development is likely to affect them.

B15

Where major developments involve large scale ground disturbance in currently undeveloped areas, the city council will determine whether, and to what extent, an archaeological assessment is required.

B16

Where any historic sites and monuments are discovered provision will be made for an appropriate level of assessment, recording and preservation (in advance of or if necessary during construction) commensurate with the importance of the find.

B17

The city council will undertake and encourage schemes for the management, interpretation and promotion



Deptford Terrace, Phase 1

of important features including:-

- (i) Listed buildings;
- (ii) Ancient monuments;
- (iii) Conservation areas; and
- (iv) The urban riverside.

Measures will include the provision of information boards and plaques, appropriate signposting and improvements to access.

B18

The character and setting of historic parks and gardens will be protected from adverse impact by development.



Appendix E – Recorded Cultural Heritage Sites



Deptford Terrace, Phase 1

Listed Buildings (English Heritage)

| Identifier | Grid Reference | Building Name | Grade |
|------------|----------------|---|-------|
| 10/003 | NZ 38182 57842 | Queen Alexandra Bridge, A1231 | II |
| 10/057 | NZ 38634 57885 | 45 Deptford Terrace | II |
| 10/813 | NZ 38467 57829 | Websters Public House, Ropery Road | II |
| 10/814 | NZ 38494 57848 | Websters Ropery, Ropery Road | II |
| 10/023 | NZ 38831 57856 | Drinking fountain, Hanover Place | II |
| 10/234 | NZ 38702 57566 | Former Simpson Street Secondary School, Wellington Lane | II |

Recorded Cultural Heritage (Historic Environment Record)

| Identifier | Grid Reference | Period | Description |
|------------|----------------|---------------|--|
| 2790 | NZ 3799 5774 | Post-Medieval | Saw mill at Bishopwearmouth |
| 10 | NZ 379 577 | Unknown | Fragments of human skull (male) were found during deep excavation for building purposes at Laing's (or Doxford's) Shipyard, Deptford, in 1974. |
| 2800 | NZ 3859 5796 | Post-Medieval | Saw Mill at Bishopwearmouth. The location of which is unclear from the 1st edition OS mapping, but probably lay within 100m radius of this grid reference. |



Deptford Terrace, Phase 1

| Identifier | Grid Reference | Period | Description |
|------------|----------------|---------------|--|
| 2833 | NZ 3925 5743 | Post-Medieval | The Lambton Wagonway. Its northern terminus was at the Lambton Drops, (SMR 2832), on the Wear. Its southern end lay outside the county. This line was built in 1815 by the Nesham family to replace an earlier one from Philadelphia to the Penshaw Staiths. The Lambton Wagonway was the site of an experiment by William Brunton in 1813. The line was sold to John Lambton in 1822. The section between West Herrington and the Grindon Engine was realigned c.1831. The line was finally abandoned c.1870. |
| 2659 | NZ 4091 5685 | Post-Medieval | North Eastern Railway, Penshaw Branch. Had a station at Hylton, (SMR 2660). This line was opened, from Penshaw to Hendon Junction in 1852, by the York, Newcastle and Berwick Railway, which became part of the North Eastern Railway in 1854. |
| 2789 | NZ 3808 5775 | Post-Medieval | Shipbuilding yard at Bishopwearmouth identified from historic mapping. |
| 2791 | NZ 3795 5759 | Post-Medieval | Brick and tile yards at Bishopwearmouth identified from historic mapping. |
| 2792 | NZ 3798 5749 | Post-Medieval | Diamond Bottle Works. These works were constructed after 1852, after the construction of the North Eastern Railway Penshaw Branch. The works were opened in 1857 by Snowdon and Watson and then taken over in 1858 by John Candlish. It closed in 1877. |
| 2793 | NZ 3808 5760 | Post-Medieval | Deptford Chemical Works. Established in circa 1760. Identified from historic mapping. |
| 2794 | NZ 3814 5741 | Post-Medieval | Brick field and clay pit identified from historic mapping. |
| 2795 | NZ 3827 5754 | Post-Medieval | Diamond Hall Brickfield. Identified from historic mapping dated 1861. |
| 2796 | NZ 3820 5777 | Post-Medieval | Wear Bottle Works identified from historic mapping. |
| 2797 | NZ 3835 5774 | Post-Medieval | Shipbuilding yards at Bishopwearmouth identified from historic mapping. |
| 2798 | NZ 3851 5778 | Post-Medieval | Deptford brickfield identified from historic mapping dated 1861. |
| 2812 | NZ 3874 5791 | Post-Medieval | Ayres Quay Iron Foundry identified from historic mapping. |
| 2813 | NZ 3879 5778 | Post-Medieval | Deptford Iron Works identified from historic mapping. |
| 2814 | NZ 3874 5773 | Post-Medieval | Sunderland Corporation Gas Works identified from historic mapping. |



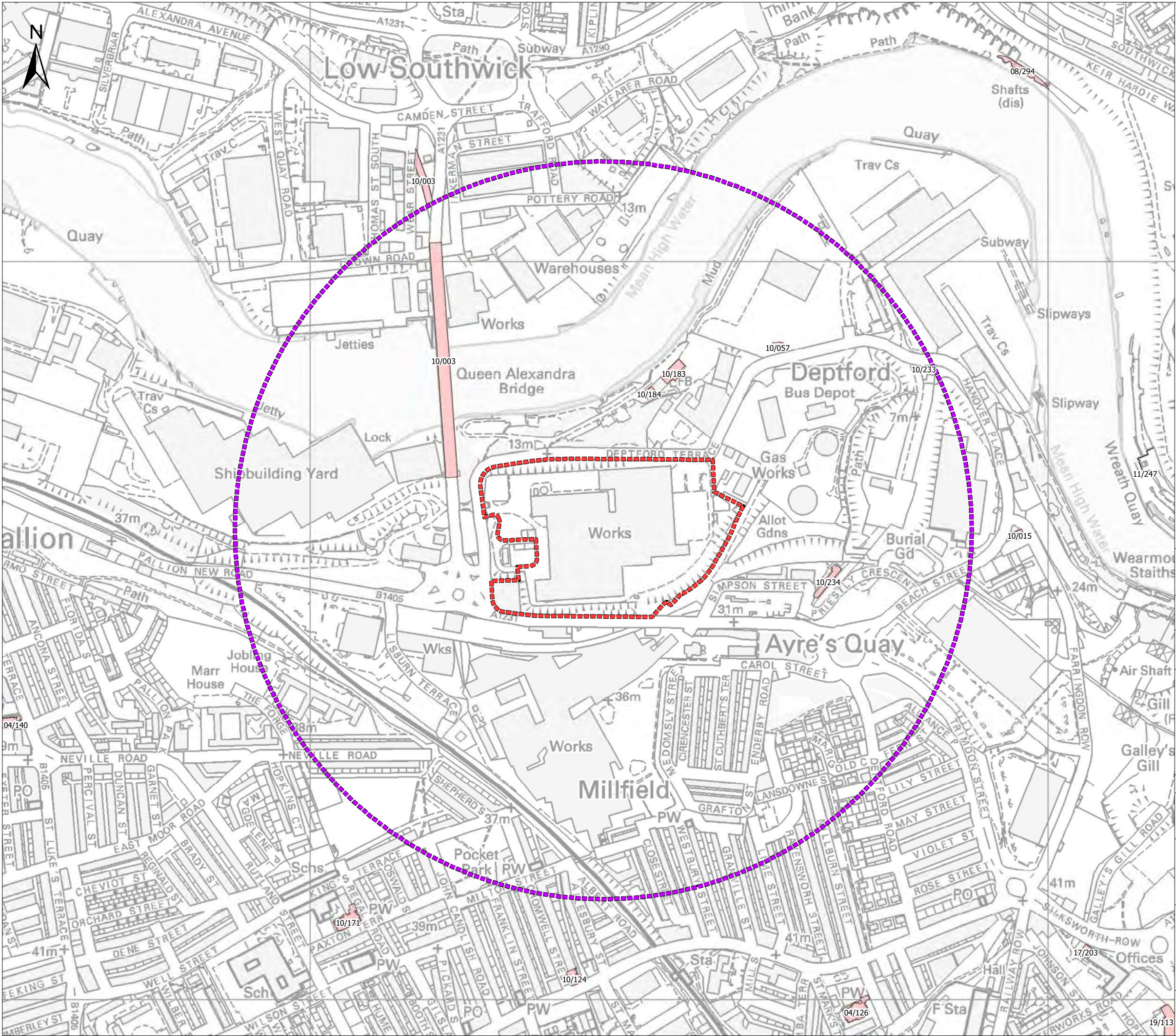
Deptford Terrace, Phase 1

| Identifier | Grid Reference | Period | Description |
|------------|----------------|---------------|--|
| 2815 | NZ 3867 5768 | Post-Medieval | Sunderland gas works brickfield, identified from historic mapping dated 1861. |
| 2816 | NZ 3847 5774 | Post-Medieval | Vulcan Iron Works identified from historic mapping. |
| 2801 | NZ 3865 5801 | Post-Medieval | Shipbuilding Yard. The OS 1st edition mapping shows a patent slip, saw pit and smithy within the site. Brothers Philip and John Laing had established themselves as shipbuilders on the River Wear by 1793. The yard built its first iron ship (the river's first iron ship, also), the Amity, in 1853 and by 1866 solely wooden construction had been phased out of the yard, although composite iron and timber ships were built until 1875. The last ship was built in 1986 and the site has been used by engineering companies since. |
| 2803 | NZ 3874 5808 | Post-Medieval | Timber yards at Bishopwearmouth identified from historic mapping. |
| 5968 | NZ 3881 5772 | Post-Medieval | Neptune iron works at Ayres Quay identified from historic mapping. |
| 2766 | NZ 3840 5800 | Post-Medieval | Bottle Works. The 1st edition OS mapping seems to show four Kilns on the site. Glass had been manufactured in Southwick since 1698 when the Suddick Glasshouse was opened. The ballast material brought to the Tyne and Wear by ships taking coal away, provided many of the raw materials for the industry. Consequently there was a thriving glass and bottle industry on Wearside for over 200 years. Among the most important sites were the Wearmouth Crown Glass Works, started in 1786 (SMR 2772) and the Southwick Bottle works, dating from 1846. Glassmaking fell into deep decline in the depression of the 1880s and the following decades. The bottle works finally closed in 1917. |
| 2769 | NZ 3806 5809 | Post-Medieval | Brickfield, with a brick kiln and clay mill. Davison lists Southwick Pottery at NZ 381 580, 1820-1890. |
| 2770 | NZ 3821 5808 | Post-Medieval | A brickfield, with a clay mill identified from historic mapping. |
| 2659 | NZ 4091 5685 | Post-Medieval | North Eastern Railway, Penshaw Branch. Had a station at Hylton, (SMR 2660). This line was opened, from Penshaw to Hendon Junction in 1852, by the York, Newcastle and Berwick Railway, which became part of the North Eastern Railway in 1854. |
| 2820 | NZ 3845 5715 | Post-Medieval | Millfield Engine Works. Possibly a Railway Works associated with the North Eastern Railway Penshaw Branch, (SMR 2659). The works were built after 1852 when the railway was opened. |

Deptford Terrace, Phase 1

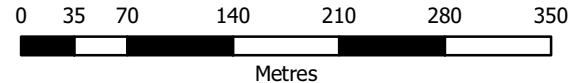


| Identifier | Grid Reference | Period | Description |
|------------|----------------|---------------|--|
| 5969 | NZ 3909 5750 | Post-Medieval | Railway tunnel from rear of Hetton Staiths into Galley's Gill. Major modifications occurred to the Lambton and Hetton Railways between 1865 and 1897, the Lambton Railway being re-routed through a complex of tunnels. This particular tunnel carried one of the sidings serving Hetton Staiths (HER 2808). |
| 6039 | NZ 3886 5768 | Post-Medieval | Ayres Quay, Wesleyan Chapel. Shown on 1st edition Ordnance Survey map. |
| 2787 | NZ 3786 5777 | Post-Medieval | Lime Kilns, the number of which is unclear from the 1st edition OS mapping, on which they are marked as Old, so were probably out of use by 1855. These kilns may have been associated with a nearby quarry, (SMR 2786). |
| 2760 | NZ 3841 5813 | Post-Medieval | Ballast Hills. The 1st edition OS mapping shows The Old Limekilns, (SMR 2765), built on this area. |
| 2765 | NZ 3848 5810 | Post-Medieval | The Old Limekilns, on Ballast Hill, (SMR 2760). Marked as Old on the 1st edition OS mapping so probably out of use by 1855. Although the last kilns worked here at the turn of the century, their remains can still be seen in the embankment today. |
| 2771 | NZ 3818 5795 | Post-Medieval | William Pickersgill's first shipyard is thought to have been founded in 1838 in the North Dock area of Sunderland in partnership with another shipbuilder. In 1851, the business was transferred from the North Dock to Southwick, soon after which the partnership dissolved and the business was run solely by the Pickersgill family. The Southwick Yard produced only wooden vessels until 1880. The first iron ship launched from the yard was the Camargo. The shipyard closed in 1988 and was demolished in 1990. |



Legend

- Application Area
- 500m Study Area
- Listed Buildings



| | | | |
|------------------------|------------------------|---------------------------|-----------------------|
| PMC Created: | KRH Checked: | July 2010 Date: | V2 Version: |
|------------------------|------------------------|---------------------------|-----------------------|

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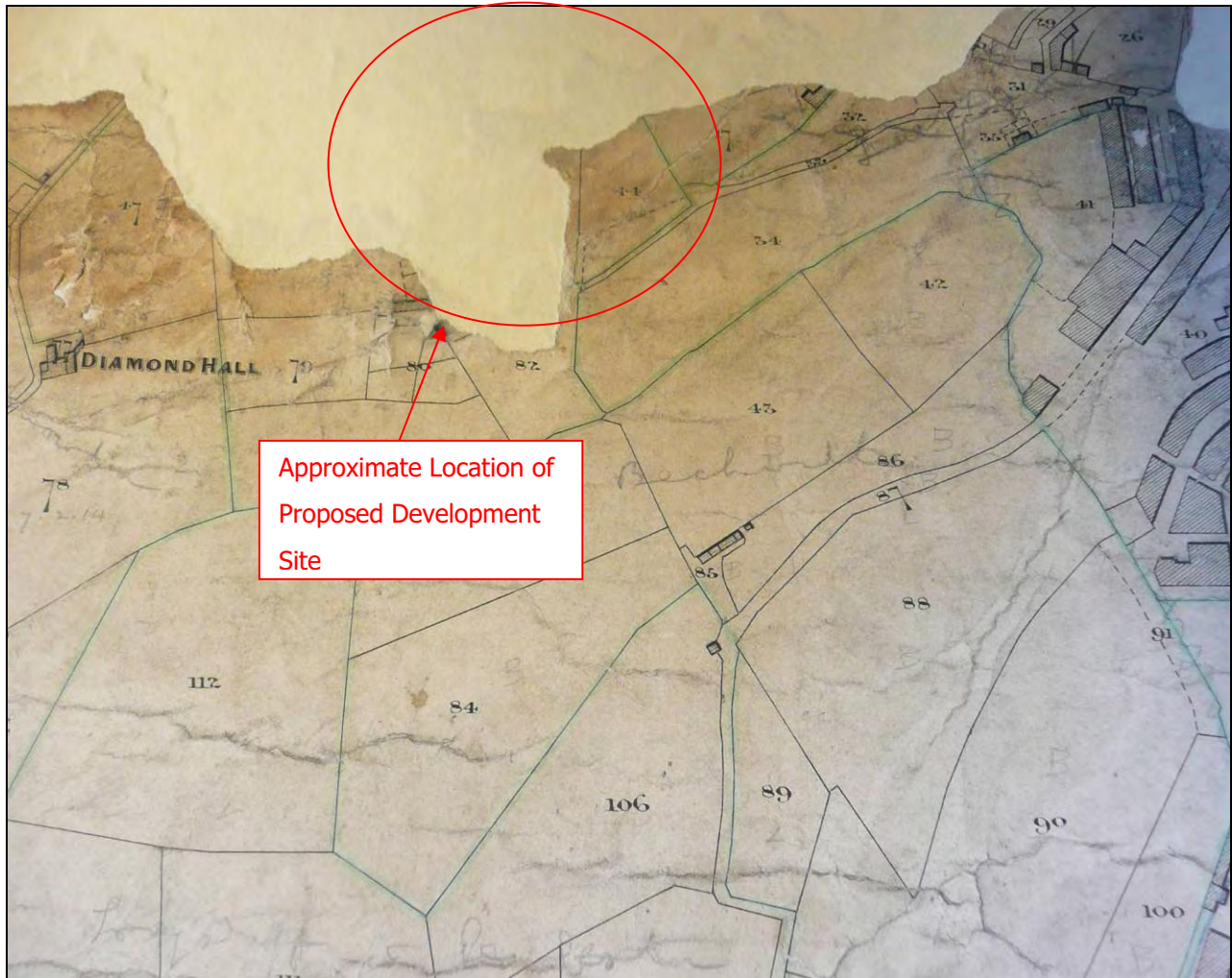
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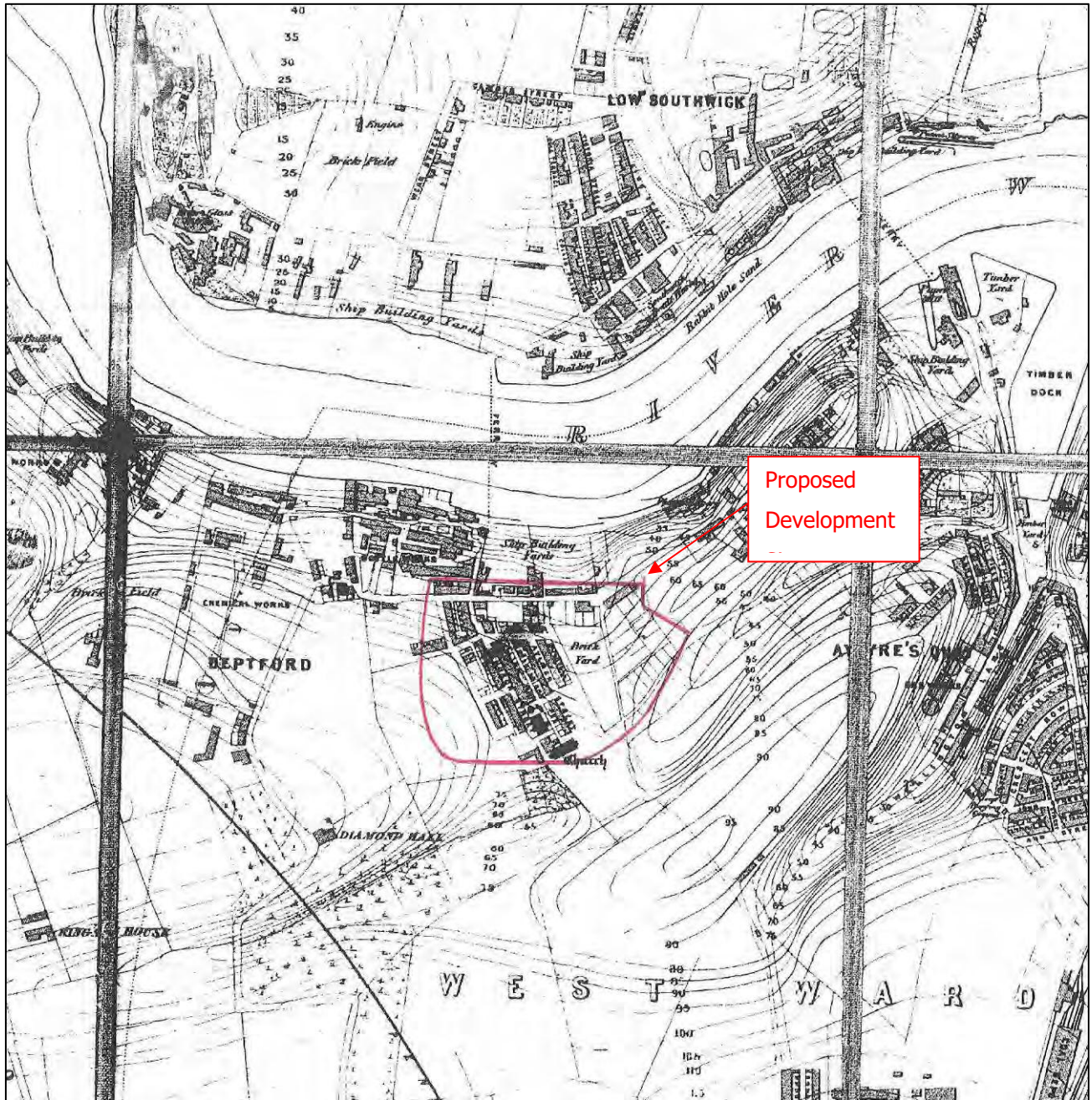


Appendix F – Historic Mapping



Bishopwearmouth Tithe Map, 1843

Reproduced with permission from Palace Green Library. Ref: DDR/ES/TTH/1/20



Plan of the Town of Sunderland, 1851



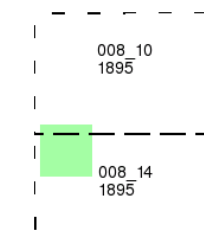
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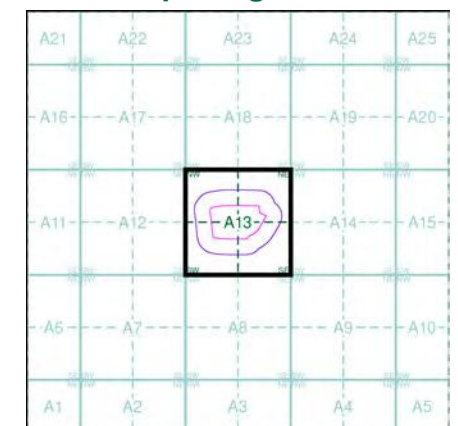
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Map Name(s) and Date(s)



Historical Map - Segment A13



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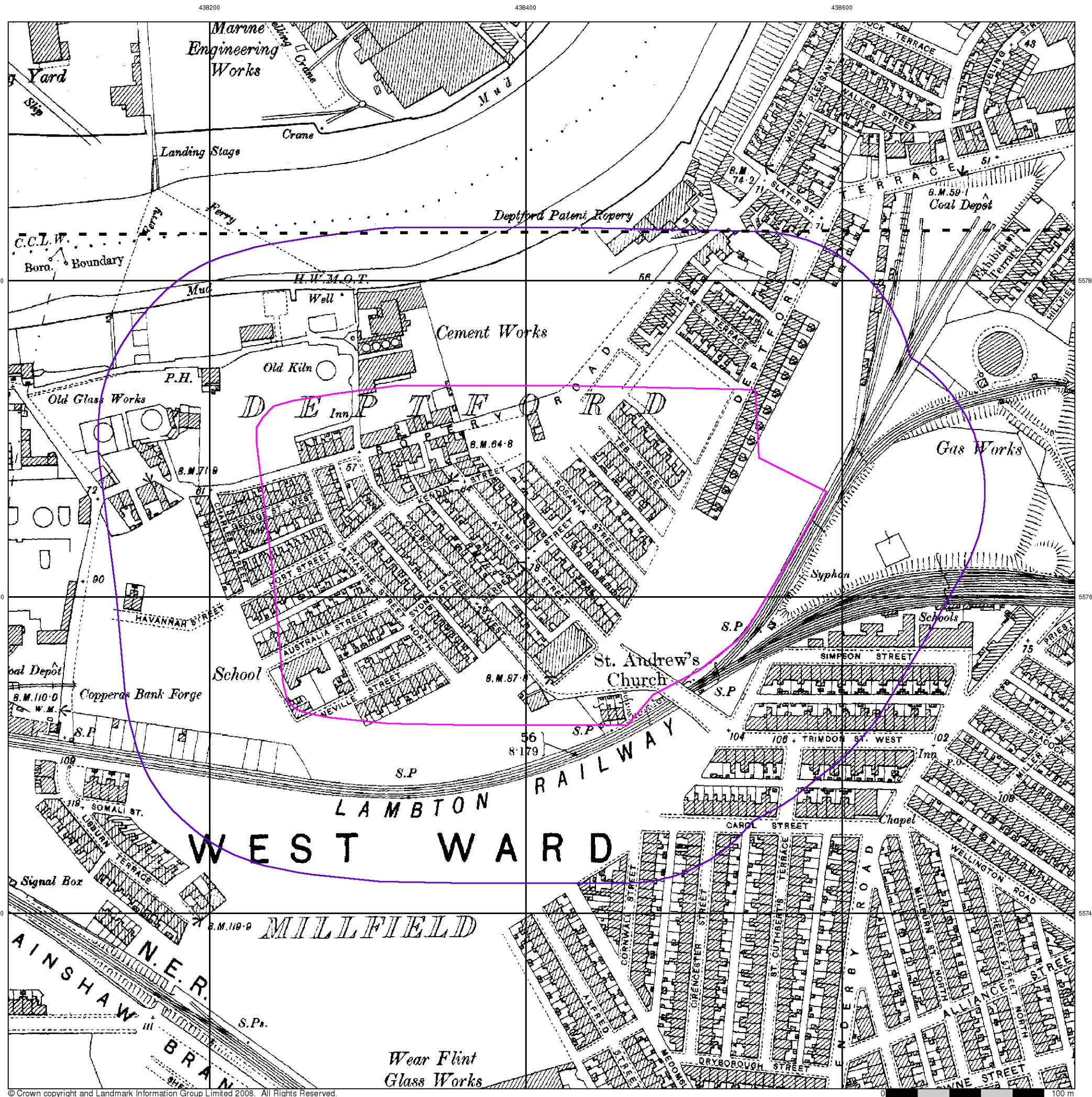
Site Details

Deptford Terrace, SUNDERLAND



Tel: 0844 844 9952
Fax: 0844 844 9951
Web: www.envirocheck.co.uk





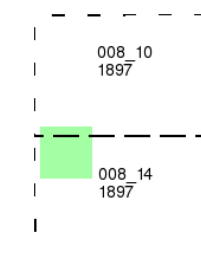
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Published 1897

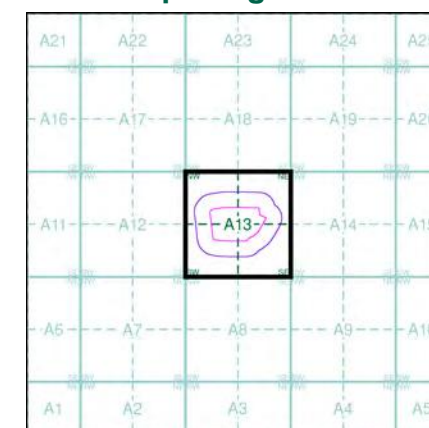
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Map Name(s) and Date(s)



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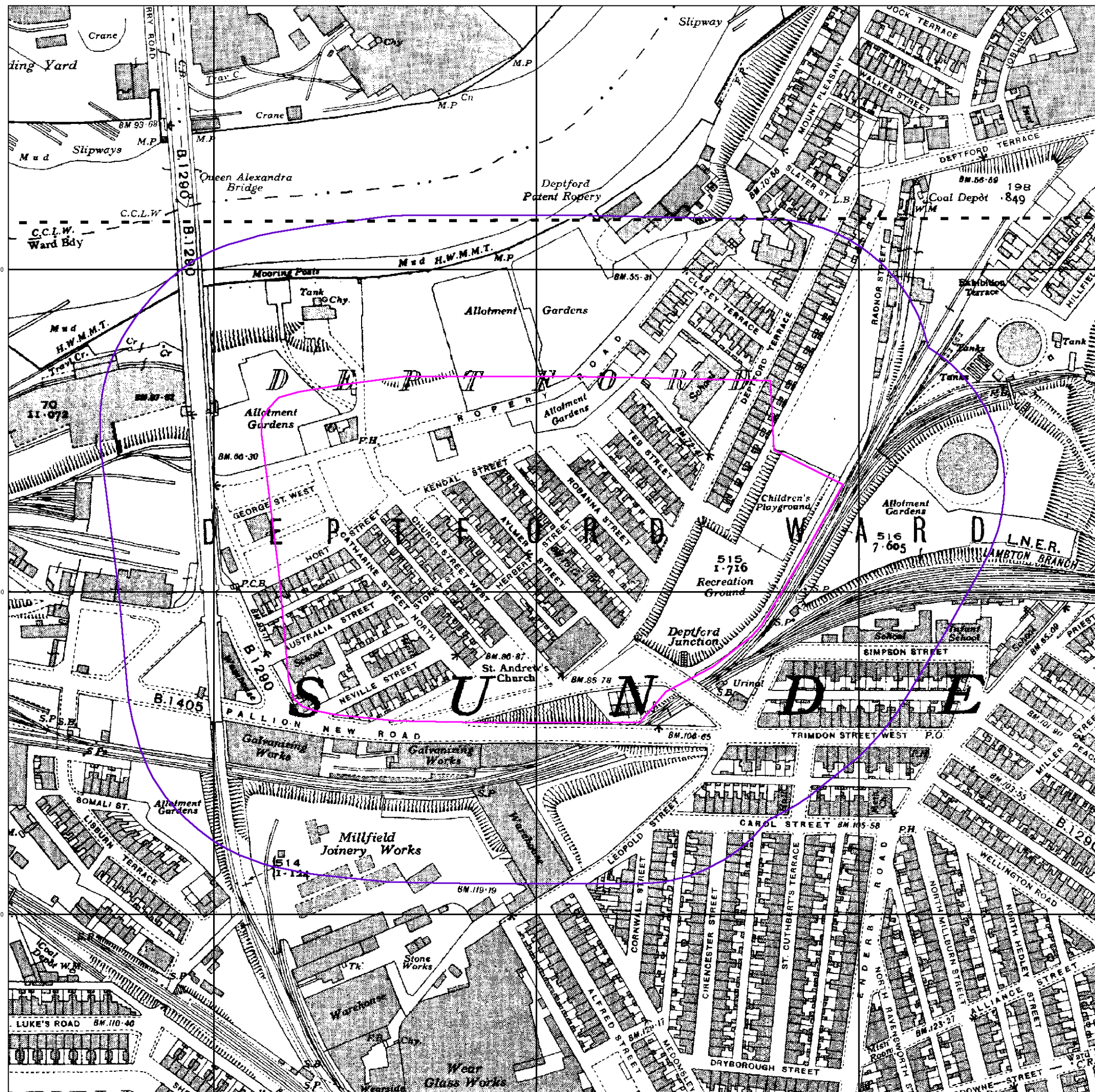
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Site Details

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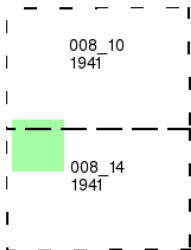
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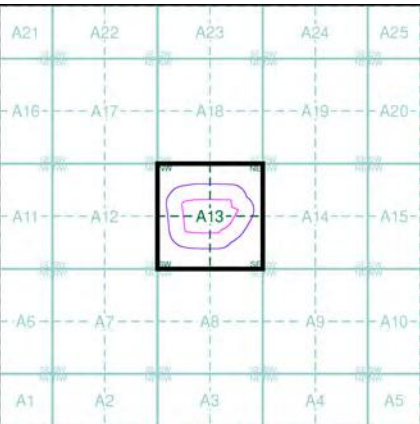
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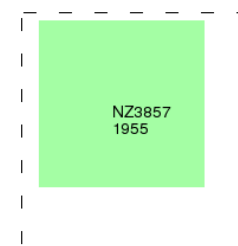
Ordnance Survey Plan

Published 1955

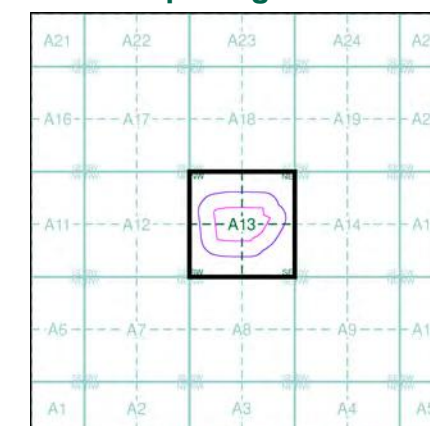
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Map Name(s) and Date(s)



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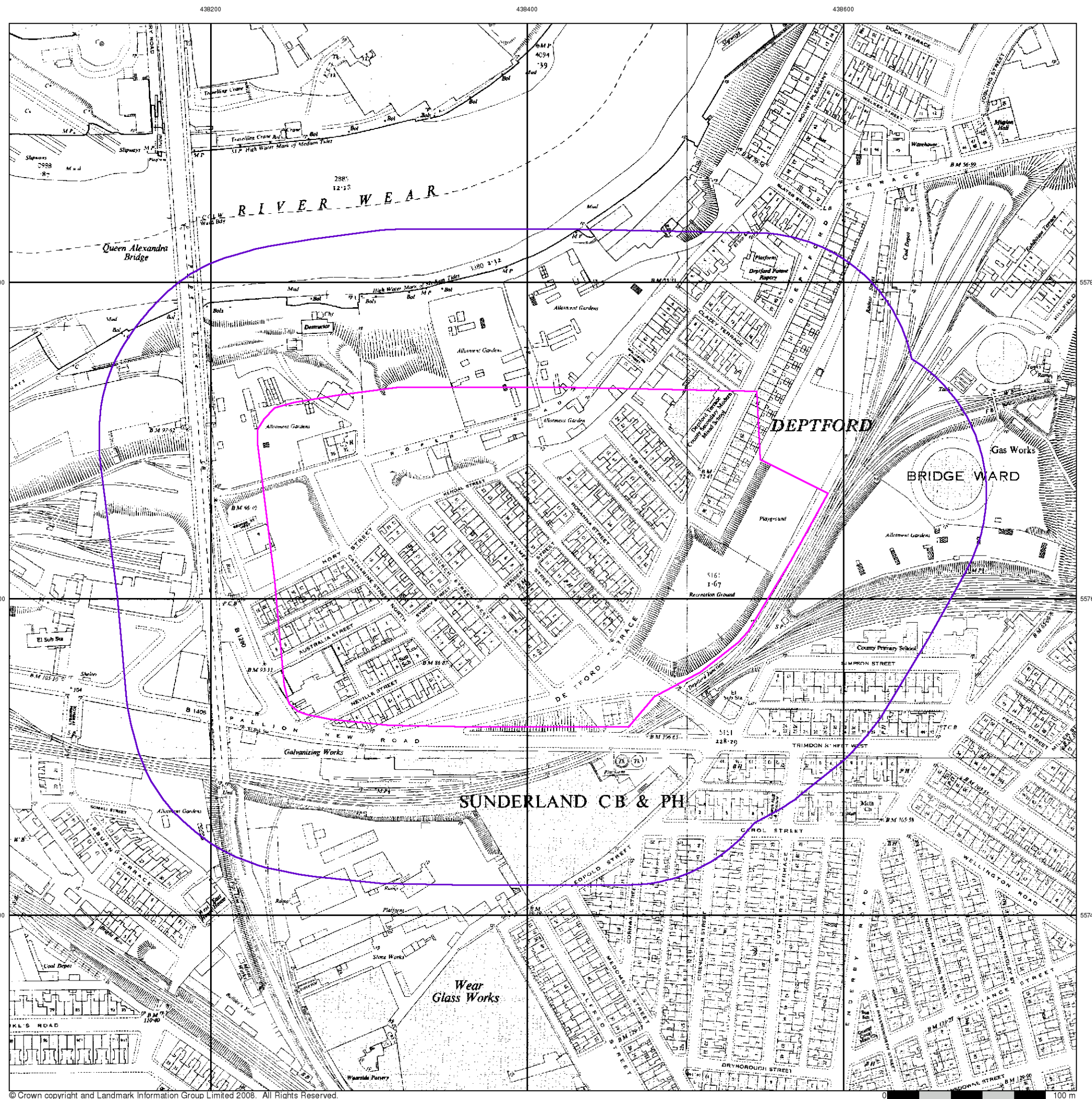
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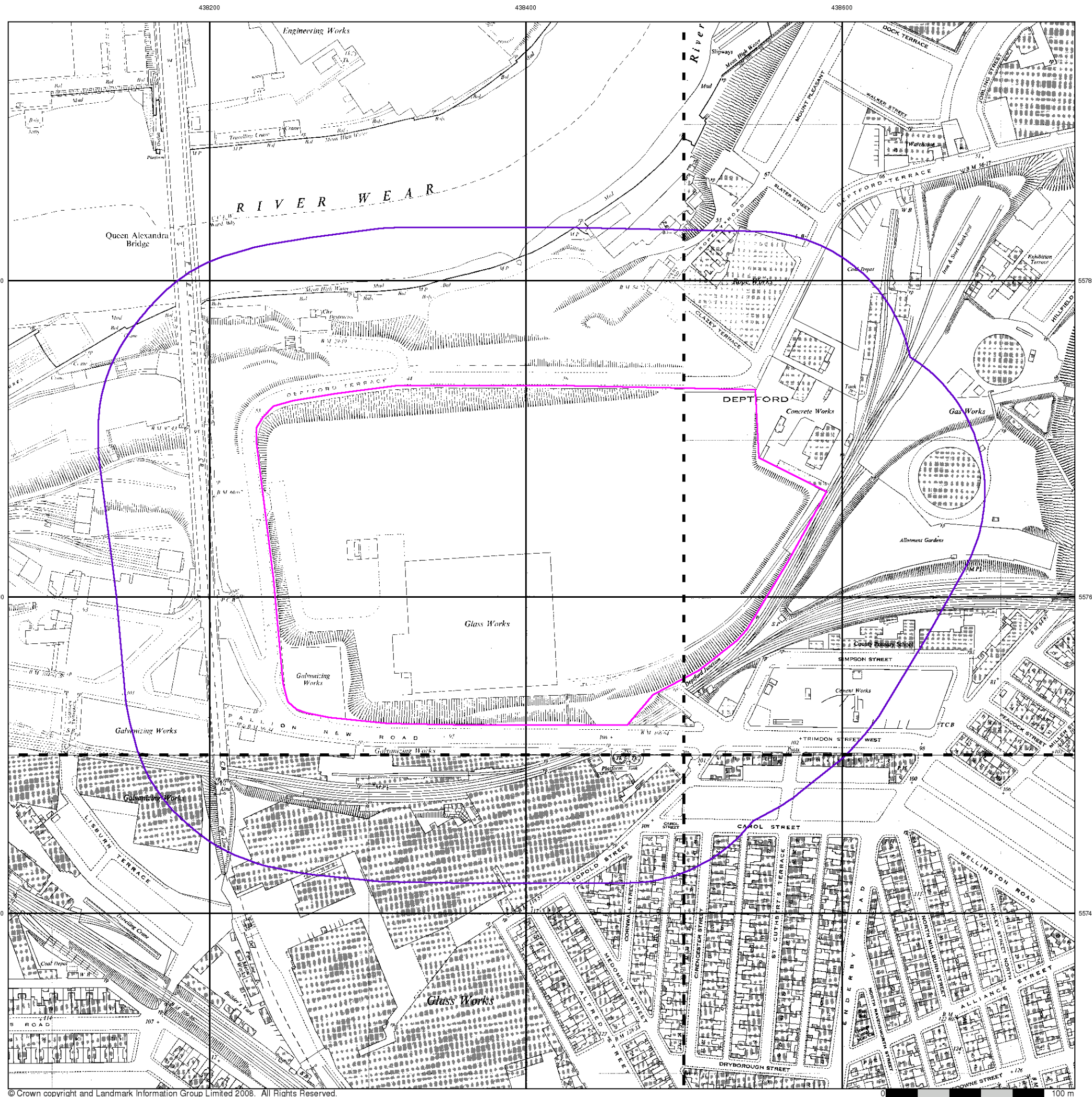
Site Details

Deptford Terrace, SUNDERLAND



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Ordnance Survey Plan

Published 1965 - 1969

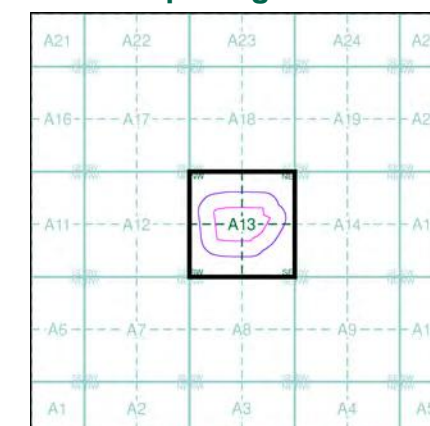
Source map scale - 1:1,250

The historical maps shown were reproduced from maps predominantly held at the scale adopted for England, Wales and Scotland in the 1840's. In 1854 the 1:2,500 scale was adopted for mapping urban areas and by 1896 it covered the whole of what were considered to be the cultivated parts of Great Britain. The published date given below is often some years later than the surveyed date. Before 1938, all OS maps were based on the Cassini Projection, with independent surveys of a single county or group of counties, giving rise to significant inaccuracies in outlying areas.

Map Name(s) and Date(s)

| | |
|------------------|------------------|
| NZ3857NW 1965 | NZ3857NE 1965 |
| NZ3857SW 1965 | NZ3857SE 1969 |

Historical Map - Segment A13



Order Details

Order Number: 26824998_1_1
Customer Ref: A50337 / Deptford Terrace
National Grid Reference: 438400, 557640
Slice: A
Site Area (Ha): 6.44
Search Buffer (m): 100

Site Details

Deptford Terrace, SUNDERLAND



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Web: www.envirocheck.co.uk



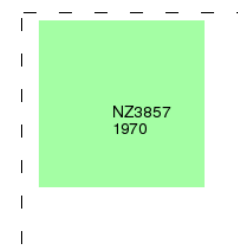
Ordnance Survey Plan

Published 1970

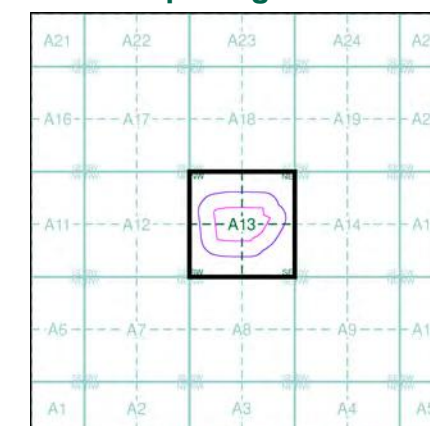
Source map scale - 1:2,500

The historical maps shown were reproduced from maps predominantly held at the scale adopted for England, Wales and Scotland in the 1840's. In 1854 the 1:2,500 scale was adopted for mapping urban areas and by 1896 it covered the whole of what were considered to be the cultivated parts of Great Britain. The published date given below is often some years later than the surveyed date. Before 1938, all OS maps were based on the Cassini Projection, with independent surveys of a single county or group of counties, giving rise to significant inaccuracies in outlying areas.

Map Name(s) and Date(s)



Historical Map - Segment A13



Order Details

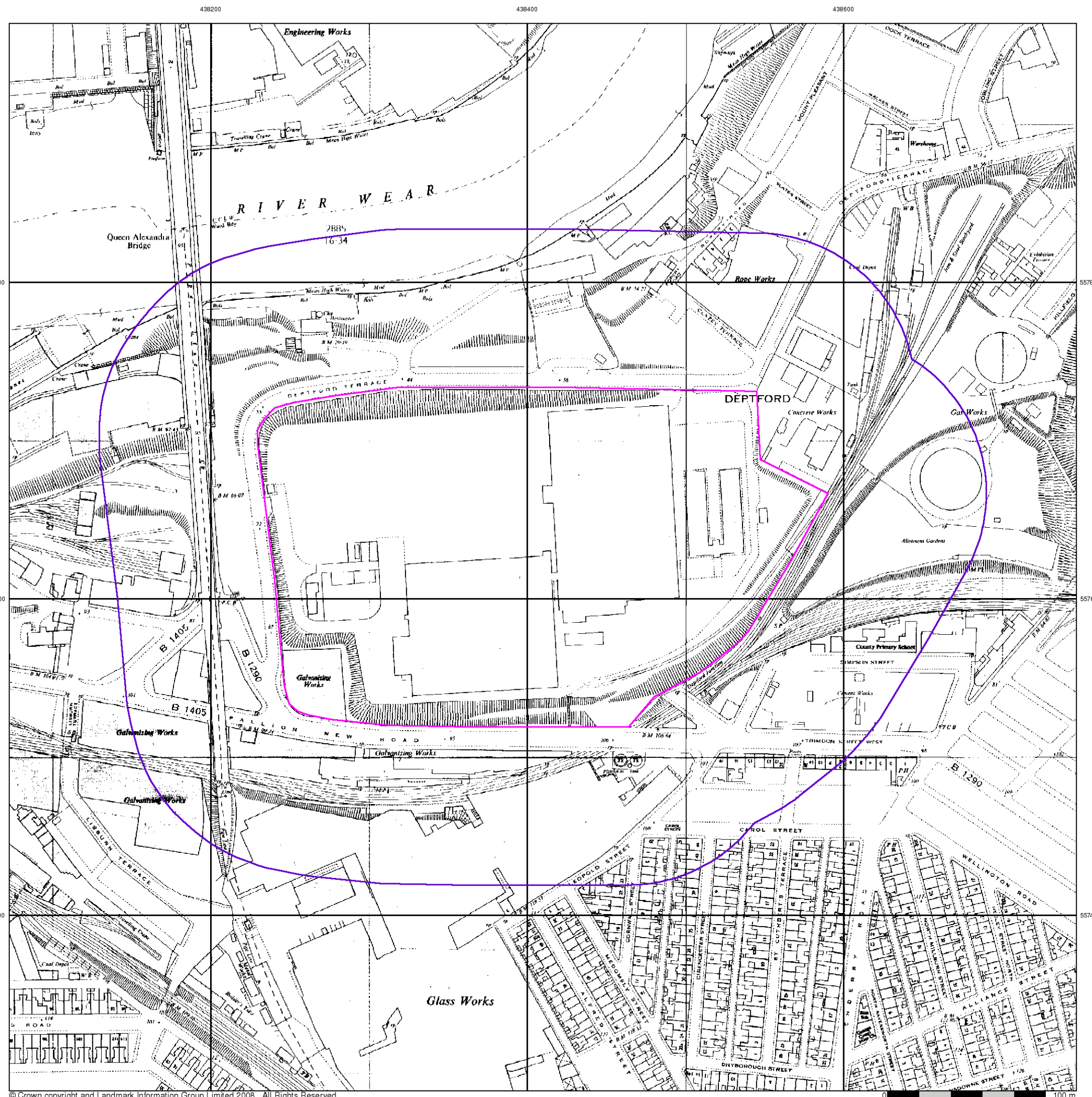
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Customer Ref: A50337 / Deptford Terrace
National Grid Reference: 438400, 557640
Slice: A
Site Area (Ha): 6.44
Search Buffer (m): 100

Site Details

Deptford Terrace, SUNDERLAND



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Web: www.envirocheck.co.uk





Large-Scale National Grid Data

Published 1993

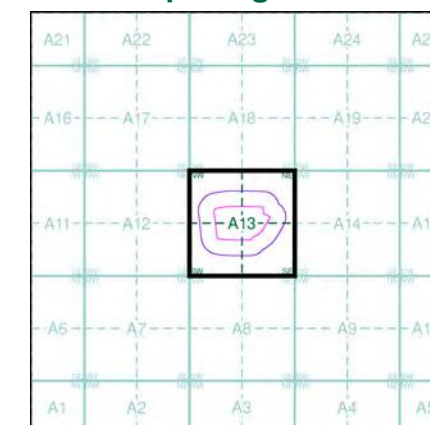
Source map scale - 1:1,250

'Large Scale National Grid Data' superseded SIM cards (Ordnance Survey's 'Survey of Information on Microfilm') in 1992, and continued to be produced until 1999. These maps were the fore-runners of digital mapping and so provide detailed information on houses and roads, but tend to show less topographic features such as vegetation. These maps were produced at both 1:2,500 and 1:1,250 scales.

Map Name(s) and Date(s)

| | |
|------------------|------------------|
| NZ3857NW 1993 | NZ3857NE 1993 |
| NZ3857SW 1993 | NZ3857SE 1993 |

Historical Map - Segment A13



Order Details

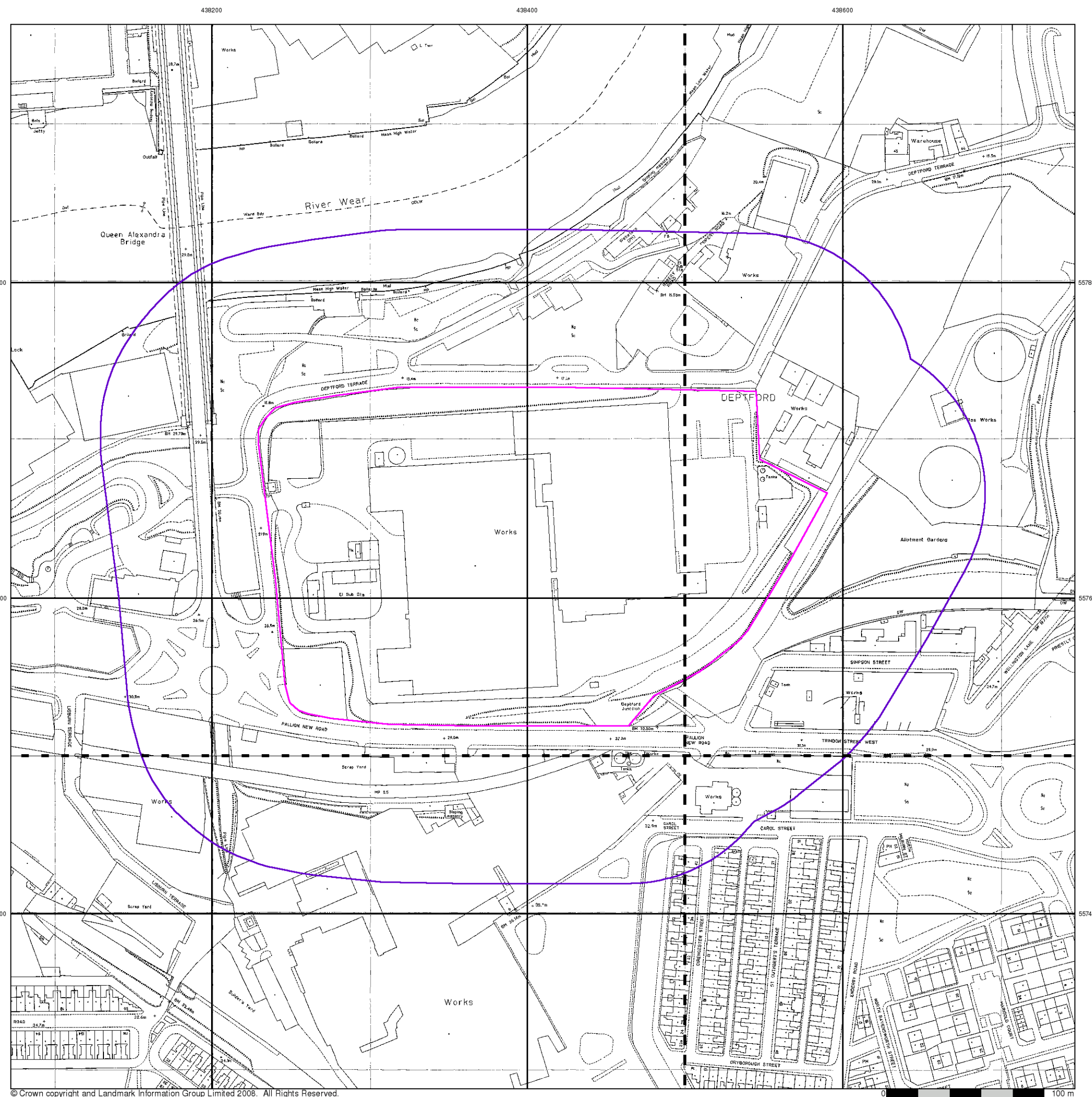
Order Number: 26824998_1_1
Customer Ref: A50337 / Deptford Terrace
National Grid Reference: 438400, 557640
Slice: A
Site Area (Ha): 6.44
Search Buffer (m): 100

Site Details

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Appendix G – Report Conditions



Cultural Heritage Desk-Based Assessment, Deptford Terrace Phase 1

This report is produced solely for the benefit of Cowie Properties LLP & Landid Property (Sunderland) Limited and no liability is accepted for any reliance placed on it by any other party unless specifically agreed in writing otherwise.

This report is prepared for the proposed uses stated in the report and should not be used in a different context without reference to WYG. In time improved practices, fresh information or amended legislation may necessitate a re-assessment. Opinions and information provided in this report are on the basis of WYG using due skill and care in the preparation of the report.

This report refers, within the limitations stated, to the environment of the site in the context of the surrounding area at the time of the inspections. Environmental conditions can vary and no warranty is given as to the possibility of changes in the environment of the site and surrounding area at differing times.

This report is limited to those aspects reported on, within the scope and limits agreed with the client under our appointment. It is necessarily restricted and no liability is accepted for any other aspect. It is based on the information sources indicated in the report. Some of the opinions are based on unconfirmed data and information and are presented as the best obtained within the scope for this report.

Reliance has been placed on the documents and information supplied to WYG by others but no independent verification of these has been made and no warranty is given on them. No liability is accepted or warranty given in relation to the performance, reliability, standing etc of any products, services, organisations or companies referred to in this report.

Whilst skill and care have been used, no investigative method can eliminate the possibility of obtaining partially imprecise, incomplete or not fully representative information. Any monitoring or survey work undertaken as part of the commission will have been subject to limitations, including for example timescale, seasonal and weather related conditions.

Although care is taken to select monitoring and survey periods that are typical of the environmental conditions being measured, within the overall reporting programme constraints, measured conditions may not be fully representative of the actual conditions. Any predictive or modelling work, undertaken as part of the commission will be subject to limitations including the representativeness of data used by the model and the assumptions inherent within the approach used. Actual environmental conditions are typically more complex and variable than the investigative, predictive and modelling approaches indicate in practice, and the output of such approaches cannot be relied upon as a comprehensive or accurate indicator of future conditions.

The potential influence of our assessment and report on other aspects of any development or future planning requires evaluation by other involved parties.

The performance of environmental protection measures and of buildings and other structures in relation to acoustics, vibration, noise mitigation and other environmental issues is influenced to a large extent by the degree to which the relevant environmental considerations are incorporated into the final design and specifications and the quality of workmanship and compliance with the specifications on site during construction. WYG accept no liability for issues with performance arising from such factors

November 2008

WYG Environment Planning Transport Ltd