



Uttlesford Protected Lanes Assessment

March 2012



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1 Introduction

Essex County Council's Historic Environment Branch was commissioned by Uttlesford District Council in 2012 to undertake an assessment of the Districts existing Protected Lanes using the new Protected Lanes criteria developed for the County (ECC 2009).

The work was undertaken in two stages, comprising an initial stage of desk-based assessment followed by field survey. Following the assessment, the scores for each Protected Lane were checked against the threshold for determining Protected Lane status. This report summarises the methodology and results of the project.

2 Background

2.1 Historic Lanes in Essex

The greater part of the road network in the Essex countryside derives from at least as far back as the medieval period. Much of it undoubtedly existed in Saxon times and it is likely that many roads and lanes were formed long before that. These lanes are part of what was once an immense mileage of minor roads and track-ways connecting villages, hamlets and scattered farms and cottages. Many were used for agricultural purposes, linking settlements to arable fields, grazing on pasture, heaths and greens; and other resources such as woodland and coastal marsh. Generally these roads were not deliberately designed and constructed; written records of the establishment of roads during the medieval period are rare (Rackham, 1986, 264). Instead they would have started life as track-ways without a bearing surface, although often with defined boundaries including hedgerows, ditches and banks.

The width of ancient roads depended then, as now, on the traffic using them but historic lanes tend to be very variable in width, often within a short distance. Before metalling the roads became rutted in wet weather and the traffic would move over less rutted areas to the sides. Principal roads between towns tended to be wide for this reason. Wide verges and linear roadside greens were also grazed by cattle, sheep and geese being driven through the countryside to market. Roadsides often had ponds associated with them for watering livestock, although it is clear from The Court Rolls that these frequently began life as extraction pits for clay and gravel (Emmison, 1991, 287). Many lanes had ditches along one or both sides of the lane to demarcate the highway and to assist drainage. These boundaries are frequently even more sinuous than the road itself. On the clay lands, the roads inevitably became water courses during heavy rain; the water would pour off the fields and wash away the muddy surface. They were also eroded through continuous use; over the centuries lanes on hillsides tended to become sunken. Lanes with marked differences in the level between two sides of a lane are also apparent on sloping ground, caused by lynchet formation – the gradual shift of soil down-slope caused by ploughing over hundreds of years. When roads became properly metalled in the 19th century and 20th centuries they became in a sense fossilized; the carriageways were fixed as metalled strips and the verges were formed from the marginal land between the carriageway and the highway boundary (Hunter, 1999).

Today, historic lanes are an important feature in our landscape: they continue to have an articulating role, providing insights into past communities and their activities through direct experience of a lanes historic fabric; contain the archaeological potential to yield evidence about these past human activities and to provide insights into the development of a landscape and the relationship of features within it over time; have considerable ecological value as habitats for plants and animals, serving as corridors for movement and dispersal for some species and acting as vital connections between other habitats; and allow people to enrich their daily lives by accessing cherished historic landmarks and landscapes, encouraging recreation within the countryside, thereby promoting well-being.

2.2 Protected Lanes Policy in Essex

The policy to preserve Essex historic lanes has been in operation for over a quarter of a century and is summarized in a document prepared by Essex County Council (ECC, 1998). However when Local Authorities decided to re-assess their existing Protected Lanes as part of the evidence base for the Local Development Frameworks, precise information on the criteria used to assess historic lanes for Protected Lane status and the original survey guidelines for making this assessment were found to be no longer available. Essex County Council's Historic Environment Branch was commissioned by Chelmsford Borough Council to develop robust and defensible criteria for its Local Development Framework, Core Strategy and Development Control Policies (Policy DC 15) on Protected Lanes (CBC, 2008, 75) and then to apply these criteria to Protected Lanes in the Borough (ECC, 2009). The criteria used for Chelmsford was found to work well and therefore has been used to assess those lanes in Uttlesford

2.3 Protected Lanes Policy in Uttlesford District Council

Uttlesford District in defining their Core Strategy and Development Control Policies wanted to retain their Protected Historic Lane Policy from their present Local Plan which identified a total of 168 lanes, however, there was a lack of supporting information for this policy and the Lanes had not been assessed for a period of at least 25 years.

3 Reason for the project

Development Policies can have significant effects and so it is important that the criteria for decision making and the evidence base on which decisions are made is comprehensive, robust and defensible. Consistency and transparency of judgment is crucial to public acceptability and fairness of the process. Detailed criteria for Protected Lane status and a methodical articulation of how a lane does or does not meet such criteria, which clearly illustrates the rationale behind a lanes selection, will make a major contribution to achieving that acceptability.

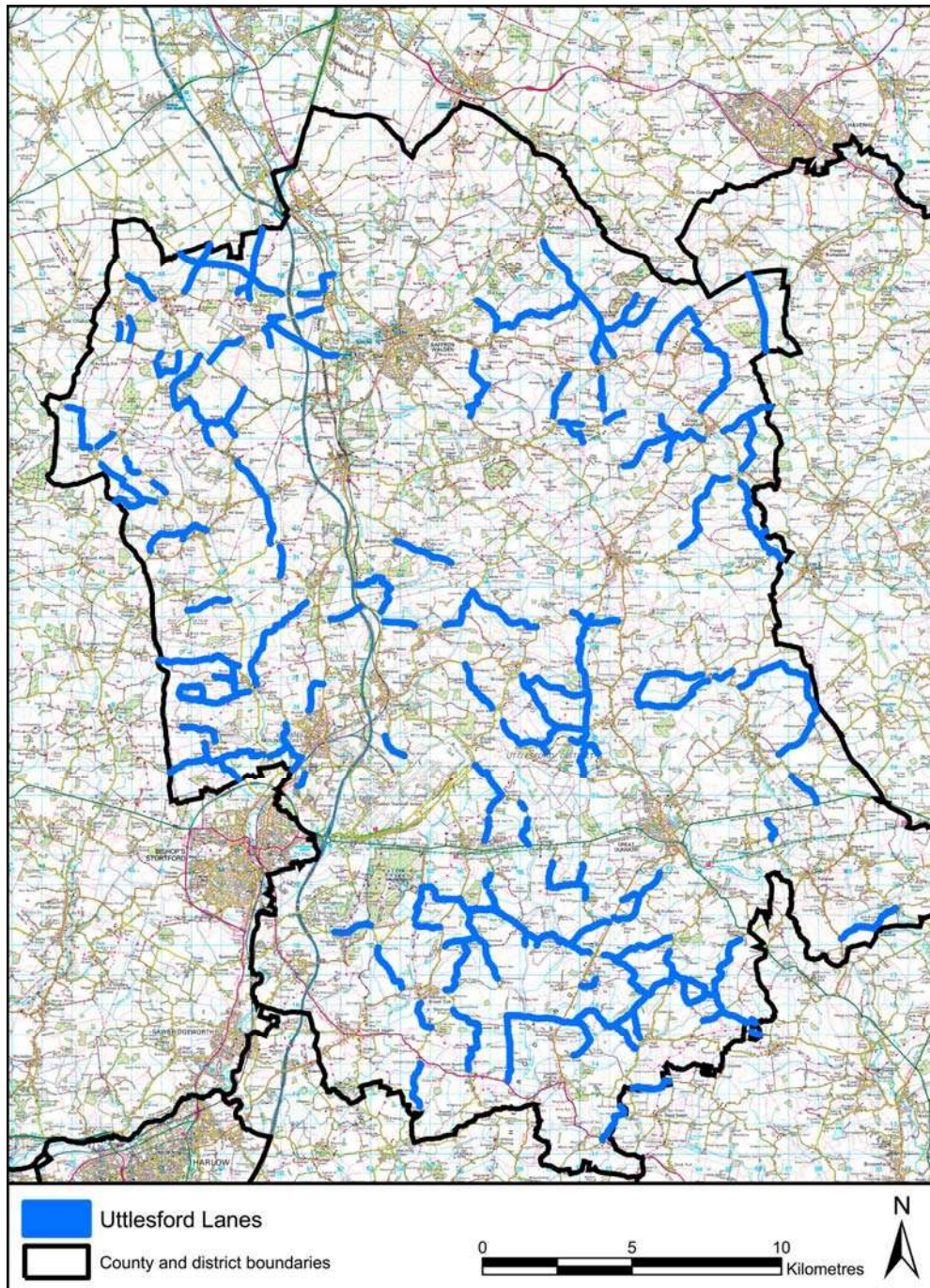


Figure 1 Location of the existing protected lanes of Uttlesford

4 Protected Lanes Criteria and Scoring System

The criteria and associated scoring system that were developed during the project and used to evaluate existing Protected Lanes in Uttlesford District through a combination of desk based and field assessment are set out below:

PROTECTED LANES SCORING SYSTEM			
Criterion	Type of assessment	Description	Score
Diversity	Field assessment	The lane has limited diversity of features, form, alignment, depth and width	1
		The lane has a moderate range of features but limited form, alignment, depth and width or vice versa	2
		The lane has a moderate range of features and form, alignment, depth and width	3
		The lane has a wide range of features, form, alignment, depth and width	4
Group Value (Association)	Desk-based assessment	The lane has limited association with historic landscape features and other heritage assets of broadly the same date	1
		The lane has direct association with one or more historic settlements or other significant heritage assets of broadly the same date	2
		The lane has association with a moderate range of contemporary historic landscape features and other heritage assets	3
		The lane has a strong association with numerous and/or designated historic landscape features/other heritage assets of broadly the same	4

		date	
Archaeological Association	Desk-based assessment	The lane has no known association with a non-contemporary archaeological feature	0
		The lane has a single association with a non-contemporary archaeological feature	1
		The lane has limited association with non-contemporary archaeological features	2
		The lane has a strong association with non-contemporary archaeological features	3
Archaeological Potential	Field assessment	The lane has limited potential for archaeological evidence	1
		The lane includes components which have the potential to contain archaeological evidence	2
		The lane contains a wide range of components with potential to contain archaeological evidence	3
Historic Integrity	Field assessment	Significant improvements or damage evident; erosion of historic fabric affecting significant length of the lane (excluding significant hedgerow loss)	1
		Moderate improvements or loss to historic fabric of the lane (excluding significant hedgerow loss)	2
		Limited or discrete erosion/damage	4

		to the historic fabric of the lane and/or significant hedgerow loss	
		No improvements to the lane and well preserved historic fabric	6
Biodiversity			
Biodiversity	Field and desk based assessment	The lane has limited biodiversity assets e.g. grass verge or bank, single species hedge e.g. garden hedge or has suffered significant hedgerow loss	1
		The lane has significant lengths of intermittent hedge (with or without occasional mature trees) and verge surviving and single non-designated assets e.g. pond, or lane or is adjacent/connected to designated asset e.g. Ancient Wood, SSSI	2
		Non-designated assets including continuous mixed species hedgerows, mature trees (including TPOs), grass verge with flowering plants, ponds etc.	3
		Designated assets e.g. LOWS, Special Verge, veteran pollards, Ancient Species Rich hedgerow(s) associated with the lane or its component parts	4
Aesthetic Value			
Aesthetic Value	Field assessment	The lane has limited variety of aesthetic features, or forms/alignment and no significant views	1
		The lane has a variety of aesthetic	2

		features or forms/alignment and / or a significant view	
		The lane has a wide variety of aesthetic features or forms/alignment and / or more than one significant views	3

5 Assessment Procedure for Protected Lanes

The following section describes the processes undertaken in the assessment of each protected lane. This comprised both office based and on site assessment with all of the lanes visited. Figure 1 shows the location of all of the protected lanes.

5.1 Units of Assessment

Each Protected Lane was identified by the original Uttlesford name and number, and a desk based assessment using Google Earth and Google Earth Streetview, Historic Environment Record (HER), and GIS data relevant to the criteria was undertaken. Examples of the GIS data used includes ancient Woodland, Special Verges, County Wildlife Sites, heritage assets including designated sites, and SSSI's. The use of Google Earth Streetview allowed a detailed assessment to be made along the length of the lane as part of the desk based assessment.

For the purposes of the field assessment, one or more completed forms were generated during the site visit for each named lane. These forms were completed in digital format being based on individual **units of assessment**. For a lane which was largely intact along the whole of its historic length (as identified on the first edition OS map), a single **unit of assessment** was identified and only one form completed. However, there were cases where

extensive alterations had occurred along a historic lane, or where a lane had been broken by a new road which meant that these lengths of lane automatically fell out of the criteria and as such either the lane was broken into separate units or were reduced in length. So for each named lane, one or more assessment forms had to be completed.

In some cases extra units were created, or original lanes amalgamated to link in with the actual route of the lane itself. In some cases road names and priorities had changed. All new units were added onto the original 161 lanes protected by the present Local Plan.

5.2 Field Assessment

Each historic lane was assessed in good weather conditions by a team of two historic environment specialists. Digital records were updated or created during the assessment by the specialists.

5.2.1 Photographic Record

Most units of assessment had a colour digital image taken of it and the photo recorded on the unit assessment sheet. Photographs were taken which illustrated the range of forms that a lane took and its historic features e.g. banks, ditches, veteran pollards, hedges etc.

5.2.2 Data Fields:

For each unit of assessment, the following data fields were completed:

- *Name* – name of historic lane
- *Unit* – the number of the unit of assessment
- *Highway / Byway Classification* – Class III, Unclassified or Byway Open to all Traffic (BOAT)

- *NGRs* – X and Y numbers for each end of the units of assessment. These were generated from the GIS after completion of the assessment. To allow this, the assessment maps (one for each historic lane) were marked at the beginning and end points of each unit of assessment during the field visit and the map annotated with the number of the unit.

Description of form and features – this was a description of the historic lane for the length of the unit of assessment. The description included information on the following where possible:

- Form(s) that the lane took e.g. sunken, flat, raised, or lynchet (positive lynchet on uphill side and/or negative lynchet on down hill side).
- Carriageway surface(s) e.g. tarmac, stone, grass, dirt, road planings etc.
- Verges – width, flat, sloping etc.
- Banks and ditches including approximate dimensions and profiles
- If sunken – depth of sunken lane including maximum, minimum, amount of variation etc



Deeply sunken lane (Lane 29)

- Associated vegetation e.g. hedgerows (with an indication of species mix i.e. largely single species, large variety of woody species etc, veteran trees (including pollards, coppice stools), mature trees, grass / flowering plants on verges and banks.



Pollard on side of protected lane with evidence of erosion and modern fencing (Lane 110)

Description of erosion damage – this was a description of erosion damage to the structure of the lane from vehicular traffic along the length of the unit of assessment. The description included information on damage to banks, verges and surfaces (in the case of unmetalled byways).



Erosion and damage caused by pipe laying in verge(Lane 9)

Description of improvements – this was a description of any significant improvements that had been made to a lane along the length of the unit of assessment. The description included information on the type and extent of traffic calming measures and other ‘improvements’ such as widening, kerbing etc.

Views – notable views, which are particularly scenic, unusual or which include contemporary historic features of note e.g. a parish church, listed building, farm complex or landscape that are framed by the lane and/or its associated vegetation were identified as were similarly significant ‘offscape’ views from the lane.



Farm complex bisected by lane (lane 102)

Table 1 Scores for all existing Protected Lanes

LANE ID	LOCATION	Diversity	Integrity	Potential	Aesthetic	Biodiversity	Group Value	Archaeol Association	TOTAL
UTTLANE1	Elmdon - Hertford Lane.	3	4	2	2	3	1	4	19
UTTLANE2	Elmdon - Royston Lane.	3	4	2	2	3	2	3	19
UTTLANE3	Elmdon - Quickset Road.	4	4	2	3	2	2	3	20
UTTLANE4	Strethall/Elmdon - Royston Lane	3	2	2	2	2	1	2	14
UTTLANE5	Littlebury/Strethall - Strethall Road.	2	4	2	2	4	2	2	18
UTTLANE6	Strethall - Strethall Field.	1	4	2	3	4	1	2	17
UTTLANE7	Strethall - Lane leading to/from Catmere End.	3	4	2	3	2	1	2	17
UTTLANE8	Strethall - Strethall Hall Farm.	3	4	3	3	3	3	3	22
UTTLANE9	Littlebury - North of Strethall Road.	3	1	2	2	1	1	1	11
UTTLANE10	Littlebury - Chestnut Avenue.	3	4	2	2	3	3	4	21
UTTLANE11	Littlebury - Lane Leading to Catmere End.	2	2	1	1	4	1	1	12
UTTLANE12	Littlebury - Littlebury Green Road.	2	4	1	1	1	1	2	12
UTTLANE13	Littlebury - Chapel End, Littlebury Green.	3	4	2	2	3	2	2	18
UTTLANE14	Elmdon/Littlebury - Littlebury Green to B1039	3	4	3	3	4	3	2	22
UTTLANE15	Elmdon - Duddenhoe End (B1039 - Coopers End).	3	2	3	3	4	3	2	20
UTTLANE16	Wenden Lofts - Lower Pond Street.	2	2	1	2	1	1	1	10
UTTLANE17	Wenden Lofts - Lane linking Upper/Lower Pond St.	1	4	1	2	1	1	1	11

LANE ID	LOCATION	Diversity	Integrity	Potential	Aesthetic	Biodiversity	Group Value	Archaeol Association	TOTAL
UTTLANE18	Wenden Lofts - School Lane, Upper Pond Street.	3	4	3	3	3	3	3	22
UTTLANE19	Wenden Lofts - Cogmore, Upper Pond Street.	3	2	2	2	3	2	3	17
UTTLANE20	Langley - Park Lane, Lower Green.	4	4	3	3	4	2	2	22
UTTLANE21	Langley - Bull Lane.	2	1	2	2	2	2	3	14
UTTLANE22	Elmdon/Arkesden - Beards Lane.	3	2	2	2	4	3	3	19
UTTLANE23	Arkesden - Newland End.	3	4	2	2	4	3	3	21
UTTLANE24	Arkesden - Long Lane.	2	4	2	2	2	1	1	14
UTTLANE25	Langley - Butts Green to Upper Green.	3	4	2	2	3	2	2	18
UTTLANE26	Clavering/Langley - Roast Green to Lower Green.	4	1	3	2	3	4	2	19
UTTLANE27	Clavering - Valance Road.	2	4	2	2	2	2	2	16
UTTLANE28	Clavering - Meesden Road.	4	4	3	3	3	3	2	22
UTTLANE29	Clavering - Cock Lane.	4	4	3	3	4	4	4	26
UTTLANE30	Clavering - Waterystones.	2	2	1	2	3	1	2	13
UTTLANE31	Quendon & Rickling - Church End to Rickling Hall.	2	4	2	3	2	2	2	17
UTTLANE32	Berden - Little London.	3	4	3	3	3	3	1	20
UTTLANE33	Manuden - Mallows Green Road.	4	4	3	3	3	3	2	22
UTTLANE34	Manuden - Watery Lane.	4	4	3	3	3	3	2	22
UTTLANE35	Manuden - Butt Lane.	3	4	2	2	3	2	2	18
UTTLANE36	Manuden - Dogden Lane	3	4	2	2	2	2	2	17
UTTLANE37	Manuden/Ugley - Pinchpools Road/Brixton Lane.	4	4	2	3	3	3	3	22

LANE ID	LOCATION	Diversity	Integrity	Potential	Aesthetic	Biodiversity	Group Value	Archaeol Association	TOTAL
UTTLANE38	Farnham - Farnham Green Rd.	3	4	2	3	4	3	2	21
UTTLANE39	Farnham - Levels Green to Farnham.	2	2	3	2	2	2	2	15
UTTLANE40	Farnham - Levels Green to Farnham.	3	4	3	2	3	3	3	21
UTTLANE41	Stansted Mountfitchet - Limekiln Lane.	2	4	2	2	2	1	2	15
UTTLANE42	Stansted Mountfitchet - Limekiln Lane.	2	2	2	1	2	1	2	12
UTTLANE43	Stansted Mountfitchet - Gipsy Lane.	1	1	1	1	2	1	1	8
UTTLANE44	Elsenham - Tye Green Road/Claypit Hill.	2	1	2	1	1	2	3	12
UTTLANE45	Henham - Little Henham Hall.	4	6	2	3	3	3	1	22
UTTLANE46	Ugley - Patmore End to North Hall Road.	2	2	1	2	2	1	1	11
UTTLANE47	Henham/Chickney - Chickney Road.	2	2	2	2	4	2	2	16
UTTLANE48	Broxted/Chickney - Sucksted Green to Sibleys.	4	4	3	2	4	3	2	22
UTTLANE49	Merged with UTTLANE48								
UTTLANE50	Saffron Walden - Redgates Lane.	2	2	2	2	4	3	3	18
UTTLANE51	Saffron Walden - Wills Ayley Lane.	1	2	1	1	2	1	2	10
UTTLANE52	Ashdon - Newhouse Lane.	3	2	2	2	4	2	2	17
UTTLANE53	Wimbish - Cole End Lane.	3	1	2	2	3	2	2	15
UTTLANE54	Wimbish - Smithfield Bottom.	1	2	1	1	1	1	0	7
UTTLANE55	Wimbish - Cole End Road.	1	2	1	1	1	1	0	7
UTTLANE56	Radwinter - Golden Lane.	3	4	1	2	2	1	1	14

LANE ID	LOCATION	Diversity	Integrity	Potential	Aesthetic	Biodiversity	Group Value	Archaeol Association	TOTAL
UTTLANE57	Radwinter - Radwinter End.	2	2	1	2	4	2	3	16
UTTLANE58	Hempstead - Hempstead Wood.	3	4	3	2	4	3	3	22
UTTLANE59	Little Sampford - Sudbury Ley.	2	4	2	1	2	1	2	14
UTTLANE60	Little Sampford - Old House Farm.	2	4	2	2	2	2	2	16
UTTLANE61	Little Sampford - Maynards.	4	6	3	1	4	3	4	25
UTTLANE62	Great Sampford - Goddards Farm.	3	4	2	3	2	2	3	19
UTTLANE63	Great Sampford/Little Sampford - Tindon End Road.	3	6	2	2	3	3	3	22
UTTLANE64	Great Sampford/Little Sampford - Tindon End Road.	3	4	2	2	3	2	3	19
UTTLANE65	Little Sampford - Bush Road.	3	2	2	1	1	1	1	11
UTTLANE66	Wimbish - Top Road.	2	4	3	2	3	2	3	19
UTTLANE67	Wimbish - Wimbish Green.	2	4	2	2	3	3	3	19
UTTLANE68	Wimbish/Radwinter - Maple Lane.	3	4	2	2	3	2	2	18
UTTLANE69	Radwinter - Great Brockholds.	2	4	1	3	2	1	1	14
UTTLANE70	Little Sampford	2	6	3	2	3	3	3	22
UTTLANE71	Little Sampford/Thaxted - Little Sampford Road.	3	4	2	2	3	3	4	21
UTTLANE72	Little Bardfield/Little Sampford - Hawkspur Green Road.	4	4	2	2	3	2	2	19
UTTLANE73	Little Bardfield - Langford Bridge.	2	2	1	1	1	1	0	8
UTTLANE74	Little Bardfield - Bardfield Road.	2	2	2	1	2	1	1	11
UTTLANE75	Stebbing - Hill Farm to Lubberhedges Lane.	2	4	2	2	2	1	1	14
UTTLANE76	Stebbing - Lubberhedges Ln.	4	4	3	2	3	3	4	23

LANE ID	LOCATION	Diversity	Integrity	Potential	Aesthetic	Biodiversity	Group Value	Archaeol Association	TOTAL
UTTLANE77	Stebbing - Whitehouse Road.	4	4	3	3	4	3	2	23
UTTLANE78	Stebbing - Collops Road.	2	1	2	1	2	3	4	15
UTTLANE79	Little Dunmow - Bramble Lane.	3	4	1	3	2	1	1	15
UTTLANE80	Lindsell/Stebbing - Lindsell Lane.	2	2	1	2	2	1	2	12
UTTLANE81	Great Easton/Lindsell - Gallows Green Road.	3	4	2	2	4	2	2	19
UTTLANE82	Great Easton/Lindsell - Roger's Piece to Lindsell Lane.	3	6	2	2	4	3	3	23
UTTLANE83	Great Easton - Millend to roger's Piece.	3	4	2	2	3	3	3	20
UTTLANE84	Great Easton - Breach Lane.	3	2	1	2	2	1	1	12
UTTLANE85	Felsted - Leez Lane.	3	4	3	3	3	4	4	24
UTTLANE86	Takeley - Bambers Green.	4	2	3	3	3	3	4	22
UTTLANE87	Takeley - Bambers Green.	2	2	2	2	2	2	3	15
UTTLANE88	Thaxted - Folly Mill Lane.	4	2	3	3	4	3	2	21
UTTLANE89	Thaxted - Hammer Hill, Stanbrook.	2	6	1	2	2	1	0	14
UTTLANE90	Little Easton/Tilty/Thaxted - Duck St. to Folly Mill Lane.	3	2	1	2	2	4	3	17
UTTLANE91	Tilty - Grange Farm.	3	4	3	3	3	3	4	23
UTTLANE92	Broxted/Tilty - Broxted Road.	3	2	2	3	4	2	3	19
UTTLANE93	Great Easton - Water Lane.	2	2	2	2	2	2	1	13
UTTLANE94	Little Easton - Common Lane.	3	2	1	3	2	1	2	14
UTTLANE95	Broxted - Water Lane.	3	2	2	2	2	2	2	15
UTTLANE96	Broxted - Brown's End Road.	3	2	2	3	4	3	3	20
UTTLANE97	Little Easton - Laundry Lane.	4	4	2	3	3	2	1	19

LANE ID	LOCATION	Diversity	Integrity	Potential	Aesthetic	Biodiversity	Group Value	Archaeol Association	TOTAL
UTTLANE98	Broxted - Pledgdon Green Road.	3	3	3	1	3	2	3	18
UTTLANE99	Merged with UTTLANE98								
UTTLANE100	Little Canfield - Highcross Lane.	2	2	1	1	1	1	2	10
UTTLANE101	Little Canfield - Highcross Lane.	3	4	2	2	3	3	4	21
UTTLANE102	Great Canfield/Little Canfield - Bacon End.	1	2	2	2	2	1	2	12
UTTLANE103	Great Hallingbury - Monkswood.	4	6	3	3	4	4	3	27
UTTLANE104	Great Hallingbury - Monkswood.	2	2	1	1	2	1	1	10
UTTLANE105	Hatfield Broad Oak - Pierce William.	3	4	2	3	3	1	2	18
UTTLANE106	White Roding - Marks Hall Lane.	4	2	3	2	3	3	3	20
UTTLANE107	Hatfield Heath - Sparrows Lane.	3	4	2	2	3	2	2	18
UTTLANE108	High Easter - Shorts Farm Lane.	3	2	2	2	4	2	1	16
UTTLANE109	High Easter - Kingston.	2	2	1	2	2	1	2	12
UTTLANE110	Aythorpe Roding - Poplar Farm Road.	3	4	3	3	4	4	4	25
UTTLANE111	Aythorpe Roding - Keeres Green to Axe & Compasses.	4	4	3	3	3	3	3	23
UTTLANE112	Aythorpe Roding - Yeomans.	3	4	2	2	4	4	2	21
UTTLANE113	High Easter - Slough Road.	4	4	2	3	3	3	3	22
UTTLANE114	High Easter - School Lane.	3	4	2	2	2	2	2	17
UTTLANE115	High Roding - High Trees Farm.	2	1	1	2	2	1	1	10

LANE ID	LOCATION	Diversity	Integrity	Potential	Aesthetic	Biodiversity	Group Value	Archaeol Association	TOTAL
UTTLANE116	High Easter - Blakes.	3	4	2	2	2	2	3	18
UTTLANE117	High Easter - Pleshey Grange.	2	4	2	2	2	2	1	15
UTTLANE118	High Easter - Upper Harveys.	3	4	2	2	3	2	3	19
UTTLANE119	High Easter/Barnston - Onslow Green.	3	4	3	2	4	3	4	23
UTTLANE120	High Easter - Swallows Farm.	3	1	3	2	4	3	4	20
UTTLANE121	High Easter - Maidens.	3	4	2	2	3	2	2	18
UTTLANE122	High Easter - Yewtree Farm.	3	4	2	2	3	3	2	19
UTTLANE123	High Roding - Barnston House to Pawsland.	2	4	2	2	3	2	3	18
UTTLANE124	High Roding/High Easter - Magdalen Cottage to Chimballs.	3	4	2	2	3	3	3	20
UTTLANE125	High Easter - High Easter Road.	2	4	2	2	3	3	4	20
UTTLANE126	Great Dunmow - Philpot End Lane	3	4	2	2	2	2	2	17
UTTLANE127	Great Dunmow - Clapton Hall Lane	3	4	2	2	3	2	2	18
UTTLANE128	Merged with UTTLANE129								
UTTLANE129	Great Canfield - Green Street.	4	4	3	3	3	4	4	25
UTTLANE130	High Roding - Canfield Road.	2	4	1	2	2	1	1	13
UTTLANE131	Hatfield Broad Oak - Water Farm to Benningtons.	3	4	3	2	3	3	3	21
UTTLANE132	Hatfield Broad Oak - Brand's Land.	3	4	1	2	3	1	2	16
UTTLANE133	Hatfield Broad Oak - Canfield Hart to Oakbury House.	3	2	2	2	4	2	2	17
UTTLANE134	Merged with UTTLANE127								
UTTLANE135	Hatfield Broad Oak - Bush End.	4	4	2	3	3	3	4	23

LANE ID	LOCATION	Diversity	Integrity	Potential	Aesthetic	Biodiversity	Group Value	Archaeol Association	TOTAL
UTTLANE136	Hatfield Broad Oak - Bush End/Hatfield Forest.	2	4	1	2	3	2	2	16
UTTLANE137	Hatfield Broad Oak - Collier Street.	2	2	1	2	2	1	2	12
UTTLANE138	Great Canfield - Canfield Road.	3	2	2	2	3	3	3	18
UTTLANE139	Great Canfield - Cricket Ground.	2	2	2	1	3	2	1	13
UTTLANE140	Great Canfield - Marsh Farm Road.	2	4	2	1	2	1	1	13
UTTLANE141	Arkesden - Wicken Road (Poore Street).	2	4	2	2	4	1	1	16
UTTLANE142	Birchanger - Tot Lane.	2	2	2	2	2	1	1	12
UTTLANE143	Farnham - Mill hill.	4	2	3	3	3	3	2	20
UTTLANE144	Farnham/Stansted Mountfitchet - Bentfield End Road.	4	4	3	3	3	3	2	22
UTTLANE145	Great Sampford/Hempstead - Howe Lane.	4	4	2	2	4	2	3	21
UTTLANE146	Hempstead - Boyton's Lane.	4	6	2	1	3	2	3	21
UTTLANE147	Hempstead - Wincelw Hall Road.	3	4	2	2	3	2	4	20
UTTLANE148	Hempstead - Witchree Lane.	2	2	1	1	2	1	2	11
UTTLANE149	Henham - Church Street.	2	2	1	2	2	2	4	15
UTTLANE150	Littlebury/Strethall - Strethall Road.	4	2	3	3	4	4	3	23
UTTLANE151	Manuden - Sheepcote Lane.	2	4	2	2	2	1	1	14
UTTLANE152	Manuden - Battles Hall.	3	1	2	2	3	2	2	15
UTTLANE153	Radwinter - Water Lane.	3	4	2	2	3	2	2	18
UTTLANE154	Radwinter - Jenkinhogs Farm.	2	4	2	1	2	1	3	15
UTTLANE155	Radwinter/Ashdon - Ashdon Rd	2	1	2	1	4	3	3	16

LANE ID	LOCATION	Diversity	Integrity	Potential	Aesthetic	Biodiversity	Group Value	Archaeol Association	TOTAL
UTTLANE156	Takeley - Warrish Hall Road.	2	4	2	2	2	1	2	15
UTTLANE157	Quendon & Rickling/Wicken Bonhunt - Rickling Road.	2	4	2	2	3	2	2	17
UTTLANE158	Widdington - Cornells Lane.	3	2	2	2	4	4	3	20
UTTLANE159	Stansted Mountfitchet - Pennington Lane.	3	3	1	2	3	2	2	16
UTTLANE160	Chrishall - Hollow Road.	3	4	2	2	2	2	3	18
UTTLANE161	Chrishall - Bury Lane/Church Road.	3	4	2	3	2	2	4	20
UTTLANE162	High Easter - Upper Harveys.	2	2	2	2	2	2	3	15
UTTLANE163	Takeley - Bambers Green 1.	2	2	2	2	2	1	2	13
UTTLANE164	High Easter - Slough Road.	4	4	2	2	3	2	1	18
UTTLANE165	Hatfield Broad Oak - Canfield Hart to Oakbury House.	4	6	3	3	3	3	3	25
UTTLANE166	Takeley - Warrish Hall Road 1.	2	6	3	3	3	3	4	24
UTTLANE167	Hempstead - Water Lane.	2	2	1	2	1	1	0	9
UTTLANE168	Littlebury - Littlebury Green Road.	3	4	2	2	4	2	2	19

6 Application of the threshold for Protected Lane Status

After completion of the assessment and scoring of the Protected Lanes in the District (Table 1), the final step in determining whether assessed lanes should be designated as Protected Lanes was to apply a threshold score (of 14 which was established in the original project within Chelmsford Borough) to each of the historic lanes to identify lanes that were deemed worthy of Protected Lane status.

The threshold score was determined by the following method:

- *Stage 1 – The lane must score a minimum of 2 for integrity.*

If a lane fails to score 2 for integrity it is not taken forward to the next stage.

- *Stage 2 – The combined score for integrity and diversity must be 5 or more.*

If a lane fails to score 5 for its combined integrity and diversity scores it is not taken forward to the next stage.

- *Stage 3 – The sub total for integrity and diversity (5 or more) from Stage 2, when combined with the scores for group value, archaeological association, archaeological potential, aesthetic value and biodiversity value must be 14 or more.*

The threshold score of 14 was arrived at by adding the minimum score of 5 points from Stage 2 to a score of 9 which is equal to the combined total of the second highest scores attainable for each of the remaining criterion i.e. Group Value score of 2, Archaeological Association score of 1, Archaeological Potential score of 2, Aesthetic Value score of 2 and Biodiversity score of 2. A lane which scores the maximum score of 10 during Stage 2, from a combination of the maximum integrity and diversity scores, must score the second highest score on at least one of the remaining criterion to qualify.

Applying the threshold score to the assessed lanes resulted in a final tally of 118 existing and Protected lanes in Uttlesford District that were deemed worthy of Protected Lanes under the Policy in the future core Strategy (Table 2 and Figure 2).

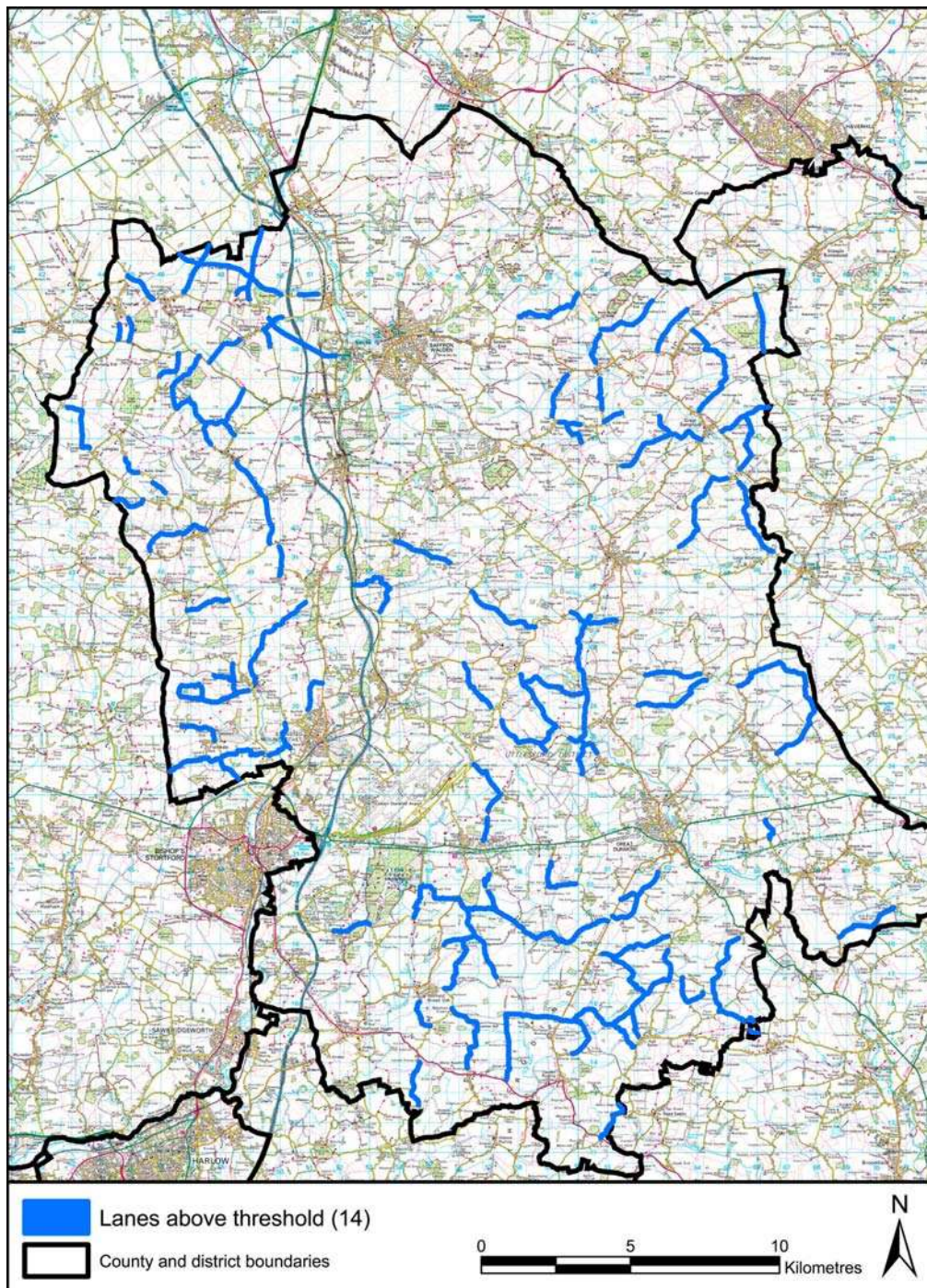


Figure 2: Lanes above the Threshold of a score of 14

Table 2 Scores for Those Protected Lanes exceeding threshold

LANE ID	LOCATION	Diversity	Integrity	Potential	Aesthetic	Biodiversity	Group Value	Archaeol Association	TOTAL
UTTLANE1	Elmdon - Hertford Lane.	3	4	2	2	3	1	4	19
UTTLANE2	Elmdon - Royston Lane.	3	4	2	2	3	2	3	19
UTTLANE3	Elmdon - Quickset Road.	4	4	2	3	2	2	3	20
UTTLANE4	Strethall/Elmdon - Royston Lane	3	2	2	2	2	1	2	14
UTTLANE5	Littlebury/Strethall - Strethall Road.	2	4	2	2	4	2	2	18
UTTLANE6	Strethall - Strethall Field.	1	4	2	3	4	1	2	17
UTTLANE7	Strethall - Lane leading to/from Catmere End.	3	4	2	3	2	1	2	17
UTTLANE8	Strethall - Strethall Hall Farm.	3	4	3	3	3	3	3	22
UTTLANE10	Littlebury - Chestnut Avenue.	3	4	2	2	3	3	4	21
UTTLANE13	Littlebury - Chapel End, Littlebury Green.	3	4	2	2	3	2	2	18
UTTLANE14	Elmdon/Littlebury - Littlebury Green to B1039	3	4	3	3	4	3	2	22
UTTLANE15	Elmdon - Duddenhoe End (B1039 - Coopers End).	3	2	3	3	4	3	2	20
UTTLANE18	Wenden Lofts - School Lane, Upper Pond Street.	3	4	3	3	3	3	3	22
UTTLANE19	Wenden Lofts - Cogmore, Upper Pond Street.	3	2	2	2	3	2	3	17
UTTLANE20	Langley - Park Lane, Lower Green.	4	4	3	3	4	2	2	22
UTTLANE22	Elmdon/Arkesden - Beards Lane.	3	2	2	2	4	3	3	19
UTTLANE23	Arkesden - Newland End.	3	4	2	2	4	3	3	21
UTTLANE24	Arkesden - Long Lane.	2	4	2	2	2	1	1	14

LANE ID	LOCATION	Diversity	Integrity	Potential	Aesthetic	Biodiversity	Group Value	Archaeol Association	TOTAL
UTTLANE25	Langley - Butts Green to Upper Green.	3	4	2	2	3	2	2	18
UTTLANE27	Clavering - Valance Road.	2	4	2	2	2	2	2	16
UTTLANE28	Clavering - Meesden Road.	4	4	3	3	3	3	2	22
UTTLANE29	Clavering - Cock Lane.	4	4	3	3	4	4	4	26
UTTLANE31	Quendon & Rickling - Church End to Rickling Hall.	2	4	2	3	2	2	2	17
UTTLANE32	Berden - Little London.	3	4	3	3	3	3	1	20
UTTLANE33	Manuden - Mallows Green Road.	4	4	3	3	3	3	2	22
UTTLANE34	Manuden - Watery Lane.	4	4	3	3	3	3	2	22
UTTLANE35	Manuden - Butt Lane.	3	4	2	2	3	2	2	18
UTTLANE36	Manuden - Dogden Lane	3	4	2	2	2	2	2	17
UTTLANE37	Manuden/Ugley - Pinchpools Road/Brixton Lane.	4	4	2	3	3	3	3	22
UTTLANE38	Farnham - Farnham Green Road.	3	4	2	3	4	3	2	21
UTTLANE40	Farnham - Levels Green to Farnham.	3	4	3	2	3	3	3	21
UTTLANE41	Stansted Mountfitchet - Limekiln Lane.	2	4	2	2	2	1	2	15
UTTLANE45	Henham - Little Henham Hall.	4	6	2	3	3	3	1	22
UTTLANE48	Broxted/Chickney - Sucksted Green to Sibleys.	4	4	3	2	4	3	2	22
UTTLANE52	Ashdon - Newhouse Lane.	3	2	2	2	4	2	2	17
UTTLANE56	Radwinter - Golden Lane.	3	4	1	2	2	1	1	14
UTTLANE58	Hempstead - Hempstead Wood.	3	4	3	2	4	3	3	22
UTTLANE59	Little Sampford - Sudbury Ley.	2	4	2	1	2	1	2	14

LANE ID	LOCATION	Diversity	Integrity	Potential	Aesthetic	Biodiversity	Group Value	Archaeol Association	TOTAL
UTTLANE60	Little Sampford - Old House Farm.	2	4	2	2	2	2	2	16
UTTLANE61	Little Sampford - Maynards.	4	6	3	1	4	3	4	25
UTTLANE62	Great Sampford - Goddards Farm.	3	4	2	3	2	2	3	19
UTTLANE63	Great Sampford/Little Sampford - Tindon End Road.	3	6	2	2	3	3	3	22
UTTLANE64	Great Sampford/Little Sampford - Tindon End Road.	3	4	2	2	3	2	3	19
UTTLANE66	Wimbish - Top Road.	2	4	3	2	3	2	3	19
UTTLANE67	Wimbish - Wimbish Green.	2	4	2	2	3	3	3	19
UTTLANE68	Wimbish/Radwinter - Maple Lane.	3	4	2	2	3	2	2	18
UTTLANE69	Radwinter - Great Brockholds.	2	4	1	3	2	1	1	14
UTTLANE70	Little Sampford	2	6	3	2	3	3	3	22
UTTLANE71	Little Sampford/Thaxted - Little Sampford Road.	3	4	2	2	3	3	4	21
UTTLANE72	Little Bardfield/Little Sampford - Hawkspur Green Road.	4	4	2	2	3	2	2	19
UTTLANE75	Stebbing - Hill Farm to Lubberhedges Lane.	2	4	2	2	2	1	1	14
UTTLANE76	Stebbing - Lubberhedges Lane.	4	4	3	2	3	3	4	23
UTTLANE77	Stebbing - Whitehouse Road.	4	4	3	3	4	3	2	23
UTTLANE79	Little Dunmow - Bramble Lane.	3	4	1	3	2	1	1	15
UTTLANE81	Great Easton/Lindsell - Gallows Green Road.	3	4	2	2	4	2	2	19
UTTLANE82	Great Easton/Lindsell - Roger's Piece to Lindsell Lane.	3	6	2	2	4	3	3	23

LANE ID	LOCATION	Diversity	Integrity	Potential	Aesthetic	Biodiversity	Group Value	Archaeol Association	TOTAL
UTTLANE83	Great Easton - Millend to roger's Piece.	3	4	2	2	3	3	3	20
UTTLANE85	Felsted - Leez Lane.	3	4	3	3	3	4	4	24
UTTLANE86	Takeley - Bambers Green.	4	2	3	3	3	3	4	22
UTTLANE88	Thaxted - Folly Mill Lane.	4	2	3	3	4	3	2	21
UTTLANE89	Thaxted - Hammer Hill, Stanbrook.	2	6	1	2	2	1	0	14
UTTLANE90	Little Easton/Tilty/Thaxted - Duck St. to Folly Mill Lane.	3	2	1	2	2	4	3	17
UTTLANE91	Tilty - Grange Farm.	3	4	3	3	3	3	4	23
UTTLANE92	Broxted/Tilty - Broxted Road.	3	2	2	3	4	2	3	19
UTTLANE94	Little Easton - Common Lane.	3	2	1	3	2	1	2	14
UTTLANE95	Broxted - Water Lane.	3	2	2	2	2	2	2	15
UTTLANE96	Broxted - Brown's End Road.	3	2	2	3	4	3	3	20
UTTLANE97	Little Easton - Laundry Lane.	4	4	2	3	3	2	1	19
UTTLANE98	Broxted - Pledgdon Green Road.	3	3	3	1	3	2	3	18
UTTLANE101	Little Canfield - Highcross Lane.	3	4	2	2	3	3	4	21
UTTLANE103	Great Hallingbury - Monkswood.	4	6	3	3	4	4	3	27
UTTLANE105	Hatfield Broad Oak - Pierce Willam.	3	4	2	3	3	1	2	18
UTTLANE106	White Roding - Marks Hall Lane.	4	2	3	2	3	3	3	20
UTTLANE107	Hatfield Heath - Sparrows Lane.	3	4	2	2	3	2	2	18
UTTLANE108	High Easter - Shorts Farm Lane.	3	2	2	2	4	2	1	16
UTTLANE110	Aythorpe Roding - Poplar Farm Road.	3	4	3	3	4	4	4	25

LANE ID	LOCATION	Diversity	Integrity	Potential	Aesthetic	Biodiversity	Group Value	Archaeol Association	TOTAL
UTTLANE111	Aythorpe Roding - Keeres Green to Axe & Compasses.	4	4	3	3	3	3	3	23
UTTLANE112	Aythorpe Roding - Yeomans.	3	4	2	2	4	4	2	21
UTTLANE113	High Easter - Slough Road.	4	4	2	3	3	3	3	22
UTTLANE114	High Easter - School Lane.	3	4	2	2	2	2	2	17
UTTLANE116	High Easter - Blakes.	3	4	2	2	2	2	3	18
UTTLANE117	High Easter - Pleshey Grange.	2	4	2	2	2	2	1	15
UTTLANE118	High Easter - Upper Harveys.	3	4	2	2	3	2	3	19
UTTLANE119	High Easter/Barnston - Onslow Green.	3	4	3	2	4	3	4	23
UTTLANE121	High Easter - Maidens.	3	4	2	2	3	2	2	18
UTTLANE122	High Easter - Yewtree Farm.	3	4	2	2	3	3	2	19
UTTLANE123	High Roding - Barnston House to Pawsland.	2	4	2	2	3	2	3	18
UTTLANE124	High Roding/High Easter - Magdalen Cottage to Chimballs.	3	4	2	2	3	3	3	20
UTTLANE125	High Easter - High Easter Road.	2	4	2	2	3	3	4	20
UTTLANE126	Great Dunmow - Philpot End Lane	3	4	2	2	2	2	2	17
UTTLANE127	Great Dunmow - Clapton Hall Lane	3	4	2	2	3	2	2	18
UTTLANE129	Great Canfield - Green Street.	4	4	3	3	3	4	4	25
UTTLANE131	Hatfield Broad Oak - Water Farm to Benningtons.	3	4	3	2	3	3	3	21
UTTLANE132	Hatfield Broad Oak - Brand's Land.	3	4	1	2	3	1	2	16
UTTLANE133	Hatfield Broad Oak - Canfield Hart to Oakbury House.	3	2	2	2	4	2	2	17

LANE ID	LOCATION	Diversity	Integrity	Potential	Aesthetic	Biodiversity	Group Value	Archaeol Association	TOTAL
UTTLANE135	Hatfield Broad Oak - Bush End.	4	4	2	3	3	3	4	23
UTTLANE136	Hatfield Broad Oak - Bush End/Hatfield Forest.	2	4	1	2	3	2	2	16
UTTLANE138	Great Canfield - Canfield Road.	3	2	2	2	3	3	3	18
UTTLANE141	Arkesden - Wicken Road (Poore Street).	2	4	2	2	4	1	1	16
UTTLANE143	Farnham - Mill hill.	4	2	3	3	3	3	2	20
UTTLANE144	Farnham/Stansted Mountfitchet - Bentfield End Road.	4	4	3	3	3	3	2	22
UTTLANE145	Great Sampford/Hempstead - Howe Lane.	4	4	2	2	4	2	3	21
UTTLANE146	Hempstead - Boyton's Lane.	4	6	2	1	3	2	3	21
UTTLANE147	Hempstead - Wincelow Hall Road.	3	4	2	2	3	2	4	20
UTTLANE150	Littlebury/Strethall - Strethall Road.	4	2	3	3	4	4	3	23
UTTLANE151	Manuden - Sheepcote Lane.	2	4	2	2	2	1	1	14
UTTLANE153	Radwinter - Water Lane.	3	4	2	2	3	2	2	18
UTTLANE154	Radwinter - Jenkinhogs Farm.	2	4	2	1	2	1	3	15
UTTLANE156	Takeley - Warrish Hall Road.	2	4	2	2	2	1	2	15
UTTLANE157	Quendon & Rickling/Wicken Bonhunt - Rickling Road.	2	4	2	2	3	2	2	17
UTTLANE158	Widdington - Cornells Lane.	3	2	2	2	4	4	3	20
UTTLANE159	Stansted Mountfitchet - Pennington Lane.	3	3	1	2	3	2	2	16
UTTLANE160	Chrishall - Hollow Road.	3	4	2	2	2	2	3	18
UTTLANE161	Chrishall - Bury Lane/Church Road.	3	4	2	3	2	2	4	20

LANE ID	LOCATION	Diversity	Integrity	Potential	Aesthetic	Biodiversity	Group Value	Archaeol Association	TOTAL
UTTLANE164	High Easter - Slough Road.	4	4	2	2	3	2	1	18
UTTLANE165	Hatfield Broad Oak - Canfield Hart to Oakbury House.	4	6	3	3	3	3	3	25
UTTLANE166	Takeley - Warrish Hall Road 1.	2	6	3	3	3	3	4	24
UTTLANE168	Littlebury - Littlebury Green Road.	3	4	2	2	4	2	2	19

7 Conclusions

The project has applied robust and defensible criteria consistently and methodically to existing Protected Lanes in Uttlesford District in order to determine lanes that are worthy of Protected Lanes status under the new Uttlesford District Council's core strategy.

The failure of a number of existing Protected Lanes to meet the newly set threshold for Protected Lane status was, in most part, due to road improvements following deterioration in their physical condition during the period since their original designation, which affected their score for Integrity. This suggests that, with the ever increasing rise in the number, size and diversity of motorised vehicles using minor rural roads (CPRE, 1996), Protected Lane status may not in itself be enough to secure the long term future of these important historic landscape features. Consideration should therefore be given to exploring options and partnerships for influencing user behaviour and applying intelligent and positive measures of highway management that will serve to encourage local journeys to be made on bicycle or foot, and for recreation, and reduce the impact of vehicles on the historic fabric of lanes, whilst maintaining their local character (e.g. CPRE, 2003).

8 References

Chelmsford Borough Council	2008	'Our Planning Strategy for the Future: Core Strategy and Development Control Policies'
CPRE	1996	'Lost Lanes: An investigation into the impact of rising traffic levels on England's country lanes'
CPRE	2003	CPRE's guide to Quiet Lanes
Department of Transport	2006	'The Quiet Lanes and Home zones (England) Regulations'
Essex County Council	1998	'Protected Lanes'
Essex County Council	2009	'Protected Lanes Study for Chelmsford Borough Council: Summary Report'
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