



# Uttlesford Countryside Protection Zone Study

Prepared by LUC  
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# 1 Introduction

## Study objectives and scope

- 1.1 LUC was commissioned by Uttlesford District Council (UDC) to undertake an assessment of the Countryside Protection Zone (CPZ), which surrounds Stansted Airport. The study was overseen by a Steering Group, comprising officers of the local authority and the Council's Planning Policy Working Group comprising 10 District Councillors.
- 1.2 The overall aim of the study was to assess the extent to which the land within the CPZ is meeting its purposes, as set out in Policy S8 of the Uttlesford Local Plan (2005). This will enable the Council to make informed decisions, should it decide to amend the CPZ through the Local Plan.
- 1.3 As the CPZ is a unique planning designation, there is no external guidance on how it should be assessed. The brief therefore stated that the study should assess the CPZ against clearly defined criteria. To this extent, as the brief noted, the study is similar to a Green Belt assessment, although the criteria for assessment are different. The brief requested that the study was undertaken in two stages. Stage 1 established a methodology and detailed assessment framework. Following agreement of the method by the Steering Group and elected members in the Council's Planning Policy Working Group (PPWG), Stage 2 involved the assessment of the assessment of the CPZ and the production of this report.

## Report structure and content

- 1.4 The remainder of this report is structured in the following Chapters:
  - Chapter 2: sets out the policy context for the study
  - Chapter 3: describes the methodology and identifies the parcels of land assessed
  - Chapter 4: summarises the study findings. The full assessment findings in relation to the performance of parcels against the purpose of the policy can be found in **Appendix 1**
  - Chapter 5: draws overall conclusions and makes recommendations for next steps.

## 2 Policy context

### The Countryside Protection Zone

#### Origins and evolution of the Countryside Projection Zone

- 2.1 The CPZ surrounds Stansted Airport. The policy has its origins in the 1984 report by Sir Graham Eyre QC who chaired the 'Airport Inquiries' (1981-83). In recommending approval for the airport, Eyre acknowledged the importance of the site's open, countryside setting and described it as an 'airport in the countryside'.
- 2.2 In 1985 planning consent was granted to develop the airport to a capacity of 15 million passengers per annum (mppa) within clearly defined boundaries. Permission was given to expand immediately to 8 mppa with a second phase of development to 15 mppa requiring Parliamentary approval (granted in 1999). Eyre said that there could be no objection to subsequent expansion up to 25 mppa; however he considered that permission to develop Stansted Airport should only be granted if the Government gave an assurance not to exceed 25 mppa, thought to be the maximum throughput that could be accommodated off a single runway at that time. In the absence of such an undertaking Eyre made it clear he would recommend that the application be refused.

*'I take so strong a view on this aspect that if I believed, as so many do, that a grant of planning permission for an expansion at Stansted to a capacity of 15mppa would inexorably lead to unlimited and unidentifiable airport development in the future of an unknown capacity, I would, without hesitation, unequivocally recommend the rejection of BAA's current application in relation to the main site...'*<sup>1</sup>

- 2.3 Eyre considered that the rural landscape around the airport was 'a precious landscape'<sup>2</sup> and that further expansion of the airport at Stansted would be an environmental catastrophe which would be 'an unprecedented and grotesque invasion of a large area of pleasant countryside'<sup>3</sup>;

*"I would not be debasing the currency if I express my judgement that the development of an airport at Stansted, with a capacity in excess of 25mppa and requiring the construction and operation of a second runway and all the structural and operational paraphernalia of a modern international airport as we know the animal in 1984, would constitute nothing less than a catastrophe in environmental terms."*<sup>4</sup>

- 2.4 Based on Eyre's vision, UDC consequently developed the CPZ planning policy to limit the physical size of the airport and to maintain an area of open countryside around the airport, reinforcing normal planning controls on development in the countryside. The policy was first adopted in the 1995 Local Plan. The 'airport in the countryside' principle continues to be a material planning consideration in relation to any future development at Stansted. The Uttlesford Local Plan (adopted January 2005) made reference to the CPZ as follows:

*'The priority within this zone is to maintain a local belt of countryside around the airport that will not be eroded by coalescing developments'*.<sup>5</sup>

- 2.5 The principle was referred again in the withdrawn 2014 Draft Local Plan as follows:

*The Plan identifies a Countryside Protection Zone around Stansted Airport. Stansted Airport, as London's third airport, puts significant pressure for development on the surrounding countryside. The aim of this policy approach is to maintain Stansted as an "airport in the countryside".*<sup>6</sup>

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<sup>1</sup> The Airport Inquiries 1981-83: Report of Inspector Graham Eyre QC, Chapter 23, 12.13.

<sup>2</sup> The Airport Inquiries 1981-83: Report of Inspector Graham Eyre QC, Chapter 50, para 6.17

<sup>3</sup> The Airport Inquiries 1981-83: Report of Inspector Graham Eyre QC, Chapter 28, para 2.29

<sup>4</sup> The Airport Inquiries 1981-83: Report of Inspector Graham Eyre QC, Chapter 25.12.12

<sup>5</sup> Adopted Local Plan 2005 para 2.2.9 page 11

- 2.6 The CPZ policy has been tested on several occasions since its adoption, particularly during Public Inquiries to determine applications to expand the airport in terms of permitted passenger numbers, annual flight movements and a second runway. In 2002 UDC granted planning permission to increase the annual throughput of passenger to 25mppa and following a public inquiry in 2007, permission was granted allowing the airport to operate to 35mppa.
- 2.7 In 2009 an application to expand the airport with a second runway was called in by the government to be heard by Public Inquiry but was withdrawn in 2010 following the introduction of a new Government aviation policy. The Davies Commission which was set up in 2012 to assess how to best expand UK airport capacity, did not include Stansted on its shortlist of potential sites for expansion.

### Boundaries of the CPZ

- 2.8 The current extent of the Uttlesford Countryside Protection Zone is shown on **Figure 2.1**. It covers around 2,240 hectares.
- 2.9 The inner boundary of the CPZ was drawn tightly around the airport perimeter and the outer boundary extended approximately 10km north, and south east. The western boundary was aligned with the M11. The CPZ was limited to the area immediately around the airport extending to clear, defensible boundaries as a larger area would be more difficult to justify and defend.
- 2.10 The CPZ boundaries have not changed since it was designated, except around Elsenham where the boundaries were modified to reflect Local Plan housing allocations.
- 2.11 The main developments within the CPZ in the last 20 years have been the construction of the A120 through the area, the extension of the Elsenham Jam Factory (a long established Local Plan designation to allow expansion, treated as an exception to the CPZ to support the rural economy) and some minor changes in the Takeley area (mainly to the south of the Takeley Road).

### Objectives of the Uttlesford Countryside Protection Zone

- 2.12 The main objectives and requirements of the CPZ remains valid: to maintain a local belt of open countryside around the airport which will not be eroded by coalescing development, as stated in **Policy S8** of the Uttlesford Local Plan:

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

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

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

- 2.13 The policy reinforces normal development controls in the countryside in order to maintain the open character of the countryside around the airport except for 'development that is required to be there'; such as essential farm buildings appropriate to a countryside setting.

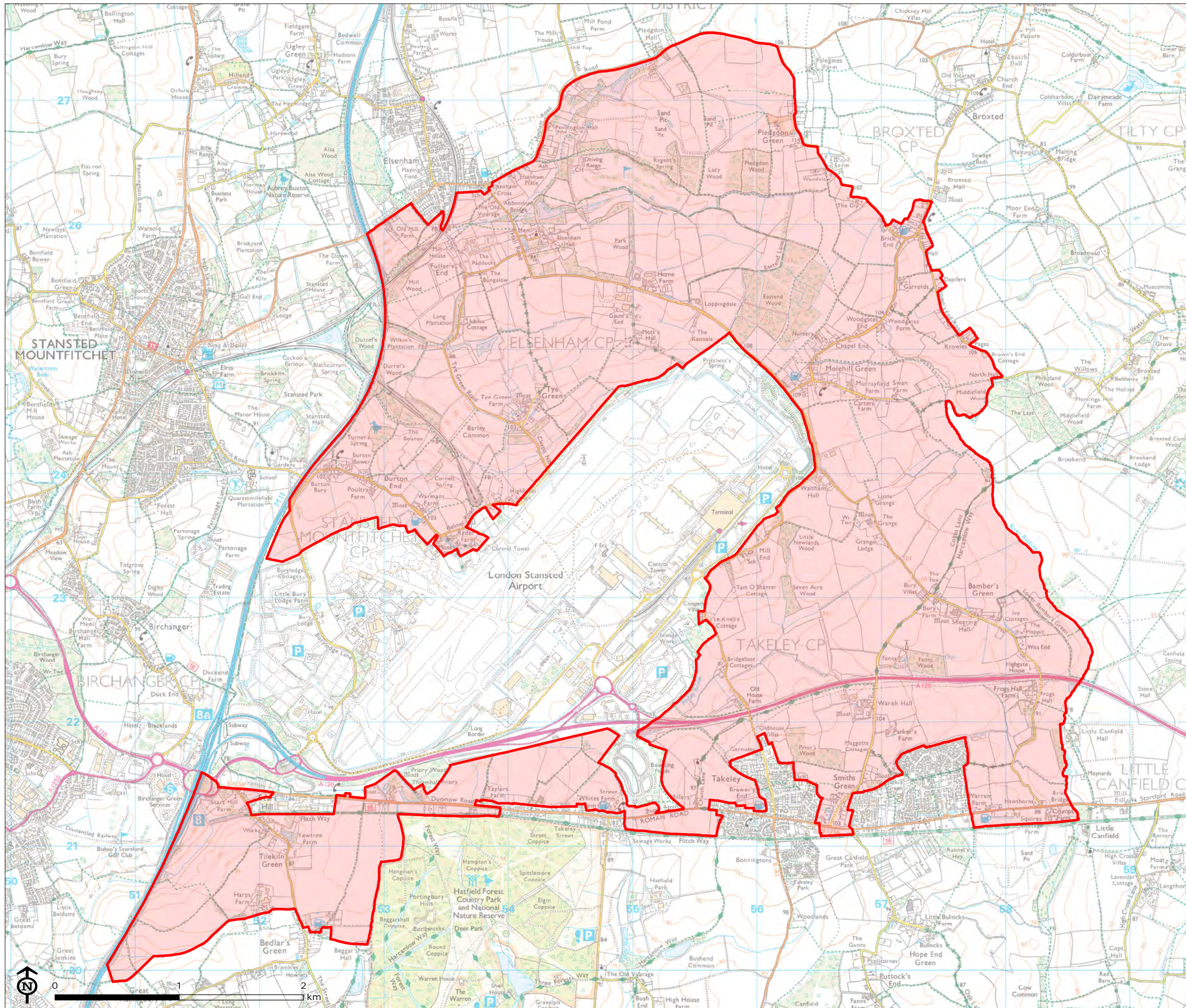
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<sup>6</sup> Pre-submission Local Plan, UDC, April 2014. Para 13.4

Figure 2.1

Countryside Protection Zone Extent

 Countryside Protection Zone



Map Scale @ A3: 1:30,000





### **The character of the Uttlesford Countryside Protection Zone**

- 2.14 Most of the gently undulating land within the CPZ is under agricultural use but less than 1% is open access land. Its key land use and landscape features include:
- Historic buildings and their settings are an important aspect of the character and appearance of the countryside and villages around Stansted Airport. Listed Buildings within the CPZ include Pennington Hall (Grade II), Elsenham Hall, and the remains of moats at Thremhall Priory & Tye Green.
  - Small villages or hamlets and historic farmsteads are found across the area.
  - Environmentally sensitive sites include the Elsenham Woods Sites of Scientific Interest (SSSI) at the end of the main runway and several County Wildlife Sites and areas of Ancient Woodland. Hatfield Forest, a rare surviving example of a medieval hunting forest, lies just south of the CPZ and is designated as a National Nature Reserve (NNR) and SSSI.
  - Apart from the major access roads, the M11 to the west and A120 and the Dunmow Road (B1256) to the south of the airport, most roads are winding lanes and minor roads for access to the hamlets. Many footpaths cross the area including the Harcamlow Way.

### **Uttlesford District Council planning policy**

- 2.15 The adopted Uttlesford Local Plan (2005) provides the relevant context for the CPZ. The Local Plan update, for which the CPZ study will provide an evidence base, will provide the statutory planning framework strategy for Uttlesford District up to 2030.
- 2.16 UDC commenced work on this new Local Plan following the withdrawal of the Submission Local Plan in January 2015. A Draft Local Plan (2014) was submitted for independent examination to the Secretary of State for Communities and Local Government via the Planning Inspectorate on 4th July 2014. UDC formally withdrew the Local Plan on 21st January 2015 over concerns of the soundness of the Plan. The Local Development Scheme (2016) sets out that the revised Local Plan will be submitted in March 2017 and adopted in December 2017.

### **Recent Green Belt study undertaken by Uttlesford District Council**

- 2.17 The CPZ lies adjacent to an area of Metropolitan Green Belt as defined in Policy S6 – Metropolitan Green Belt – of the current Local Plan. The Uttlesford Green Belt is part of the regional concept of containing the urban sprawl of London but also, by retaining a belt of countryside to the west of the M11, prevents coalescence between Stansted Airport and existing settlements to the west of the airport.
- 2.18 A recently conducted review of the Green Belt (Uttlesford Green Belt Review February 2016, Arup) concluded that all areas meet the purposes of the Green Belt either moderately or strongly and therefore no parcels in their entirety were recommended for further consideration for release. It was shown that the Green Belt in Uttlesford is performing an important role in terms of national policy requirements. At a strategic level, the northern part of the Uttlesford Green Belt plays a particularly important role in preventing sprawl (Purpose 1) and coalescence (Purpose 2) given the close relationship between the Green Belt and the large built-up areas of Bishop's Stortford, Stansted Mountfitchet and Stansted Airport.
- 2.19 The Green Belt study did not include consideration of the CPZ for potential inclusion in Green Belt land, on the basis that the CPZ does not serve the same purposes as Metropolitan Green Belt.

### **National Policy**

- 2.20 National policy does not specifically make reference to CPZs, and there is no definitive guidance on how to undertake a review of a local planning policy such as the Uttlesford CPZ.
- 2.21 However, there are similarities between the purposes of the CPZ and those of Green Belts and other strategic planning policies, such as Strategic Gaps or Green Wedges, and guidance can be drawn from previous assessments of these policies.

- 2.22 The CPZ stated purpose to maintain a local belt of countryside around the airport that will not be eroded by coalescing development, is similar to two of the five the purposes of the Green Belt as set out in NPPF Paragraph 80: to prevent neighbouring towns merging into one another; and to assist in safeguarding the countryside from encroachment.
- 2.23 There are also similarities between the purposes of the CPZ, which promotes the open characteristics of the zone, and Paragraph 79 of the NPPF which states that ‘the fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open.’ In this way the CPZ could be described as a ‘mini Green Belt’.
- 2.24 Although guidance can be drawn from LUC’s previous experience of reviewing Green Belts and other strategic planning policies, this study will assess the CPZ based criteria adapted to suit the particular circumstances of the study area and the stated purposes of the CPZ designation. The study will be carried out in sufficient detail to enable the Council to make informed decisions, should it decide to amend the CPZ through its new Local Plan.



Smith's Green to Bamber's Green

## 3 Methodology

- 3.1 The main aim of the study is to provide a robust, transparent and clear assessment of how the land in the CPZ performs against the objectives of the designation. As noted earlier, the assessment was undertaken in two stages; stage 1 established the assessment methodology, while stage 2 involved the assessment and reporting.

### Project inception

- 3.2 An inception meeting was held on March 10th 2016 to review the evolution of the CPZ policy and agree the study objectives and scope, and an outline methodology.

### Review of study context and background

- 3.3 To inform the development of the assessment methodology, most notably the detailed criteria for assessment of the parcels against the purposes of the CPZ, a review of relevant contextual information relating to the history and evolution of the policy was undertaken. A summary of this context and background to the study is provided in **Chapter 2** of this report.

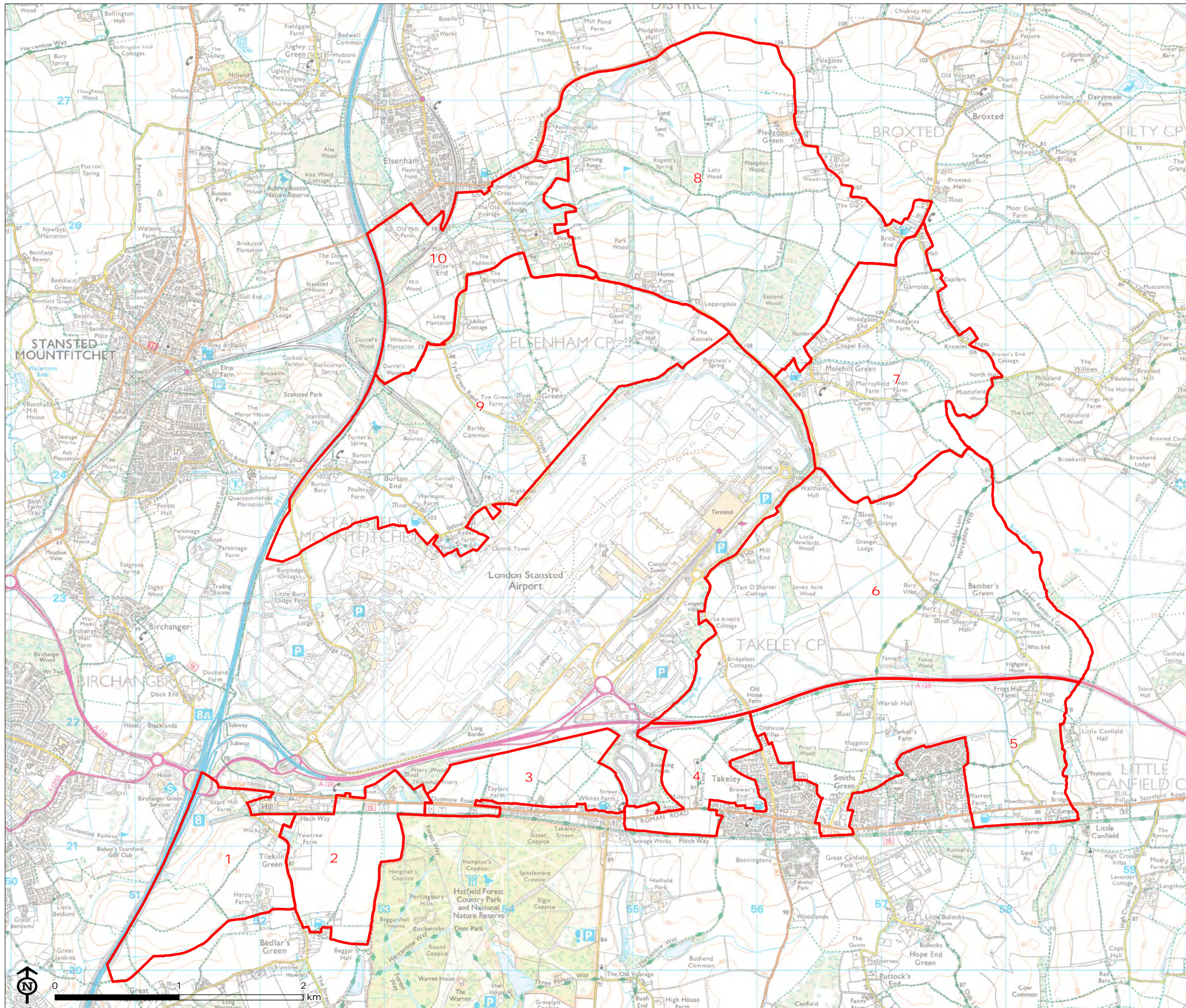
### Definition of CPZ land parcels for review

- 3.4 The CPZ was divided into ten parcels for assessment (see **Figure 3.1**). Parcels were defined using GIS maps (based on Ordnance Survey and Mastermap), local proposals maps and aerial images. No maximum or minimum sizes were used for the land parcels. The aim was to define parcels that contain land of the same or very similar land use or character, bounded by recognisable features including:
- Natural features; for example watercourses and water bodies.
  - Man-made features; for example, roads and railway lines, field boundaries and established infrastructure.

Figure 3.1

Countryside Protection Zone Parcels

Parcel Boundary



Map Scale @ A3: 1:30,000



## Definition of assessment criteria

- 3.5 A key part of the method involved the development of an assessment framework based on the purposes of the CPZ. A draft set of assessment criteria was drawn-up based on LUC's experience of undertaking similar policy reviews, information collated on the context and background of the Uttlesford CPZ (see **Chapter 2**) and good practice elsewhere.
- 3.6 Through discussion with the Steering Group, the criteria were refined to ensure that they remained true to the purpose of the CPZ.
- 3.7 **Table 3.1** summarises the draft criteria which were used to assess the relative performance of the CPZ parcels and the ratings applied to each criterion. A draft description of the rationale for the assessment criteria adopted is included below. The ratings that were applied to each criterion are as follows.

High	1	Parcel performs well.
Medium	2	Parcel performs moderately well.
Low	3	Parcel performs weakly.

### Purpose 1: To protect the open characteristics of the CPZ

- 3.8 It is possible to argue that all land within the CPZ protects its open characteristics by preventing development beyond the airport perimeter which would 'adversely affect the open characteristics of the zone'. However, the study requires us to distinguish one area (or parcel) from another in terms of the extent to which they perform this purpose. To assess whether a land parcel meet this purpose, we considered whether it retained an 'open' character or whether it has already been affected by any built development, including airport-related development. Parcels which have already been compromised by development will be considered to make a weaker contribution to purpose 1 than those parcels where the CPZ is more open in character.

### Purpose 2: To restrict the spread of development from the airport

- 3.9 While all boundary features can play some role in preventing the outward spread of development, in the context of Stansted Airport, it was considered that only strong and defensible boundary features such as motorways, dual carriageways, railway tracks could be considered to be significant in relation to purpose 2 (insofar as these features can restrict the spread of development from the airport; thereby limiting the role of the CPZ beyond).

### Purpose 3: To protect the rural character of the countryside (including settlements) around the airport

- 3.10 Purpose 1 considers whether the land can be described as 'open'. This purpose assesses another key characteristic of 'countryside', its rural nature, i.e. natural, semi-natural or farmed land free from urbanising influences such as airport-related development. The relative 'ruralness' of the countryside can be assessed by comparing the characteristics of the parcel against the area's key rural landscape characteristics. These may include:
- Gently undulating farmland
  - Large scale open landscape with intermittent hedgerows
  - Woodland blocks
  - Dispersed settlements (mostly hamlets and farmsteads with vernacular buildings)
  - Sunken lanes
  - Moats, historic farmsteads and halls

- 3.11 It is considered that the historic rural villages and hamlets 'washed over' by the CPZ contribute to the rural character of the CPZ.
- 3.12 The criterion therefore focuses on the extent to which the rural characteristics of the CPZ have been compromised by the urbanising influence of the airport.
- 3.13 Development which is commonly found within the countryside, e.g. agricultural or forestry related development, isolated dwellings, historic schools and churches is considered appropriate to the countryside and can contribute to its rural character.
- 3.14 This study defines urbanising influences as any built development which is an urbanising influence on the open character of the CPZ, including infrastructure development such as major roads and telecommunications masts as well as housing and commercial development.
- 3.15 This study defines airport-related development as the advancement of development beyond the clear physical perimeter boundaries of the airport. Airport development was considered to include any features that compromise the open character beyond the perimeter of the airport, such as perimeter and access roads and roads lined with street lighting or pavements, large areas of hard standing such as car parks, commercial premises or warehousing.

**Purpose 4: To prevent changes to the rural settlement pattern of the area by restricting coalescence**

- 3.16 The criteria used to assess this purpose considered whether land in the CPZ retains a rural settlement pattern and whether development would cause coalescence between the airport and neighbouring settlements. They also considered the potential for coalescence between neighbouring settlements, as this could urbanise land within the CPZ, changing its character from countryside with small rural settlements to an area with large urban areas.
- 3.17 The 'rural settlement pattern' refers to both 'washed over settlements' (i.e. settlements that are covered by the CPZ) and those that abut the CPZ but are not covered by it, such as Takeley and Takeley Street, as it is acknowledged that the CPZ plays a role in preventing the merging of these settlements and the coalescence of these settlements with the airport.
- 3.18 Rather than simply measuring the size of the gap between settlements, the assessment will consider both the physical and visual role that each parcel of land plays in preventing the coalescence of settlements and the airport.



Pledgdon Green



**Table 3.1: Detailed criteria used to assess the Countryside Projection Zone**

<b>Purpose 1: To protect the open characteristics of the CPZ</b>				
<b>Issue(s) for consideration</b>	<b>Criteria</b>	<b>Ratings</b>		<b>Comments on assessment</b>
Open characteristics of the CPZ	Does the parcel exhibit evidence of airport related development and a consequent loss of openness?	<b>High</b>	The parcel contains no or very limited development and has a strong sense of openness.	The density and extent to which development has already occurred and whether the land is 'open' or not is a key issue. Parcels which have already been compromised by development, including airport-related development may play a weaker role than those where the CPZ is more open in character.
		<b>Medium</b>	The parcel contains limited development and has a relatively strong sense of openness.	
		<b>Low</b>	The parcel contains development which compromises the sense of openness.	

**Purpose 2: To restrict the spread of development from the airport**

Issue(s) for consideration	Criteria	Ratings		Comments on assessment
<p>Presence of boundary features which restrict of the spread of development from the airport into the surrounding countryside.</p>	<p>Does the parcel prevent the spread of development or are there other barriers with the parcel which restrict the spread of development?</p>	<p><b>High</b></p>	<p>Land within the parcel is poorly contained by weak barrier features (e.g. field boundaries).  There is a high potential for the spread of development from the airport to occur.</p>	<p>The features that that are considered relevant to the assessment of potential include:  The presence of features which contain the outward spread of development can, in certain limited locations, reduce the potential role of a parcel in performing this purpose. The significance of a boundary in preventing development is judged based on its relative proximity to the existing airport edge and its nature. For example the M11 motorway, dual carriageways, railway lines or rivers within the relevant land parcel, or close by, are considered to constitute a significant and durable boundary that may prevent outward expansion.  Conversely the presence of roads (apart from motorways and dual carriageways) provides greater opportunities for development to occur, because of the wider access they provide. Where such roads exist, the CPZ is considered to play a strong role in preventing outward development.</p>
		<p><b>Medium</b></p>	<p>The land parcel has some barrier features (e.g. trees, woodland, minor roads).  There is a moderate potential for the spread of development from the airport to occur.</p>	
		<p><b>Low</b></p>	<p>The parcel has strong barrier features (e.g. major roads, railways) which have the potential to prevent the outward spread of development from the airport.</p>	

**Purpose 3: To protect the rural character of the countryside (including settlements) around the airport**

Issue(s) for consideration	Criteria	Ratings	Comments on assessment
<p>Strength of the rural character.</p> <p>Does the parcel have the characteristics of countryside and/or connect to land with the characteristics of countryside?</p> <p>Does the parcel contain hamlets/villages which contribute to the rural character of the CPZ?</p> <p>Would development alter the character of washed over villages / hamlets?</p>	<b>High</b>	<p>The land parcel contains unspoilt countryside which is largely intact and rural in character.</p> <p>Development in the parcel would erode the contribution made by the parcel to the rural character of the countryside around the airport.</p>	<p>Countryside is land/scenery which is rural in character, i.e. a relatively open, natural, semi-natural or farmed landscape.</p> <p>The relative 'ruralness' of the countryside can be assessed by comparing the characteristics of the parcel against the area's key rural landscape characteristics.</p>
		<b>Medium</b>	<p>The land parcel contains the characteristics of countryside. Urbanising influences are limited.</p> <p>Development in the parcel may erode the contribution made by the parcel to the rural character of the countryside around the airport.</p>
	<b>Low</b>	<p>Significant urbanising development has already taken place within the parcel. It has a semi-urban character that conflicts with the characteristics of countryside.</p> <p>There would be little change to the rural character of the countryside if the parcel was to be further developed.</p>	<p>Urbanising development is any built development which detracts from the open character of the CPZ, such as major roads and telecommunications masts as well as housing and commercial development.</p> <p>Airport-related development is the intrusion or spread of airport-related commercial and ancillary development beyond the airport perimeter. This might take the form of buildings or urbanised land or any features that compromise the open character of the CPZ, such as access roads, roads lined with street lighting and pavements, large areas of hard standing, particularly for surface car parking, commercial premises or warehousing.</p>

**Purpose 4 : To prevent changes to the rural settlement pattern of the area by restricting coalescence**

Issue(s) for consideration	Criteria	Ratings		Comments on assessment
<p>Would development change the rural settlement pattern of the area?</p> <p>Would development within the parcel lead to merging between neighbouring settlements and/or coalescence between the airport and neighbouring settlements?</p>	<p>Does the parcel prevent the merging or erosion of the visual or physical gap between neighbouring settlements or coalescence with the airport?</p>	<p><b>High</b></p>	<p>The parcel plays an essential role in preventing the merging or erosion of the visual or physical gap between settlements which are in close proximity or between the airport and neighbouring settlements.</p> <p>Any significant new development within the parcel would be likely to result in physical coalescence or a recognisable perception of merging that would erode the distinct separate identity and character of either/both settlements or between the airport and neighbouring settlements.</p>	<p>This purpose seeks to prevent settlements from merging to form larger settlements or prevent the airport merging with neighbouring settlements.</p> <p>The criteria judge the extent of the actual or perceived visual or physical gap between settlements or between the airport and neighbouring settlements which would erode the rural settlement pattern of the area.</p>
		<p><b>Medium</b></p>	<p>The parcel plays some role in preventing the reduction of the visual or physical distances between settlements which are in relative proximity or between the airport and neighbouring settlements.</p> <p>Any new development within the parcel may reduce the sense of separation between settlements or between the airport and neighbouring settlements.</p>	
		<p><b>Low</b></p>	<p>The parcel plays no or a very limited role in preventing the merging or erosion of the visual or physical gap between settlements or between the airport and a neighbouring settlement.</p> <p>Loss of openness would not be perceived as reducing gap between settlements or between the airport and neighbouring settlements.</p> <p>Any new development within the parcel would lead to a small reduction in the gap between settlements but is not likely to compromise their physical or visual separation.</p>	

## Parcel assessment against criteria

### Desk-based assessment

- 3.19 Each land parcel was assessed using OS maps, aerial images and relevant GIS data to gain a clear understanding of how they perform against the purposes of the CPZ. Ratings and notes on the judgements for each land parcel will be input into a database. Ratings were cross-checked and reviewed to ensure consistency, clarity and transparency in all judgements.
- 3.20 Clear, colour-coded GIS maps linked to the database were prepared illustrating the defined land parcels and the overall contribution of each land parcel and to the purposes of the CPZ.
- 3.21 Reference was made to environmental constraints and designations where they provided valuable context; however, their presence did not directly influence the ratings, as they do not relate directly to the purposes of the CPZ (see **Figure 3.2**).

### Assessment of harm to CPZ purposes

- 3.22 There is a direct relationship between the contribution of a parcel to CPZ purposes and the extent of harm to the CPZ that would be caused by its release. In other words, if a parcel achieves a higher rating against a particular purpose, this implies greater harm to the CPZ should the land be released. The framework shown in **Table 3.2** was used to reach a conclusion for each parcel on the degree of harm to the CPZ purposes.

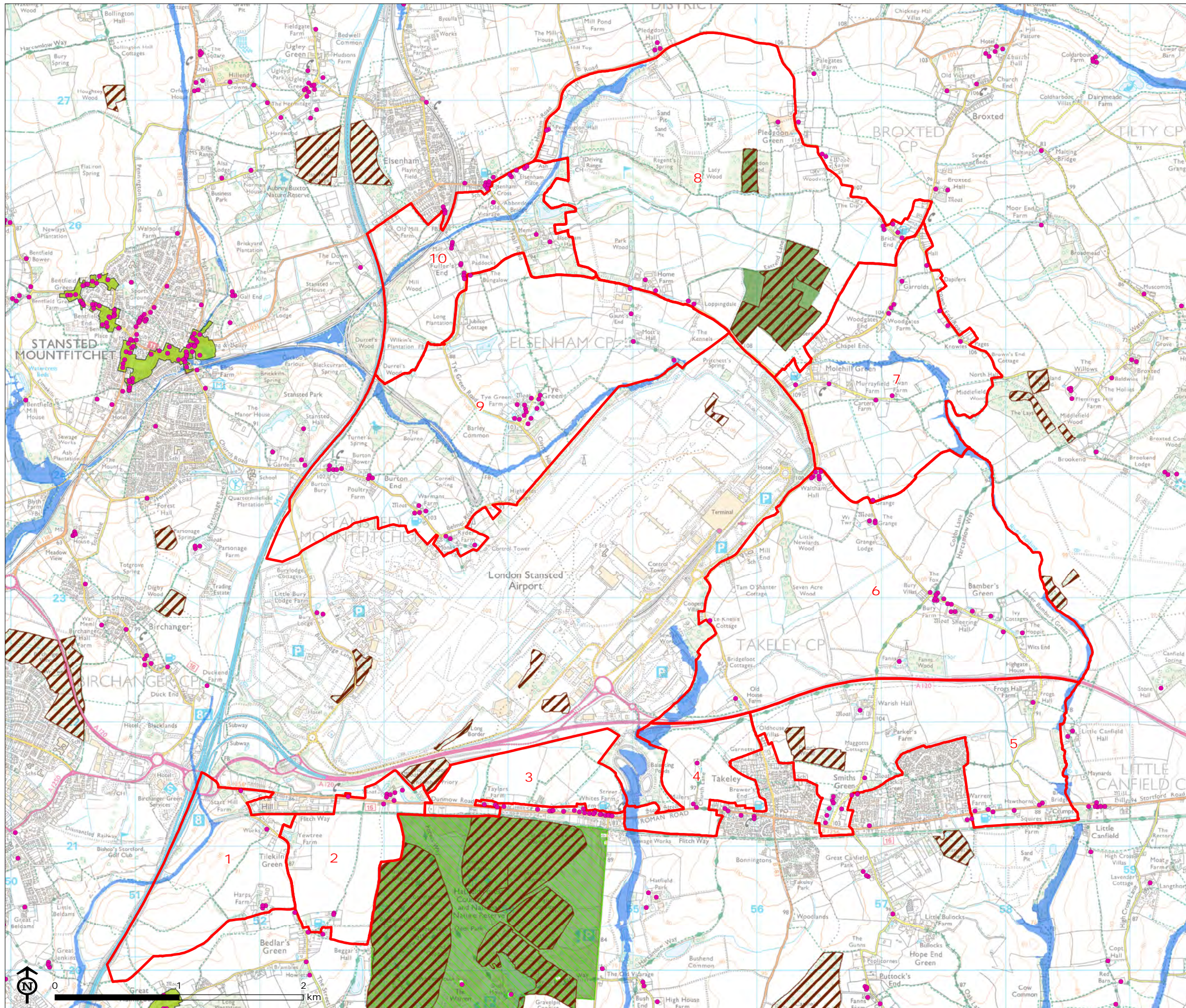
**Table 3.2 Framework for assessing harm**

Assessment of parcels	Potential harm caused by release of parcel
Makes a HIGH contribution to one or more CPZ purposes.	High
Makes a MEDIUM contribution to one or more CPZ purposes. No strong contribution to any purpose.	Moderate
Makes a LOW contribution to one or more CPZ purposes. No strong or moderate contribution to any purpose	Low

Figure 3.2

Environmental Constraints and Designations

- Parcel Boundary
- Listed Building
- Ancient Woodland Inventory
- National Nature Reserve
- Site of Special Scientific Interest
- Conservation Area
- Flood Zone 3



Map Scale @ A3: 1:30,000



## 4 Findings

### Assessment of CPZ parcels

4.1 The assessment findings are presented in **Appendix 1**. Each assessment consists of:

- A heading with parcel reference, name and land area (in hectares)
- a map (1:25,000 OS base) is provided to show the boundaries of the parcel
- a summary of the ratings for contributions to CPZ purposes 1-4 (with colour-coding to aid easy identification of different levels of rating)
- A heading for each purpose followed by a paragraph of text which addresses the criteria/questions set out in **Table 3.1**
- A note on any potential alternatives to the current CPZ boundaries

#### Summary of assessment rating

4.2 **Table 4.1** lists the parcels with rating given against each of the CPZ purposes and the assessed level of harm to the CPZ that would result were the parcel to be released from the Zone. This is supplemented by maps, **Figures 4.1 to 4.4**, which use depth of shading to indicate the level of contribution made by each parcel to each of the CPZ purposes. **Figure 4.5** illustrates the overall degree of harm that would result from the release of parcels.

**Table 4.1 Summary of assessment ratings**

Parcel	Name	Purpose 1 Rating	Purpose 2 Rating	Purpose 3 Rating	Purpose 4 Rating	Summary of Harm
1	Tilekiln Green	Medium	Medium	Medium	Low	Moderate
2	Yewtree Farm	Medium	Medium	Medium	High	High
3	Takeley Street	Medium	Medium	Medium	High	High
4	Takeley	Medium	Medium	Medium	High	High
5	Smith's Green	Medium	Medium	Medium	High	High
6	Bamber's Green	High	High	High	Low	High
7	Molehill Green	High	High	High	Medium	High
8	Pledgdon Green	High	High	High	Low	High
9	Tye Green	Medium	Medium	Medium	Medium	Moderate
10	Elsenham	Medium	Medium	Medium	Low	Moderate

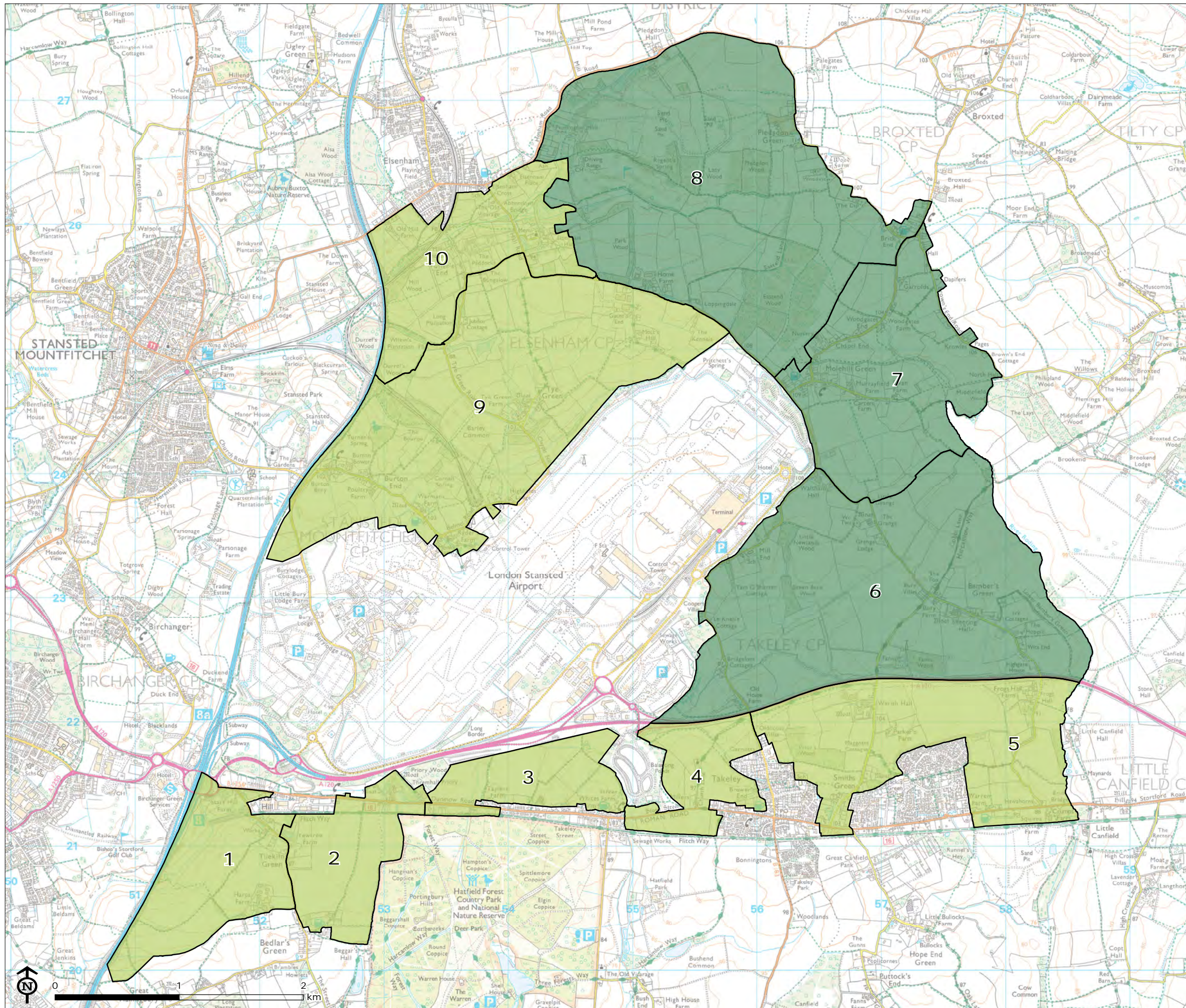






Figure 4.1

Performance against CPZ Purpose 1: To protect the open characteristics of the CPZ

-  Parcel Boundary
- Performance
  -  High
  -  Medium
  -  Low

Map Scale @ A3: 1:30,000





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Figure 4.2

Performance against CPZ Purpose 2: To restrict the spread of development from the airport

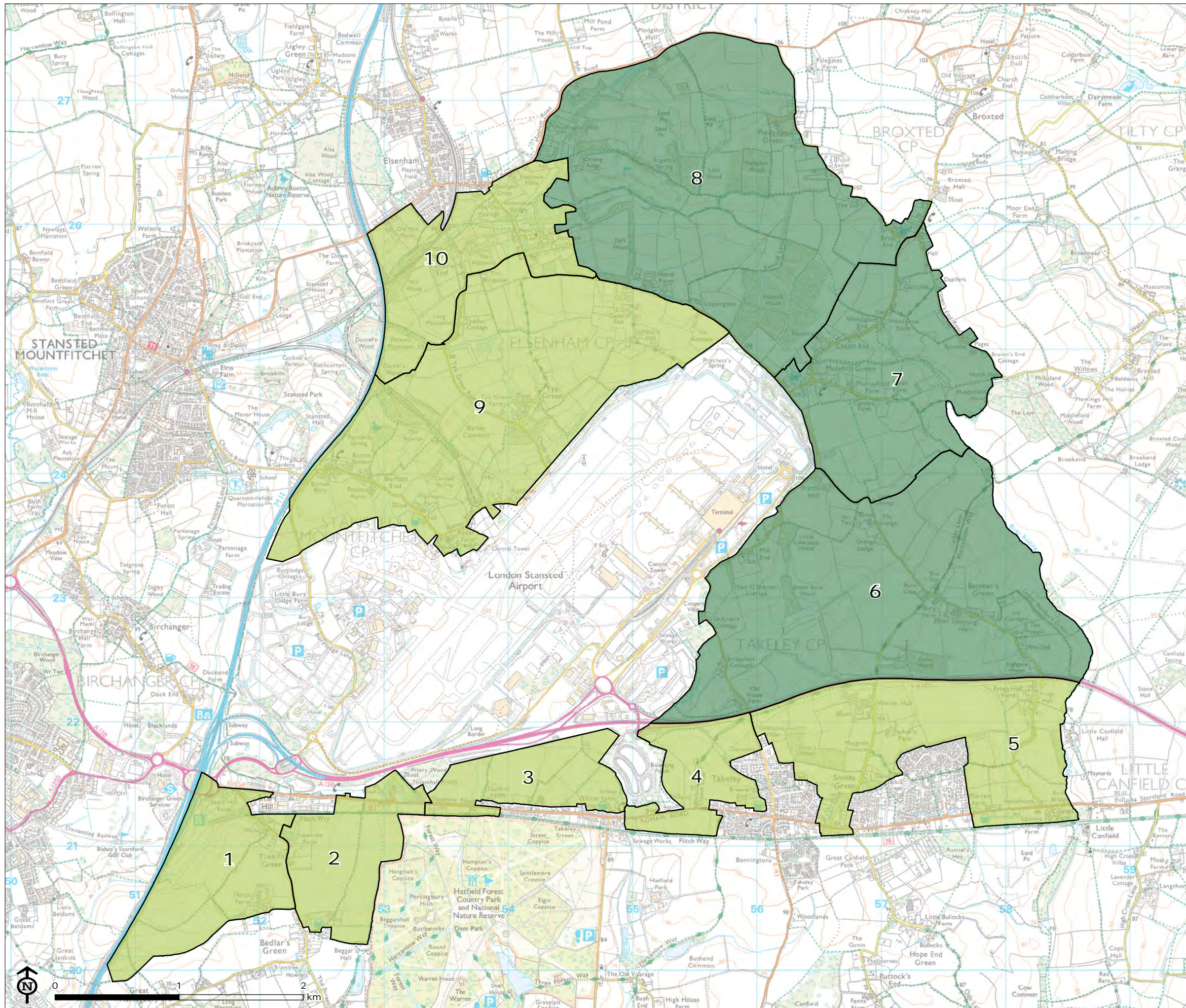
Parcel Boundary

Performance

High

Medium

Low



Map Scale @ A3: 1:30,000



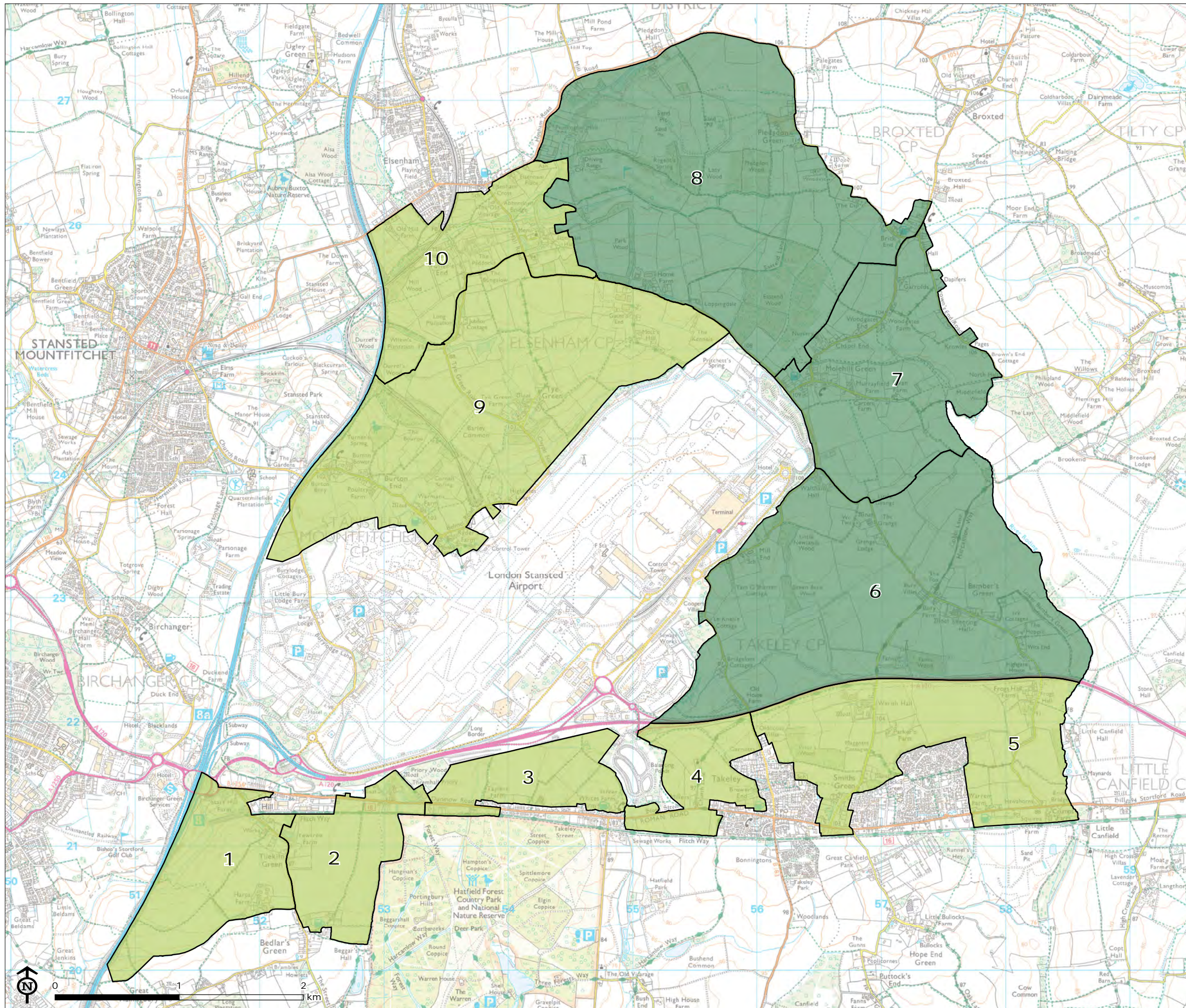


Figure 4.3  
 Performance against CPZ Purpose 3: To protect the rural character of the countryside (including settlement) around the airport

Parcel Boundary  
**Performance**  
 High  
 Medium  
 Low

Map Scale @ A3: 1:30,000



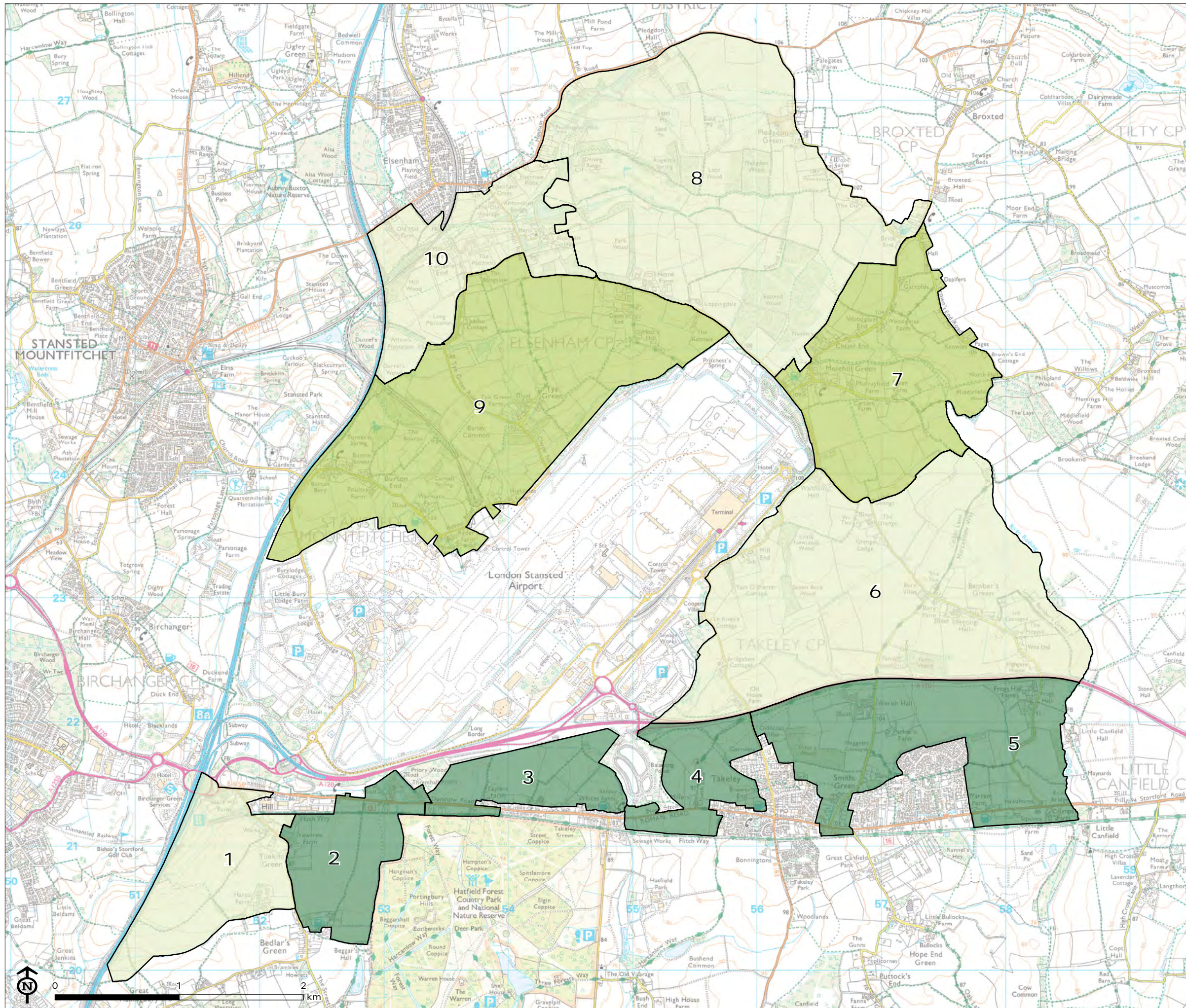


Figure 4.4

Performance against CPZ  
Purpose 4: To prevent changes  
to the rural settlement pattern  
of the area by restricting  
coalescence

Parcel Boundary

Performance

High

Medium

Low

Map Scale @ A3: 1:30,000



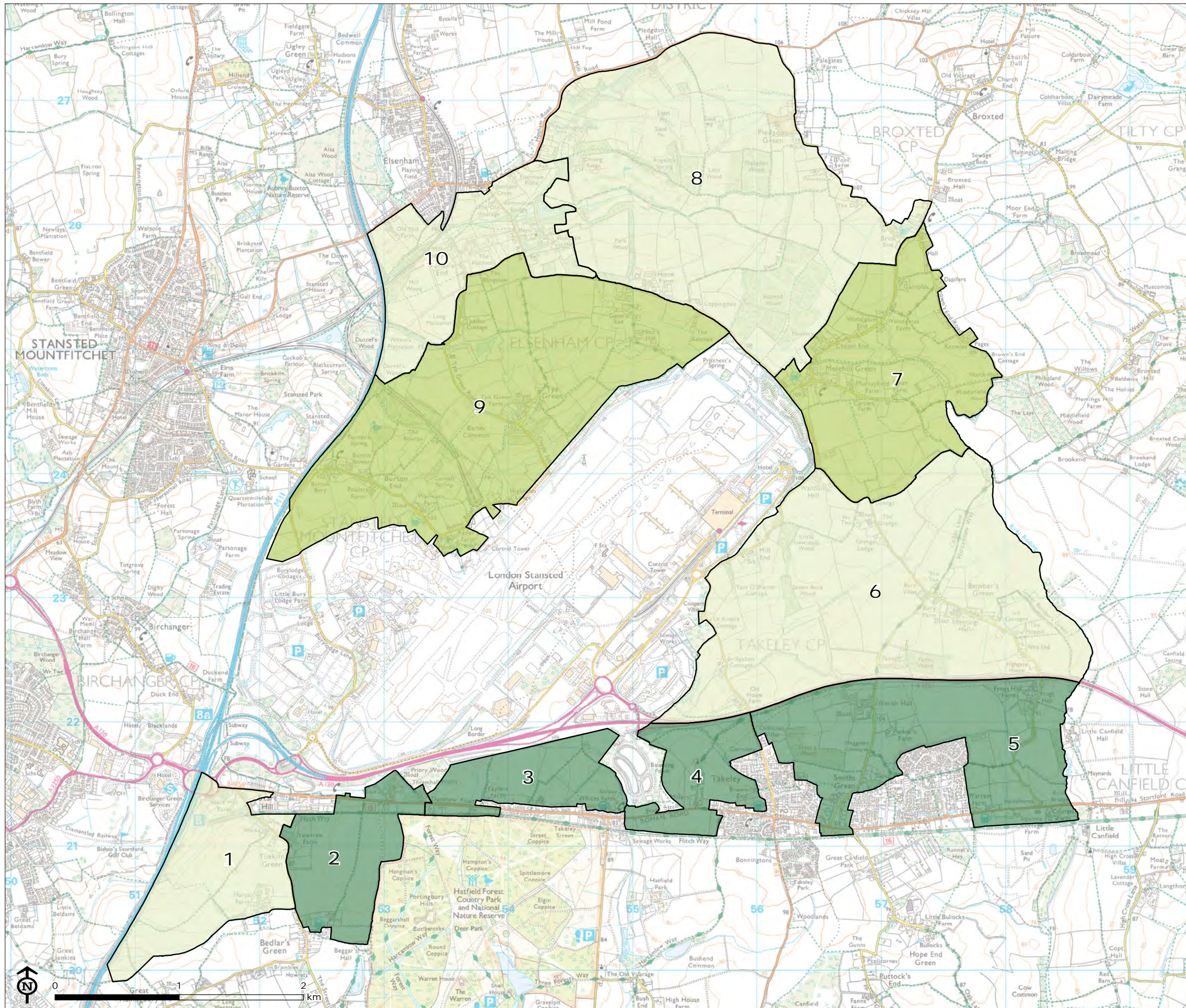


Figure 4.4

Performance against CPZ Purpose 4: To prevent changes to the rural settlement pattern of the area by restricting coalescence

Parcel Boundary

Performance

High

Medium




Low

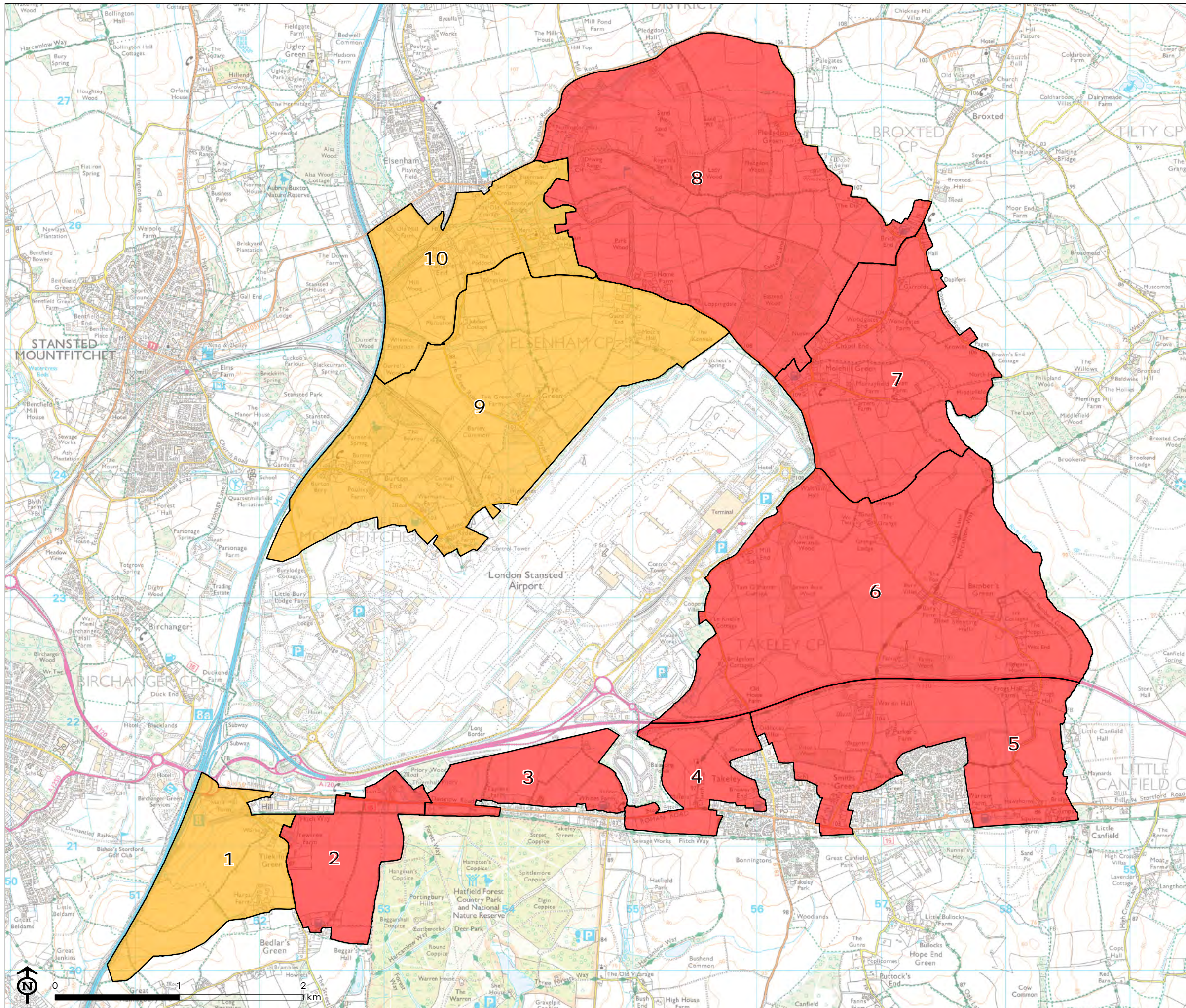
Map Scale @ A3: 1:30,000



Figure 4.5

Potential level of harm to the  
CPZ associated with release of  
parcels

-  Parcel Boundary
- Level of harm to CPZ
  -  High
  -  Moderate



Map Scale @ A3: 1:30,000



## 5 Conclusions and recommendations

### Conclusions

- 5.1 As set out in Chapter 4, there are variations in the contribution that different parcels in the study area make to CPZ purposes. However, this study has demonstrated that the majority of the CPZ is performing well against the purposes defined for it. The CPZ helps to maintain the openness of the countryside and protects its rural character and restrict the spread of development from the airport. For some parcels, particularly to the south of the airport, the CPZ plays an essential role in protecting the separate identity of individual settlements.
- 5.2 In summary, therefore, the CPZ is helping to maintain the vision of the 'airport in the countryside'. Unless other planning policy considerations suggest otherwise, we recommend that the CPZ is carried forward into the new Local Plan.

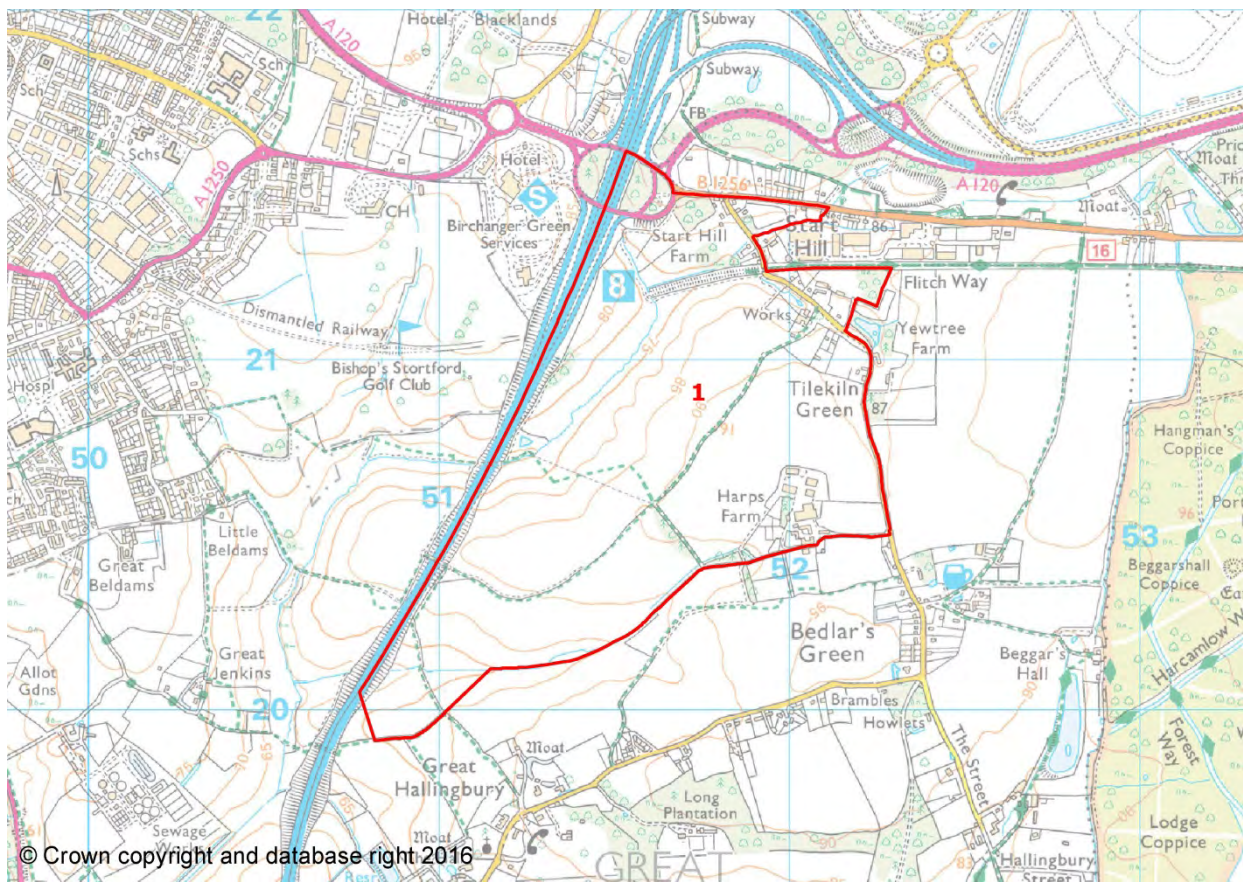
### Is there a case to change any part of the CPZ?

- 5.3 The potential level of harm to the CPZ associated with the release of parcels is moderate or high for all parcels within the CPZ.
- 5.4 Two parcels (Parcel 1 and 10) were judged to have a moderate level of harm due to their 'low' rating against purpose 4 (restricting coalescence) because of the dispersed nature of the settlements in those parcels or their relative distance from the airport.
- 5.5 We would not recommend the removal, in totality, of any parcels from the CPZ. As described in Appendix 1, however, there are some opportunities to revise the boundaries of the CPZ in order to strengthen it in relation to features on the ground. These include rationalising the boundary of Parcel 1 to exclude the eastern extents of Junction 8 of the M11) and moving the northern boundary of Parcel 10 to the railway line (which itself could prevent coalescence between the airport and Elsenham to the north).
- 5.6 The downgrading of the Dunmow Road following the construction of the A120 provided opportunities for development to occur along the road which is incongruous with the purposes of the CPZ. We recommend redefining the boundary of parcels 2 and 3 to maintain the rural character of the area and prevent further consolidation of the villages by extending the boundary of the CPZ to Flitch Way to the south of Takeley Street in Parcel 3 and by redefining the boundary of Parcel 2 to exclude the Vision Industrial Estate. These revisions will strengthen the role of the CPZ in preventing further development.

# 6 Appendix

**Parcel: 1 Tilekiln Green**

**Parcel Size (Ha) : 123**



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### Parcel's Contribution to the Purposes of the Countryside Protection Zone

<b>Purpose 1</b>	Medium
<b>Purpose 2</b>	Medium
<b>Purpose 3</b>	Medium
<b>Purpose 4</b>	Low

### Summary of Assessment

Resultant harm to CPZ purposes if parcel released from the CPZ:

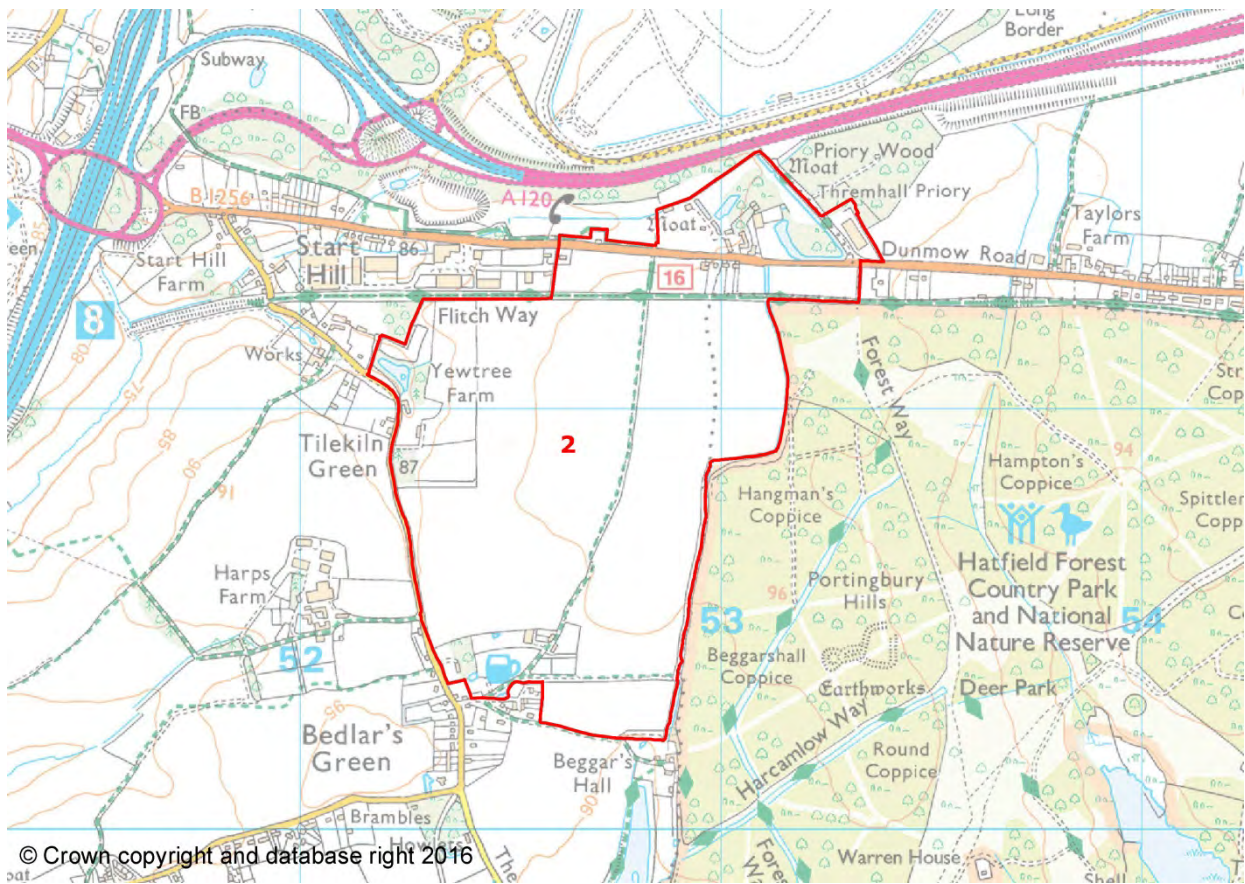
<b>1. To protect the open characteristics of the CPZ</b>	<b>Medium</b>
<p>Within the parcel the landscape is open. Land use includes large arable fields with a small wooded area around the motorway junction. Settlement is dispersed and includes the hamlet of Tilekiln Green and a number of isolated farms (Start Hill Farm, Harps Farm).</p> <p>Development along the northern boundary of the parcel compromises the sense of openness. The M11 and the road network associated with the Junction 8 runs along the western boundary. Airport related development is concentrated around Start Hill off the Dunmow Road (Stansted Distribution Centre) immediately outside the northern boundary of the parcel.</p>	
<b>2. To restrict the spread of development from the airport</b>	<b>Medium</b>
<p>There are strong barrier features to the north and west of the parcel such as the M11 and the A120 which have the potential to prevent the outward spread of development from the airport into the countryside. These major roads reduce the role of the parcel in performing this purpose.</p>	

<p>Conversely, the downgrading of the Dunmow Road following the construction of the new A120 has provided opportunities for development to occur along the road. Airport development at Start Hill, (Stansted Distribution Centre) to the south of Dunmow Road is just outside the CPZ. The CPZ therefore plays a strong role in preventing further development.</p>	
<p><b>3. To protect the rural character of the countryside (including settlement) around the airport</b></p>	<p><b>Medium</b></p>
<p>The parcel contains the characteristics of the countryside with limited urbanising elements. To the south, the parcel retains its rural character with large arable fields which slope gently to the west towards a tributary of River Stort and isolated farms including the historic farmstead of Harps Farm with its listed vernacular buildings. Woodland blocks to the north provide a visual screen to the M11 junction and the airport beyond. The village of Tilekiln Green has maintained its rural character despite its proximity to the distribution centre at Start Hill (Stansted Distribution Centre). Urbanising development such as the busy road network to the north and west of the parcel (including the M11 junction with the A120 and the Dunmow Road) and the commercial premises at the Stansted Distribution Centre (just north of the parcel) detract from the countryside character of the parcel. The audible intrusion of the M11 reduces the tranquility of the parcel.</p>	
<p><b>4. To prevent changes to the rural settlement pattern of the area by restricting coalescence</b></p>	<p><b>Low</b></p>
<p>The parcel plays a limited role in preventing the merging between the airport and neighbouring settlement. Airport related development at Start Hill has coalesced with the hamlet of Tilekiln Green only separated by a former railway line (Flitch Way). The historic village of Great Hallingbury, the historic park and garden of Hallingbury Park and the hamlet of Bedlar's Green, all lie outside the southern boundary of the parcel.</p>	
<p><b>Consideration of alternative CPZ boundaries</b></p>	
<p>Consider rationalising the boundary in the north west of the parcel around the M11 to the outside of Junction 8.</p>	



**Parcel: 2 Yewtree Farm**

**Parcel Size (Ha) : 91**



**Parcel’s Contribution to the Purposes of the Countryside Protection Zone**

Purpose 1	Medium
Purpose 2	Medium
Purpose 3	Medium
Purpose 4	High

**Summary of Assessment**

Resultant harm to CPZ purposes if parcel released from the CPZ:

<b>1. To protect the open characteristics of the CPZ</b>	<b>Medium</b>
--	---------------

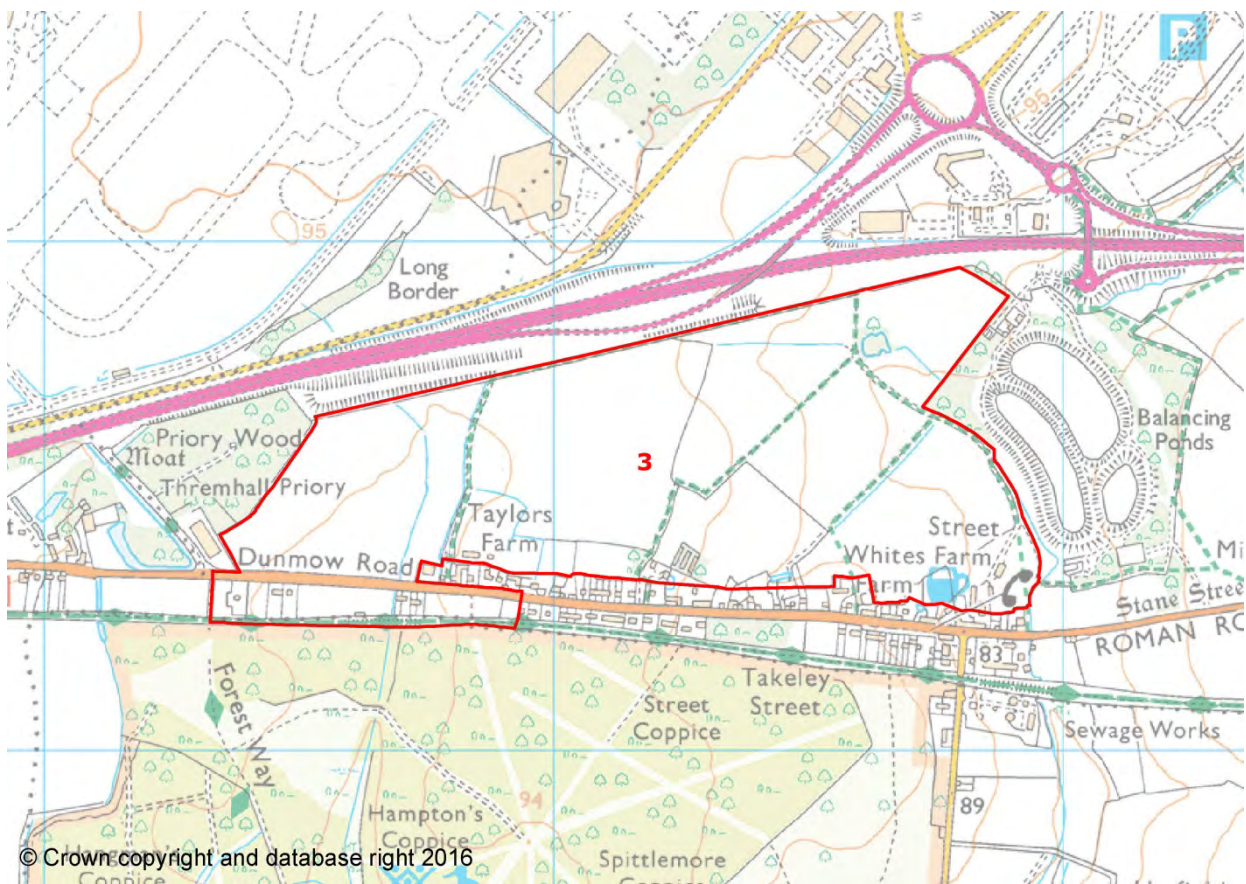
The parcel retains its open character to the south of the Dunmow Road. Land use includes large arable fields with small wooded areas and the village of Bedlar’s Green and one farm (Yewtree Farm) adjacent to Tilekiln Green.

The parcel contains development which compromises the sense of openness. Airport related development is concentrated off the B1256 Dunmow Road and includes the refurbished business centre at Tremhall Park and business units to the north of the road and newly built large scale warehouse units to the south (Vision Industrial Estate) which extends built development west from the Stansted Distribution Centre (immediately outside the parcel). The A120 road network linking the airport with Junction 8 of the M11 runs along the northern boundary

<b>2. To restrict the spread of development from the airport</b>	<b>Medium</b>
<p>The A120 is a strong durable barrier features which has the potential to prevent the outward spread of development from the airport to the countryside. This major road reduces the potential role of the parcel in performing this purpose.</p> <p>Conversely, the downgrading of the Dunmow Road following the construction of the new A120 has provided opportunities for development to occur along the road including the warehouse units to the south of the road and the development at Tremhall Park to the north. The CPZ therefore plays a strong role in preventing further development.</p>	
<b>3. To protect the rural character of the countryside (including settlement) around the airport</b>	<b>Medium</b>
<p>South of the Dunmow Road, the parcel contains the characteristics of the countryside. It is characterised by flat arable farmland and a regular open field pattern framed by the dense woodland of Hatfield Forest to the east. The dispersed settlement pattern is characterized by scattered farmsteads (Yewtree Farm) and greenside settlement (Bedlar's Green).</p> <p>Rural characteristics have been compromised by the urbanising influence of the airport in the form of the busy road network to the north of the parcel, including the A120 slipway off the M11 and development either side of the Dunmow Road. The warehousing units south of the Dunmow Road detract from the countryside character of the parcel.</p>	
<b>4. To prevent changes to the rural settlement pattern of the area by restricting coalescence</b>	<b>High</b>
<p>The parcel plays an essential role in preventing the reduction of the distance between the airport and Hatfield Forest (an important survival of a medieval forest) which lies to the south of the parcel. The parcel acts as visual barrier between the airport and the village of Bedlar's Green and the roadside settlements towards the Hallingburys.</p>	
<b>Consideration of alternative CPZ boundaries</b>	
<p>Consider redefining the boundary of the CPZ to exclude the Vision Industrial Estate, which would help to maintain the openness and rural character of the parcel.</p>	

**Parcel: 3 Takeley Street**

**Parcel Size (Ha) : 72**



**Parcel’s Contribution to the Purposes of the Countryside Protection Zone**

<b>Purpose 1</b>	Medium
<b>Purpose 2</b>	Medium
<b>Purpose 3</b>	Medium
<b>Purpose 4</b>	High

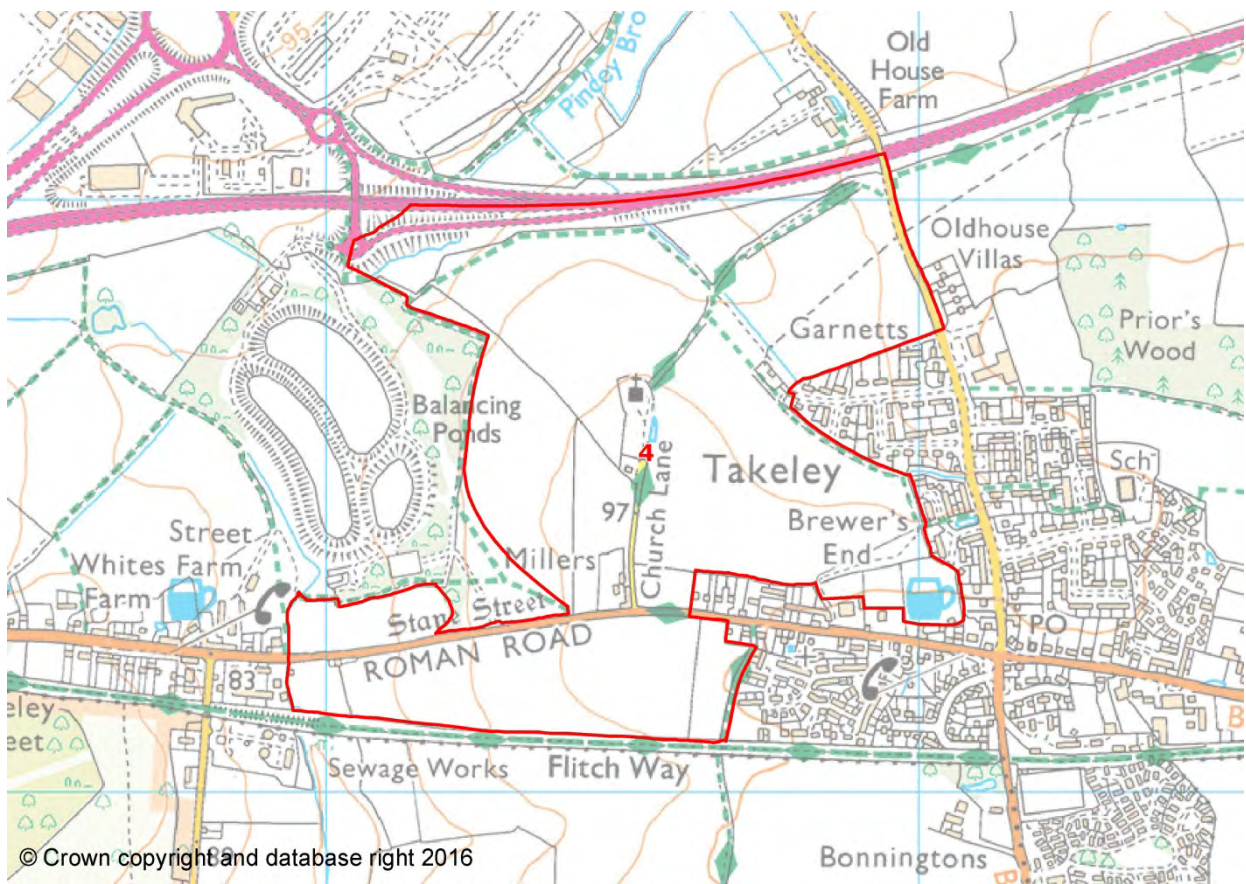
**Summary of Assessment**

Resultant harm to CPZ purposes if parcel released from the CPZ:

<b>1. To protect the open characteristics of the CPZ</b>	<b>Medium</b>
The parcel contains limited development and has a strong sense of openness. The A120, which links the airport to the M11, lies on the northern boundary of the parcel but there is little development within the parcel itself. Land use within the parcel includes medium scale arable fields divided by ditches and occasional hedgerows, and the linear hamlet of Takeley Street which includes a number of farmsteads.	
<b>2. To restrict the spread of development from the airport</b>	<b>Medium</b>
The A120 is a strong durable barrier features which has the potential to prevent the outward spread of development from the airport to the countryside. This major road reduces the role of the parcel in performing this purpose. Conversely, the downgrading of the Dunmow Road following the construction of the new A120 has provided opportunities for development to occur. The CPZ therefore plays a strong role in preventing	

further development within Takeley Street.	
<b>3. To protect the rural character of the countryside (including settlement) around the airport</b>	<b>Medium</b>
<p>The parcel contains flat arable farmland and a regular open field pattern between The Dunmow Road and the A120. Historic buildings within the linear village of Takeley Street contribute to the rural character of the parcel.</p> <p>Rural characteristics have been compromised by the urbanising influence of the airport in the form of the busy road network which encloses the parcel; the A120 to the north and Dunmow Road to the south and the resulting audible intrusion affects the tranquility of the area. Views of the airport are largely screened from the Dunmow Road by intervening vegetation but from PRowS to the north of Takeley Street there are views across the fields to the control tower, hotels and other buildings around the airport. Infill development in Takeley Street has little link to local vernacular style and brings a suburban feel to the village.</p>	
<b>4. To prevent changes to the rural settlement pattern of the area by restricting coalescence</b>	<b>High</b>
<p>The parcel plays an essential role in preventing development between the airport and Takeley Street and Hatfield Forest (an important survival of a medieval forest) which lies to the south of the parcel. Any significant new development within the parcel would be likely to result in a perception of merging between Start Hill and Takeley Street that would erode the distinct identity of the village.</p>	
<b>Consideration of alternative CPZ boundaries</b>	
<p>Consider extending the boundary of the CPZ to Flitch Way to the south of Takeley Street, which would help to prevent further consolidation of the hamlet and maintain its rural character.</p>	

**Parcel: 4 Takeley**  
**Parcel Size (Ha) : 67**



**Parcel's Contribution to the Purposes of the Countryside Protection Zone**

<b>Purpose 1</b>	Medium
<b>Purpose 2</b>	Medium
<b>Purpose 3</b>	Medium
<b>Purpose 4</b>	High

**Summary of Assessment**

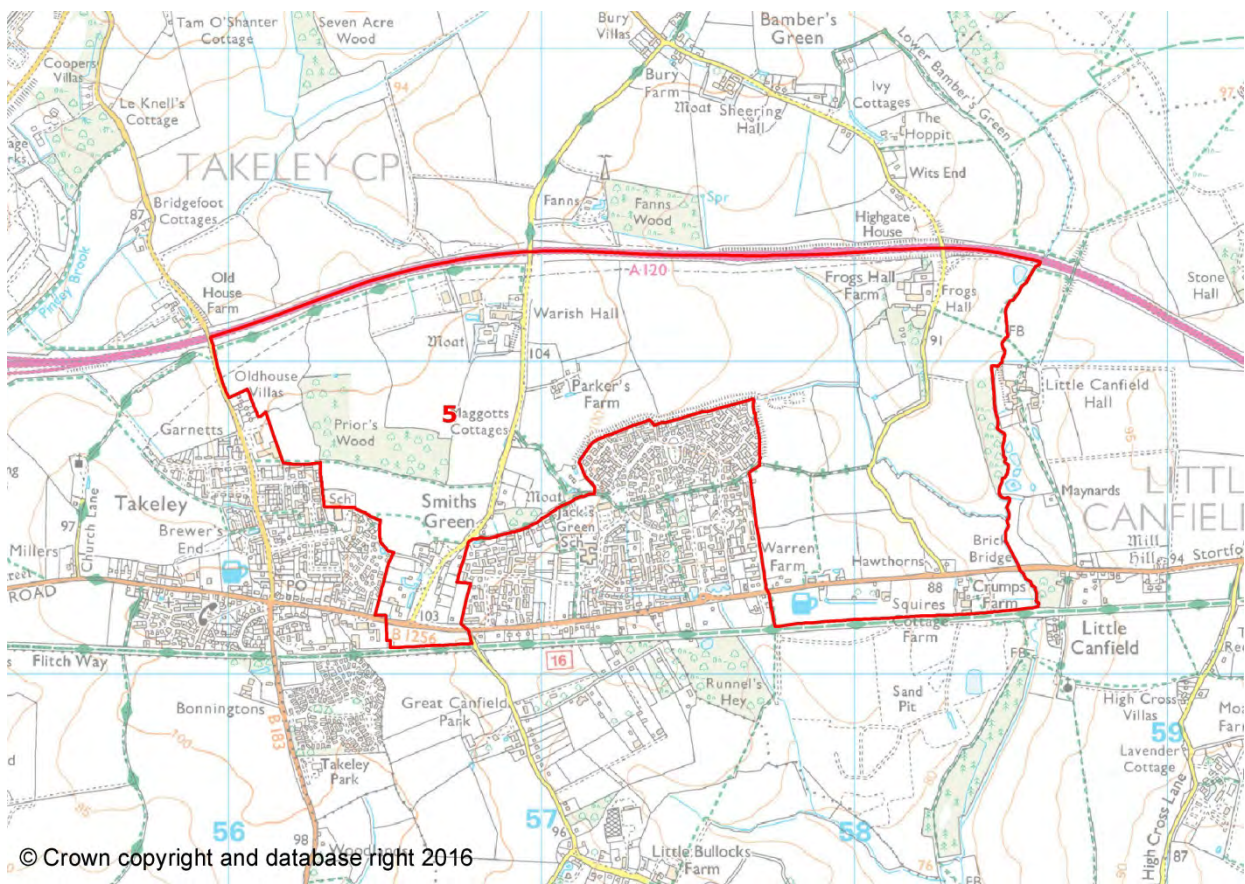
Resultant harm to CPZ purposes if parcel released from the CPZ:

<b>1. To protect the open characteristics of the CPZ</b>	<b>Medium</b>
<p>The parcel has a relatively strong sense of openness and is made up of large arable fields. Development along the boundary of the parcel compromises the sense of openness. The A120, which link the airport with the M11, lies on the northern boundary of the parcel and the airport balancing ponds are located to the west. Recent housing development on the edge of Takeley on either side of the Dunmow Road has encroached on open land within the parcel.</p>	
<b>2. To restrict the spread of development from the airport</b>	<b>Medium</b>
<p>The A120 is a strong durable barrier features which has the potential to prevent the outward spread of development from the airport to the countryside. This major road reduces the potential role of the parcel in performing this purpose. Conversely, the downgrading of the Dunmow Road following the construction of the new A120 has provided opportunities for development to occur. The CPZ therefore plays a strong role in preventing</p>	

further development within Takeley Street.	
<b>3. To protect the rural character of the countryside (including settlement) around the airport</b>	<b>Medium</b>
<p>Rural characteristics have been compromised by the influence of the airport in the form of the busy road network which encloses the parcel; the A120 to the north and Dunmow Road to the south and results in visual and audible intrusion. The buildings and tower of Stansted can be seen in views from Parsonage Road. Residential development on the edge of Takeley has little link to local vernacular style and brings a suburban element to the parcel.</p> <p>Away from the busy road network, the land parcel contains some characteristics of the countryside, including open arable farmland and the historic 13<sup>th</sup> century church of Holy Trinity isolated from the village on Church Lane.</p>	
<b>4. To prevent changes to the rural settlement pattern of the area by restricting coalescence</b>	<b>High</b>
<p>Parcel plays an essential role in preventing merging between the village of Takeley Street and Takeley and between the airport and Takeley, all of which are in close proximity. Any development in the parcel would erode the distinctly separate identity of these settlements.</p>	
<b>Consideration of alternative CPZ boundaries</b>	
No alternative boundaries have been identified.	

**Parcel: 5 Smiths Green**

**Parcel Size (Ha) : 214**



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**Parcel's Contribution to the Purposes of the Countryside Protection Zone**

<b>Purpose 1</b>	Medium
<b>Purpose 2</b>	Medium
<b>Purpose 3</b>	Medium
<b>Purpose 4</b>	High

**Summary of Assessment**

Resultant harm to CPZ purposes if parcel released from the CPZ:

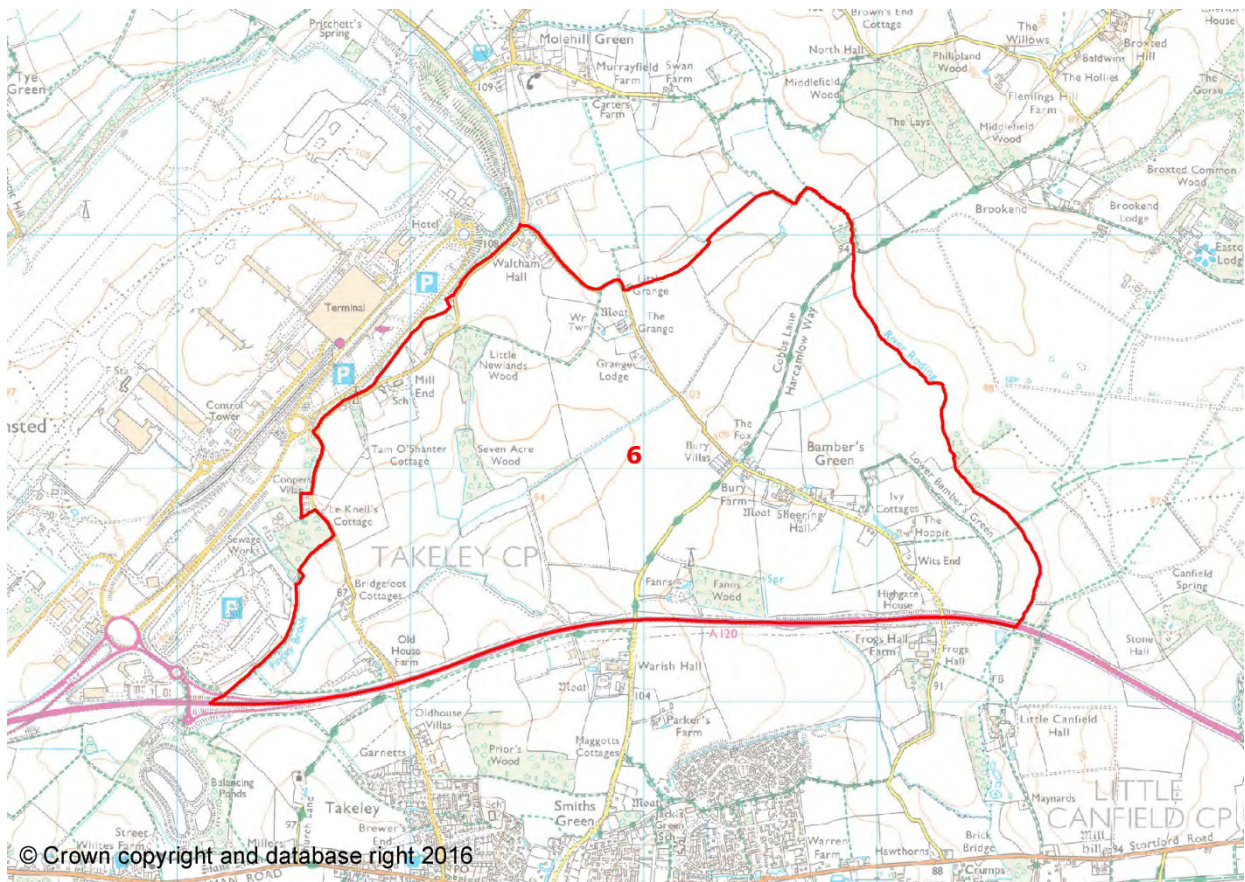
<b>1. To protect the open characteristics of the CPZ</b>	<b>Medium</b>
<p>The parcel contains limited development and has a relatively strong sense of openness. Land use within the parcel includes large arable fields, small wooded areas and the hamlet of Smith Green and some isolated farms (Frogs Hall Farm/Parker's Farm/Warren Farm)</p> <p>Recent residential development on the edge of Little Canfield has encroached on open land on the southern boundary of the parcel. The A120 runs along the northern boundary.</p>	
<b>2. To restrict the spread of development from the airport</b>	<b>Medium</b>
<p>The A120 is a strong durable barrier features which has the potential to prevent the outward spread of development from the airport to the countryside. This major road reduces the potential role of the parcel in performing this purpose.</p> <p>Conversely, the downgrading of the Dunmow Road following the construction of the new A120 has provided opportunities for development to occur. The CPZ therefore plays a strong role in preventing</p>	

further development within Takeley Street.	
<b>3. To protect the rural character of the countryside (including settlement) around the airport</b>	<b>Medium</b>
<p>The parcel contains the characteristics of the countryside and urbanising influences are limited, particularly to the east, with gently undulating farmland with large arable fields and woodland blocks including the ancient woodland at Prior's Wood. The parcel is characterised by peaceful winding sunken lanes running north- south (Smiths Green/Takeley to Bambers Green) which give access to historic farmsteads and moated halls (Warish Hall/Frogs Hall). The wooded edge of the River Roding defines the eastern boundary.</p> <p>The A120 to the north affect the tranquility of the parcel but is less intrusive due to its position in a cutting. Residential development on the northern edge of Little Canfield and Takeley has little link to local vernacular style and brings a suburban element to the southern boundary of the parcel. Commercial development on the northern edge of Takeley (Stansted Centre Industrial Estate) compromises the rural character of the parcel.</p>	
<b>4. To prevent changes to the rural settlement pattern of the area by restricting coalescence</b>	<b>High</b>
The parcel plays an essential role in preventing the merging of the narrow gap between the villages of Takeley and Little Canford, and protecting the rural settlement pattern of Smith's Green.	
<b>Consideration of alternative CPZ boundaries</b>	
No alternative boundaries have been identified.	



**Parcel: 6 Bamber's Green**

**Parcel Size (Ha) : 439**



**Parcel's Contribution to the Purposes of the Countryside Protection Zone**

<b>Purpose 1</b>	High
<b>Purpose 2</b>	High
<b>Purpose 3</b>	High
<b>Purpose 4</b>	Low

**Summary of Assessment**

Resultant harm to CPZ purposes if parcel released from the CPZ:

<b>1. To protect the open characteristics of the CPZ</b>	<b>High</b>
The parcel contains very limited development and has a strong sense of openness. Land use within the parcel includes large arable fields and woodlands. Settlement is dispersed, with the small hamlet of Bamber's Green at the centre of the parcel, some isolated farms, moated halls and cottages.	
<b>2. To restrict the spread of development from the airport</b>	<b>High</b>
Land within the parcel is poorly contained by weak barrier features such as field boundaries, the River Roding and Pincey Brook and minor lanes. There are no distinct boundary features such as major roads so, without the CPZ, there is high potential for airport development from the airport to occur.	
<b>3. To protect the rural character of the countryside (including settlement) around the airport</b>	<b>High</b>

The land parcel contains unspoilt countryside which is largely intact and rural in character, including gently undulating farmland between the Pincey Brook and the River Roding. The parcel displays key local landscape characteristics such as large arable fields and woodland blocks and peaceful winding sunken lanes (Cobbs Lane/Takeley to Bambers Green). The hamlet of Bamber's Green and the historic farmsteads and moated halls (The Grange/Sheering Hall) contribute to the rural character of the parcel. Landscaped areas on the perimeter of the airport provide effective screening and visual intrusion from the airport is minimal except at the Cooper's End roundabout entrance. Urbanising influences are limited to the light industrial units at Waltham Hall.

**4. To prevent changes to the rural settlement pattern of the area by restricting coalescence**

**Low**

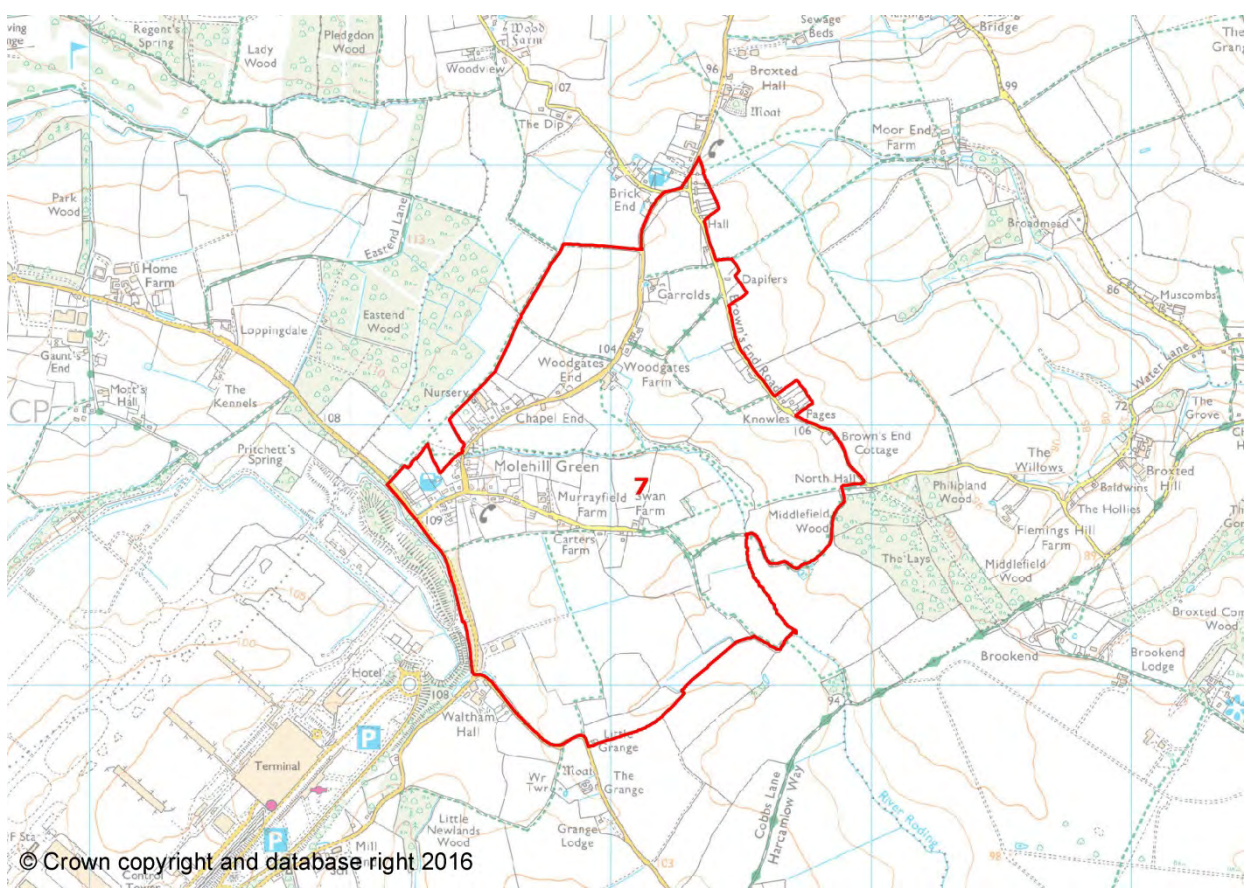
The land parcel retains a rural settlement pattern as the dispersed hamlets within the parcel are distinct from each other and from the airport. The parcel plays a limited role in protecting the rural settlement pattern of Bamber's Green.

**Consideration of alternative CPZ boundaries**

No alternative boundaries have been identified.

**Parcel: 7 Molehill Green**

**Parcel Size (Ha) : 217**



**Parcel’s Contribution to the Purposes of the Countryside Protection Zone**

<b>Purpose 1</b>	High
<b>Purpose 2</b>	High
<b>Purpose 3</b>	High
<b>Purpose 4</b>	Medium

**Summary of Assessment**

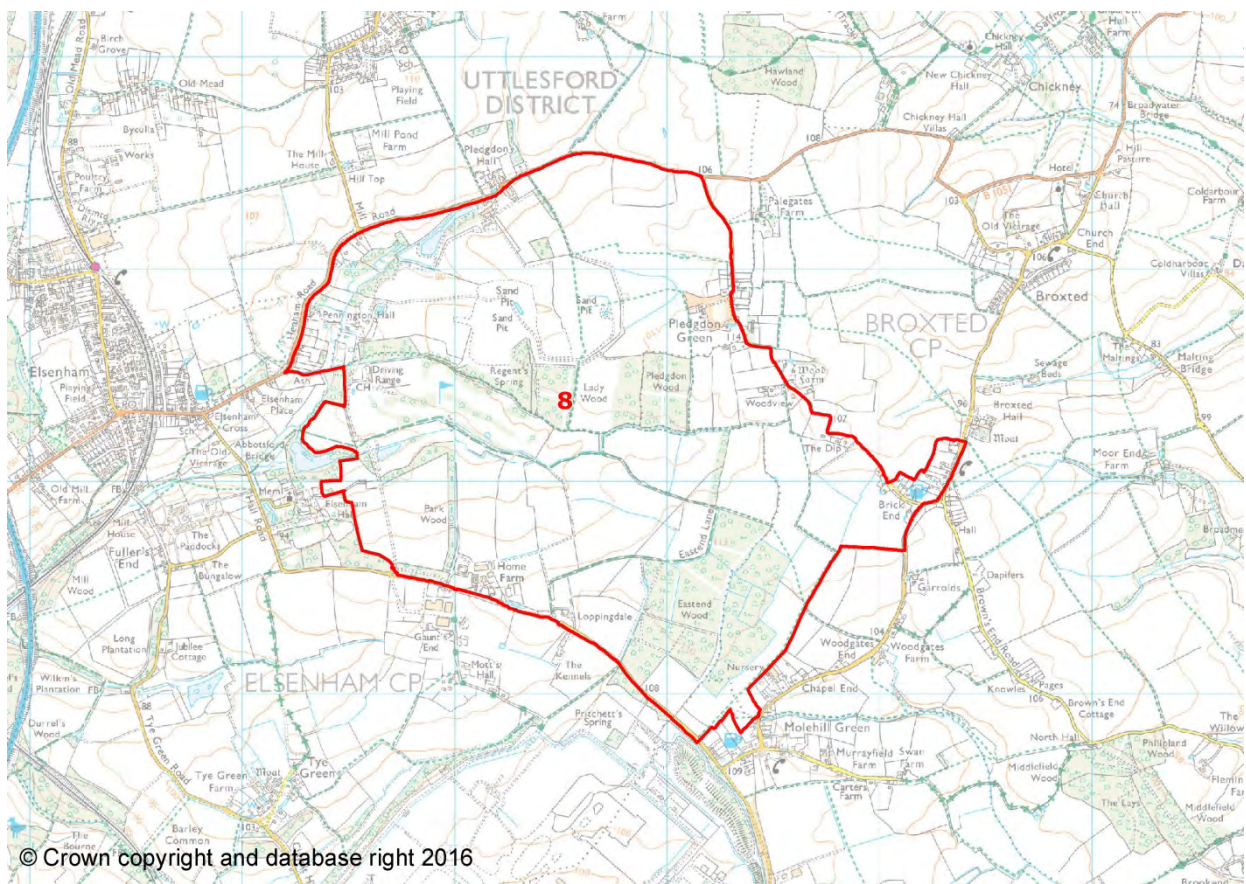
Resultant harm to CPZ purposes if parcel released from the CPZ:

<b>1. To protect the open characteristics of the CPZ</b>	<b>High</b>
The parcel contains very limited development and has a strong sense of openness. Land use within the parcel includes a mixture of arable fields and pasture on settlement edges. Settlement is dispersed, with the small hamlets of Molehill Green, Chapel End, some isolated farms, moated halls and cottages.	
<b>2. To restrict the spread of development from the airport</b>	<b>High</b>
Land within the parcel is poorly contained by weak barrier features such as field boundaries and minor lanes. The parcel is bounded by minor roads including Brown’s End Road to the west and the road between the airport perimeter and Brick End to the north and field boundaries. There are no distinct boundary features such as major roads so, without the CPZ, there is high potential for airport development to occur.	

<b>3. To protect the rural character of the countryside (including settlement) around the airport</b>	<b>High</b>
<p>The land parcel contains unspoilt countryside which is largely intact and rural in character, including gently undulating farmland on either side of the River Roding. The parcel contains a mix of field sizes and is characterised by peaceful winding sunken lanes such as Brown’s End Road. The hamlet of Molehill Green, Chapel End and the historic farmsteads contribute to the rural character of the parcel.</p> <p>The landscaped areas on the western perimeter of the airport provide effective screening and visual intrusion from the airport is minimal.</p>	
<b>4. To prevent changes to the rural settlement pattern of the area by restricting coalescence</b>	<b>Medium</b>
<p>The parcel plays a limited role in protecting the rural settlement pattern of Molehill Green and Chapel End and preventing coalescence with the airport.</p>	
<b>Consideration of alternative CPZ boundaries</b>	
<p>No alternative boundaries have been identified.</p>	

**Parcel: 8 Pledgdon Green**

**Parcel Size (Ha) : 473**



**Parcel's Contribution to the Purposes of the Countryside Protection Zone**

<b>Purpose 1</b>	High
<b>Purpose 2</b>	High
<b>Purpose 3</b>	High
<b>Purpose 4</b>	Low

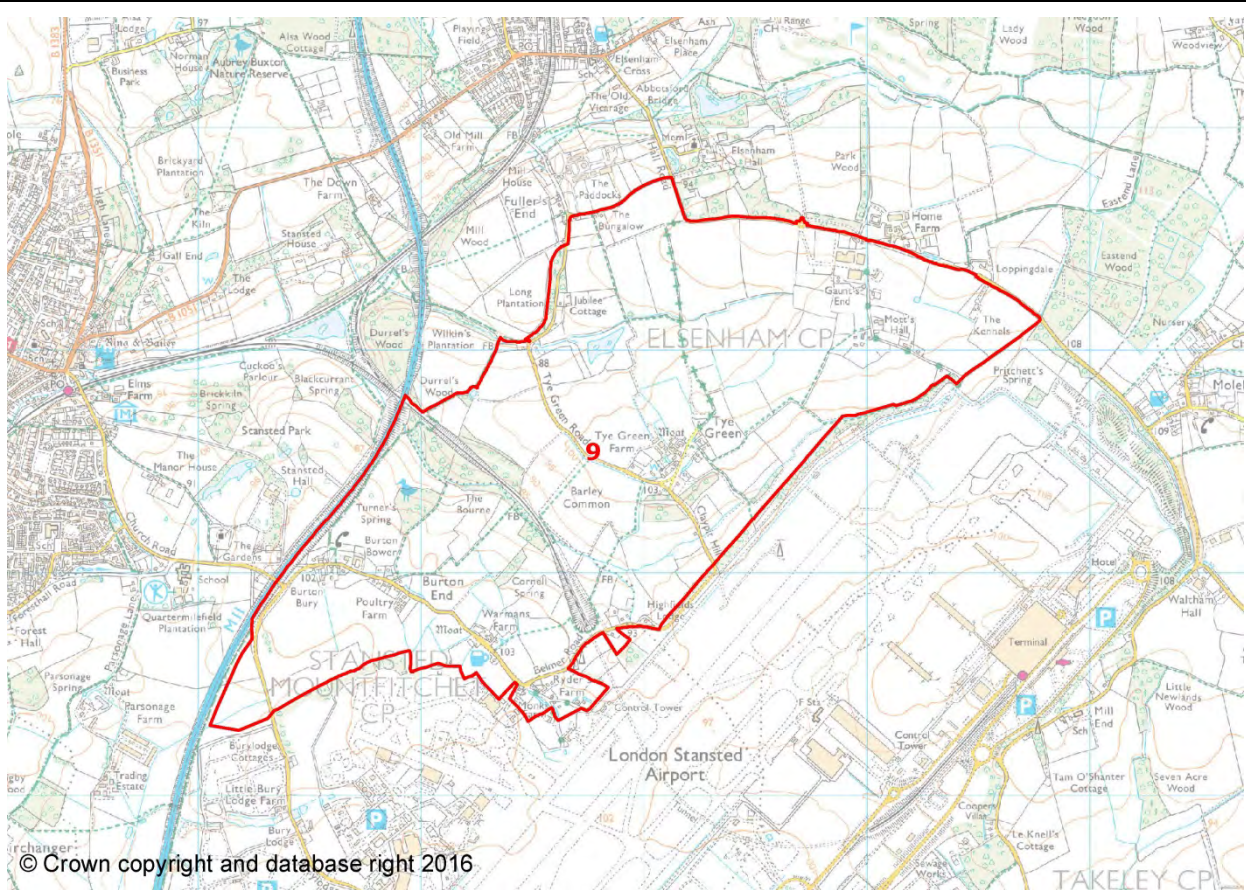
**Summary of Assessment**

Resultant harm to CPZ purposes if parcel released from the CPZ:

<b>1. To protect the open characteristics of the CPZ</b>	<b>High</b>
The parcel contains very limited development and has a strong sense of openness. Land use within the parcel includes a mixture of arable fields and large woodland blocks. Settlement is dispersed, with isolated farms, moated halls and cottages and the small hamlets of Brick End and Okedgdon Green which are distinct from the airport. The urban edges of Elsenham, including the Elsenham Golf Centre, have an influence on the parcel, which decreases moving east along the A1051 Henham Road from Elsenham. The Elsenham sand and gravel site is being restored back to agricultural land.	
<b>2. To restrict the spread of development from the airport</b>	<b>High</b>
Land within the parcel is poorly contained by weak barrier features such as field boundaries and minor lanes. Much of the parcel is bounded by minor roads, including Hall Road to the west and south west and by Henham Road (B1051) to the north and a minor road between Brick End and the B1051. The	

<p>remainder are field boundaries along the back of houses in Molehill Green. There are no distinct boundary features such as major roads so without the CPZ there is high potential for airport development from the airport to occur.</p>	
<p><b>3. To protect the rural character of the countryside (including settlement) around the airport</b></p>	<p><b>High</b></p>
<p>The land parcel contains unspoilt countryside which is largely intact and rural in character, and displays key local landscape characteristics such as gently including farmland, large scale open fields with woodland blocks (including Plegdon Wood and Eastend Wood which are ancient woodland). The parcel is characterised by peaceful winding sunken lanes including Brown's End Road. The attractive historic hamlets of Brick End and Plegdon Green and farmsteads (Wood Farm, Home Farm) contribute to the rural character of the parcel.</p> <p>Urbanising influences are limited to the urban edges of Elsenham in terms of development along the B151. There is limited inter-visibility between the airport and the parcel due to intervening vegetation on the boundaries of the airport and along Hall Road.</p>	
<p><b>4. To prevent changes to the rural settlement pattern of the area by restricting coalescence</b></p>	<p><b>Low</b></p>
<p>The land parcel retains a rural settlement pattern as the dispersed hamlets within the parcel are distinct from each other and from the airport.</p> <p>The parcel plays a limited role in preventing coalescence between settlements or between the airport and neighbouring settlements.</p>	
<p><b>Consideration of alternative CPZ boundaries</b></p>	
<p>No alternative boundaries have been identified.</p>	

**Parcel: 9 Tye Green**  
**Parcel Size (Ha) : 404**



**Parcel’s Contribution to the Purposes of the Countryside Protection Zone**

<b>Purpose 1</b>	Medium
<b>Purpose 2</b>	Medium
<b>Purpose 3</b>	Medium
<b>Purpose 4</b>	Medium

**Summary of Assessment**

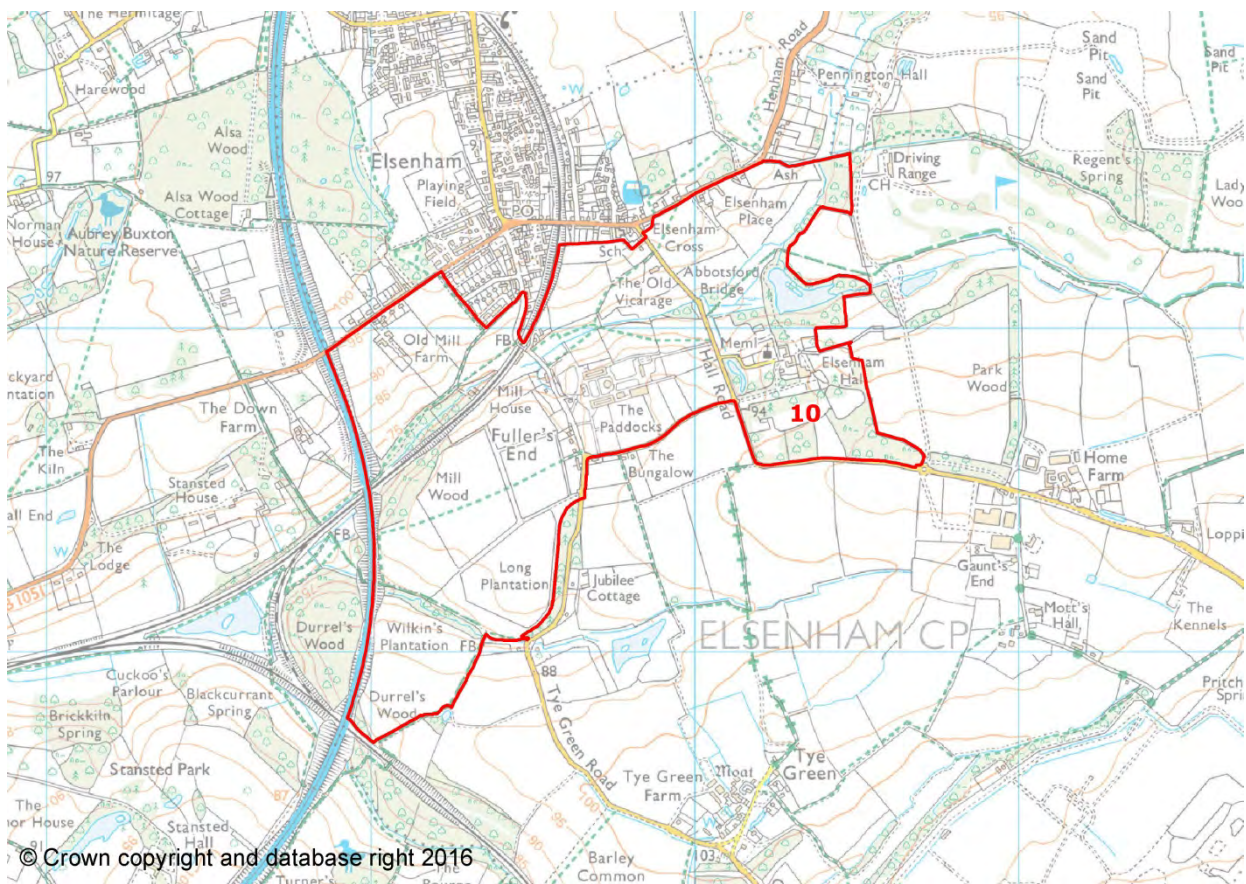
Resultant harm to CPZ purposes if parcel released from the CPZ:

<b>1. To protect the open characteristics of the CPZ</b>	<b>Medium</b>
<p>The parcel contains limited development and has a strong sense of openness. Land use within the parcel includes a mixture of arable fields and small woodlands. Settlement is dispersed, with small hamlets (Tye Green and Burton End) which are distinct from the airport and isolated farms, moated halls and isolated cottages.</p> <p>Development within the parcel compromises this sense of openness. The M11 run along the western boundary of the parcel. Development is concentrated around Gaunt’s End and includes the redevelopment of the Elsenham Jam Factory and hotels and new commercial premises along Hall Road (TriSail Towers).</p>	
<b>2. To restrict the spread of development from the airport</b>	<b>Medium</b>
<p>Land within the parcel is poorly contained by weak barrier features such as field boundaries and minor lanes. Much of the parcel is bounded by minor roads, including Hall Road to the east and by Belmer</p>	

<p>Road to the west.</p> <p>However, the M11 is a strong durable barrier feature which has the potential to prevent the outward spread of development from the airport to the countryside to the west of the motorway, and so reduces the potential role of the parcel in performing this purpose.</p>	
<p><b>3. To protect the rural character of the countryside (including settlement) around the airport</b></p>	<p><b>Medium</b></p>
<p>The parcel contains the characteristics of the countryside with limited urbanising elements. The parcel is characterised by gently undulating farmland which slopes to the Bourne, open fields with ditched boundaries and peaceful winding sunken lanes (Tye Green Lane). Historic greenside hamlets such as Tye Green and farmsteads (Tye Green Farm, Warman’s Farm) and historic halls (Mott’s Hall) contribute to the rural character of the parcel.</p> <p>New commercial developments along Hall Road such as Trisail Towers and the redevelopment of the Jam Factory at Gaunt End detract from the countryside character of the parcel. The M11 which runs along the western boundary and the railway which bisects the parcel are the source of visual and audible intrusion.</p>	
<p><b>4. To prevent changes to the rural settlement pattern of the area by restricting coalescence</b></p>	<p><b>Medium</b></p>
<p>The land parcel retains a rural settlement pattern as hamlets within the parcel are distinct from each other and from the airport. The parcel therefore plays some role in preventing coalescence between the airport and neighbouring settlements such as Elsenham.</p>	
<p><b>Consideration of alternative CPZ boundaries</b></p>	
<p>No alternative boundaries have been identified.</p>	



**Parcel: 10 Elsenham**  
**Parcel Size (Ha) : 140**



**Parcel's Contribution to the Purposes of the Countryside Protection Zone**

<b>Purpose 1</b>	Medium
<b>Purpose 2</b>	Medium
<b>Purpose 3</b>	Medium
<b>Purpose 4</b>	Low

**Summary of Assessment**

Resultant harm to CPZ purposes if parcel released from the CPZ:

<b>1. To protect the open characteristics of the CPZ</b>	<b>Medium</b>
<p>The parcel contains limited development and has a relatively strong sense of openness. Land use within the parcel includes a mixture of small pasture and woodland along Stansted Brook and around Elsenham Hall. The only settlement, the small hamlet of Fuller's End, is linked to Elsenham by a footbridge. Residential development on the edge of Elsenham compromises the sense of openness on the northern boundary of the parcel.</p>	
<b>2. To restrict the spread of development from the airport</b>	<b>Medium</b>
<p>Land within the parcel is poorly contained by weak barrier features such as field boundaries and minor lanes. Much of the parcel is bounded by minor roads, including Tye Green Road to the south and Henham Road (B1051) to the north. The edge of the woodland around Elsenham Hall marks the boundary to the west. However, the M11 on the western boundary and the railway line to the north west are durable barrier</p>	

features which have the potential to prevent the outward spread of development from the airport to the countryside and so reduces the role of the parcel in performing this purpose.	
<b>3. To protect the rural character of the countryside (including settlement) around the airport</b>	<b>Medium</b>
<p>The land parcel contains characteristics of the countryside with limited urbanising elements. The parcel consists of a gently sloping river valley with a small to medium scale field pattern. The river is demarcated by woodland belts. The wooded parkland around Elsenham Hall contributes to the rural character of the parcel.</p> <p>The M11, the railway and the urban edge of Elsenham are urbanizing elements that detract from the countryside character of the parcel.</p>	
<b>4. To prevent changes to the rural settlement pattern of the area by restricting coalescence</b>	<b>Low</b>
<p>The land parcel retains a rural settlement pattern south of the railway line, and the hamlet of Fuller's End is distinct from Elsenham to the north and the airport to the south. However, the parcel plays a limited role in preventing coalescence between Fuller's End and the Elsenham as the two settlements are separated by the railway line. Any development within the parcel would lead to a small reduction in the gap between Elsenham and the airport.</p>	
<b>Consideration of alternative CPZ boundaries</b>	
<p>Consider moving the northern boundary of the parcel to the line of the railway line, which itself could prevent the outward spread of development from the airport and the coalescence between the airport and Elsenham to the north.</p>	



**Harp's Farm, Bedlar's Green**