

DAP

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Latest Revision

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Document 100 covers Riba Stage 1, looking in depth at the surrounding context and site condition. Evaluating these aspects, and taking them forward to influence and shape the proposal.

DAP
ARCHITECTURE LTD

KELVEDON RD
SITE ANALYSIS

MARDEN HOMES LTD.
09.03.2020 1432

RIBA STAGE 1
PREPARATION + BRIEF

100.1

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Fig 1.01 - Existing Site Photo

1.1 SITE LOCATION

Site Address Land at Kelvedon Road
Tiptree
Colchester
CO5 0LU

Administrative Area The site is situated within Tiptree Parish Council and it is also on the south western outskirts of Colchester Borough Council's constituency.



Fig 1.11 - Map to show site location within Essex County



Fig 1.12 - Existing Site Photo

1.2 SITE WALK OVER

Site walk over completed on the 12th March 2020.

Check site boundary against the title plan

Notes: Boundary matches title plans. (Couldn't access field to the south of The Gables)

Confirm land ownership

Notes: Three ownerships of site, restricted access to field to the south of The Gables.

Nature of site

Notes: It is a rural site on the edge of a growing settlement. Greenfield site.

Site form

Notes: Large site, flat topography, vegetation along the boundary lines.

Vehicular access

Notes: Gated entrance to Tower End with block paved driveway, open entrance to Pony Farm tarmacked to rear of site. 3rd site visible from fence on Kelvedon Road, unsure on entrance.

Pedestrian access

Notes: Public right of way runs along the south western edge of the site.

Buildings

Notes: Buildings are a mix of bungalows and 2 storey dwellings. Lacking in architectural character. Notable neighbouring building is the Tiptree water tower.

Uses

Notes: Tower End is residential and pasture. Ponys Farm comprises a single travellers pitch. Proposal for the site is residential so this is not a conflicting change.

Views

Notes: The site is well shielded on all boundaries by vegetation, but at closer proximity to the boundaries there are views to the south west, which can be utilised.

Other structures

Notes: Fences separating all 3 sites. Small brick walls on Ponys Farm, and further fences on Tower End for horse paddocks.

Utilities

Notes: Overhead lines run diagonally across the site. Ponys Farm has supply from main road.

Trees, hedgerows and landscaping

Notes: All trees on the site are TPOs. There is vegetation dividing the bits of the site. .

Ponds, watercourses, ditches

Notes: Two ponds on Tower End, a ditch runs along the southern end of the boundary between Tower End and Ponys Farm, both linked by a pipe.

Environmental considerations

Notes: Good sun path, no structures blocking light, or providing substantial shading.



1.3 HISTORICAL CONTEXT

In 1865, the village's population was a mere total of 850 people, which gradually increased until the early 1900s. In 1904 a trainline ran through Tiptree, it ran on the Kelvedon and Tollesbury Light Railway line. It was closed in 1951. In the 1950s there was a post war boom in population growth, in Tiptree.

By 1961 the Census recorded 3,018 inhabitants. It has expanded to become England's largest village with a population in excess of 9,000 in 2020.

The illustrative maps are indicative of the scale of this growth by the 1960s. It also shows how the residential areas where people steered are progressively grown towards the North-west.

At the present day the proposed site is neighboured by an industrial development to the north-west and a new residential development (currently under construction) to the south east - highlighted in blue. Both sites show that the future direction of growth in Tiptree lies along Kelvedon Road. Furthermore, given the trajectory of growth over the last 100 years it is clear that the proposed site would a natural infill for future development in Tiptree.

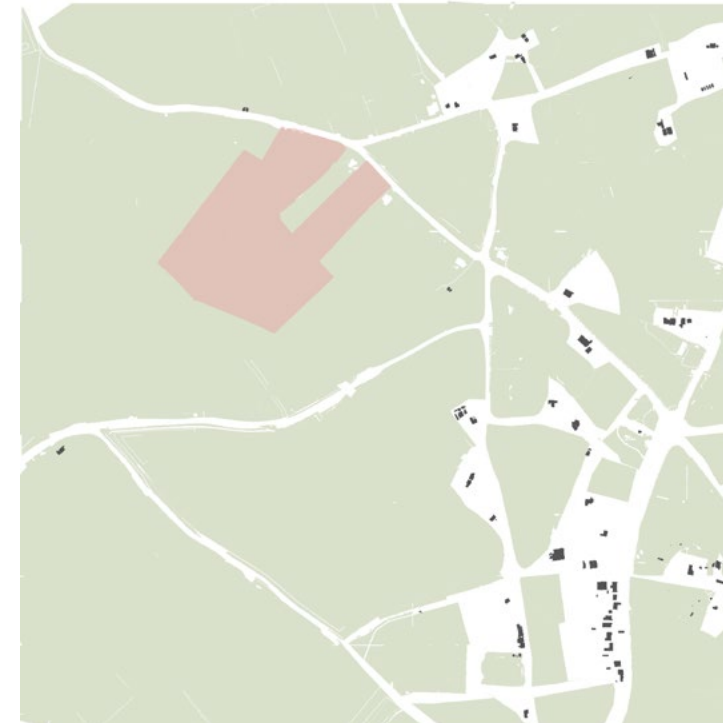


Fig 1.32 - Historical Map of Tiptree in 1874



Fig 1.33 - Historical Map of Tiptree in 1951

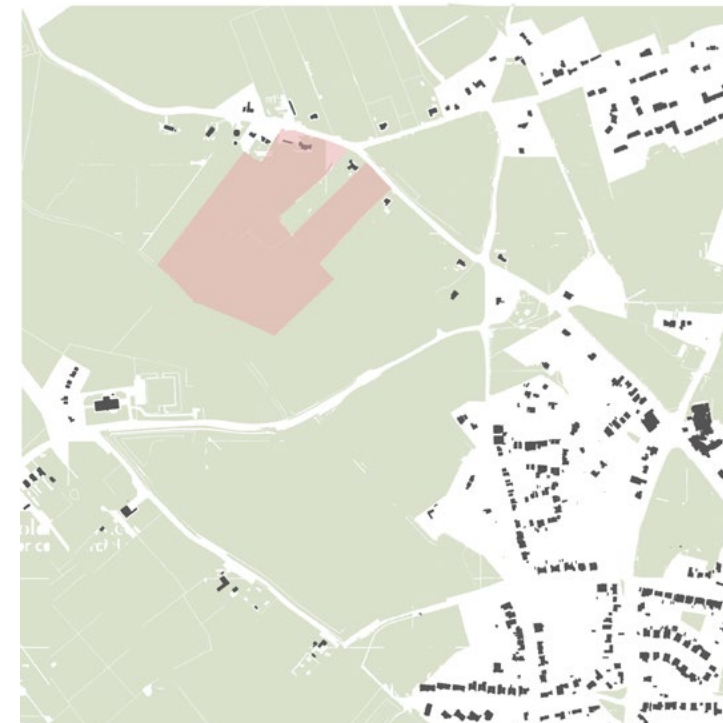


Fig 1.34 - Historical Map of Tiptree in 1960



Fig 1.35 - Present Map of Tiptree in 2020



Fig 1.31 - Photo of Tiptree Messing Maypole Mill

1.4 MOVEMENT + ACCESSIBILITY

Maldon Road and Kelvedon Road are the two main roads that pass through Tiptree. They cross over within Tiptree, with Kelvedon Road passing through the key amenities and services within Tiptree. They also provide key external link to Colchester and the A12. Colchester is approx. a 15min drive from the site via Maldon Road, while Kelvedon Road links to the A12 and Kelvedon, in a short 5min drive, which in turn provides links to Chelmsford and London.

In terms of pedestrian links there is a good pavements alongside Kelvedon Road, all the way into the centre of Tiptree. Along the main roads its just over a 20minute walk into the centre of Tiptree. Furthermore, A public right of way also passes the south western boundary of the site. It also links to National Cycle Ways heading into Tiptree centre.

There is a bus stop right outside the site's current access point. Three different bus routes stop here providing access to the rest of Tiptree via both Church Road and Maldon Road.

The conclusion is that the site is well connected for movement in and out of Tiptree. The road provides easy transport links to neighbouring towns, such as Colchester, and the A12. Good pedestrian links, cycle routes, and bus routes provide alternative, and potentially more sustainable modes of travel, therefore making all of the services in Tiptree easily accessible from the site via multiple modes of transport. This will provide the site with good links to both leisure and employment opportunities, and professional services.



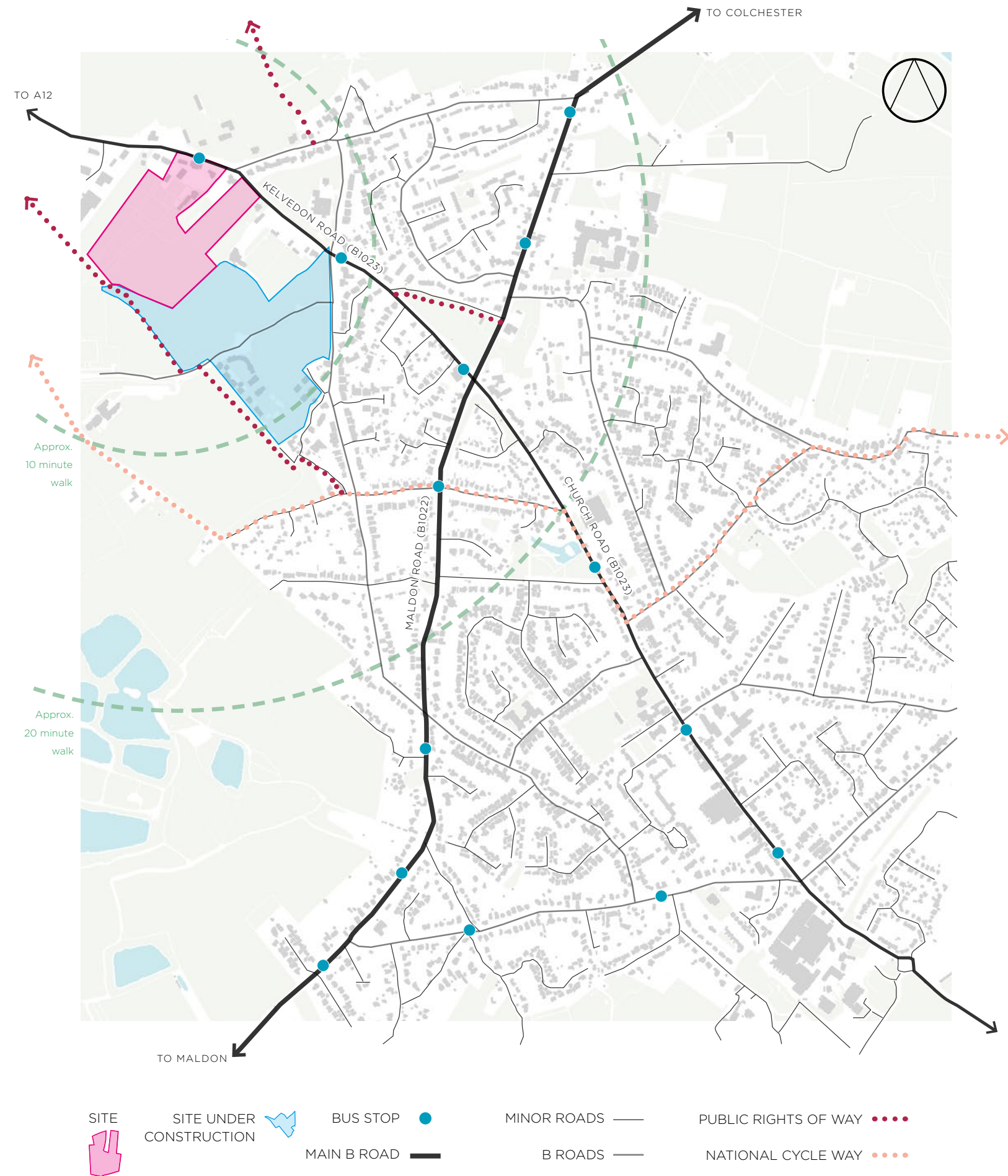
Fig 1.41 - Existing site entrance (Tower End)



Fig 1.42 - Bus stop outside site



Fig 1.43 - N.E. corner of site. View on Kelvedon Rd



1.5 LAND USES

The site is currently used for residential purposes, equestrian pasture with associated outbuildings, a traveller's pitch and an empty field.

Two more traveller sites lie to the south-east of the site, on Kelvedon Road.

Tower Business Park, neighbours the site to the west. It has a pet store, coffee shop, a small factory and other industrial retail units. The world renowned Wilkin & Sons Tiptree Jam Factory is also located in Tiptree, at the south-eastern end of Church Road.

There are two Football Club grounds based in Tiptree; Colchester FC and Tiptree Heath.

There are 3 schools in close proximity; Baynards Primary School, Thurstable Secondary School & Sixth Form (& Leisure World Tiptree) and Wildene Primary School.

There's a skate park in the centre of Tiptree for recreational use. The Peter More Pathway also runs through Grove Lake park and gardens, on Church Road, providing year round access to the park and green spaces. The PROW to the south of the site heads north to Perry's Wood (located between Tower Business Park and Perrywood garden centre). Further green space will be provided on completion of the site at Grange Road, as there is a Village Green and allotment proposed within the site.

The centre of Tiptree has a wide range of public services. Along Church Road there is a Tesco, an Asda, a Veterinary Centre, a library, a medical centre, several banks, hair dressers, St Luke's Church, Tiptree Parish Council, and a pharmacy, to name a few.

In conclusion there are a wide range of services in the area which provide the potential for employment, retail, education and professional services, within walking distance, or are otherwise accessible via public transport. New dwellings in this location will therefore not need to rely solely on the use of private cars.



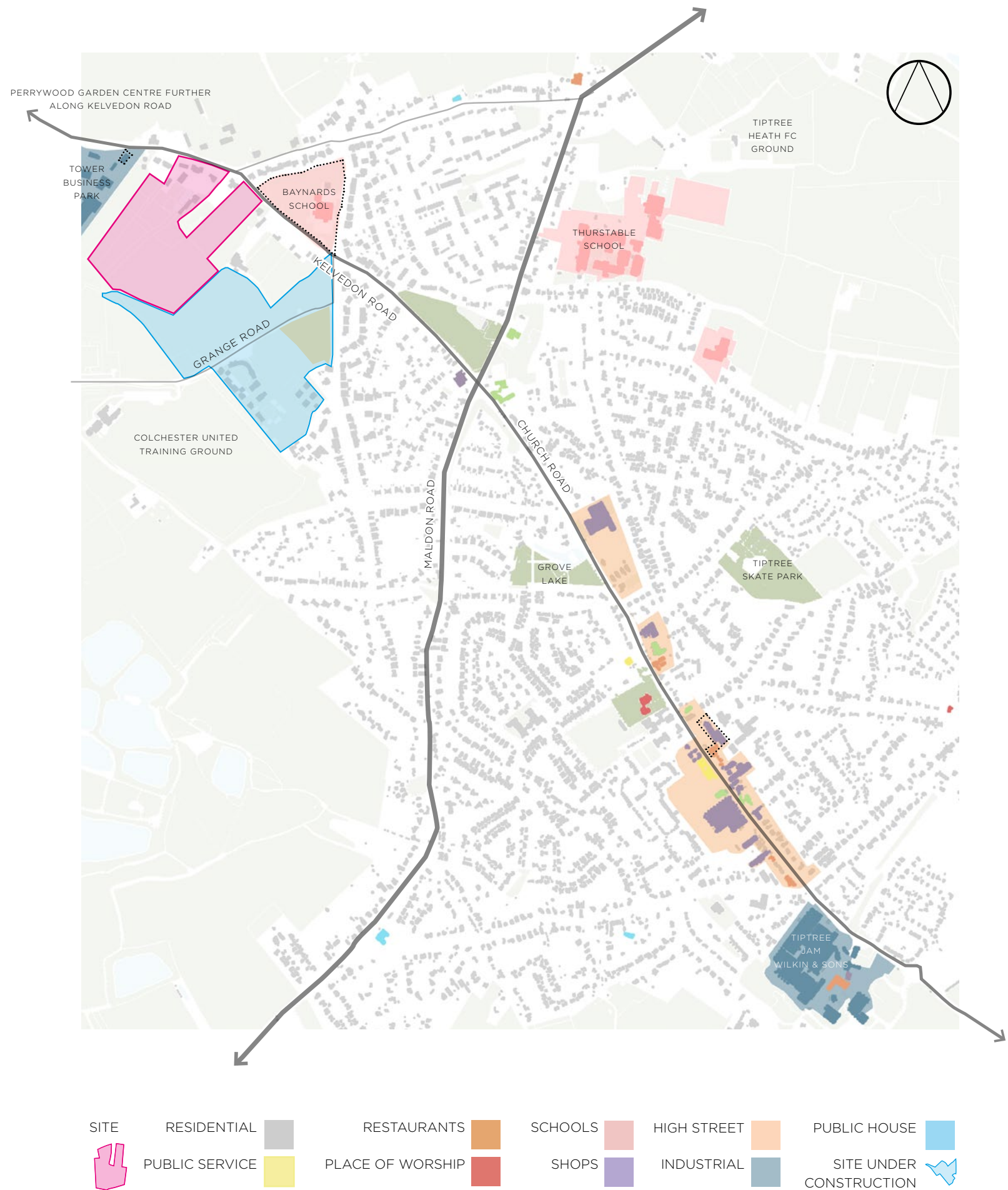
Fig 1.51 - Tower Business Park - pet store



Fig 1.52 - Baynards Primary School



Fig 1.53 - Shops along Church Road



1.6 PLANNING POLICY CONTEXT + HISTORY

PLANNING STATUS

190647 - Land adjoining, The Gables, Kelvedon Road, Tiptree

The demolition of existing buildings and redevelopment to provide 150 residential dwellings with access, link road to allow for potential future connections, associated parking, private amenity space and public open space.

The previous scheme proposed for the site has not yet been supported by Urban Design. Feedback has been provided which has included the following statement from the Urban Design Officer, dated 17 October 2019:

The layout appears unrefined.. and misses opportunities for ..placemaking and character. A more visionary design-led approach is imperative, whilst architecturally and technically the proposals appear proficient-good the absence of meaningful character places the scheme in conflict with arguably the most fundamental principle of the Essex Design Guide

And further points raised by Urban Design Officer dated 5 February 2020, following the drawings submitted in June 2019:

- The fundamental issue concerning lack of character remains unresolved.
- The layout is wooden. Spaces are poorly defined by rigid, rectilinear building lines and the visual dominance of the road network is emphasised by their strict adherence to minimum width criteria and inflexible alignment.
- The layout which is neither urban in form nor provided with a landscape setting but is adrift between the two.
- It is not a lack of skill on the part of the designer that is preventing an appropriate solution being presented.

The preparation of this document is the first step in combating the previous issues with the design of the site, and ensuring a high quality, well informed design.

It is vital that the newly proposed layout is informed by thorough contextual design analysis in order to ensure a strong sense of character. And, an in-depth knowledge of the Essex Design Guide needs to be reflected in the final design.



Fig 1.61 - Street scene from previous application



Fig 1.62 - Street scene from previous application



Fig 1.63 - Street scene from previous application



Fig 1.64 - Site Plan dated November 2018 - part of 190647 application



Fig 1.65 - Site Plan dated June 2019 - part of 190647 application

1.6 PLANNING POLICY CONTEXT + HISTORY

PLANNING POLICY

Colchester Borough Council are currently in the process of progressing a new **Local Plan**. Section 2 of the Emerging Local Plan has proposed the designation of Tiptree as a sustainable settlement, based on its larger population, concentration of jobs, facilities, services and function.

The Plan proposes the allocation of 600 homes to Tiptree, within emerging **Policy SS14**. This policy also identifies broad areas of growth, including to the north east, along Kelvedon Road, which this site therefore directly corresponds with.

Due to the dismissal of Section 1 of the Emerging Local Plan at Examination, there is likely to be significant delay in the adoption of Section 2 of the Emerging Local Plan. As such, it can currently be afforded minimal weight and CBC should be considering sustainable opportunities for delivery of housing in the meantime to maintain a suitable supply of housing.

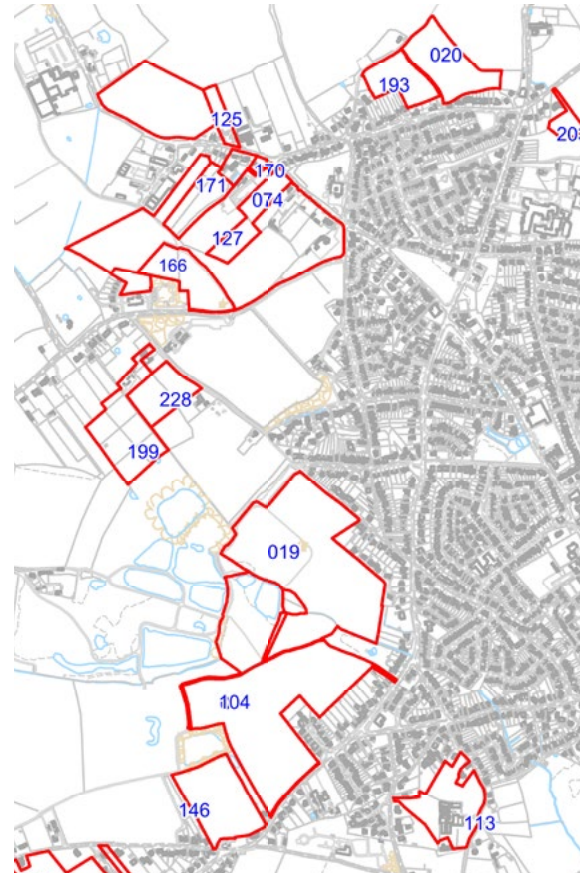


Fig 1.66 - Call for sites: submitted for consideration

NATIONAL PLANNING POLICY (NPPF)

PRINCIPLES

One of the key guiding principles of the NPPF is a presumption in favour of sustainable development. There are three elements to sustainable development: economic, social and environmental.

THE PRESUMPTION IN FAVOUR OF SUSTAINABLE DEVELOPMENT

The purpose of planning is to contribute to the achievement of sustainable development. The presumption in favour of sustainable development means:

- Approving development proposals that accord with the development plan without delay; and
- Where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:
 - i) the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
 - ii) Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.



Fig 1.67 - Tiptree Neighbourhood Plan.

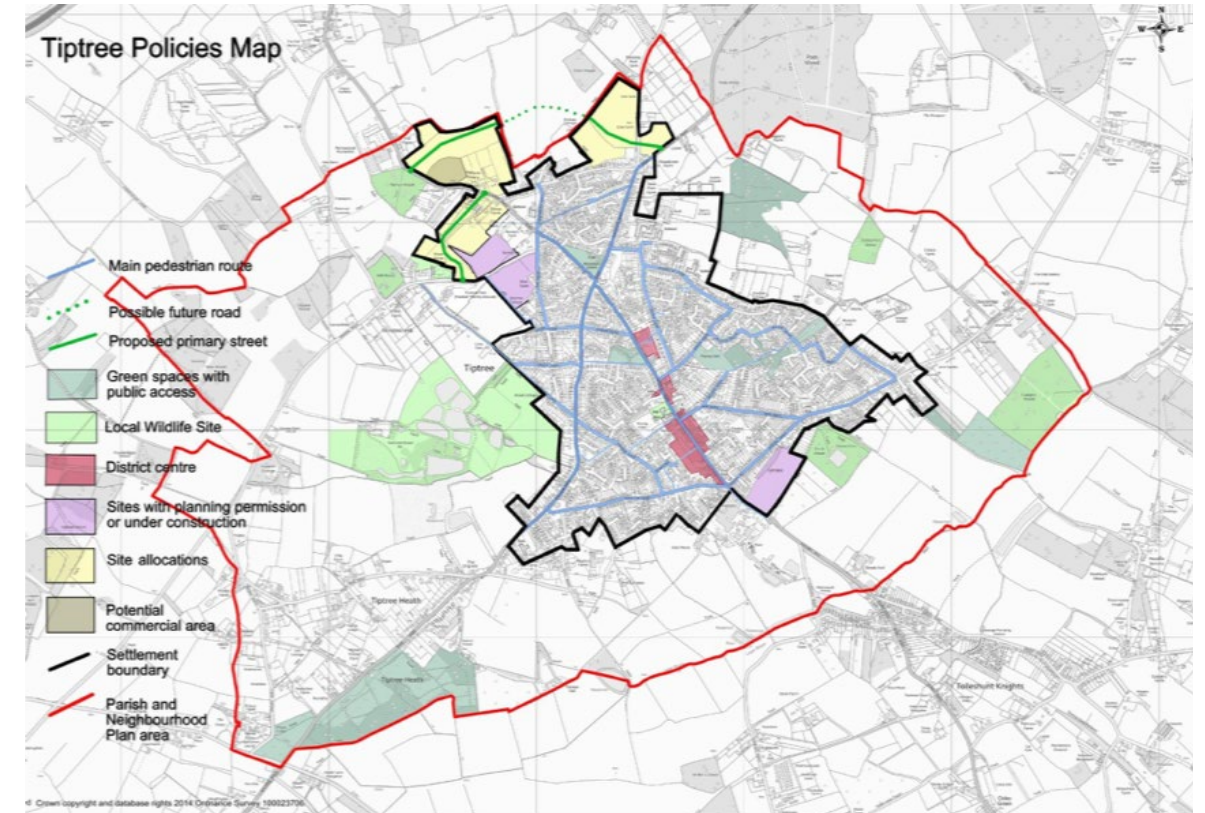


Fig 1.68 - Tiptree Policies Map (submitted as part of the of the Neighbourhood Plan)

NEIGHBOURHOOD PLAN

The Neighbourhood Plan, submitted to Colchester Council for consultation, details Tiptree Parish Council's Vision for the development of Tiptree. The objectives for Homes and Housing are as follows:

- To promote developments with sufficient off-road parking, front gardens and varied housing densities and styles as befits Tiptree's rural community.
- To integrate green 'corridors' for foot and cycle paths, recreation and wildlife into new developments.
- To favour new developments to the north and west of the village on sites that allow access to main routes with minimal impact on the village centre.

The yellow areas on the Policies Map are earmarked for future development, this includes the proposed site at Kelvedon Road, at these sites the following criteria must be met:

- i) The development provides for a mix of dwelling sizes in accordance with **Policy TIPO5**; and
- ii) 0.27Ha is provided as green space for community use; and
- iii) A 'primary street' is provided connecting Kelvedon Road with Grange Road. It must be sufficient to accommodate a public bus route and non-residential traffic. The route should have grass verges, wide pavements and vehicular access to residential areas. No dwellings should front directly onto this road. This road to include roundabouts at the junctions with Grange Road and Kelvedon Road (In accordance with **Policy TIPO7**); and
- iv) Pedestrian and cycle access into surrounding housing estates, towards the village centre and towards Perrywood Garden Centre is provided.

1.6 PLANNING POLICY CONTEXT + HISTORY

PLANNING CONTEXT

122134 - Land Adjacent (North & South), Grange Road, Tiptree.

Outline application for proposed development of Land North and South of Grange Road, Tiptree to Provide 103 residential dwellings, areas of public open space (including a new village green and allotments), provision of a new roundabout access from Grange Road, other infrastructure and works.

122134 adjoins the south-east boundary of the proposed site. The development is currently under construction. Our client is able to provide connections in key locations on land within their control, to provide opportunities for onward connectivity into neighbouring development in the future.

161462 - Springfield, Kelvedon Road, Tiptree.

Reserved matters application for the erection of nine dwellings (existing dwelling and outbuildings to be demolished) and new vehicular access. Follows outline approval 146493.

161462 is also under construction.

200406 - Highlands, Kelvedon Road, Tiptree.

Demolition of existing bungalow, change of use of commercial/builders yard and the erection of 4no. detached dwellings.

This proposal would help improve the general street character.

182014 - Land Off, Barbrook Lane, Tiptree.

Outline planning application for the development of up to 200 dwellings (including 30% affordable housing), provision of 0.6ha of land safeguarded for school expansion, new car parking facility, introduction of structural planting and landscaping.

This application went to appeal and a letter from the Secretary of State dated 7 April 2020 confirms the inspector's previous decision to allow the development. The Secretary of State also agreed with the Inspector that only very limited weight can be given to the relevant housing policies in the emerging Local Plan.



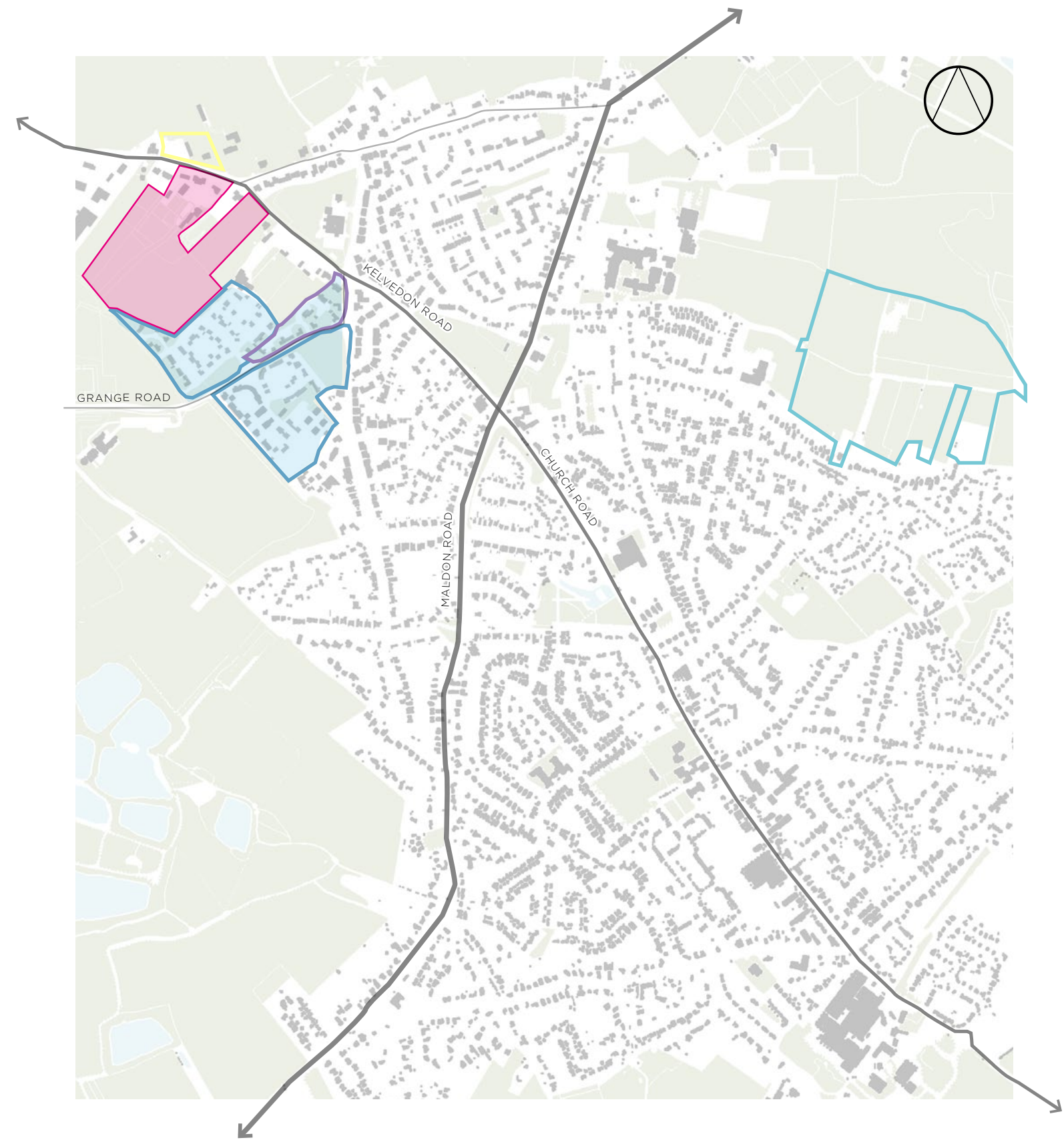
Fig 1.69 - Proposal at Highlands, Kelvedon Road



Fig 1.610 - Grange Road development.



Fig 1.611 - Grange Road development.



1.7 HERITAGE ASSETS

There is a large number of Grade II Listed Buildings in and around Tiptree. Many of them are cottages; predominantly two storeys high, with the exception of Maypole Mill, the old windmill, which is 5/6 storeys high.

Many of them are characterised by their traditional materiality of brick, render and some weatherboarding, by large statement chimneys, and some old wooden porches.

Predominantly, they have white framed sash windows, while some have probably been modernised in more recent years to have plain white framed windows. They mostly have dark doors, that, unless framed by a porch, aren't poignant features of the elevations. Some are gated, with large entrance driveways, while some have fenced, street-facing, front gardens with a short path to the door and parking to the rear. The longest elevation is often street facing.

The materiality is predominantly traditional red brick and red tiles, with wooden porches, and some render elevations. The predominant render colour is a blush pink, which compliments the brick and tile colour, and one or two have cream render elevations (Elms Farm).

Both Elms Farm and Harborough Cottage have dark wooden weatherboarding; Elms Farm stables & barn is clad entirely in weatherboard, with red brick detailing, while Harborough Cottage has weatherboard clad elevations to the rear.

Whilst none of these heritage assets are within the immediate vicinity of the site, the number of listed buildings within the local area gives the reasonable conclusion to push for a traditional scheme design; featuring some dwellings with pink render elevations, statement chimneys and other such features of the listed buildings. These details will help to create a local identity where it is otherwise lacking.



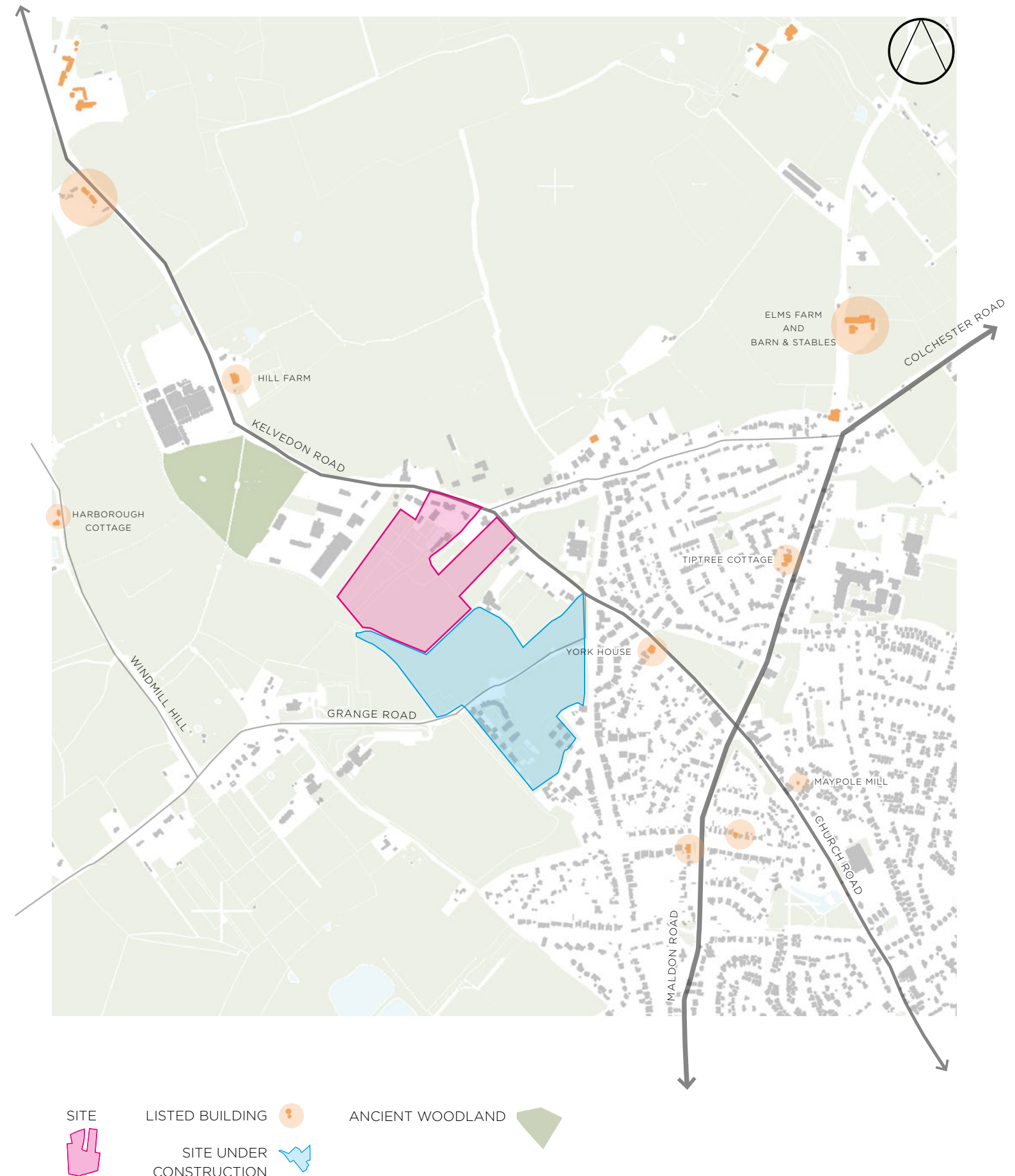
Fig 1.71 - Hill Farm, Kelvedon Road.



Fig 1.72 - York House, Kelvedon Road.



Fig 1.73 - Harborough Cottage, Windmill Hill.



1.7 HERITAGE ASSETS

The illustration of some of the key heritage assets within Tiptree has given deeper analysis of character of these dwellings. Key features are the wooden porches, the large brick chimneys, the long front elevations and the presence of established vegetation.

The porches seem to be a key feature on some dwellings, predominately wooden framed with brick detailing at the feet, but ultimately providing a welcoming entrance to the dwelling. Similarly, most of the listed buildings have a long front elevation facing the street. The chimneys are also a feature, large brick chimneys, 1 or 2 per dwelling.

The reasonable conclusion is to push for a traditional design; featuring statement chimneys and other such features of the listed buildings. These details will help to create a local identity where it is otherwise lacking.

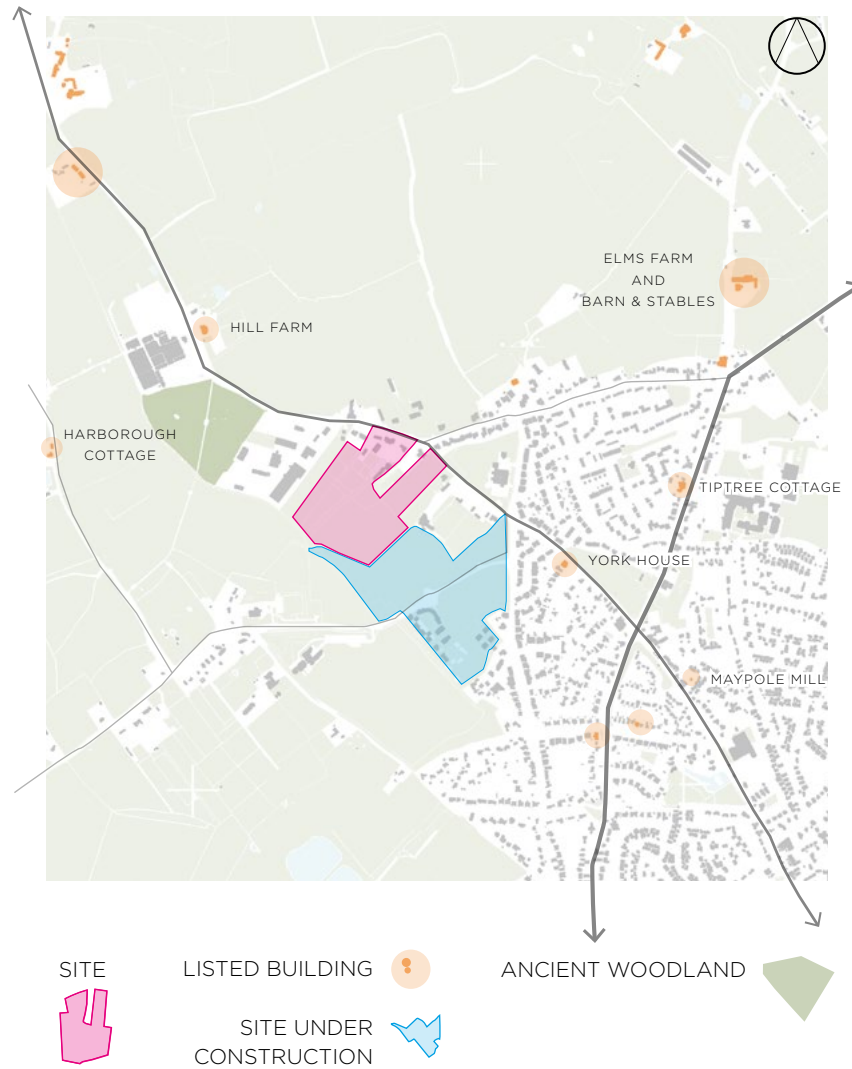


Fig 1.74 - Chimney - York House, Kelvedon Road

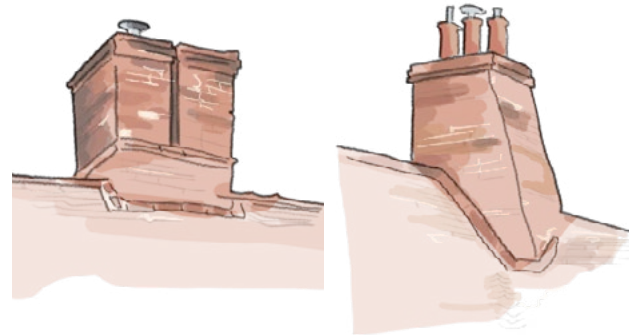


Fig 1.75 - Chimneys - Hill Farm + Harborough Cottage

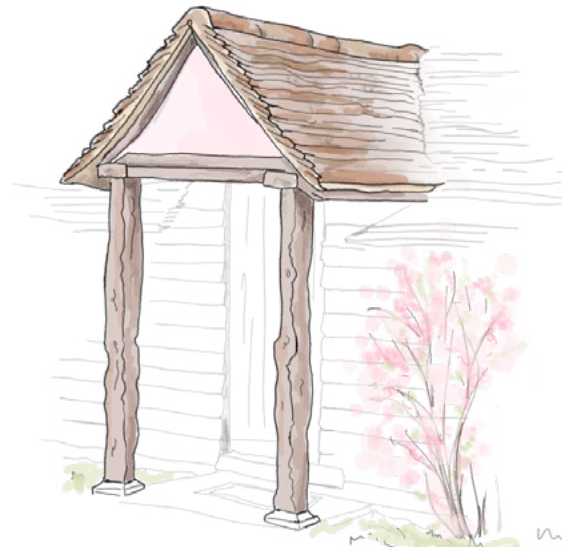


Fig 1.76 - Porch- Harborough Cottage, Windmill Hill



Fig 1.77 - Porch - Hill Farm, Kelvedon Road.



Fig 1.78 - Elms Farm, New Road.



Fig 1.79 - Tiptree Cottage, Maldon Road.

1.8 CHARACTER + LOCAL VERNACULAR

Tiptree has a very mixed vernacular, and aside from the Grade II listed buildings within Tiptree, there is a notable lack of architectural character and vernacular, especially within the immediate vicinity of the site.

The selected character areas consist of; the neighbouring dwellings along Kelvedon Road, and the dwellings along Oak Road. They all neighbour the site, but have a varying mix of characters.

A particular point of architectural interest is the neighbouring water tower, with its red brick walls, arched windows, its green copper roof, the grey feature strips and the brick detailing. It also serves as a visual focal point within the local area, visible from multiple locations along Kelvedon Road and Grange Road.

Due to its proximity to the site, and the fact that it is a visual focal point, it would be good to draw from the character of the design when furthering our proposals, as this would help to create more of a local identity in the area and within the site.



Fig 1.81 - Windows - Water Tower, Kelvedon Road

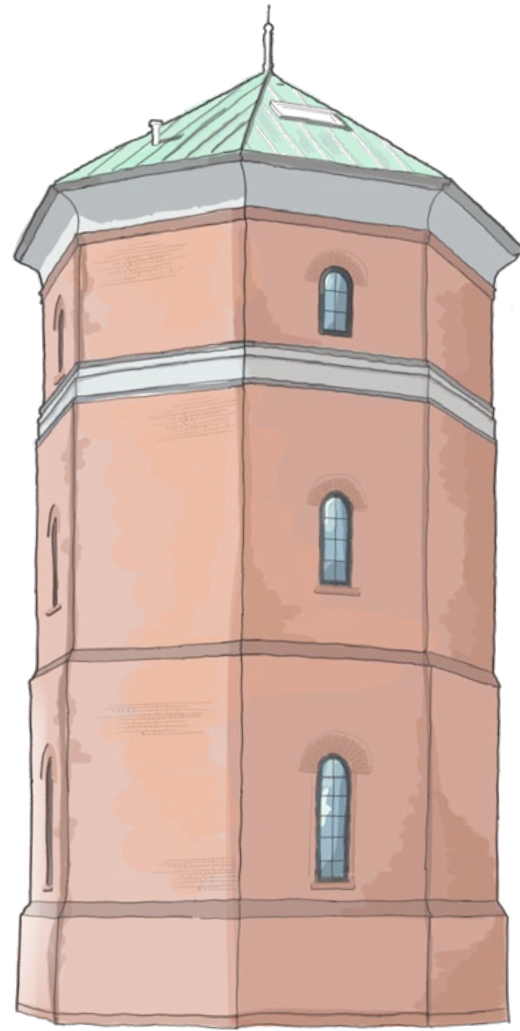


Fig 1.82 - Water Tower, Kelvedon Road

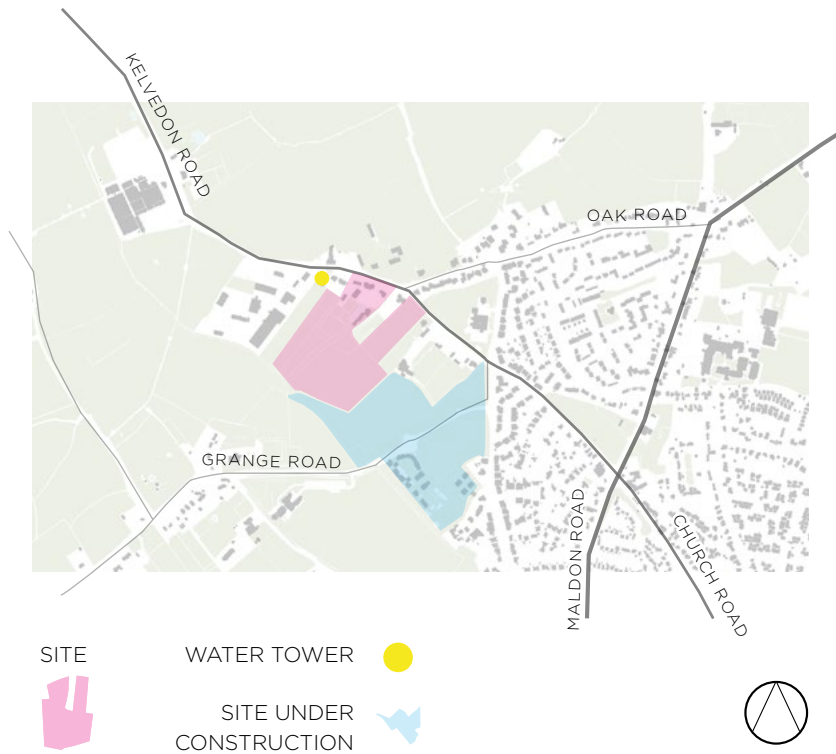


Fig 1.83 - Water Tower

1.8 CHARACTER + LOCAL VERNACULAR

KELVEDON ROAD

In terms of scale and massing the dwellings on Kelvedon Road, are both single and two storey. The bungalows in particular lack quality design.

The existing dwellings at Tower End are bungalows, fairly modern, white rendered dwellings, with a grey tile roof and weatherboard detailing. Similarly the dwelling on Ponys Farm is a bungalow, which lacks character and style. The site however is immediately neighboured by 2 storey dwellings at the Gables, Coronation Cottages, and Stourton. They are a mix of brick and render buildings, one of the Coronation Cottages even has black framed windows.

Clearly, there is an opportunity with the proposed site to inject some character back into the local area; taking precedent from the water tower and the locally listed buildings.



Fig 1.84 - Bungalow along Kelvedon Road.



Fig 1.85 - Cottages opposite Tower End.



Fig 1.87 - Kelvedon Road illustrative street elevation.



Fig 1.88 - Kelvedon Road illustrative street section.



SITE
CHARACTER AREA
SITE UNDER CONSTRUCTION



Fig 1.86 - Streetscene of Kelvedon Road

- Stourton, Ponys Farm, Tower End, Coronation Cottages and Golden Warren.

1.8 CHARACTER + LOCAL VERNACULAR

OAK ROAD

In terms of scale and massing the dwellings on Oak Road the dwellings are predominantly two storeys, there are a mix of materials from brick to render, weatherboard to mock tudor detailing. There is also a mix of colours from grey and red tiles, to green, yellow and pink render.

Even though some of the buildings have a pleasing aesthetic, there is no character, nothing that ties them together.

Clearly, there is an opportunity with the proposed site to inject some character back into the local area; taking precedent from the water tower and the locally listed buildings.



Fig 1.89 - No. 78 Oak Road



Fig 1.811 - Mix of colours and styles along Oak Road.



Fig 1.810 - No.104 Oak Road



Fig 1.812 - Material palette along Oak Road..



SITE CHARACTER AREA
 SITE UNDER CONSTRUCTION



Fig 1.813 - Streetscene of southern side of Oak

1.9 BUILT FEATURES

There is a total of nine buildings on the site. Only one building is two storeys and it appears to be used for storage.

The buildings are mostly residential dwellings and the remainder are outbuildings; 1 x stables, 1 x office, 1 x private place of worship and some storage. All existing buildings on site are to be demolished.

The two immediate neighbours to the west of Tower End back onto the boundary line, therefore there may be some overlooking onto the site here.

46m from the western boundary line is the Mumford & Wood factory. There won't be any overshadowing either due to the distance and land buffer between the site and the factory. There may be some noises reaching the lower end of the site from the factory, but with good design and landscaping the nearby industrial activity will have no impact on residential amenity.

Other built features include a overhead high voltage electric cables, which cross from the south western corner, underground electric services on Tower End, some tarmacked areas; at the front of Tower End and Ponys Farm for parking, paths on Tower End to access the rear, and a road through to the field at the rear on Ponys Farm. These are a mixture of gravel and tarmac.

In conclusion, further consultation may need to be carried out in regard to the noise from the Mumford & Woods Factory at the rear of the site. The existing utilities on site, such as the overhead cables, may need to be mitigated, or relocated. However, the built features, have limited impact on the development of the site.



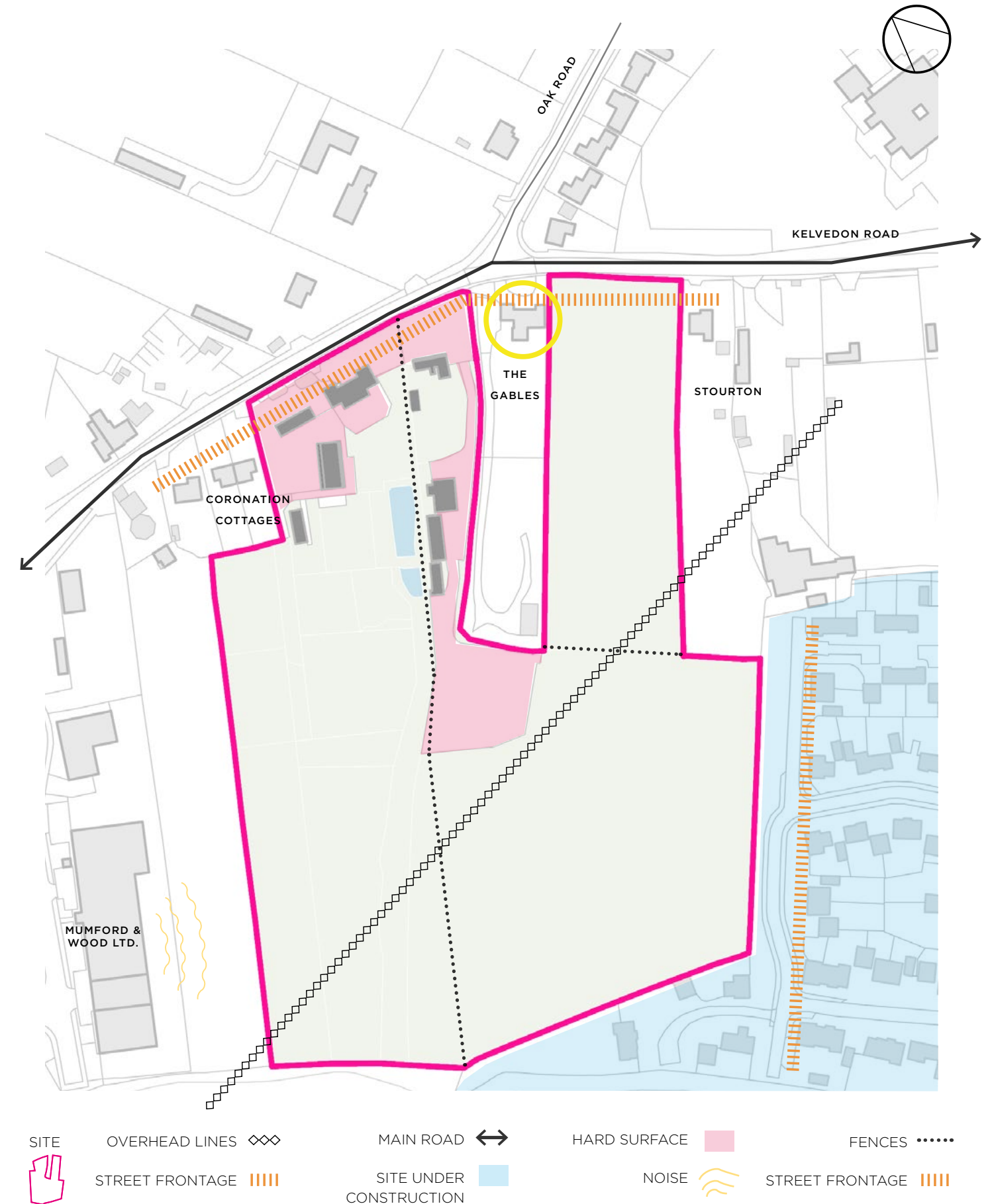
Fig 1.91 - The Gables, Kelvedon Road.



Fig 1.92 - The Gables, rear from Ponys Farm.



Fig 1.93 - Overhead lines crossing site



1.10 NATURAL FEATURES

The site is fairly unrestricted, it is mostly open field, with continuous vegetation boundary features.

The maturing vegetation on the site will be important wildlife corridors for foraging creatures. Their retention and protection would be an essential part of the sites development. All trees on site are allocated as TPOs, so all good quality trees must be retained.

Between Tower End and Pony's Farm there is a double layering of vegetation and a short ditch to the rear of the site, it is a continuation of the ponds, connected by a pipe. An invertebrate assessment was completed for the previous application, and it concluded that even though there were invertebrates present, the losses to the invertebrate ecology arising from the proposed development are likely to be minimal. They did however, recommend the retention of mature vegetation where possible.

The topography of the site is flat with a slight slope from the north to the south eastern edge. The ground geology is London Clay Formation (Clay, silt and sand).

The sun path over the site moves from a south-easterly to south-westerly direction, and there are no significant built or natural features that will block or inhibit this light from reaching the site. Orientating, gardens and windows in the latter design will maximise the natural light reaching both public and private spaces on the proposed site.

Prevailing winds come predominantly from the south west. As there is already existing vegetation along the site boundaries this will provide natural sheltering from winds approaching the site from all directions.

The general conclusion from the natural features of the site is that there is little that will inhibit the design, construction or use of the site. There are aspects which need to be mitigated within the design, such as the retention of natural habitats in the middle of the site. Even though this will make the design more challenging, it is not impossible to mitigate and will bring more value to the site, making it more sustainable by having internal green spaces and lots of vegetation.



Fig 1.101 - Trees in south-western corner



Fig 1.102 - View of factory from site



Fig 1.103 - Pond on Tower End



1.11 SITE ACCESS

Kelvedon Road is a single carriageway road with an effective running width of 6.0 metres. It is subject to the 30mph speed limit as it passes to the north of the site. The road has the benefit of street lighting and continuous footway provision to both sides as it passes the site.

Cycling has the potential to substitute for short car trips, especially those less than 5km. In the highways assessment it has been assumed that a cycle time of 20 minutes, equates to 5km. The 5km catchment area of the site covers the full range of local facilities and amenities including: supermarkets; employment Areas; Churches; educational facilities; pubs and restaurants; financial Services; and health services.

The site is therefore within reasonable cycling distance of a good range of local amenities and employment opportunities and as such, is considered to have very good levels of accessibility.

Access would be taken directly from Kelvedon Road to the north of the site. As indicated in the diagram on the following page. The potential to provide a compact access roundabout to the site has been assessed as it would have the potential to provide sufficient capacity to accommodate through route traffic for the Grange Road site to the south in the future. There is potential to propose two units on the northern edge of the site to take access directly from Kelvedon Road via a single private drive, consistent with the arrangements for existing dwellings on the site.

There is also good pedestrian access to the site, there is a Public Right of Way which passes the southern end of the site.

In conclusion, the assessment demonstrates that the proposed development is suitably located to access key services, facilities and amenities by means other than private vehicles, it is also suitably accessible from existing infrastructure with the addition of a roundabout at the northern boundary of the site.



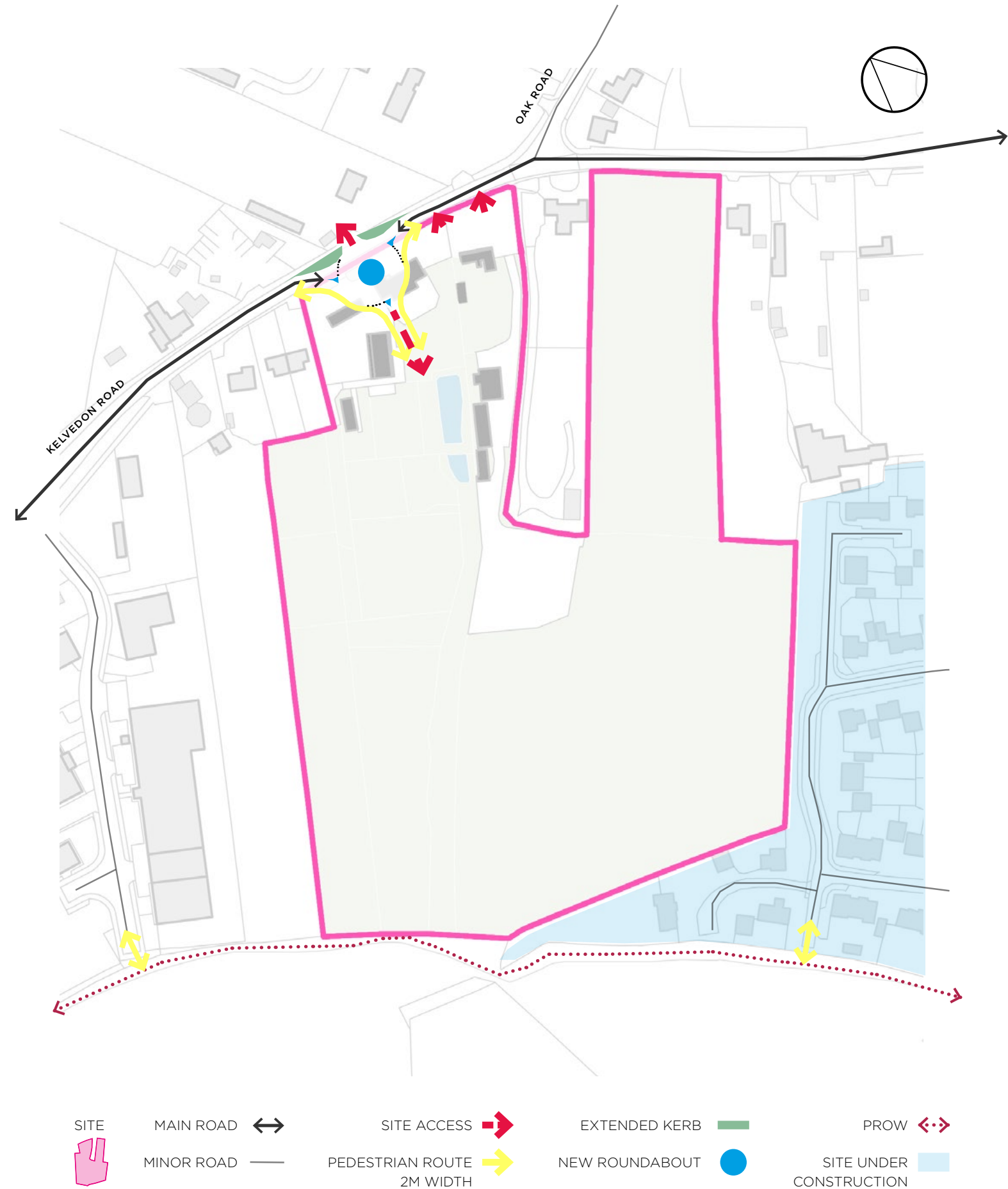
Fig 1.111 - Kelvedon Road, 30mph



Fig 1.112 - Existing access viewed from Oak Road



Fig 1.113 - Existing access to site and site opposite



1.12 VIEWS

There is potential to take opportunity of the views from the south-western borders of the site when designing the proposed layout. The mature vegetation that lines the borders of the site, will provide natural privacy to gardens and ground floor rooms, from the Public Right of Way which passes the southern boundary, while higher floored rooms would have the benefit of enjoying the views over the countryside.

Due to the retention of the TPOs on site, and potential creations of open public spaces, with mature vegetation, there is the potential to create pleasant, green, internal views.

Key site lines to the site are along Kelvedon Road, upon approach from both northern and southerly directions. The current view from the southern approach (View 1) the boundary has substantial, mature vegetation, but there are also direct site lines through to the water tower. The water tower is a key landmark as it is visible at various locations, visible from multiple locations along Kelvedon Road and Grange Road, so it would be important to retain views to this visual focal point.



Fig 1.121 - Water Tower overlooking site



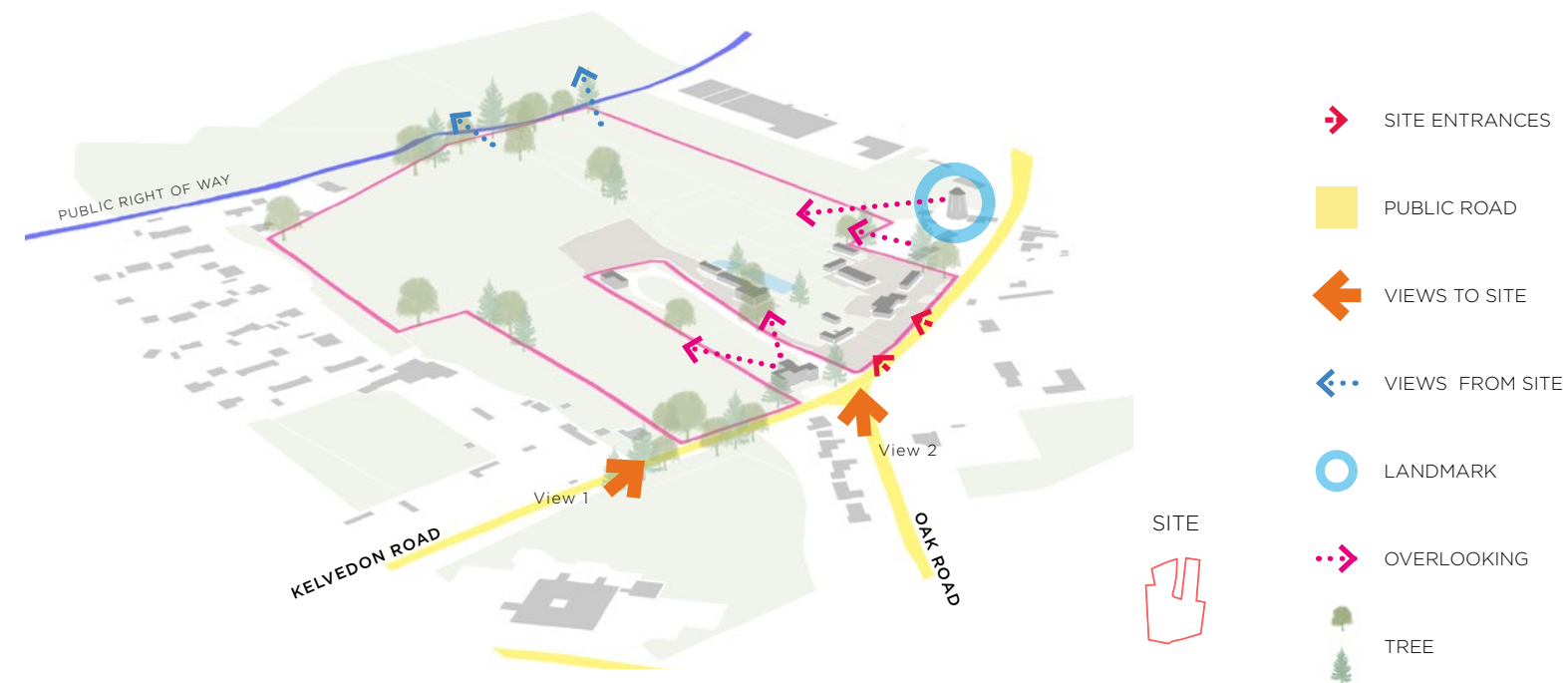
Fig 1.122 - Views from PROW



Fig 1.123 - View 1



Fig 1.124 - View 2



1.13 OPPORTUNITIES

The land south of Kelvedon Road presents a number of opportunities and positive attributes that can be taken advantage of at this site. However, there are also constraints, issues that may require mitigation. The opportunities have been highlighted on the diagram on the adjacent page.

OPPORTUNITIES

- Potential to provide a development which is a natural infill in the existing north-western development growth in Tiptree.
- Due to good transport links via Kelvedon Road, there is potential to provide easy access to Tiptree's village centre, nearby towns, services, employment and sources of leisure.
- Potential to promote sustainable access to services and promote healthy life styles, due to good pedestrian and cycling links via the existing infrastructure, Public Rights of Way and the National Cycle Way.
- Potential to create a local identity and enhance the local character by taking precedent from the listed buildings in Tiptree
- Due to the flat topography of the site there is potential for easy development,
- Due to a minor slope in topography to the south east and because most of the site sits back from the frontage onto Kelvedon road, the impact on the street-scene is reduced.
- Potential to take advantage of the views out of the site to the south-west.
- Opportunity to provide a central green focal point providing large open space for residents to enjoy.
- The existing vegetation offers a natural boundary screening and instant maturity to the proposal.

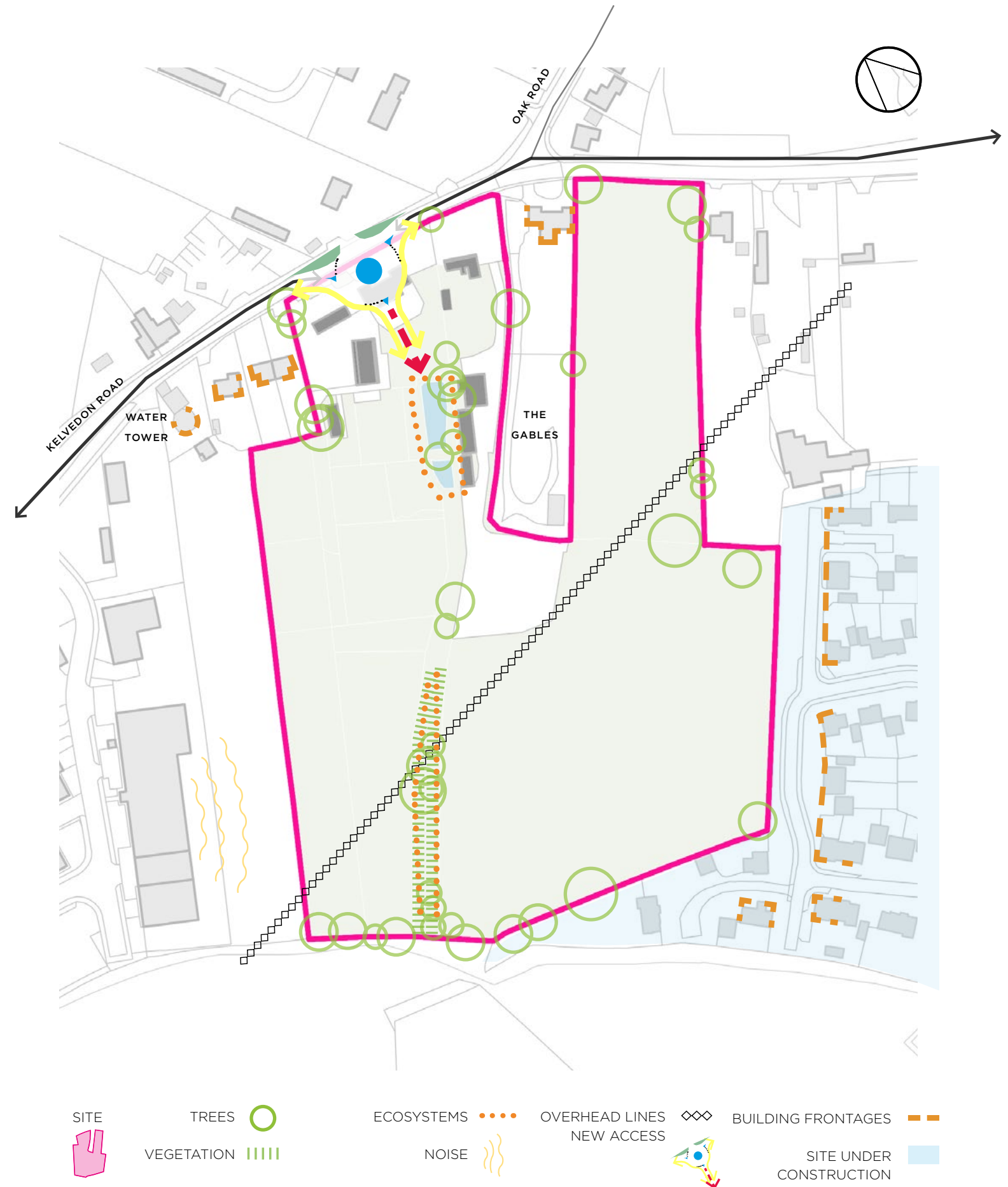


1.14 CONSTRAINTS

The land south of Kelvedon Road presents a number of opportunities and positive attributes that can be taken advantage of at this site. However, there are also constraints, issues that may require mitigation. The opportunities have been highlighted on the diagram on the adjacent page.

CONSTRAINTS

- All trees on site are registered TPOs therefore they must be retained
- The overlooking from the water tower must be considered in the orientation of the layout.
- Similarly the overlooking from the Coronation Cottages and The Gables, needs to be taken into account.
- Rear garden and privacy of the dwelling at The Gables must be respected.
- Utilities, such as the overhead electric cables may need relocating.
- Retention of the vegetation on the site, and associated ecosystems, restricts the site.
- Location of the new site access is limited and will require the construction of a new roundabout, in order to ensure safe access to the site.
- Necessary to retain views of the water tower, both from the site and through the site from key views along Kelvedon Road.
- Establishing access and connections to the neighbouring development at Grange Road.



1.15 EXECUTIVE SUMMARY

This document demonstrates that the site South of Kelvedon Road has been carefully assessed and many factors have been taken into account before the designing commences. Specialist consultants have previously been appointed to advise on a range of matters, which assists with a more in-depth knowledge of the site. The Tiptree Neighbourhood Plan indicates that there is clear support from local residents for development to occur at this site.

Evaluating the opportunities and constraints raised in this document, it is clear that there are matters which require mitigation, however the opportunities out-way the constraints and the site represents a great location for further development within Tiptree.



Fig 1.151 - Illustrative streetscene of Kelvedon Road.

IMAGE REFERENCES

Fig. 1.01 Fig 1.31 - Photo of Tiptree Messing Maypole Mill
Downloaded on 13.03.2020
{<https://www.tiptree.com/ifc>}

All other images/sketches/diagrams taken or produced by DAP Architecture.

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