Landscape and Visual Appraisal

Proposed Development at:

Rye House
Turnford Surfacing
Rye Road
Hoddesdon
Hertfordshire
OS 1914-19- Doc2 RvsA

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Open Spaces
Landscape Architects
LANDSCAPE ARCHITECTURE – TREES – ECOLOGY

Landscape and Visual Appraisal

for

Proposed Development at

Land at Rye House, Turnford Surfacing, Rye Road, Hoddesdon, Hertfordshire

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Executive Summary

The proposed development will comprise of residential dwellings in the form of 2No. 4- to 5-storey blocks of flats and 13No. 3-storey terraced townhouses split into 2No. separate blocks (terraces). In addition ground floor residential car parking and external car parking spaces, associated gardens to the townhouses as well as communal amenity areas and open space accessible by the public passing along the tow path form part of the development. The Site comprises the land of the former Turnford Surfacing Company (Rye Works) situated on the north-eastern urban fringe of the town of Hoddesdon, Hertfordshire. The appraisal area is sited immediately adjacent to the River Lee Navigation (eastern boundary), the railway line to the west with Plumpton Road employment and light industrial area and the New River beyond. There is a small woodland area abutting the Site's northern boundary and Rye House railway station with adjoining residential development to the south.

The character of the surrounding areas have been assessed as to whether the proposed development will have any negative impact on the landscape. Key viewpoints have also been assessed to determine if there is likely to be any negative visual impact on receptor sites.

The value of the surrounding character area has been assessed as moderate. The sensitivity of the surrounding landscape character area and the magnitude of landscape effects have also been assessed as moderate. The magnitude of landscape effects could be lowered through suitable landscape mitigation in the form of native hedgerow and tree planting along the western Site boundary bordering the railway line, Site internal tree planting as well as riverside planting with trees and willow hedging typical for the river and canal corridor to the eastern elevation of the proposed development.

Photographic material to represent all chosen viewpoints is included within Appendix A. Panoramic images have been produced as required to support the contextual identification of the Site. All viewpoints are coordinated to mark representative locations.

The sensitivity of the visual receptor to change was considered moderate for VP3a-b, VP4, VP5 and VP6 and considered low for VP1a-d and VP2. The magnitude of impact of the proposed development on the visual receptor sites were considered as moderate for VP2, VP3a-b, VP5 and VP6 and low for VP1a-d, VP4.

Overall the proposed development is likely to have a low to moderate effect on the identified local character receptors within the adjacent built up residential and light industrial areas, the railway line and the two river navigation routes (River Lee and New River). Furthermore is has to be taken into account that the Site is currently and has been formerly used for employment and light industrial purposes, and this is reflected in its overall character. The Site will be prominent along the urban fringe of Hoddesdon but, as it generally replaces an already urban, light industrial site, not out of character. Mitigation will aim to visually link the proposed development with the adjacent riverside landscape as effectively as possible.

Specifically, the overall degree of effect is moderate in relation to viewpoints 2 to 4 when viewed from either of the riverside paths or rivers themselves and also when viewed from the Plumpton Road employment area to the west of the Site. Otherwise the overall degree off effect is low at the gateway entrance to the Site off Rye Road/ Fishermans Way, when viewed from further north along the New River path and when viewed from the Rye House Gatehouse public open space.

Mitigation in the form of reinforcing or replacing the existing vegetation growing along the eastern, western and northern site boundaries with native and riverside hedgerows and/ native trees should be considered where possible to retain and reinforce the local landscape character. An

effective landscape scheme would help screen the railway, create a transition between the developed site and the adjacent riverscape and wildlife area beyond. This also applies to the communal car and cycle paring area at the Site frontage facing Rye Road. Planting to the eastern boundary of the development in keeping with the local landscape character would contribute to a soft and visually pleasing edge of the development when travelling along the Tow Path. The proposed landscape scheme will enable an ecological and recreational link between the Site and surrounding wildlife and amenity areas and benefit the increase of biodiversity.

A proposed outline planting scheme will be submitted alongside this Visual Appraisal in support of the mitigation strategy.

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Introduction

Open Spaces Landscape and Arboricultural Consultants Limited (Open Spaces) were commissioned by Derrick Wade Waters Chartered Surveyors& Property Consultants to carry out a Landscape and Visual Appraisal (LVA) on a former industrial site (Turnford Surfacing) along Rye Road at Hoddesdon, Hertfordshire (the Site). The Site visit took place on 5th September 2019 and the information in this report refer to the date of that visit. This appraisal has been carried out to inform a planning application for a proposed development to include 2No. blocks of flats (Block A with 9x 1bed dwellings & 17x 2 bed dwellings, Block D with 22x 1 bed dwellings & 45x 2 bed dwellings) as well as two rows of townhouses (Block B/C) including 13x 3 bed dwellings in total. The proposed development is associated with residential car parking, the majority placed on ground floor level of Blocks A & D, cycle provision, private garden areas to the townhouses as well as communal amenity areas and open space accessible by the public passing along the tow path located immediately west of the River Lee navigation within the Lee Valley Park boundary.

1.0 Site location

The proposed development site is located on the north-eastern urban fringe of the Hertfordshire town of Hoddesdon, between the Hertford branch railway line (Rye House Station is nearby) and the River Lee (or Lea). The appraisal site is enclosed by residential and (light) industrial development along its west and south border, a small area of unmanaged woodland to the north and designated landscape and wildlife areas beyond the River Lee by-passing to the east. The River Lee forms the border between the two Districts of Broxbourne and East Hertfordshire in the appraisal area. The county town of Hertford is situated approximately 9km north-west of The Site.

The Site lies within 120m of the historic Rye House Gatehouse and Quay side. This is an area of archeological interest and a scheduled ancient monument. Approximately 500m to the north-east of The Site is Rye Meads RSPB and Nature Reserve, a nationally important Site of Special Scientific Interest (SSSI) and an Area of Special Scientific Interest (ASSI). Rye Mead is furthermore internationally designated under Ramsar and Natura 2000.

The south of the Site meets Rye Road which is the main access road to Hoddesdon town centre approaching from the east and neighbouring Essex.

Approximately 1 km to the north of The Site and generally running along an east-west axis is the A414 Trunk road which is the primary road linking the East of England (Chelmsford) to the north-west of London (St Albans and Hemel Hempstead).

By-passing Hoddesdon to the west, the A10 briefly runs along a north-south axis.

1.1 Site description

i) Refer to 'Figure 1 – Aerial View and Site position coordinates' – page 7

ii) The Site comprises of a linear shaped plot of land, approximately 1 hectare in size that widens at its northern end. Although not derelict, the general site appearance of the southern half is unmanaged with broken up areas of asphalt and concrete hardstanding. Ruderal grassland and meadow species grow sporadically in between the hard standing/ concrete surface and young saplings of native scrub and tree species exist along the boundary enclosure. Mostly dense unmanaged young-mature native shrub and tree

shelterbelt vegetation wrap around the northern part of the Site. There is currently one business on site: a car part/ scrap yard business using the northern area, which is now enclosed by security fencing. The front of the Site towards Rye Road now homes a number of large lined up metal containers immediately inside the entrance gates to the Site frontage, which are now blocked off by the containers, as well as a substantial trailer loaded with building materials.

The Site enclosure can be described as partially overgrown mainly chain link security fencing and metal security gates to The Site entrance on Rye Road and as an enclosure of the business area at the northern end.

iii) The Northern site boundary abuts a small area of unmanaged woodland beyond a man-made 2m high earth and rubble bund with native hedgerow species. This approx. 5m tall shelterbelt comprises of Field Maple, Willow, Buddleija, Brambles and Hazel and is backed by a chainlink security fence on the woodland side. Debris is evident amongst the vegetation. This embankment

iv) The character of the western boundary can be described as young scrub growing along a chainlink security fence with the railway line beyond. At its northern tip, the bund defining the northern site boundary wraps around to NW corner of the Site and continues at a lower level until it meets ground level. The vegetation mainly comprises of Buddleia, Willow, Field Maple and Bramble. The southern half of the western boundary fence is only sparsely vegetated.

v) At the southern boundary, Rye Road, lies the former Site entrance defined by metal security fencing and gates. This entrance is now inaccessible with locked gates and blocked by large metal waste containers.

vi) The eastern boundary runs along the Lee Valley Walk (tow path) and adjacent River Lee Navigation. As typical for the Site, this boundary is defined by a chainlink and barbed wire security fence with occasional ivy, low brambles and individual young Willow and Birch trees growing along its southern half. The northern part of the western boundary is densely vegetated with mainly semi-mature to mature Willow mirroring the characteristic riverside vegetation lining the waterway along its opposite bank. The eastern edge of the Site meets the top of a retaining wall before the levels drop by approx. 1m down to the level of a single track road, now being used as site access, and adjacent boundary fence.

Coordinate location (Direction)	Easting	Northing
A (NW)	51.772413	0.003348
B (NE)	51.772497	0.004187
C (SW)	51.769698	0.005488
D (SE)	51.769925	0.005963

Figure 1: Aerial view (copyright © Google) and site position coordinates

1.2 Scope for LVIA

i) This LVIA is produced to support a planning application for residential dwellings in the form of 2No. 4- to 5-storey blocks of flats and 13No. 3-storey terraced townhouses split into 2No. separate blocks (terraces). In addition ground floor residential car parking and external car parking spaces, associated gardens to the townhouses as well as communal amenity areas and open space accessible by the public passing along the tow path from part of the development.

ii) The Site was considered for its landscape character in relation to its present contextual relationship with the surrounding area. A range of important viewpoints were also considered in relation to how the proposed development would visually affect identified receptors.

iii) The character of the land adjacent to and within the near vicinity of the Site has been identified and assessed within the following documents:

- National Character Assessment
- Regional: East of England Landscape Character Assessment – 'Landscape East 2011'.
- Borough Character Assessment – Broxbourne Borough Council-Broxbourne Landscape Character Assessment October 2008'
- Further planning documentation has been used to support this LVIA: 'Lee Valley Regional Park Plan' April 2000 and 'Broxbourne Local Plan 2001-2011 incl. Supplementary Planning Guidance 2013'.

iv) Additional local landscape character areas have been identified which set out the type of land use and character within the near locality of the Site.

v) The visual impact of the proposed development when viewed from the following locations have been assessed:

- VP1a-d: South of site: stretch of Rye Road between Rye House Station bridge and New River bridge, junction of Fisherman's Way/ Rye Road, opposite Site entrance gateway-looking north, from outside Rye House Public House and Quay side looking north-west
- VP2: West of site: Plumpton Road employment area-looking east
- VP3a,b: East of site: Lee Valley Walk (part of Hertfordshire Way) running along embankment of the River Lee Navigation-looking north and south
- VP4: West of site: Footpath with public access (New River Path) running parallel to New River – looking north
- VP5: approx. New River Path 270 from north western corner of the Site-looking south-east
- VP6: Public grounds of Rye House Gate House, approx. 120m east of the Site

vi) Views from the north of the Site could not be assessed as there is no public access to the woodland that joins onto the Site.

vii) Furthermore there are no public footpaths on the east side of the River Lee Navigation that run along the extent of the Site and might therefore encourage views across to the proposed development with the exception of the public grounds of the Rye House Gate House (refer to VP6).

viii) Public views from Rye Meads Nature Reserve and RSPB Rye Meads located immediately adjacent east of the River Lee Navigation are highly unlikely due to the height and density of the exiting vegetation. Visitors of the Nature Reserve/ Wildlife Site will be focusing on wildlife and natural environment but glimpses of the development roofline maybe possible during the winter months when vegetation is bare.

ix) This appraisal has been compiled with reference to the 'Guidelines for Landscape and Visual Impact Assessments' Third edition. – Landscape Institute and Institute of Environmental Management and Assessment. The recently published LI Technical Guidance Notes 06/19 Visual Representation of Development Proposals have been taken into consideration.

1.3 Project description

i) Refer to Appendix E.

ii) The proposed development will comprise of residential dwellings in the form of 2No. 4- to 5-storey blocks of flats and 13No. 3-storey terraced townhouses split into 2No. separate blocks (terraces). In addition ground floor residential car parking and external car parking spaces, associated gardens to the townhouses as well as communal amenity areas and open space accessible by the public passing along the tow path form part of the development.

2.0 Baseline Studies

2.1 Factual appraisal of the Site

i) The proposed development site is located on the north-eastern urban fringe of the Hertfordshire town of Hoddesdon, between the Hertford branch railway line (Rye House Station is nearby) and the River Lee (or Lea). The appraisal site is enclosed by residential and industrial development along its west and south border, a small area of unmanaged woodland to the north and Rye Meads Nature Reserve and RSPB Rye Meads beyond the River Lee by-passing to the east. The River Lee forms the border between the two Districts of Broxbourne and East Hertfordshire in the appraised area. The county town of Hertford is situated approximately 9km north-west of the Site.

2.2 Landscape designations

i) Refer to 'Plan 3 – Landscape designations National and Local' in Appendix B.

ii) The Site is not covered by any statutory or non-statutory designations but lies within closer risk impact zones of the SSSI Rye Meads and the Lee Valley SPA and RAMSAR site. Landscape designations within the surrounding area of the Site have been identified and set out below.

iii) MAGIC Mapping: The MAGIC website provides authoritative geographic information about the natural environment from across government. The information covers rural, urban, coastal and marine environments across Great Britain. It is presented in an interactive map which can be explored using various mapping tools that are included. Natural England manages the service under the direction of a Steering Group who represent the MAGIC partnership organisations. (https://magic.defra.gov.uk/)

2.2.1 Metropolitan Green Belt

i) Immediately adjacent to the north of the Site lies a green space which the 'Broxbourne Local Plan 2001-2011'/ Emerging LP 2018-2033 identifies as part of the Metropolitan Green Belt (Broxbourne interactive online maps). This designated landscape continues northward to the Broxbourne Borough boundary just south of the A414 and southwards as a linear space between the eastern boundary of the Site and the River Lee Navigation and includes the Lee Valley Walk.

2.2.2 Flood Zones

i) Most of the Site is located in Flood Zone 2 with the very eastern edge shown to be located in Flood Zone 3, some of which is within an area benefitting from defences. 'Broxbourne Local Plan 2001-2011' (& Broxbourne interactive online map of emerging LP 2018-2033). A flood strategy is being prepared by EAS.

2.2.3 Designations within Lee Valley Park

i) The Site falls within the boundaries of the Lee Valley Regional Park Authority. The in April 2000 adopted Park Plan shows the appraisal site as part of a Landscape Conservation Area and within the Waterway Corridor WC 1. Refer to Appendix B, Plan 3.

2.2.4 Site of Special Scientific Interest (SSSI), Special Protection Areas (SPA) and RAMSAR sites

i) Approximately 500m to the north-east of the Site, lies Rye Meads Nature Reserve. Rye Meads is a nationally important Site of Special Scientific Interest (SSSI) and a as Lee Valley Special Protection Area (SPA). The area is furthermore internationally designated as a RAMSAR wetland site (Lee Valley Ramsar). (MAGIC Mapping)

2.2.5 Non-statutory Sites

i) Rye Meads RSPB is located immediately adjacent east of the River Lee Navigation and the Site. RSPB reserves are non-statutory, however, the area of RSPB Rye Meads and Local Nature Reserve (Hertfordshire Wildlife Trust) lies within the SSSI and RAMSAR site.

ii) There are Local Wildlife Sites (LoWS) present within an approx. 1km radius of the Site, the closet located at TL382108 grid reference, another at TL388111 grid reference. Both are characterised with indicators of fen and swamp community types.

2.2.6 Heritage Designations

ii) There are no heritage designations within the Site but there are 5 No. Listed Buildings and one Scheduled Monument within 1kilometre radius from the site.

Grade I Listed Buildings include: **Rye House Gate House** (Listed No. 1341877) approx. 100m east of the Site.

Grade II Listed Buildings include: R**emains of window and wall near inner edge of moat west of Rye House Gatehouse** (Listed No. 1078742), **The Rye House Public House** (Listed No.1341838), approximately 50m east of the site, R**emains of window and wall near inner edge of moat south east of Rye House Gatehouse** (Listed No. 1281490) approx. 48m east of the Site.

Grade II* Listed Buildings include: **Gateposts to south of Rye House Gatehouse on the causeway at the south west corner of the moat** (Listed No. 1203904) approx. 48m east of the Site.

iii) Scheduled Monument includes **Rye House and moated enclosure and Gate House** (Listed No. 1012160) approximately 100m east of the Site.

2.2.7 Public footpaths and other rights of way

i) Public footpaths in close proximity to the Site are identified within 'Plan 2 – Access and Viewpoints' within Appendix B.

ii) There are no public footpaths, cycleways, bridleways or other public rights of way (PRoW) crossing the Site.

iii) The closet PRoW and paths with public access are listed below:

- A public footpath runs along the eastern boundary of the Site (Ref. Hoddesdon 058, Hertfordshire CC Rights of Way Map). It is the Lee (or Lea) Valley Walk, which, as it bypasses the Site, becomes the Hertfordshire Way National Trail for some of its length. Along the same route runs an off road cycle route.
- A further footpath leads along the west side of the New River to the west of the proposed development area. This New River Path is a non-public footpath as per signage. It is owned by Thames Water Utilities Ltd who allow the public to use it. However, the Ordnance Survey 100048957, which is used a base map for this asppraisal, classifies the New River Path as a Public Recreational Path.
- The Lee Valley Walk also functions as off road cycle route with public access.

2.2.8 Arboricultural survey

i) An arboricultural survey dated September 2019 (OS 1914-19-Doc1) was carried out by 'Open Spaces Landscape and Arboricultural Consultants'. The purpose of the survey was to assess the condition of the existing trees, their constraints upon the prospective development and the necessary protection required to allow their retention as a sustainable and integral part of any future approved development.

2.3 Broxbourne Local Plan

i) County, District and Local Councils have set out Development Plans and other policy documents that include targets and policies which aim to maintain and enhance environment, landscape and countryside. These are used by Planning Authorities to inform planning decisions. General district policies and objectives of the Broxbourne Borough Council Local Plan 2001-2011 apply. It has to be noted that an Emerging Local Plan 2018-2033 exists for the Borough, which is currently being examined. The new Interactive Policies Map, however, is available for use and accessible via the Broxbourne Borough Council website. The council have recently issued the 'Local Plan Examination Draft Schedule of Main Modifications' December 2019. An indication is given within the listed policies below where modifications have been made.

ii) The Emerging Local Plan (2018-2033) includes a series of Proposals Maps for specific areas across the district. The Proposals Map (refer to Appendix C/D) identifies the following environmental policies (extracts) applied within the vicinity of the Site. The Local Plan Examination Draft Schedule of Main Modifications 2019 includes a further plan relating to the Turnford Surfacing site as shown in Appendix E:

GB 1 (amended): Green Belt

Within the Green Belt, permission will not be given for development identified within the NPPF as inappropriate development, unless very special circumstances are demonstrated.

Policy HD19: Waterside Green Chain: New River Green Chain

(i) *Planning permission will not be granted for development proposals which would have a materially detrimental effect upon the open character of waterside green chains whether located within the urban area or the countryside.*

(ii) *The council will permit, in conjunction with Thames Water PLC and riparian land owners, development proposals that make a positive contribution to enhancing the biodiversity, wildlife and amenity value of waterside green chains throughout the borough and will seek to ensure that appropriate remedial measures are incorporated into any development proposals proximate to these chains.*

Policy HOD4 (amended, formerly HOD2): Turnford Surfacing Site (amended as per Examination Draft, also refer to Appendix D for Rye House indicative Concept Plan)

The Turnford Surfacing Site is allocated for around 40 dwellings and a small car aprk to serve Rye Park station. Development should be of a suitable design and layout to reflect this important location as a Lee Valley Regional park gateway site (Policy LV5) as well as protecting the natural and historic environment…"

Policy LV1: Lee Valley Regional Park

The Council will support the Lee Valley Regional Park Authority in the continuing improvement of the Regional Park.

Policy LV5: Lee Valley Regional Park Gateways

The Council will work with the Park Authority to:

1. Protect and improve public access routes into the Park; and

2. Create new routes as opportunities arise

Policy NR1 (amended, formerly NR2): New River Path

The Council will promote improved walking and cycle access to the New River path along its length within the Borough. Development within the vicinity of the New River path will be required to make a contribution to its upgrading, where appropriate.

Policy INF8: Local Cycling and Walking Infrastructure Plan

The Council will implement the Local Cycling and Walking Infrastructure Plan.

Policy W5: Flood Risk

I. The functional floodplain will be protected from development….

II. Overland flow routes and flood storage areas will be protected from all development.

III. Development proposals, including the raising of land, in areas at risk from flooding will only be considered if they pass the flood risk sequential test and if necessary, the exception test and they do not:

iii) ***Further general Environmental Local Plan Policies apply to the Site area and its vicinity*** (Local Plan 2001-2011 including Draft Schedule Main Modifications 2019 following Emerging Local Plan review)

GBC 16: Landscape character areas and enhancement

GBC 17: Protection and enhancement of public rights of way

GBC 18: Protection of internationally important wildlife sites

GBC 19: Protection for sites of wildlife and nature interest

(Policies GBC 16-19 to be superseded as per modification schedule)

HE1 **(amended, formerly HA1)**: General Strategy for the Historic Environment

HD 14: Design statement on local character

HD 17: Retention/enhancement of landscape features

HD 18: Trees, hedgerows, and woodlands

HD 21: Protection of open spaces not included within the hierarchy of open space

NEB1: General Strategy for Biodiversity (Amended part V: "... *granting permission for any proposals that include measures to improve biodiversity…")*

NEB3 (**amended**): Green Infrastructure

iv) The Local Plan (Emerging LP 2018-2033) Interactive Map furthermore identifies the Site within flood zones (refer to section 3.2.2). A Flood Risk Assessment and Drainage Strategy for the Site has been prepared by EAS January 2020)

v) In addition to the above policies, the Local Planning Authority has produced, which have been produced by the Council or others to inform the preparation of planning documents.

Amongst others a study and assessment of the **landscape characters** at national, county and local level exists and is included in Chapter 4.0. Furthermore the Hertfordshire **Green Infrastructure Study** identifies and describes the types, importance and function of green infrastructure in the county such as 'Urban Greenways', Urban Wildspace' and 'Urban Blue Link' and pointing out the requirement for 'Reconnection' of the area inclusive of the Site with surrounding green infrastructure (Land use Consultants Infrastructure Strategic Highlights Plan 31.03.2011)

2.4 Priority Habitats and Woodland Categories

ii) Refer to Plan 4 'Priority Habitats' in Appendix B.

iii) The site or neighbouring areas do not include any areas of Priority Habitat, Ancient Woodland or National Forest Inventory areas.

iv) Most of the Priority Habitat and National Forest Inventory areas (woodland categories) exist within the neighbouring district of East-Hertfordshire. The closest areas mapped within the Priority Habitat Inventory lie approximately 30m east of the Site and include a stretch of 'Good quality semi-improved grassland (non-priority) and an area of Reedbeds (priority habitat) within Rye House Marsh. Both habitats are part of the Rye Meads RSPB site, Lee Valley RAMSAR, Lee Valley SPA and Rye Meads SSSI.

v) Further Priority Habitat Inventory areas nearby exist within the designated areas of the Rye Meads and Lee Valley reserves (see above iv)) east of the Site as well as and National Forest Inventory areas within Local Wildlife Sites to the north towards the A 414 and south-east of the Site adjacent to Rye House car park and surrounding the caravan park opposite.

2.5 Preliminary Ecological Appraisal

A Preliminary Ecological Appraisal was produced by PJC Consultancy in August 2019. Its recommendations for enhancement to benefit biodiversity have been accommodated within the soft landscape proposals (dwg. No. OS 1914-19.2_1-3 SLP) which are reflected in the mitigation strategy, refer to Chapter 6.0 of this report and Appendix G.

3.0 Landscape Character Assessment

3.1 Character Areas

3.1.1 National Character Areas

The Landscape Character Areas records were published by Natural England in January 2014. The Site forms part of the south east England and London National Landscape Character Area profiles and within that lies on the boundary between the National Character Area (NCA) **86 'South Suffolk and North East Clayland'** and National Character Area **111 'Northern Thames Basin'**. The NCA sets out areas which share similar landscape characteristics – refer to Plan 5, Appendix B. The key characteristics relevant to the Site and surrounding land are described within the NCA summary as:

NCA 86 - South Suffolk and North Essex Clayland:

- *An undulating chalky boulder clay plateau is dissected by numerous river valleys, giving a topography of gentle slopes in the lower, wider valleys and steeper slopes in the narrower upper parts.*
- *Fragments of chalk give many of the soils a calcareous character, which also influences the character of the semi-natural vegetation cover.*
- *The agricultural landscape is predominantly arable with a wooded appearance. There is some pasture on the valley floors. Field patterns are irregular despite rationalisation, with much ancient countryside surviving. Field margins support corn bunting, corn flower and brown hare.*
- *There is a dispersed settlement pattern of scattered farmsteads, parishes and small settlements around 'tyes' (commons) or strip greens and isolated hamlets. The NCA features a concentration of isolated moated farmsteads and numerous well-preserved medieval towns and large villages.*
- *A strong network of public rights of way provides access to the area's archetypal lowland English countryside.*

NCA 111 – Northern Thames Basin:

- *The landform is varied with a wide plateau divided by river valleys. The prominent hills and ridges of the 'Bagshot Hills' are notable to the north-west and extensive tracts of flat land are found to the south.*
- *The field pattern is very varied across the basin reflecting historical activity. Informal patterns of 18th-century or earlier enclosure reflect medieval colonisation of the heaths. Regular planned enclosures dating from the Romano-British period are a subtle but nationally important feature on the flat land to the south-east of the area. In the Essex heathlands 18th and 19th-century enclosure of heathlands and commons followed by extensive 20th-century field enlargement is dominant.*
- *The medieval pattern of small villages and dispersed farming settlement remains central to the character of parts of Hertfordshire and Essex. Market towns have expanded over time as have the London suburbs and commuter settlements with the creation of new settlements such as the pioneering garden city at Welwyn and the planned town at Basildon.*

3.1.2 East of England Landscape Character Assessment (Hertfordshire County Council)

Character descriptions are taken from the 'East of England Landscape Character Assessment – Landscape East' 2011 on a County Council level. The descriptions offer a general overview of the character and may not be site specific. The Site and surrounding areas fall into the 'Valley Meadowlands' Landscape Character Type. (Plan 6, Appendix B)

i) Key Characteristics include:

- *Landform: Flat, low lying landform associated with deposits of river alluvium*
- *Natural / water features: Open water areas associated with gravel workings or ancient meres. Notable rivers/tributaries and drainage ditches*
- *Ecological character: Wet meadowland, lowland fen and other associated wetland vegetation reflect the wet valley nature of this landscape. Habitat survival is variable, reflected in the low cover (< 2%) of protected sites.*

- *Primary land use A pastoral landscape with some areas of arable and gravel extraction*
- *Tree cover: Dense scattering of trees and areas of scrub, including willow and poplar trees, along the course of rivers*
- *Historic features: Notable medieval and Tudor moated sites*
- *Enclosure pattern: A landscape where the enclosure of fields is heavily influenced by topography, with boundaries running parallel, or perpendicular to the alignment of the river*
- *Settlement pattern: Generally unsettled although occasional mill buildings often provide local built features. Urban settlements in surrounding areas often impinge on this type. To be completed at a later date*
- *Historic development: Historically this has been a grazing landscape, which over time, has been enclosed into a mosaic of riverine meadows. In places, large areas of valley floor have been removed by sand/gravel extraction and these now function as reservoirs*
- *Tranquillity: The presence of water, limited settlement and often extensive areas of grazed water meadows create a tranquil, rural landscape, which is in places disturbed by mineral workings*
- *Views: An enclosed, low-lying landscape comprising grassland meadows grazed by cattle in a wider arable setting. Valley floor woodland can confine views.*

ii) Overall Character:

- *Flat, low lying valley floors supporting a pastoral land use, associated with notable watercourses/rivers. Generally unsettled, with occasional areas of carr woodland and gravel extraction lakes, or ancient meres*
- *Occurs throughout the East of England along major river valleys*

3.1.3 District/ Borough Character Assessment – 'Borough of Broxbourne – Broxbourne Landscape Character Assessment'

The Site is situated in the Borough of Broxbourne (Hertfordshire) and falls within the Urban Character Area. However the Site is located on the north-eastern perimeter of the Hoddesdon Urban Area and abuts Landscape Character Type 'D1-Mid Lea Valley' which falls under type 'D-River Valley Flood Plain: Flooded Gravel Pits and Marshes' and reaches into the immediately adjacent the East Hertfordshire District. This neighbouring landscape type is taken into account to consider the landscape transition between the Site and the adjacent riverscape. The landscape on a district/ borough level is described and characterised in the 'Broxbourne Landscape Character Assessment' October 2008. Refer to Plan 7 in Appendix B.

Landscape Type 'D1-Mid Lea Valley' / 'D-River Valley Flood Plain: Flooded Gravel Pits and Marshes'

i) Key Landscape Characteristics include:

- *Flat, low lying landscape encompasses the floodplain and courses of the River Lea and River Lee navigation, and extensive water bodies, which are the result of former mineral extraction*
- *Mosaic of wetland vegetation including wetland scrub, marshes and woodland, which creates visual boundaries*
- *Wide variety of fauna, including swans, geese and ducks,*
- *contributing to the value of this landscape for nature conservation*

- *The corridor the raised Lee navigation (canal), with its associated*
- *locks, bridges, towpaths and mature vegetation lining the river corridor is a key feature*
- *Relatively strong sense of tranquillity throughout, despite proximity to several urban edges and large industrial developments*
- *Views are generally confined to the river corridor, although the almost continuous urban edge of Cheshunt and Hoddesdon, and main railway line provides a strong physical and visual western edge to this corridor of landscape*
- *Rows of pylons and large industrial warehouses are also dominant features*

ii) Landscape Planning Policy Framework:

- *Sustainable development is the overarching objective and priority*
- *Landscape character, settlement character and local distinctiveness should be taken into consideration in development*
- *The countryside is to be protected for its own sake but development that supports the rural economy should be considered on its own merits*
- *Core policies need to be clear, concise and criteria-based*
- *Design policy is an important means for achieving landscape character objectives*

iii) Characteristics of Landscape Sub-Area D1 (paraphrased):

- *Encompasses a combination of dry land with rough grassland and scrub and water*
- *River Lee follows a natural, gently meandering course in contrast to the strongly engineered character of the River Lee Navigation as the eastern boundary of the landscape character area*
- *Strong human influence on the river corridor, with housing within Hoddesdon Urban area and the railway corridor, which introduces a regular source of noise and visual intrusion and provides a strong western boundary to the character area*
- *Views across the area are often dominated by the industrial horizons of warehouses within local industrial estates*
- *Rye Meads power station as dominant landmark within views northwards*
- *Generally less vegetation within this section of the valley corridor than to the south; however, patches of willow, hawthorn and elder contribute to landscape structure*

iv) Current Landscape Condition:

- *Woodland and vegetation along the river corridor generally mature and well managed, although there are patches of neglected marshland and rough grassland*
- *Where present, hedgerows are generally intact and the river channel and water bodies appear well managed*
- *Overall, landscape condition is good, but declining in places*

v) Future Landscape Changes and Opportunities: (paraphrased):

Agricultural Change and Land Management:

- *Trees and wetland habitats along the river corridor will mature over the long-term and re-inforce the key landscape characteristics of this Landscape Character Type*

Climate Change:

- *Possible spread of invasive species and changes in species composition of habitats, possible flooding of the river corridor and associated floodplain in places during severe storm events.*

Development:

- *Development can change existing landscape pattern but landscape has some capacity to accommodate change*

Landscape Management Guidelines:

The overall strategy is to conserve mature vegetation associated with the river corridor and mosaic of wetland vegetation including wetland scrub, marshes and associated fauna. There are also opportunities to screen urban elements along the river corridors, such as harsh urban edges and views to large industrial buildings.

- *Seek strategies to minimise the risk of eutrophication of rivers*
- *Seek to promote the use of local materials in new buildings and visitor related facilities*
- *Conserve localised open views along the river corridor*
- *Conserve the mosaic of wetland vegetation including wetland scrub, marshes, woodland as landscape features (and associated fauna)*
- *Encourage the creation of a further mosaic of habitats, such as the creation of marginal vegetation*
- *Maintain public access to the river corridor and promote use for recreational activities through integrated visitor management*
- *Seek opportunities for the restoration of disused or redundant mineral sites*
- *Enhance the management, presentation, interpretation and accessibility of the landscape for it historic and landscape value*
- *Ensure the sensitive location of any potential new industrial or tall vertical developments (such as pylons and wind turbines) avoiding open locations*

3.2 Local Landscape Areas/ Land Use

To inform the planning application, landscape receptors have been identified within the area surrounding The Site. Each of these landscape receptors is distinct from its neighbouring landscape receptor and uniform in its general character. This is to allow a clearer understanding of the character of the surrounding land in relation to the proposed development. These landscape areas are identified within 'Plan 6 in Appendix B - Site Location and Local Landscape Areas' and include the following:

1. Recreational and Open Space including:
    - Nature Reserve east of the Site
    - Historic Rye Gatehouse and Quay to the east of the Site
    - River Lee Navigation with Lee Valley Walk along the Site's eastern boundary
    - New River with associated towpath to the west of the Site
    - Riverside Open Space to the north of the Site

2. Urban residential and industrial/ employment development to the west and south

3.2.1 Recreational and Open Space to west, north and east of the Site

i) The Open and Recreational Spaces bordering the Site comprise of the River Lee Navigation with adjacent Lee Valley Walk and the New River including the New Riverpath both showing typical riverside vegetation comprising of mainly Willow and marginal herbaceous on the riverbank. Beyond the River Lee lies Rye Meads RSPB and Wildlife Trust Nature Reserve, both part of national and international land designations (also refer to designations under section 3), with open wet meadows and reed beds, grassland and pockets of woodland copses.

ii) The area to the north of the Site is a riverside green space with unmanaged wooded areas and grassland. This space falls into the Metropolitan Greenbelt which continues southwards with the linear riverside landscape following the eastern site boundary which includes the Lee Valley Walk and river embankment. Furthermore, this area is part of the Lee Valley Park.(Broxbourne Local Plan 2001-2011/ Emerging Local Plan 2018-2033, interactive map)

iii) The Lee Valley Walk is a PRoW (national trail as it bypasses the Site) and off road cycle route. The New River Path is signposted as a non-public footpath whereby the owner allows the public use. However, the OS map (Serial No. 100038) used for this study clearly classifies this path as a PRoW. Furthermore, the Broxbourne Local Plan 2001-2011 specifies the New River with adjacent New River Path landscape as '*Waterside Green Chain HD19*'. *"The New River Green Chain is an important visual amenity that passes through the Borough… The Council will seek to ensure that the essentially open character, amenity and wildlife value of all waterside 'green chains' throughout the Borough is protected.*"

iv) The two rivers east and west of the Site are linked together in both character and visually but only the River Lee and associated footpath to the immediate east of the Site has any physical connection to the Site. The New River is separated from the Site by the railway line. In a similar way it is only the green space to the north of the Site which is directly linked whereas Rye Meads lies beyond the Site boundaries in the East Hertfordshire District.

v) Separate from the nature reserve area, situated to the south east of the Site are the grounds surrounding the historic Rye House Gatehouse and the quay side open space with lawn areas and seating. These areas are also part of the East Hertfordshire District.

3.2.2 Urban area to the west and south of the Site

i) The residential development to the south of the Site is urban in character and typically consists of a variety of houses with small front and back gardens and allocated parking.

ii) The industrial area of Plumpton Road is situated to the west with the 'Waterside Green Chain' of the New River forming a linear landscape intersection between this landscape receptor and the appraisal site, which is also characterised as industrial. Plumpton Road is an employment area with a number of single and multi-storey buildings, security fencing, compounds and roadside employee parking mostly within designated parking spaces. Some of the buildings appear to be warehouses.

3.3 Local landscape character receptors – Assessment Methodology

i) The is located on the north-eastern perimeter of the Hoddesdon Urban Area and abuts Landscape Character Type 'D1-Mid Lea Valley' which falls under type 'D-River Valley Flood Plain: Flooded Gravel Pits and Marshes'. This neighbouring landscape type is taken into account to consider the landscape transition between the Site and the adjacent riverscape. The landscape on a district/ borough level is described and characterised in the 'Broxbourne Landscape Character Assessment' October 2008.

ii) The descriptions offer a general overview of the character and may not be site specific. This landscape character receptor has been assessed in accordance with the 'Guidelines for Landscape Visual Impact Assessments' Third edition.

iii) The Landscape Receptor has been assessed for the following:

- Value of the landscape receptor to the wider landscape;
- Sensitivity of the landscape receptor to change;
- Magnitude of change.

3.3.1 Value of the local landscape receptor to the wider landscape

i) Relates to how the landscape receptor contributes to the wider landscape which may relate to particular landscape designations, landscape features, or notable aesthetic, perceptual or experiential qualities.

Landscape Value	Assessment Criteria
High	High value landscape receptors are likely to have been recognised for their value by national or international designations or be in such close proximity to these designated landscapes that any impact on the landscape receptor would also have an impact on the designated area.
Moderate	Moderate value landscape receptors are likely to be recognised for their value by local designations or where no designation exists, the land has been assessed as being of equivalent value or assessed as being valued at a community level or to include landscape features, or notable aesthetic, perceptual or experiential qualities.
Low	Low value landscape receptors will have no designations. It will normally have no special criteria, landscape features or notable aesthetic, perceptual or experiential qualities that could raise its value to either moderate or high.

Table 1: Landscape Value Assessment Criteria

3.3.2 Sensitivity of the local landscape receptor to change

i) The susceptibility of the landscape receptor or a component part such as an individual landscape element, feature or a particular aesthetic to accommodate the proposed development without undue consequences to the maintenance of the baseline situation.

Landscape Sensitivity	Assessment Criteria
High	A landscape with a particular distinctive character that can tolerate only a small change without unacceptable adverse effects on its character.
Moderate	A landscape with a particular distinctive character that can potentially tolerate a moderate change without unacceptable adverse effects on its character.
Low	A landscape with a particular distinctive character that can potentially tolerate a substantial change without unacceptable adverse effects on its character.

Table 2: Landscape Sensitivity Assessment Criteria

3.3.3 The Magnitude of Landscape Effects

The magnitude of landscape effects assessed by comparing the following criteria:

- **Size or scale** refers to the magnitude of loss of existing landscape elements within a landscape receptor.
- **Geographical extent** refers to the area over which the landscape effects will be felt.
- **Duration of the landscape effects** refers to how long an effect might last i.e.: long term (10-25 years), medium term (5-10 years) and short term (0-5 years).
- **Reversibility of the landscape effects** refers to whether the effect can be reversed within a particular time period i.e. permanent or temporary effect.

Magnitude of Effect	Assessment Criteria
High	Landscape receptors whereby the effect on it are likely to have a high impact caused by either the scale or extent of the effect and which is also likely to have medium to long term effects which are generally not reversible.
Moderate	Landscape receptors whereby the effect on it are likely to have a moderate impact caused by either the scale or extent of the effect and which is also likely to have short to medium term effects which are generally not reversible.

Low	Landscape receptors whereby the effect on it are likely to have a low impact caused by either the scale or extent of the effect and which is also likely to have short term effects which are generally reversible.

Table 3: Magnitude of Effects Assessment Criteria

3.4 District/ Borough Landscape Character Assessment

i) The Site is located on the north-eastern perimeter of the Hoddesdon Urban Area and abuts Landscape Character Type 'D1-Mid Lea Valley' which falls under type 'D-River Valley Flood Plain: Flooded Gravel Pits and Marshes'. This neighbouring landscape type is taken into account to consider the landscape transition between the Site and the adjacent riverscape.

ii) The characteristics of D1 relevant to the site are described in Paragraph 4.1.3 and the local landscape receptors are dealt with in Paragraph 4.3.

3.4.1 Landscape Character - Value:

i) The study site has formerly been used for light industry, and the northern part of it is still used for that purpose siting a car salvage business. As such the Site is characterised by worn hard surfacing ruderal vegetation to most boundaries and dated mesh, barbed wired and concrete post security fencing as enclosure. Within close proximity beyond the railway line and associated pylons to the west lies the existing light industrial/ employment area of Plumpton Road at the top of the railway embankment mostly screen by mature hedging. The urban fringe character continues south of the Site across Rye Road with the residential area of Fishermans Way, Rye House Station and the Rye House Speedway Go-kart track. To the north and east the Site's vicinity is semi-rural. The River Lee Navigation and towpath stretching lie along its eastern boundary with the Rye Meads nature / RSPB reserve which are set within the Lee Valley designated areas beyond as well as unmanaged wooded riverside vegetation abutting the Site to the north.

ii) The Site has been appraised in relation to the character of the surrounding Hoddesdon urban area and the adjacent riverscape and the character of the River Lee Navigation. The local canal corridor has a distinctive character with its partially engineered yet gently meandering course, rough grassland verges and waterside scrub and woodland, but the water corridor already shows strong human influenced through housing, the railway and light industry also bearing in mind that the Site to be developed had former, and still has to some degree, industrial/ employment use. The local valley corridor, together with mature wetland vegetation of mostly willow, hawthorn and elder set within, towpaths and urban development alongside, is a strong component of the urban fringe/ semi-rural landscape character within the area.

iii) There are a number of historic designations within the immediate surrounding such as the Rye House Gatehouse with its moat and gateposts as well as the Rye House Public House. The set back Gatehouse is reasonably buffered through the quay and existing vegetation whereas the historic public house is located much within reach diagonally opposite the Site, however embedded in an existing residential/ light industrial setting.

iv) Designated landscapes are situated in close proximity but separated from the Site by the River Lee Navigation. The Lee Valley RAMSAR site and SPA as well as Rye Meads SSSI,

Rye Meads Local Nature and Rye Meads RSPB site cover and extensive area between the Site and the A 414 trunk road north-east of the Site. Although such areas promote a relatively strong sense of tranquillity the urban edge of Hoddesdon and main railway line provide a strong physical and visual edge to this landscape corridor.

v) The overall value of the landscape receptor is therefore appraised as **moderate**.

3.4.2 Landscape Character - Sensitivity:

i) Immediate landscape character receptors to the Site comprise of recreational open space, with wetland vegetation comprising of scrub, woodlands, rough grass and marshes as well as light industrial and residential areas and the railway within Hoddesdon urban fringe bordering the Site to the west and south. Rye Meads power station is located within the medium distant south- bound view of the Site and extensive designated riverside landscape and wildlife area accompanies the River Lee Navigation while it passes the length of the Site.

ii) The surrounding landscape area as described has can be divided into two separate landscape areas, each with a distinctive character. The landscape west and south of the site has urban edge character and could therefore tolerate a substantial change without unacceptable adverse effects on its character as existing urban and residential development and infrastructure already influence the landscape in this area. The wider landscape north and east of the Site include designated landscape areas and as such can tolerate only a small change without unacceptable adverse effects on its character.

iii) The designated landscape in the vicinity of the Site is, however, already influenced by its urban surroundings (i.e. sewage works, A414 trunk road, pylons). Therefore the overall sensitivity of the landscape receptors is appraised as **moderate**.

3.4.3 Landscape Character – Magnitude of Effect:

i) The assessment of landscape effects is to be read in conjunction with the approach to mitigation. Refer to Chapter 6.0 and Appendix G for detailed description.

ii) The proposed development will comprise of residential dwellings in the form of 2No. 4- to 5-storey blocks of flats and 13No. 3-storey terraced townhouses split into 2No.separate blocks (terraces). In addition ground floor residential car parking and external car parking spaces, associated gardens to the townhouses as well as communal amenity areas and open space accessible by the public passing along the towpath from part of the development. Refer to Chapter 2.3 and Appendix E for the detailed project description.

iii) There will be no loss of existing landscape elements within the boundary of the Brownfield area with former and partially existing industrial use located within close proximity of existing industrial and residential development. The landscape in this area will undergo change, but landscape proposals will aim for best environmental credentials within the space given, through increasing biodiversity by introducing wetland scrub and suitable tree planting as well as meadow areas as characteristic landscape features. Outlined in the District Landscape Character Assessment (refer to Chapter 4.1.3) is "... *the creation of ... mosaic of habitats...*", the maintenance of the"... *public access to the river corridor and...*" promotion of "... *recreational activities.* The proposed landscape design would contribute to and enable this and a "... *generally less vegetated...*" site will receive more diverse landscaping.

iv) While currently the northern site boundary and the northern half of the eastern site boundary include dense screening vegetation in the form of pocket woodland (N) and informal willow hedging (E), such screening would be lost to accommodate the proposed development. Only the pocket woodland adjacent to the northern Site boundary would remain as established screening of the Site. It is part of the development mitigation and outline landscape scheme to plant the western boundary along the railway line with native hedging and trees, make good the tree removal at the Site's northern end through new woodland tree planting and soften the eastern Site boundary with informal hedging and screening trees without compromising valuable outward views and where the limited peripheral space allows it. Species used and the character of the soft landscaping applied will be in keeping with the local landscape character of the canal and valley corridor.

v) There is no direct relation between the Site and the wider landscape areas including designated landscape and heritage areas. The Rye House Gatehouse and surrounding open space holds its own buffer of mature peripheral vegetation. The designated landscape areas and elements within the vicinity of the Site are already being influenced by the existing Hoddesdon Urban Area, railway etc. The proposed development would add to this impact through its close proximity and its peripheral position with the urban fringe contributing to its urbanisation with the added benefit of creating a functional, biodiversity increasing and visually pleasing transitional landscape along the site boundary.

vi) It is also concluded that the development would be in line with the character of Hoddesdon Urban area, as outlined in the District Landscape Character Assessment (refer to Chapter 4.1.3), despite its impact on the open character of the canal corridor. Whilst the Site is located within the 'green' urban fringe, its spatial and wider visual context is partially light industrial and residential including multi-storey blocks of flats.

vii) The traditional landscape character of the canal and river corridor and the character of the Lee valley would be affected as far as its open character along the length of the Site is concerned. The current perception identifies mostly screened development, extensive wildlife areas across the Lee Navigation and to the north and the power station chimneys in the far distance to the south. The development will not be out of place within the urban fringe context, the height and mostly coherent line of the proposed buildings will impact upon the canal and river corridor landscape but to short term effect. Minimal landscape elements will be lost and mitigation planting will be well established within 5 years to form a beneficial transitional landscape. As such the magnitude has been assessed as **low**.

3.4.4 Landscape Character Type A4 - Summary Table

Sensitivity, Susceptibility and Value of landscape receptor and Magnitude of landscape effects	Assessment
Value of the landscape receptor to the wider landscape	Moderate
Sensitivity of the landscape receptor to change	Moderate
Magnitude of landscape effects	Low

Table 4: Assessment of landscape sensitivity and value & magnitude of effects

4.0 Visual Appraisal

4.1 Technical methodology for visual representation of development proposals

The Visual Appraisal within this report has been compiled on the basis of the latest Landscape Institute's Visual Representation of Development Proposals Technical Guidance Notes (LI TGN 06/19) and as such the imagery has been classed within Visualisation Type 1.

Visualisation Type 1 includes annotated viewpoint photographs with the aim to represent context and outline or extent of the proposed development and of key features through annotations and arrow graphics. Most of the viewpoints are represented through single frame photographs and some are supported by baseline panoramic images for contextual purposes only. Viewpoint photographs and panoramic images are presented on A3 sheets.

The indicative anticipated **User/ Purpose Category** for the Visualisation Type used as part of this Visual Appraisal is **B**: This landscape and Visual Appraisal supports a planning application for a non-EIA residential development, where there are concerns about landscape and visual effects with a requirement for mitigation.

The indicative assessment of **Sensitivity and Magnitude is moderate**.

The likely **Level of overall Effects** on the visual receptor is **low to moderate.**

An indicative list of the overall technical methodology is given below. Viewpoint specific information will be provided for the individual photographs:

Generally
Limitations in the overall methodology for preparation of the visualisation Timing: month of September, late summer with vegetation in full leaf, dry sunny, slightly overcasts day, photographs taken during mid-morning
Photography
Visualisation Type: Type 1 **Projection:** planar (single frame image) and cylindrical (panoramas) **Enlargement factor for sheet size:** 100% @ A3 **Date and time of captured photography:** 5th September between 10am and 1pm **Make and Model of camera, and its sensor format:** Nikon D610, CMOS sensor, FFS **Make, focal length of the camera lens used:** Nikon, 50mm

Table 5: Technical methodology for Visualisation Representation

4.2 Visual receptors

Visual receptors are all people, including individuals and groups who are likely to be affected at a specific viewpoint.

The appraisal of visual impacts on receptors result from changes to the appearance of the landscape as a result of development proposals by either protruding into or obstructing existing views or by their overall impact on visual amenity and character.

4.3 Sensitivity of visual receptor to change

Sensitivity to change will be evaluated by those receptors with high, moderate and low sensitivity.

Highest sensitivity includes:

- Residents at home, particularly within habitable and frequently used rooms.
- People who are engaged in outdoor recreation, including use of public rights of way and whose attention is likely to be focussed on the landscape.
- Visitors to heritage assets or other attractions where views of the surroundings are an important contributor to the experience.
- Communities where views contribute to the landscape setting enjoyed by residents in the area.

Lowest sensitivity includes:

- People engaged in outdoor sport or recreation which does not involve or depend upon appreciation of views of the landscape.
- People at their work whose attention may be focussed on their work or activity, not on their surroundings and where the setting is not important to the quality of working life.

Sensitivity of Visual Receptor to Change		Viewpoint
High degree of exposure to view receptor activity	High	
Moderate degree of exposure to view receptor activity	Moderate	VP3a-b, VP4, VP5,VP6
Small degree of exposure to view receptor activity	Low	VP1a-d, VP2
No sensitivity to change	None	

Table 6: Sensitivity of Visual receptor to change

4.4 Magnitude of impact

Will be evaluated in terms of: size, scale or geographical extent and duration of the visual impact.

Size or scale:

- The size or scale of the change in the view in respect to the loss or addition of features and changes to the composition of the view including the proportion of the view occupied by the proposed development.

- The degree of contrast or integration of any new features or changes in the landscape.
- The nature of the view of the proposed development in terms of the relative amount of time over which it will be experienced and whether views will be full, partial or glimpses.

Geographical extent:

- The angle of view in relation to the main activity of the receptor.
- The distance of the viewpoint from the proposed development.
- The extent of the area over which the changes would be visible.

Duration of visual effect:

- Long term effect which is likely to require long term mitigation measures to counter the negative impact of development.
- Medium term effect which is likely to require medium term or temporary mitigation measures to counter the negative impact of development.
- Short term effect which is likely to require short term, temporary or no mitigation measures to counter the negative impact of development.

Magnitude of effects		Viewpoint
Size and scale **Geographical extent** **Long term duration**	High	
Size and scale **Geographical extent** **Medium term duration**	Moderate	VP2, VP3a-b, VP5, VP6
Size and scale **Geographical extent** **Short term duration**	Low	VP1a-d, VP4
No impact	None	

Table 7: Magnitude of effects

4.5 Viewpoint Appraisal descriptors

Views are identified and analysed in terms of their existing condition. Views are then appraised in what way the proposed development would influence and change the nature of the view.

Viewpoint	Appraisal descriptors and criteria
Identification of viewpoint	Public viewpoints include areas of land and buildings providing public access. Transport routes including drivers and passengers of private vehicles, passengers on trains etc.
Nature of the viewing experience	e.g. Static views, views from settlements or views from sequential points along a route.
The view type	e.g. Panorama, vista or glimpses.
How much of the development can be viewed	Full or partial view e.g. 10%, 20% etc.
The type of viewer to be affected	People living in the area, people working in the area, people passing through, people visiting the landscape etc.
Activity of receptor	e.g. resident, walker, driver etc.
Nature of visual change	How will the view be altered by the development
Sensitivity of visual receptor to change	The effect upon the viewer impacted upon
Magnitude of visual change	The size, scale, duration of the visual effect
Overall effects on the visual receptor	How the view will be altered by the development whilst considering the sensitivity and magnitude of the visual change

Table 8: Viewpoint appraisal descriptors and criteria

4.6 Key viewpoints

i) Key viewpoints (VP) are identified for each receptor site. These viewpoints have been chosen as they represent a typical view from the receptor site. Refer to 'Plan 2-Access and Viewpoints' in Appendix B.

ii) Viewpoint images were taken during September when trees and shrubs were in full leaf. Winter or early spring views will vary from summer views due to the extent of leaf cover.

iii) It is purely the public views which are taken into account within this Landscape and Visual Appraisal. Private viewpoints exist from the neighbouring industrial and employment units along Plumpton Road to the west of the Site.

iv) The following viewpoints have been appraised:

v) **VP1a-d linear route of views:**), Rye Road/Rye House Station bridge (looking east and north, approx. 15-20m from the Site), Site frontage and entrance gateway along Rye Road/ junction Fishermans Way (looking north, 10m from the Site) Rye House Public House and quay side (looking west, approx. 35-50m from the Site)

vi) **VP2**: Plumpton Road (looking east, approx. 67m from the Site)

vii) **VP3a,b**: From Lee Valley Walk along River Lee western embankment (looking north and south, immediately adjacent to the Site)

viii) **VP4**: From footpath with public access (New River Path) west of the Site (looking north-east, approx. 55m from the Site)

ix) **VP5**: From footpath with public access (New River Path) west of the Site (looking south-east, approx. 270m from the Site)

x) **VP6**: From Rye House Gatehouse public open space east of the Site (looking west, approx. 120m from the Site)

4.6.1 Viewpoint 1a-d – Between Rye House Station bridge and Quay side/entrance to Rye House Gatehouse Public Open Space

Site frontage and entrance gateway along Rye Road/ junction Fishermans Way (looking north, 10m from the Site), Rye Road/Rye House Station bridge and Lee River Bridge (looking east and north, approx. 15-25m from the Site) and Rye House Public House and quay side (looking west, approx. 50m from the Site)

Identification of viewpoint	Short to medium distance viewpoint from Rye Road/junction Fishermans Way opposite current site entrance (VP1b) on the southern site boundary (looking north, approx. 10m from the Site). Also views along short stretch of Rye Road (VP1a/1c) looking east and north approx. 15-25m from the Site (between New River Bridge/ Rye House Station bridge).Views along the entire southern site boundary with northwards extending site visible beyond. Views from Quay side/ Rye House Gatehouse public open space entrance (VP1d) towards south-eastern part of the Site. Along this linear route of views the level changes from a higher point at Station Bridge to a lower level at the Rye House Public House/ gatehouse entrance. Character of viewpoint: urban/ industrial.
Nature of the viewing experience	Non-static, partial views for car drivers/passengers, other road users and pedestrians/commuters as they travel along Rye Road. From pedestrian and driver eye level the security fencing along the north side of Rye Road is dominant within the view (VP1a/1b) and the parapet wall of Station bridge interferes with the visibility of the Site. The Site is visible through the fencing and the mature riverside woodland vegetation forms the background. The railway line, pylons, street lighting, parts of Plumpton Road light industrial/ employment area and the Lee Navigation industrial iron bridge and pipework are urban-industrial elements within the view. Looking west the upper storey of the existing 5-storey block of flats situated along the New River south-west of the Site comes into view. From the Lee Navigation bridge the canal corridor is visible including the northern end of Plumpton Road industrial area, the railway line, the towpath/ canal, the Quay side and the mature riverside wetland vegetation including the Lee valley designated areas and Rye Meads reserves. Static occasional medium distance view from pub outside seating area and Quay side/ entrance to Gatehouse grounds (VP1d). From this pedestrian area views are partially screened during the growing season by tall reeds within the Quay. From the public seating area along the Quay nearby static panoramic views across the canal would be possible towards the Site (VP1c). When driving along Rye Road from eastern direction (VP1d) the view includes the Public House on the left, the Quay on the right screened by tall reed and trees, and the existing block of flats beyond the railway station as well as the mature hedgerow screening Plumpton Road industrial area in the

	centre. Powerlines are also urban-industrial elements within the view.
The view type	Glimpsed view over top of security fencing of southern boundary from Fishermans Way when joining Rye Road and glimpsed views through security fencing from Rye Road south-west of the Site. Occasional fuller view from Rye House Station bridge when driving/walking/cycling along Rye Road. Panorama/ vista from Quay side/ corner of Gatehouse grounds.
How much of the development can be viewed	Partial view of approximately 40-50% via site entrance from Rye Road/ junction Fishermans Way and 80-90% from higher ground of Rye House Station bridge. Receptors are able to view approx. 50% from outside the public house and 80-90% from the Quay side area to the south-east of the Site. As per proposed site layout the completed development will also only have a single access point entering the development at its south-eastern corner.
The type of viewer to be affected	Road users including drivers, passengers, commuters on their way to the station, cyclists, walkers, people eating within the outside area of the Rye House Pub, public open space users.
Activity of receptor	Walking, cycling, driving, car passengers, recreation, eating/ drinking outside the pub
Nature of visual change	The visual change will be limited as the proposed development will visually link with the existing urban environment. The new development will be prominent along the western bank of the River Lee Navigation through its 3-5-storey design and coherent building line but would screen the railway and associated pylons, replace an unsightly industrial Brownfield Site and improve the character of Rye Road between the two rivers. Approved mitigation will balance and reduce the visual impact and embed the proposed development within its surrounding landscape.
Sensitivity of visual receptor to change	The views available towards the Site are dominated by elements of the Hoddesdon Urban Area such as residential and light industrial development, the railway line and other infrastructure, street lighting. Within this view sits the Brownfield Site proposed for development enclosed by security fencing. The canal corridor is an important feature within this local landscape, but it is not central to the view from the railway bridge. Viewed from the Lee Navigation bridge and close to the Gatehouse entrance the canal corridor is, and would remain, the central feature in the foreground and the new development would join the urban features existing in the background of this view. The visual receptor along this linear route of views will mainly be focusing on travelling along the road, accessing the station or seasonally using the outdoor dining area at the public house where the focus is not predominantly on landscape. As such the sensitivity is low.

Magnitude of visual change	The views are a short to medium distance away from the proposed Site and are framed by or partially include in the background, existing light industrial and multi-storey residential development. This suggest a high degree of integration of the proposed development in the landscape from this viewpoint. The sideways view angle would include at least half of the new development within the view. No major existing landscape elements would be lost (Brownfield Site) but, due to the massing of the 3-5-storey dwellings, the nature of the dwellings as blocks of flats and terraced town houses as well as the near to coherent line of buildings, the addition of this vertical feature within the landscape would result in a moderate magnitude of visual change.
Overall effects on the visual receptor	Low degree of effect. The sensitivity of the VP is low whilst the magnitude of impact along this linear route of views is medium. The Site is located approx. 10-20m away from the viewpoint and will initially be dominant along the edge of Hoddesdon Urban Area as the existing development is partially screened by existing trees, especially along Plumpton Road. The deciduous screening will be less effective during the winter months. The Site will visually integrate within its setting. The proposed planting within the southern half of the Site will also introduce valuable and locally typical landscape elements and as such aid integration of the development proposals.

Table 9: Viewpoint 1 Visual Appraisal

4.6.2 Viewpoint 2 – Plumpton Road industrial and employment area, looking east (approx. 67m form the Site)

Identification of viewpoint	Medium distance viewpoint towards Site from Plumpton Road from the west. View through a 10m gap in the existing mature 5-8m tall hedgerow and along an approx. 50m length between the northern end of the hedgerow and the barriers to the private area at the northern end of Plumpton Road. Character of viewpoint: road of industrial and employment area with busy roadside car park and railings as well as adjacent New River Path. Plumpton Road is a public road and lies on a higher level in comparison to the Site.
Nature of the viewing experience	Plumpton Road is situated on a lower level in comparison to the New River Path which runs along the other side of the railings. Some tree tops of the north-western site boundary and the southern part of the Site are visible with mature trees of the eastern embankment of the River Lee Navigation in the background. Glimpses of the roofline of the Rye House Gatehouse and Public House are possible amongst existing vegetation. Views are available through the car park and street lights and include, amongst the above, railway pylons and large pylons and power lines on the horizon as well as lighting

	columns along the railway line (western site boundary) can be seen. The Site is sunk behind the railway embankment.
The view type	Non-static glimpsed views when driving / walking / cycling along Plumpton Road to access the various businesses. Plumpton Road is not a through road and public access stops at barriers towards the northern end of the road. Static partial views may be possible by pedestrians/ walkers as they stop to cross Plumpton Road to access the car park.
How much of the development can be viewed	Approx. 40%-50% of the development site will be visible due to levels and existing vegetation. The view will mostly include the upper 2 or 3 storey of the buildings plus pitches roofs limited to the central and northern half of the development and the southern end of including proposed block A as well as sight of the upper floor or roofline over the top of the existing hedgerow. Sight of the development is reduced to some degree towards its northern end as the Site slopes down. Slightly increased views will be possible during the winter months as hedges are bare. There is a pavement on Plumpton Road on the opposite site of the car park.
The type of viewer to be affected	People walking/ driving to work, delivery drivers, people working in the buildings and yards.
Activity of receptor	Walking, driving, working
Nature of visual change	The visual change will be limited as the approx. half of the proposed development will hidden behind the existing mature vegetation of Plumpton Road and the railway embankment. Visually the development will be in a semi-urban context together with the structures of the railway line, pylons and powerlines, the car parking and street lighting, however the backdrop of the riverside vegetation and wildlife areas along the eastern side of the Lee Navigation currently visible through the hedge openings, will be mostly compromised. Approved mitigation along the western and southern side of the development will aid to reduce the visual impact and soften the architecture of the buildings.
Sensitivity of visual receptor to change	The views available towards the Site are influenced by elements of the Hoddesdon Urban Area such as residential and light industrial development, the railway line and other infrastructure, street lighting. Lengths of the Site can be perceived at approx. 6m above Site ground level meaning the visual receptor will experience the mid to upper floor of the proposed buildings along specific lengths of the Site whereas currently the backdrop predominantly consists of tall riverside vegetation. The visual receptor at this viewpoint will mainly be focusing on travelling to work, accessing their places of employment and work occupation itself and not be engaged in recreation with a main focus on landscape. As such the sensitivity is low.
Magnitude of visual change	The views are a medium distance away from the proposed Site and intervened by linear elements of light industry, the railway

	line and pylons/ powerlines on the horizon, however the backdrop of the views towards the Site is generally 'green' meaning the mature tall riverside vegetation of the Lee Navigation will be visually lost due to the massing of the buildings. It needs to be considered, though, that the spatial context of the viewpoint is urban and that the views are limited to 2No.locations (gaps in hedgerow) along this road. The view of the proposed development will be experienced during working hours only and are partial in nature. Proposed mitigation will help intersperse views of the development and help soften architectural form. The Magnitude of visual change is low.
Overall effects on the visual receptor	Low degree of visual effects. The Magnitude of the visual change and the sensitivity of the visual receptor are low resulting in an overall low visual impact. Despite the proposed development mostly covering the current 'green' backdrop of riverside vegetation along the length of the Site the views are only being experienced from an employment site and exclusively during working hours.

Table 10: Viewpoint 2 Visual Appraisal

4.6.3 Viewpoint 3a,b – Lee Valley Walk along River Lee western embankment

View looking north and south, immediately adjacent to the Site's eastern boundary.

Identification of viewpoint	Short distance views from Lee Valley Walk (PRoW) as it passes adjacent to eastern site boundary along a north-south axis. Views have been appraised looking at the Site from the south (VP3a) and from northerly direction (VP3b). The viewpoint is an aggregate-based footpath with long grass verges and the riverbank with native marginals. Chainlink and barbed wire security fence exists to the eastern site boundary overgrown with brambles and ivy in places. For the northern half of eastern site boundary the security fencing is hidden within typical native riverside scrub mainly consisting of dense semi-mature and mature Willow which mirrors the character of the opposite river bank of the River Lee Navigation.
Nature of the viewing experience	The views change as one walks along the PRoW south to north. From the southern part of the footpath, there are wider views of the southern part of the Site with the railway line beyond and Plumpton Road industrial area along the eastern boundary visible in the background. The Site's mostly derelict industrial character is clearly visible with ruderal vegetation emerging in between concrete hard standings and along the boundaries. The northern part of the Site is currently hidden behind the approx. 3-7m tall boundary vegetation. Viewed from the north the Site is barely visible behind the boundary vegetation with just part of the southern end of the

	east boundary fence visible. This view is dominated by the River Lee Navigation with its bankside vegetation consisting of long grass and the mature trees edging the SSSI extending along the eastern canal edge. The background of this view includes the Lee Navigation bridge and the roofline of the residential development along Fishermans Way.
The view type	Mainly non-static transitional views whilst walking the Lee Valley Walk or boating on the river. Full views of the development are possible walking northbound. Views become more glimpsed and limited further north as the boundary vegetation grows dense. Travelling southbound along this PRoW glimpse views of the upper storeys of the development will be possible until fuller views are available once the viewer has passed the vegetated boundary line.
How much of the development can be viewed	Estimated 60% of the Site can be viewed from the southern end of the footpath whilst approx. 15% can be viewed as the footpath passes the northern half of the Site boundary where it is overgrown. This will change to approx. 90% once existing vegetation has been removed in order to accommodate the development. Approaching the Site from the north approx. 10-15% would be visible at present but, due to exiting vegetation (willow buffer and some trees) removed to accommodate the development, eventually 90% would be visible.
The type of viewer to be affected	Walkers and Dog-walkers, cyclists, people on boating along the River Lee Navigation
Activity of receptor	Walking, Dog-walking, cycling, boating
Nature of visual change	The removal of scrub and trees along the eastern site boundary will extend the existing view from the footpath and the river. This particularly applies to the northern area of the appraisal site. These views will be full and include most of the development. Although prominent, the development will visually connect to the urban surrounding west and south of the Site, screen the railway and replace an existing derelict industrial area. However, the height and arrangement of the proposed 3-5-storey development will change the perception of a currently fairly open Site and backdrop to a near to coherent building line. The receptor would mainly be focusing on the canal and the vegetation it is embedded within. Views will become more limited in the long term as new vegetation matures and the Site's landscape will visually merge with the adjacent river valley landscape. Mitigation also helps to soften and partially screen the proposed buildings.
Sensitivity of visual receptor to change	The views available towards the Site, particularly from VP3b include elements of the Hoddesdon Urban Area such as residential and light industrial development, the railway line

	and other infrastructure, street lighting and the Site itself with its security fencing enclosure. The viewpoint lies approx. 1-1.2m below the ground level of the development. The building frontage sits close to the riverpath initially and then moves site inwards to allow for rear garden and communal open space along the canal side. The visual receptor at this viewpoint will largely be focusing on the water course and the mature trees and wetland vegetation beyond, but the landscape of the new development will aim to reflect the character of the local landscape and from a transitional space. As such the sensitivity is moderate.
Magnitude of visual change	The viewpoints are located next to the eastern Site boundary. From here a backdrop of light industrial and a variety of residential development is included in the view with the Lee Navigation and riverside wetland vegetation in the foreground. The spatial context of the viewpoint is semi-urban. The receptor will pass the Site close by along its eastern elevation with the main focus ahead on the canal and riverscape. The partial views of the proposed development will be experienced medium term until proposed planting is established and has tied the development into its natural surroundings. The Magnitude of visual change is low.
Overall effects on the visual receptor	Moderate impact. The proposed development will form a 3-5-storey, almost coherent line of buildings along the western bank of the canal and will be softened by tree, shrub and meadow vegetation where possible as part of a mitigation scheme which will aim to integrate the development within the existing landscape character. Such new planting will help to intervene views to some degree and hence the visual impact will be moderate.

Table 11: Viewpoint 3 Visual Appraisal

4.6.4 Viewpoint 4 – From New River Path west of the Site

View looking north-east and south-east, approx. 55m from the Site.

Identification of viewpoint	Short distance view from the New River Path adjacent to the New River on higher ground west of the Site in north-east/ south-east direction. The path is narrow and has the character of a desire line which has developed along the riverside verge. The New River Path is specified as a Recreational path on the Ordnance Survey map. It is owned by Thames Water Utilities Ltd, who allow public access for the time being. The non-river boundary of the footpath comprises of a mature, unmanaged hedge including Field Maple, Dogwood and Hawthorn, approx. 5-8m tall. Plumpton Road employment area lies beyond.
Nature of the viewing experience	Partial views are possible towards the appraisal site across the river and railway line, which runs along a lower level beyond

	the railway embankment. The railway power lines run through the view and the tall transmission towers beyond Rye Meads stand prominent in the background. Glimpses of Rye House Public House, the Lee Navigation and railway bridges as well as the residential development of Fishermans Way form part of the view. The northern end of the Site contains the setup of a car salvage yard with multiple vehicles present. The southern part of the Site can be seen and security fencing hard standing and waste containers identified. Mature trees of the Greenbelt and Nature Reserve stand in the background. Railway line and largely derelict industrial site (appraisal site) are prominent when from the southern end of this Recreational Route as it is mostly unscreened whereas the northern part is mostly hidden behind the railway embankment, as Site levels drop northbound, and dense native mature vegetation. The linear structures of the railway project into the landscape as a significant industrial feature.
The view type	Mainly non-static transitional views whilst walking along the footpath. Views become more glimpsed and limited further north.
How much of the development can be viewed	Estimated 70-80% of the Site can be viewed approaching from the south. As the path leads further north, more of the Site will be hidden behind the railway embankment so that approx. the upper ½ or 2/3 of the buildings will show as ground levels decrease toward the northern Site boundary. When approaching the Site from the north dense native trees will screen most of the development and views will be limited to the roof line. However, as the receptor moves more central along the western Site boundary a full view of the new buildings becomes possible (approx. 90% of the overall development).
The type of viewer to be affected	Walkers and Dog-walkers, cyclists, people in boats
Activity of receptor	Walking, Dog-walking, cycling, boating
Nature of visual change	The urban character will remain but become more prominent. Views across to the historic Rye House Gatehouse, Gate House Public House and adjacent Nature Reserve will be largely intervened by the new buildings but connect to the existing urban setting towards the southern end of the Site. Views towards the housing will become more limited in the long term as effective boundary vegetation matures as part of mitigation.
Sensitivity of visual receptor to change	People will be engaged in recreational activities when using the New River Path, and as such they will be focusing on the landscape of the Lee Navigation corridor and Lee Valley Park area with the designated landscapes beyond. The railway, however, will be prominent in the foreground of the new development and so will the tall pylons and the chimneys of the power station in the distance meaning the receptor already has

	an awareness of industrial elements within the views. The sensitivity is therefore moderate.
Magnitude of visual change	The new development will occupy a substantial part of the views along the New River Path but only when approaching the Site from the south or when the receptor is in reasonably close proximity to the Site approaching from the north. The Site is a short distance away from this viewpoint but pedestrians and cyclist would focus their views mostly ahead and only partially sideways towards the development. Mitigation in the form of boundary and site internal planting would be medium term until the development is suitably integrated within its local landscape. As such the magnitude is moderate.
Overall effects on the visual receptor	Moderate effects. Sensitivity and Magnitude are both moderate. The proposed development will be partially screened by the railway embankment and mature vegetation from the north. Mitigation could achieve further screening. The impact of the development will be experienced for a limited distance along the New River Path only.

Table 12: Viewpoint 4 Visual Appraisal

4.6.5 Viewpoint 5 – From New River Path west of the Site, approx. 270m from the Site

View looking south-east.

Identification of viewpoint	Medium distance view from the New River Path adjacent to the New River on higher ground west of the Site in north-east/ south-east direction. The view has been assessed from near the south-eastern corner of the playing fields of the Sports Centre. The path is narrow and has the character of a desire line which has developed along the riverside verge. The New River Path is specified as a Recreational path on the Ordnance Survey map. It is owned by Thames Water Utilities Ltd, who allow public access for the time being. The non-river boundary of the footpath at this viewpoint comprises of some approx. 5-8m tall trees and tall metal security fencing running along the rear of the garaging parallel to Castle Close.
Nature of the viewing experience	Partial views are possible towards the appraisal site across the canal corridor and railway line, which runs along a lower level beyond the railway embankment. The railway power lines run through the view and the chimneys of Hoddesdon power station stand prominent in the background. Glimpses of Rye House Public House and the New River b0ridge as well as the 5-storey block of flats near the station form part of the view background. The southern part of the Site can be seen. Mature trees of the Greenbelt and Nature Reserve from the east side of the view. The Site levels rise gently towards its southern end at Rye

	Road. The linear structures of the railway project into the landscape as a significant industrial feature.
The view type	Mainly non-static transitional views whilst walking along the footpath.
How much of the development can be viewed	Estimated 50% of the Site can be viewed approaching from the north. This would include the upper storey of the buildings as well as the roofline. As the path leads further south, more of the Site will be come into view. An area of pocket woodland screens the northern part of the development effectively.
The type of viewer to be affected	Walkers and Dog-walkers, cyclists, people in boats
Activity of receptor	Walking, Dog-walking, cycling, boating
Nature of visual change	The urban character will remain but become more prominent. Views across to the historic Rye House Gatehouse, Gate House Public House and adjacent Nature Reserve will be mostly hidden by the new buildings but connect to the existing urban setting towards the southern end of the Site. Views towards the housing will become more limited in the long term as effective boundary vegetation matures as part of mitigation.
Sensitivity of visual receptor to change	People will be engaged in recreational activities when using the New River Path, and as such they will be focusing on the landscape of the Lee Navigation corridor and Lee Valley Park area with the designated landscapes beyond. The chimneys of the power station in the distance, however, are prominent and central to the view, and with the railway power lines having a strong presence too, results in the receptor already having an awareness of industrial elements within the views. The sensitivity is therefore moderate.
Magnitude of visual change	The new development will visually integrate reasonably well considered from this viewpoint and will connect with the existing industrial backdrop and spatial urban context. The area of the nature Reserves and Rye Meads are not visible and would visually not be affected by the development at this viewpoint. Mitigation in the form of boundary and site internal planting would be medium term until the development is suitably integrated within its local landscape. As such the magnitude is low.
Overall effects on the visual receptor	Low effects. Sensitivity and Magnitude are both moderate. The proposed development will be partially screened by the railway embankment and mature vegetation from the north. Mitigation could achieve further screening. The impact of the development will be experienced for a limited distance along the New River Path only.

Table 13: Viewpoint 5 Visual Appraisal

4.6.6 Viewpoint 6 –From Rye House Gatehouse Public Open Space east of the Site

Looking west, approx. 120m from the Site.

Identification of viewpoint	Medium distance viewpoint from the public grounds of the Rye House Gatehouse towards south-eastern part of the Site. The grounds are enclosed by hedging and bordered by the wetland and woodland vegetation of the Nature Reserve. The viewpoint is located at river/ canal level, approx. 1m below the Site level.
Nature of the viewing experience	Glimpses of the 5-storey block of flat behind the station are possible and frame this view towards the south-eastern corner. A formal tall yew hedge with a narrow gap stands between the Quayside, and the Site beyond, and the viewpoint.
The view type	Mostly static, partial views for visitors to this public open space and Gatehouse. Glimpsed views over the top of the yew hedge will be possible.
How much of the development can be viewed	Views would include the upper floors up the proposed buildings and roof line, approx. 15-20%. The yew hedge provides and evergreen screen. Occasionally the gate house is opened to the public allowing access to the roof top, This would enable fuller views of the development and the Site becomes a central element within the canal corridor, however this is limited to a few dates during the year.
The type of viewer to be affected	People using the public open space.
Activity of receptor	Recreation, walking.
Nature of visual change	The view is currently framed by the existing block of flats near the station which is representative of the urban context of the Site. The upper floors of the proposed development will come into view but the existing yew hedge functions as effective screen. As such the visual change will be limited.
Sensitivity of visual receptor to change	The views available towards the Site are dominated by vegetation and green space with elements of the Hoddesdon Urban Area. The visual receptor will be using this space for recreational purposes and mainly focus on the landscape and green space, which is well enclosed by trees and hedges and the new development is not prominent within any views from this viewpoint. It has to be noted that the Gatehouse is a listed building. As such the sensitivity is moderate.
Magnitude of visual change	The new development will be present and noticeable but not perceived as prominent as the awareness of being in an urban context already exists. As such the visual impact will be short to medium term. The views are a medium distance away from the proposed Site and are partially framed by multi-storey residential

	development. Views of the proposed development will be glimpses and any fuller view possible from the viewing platform of the Gatehouse are limited to a limited number of dates per year only and as such the impact on the listed building and its users is limited. There is no spatial connection to the Gatehouse. The magnitude of effects is low.
Overall effects on the visual receptor	Low degree of effect. The sensitivity of the VP is medium whilst the magnitude of impact is low. The site is located approx. 120m away from the viewpoint and will visually become part of the existing urban backdrop to this view as it will only be the top storeys and rooflines that will come into view. When viewed from the tower, when this is accessible a few times a year, the view would be of a tidy, landscaped site as supposed to a semi-derelict brownfield site.

Table 14: Viewpoint 6 Visual Appraisal

5.0 Mitigation

i) The proposed development will comprise of residential dwellings in the form of 2No. 4- to 5-storey blocks of flats and 13No. 3-storey terraced townhouses split into 2No. separate blocks (terraces). In addition ground floor residential car parking and external car parking spaces, associated gardens to the townhouses as well as communal amenity areas and open space accessible by the public passing along the towpath form part of the development situated between the existing railway line, Rye Road and the River Lee Navigation.

ii) The Site includes a number of existing self-set and planted mostly native trees and scrub, which are assessed and categorised in the Arboricultural Survey and Impact Assessment dated September 2019 (OS 1914-19-Doc1). The survey was carried out and the report compiled by Open Spaces Landscape and Arboricultural Consultants.

iii) The character of the Lee Valley Walk can be supported by re-introducing mixed native willow shrub and tree planting along a section of the south-eastern boundary and within the open space adjacent to Block A. Further mitigation should be carried out to provide an intermittent green boundary to the built area of the Site to include planting between the existing tow-path and proposed adjacent development consisting of medium sized native trees and ornamental reed-like grasses where possible. Climbers/ green screens to the eastern elevation of Block A to conceal the ground floor car park and lower storey of the building would as such reduce the visual impact of Block A in its location immediately adjacent to the towpath. This would encourage a visual green link in keeping with the local landscape character between the existing riverside landscape and the new development whilst enhancing views of the proposed dwellings across the River Lee Navigation and from the quay side open space beyond.

iv) To the front of The Site, adjacent to the car and cycle parking area, mitigation in the form of native medium to large tree planting and formal native hedging would reduce views of the proposed development from the approaching public roads and help to create a link with the adjacent landscape and its specific local character as described in this report. Further tree planting within the communal area to the front of Block A and cycle parking would help soften the front elevation of the development and introduce green structure to balance the height of the built form.

v) Mitigation in the form of effective tree planting within rear and front garden spaces, private and communal, will filter views into and within the Site and will screen or create intermittent views from the Lee Valley Regional Park to the railway line.

vi) Suitable landscape mitigation by means of native hedgerow and tree planting along the western Site boundary bordering the railway line, Site internal tree planting as well as riverside planting with trees and willow hedging typical for the river and canal corridor to the eastern elevation of the proposed development.

vii) Tree and hedgerow planting along the western site boundary to be native and in keeping with the existing vegetation and local landscape character. This will encourage views towards the Site from the New River Path and New River and, visually incorporate the landscape of the Lee Valley Park and Nature Reserve beyond, adding to a coherent and characteristic river valley landscape.

viii) The Site's landscape must not be seen in isolation. Its purpose is the important green link it can provide with the adjacent landscapes, not only visually but also ecologically to provide roaming and migration corridors for fauna.

ix) The Hertfordshire Strategic Green Infrastructure Plan (March 2011) describes a vision for an enhanced and functional green infrastructure network (p.33 onwards) for Hertfordshire. The report classifies types of green infrastructure links and includes the Lee Valley Regional Park (the Site is part of this area) within 'Rural & Urban Blue Links'. The following proposals are made within the document which can be addressed through an effective mitigation and landscape scheme:

- To conserve and enhance the functionality of the riverine environments, in terms of landscape character, ecology and flows, as well as manmade water elements
- To improve and create enhanced landscape and habitat connectivity between river valleys
- To improve and create accessibility and connections to and along the river valleys and links for a variety of users-walkers, cyclists, pedestrians
- To improve and create 'space for water' – naturalising river courses to reduce the potential for flooding in the County and aid creation of additional recreational water spaces
- To improve and create enhanced links to greenspace
- To recognise and value green infrastructure for people – the importance for provision for low key and informal recreation to enhance the value of existing green infrastructure, and creating/ promoting an improved series of links
- To recognise and value the importance of the green infrastructure network for health and quality of life, seeking to promote awareness and appreciating of the network and the need for an appropriate balance between community, access, recreation and biodiversity interests, ensuring that these co-exist rather than conflict

x) Mitigation through reinforcing or replacing the existing vegetation growing along the eastern, western and northern site boundaries with native and riverside hedgerows and/ native trees in combination with herbaceous should be considered where possible to retain and reinforce the local landscape character. The implementation of an effective landscape scheme would help screen the railway, create a transition between the developed site and the adjacent riverscape and wildlife area beyond. This also applies to the communal spaces and parking areas at the Site frontage facing Rye Road. Planting to the eastern boundary of the development in keeping with the local landscape character would contribute to a soft and visually pleasing edge of the development when travelling along the tow path. The proposed landscape scheme will enable an ecological link between the Site and surrounding wildlife areas, in particular to the east of the Site, and benefit the increase of biodiversity.

xi) A summary of landscape proposals to mitigate visual effects induced by the new development affecting a specific viewpoint is shown in Table 15 below.

Viewpoint	Landscape Proposals to mitigate visual effects
VP1 a-b	Medium sized to large trees native trees and native formal hedging to screen car parking area and cycle parking to site frontage and soften the southern development elevation
VP1 c-d	Medium trees typical for this landscape as well as climbers and 'green screening' of first floor car parking; medium waterside trees and wildlife friendly shrubs planted within mid-site open space to 'break up' built form, soften/ balance the architecture of the buildings and screen car parking and railway beyond and filter views from quay side
VP2	Native hedging and medium size native trees within meadow grassland to soften western elevation of the development, buffer the railway and create a wildlife friendly and biodiversity beneficial margin to the development
VP3 a-b	Medium trees suited for a canal side landscape and wildlife friendly shrubs planted within mid-site and northern open space to 'break up' built form, soften/ balance the architecture and screen car parking and railway beyond and filter views from towpath, meadow grassland to towpath side to reflect canal verge and benefit biodiversity; gabion retaining wall in combination with informal herbaceous planting of ferns and grasses as well as climbing plants to soften 'hard edge' of development boundary, planting in character with local landscape to help integrate development alongside the canal
VP4/ VP5	Native hedging and medium size native trees within meadow grassland to soften western elevation of the development to buffer the railway and create a wildlife friendly and biodiversity beneficial margin to the development, native copse planting to northern end of the development to help screen north-western elevation of Block D; Site internal medium sized native tree planting to intersperse development and soften buildings; choice of planting to help connect the development Site to surrounding landscape, i.e. the woodland pocket to the north of the Site, and create a visually pleasing fringe to the Hoddesdon urban edge
VP6	Medium trees suitable for this landscape as well as climbers and 'green screening' of first floor car parking reaching to and beyond second floor (Block A); medium trees reflecting local landscape character and wildlife friendly shrubs planted within mid-site open space to 'break up' built form and soften/ balance the architecture of the buildings

Table 15: Viewpoint specific mitigation proposals

Landscape and Visual Appraisal - Appendices

Proposed Development at:

Rye House
Turnford Surfacing
Rye Road
Hoddesdon
Hertfordshire

OS 1914-19 Doc 2 Appendices RvsB
12th March 2020

Originally issued:
OS 1914-19 Doc 2 Appendices

February 2020

Open Spaces
Landscape Architects
LANDSCAPE ARCHITECTURE – TREES – ECOLOGY

Landscape and Visual Appraisal - Appendices

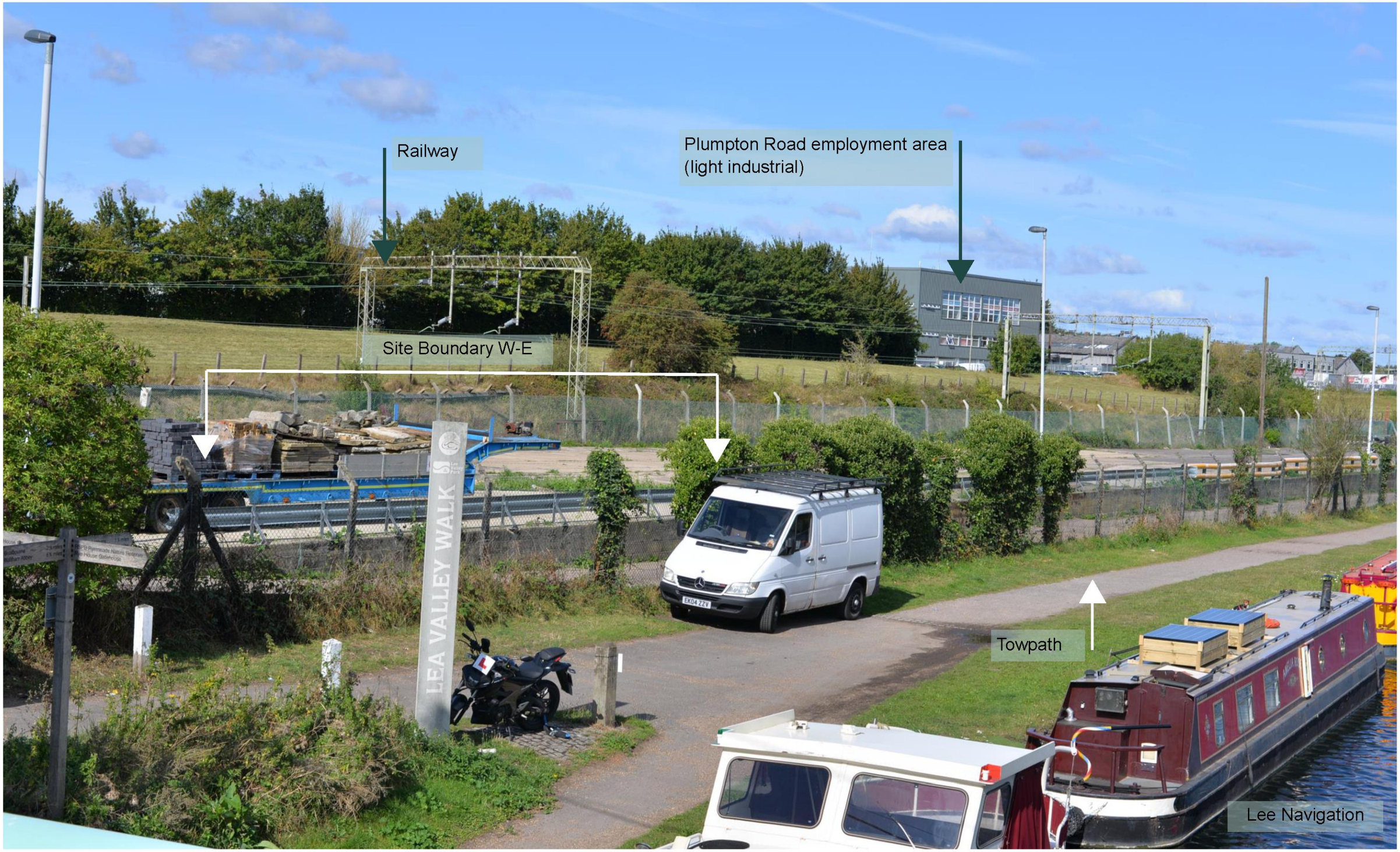
Proposed Development at: **Turnford Surfacing, Rye Road, Hoddesdon, Hertfordshire**

Appendix A:

Viewpoint Locations

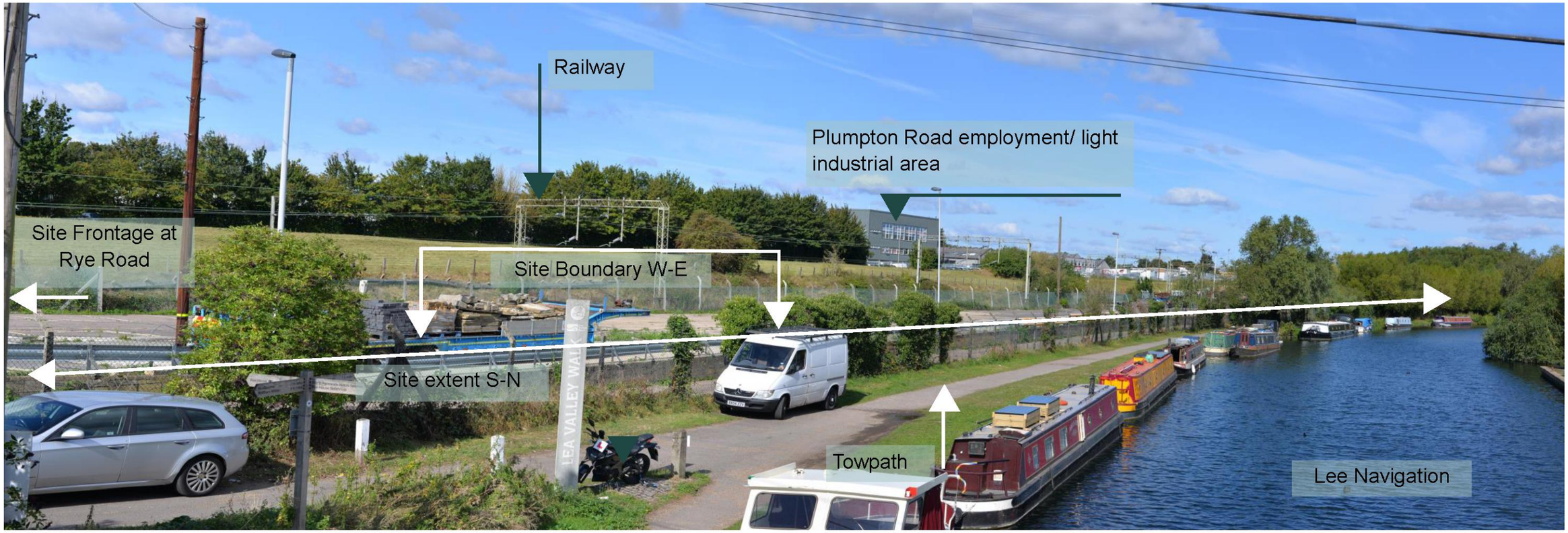
VP1a	Date Taken	VP Location	Distance to site	Lens	Viewing Distance
	05/09/2019	E 51.769484, N 0.005276	25 m	50mm	300mm @ A3

VP1b	Date Taken	VP Location	Distance to site	Lens	Viewing Distance
	05/09/2019	E 51.769796, N 0.005904	15-20m	50mm	300mm @ A3

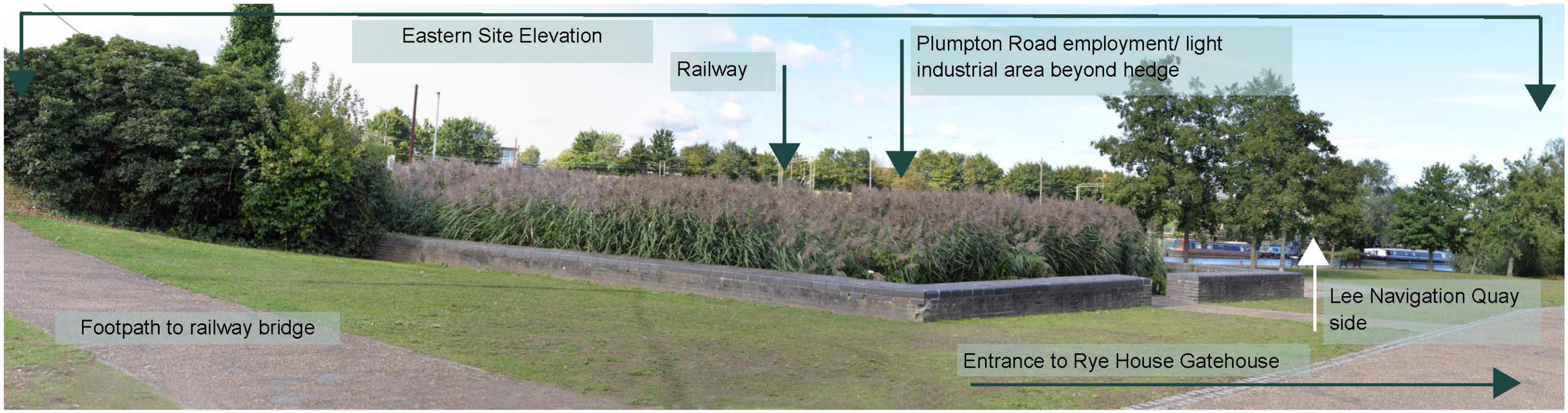


VP1c	Date Taken	VP Location	Distance to site	Lens	Viewing Distance
	05/09/2019	E 51.769979, N 0.006194	12m	50mm	300mm @ A3

VP1d	Date Taken	VP Location	Distance to site	Lens	Viewing Distance
	05/09/2019	E 51.770228, N 0.006537	50m	50mm	300mm @ A3



VP1c View from Lee Navigation bridge (looking north) – stitched photographic image showing canal and light industrial context

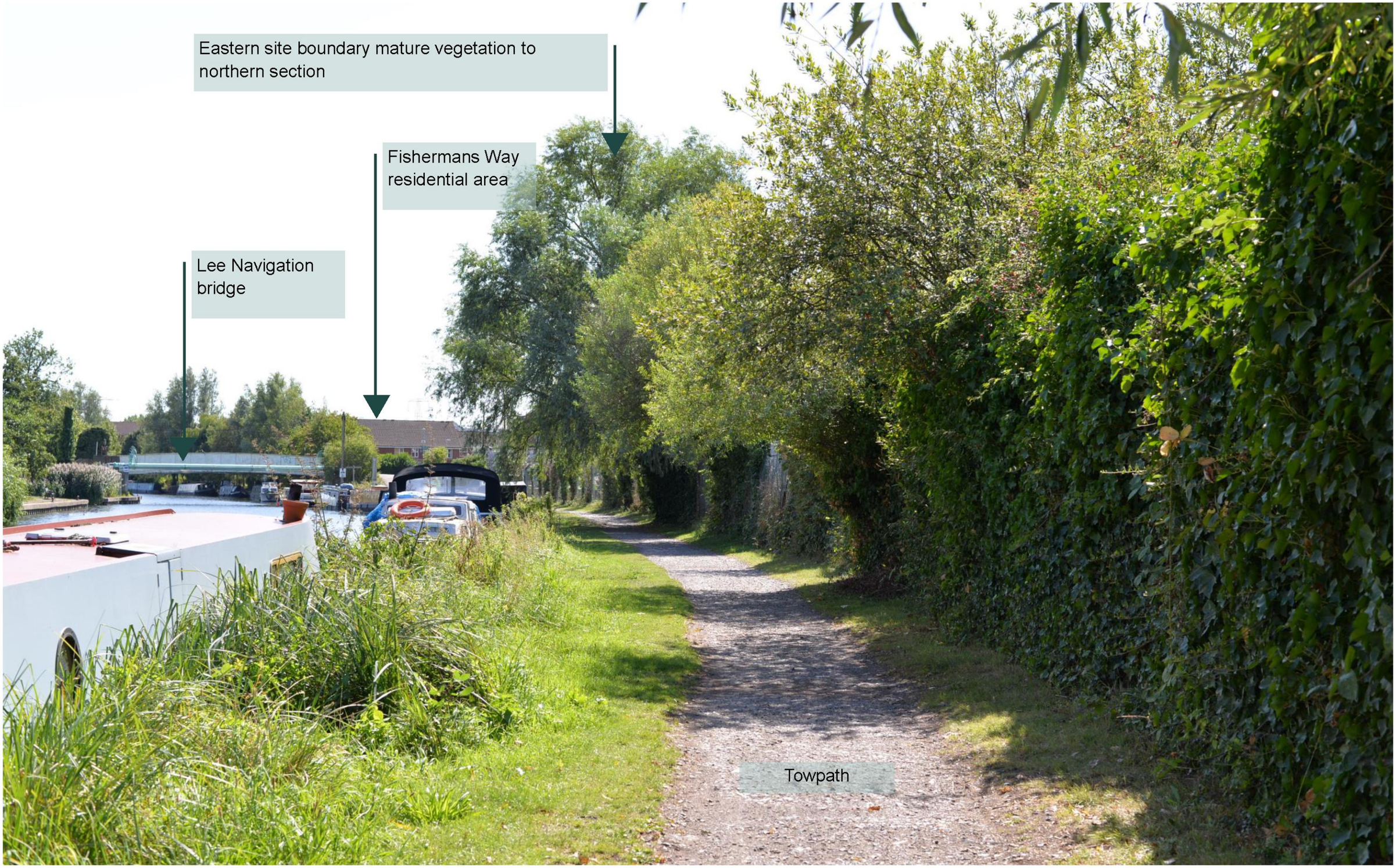


VP1d View from footpath near Rye House Public House and Quay side (looking north) – stitched photographic image showing Site viewed from Quay side/ outside Rye House Public House and in its light industrial context

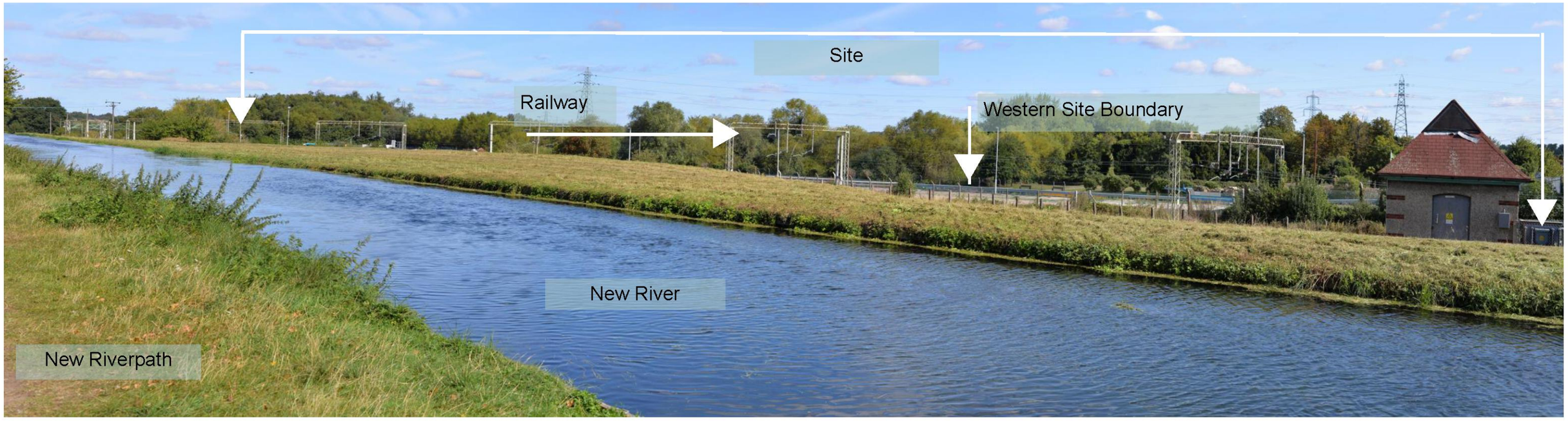
VP2	Date Taken	VP Location	Distance to site	Lens	Viewing Distance
	05/09/2019	E 51.769725, N 0.004410	67m	50mm	300mm @ A3

Viewpoint 2 – From Plumpton Road (looking east, approx. 67m from the Site) – stitched photographic image to show eye level view from Plumpton Road through gaps in mature hedging, Site context of railway, pylons and designated sites visible

VP3a	Date Taken	VP Location	Distance to site	Lens	Viewing Distance
	05/09/2019	E 51.770077, N 0.005826	1m	50mm	300mm @ A3



VP3b	Date Taken	VP Location	Distance to site	Lens	Viewing Distance
	05/09/2019	51.771311, 0.004745	1m	50mm	300mm @ A3

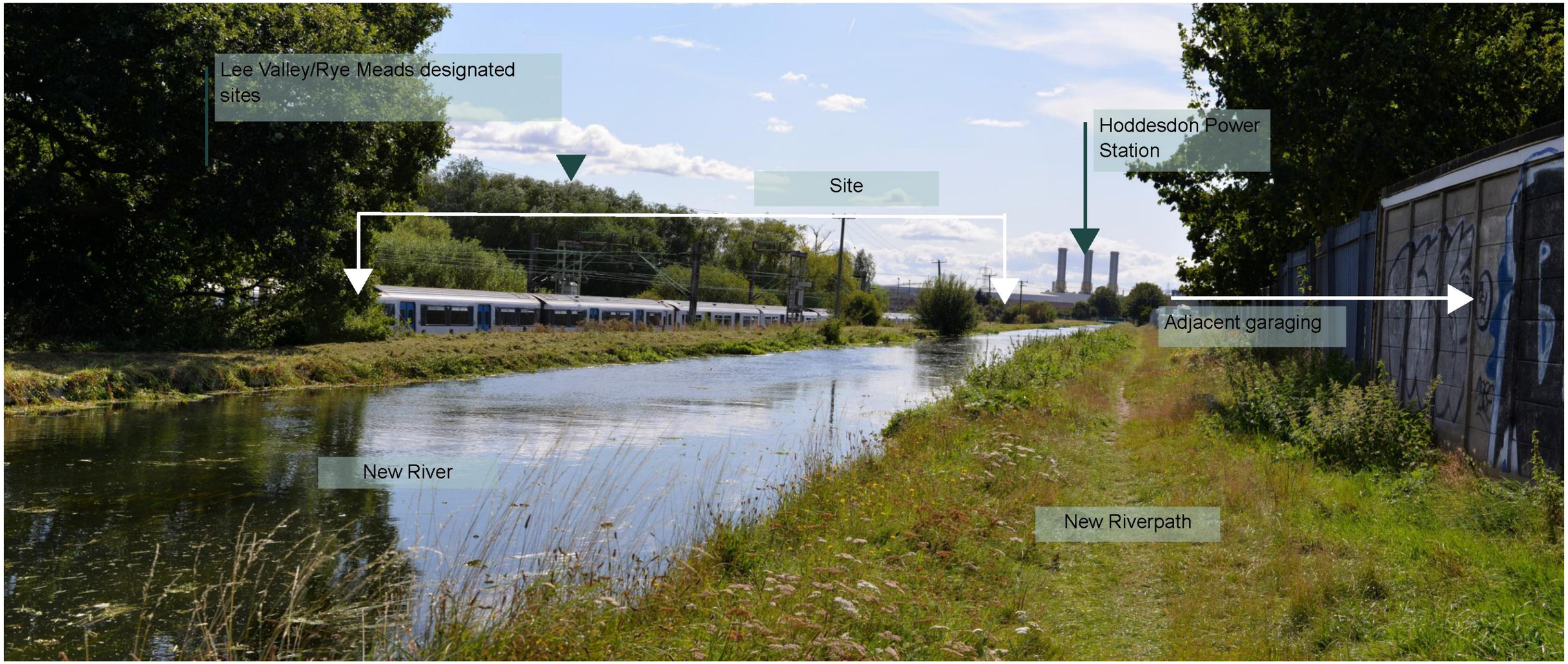


VP4 - From footpath with public access (New River Path) west of the Site (looking north-east, approx. 65m from the Site)

Stitched photographic image to show the Site context including the New River, railway and designated sites in the background with large transmission towers beyond

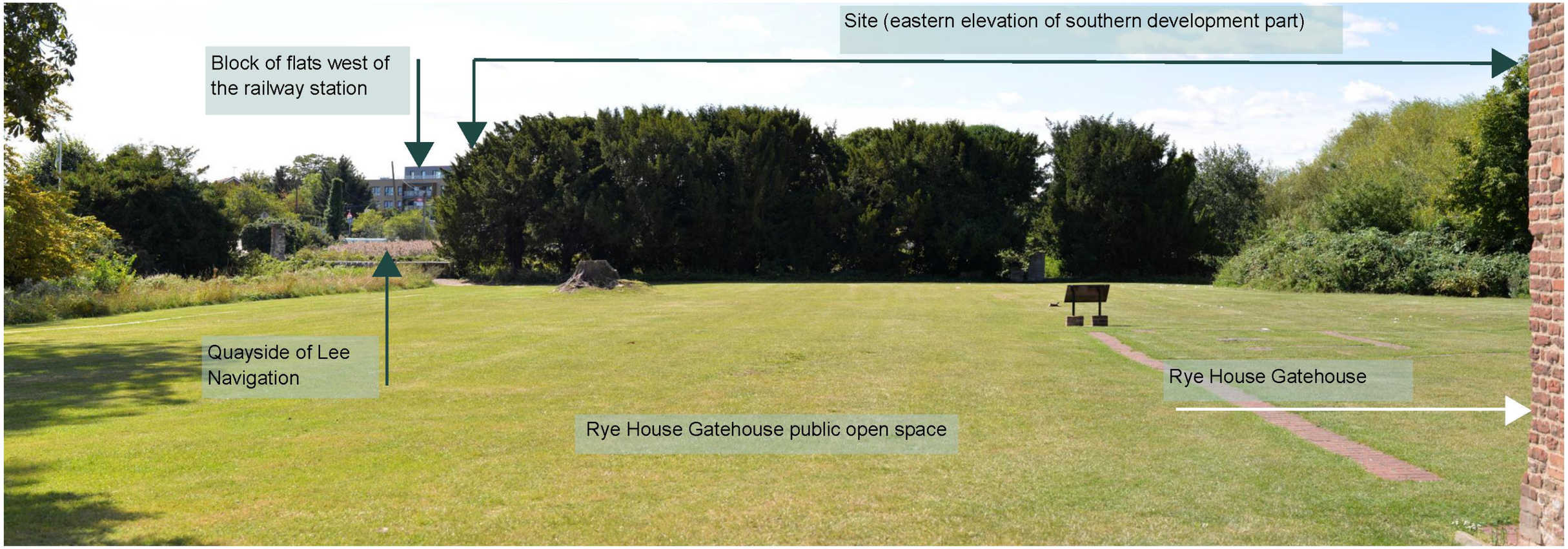
VP4	Date Taken	VP Location	Distance to site	Lens	Viewing Distance
	05/09/2019	51.769483, 0.004798	55m	50mm	300mm @ A3

VP5	Date Taken	VP Location	Distance to site	Lens	Viewing Distance
	05/09/2019	51.774323, 0.001370	270m	50mm	300mm @ A3



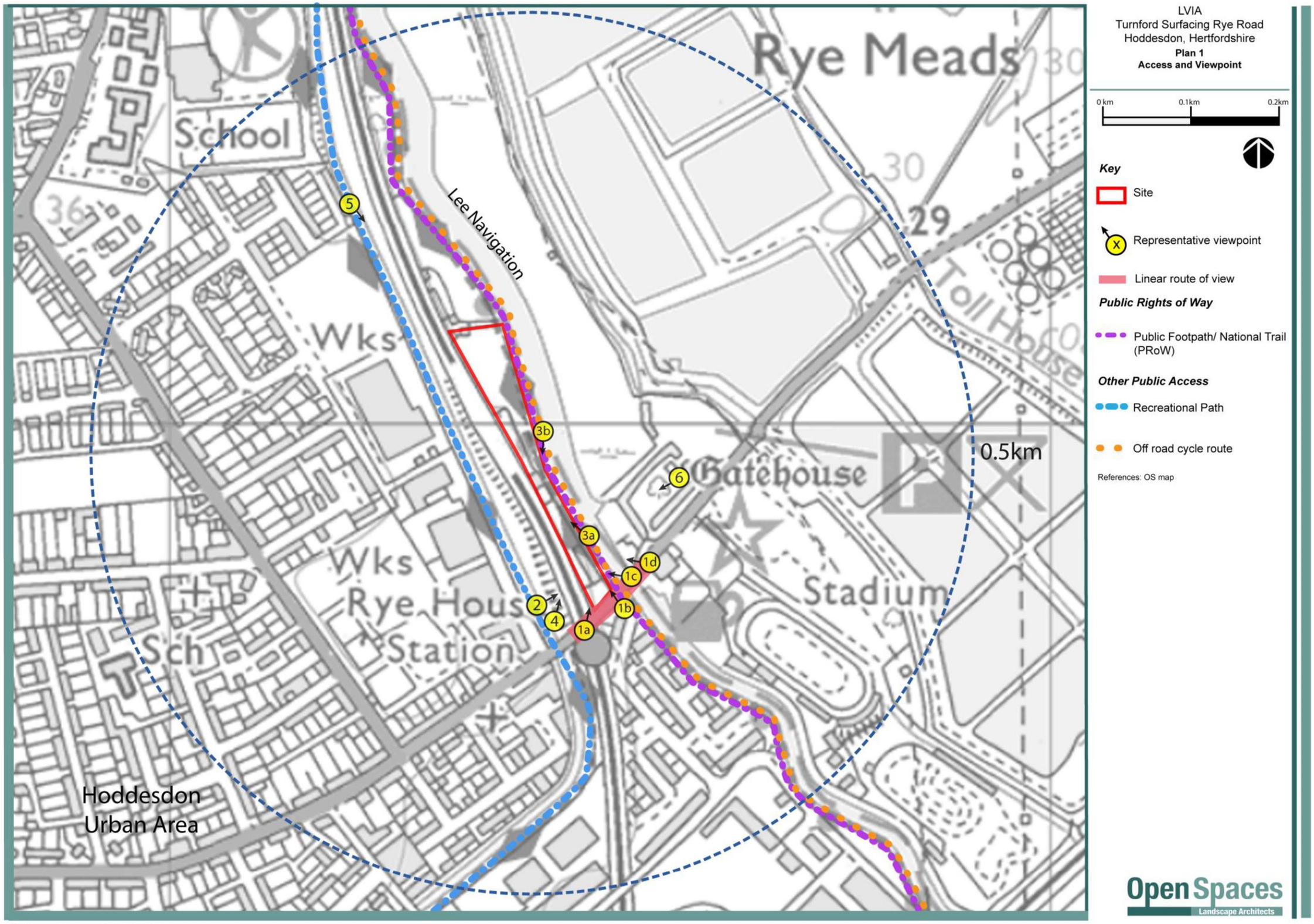
Viewpoint 5 – From footpath with public access (New River Path) west of the Site (looking south-east, approx. 270m from the Site) – stitched photographic image showing industrial Site context

VP6	Date Taken	VP Location	Distance to site	Lens	Viewing Distance
	05/09/2019	51.771018, 0.006978	120m	50mm	300mm @ A3



Viewpoint 6 – From Rye House Gatehouse public open space east of the Site (looking west, approx. 120m from the Site) Stitched photographic image to show residential context (block of flats) and screening of public open space towards the Site

Appendix B: Visual Appraisal Supporting Plans



Ordnance Survey ref. 100048957

LVIA
Turnford Surfacing Rye Road
Hoddesdon, Hertfordshire

Plan 2
Landscape Areas and Land Use Plan

0 km 0.25 km 0.5 km

Landscape Areas

Site

Urban Space
Residential/ Industrial

Recreational and Open Space

References: google maps

Hoddesdon
Urban Area

Ordnance Survey ref. 100048957

Open Spaces
Landscape Architects

LVIA
Turnford Surfacing Rye Road
Hoddesdon, Hertfordshire
Plan 3
Landscape Designation Areas Plan

0 km 0.25 km 0.5 km

Landscape Designation Areas

- Site

Statutory Designations

- Green Belt
- Site of Special Scientific Interest (England)
- SSSI Impact Risk Zones
- Direction of Impact
- Ramsar Site
- Special Protection Areas

Non-Statutory Designations

- Local Wildlife Sites
- RSPB/ Rye Meads and Nature Reserve
- Lee Valley Park

Listed Buildings

- Grade I
- Grade II
- Grade II*
- Scheduled Monuments (England)

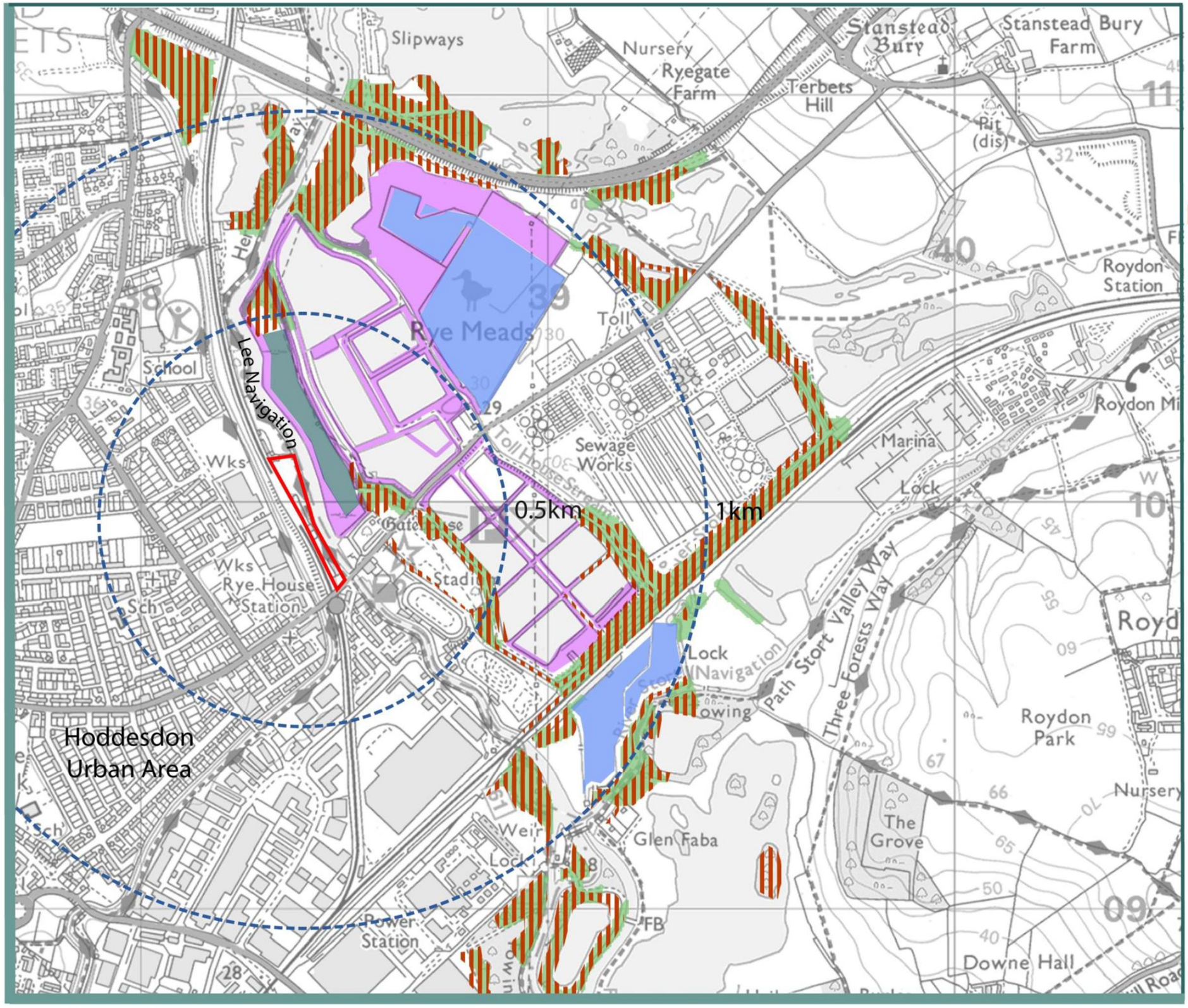
Flood Zones

- Flood Zone 3
- Flood Zone 2

References: Magic Mapping

Open Spaces Landscape Architects

Ordnance Survey ref. 100048957



LVIA
Turnford Surfacing Rye Road
Hoddesdon, Hertfordshire

Plan 4
Priority Habitats Plan

0 km 0.25 km 0.5 km

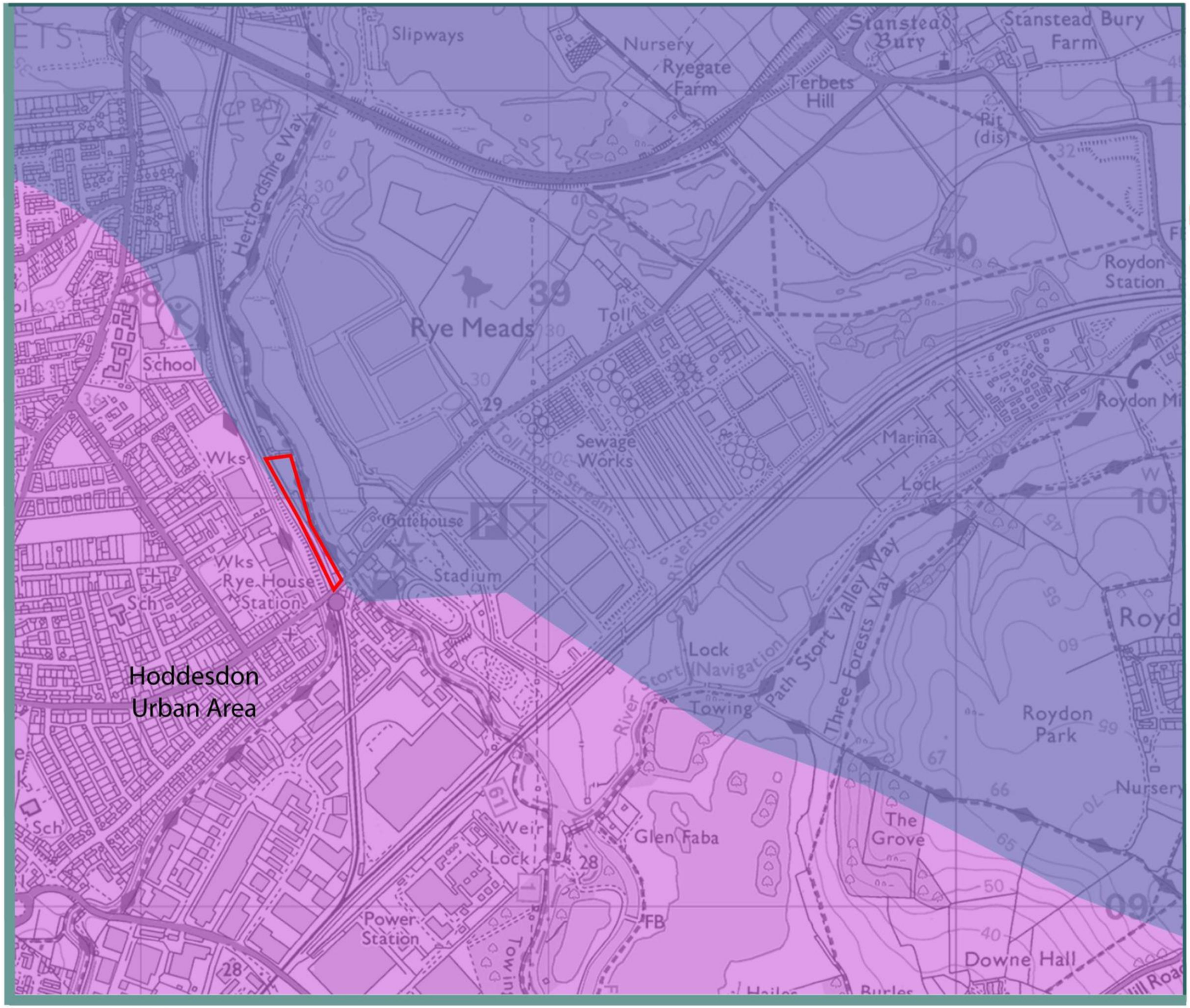
Key

- Site
- Priority Habitat Inventory - Decidious Woodland (England)
- National Forest Inventory (GB) Broad leaved
- Priority Habitat Inventory - Costal and Floodplain Grazing Marsh (England)
- Priority Habitat Inventory - Good quality semi-improved grass land (Non Priority)(England)
- Wetland Priority Habitat Inventory - Reedbeds (Engrand)

References: Magic Mapping (https://magic.defra.gov.uk/MagicMap.aspx)

Open Spaces Landscape Architects

Ordnance Survey ref. 100048957



LVIA
Turnford Surfacing Rye Road
Hoddesdon, Hertfordshire
Plan 5
National Landscape Character Plan

0 km 0.25 km 0.5 km

Key

Site

National Landscape Character Area 86:
South Suffolk and North Essex Clayland

National Landscape Character Area 111:
Northern Thames Basin

References: naturalengland.org.uk/ publications

Open Spaces
Landscape Architects

Ordnance Survey ref. 100048957

LVIA
Turnford Surfacing Rye Road
Hoddesdon, Hertfordshire
Plan 6
County Landscape Character Plan

0 km 0.25 km 0.5 km

Key

Site

Landscape Chalacter Type

- Lowland Settled Farmlands
- Woodland Plateau Farmlands
- Valley Meadowlands
- Settled Chalk Valleys
- Woodland Hills and Ridges
- Lowland Settled Claylands

References: East of England Landscape Character Assessment - Landscape East 2011

Open Spaces
Landscape Architects

Ordnance Survey ref. 100048957

LVIA
Turnford Surfacing Rye Road
Hoddesdon, Hertfordshire
Plan 7
District Landscape Character Plan

0 km 0.25 km 0.5 km

Key

Site

Landscape Character
Type D - River Valley Flood Plain
D1 - Mid Lea Valley

Urban Area

D River Valley Floodplain Flooded Gravel Pits and Marshes/ D1: Mid Lea Valley

Borough of Broxbourne Boundary

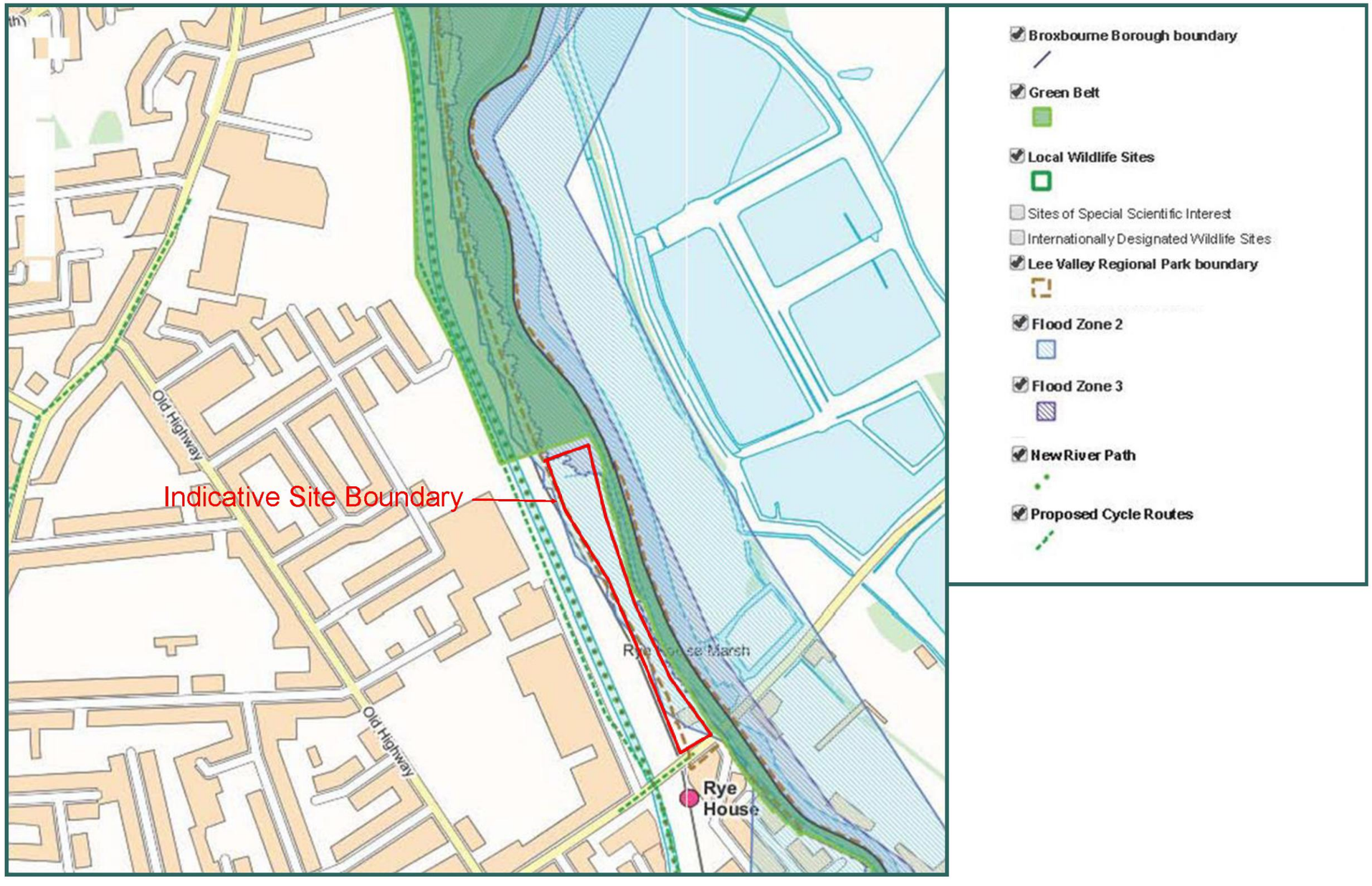
References: Broxbourne Landscape Character Assessment 2008

Open Spaces Landscape Architects

Ordnance Survey ref. 100048957

Appendix C:

Broxbourne Emerging Local Plan 2018-2033 Interactive Map-Environmental Policies and Proposals

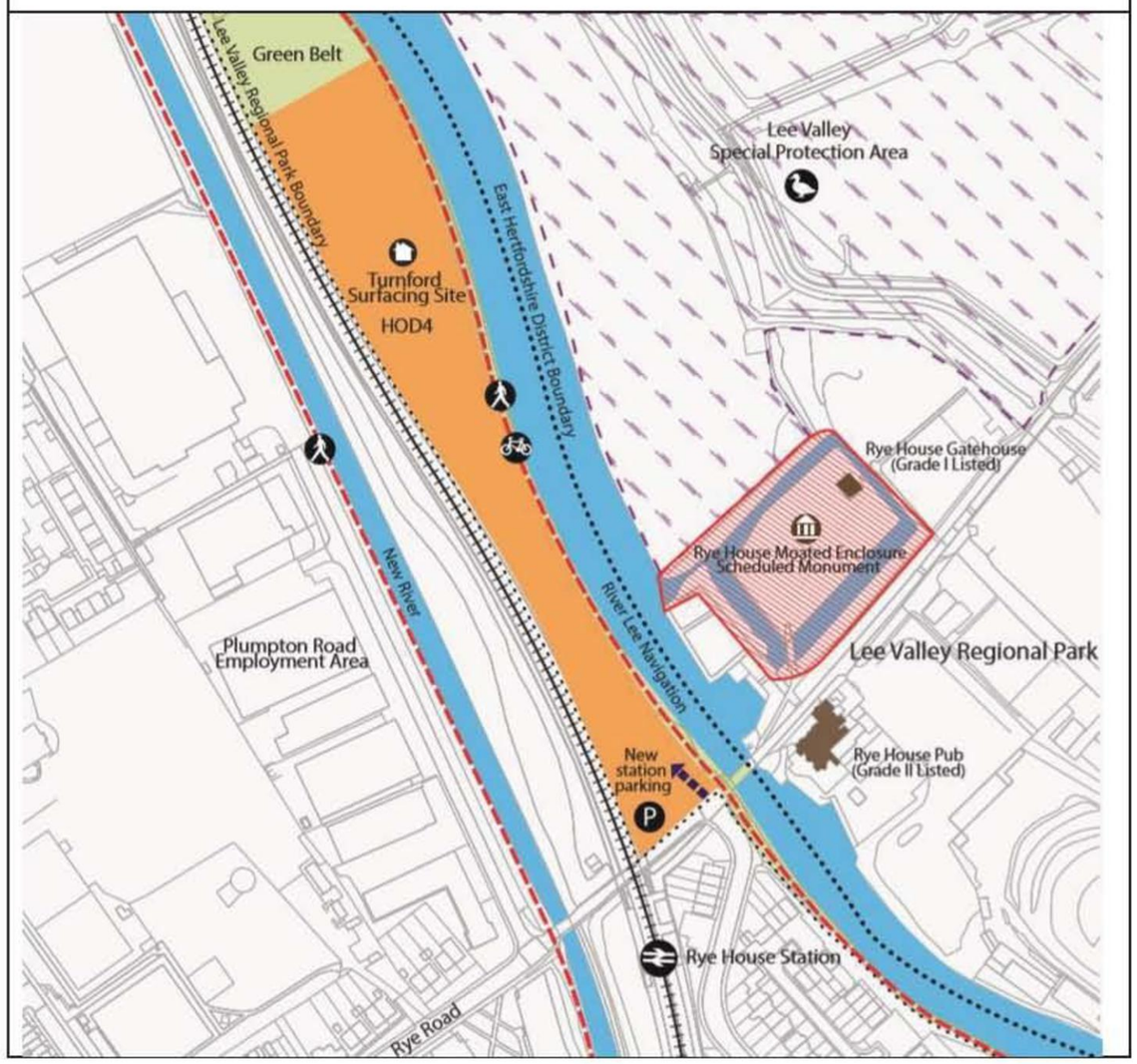


Appendix D:

Broxbourne Local Plan Examination in Public Draft Schedule of Main Modifications December 2019 (extract)—Figure 11: Rye House indicative Concept Plan (NEW)

Showing proposed modification

Proposed Modification



Reason: to ensure that the plan is clear in respect of historic assets and the environment in the vicinity of the site allocation.

Appendix E:

Proposed Site Layout (by DWW Design)

Rev	Date	Issued by	Checked by/ Approved by		Description
A	25/01/2019	NC	NC	GDW	Pre-app issue 1
B	24/06/2019	JH			Lea Valley Issue
C	22/10/2019	JH	NC	G	Townhouse position revised, various amendments
D	03/12/19	JH	NC	G	Block A moved
E	15/01/20	JH	NC	G	Brabourne

1 **Proposed Site Plan showing GF GA Plans**
1 : 500

Hard Landscaping Key

- Black permable asphalt
- Marshals priora flag paving in natural & anthracite mix
- Marshalls Modal Priora mid grey & anthracite
- Buff colour permable asphalt
- Rhino pave or similar in "earthy colour"

CAR PARKING PROVISION - BLOCK A

Extract from Appendix 2 of Boroughwide Supplementary Planning Guidance 2013:

Use Class	Description	Minimum car spaces	Accessibility corridor (75%)
c3	9 x 1 bedroom dwellings	1.5 space / unit = 14	11 spaces
	17 x 2 bedroom dwellings	2 spaces / unit = 34	26 spaces

TOTAL Residential car parking spaces required, determined by calculation: **37**

CAR PARKING PROVISION - TOWNHOUSES

Extract from Appendix 2 of Boroughwide Supplementary Planning Guidance 2013:

Use Class	Description	Minimum car spaces	Accessibility corridor (75%)
c3	13 x 3 bedroom dwellings	2.5 space / unit = 32.5	24 spaces

TOTAL Townhouse residential car parking spaces required, determined by calculation: **24**

CAR PARKING PROVISION - BLOCK D

Extract from Appendix 2 of Boroughwide Supplementary Planning Guidance 2013:

Use Class	Description	Minimum car spaces	Accessibility corridor (75%)
c3	22x 1 bedroom dwellings	1.5 space / unit = 33	26 spaces
	45x 2 bedroom dwellings	2 spaces / unit = 90	68 spaces

TOTAL Residential car parking spaces required, determined by calculation: **94**

TOTAL site residential car parking spaces required, determined by calculation: **155**
TOTAL residential car parking spaces provided: 155

North

0m 10m 20m 30m 40m 50m
VISUAL SCALE 1:500 @ A1

DWW DESIGN | FIELD HOUSE | STATION APPROACH | HARLOW CM20 2FB

CLIENT
E&J Properties
JOB TITLE
Rye House, Former Turnford Surfacing Site
DRAWING TITLE
Proposed Site Plan showing Ground Floor Plans

Job/ Dwg No/ Rev:			
HD18011	1402	E	
Drawn:	Checked:	Appr:	Date:
KC	NC	GW	06/20/07

Drawing status: Planning
Do not scale from this drawing. Check all dimensions on site before ordering. If in doubt ask.
Scale: As indicated @A1

Proposed Riverside Elevations (by DWW Design)

Rev	Date	Issued by	Checked by/ Approved by	Description
A	28/01/2019	NC	NC GCW	Pre-app issue 1
B	16/01/20	JH	NC G	Broxbourne

1 **Riverside Elevation**
1 : 450

2 **Riverside Elevation Block A**
1 : 200

4 **Riverside Elevation Block D**
1 : 200

3 **Riverside Elevation Block B and C**
1 : 200

DWW DESIGN

DWW DESIGN | FIELD HOUSE | STATION APPROACH | HARLOW CM20 2FB

CLIENT
E&J Properties

JOB TITLE
Rye House, Former Turnford Surfacing Site

DRAWING TITLE
Riverside Elevation

Job/ Dwg No/ Rev:			
HD18011	2405		B
Drawn:	Checked:	Appr:	Date:
Author	Checker	Approver	11/22/18

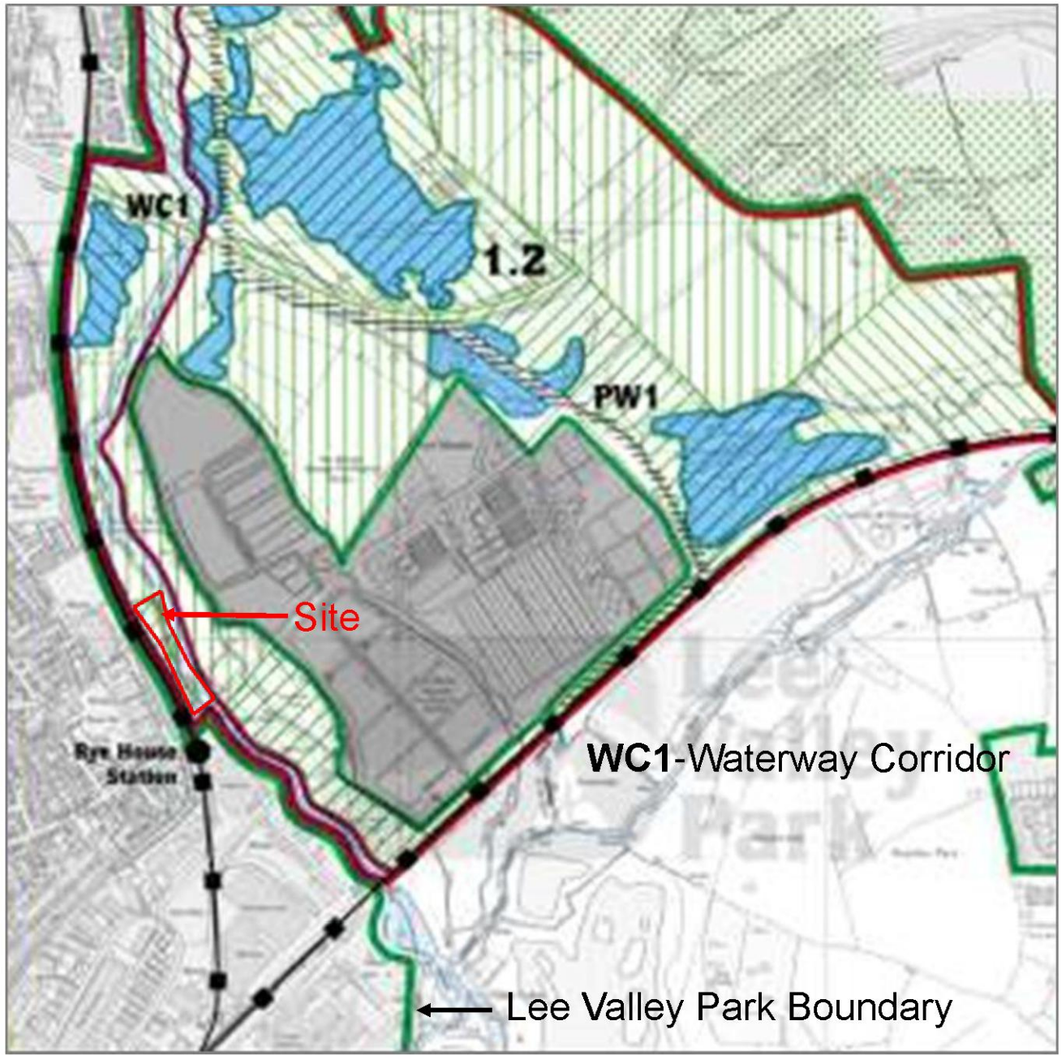
Drawing status: Planning

Do not scale from this drawing. Check all dimensions on site before ordering. If in doubt ask.

Scale: As indicated @A1

Appendix F:

Lee Valley Park Boundary (extract) - Source: Lee Valley Park Plan April 2000



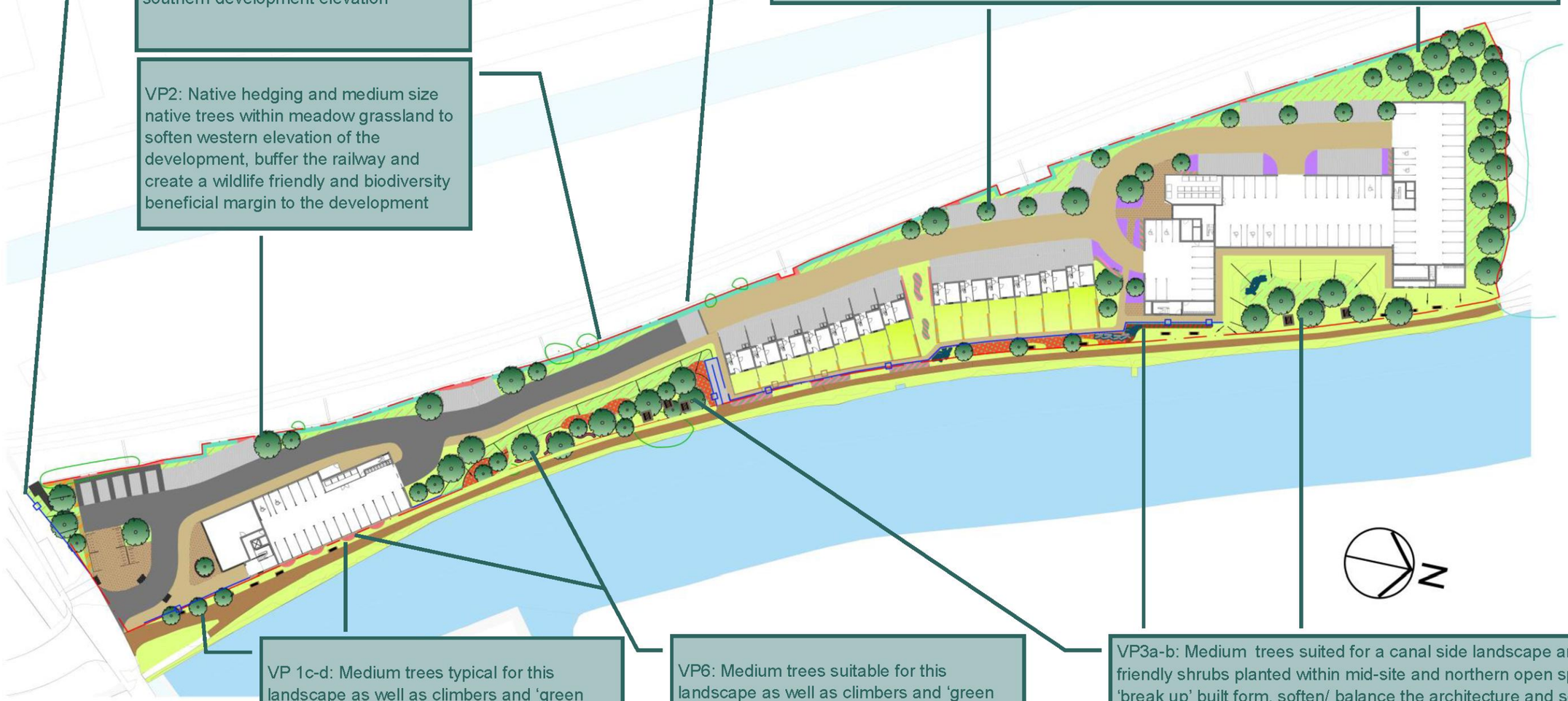
Appendix G:

Proposed Mitigation Strategy NOTE: This strategy should be read in conjunction with the Outline Landscape Plans OS 1914-19.2/3

VP1a-b: Medium sized to large trees native trees and native formal hedging to screen car parking area and cycle parking to site frontage and soften the southern development elevation

VP2: Native hedging and medium size native trees within meadow grassland to soften western elevation of the development, buffer the railway and create a wildlife friendly and biodiversity beneficial margin to the development

VP4/5: Native hedging and medium size native trees within meadow grassland to soften western elevation of the development to buffer the railway and create a wildlife friendly and biodiversity beneficial margin to the development, native copse planting to northern end of the development to help screen north-western elevation of Block D; Site internal medium sized native tree planting to intersperse development and soften buildings; choice of planting to help connect the development Site to surrounding landscape, i.e. the woodland pocket to the north of the Site, and create a visually pleasing fringe to the Hoddesdon urban edge



VP 1c-d: Medium trees typical for this landscape as well as climbers and 'green screening' of first floor car parking; medium waterside trees and wildlife friendly shrubs planted within mid-site open space to 'break up' built form, soften/ balance the architecture of the buildings and screen car parking and railway beyond and filter views from quay side

VP6: Medium trees suitable for this landscape as well as climbers and 'green screening' of first floor car parking reaching to and beyond second floor (Block A); medium trees reflecting local landscape character and wildlife friendly shrubs planted within mid-site open space to 'break up' built form and soften/ balance the architecture of the buildings

VP3a-b: Medium trees suited for a canal side landscape and wildlife friendly shrubs planted within mid-site and northern open space to 'break up' built form, soften/ balance the architecture and screen car parking and railway beyond and filter views from towpath, meadow grassland to towpath side to reflect canal verge and benefit biodiversity; gabion retaining wall in combination with informal herbaceous planting of ferns and grasses as well as climbing plants to soften 'hard edge' of development boundary, planting in character with local landscape to help integrate development alongside the canal