



Protected Lanes Study for Chelmsford Borough Council:

**Summary Report
September 2009**



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1 Introduction

Essex County Council's Historic Environment Management Team (the Project Team) was commissioned by Chelmsford Borough Council Planning Service (the Client Team) 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 existing and candidate Protected Lanes in the Borough.

The work was undertaken in two phases. During the first phase (see Appendix A), three sets of criteria (Criteria A, Criteria B and Criteria C) were initially developed for assessing lanes. Scoring systems were then developed for two of these sets of criteria (Criteria B and Criteria C) and used to evaluate existing Protected Lanes and candidate lanes within the North Chelmsford Area Action Plan area (NCAAP) and the results assessed. Following the initial assessment, Criteria C were agreed, after a number of changes, and then applied to a selection of lanes outside Chelmsford Borough to test their validity against a wider geographic range of lanes within the county.

During the Phase 2 assessment, the adopted criteria were applied to the remaining Protected Lanes and candidate Lanes in Chelmsford Borough and a methodology was developed for determining the threshold for 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 metaling 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 ongoing use and 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). Whilst the policy objective has remained constant throughout this period, precise information on the criteria used to assess historic lanes for Protected Lane status and the original survey guidelines for making this assessment are no longer available. Although it is impossible to be certain without reference to these guidelines, it would appear that intuitive judgment played a significant role in the assessment process.

2.3 *Protected Lanes Policy in Chelmsford Borough*

The Chelmsford Borough Local Development Framework 2001 – 2021, Core Strategy and Development Control Policies was adopted in February 2008 and contains the following development policy (DC15) and supporting text for Protected Lanes:

Planning permission will be refused for development that would have an adverse environmental impact upon Protected Lanes as defined on the Proposals Map. Any proposals which would give rise to a material increase in the amount of traffic using Protected Lanes will not be permitted.

Within the Borough there are a number of country lanes and byways which are of historic and landscape value and which make an important contribution to the rural character of certain areas. The Borough Council intends to protect these lanes and byways by preserving, as far as possible, the trees and hedgerows, banks, ditches and verges which contribute to their character, and by resisting development proposals which have a detrimental effect upon them.

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.

4 Protected Lanes Criteria and Scoring System

The criteria and associated scoring system that were developed during the project and used to evaluate candidate lanes and existing Protected Lanes in Chelmsford Borough 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 date	4
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 to the historic fabric of the lane and/or significant hedgerow loss	4
		No improvements to the lane and well preserved historic fabric	6
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	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 features or forms/alignment and / or a significant view	2
		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 assessment procedure that was applied to each of the lanes evaluated for Protected Lane status is set out below:

5.1 Units of Assessment

Each existing Protected Lane and candidate lane was identified by name, mapped, and a rapid desk based assessment using GIS data relevant to the criteria was undertaken.

For the purposes of the field assessment, one or more completed forms were generated during the assessment for each named lane. These forms were 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 to one or more sections along an historic lane had been made, which meant that these lengths of lane automatically fell out of the criteria required for designation e.g. where a new road junction had been constructed. This meant that each historic lane potentially had to be divided into more than one **unit of assessment**. In these instances, the **end points** of the unit of assessment were the points at which a lane had been significantly altered for a length of 20m or more. So for each named lane, one or more assessment forms had to be completed. Where possible this was identified in advance of the survey and NGR's for **end points** determined using GIS. The minimum length of a lane that was assessed as a separate **unit of assessment** was 30 meters. The exception to this was if a named historic lane was identified which was actually shorter than 30 meters.

Each unit of assessment was identified by the name of the historic lane followed by a consecutive number e.g. Scurvy Hall Lane 1, Scurvy Hall Lane 2 etc.

5.2 Field Assessment

Each historic lane was assessed by a team of two archaeologists. Where it was safe to do so, lanes were assessed on foot, with the team members wearing high visibility clothing and facing on coming traffic during their assessment. Where the team deemed it unsafe to make the assessment on foot, assessment was undertaken by car, with one team member driving and the other making the assessment. During assessment by car, the vehicle only stopped where it is safe and legal to do so.

5.2.1 Photographic Record

Each unit of assessment had at least one colour digital image taken of it and the photo recorded on a photographic register. Additional photographs were taken which illustrated the range of forms that a lane took and its historic features e.g. banks, ditches, veteran pollards, hedges along each unit of assessment. Photos were also taken of significant views (see section on views below). The location of each photograph was annotated on the survey maps.

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
- 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.

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).

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, that are framed by the lane and/or its associated vegetation were identified as were similarly significant ‘offscape’ views from the lane. Locations of the best views were annotated on the assessment map.

6 Development of a threshold for Protected Lane Status

After completion of the assessment and scoring of the candidate and existing Protected Lanes in the Borough (Table 1), the final step in determining whether assessed lanes should be designated as Protected Lanes under Chelmsford Borough’s development policy (DC15) within its Core Strategy, was to develop a method for deciding the threshold score that would determine whether or not a lane warranted Protected Lane status. To this end the client team highlighted an existing system called TEMPO (Forbes–Laird, 2006), which is used in Chelmsford Borough for determining whether or not a tree should be designated under a Tree Preservation Order (TPO). This was considered by the project team as a model for developing a Protected Lane threshold score, which 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 historic lanes assessed during Phase 1 and 2 resulted in a final tally of 60 existing and candidate lanes in Chelmsford Borough that were deemed worthy of Protected Lanes status under Policy DC15 of the Core Strategy (Table 2 and Figure 1).

Table 1 Phase 2 scores for existing and candidate lanes

PROTECTED LANE NAME	PARISH	STATUS	HISTORIC INTEGRITY	DIVERSITY	ARCH POTENTIAL	AESTHETIC VALUE	BIODIVERSITY	GROUP VALUE	ARCH ASSOC	SCORE
CRANHAM ROAD	BOREHAM	CANDIDATE	1							1
WALTHAM ROAD	BOREHAM	CANDIDATE	1							1
GENERALS LANE	BOREHAM	CANDIDATE	4	2	1	2	2	2	0	13
BIRDS FARM LANE	BOREHAM	GRADE 2	4	2	2	2	3	2	0	15
CHURCH ROAD	BOREHAM	CANDIDATE	2	3	2	2	2	3	3	17
HOLLOW LANE	BROOMFIELD	CANDIDATE	2	2						4
OLD ROXWELL ROAD (A1060)	BROOMFIELD	CANDIDATE	2	2						4
WOODHOUSE LANE 1	BROOMFIELD	CANDIDATE	2	3	1	2	2	2	1	13
WOODHOUSE LANE 2	BROOMFIELD	CANDIDATE	4	2	1	2	3	1	0	13
MILL LANE	BROOMFIELD	CANDIDATE	4	2	1	2	3	2	1	15
RUNSELL LANE	DANBURY	CANDIDATE	1							1
ELM GREEN LANE	DANBURY	CANDIDATE	2	1						3
CHERRY GARDEN LANE	DANBURY	CANDIDATE	2	2						4
GAY BOWERS ROAD 2	DANBURY	CANDIDATE	2	2						4
HYDE LANE	DANBURY	CANDIDATE	2	2						4
TYNDALES LANE	DANBURY	CANDIDATE	2	2						4
CAPONS LANE 2	DANBURY	CANDIDATE	4	2	1	2	2	1	0	12
HOPPING JACKS LANE	DANBURY	CANDIDATE	4	2	1	2	2	2	0	13
MILL LANE 1	DANBURY	CANDIDATE	4	2	2	2	2	1	0	13
MILL LANE 2	DANBURY	CANDIDATE	4	2	2	1	4	2	0	15
GAY BOWERS ROAD 1	DANBURY	CANDIDATE	4	3	2	2	4	2	0	17
CAPONS LANE 1	DANBURY	CANDIDATE	4	3	3	3	3	2	0	18
RIFFHAMS LANE	DANBURY	GRADE 2	6	4	1	3	4	2	0	20
GAY BOWERS LANE	DANBURY	CANDIDATE	6	4	2	2	4	3	0	21
BACK LANE (PART PL)	EAST HANNINGFIELD	CANDIDATE	2	1						3
BACK LANE	EAST HANNINGFIELD	GRADE 2	6	3	2	2	3	2	1	19
NEWARKS ROAD	GOOD EASTER	GRADE 2	2	1						3
CLATTERFORD END	GOOD EASTER	GRADE 2	4	2	2	1	3	3	0	15
SHORTS FARM LANE	GOOD EASTER	GRADE 2	4	3	2	2	2	3	1	17
MILL ROAD	GOOD EASTER	GRADE 2	4	3	3	2	3	3	1	19
TITUSWELL LANE	GOOD EASTER	GRADE 2	4	3	3	2	4	3	1	20
BLACKLEY LANE	GREAT AND LITTLE LEIGHS	GRADE 2	1							1

PROTECTED LANE NAME	PARISH	STATUS	HISTORIC INTEGRITY	DIVERSITY	ARCH POTENTIAL	AESTHETIC VALUE	BIODIVERSITY	GROUP VALUE	ARCH ASSOC	SCORE
CHURCH LANE	GREAT AND LITTLE LEIGHS	GRADE 2	2	2						4
FULLER STREET	GREAT AND LITTLE LEIGHS	GRADE 2	2	2						4
MILL LANE	GREAT AND LITTLE LEIGHS	GRADE 2	2	3						5
GOODMANS LANE 1	GREAT AND LITTLE LEIGHS	GRADE 2	4	2	1	2	2	2	0	13
LEEZ ROAD	GREAT AND LITTLE LEIGHS	GRADE 2	4	2	1	2	2	1	1	13
RANKS GREEN ROAD	GREAT AND LITTLE LEIGHS	GRADE 2	4	2	2	1	2	2	0	13
NOAKES FARM LANE	GREAT AND LITTLE LEIGHS	GRADE 2	4	3	2	3	3	2	0	17
WHITES LANE	GREAT AND LITTLE LEIGHS	GRADE 2	6	3	2	2	2	2	0	17
BOREHAM ROAD/COLE HILL/BOREHAM ROAD	GREAT AND LITTLE LEIGHS	CANDIDATE	2	3	2	3	3	4	1	18
GOODMANS LANE 2	GREAT AND LITTLE LEIGHS	GRADE 2	4	3	2	2	4	3	2	20
PAULK HALL LANE	GREAT AND LITTLE LEIGHS	GRADE 1	4	4	3	3	3	3	1	21
RECTORY LANE-COMBINED	GREAT AND LITTLE LEIGHS	GRADE 1 & 2	6	4	3	3	3	2	1	22
HOWE STREET	GREAT WALTHAM	GRADE 2	2	2						4
OLD SHAW'S LANE 1	GREAT WALTHAM	GRADE 1	4	3	1	1	2	2	0	13
OLD SHAW'S LANE 2	GREAT WALTHAM	GRADE 1 & 2	4	2	1	2	2	2	0	13
PLESHEY ROAD	GREAT WALTHAM	GRADE 2	4	2	2	1	2	2	0	13
HUMPHREYS FARM LANE	GREAT WALTHAM	GRADE 2	4	2	2	2	2	2	0	14
HOE LANE	GREAT WALTHAM	CANDIDATE	4	3	2	2	3	2	1	17
LARKS LANE	GREAT WALTHAM	CANDIDATE	4	3	2	2	2	3	1	17
LITLLEY GREEN ROAD	GREAT WALTHAM	GRADE 2	4	3	2	3	3	4	0	19

PROTECTED LANE NAME	PARISH	STATUS	HISTORIC INTEGRITY	DIVERSITY	ARCH POTENTIAL	AESTHETIC VALUE	BIODIVERSITY	GROUP VALUE	ARCH ASSOC	SCORE
LITTLELEY PARK LANE	GREAT WALTHAM	GRADE 2	4	3	2	3	4	3	0	19
BLACK CHAPEL LANE	GREAT WALTHAM	CANDIDATE	4	3	2	3	3	3	1	19
NATHANS LANE 2	HIGHWOOD	GRADE 2	1							1
NATHANS LANE 1	HIGHWOOD	GRADE 2	4	2	2	2	4	3	1	18
INGATESTONE ROAD	HIGHWOOD	GRADE 2	4	3	2	3	4	2	1	19
CHURCH ROAD	LITTLE BADDOW	GRADE 2	2	2						4
COLAM LANE	LITTLE BADDOW	GRADE 2	2	2						4
RIFFHAMS CHASE	LITTLE BADDOW	GRADE 2	2	2						4
GRACES LANE	LITTLE BADDOW	GRADE 1 & 2	4	2	2	2	2	2	0	14
SPRING ELMS LANE	LITTLE BADDOW	CANDIDATE	2	3	2	2	3	2	0	14
CHAPEL LANE	LITTLE BADDOW	GRADE 1	4	2	1	2	4	2	0	15
HURRELLS LANE	LITTLE BADDOW	GRADE 1	4	2	2	1	4	2	0	15
HOLYBREAD LANE	LITTLE BADDOW	GRADE 2	4	2	2	2	4	2	0	16
NEW LODGE CHASE	LITTLE BADDOW	GRADE 1	4	3	2	3	4	2	0	18
TOFTS CHASE	LITTLE BADDOW	GRADE 2	4	3	2	2	3	3	1	18
PRATTS FARM LANE 1	LITTLE WALTHAM	GRADE 2	1							1
BELSTEADS FARM LANE	WALTHAM	CANDIDATE	1							1
CROXTONS LANE	LITTLE WALTHAM	CANDIDATE	1							1
PRATTS FARM LANE	LITTLE WALTHAM	CANDIDATE	1							1
PRATTS FARM LANE 2	LITTLE WALTHAM	GRADE 2	2	2						4
WHITBREADS FARM LANE 1	LITTLE WALTHAM	GRADE 1	2	2						4
WHITBREADS FARM LANE 2	WALTHAM	GRADE 2	2	2						4
DOMSEY LANE 2	LITTLE WALTHAM	CANDIDATE	2	2						4
DOMSEY LANE	LITTLE WALTHAM	GRADE 2	4	2	1	1	3	1	0	12
DOMSEY LANE 1	LITTLE WALTHAM	CANDIDATE	4	2	1	1	2	2	0	12
DOMSEY LANE 3	LITTLE WALTHAM	CANDIDATE	4	2	1	1	2	2	0	12
SCURVY HALL LANE	LITTLE WALTHAM	GRADE 1	4	2	2	1	2	2	1	14

PROTECTED LANE NAME	PARISH	STATUS	HISTORIC INTEGRITY	DIVERSITY	ARCH POTENTIAL	AESTHETIC VALUE	BIODIVERSITY	GROUP VALUE	ARCH ASSOC	SCORE
HYDE ROAD	LITTLE WALTHAM	GRADE 1	4	3	2	2	2	3	0	16
IVY BARN LANE	MARGARETTING	GRADE 2	4	2	2	1	3	3	1	16
SWAN LANE	MARGARETTING /STOCK	GRADE 1 & 2	2	4	2	2	4	3	0	17
HANDLEY GREEN LANE	MARGARETTING	GRADE 2	6	2	2	3	3	2	0	18
MASHBURY ROAD	MASHBURY	GRADE 2	2	2	2	2	2	2	4	4
FOX ROAD	MASHBURY	GRADE 2	4	2	2	1	2	2	0	13
BEDFORDS HILL	MASHBURY	GRADE 2	4	2	2	1	2	3	1	15
BLAKES LANE	PLESHEY	GRADE 2	6	2	2	2	2	2	0	16
FORD END ROAD	PLESHEY	GRADE 2	4	3	2	2	2	3	0	16
VICARAGE ROAD	PLESHEY	GRADE 2	6	2	3	1	2	2	0	16
GRANGE ROAD	PLESHEY	GRADE 2	6	3	2	2	2	2	0	17
PARK ROAD	PLESHEY	GRADE 2	6	4	2	2	3	3	0	20
BURY ROAD	PLESHEY	GRADE 2	4	2	3	3	3	4	4	23
COOKSMILL GREEN	ROXWELL	GRADE 2	4	2	2	1	2	2	0	13
RADLEY GREEN ROAD	ROXWELL	GRADE 2	4	3	2	1	3	2	0	15
FARMBRIDGE END ROAD	ROXWELL	GRADE 2	4	3	2	2	2	2	1	16
WOODHILL COMMON ROAD	SANDON	GRADE 2	4	2	1	2	3	2	0	14
SPOREHAMS LANE	SANDON	GRADE 2	2	4	2	2	3	4	0	17
WHITES HILL (PART PL)	STOCK	CANDIDATE	1	2	2	2	2	2	0	1
FURZE LANE	STOCK	GRADE 2	2	2	2	2	2	2	4	4
WHITES HILL	STOCK	GRADE 2	2	2	2	2	2	2	4	4
FURZE LANE (PART PL)	STOCK	CANDIDATE	4	2	1	1	3	2	0	13
BROOMWOOD LANE	STOCK	GRADE 1	2	3	2	1	4	2	1	15
MILL LANE	STOCK	CANDIDATE	6	2	1	1	2	2	1	15
GOATSMOOR LANE	STOCK	GRADE 2	2	3	2	2	4	3	1	17
BLIND LANE	WEST HANNINGFIELD	CANDIDATE	2	2	2	2	2	2	4	4
DOWNHAM ROAD	WEST HANNINGFIELD	CANDIDATE	2	2	2	2	2	2	4	4
WEST HANNINGFIELD ROAD 2	WEST HANNINGFIELD	CANDIDATE	2	2	2	2	2	2	4	4
TANFIELD TYE LANE	WEST HANNINGFIELD	CANDIDATE	4	2	1	1	1	2	0	11
BAKERS LANE	WEST HANNINGFIELD	CANDIDATE	4	1	1	1	4	2	0	13
FOXBOROUGH CHASE	WEST HANNINGFIELD	CANDIDATE	4	2	2	1	2	2	0	13
LOWER STOCK ROAD 3	WEST HANNINGFIELD	CANDIDATE	4	2	2	1	2	2	0	13

PROTECTED LANE NAME	PARISH	STATUS	HISTORIC INTEGRITY	DIVERSITY	ARCH POTENTIAL	AESTHETIC VALUE	BIODIVERSITY	GROUP VALUE	ARCH ASSOC	SCORE
LOWER STOCK ROAD 2	WEST HANNINGFIELD	CANDIDATE	4	2	2	2	4	1	0	15
HALL LANE	WEST HANNINGFIELD	CANDIDATE	4	3	2	2	3	2	0	16
WEST HANNINGFIELD ROAD 1	WEST HANNINGFIELD	CANDIDATE	4	3	2	2	3	2	0	16
LOWER STOCK ROAD 1	WEST HANNINGFIELD	CANDIDATE	4	4	2	2	3	3	0	18
EDWINS HALL ROAD	WOODHAM FERRERS	GRADE 2	4	2	2	2	2	3	0	15
WORKHOUSE LANE	WOODHAM FERRERS AND BICKNACRE	CANDIDATE	4	2	2	1	2	3	0	14
COW WATERING LANE	WRITTLE	CANDIDATE	1							1
LAWFORD LANE	WRITTLE	CANDIDATE	1							1
NEWNEY GREEN	WRITTLE	GRADE 2	4	3	3	2	2	3	0	17

Table 2 Lanes which meet the threshold score for Protected Lane status

PROTECTED LANE NAME	PARISH	HISTORIC INTEGRITY	DIVERSITY	ARCH POTENTIAL	AESTHETIC VALUE	BIODIVERSITY	GROUP VALUE	ARCH ASSOC	SCORE
BIRDS FARM LANE	BOREHAM	4	2	2	2	3	2	0	15
CHURCH ROAD	BOREHAM	2	3	2	2	2	3	3	17
MILL LANE	BROOMFIELD	4	2	1	2	3	2	1	15
MILL LANE 2	DANBURY	4	2	2	1	4	2	0	15
GAY BOWERS ROAD 1	DANBURY	4	3	2	2	4	2	0	17
CAPONS LANE 1	DANBURY	4	3	3	3	3	2	0	18
RIFFHAMS LANE	DANBURY	6	4	1	3	4	2	0	20
GAY BOWERS LANE	DANBURY	6	4	2	2	4	3	0	21
BACK LANE	EAST HANNINGFIELD	6	3	2	2	3	2	1	19
CLATTERFORD END	GOOD EASTER	4	2	2	1	3	3	0	15
SHORTS FARM LANE	GOOD EASTER	4	3	2	2	2	3	1	17
MILL ROAD	GOOD EASTER	4	3	3	2	3	3	1	19
TITUSWELL LANE	GOOD EASTER	4	3	3	2	4	3	1	20
NOAKES FARM LANE	GREAT AND LITTLE LEIGHS	4	3	2	3	3	2	0	17
WHITES LANE	GREAT AND LITTLE LEIGHS	6	3	2	2	2	2	0	17
BOREHAM ROAD/COLE HILL/BOREHAM ROAD	GREAT AND LITTLE LEIGHS	2	3	2	3	3	4	1	18
GOODMANS LANE 2	GREAT AND LITTLE LEIGHS	4	3	2	2	4	3	2	20
PAULK HALL LANE	GREAT AND LITTLE LEIGHS	4	4	3	3	3	3	1	21
RECTORY LANE-COMBINED	GREAT AND LITTLE LEIGHS	6	4	3	3	3	2	1	22
HUMPHREYS FARM LANE	GREAT WALTHAM	4	2	2	2	2	2	0	14
HOE LANE	GREAT WALTHAM	4	3	2	2	3	2	1	17
LARKS LANE	GREAT WALTHAM	4	3	2	2	2	3	1	17
LITTLEY GREEN ROAD	GREAT WALTHAM	4	3	2	3	3	4	0	19
LITTLEY PARK LANE	GREAT WALTHAM	4	3	2	3	4	3	0	19
BLACK CHAPEL LANE	GREAT WALTHAM	4	3	2	3	3	3	1	19

PROTECTED LANE NAME	PARISH	HISTORIC INTEGRITY	DIVERSITY	ARCH POTENTIAL	AESTHETIC VALUE	BIODIVERSITY	GROUP VALUE	ARCH ASSOC	SCORE
NATHANS LANE 1	HIGHWOOD	4	2	2	2	4	3	1	18
INGATESTONE ROAD	HIGHWOOD	4	3	2	3	4	2	1	19
GRACES LANE	LITTLE BADDOW	4	2	2	2	2	2	0	14
SPRING ELMS LANE	LITTLE BADDOW	2	3	2	2	3	2	0	14
CHAPEL LANE	LITTLE BADDOW	4	2	1	2	4	2	0	15
HURRELLS LANE	LITTLE BADDOW	4	2	2	1	4	2	0	15
HOLYBREAD LANE	LITTLE BADDOW	4	2	2	2	4	2	0	16
NEW LODGE CHASE	LITTLE BADDOW	4	3	2	3	4	2	0	18
TOFTS CHASE	LITTLE BADDOW	4	3	2	2	3	3	1	18
SCURVY HALL LANE	LITTLE WALTHAM	4	2	2	1	2	2	1	14
HYDE ROAD	LITTLE WALTHAM	4	3	2	2	2	3	0	16
IVY BARN LANE	MARGARETTING	4	2	2	1	3	3	1	16
SWAN LANE	MARGARETTING	2	4	2	2	4	3	0	17
HANDLEY GREEN LANE	MARGARETTING	6	2	2	3	3	2	0	18
BEDFORDS HILL	MASHBURY	4	2	2	1	2	3	1	15
BLAKES LANE	PLESHEY	6	2	2	2	2	2	0	16
FORD END ROAD	PLESHEY	4	3	2	2	2	3	0	16
VICARAGE ROAD	PLESHEY	6	2	3	1	2	2	0	16
GRANGE ROAD	PLESHEY	6	3	2	2	2	2	0	17
PARK ROAD	PLESHEY	6	4	2	2	3	3	0	20
BURY ROAD	PLESHEY	4	2	3	3	3	4	4	23
RADLEY GREEN ROAD	ROXWELL	4	3	2	1	3	2	0	15
FARMBRIDGE END ROAD	ROXWELL	4	3	2	2	2	2	1	16
WOODHILL COMMON ROAD	SANDON	4	2	1	2	3	2	0	14
SPOREHAMS LANE	SANDON	2	4	2	2	3	4	0	17
BROOMWOOD LANE	STOCK	2	3	2	1	4	2	1	15
MILL LANE	STOCK	6	2	1	1	2	2	1	15
GOATSMOOR LANE	STOCK	2	3	2	2	4	3	1	17
LOWER STOCK ROAD 2	WEST HANNINGFIELD	4	2	2	2	4	1	0	15
HALL LANE	WEST HANNINGFIELD	4	3	2	2	3	2	0	16
WEST HANNINGFIELD ROAD 1	WEST HANNINGFIELD	4	3	2	2	3	2	0	16
LOWER STOCK ROAD 1	WEST HANNINGFIELD	4	4	2	2	3	3	0	18
EDWINS HALL ROAD	WOODHAM FERRERS	4	2	2	2	2	3	0	15

PROTECTED LANE NAME	PARISH	STATUS	HISTORIC INTEGRITY	DIVERSITY	ARCH POTENTIAL	AESTHETIC VALUE	BIODIVERSITY	GROUP VALUE	ARCH ASSOC
WORKHOUSE LANE	WOODHAM FERRERS AND BICKNACRE	4	2	2	1	2	3	0	14
NEWNEY GREEN	WRITTLE	4	3	3	2	2	3	0	17

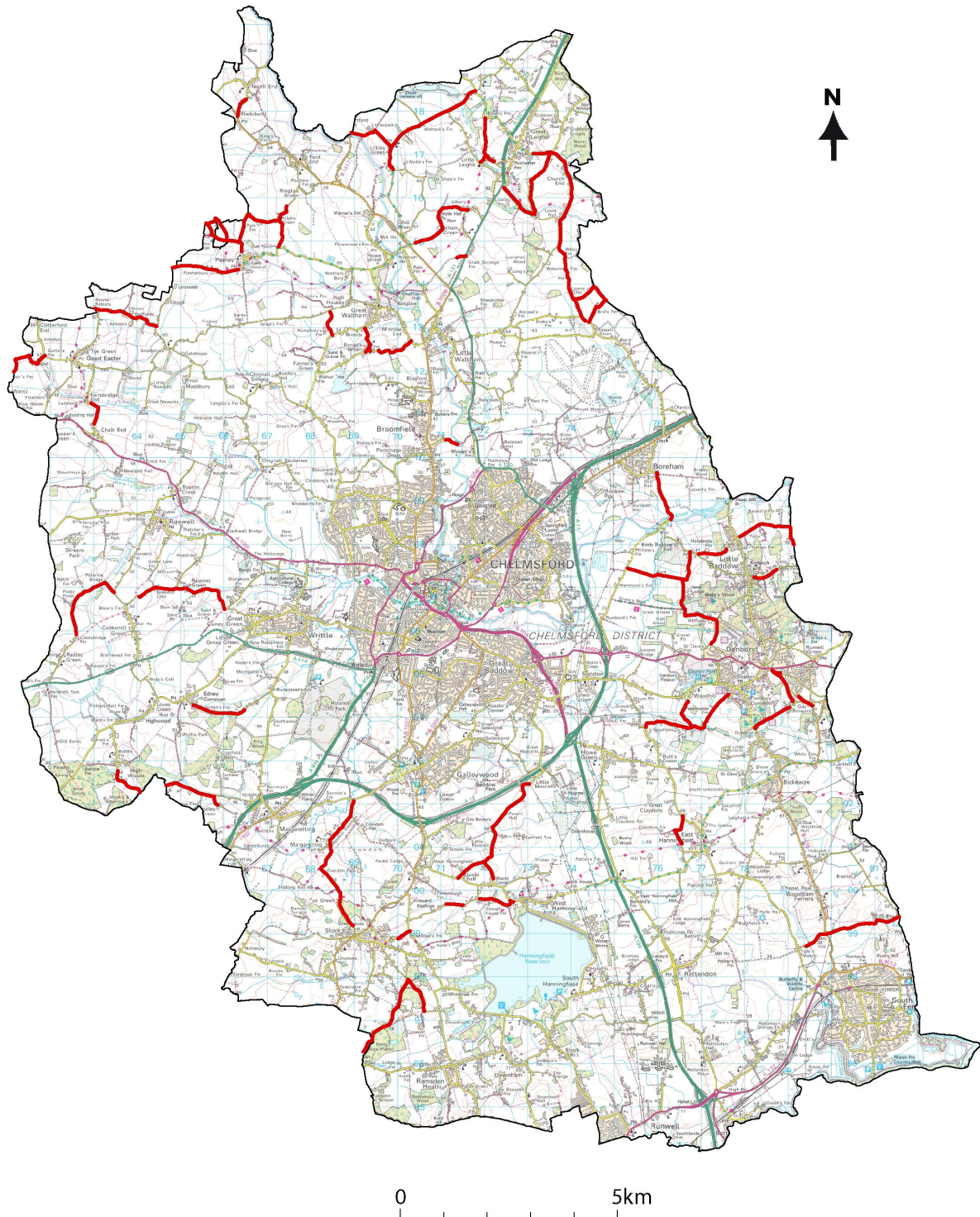


Figure 1 Map of lanes in Chelmsford Borough which meet the threshold score for Protected Lane status

7 Conclusions

The project has shown that robust and defensible criteria can be consistently and methodically applied throughout Chelmsford Borough in order to determine lanes that are worthy of Protected Lanes status under Chelmsford Borough Council's policy DC 15 (CBC, 2008).

The fact that a number of candidate lanes were of the quality needed to meet the scoring threshold indicates that the original assessment for Protected Lanes was not as comprehensive as has been suggested (ECC, 1998) and that there may be further lanes in the Borough worthy of designation. 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; Department of Transport, 2006).

8 References

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Appendix A Phase 1 of Protected Lanes Study

- **Development of Criteria and scoring system**

All readily available information pertaining to Protected Lanes was first reviewed in an attempt to ascertain the essence of the criteria that were originally used to determine Protected Lane status (ECC, 1998). Three new sets of criteria (Criteria A, Criteria B and Criteria C) were then developed based on an understanding of the original criteria. Criteria C was also prepared in line with modern attitudes and approaches to the assessment of cultural and natural heritage assets, which advocate an integrated approach to the consideration of heritage values, the overall significance of an asset and its future management when determining sustainable conservation policies (e.g. RESCUE, 1993; Brown, 1995; English Heritage, 1999; Mason and Avrami, 2000; Demas, 2000). Criteria C also took cognizance of the wording of Chelmsford Borough Council's policy on Protected Lanes (CBC, 2008, 75) which includes reference to hedgerows and trees. Both Criteria B and Criteria C drew on the English Heritage Monument Protection Programme criteria (Darvill *et al*, 1987; Statin, 1993) and the recently published *Conservation Principles, Policies and Guidance* (English Heritage, 2008).

Following discussions with the client team, only two sets of criteria (Criteria B and Criteria C) were taken forward for testing. Scoring systems to accompany Criteria B and Criteria C were then developed based on scoring developed for the English Heritage Monument Protection Programme (Darvill *et al*, 1987); the project team recognised that many of the heritage values associated with Scheduled Monuments are those that can be associated with historic lanes. The method of scoring is intended as a means of engaging with issues of a lanes heritage values.

The majority of individual criterion were scored either as part of the desk-based assessment or the field assessment that followed. Biodiversity was scored on the basis of both the field assessment and desk based assessment. Scores were awarded based on the professional judgement of the assessors and following a set of assessment guidelines developed for the field survey (see below).

- **Development of Assessment Guidelines**

The original survey forms and any accompanying guidelines for Protected Lanes in Essex were not available for this project and new guidelines and recording methods had to be developed for the assessment. To this end, a rapid literature search was undertaken to identify any assessment procedures that could either be adopted or adapted for the purposes of the project. This revealed that some of the semi-natural elements that frequently form a component part of an historic lane are covered by detailed survey procedures (e.g. Defra, 2007; Fay and de Berker, 1997), broader consideration of boundary features, including roads, as part of general landscape assessments have been discussed elsewhere (e.g. Carr and Bell, 1991, 22-32) and in the United States, procedures for the cultural landscape assessment of historic roads in the National Parks have been developed (Davis, 2005). English Heritage and the National Trust have developed detailed practical guidance on the recording of, analysis and understanding of earthworks and other historic landscape features by non intrusive archaeological survey and investigation (English Heritage, 2007; The National Trust, 2000).

- **Desk based Assessment and Field Survey of existing and candidate lanes in NCAAP area**

The scoring systems for Criteria B and Criteria C were applied, through an initial phase of desk based study and field assessment, to existing and candidate Protected Lanes in the NCAAP area which had been identified and held within a GIS dataset developed for the purposes of the project. The results of this assessment were then reviewed by the client and project teams and one set of criteria (Criteria C) was chosen for future application and revised on the basis of the outcome of the assessment. Revisions included: removal of Amenity Value, weighting those criterions that were deemed most important in determining the value of Protected Lanes e.g. Integrity and increasing the range of scores for criterion with the greatest scope for variation e.g. Diversity. The scores for lanes assessed during phase 1 were then amended, based on the revised criteria (table 3).

Table 3 Phase 1 scores for Protected Lanes in Chelmsford Borough NCAAP area

PHASE 1 LANES	PARISH	GRADE	HISTORIC INTEGRITY	DIVERSITY	ARCH POTENTIAL	AESTHETIC VALUE	BIODIVERSITY	GROUP VALUE ASSOC	ARCH ASSOC	SCORE
BIRDS FARM LANE	BOREHAM	2	4	2	2	2	3	2	0	15
HOLLOW LANE	BROOMFIELD	Candidate	2	2	1	1	2	3	0	11
MILL LANE	BROOMFIELD	Candidate	4	2	2	1	4	2	0	14
WOODHOUSE LANE 1	BROOMFIELD	Candidate	2	3	2	1	2	2	1	13
WOODHOUSE LANE 2	BROOMFIELD	Candidate	4	2	2	2	4	1	0	13
NOAKES FARM LANE	GREAT AND LITTLE LEIGHS	2	4	3	2	3	3	2	0	17
HOE LANE	GREAT WALTHAM	Candidate	4	3	2	2	3	2	1	17
LARKS LANE	GREAT WALTHAM	Candidate	2	3	2	1	3	2	1	15
HUMPHREYS FARM LANE	GREAT WALTHAM	2	4	2	2	2	2	2	0	14
BELSTEDS FARM LANE	LITTLE WALTHAM	Candidate	1	1	1	1	2	2	0	8
CROXTONS LANE	LITTLE WALTHAM	Candidate	1	2	1	2	1	2	0	9
DOMSEY LANE 1	LITTLE WALTHAM	Candidate	4	2	2	2	2	2	1	12
DOMSEY LANE 2	LITTLE WALTHAM	Candidate	2	2	1	1	2	2	0	10
DOMSEY LANE 3	LITTLE WALTHAM	Candidate	4	2	2	1	2	2	0	12
PRATTS FARM LANE	LITTLE WALTHAM	Candidate	1	1	1	1	2	2	0	8
DOMSEY LANE	LITTLE WALTHAM	2	4	2	1	1	3	1	0	12
HYDE ROAD	LITTLE WALTHAM	1	4	3	2	2	2	3	0	16
PRATTS FARM LANE 1	LITTLE WALTHAM	2	1	1	1	1	2	1	0	7
PRATTS FARM LANE 2	LITTLE WALTHAM	2	2	2	1	1	2	1	0	9
SCURVY HALL LANE	LITTLE WALTHAM	1	4	2	2	1	2	2	1	14
WHITBREADS FARM LANE 1	LITTLE WALTHAM	1	2	2	2	2	2	2	2	14
WHITBREADS FARM LANE 2	LITTLE WALTHAM	2	2	2	2	1	3	1	2	13
MASHBURY ROAD	MASHBURY	2	2	2	1	1	2	2	1	11

- **Extension of Desk Based Assessment and Field Survey to selected lanes outside Chelmsford Borough**

Following the review meeting with the client team to discuss the results of the initial assessment it was agreed that it would be desirable to test the criteria and scoring system against additional lanes, which would include a wider range of the different forms of historic lanes than had been encountered during the initial assessment, in particular the very deep sunken lanes that are a feature of other parts of the County e.g. north west Essex. To this end, it was decided to extend the assessment to include a number of existing Protected Lanes elsewhere in Essex. These were chosen by the project team, based on local knowledge, and were selected due to the diversity of their forms. The results of this additional assessment (see table 4 below) confirmed that the Criteria were applicable to the full diversity of historic lanes that can be found in the county and it was concluded that the Phase 1 assessment had demonstrated that robust and defensible criteria could be consistently and methodically applied throughout Chelmsford Borough.

Table 4 Phase 1 scores for Protected Lanes outside Chelmsford Borough

NON-LOCAL LANES	DISTRICT	HISTORIC INTEGRITY	DIVERSITY	ARCHAEOLOGICAL POTENTIAL	AESTHETIC VALUE	BIODIVERSITY	GROUP VALUE ASSOC	ARCH ASSOC	TOTAL SCORE
Fingringhoe	Colchester	4	4	2	3	3	3	0	19
Folly Mill Lane	Uttlesford	4	2	2	2	2	2	0	14
Tilty Grange Road	Uttlesford	4	3	2	2	2	4	0	17
Duntonhill Lane	Uttlesford	4	2	2	2	3	4	0	17
Easton Road	Uttlesford	4	3	1	2	2	2	0	14

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