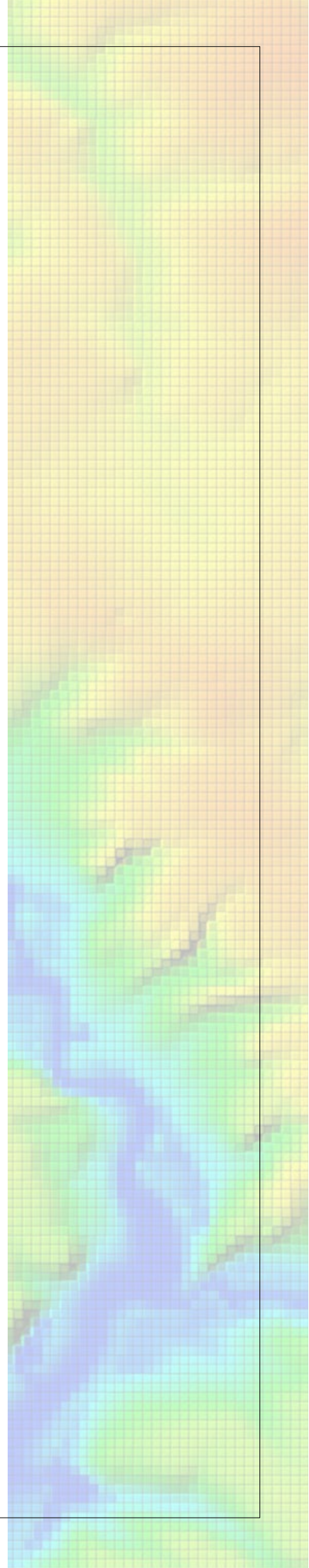


# **LANDSCAPE & VISUAL APPRAISAL**

## **WREN KITCHENS**

**Bedlars Green Road, Tilekiln Green, Stansted**

**Proposed open logistics facility**



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This document has been produced by Nigel Cowlin Ltd

*Nigel Cowlin Ltd is a Landscape Institute Registered Practice with Chartered Landscape Architects specialising in landscape assessment and landscape design issues relating to planning and development. The company's landscape and visual impact assessment experience includes residential schemes ranging from single house developments to large urban extensions, commercial developments, as well as wind and solar energy projects in a variety of contexts. These landscape and visual impact assessment services have been provided in relation to standard planning application cases as well as technical chapters for Environmental Statements and as part of expert witness services for planning inquiries.*

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*The main text of this report is set out with grey shaded sections and ordinary text. The grey shaded sections give generic background information and explanation of the reporting. The ordinary text is the specific reporting for this study, where case specific data and findings are recorded.*

### Appendices

Appendix A	Methodology & criteria for Landscape & Visual Appraisal (LVA)
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*Appendices have colour coded footers.*

### Figures (separate A3 document)

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*Figures & photo sheets are provided as A3 landscape pages (these may be presented as separate pdf documents).*

# 1. Introduction

## PURPOSE

- 1.1 The purpose of this report is to predict and review the nature of potential effects on landscape character and visual amenity resulting from a development proposal. It is intended to inform the consideration of landscape and visual issues as part of the appropriate planning appraisal process.

## APPROACH

- 1.2 A concise approach is employed, as appropriate for appraisal of landscape and visual effects in relation to normal planning cases. This provides a simple narrative account of landscape and visual effects that are predicted to be of a notable nature. The full methodology is provided as Appendix A.
- 1.3 This study is informed by appraisal of the background context including landscape character, local landscape designations and/or landscape policy objectives and visual amenity findings. Opportunities to shape the prospective development in response to the landscape and visual context and potential for simple mitigation measures are also suggested where appropriate.
- 1.4 Computerised view shed analysis and mapping of zones of theoretical visibility (ZTV) are employed to provide initial guidance on the potential visibility of the proposed development. Ordnance Survey mapping and web based aerial photography provide desk study guidance on the range of locations and visual receptors that could be affected. Various landscape character publications provide desk study guidance on the broad landscape characteristics of the location and overall context. Local landscape and heritage designations, together with the local landscape policy context are also reviewed. Field work then provides a check of and refinement to the desk study findings.

## DEVELOPMENT PROPOSAL:

- 1.5 The proposed development is an open logistic facility for Wren Kitchens.
- 1.6 This report is to accompany a Full planning application for a revised scheme, following refusal of planning permission for an earlier proposal.

## STUDY AREA:

- 1.7 The ZTV radius and area for initial desk study research was 5km from the centre of the proposed development site.

## FIELD SURVEY:

- 1.8 Field survey work exercises have been carried out in May 2019, October 2019, and there has been some more recent verification visits.
- 1.9 On all field survey work occasions, visibility was very good\*, giving 20-40km clear visibility.
- 1.10 The two main survey visits were carried out in contrasting seasons and appraisal work has been informed by observation in conditions with differing leaf and crop cover.

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\* UK Metoffice visibility index

- 1.11 Differing seasonal conditions and visibility across the landscape are interpolated for, with the aid of experienced professional judgement, and are taken into account in the assessment of effects later in this appraisal.

## 2. The development

### DEVELOPMENT FORM & NATURE:

- 2.1 The development proposal seeks to provide an open logistics facility for trucks to exchange goods for onward delivery. The different components of the development required to achieve/support this activity are:

- Levelled hardstanding areas;
- Staff car parking / cycle parking;
- Portacabins for administration and staff welfare purposes;
- Fencing installations;
- Lighting; and
- Highway modifications to provide suitable access into the site.

- 2.2 Proposal reference drawings/reports:

- PRC Architects drawing 11008 PL\_1001 Rev E - Proposed Layout.
- PRC Architects drawing 11008 PL\_1002 – Site Sections.
- PRC Architects drawing 11008 PL\_1003 – Proposed Illustrative Section 3.
- KTA Engineers drawing 10398-EXT-01 – External Lighting Plot
- NCItD Landscape Proposals drawing NC18.446-P204a

### ALTERNATIVES CONSIDERED:

- 2.3 Previously the site was considered for warehouse development for a different end user.

## 3. The site & setting

### DESCRIPTION OF THE SITE:

- 3.1 The site is a vacant wasteland area with a mix of vegetation cover, including a main central clear area with areas of woodland and scrub cover to the edges. It has an overall slope from north to south and across the whole site there is an approximate 10m change in level. The separately produced topographical survey as well as tree and ecological surveys provide more detailed information on the nature of the interior of the site, but the following bullet points provide a basic summary of the main vegetated areas:

- A mixed deciduous and conifer woodland area sits on the highest northern portion of the site. This has developed from tree planting within the grounds of an old residential property (Start Hill House). This property is shown on the 1970 1:2,500 OS mapping, but no longer exists.

- A relatively young Oak woodland area occupies a lower lying position in the middle of the site alongside the southern boundary. This woodland is punctuated by three much older Oaks which align with an old field boundary noted on OS mapping going back to at least 1882. The three older Oak trees also seem to appear on the 1970 OS mapping, but the hedge line has gone. The woodland seems to have developed out from these three trees following abandonment of the fields.
- A dense Hawthorn thicket borders the western low-lying end of the site.
- There are also recently planted woodland shelter belts to the north-west edge, alongside the M11 Junction, and two smaller sections on the south-eastern edges. These were planted as Felling Licence (FC ref: 017/45385/2018) restocking condition works for the previous clearance of trees elsewhere on site. The restocking works were completed in 2020 and are as specified on the NCItd FC Restocking Plan NC18.446-P203a.

3.2 For the remainder of this report the subject development site will be referred to as 'The Site'.

#### DESCRIPTION OF THE SETTING:

- 3.3 The site is alongside Junction 8 of the M11. This is a major road interchange connecting the A120, B1256 and M11. It provides the principle access into Stansted Airport. The Birchanger Green Services are adjacent to the west of this interchange and the town of Bishops Stortford is less than 1km further west. The site occupies an almost mirror image position to the Birchanger Green Services, but on the east side of the M11. To the south of the site is open countryside, but to the east there is a developed area known as Start Hill. This is a ribbon of mixed development, including commercial / storage and distribution premises, which extends alongside to the south of the B1256 Dunmow Road heading towards Takeley. The southern edge of this development ribbon is contained by a disused railway line.
- 3.4 The main roundabout over the M11 borders to the north-west of the site. Here there is a banked verge with some bushes and sparse tree cover. The B1256 Dunmow Road borders to the north of the site and leads on to the roundabout. This is tight to the edge of the site. There is a filling station on the B1256, opposite the start of Bedlars Green Road and there are other properties to either side of this. The land adjacent to the east of the filling station is being developed for housing.
- 3.5 Bedlars Green Road starts opposite the filling station and passes by the north-eastern edge of the site. This edge of the site is enclosed by a post and rail fence with some unmanaged roadside hedging and tree cover, but this does not form consistent enclosure. On the opposite side of the road, the first part of Bedlars Green Road is developed with houses. These are The Old Elm, The Old Stables, and Willow House. Bedlars Green Road drops downhill as it passes by the site and then rises again after crossing a small water course. Near the bottom of the hill there is a pumping station set into the edge of the site. Beyond this, and after crossing the water course, there is a short line of houses and then the road passes under a bridge of the disused rail line. After the bridge the road turns slightly left and heads towards a small collection of properties known as Tilekiln Green.
- 3.6 The disused railway line is now The Fritch Way. This is a linear country park and bridleway managed by Essex County Council. The railway line is on wooded raised banks at this point and this forms a barrier tight

alongside to the south-east of the site. At the base of the railway embankment the site is also bordered by the small water course crossed to the east by Bedlars Green Road. This water course flows from east to west and joins another stream heading south to north at the far south-western end of the site. Tree cover along this stream also contains this edge of the site. The railway embankment ends abruptly, level with the south-western end of the site, where it would previously have crossed the stream here. The continuation of the railway embankment has simply been removed and the land ploughed up as part of an arable field.

#### PUBLIC ACCESS AND RIGHTS OF WAY (PROW) NEARBY:

3.7 There is no public access across the site, but there are Public Rights of Way nearby. Those of relevance to this study are:

- Bridleway 20\_44 is part of The Flitch Way and runs along the disused railway to the south of the site. The Flitch Way also forms part of the National Cycle Network Route number 16.
- Footpaths 20\_2 and 20\_2 cross countryside to the south of the site.

3.8 A site location plan is provided as Figure 1 (Location map) and local site context is provided as Figure 2 (Site context aerial photo).

## 4. Policy context & designations

4.1 Policy status and designations included here are those which may be helpful in the identification of landscape and visual receptors and in relation to judgements concerning the relative value to assign to them. Overarching legislation and policy is set out in Appendix D.

#### NATIONAL LANDSCAPE DESIGNATIONS:

4.2 There are no national landscape designations, such as AONB, affecting The Site or its context.

#### LOCAL LANDSCAPE DESIGNATIONS / POLICY:

4.3 The Adopted Uttlesford Local Plan 2005 Policy S8 seeks to protect an area of countryside around Stansted Airport. The policy and supporting text are duplicated below:

*2.2.9. Airport in the countryside. The Plan identifies a Countryside Protection Zone. The priority within this zone is to maintain a local belt of countryside around the airport that will not be eroded by coalescing developments. Development consistent with national planning policy for the countryside will only be permitted if it also accords with this overriding objective.*

#### *Policy S8 – The Countryside Protection Zone*

*The area and boundaries of the Countryside Protection Zone around Stansted Airport are defined on the Proposals Map. In the Countryside Protection Zone planning permission will only be granted for development that is required to be there, or is appropriate to a rural area. There will be strict control on new development. In particular development will not be permitted if either of the following apply:*

- a) *New buildings or uses would promote coalescence between the airport and existing development in the surrounding countryside;*

b) *It would adversely affect the open characteristics of the zone.*

- 4.4 This approach was carried forward in what was the emerging Regulation 19 Draft Local Plan (withdrawn April 2020) within an overarching countryside protection policy (Policy SP 10). Supporting text to this policy (para 3.123) stated:

*The priority within this zone is to restrict development which would cause coalescence between the airport and surrounding development. Coalescence is the physical coming together or merging between the airport and existing development in the zone. New building will generally lead to coalescence. The change of use of a building in itself will not lead to coalescence unless there is associated development such as outside storage or car parking. Each case needs to be judged on its merits, where there are only modest levels of additional parking on a tightly well-defined site for example, it may not be considered as leading to coalescence. Development which complies with the Strategic Policy SP10 Protection of the Countryside will only be permitted if it also consistent with this over-riding objective.*

- 4.5 The supporting text further acknowledged a study commissioned by the Council whereby Land Use Consultants Ltd tested land within the policy area against these four purposes (Uttlesford Countryside Protection Zone Policy Study, June 2016):

1. *To protect the open characteristics of the CPZ;*
2. *To restrict the spread of development from London Stansted Airport;*
3. *To protect the rural character of the countryside (including settlements around the airport); and*
4. *To prevent changes to the rural settlement pattern of the area by restricting coalescence.*

- 4.6 The Land Use Consultants Ltd study identifies the land encompassing the site as: Parcel 1 Tilekiln Green. For this it records 'medium' for the parcel's contribution to purposes 1 to 3 of the Countryside Protection Zone as set out above. It also records 'low' for the parcel's contribution to purpose 4. It also recommends a minor rationalisation to the boundary of the parcel to omit the land taken up by M11 Junction 8.

- 4.7 The Countryside Protection Zone is not a recognition of landscape quality or value. It is a specific development control policy device, and this should not influence basic landscape and visual appraisal considerations. However, the findings of this LVA may inform consideration as to the degree of fit or conflict between this development proposal and the objectives of this policy.

#### **BUILT HERITAGE DESIGNATIONS:**

- 4.8 The nearest Listed Building to the site is The Old Elm, a Grade II Listed Building (List Entry Number: 1101606), located opposite the site, on the junction of Dunmow Road and Bedlars Green Road.

- 4.9 There are no other heritage designations near to the site.

#### **ECOLOGICAL / HABITAT DESIGNATIONS:**

- 4.10 Hatfield Forest is located within 2km to the east of the site. Hatfield Forest is claimed to be the best surviving example in Britain of an almost complete Royal Hunting Forest. It is designated as a SSSI, a National



Nature Reserve, a County Wildlife Site, Historic Landscape and Ancient Woodland.

4.11 An overall illustration of the policy context and local designations is provided as Figure 3 (Designations map).

## 5. Landscape baseline conditions

5.1 The diversity of the countryside in England has been mapped and described at many levels of detail. At the broadest scale, Natural England has produced National Character Area Profiles. Some parts of the country also have regional level landscape character assessment studies and most areas have county level character assessments and/or district/unitary level studies. These documents provide a baseline for assessing landscape context in relation to LVIA, and supplement site specific study of landscape setting. Relevant extracts of published landscape character assessments are provided in Appendix E.

### NATIONAL CHARACTER AREA PROFILE:

5.2 The site is located within National Character Area 86 South Suffolk and North Essex Clayland (NCA86), as defined by Natural England. This provides some broad contextual information and references, but no detailed information of direct relevance to this Landscape and Visual Appraisal.

### REGIONAL LANDSCAPE CHARACTER:

5.3 The East of England Landscape Framework (Landscape East 2010) places the site within the Settled Chalk Valleys landscape character type. The Settled Chalk Valleys are described as:

*“Settled, chalk valley landscapes, distinguished by their soft, rounded and sometimes steeply sloping topography. There is a good balance of woodland and farmland, with distinctive vernacular style villages and associated parklands.”*

### COUNTY LEVEL LANDSCAPE CHARACTER:

5.4 At a county level the Essex Landscape Character Assessment (Chris Blandford Associates 2003) (Essex LCA) identifies most of the site as being within the Stort Valley (C2) landscape character area (LCA C2). Key characteristics of LCA C2 relevant to the site include:

- *Shallow and narrow valley with moderately sloping arable valleysides.*
- *Fairly enclosed character due to the frequency of hedgerows/hedgerow trees, small woods/copses and riverside trees.*
- *Small pastures and large floodplain meadows on the valley floor.*
- *Numerous small estates and parklands.*
- *Substantially undeveloped character.*

5.5 The Essex LCA sensitivity evaluation for LCA C2 for commercial development is High.

5.6 The north-eastern section of the site falls within LCA B1, the Central Essex Farmland.

5.7 Key characteristics of LCA B1 relevant to the site include:

- *Irregular field pattern of mainly medium size arable fields, marked by sinuous hedgerows and ditches.*
- *Many small woods and copses provide structure and edges in the landscape.*
- *Scattered settlement pattern, with frequent small hamlets, typically with greens and ponds.*
- *A concentration of isolated moated farmsteads.*
- *Network of narrow, winding lanes.*
- *Mostly tranquil character away from major roads and Stansted Airport.*

5.8 The Essex LCA sensitivity evaluation for LCA B1 for commercial development is High.

#### DISTRICT / UNITARY LANDSCAPE CHARACTER:

5.9 Uttlesford District Council's landscape character assessment (Chris Blandford Associates 2006) identifies the site within the Stort River Valley character area A3.

5.10 Key characteristics recorded for this character area are:

- *Gently sloping, sometimes steep river valley slopes dominated by arable farmland.*
- *Small to medium scale field pattern defined by hedgerows, tree belts, woodland blocks in places.*
- *Location of River Stort well delineated by riverbank trees.*
- *Continuous views down the valley from higher ground, and at some bridging points.*
- *The large village of Stansted Mountfitchet dispersed farmsteads and the smaller villages of Clavering and Manuden.*
- *Below Stansted Mountfitchet valley slopes still contain arable farmland but countryside character changes to one of busy roads and lanes and more dense settlement.*

5.11 The area is described as a varied character area that changes from a relatively peaceful and rural character in the north, progressing to a busier and more urban character around Stansted Mountfitchet and the Hallingburys in the south. This area is characterised by scattered farmsteads, moats, small lanes and historic buildings that demonstrate the historic importance of the River Stort as a site for settlement and industry. The location of Stansted Airport within this Character Area has brought rapid growth to the surrounding villages, and the effects of heavy traffic and aircraft noise are evident particularly near Stansted Mountfitchet and Elsenham.

- 5.12 This landscape is described as having a relatively high sensitivity to change. Sensitive elements within this character area include hedgerows, tree belts, woodland blocks and copses that frame several views across and out of the area. Potential new development, which may result in the loss of these features, would change the visual character and nature of views within and to the area.
- 5.13 The slopes of the valley are visually sensitive with long panoramic views across and along the floodplain. Views to the valley sides from adjacent Landscape Character Areas are also sensitive.
- 5.14 Under the heading of landscape planning guidelines, relevant guidelines include:
- *Consider the landscape pattern and structure of large woodland areas and the role that they have in the composition of views to and from the area.*
  - *Ensure that new riverside planting is designed to enhance landscape character and that species composition reflects local character.*
  - *Ensure any new development on valley sides is small-scale and that it responds to historic settlement pattern, form and building materials.*
  - *Ensure the scale and siting for any new settlement responds to local landscape character.*
  - *Ensure any small-scale development in or on the edges of historic villages is of an appropriate scale, form, and design and uses materials which reflect the local vernacular.*

#### ADDITIONAL LOCAL LANDSCAPE CHARACTER OBSERVATIONS:

- 5.15 North of The Flich Way disused railway line the landscape is highly enclosed as well as being heavily influenced by development and road infrastructure. The development is a rather chaotic mix including the industrial estate at Start Hill. Any underlying landscape context is somewhat lost.
- 5.16 South of The Flich Way the landscape is a contrastingly open gently rolling farmland. This is a landscape of large irregular shaped fields divided by managed hedges with infrequent trees. Valley floor field boundaries have more continuous tree and unmanaged vegetation cover and often follow the route of a small water course. The surrounding skyline is wooded. The M11 and Stansted Airport are still a great influence in this area with constant flyovers of aircraft coming to land and the M11 often visible with moving traffic and noise. Warehouse buildings are also visible at times within the wooded skyline to the north.
- 5.17 The two woodland areas within The Site are of value in the immediate local context in terms of the setting of the B1256 and views from Bedlars Green Road. They also form part of the wooded skyline in views from the open countryside to the south.
- 5.18 An overall illustration of the landform is provided as Figure 4 (Landform elevation map) and the landscape character context is provided as Figure 5 (Landscape character maps).

## LANDSCAPE VALUE

- 5.19 The value attributed by society to different landscapes may be indicated by national or local designations (see paragraphs 4.2 and 4.3). In the absence of, or as supplement to such designations, ideas about landscape value are often supported by a range of indicative factors. Landscape Institute Technical Guidance Note 02/21 'Assessing landscape value outside of national designations' (LI TGN 02/21) provides the latest professional advice on this matter.
- 5.20 The landscape in the vicinity of the site has mixed condition and quality. The site itself is a left-over area of neglected land in the periphery of the motorway junction. Albeit an undeveloped site, it is a continuation of the ribbon of disrupted landscape between the corridor formed by The Flitch Way, the B1256 and the A120, terminating with M11 Junction 8. For the purposes of this study, this corridor of land has Low landscape character value.
- 5.21 The open farmland to the south is more traditionally attractive countryside. The contrast between this countryside and the land north of the Flitch Way is notable, and the qualities of the landscape character exhibited here are more recognisable. However, it is not an area which exhibits any particular accumulation of characteristics such would engender a heightened sense of specialness or value. For the purposes of this study it should be regarded as Medium value, ordinarily attractive countryside.

## 6. Visual baseline conditions

### ZONE OF THEORETICAL VISIBILITY (ZTV)

- 6.1 Zone of Theoretical Visibility (ZTV) mapping has been employed to provide an overview of potential visibility based on terrain modelling supplemented with additional modelling of main woodland areas and built form. It utilises broad scale data sets and does not take account of general tree cover, hedges or other vegetation. Accordingly, this draws an exaggerated impression of the extent of visibility and is primarily used as an aid to field study.
- 6.2 ZTV mapping is provided as Figure 6 (ZTV map). The methodology employed to produce this ZTV mapping is provided as Appendix B.
- 6.3 The ZTV produced for this study is based on bare earth terrain modelling and does not take account of woodland cover or barriers formed by other development/buildings. Nevertheless, it suggests a restricted spread of potential visibility for this development proposal. The largest zone of potential visibility is across the countryside to the south-west out to a maximum distance of around 1km. A shorter range of potential visibility is suggested to the north, east and south-east. There is also a splay of visibility stretching further to the north-west on the near facing valley side.
- 6.4 Vegetation cover and development will greatly constrain many aspects of this ZTV and this is reviewed in the following field study findings.

### FIELD STUDY VISIBILITY FINDINGS

- 6.5 Field study has been used to provide a refined understanding of the likely extent of visibility for the proposed development. The likely extent of visibility, determined by field study, is an estimation of the Zone of Visual Influence (ZVI) of the proposed development.

- 6.6 Vegetation cover in the immediate vicinity limits potential visibility of the proposed development to the following locations:
- The south-eastern quadrant of the M11 Junction 8 roundabout;
  - The short passing section of the B1256;
  - The short passing section of Bedlars Green Road;
  - The section of the disused railway line alongside to the south of the site; and
  - A specific swathe of countryside the south of the site.
- 6.7 Vegetation cover in the immediate vicinity and other constraints prevent any wider visibility to the west, north and east. The only outlying area where there is potential for visibility of the proposed development is along the route of footpath 20\_2 to the south of the site. The visual barrier formed by the wooded raised bank of the disused rail line also provides good containment from this direction, but the undulations of the land on site, and in the viewing locations, allow for some potential visibility.
- 6.8 ZVI mapping is provided as Figure 7 (ZVI map), and viewpoint photo locations are illustrated on Figure 8 (Viewpoint photo locations map).

## 7. Scope of potential effects

- 7.1 The sources of potential landscape and visual effects can be categorised as those relating to losses or changes to the existing fabric of The Site, and those relating to the addition of the new form of the development. In some cases, there may also be potential for notable construction phase effects and non-physical operational effects from the change of activities in the area following development.
- 7.2 Within this report all potential changes are considered in relation to both effects on the landscape character of the outlying countryside and the character of the immediate setting, as well as the visual effect as appreciated by people at identified visual receptor locations within adjacent areas and any outlying vantage points.

### POTENTIAL EFFECTS THROUGH LOSSES OR CHANGES IN EXISTING FABRIC OF SITE:

- 7.3 Some rough roadside bushes and scrubby trees would be removed along the Bedlars Green Road frontage of the site to make way for the access & highway alterations. This vegetation removal would not be significant in relation to local landscape character and is easily replaced.

### POTENTIAL EFFECTS THROUGH FORM AND PRINCIPAL COMPONENTS OF DEVELOPMENT:

- 7.4 The different components of the development proposal (see bullet list below) all have potential to affect the character of the countryside locally and the character and established pattern of any adjacent settlement.
- Levelled hardstanding areas;
  - Car parking;
  - Portacabins for administration and staff welfare purposes;
  - Fencing installations;

- Lighting; and
  - Highway modifications to provide suitable access into the site.
- 7.5 These sorts of changes could also affect the visual amenity outlook of people living in neighbouring or nearby properties and those passing through the area, either on local roads or those exploring and enjoying the countryside.
- 7.6 The degree and nature of potential landscape and visual effects flowing from these development components would largely be a function of their visual prominence and presence and their fit within the pattern and character of the surrounding area.

#### POTENTIAL CONSTRUCTION PHASE EFFECTS:

- 7.7 Given the scale and lack of known construction complications it is assumed that there would be no materially notable construction phase impacts to consider.

#### POTENTIAL OPERATIONAL EFFECTS:

- 7.8 Vehicle movements in and out of the site may be a potential additional source of landscape and visual effect.

## 8. Primary mitigation

- 8.1 Where a landscape and visual appraisal is addressing a proposal with an established design this may already incorporate measures attempting to address some aspects of landscape and visual effect. This section of the report provides relevant details in this regard.

#### CONTROL OF DEVELOPMENT FORM:

- 8.2 The plans have been prepared as part of an iterative process undertaken by a multi-disciplinary team. The extent and layout of the development has been devised such that:
- Perimeter screening from existing and proposed woodland planting would contain the development. Where there is need for some levelling of the site, resultant banking can also be planted over with dense scrub/woodland, should this be beneficial additional screening;
  - Where perimeter fencing is required for security or acoustic reasons, this will be placed on the inner edge of the operational areas, where this too can be screened behind existing and proposed woodland;
  - The entrance road into the site is to be curved and set within a planted corridor, such that the interior of the site is less visible from the road.

#### LANDSCAPE TREATMENTS:

- 8.3 Flowing from the basic development arrangements outlined above, the following bullets provide further comment/detail on the possibilities for the landscape treatment of the site:
- The new Bedlars Green Road frontage has a deep set back that can be densely planted with hedging and tree cover to contain and screen the site beyond;

- New native mix, predominantly hardwood species, woodland planting will be planted to fill all available outlying open space around the development, so as to provide a complete perimeter screen;
- The internal banking between and around levelled areas can be planted with supplementary dense scrub/woodland where this would further assist with screening. Otherwise, some of these areas could be established with wildflower meadow sward to provide woodland clearing habitat within the site.

## 9. Landscape effects

- 9.1 The assessment of landscape effects looks at the landscape broken down at different scales into identifiable character areas. These character areas are treated as individual 'landscape receptors' and the nature of the effects on each is assessed separately.
- 9.2 Narrative accounts are provided below for identified landscape receptors and tables illustrating the underlying analysis of landscape effects is provided within Appendix E.

### CHARACTER OF LOCAL LANDSCAPE SETTING

#### Start Hill corridor north of the Flitch Way

- 9.3 The local context (as described in paragraph 5.15 above) is a hinterland of the M11 Junction 8 and the corridor of development along the B1256, enclosed by the disused railway line to the south. This is a Low value landscape resource (see paragraph 5.20 above). Also, in this close setting, the development would not be out of place. In many ways it would reflect the arrangement of the Birchanger Green Services and similarly would be contained within a perimeter of woodland belts. The most prominent aspect of the development would be the modifications to the start of Bedlars Green Road and the junction with the B1256. This intensification of road infrastructure would also not be out of place in this location and it would affect only the very start of Bedlars Green Road. The local setting therefore has Low susceptibility to development related changes and the size/scale and geographic extent of changes, brought by this development, would be Low.
- 9.4 Overall, it is considered that the proposed development would bring about a Minor level of effect within this local landscape setting.

### CHARACTER OF WIDER LANDSCAPE SETTING

#### Countryside south of the Flitch Way

- 9.5 In the wider outlying countryside to the south of the site (as described in paragraph 5.16 above), the M11 corridor is frequently apparent and the overhead traffic of aircraft is a prominent intrusion. However, the wooded horizons do well to mask most of the development around Junction 8 and at Start Hill. Accordingly, this is not an unpleasant rural location and is of Medium value in relation to LVA study.
- 9.6 Development affecting this area would likely be considered out of place unless it were largely hidden within the wooded belts of land to the north. The proposed development satisfies this condition and visibility of the ground level changes, stationing of portacabin, lorries and cars on the site, would not likely be visible from this outlying countryside. Any small degree of intrusion into this landscape would be seen embedded within the woodland belts and overall the predicted level of landscape change would be low. Perimeter woodland planting and a dividing belt of trees within the site would provide additional screening in time.

- 9.7 It is acknowledged that lighting of The Site interior would be visible from within the countryside to the south. However, this is in the context of extensive lighting all around the adjacent Junction 8 of the M11. The proposed new lighting would appear within this existing spread of highway infrastructure lighting and would not represent a substantial addition to the scene.
- 9.8 This wider landscape setting therefore has Low susceptibility to development related changes and the size/scale and geographic extent of changes, brought by this development, would also be Low. Overall, it is considered that the proposed development would bring about a Minor level of effect within this wider landscape setting.

## 10. Visual effects

- 10.1 The assessment of visual effects looks at the range of locations from where people may be aware of changes brought by the development. The people frequenting these locations are 'visual receptors' and the nature of the effects experienced at each is assessed separately.
- 10.2 Narrative accounts are provided below for visual receptors where notable effects are predicted. Tables illustrating the underlying analysis of visual effects is provided within Appendix E.

### PEOPLE TRAVELLING BY ON THE B1256 Viewpoint photos 8 - 11

- 10.3 Travellers passing by on the B1256 would notice a change and intensification in the highway infrastructure at the road junction and looking down Bedlars Green Road, but visibility into the development would be more restricted.
- 10.4 For these visual receptors, this is an incidental view of low value and the people affected are not actively engaged in appreciating the rural amenities of the location. The magnitude of visual change would be low, with the changes not being out of character for the location and with the effects being limited to a very specific part of the road.
- 10.5 Overall, the development would cause a Minor level of effect on these visual receptors. In time this level of effect may also reduce to Negligible with the establishment of the proposed site frontage woodland planting.

### OCCUPIERS OF THE OLD ELM, THE OLD STABLES & WILLOW HOUSE Viewpoint photos 5 - 7

- 10.6 These properties sit opposite the site at the start of Bedlars Green Road.
- 10.7 Residents are considered to have high susceptibility to visual change in the outlook from their homes. Conversely, there is negligible value attributed to entirely private views and they are not often considered in any detail within Landscape and Visual Appraisal work related to planning applications. However, The Old Elm is also a Listed Building. This elevates it to a Low value visual receptor, of Medium sensitivity.
- 10.8 The Old Elm is to the north of The Site entrance and faces across Bedlars Green Road. Within the property, ground level views would be restricted to a vista through the gated entrance and otherwise visibility would be restricted to the outlook from front facing first floor windows. From here The Site will appear as open vacant land, but within a framework of woodland/trees. The development would change this scene with a new road arrangement and, in the short term, some visibility through to the set back site perimeter solid fencing. In time, frontage



landscaping would soften and ultimately screen The Site, leaving the new road arrangement and a woodland edge on the opposite side of the road. The landscape scheme also seeks to provide a widened grass verge in front of this house with a new tree lined path in the original position of the road. The new junction of Bedlars Green Road would be set further away from the frontage of The Old Elm and, after landscape establishment, the scene should revert to something akin to the current undeveloped outlook.

- 10.9 As such, the development would cause a Minor level effect to occupiers of The Old Elm and in the long-term this level of effect may reduce to Negligible.

### PEOPLE TRAVELLING ALONG BEDLARS GREEN ROAD

#### Viewpoint photos 3 - 7

- 10.10 At present, people turning into Bedlars Green Road have a view into the site and, depending on the alignment, this includes a glimpse of countryside beyond to the south. As noted for The Old Elm, the site appears as open vacant land. On travelling a little further down the road, the frontage becomes more enclosed by unmanaged roadside hedging, but the security fenced entrance to the adjacent pumping station has an industrial feel. In general, the Bedlars Green Road frontage of the site is not an unattractive scene, but it is also not of great merit. Nevertheless, at present, this section of the road represents the start of a more rural aspect.
- 10.11 As described for The Old Elm, above, the development would change this scene with a new road arrangement and, in the short term, with some visibility through to the set back site perimeter solid fencing. However, this is a very localised visual situation as, almost immediately beyond the southern edge of the site, the changes would disappear, and the scene would be preserved just after the dip in the road, where it crosses a watercourse. Beyond this the disused railway bridge over the road is the dominant characteristic and the setting of this and the experience of travelling the road here and further east/south would be unaltered.
- 10.12 The development would cause a Minor level effect to the visual experience of people travelling along Bedlars Green Road, and in the long-term this level of effect may reduce to Negligible, as the proposed site frontage planting establishes.

### OCCUPIERS OF HOUSES JUST SOUTH OF THE SITE

#### Viewpoint photos 1 & 3

- 10.13 Brookside, Rivendell, Gerald Terrace and Gerald Villa are a short line of residential properties just south of the site on Bedlars Green Road. The front and rear of these properties would have the chance of some oblique views into the south-eastern portion of the site. This would be across low lying land where a stream runs between the site and the edge of these properties. Existing vegetation cover here is relatively thin and these properties are on rising land beyond this.
- 10.14 The current view into the site is of open undeveloped land with wooded surrounds. The development would change this with hardstanding parking areas and enclosing boundary fencing being visible in the wooded surrounds. This would be a notable change, although there is young woodland belt planting (Felling Licence restocking scheme) along the intervening edge of The Site, and this should soften and then screen the development components after a few years.
- 10.15 As noted in relation to other nearby houses, there is negligible value attributed to entirely private views, and they are not often considered in

any detail within Landscape and Visual Appraisal work related to planning applications. These are no exception and although there may be a degree of visual change experienced from these properties, the overall level of effect is, for the purposes of this study, negligible.

### PEOPLE GOING AROUND THE M11 JUNCTION 8 ROUNDABOUT Viewpoint photo 12

- 10.16 The south-east segment of the Junction 8 roundabout (that is the section between the B1256 entrance and the M11 south exit from the roundabout) offers the chance of views into the north-western portion of the site. This portion of the site is relatively open, with only scattered vegetation on the road embankment to break up the view. An area of the lorry park would be visible here in the short term, but a belt of woodland planting is proposed around this and in time the site should be screened on this side as well.
- 10.17 The short-term visual change would be relatively prominent in the otherwise undeveloped scene. However, the clockwise movement of vehicles around the roundabout, and away from the site, would limit the degree to which people would be looking in this direction. This is an incidental view of only modest value and one where the viewer has low interest or appreciation of the aesthetic quality of the outlook. There is also a broad belt of young woodland planting (Felling Licence restocking scheme) along this edge of The Site, which in time will provide screening.
- 10.18 In the short term there would be a Minor level of effect on the visual outlook of people travelling around Junction 8. This would reduce to Negligible as the intervening woodland belt, and supplementary site landscaping, establishes.

### PEOPLE WALKING THE FLITCH WAY, TO THE SOUTH OF THE SITE Viewpoint photos 1 & 2

- 10.19 Bridleway 20-44 travels along The Flitch Way disused railway, east towards Takeley, Dunmow and Braintree. This path returns to the road immediately west of the railway bridge. The remainder of the disused railway, alongside the site, is accessible with a rough trodden path, but this section is not recorded as part of the public right of way. The development would not be visible from any section of the disused railway except for this section where public access is ambiguous. In this section the railway embankment vegetation cover is dense, though visibility into the site is possible either side of the woodland area within the site. In these locations the changes brought to the interior of the site would be visible through a veil of branches and vegetation. The visual change would be somewhat out of character in this apparently otherwise undeveloped setting. The scale and extent of effect would be low in the short term, but with the growth of the Felling Licence restocking woodland belts and supplementary site landscaping, this could reduce to negligible.
- 10.20 If this is assumed to be a public path, there would be a Minor level of effect on the visual outlook from here, but this may reduce to Negligible as the intervening woodland belt, and supplementary site landscaping establish.

### PEOPLE WALKING FOOTPATHS IN COUNTRYSIDE TO THE SOUTH Viewpoint photos 13 - 16

- 10.21 Footpath 20-2 & Footpath 20-3 extend across the open farmland to the south of The Site. Most sections of these footpaths offer uninterrupted views across the landscape to the north towards The Site. The landform

restricts visibility in some places, and this is emphasised in summer if crop growth is high. Otherwise, the view north is across a large open field towards the wooded backdrop containing the M11 Junction 8, the Start Hill development area, and the airport beyond. It is a relatively attractive rural scene, though the M11 traffic is often noticeable to the left of the scene and some industrial built form is visible within the wooded backdrop. There is also a constant passage of aircraft directly overhead and approaching or leaving the airport.

- 10.22 The raised wooded corridor of the disused railway line provides good containment to the site and all but the western end of the development would be largely hidden from view. Visibility into the western portion of the site would add to the small amount of development visible nestling into the trees, but this would be a relatively small intrusion. The Felling Licence restocking woodland belts and supplementary site landscaping around the edges of The Site, and the dividing belt of trees within the western parts of The Site, would further limit this over time.
- 10.23 The size, scale and extent of visual change for walkers on these footpaths would be Low. This is also a Medium sensitivity receptor, combining high susceptibility for walkers on footpaths, but low value for a largely incidental view with no notable focus or association. Accordingly, the overall level of effect caused by this development to the visual experience of walking these paths would be Minor.

## 11. Secondary mitigation options

- 11.1 In the course of this study opportunities to provide additional mitigation measures have been sought. Appropriate mitigation measures likely to be of benefit in preventing, reducing or compensating for harmful landscape and/or visual effects are detailed below.

### LANDSCAPE TREATMENTS

- 11.2 This study finds that the initial LVA involvement in the design development for this proposal picked up on all relevant matters and there is no need for further landscape mitigation measures that may otherwise have been overlooked.

### OTHER MITIGATION MEASURES

- 11.3 All fencing should be finished in a suitable recessive colour to minimise the visual prominence of such features.

## 12. Summary & conclusions

### SUMMARY

- 12.1 This study appraises and addresses potential landscape and visual impacts for a proposed truck exchange depot alongside M11 Junction 8. It reviews how this development might fit into the setting and how this may affect the character of the countryside locally. It also addresses the potential visual effects in relation to adjacent and nearby visual receptor locations, such as footpaths, roads, and nearby houses.
- 12.2 The basic findings are as follows:
- The local context is a ribbon of disrupted landscape and mixed development between the B1256 and the disused railway line terminating with the M11 Junction 8. The changes brought by the development would not be out of place in this context and would

constitute a minor effect on landscape character in this immediate context.

- The wider countryside to the south is rural and development is largely hidden within wooded belts on the horizon to the north. The proposed development would also be largely hidden within this woodland backdrop such that the development would have no more than a minor effect on landscape character in this wider context.
- No visual receptor locations have been identified and predicted to have high or moderate levels of effect on the visual experience available.
- A small range of other potential vantage points and respective visual receptors have been predicted to have minor levels of effect from the proposed development. This includes: walkers on the footpaths in the countryside to the south of the site; people passing by on the B1256, Bedlars Green Road, or M11 Junction 8; occupiers of The Old Elm, and people on the adjacent section of The Fritch Way disused railway line.
- The development would be most prominent in the scene at the start of Bedlars Green Road and the highest degree of visual changes would be apparent here.

### OVERALL CONCLUSIONS

- 12.3 This study finds that the proposed open logistics facility would give rise to low levels of landscape and visual effects, especially in relation to the wider rural setting. The landscape and visual implications of this proposed development are therefore considered to be modest for such a development occurring on a green field site.
- 12.4 The findings in relation to the wider countryside effects is particularly relevant to considerations of the fit or otherwise of this development proposal in relation to the objectives of the airport related Countryside Exclusion Zone local planning policy. The limitations of any effect to the wider rural scene suggests that this development would not harm the declared purposes of the Countryside Protection Zone.

## APPENDIX A

# Methodology & criteria for Landscape & Visual Appraisal (LVA)

### PURPOSE

- a1. LVIA can be employed in relation to Environmental Impact Assessment work where it may form a technical chapter in the Environmental Statement. This is considered the formal application of LVIA. Landscape and visual impact assessment is also often provided to assist with the appraisal of otherwise ordinary planning cases. These situations are considered to represent the informal application of LVIA and they are commonly referred to as landscape and Visual Appraisals (LVA).
- a2. This methodology framework has been developed for use in Landscape and Visual Appraisal (LVA) relating to common development proposal scenarios going through ordinary planning processes.

### BEST PRACTICE GUIDANCE

- a3. The methodology set out here has been developed with reference to industry best practice guidance for landscape and visual impact assessment as set out in 'Guidelines for Landscape and Visual Impact Assessment' (Third Edition) published by the Landscape Institute and the Institute of Environmental Management and Assessment in 2013 (GLVIA3). The principles, approaches and terminology employed in this methodology are consistent with that as set out and used in GLVIA3.

### LVIA/LVA THEORY OVERVIEW

- a4. GLVIA3 provides the following basic definition of LVIA:  
*'Landscape and Visual Impact Assessment (LVIA) is a tool used to identify and assess the significance of and the effects of change resulting from development on both the landscape as an environmental resource in its own right and on people's views and visual amenity'<sup>2</sup>*
- a5. There are two linked but separately assessed components to LVIA/LVA:
  - The assessment of landscape effects, i.e. the effects on the landscape as a resource, whereby the landscape is broken down at different scales into defined and identifiable character areas (grouped and described as landscape receptors); and
  - The assessment of visual effects, i.e. the effects on views and visual amenity as experienced by people (grouped and described as visual receptors).
- a6. Step by step flow diagrams for the process of assessing landscape effects and visual effects are provided as Figures A1 & A2 below. These are based on figures 5.1 & 6.1 within GLVIA3 (but there is some adjustment to tie more closely with magnitude of effect factors as set out in the text of GLVIA3).
- a7. These processes are designed to inform judgements about the nature and seriousness of effects. It is common environmental practice to determine the level of effect by combining judgements regarding the 'sensitivity' of receptors and the 'magnitude' of change, and from those factors make a judgement as to the seriousness (significance or level) of the effect. This methodology follows this approach and further utilises the relevant factors outlined in GLVIA3 for informing the determination of sensitivity and magnitude in relation to landscape effects and visual effects.

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<sup>2</sup> GLVIA3, page 4, paragraph 1.1

- a8. In relation to the assessment of landscape effects the following factors should be taken into account:
- The size or scale of change in the landscape;
  - The geographical extent over which the landscape effect will be felt;
  - The duration and reversibility of the effects;
  - The ability of the landscape receptor to accommodate the changes with regard to maintaining the baseline condition or in relation to the aims of adopted landscape policy or strategies (this is known as landscape receptor susceptibility); and
  - The relative value or status of the landscape receptor as indicated by landscape designations and/or an appraisal of recognised qualitative criteria.
- a9. Similarly, for the assessment of visual effects the following factors are relevant considerations:
- The size or scale of change in the view;
  - The geographical extent of visual effect;
  - The duration and reversibility of the effect;
  - The occupation or activity of people at a particular location and the extent to which their attention or interest may therefore be focussed on views and visual amenity (visual receptor susceptibility); and
  - The relative value attached to those views, perhaps indicated by planning designations, literary references or simply the numbers of people benefitting from the view.
- a10. The last two points in each of the above lists generally relate to judgements concerning the sensitivity of receptors and the other three points align more with judgements of magnitude of effect.

Figure A1 - Flow diagram for assessment of landscape effects

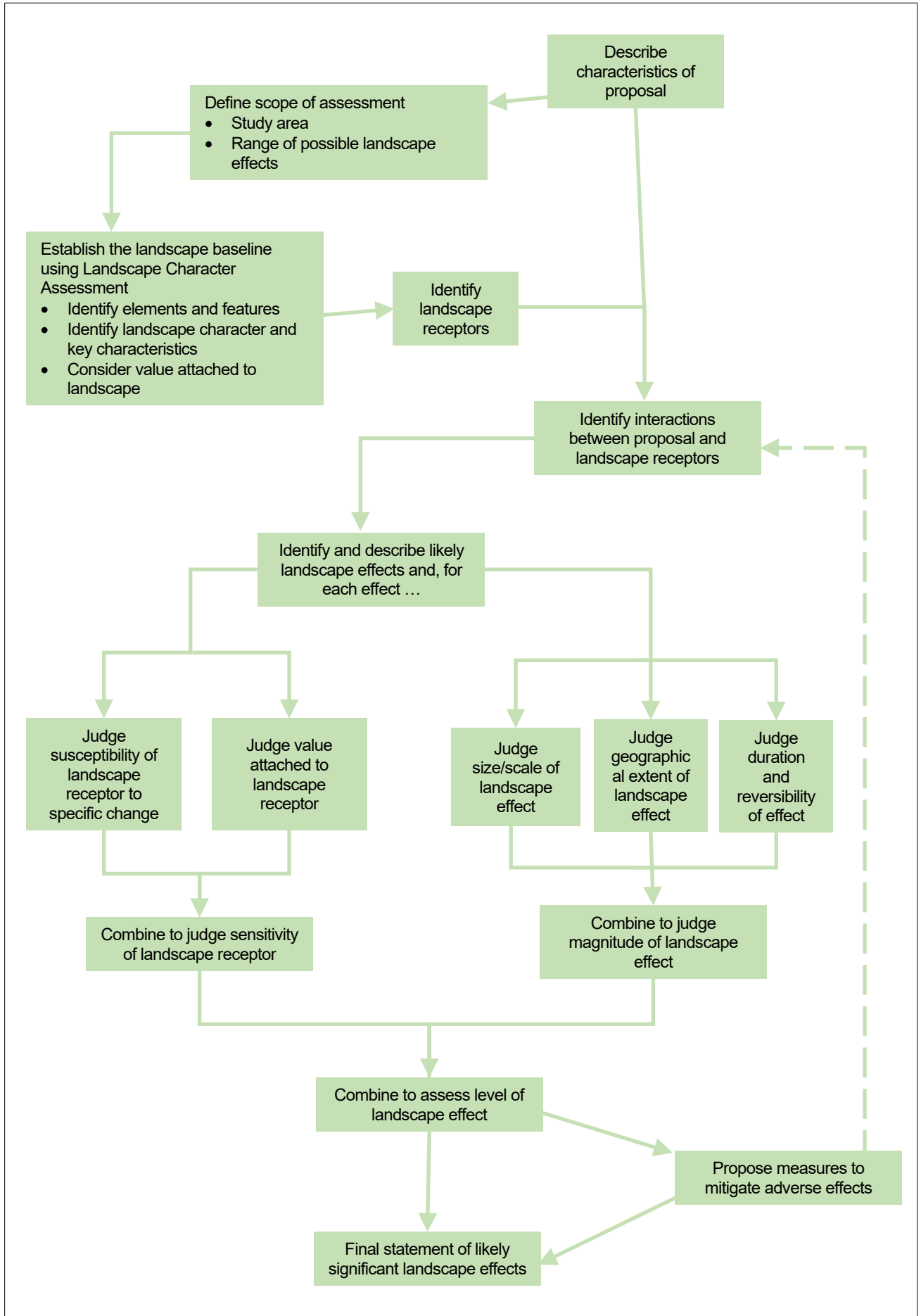
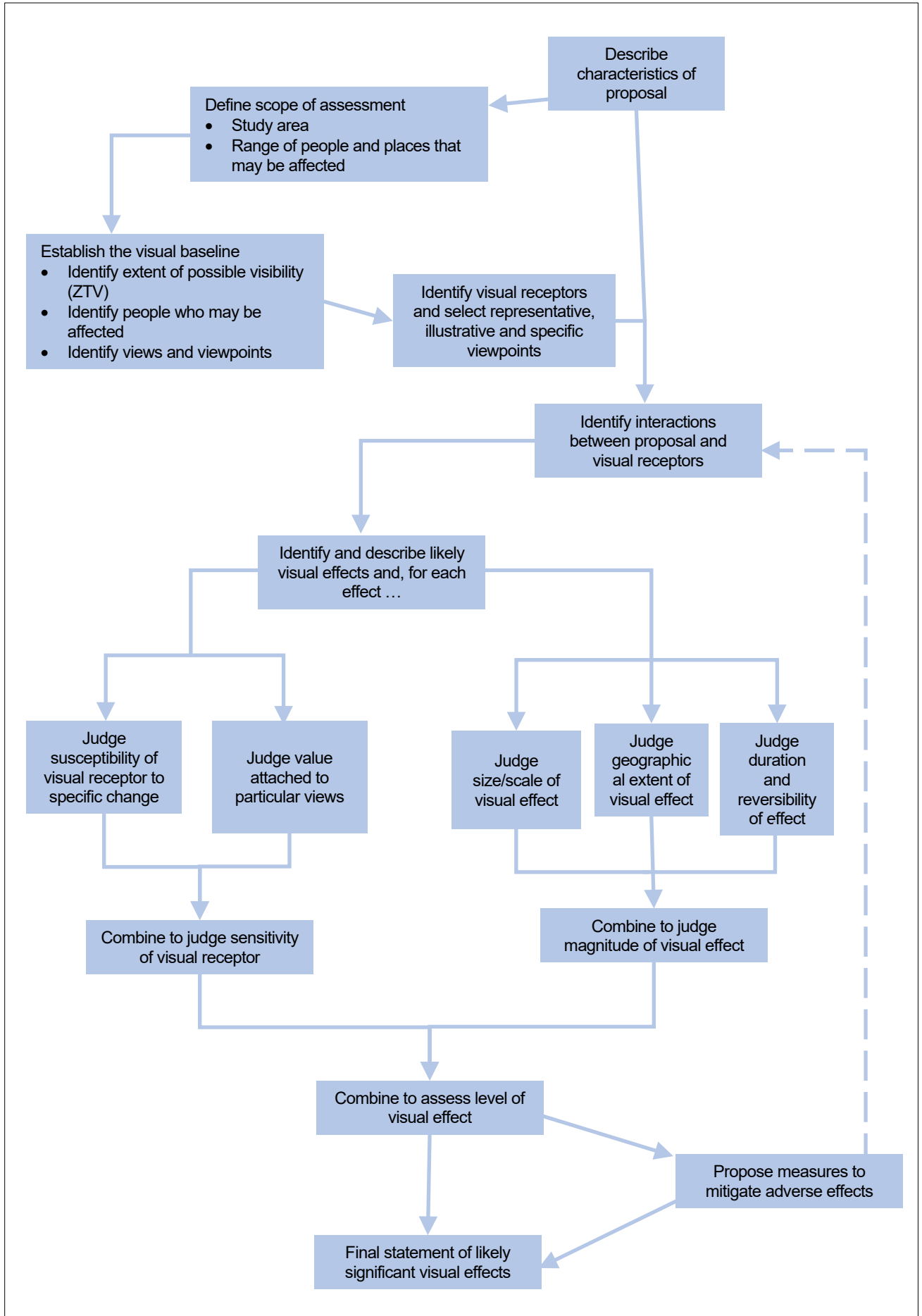


Figure A2 - Flow diagram for assessment of visual effects





### TAILORED METHODOLOGY

- a12. As identified, in the LVIA theory overview above, sensitivity and magnitude judgements are two factors that in combination assist with consideration and determination of overall grading of the level of effects. Similarly, judgements of sensitivity and magnitude are each informed by two or more other factors. The principal focus of this tailored methodology is to provide guidance on what indicators should be considered and how to understand the level or relative grading of these indicators when forming judgements about each of these factors. The methodology also provides guidance on issues to consider when combining different factors to form sensitivity and magnitude judgements, as well as when combining sensitivity and magnitude judgements to inform overall assessment of the seriousness or level of the effect.
- a13. The guidance on indicators to assist with consideration of factors leading to judgements about sensitivity and magnitude is set out in table form in the next section of this methodology framework. These are organised into different sections for landscape effects and visual effects.

#### Note on subjectivity

- a14. LVIA work is not a simple objective scientific discipline. The formulation of methodologies can only go so far in providing a framework attempting to maximise transparency and consistency in the complex processes involved. Professional judgement is therefore a very important part of LVIA work and there will inevitably be a degree of subjectivity in making LVIA judgements.

#### Note on flexibility of approach

- a15. The tables provided with this methodology identify typical indicators for judgement levels relating to the different consideration factors leading to decisions about magnitude and sensitivity. These indicators are not likely to address all scenarios and are intended only as a starting point and guide.

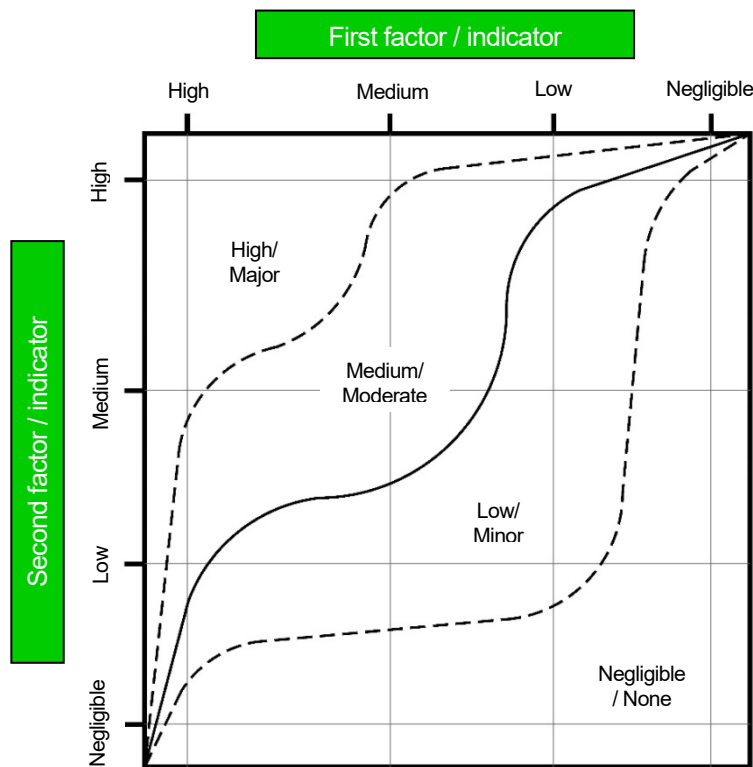
#### Note on duration and reversibility

- a16. Consideration of the duration and reversibility of effects (one of the potential factors relating to magnitude of effects) is not included in this methodology. This is because for common development scenarios, for which this methodology is directed, there is little variance in terms of duration and reversibility. Landscape mitigation measures may reduce or modify the effects over time, but the fundamental changes remain. The benefits and implications of mitigation measures are specifically addressed in LVIA study and lead to moderated determinations of level of effect at timeframes representing stages of growth and maturity of any landscape mitigation measures. As this is separately dealt with in the study, and there are no remaining aspects of duration and reversibility that need further consideration, this methodology provides no further reference to these matters.

Note on combining factors

- a17. The overall level of effect is derived from a combination of judgements about sensitivity of receptor and magnitude of change/effect. In this methodology framework sensitivity and magnitude are likewise derived from a combination of two factors. At both stages of the process the same principles apply in the combination of two factors for the outcome in another. Most importantly, it is acknowledged that the combination of two factors to determine a resultant judgement should not be assumed a linear relationship with equal weighting or balancing of the two factors. The two factors are indicators of a judgement, but in each case a discerning assessment is required as one factor may outweigh the other and vice versa. Where both factors generally accord, the resultant judgement will most likely be clear and definitive. However, where the two factors are at odds, with one regarded as high and the other low, the overall judgement requires more consideration. In these situations, it may be that a balanced averaging of the two would be appropriate, but in some cases one factor may outweigh another. Professional judgement supported by rational argument must be applied. The matrix below provides an illustration of this more fluid relationship between assessment factors or indicators in the determination of overall LVIA judgements. This is based on a similar diagram that was provided in the 2011 IEMA Special Report - The State of Environmental Impact Assessment Practice in the UK.

Figure A3 - Matrix showing judgement from two factors/indicators



N.B. Judgement of sensitivity and magnitude are derived from factors/indicators that are represented in this methodology on a four-band verbal scale. The same four band verbal scale is used for the resultant judgements of sensitivity and magnitude (Negligible/Low/Medium/High). Whereas a different four band scale is employed to distinguish overall levels of effect (Negligible/Minor/Moderate/Major).

Note on significance / level of effect

- a18. For the purposes of EIA it is necessary to identify whether effect is likely to be environmentally significant. As this methodology is not intended for use in EIA development scenarios, and to avoid any confusion of interpretation, use of the term 'significant' or 'significance' is largely avoided.

Note on direction of effect – adverse or beneficial

- a19. Landscape and visual effects can be of an adverse or beneficial nature. The methods for assessing level effect outlined in this methodology are not concerned with the bias of the effect. This is a separate concern and it is sometimes an entirely subjective matter. However, the following general rules are suggested:
- a20. Beneficial landscape effects will relate to the introduction of elements/characteristics that would be considered complimentary to (enhance/reinforce/restore) what is attractive and distinctive about the character of the given area, or the removal of elements/characteristics that would be considered at odds with or degrading to the attractive and distinctive qualities of landscape character in the area. Conversely, negative landscape effects will relate to the introduction of elements/characteristics which would be considered at odds with or degrading to the qualities of landscape character in the area, or removal of elements/characteristics which would be considered complimentary to (enhance/reinforce/restore) qualities of landscape character in the area. There may also be scope for effects of a neutral nature if the subject elements/characteristics are not notably contributing to nor detracting from what is attractive about the landscape in the area.
- a21. Beneficial visual effects will relate to the introduction of features which would be considered complimentary to (enhance/reinforce/restore) what is attractive or special about a given scene composition, or the removal of features which would be considered at odds with or degrading to the attractive qualities of the scene composition. Conversely, negative visual effects will relate to the introduction of elements/characteristics that would be considered at odds with or degrading to the attractive qualities of the scene composition, or removal of elements/characteristics that would be considered complimentary to (enhance/reinforce/restore) the attractiveness of the scene composition. There may also be scope for effects of a neutral nature if the subject elements/characteristics are not notably contributing to nor detracting from attractive qualities of the scene composition.
- a22. In the absence of any qualification on effect bias, it can be assumed that the change(s) described represent adverse effects.

## LANDSCAPE RESOURCE / RECEPTOR SENSITIVITY FACTORS

Table A1 – Value of landscape resource

level/grade	indicators
High	A landscape exhibiting particularly notable qualities in relation to recognised indicators of landscape value (see note below) and no notable detracting aspects.  (Likely to be recognised by a national level landscape designation such as National Park or AONB, or in the case of more localised occurrences, a local designation such as Special Landscape Area. Otherwise, likely to be readily recognised as very attractive countryside).
Medium	A landscape exhibiting some qualities in relation to recognised indicators of landscape value (see note below) and with few detracting aspects.  (Likely to be areas of what would be considered ordinarily attractive countryside).
Low	A landscape not exhibiting particular qualities in relation to recognised indicators of landscape value (see note below), and/or with some notable detracting aspects.  (Likely to be areas of what could be considered less attractive or less interesting countryside).
Negligible	A landscape, more influenced by detracting aspects than any notable qualities.  (Likely to be areas of what would be commonly regarded as unattractive or degraded countryside).

## Note:

In the absence of, or as supplement to landscape designations, recognised factors which may be indicative of landscape value include: natural heritage interests, cultural heritage interests, landscape condition, associations, distinctiveness, recreational opportunities, perceptual appeal (scenic / wildness & tranquillity), functional role (this list is from Table 1 of LI TGN 02/21).

Table A2 – Susceptibility of landscape resource

level/grade	indicators
High	Where the type of changes that would be brought by the proposals being considered would be strongly discordant with the established character of the area and even small-scale intervention of this nature would be a notable intrusion and would erode or compromise the established character.
Medium	Where the type of changes that would be brought by the proposals being considered would be moderately discordant such that small intervention of this nature may be accommodated, but more than this would result in a notable intrusion and would erode or compromise the established character.
Low	Where the type of changes that would be brought by the proposals being considered would be of a marginally discordant nature and only large-scale intervention of this nature would result in notable intrusion such that the established character would be eroded or compromised.
Negligible	Where the type of changes that would be brought by the proposals being considered would be able to be accommodated or would be in keeping as interventions of this nature would not be likely to cause any notable degradation of the established character.

## Note:

Strongly distinctive landscapes of consistent and harmonious characteristics will tend to have higher susceptibility to change as a wider range of interventions would tend to be discordant and more notably intrusive. Also, a specific role or function of a landscape, perhaps in terms of providing a separation/key gap between settlements, or a setting to an important place or feature, could be a defining aspect of an area and this may therefore influence landscape susceptibility judgements.

## LANDSCAPE EFFECT MAGNITUDE FACTORS

**Table A3 – Size/scale of landscape effect**

level/grade	indicators
High	<p>Loss of highly prominent elements/characteristics of the landscape which are critical to its distinctive character and the scale of change in the landscape is to an extent that the landscape is fundamentally altered in a given area.</p> <p>Or introduction of new elements/characteristics that would be highly prominent within the landscape and the scale of change in the landscape is to a degree that the landscape is fundamentally altered in a given area.</p>
Medium	<p>Loss of moderately prominent elements/characteristics of the landscape which provide moderate contribution to its distinctive character and the scale of change in the landscape is to an extent that the landscape is notably altered in a given area.</p> <p>Or introduction of new elements/characteristics that would be moderately prominent within the landscape and the scale of change in the landscape is to a degree that the landscape is notably altered in a given area.</p>
Low	<p>Loss of less prominent element/characteristics of the landscape but which provide some contribution to character and the scale of change is to an extent that the landscape is slightly altered in a given area.</p> <p>Or introduction of new elements/characteristics that would be of a less prominent nature within the landscape and the scale of change is to a degree that the landscape is slightly altered in a given area.</p>
None/ Negligible	<p>No notable loss or only loss of elements/characteristics of the landscape which are not notably prominent and/or do not notably contribute to character of the landscape, such that the landscape is hardly altered in a given area.</p> <p>Or no notable introduction or only introduction of new elements/characteristics in the landscape that would not be notably prominent, and the landscape is hardly altered in a given area.</p>

**Note:**

Elements or characteristics lost or introduced can be either of a physical or aesthetic/perceptual nature.

**Table A4 – Geographical extent of landscape effect**

level/grade	indicators
High	Landscape effects are evident or expressed widely at the scale of landscape types or character areas.
Medium	Landscape effects are evident or expressed moderately within the local landscape.
Low	Landscape effects are evident or expressed in more than one landscape parcel or location, but do not extend to more than a few localised areas within the wider local landscape.
Negligible	Landscape effects are contained within one landscape parcel or location and to no more than a very localised nature beyond that.

## VISUAL RECEPTOR SENSITIVITY FACTORS

**Table A5 – Value attached to a view**

level/grade	indicators
High	A key public view to or from a designated heritage asset or valued landscape. A celebrated public view with cultural relevance and recognition.
Medium	A well-known and popular view to or from a notable public place; a view that is likely to be noted by and a part of the public/community consciousness of the area. A lesser but still noteworthy public view to or from a designated heritage asset or valued landscape.
Low	A public view, but one that is largely incidental and has no notable focus or association. A private view to or from a designated heritage asset or valued landscape, or otherwise of cultural relevance and recognition.
Negligible	An ordinary, incidental, private view.

**Table A6 – Susceptibility of visual receptor**

level/grade	indicators
High	People engaged in recreation where scenic appreciation of the outdoor environment is an important aspect of the activity (walking rural footpaths for example). Residents at home are also considered to have high susceptibility as a visual receptor.
Medium	Travellers on road, rail or other transport routes, where scenic appreciation is a secondary or more incidental aspect of the activity.
Low	People engaged in recreation, where scenic appreciation is of little or no relevance (playing sport for example). People at their place of work are also generally considered to have low susceptibility as a visual receptor.
Negligible	N/A (this category is rarely used for visual receptor susceptibility, as whatever the activity engaged, if there is a scenic outlook it is likely to be appreciated in some sense or degree).

**Note:**

It should be noted that although residents at home are considered to have high susceptibility as visual receptors, this is greatly moderated by the low value given to private views. This reflects that in planning terms there is no policy or statutory protection of views from private property, and accordingly little weight is normally given to the loss or changes in the outlook from private visual receptors. So long as the changes would not compromise normal expectations of privacy for a dwelling, and the visual changes would not be overpowering to the extent that they would compromise the basic function and amenity of that property as a private dwelling, the loss of a view or outlook from private residences should not be a significant material consideration in the overall planning balance and therefore should not be given greater weight in LVIA work.

## VISUAL EFFECT MAGNITUDE FACTORS

Table A7 – Size/scale of visual effect

level/grade	indicators
High	<ul style="list-style-type: none"> <li>• The addition of features in the view that would be highly prominent/discordant in the existing scene composition.</li> <li>• The addition of features in the view that would be of a particularly large scale or exhibited to an extent that a particularly large proportion of the available view would be altered.</li> <li>• The loss of highly prominent features.</li> <li>• The loss of features of a particularly large scale or across a particularly large proportion of the available view.</li> </ul>
Medium	<ul style="list-style-type: none"> <li>• The addition of features in the view that would be moderately prominent/discordant in the existing scene composition.</li> <li>• The addition of features that would be of a moderate scale or would affect a moderate proportion of the view.</li> <li>• The loss of moderately prominent features</li> <li>• The loss of features of a moderate scale or across a moderate proportion of the available view.</li> </ul>
Low	<ul style="list-style-type: none"> <li>• The addition of features that would not be particularly prominent/discordant in the existing scene composition.</li> <li>• The addition of features in the view that would be of a small scale or affecting a small proportion of the view.</li> <li>• The loss of not particularly prominent features in the existing scene.</li> <li>• The loss of features of a small scale or across a small proportion of the available view.</li> </ul>
None/ Negligible	<ul style="list-style-type: none"> <li>• No notable addition or loss of features in the view and the existing scene composition would not be notably altered.</li> </ul>

## Note:

The relative time over which the visual receptor would be exposed to the visual change would also moderate considerations of visual effect size/scale; a quick glimpsed view would represent a smaller change than one which the viewer is exposed to for a prolonged period.

Table A8 - Geographical extent of visual effect

level/grade	indicators
High	<ul style="list-style-type: none"> <li>• Visual changes extend beyond a single aspect into a panoramic field of view</li> <li>• Source of visual change is directly alongside the visual receptor location</li> <li>• Visual changes are experienced in largely continuous fashion from throughout the visual receptor activity location</li> </ul>
Medium	<ul style="list-style-type: none"> <li>• Visual changes affect a large breadth of a single aspect or ordinary focus of a view</li> <li>• Source of visual change is nearby but away from visual receptor location</li> <li>• Visual changes are experienced for a recognisable portion of or repeated several times across the extent of the visual receptor activity location</li> </ul>
Low	<ul style="list-style-type: none"> <li>• Visual changes are of a localised nature within a single aspect or ordinary focus of a view</li> <li>• Source of visual change is at some distance from visual receptor location</li> <li>• Visual changes are only experienced at one or few points within the visual receptor activity location</li> </ul>
Negligible	<ul style="list-style-type: none"> <li>• Visual changes appear as only a single very small point</li> <li>• Source of visual change is at great distance away</li> <li>• Visual changes are experienced only by finding a particularly obscure vantage point at the visual receptor activity location</li> </ul>

## APPENDIX B

# Methodology for production of Zone of Theoretical Visibility Mapping (ZTV)

- b1. The zone of theoretical visibility mapping indicates where the potential development may be visible from.
- b2. It is an approximation based on broad scale data sets and overall provides an exaggerated (worst case scenario) impression and should only be used as a broad guide to the extent of areas where views may be possible.
- b3. The map has been produced based on a digital terrain model using OS Terrain 50 data. This is OS height data sampled on a 50m grid providing 10m contour intervals and a vertical accuracy of 4m RMSE. In addition, woodland areas and buildings have been modelled onto this digital terrain model. This utilises OS Vectormap District GIS data sets for woodland and buildings. This maps major woodland areas and buildings as plotted on 1:25,000 scale OS mapping. The woodland areas have been modelled as obstructions of 15m height and the buildings 7.5m height.
- b4. The supplementary modelling of major woodland and buildings provides a more realistic impression of the likely visibility of the proposed development than using the landform data alone. However, it should be noted that this does not take account of any localised obstacles not included in the broad scale data sets used, such as smaller groups of trees and hedges.
- b5. A multiple point analysis of the development area is employed to ensure that the mapping provides a proportional representation of the visibility of the development.

### STATION POINT HEIGHT

- b6. 5m above ground level to represent the height of a loaded articulated lorry.
- b7. A viewer eye level height of 1.65m was also used in the calculation.

# Zone of Visual Influence Mapping (ZVI)

- b8. The zone of visual influence mapping is a refinement to the ZTV mapping. This has been achieved through observational field survey work. In addition to the computer modelling of potential visibility, this map takes more account of other visual barriers of a finer grain nature that are not included in the computer modelling. This includes hedgerows, tree cover, other means of enclosure, and localised variations in landform. It also adjusts from real observation of buildings in the landscape, woodland cover and other infrastructure. Nevertheless, this is still a best effort approximation of potential visibility.



## APPENDIX C

# Methodology for visual representation techniques employed

- c1. Specific guidance for visual representation in LVA/LVA work is set out in Landscape Institute Technical Guidance Note 06/19: Visual Representation of Development Proposals (TGN 06/19).
- c2. The aim of all visual representation in this LVA study is to provide fair representation of the appearance of the proposed development, in selected views, using techniques proportionate to the case in hand.
- c3. TGN 06/19 defines 4 basic types of visualisation with varying levels of sophistication:
- Type 1 are annotated photographs.
  - Type 2 are 3D wireline / models (presented without photography).
  - Type 3 are approximate photomontage or photowire images.
  - Type 4 are survey and scale verifiable photomontages or photowire images.
- c4. The appropriate choice of visual representation technique depends on matters such as the stage of the project and planning procedure engaged; the nature of the proposed development; and the sensitivity of the context.

### VISUALISATION TYPE EMPLOYED AND REASONING

- c5. Type 1: Annotated viewpoint photographs
- This case involves a development proposal subject to an ordinary planning application procedure where normal rural / settlement proximity sensitivities apply.
  - Annotated viewpoint photographs with simple notations indicating the position and extent if the development are considered appropriate.

### PHOTOGRAPHY SPECIFICATION

- c6. The viewpoint photography was only carried out when atmospheric visibility was favourable.
- c7. A digital SLR camera was employed (Canon EOS 400D (CFS) with Canon EFS 18-55mm lens):
- The lens setting was calibrated and fixed to mimic a full frame sensor SLR camera with a 50mm lens (31mm capturing a 39.6° field of view).
  - All photography was captured with a camera height of 1.65m above ground level.
  - Any panoramic images were collected with sequential and 50% overlapping frames taken from the same location.

Panoramic shots are then stitched together in photography software and are presented in cylindrical projection.

### LOCATION RECORDING

- c8. Type 1 visualisation:  
Location recording to OS mapping (indicative only).

### VIEWING DISTANCE AND IMAGE ENLARGEMENT

- c9. Images are presented to a scale matching the TGN 06/19 definition of a 100% reference image. This equates to presenting a single frame (from a full frame sensor SLR camera with a 50mm lens) at 390mm x 260mm (fitting on an A3 sheet). A 39.6° horizontal field of view is presented for correct viewing at a comfortable arm's length.

Specifically, this creates an image that is correctly scaled (mathematically) when viewed at 542mm from the eye.

- c10. Where panoramas are presented, larger sheet sizes (A1) are employed. For panoramas it should be noted that for correct scaling of the periphery of these images, one eye should be used and the paper curved so that all parts of the image are the same distance from the eye. In practice this may be hard to do, so be aware that leaving the image flat makes the features at the far right and left appear slightly smaller and more spaced than they should be.

#### VISUALISATION PRODUCTION

- c11. For Type 1 visualisation, any superimposed outline of the proposed development is an indicative sketch. These outlines are produced by eye with positioning and scaling guided by known references in the photographic images.

APPENDIX D

**Published landscape character  
assessment extract(s)**



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## Introduction

As part of Natural England's responsibilities as set out in the Natural Environment White Paper<sup>1</sup>, Biodiversity 2020<sup>2</sup> and the European Landscape Convention<sup>3</sup>, we are revising profiles for England's 159 National Character Areas (NCAs). These are areas that share similar landscape characteristics, and which follow natural lines in the landscape rather than administrative boundaries, making them a good decision-making framework for the natural environment.

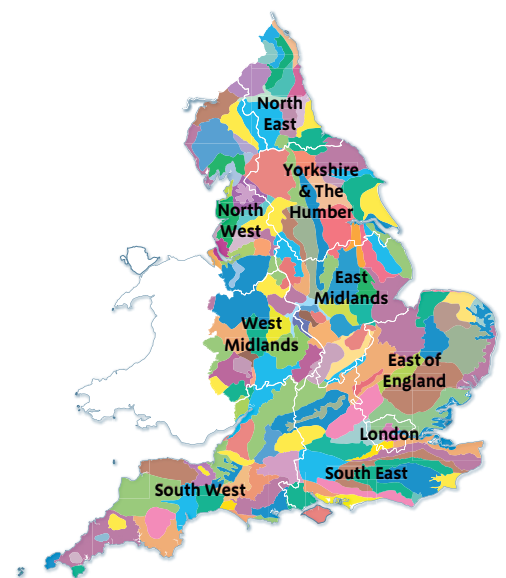
NCA profiles are guidance documents which can help communities to inform their decision-making about the places that they live in and care for. The information they contain will support the planning of conservation initiatives at a landscape scale, inform the delivery of Nature Improvement Areas and encourage broader partnership working through Local Nature Partnerships. The profiles will also help to inform choices about how land is managed and can change.

Each profile includes a description of the natural and cultural features that shape our landscapes, how the landscape has changed over time, the current key drivers for ongoing change, and a broad analysis of each area's characteristics and ecosystem services. Statements of Environmental Opportunity (SEOs) are suggested, which draw on this integrated information. The SEOs offer guidance on the critical issues, which could help to achieve sustainable growth and a more secure environmental future.

NCA profiles are working documents which draw on current evidence and knowledge. We will aim to refresh and update them periodically as new information becomes available to us.

We would like to hear how useful the NCA profiles are to you. You can contact the NCA team by emailing [ncaprofiles@naturalengland.org.uk](mailto:ncaprofiles@naturalengland.org.uk)

## National Character Areas map



<sup>1</sup> The Natural Choice: Securing the Value of Nature, Defra (2011; URL: [www.official-documents.gov.uk/document/cm80/8082/8082.pdf](http://www.official-documents.gov.uk/document/cm80/8082/8082.pdf))  
<sup>2</sup> Biodiversity 2020: A Strategy for England's Wildlife and Ecosystem Services, Defra (2011; URL: [www.defra.gov.uk/publications/files/pb13583-biodiversity-strategy-2020-111111.pdf](http://www.defra.gov.uk/publications/files/pb13583-biodiversity-strategy-2020-111111.pdf))  
<sup>3</sup> European Landscape Convention, Council of Europe (2000; [redacted])

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## Summary

The South Suffolk and North Essex Clayland National Character Area covers the four counties of Suffolk, Essex, Hertfordshire and Cambridgeshire. It stretches from Bury St Edmunds in the north-west to Ipswich in the north-east, roughly following the line of the A14 trunk road through the Gipping Valley. It then embraces the Colchester hinterland before encompassing the urban areas of Braintree and Chelmsford in the south and stretching to Bishop's Stortford and Stevenage in the west.

It is an ancient landscape of wooded arable countryside with a distinct sense of enclosure. The overall character is of a gently undulating, chalky boulder clay plateau, the undulations being caused by the numerous small-scale river valleys that dissect the plateau. There is a complex network of old species-rich hedgerows, ancient woods and parklands, meadows with streams and rivers that flow eastwards. Traditional irregular field patterns are still discernable over much of the area, despite field enlargements in the second half of the 20th century. The widespread moderately fertile, chalky clay soils give the vegetation a more or less calcareous character. Gravel and sand deposits under the clay are important geological features, often exposed during mineral extraction, which contribute to our understanding of ice-age environmental change.

Some 2 per cent of the area is designated as the Dedham Vale Area of Outstanding Natural Beauty (AONB), which sits on the borders of Essex and Suffolk. The area was made famous worldwide through the paintings of the landscape artist John Constable. Many of the scenes that brought him inspiration two centuries ago can still be seen today, especially at Flatford and along the banks of the River Stour. This area, now known as 'Constable Country', is a popular visitor destination, particularly during the summer months.

The area's rich archaeology provides evidence of a long history of settlement and significant past wealth and importance, including Palaeolithic finds, Roman sites, medieval monasteries and castles, isolated moated farmsteads, barns and a number of large country houses. It is an area of notable medieval towns and villages, such as Lavenham, Cavendish and Thaxted, which support many vernacular buildings dating from the 13th to 17th centuries, when the wool and cloth trade brought considerable wealth to the area. Traditional settlements are characterised by organic street patterns, large churches – sometimes, as at Long Melford, overlooking village greens – and groups of colour-washed medieval houses with pegtile roofs interspersed with ones refronted with brick facades in Georgian or Victorian times. An intricate maze of narrow, winding lanes links settlements. Some 6.5 per cent of the area is urban, with most major settlements being located along the southern border, including Ipswich, Chelmsford and the new towns of Harlow and Stevenage. Major transport infrastructure includes the A14 and A12 and the M11, which links to Stansted Airport.

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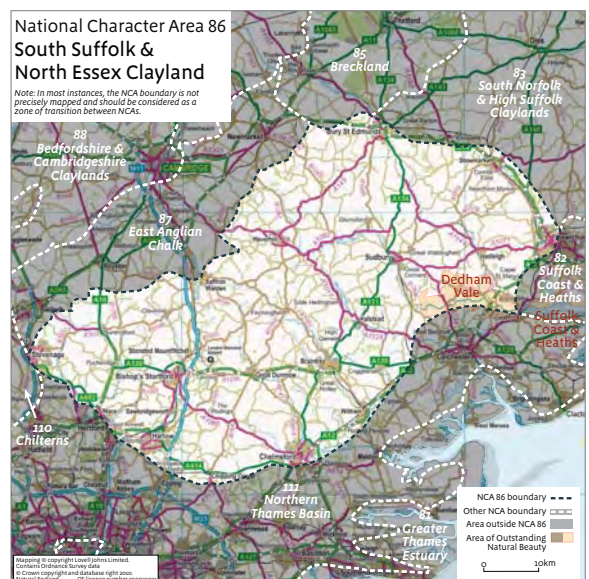
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## Summary continued...

Semi-natural habitats of particular importance include sparsely scattered, small lowland meadows and ancient woodlands. These include Hatfield Forest and Bradfield Woods, which are important for rare species including the dormouse, nightingale and stag beetle, as well as being among the richest in the country for flowering plants such as bluebells, which often carpet the ground in spring. Parts of the river valley floors contain pasture and willow pollards, which contribute an uncommon pastoral quality. Mosaics of valley floor habitats such as grazing marsh, fen and wet woodland support European protected species including great crested newt, otter and pipistrelle bats, as well as the rare black poplar tree.

Farming, predominantly for arable crops, utilises 84 per cent of the land area, supported by the moderately fertile soils and equable climate. Recent changes in farming methods have had an impact on farmland habitats such as hedges and ponds, and once-common species of arable land such as tree sparrow, grey partridge, cornflower and brown hare have declined in numbers. Over recent years the uptake of agri-environment options for land management has increased the potential to restore much of the lost in-field wildlife of the area.



Click map to enlarge; click again to reduce.

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## Statements of Environmental Opportunity

- **SEO 1:** Maintain and enhance the character of this gently undulating, rural landscape by maintaining agricultural productivity and encouraging sustainable land management practices that protect and enhance the landscape, geodiversity and biodiversity assets and benefit carbon storage and water quality, as well as the over-riding sense of place.
- **SEO 2:** Protect and enhance the area's ancient woodland cover, parkland trees, river valley plantations and ancient hedgerows, through the management of existing woods and the planting of new woods, hedgerows and hedgerow trees to benefit landscape character, habitat connectivity and a range of ecosystem services, including timber provision, the regulation of soil erosion and the strengthening of the sense of place and history.
- **SEO 3:** Enhance the slow-flowing, winding rivers and their pastoral valley flood plains that provide linkages through the landscape, including redundant sand and gravel extraction sites, for their ecological, historical and recreational importance. This will support the operation of natural processes and their contribution to biodiversity, geodiversity, soil quality, water availability, regulating water flow and the character of the area.
- **SEO 4:** Conserve and enhance the distinctive character of the Dedham Vale Area of Outstanding Natural Beauty with its much-visited 'Constable Country' and improve opportunities for people to enjoy and understand the distinctive assemblage of historic landscapes outside the AONB. Ensure that access and recreational resources are managed to be compatible with the tranquillity of the area and the special qualities of protected landscapes, while providing a valuable health, education and access resource.



The gently undulating rural landscape characterised by arable fields within a network of hedgerows, copses, fragmented woodlands and isolated farmsteads.

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## Description

### Physical and functional links to other National Character Areas

The South Suffolk and North Essex Clayland National Character Area (NCA) shares a boundary with six other NCAs: Suffolk Coast and Heaths, South Norfolk and High Suffolk Claylands, The Brecks, East Anglian Chalk, Chilterns and the Northern Thames Basin. They all share a generally flat topography, with underlying bedrock geology of Late Cretaceous Chalk overlain by sand and gravel deposits as well as glacial tills. The underlying chalk aquifer supplies the population of East Anglia, functionally linking these areas.

To the north-east the landscape flows seamlessly into the flatter and more open South Norfolk and High Suffolk Claylands NCA, which forms part of the same boulder clay arable plateau. Intervisibility between the NCAs is varied due to the claylands' low, undulating nature. Transport links include the A140 to Norwich and the Great Eastern Main Line between London and Norwich.

To the north-west the NCA abuts the dry, open landscape of the Brecks. Views from the elevated plateau extend across the Brecks to 'the ship of the Fens', Ely Cathedral. In dry years the rivers in the Ely Ouse catchment supply water via the Ely Ouse to Essex Transfer Scheme to the headwaters of the Suffolk and Essex rivers, the Stour and the Pant/Blackwater. Water is then abstracted from the rivers to the reservoirs of Abberton and Hanningfield in the Northern Thames Basin NCA, to supply the increasing demand for potable water from south Essex and London.

To the west, the broad-scale character of the East Anglian Chalk NCA rises away from the claylands. Intervisibility is often framed by beech shelterbelts, although generally views are open and panoramic. The Wadlow Wind Farm,

north of Balsham, is a prominent feature across the NCAs' dividing boundary. The River Granta flows westwards from the claylands, forming the River Cam in Cambridge. The M11 and A10 dissect the western claylands, linking the East Anglian Chalk to the Northern Thames Basin, while in the north the A14 and the Ipswich to Cambridge rail line create functional links.

Links to the Northern Thames Basin NCA are created by the rivers Rib, Ash and Stort, which flow south along watercourses incised into heavy boulder clays, while to the south-east the rivers Colne, Blackwater, Brain, Ter and Chelmer flow from the clay plateau eastwards to the North Sea. Flood storage areas such as the Sible Hedingham lagoons ease flood risk further downstream in the Northern Thames Basin and Greater Thames Estuary NCAs. Views extend to the shallow wooded ridgeline that swings round in an arc from Tiptree to Epping Forest, enclosing the area.

In the east along the lower part of the Stour Valley, the Dedham Vale Area of Outstanding Natural Beauty (AONB) extends into the adjoining Suffolk Coast and Heaths and Northern Thames Basin NCAs. The River Gipping flows into the River Orwell at Ipswich, which straddles the boundary between the NCAs. The East Coast Main Line and the A14 and A12 trunk roads also create functional links.

### Distinct areas

- The lower half of the Stour Valley – the Dedham Vale.

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## Key characteristics



Large, often ancient hedgerows link woods and copses to form wooded skylines, that are a key characteristic of the area.

- 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.
- South-east-flowing streams and rivers drain the clay plateau. Watercourses wind slowly across flood plains, supporting wet, fen-type habitats; grazing marsh; and blocks of cricket-bat willows, poplars and old willow pollards. Navigation locks are present on some rivers.
- Lowland wood pasture and ancient woodlands support the dormouse and a rich diversity of flowering plants on the clay plateau. Large, often ancient hedgerows link woods and copses, forming wooded skylines.
- 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, cornflower and brown hare.
- Roman sites, medieval monasteries and castles and ancient woodlands contribute to a rich archaeology. Impressive churches, large barns, substantial country house estates and Second World War airfields dot the landscape, forming historical resources.

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## Key characteristics continued...

- 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.
- Larger 20th-century development has taken place to the south and east around Chelmsford, Ipswich and the new towns of Harlow and Stevenage.
- Traditional timber-frame, often elaborate buildings with exposed timbers, colour-washed render, pargeting and steeply pitched roofs with pegtiles or long straw thatch. Sometimes they have been refronted with Georgian red brick or Victorian cream-coloured bricks ('Suffolk whites'). Clay lump is often used in cottages and farm buildings.
- Winding, narrow and sometimes sunken lanes are bounded by deep ditches, wide verges and strong hedgerows. Transport infrastructure includes the A14, A12, M11 and Stansted Airport.
- A strong network of public rights of way provides access to the area's archetypal lowland English countryside.

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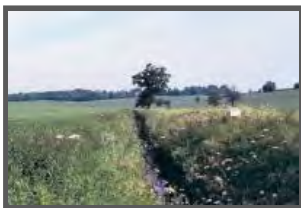
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## Settled Chalk Valleys



### Summary

#### Overall description:

Settled, chalk valley landscapes, distinguished by their soft, rounded and sometimes steeply sloping topography. There is a good balance of woodland and farmland, with distinctive vernacular style villages and associated parklands.

#### Location:

Located within northwest Essex and northeast Hertfordshire.

### Physical environment

#### Landform:

Characterised by narrow and sometimes steep sided chalk valleys, often with dissected/undulating valleys sides, which extend into the surrounding plateau areas.

#### Natural / water features:

Many of the valleys have only seasonal watercourses, while others are associated with a permanent water channel.

### Vegetation and land use

#### Ecological character:

Although the base-rich Brown soils favour agricultural production, riparian wet pastures remain as a feature along the valley floor, while localised patches of calcareous grassland and ancient woodland still survive on some of the steeper slopes

#### Primary land use :

Predominately arable with some pasture around settlements.

#### Tree cover:

Small blocks of woodland occur in places, while river courses are often tree lined.

### Cultural pattern

#### Historic features:

Parklands are a recurring feature in this landscape.

#### Enclosure pattern:

A varied enclosure pattern, with both small scale sinuous enclosures defined by mature ancient hedges and larger scale rectilinear fields, reflecting an ongoing process of enclosure from common fields.

#### Settlement pattern:

A nucleated pattern of estate farms and historic villages along valley bottoms, with clusters of roadside dwellings in the lower parts of some valleys. Larger settlements (e.g. Harlow and Bishop's Stortford) exert an urbanising influence locally.

To be completed at a later date.

#### Historic development :

This is a mixed landscape, where the majority of fieldscapes have been created from the enclosure of former common fields. Early enclosures are dominant with more late enclosure to the north and west. Riverine meadows occupy valley floors.

### Perceptions

Tranquility:



Generally a peaceful, rural landscape

**Views:**

Framed views down and across valleys.

[Landscape East](#) [Landscape Character Types](#) [Photo Gallery](#) [Glossary](#) [Log in](#)

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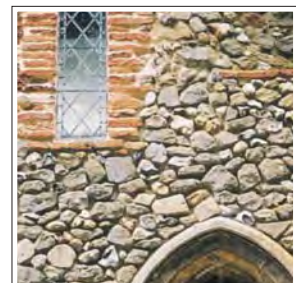
# Essex & Southend-on-Sea Replacement Structure Plan Review

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## ESSEX LANDSCAPE CHARACTER ASSESSMENT

Final Report

2003



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**CHRIS BLANDFORD ASSOCIATES**

*Environment Landscape Planning*



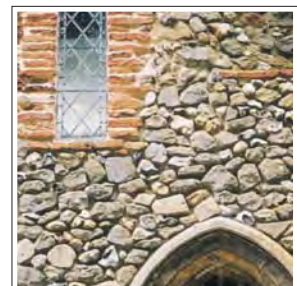
# Essex & Southend-on-Sea Replacement Structure Plan Review

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## ESSEX LANDSCAPE CHARACTER ASSESSMENT

Final Report

2003



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**CHRIS BLANDFORD ASSOCIATES**

*Environment Landscape Planning*

#### 4.3.5 *Central Essex Farmlands (B1)*

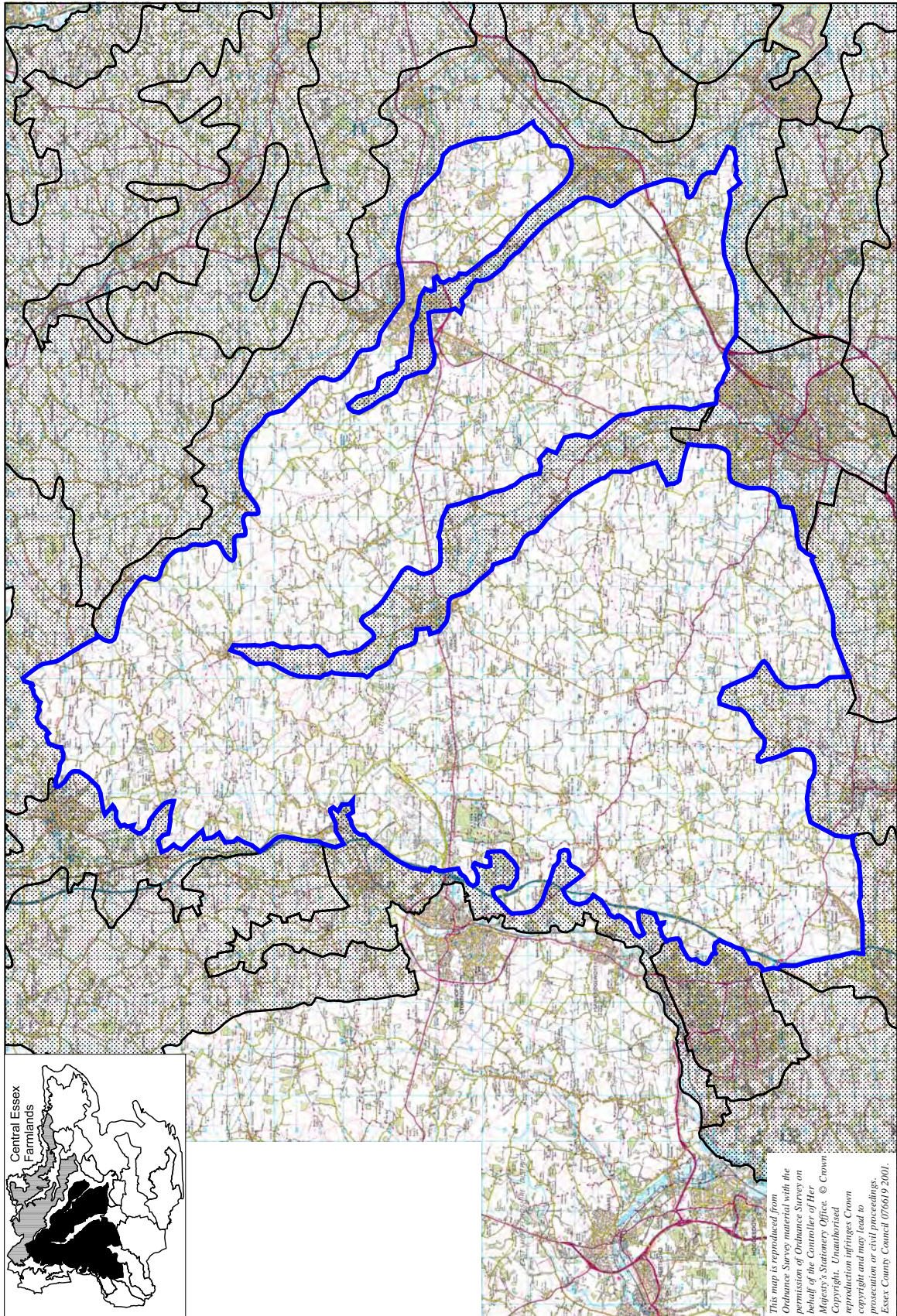


##### ***Key Characteristics***

- Irregular field pattern of mainly medium size arable fields, marked by sinuous hedgerows and ditches.
- Many small woods and copses provide structure and edges in the landscape.
- Scattered settlement pattern, with frequent small hamlets, typically with greens and ponds.
- A concentration of isolated moated farmsteads.
- Network of narrow, winding lanes.
- Mostly tranquil character away from major roads and Stansted Airport.

##### ***Overall Character***

The Central Essex Farmlands is an extensive area of gently undulating arable farmland bisected by the Chelmer Valley. Irregular fields are enclosed by thick but intermittent hedgerows, or just marked by grassy banks and ditches. In long views scattered small woods and copses, and hedgerow trees coalesce to sometimes create the illusion of a wooded horizon. The dispersed settlement pattern is characterised by small isolated hamlets and farmsteads, often straggling along lanes, with a few widely separated towns and larger villages. Narrow strip greens and moated farmsteads are distinctive features of the area. Away from the A120, A130, A12, M11 road corridors/Stansted Airport and its flightpaths,



large parts of the area have a tranquil character, embracing tracts of fairly secluded countryside.

### ***Character Profile***

#### *Geology*

- Glacial Till (Chalky Boulder Clay).

#### *Soils*

- Slowly permeable calcareous clay soils. Some deep well drained calcareous clay and fine loamy soils.

#### *Landform*

- Gently undulating plateau 30-90 m in height.
- Locally more rolling, where dissected by small shallow valleys of streams and brooks.
- Some areas to the south almost flat, e.g. around Boreham.

#### *Semi-natural vegetation*

- Ancient ash-maple woodland with hazel coppice, also oak-hornbeam woodland.
- Pockets of calcareous/neutral meadows and marsh.
- Alder-carr in some river/stream valleys.

#### *Pattern of field enclosure*

- Irregular field pattern. Predominantly medium size fields, but small fields occur around settlements. Localised areas with large fields where hedgerows have been removed.
- Fields bounded by thick hedgerows or solely by banks and ditches.

#### *Farming pattern*

- Mainly arable, small areas of pasture, associated with settlements.

#### *Woodland/tree cover*

- Scatter of small-medium size woodlands and small copses with irregular indented outlines.
- Occasional poplar tree belts and small mixed plantations of regular shape.
- Some areas where woodland cover is more sparse.
- Hatfield Forest is a large important area of ancient coppice and wood pasture with pollarded trees.
- Intermittent hedgerow trees of oak, ash, hornbeam. Localised areas with more frequent hedgerow trees, e.g. around Terling/Fairstead, and the northern Roding villages.

### *Settlement pattern and built form*

- Frequent hamlets (ends, greens, tyes) and farmsteads with only a few villages and towns.
- Rich historic architectural detail in market towns such as Thaxted, as well as in many of the smaller settlements.
- Typical historic vernacular of half timber, colour wash plaster, thatch and pegtile roofs, some decorative pargetting.
- Some villages near A12 corridor have more modern suburban development.

### *Communications*

- Many small, narrow winding lanes, sometimes taking dramatic right angled turns. Variable width grass verges. Lanes are often sunken where valleys are crossed.
- Major A120, A130 and M11 roads cross parts of the area.

### *Other landscape features*

- High density of moated farmsteads.
- Spire of Thaxted church is a local landmark in the north.
- Large castle mounds at Pleshey, Gt Canfield.
- A few small historic parklands, e.g. Terling Place and New Hall Boreham.
- London Stansted Airport - extensive flat runways and large buildings.
- Various small active and disused airfields e.g. North Weald, Boreham.
- Two locally visually prominent pylon routes cross east-west in close proximity north of Thaxted, and another route runs north-south between Braintree and Chelmsford.
- Sand and gravel pits near Boreham and Chigwell St James.
- Small irrigation reservoirs are common.

### *Landscape Condition*

- The condition of the hedgerows and woodlands overall is moderate. In some parts many hedges have been lost, or are very fragmented. In others, such as around Terling they are well managed.
- Localised erosion of character occurs due to sand and gravel workings.
- The condition of the small settlements overall is good. However, some farmsteads have large visually intrusive modern sheds and/or conifer planting out of character.

### *Past, Present and Future Trends for Change*

- The landscape was subject to early enclosure and then evolved gradually.
- However, significant change has occurred since the Second World War with rationalisation of field pattern and loss of hedgerows associated with agricultural intensification. This is now considered to have peaked.
- Future trends for change may include increasing urban and transportation developments especially associated with the major road corridors. This may include pressure related directly or indirectly to Stansted Airport expansion and potential growth area in RPG9.
- The main influence on the landscape will probably continue to be agricultural. Pressures could include larger farm buildings, irrigation reservoirs, forestry and various recreational uses near urban areas. Equally changes in the agricultural subsidy regime could bring opportunities for conservation and restoration of hedgerow pattern, and improved management of woodlands.



**CENTRAL ESSEX FARMLANDS (B1)  
SENSITIVITY EVALUATION**

TYPE/SCALE OF DEVELOPMENT/CHANGE	KEY LANDSCAPE SENSITIVITY AND ACCOMMODATION OF CHANGE ISSUES	LANDSCAPE SENSITIVITY LEVEL
1. Major urban extensions (>5 ha) and new settlements	<ul style="list-style-type: none"> <li>• Moderate intervisibility.</li> <li>• Integrity of hedgerow and woodland pattern.</li> <li>• Tranquil character away from existing major road corridors/Stansted.</li> <li>• Distinctive settlement pattern/form.</li> </ul> <p><i>Possible opportunities for landscape enhancement in areas of poorer landscape condition and/or weaker strength of character e.g. westside of Chelmsford, northside of Boreham, east of Hatfield Peveral. Could create new landscape frameworks that respect traditional character/pattern of hedgerows, woodlands and linear greens in settlements.</i></p>	M
2. Small urban extensions (<5 ha)	<ul style="list-style-type: none"> <li>• Moderate intervisibility of the landscape.</li> </ul> <p><i>Possible opportunities to improve some existing visually poor urban edges.</i></p>	L
3. Major transportation developments/improvements	<ul style="list-style-type: none"> <li>• Woodland/hedgerow pattern.</li> <li>• Irregular grain of the landscape.</li> <li>• Tranquil character away from existing major road corridors/Stansted.</li> </ul> <p><i>Selection of appropriate route alignments and responding to woodland form/pattern in design of mitigation planting is critical.</i></p>	M
4. Commercial/warehouse estate/port development	<ul style="list-style-type: none"> <li>• Moderate intervisibility of the landscape.</li> <li>• Integrity of hedgerow and woodlands pattern.</li> </ul> <p><i>Appropriate siting, massing, form and colour as well as strong landscape frameworks respecting traditional character are important.</i></p>	M
5. Developments with individual large/bulky buildings	<ul style="list-style-type: none"> <li>• Moderate intervisibility.</li> </ul>	M
6. Large scale 'open uses'	<ul style="list-style-type: none"> <li>• Integrity of hedgerow pattern.</li> <li>• Woodland shape and character.</li> <li>• Moderate intervisibility.</li> </ul>	M
7. Mineral extraction/waste disposal	<ul style="list-style-type: none"> <li>• Integrity of hedgerow and woodland pattern.</li> <li>• Moderate intervisibility.</li> <li>• Tranquil character away from existing major road corridors/Stansted.</li> </ul>	M
8. Incremental small scale developments	<ul style="list-style-type: none"> <li>• Character and setting of small settlements/farmsteads.</li> <li>• Distinctive character of the lanes.</li> </ul>	M
9. Utilities development, i.e. masts, pylons	<ul style="list-style-type: none"> <li>• Moderate intervisibility of the landscape.</li> <li>• Tranquil away from existing major road corridors/Stansted.</li> </ul>	M
10. Decline in traditional countryside management	<ul style="list-style-type: none"> <li>• Hedgerow condition/pattern.</li> <li>• Woodland condition.</li> </ul>	M

Note:

(a) *Some areas in good condition and/or with strong strength of character, e.g. Terling/Fairstead area would have a high sensitivity to most types of development/change.*

Table to be read in conjunction with paragraphs 1.4.15 – 1.4.17

#### 4.4.6 *Stort Valley (C2)*



##### ***Key Characteristics***

- Shallow and narrow valley with moderately sloping arable valleysides.
- Fairly enclosed character due to the frequency of hedgerows/hedgerow trees, small woods/copses and riverside trees.
- Small pastures and large floodplain meadows on the valley floor.
- Numerous small estates and parklands.
- Substantially undeveloped character.

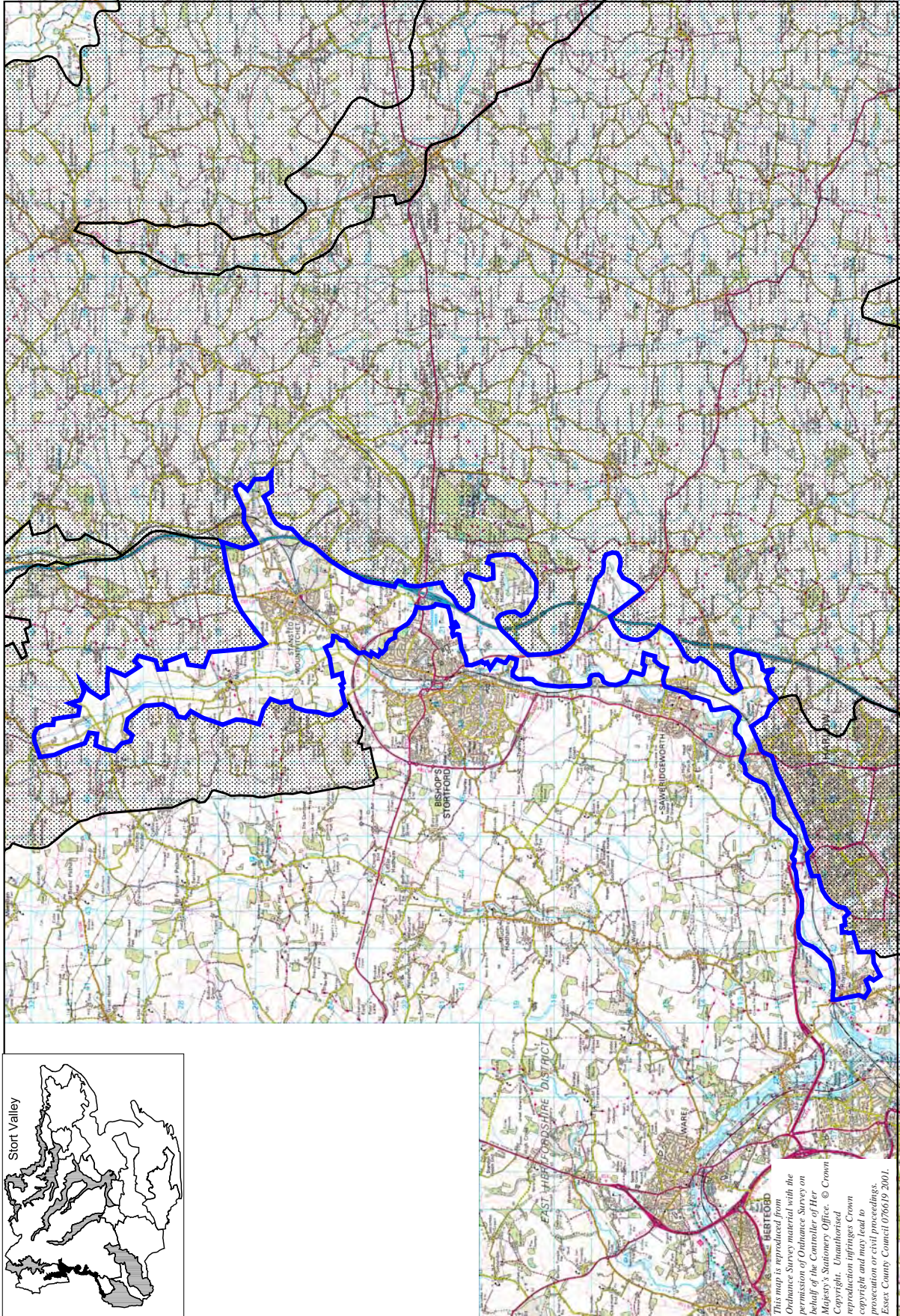
##### ***Overall Character***

The Stort Valley is shallow and fairly narrow for much of its length, only opening out north west of Harlow where large floodplain meadows extend over the valley floor. A patchwork of pasture and wetland vegetation along the course of the river contrasts with the arable fields of the valleysides, but thick hedgerows, small woods and tree belts provide a sense of enclosure. Views are mostly confined and urban development and major roads are only occasionally visible. Church spires are an occasional feature appearing above wooded skylines.

##### ***Character Profile***

###### *Geology*

- Sands and Gravels, Alluvium, Upper Chalk and Glacial Till (Chalky Boulder Clay).



### *Soils*

- Seasonally wet alluvial clay soils on valley floor. Well drained coarse or fine loamy soils and calcareous clay soils on the valleysides.

### *Landform*

- Shallow valley with predominantly moderately sloped valleysides, some gentle. Very narrow valley floor from near source to Bishop Stortford. Average 300 - 400 m width south of here.
- A few small tributary valleys.

### *Semi-natural vegetation*

- Calcareous fen/marsh.
- Unimproved hay meadows.
- Wet alder/carr woodland.
- Some ancient mixed deciduous woods on valleysides.

### *Pattern of field enclosure*

- Unenclosed meadows, or small linear fields divided by drainage ditches and hedges on valley floor.
- Medium to large sized hedged fields on valleysides.

### *Farming pattern*

- Pasture on valley floor, arable on valleysides.

### *Woodland/tree cover*

- Linear wet woodlands, poplar/willow plantations and riverside trees on the valley floor.
- Many small valley-side woods and copses.
- Very dense tree cover in some tributary valleys.

### *Settlement pattern and built form*

- Urban edge of Harlow influences the character of the centre of the valley.
- Small villages and dispersed hamlets on valleysides.
- A few large villages much expanded by modern development, e.g. Stansted Mountfitchet, Lower Sheering.
- Historic vernacular of colour washed plaster and pegtile roofs. Some half timber and brick.

### *Communications*

- Winding lanes run along the upper valleysides, and only cross the valley at a few bridging points.

- The railway to Cambridge runs within some sections of the valley but is generally hidden by vegetation.
- M11 crosses a few of the smaller tributary valleys and the Stansted junction is on the fringe of the area.
- The A414 and the A120 also cross the valley.

#### *Other landscape features*

- Strongly meandering River Stort course.
- Church spires are distinctive landmarks.
- Windmill/castle at Stansted Mountfitchet.
- A few sand and gravel pits.
- Numerous small estates and parklands, e.g. Stansted Hall, Maunden House, Sheering Hall, Hallingbury Park.
- Iron age hillfort at Wallbury.
- Mills and Brewery Malthouses.

#### *Landscape Condition*

- There are localised areas of abandoned, or overgrazed pastures.
- Overall the condition of hedgerows and woodlands in the farmland is moderate to good.
- The condition of the settlements is moderate to good. A few villages show signs of poor quality modern development.
- Light industrial sheds on the valley floor at the northern edge of Harlow are visually intrusive.

#### *Past, Present and Future Trends for Change*

- Traditional use of the valley floor for grazing meadows and the valleysides for arable farming by the farms and small estates had a strong influence in the development of present day character.
- Given the proximity of major road and rail routes, there may be further pressure for major urban development. Due to the small scale enclosed character of the valley, with its strong tree cover, any such development would be very difficult to absorb.

**STORT VALLEY (C2)  
SENSITIVITY EVALUATION**

TYPE/SCALE OF DEVELOPMENT/CHANGE	KEY LANDSCAPE SENSITIVITY AND ACCOMMODATION OF CHANGE ISSUES	LANDSCAPE SENSITIVITY LEVEL
1. Major urban extensions (>5 ha) and new settlements	<ul style="list-style-type: none"> <li>• Integrity of valley floor/small parklands.</li> <li>• Intrinsic small scale character of most of the valley.</li> <li>• Tranquil in character in the north.</li> <li>• Strong strength of character/good condition of much of the landscape.</li> </ul>	H
2. Small urban extensions (<5 ha)	<ul style="list-style-type: none"> <li>• Landscape settings.</li> <li>• Low to moderate intervisibility.</li> </ul>	M
3. Major transportation developments/improvements	<ul style="list-style-type: none"> <li>• Integrity of valley floor/small parklands.</li> <li>• Low capacity for additional routes.</li> <li>• Tranquil character in the north.</li> <li>• Strong strength of character/good condition of much of the landscape.</li> </ul>	H
4. Commercial/warehouse estate/port development	<ul style="list-style-type: none"> <li>• Integrity of valley floor/small parklands.</li> <li>• Intrinsic small scale character of most of the valley.</li> <li>• Strong strength of character/good condition of the landscape.</li> <li>• Tranquil character in the north.</li> </ul>	H
5. Developments with individual large/bulky buildings	<ul style="list-style-type: none"> <li>• Intrinsic small scale character of the valley.</li> <li>• Uncommon intrusive influences.</li> <li>• Low to moderate intervisibility.</li> </ul>	H
6. Large scale 'open uses'	<ul style="list-style-type: none"> <li>• Integrity of valley floor/small parklands.</li> <li>• Intrinsic small scale character of most of the valley.</li> </ul>	H
7. Mineral extraction/waste disposal	<ul style="list-style-type: none"> <li>• Integrity of valley floor/small parklands.</li> <li>• Tranquil character in the north.</li> <li>• Uncommon intrusive influences.</li> <li>• Strong strength of character/good condition of much of the landscape.</li> </ul>	H
8. Incremental small scale developments	<ul style="list-style-type: none"> <li>• Uncommon intrusive influences.</li> <li>• Character of the lanes/settlements.</li> <li>• Low to moderate intervisibility.</li> </ul>	M
9. Utilities development, i.e. masts, pylons	<ul style="list-style-type: none"> <li>• Uncommon intrusive influences.</li> <li>• Tranquil character in the north of the area.</li> <li>• Low to moderate intervisibility.</li> </ul>	H
10. Decline in traditional countryside management	<ul style="list-style-type: none"> <li>• Condition of floodplain meadows and small pastures.</li> </ul>	M

Note:

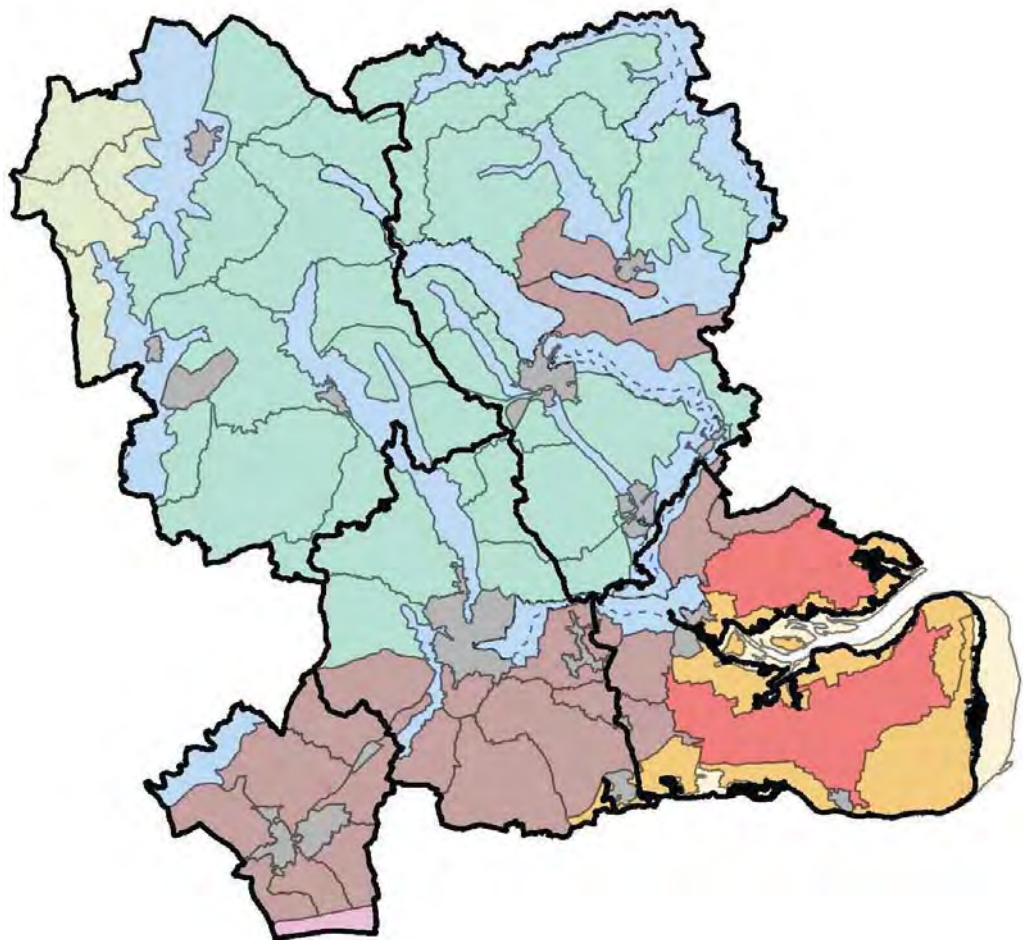
(a) *The landscape would have a high sensitivity level to any large scale mineral extraction.*

Table to be read in conjunction with paragraphs 1.4.15 – 1.4.17



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**BRAINTREE, BRENTWOOD, CHELMSFORD,  
MALDON AND UTTLESFORD  
LANDSCAPE CHARACTER ASSESSMENTS**



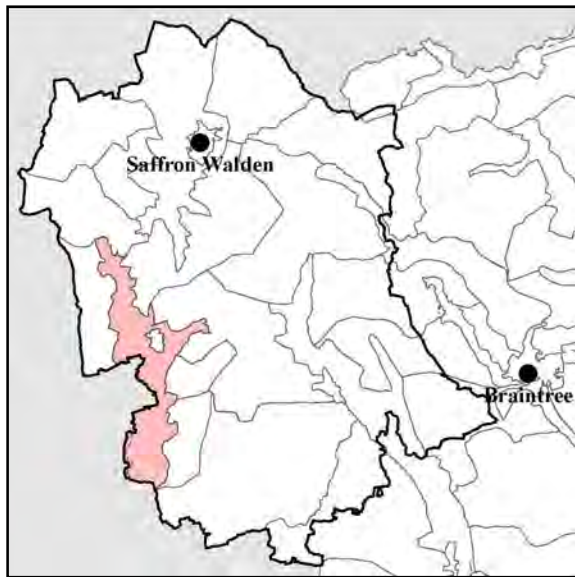
**September 2006**

***CHRIS BLANDFORD ASSOCIATES***

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*Environment Landscape Planning*

## A3 STORT RIVER VALLEY

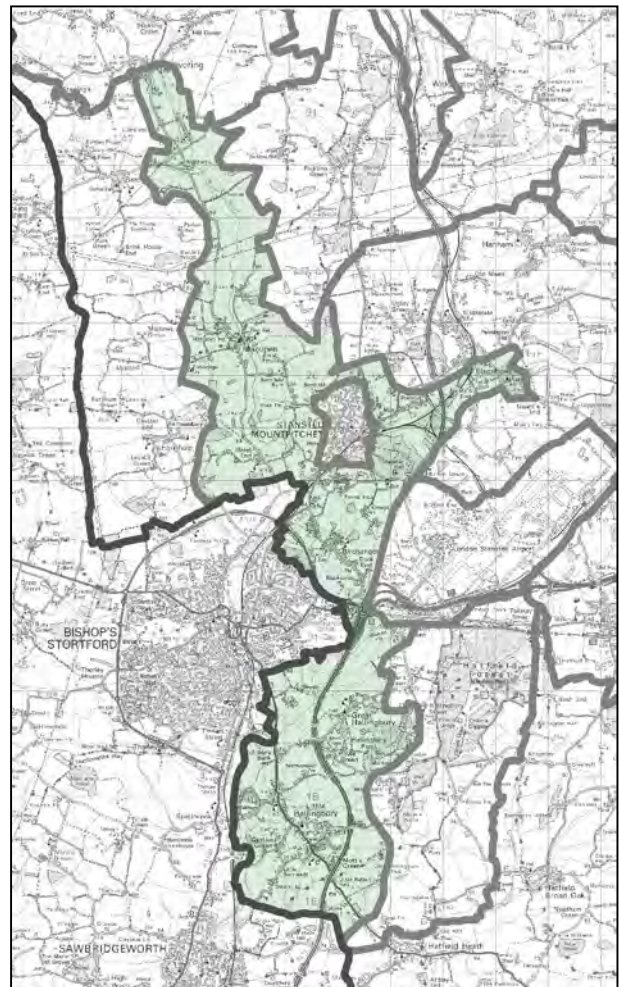


### Key Characteristics

- Gently sloping, sometimes steep river valley slopes dominated by arable farmland.
- Small to medium scale field pattern defined by hedgerows, tree belts, woodland blocks in places.
- Location of River Stort well delineated by riverbank trees.
- Continuous views down the valley from higher ground, and at some bridging points.
- The large village of Stansted Mountfitchet, dispersed farmsteads and the smaller villages of Clavering and Maunden.
- Below Stansted Mountfitchet valley slopes still contain arable farmland but countryside character changes to one of busy roads and lanes and more dense settlement.

### (Sub-Unit A3a)

- Very narrow valley floor within upper reaches of River Stort.
- Meanders through small linear fields of arable farmland, fringed by wet pasture, and unimproved wet grassland.
- Equestrian riding stables are a frequent feature
- Riverbanks well vegetated with shrubs and trees, creating an intimate character.
- Open views of the river only possible from farmland properties on its banks, at bridging points or fords.
- Some sunken lanes and species-rich embanked verges.





## Overall Character

The Stort River Valley possesses a varied character area that changes from a relatively peaceful and rural character in the north, progressing to a busier and more urban character around Stansted Mountfitchet and the Hallingburys in the south. This area is characterised by scattered farmsteads, moats, small lanes and historic buildings that demonstrate the river's historic importance as a site for settlement and industry. The location of Stansted Airport within this Character Area has brought rapid growth to the surrounding villages, and the effects of heavy traffic and aircraft noise are evident particularly near Stansted Mountfitchet and Elsenham. The valley floor is identified as a distinctive sub-unit in itself. It is extremely narrow and heavily wooded in places, and comprises primarily arable farmland right up to river's edge for much of the valley's length. On the lower slopes, in the valley floor and near settlements, pasture and some mixed farming can also be seen. Open and continuous views are frequent along the slopes from higher ground in the northern part of the valley, but become more enclosed south of Stansted Mountfitchet due to urban development and woodland blocks. The valley has a semi-enclosed character due to the density of the hedgerows, copses and tree belts/woodland hangars that frame most views. This is a medium to large scale landscape, with a fairly regular field pattern. Small winding lanes are typical along the valley slopes, often sunk between highly embanked species-rich verges that sometimes contain old oaks. Small villages, dispersed hamlets, and isolated agricultural buildings characterise the settlement pattern over the slopes to the north. Traditional buildings are primarily cream or white colour-washed plaster with thatched roofs, although mellow red brick predominates in some villages like Manuden. Stansted Mountfitchet has a historic core with a large number of vernacular buildings, although it is surrounded by modern infill developments. Villages such as Great and Little Hallingbury have developed around distinctive village greens/commons.

### Visual Characteristics

- Long views across the river valley to the opposite slopes are possible from roads and lanes on higher ground in the northern reaches of the valley, and at bridging points.
- Church spires an occasional feature appearing above wooded skylines.
- The church at Manuden is visible across the floodplain pasture from the Harcamlow Way.
- Local views along river floor of wet meadows and tree-lined riverbanks at Gaston Green.
- Views of the river valley are more channelled by trees or development in the central and southern parts near Bishop Stortford and Stansted Airport.
- Stansted Mountfitchet visible across the farmlands from the north.
- Stansted Airport and Tower are visible from eastern river valley slopes.

### Historic Land Use

Evidence of historic land use within the Character Area is dominated by a network of twisting lanes, often sunken, with irregular fields of pre-18<sup>th</sup> century origin interspersed with linear greens and a number of former common fields. Historic settlement is largely dispersed, comprising church/hall complexes, isolated farms, many moated sites and small hamlets, often along linear greens, with clusters of settlement at the Hallingburys. The main historic landscape features include:

- The hillfort of Wallbury Camp, which remains a major visible feature in the landscape.
- Large medieval parks including Hallingbury Hall.
- More regular fields against the borders of the Forest fringe, probably the result of encroachment on the forest itself.
- Numerous small former commons and linear greens.
- Enclosed meadow pasture which survives in the valley floors.
- Stansted Mountfitchet, centred on its castle and medieval market-place.
- A significant proportion of ancient woodland, and many hedgerows of considerable antiquity.
- A number of parks or former parks including Stansted Hall.
- Intricate, twisting and sunken roads of ancient origins.

## Ecological Features

This Character Area is dominated by widespread arable agriculture interspersed with settlements. However, the area does contain 19 sites of nature conservation value. These include:

- Little Hallingbury Marsh SSSI comprising diverse wetland habitats along the River Stort.
- Six CWSs largely comprising ancient and semi-natural woodland including: Houghets Wood, Durrell's Wood (75 hectares), Wilkin's Plantation, Hazel End Wood, Digby Wood and Birchanger Wood (200 hectares).
- Twelve CWSs comprising pasture and a variety of grassland and wetland habitats including: Manuden Church Yard, Strip Lynchets, Aubrey Buxton Reserve, Gall End Meadow, The Mount, Stansted Marsh, Parsonage Spring, part of the Flich Way, Rushy Mead, Wallbury Plantation and Marsh, Hallingbury Mill Pastures and Little Hallingbury Church Yard.

## Key Planning and Land Management Issues

- Potential impact of Stansted 2<sup>nd</sup> runway on degree of tranquillity and visual intrusion of new roads/runway itself.
- Potential for pollution of the river, marshland and ditches from fertilizer and pesticide run-off from the surrounding valley sides and farmland plateau.
- Potential loss of riverside marshland and pastures due to agricultural encroachment.
- Visual intrusion of road traffic in undeveloped floodplain landscape, particularly where the M11 and the B1060 cross the area.
- Potential pressure from urban expansions on the edge of Stansted Mountfitchet.
- Increasing traffic on minor roads, especially during busy tourist periods.

## Sensitivities to Change

Sensitive key characteristics and landscape elements within this character area include hedgerows, tree belts, woodland blocks and copses that frame several views across and out of the area. Potential new development, which may result in the loss of these features, would change the visual character and nature of views within and to the area. Within the valley floor, small linear fields of arable farmland, fringed by wet pasture and unimproved wet grassland are also sensitive to changes in land management. Sunken lanes and species-rich embanked verges are also key landscape features. Strong historic integrity is visible within the settlement pattern in the form of village greens and former commons, isolated farms, many moated sites, smaller hamlets and historic cores containing many vernacular buildings (for example Stansted Mountfitchet). The slopes of the valley are visually sensitive with long panoramic views across and along the floodplain. Views to the valley sides from adjacent Landscape Character Areas are also sensitive. Several important wildlife habitats are scattered throughout the area (including 18 sites of importance for nature conservation, comprising a mixture of wetland habitats, pasture and ancient woodland). Overall this character area has relatively high sensitivity to change.

## Proposed Landscape Strategy Objectives

**Conserve** - seek to protect and enhance positive features that are essential in contributing to local distinctiveness and sense of place through effective planning and positive land management measures.

**Enhance** - seek to improve the integrity of the landscape, and reinforce its character, by introducing new and/or enhanced elements where distinctive features or characteristics are absent.

**Restore** - seek to reinforce and/or reinstate historic landscape patterns and features that contribute to sense of place and time depth, by repairing distinctive elements that have been lost or degraded.

**Suggested Landscape Planning Guidelines**

- Consider the landscape pattern and structure of large woodland areas and the role that they have in the composition of views to and from the area.
- Ensure that new riverside planting is designed to enhance landscape character and that species composition reflects local character.
- Ensure any new development on valley sides is small-scale and that it responds to historic settlement pattern, form and building materials.
- Seek to control and manage pesticide and fertilizer run-off from surrounding farmland.
- Ensure the scale and siting for any new settlement responds to local landscape character.
- Ensure any small-scale development in or on the edges of historic villages is of an appropriate scale, form, and design and uses materials which reflect the local vernacular.
- Develop sustainable local transport solutions to mitigate traffic congestion and reduce demand for new roads.

**Suggested Land Management Guidelines**

- Conserve the intimate character of the floodplain by appropriate planting of bankside trees.
- Conserve and manage areas of ancient woodland as historical landscape and nature conservation features.
- Consider the visual impact of new farm buildings on the valley slopes and encourage the planting of tree groups around visually intrusive buildings.
- Conserve and seek to restore marginal riverside habitat such as marshland and pasture, reed beds and off-stream wetlands.
- Conserve and restore historic hedgerow pattern and ditch system.
- Manage roadside rubbish behind Stansted Airport (service roads-east side).

APPENDIX E

Effects assessment tables

LANDSCAPE EFFECTS ASSESSMENT TABLE

Landscape resource/receptor	value	susceptibility	SENSITIVITY	size / scale	geog. extent	MAGNITUDE	Initial level of effect	Mitigation measure(s)	MAGNITUDE (after 15yrs)	MAGNITUDE (after 30yrs)	Long-term level of effect (after 30yrs)
	L	L	L	L	L	L	Minor				
Start Hill corridor north of the Flitch Way	L	L	L	L	L	L	Minor				
Countryside south of the Flitch Way	M	L	L	L	L	L	Minor				

VISUAL EFFECTS ASSESSMENT TABLE

Visual receptor	Viewpoint photos		value	susceptibility	SENSITIVITY	size/scale	geog. extent	MAGNITUDE	Initial level of effect	Mitigation measure(s)	MAGNITUDE (after 15yrs)	MAGNITUDE (after 30yrs)	Long-term level of effect (after 30yrs)
	L	M	L	H	L	L	L	L	Minor	Growth of frontage woodland planting	N	N	Negligible
People travelling by on the B1256	N	M	L	H	N	L	L	L	Minor	Growth of frontage woodland planting	N	N	Negligible
Occupiers of The Old Stables & Willow House	N	H	N	H	N	L	M	L	Negligible				
Occupiers of The Old Elm	L	H	M	L	M	L	M	L	Minor	Growth of frontage woodland planting	N	N	Negligible
People travelling along Bedlars Green Road	L	M	L	M	M	M	M	M	Minor				
Occupiers of houses just south of the site	N	H	N	H	N	L	L	L	Negligible				
People going around the M11 Junction 8 roundabout	L	M	L	M	L	L	L	L	Minor	Growth of boundary screen planting	N	N	Negligible
People walking the Fitch Way, to the south of the site	L	H	M	L	M	L	L	L	Minor	Growth of boundary screen planting	L	N	Negligible
People walking footpaths in countryside to the south	L	H	M	L	M	L	L	L	Minor				

## FIGURES

### Figures

- Figure 1* Location map
- Figure 2* Site context aerial photo
- Figure 3* Designations map
- Figure 4* Landform elevation map
- Figure 5* Landscape character map
- Figure 6* Zone of theoretical visibility map
- Figure 7* Zone of visual influence map
- Figure 8* Viewpoint photo locations map

*Figures are provided as A3 landscape pages (these may be presented as separate pdf documents).*

## PHOTO SHEETS

### Photo sheets

Viewpoint photos

1 - 16

*Photos are provided as A3 landscape pages (these may be presented as separate pdf documents).*