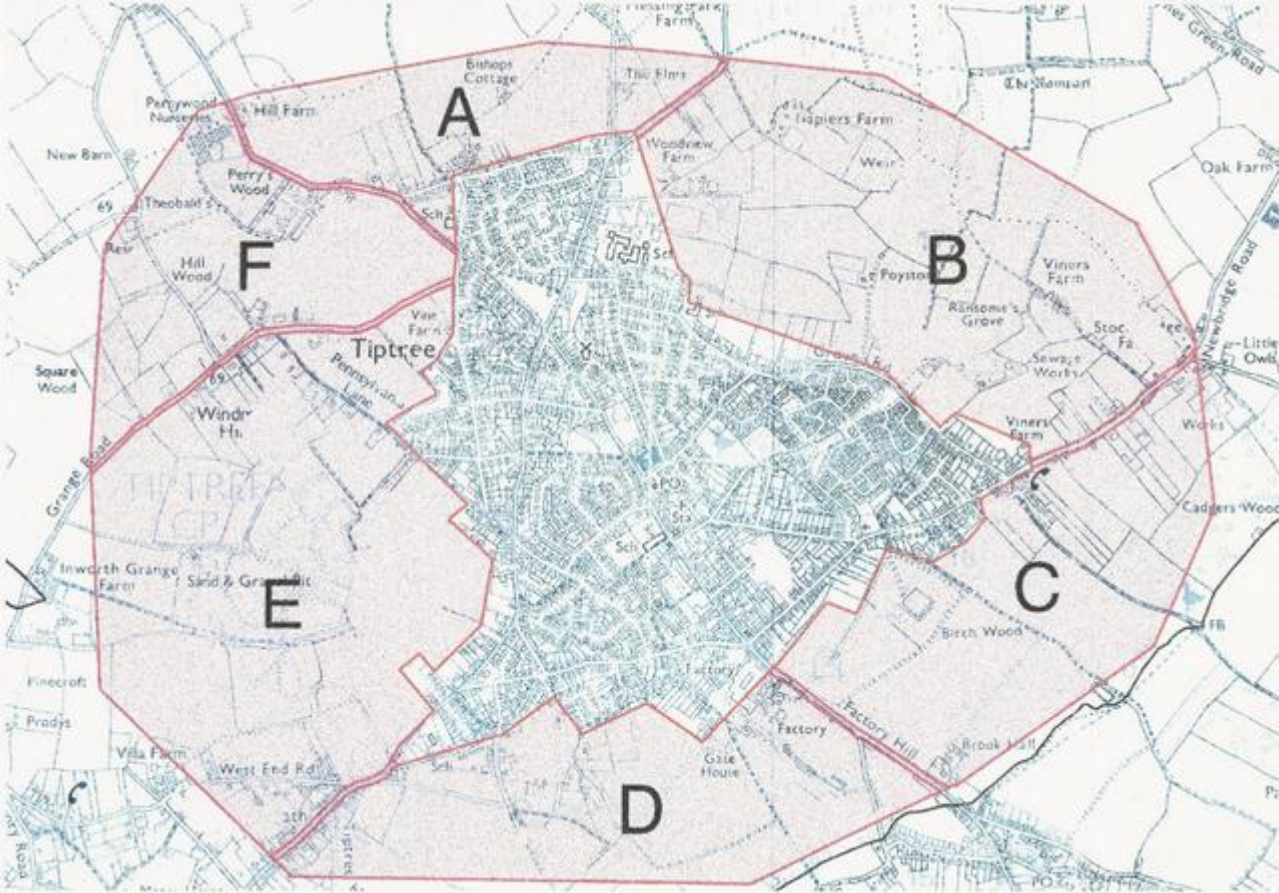


Tiptree Neighbourhood Plan Evidence Base Documents

Site Selection Process

Block Assessments



Housing Allocation – Pennsylvania Lane – Brook Meadows

Site	Description	SHLAA (categories 2-4 scored) - viability, deliverability, constraints, designations	Questionnaire	Road/Routes	Objectives/Vision & Other local information
Overall block	Questionnaire location E Pennsylvania Lane / Brook Meadows	<ul style="list-style-type: none"> • Availability 100%. • Achievable 100% - disregarding common Tiptree problems, concerns about access and Tiptree Heath school is lacking capacity. • Proforma states all services available, but as it is greenfield with no direct connection to Maldon Road and the brownfield sites with habitation in Pennsylvania Lane are missing gas and sewerage, the issue could be understated. Pennsylvania Lane is part private road and entirely a restricted byway, Blue Road is private and a significant part of Brook Meadows is unadopted. • Concerns: distance to employment and other local wildlife sites from the centre of the village. • Considerable drainage issues. 	<ul style="list-style-type: none"> • Location E was the third most popular location for housing, with sites on Grange Road being well positioned for linking to the A12 without passing through the village. Concern was expressed about the level of traffic on Maldon Road. • Considerable concerns about countryside values, walks and wildlife in location E, Pennsylvania Lane being mentioned by name. Most popular area for a country park. • 86% favour wildlife corridors, 90% and 87% respectively favour traffic-free footpaths and cycle paths into and out of the village. 72% give high priority to wildlife over development. 	<ul style="list-style-type: none"> • Concerns about using or crossing Pennsylvania Lane. • If linked to Maldon Road would add traffic to Maldon Road. • Routing traffic away from Maldon Road should occur further west, else the issue of Maldon Road causing community separation would be duplicated. • Sustrans national cycle route 1 passes through the quieter parts of Tiptree. Grove Road, Ransom Road, Vine Road, Harrington Close and Pennsylvania Lane. 	<ul style="list-style-type: none"> • HH6 North and West of the village. • CG1,2,3 Conflict: To protect local wildlife sites and other locally valued habitats. Local wildlife site. Development on this site or too close to the pits will endanger a valuable resource in Tiptree. • VI2,3 Potential conflict: To value and protect our heritage. To promote sensitive development that protects and enriches the landscape and the existing settlement whilst meeting the ongoing needs of the community. • TT2 Potential conflict: To avoid increased congestion on existing roads. • Near pits and a brook. Development on Grove Estate is probably a factor in recent flooding of Grove Lake area. Similar problems here?

Housing Allocation – Pennsylvania Lane – Brook Meadows

TIP03	Pennsylvania Lane / Brook Meadows	20 G, 13 A, 7 R. Score = 93	11.17 hectares	285 houses	
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See SHLA ratings below. Key R = Red (bad), A = Amber (maybe), G = Green (good)

		TIP03
First Sieve		
1A.1	Flood risk	G
1A.2	Too small	G
1A.3	Detached from settlement	G
1A.4	Impact on National sites	G
1A.5	Access from public highway	A
Second Sieve		
1B.1	Current & near future planning permission	G
1B.2	Protected for other use	G
1B.3	Other reason to not assess	G
Available		
2.1	Promoted	G
2.2	Ownership clear	G
2.3	In use now and future	G
Achievable		
3.1	Economically viable	G
3.2	Ransom strip	G
3.3	Minerals & waste allocation plan	G
3.4	Protected for other use	G
3.5	Contaminated	G
3.6	Requires large infrastructure enhancement	G
3.7	GP capacity	A
3.8	Primary school capacity	A
3.9	Secondary school capacity	G
3.10	Unimplemented planning	G
3.11	Unintended consequences / impeding future infrastructure projects	G

Housing Allocation – Pennsylvania Lane – Brook Meadows

		TIP03
Suitable & sustainable		
4.1	Relationship to settlement boundary	G
4.2	Coalesce settlements	G
4.3	Highway access and constraints	A
4.4	Can deliver utilities	G
4.5	Pylons / Topology etc that would limit development	G
4.6	Brownfield / Greenfield / Mixed	R
4.7	Agriculture grade	R
4.8	Noise / Smell	A
4.9	Parish Council preferred	G
4.10	Questionnaire preferred	A
4.11	Impact on landscape character or setting	R
4.12	Impact on areas of Biological /Geological importance	R
4.13	Impact on Archaeology / Heritage	G
4.14	Loss of Open Space / Public Rights of Way	A
4.15	Flood risk	G
4.16	Drainage - risk of surface flooding	A
4.17	Key views from or to site	A
4.18	Bus stop distance	A
4.19	Railway station distance	R
4.20	Primary school distance	A
4.21	Secondary school distance	A
4.22	NHS facility distance	R
4.23	Centre distance	A
4.24	Employment distance	R
4.25	Play area distance	R
4.26	Park distance	A

Housing Allocation – Florence Park

Site	Description	SHLAA (categories 2-4 scored) - viability, deliverability, constraints, designations	Questionnaire	Road/Routes	Objectives/Vision & Other local information
Overall block	Questionnaire location E North West of village	<ul style="list-style-type: none"> • Availability 100% except not immediately – completion within plan timescale. • Achievable 100% disregarding common Tiptree problems. • Potential for Business Units. • CBC emerging local plan shows this as public open space!! So is it off-limits to housing? 	<ul style="list-style-type: none"> • Location E was the third most popular location for housing, with sites on Grange Road being well positioned for linking to the A12 without passing through the village. • Considerable concerns about countryside values, walks and wildlife in location E, Pennsylvania Lane being mentioned by name. Most popular area for a country park. • 86% favour wildlife corridors, 90% and 87% respectively favour footpaths and cycle paths into and out of the village. 72% give high priority to wildlife over development. 	<ul style="list-style-type: none"> • Provided accessed via Grange Road, the advantage of location F development would apply. 	<ul style="list-style-type: none"> • HH6 North and West of the village. • TT2 Preventing congestion on Kelvedon Road by means of access via Grange Road. • BE3 Close to existing Business Area with the opportunity to add support for business and employment. • VI2,3 potential conflict: To value and protect our heritage. To promote sensitive development that protects and enriches the landscape Buildings should not impinge on Pennsylvania Lane. (Re: Park Drive) • CG2,3 potential conflict: To protect existing greenspace, the landscape character and support nature conservation. To protect local wildlife sites and other locally valued habitats.
TIP55	Florence Park (pitches area)	25 G, 11 A, 4 R. Score = 101	6.07 hectares	154 houses or less plus other.	120 houses stated

Housing Allocation – Florence Park

See SHLA ratings below. Key R = Red (bad), A = Amber (maybe), G = Green (good)

		TIP55
First Sieve		
1A.1	Flood risk	G
1A.2	Too small	G
1A.3	Detached from settlement	G
1A.4	Impact on National sites	G
1A.5	Access from public highway	G
Second Sieve		
1B.1	Current & near future planning permission	A
1B.2	Protected for other use	A
1B.3	Other reason to not assess	G
Available		
2.1	Promoted	G
2.2	Ownership clear	G
2.3	In use now and future	A
Achievable		
3.1	Economically viable	G
3.2	Ransom strip	G
3.3	Minerals & waste allocation plan	G
3.4	Protected for other use	G
3.5	Contaminated	G
3.6	Requires large infrastructure enhancement	G
3.7	GP capacity	A
3.8	Primary school capacity	G
3.9	Secondary school capacity	G
3.10	Unimplemented planning	G
3.11	Unintended consequences - impeding future infrastructure projects	G

Housing Allocation – Florence Park

		TIP55
Suitable & sustainable		
4.1	Relationship to settlement boundary	G
4.2	Coalesce settlements	G
4.3	Highway access and constraints	G
4.4	Can deliver utilities	G
4.5	Pylons / Topology etc that would limit development	G
4.6	Brownfield / Greenfield / Mixed	R
4.7	Agriculture grade	A
4.8	Noise / Smell	G
4.9	Parish Council preferred	G
4.10	Questionnaire preferred	A
4.11	Impact on landscape character or setting	G
4.12	Impact on areas of Biological / Geological importance	G
4.13	Impact on Archaeology / Heritage	G
4.14	Loss of Open Space / Public Rights of Way	A
4.15	Flood risk	G
4.16	Drainage - risk of surface flooding	A
4.17	Key views from or to site	A
4.18	Bus stop distance	A
4.19	Railway station distance	R
4.20	Primary school distance	A
4.21	Secondary school distance	G
4.22	NHS facility distance	R
4.23	Centre distance	R
4.24	Employment distance	A
4.25	Play area distance	A
4.26	Park distance	G

Housing Allocation – East Factory Hill

Site	Description	SHLAA (categories 2-4 scored) - viability, deliverability, constraints, designations	Questionnaire	Road/Routes	Objectives/Vision & Other local information
Overall block	Questionnaire location C South of Village	<ul style="list-style-type: none"> • Availability 100% • Achievable 100% disregarding common Tiptree problems. The nearest schools lack capacity, but that is not particularly relevant in this case. • Offers assisted living / nursing home. 	<ul style="list-style-type: none"> • Location C was fourth/fifth most popular for housing, though a number of comments suggested it wouldn't hurt with respect to the ongoing development on this site. • There was concern that Factory Corner junction is busy, but there are plans afoot to improve this junction. • A self-supporting retirement community: 70.9% agreed, 9.1% disagree. Sheltered accommodation with a warden: 73.3% agree, 9.2% disagree. A care / nursing home: 66.5% agree, 11% disagree. 	<ul style="list-style-type: none"> • Route 4 • Diverts east-west traffic to and from the south of Tiptree away from Chapel Road, which despite being designated a strategic route is already heavily blocked with parked cars. • Takes some pressure off the Factory Corner junction, though this it already listed for improvement. • Less traffic on the New Road / Chapel Road junction. • Some land has been offered for development in location C and some is already under development. 	<ul style="list-style-type: none"> • HH6 conflict: not North and West of the village. • HH4 To include variety and choice to meet existing and future needs in terms of housing type and tenure. • VC2 Sustaining and improving the local facilities for existing and new residents. • Once frail our local residents are forced to leave the village to enter residential care. Whilst their younger relatives are more able to visit them, their older friends may not manage to travel to see them. • Those whose lifestyles are limited by age or disability benefit from the views afforded by a gentle slope.
TIP53	East of Factory Hill	28 G, 7 A, 5 R. Score = 103	1.5 hectares	38 houses possible, but details of this scheme are not known.	

Housing Allocation – East Factory Hill

See SHLA ratings below. Key R = Red (bad), A = Amber (maybe), G = Green (good)

		TIP53
First Sieve		
1A.1	Flood risk	G
1A.2	Too small	G
1A.3	Detached from settlement	G
1A.4	Impact on National sites	G
1A.5	Access from public highway	G
Second Sieve		
1B.1	Current & near future planning permission	G
1B.2	Protected for other use	G
1B.3	Other reason to not assess	G
Available		
2.1	Promoted	G
2.2	Ownership clear	G
2.3	In use now and future	G
Achievable		
3.1	Economically viable	G
3.2	Ransom strip	G
3.3	Minerals & waste allocation plan	G
3.4	Protected for other use	G
3.5	Contaminated	G
3.6	Requires large infrastructure enhancement	G
3.7	GP capacity	A
3.8	Primary school capacity	A
3.9	Secondary school capacity	G
3.10	Unimplemented planning	G
3.11	Unintended consequences - impeding future infrastructure projects	G

Housing Allocation – East Factory Hill

		TIP53
Suitable & sustainable		
4.1	Relationship to settlement boundary	G
4.2	Coalesce settlements	G
4.3	Highway access and constraints	G
4.4	Can deliver utilities	G
4.5	Pylons / Topology etc that would limit development	G
4.6	Brownfield / Greenfield / Mixed	R
4.7	Agriculture grade	R
4.8	Noise / Smell	G
4.9	Parish Council preferred	R
4.10	Questionnaire preferred	R
4.11	Impact on landscape character or setting	G
4.12	Impact on areas of Biological /Geological importance	G
4.13	Impact on Archaeology / Heritage	G
4.14	Loss of Open Space / Public Rights of Way	G
4.15	Flood risk	G
4.16	Drainage - risk of surface flooding	A
4.17	Key views from or to site	G
4.18	Bus stop distance	G
4.19	Railway station distance	R
4.20	Primary school distance	A
4.21	Secondary school distance	A
4.22	NHS facility distance	A
4.23	Centre distance	G
4.24	Employment distance	G
4.25	Play area distance	A
4.26	Park distance	G

Housing Allocation – Location A

Site	Description	SHLAA (categories 2-4 scored) - viability, deliverability, constraints, designations	Questionnaire	Road/Routes	Objectives/Vision & Other local information
Overall block	Questionnaire location A North of village	<ul style="list-style-type: none"> • Availability 100% • Achievable 100% disregarding common Tiptree problems, bar possible Coal Yard contamination a very small part of the block • The 4 large sites have offered community facilities. 	<ul style="list-style-type: none"> • Location A was the second most popular location for housing, being well positioned for linking to the A12 without passing through the village. • There was concern that Kelvedon Road and the Windmill Green junction with Maldon Road were already busy. • Fewer concerns about countryside values in this location • Family / young adult / youth provision for leisure. • Provision of commuter bus / long stay parking / local circular bus. 	<ul style="list-style-type: none"> • By linking Kelvedon Road through to Colchester Road via location A, existing through traffic between the North and East of Tiptree could be diverted from Kelvedon Road, the route into the village centre. • Making more capacity for new traffic from the development accessing the village centre. • Reducing traffic past Baynards and Thurstable Schools. • First phase to facilitate 'bypass' of Church Road. 	<ul style="list-style-type: none"> • HH6 North and West of the village. • TT2 Preventing congestion on Kelvedon Road by means of alternate access via Oak Road (track is not a PRow) and Messing Road. • BE3 Close to existing Business Area to add support for business and employment. • VI4 Improvements to transport
TIP04	Oak Road behind eastern end	33 G, 3 A, 4 R. Score 109	2.68	68	
TIP17	Rear of Bonnie Blue Oak	34 G, 2 A, 4 R. Score 110	1.6	40	
TIP49	North of Oak Road (site C) Central	32 G, 4 A, 4 R. Score 108	13.21	336	
TIP50	North of Oak Road (site B) East	33 G, 3 A, 4 R. Score 109	6.09	155	
TIP51	North of Oak Road (site A) West	32 G, 4 A, 4 R. Score 108	4.63	118	
TIP68	Coal Yard / Highlands Nursery / 104 Oak Road	32 G, 5 A, 3 R. Score 109	3.105	79	
Totals:			31.315 hectares	796 houses or less plus other	576 houses stated

Housing Allocation – Location A

See SHLA ratings below. Key R = Red (bad), A = Amber (maybe), G = Green (good)

		TIP04	TIP17	TIP49	TIP50	TIP51	TIP68	TIP04
First Sieve								
1A.1	Flood risk	G	G	G	G	G	G	G
1A.2	Too small	G	G	G	G	G	G	G
1A.3	Detached from settlement	G	G	G	G	G	G	G
1A.4	Impact on National sites	G	G	G	G	G	G	G
1A.5	Access from public highway	G	A	G	G	G	G	G
Second Sieve								
1B.1	Current & near future planning permission	G	G	G	G	G	G	G
1B.2	Protected for other use	G	G	G	G	G	G	G
1B.3	Other reason to not assess	G	A	G	G	G	G	G
Available								
2.1	Promoted	G	G	G	G	G	G	G
2.2	Ownership clear	G	G	G	G	G	G	G
2.3	In use now and future	G	G	G	G	G	G	G
Achievable								
3.1	Economically viable	G	G	G	G	G	G	G
3.2	Ransom strip	G	G	G	G	G	G	G
3.3	Minerals & waste allocation plan	G	G	G	G	G	G	G
3.4	Protected for other use	G	G	G	G	G	G	G
3.5	Contaminated	G	G	G	G	G	A	G
3.6	Requires large infrastructure enhancement	G	G	G	G	G	G	G
3.7	GP capacity	A	A	A	A	A	A	A
3.8	Primary school capacity	G	G	G	G	G	G	G
3.9	Secondary school capacity	G	G	G	G	G	G	G
3.10	Unimplemented planning	G	G	G	G	G	G	G
3.11	Unintended consequences - impeding future infrastructure projects	G	G	G	G	G	G	G

Housing Allocation – Location A

		TIP04	TIP17	TIP49	TIP50	TIP51	TIP68	TIP04
Suitable & sustainable								
4.1	Relationship to settlement boundary	G	G	G	G	G	G	G
4.2	Coalesce settlements	G	G	G	G	G	G	G
4.3	Highway access and constraints	G	G	G	G	G	G	G
4.4	Can deliver utilities	G	G	G	G	G	G	G
4.5	Pylons / Topology etc that would limit development	G	G	G	G	G	G	G
4.6	Brownfield / Greenfield / Mixed	R	R	R	R	R	A	R
4.7	Agriculture grade	A	A	A	A	A	A	A
4.8	Noise / Smell	G	G	G	G	G	G	G
4.9	Parish Council preferred	G	G	G	G	G	G	G
4.10	Questionnaire preferred	G	G	G	G	G	G	G
4.11	Impact on landscape character or setting	G	G	G	G	G	G	G
4.12	Impact on areas of Biological /Geological importance	G	G	A	G	A	G	G
4.13	Impact on Archaeology / Heritage	G	G	G	G	G	G	G
4.14	Loss of Open Space / Public Rights of Way	G	G	A	G	G	G	G
4.15	Flood risk	G	G	G	G	G	G	G
4.16	Drainage - risk of surface flooding	G	G	G	G	G	G	G
4.17	Key views from or to site	G	G	G	G	G	G	G
4.18	Bus stop distance	G	G	G	G	G	G	G
4.19	Railway station distance	R	R	R	R	R	R	R
4.20	Primary school distance	G	G	G	G	G	G	G
4.21	Secondary school distance	G	G	G	G	G	G	G
4.22	NHS facility distance	R	R	R	R	R	R	R
4.23	Centre distance	R	R	R	R	R	R	R
4.24	Employment distance	A	G	G	A	G	G	A
4.25	Play area distance	G	G	G	G	G	A	G
4.26	Park distance	G	G	G	G	A	G	G

Housing Allocation – Location F

Site	Description	SHLAA (categories 2-4 scored) - viability, deliverability, constraints, designations	Questionnaire	Road/Routes	Objectives/Vision & Other local information
Overall block	Questionnaire location F North of village	<ul style="list-style-type: none"> • Availability 100% bar one small site as yet un-promoted. • Achievable 100% disregarding common Tiptree problems, bar one site with 3 owners. • 2 sites have offered business use and one of these also leisure and community. 	<ul style="list-style-type: none"> • Location F was the first most popular location for housing, being well positioned for linking to the A12 without passing through the village. • There was concern that Kelvedon Road and the Windmill Green junction with Maldon Road were already busy. • Fewer concerns about countryside values in this location • Family / young adult / youth provision for leisure. • Provision of commuter bus / long stay parking / local circular bus. 	<ul style="list-style-type: none"> • By linking Kelvedon Road through to Grange Road via location F, existing through traffic between the North and West of Tiptree could be diverted from Kelvedon Road, the route into the village centre. • Making more capacity for new traffic from the development accessing the village centre. • Reducing traffic past Baynards school, and by signposting to Braxted Park Road and Tiptree Road, traffic passing The Heath and Tiptree heath School. • First phase to facilitate 'bypass' of Church Road. 	<ul style="list-style-type: none"> • HH6 North and West of the village. • TT2 Preventing congestion on Kelvedon Road by means of alternate access via Grange Road. • BE3 Close to existing Business Area to add support for business and employment. • VI4 Improvements to transport • TT4 To promote the provision of cycleways and footpaths. Help to improve paths in Perrywoods direction.
TIP08	Kelvedon Road between The Gables & Stourton	31 G, 5 A, 4 R. Score = 107	1.6	40	
TIP15	Water Works, Grange Road	29 G, 6 A, 5 R. Score = 104	2.036	51	
TIP16	Towerend +	32 G, 5 A, 3 R. Score = 109	3.544	90	
TIP48	The Gables, Kelvedon Road	31 G, 6 A, 3 R. Score = 108	0.39	10	
Totals			7.57 hectares	191 houses or less plus other	

See SHLA ratings below. Key R = Red (bad), A = Amber (maybe), G = Green (good)

Housing Allocation – Location F

		TIP08	TIP15	TIP16	TIP48
First Sieve					
1A.1	Flood risk	G	G	G	G
1A.2	Too small	G	G	G	G
1A.3	Detached from settlement	G	G	G	G
1A.4	Impact on National sites	G	G	G	G
1A.5	Access from public highway	G	G	G	G
Second Sieve					
1B.1	Current & near future planning permission	G	G	G	G
1B.2	Protected for other use	G	G	G	G
1B.3	Other reason to not assess	G	G	G	G
Available					
2.1	Promoted	G	G	G	A
2.2	Ownership clear	A	G	G	G
2.3	In use now and future	G	G	G	G
Achievable					
3.1	Economically viable	G	G	G	G
3.2	Ransom strip	G	G	G	G
3.3	Minerals & waste allocation plan	G	G	G	G
3.4	Protected for other use	G	G	G	G
3.5	Contaminated	G	G	G	G
3.6	Requires large infrastructure enhancement	G	G	G	G
3.7	GP capacity	A	A	A	A
3.8	Primary school capacity	G	G	G	G
3.9	Secondary school capacity	G	G	G	G
3.10	Unimplemented planning	G	G	G	G
3.11	Unintended consequences - impeding future infrastructure projects	G	G	G	G
Suitable & sustainable					
4.1	Relationship to settlement boundary	G	G	G	G
4.2	Coalesce settlements	G	G	G	G

Housing Allocation – Location F

		TIP08	TIP15	TIP16	TIP48
4.3	Highway access and constraints	G	G	G	G
4.4	Can deliver utilities	G	G	G	G
4.5	Pylons / Topology etc that would limit development	G	G	G	G
4.6	Brownfield / Greenfield / Mixed	R	R	A	A
4.7	Agriculture grade	A	A	A	A
4.8	Noise / Smell	G	G	G	G
4.9	Parish Council preferred	G	G	G	G
4.10	Questionnaire preferred	G	G	G	G
4.11	Impact on landscape character or setting	G	G	G	G
4.12	Impact on areas of Biological /Geological importance	G	G	G	G
4.13	Impact on Archaeology / Heritage	G	G	G	G
4.14	Loss of Open Space / Public Rights of Way	G	A	G	G
4.15	Flood risk	G	G	G	G
4.16	Drainage - risk of surface flooding	G	G	G	G
4.17	Key views from or to site	G	G	G	G
4.18	Bus stop distance	A	R	A	A
4.19	Railway station distance	R	R	R	R
4.20	Primary school distance	G	A	G	G
4.21	Secondary school distance	G	G	G	G
4.22	NHS facility distance	R	R	R	R
4.23	Centre distance	R	R	R	R
4.24	Employment distance	G	A	G	G
4.25	Play area distance	A	A	A	A
4.26	Park distance	G	G	G	G

Housing Allocation – Peakes

Site	Description	SHLAA (categories 2-4 scored) - viability, deliverability, constraints, designations	Questionnaire	Road/Routes	Objectives/Vision & Other local information
Overall block	Questionnaire location E Peakes	<ul style="list-style-type: none"> • Availability 100%. • Achievable 100% - disregarding common Tiptree problems, concerns about Tiptree Heath school lacking capacity. • Concerns: distance to employment and local wildlife. • TIP43 offers Retail / Community with adjoining plot • TIP65 offers Pick up/drop off for Tiptree Heath school, but it seems unrealistically small. 	<ul style="list-style-type: none"> • Location E was the third most popular location for housing, with sites on Grange Road being well positioned for linking to the A12 without passing through the village. Concern was expressed about the level of traffic on Maldon Road. • Considerable concerns about countryside values, walks and wildlife in location E, Pennsylvania Lane being mentioned by name. Most popular area for a country park. • 86% favour wildlife corridors, 90% and 87% respectively favour traffic-free footpaths and cycle paths into and out of the village. 72% give high priority to wildlife over development. 	<ul style="list-style-type: none"> • If linked to Maldon Road would add traffic to Maldon Road. • Routing traffic away from Maldon Road could occur to the West of this location, but it would involve sites further north opening up a large irregular boundary. 	<ul style="list-style-type: none"> • HH6 North and West of the village. • CG & 3 Potential conflict: To protect local wildlife sites and other locally valued habitats. Local wildlife site nearby. Development too close to the Pits will endanger a valuable resource in Tiptree. • TT2 Potential conflict: To avoid increased congestion on existing roads. • VC3 Potential conflict: To promote the provision of sufficient essential services and shops as close to the village centre as possible. Unless it is a convenience store. (52.8% for, 19.6% against)
TIP43	94 Maldon Road	23 G, 13 A, 4 R. Score = 99	0.8	20	
TIP65	Peakes, Maldon Road	26 G, 10 A, 4 R. Score = 102	16.033	408	
			16.833 hectares	428 houses	274 houses stated

See SHLA ratings below. Key R = Red (bad), A = Amber (maybe), G = Green (good)

Housing Allocation – Peakes

		TIP43	TIP65
First Sieve			
1A.1	Flood risk	G	G
1A.2	Too small	G	G
1A.3	Detached from settlement	G	G
1A.4	Impact on National sites	G	G
1A.5	Access from public highway	A	G
Second Sieve			
1B.1	Current & near future planning permission	G	G
1B.2	Protected for other use	G	G
1B.3	Other reason to not assess	G	G
Available			
2.1	Promoted	G	G
2.2	Ownership clear	G	A
2.3	In use now and future	G	G
Achievable			
3.1	Economically viable	G	G
3.2	Ransom strip	G	G
3.3	Minerals & waste allocation plan	G	G
3.4	Protected for other use	G	G
3.5	Contaminated	G	G
3.6	Requires large infrastructure enhancement	G	G
3.7	GP capacity	A	A
3.8	Primary school capacity	A	A
3.9	Secondary school capacity	G	G
3.10	Unimplemented planning	G	G
3.11	Unintended consequences / impeding future infrastructure projects	G	G

Housing Allocation – Peakes

		TIP43	TIP65
Suitable & sustainable			
4.1	Relationship to settlement boundary	G	G
4.2	Coalesce settlements	G	G
4.3	Highway access and constraints	A	G
4.4	Can deliver utilities	G	G
4.5	Pylons / Topology etc that would limit development	G	G
4.6	Brownfield / Greenfield / Mixed	R	R
4.7	Agriculture grade	A	R
4.8	Noise / Smell	G	G
4.9	Parish Council preferred	G	G
4.10	Questionnaire preferred	A	A
4.11	Impact on landscape character or setting	G	G
4.12	Impact on areas of Biological /Geological importance	G	G
4.13	Impact on Archaeology / Heritage	G	G
4.14	Loss of Open Space / Public Rights of Way	A	A
4.15	Flood risk	G	G
4.16	Drainage - risk of surface flooding	A	G
4.17	Key views from or to site	A	A
4.18	Bus stop distance	G	G
4.19	Railway station distance	R	R
4.20	Primary school distance	A	G
4.21	Secondary school distance	A	A
4.22	NHS facility distance	R	R
4.23	Centre distance	A	A
4.24	Employment distance	A	A
4.25	Play area distance	R	G
4.26	Park distance	A	A

Housing Allocation – West Pennsylvania Lane

Site	Description	SHLAA (categories 2-4 scored) - viability, deliverability, constraints, designations	Questionnaire	Road/Routes	Objectives/Vision & Other local information
Overall block	Questionnaire location E West Pennsylvania Lane	<ul style="list-style-type: none"> • Availability not 100% – some interest shown by developers, but not promoted. • Achievable not 100% - disregarding common Tiptree problems, concerns about access. Currently linked to Pennsylvania Lane a restricted byway (limited vehicle access). • No mains connection to gas and sewerage. • Distance to schools, buses, employment. • 1 site offers warden assisted living and another business and leisure, but are these practical in the location? 	<ul style="list-style-type: none"> • Location E was the third most popular location for housing, with sites on Grange Road being well positioned for linking to the A12 without passing through the village. • Considerable concerns about countryside values, walks and wildlife in location E, Pennsylvania Lane being mentioned by name. Most popular area for a country park. • 86% favour wildlife corridors, 90% and 87% respectively favour traffic-free footpaths and cycle paths into and out of the village. 72% give high priority to wildlife over development. 	<ul style="list-style-type: none"> • Provided accessed via Grange Road, the advantage of location F development would apply. • Concerns about using or crossing Pennsylvania Lane. 	<ul style="list-style-type: none"> • HH6 North and West of the village. • TT2 Preventing congestion on Kelvedon Road by means of alternative access via Grange Road. How? • VI2,3 potential conflict: To value and protect our heritage. To promote sensitive development that protects and enriches the landscape. Buildings should not impinge on Pennsylvania Lane. (Re: Park Drive). Access should not be via Pennsylvania Lane or across it. • CG2,3 potential conflict: To protect existing the landscape character and support nature conservation. To protect local wildlife sites and other locally valued habitats.
TIP18	Culver Farm	18 G, 14 A, 8 R. Score = 90	4	102	
TIP34	North of Fourwinds	19 G, 13 A, 8 R. Score = 91	1.6	40	
TIP41	Surrounding Little Oaks	21 G, 11 A, 8 R. Score = 93	4.5	114	
TIP54	Fourwinds	20 G, 12 A, 8 R. Score = 92	1.142	29	
Totals			11.242 hectares	285 houses	

Housing Allocation – West Pennsylvania Lane

See SHLA ratings below. Key R = Red (bad), A = Amber (maybe), G = Green (good)

		TIP18	TIP34	TIP41	TIP54
First Sieve					
1A.1	Flood risk	G	G	G	G
1A.2	Too small	G	G	G	G
1A.3	Detached from settlement	A	G	G	G
1A.4	Impact on National sites	G	G	G	G
1A.5	Access from public highway	A	A	A	A
Second Sieve					
1B.1	Current & near future planning permission	G	G	G	G
1B.2	Protected for other use	G	G	G	G
1B.3	Other reason to not assess	G	G	G	G
Available					
2.1	Promoted	A	A	A	A
2.2	Ownership clear	G	G	G	G
2.3	In use now and future	G	G	G	G
Achievable					
3.1	Economically viable	A	A	A	A
3.2	Ransom strip	G	G	G	G
3.3	Minerals & waste allocation plan	G	G	G	G
3.4	Protected for other use	G	G	G	G
3.5	Contaminated	G	G	G	G
3.6	Requires large infrastructure enhancement	G	G	G	G
3.7	GP capacity	A	A	A	A
3.8	Primary school capacity	G	G	G	G
3.9	Secondary school capacity	G	G	G	G
3.10	Unimplemented planning	G	G	G	G
3.11	Unintended consequences / impeding future infrastructure projects	A	G	G	G

Housing Allocation – West Pennsylvania Lane

		TIP18	TIP34	TIP41	TIP54
Suitable & sustainable					
4.1	Relationship to settlement boundary	A	A	G	A
4.2	Coalesce settlements	G	G	G	G
4.3	Highway access and constraints	A	A	A	A
4.4	Can deliver utilities	A	A	A	A
4.5	Pylons / Topology etc that would limit development	G	G	G	G
4.6	Brownfield / Greenfield / Mixed	A	A	A	A
4.7	Agriculture grade	R	R	A	R
4.8	Noise / Smell	G	G	G	G
4.9	Parish Council preferred	G	G	G	G
4.10	Questionnaire preferred	A	A	A	A
4.11	Impact on landscape character or setting	G	G	G	G
4.12	Impact on areas of Biological /Geological importance	G	G	G	G
4.13	Impact on Archaeology / Heritage	G	G	G	G
4.14	Loss of Open Space / Public Rights of Way	A	A	A	A
4.15	Flood risk	G	G	G	G
4.16	Drainage - risk of surface flooding	A	A	A	A
4.17	Key views from or to site	A	A	A	A
4.18	Bus stop distance	R	R	R	R
4.19	Railway station distance	R	R	R	R
4.20	Primary school distance	R	R	R	R
4.21	Secondary school distance	A	A	G	G
4.22	NHS facility distance	R	R	R	R
4.23	Centre distance	R	R	R	R
4.24	Employment distance	R	R	R	R
4.25	Play area distance	R	R	R	R
4.26	Park distance	A	A	R	A