

LAND AT TILEKILN GREEN, STANSTED
HERITAGE IMPACT ASSESSMENT

ISSUE 05

JANUARY 2022



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On behalf of Purcell ©

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Issue 01

January 2019

Wren Kitchen

Issue 02

October 2019

Design Team

Issue 03

January 2021

Design Team

Issue 04

January 2021

Uttlesford District Council

Issue 05

January 2022

Uttlesford District Council

LAND AT TILEKILN GREEN, STANSTED: HERITAGE IMPACT ASSESSMENT

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SECTION 1.0

INTRODUCTION

This Heritage Impact Assessment has been prepared to accompany an application to create a new open logistics facility for Wren Kitchens on a site opposite to a Grade II listed building, The Old Elm. Although the Old Elm is not within the proposals site, the proposals site forms part of the setting of the Old Elm. This report has been produced to assess the potential for the proposals to impact on the listed building and its setting. It relates to built heritage only; below ground archaeology is addressed in the separate archaeological desk-based assessment.

The National Planning Policy Framework requires that an assessment of the significance of a heritage asset, such as The Old Elm, should be provided whenever a planning application is submitted for works to it or within its setting. This Heritage Impact Assessment includes a description of the site, its setting and key views; an overview of its historical development; a statement of significance; and a heritage impact assessment.

This report has been informed by a visit to the site, conducted in May 2018 and repeated in January 2022, desk-based research and archival research at the Essex Record Office. For a full list of sources used for the report, see the Bibliography at section 7.

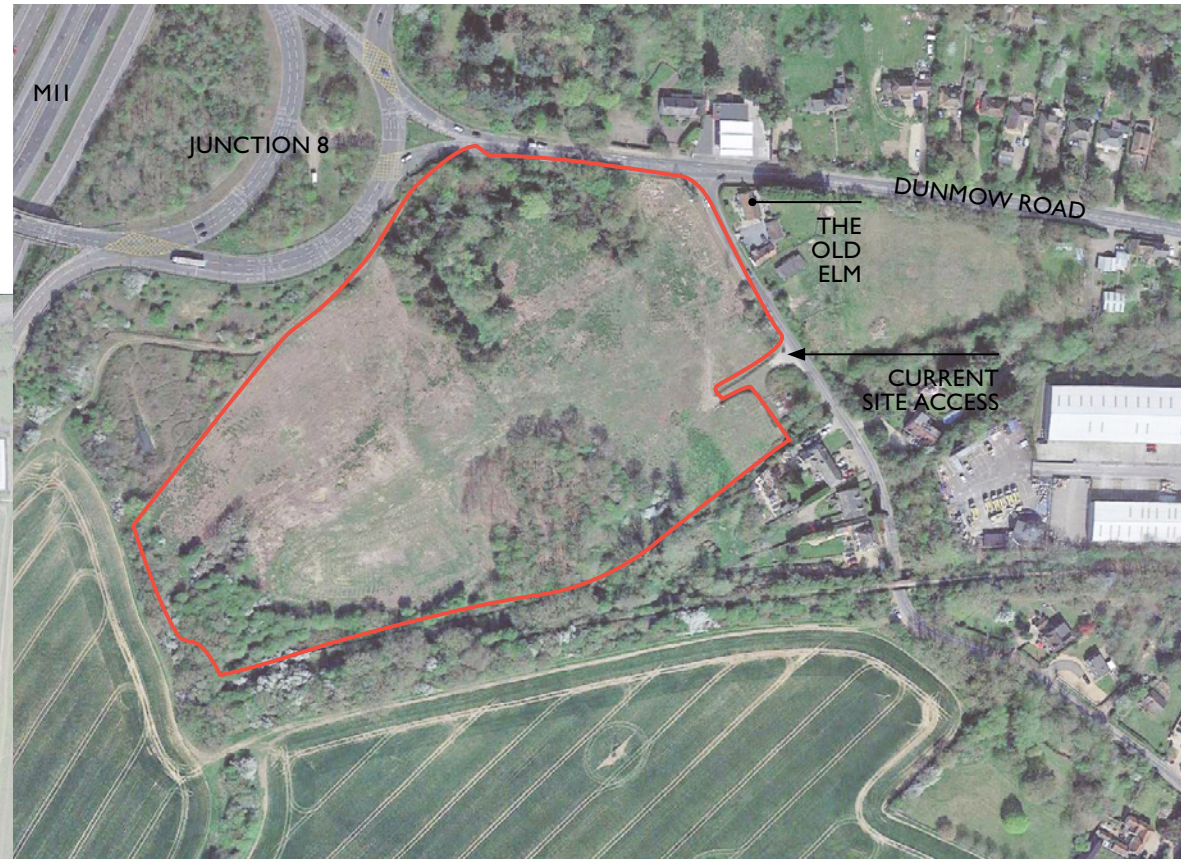
This report has been prepared by Purcell, a practice of conservation architects and heritage consultants. Earlier issues (01 to 04) were authored by Sally Humphries, Senior Heritage Consultant, BA(Hons), MSt, IHBC. The current version (issue 05, January 2022) has been reviewed and amended by Will Holborow, Associate and Senior Heritage Consultant, ARB, IHBC, CAABC.

SECTION 2.0

UNDERSTANDING THE SITE

2.1 SITE LOCATION

The proposals site is in Essex, close to Stansted Airport, which lies to the east of the site. The site sits to the south of Dunmow Road and to the immediate south-east of Junction 8 of the M11. To the east, the site is bordered by Tilekiln Green which leads south towards the villages of Tilekiln Green and Great Hallingbury. At the north end of Tilekiln Green road, sits the Grade II listed building The Old Elm.



Site location plan. This plan is not to scale. Base plan © Google Earth 2022

UNDERSTANDING THE SITE

2.2 SITE DESCRIPTION

The proposals site is accessed from Tilekiln Green to the east. The land is undulating with a general slope down to the south and west. It is covered in grassed areas with substantial, mainly deciduous, trees and vegetation surrounding and within the site. Sections adjacent to the south-east corner of the site are fenced off with modern metal fencing. There are also two green electrical service cabinets in this area. Adjacent to the north-west corner of the site is a pond. A public footpath, the Fritch Way, bounds the proposals site to the south, along the course of a disused railway line.



Site access from the east



Fenced area at the south-east corner of the site



Northern part of the site



Pond adjacent to the north-west corner of the site

UNDERSTANDING THE SITE

2.3 THE OLD ELM

The Old Elm is a two-storey building with a steeply pitched roof. It is rendered and painted white, with red tiles to the roof and a brick chimney stack on the northern elevation. A small porch is in the centre of the west elevation over the front door. Windows are timber side-hung casements, painted pale green. An historic photograph of the building as a beer house⁰¹ shows that the current chimney stack is a modern addition and the roof must have been re-tiled as two former chimneys along the ridge have been removed. The porch is also a later addition. The north elevation also used to be clad in weatherboarding, with a single storey cart shed extension.

The house is set prominently on the corner of Dunmow Road and Tilekiln Green. The property is bordered by a modern low stone wall topped with a dense evergreen hedge. To the south of the main house is a modern weather-boarded outbuilding, painted white and with a pitched tile roof.



West and south elevations of The Old Elm



The modern outbuilding in context with The Old Elm



The north and west elevations of The Old Elm



The north elevation of The Old Elm

UNDERSTANDING THE SITE

2.4 SETTING

The setting of a heritage asset is the surroundings in which it is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral.

To the north of the site, Dunmow Road is a busy road leading off Junction 8 of the M11 to the west. Large signage for the roundabout at the junction is located on the opposite corner of the junction with Tilekiln Green to The Old Elm. The road is lined with trees and vegetation. On the north side of Dunmow Road, opposite The Old Elm, is a petrol station. There are also a few small houses along the north side of the road here. Further east, on the south side of the road are several substantial modern warehouses and car dealerships clearly visible from the road.

Tilekiln Green is a smaller road, also lined with trees and vegetation. Small cottages are dispersed sporadically along the road, forming the hamlet of Tilekiln Green. These are generally brick or rendered, with tile roofs.

To the south of the proposals site is undulating agricultural land; fields planted with crops and edged by hedgerows and trees. Harps Farm lies to the south, with a collection of listed farm buildings, as well as large modern agricultural buildings.

The M11 and Junction 8 border the site to the west and north-west, with the Bishops Stortford service station across the junction to the west. Vehicles and street lights are visible from the northern part of the proposals site. The noise of traffic on the M11 is constant and, as Stansted airport lies very close to the north of the site, low-flying planes also frequently pass over, contributing to the noisy atmosphere of the site.



Tilekiln Green looking north from the current site entrance



Example of cottages on Tilekiln Green



The Thatched Cottage on Stane Street



Recent development facing the Thatched Cottage

UNDERSTANDING THE SITE



Redevelopment of the Old Stables



New house to the south east of the Old Elm



The Esso Garage to the north of The Old Elm



Road signage at the junction of Dunmow Road and the Old Elm



Large signage at the junction of Dunmow Road and Tilekiln Green, opposite The Old Elm

UNDERSTANDING THE SITE



Proximity of Junction 8 with the north edge of the site



Junction 8 from Dunmow Road



Dunmow Road looking east, with The Old Elm visible at the junction with Tilekiln Green

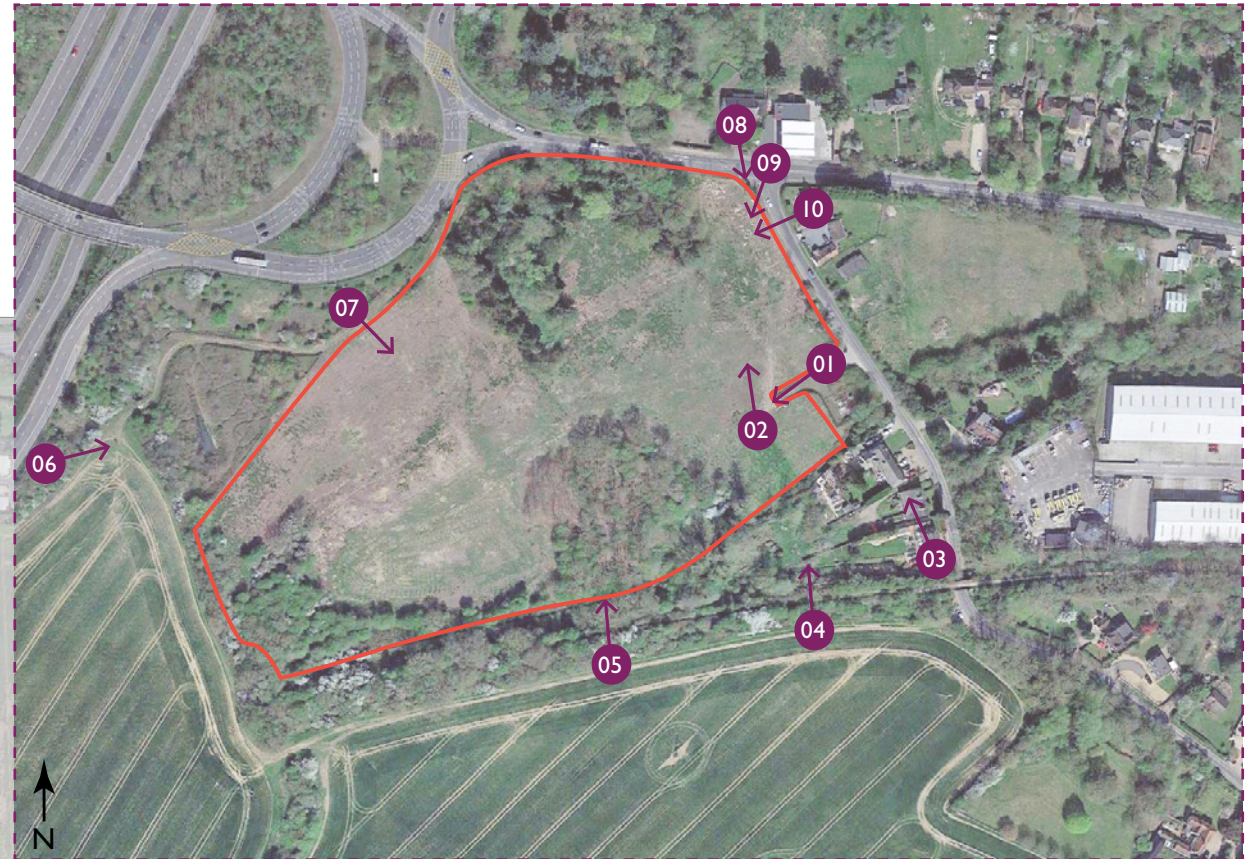


Harps Farm

UNDERSTANDING THE SITE

2.5 VIEWS

The assessment of key views within the setting of a heritage asset is an important part of establishing its heritage value. A view may be significant for several reasons: it may clearly illustrate a heritage asset, it may tell the narrative of how a place has evolved through time or it may show how a view has been deliberately designed. The views shown below illustrate where and to what extent The Old Elm is visible in context with the proposals site, help establish the general character of the site, as well as examine the view from Harps Farm.



Views plan. This plan is not to scale. Base plan © Google Earth 2022.

UNDERSTANDING THE SITE

View 01: From site entrance looking west

This view shows the grassed area and fences in the south-east portion of the site.



View 02: From the eastern part of the site towards the junction of Dunmow Road and Bedlars Green Road

This view looks across the grassed area at the north-east corner of the site. The roof of cottages to the west of the petrol station, as well as petrol station and street signage, are visible. The substantial vegetation along the edge of the site blocks The Old Elm from view.



View 03: From disused railway bridge, the Fitch Way

This view is taken from a disused railway bridge (now a public footpath) over Tilekiln Green, looking north. It illustrates that tree cover and buildings block the view to the proposals site and The Old Elm.



UNDERSTANDING THE SITE

View 04: From public footpath looking north

This view looks north from the public footpath which bounds the proposals site to the south. Beyond trees and vegetation which line the southern edge of the site, grassed areas are visible. Beyond this, in the distance are glimpsed views of the petrol station and cottages on the north side of Dunmow Road, as well as a small section of the roof of The Old Elm.



View 05: From public footpath looking north

This view has been included to demonstrate how only very minor glimpses of grassed areas within the site are visible beyond the dense vegetation alongside the public footpath. The vegetation across the site and the topography of the land means that The Old Elm is not visible.



UNDERSTANDING THE SITE

View 06: From field to the west, looking east

From the west the dense vegetation on the site is also apparent, as is the proximity of the northern part of the site to Junction 8, which is marked in this view by lampposts and vehicles. The vegetation and topography mean that The Old Elm is not visible.



UNDERSTANDING THE SITE

View 07: Looking south across the site

This view again illustrates the dense vegetation across the site, as well as the proximity of the flight path for Stansted airport, as shown by the airplane.



View 08: From the junction of Dunmow Road and Tilekiln Green

This view shows The Old Elm in context with the proposals site to the right of the image. Historically this view would have been different as there was a cottage set in wooded grounds opposite The Old Elm.



View 09: From outside The Old Elm

A closer range view of the site, opposite The Old Elm, which will be screened by further tree planting. Only part of the proposals site is seen from here, with further car-parking areas proposed beyond the bank of trees in the distance.



UNDERSTANDING THE SITE

View 10: From opposite The Old Elm

A close-up view of the site from opposite The Old Elm.



View 11: View from entrance to Harps Farm, looking north

The bank of trees in the distance marks the edge of the proposals site. However, the site itself and The Old Elm are not visible at this distance and because of the topography of the land and covering vegetation.



SECTION 3.0

LEGISLATIVE FRAMEWORK

3.1 NATIONAL PLANNING POLICY FRAMEWORK

Though the site itself is not a designated heritage asset, its proximity to the listed building of The Old Elm means that an assessment of impact on heritage value will be required. With regards to the preservation of the setting of a heritage asset, the following points of the *National Planning Policy Framework July 2021* (NPPF) should be considered:

194. In determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance. As a minimum the relevant historic environment record should have been consulted and the heritage assets assessed using appropriate expertise where necessary. Where a site on which development is proposed includes, or has the potential to include, heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation.

195. Local planning authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset) taking account of the available evidence and any necessary expertise. They should take this assessment into account when considering the impact of a proposal on a heritage asset, to avoid or minimise conflict between the heritage asset's conservation and any aspect of the proposal...

197. In determining planning applications, local planning authorities should take account of:

- *the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;*
- *the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and*
- *the desirability of new development making a positive contribution to local character and distinctiveness.*

199. When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.

200. Any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification. Substantial harm to or loss of:

- a *grade II listed buildings, or grade II registered parks or gardens, should be exceptional...*

201. Where a proposed development will lead to substantial harm to (or total loss of significance of) a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or total loss is necessary to achieve substantial public benefits that outweigh that harm or loss, or all of the following apply:

- a *the nature of the heritage asset prevents all reasonable uses of the site; and*
- b *no viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; and*
- c *conservation by grant-funding or some form of charitable or public ownership is demonstrably not possible; and*
- d *the harm or loss is outweighed by the benefit of bringing the site back into use.*

202. Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use.

LEGISLATIVE FRAMEWORK

3.2 LOCAL LEGISLATION

Uttlesford Local Plan (2005)

Where the Uttlesford Local Plan makes specific reference to development affecting listed buildings, it states that:

Policy ENV2- Development affecting Listed Buildings

Development affecting a listed building should be in keeping with its scale, character and surroundings. Demolition of a listed building, or development proposals that adversely affect the setting, and alterations that impair the special characteristics of a listed building will not be permitted. In cases where planning permission might not normally be granted for the conversion of listed buildings to alternative uses, favourable consideration may be accorded to schemes which incorporate works that represent the most practical way of preserving the building and its architectural and historic characteristics and its setting⁰¹

The Council is at the beginning of preparing a new Local Plan. Public consultation on nine 'issues and options' papers closed in April 2021.

3.3 GUIDANCE ON SETTING

In this case, the main issue to be considered is the impact of the proposed development on the setting of heritage assets. Setting is defined in the NPPF as *'The surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral.'*

The Planning Practice Guide is online guidance issued by the Ministry of Housing, Communities and Local Government, last updated on 23 July 2019. It includes guidance on the Historic Environment. At Paragraph 13 (Reference ID: 18a-013-20190723), it considers the question: What is the setting of a heritage asset and how can it be taken into account?. It advises that:

All heritage assets have a setting, irrespective of the form in which they survive and whether they are designated or not. The setting of a heritage asset and the asset's curtilage may not have the same extent.

The extent and importance of setting is often expressed by reference to the visual relationship between the asset and the proposed development and associated visual/physical considerations. Although views of or from an asset will play an important part in the assessment of impacts on setting, the way in which we experience an asset in its setting is also influenced by other environmental factors such as noise, dust, smell and vibration from other land uses in the vicinity, and by our understanding of the historic relationship between places. For example, buildings that are in close proximity but are not visible from each other may have a historic or aesthetic connection that amplifies the experience of the significance of each.

The contribution that setting makes to the significance of the heritage asset does not depend on there being public rights of way or an ability to otherwise access or experience that setting. The contribution may vary over time.

The recommended approach to analysing the setting of heritage assets is set out in Historic England's guidance: *The Setting of Heritage Asset: Historic Environment Good Practice Advice in Planning Note 3* (2nd edition, December 2017).

Though the site itself does not include any heritage assets, it is located across from the Grade II listed The Old Elm and its visual impact on the building's character must be considered. There are several other listed buildings in the locality on the Dunmow Road and at Great Hallingbury, which are shown on the map opposite. Given their distance from the site and the screening of it by trees, buildings or the topography of the landscape, these other listed buildings are not deemed to be within the setting of the proposals site.

⁰¹ Uttlesford Local Plan (2005) <http://www.uttlesford.gov.uk/CHttpHandler.ashx?id=4723&p=0>

LEGISLATIVE FRAMEWORK

HERITAGE ASSETS	
■ Grade II	
01	The Old Elm
02	Lewismead
03	a) Harps Farmhouse b) Granary c) Barn
04	131 and 132 Harps Farm Lane
05	Hop Poles
06	Stornaway
07	a) Kowhai Cottage b) 142 Bedlars Green
08	Thatched Cottage
09	Great Hallingbury End
10	a) Thremhall Priory b) Garden House c) Dovecote d) Granary e) Castlodge f) Stables



Heritage Assets plan. This plan is not to scale. Base plan © Google Earth 2022

SECTION 4.0

HISTORY

4.1 SUMMARY HISTORY

Evidence of a settlement at Tilekiln Green can be traced back to the sixteenth century with the earliest recorded dwelling being Lewis's, now Lewismead, recorded in 1553 and The Old Elm also built in the sixteenth century. The development site was unoccupied in 1777. However, by 1839 a structure is shown on the eastern edge of the site, which was later developed and evolved into Start Hill Farm, a complex of several ancillary structures, now demolished. Other buildings on the site included Start Hill House, appearing between 1882 and 1897, and later demolished in the early twenty-first century, and the mid to late-nineteenth century The Old Bakery, which occupied the south-east of the site, both of which have been now demolished.

The site is now undeveloped. It is laid to grass, vegetation, mature hedges and trees and is part of the wider setting of The Old Elm. Two electrical service cabinets have been installed to the eastern side of the site.

4.2 TIMELINE HISTORY

C16th
The Old Elm is constructed

C18th
Dunmow Road, then known as Stane Street, is turned into a Turnpike Road.⁰¹

1869
The Great Eastern Railway opens, with a stop at Start Hill.⁰²

1888
Earliest written reference to the Old Elm Inn, a public house.⁰³

1894
The Old Elm Inn is struck by lightning, which shattered all the windows of the property.⁰⁴

1921
Start Hill Farm first appears on the OS Maps.

1943
Stansted Airport opens as RAF Stansted Mountfitchet, used by both the RAF and the US Air Force as a bomber airfield and maintenance depot.

1952
The Great Eastern Railway at Start Hill closes.⁰⁵

1957
Planning application for a petrol station on the site of the Old Elm Public House is refused.⁰⁶

1958
The Elm, then known as the Old Elm, undergoes a change of use, from licensed premises to dwelling house.⁰⁷

1966
Stansted Airport is put under the control of the British Airport Authority (BAA) and is used by holiday charter companies as a cheaper alternative to Heathrow or Gatwick.

1975
Work begins on the M11 Motorway, though the junction for Stansted (Junction 8) was not completed until 1979.⁰⁸

1988-1991
The current Stansted terminal is designed by Norman Foster, as part of a wider government plan to develop the airport.

01 A History of the County of Essex, Volume 8: Parishes: Great Hallingbury, WR Powell et al, (1983), pp. 113-124

02 Ibid

03 Essex Herald, 2nd October 1888

04 Chelmsford Chronicle, 20th July 1894

05 Powell

06 Uttlesford District Council Planning Portal

07 Ibid

08 <http://www.cbrd.co.uk/motorway/m11/>

HISTORY

1995

Last time Start Hill Farm and Start Hill House appear on the OS Map. No record of their demolition has been found.

1999

Application approved to erect a single storey stable block at the Old Elm.

2006

Application approved to convert an outbuilding at the Old Elm to a residential dwelling.

2007

Major expansion of terminal space at Stansted occurs, adding 64,000 square foot of floorspace.

2009

Application approved to replace doors and windows at the Old Elm, due to damage caused by pollution from the airport. Application also makes references to several other repairs occasioned by pollution damage, including the re-rendering of the property.

4.3 HISTORY OF TILEKILN GREEN

The area known as Tilekiln Green, the residential development to the south of the site, had been in existence from at least the sixteenth century, when a number of houses were documented in the area.

The oldest recorded house in the settlement is Lewismead, first recorded in 1553. Today, the late medieval cross wing survives, but the attached hall was rebuilt sometime in the seventeenth century, with further additions in the eighteenth century. A much bigger property than the Old Elm, it is labelled on historic OS maps as Lewis's, and appears to be a farm complex. It is listed at Grade II.

Generally, the pattern of dispersal of listed buildings reflects the historic development of the area, which tended towards small,

isolated settlements, based largely around an arable economy. Though there are some examples of eighteenth century and later brick built buildings which are included on the heritage list, the majority of those in the surrounding area represent timber framed cottages or farmhouses.

A number of timber framed structures in the surrounding villages, like the Old Elm, are constructed with red tile roofs reflecting a consistent palette of traditional building materials. These include: Harps Farmhouse, Bedlars Green, a fifteenth century hall with later additions; Great Hallingbury End, Dunmow Road; and Stornaway Cottage, Bedlars Green, a sixteenth century cottage with later additions. Kowhai Cottage, an eighteenth century brick-built structure, also features a red tile roof.

HISTORY

4.4 MAP PROGRESSION

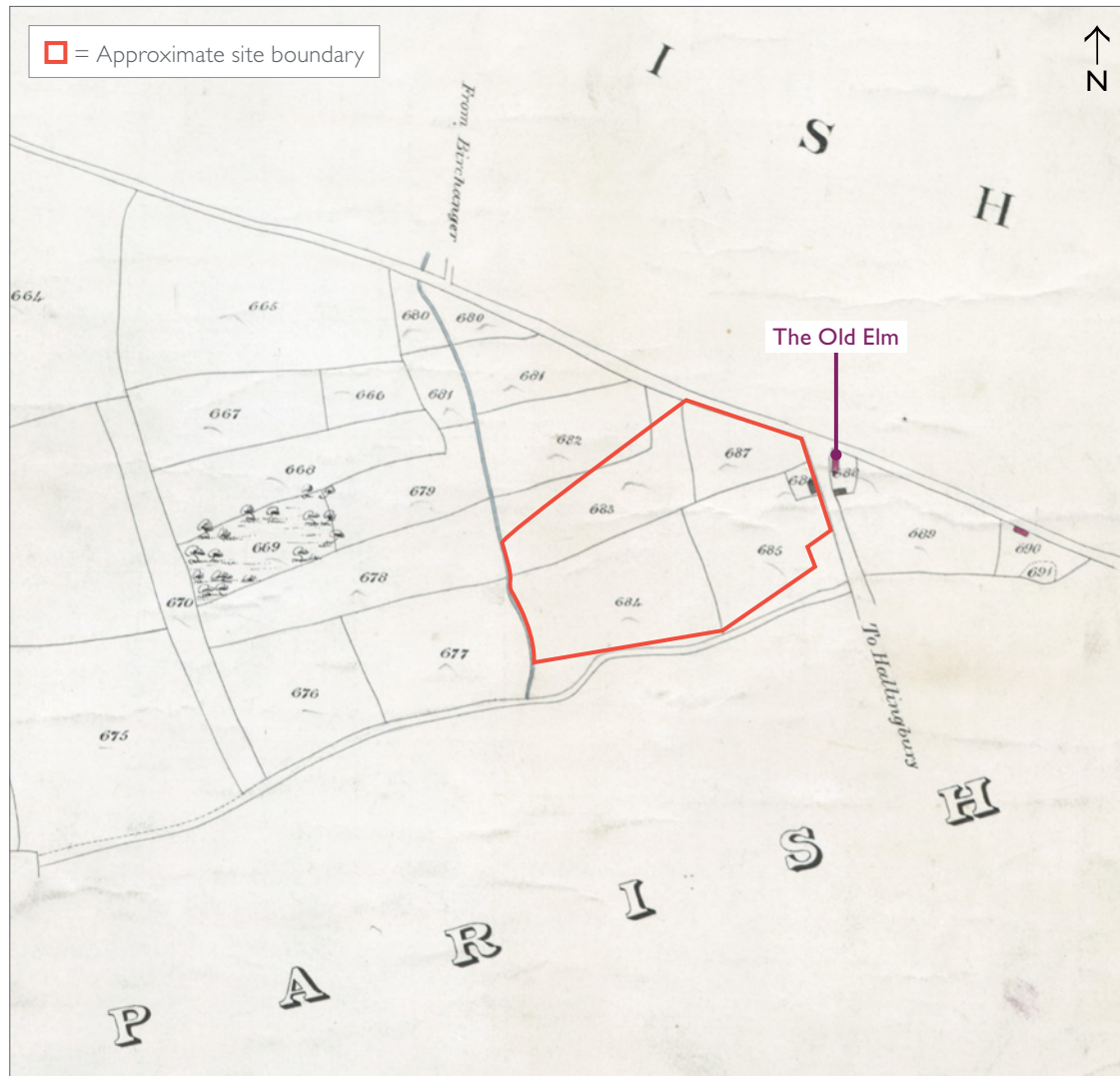
In the 1777 Chapman and Andre Map, the Branks Farm and Tilekiln Green are featured in the area, as are Dunmow Road and Tilekiln Green road. The Old Elm house is visible as are the other farms to the south of the site and on the east and west sides of Tilekiln Green. There is also a road not seen in later maps, which diverges from Tilekiln Green to the south-west, following to the north of the stream. This is not a detailed map and therefore it is difficult to gain an understanding of building forms. There are no structures shown on the proposals site.



1777 Chapman and Andre Map (Essex Record Office (ERO) Ref: Chapman And Andre 7, 1777)

HISTORY

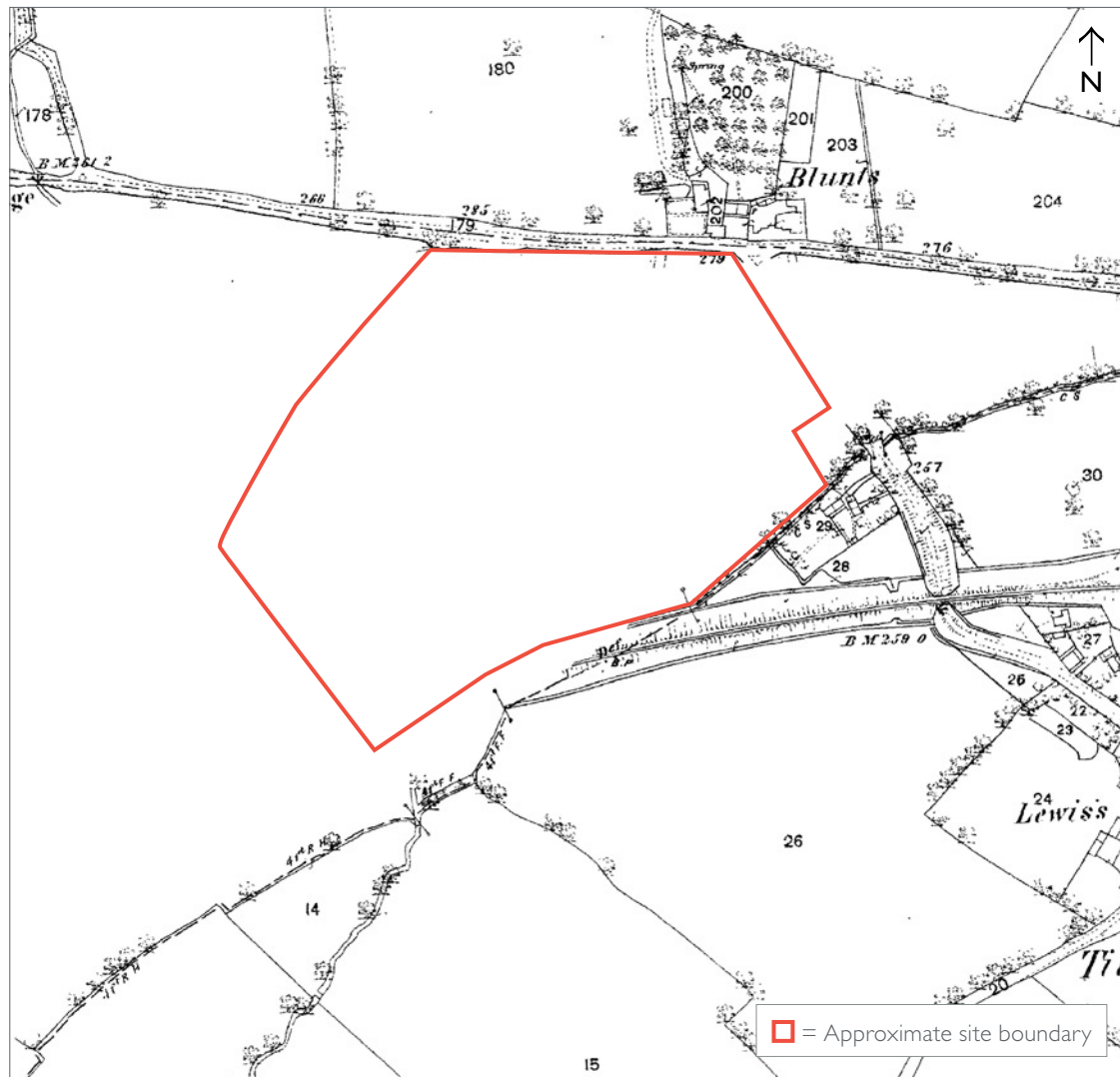
The 1839 tithe map of the Parish of Bishop Stortford illustrates the area south of Dunmow Rd and north of the stream. This map provides a better understanding of the buildings east and west of Tilekiln Green than the previous 1777 Chaman and Andre Map. The tithe map shows both the Old Elm house and another building within the same plot 688. The latter may have been developed between the Chapman and Andre Map and this, or it may be that the former lacked the detail. To the west of Tilekiln Green road is plot 686 with another building, which is shown for the first time.



1839 Tithe Map of the Parish of Bishop Stortford (Hertfordshire Archives Ref: DSA4_21_20009 74250030094/xx19)

HISTORY

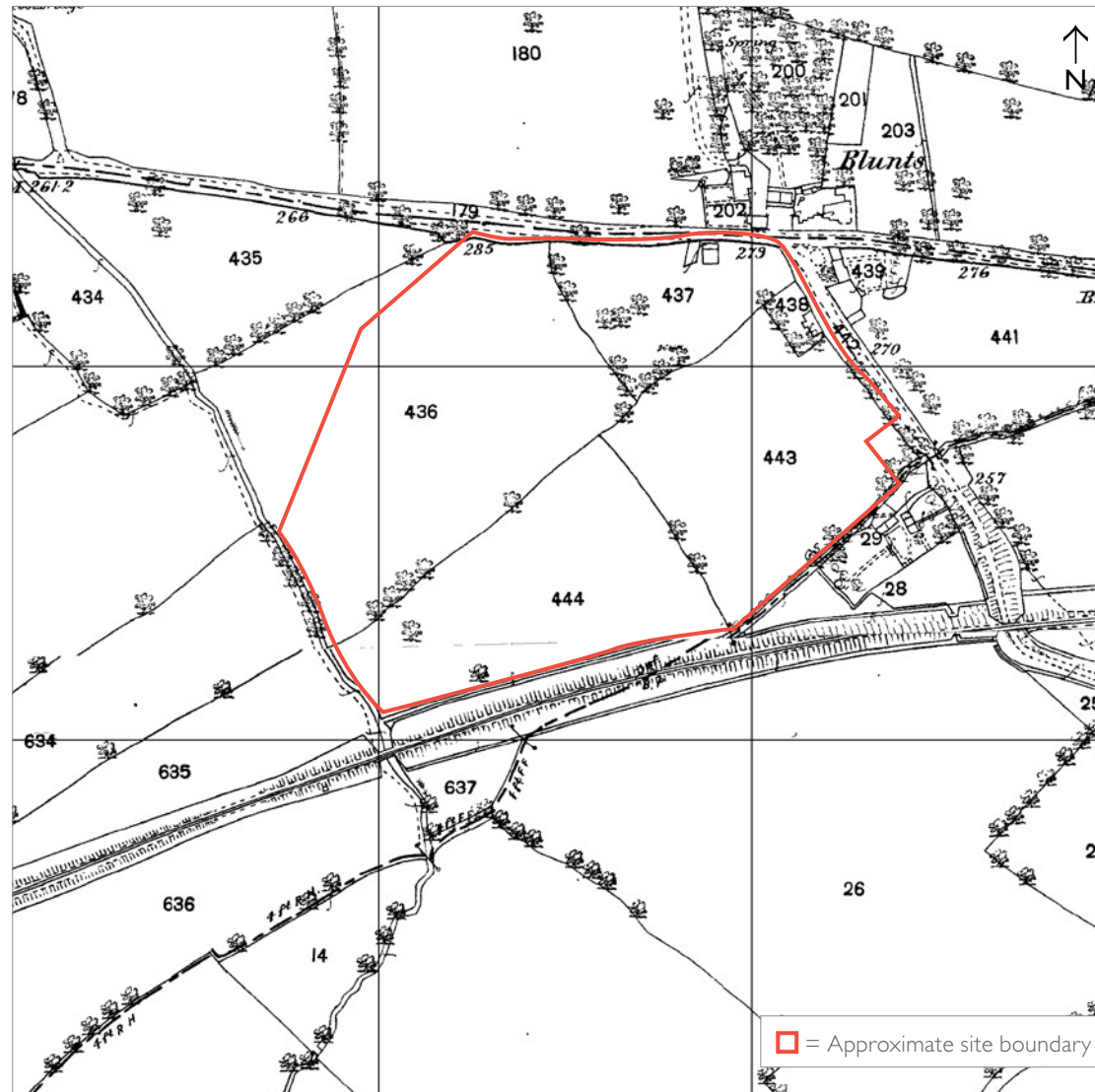
The 1876 OS map shows the railway line for the first time. It is also worth noting that the railway's development may be the catalyst for boundary changes to the surrounding area. However this map is fragmented and does not show any features within the development site, or the Old Elm.



1876 OS Map 1:2,500 © Crown Copyright 2018. All rights reserved. Licence number 100020449.

HISTORY

The 1882 OS map illustrates the site area and reveals slight changes. These include a structure on the opposite side of the road to the Old Elm (plot 438) and a smaller structure on the north edge of the site in plot 437, adjacent to Dunmow Road. The site area is shown to have several trees, particularly around the plot boundaries. Old Elm is also shown and it appears that an abutting building was constructed to the north, along Dunmow Road. This is seen on an historic photograph as an open sided cart shed.⁰¹ There was also a roped off yard in front of the public house and the dirt tracks of the adjacent roads are visible. The map also shows an enclosure on the south side of the Old Elm as well as a small structure to the south again and a pond to the east.

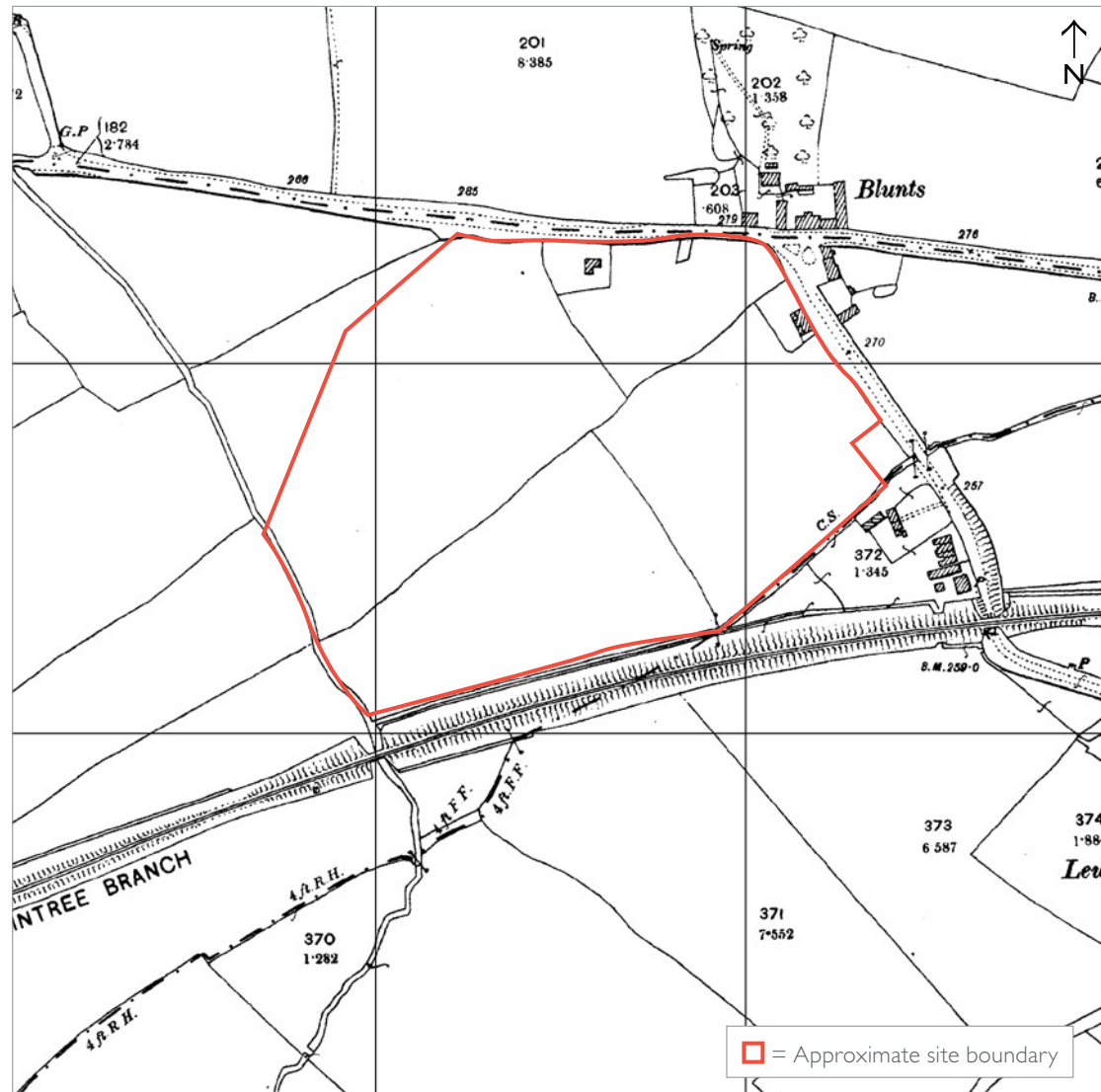


⁰¹ <https://pubwiki.co.uk/HertsPubs/BishopsStortford/OldElmInn.shtml>

1882 OS Map 1:2,500 © Crown Copyright 2018. All rights reserved. Licence number 100020449.

HISTORY

The 1897 OS map demonstrates developments by this time. One of the two structures along Dunmow Road, in what was labelled plot 437 on the 1882 OS map, has disappeared, while a small subdivision has occurred in that plot and a small L-shaped structure added. Also adjacent to the south-east edge of the site boundary, substantial change has occurred as several new houses have been constructed.



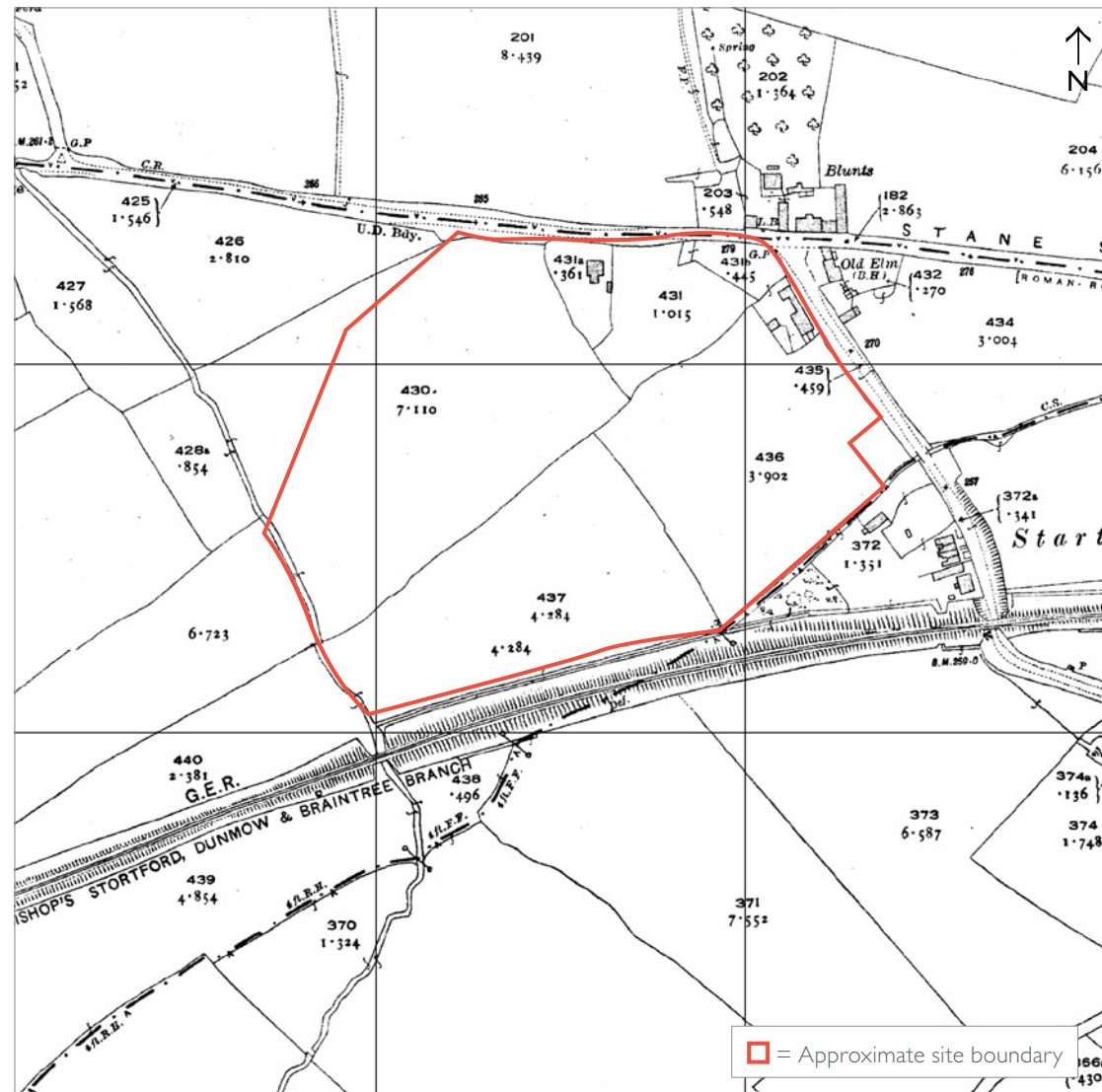
1897 OS Map 1:2,500 © Crown Copyright 2018. All rights reserved. Licence number 100020449.

HISTORY

The 1921 OS map reveals further changes to the site, including the alteration of boundary demarcation in plot 431a, in which the structure within has been enlarged and reshaped and a small structure added to its south-east. Plot 431b has also been created in the north-east corner. The plot to the south of 431b shows new structures, while the previous building may have been integrated.

At the south-east edge of the site (plot 372) shows some change to the structures. One of the two original structures (east) was lost and a small addition was added to the other (west). Other small structures were added and removed in this area. The triangular plot to the left also shows trees for the first time, suggesting that it may have been intentionally planted. Dunmow Road, noted as Stane Street, is also referred to as a Roman Road.

The map also shows that small buildings were added within one of its subdivisions, to the south of Old Elm, which is now annotated 'B.H.', or Beer House.

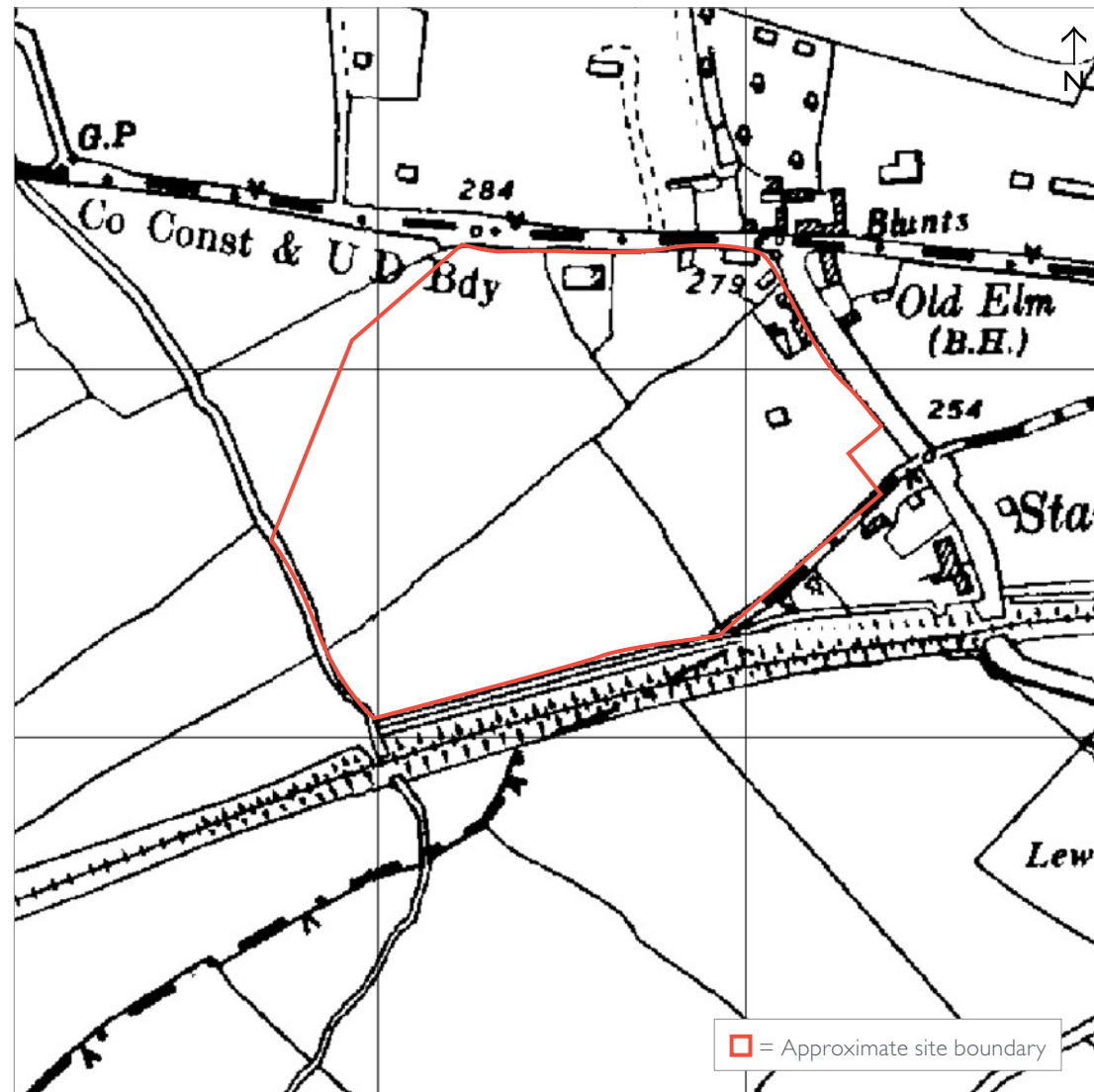


1921 OS Map 1:2,500 © Crown Copyright 2018. All rights reserved. Licence number 100020449.

HISTORY

In the 1960 OS map, two structures have been added to the plot formerly identified as 431b, now 279. The shape of the structure within plot 431a has also been altered. A new structure was added in the centre of plot to the south, formerly 436.

Blunts Farm has undergone changes with a number of structures added to the west, north and east of the farmstead, while what was likely a late nineteenth century farmhouse was rebuilt.



1960 OS Map 1:2,500 © Crown Copyright 2018. All rights reserved. Licence number 100020449.

HISTORY

The 1969-70 OS map reveals very substantial changes to the site and its surroundings while also providing information about extant features. Starting with the site, the plot divisions changed in the north-east corner, and the new divisions identify one area as Start Hill House and the other as Start Hill Farm. A number of buildings were added to both.

Start Hill House has a different footprint compared to the structure shown on the previous map, including a detached outbuilding and a pond near the north-east corner of the plot.

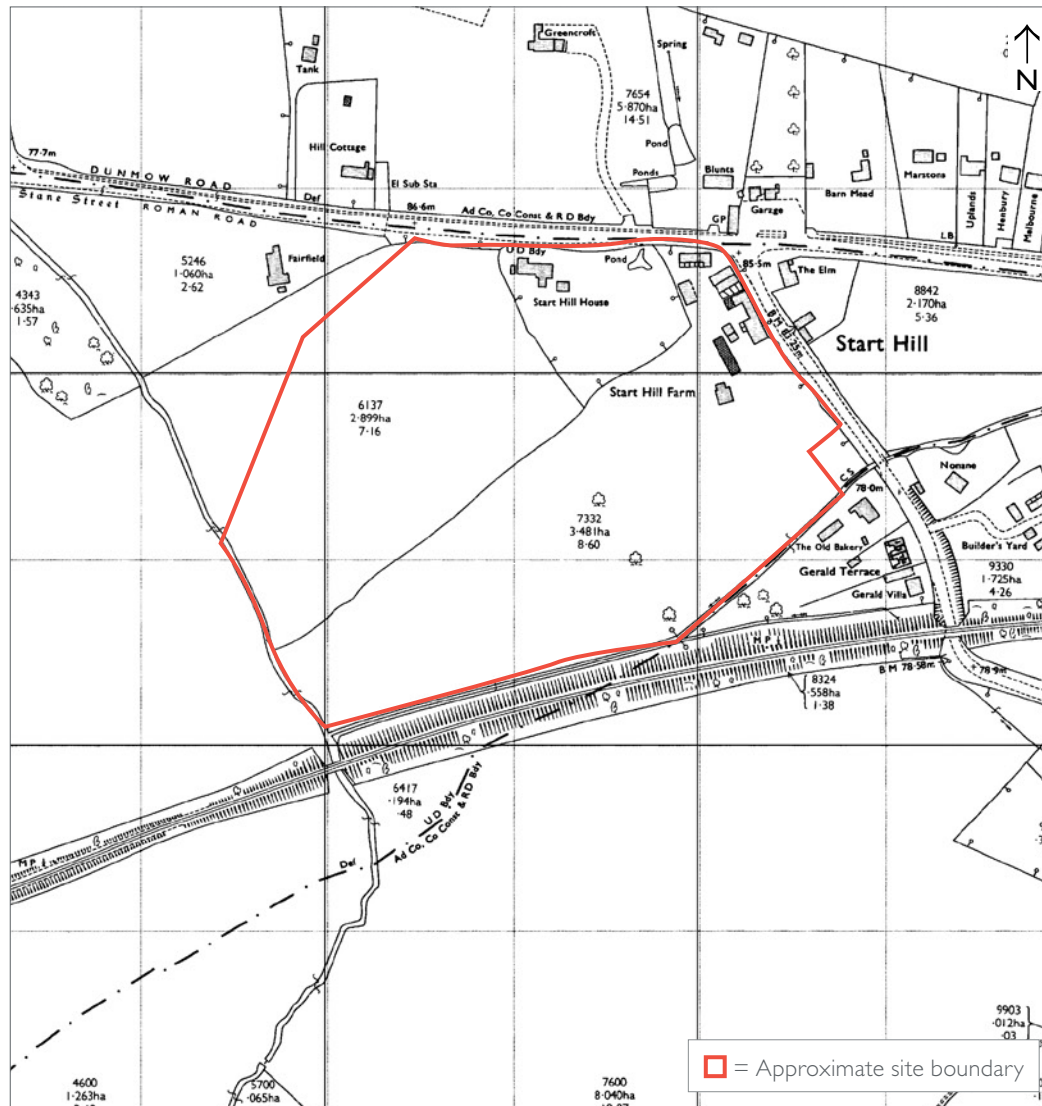
The farmstead shows new buildings to the north and west of the main structure along Tilekiln Green road. There are also a few trees shown within Start Hill Farm, which may indicate planting. To the north-west is a new house in plot 5246, called Fairfield. To the south-east there are stronger property divisions and the three properties are identified as Gerald Villa, Gerald Terrace, and The Old Bakery.

The site of the latter retains a historic, structure which appears between the 1777 and 1882 maps, together with a structure to the east, much extended since the 1960 map, and a smaller building to the south.

The Old Elm's boundary lines were also extended to the south to incorporate the structure to the south, and a new structure adjoining it was added between 1960 and 69. The northern extension to the house, no longer identified as a beer house, was removed and the northern boundary line shifted south, away from the road.

The area around Old Elm has also been further changed. Blunts farm was substantially altered as the majority of the buildings demolished and the site converted to a garage. A new property named Hill Cottage was also constructed north of Fairfield and Dunmow Rd. Added to the east side of Tilekiln Lane are a Builder's Yard and a property called Nonane.

The buildings identified in the previous map to the east of Blunts and the garage have now been clearly subdivided and named, indicating residential use.



1969-70 OS Map 1:2,500 © Crown Copyright 2018. All rights reserved. Licence number 100020449.

HISTORY

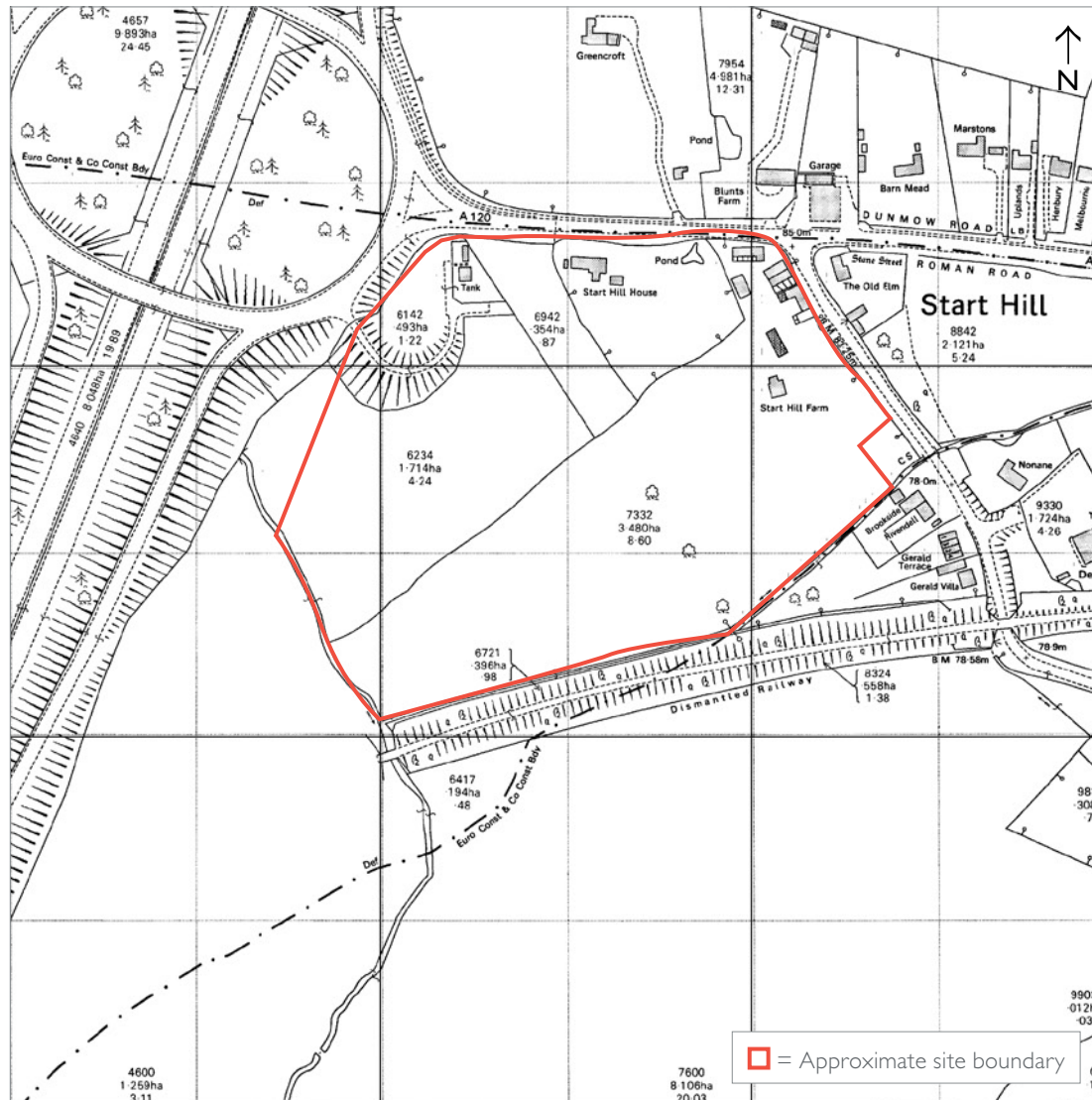
The 1983 OS Map shows the construction of Junction 8 of the M11, which still exists on the north-west boundary of the site. This also caused the destruction of Fairfield and its replacement with service structures, including a tank. A new plot was also created just to the east.

Two houses are shown on the site of the former Old Bakery as an L shaped structure, subdivided into two dwellings, Brookside and Rivendell, each with an associated outbuilding. These may be either new structures or the subdivision of the larger structure shown on the 1969-70 map.

The garage north of Old Elm underwent changes with the expansion of the building and addition of a covered forecourt structure, now the Esso Garage.

Since the 1983 OS map, the buildings that once existed in the northern area of the site have been removed. The structure at the south-west corner of the Old Elm plot, running parallel to the road on the OS map, has been removed. By 1995, a new structure was added at the southern end of the plot that runs parallel to its north-west neighbour. A detached garage was added to the south-east of the house. The stables for The Old Elm were converted to residential in 2006.

Extensive industrial construction has occurred to the east of Old Elm and along Dunmow Road, through the addition of massive warehouses and surrounding large-scale paved carparking. On the north-east side of Tilegreen Green there have been recent two residential developments. The site next to the Old Elm (the 'Old Stables') has been redeveloped following demolition of the stable block with the erection of a new dwelling. The site next to this has been developed by the erection of a one-and-a-half storey detached dwelling.



1983 OS Map 1:2,500 © Crown Copyright 2018. All rights reserved. Licence number 100020449.

SECTION 5.0

SIGNIFICANCE

5.1 ASSESSING SIGNIFICANCE

The NPPF (first published in 2012 and revised in 2021) defines significance as 'the value of a heritage asset to this and future generations because of its heritage interest'. Such interest may be archaeological, architectural, artistic or historic' and it may derive 'not only from a heritage asset's physical presence, but also from its setting'. Guidance on how to interpret these interests is contained in Statements of *Heritage Significance: Analysing Significance in Heritage Assets*, Historic England, October 2019. These interests are defined as follows:

Archaeological Interest: There will be archaeological interest in a heritage asset if it holds, or potentially holds, evidence of past human activity worthy of expert investigation at some point.

Architectural and Artistic Interest: These are interests in the design and general aesthetics of a place. They can arise from conscious design or fortuitously from the way the heritage asset has evolved. More specifically, architectural interest is an interest in the art or science of the design, construction, craftsmanship and decoration of buildings and structures of all types. Artistic interest is an interest in other human creative skills, like sculpture.

Historic Interest: An interest in past lives and events (including pre-historic). Heritage assets can illustrate or be associated with them. Heritage assets with historic interest not only provide a material record of our nation's history, but can also provide meaning for communities derived from their collective experience of a place and can symbolise wider values such as faith and cultural identity.

The significance of the site and surrounding designated assets have been assessed using a scale of significance ratings ranging from High to Detrimental. The definitions of these levels are provided here.

- **High Significance** is attributable to a theme, feature, built fabric or characteristic which has a high cultural value and forms an essential part of understanding the historic value of the site, while greatly contributing towards its character and appearance.
- **Medium Significance** is attributable to a theme, feature, built fabric or characteristic which has some cultural importance and helps to define the historic value, character and appearance. These elements are often important for only a few values, for example it may be either the survival of physical built fabric or association with an historic use, but not both.
- **Low Significance** is attributable to a theme, feature, built fabric or characteristic which has minor cultural value and which may, even to a small degree, contribute towards the character and appearance of the site.
- Elements of **Neutral Significance** typically do not possess any heritage values which are important to the site. As such, they neither contribute to – nor detract from – its overall character and understanding.
- Elements that are **Detrimental** to heritage value have characteristics which detract from the overall significance and character of the site.

5.2 SIGNIFICANCE OF THE SITE

Historic Interest

The site itself has been subject to considerable change throughout the years, with buildings erected and subsequently demolished from the late eighteenth/ early nineteenth century onwards, with most of the development located towards the north-east of the site.

One such building appeared in the early nineteenth century tithe maps. It was extended and much altered over subsequent years and was eventually identified as Start Hill Farm in the mid to late twentieth century, before it was later demolished. Start Hill House and all the other structures on the site were also demolished.

The site therefore has some **low historic interest** for its former residential and farm use.

Archaeological Interest

The Archaeological Desk-based Assessment (Purcell, January 2021) states that there is moderate potential for prehistoric finds and that these would be of medium or high significance in contributing to the wider understanding of prehistory in the south-east of England. This reflects the substantial evidence recorded for activity dating from the Neolithic to the Iron Age in the area. Given the proximity of the site to the major Roman road of Stane Street, which may have passed through the northernmost part of the site, the potential for Roman remains is high and they would be of medium to high significance. There may be medieval evidence relating to Thremhall Priory, the medieval tile kiln and the medieval field system so the potential for medieval archaeology on the site is deemed moderate to high with finds being of low to medium significance. There is also high potential for post-medieval archaeology of low significance, mostly relating to lost buildings and drains. The site has generally been undisturbed by development making the potential for archaeological evidence to survive intact high. The site is therefore deemed to hold **High Archaeological Potential**.

SIGNIFICANCE

Architectural and Artistic Interest

The site has no buildings or designed landscape features. Whilst some of the tree planting appears self-seeding, others appear to have a direct relationship with plot boundaries and historic planting and therefore could be the result of intentional planting or clearance within plots. The site holds no intrinsic architectural or artistic interest.

5.3 SIGNIFICANCE OF HERITAGE ASSETS

There are a number of heritage assets in the surrounding area, as discussed above; however, the site only falls within the setting of Old Elm. Therefore, in accordance with the principle of proportionality outlined in the NPPF, this report will assess the significance of the Old Elm and its setting. This will inform an understanding of the potential impact of development within its setting, upon the overall significance of the listed building.

5.3.1 Significance of The Old Elm

The Old Elm is a Grade II listed sixteenth century timber-framed building with a locally distinctive, traditional red tile roof and prominent north chimney (albeit modern). Its earliest recorded use was as a public house and there have been a number of buildings within its curtilage that were demolished over time, resulting in the loss of its historic illustrative and associative group value. The surviving outbuilding, shown on the 1839 tithe map, underwent residential conversion c. 2006 (Ref: UTT/0088/06/FUL), which considerably altered its historic, aesthetic and evidential values.

5.3.2 Setting

The area around The Old Elm has undergone substantial change, with the loss of adjacent properties and the development of the surrounding area to residential and utilitarian use. This includes the loss of most of Blunts Farm, with the original farm house seemingly lost by 1960. The map regression also demonstrates that other buildings have been demolished since 1983 on the development site, directly opposite the Old Elm. The rural character and setting of The Old Elm has also been subjected to development and loss. The area to the north-east and along the north side of Dunmow Rd has undergone the development of residential dwellings and the area to the south of the Dunmow Road now houses several large warehouses. Large signage for Junction 8 is an intrusive feature in the immediate setting of the listed building.

The development site contributes to the wider setting of The Old Elm by way of the, now established, tree-lined boundary along Tilekiln Green which, together with the mature trees within the site, forms a buffer between the listed building and the transport links to the west and north-west, namely the M11 and Junction 8, thereby preserving the sense of open and rural setting, west of the heritage asset.

Therefore, the historic setting of The Old Elm has been much altered since the mid-twentieth century and is deemed to be of **low significance**.

SECTION 6.0

IMPACT ASSESSMENT

6.1 CRITERIA FOR ASSESSMENT

This section considers the impact of proposed change on the site at Tilekiln Green and the heritage assets within its setting. The assessment is based on the observations made while on site and a review of the design proposals.

The impact will be assessed based on the following criteria:

MAGNITUDE OF IMPACT	DEFINITION
High Beneficial	The proposals considerably enhance the significance of the heritage assets, views of the heritage assets, or the ability to appreciate their significance.
Medium Beneficial	The proposals enhance to a clearly discernible extent the significance of the heritage assets, views of the heritage assets, or the ability to appreciate their significance.
Low Beneficial	The proposals enhance to a minor extent the significance of the heritage assets, views of the heritage assets, or the ability to appreciate their significance.
Neutral	The proposals do not affect the significance of the heritage assets, views of the heritage assets, or the ability to appreciate their significance.
Low Adverse	The proposals harm to a minor extent the significance of the heritage assets, views of the heritage assets, or the ability to appreciate their significance.
Medium Adverse	The proposals harm to a clearly discernible extent the significance of the heritage assets, views of the heritage assets, or the ability to appreciate their significance.
High Adverse	The development substantially affects the heritage values of the heritage assets, or the ability to appreciate those values.

IMPACT ASSESSMENT

6.2 SUMMARY OF PROPOSALS

The proposals are shown on the following drawings:

- PL_001, Rev.4 Proposed layout
- PL_002 Sections
- PL_003 Site plan
- I1008PL_1003_A_Proposed Illustrative Section 3-A3
- I8.446-P204a landscape proposals

The assessment of impact is based on these drawings and on the Design & Access Statement submitted with the application.

The proposals consist of the conversion of the site to an open logistics facility through the:

- Realignment of the northern end of Tilekiln Lane to form a new access road further away from the Old Elm;
- A new planted area and entrance into the Old Elm plot;
- A new entrance into the proposals site planted with screening plants to reduce visibility into the site;
- Four areas of hard landscaping for truck parking, separated by banking at 1:3 gradient;
- An area of hard landscaping for parking 124 cars, enclosed within banking, generally at 1:3 gradient;
- Potential for provision of two portakabins and shelter for 63 cycles
- Installation of fencing to the perimeter of the site; and
- Planting of additional trees to the boundaries and within the site.

6.3 CHANGES TO PREVIOUS SCHEME

The previous planning application (reference UTT/21/0332/FUL) was refused permission by Uttlesford District Council in May 2021. Reason for refusal No.5 was on the grounds of harm to the setting of the Old Elm. The current application has been changed to address this concern by:

- Increasing the distance between the Old Elm and the nearest area of hardstanding for lorry parking
- Revising the landscaping proposals for the area in front of the Old Elm to retain a 3m-wide footway on the historic line of the road, with appropriate species of trees (a line of 6no. Hornbeam - *Carpinus betulus*) beside it
- Creating a raised landscaped area opposite the Old Elm to reduce the visual impact of the development.

6.4 IMPACT ASSESSMENT

In the immediate setting of the Old Elm the change of use of the proposals site to an open logistics facility will increase the amount of traffic consisting of large vehicles travelling within close range of the property. However, these vehicles will be further from the property as a result of the road realignment. The Environmental Noise Assessment by Sharps Acoustics has concluded that there would be no impact on the Old Elm and, as such, mitigation such as secondary glazing is not required.

The junction from Dunmow Road to Tilekiln Green is proposed for realignment, moving the road further away from the house itself and increasing the planted verge between the house's boundary wall and the edge of the road. This will help to reduce any overbearing impact of large lorries passing by and planting will

assist in reducing visual and noise impact from within the house and property boundary. It will, however, mean a change in the historic road alignment and prominence of the Old Elm from the Dunmow Road that reflects its previous use as a beer house on the main road. At the T-junction the large signage for Junction 8 of the M11 currently sits within view of the Old Elm property and is overbearing in its scale and utilitarian in its nature. This will be relocated further west along Dunmow Road and therefore will be out of sight of the listed building due to tree cover, resulting in a low beneficial impact. On balance, therefore, the low adverse impact from the change in the road layout is mitigated by the improvements to the setting of the listed building through a wider buffer between the property boundary and the realigned road, as well as the benefit of relocating the intrusive signage. This results in a neutral impact.

Because of the topography of the land sloping down from east to west and the extensive existing and proposed planting along the boundaries of the site, the landscaping of the proposals site as an open logistics facility will have little impact on the setting of the listed building. New trees will be planted along the eastern boundary to screen the open logistics facility from view from outside the Old Elm (for example in views 9 and 10 in section 2.5 of this report). A close-boarded sound-retardant fence, 2.4m high, will be used around this part of the site but this will be screened by Hornbeam hedging and the colouring will help it to blend in. The entrance to the site has been designed with care to reduce the width of the opening as far as possible and to screen the interior of the site, including such features as portakabins and parked lorries, from view through the use of planted areas either side of the entrance. A timber closeboarded fence will surround the staff car parking area but this too will be screened with planting. As there are very limited built features within the site, the majority of

IMPACT ASSESSMENT

it proposed as open parking areas, the additional screen planting will mean no built features will be added to the view west from the Old Elm and views glimpsed of the countryside to the south of the site will be retained. In the context of an already utilitarian road and T-junction the addition of a carefully designed new entrance to the proposals site with plenty of screening to hide the limited built development will have a neutral impact.

In views from the south and west of the proposals site (for example views 3-6 in section 2.5 of this report) the listed building is barely glimpsed and both the lack of built features in the proposals and the addition of further tree planting will mean there will be no change in views of the surrounding countryside in context with the listed building. Equally from Harps Farm, which is listed, set at some distance to the south of the site, there will be no change in views northwards towards the open logistics facility. There will therefore be a neutral impact on views from the wider setting.

The context of the site to the north-west and east is one of a large, busy motorway junction, with Dunmow Road that has several large modern warehouses/car dealership easily visible from the road. These new developments all sit north of the Fritch Way in a defined band along Dunmow Road, which would be the same situation at the current proposals site. A further grade II listed building on the north side of Dunmow Road, known as 'The Thatched Cottage' in the list description (reproduced in appendix A), is directly opposite a group of these large modern units, which were permitted in 2014 (UTT/14/0138/FUL) with the conservation officer consulted stating that "As the locality in general has develop [sic] in great measure as a mixed employment area, I feel that refusal of this application based on its effect on the setting of the listed cottage is unlikely to succeed on appeal."⁰¹

The site proposed for the lorry park has a similar relationship to the Old Elm, separated by a road and with some screen planting. The warehouse units permitted opposite the Thatched Cottage are, however, much more visually intrusive to the setting of the listed building than the open logistics facility would be to the Old Elm, due to the very limited and low-lying built development proposed. The open logistics facility would therefore have a much more minimal impact on the setting of the Old Elm as the commercial units have on the Thatched Cottage.

In conclusion, the change of use of the site to an open logistics facility will have little visual impact on the setting of the Grade II listed Old Elm, due to the very minimal built development proposed which, by way of the reduced levels and extensive existing and proposed trees and planting, will be screened from view. Minor beneficial impacts result in the relocation of a large road sign away from view from the Old Elm and the shift of the northern end of Tilekiln Green away from the listed building. Overall, the impact on the setting of the Grade II listed Old Elm is neutral.

⁰¹ Uttlesford District Council, *Internal Consultation- Conservation, specialist advice on historic buildings and conservation*, 13 May 2014

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APPENDIX A

LIST DESCRIPTIONS

THE ELM

List entry Number: 1101606

Location THE ELM, DUNMOW ROAD

Grade: II

Date first listed: 28-Sep-1978

Details

I. 5253 DUNMOW ROAD (South Side) Start Hill

The Elm TL 52 SW:7/17 28.9.78

II

2. C16 timber-framed. Modern roughcast facades and old red tile roof. Two storeys. Three modern casements on both ground and first floors. Door under flat hood in slight recess. Slight break forward on south. chimney stack on north gable end to road. Interior: Much exposed timber framing. Mullioned C16 window on first floor south end. Queen post roof on cambered, chamfered tie beam.

Listing NGR: TL5185021450

THE THATCHED COTTAGE

List Entry Number: 1238889

Location: THE THATCHED COTTAGE, STANE STREET

Grade: II

Date first listed: 23-Feb-1981

The following item shall be inserted

I. BIRCHANGER STANE STREET Start Hill

The Thatched Cottage TL 52 SW 25/1515

II

2. C17 to C18 timber-framed and plastered. Roof thatched, half-hipped. One storey and attics. One gabled dormer on the front with tiled roof. Ridge chimney stack.

Listing NGR: TL5271521403

