



**Protected Lanes Study
for Chelmsford Borough
Council: an assessment of the
Site Allocations Development
Plan Document - Protected Lanes
Consultaion Response**

August 2010



**Assessment of Chelmsford Borough Council
Site Allocations Development Plan Document
Protected Lanes consultation responses**

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By Adrian Gascoyne and Teresa O'Connor

1 Introduction

Essex County Council's Historic Environment Management Team was commissioned by Chelmsford Borough Council Planning Service to undertake an assessment of public consultation responses to Chelmsford Borough Council's Sites Allocations Development Plan Document (SADPD) Protected Lanes. The work comprised an initial evaluation of each of the public consultation responses against the results of the original Protected Lanes assessment (ECC, 2009) and the preparation of a written response where appropriate. Where necessary, field assessment was undertaken in order to clarify the reasons for the original scoring of existing Protected Lanes and candidate Protected Lanes within the SADPD. In addition, field assessment was undertaken of a single new candidate Protected Lane, which had been suggested within the public responses to the SADPD. The results of re-assessment and assessment of the new candidate lane are presented in this document. The Protected Lanes criteria and Scoring system that was used during the original Protected Lanes assessment, and which was utilised for the re-assessment and assessment of the new candidate lane, are included in the original Protected Lanes report (ECC, 2009).

2 Background

In 2009, Essex County Council's Historic Environment Management Team was commissioned by Chelmsford Borough Council Planning Service to develop robust and defensible criteria for its Local Development Framework, Core Strategy and Development Control Policies on Protected Lanes (CBC, 2008, 75) and then to apply these criteria to existing and candidate Protected Lanes in the Borough. The results of the project were incorporated into the Chelmsford Borough Council's SADPD which went out for community consultation between 27th October and 21st December 2009. A total of twenty two responses to the consultation, relating to Protected Lanes, were received from members of the public or representatives of organisations such as parish councils. Five of these responses were in support of the proposals for Protected Lane designation. The remainder included a variety of queries and observations ranging from: requests for clarification on the extent of Protected Lanes status along certain lanes; requests for changes to the management of specific Protected Lanes; requests for Protected Lanes that have lost their Protected Lane status to be re-considered; requests for new lanes to be considered for Protected Lane status and requests for Protected Lane status to be extended along the entirety of certain lanes.

3 Reason for the project

Development policies can have significant effects and so it is important that community views on potential options for the designation or use of land to support the spatial vision and objectives of Chelmsford Borough Council's Adopted Core Strategy are considered for the benefit of the local area. Comments on the SADPD will be used to inform the Borough Council's final SADPD (Proposed Submission) due to be consulted on in 2010. Consistency and transparency of judgement is crucial to public acceptability and fairness of process. A methodical articulation of why a lane does or does not meet the criteria for Protected Lane status is necessary to achieving that acceptability.

4 Approach to the assessment

The work comprised an evaluation of each of the public consultation responses against the survey results of the original Protected Lanes assessment (ECC, 2009) and the preparation of a written response where appropriate. Where necessary, a field assessment of Proposed Protected Lanes and Discounted Lanes was undertaken in order to clarify the reasons for the original scoring of existing Protected Lanes and candidate Protected Lanes considered during the 2009 Protected Lanes assessment (ibid). In addition, field and desk based assessment using the Protected Lanes criteria and Scoring system (as utilised during the original Protected Lanes assessment), was undertaken of a single new candidate Protected Lane, which had been suggested within the public responses to the SADPD.

5 Results of the assessment of public consultation responses

The results of the assessment are set out below in Table 1 and corresponding maps are provided in Appendix 1. A written response has been prepared for each of the consultation responses received by Chelmsford Borough Council in relation to Protected Lanes, with the exception of five responses which were in support of Protected Lane proposals contained within the SADPD.

Table 1 Results of the assessment of public consultation responses to the SADPD (Protected Lanes)

Overview / objectives		
<u>SADPD reference:</u>	<u>SADPD consultation response:</u>	<u>Respondent:</u>
3.84	<i>Would like to see action by the council on Nathans Lane. Require protection from speeding traffic and the use of the lane as a cut through by vehicles that are too large and should rightly take another and more responsible route. Has proposed to the Parish Council a 20 mph speed limit and a width-restriction at the Margaretting end.</i> <u>Written Response by ECC Historic Environment Branch:</u> The issues raised by the respondent in relation to Nathans Lane are a Highways matter, which fall within the Highways Localism initiative, and should be addressed to the Essex County Council Local Area Highways Office. The appropriate contact is: David Forkin Area Highways Manager Mid Area Office Dukes Park Industrial Estate 2 Beaufort Road Chelmsford Essex CM2 6PJ Tel: 0845 603 7622 Email: highways.midarea@essex.gov.uk	<u>Respondent:</u> John Drake
Proposed Protected Lanes		
<u>SADPD reference:</u>	<u>SADPD consultation response:</u>	<u>Respondent:</u>
Table 3	<i>Site Allocation 86 - Spring Elms Lane</i> <i>Wholeheartedly support Protected Lane status. Has heavy traffic cutting into the grass verges making it dangerous for walkers, cyclists, horse riders and farm traffic.</i>	<u>Respondent:</u> Z. Coates

	<i>Need for warning signs as there are also children on ponies.</i> <i>The other problem is the newly erected 'boundary' signs - there is now one property in a 'no-man's land' further back along the lane. The last six houses are in Woodham Walter (Maldon). Could this now be the opportunity for making Spring Elms Lane ONE lane ending at the junction of Spring Elms Lane and Little Baddow Road.</i> <u>Written Response by ECC Historic Environment Branch:</u> The issues raised by the respondent in relation to Spring Elms Lane are a Highways matter, which fall within the Highways Localism initiative, and should be addressed to the Essex County Council Local Area Highways Office. The appropriate contact is: David Forkin Area Highways Manager Mid Area Office Dukes Park Industrial Estate 2 Beaufort Road Chelmsford Essex CM2 6PJ Tel: 0845 603 7622 Email: highways.midarea@essex.gov.uk	
<u>SADPD reference:</u> Table 3	<u>SADPD consultation response:</u> <i>Site Allocation 74 - Sporehams Lane</i> <i>Part of Sporehams Lane is in the parish of Danbury and is shown on the Danbury map (no 9) as protected. The parish council would welcome confirmation that the section of Sporehams Lane which is within Danbury will continue to have protected status.</i> <u>Written Response by ECC Historic Environment Branch:</u> We can confirm that the section of Sporehams Lane which is located within Danbury Parish will continue to have Protected Lane status (see map in Appendix 1).	128 <u>Respondent:</u> Danbury Parish Council

<u>SADPD reference:</u> Table 3	<u>SADPD consultation response:</u> <i>There is ambiguity in the mapping of Back Lane, East Hanningfield. On the map covering the rural areas of Chelmsford it appears that all of Back Lane is protected, but the inset map No. 10 does not confirm this because only the northern end of the Lane is marked as protected.</i> <i>East Hanningfield Parish Council support Protected Lane status for the entire length of Back Lane.</i> <u>Written Response by ECC Historic Environment Branch:</u> The northern section of Back Lane with existing Protected Lane status retained its designation (see map in Appendix 1) following the Protected Lanes Study for Chelmsford Borough Council (ECC, 2009). Other sections of Back Lane were not considered appropriate for assessment because they automatically fell out of the criteria required for designation due to highways improvements e.g. kerbing and modern property entrances and boundaries that had affected the historic integrity of the lane. A further southern section of Back Lane was considered as a candidate lane during the Protected Lanes Study for Chelmsford Borough Council (ECC, 2009) but did not have sufficient historic integrity (scored 2) or diversity of features (scored 1) to fulfil the criteria threshold (a score of 5 or more is required at Stage 2). This section of Back Lane has been re-assessed by ECC Historic Environment Branch, using the Protected Lanes Criteria and Scoring system. The re-assessment found no justification to increase any of the scores, confirming the results of the 2009 assessment.	233	<u>Respondent:</u> East Hanningfield Parish Council
<u>SADPD reference:</u> 3.89	<u>SADPD consultation response:</u> <i>Site Allocation No 79 - Church Road, Boreham</i> <i>Fully supported by Boreham Parish Council.</i>	266	<u>Respondent:</u> Boreham Parish Council

<u>SADPD reference:</u> Table 3	<u>SADPD consultation response:</u> Stock Parish Council welcomes the new Protected Lanes within Stock.	330	<u>Respondent:</u> Stock Parish Council
<u>SADPD reference:</u> Table 3	<u>SADPD consultation response:</u> Site Allocation 40 – Back Lane, East Hanningfield Fully support the preservation of Back Lane but would like to see Protected Lane status extended to its full length. <u>Written Response by ECC Historic Environment Branch:</u> The northern section of Back Lane with existing Protected Lane status retained its designation (see map in Appendix 1) following the Protected Lanes Study for Chelmsford Borough Council (ECC, 2009). Other sections of Back Lane were not considered appropriate for assessment because they automatically fell out of the criteria required for designation due to highways improvements e.g. kerbing and modern property entrances and boundaries that had affected the historic integrity of the lane. A further southern section of Back Lane was considered as a candidate lane during the Protected Lanes Study for Chelmsford Borough Council (ECC, 2009) but did not have sufficient historic integrity (scored 2) or diversity of features (scored 1) to fulfil the criteria threshold (a score of 5 or more is required at Stage 2). This section of Back Lane has been re-assessed by ECC Historic Environment Branch, using the Protected Lanes Criteria and Scoring system. The re-assessment found no justification to increase any of the scores, confirming the results of the 2009 assessment.	336	<u>Respondent:</u> Mr & Mrs Snewin
<u>SADPD reference:</u> Table 3	<u>SADPD consultation response:</u> Site Allocation 40 – Back Lane, East Hanningfield The East Hanningfield Parish Plan supports the designation of Back Lane as a Protected Lane. Propose that the full length of the lane should be protected.	345	<u>Respondent:</u> East Hanningfield Parish Plan Committee

	<u>Written Response by ECC Historic Environment Branch:</u> The northern section of Back Lane with existing Protected Lane status retained its designation (see map in Appendix 1) following the Protected Lanes Study for Chelmsford Borough Council (ECC, 2009). Other sections of Back Lane were not considered appropriate for assessment because they automatically fell out of the criteria required for designation due to highways improvements e.g. kerbing and modern property entrances and boundaries that had affected the historic integrity of the lane. A further southern section of Back Lane was considered as a candidate lane during the Protected Lanes Study for Chelmsford Borough Council (ECC, 2009) but did not have sufficient historic integrity (scored 2) or diversity of features (scored 1) to fulfil the criteria threshold at Stage 2 (a combined score of 5 or more for Historic Integrity and Diversity is required). This section of Back Lane has been re-assessed by ECC Historic Environment Branch, using the Protected Lanes Criteria and Scoring system. The re-assessment found no justification to increase any of the scores, confirming the results of the 2009 assessment.		
<u>SADPD reference:</u> Table 3	<u>SADPD consultation response:</u> <i>Very pleased to see protected lane Site Allocation 79 Church Road, this lane is has been identified in the Boreham Village Design Statement.</i> <i>Would like to see grass verges/field edges which can be walked safely.</i> <u>Written Response by ECC Historic Environment Branch:</u> The concerns raised by the respondent in relation to Church Road are Public Rights of Way matters that have also been identified as issues in the Essex Rights of Way Improvement Plan (ECC, 2009, 45). It is recommended that the respondent makes any representations in relation to this issue to the Public Rights of Way team. The appropriate contact is: Garry White Definitive Map Manager Public Rights of Way team	426	<u>Respondent:</u> Boreham Conservation Society

	County Hall Chelmsford CM1 1QH Tel: 0845 743 0430 Email: proweb@essex.gov.uk		
<u>SADPD reference:</u> Table 3	<u>SADPD consultation response:</u> <i>Welcome the Protected Lane status proposed for parts of Waltham Road and Church Road.</i>	452	<u>Respondent:</u> John Wahlers
<u>SADPD reference:</u> Table 3	<u>SADPD consultation response:</u> <i>Agree with the designation of lanes no 88, 89, 90, 91 as Protected Lanes. Suggest that <u>another 6 lanes also fit the criteria given</u>, these are Pynnings Farm Lane, Blind Lane, Tanfield Tye, Church Lane, Foxborough Chase, and Bakers Lane. All feature in the West Hanningfield Village Design Statement and have listed or historically important buildings, or ancient landscape features along them. <u>Written Response by ECC Historic Environment Branch:</u> Neither Pynnings Farm nor Church Lane is classified as a Highway or Byway (see maps in Appendix 1) and therefore cannot be considered for Protected Lane status according to the Protected Lanes Criteria and Scoring system (ECC, 2009). In order to qualify for consideration, a lane must be classified as Class III, Unclassified or a Byway Open to all Traffic (BOAT). Blind Lane was assessed for Protected Lane status as a candidate lane during the Protected Lanes Study for Chelmsford Borough Council (ECC, 2009) but did not have sufficient Historic Integrity (scored 2) or Diversity of features (scored 2) to fulfil the criteria threshold at Stage 2 (a combined score of 5 or more for Historic Integrity and Diversity is required). This section of Blind Lane has been re-assessed by ECC Historic Environment Branch, using the Protected Lanes Criteria and Scoring system (ECC, 2009). The re-assessment has confirmed the results of the 2009 assessment with the exception of the score for Historic Integrity (2) which was deemed to have</i>	673	<u>Respondent:</u> West Hanningfield Parish Council

	been underscored and has been increased to a score of 4. Despite this revision, the new total score (12) is still not enough for Blind Lane to meet the threshold score at Stage 3 (a score of 14 or more is required) for Protected Lane Status. (See map in Appendix 1) Tanfield Tye Lane was assessed for Protected Lane status as a candidate lane during the Protected Lanes Study for Chelmsford Borough Council (ECC, 2009) but only scored 11 points, comprised of: Diversity (2), Historic Integrity (4), Archaeological potential (1), Aesthetic Value (1), Biodiversity (1), Group Value Association (2), Archaeological Association (0), thus failing to meet the criteria threshold at Stage 3 (a score of 14 or more is required) for Protected Lane Status. The original survey evidence for the scores has been reassessed by ECC Historic Environment Branch and the scores are considered to be appropriate. (See map in Appendix 1) Foxborough Chase was assessed for Protected Lane status as a candidate lane during the Protected Lanes Study for Chelmsford Borough Council (ECC, 2009) but only scored 13 points, failing to meet the criteria threshold at Stage 3 (a score of 14 or more is required) for Protected Lane Status. A significant section of the lane was not considered due to a concentration of modern properties, which meant that it automatically fell out of the criteria required for designation. The remaining section of the lane scored: Diversity (2), Historic Integrity (4), Archaeological potential (2), Aesthetic Value (1), Biodiversity (2), Group Value Association (2), Archaeological Association (0). Foxborough Chase has been re-assessed by ECC Historic Environment Branch, using the Protected Lanes Criteria and Scoring system. The re-assessment found no justification to increase any of the scores, confirming the results of the 2009 assessment. (See map in Appendix 1) Bakers Lane was assessed for Protected Lane status as a candidate lane during the Protected Lanes Study for Chelmsford Borough Council (ECC, 2009) but only scored 13 points, failing to meet the criteria threshold at stage 3 (a score of 14 or more is required) for Protected Lane Status. A significant section of the lane was not considered due to a concentration of modern highway improvements, which meant that it automatically fell out of the criteria required for designation. The remaining section of the lane scored: Diversity (1), Historic Integrity (4), Archaeological potential (1), Aesthetic Value (1), Biodiversity (4), Group Value Association (2), Archaeological Association (0). Bakers Lane has been reassessed by ECC Historic Environment Branch, using the Protected Lanes Criteria and Scoring system. The re-assessment has confirmed the results of the 2009 assessment with the exception of the score for	
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	Historic Integrity. The re-assessment found that the original score for Historic Integrity (4) was too high and this has been decreased to a score of 2. With this revision to the score to Historic Integrity, the overall score for Bakers Lane becomes 11, failing again to meet the criteria threshold at Stage 3 (a score of 14 or more is required) for Protected Lane Status. (See map in Appendix 1)		
<u>SADPD reference:</u> Table 3	<i>Great Waltham Parish Council welcomes the designation of Little Green Road, Little Park Lane and Black Chapel Lane but also calls for three further lanes – Hoe Lane, Great Waltham; Bury Lane, Great Waltham and Old Shaw's Lane, Howe Street to be categorised as Protected Lanes.</i> <u>Written Response by ECC Historic Environment Branch:</u> Hoe Lane was assessed for Protected Lane status as a candidate lane during the Protected Lanes Study for Chelmsford Borough Council (ECC, 2009). The lane scored 17 points, and thus qualified for Protected Lane status according to the Protected Lanes Criteria and Scoring system. However, the lane was not included within the list (Table 3- Proposed Protected Lanes) provided in Chelmsford Borough Council's Site Allocations: Potential Options Document. See map in Appendix 1. Bury Lane was not assessed for Protected Lane status during the Protected Lanes Study for Chelmsford Borough Council (ECC, 2009) as it was neither an existing Protected Lane, nor had it been proposed as a candidate for Protected Lane status. Bury Lane has now been assessed by ECC Historic Environment Branch, using the Protected Lanes Criteria and Scoring system. The lane was divided into two units of assessment (Bury Lane 1 and Bury Lane 2), as per the assessment procedure for Protected Lanes (ECC, 2009, 8). This was because the lane had been significantly altered for a continuous length of more than 20 meters as a result of highway improvements in relation to two modern properties. Bury Lane 1 only scored 12 points, comprised of: Diversity (2), Historic Integrity (4), Archaeological potential (1), Aesthetic Value (1), Biodiversity (2), Group Value Association (2), Archaeological Association (0) and thus failed to meet the criteria threshold for Stage 3 (a score of 14 or more is required) for Protected Lane Status. Bury Lane 2 scored a total of 14, thus qualifying for Protected Lane Status (see map in Appendix 1). Old Shaws Lane, with existing Protected Lane status, was assessed in two sections as per its existing graded status during the Protected Lanes Study for Chelmsford	696	<u>Respondent:</u> Great Waltham Parish Council

	Borough Council (ECC, 2009). Old Shaws Lane 1 scored 13 points, failing to meet the criteria threshold at Stage 3 (a score of 14 or more is required) for Protected Lane Status. Old Shaws Lane 1 has been re-assessed by ECC Historic Environment Branch, using the Protected Lanes Criteria and Scoring system (ECC, 2009). The re-assessment has confirmed the results of the 2009 assessment with the exception of the score for Aesthetic Value (1), which was deemed to have been underscored, despite a lack of significant views, and has been increased to a score of 2. With this revision to the score for Aesthetic Value, the overall score for Old Shaws Lane 1 becomes 14, thus meeting the criteria threshold at Stage 3, which means that this section of the lane should retain its Protected Lane status. (See map in Appendix 1) During the Protected Lanes Study for Chelmsford Borough Council (ECC, 2009), Old Shaws Lane 2 scored 13 points, failing to meet the criteria threshold at Stage 3 (a score of 14 or more is required) for Protected Lane Status. Old Shaws Lane 2 has been re-assessed by ECC Historic Environment Branch, using the Protected Lanes Criteria and Scoring system (ECC, 2009). The re-assessment has confirmed the results of the 2009 assessment with the exception of the score for Diversity (2), which was deemed to have been underscored and has been increased to a score of 3. With this revision to the score for Diversity, the overall score for Old Shaws Lane 1 becomes 14, thus meeting the criteria threshold at Stage 3, which means that this section of the lane should retain its Protected Lane status. (See map in Appendix 1)		
<u>SADPD reference:</u> Table 3	<u>SADPD consultation response:</u> <i>Welcome the Protected Lane status proposed for parts of Waltham Road and Church Road.</i>	946	<u>Respondent:</u> Anthony & Sara Ward
<u>SADPD reference:</u> Table 3	<u>SADPD consultation response:</u> <i>Writtle Parish Council supports the designation of Newney Road as a Protected Lane.</i>	1030	<u>Respondent:</u> Writtle Parish Council
Rejected / discounted Protected Lanes			
<u>SADPD reference:</u> 3.93	<u>SADPD consultation response:</u> <i>Great & Little Leighs Parish Council wish to see all existing protected lanes remain protected and should not lose protected status.</i> <u>Written Response by ECC Historic Environment Branch:</u>	81	<u>Respondent:</u> Great & Little Leighs Parish Council

	Ranks Green, with existing Protected Lane status, was assessed during the Protected Lanes Study for Chelmsford Borough Council (ECC, 2009). The lane scored a total of 13 points, comprised of: Diversity (2), Historic Integrity (4), Archaeological potential (2), Aesthetic Value (1), Biodiversity (2), Group Value Association (2), Archaeological Association (0), thus failing to meet the criteria threshold at Stage 3 (a score of 14 or more is required) for Protected Lane Status. Ranks Green has been re-assessed by ECC Historic Environment Branch, using the Protected Lanes Criteria and Scoring system (ECC, 2009). The re-assessment found no justification to increase any of the scores, confirming the results of the 2009 assessment. (See map in Appendix 1) Fuller Street, with existing Protected Lane status, was assessed during the Protected Lanes Study for Chelmsford Borough Council (ECC, 2009) but did not have sufficient Historic Integrity (scored 2), due to the presence of at least four passing places and a parking area causing significant erosion to the verge and severe erosion to the bank along the sunken section of the lane, or Diversity of features (scored 2) to fulfil the criteria threshold at Stage 2 (a score of 5 or more is required). The other scores for Fuller Street were: Archaeological potential (1), Aesthetic Value (2), Biodiversity (2), Group Value Association (3) and Archaeological Association (0), meaning that even had a score of 5 or more been reached at Stage 2, the total score would not have been sufficient for Fuller Street to have retained its Protected Lane status. Fuller Lane has been re-assessed by ECC Historic Environment Branch, using the Protected Lanes Criteria and Scoring system (ECC, 2009). The re-assessment found no justification to increase any of the scores, confirming the results of the 2009 assessment. (See map in Appendix 1) Mill Lane was assessed for Protected Lane status as an existing Protected Lane during the Protected Lanes Study for Chelmsford Borough Council (ECC, 2009) but only scored 11 points, comprised of: Diversity (3), Historic Integrity (2), Archaeological potential (1), Aesthetic Value (1), Biodiversity (2), Group Value Association (2), Archaeological Association (0), thus failing to meet the criteria threshold at Stage 3 (a score of 14 or more is required) for Protected Lane Status. The original survey evidence for the scores has been reassessed by ECC Historic Environment Branch and the scores are considered to be appropriate. (See map in Appendix 1) Blackley Lane was assessed for Protected Lane status as an existing Protected Lane during the Protected Lanes Study for Chelmsford Borough Council (ECC, 2009). A portion of the lane was not considered during the survey because it had been	
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	affected by significant highways improvements following the construction of the A131. The remainder of the lane only scored 1 for Historic Integrity, thus failing to meet the criteria threshold at Stage 1 (a score of 2 or more for Historic Integrity is required). The other scores for Blackley Lane were: Diversity (2), Archaeological potential (1), Aesthetic Value (1), Biodiversity (2), Group Value Association (2), Archaeological Association (1), meaning that even had a score of 2 or more been reached at Stage 1, the total score would not have been sufficient for Blackley Lane to have retained its Protected Lane status. Blackley Lane has been re-assessed by ECC Historic Environment Branch, using the Protected Lanes Criteria and Scoring system (ECC, 2009). The re-assessment found no justification to increase any of the scores, confirming the results of the 2009 assessment. During the re-assessment it was noted that there were two distinct characters to the lane, however, as there was no significant break e.g. of highway improvements of 20 meters or more (other than the area already mentioned in relation to the A131 improvements), the lane had to be assessed as a single unit. Although the historic integrity of the lane was not affected along the entire length of the unit of assessment, a significant portion had been severely affected by highways improvements, work around Great Slamseys Farm and damage to the bank and verges, presumably due to the weight and nature of traffic using the lane. (See map in Appendix 1) Leez Lane was assessed for Protected Lane status as an existing Protected Lane during the Protected Lanes Study for Chelmsford Borough Council (ECC, 2009) but only scored 13 points comprised of: Diversity (2), Historic Integrity (4), Archaeological potential (1), Aesthetic Value (2), Biodiversity (2), Group Value Association (1), Archaeological Association (1), thus failing to meet the criteria threshold at Stage 3 (a score of 14 or more is required) for Protected Lane Status. Leez Lane has been re-assessed by ECC Historic Environment Branch, using the Protected Lanes Criteria and Scoring system (ECC, 2009). The re-assessment has confirmed the results of the 2009 assessment with the exception of the scores for Group Value Association, which was deemed to have been underscored and has been increased to a score of 2. With this revision to the score, the overall score for Leez Lane becomes 14, thus meeting the criteria threshold at Stage 3, which means that it should retain its Protected Lane status. (See map in Appendix 1) Church Lane was assessed for Protected Lane status as an existing Protected Lane during the Protected Lanes Study for Chelmsford Borough Council (ECC, 2009) but	
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	did not have sufficient Historic Integrity (scored 2), due to the presence of multiple passing places, intermittent modern entrance and property boundaries and erosion of verges, or Diversity of features (scored 2) to fulfil the criteria threshold at Stage 2 (a score of 5 or more is required). The other scores for Church Lane were: Archaeological potential (2), Aesthetic Value (2), Biodiversity (4), Group Value Association (3) and Archaeological Association (1), meaning that had a score of 5 or more been reached at Stage 2, the total score would have been sufficient for Church Lane to have retained its Protected Lane status. (See map in Appendix 1) Church Lane has been re-assessed by ECC Historic Environment Branch, using the Protected Lanes Criteria and Scoring system (ECC, 2009). The re-assessment found no justification to increase any of the scores, confirming the results of the 2009 assessment. However, during the re-assessment it was found that there was a distinct difference in Historic Integrity before and after the entrance to Seabrooks Farm. Despite this, the lane had to be assessed as a whole as there was no modern highway or other improvements of over 20m width to create a break which would have allowed the lane to be assessed as two different sections/units of assessment.		
<u>SADPD reference:</u> Table 4	<u>SADPD consultation response:</u> <i>Whites Hill/ Furze Lane are important ancient lanes and need to be protected. <u>Were previously classified as such.</u></i> <u>Written Response by ECC Historic Environment Branch:</u> A section of Whites Hill was assessed for Protected Lane status as an existing Protected Lane during the Protected Lanes Study for Chelmsford Borough Council (ECC, 2009) but did not have sufficient Historic Integrity (scored 2), due to modern property boundaries, damage to roadside verges and a tarmaced passing place, or Diversity of features (scored 2) to fulfil the criteria threshold at Stage 2 (a score of 5 or more is required). The other scores for Whites Hill were: Archaeological potential (2), Aesthetic Value (2), Biodiversity (2), Group Value Association (2) and Archaeological Association (0), meaning that had a score of 5 or more been reached at Stage 2, the total score would have been sufficient for Whites Hill to have retained its Protected Lane status. Whites Hill has been re-assessed by ECC Historic Environment Branch, using the Protected Lanes Criteria and Scoring system (ECC, 2009). The re-assessment has confirmed the results of the 2009 assessment with the exception of the score for Historic Integrity, which was deemed to have been underscored and has	181	<u>Respondent:</u> Margaret Otter

	been increased to a score of 4: the damage to the lanes Historic Integrity was considered to be localised and damage to verges was largely reversible. With this revision, the criteria threshold for Stage 2 is met and the total score for Whites Hill becomes 14, thus meeting the criteria threshold at Stage 3, which means that it should retain its Protected Lane status. (See map in Appendix 1) The rest of Whites Hill was assessed for Protected Lane status as a candidate Protected Lane during the Protected Lanes Study for Chelmsford Borough Council (ECC, 2009) but did not have sufficient Historic Integrity (scored 1), due to the extent of modern property boundaries and entrances, which meant that it failed to meet the criteria threshold at Stage 1 (a score of 2 or more for Historic Integrity is required). This section of Whites Hill has been re-assessed by ECC Historic Environment Branch, using the Protected Lanes Criteria and Scoring system (ECC, 2009). The re-assessment found no justification to increase any of the scores, confirming the results of the 2009 assessment. (See map in Appendix 1) Furze Lane was assessed for Protected Lane status as an existing Protected Lane during the Protected Lanes Study for Chelmsford Borough Council (ECC, 2009) but did not have sufficient Historic Integrity (scored 2), due to modern property boundaries concentrated at one end of the lane, or Diversity of features (scored 2) to fulfil the criteria threshold at Stage 2 (a score of 5 or more is required). Furze Lane has been re-assessed by ECC Historic Environment Branch, using the Protected Lanes Criteria and Scoring system (ECC, 2009). The re-assessment has shown that due to differences between the ECC Highways department data set used for road names and road names as identified on the ground, the full length of Furze Lane had not been considered in its entirety. The re-assessment was carried out on the full length of Furze Lane with existing Protected Lane status, and the following scores were assigned: Historic Integrity (2), Diversity (3), Archaeological Potential (2), Aesthetic Value (2), Biodiversity (4), Group Value Association (2), Archaeological Association (0). Thus, with a total score of 15, Furze Lane should retain its Protected Lane status. (See map in Appendix 1) The rest of Furze Lane was assessed for Protected Lane status as a candidate Protected Lane during the Protected Lanes Study for Chelmsford Borough Council (ECC, 2009) but only scored 13 points, comprised of: Diversity (2), Historic Integrity (4), Archaeological potential (1), Aesthetic Value (1), Biodiversity (3), Group Value Association (2), Archaeological Association (0), thus failing to meet the criteria threshold at Stage 3 (a score of 14 or more is required) for Protected Lane Status.	
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	The candidate section of Furze Lane has been re-assessed by ECC Historic Environment Branch, using the Protected Lanes Criteria and Scoring system (ECC, 2009). The re-assessment found no justification to increase any of the scores, confirming the results of the 2009 assessment. (See map in Appendix 1)		
<u>SADPD reference:</u> Table 4	<u>SADPD consultation response:</u> <i>Stock Whites Hill / Furze Lane are old historic Lanes and <u>protected status should not be dropped.</u></i> <u>Written Response by ECC Historic Environment Branch:</u> A section of Whites Hill was assessed for Protected Lane status as an existing Protected Lane during the Protected Lanes Study for Chelmsford Borough Council (ECC, 2009) but did not have sufficient Historic Integrity (scored 2), due to modern property boundaries, damage to roadside verges and a tarmaced passing place, or Diversity of features (scored 2) to fulfil the criteria threshold at Stage 2 (a score of 5 or more is required). The other scores for Whites Hill were: Archaeological potential (2), Aesthetic Value (2), Biodiversity (2), Group Value Association (2) and Archaeological Association (0), meaning that had a score of 5 or more been reached at Stage 2, the total score would have been sufficient for Whites Hill to have retained its Protected Lane status. Whites Hill has been re-assessed by ECC Historic Environment Branch, using the Protected Lanes Criteria and Scoring system (ECC, 2009). The re-assessment has confirmed the results of the 2009 assessment with the exception of the score for Historic Integrity, which was deemed to have been underscored and has been increased to a score of 4: the damage to the lanes Historic Integrity was considered to be localised and damage to verges was largely reversible. With this revision, the criteria threshold for Stage 2 is met and the total score for Whites Hill becomes 14, thus meeting the criteria threshold at Stage 3, which means that it should retain its Protected Lane status. (See map in Appendix 1) The rest of Whites Hill was assessed for Protected Lane status as a candidate Protected Lane during the Protected Lanes Study for Chelmsford Borough Council (ECC, 2009) but did not have sufficient Historic Integrity (scored 1), due to the extent of modern property boundaries and entrances, which meant that it failed to meet the criteria threshold at Stage 1 (a score of 2 or more for Historic Integrity is required). This section of Whites Hill has been re-assessed by ECC Historic Environment Branch, using the Protected Lanes Criteria and Scoring system (ECC, 2009). The re-	187	<u>Respondent:</u> Christopher Otter

	assessment found no justification to increase any of the scores, confirming the results of the 2009 assessment. (See map in Appendix 1)		
	Furze Lane was assessed for Protected Lane status as an existing Protected Lane during the Protected Lanes Study for Chelmsford Borough Council (ECC, 2009) but did not have sufficient Historic Integrity (scored 2), due to modern property boundaries concentrated at one end of the lane, or Diversity of features (scored 2) to fulfil the criteria threshold at Stage 2 (a score of 5 or more is required). Furze Lane has been re-assessed by ECC Historic Environment Branch, using the Protected Lanes Criteria and Scoring system (ECC, 2009). The re-assessment has shown that due to differences between the ECC Highways department data set used for road names and road names as identified on the ground, the full length of Furze Lane had not been considered in its entirety. The re-assessment was carried out on the full length of Furze Lane with existing Protected Lane status, and the following scores were assigned: Historic Integrity (2), Diversity (3), Archaeological Potential (2), Aesthetic Value (2), Biodiversity (4), Group Value Association (2), Archaeological Association (0). Thus, with a total score of 15, Furze Lane should retain its Protected Lane status. (See map in Appendix 1) The rest of Furze Lane was assessed for Protected Lane status as a candidate Protected Lane during the Protected Lanes Study for Chelmsford Borough Council (ECC, 2009) but only scored 13 points, comprised of: Diversity (2), Historic Integrity (4), Archaeological potential (1), Aesthetic Value (1), Biodiversity (3), Group Value Association (2), Archaeological Association (0), thus failing to meet the criteria threshold at Stage 3 (a score of 14 or more is required) for Protected Lane Status. The candidate section of Furze Lane has been re-assessed by ECC Historic Environment Branch, using the Protected Lanes Criteria and Scoring system (ECC, 2009). The re-assessment found no justification to increase any of the scores, confirming the results of the 2009 assessment. (See map in Appendix 1)		
<u>SADPD reference:</u> Table 4	<u>SADPD consultation response:</u> <i>For Church Road, Colam Lane and Riffhams Chase from Protected Lane status the scoring is all but sufficient for them to retain Protected Lane status. Object to the proposal to de-list these 3 lanes, on the basis that having reviewed them in the context of the new assessment method, consider them under-scored.</i> <u>Written Response by ECC Historic Environment Branch:</u>	308	<u>Respondent:</u> Little Baddow Parish Council

	Church Road was assessed for Protected Lane status as an existing Protected Lane during the Protected Lanes Study for Chelmsford Borough Council (ECC, 2009) but did not have sufficient Historic Integrity (scored 2), due to highway improvements, including passing places, or Diversity of features (scored 2) to fulfil the criteria threshold at Stage 2 (a score of 5 or more is required). Church Road has been re-assessed by ECC Historic Environment Branch, using the Protected Lanes Criteria and Scoring system (ECC, 2009). The re-assessment has confirmed the results of the 2009 assessment with the exception of the score for Historic Integrity, which was deemed to have been underscored and has been increased to a score of 4; although the lane had suffered from property boundary improvements, these are historic properties and damage to verges and passing places is discreet/localised. With this revision, the criteria threshold for Stage 2 is met and the total score for Church Road becomes 16, thus meeting the criteria threshold at Stage 3, which means that it should retain its Protected Lane status. (See map in Appendix 1) Colam Lane was assessed for Protected Lane status as an existing Protected Lane during the Protected Lanes Study for Chelmsford Borough Council (ECC, 2009) but did not have sufficient Historic Integrity (scored 2), due to highway improvements, including kerbing, permanent passing places, road widening and erosion to the woodland/road edge, or Diversity of features (scored 2) to fulfil the criteria threshold at Stage 2 (a score of 5 or more is required). Colam Lane has been re-assessed by ECC Historic Environment Branch, using the Protected Lanes Criteria and Scoring system (ECC, 2009). The re-assessment found no justification to increase any of the scores, confirming the results of the 2009 assessment. The loss of Historic Integrity has resulted from a combination of permanent highway improvements, including kerbing and permanent passing places towards the southern end of the lane, erosion to the woodland edge and verges along significant lengths of the lane and the erection of modern property boundaries. (See map in Appendix 1) Riffhams Chase was assessed for Protected Lane status as an existing Protected Lane during the Protected Lanes Study for Chelmsford Borough Council (ECC, 2009) but did not have sufficient Historic Integrity (scored 2), due to: highway improvements, including kerbing and permanent passing places, modern property boundaries and erosion to the woodland/road edge; or Diversity of features (scored 2) to fulfil the criteria threshold at Stage 2 (a score of 5 or more is required). Riffhams Lane has been re-assessed by ECC Historic Environment Branch, using the Protected Lanes Criteria and Scoring system (ECC, 2009). The re-assessment has confirmed the	
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	results of the 2009 assessment with the exception of the score for Diversity, which was deemed to have been underscored and has been increased to a score of 3. With this revision, the criteria threshold for Stage 2 is met and the total score for Riffhams Lane becomes 16, thus meeting the criteria threshold at Stage 3, which means that it should retain its Protected Lane status. (See map in Appendix 1)		
<u>SADPD reference:</u> Table 4	<u>SADPD consultation response:</u> <i>The proposal to discount the <u>existing</u> Protected Lanes, Whites Hill and Furze Lane, is not welcomed and a review of the proposal is requested, as there have been <u>no changes</u> to the structure of these lanes.</i> <u>Written Response by ECC Historic Environment Branch:</u> A section of Whites Hill was assessed for Protected Lane status as an existing Protected Lane during the Protected Lanes Study for Chelmsford Borough Council (ECC, 2009) but did not have sufficient Historic Integrity (scored 2), due to: modern property boundaries, damage to roadside verges and a tarmaced passing place; or Diversity of features (scored 2), to fulfil the criteria threshold at Stage 2 (a score of 5 or more is required). The other scores for Whites Hill were: Archaeological potential (2), Aesthetic Value (2), Biodiversity (2), Group Value Association (2) and Archaeological Association (0), meaning that had a score of 5 or more been reached at Stage 2, the total score would have been sufficient for Whites Hill to have retained its Protected Lane status. Whites Hill has been re-assessed by ECC Historic Environment Branch, using the Protected Lanes Criteria and Scoring system (ECC, 2009). The re-assessment has confirmed the results of the 2009 assessment with the exception of the score for Historic Integrity, which was deemed to have been underscored and has been increased to a score of 4: the damage to the lanes Historic Integrity was considered to be localised and damage to verges was largely reversible. With this revision, the criteria threshold for Stage 2 is met and the total score for Whites Hill becomes 14, thus meeting the criteria threshold at Stage 3, which means that it should retain its Protected Lane status. (See map in Appendix 1) The rest of Whites Hill was assessed for Protected Lane status as a candidate Protected Lane during the Protected Lanes Study for Chelmsford Borough Council (ECC, 2009) but did not have sufficient Historic Integrity (scored 1), due to the extent of modern property boundaries and entrances, which meant that it failed to meet the	331	<u>Respondent:</u> Stock Parish Council

	criteria threshold at Stage 1 (a score of 2 or more for Historic Integrity is required). This section of Whites Hill has been re-assessed by ECC Historic Environment Branch, using the Protected Lanes Criteria and Scoring system (ECC, 2009). The re-assessment found no justification to increase any of the scores, confirming the results of the 2009 assessment. (See map in Appendix 1) Furze Lane was assessed for Protected Lane status as an existing Protected Lane during the Protected Lanes Study for Chelmsford Borough Council (ECC, 2009) but did not have sufficient Historic Integrity (scored 2), due to modern property boundaries concentrated at one end of the lane, or Diversity of features (scored 2) to fulfil the criteria threshold at Stage 2 (a score of 5 or more is required). Furze Lane has been re-assessed by ECC Historic Environment Branch, using the Protected Lanes Criteria and Scoring system (ECC, 2009). The re-assessment has shown that due to differences between the ECC Highways department data set used for road names and road names as identified on the ground, the full length of Furze Lane had not been considered in its entirety. The re-assessment was carried out on the full length of Furze Lane with existing Protected Lane status, and the following scores were assigned: Historic Integrity (2), Diversity (3), Archaeological Potential (2), Aesthetic Value (2), Biodiversity (4), Group Value Association (2), Archaeological Association (0). Thus, with a total score of 15, Furze Lane should retain its Protected Lane status. (See map in Appendix 1) The rest of Furze Lane was assessed for Protected Lane status as a candidate Protected Lane during the Protected Lanes Study for Chelmsford Borough Council (ECC, 2009) but only scored 13 points, comprised of: Diversity (2), Historic Integrity (4), Archaeological potential (1), Aesthetic Value (1), Biodiversity (3), Group Value Association (2), Archaeological Association (0), thus failing to meet the criteria threshold at Stage 3 (a score of 14 or more is required) for Protected Lane Status. The candidate section of Furze Lane has been re-assessed by ECC Historic Environment Branch, using the Protected Lanes Criteria and Scoring system (ECC, 2009). The re-assessment found no justification to increase any of the scores, confirming the results of the 2009 assessment. (See map in Appendix 1)		
<u>SADPD reference:</u> Table 4	<u>SADPD consultation response:</u> <i>Surprised to see the intention to remove the Protected Lane status of Blackley Lane, Great Leighs. There can be no point in offering protection to such a lane and then</i>	348	<u>Respondent:</u> Timothy Farrow

	<i>withdrawing that protection at a future date.</i> <i>If the granting of permission to extract gravel and build a racecourse adjacent to the lane have reduced the quality of that lane, then rather than downgrade the lane, plans to restore the lane to its former state should be made. This downgrading can be seen to be a convenient and underhand attempt to ease the granting of permission for further gravel extraction along the complete length of the lane.</i> <u>Written Response by ECC Historic Environment Branch:</u> Blackley Lane was assessed for Protected Lane status as an existing Protected Lane during the Protected Lanes Study for Chelmsford Borough Council (ECC, 2009). A portion of the lane was not considered during the survey because it had been affected by significant highways improvements following the construction of the A131. The remainder of the lane only scored 1 for Historic Integrity, thus failing to meet the criteria threshold at Stage 1 (a score of 2 or more for Historic Integrity is required). The other scores for Blackley Lane were: Diversity (2), Archaeological potential (1), Aesthetic Value (1), Biodiversity (2), Group Value Association (2), Archaeological Association (1), meaning that even had a score of 2 or more been reached at Stage 1, the total score would not have been sufficient for Blackley Lane to have retained its Protected Lane status. Blackley Lane has been re-assessed by ECC Historic Environment Branch, using the Protected Lanes Criteria and Scoring system (ECC, 2009). The re-assessment found no justification to increase any of the scores, confirming the results of the 2009 assessment. During the re-assessment it was noted that there were two distinct characters to the lane, however, as there was no significant break e.g. of highway improvements of 20 meters or more (other than the area already mentioned in relation to the A131 improvements), the lane had to be assessed as a single unit. Although the historic integrity of the lane was not affected along the entire length of the unit of assessment, a significant portion had been severely affected by highways improvements, work around Great Slamseys Farm and damage to the bank and verges, presumably due to the weight and nature of traffic using the lane. (See map in Appendix 1)	
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<u>SADPD reference:</u>	<u>SADPD consultation response:</u>	483	<u>Respondent:</u> Little Baddow Conservation Society
Table 4	<i>Little Baddow Protected Lanes proposal:</i> <i>It is proposed that three very historic lanes, Holybread Lane, Colam Lane and Riffhams Chase lose their Protected Lane status for the reasons given in the Essex County Council submission.</i> <i>Find it astonishing that the lanes are so little regarded in the ECC report. Find astounding the reported lack of biodiversity, do not believe that the study correctly reflects the biodiversity there. Friends at the Essex Wildlife Trust advise that there is no question but that a broad range of plants and flowers and associated wild life inhabit the lanes in question.</i> <i>It is also worth pointing out that the biannual cutting of verges and hedgerows along the lanes in question (and in others in the parish) by contractors employed by the council do vast amounts of damage through the flails used and the height of the cut. This destroys biodiversity in the lanes.</i> <u>Written Response by ECC Historic Environment Branch:</u> We can confirm that Holybread Lane will continue to have Protected Lane status (see map in Appendix 1) and that its importance for Biodiversity was appropriately recognised during the assessment, scoring a total of 4 out of 4 for Biodiversity value. Colam Lane was assessed for Protected Lane status as an existing Protected Lane during the Protected Lanes Study for Chelmsford Borough Council (ECC, 2009) but did not have sufficient Historic Integrity (scored 2), due to highway improvements, including kerbing, permanent passing places, road widening and erosion to the woodland/road edge, or Diversity of features (scored 2) to fulfil the criteria threshold at Stage 2 (a score of 5 or more is required). However, the lanes importance for Biodiversity was appropriately recognised during the assessment, scoring a total of 4 out of 4 for Biodiversity value. Colam Lane has been re-assessed by ECC Historic Environment Branch, using the Protected Lanes Criteria and Scoring system (ECC, 2009). The re-assessment found no justification to increase any of the scores, confirming the results of the 2009 assessment. The loss of Historic Integrity has resulted from a combination of permanent highway improvements, including kerbing		

	and permanent passing places towards the southern end of the lane, erosion to the woodland edge and verges along significant lengths of the lane and the erection of modern property boundaries. The loss of Protected Lane status does not effect the separate designation of Colam Lane as a Special Verge. (See map in Appendix 1) Riffhams Chase was assessed for Protected Lane status as an existing Protected Lane during the Protected Lanes Study for Chelmsford Borough Council (ECC, 2009) but did not have sufficient Historic Integrity (scored 2), due to: highway improvements, including kerbing and permanent passing places, modern property boundaries and erosion to the woodland/road edge; or Diversity of features (scored 2) to fulfil the criteria threshold at Stage 2 (a score of 5 or more is required). However, the lanes importance for Biodiversity was appropriately recognised during the assessment, scoring a total of 3 out of 4 for Biodiversity value. Riffhams Lane has been re-assessed by ECC Historic Environment Branch, using the Protected Lanes Criteria and Scoring system (ECC, 2009). The re-assessment has confirmed the results of the 2009 assessment with the exception of the score for Diversity, which was deemed to have been underscored and has been increased to a score of 3. With this revision, the criteria threshold for Stage 2 is met and the total score for Riffhams Lane becomes 16, thus meeting the criteria threshold at Stage 3, which means that it should retain its Protected Lane status. (See map in Appendix 1) The issue raised with regards to the management of verges and hedgerows are a Highways matter, which fall within the Highways Localism initiative, and should be addressed to the Essex County Council Local Area Highways Office. The appropriate contact is: David Forkin Area Highways Manager Mid Area Office Dukes Park Industrial Estate 2 Beaufort Road Chelmsford Essex CM2 6PJ Tel: 0845 603 7622 Email: highways.midarea@essex.gov.uk	
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<u>SADPD reference:</u> Table 4	<u>SADPD consultation response:</u> <i>Some Protected Lanes in Danbury and Little Baddow might lose their status. Cannot understand this as these beautiful lanes need more protection, not less.</i> <u>Written Response by ECC Historic Environment Branch:</u> We can confirm that all existing Protected Lanes in Danbury will retain their Protected Lane status and that four additional lanes have acquired Protected Lane status following their assessment as candidate lanes. (See map in Appendix 1) Within the Parish of Little Baddow, following the original assessment of Protected Lanes (ECC, 2009), three existing Protected Lanes (Church Road, Colams Lane and Riffhams Chase) did not meet the criteria threshold for Protected Lanes status. However, these lanes have now been reassessed by ECC Historic Environment Branch, using the Protected Lanes Criteria and Scoring system (ECC, 2009) and two of the lanes (Church Road and Riffhams Chase) are considered to have been underscored and should retain their Protected Lanes status (see below). In addition, Little Baddow has acquired an additional lane (Spring Elms Lane) has acquired Protected Lane status following its assessment as a candidate lane (see map in Appendix 1). Church Road was assessed for Protected Lane status as an existing Protected Lane during the Protected Lanes Study for Chelmsford Borough Council (ECC, 2009) but did not have sufficient Historic Integrity (scored 2), due to highway improvements, including passing places, or Diversity of features (scored 2) to fulfil the criteria threshold at Stage 2 (a score of 5 or more is required). Church Road has been reassessed by ECC Historic Environment Branch, using the Protected Lanes Criteria and Scoring system (ECC, 2009). The re-assessment has confirmed the results of the 2009 assessment with the exception of the score for Historic Integrity, which was deemed to have been underscored and has been increased to a score of 4; although the lane had suffered from property boundary improvements, these are historic properties and damage to verges and passing places is discreet/localised. With this revision, the criteria threshold for Stage 2 is met and the total score for Church Road becomes 16, thus meeting the criteria threshold at Stage 3, which means that it should retain its Protected Lane status. Colam Lane was assessed for Protected Lane status as an existing Protected Lane	700	<u>Respondent:</u> M W Hindmarch
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	during the Protected Lanes Study for Chelmsford Borough Council (ECC, 2009) but did not have sufficient Historic Integrity (scored 2), due to highway improvements, including kerbing, permanent passing places, road widening and erosion to the woodland/road edge, or Diversity of features (scored 2) to fulfil the criteria threshold at Stage 2 (a score of 5 or more is required). Colam Lane has been re-assessed by ECC Historic Environment Branch, using the Protected Lanes Criteria and Scoring system (ECC, 2009). The re-assessment found no justification to increase any of the scores, confirming the results of the 2009 assessment. The loss of Historic Integrity has resulted from a combination of permanent highway improvements, including kerbing and permanent passing places towards the southern end of the lane, erosion to the woodland edge and verges along significant lengths of the lane and the erection of modern property boundaries. Riffhams Chase was assessed for Protected Lane status as an existing Protected Lane during the Protected Lanes Study for Chelmsford Borough Council (ECC, 2009) but did not have sufficient Historic Integrity (scored 2), due to: highway improvements, including kerbing and permanent passing places, modern property boundaries and erosion to the woodland/road edge; or Diversity of features (scored 2) to fulfil the criteria threshold at Stage 2 (a score of 5 or more is required). Riffhams Lane has been re-assessed by ECC Historic Environment Branch, using the Protected Lanes Criteria and Scoring system (ECC, 2009). The re-assessment has confirmed the results of the 2009 assessment with the exception of the score for Diversity, which was deemed to have been underscored and has been increased to a score of 3. With this revision, the criteria threshold for Stage 2 is met and the total score for Riffhams Lane becomes 16, thus meeting the criteria threshold at Stage 3, which means that it should retain its Protected Lane status.	
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Appendix 1

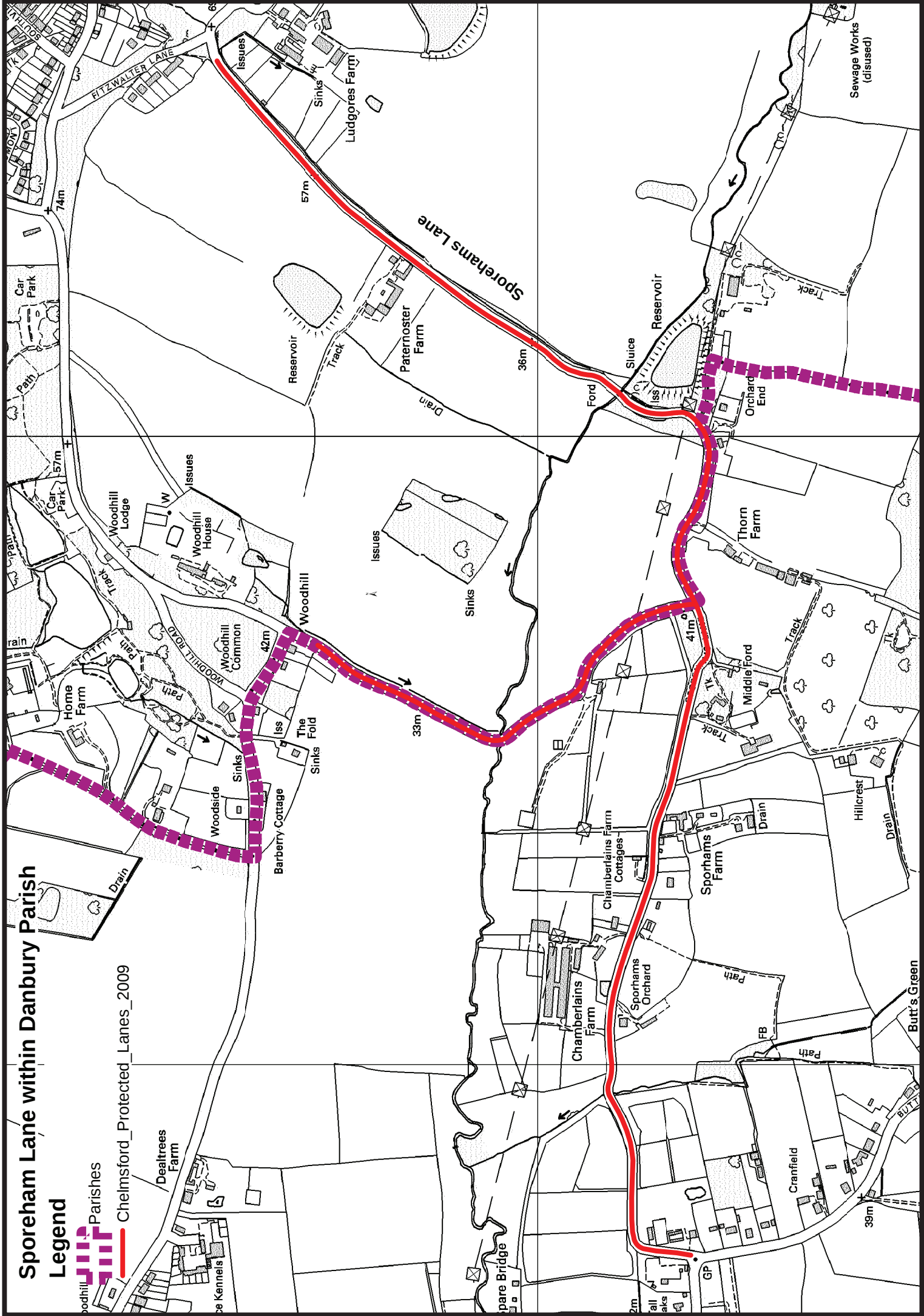
SADPD Reference	Map of Lanes
128	Sporehams Lane , Danbury
233, 336 345	Back Lane , East Hanningfield
673	Pynnings Farm Lane , West Hanningfield
673	Blind Lane , West Hanningfield
673	Tanfield Tye , West Hanningfield
673	Church Lane , West Hanningfield
673	Foxborough Chase , West Hanningfield
673	Bakers Lane , West Hanningfield
696	Hoe Lane , Great Waltham
696	Bury Lane , Great Waltham
696	Old Shaws Lane , Great Waltham
81 348	Blackley Lane , Great & Little Leighs
81	Ranks Green , Great & Little Leighs
81	Fuller Street , Great & Little Leighs
81	Mill Lane , Great & Little Leighs
81	Leez Lane , Great & Little Leighs
81	Church Lane , Great & Little Leighs
181 187 331	Whites Hill/Furze Lane , Stock
308 483 700	Church Road, Colam Lane, Riffhams Chase & Holybread Lane , Little Baddow
700	All protected lanes within Danbury parish , existing and candidate.

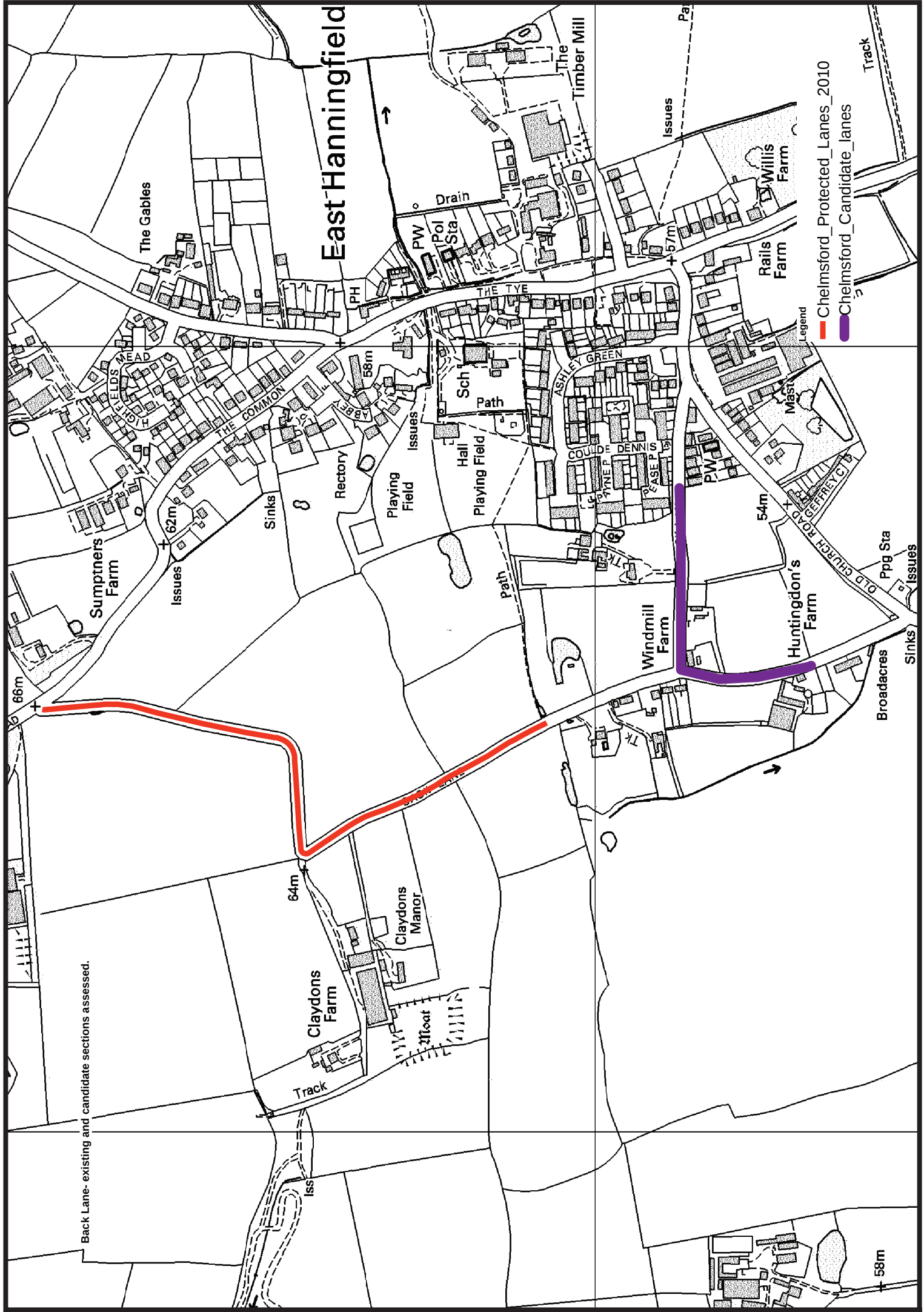
Sporeham Lane within Danbury Parish

Legend



Chelmsford_Protected_Lanes_2009

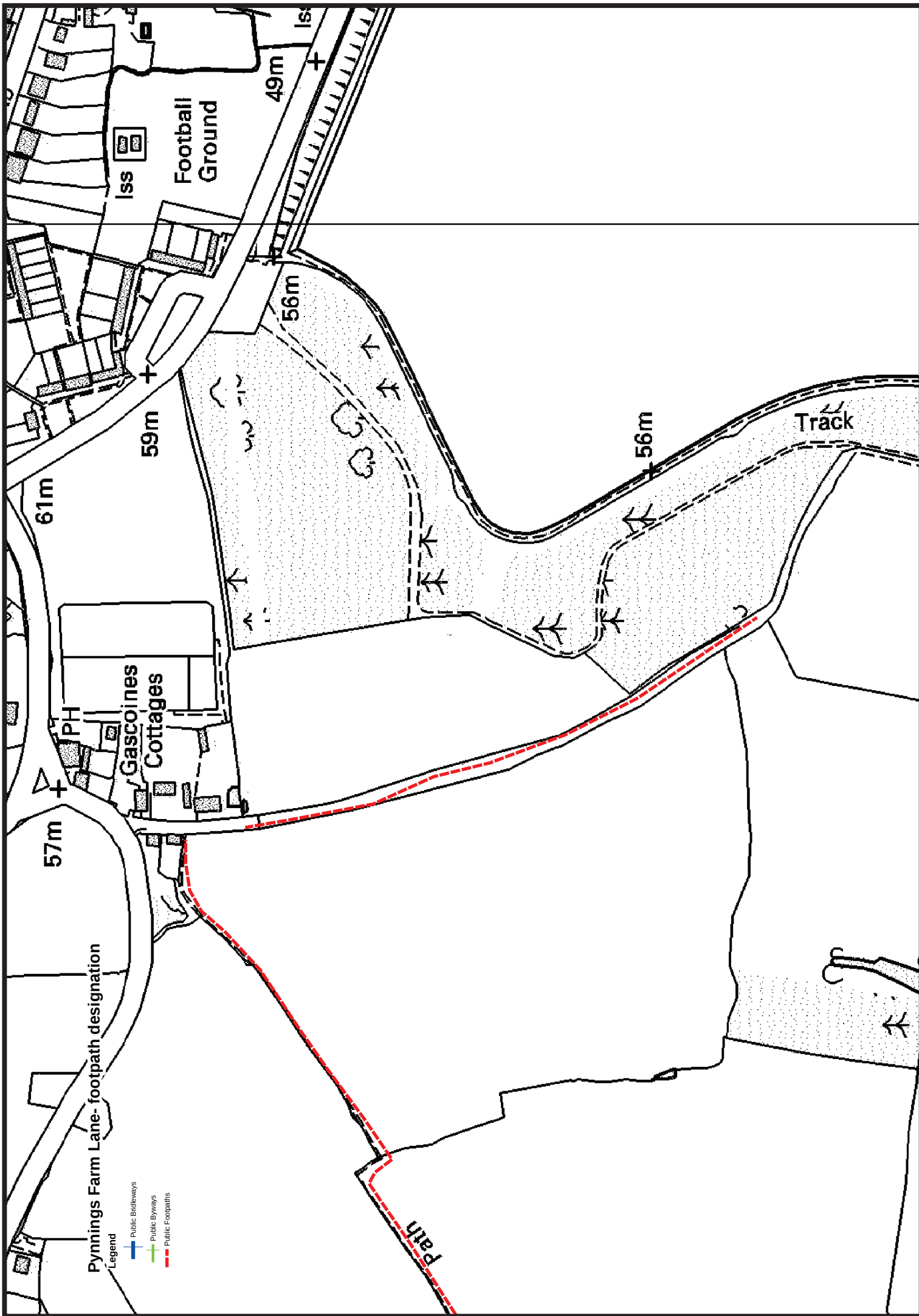




Pynnings Farm Lane- footpath designation

Legend

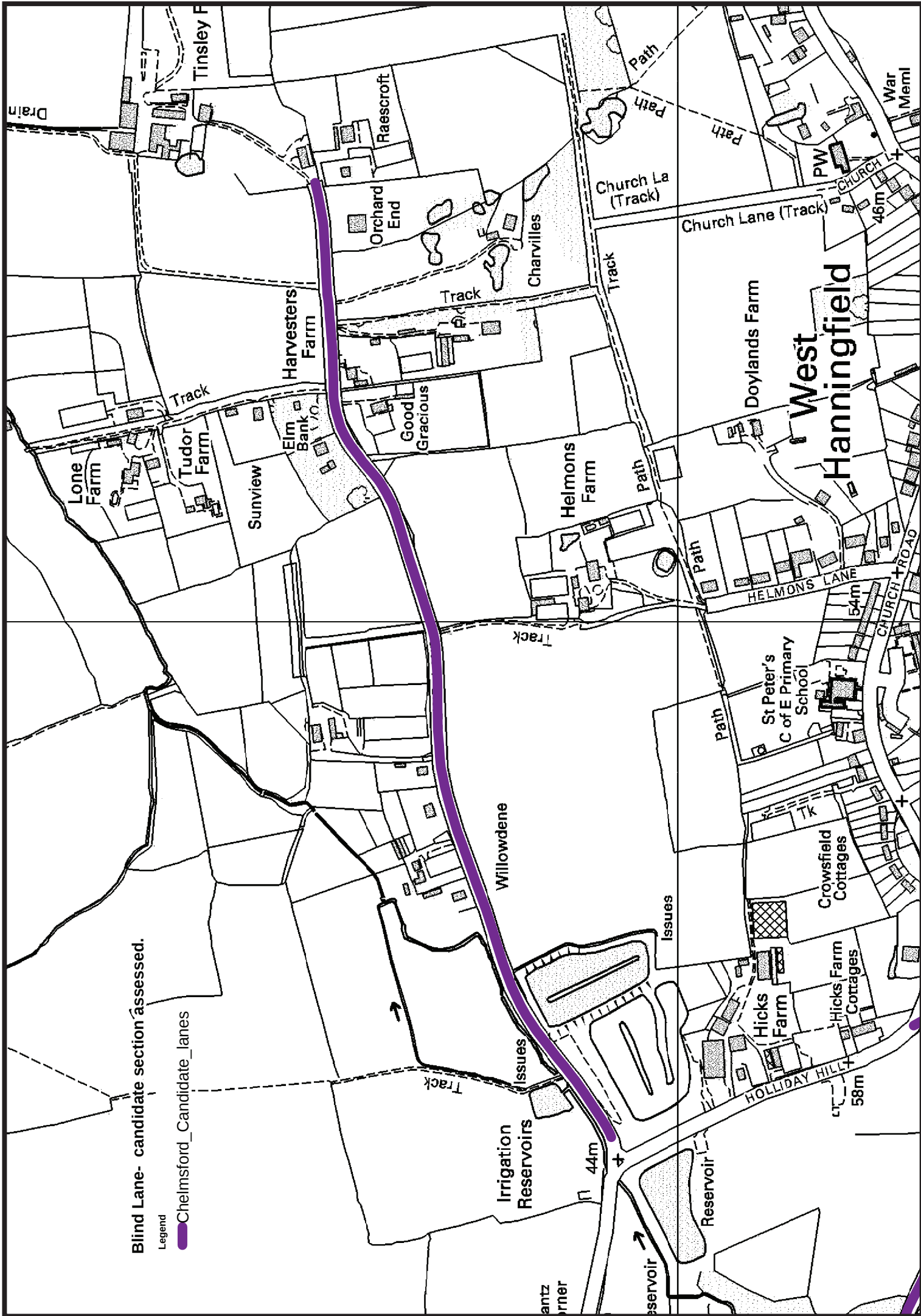
- Public Bridleways
- Public Byways
- Public Footpaths



Blind Lane- candidate section assessed.

Legend

Chelmsford_Candidate_lanes



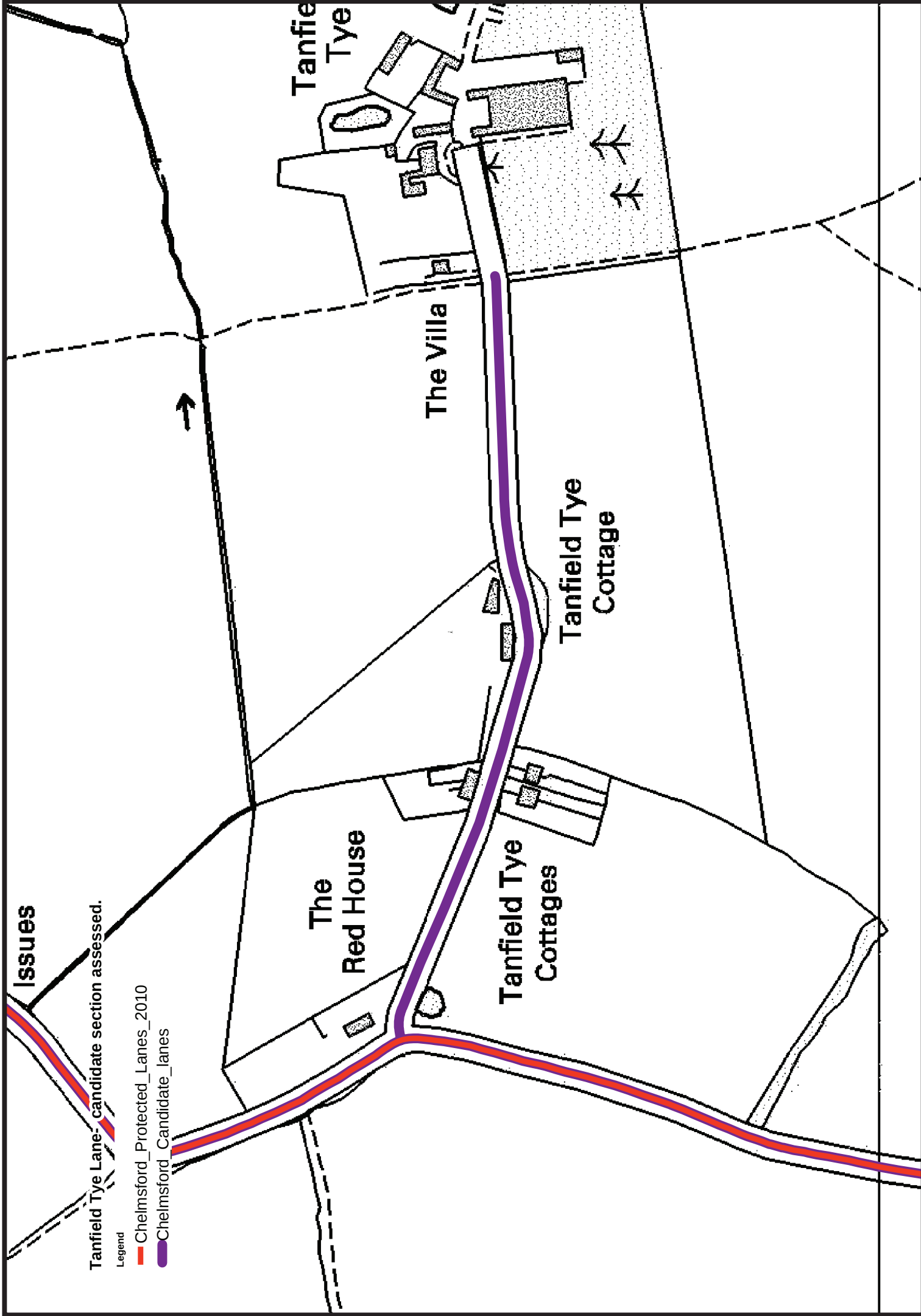
Issues

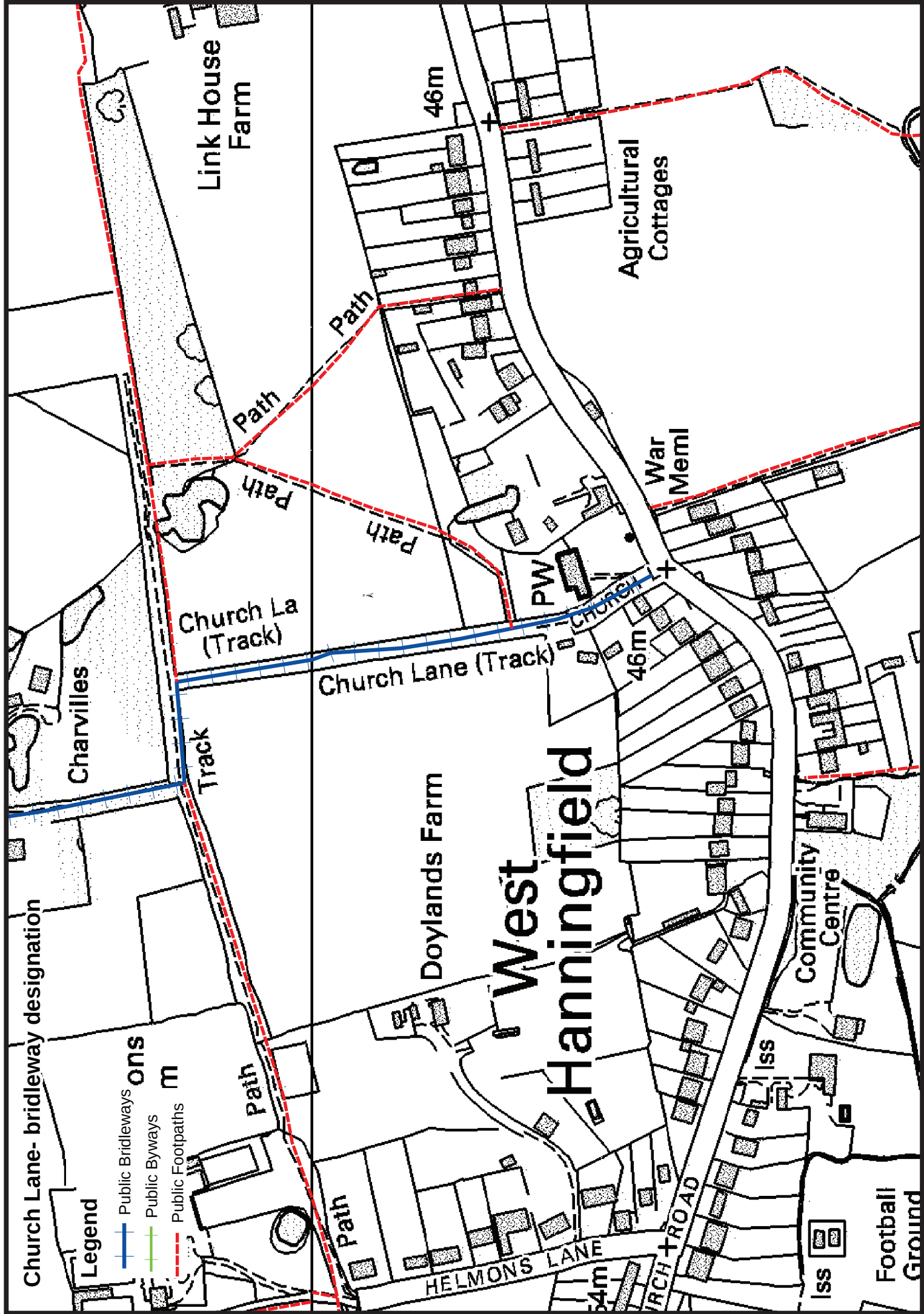
Tanfield Tye Lane- candidate section assessed.

Legend

Chelmsford_Protected_Lanes_2010

Chelmsford_Candidate_lanes

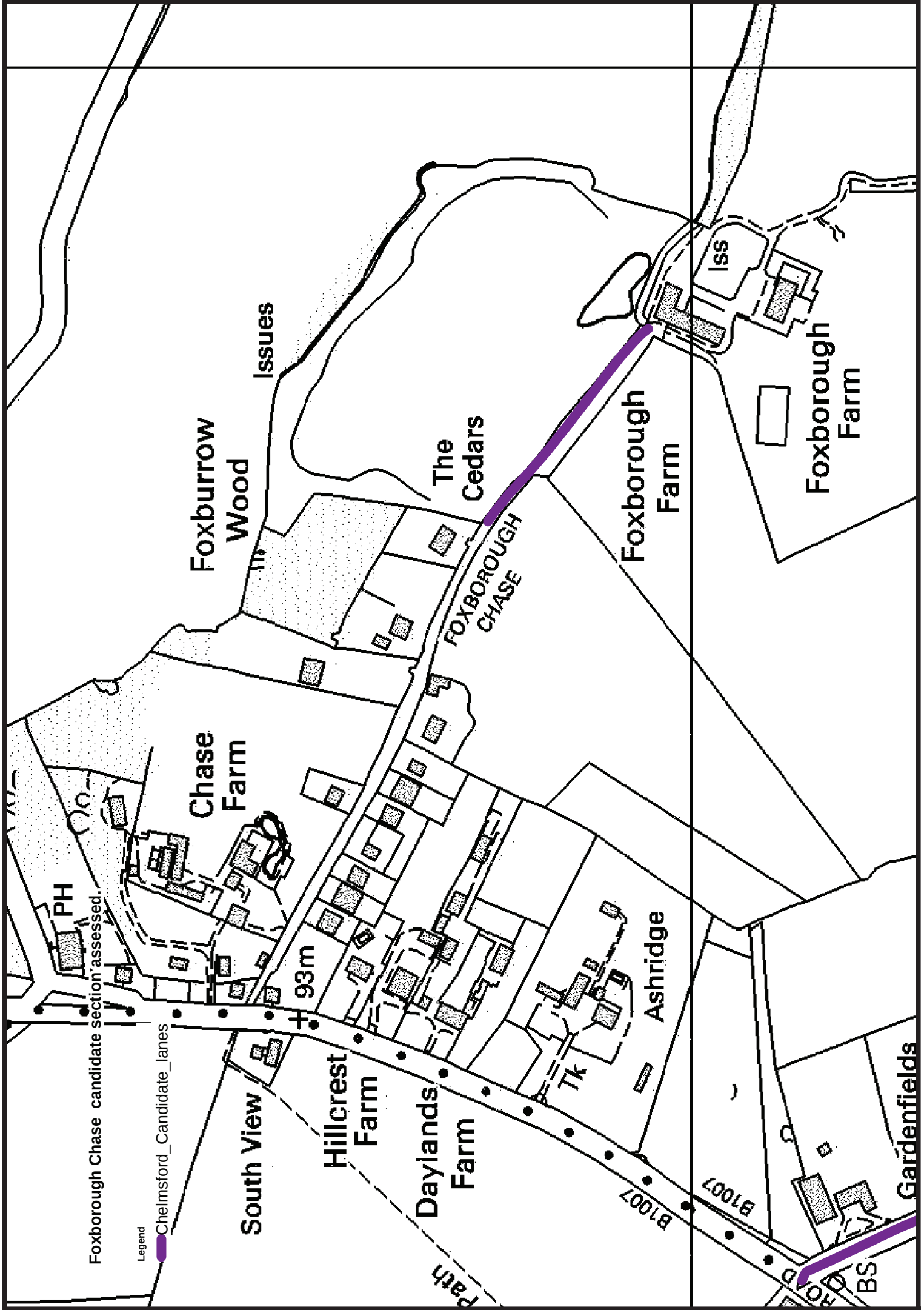




Foxborough Chase candidate section assessed.

Legend

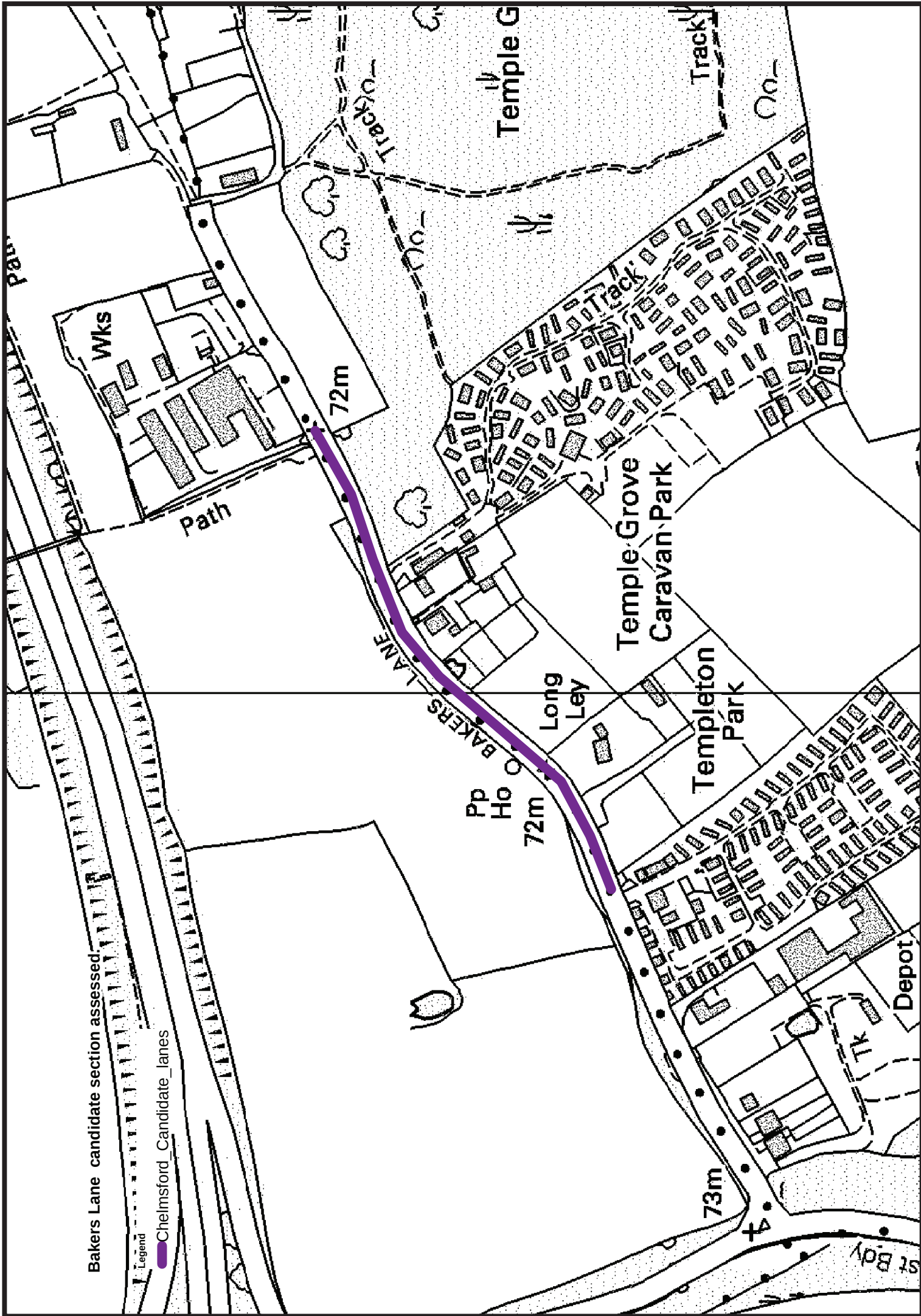
Chelmsford_Candidate_lanes

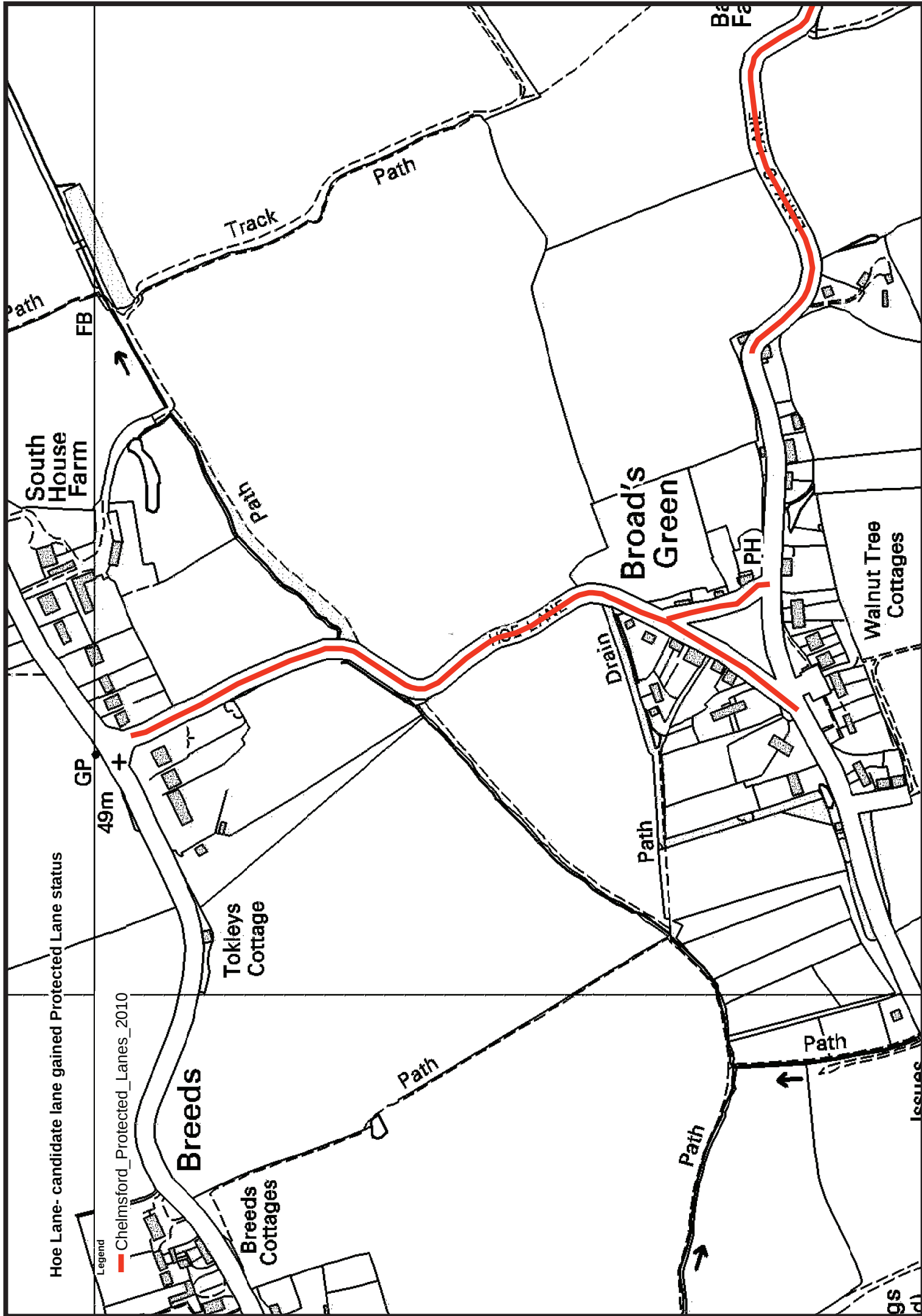


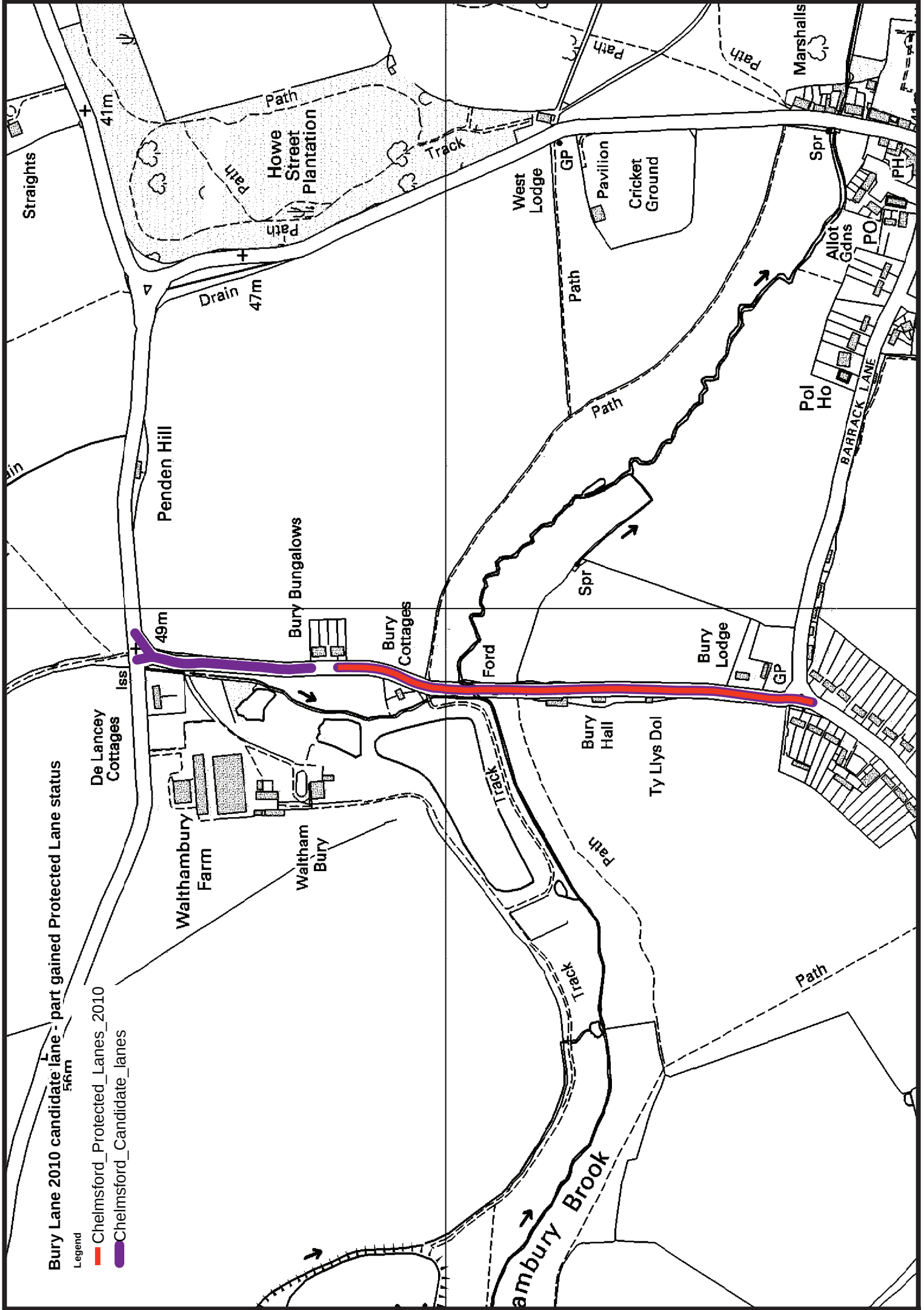
Bakers Lane candidate section assessed

Legend

Chelmsford_Candidate_lanes

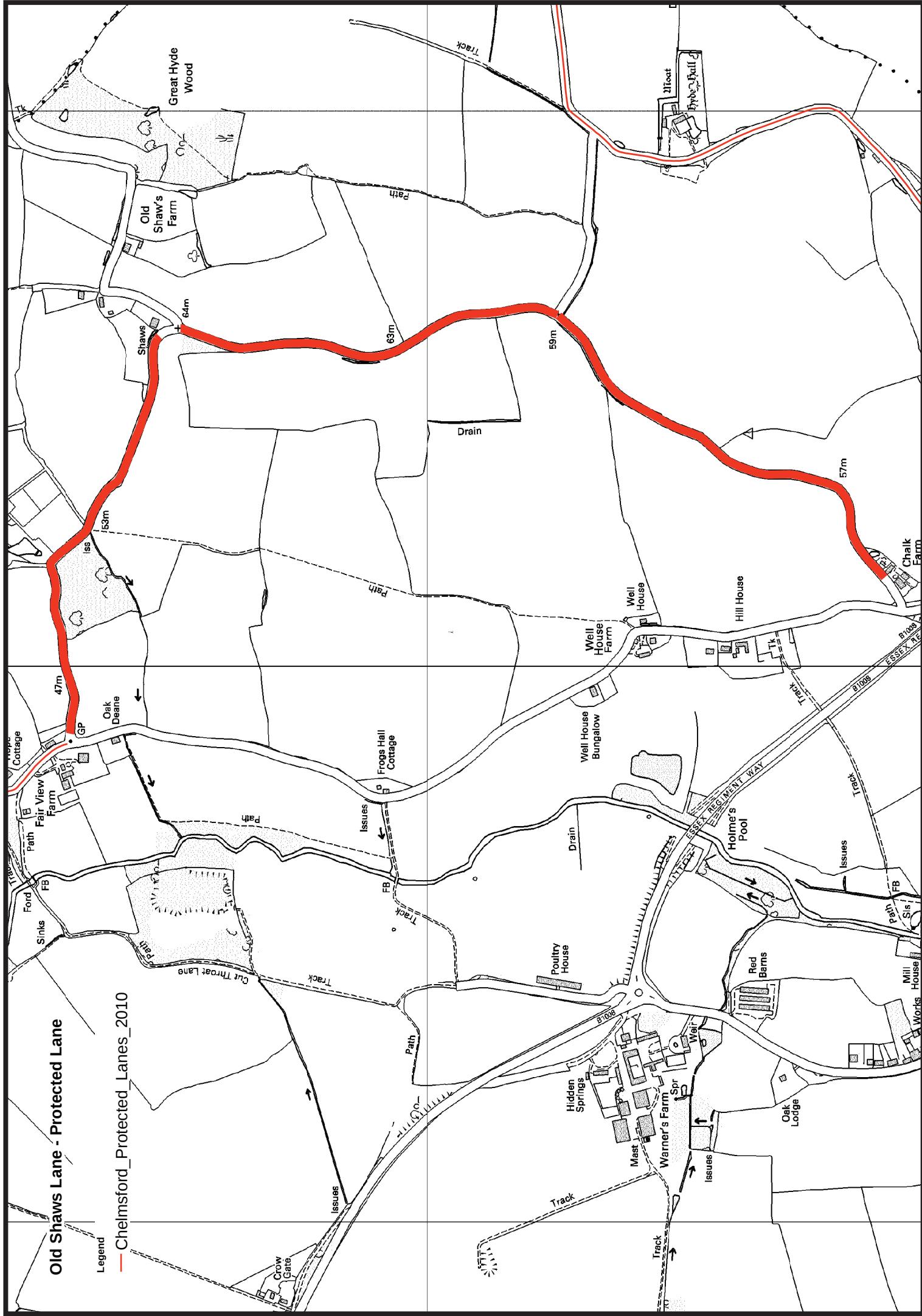






Old Shaws Lane - Protected Lane

Legend
— Chelmsford_Protected_Lanes_2010

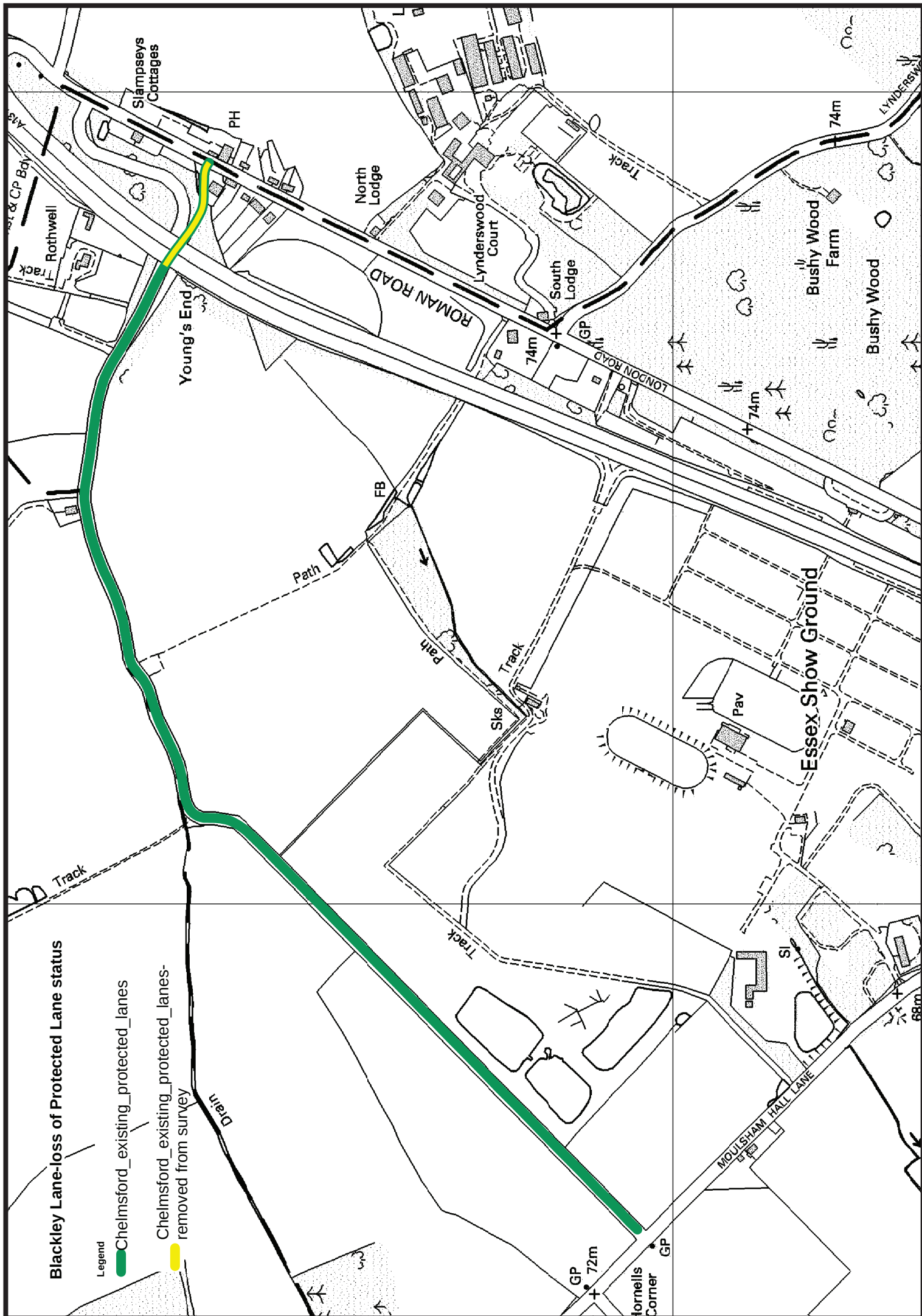


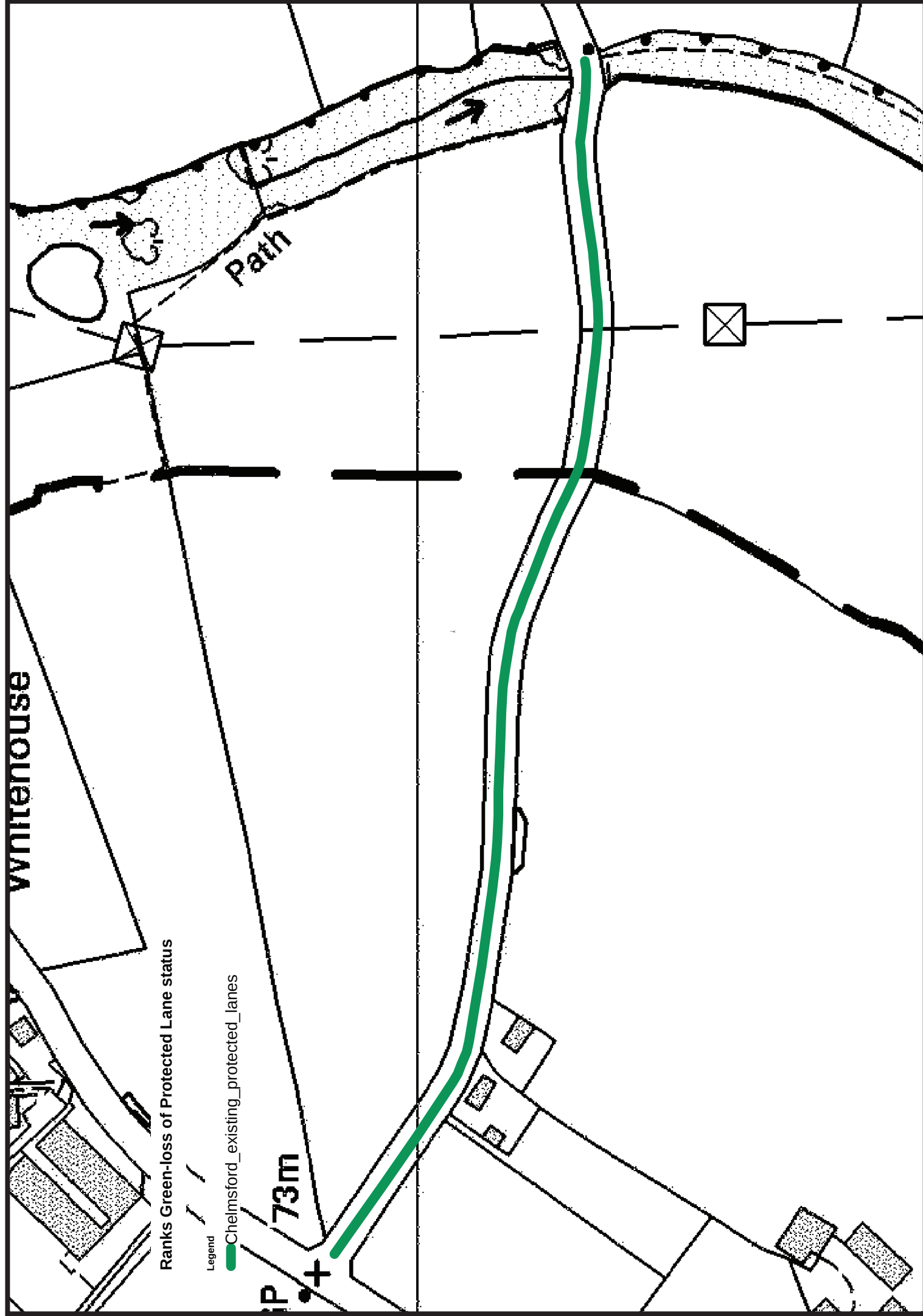
Blackley Lane-loss of Protected Lane status

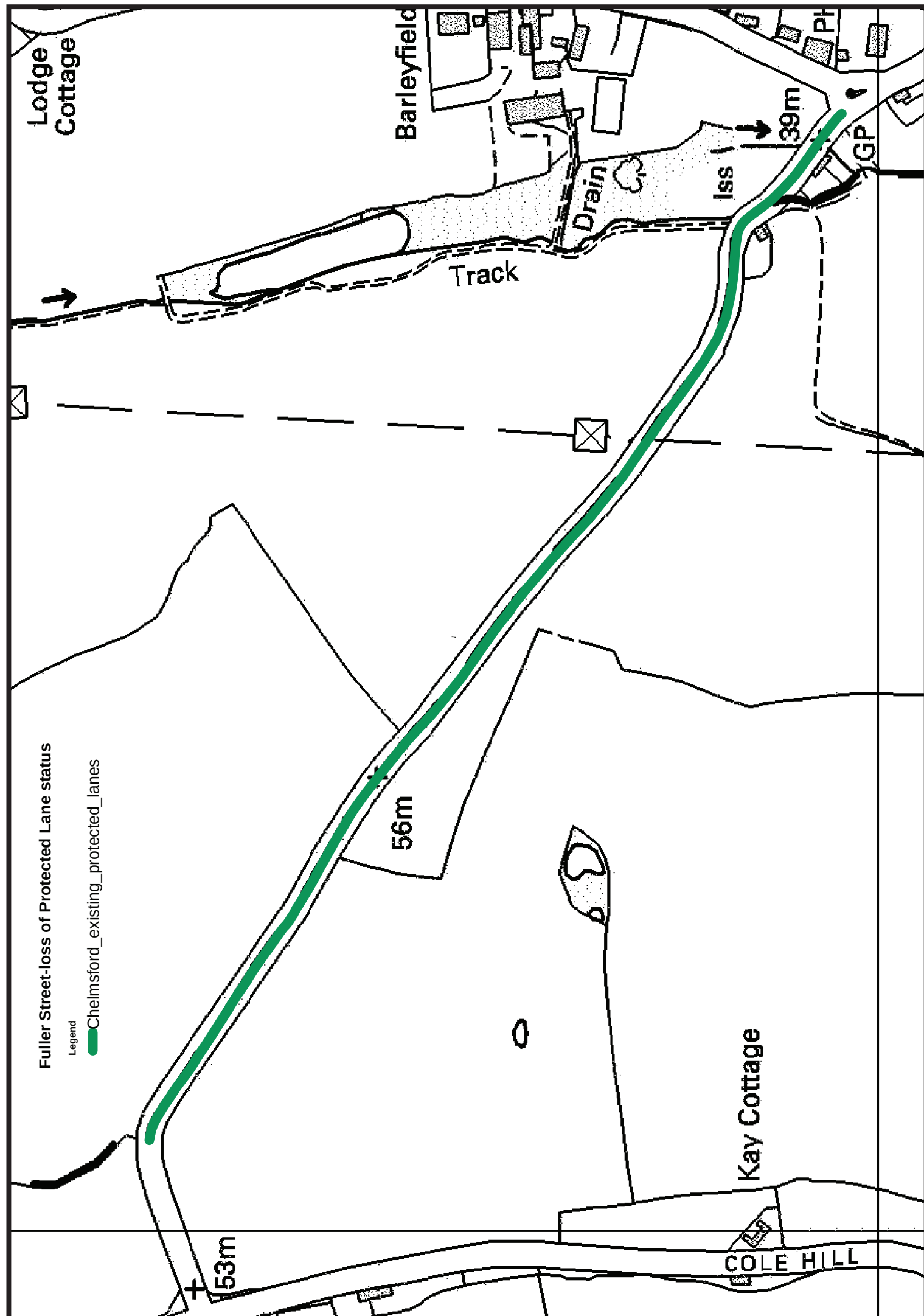
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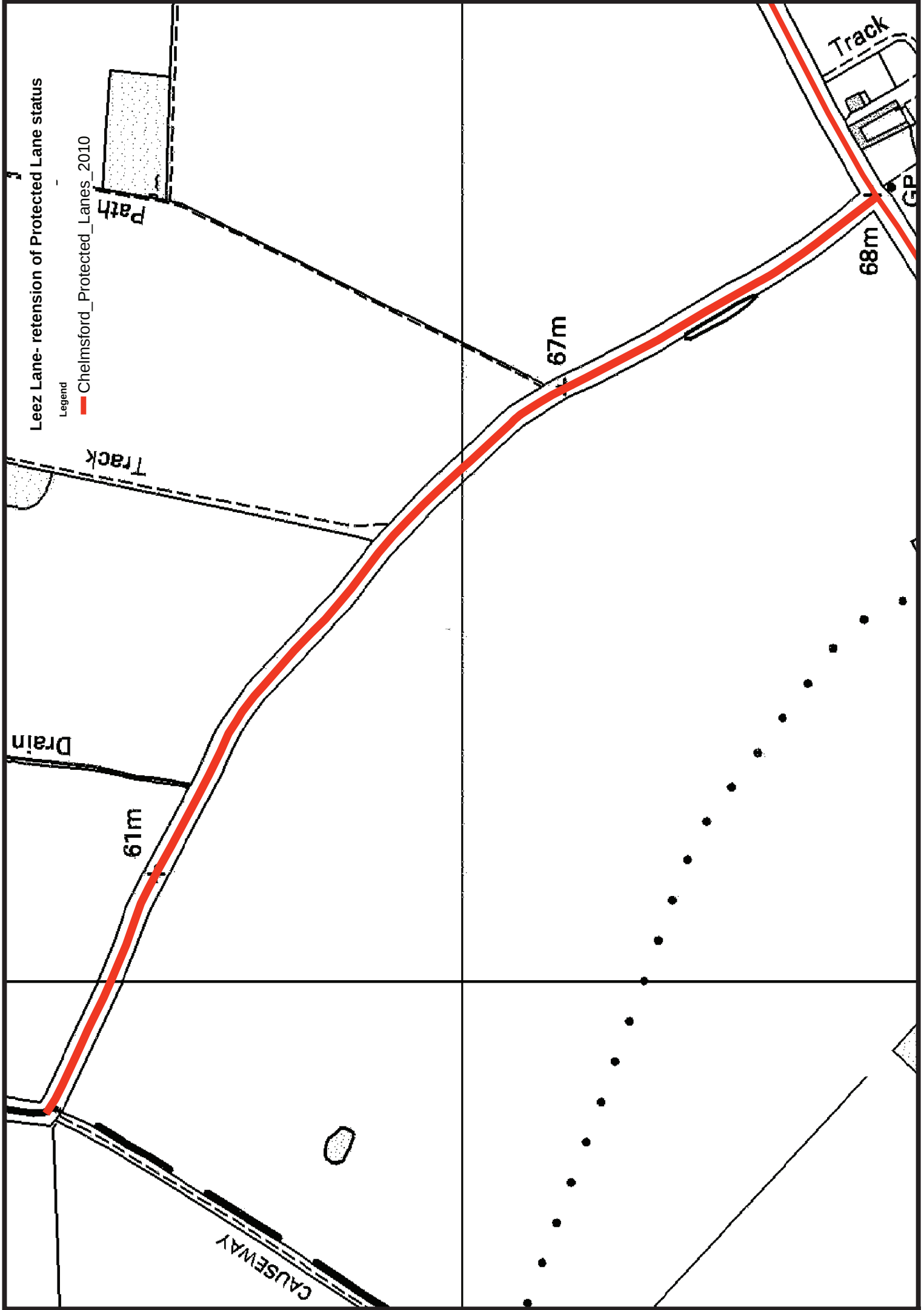
Chelmsford_existing_protected_lanes

Chelmsford_existing_protected_lanes-
removed from survey





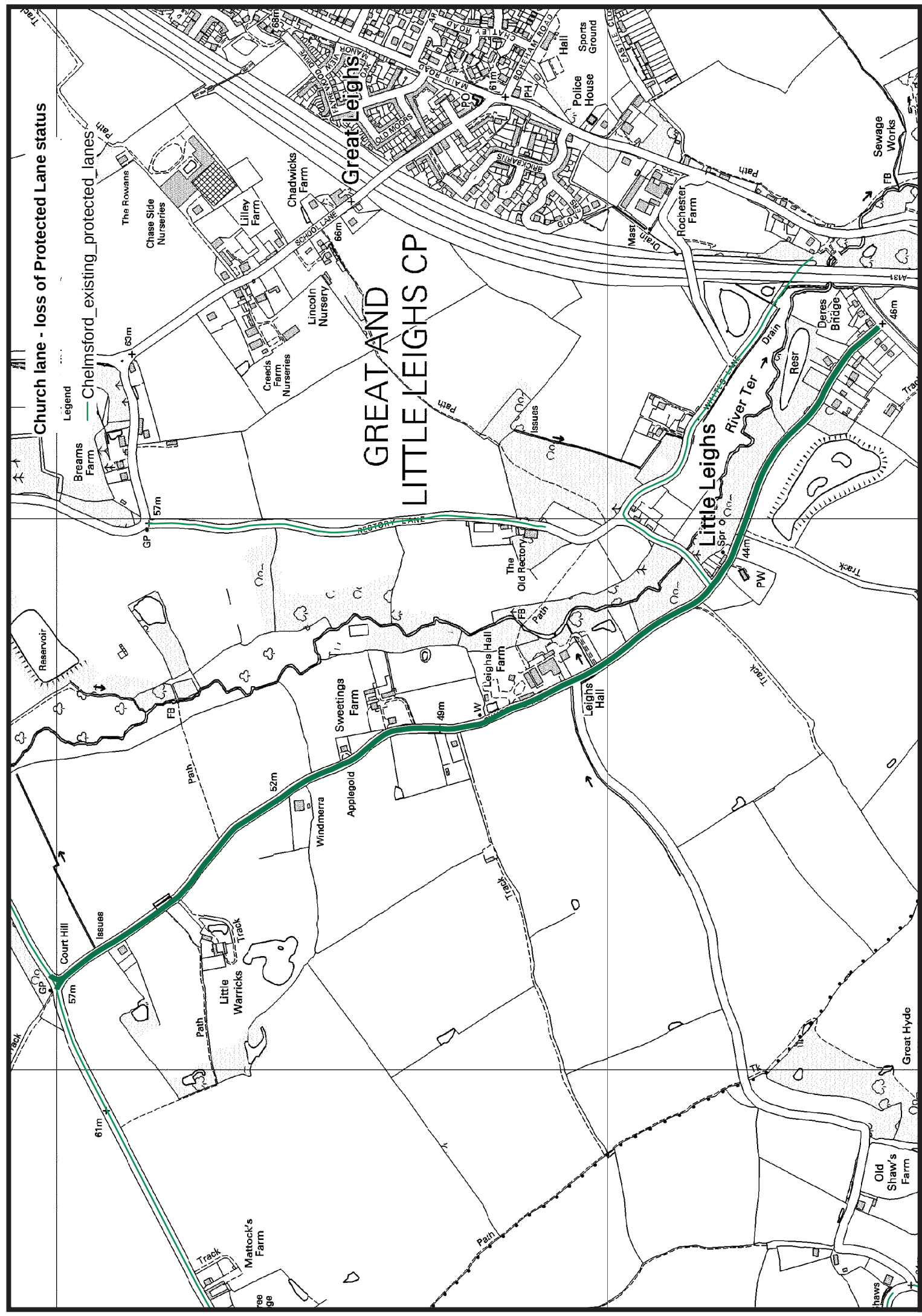




Church lane - loss of Protected Lane status

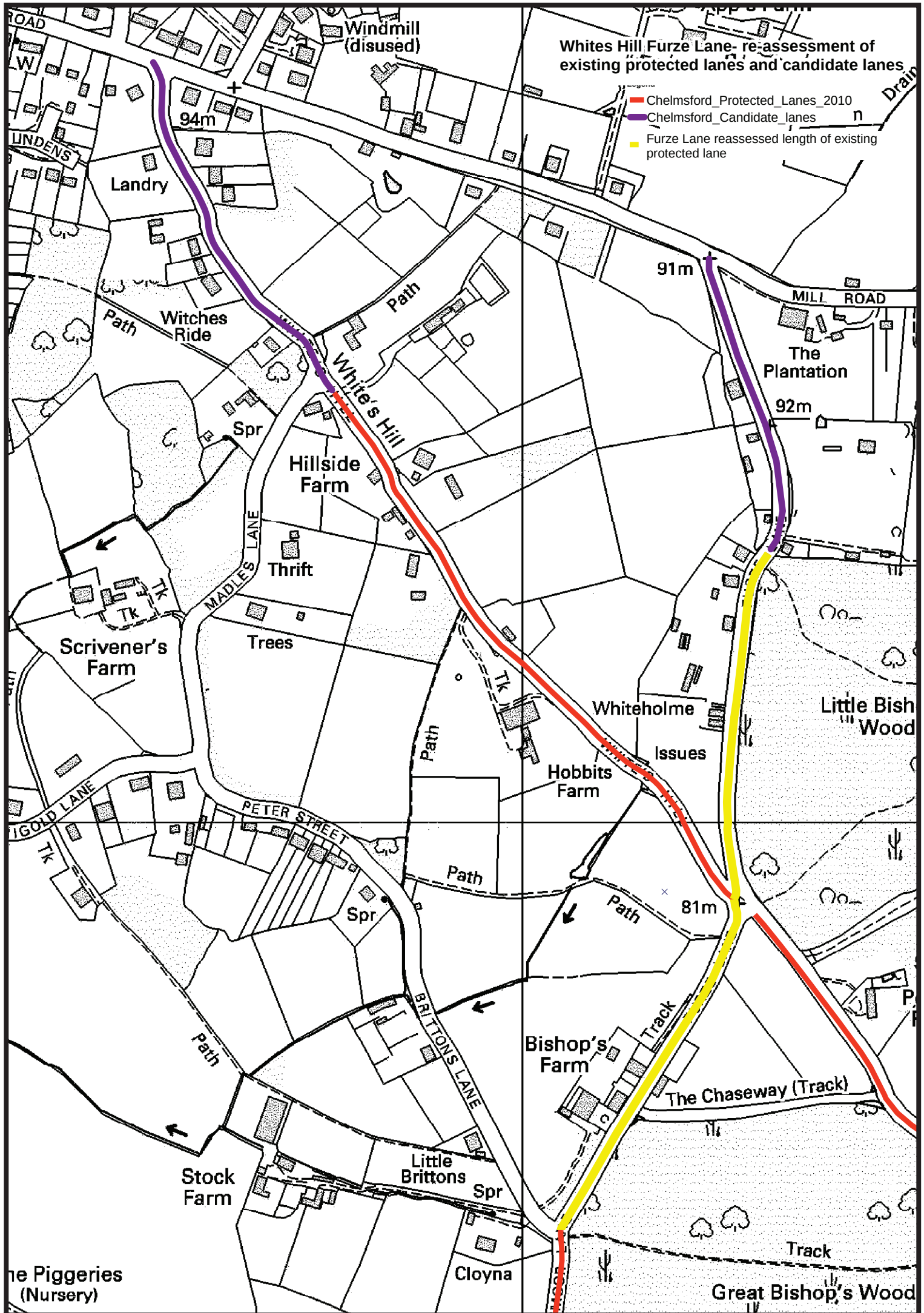
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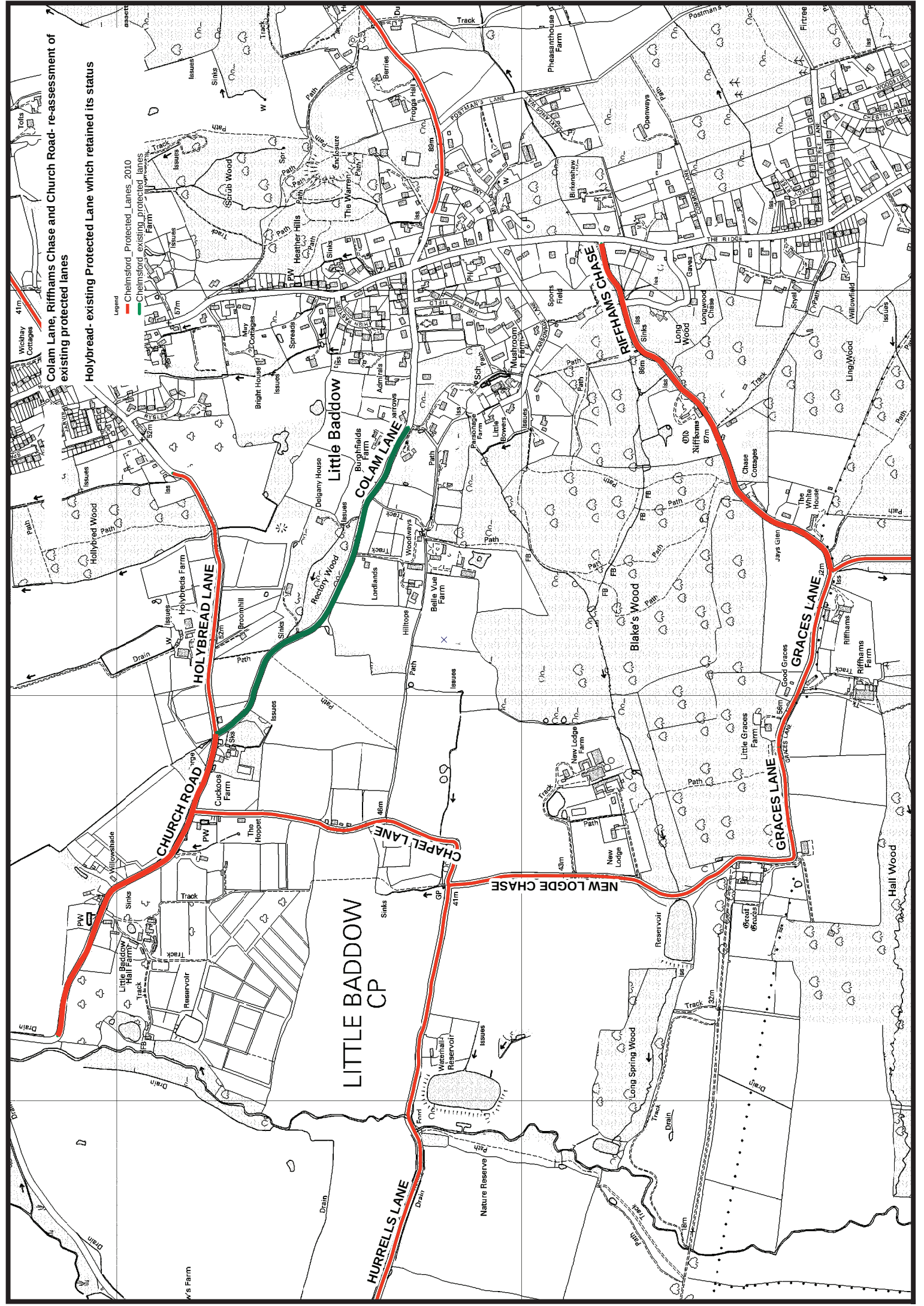
Chelmsford_existing_protected_lanes



Whites Hill Furze Lane- re-assessment of existing protected lanes and candidate lanes

- Chelmsford_Protected_Lanes_2010
- Chelmsford_Candidate_lanes
- Furze Lane reassessed length of existing protected lane





Colam Lane, Riffhams Chase and Church Road- re-assessment of existing protected lanes

Holybread- existing Protected Lane which retained its status

Legend

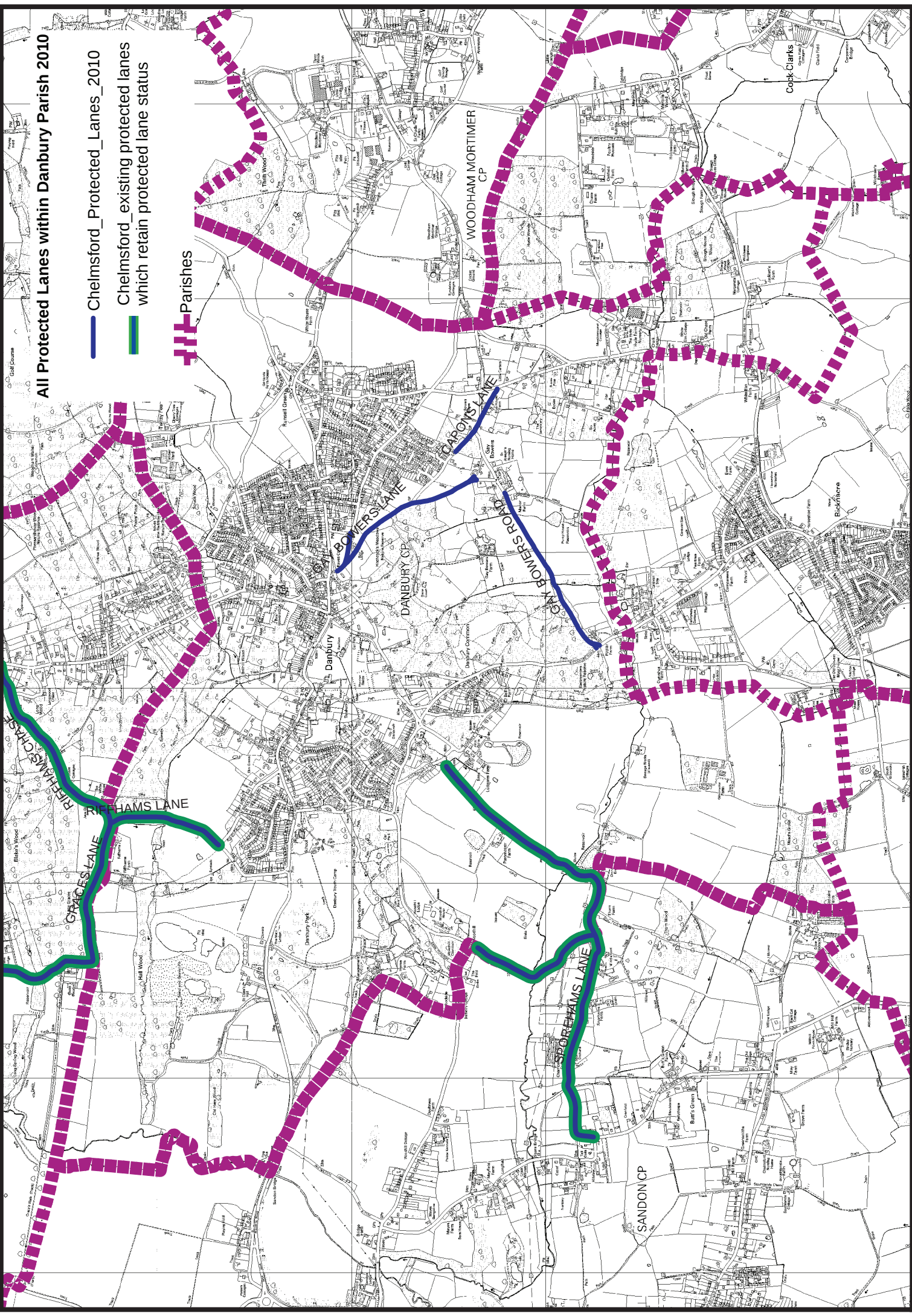
Chelmsford Protected Lanes, 2010

Chelmsford existing protected lanes

All Protected Lanes within Danbury Parish 2010

- Chelmsford_Protected_Lanes_2010
- Chelmsford_existing protected lanes which retain protected lane status

Parishes



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August 2010



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