

Tiptree Neighbourhood Plan Steering Group.**Statement to Appeal Hearing 5th April 2022****Presented by Jonathan Greenwood, Chairman, Tiptree NP Steering Group****With respect to:****Appeal by Strutt & Parker on behalf of Marden Homes****LPA reference: 190647****Reference: APP/A1530/W/21/3278575****Site: land adjoining, The Gables, Kelvedon Road, Tiptree, Colchester,
CO5 0LU****Handouts:**

- Tiptree NP Document 1 Summary of Objections (16.8.21)
- Tiptree NP Document 2 Update (8.3.22) - Was this accepted by the Inspector? It reflects NP decisions made in the light of the outcome of the eLP examination; advances made by the NP and the publication of the Case Management Conference Summary which outlined the main considerations of the Appeal and made clear that the 5 year HLS was not contested.
- A letter from Architecture Design Planning on behalf of Mersea Homes confirming the deliverability of the NP sites.
- The Regulation 14 Pre-Submission Tiptree Neighbourhood Plan

Tiptree Neighbourhood Plan Steering Group is a Working Group of Tiptree Parish Council and has the full support of the Parish Council and strong support from the residents of Tiptree.

The members of the Tiptree Neighbourhood Plan Steering Group are passionate about Neighbourhood Planning because it puts the control of development in the hands of the people who have to live with the consequences, namely the community of Tiptree.

For this reason, as chairman of the NP Steering Group, I have willingly devoted hundreds of hours of my personal time over the past five years to progress Neighbourhood Planning in Tiptree. But it's not only me, the Neighbourhood Plan (NP) Steering Group, Parish Councillors, an army of volunteers that is our Working Group and our Strategic Housing Land Availability Assessment (SHLAA) group not to mention the hundreds of residents and others to whom the future of Tiptree matters, who have attended exhibitions, responded to consultations and helped analyse data and formulate a Neighbourhood Plan for Tiptree – all have given their time to create a plan that truly reflects the aspirations of the community.

Neither Tiptree Parish Council (TPC) nor the Tiptree NP group are opposed to development. In fact Tiptree was one of the first Colchester communities to embrace development and Tiptree Parish Council has pro-actively agreed with Colchester Borough Council (CBC) Planning Department an allocation of 600 new homes in the context of the emerging Spatial Strategy and proportionate growth. This agreement to commit to 600 new homes represents a higher level of growth than any other settlement in CBC outside of Colchester town or the proposed garden community. It also comes on top of significant other growth in the current planning round. We have embraced this development because we believe that well planned development has the potential to bring new life, improved roads, services and amenities that improve and stimulate life in the village.

Tiptree Neighbourhood Plan suffered a setback in 2020 following a less than satisfactory examination which resulted in an unfavourable decision and an ambiguous examination report. Despite this, **Tiptree Parish Council (TPC), as the Qualifying Body, is committed to completing the plan by the end of this year and has the full support of Colchester Borough Council.**

Following the examination in 2020 a new draft NP (2022) has now been published and, at the time of this inquiry, is being consulted on (Regulation 14). In line with the recommendations of both the NP (2020) examiner and the emerging Local Plan (eLP) inspector, 200 homes have been removed from the NP. Furthermore, as a consequence of a thorough site selection process and Strategic Environmental Assessment the Highland Nursery and Elms Farm sites have been selected for development in the new planning period and the Tower End Sites (which includes the Marden Homes appeal site) no longer feature in the NP.

This decision to develop the two northern sites (Highland Nursery and Elms Farm) was reached for the following reasons:

- The two sites taken together will deliver better community gains, to include 1.1 hectares of land for a commercial area, 0.4 hectares of land for a new Health Centre, land and contributions towards a community facility of at least 300m² floor space and at least 0.4 hectares of land and contributions towards new allotments.
- The two northern sites will also deliver the first phase of a northern link road as included in eLP Policy SS14.
- The lead developer, Mersea Homes, has confirmed the deliverability of the sites in conformity with the eNP.

By way of contrast, the Tower End sites do not feature in the NP (2022) because they deliver little by way of community gain (except Green Space that already exists) and the relevant land owners and/or promoters have not worked together to demonstrate a comprehensive approach to the area. It remains a future aspiration of the Tiptree community to deliver a Kelvedon Road – Grange Road link. To do so requires a comprehensive approach including negotiations with a third party over a ransom strip. This has not occurred. Consequently the Steering Group had little confidence in the ability of the Tower End promoters (including Strutt & Parker/Marden Homes) to deliver according to the NP (2020) (ref TNP G Engagements with Strutt & Parker 2018-2021).

Additionally, **part of the Marden Homes site is designated as a 'Local Economic Area'** in both the Adopted Core Strategy and the eLP. In the NP (2020) it was proposed to swap this requirement for a similar area at Highland Nursery. In the NP (2022), since the Tower End sites are not being promoted, this swap no longer features therefore part of the Marden Homes site retains its designation as a Local Economic Area. Similarly part of this area is allocated as a Gypsy and Traveller Site in both the adopted and emerging Local Plans.

Consequently, if this appeal is granted:

- Development in Tiptree will not be in conformity with either the existing or emerging Colchester Local Plans.

Furthermore:

- A further 130 homes will be removed from the NP (2022) – undermining the viability of the community gains and effectively ‘killing’ the NP.
- Tiptree will not get its commercial/employment area.
- Tiptree will not meet its targets for the provision of allotments.
- Tiptree will lose the gift of land to provide a badly needed new Health Centre.
- The future opportunity to deliver a Kelvedon Road/Grange Road link will be permanently lost.

As I draw towards a conclusion, I would like to address the three main considerations in this inquiry.

1. Does this proposal meet a housing need in the context of local and national planning policy?
2. Is this proposal appropriate in terms of design?
3. Does this proposal comprise sustainable development in an overall planning balance?

1. Does this proposal meet a housing need in the context of local and national planning policy?

Awarding this appeal may meet a housing need but it would not be in the context of local planning policy as it does not conform either to the existing or the (immanently) emerging Local Plan, for the following reasons:

- It is outside the current or indeed any proposed settlement boundary for Tiptree.
- It would hinder the delivery of the northern link road included in eLP Policy SS14.
- The proposal does not accord with the emerging Neighbourhood Plan – which Policy SS14 specifies will determine both development sites and the settlement boundary. The eNP, which is under Regulation 14 consultation at this moment, is underpinned by a thorough SHLAA process, three Traffic studies, a thorough SEA and confirmation of the deliverability of the NP by our partner developers. We expect to adopt the plan by the end of this year.
- The proposal at the Gables would prejudice the plan making process. The proposal would be so substantial and its cumulative effect alongside other recent approvals, such as that at Barbrook Lane, would be so significant, that to grant permission would undermine the plan-making process by predetermining decisions. It would effectively be the end of the NP.
- Part of the Marden land is a designated Local Economic Area. If the proposal is accepted it would result in the loss of a designated Local Economic Area as specified in the Tiptree Policy maps for both the current and emerging LP.
- I am given to understand that the proposal will struggle to demonstrate a biodiversity net gain or a 10% increase in canopy cover as is now required by MM24 & MM25 in the schedule of Main Modifications table which will update Policy CC1.

2. Is this proposal appropriate in terms of design?

The Marden proposal is inappropriate in terms of design because it is piecemeal and not strategic. In particular the opportunity to create the link road between Kelvedon Road and Grange Road would be lost forever (The suggestion that green verges will allow the road to be upgraded in the future is, frankly, ‘pie in the sky’). I suspect the proposal also constitutes ‘over development’ of the site since it will struggle to achieve ecological objectives in terms of Biodiversity and canopy cover whilst also developing a scheme in character with the village.

3. Does this proposal comprise sustainable development in an overall planning balance?

The Marden proposal is unsustainable in that it provides little by way of community infrastructure that is needed to accommodate present and future growth. Consequently, if this appeal is granted:

- Tiptree may not get its commercial/employment area.
- Additional land designated as a Local Economic Area will be lost
- Tiptree will not meet its targets for the provision of allotments.
- Tiptree will lose the gift of land to provide a badly needed new Health Centre.
- The future opportunity to deliver a Kelvedon Road/Grange Road link will be lost

The Marden proposal not only fails to address the urgent need for a new Health Centre, it makes the delivery of a Health Centre far less likely. Tiptree health centre is over-subscribed. The GP surgeries, North-East Essex capacity spreadsheet provided by CBC (TNP B GP surgeries) ranks Tiptree Health Centre as third out of 59 surgeries in terms of its projected floor space deficit in 2021. The cost of making up this deficit is estimated as £933,627. This is without considering any increase beyond 2021. In an email to Karen Syrett at CBC dated 11th May 2020 Jane Taylor, Senior Estates Development Manager, N E Essex Clinical Commissioning Group, states, 'there remains concerns by partners at the practice regarding increasing capacity and the existing premise currently stands at requiring an additional 490m² of space just for the current anticipated growth. Therefore, the CCG would object to any additional housing over and above that captured in the Neighbourhood plan of 600 homes.' The provision of a new Health Centre is seen as the number one priority for Tiptree by most Tiptree residents.

Similarly the Marden Proposal only adds to the traffic issues facing Tiptree and provides nothing towards a long term solution that would both alleviate traffic issues in the present and allow sustainable development into the future.

The eNP is the result of a thorough site selection process and a detailed consideration of the alternatives. This is backed up by an independent, in depth, Strategic Environmental Assessment by AECOM. All this is a thorough, time consuming but necessary process to ensure that a Neighbourhood Plan delivers the best possible community outcomes. The proposal presented to this appeal is not the result of any such process. Neighbourhood Planners have to be rigorous in providing an evidence base to justify their site selections and developers will do their utmost to challenge the veracity of the conclusions – whilst simultaneously promoting sites without any requirement to objectively consider the alternatives. It can come as no surprise then, that the result is neither strategic nor sustainable. In short, to grant this appeal would be to sanction piecemeal development at the expense of a plan-led approach.

Neighbourhood Planning is a key part of the development plan process and it is important that the community retains confidence in the process and their ability to shape their neighbourhood.

Tiptree will deliver its housing allocation. The only question is 'what will it look like?' Please dismiss this appeal.

Tiptree NP Document 2. An update to *A Summary of objections by Tiptree Neighbourhood Plan Steering Group.*

Presented by Jonathan Greenwood, Chairman, Tiptree NP Steering Group

With respect to:

Appeal by Strutt & Parker on behalf of Marden Homes

LPA reference: 190647

Reference: APP/A1530/W/21/3278575

Site: land adjoining, The Gables, Kelvedon Road, Tiptree, Colchester, CO5 0LU

Tiptree Neighbourhood Plan (NP) Steering Group is a Working Group of Tiptree Parish Council and has the full support of the Parish Council and strong support from the residents of Tiptree.

In August 2021 'A summary of Objections by Tiptree Neighbourhood Plan Steering Group' was submitted to the Planning Inspectorate (Tiptree NP Document 1). This current document provides an update in the light of further advances made by the Neighbourhood Plan since August 2022. It should be read in conjunction with the above mentioned document.

Tiptree Neighbourhood Plan (NP)

Following a less than satisfactory examination in 2019 a new draft NP (2022) has now been published and, at the time of this inquiry, is being consulted on (Regulation 14). In line with the recommendations of both the NP (2020) examiner and the emerging Local Plan (eLP) inspector, 200 homes have been removed from the NP. Furthermore, as a consequence of a thorough site selection process and Strategic Environmental Assessment the Highland Nursery and Elms Farm sites have been selected for development in the new planning period and the Tower End Sites (which includes the Marden Homes appeal site) no longer feature in the NP.

This decision to develop the two northern sites (Highland Nursery and Elms Farm) was reached for the following reasons:

- The two sites taken together will deliver better community gains, to include 1.1 hectares of land for a commercial area, 0.4 hectares of land for a new Health Centre, land and contributions towards a community facility of at least 300m² floor space and at least 0.4 hectares of land and contributions towards new allotments.
- The two northern sites will also deliver the first phase of a northern link road as specified in eLP Policy SS14.
- The lead developer, Mersea Homes, has confirmed the deliverability of the sites in conformity with the eNP.

By way of contrast, the Tower End sites do not feature in the NP (2022) because they deliver little by way of community gain (except Green Space that already exists) and the relevant land owners and/or promoters have not worked together to demonstrate a comprehensive approach to the area. It remains a future aspiration of the Tiptree community to deliver a Kelvedon Road – Grange Road link. To do so requires a comprehensive approach including negotiations with a third party over a ransom strip. This has not occurred. Consequently the Steering Group has little confidence in the

ability of the Tower End promoters (including Strutt & Parker/Marden Homes) to deliver according to the NP (2020).

Additionally, **part of the Marden Homes site is designated as a 'Local Economic Area'** in both the Adopted Core Strategy and the eLP. In the NP (2020) it was proposed to swap this requirement for a similar area at Highland Nursery. In the NP (2022), since the Tower End sites are not being promoted, this swap no longer features therefore part of the Marden Homes site retains its designation as a Local Economic Area. Similarly part of this area is allocated as a Gypsy and Traveller Site in both the adopted and emerging Local Plans.

Consequently, if this appeal is granted:

- Development in Tiptree will not be in conformity with either the existing or emerging Colchester Local Plans.
- A further 130 homes will be removed from the NP (2022) – effectively 'killing' the NP.
- Tiptree will not get its commercial/employment area.
- Tiptree will not meet its targets for the provision of allotments.
- Tiptree will lose the gift of land to provide a badly needed new Health Centre.
- The future opportunity to deliver a Kelvedon Road/Grange Road link will be lost.

In conclusion we respectfully request that the appeal is dismissed for the reasons explained in the previously submitted Tiptree NP Document 1 *A Summary of Objections by Tiptree Neighbourhood Plan Steering Group*, the executive summary of which is copied below:

Executive Summary, Objections by Tiptree NP Steering Group

Tiptree Neighbourhood Plan Steering Group with the full support of Tiptree Parish Council and supported by a clear majority of Tiptree residents request that this appeal is refused for the following reasons:

- 1. To allow development outside the current Settlement Boundary for Tiptree would be contrary to the existing and emerging Local Plan (eLP) and would pre-empt the emerging Neighbourhood Plan (eNP).**
- 2. The adverse effects of the proposed development would negate the advantages delivered through the eNP**
- 3. Tiptree NP is committed to delivering its housing allocation but the village has a limited capacity for expansion and granting this appeal will not result in the provision of extra new homes for Colchester Borough Council (CBC).**
- 4. The loss of key strategic link roads, especially in the light of the A12 widening would have serious consequences for future development in the village.**
- 5. Piecemeal development is unsustainable and damaging to communities. Thousands of volunteer hours have been freely given to ensure a plan-led approach for the betterment of the community.**
- 6. We believe CBC has a five year Housing Land Supply (HLS). If it falls short it is not by a large enough margin to justify allowing development that is not in line with the eNP.**
- 7. This is a 'Public Inquiry' and the public voice must be heard.**

With regard to the main issues under consideration at this inquiry, it is the view of Tiptree NP Steering Group that:

- Awarding this appeal may meet a housing need but it would not be in the context of local planning policy as:
 - It is outside the current or indeed any proposed settlement boundary.
 - It would hinder the delivery of the northern link road specified in eLP Policy SS14.
 - It would result in the loss of a designated Local Economic Area.
- The Marden proposal is inappropriate in terms of design, not least because it would result in the loss (at least in terms of all practical purposes) of a future aspiration to build a link road between Kelvedon Road and Grange Road.
- The Marden proposal is unsustainable in that it provides little by way of community infrastructure that is needed to accommodate present and future growth – most notably it not only fails to address the urgent need for a new Health Centre, it makes the delivery of a Health Centre far less likely. Similarly the Marden Proposal only adds to the traffic issues facing Tiptree and provides nothing towards a long term solution that would both alleviate traffic issues in the present and allow sustainable development into the future. The eNP is the result of a through site selection process backed up by an in depth Strategic Environmental Assessment – a necessary process to ensure that a Neighbourhood Plan delivers the best possible community outcomes. The proposal presented to this appeal is not the result of any such process. It can come as no surprise that the result is neither strategic nor sustainable. In short, this is piecemeal development and not a plan-led approach.

Please dismiss this appeal.

Additional documents submitted with this update

- The Regulation 14 draft Tiptree Neighbourhood Plan
- A further Traffic Study: Tiptree NP: Strategic Highways Note (Feb 2022)

Tiptree Neighbourhood Plan: Strategic Highways Note - February 2022

Introduction

1. COTTEE Transport Planning (CTP) have been instructed by the Tiptree Neighbourhood Plan Group (TNPG) to prepare a Strategic Highways Note to form part of the evidence base following points raised by the Tiptree Neighbourhood Plan (TNP).
2. The TNP's transport objectives were set out in the Tiptree Neighbourhood Plan Regulation 16 Strategic Environmental Assessment (SEA) Report February 2020:
 - Objective 13: To ensure vehicular access to new estates does not create congestion or compromise pedestrian safety.
 - Objective 14: To avoid increased congestion on existing roads and junctions in and around Tiptree by focusing development to the north and west edge of the village.
 - Objective 15: To promote steady and safe traffic flow through the village centre in order to help maintain a viable shopping centre.
 - Objective 16: To promote the provision of cycleways and footpaths from new developments to existing village amenities including the village centre.
 - Objective 17: To improve access to Kelvedon and Witham railway stations and the A12 north and south.
 - Objective 18: In the long term to relieve traffic on Church Road.
3. The overall objectives have been simplified in the new draft Neighbourhood Plan (2022) as required by the Examiner as follows:
 - 1: To deliver development prioritising local distinctiveness in keeping with the village feel, rural surroundings and heritage of Tiptree.
 - 2: To meet the housing, infrastructure and service requirements and needs of Tiptree and its residents in a sustainable manner.
 - 3: To improve movement through Tiptree, for vehicular traffic but also for walking and cycling and to improve access to main routes and railway stations whilst minimising impact on the village centre.

4: To protect and enable Tiptree's green environment, wildlife, and biodiversity to thrive and grow.

5: To enable Tiptree village centre to thrive as a safe location for people to spend leisure time and access community facilities.

6: To ensure that Tiptree is an attractive location for a range of businesses so that its local economy can thrive.

4. This document will establish and set out the baseline position in respect to traffic flows on key links and junctions in and around Tiptree.
5. Broad locations for housing in Tiptree are considered and this document provides an assessment of their suitability against revised Objective 3. This has been broken down into four sub objectives as follows:
 - a. Improve movement through Tiptree for vehicular traffic;
 - b. Improve movement through Tiptree for walking and cycling;
 - c. Improve access to main routes and railway stations; and
 - d. minimising impact on the village centre.
6. Strategic cross-boundary issues are considered separately, for example, the A12 improvements.
7. Based on the above considerations this report concludes which of the broad locations most closely align to TNP's transport objectives.

8. The Withdrawn Neighbourhood Plan: Examination 2020

Notwithstanding the considerable effort and evidence base to support the Neighbourhood Plan the following concerns were still raised by the Examiner:

- The plan did not consider strategic cross-boundary issues, e.g. A12 junction improvements.
- The plan was not supported by robust or proportionate evidence to explain why it followed its spatial strategy.
- A technical appraisal is required that considers the current conditions and an assessment of the impact of different spatial options on the roads and junctions.
- Reasonable alternative locations need to be assessed.
- Rationale required for the northern link road.

The outcome of the Tiptree Neighbourhood Plan Examination was not anticipated by either Colchester Borough Council (CBC) or Tiptree Parish Council (TPC), and the way the Examination was conducted did not allow for any dialogue or consideration about the existence, status, justification, or interpretation of evidence relating to many of the matters raised (Tiptree Neighbourhood Plan – Joint Examination Response – December 2020).

9. Emerging Neighbourhood Plan: Timescales

- Pre-submission (Regulation 14) - TPC are preparing a new draft TNP. It is anticipated that the plan will go to Regulation 14 six-week consultation in March / April 2022.
- Submission Stage (Regulation 16) is expected in the summer of 2022 and will be undertaken by CBC.
- The Neighbourhood Plan Examination is expected in the autumn and, if permitted to proceed, referendum and adoption will follow at the end of 2022.

10. Colchester Local Plan – Section 2

- CBC held a public consultation on the modifications to Section 2 of the Local Plan. The consultation closed on 15 November 2021.

11. A12 Improvements & Cross Boundary Issues

- The Examiner of the withdrawn Neighbourhood Plan raised a need to consider strategic cross-boundary issues, e.g. A12 junction improvements.
- A12 works are anticipated to commence in 2023, but there is no guarantee that the works will take place or follow this timescale expectation.
- National Highways (NH) has produced some modelling to determine the effects of the new A12 junction proposed at Feering, but this is limited in its geographic extent. No consideration has been given to the impacts on Tiptree itself, especially the impacts associated with the redistribution of traffic to Church Road which runs through the centre, and the double mini roundabout at the junction of the B1022 and B1023 which is already at capacity.
- NH has designated funds for local schemes outside the A12 plan and TPC consider that such funds should be directed to maintaining a viable route to the A12 at Rivenhall for traffic emanating from the south of Tiptree to ensure that additional traffic through Tiptree centre (Church Road) is minimised. Representations in this regard have been made by TPC to the NH consultation.
- ECC have not modelled the effects of the A12 improvements upon the local road network in Tiptree or beyond.

12. Kelvedon Road (B1023)

- Kelvedon Road is the principal road connecting Tiptree to the A12 (northbound). The other main route to the A12 (southbound) is via Braxted Park Road.
- NH predict increases in traffic on Kelvedon Road arising from a new A12 junction proposed to be constructed to the south of Feering.
- NH have recently (November 2021) prepared plans to widen and address some drainage issues in Inworth village. These plans were the subject of a re-consultation which concluded in December 2021.
- NH consider that Kelvedon Road has existing capacity to accommodate the additional traffic from the A12 improvements. Their analysis allowed for around 600 new homes in Tiptree.
- However, NH and ECC have indicated that they have not considered the impacts of the additional A12 improvement traffic on key junctions and links in Tiptree village itself.

13. The Strategic Technical Highways Note - Brief

The Examiner considered the topic of Traffic and Movement at paragraphs 8.8 – 8.10 of the withdrawn TNP Report of Examination October 2020 and cited comments by Marden that: ***‘In safeguarding land for a link road, the NP should be supported by sufficient evidence to demonstrate that this is necessary and will alleviate existing congestion.’*** The Examiner also cited comments by Bloor Homes that: ***‘there is no evidence to suggest that the proposed link road is needed, would be of benefit, is deliverable, or represents the optimum route for a new link road’***; and the National Planning Policy Framework requirement for ***‘robust and proportionate evidence’*** to support Plan makers’ proposals.

Discussions have taken place with the Highway Authority ECC, and it has been agreed that this document should be ‘high-level’ and not to the level of detail of a Transport Assessment. This Strategic Highways Note is therefore to consider broad locations for growth around Tiptree.

ECC have provided advice on the information they expect to see in relation to this note as follows:

- Consider other routes in Tiptree for a link road. A simple exercise to rule out other potential locations looking at a high level.
- A link road assessment should identify options to improve congestion and journey time reliability; and to accommodate future growth that will lead to more peak hour trips on the roads, more congestion and access issues for residents.

- Space within Tiptree village centre is constrained resulting in limited opportunity to provide highway capacity improvements. One of the key factors on the local network is also journey time reliability.
- ECC have confirmed that it should be possible to undertake a high-level study to examine potential route options for a link road and carry out an assessment using existing traffic data for Tiptree to determine the feasibility of such a link and setting out the benefits of the proposed link road. ECC confirmed that the high-level study could be structured as:
 - ***Presentation of the surveyed Tiptree traffic conditions within the agreed study area.*** In this regard data has been obtained from ECC.
 - ***Current proposed link road and the identification of any other possible links with high level look at link benefits***
 - ***Traffic flows - without the development in Tiptree and the link road***
 - ***Traffic flows - with the link road and development in Tiptree (committed and proposed)***
 - ***Sensitivity test for A12 traffic with and without link road***
 - ***Summary***
- The introduction of a link road will result in a redistribution of trips. The reassignment could be determined through a strategic model such as SATURN. CTP have obtained some data from Jacobs (NH's consultant) to assist in this regard.
- An initial assessment strategy for the link road, if suitable traffic data is available, could be carried out, however this would only be indicative.
- Key junctions and available traffic counts would need to be identified. Due to the nature of Tiptree this can be defined on the four routes that converge at the double mini roundabout but also to include other key routes.
- Any other possible links could be determined at a high level looking at routes and likely reassignment.
- ECC's methodology to assess the proposed link road (allowing for the proposed development) is set out below:
 - ***Undertake an assessment for both 2021 and 2026 (future year of the development);*** In this regard 2022 and 2027 have been selected to better fit with the predicted A12 improvement opening date data contained within NH's documents.

- Derive the amount of background traffic routing through the local area on adjacent routes that is likely to reassign to the proposed link road in both 2021 and 2026 (revised to 2022 and 2027); the level of reassignment would consider journey times, reliability, distance, and directness.
- Allow for appropriate committed developments (including reassignment of traffic to the proposed link road and additional connections).
- Derive the traffic generation, distribution and assignment of the development proposal allowing for the link road; and
- Assess the impact of the link road allowing for the introduction of the proposed development.

14. The Strategic Housing Land Availability Assessments Sites (SHLAA) map is provided below in **Figure 1**. This map has been used to identify broad locations for development in Tiptree.

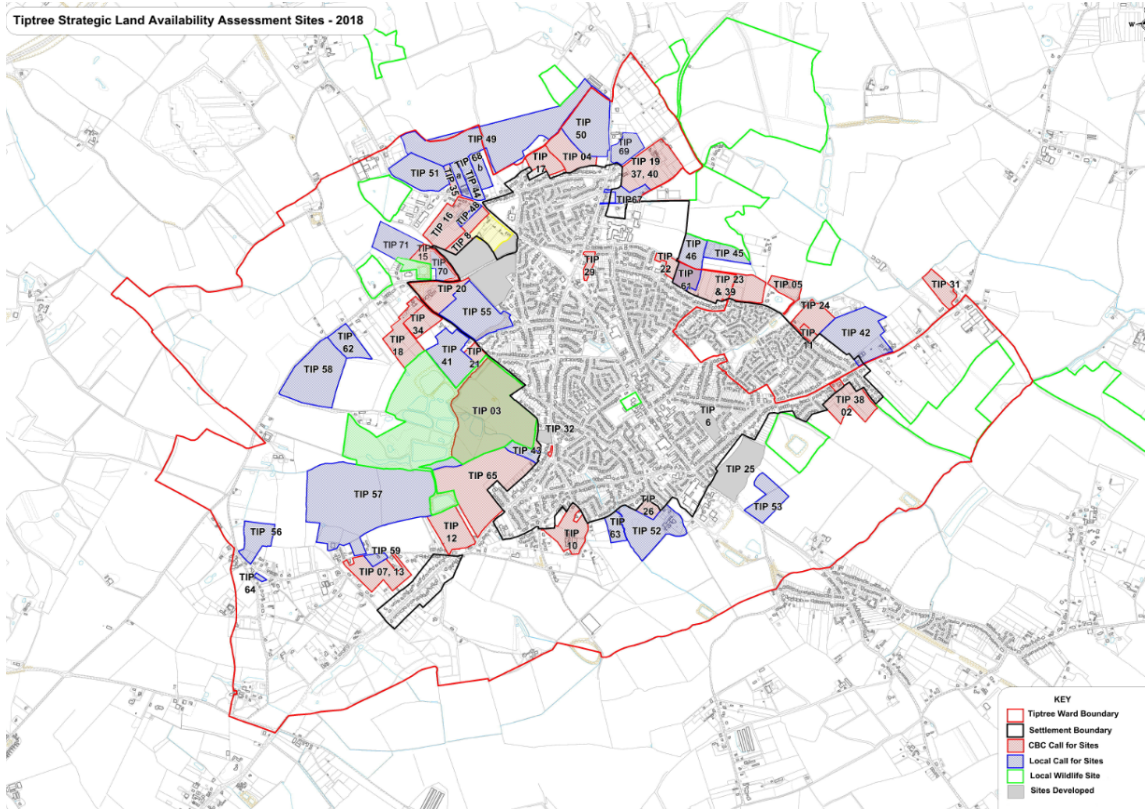


Figure 1 – SHLAA site map

15. Broad locations for growth and capacity figures in Tiptree are shown on **Figure 2** and in the table below. They have been taken from the Colchester Borough Council SHLAA (2017) and Tiptree SHLAA (2018) in **Figure 1**. The numbers in the table have been subject to rounding. Broad locations 8 and 9 could comprise several potential options. Therefore, different numbers have been considered for each. All the land between locations 1 and 2 was offered at the call for sites but could not be used because it was in Messing Cum Inworth Parish.

Tiptree – Broad Locations for Growth	Scenario – Dwelling Numbers <i>*figures and broad locations taken from Strategic Housing Land Assessment, subject to rounding</i>
Broad Location 1	200
Broad Location 2	200
Broad Location 3	175
Broad Location 4	175
Broad Location 5	75
Broad Location 6	75
Broad Location 7	200
Broad Location 8	Scenario A = 250 Scenario B = 450 <i>NB Total potential capacity is 1,000 dwellings. But exceeds local plan requirement so not tested further.</i>
Broad Location 9	Scenario A = 150 Scenario B = 275 Scenario C = 450
Broad Location 10	175
Broad Location 11	220



Figure 2 - Broad Locations for Growth

16. The Barbrook Lane site shown on the above plan shaded grey is committed residential development comprising 200 homes.

17. TPC have considered indicative link road options as shown on **Figure 3**.



Figure 3 - Tiptree Parish Council Link Road options (indicative)

18. Considering the sites shown on the SHLAA map at **Figure 1** – if a site is not shown on the map, then it is not available for consideration for a link road. **Figure 4** below shows the TPC indicative link road options overlaid on the SHLAA map.

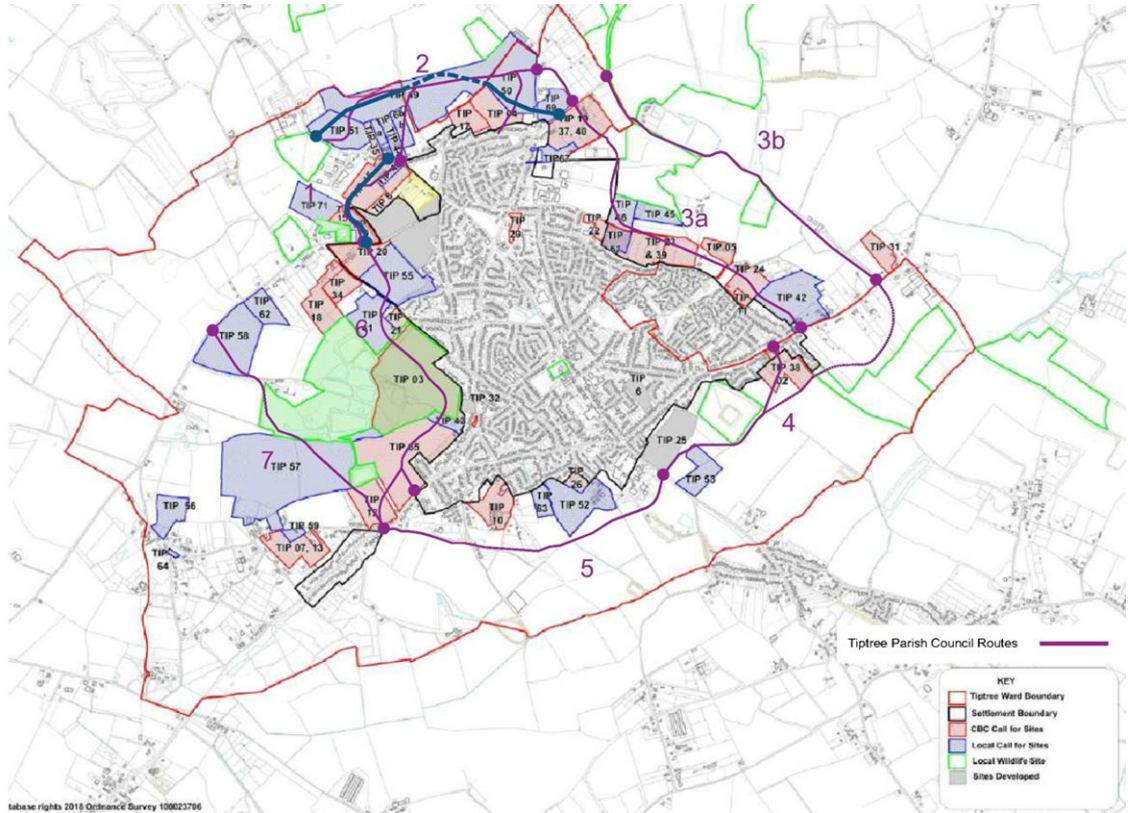


Figure 4 – TPC Routes overlaid on SHLAA map

- 19. Routes 3a, 3b, 4, 5 and part of Route 2 (at the eastern end) fall outside SHLAA sites or existing highway and therefore can be discounted for that reason alone. However, adjustment of Route 2 at its eastern end has allowed Route 2 to be included.

- 20. Whilst Route 6 falls within SHLAA sites it serves only as access to development rather than fulfilling any strategic function. There is therefore no traffic problem for this route to solve unless it is linked to Route 5 for example, which itself falls outside the SHLAA sites and is therefore not deliverable. TNPG have also identified the route as impacting a local wildlife site.

- 21. Route 7 currently does not connect site TIP57 with TIP58 and / or Grange Road, therefore the route is not viable. If continuous land were available the indicative route could be adjusted to avoid the local wildlife site, hence at this time the route can be discounted.

- 22. Route 1 – TPC are not promoting this within the NP due to doubts over deliverability relating to multiple land ownership issues but consider it to have potential longer-term value. Furthermore, it has limited strategic value in the short term and therefore has not been considered in this report.

- 23. The above high-level assessment leaves Route 2 (modified as shown in **Figure 5** below) as the only deliverable route. It is apparent that no other locations provide links between two strategic

roads (B1022 and B1023), therefore there is no other potential for link roads other than between locations 1 and 2 in **Figure 2**. Route 2 has the added benefits of:

- Reducing the length of the Colchester Road to Feering route (and for traffic emanating from locations 1 and 2) when compared to travelling via the double mini roundabout with the associated journey time savings.
- Reducing the number of junctions to negotiate therefore providing more direct connections.
- Improving the reliability of journeys e.g., avoidance of Maypole Rd at school times / double minis / narrow section of Kelvedon Road and the various junctions on that route.
- Reduction of traffic on Maypole Road (past Thurstable School), Oak Road and Kelvedon Road (adjacent to Baynards School) / the double mini roundabout / narrow section of Kelvedon Road and the various junctions on that route. Parts of Oak Road are narrow and have no footways, particularly close to Baynards School.
- As a result of the above – potential safety improvement especially for school children and pedestrians / cyclists using Oak Road.
- Reducing traffic at the junctions located at each end of Oak Road and Vine Road all of which have poor geometry / visibility.

24. Figure 5 below shows the potential new road links (including modified Route 2). The dashed green lines show connections to Kelvedon Road (B1023) in the west and Colchester Road (B1022) in the east. The asterisk shows the potential location for a connection which is specified in the emerging Colchester Local Plan but is not deliverable through this plan. The dotted green line shows the indicative route of a possible future extension of the link road between Kelvedon Road and Grange Road.

25. Parts of the link road connecting locations 1 and 2 would be incorporated into the proposed developments at Highland Nursery and Elms Farm. However, the centre section of this road lies in the parish of Messing and although this land was offered on the Call for Sites, it is outside the scope of this Neighbourhood Plan.

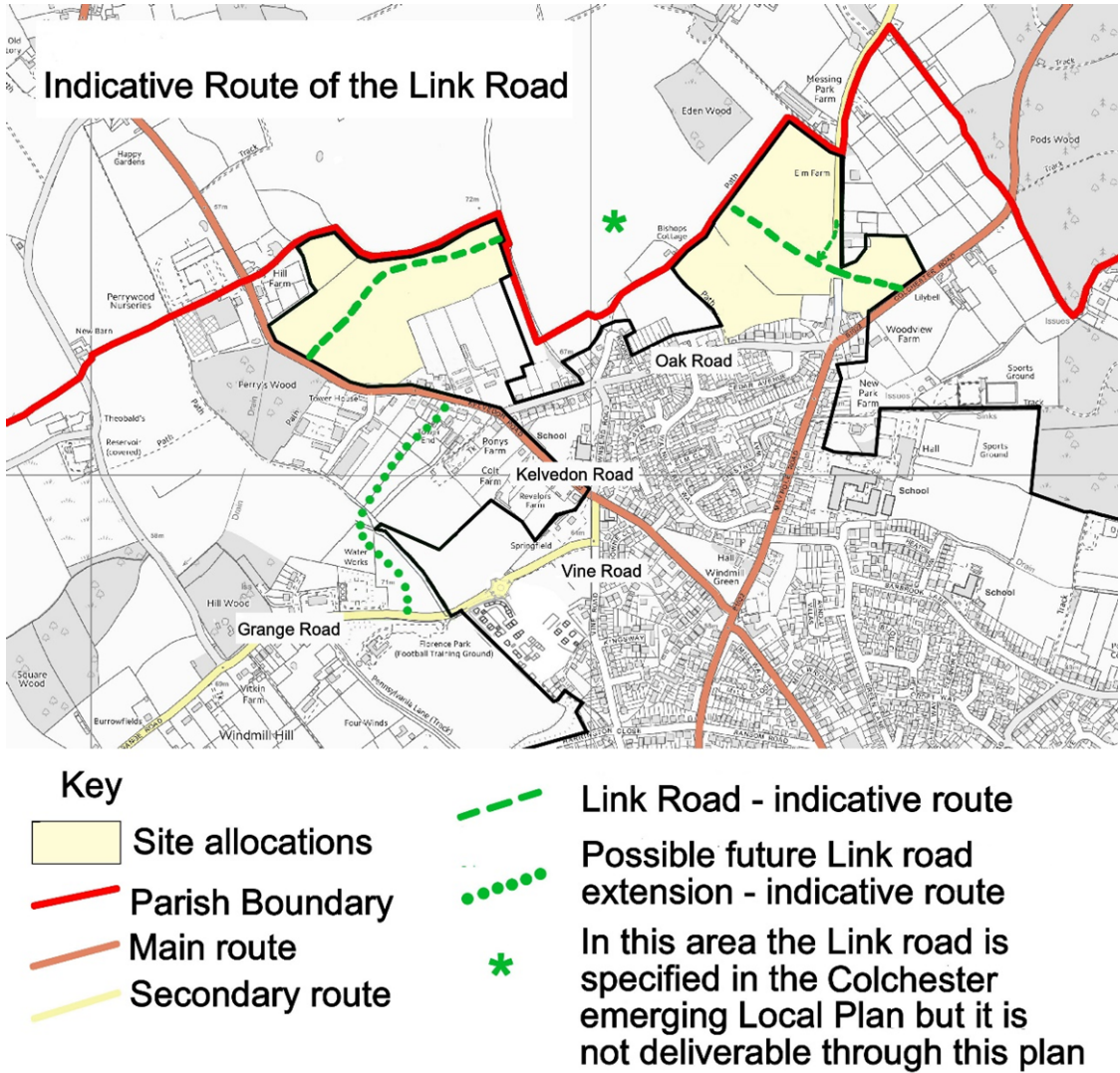


Figure 5 – Potential new road links to the NW of Tiptree

26. The assessment therefore considers:

- The impact of the link road between locations 1 and 2 on traffic flows in Tiptree;
- impact of the link road taking account of development at locations 1 and 2; and
- impact of the link road taking account of the A12 junction improvements and development of locations 1 and 2.

27. Traffic generated by locations:

Assuming an AM and PM peak hour trip rate of 0.6 vehicles per dwelling (a standard and robust figure used by ECC in the assessment of traffic impact); and an employment trip rate of 1.5 vehicles per 100 sqm GFA (employment applies to location 1 only).

• Broad Location 1	200 homes (120 movements) plus 0.5 Ha employment land (30 vehicle movements).	Total	=	150 peak hour movements
• Broad Location 2	200 homes		=	120 peak hour movements
• Broad Location 3	175 homes		=	105 peak hour movements
• Broad Location 4	175 homes		=	105 peak hour movements
• Broad Location 5	75 homes		=	45 peak hour movements
• Broad Location 6	75 homes		=	45 peak hour movements
• Broad Location 7	200 homes		=	120 peak hour movements
• Broad Location 8	Scenario A 250 homes	=		150 peak hour movements
	Scenario B 450 homes	=		270 peak hour movements
• Broad Location 9	Scenario A 150 homes	=		90 peak hour movements
	Scenario B 275 homes	=		165 peak hour movements
	Scenario C 450 homes	=		270 peak hour movements
• Broad Location 10	175 homes		=	105 peak hour movements
• Broad Location 11	220 homes		=	132 peak hour movements

28. Based on 2011 travel to work Census data the following traffic distribution is predicted.

- **Tiptree 5%** (based on the Census 18.2% of work destinations are less than 2 km i.e., within Tiptree. The census indicates 15% walk or cycle therefore 5% of Tiptree residents have been assumed to use a car to drive to / from work within Tiptree)
- **Colchester 35%**
- **Chelmsford 10%**
- **Braintree 15%**
- **Maldon 15%**
- **London 10%**
- **Other 10%**

29. From the above it is anticipated that 60% of traffic from the developments will travel to / from the A12 (of the 35% travelling to Colchester it has been assumed that 15% travels to/from the A12 and 20% via the B1022 or Newbridge Road depending on the location of the site within the village). The small number of internal Tiptree car trips (most trips will be walk / cycle trips from the development) will be distributed throughout the local network. Maldon traffic (15%) will travel south on the B1022.

30. The CTP note attached at Appendix 4 to CBC's Topic Paper 6 dated January 2021 reviewed the comments of the Examiner and provided a high-level review of traffic figures based on the traffic data currently available and confirmed that a detailed Transport Assessment will be undertaken

in the usual manner as part of the planning process with further supporting traffic surveys and analysis to be provided. This approach has been supported by ECC.

31. Policy SS14 confirms this approach at point (iv):

‘Set out the policy framework within the parish to guide the delivery of any infrastructure/community facilities required to support the development. This will include a detailed transport assessment with a view to confirming provision of the first phases of a road between the B1022 and B1023;’

32. At Appendix 2 of the CBC Topic Paper 6 ‘Proposed Modifications’ paragraph 14.219 it is stated that:

‘Infrastructure necessary to deliver the growth up to 2033 will need to address cross boundary issues with neighbouring Local Planning Authorities and neighbouring Parishes. This will include the additional traffic generation forecasts for the proposed new junction 24 onto the A12 as well as from the growth locations. With the northern growth location there is potential for a new road which would ultimately link the B1022 and B1023. The Tiptree Neighbourhood Plan will be expected to deliver the first phases of the road through a design which allows future completion/linkage.’

Analysis

33. Tables are attached at **Appendix A** which set out:

- Base traffic data with growth applied to 2022 (for no link road and no A12 improvement) and 2027 for the other scenarios. Committed development has been added. Separate tables have been included for committed development and traffic growth (TEMPRO).
- Impact assessment on the key junctions and links for the 2022 base scenario (no link road and no A12 improvement) and for the three 2027 scenarios. A threshold of 5% traffic increase has been adopted and those links / junctions where this threshold is exceeded are highlighted red. This is a guide to where impact may be considered significant when compared to existing traffic flows.
- Tables are included for ‘with link’ for locations 1 and 2 since no other locations can deliver the link road or benefit from the link road if locations 1 and 2 do not come forward.
- A Red / Amber / Green (RAG) analysis has been undertaken for each site based on each element of revised objective 3 in the latest NP.

No link Road – without A12 improvements

Objective 3 (a) – vehicular traffic

- 34.** The RAG analysis shows that all locations except 5 and 6 would have an impact of more than 5% on the routes identified in the first column. The reason for this is locations 5 and 6 have been assessed for a lower number of homes (75) therefore their overall impact is lower than other locations. However, despite their smaller size, since locations 5 and 6 are to the south of the village they increase vehicular traffic on Church Road through the village centre more than other locations to the north and west. The village centre is more sensitive to smaller traffic flow increases than other routes in the village therefore locations 5 and 6 are considered less well situated in this context.
- 35. Locations 7, 8, 9 and 11** to the west of the village have a significant impact on Braxted Park Road, in some cases greater than 10%. This is a route identified as having issues with the Appleford Bridge which operates one-way with vehicles being required to give way to oncoming traffic. These locations also impact Kelvedon Road. The larger housing locations impact greater than 10% in some cases.
- 36. Locations 1, 2, 3 and 10** impact Kelvedon Road with locations 1 (AM peak), 9b and 9c impacting greater than 10%. Locations 2, 3, 8b and 9c impact Maypole Road, in the case of locations 2 and 3 to greater than 10%.

Objective 3(b) – walking and cycling

- 37.** It has been assumed that all locations would be required to deliver improvements to walking and cycling access to satisfy planning requirements at application stage. As regards locations 1 and 2 there are opportunities to improve walking and cycling access to Thurstable and Baynards schools with the implementation of crossing points on Maypole Road (for Thurstable school) and improvements to the junction of Oak Road / Maypole Road / Messing Road to facilitate pedestrian / cycle access, and footway / public footpath improvements in the vicinity of Oak Road for access to Baynards school.

Objective 3(c) – improving access to main routes and railway stations

- 38.** The main routes are the B1022 and B1023 which converge at the double mini roundabout to the north of the village centre. Locations 4, 5 and 6 together with site 7 are farthest away from railway stations, the nearest of which are located at Kelvedon and Witham to the north-west and west respectively. Residents of locations 4, 5 and 6 would need to: travel through the village centre; use the Station Road / Maldon Road / Braxted Park Road route; the Factory Corner junction, Newbridge Road to Smythe's Green (to access Colchester) to reach main routes and railway stations. The Smythe's Green route to Colchester is compromised by poor alignment and visibility at its junction with the B1022. Site 8, whilst having access to the B1023 and Witham station to the west, would require residents to use the Braxted Park Road route which is compromised by

the one-way traffic operation at Appleford Bridge. Access to Kelvedon railway station would require residents to pass through the double mini roundabout.

Objective 3(d) – minimising impact on the village centre

39. Locations 4, 5, 6 and 7 are most likely to impact the village centre adversely in traffic terms since they are located to the south of the village with main destinations being to the north, west and east thereby potentially attracting traffic through the village centre.

With Link Road – without A12 improvements

Objective 3 (a) – vehicular traffic

40. As indicated earlier only locations 1 and 2 can deliver the link road therefore all impacts associated with other locations remain the same as described above under the 'No link road' assessment. The link road would reduce traffic on Kelvedon Road south of the new connection to Kelvedon Road in the case of both locations 1 and 2. The link road would also have the effect of reducing the impact of both locations on Maypole Road and at the double mini roundabout. Oak Road would also benefit from removing any rat-running traffic. North of the new link road locations 1 and 2 would continue to have an impact on Kelvedon Road.
41. The link road will deliver demonstrable long-term highway improvements for Tiptree. The Tiptree Neighbourhood Plan can facilitate the initial sections of the link road, with the remainder of the route to be delivered outside of the Neighbourhood Planning process.

Objective 3(b) – walking and cycling

42. The link road will reduce rat-running on Oak Road, to the benefit of pedestrian and cycle movement along that route. It will also reduce traffic on Maypole Road, and Kelvedon Road south of the new connection. Reduced traffic on these routes where access to Thurstable School and Baynards School is achieved will improve the environment for pedestrians and cyclists.

Objective 3(c) – improving access to main routes and railway stations

43. The link road will connect the two main routes that pass-through Tiptree (the B1022 and B1023). There will be direct access to these routes from new traffic originating from locations 1 and 2 through the construction of new junctions at each end. Traffic from these locations would not therefore impact on existing village routes. Similarly, access to the railway station at Kelvedon is convenient and will not impact on existing village routes.

Objective 3(d) – minimising impact on the village centre

44. Locations 1 and 2 will have minimal adverse impact on the village centre since most main destinations are located to the north, west and east and can be accessed either directly from each site or by using the link road.

Comparison - 'no link road' versus 'with link road'

45. A table is attached at **Appendix B** which compares the existing route between the end points of the proposed link road and the situation with the link road in place. The criteria for comparison are based on those set out by ECC in their brief:

- Length of route
- Journey time
- Directness
- Reliability
- Other

46. **Length of route** – the route between the end points is reduced by around 500m, a reduction of about 30%.

47. **Journey time** – the journey time is reduced from around 6.5 and 9 minutes (north to east route) in the AM and PM peaks respectively to 2 minutes. For the reverse route the journey time is reduced from around 4 and 3.25 minutes in the AM and PM peaks respectively to 2 minutes. These peak hour reductions are principally due to avoiding the delays that occur at the double mini roundabout added to the time saved in travelling the shorter distance.

48. **Directness** – the existing route requires the driver to navigate the constrained double mini roundabout and pass nine T-junctions most of which are not designed to modern geometric standards, with some having poor visibility which impacts safe operation. The proposed link road will provide two new junctions at the end points and a small number of T-junctions to serve as access to the new residential development. All will be designed to modern standards of geometry and visibility and will be subject to the required rigorous safety audit process prior to implementation.

49. **Reliability** – the existing route has poor levels of reliability with delays at the double mini roundabout and delays associated with Maypole Road and Kelvedon Road at the start and end of the school day. These unreliable routes lead to drivers seeking alternatives, for example, rat-running on Oak Road; and some using a route through Messing village. The link road will bypass existing areas of delay and congestion and will reduce rat-running on Oak Road.

50. **Other** – without improvement the existing route will continue to deteriorate over time and will experience increases in delay and congestion. This will be further exacerbated by additional traffic arising from the A12 improvement scheme. The link road will remove through traffic from Maypole Road, Kelvedon Road, and the double mini-roundabout; and rat-running traffic along Oak Road. Given that Oak Road, Maypole Road and Kelvedon Road are main access routes to Thurstable School and Baynards School the link road will lead to less traffic in the vicinity leading to safer road conditions.

A12 improvements

- 51.** NH have included various committed development values in their data. Three of the locations namely Barbrook Lane, Wilkin & Sons Factory Hill site and Land at Grange Farm are justified for inclusion. However, some locations are not justified at this stage for inclusion in the NH analysis because they are not committed. These locations are as follows: NH included an allowance for 130 units at Land adjoining the Gables (Kelvedon Road) which is currently pending appeal and is location 10 in this assessment; NH included 255 units at Peakes Close which was dismissed at appeal and is location 8 in this assessment; and NH included 221 units at Brooks Meadow which is pending a planning decision and has been included as location 11 in this assessment.
- 52.** Adding traffic from the A12 improvements for the purpose of this analysis increases base flows therefore adding development traffic to a larger base flow value leads to a lower impact on Tiptree roads in most cases. However, there are instances, for example locations 4, 5 and 6, where impact on Church Road increases due to additional traffic travelling to the proposed all movements A12 junction 24 via Inworth as opposed to via Braxted Park Road.
- 53.** The latest NH modelling figures published in November 2021 added 327 and 286 vehicle movements to Kelvedon Road in the AM and PM peaks respectively.
- 54.** NH propose improvements to Kelvedon Road to mitigate some of this impact, but it is understood that neither NH nor ECC have yet considered the impacts of redistributed traffic on other key roads and junctions in Tiptree such as Church Road, the double mini roundabout, and Braxted Park Road.

Conclusions

- 55.** TPC have considered indicative routes for link roads in Tiptree. These have been examined in this report and only Route 2 has been found to be deliverable. Route 2 has been termed the Link Road for the purposes of this report. Only Broad locations 1 and 2 can deliver the Link Road.
- 56.** Broad locations for housing in Tiptree have been identified and have been assessed against the new draft TNP (2022) Objective 3. This has been broken down into four sub objectives for the purposes of this report. A RAG analysis has been undertaken to assess each broad location for growth.
- 57.** Four scenarios have been examined:
- No Link Road (without A12 improvements) – all locations considered
 - With Link Road (without A12 improvements) – locations 1 and 2
 - No Link Road (with A12 improvements) – all locations considered
 - With Link Road (with A12 improvements) – locations 1 and 2

No Link Road (without A12 improvements) – all locations considered

58. Vehicular traffic - All locations except 5 and 6 would have a significant impact on one or more routes. Locations 5 and 6 however have fewer homes (75) and being located south of the village would have the propensity to increase traffic on the sensitive route through the village centre.
59. Walking and Cycling – all locations have the potential to improve access to pedestrians and cyclists and applicants would be expected to examine these in detail at planning application stage.
60. Access to main routes and railway stations – locations 4, 5 and 6 are farthest from railway stations and would require passing through the village centre. Access to main routes and railway stations is best achieved from other locations which have a lower impact on the village centre.
61. Minimising impact on the village centre – locations 4, 5, 6 and 7 are most likely to impact the village adversely in traffic terms since they are located to the south of the village when most destinations lie to the north, east and west.

With Link Road (without A12 improvements) – locations 1 and 2 only

62. Only locations 1 and 2 can deliver the link road, therefore all impacts identified with other locations remain as described in the without link road scenario.
63. The link road will deliver demonstrable long-term highway improvements for Tiptree. The Tiptree Neighbourhood Plan can facilitate the initial sections of the link road, with the remainder of the route to be delivered outside of the Neighbourhood Planning process.
64. Vehicular Traffic - the Link Road would reduce the traffic impact of both locations on Kelvedon Road (south of the new link road connection), Maypole Road, and at the double mini roundabout. The Link Road is parallel to Oak Road and would remove existing traffic that uses it as a rat-run.
65. Walking and Cycling - less traffic on Oak Road would benefit walking and cycling along and across that route. The impact of development on Maypole Road, the double mini roundabout, and Kelvedon Road (south of the link road connection) would be reduced. These routes and junctions are located close to Thurstable and Baynards School where considerable numbers of children walk to and from school.
66. Improving access to main routes and railway stations – the Link Road connects the two main routes that pass-through Tiptree (B1022 and B1023). Direct access to these routes is achieved from locations 1 and 2 from the Link Road without the need to use or impact existing village roads. Access to the main line railway station at Kelvedon to the north is direct and convenient and does not require the use of existing village roads.

67. Minimising impact on the village centre – locations 1 and 2 have minimal adverse impact on the village centre since most main destinations are located to the north, west and east. These directions can be accessed either directly from each location or via the Link Road.

68. A comparison of the Link Road versus no Link Road has been undertaken and has identified the following benefits:

- **Length of route** – a reduction in journey length of 500m for through traffic.
- **Journey time** – North to east route - AM peak reduced journey time from 6.5 minutes to 2 minutes; PM peak reduced from 9 minutes to 2 minutes. East to north route – AM peak reduced 4 minutes to 2 minutes; PM peak reduced from 3.25 minutes to 2 minutes.
- **Directness** – existing route requires drivers to navigate the double mini roundabout and nine T-junctions most of which are not designed to modern geometric standards. The Link Road will be designed to modern standards and will be subject to rigorous safety audit processes. The Link Road will therefore provide a more direct route.
- **Reliability** – the existing route suffers from delays at the double mini roundabout, along Maypole Road and Kelvedon Road. Rat -running on Oak Road will be reduced. The Link Road will improve reliability.
- **Other** – without improvement the existing route via Maypole Road, the double mini roundabout and Kelvedon Road will continue to deteriorate with increased delay and congestion. Additional traffic from the A12 improvement will exacerbate delays and congestion. Oak Road will benefit from the removal of rat-running traffic. Safer road conditions will result on all existing routes from less traffic especially in the vicinity of Thurstable and Baynards schools.

A12 improvements

69. The A 12 improvements and proposed new junction 24 will increase traffic on roads in and around Tiptree. TPC have made representations to NH on several traffic related issues, and it is considered that the following warrant further consideration:

- Church Road through the village centre
- Double mini roundabout B1022 / B1023
- Braxted Park Road – Appleford Bridge
- The origin of traffic entering Tiptree via Factory Hill
- The impact of access to Kelvedon Road from side roads

Summary

70. From the analysis undertaken in this report it is concluded that locations 1 and 2 incorporating the Link Road are the most suitable for residential development growth in Tiptree since there is minimal impact on village roads and junctions and these locations most closely align with TNP's objectives.

- 71.** Two hundred homes at location 1 and 2 plus employment could be achieved without causing a severe impact on the highway network. The only significant impact from the two locations would be on Kelvedon Road to the north of Tiptree. In their analysis for the A12 improvement NH have concluded that Kelvedon Road has capacity for additional traffic and NH have plans for some improvements to the route. NH have allowed for the development of 600 homes in Tiptree in their latest November 2021 modelling. A full Transport Assessment would follow at planning application stage to verify the findings of this assessment.
- 72.** The development of other locations for residential development have been considered but no other locations can deliver mitigation in the form of a link road to direct traffic away from village roads or align more closely than locations 1 and 2 with TNPG's transport objectives.
- 73.** The future Link Road being delivered by locations 1 and 2 will mitigate the impact of housing development at those locations and provide additional benefits. Both locations 1 and 2 can provide pedestrian and cycle improvements linking the locations to nearby schools and the village centre.
- 74.** The link road can facilitate the provision of 400 dwellings at locations 1 and 2 required by the NP without having a significant impact on the existing pressure points at the double mini-roundabout, Church Road and Braxted Park Road (Appleford Bridge). In addition, the link road can reduce existing traffic flows through the double mini-roundabout and Oak Road which are currently travelling on the Colchester Road to / from Feering route. No other sites within the NP assessment can deliver a suitable link road which not only mitigates the impact of their development but also provides an improvement to the existing routes within Tiptree.

APPENDIX A

IMPACT ASSESSMENT TABLES

Tiptree Neighbourhood Plan - Base Survey Data - AM Peak Hour

Link / Junction	Reference	Base Year (Survey)	Base	2022	2027	Committed Development	2022 + Committed Development	2027 + Committed Development	A12 Improvement Flows*	2027 + A12 Improvement
Double Mini -Roundabout	ECC data - site 18395-01	2018	1918	1971	2019	125	2096	2144	262	2281
B1022 - Maypole Road	ECC data - site 18143-01	2018	650	668	684	78	746	762	33	717
B1023 - Kelvedon Road (S of Oak Road)	ECC data - site 20190-01	2020	722	730	748	94	824	842	262	1010
B1023 - Church Road	ECC data - site 14229-01	2014	782	853	893	76	929	969	33	926
B1022 - Maldon Road (S of Station Road)	ECC data - site 18481-01	2018	1461	1501	1538	94	1595	1632	65	1603
B1023 - Inworth Road	ECC data - site 16326-52	2016	762	805	815	74	879	889	327	1142
B1022 - Maldon Road (N of Station Road)	ECC data - site 18395-01	2018	915	940	963	52	992	1015	82	1045
Factory Hill Junction	ECC data - site 17191-01	2017	1144	1185	1214	76	1261	1290	33	1247
Station Road	ECC data - site 17191-01	2017	575	596	610	42	638	652	0	610
Braxted Park Road	ECC data - site 14637-01	2015	732	767	786	60	827	846	33	819

Tiptree Neighbourhood Plan - Base Survey Data - PM Peak Hour

Link / Junction	Reference	Base Year (Survey)	Base	2022	2027	Committed Development	2022 + Committed Development	2027 + Committed Development	A12 Improvement Flows*	2027 + A12 Improvement
Double Mini -Roundabout	ECC data - site 18395-01	2018	1993	2045	2095	125	2170	2220	243	2338
B1022 - Maypole Road	ECC data - site 18143-01	2018	656	673	690	78	751	768	29	719
B1023 - Kelvedon Road (S of Oak Road)	ECC data - site 20190-01	2020	677	684	701	94	778	795	243	944
B1023 - Church Road	ECC data - site 14229-01	2014	889	973	1019	76	1049	1095	29	1048
B1022 - Maldon Road (S of Station Road)	ECC data - site 18481-01	2018	1416	1453	1488	94	1547	1582	72	1560
B1023 - Inworth Road	ECC data - site 16326-52	2016	863	899	921	74	973	995	286	1207
B1022 - Maldon Road (N of Station Road)	ECC data - site 18395-01	2018	1076	1104	1131	52	1156	1183	100	1231
Factory Hill Junction	ECC data - site 17191-01	2017	1142	1181	1210	76	1257	1286	29	1239
Station Road	ECC data - site 17191-01	2017	593	613	628	42	655	670	0	628
Braxted Park Road	ECC data - site 14637-01	2015	720	756	774	60	816	834	33	807

Notes:

See committed development table for included sites and distribution.

A12 improvement flows distributed based on Select Link Analysis (SLA) provided by National Highways.

*A12 improvement flows include committed development.

Tiptree Neighbourhood Plan - Committed Development (as included within the NH A12 assessment - 2027) - AM Peak Hour

Site	Number of Dwellings	Trip Rate	Total Vehicle Movements	Double Mini-Roundabout		B1022 - Maypole Road		B1023 - Kelvedon Road (S of Oak Road)		B1023 - Church Road		B1022 - Maldon Road (S of Station Road)		B1022 - Maldon Road (N of Station Road)		B1023 - Kelvedon Road Inworth Road (N of Oak Road)		Factory Hill Junction (Church Road / Station Road / Chapel Road)		Station Road		Braxted Park Road	
				Distribution	Vehicles	Distribution	Vehicles	Distribution	Vehicles	Distribution	Vehicles	Distribution	Vehicles	Distribution	Vehicles	Distribution	Vehicles	Distribution	Vehicles	Distribution	Vehicles	Distribution	Vehicles
Land off Barbrook Lane	200	0.6	120	75%	90	55%	66	35%	42	45%	54	40%	48	40%	48	35%	42	0%	0	0%	0	25%	30
Wilkin & Sons - Factory Hill	126	0.6	76	20%	15	0%	0	20%	15	25%	19	55%	42	0%	0	20%	15	100%	76	55%	42	40%	30
Land at Grange Farm, Tiptree (application 122134)	103	0.6	62	32%	20	20%	12	60%	37	5%	3	7%	4	7%	4	28%	17	0%	0	0%	0	0%	0

Tiptree Neighbourhood Plan - Committed Development (as included within the NH A12 assessment - 2027) - PM Peak Hour

Site	Number of Dwellings	Trip Rate	Total Vehicle Movements	Double Mini-Roundabout		B1022 - Maypole Road		B1023 - Kelvedon Road (S of Oak Road)		B1023 - Church Road		B1022 - Maldon Road (S of Station Road)		B1022 - Maldon Road (N of Station Road)		B1023 - Kelvedon Road Inworth Road (N of Oak Road)		Factory Hill Junction (Church Road / Station Road / Chapel Road)		Station Road		Braxted Park Road	
				Distribution	Vehicles	Distribution	Vehicles	Distribution	Vehicles	Distribution	Vehicles	Distribution	Vehicles	Distribution	Vehicles	Distribution	Vehicles	Distribution	Vehicles	Distribution	Vehicles	Distribution	Vehicles
Land off Barbrook Lane	200	0.6	120	75%	90	55%	66	35%	42	45%	54	40%	48	40%	48	35%	42	0%	0	0%	0	25%	30
Wilkin & Sons - Factory Hill	126	0.6	76	20%	15	0%	0	20%	15	25%	19	55%	42	0%	0	20%	15	100%	76	55%	42	40%	30
Land at Grange Farm, Tiptree (application 122134)	103	0.6	62	32%	20	20%	12	60%	37	5%	3	7%	4	7%	4	28%	17	0%	0	0%	0	0%	0

Notes:

Committed development sites have been considered based on the National Highways (NH) A12 assessment. The following NH 'committed development' sites have been excluded from the assessments within this report.
 Distribution for Land off Barbrook Lane is based on the August 2018 TA.

"Tiptree Neighbourhood Plan sites." NH advised that a total of 20 houses were included but the location of the sites could not be determined. It is therefore assumed that these sites will be included within the background TEMPRO traffic growth.

"Land adjoining Gables, Kelvedon Road." The site is currently pending appeal and is included as 'site 10' within this assessment. It has not therefore been included as committed development.

"Land at Maldon Road, rear of Peakes Close". The site was dismissed at appeal. The broad location has been included as 'site 8' within this assessment.

"Land at Brooks Meadows, Tiptree" The planning application is pending a decision and is included as 'site 11' within this assessment. It has not therefore been included as committed development.

Tiptree Neighbourhood Plan - Base Survey Data - TEMPRO Growth Factors

TEMPRO BASE + FUTURE YEAR	NTM GROWTH RATE - AM PEAK HOUR	NTM GROWTH RATE - PM PEAK HOUR	TEMPRO ASSUMPTIONS	
			Housing	Jobs
2014 - 2022	1.0904	1.0950	+ 334	+ 181
2015 - 2022	1.0482	1.0494	+ 284	+ 139
2016 - 2022	1.0559	1.0420	+ 234	+ 97
2017 - 2022	1.0360	1.0341	+ 192	+ 80
2018 - 2022	1.0277	1.0263	+ 149	+ 62
2020 - 2022	1.0115	1.0110	+ 64	+ 27
2014 - 2027	1.1421	1.1467	+ 444	+ 227
2015 - 2027	1.0740	1.0749	+ 394	+ 185
2016 - 2027	1.0700	1.0674	+ 344	+ 143
2017 - 2027	1.0614	1.0593	+ 302	+ 126
2018 - 2027	1.0529	1.0512	+ 259	+ 108
2020 - 2027	1.0363	1.0356	+ 174	+ 73

Notes:

TEMPRO Area Definition - Colchester 020 (E02004525 - Tiptree)

NTM Growth Rates are for 'principal road types'

Alternative Assumptions have not been applied - double counting of committed development is therefore likely for the 2027 scenario

Tiptree Neighbourhood Plan - Objective 3 - Red Amber Green Site Assessment - No Link Road Without A12 Improvements - 2022

Site	Number of Dwellings	Revised SEA - Objective 3 "To improve movement through Tiptree for ...			
		a) vehicular traffic (red indicates % impact >5%)	b) for walking and cycling	c) and to improve access to main routes and railway stations	d) whilst minimising impact on the village centre (red indicates % impact >5%)
1	200	Kelvedon Road (N & S Oak Road)			
2	200	Kelvedon Road (N & S Oak Road) Maypole Road			
3	175	Kelvedon Road (N & S Oak Road) Maypole Road			
4	175	Station Road			
5	75				
6	75				
7	200	Station Road Braxted Park Road			
8a	250	Maldon Road (N & S of Station Road) Braxted Park Road			
8b	450	Maldon Road (N & S of Station Road) Double Mini Roundabout (AM only) Kelvedon Road (N & S Oak Road) Maldon Road (N & S Station Road) Maypole Road Braxted Park Road			
9a	150	Kelvedon Road (S Oak Road)			
9b	275	Kelvedon Road (N of Oak Road - AM only) Kelvedon Road (S of Oak Road) Braxted Park Road			
9c	450	Kelvedon Road (N & S Oak Road) Maypole Road Braxted Park Road			
10	175	Kelvedon Road (N & S Oak Road)			
11	220	Maldon Road (N of Station Road) AM Braxted Park Road			

New Draft Tiptree Neighbourhood Plan (2022) Objective 3: To improve movement through Tiptree, for vehicular traffic but also for walking and cycling and to improve access to main routes and railway stations whilst minimising impact on the village centre.

RAG Rating
 Red Negative Impact
 Amber Neutral Impact
 Green Positive Impact

Tiptree Neighbourhood Plan - Objective 3 - Red Amber Green Site Assessment - No Link Road With A12 Improvements - 2027

Site	Number of Dwellings	Revised SEA - Objective 3 "To improve movement through Tiptree for ...			
		a) vehicular traffic (red indicates % impact >5%)	b) for walking and cycling	c) and to improve access to main routes and railway stations	d) whilst minimising impact on the village centre (red indicates % impact >5%)
1	200	Kelvedon Road (N & S Oak Road)			
2	200	Kelvedon Road (N & S Oak Road) Maypole Road			
3	175	Kelvedon Road (N & S Oak Road) Maypole Road			
4	175	Church Road Kelvedon Road (S of Oak Road)			
5	75				
6	75				
7	200	Station Road Braxted Park Road			
8a	250	Maldon Road (N of Station Road) Maldon Road (S of Station Road - AM) Braxted Park Road			
8b	450	Maldon Road (N & S of Station Road) Kelvedon Road (S of Oak Road) Maldon Road (N & S Station Road) Maypole Road Braxted Park Road			
9a	150	Kelvedon Road (S of Oak Road)			
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RAG Rating
 Red Negative Impact
 Amber Neutral Impact
 Green Positive Impact

Tipree Neighbourhood Plan - Impact Assessment (WITH LINK and WITHOUT A12 Improvements) - 2027 Including Committed Development AM Peak Hour

Site	Number of Dwellings	Trip Rate per dwelling	Indicative Employment (sqm)	Trip Rate (per 100sqm)	Total Vehicle Movements	Double Mini-Roundabout			B1022 - Maypole Road			B1023 - Kelvedon Road (S of Link Road)			B1023 - Church Road			B1022 - Malden Road (S of Station Road)			B1022 - Malden Road (N of Station Road)			B1023 - Kelvedon Road Inworth Road (N of Link Road)			Factory Hill Junction (Church Road / Station Road / Chapel Road)			Station Road			Bracted Park Road			Link Road	
						Distribution	Vehicles	% Impact	Distribution	Vehicles	% Impact	Distribution	Vehicles	% Impact	Distribution	Vehicles	% Impact	Distribution	Vehicles	% Impact	Distribution	Vehicles	% Impact	Distribution	Vehicles	% Impact	Distribution	Vehicles	% Impact	Distribution	Vehicles	% Impact	Distribution	Vehicles	% Impact	Distribution	Vehicles
						1	200	0.6	2000	1.5	150	20%	30	1.4%	0%	0	0.0%	20%	30	3.6%	5%	8	0.8%	15%	23	1.4%	15%	23	2.2%	60%	90	10.1%	0%	0	0.0%	0%	0
2	200	0.6	-	-	120	20%	24	1.1%	20%	24	3.1%	0%	0	0.0%	5%	6	0.6%	15%	18	1.1%	15%	18	1.8%	60%	72	8.1%	0%	0	0.0%	0%	0	0.0%	0%	0	0.0%	60%	72

Tipree Neighbourhood Plan - Impact Assessment (WITH LINK and WITHOUT A12 Improvements) - 2027 Including Committed Development PM Peak Hour

Site	Number of Dwellings	Trip Rate	Employment (sqm)	Trip Rate (per 100sqm)	Total Vehicle Movements	Double Mini-Roundabout			B1022 - Maypole Road			B1023 - Kelvedon Road (S of Link Road)			B1023 - Church Road			B1022 - Malden Road (S of Station Road)			B1022 - Malden Road (N of Station Road)			B1023 - Kelvedon Road Inworth Road (N of Link Road)			Factory Hill Junction (Church Road / Station Road / Chapel Road)			Station Road			Bracted Park Road			Link Road	
						Distribution	Vehicles	% Impact	Distribution	Vehicles	% Impact	Distribution	Vehicles	% Impact	Distribution	Vehicles	% Impact	Distribution	Vehicles	% Impact	Distribution	Vehicles	% Impact	Distribution	Vehicles	% Impact	Distribution	Vehicles	% Impact	Distribution	Vehicles	% Impact	Distribution	Vehicles	% Impact	Distribution	Vehicles
						1	200	0.6	2000	1.5	150	20%	30	1.4%	0%	0	0.0%	20%	30	3.8%	5%	8	0.7%	15%	23	1.4%	15%	23	1.9%	60%	90	9.0%	0%	0	0.0%	0%	0
2	200	0.6	-	-	120	20%	24	1.1%	20%	24	3.1%	0%	0	0.0%	5%	6	0.5%	15%	18	1.1%	15%	18	1.5%	60%	72	7.2%	0%	0	0.0%	0%	0	0.0%	0%	0	0.0%	60%	72

Notes:

Red highlighted cell indicates % impact >5%

Tiptree Neighbourhood Plan - Objective 3 - Red Amber Green Site Assessment - With Link Road Without A12 Improvements - 2027

Site	Number of Dwellings	Revised SEA - Objective 3 "To improve movement through Tiptree for ...			
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New Draft Tiptree Neighbourhood Plan (2022) Objective 3: To improve movement through Tiptree, for vehicular traffic but also for walking and cycling and to improve access to main routes and railway stations whilst minimising impact on the village centre.

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						Distribution	Vehicles	% Impact	Distribution	Vehicles	% Impact	Distribution	Vehicles	% Impact	Distribution	Vehicles	% Impact	Distribution	Vehicles	% Impact	Distribution	Vehicles	% Impact	Distribution	Vehicles	% Impact	Distribution	Vehicles	% Impact	Distribution	Vehicles	% Impact	Distribution	Vehicles	% Impact	Distribution	Vehicles
						1	200	0.6	2000	1.5	150	20%	30	1.3%	0%	0	0.0%	20%	30	3.0%	5%	8	0.8%	15%	23	1.4%	15%	23	2.2%	60%	90	7.9%	0%	0	0.0%	0%	0
2	200	0.6	-	-	120	20%	24	1.1%	20%	24	3.3%	0%	0	0.0%	5%	6	0.6%	15%	18	1.1%	15%	18	1.7%	60%	72	6.3%	0%	0	0.0%	0%	0	0.0%	0%	0	0.0%	60%	72

Tipree Neighbourhood Plan - Impact Assessment (WITH LINK and WITH A12 Improvements) - 2027 Including Committed Development PM Peak Hour

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						1	200	0.6	2000	1.5	150	20%	30	1.3%	0%	0	0.0%	20%	30	3.2%	5%	8	0.7%	15%	23	1.4%	15%	23	1.8%	60%	90	7.5%	0%	0	0.0%	0%	0
2	200	0.6	-	-	120	20%	24	1.0%	20%	24	3.3%	0%	0	0.0%	5%	6	0.6%	15%	18	1.1%	15%	18	1.5%	60%	72	6.0%	0%	0	0.0%	0%	0	0.0%	0%	0	0.0%	60%	72

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2	200	Kelvedon Road (N of Link Road)			

New Draft Tiptree Neighbourhood Plan (2022) Objective 3: To improve movement through Tiptree, for vehicular traffic but also for walking and cycling and to improve access to main routes and railway stations whilst minimising impact on the village centre.

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APPENDIX B

LINK COMPARISON TABLE

Tiptree Neighbourhood Plan - Link Road Comparison

	Link Road Comparison - Colchester to Feering Route				
	Length of Route* (km) - Colchester to Feering route	Journey Time (based on average speed of 40kph - off-peak with no delays)	Directness (number of junctions navigated and number of minor road junctions connecting to the route)	Reliability	Other
Existing Route (via Kelvedon Road, double mini-roundabout junction and Maypole Road)	1.8km	<p>162 s (2mins:42secs) Feering to Colchester +236 s delay** AM peak hour (Total 6mins:38secs) +374 s delay** PM peak Hour (Total 8mins:56secs) Colchester to Feering + 70 s delay** AM peak hour (Total 3mins:52secs) + 31 s delay** PM peak hour (Total 3mins:13secs)</p>	<p>1 junction to navigate (double mini-roundabout) Route passes 9 T-junctions including Oak Road, Vine Road, Barbrook Lane, Walnut Tree Way, Thurstable School / Leisure World and Maypole junction.</p>	<p>Poor Existing route is unreliable during peak periods with delays at the double mini-roundabout junction and delays associated with Maypole Road and Kelvedon Road at school times. Unreliable route leads to rat-running of Oak Road or drivers seeking alternative routes.</p>	<p>Without improvement the existing route will continue to become less reliable and will experience increases in delay and congestion, particularly when the A12 improvements are included.</p>
Proposed Route (via new Link Road)	approx. 1.3km	<p>117 s (1min:57secs)</p>	<p>0 junctions to navigate (excluding the roundabouts at either end of the Link Road. Small number of residential T-junctions will connect to the Link Road.</p>	<p>Good Link Road will bypass existing areas of delay and congestion and will reduce rat-running of Oak Road.</p>	<p>Link Road will reduce rat running on Oak Road. Link Road will remove through traffic passing Thurstable School and Baynards Primary School improving highway safety. Link Road will reduce pressure on double mini-roundabout junction.</p>

* Length of route calculated from the location of the proposed link road roundabouts at the western end (B1023 Kelvedon Road) and the eastern end (B1022 Colchester Road)

** Existing route peak hour journey time delay based on ARCADY results contained within the TA for the approved Barbrook Lane committed development site.



Tiptree Neighbourhood Plan 2022 – 2033

Pre-Submission (Regulation 14) Version

February 2022

Tiptree Parish Council



IMPORTANT INFORMATION

This is the Consultation Edition of Tiptree Neighbourhood Plan

The public consultation period runs from
midday 11th March until midnight 1st May 2022

This is your opportunity to have your say.
Please share your views with us.

Visit the Tiptree Neighbourhood Plan website
www.tiptreeparishcouncil.gov.uk/neighbourhoodplan

to:

- Find full details on the ways you can respond
- **Respond online (please use this method if you can)**
- Download a copy of the plan and/or the Strategic Environmental Assessment
- Download a paper response form

or:

The plan may also be viewed at the library and paper copies and/or response forms may be obtained from the Library, Staines or the Parish Council Office at 56 Church Road, CO5 0SU

Remember: you must respond by 1st May 2022

No Plan means no control over development!

A list of the Neighbourhood Plan Policies contained in this document

TIP01	Tiptree Spatial Strategy
TIP02	Good Quality Design
TIP03	Residential Car Parking
TIP04	Building for a Healthy Life
TIP05	First Homes
TIP06	Cycling, Walking and Disability Access Routes
TIP07	Mitigating the Impact of Vehicular Traffic through Tiptree Village
TIP08	Tiptree Village Centre
TIP09	Small-Scale Commercial Workspaces
TIP10	Provision of Community Infrastructure
TIP11	Green Infrastructure
TIP12	Recreational Disturbance Avoidance and Mitigation
TIP13	Highland Nursery
TIP14	Elms Farm

Cover photograph: Grove Lake, Church Road, Tiptree

We are grateful to Sue Shepherd, David Turner and Jonathan Greenwood for the use of photographs within this document.

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1 FOREWORD

- 1.1 It is with great pleasure that we present to you this Neighbourhood Plan for Tiptree. It has been possible thanks to the involvement of hundreds of individuals and an army of volunteers. From those who contributed through the community questionnaire or public engagement exhibitions, the volunteers who spent hours of their time throughout 2017-20 compiling and analysing the data to those who have assessed sites or helped write the plan itself; this has truly been a community endeavour. It has been a challenging process completing one of the most complex Neighbourhood Plans in the country and there have been many obstacles to overcome. Not least of these was the granting of the appeal to build 200 houses in Barbrook Lane, contrary to the objectives of the Neighbourhood Plan. This Plan has had to accommodate that development and therefore plans for an additional 400 new homes. Nevertheless, the result is a Neighbourhood Plan that meets both the Colchester Borough Council housing targets and does so in a way that is sustainable and reflects the expressed wishes of the majority of people who live or work in Tiptree.
- 1.2 Though the prospect of new development may not always be popular and may bring many challenges; it also has the potential to bring the new life that is needed to maintain a vibrant and dynamic community. Well planned development brings benefits such as improvements in roads, services and amenities. Unfortunately this has not always been achieved in Tiptree. This is because new development has, in the past, been imposed on Tiptree without the protection of a Neighbourhood Plan and consequently the village has been left with a lack of infrastructure and poor road layouts.
- 1.3 Through the Neighbourhood Planning process the Government has given local communities genuine opportunities to influence the future of the places where they live. It allows communities to determine where new houses, businesses and shops should go. It gives us a say in what types of housing we want to see and what our houses and estates should look like.
- 1.4 As part of the Government's commitment to build housing, Colchester Borough Council is required to enable the delivery of 13,800 homes by 2033 (920 per year). Tiptree's share of this allocation is 600 homes, now including the development at Barbrook Lane. Whilst we cannot affect this development, the Neighbourhood Plan will allow us to take control over the next 15 years, to influence where development of the 400 dwellings and other uses takes place, as well as the type and quality of that development and to ensure that the change it brings meets local objectives.
- 1.5 This Neighbourhood Plan provides for the delivery of 400 new dwellings in a manner that will accommodate the needs of future residents and also enhance the community infrastructure to maintain a vibrant community. The estates will be sympathetically planned as befits a rural location and in line with the assessed needs. The estates will come with community open space, including allotments. There will be green 'buffer areas' to shield existing development from the new and there will be the first phases of the northern link road to improve traffic flow. Future phases of the link road are located outside of this Neighbourhood Plan area and are therefore outside the scope of this Plan. It is envisaged future phases of the road will be delivered through another plan making process outside of this Neighbourhood Plan. Furthermore there is the

creation of a new business area and the potential to improve the services offered in the village centre, including the provision of land for a new, bigger, health centre.

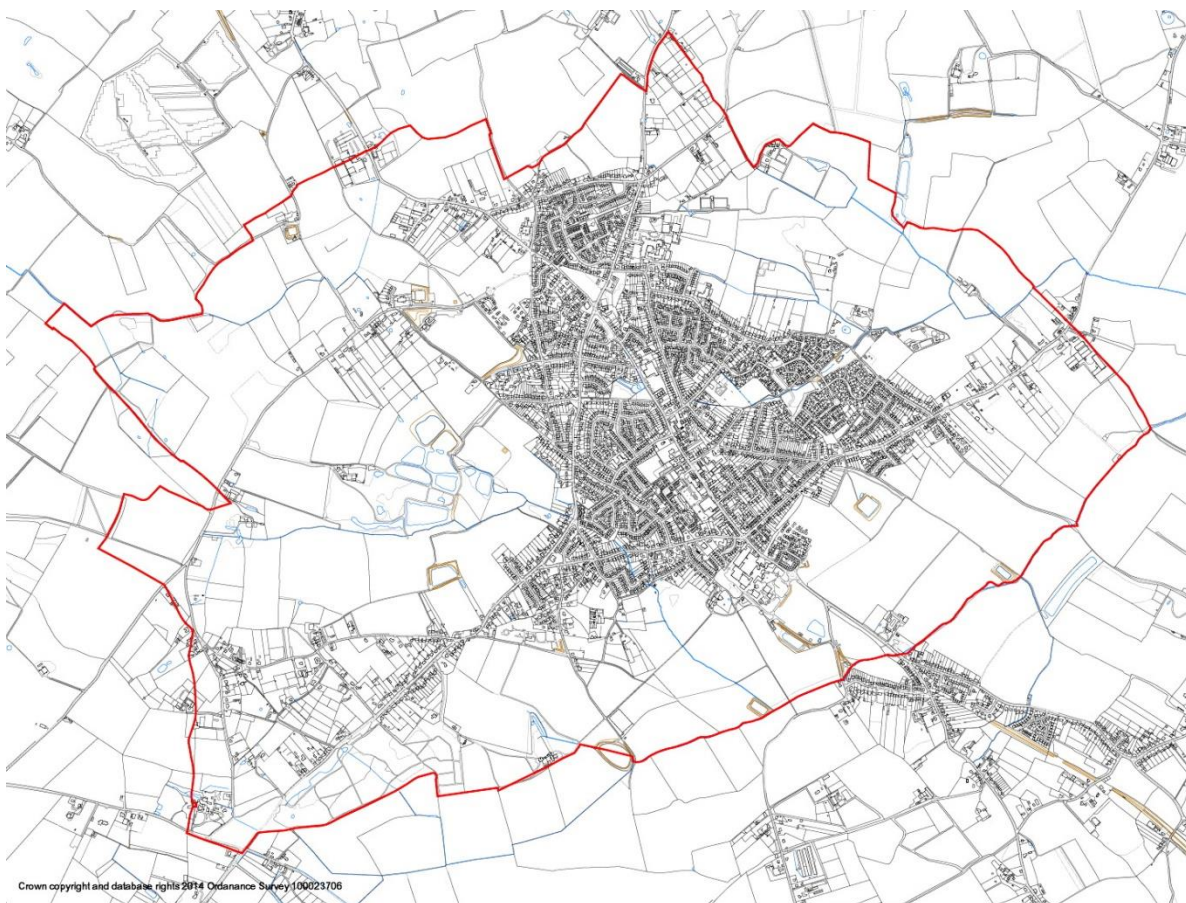
- 1.6 If we fail to produce a neighbourhood plan that is acceptable to the community, to Colchester Borough Council and to the independent examiner, we will lose influence over development and this would be likely to mean we must accept pressure from speculative development. Instead of shaping development we will be living in reaction to it. Of course we would all like Tiptree to continue to be a great place to live, not only for us but for future generations and that is why your involvement in this process is so important.



Tiptree's Tower Mill was built in 1775 and replaced a Post Mill which stood on the opposite side of Church Road in the grounds of Milldene.

2 INTRODUCTION

- 2.1 This document represents the Neighbourhood Plan for Tiptree parish. It represents one part of the development plan for the parish over the period to 2033, the other parts being the Colchester Borough Local Plan 2013-2033: North Essex Authorities' Shared Strategic Section 1 Plan (adopted in February 2021) and the Colchester Core Strategy (adopted in 2008 and amended in 2014). Whilst it must be in general conformity with the strategic policies of the adopted Local Plan, the Tiptree Neighbourhood Plan exists within the context of the emerging Colchester Local Plan Section 2 and details planning policies specific to Tiptree.
- 2.2 Colchester Borough Council (CBC), as the local planning authority, designated a Neighbourhood Area for the whole of the Tiptree parish area in 2015 to enable Tiptree Parish Council to prepare the Neighbourhood Plan. The Plan has been prepared by the community through the Tiptree Neighbourhood Plan Steering Group.
- 2.3 Map 2.1 below shows the boundary of the Neighbourhood Plan area, which is contiguous with the boundary of Tiptree parish.



Map 2.1: The Neighbourhood Plan area (outlined in red)

- 2.4 The purpose of the Tiptree Neighbourhood Plan (the Neighbourhood Plan) is to guide development within the parish and provide guidance to any interested parties wishing to submit planning applications for development within the parish. The process of producing a plan has sought to involve the community as widely as possible and the different topic areas are reflective

of matters that are of considerable importance to Tiptree, its residents, businesses and community groups.

- 2.5 Each section of the Plan covers a different topic. Under each heading there is the justification for the policies presented which provides the necessary understanding of the policy and what it is seeking to achieve. The policies themselves are presented in the green boxes. It is these policies against which planning applications will be assessed. It is advisable that, in order to understand the full context for any individual policy, it is read in conjunction with the supporting text.

National Policy

- 2.6 The National Planning Policy Framework (NPPF) 2021 states:

"Neighbourhood planning gives communities the power to develop a shared vision for their area. Neighbourhood plans can shape, direct and help to deliver sustainable development, by influencing local planning decisions as part of the statutory development plan. Neighbourhood plans should not promote less development than set out in the strategic policies for the area, or undermine those strategic policies (para 29).

Once a neighbourhood plan has been brought into force, the policies it contains take precedence over existing non-strategic policies in a local plan covering the neighbourhood area, where they are in conflict; unless they are superseded by strategic or non-strategic policies that are adopted subsequently (para 30).

Neighbourhood planning groups can play an important role in identifying the special qualities of each area and explaining how this should be reflected in development... (para.127)."

Local Plan Policy

- 2.7 The Colchester Local Plan reflects the National Planning Policy Framework (NPPF) and sets out a vision, strategy, objectives and policies for planning and delivery across the Borough. The Tiptree Neighbourhood Plan exists within the context of the Colchester Local Plan and the policies contained within it. The Colchester Emerging Local Plan Section 2¹ contains the following policy (as proposed to be modified) pertaining to Tiptree, upon which this Neighbourhood Plan is founded:



¹ As of February 2022, this has completed the Proposed Main Modifications Consultation in November 2021 and is awaiting the Inspector's Final Report.

Policy SS14: Tiptree

Within the preferred directions of growth shown on the Tiptree policies map, to the south west and north/north west, subject to existing constraints, the Tiptree Neighbourhood Plan will:

- (i) Define the extent of a new settlement boundary for Tiptree;
- (ii) Allocate specific sites for housing allocations to deliver a minimum 400 dwellings;
- (iii) Set out any associated policies needed to support this housing delivery i.e. housing mix, type of housing and density for each site allocated for housing;
- (iv) Set out the policy framework within the parish to guide the delivery of any infrastructure/community facilities required to support the development in accordance with the requirements of Policies SG7 and PP1. This will include a detailed transport assessment with a view to confirming provision of the first phases of a road between the B1022 and B1023;
- (v) Consider cross boundary issues;
- (vi) Identify other allocations in the Parish, including employment and open space.

Proposals for development outside of the settlement boundary or settlement boundary defined by the Tiptree Neighbourhood Plan, once adopted, will not be supported. This policy should be read in conjunction with the generic Neighbourhood Planning Policy SG8, Policy SG3 and policies in the Tiptree Neighbourhood Plan, once it has been adopted.

Before granting planning consent, wintering bird surveys will be undertaken at the appropriate time of year to identify any offsite functional habitat. In the unlikely event that significant numbers are identified, development must firstly avoid impacts. Where this is not possible, development must be phased to deliver habitat creation and management either on or off-site to mitigate any significant impacts. Any such habitat must be provided and fully functional before any development takes place which would affect significant numbers of SPA birds.

2.8 The Colchester Local Plan provides the strategy for growth of the Borough to 2033. The policies contained therein will apply to Tiptree except where addressed by this Neighbourhood Plan.

2.9 Essex County Council is the Minerals and Waste Planning Authority for Tiptree parish. The Development Plan for Tiptree parish also includes the following documents:

The Essex Minerals Local Plan (2014)

2.10 The Essex Minerals Local Plan (MLP) identifies sites and locations for mineral development within Essex up to 2029 and introduces policies to manage this type of development. There are no mineral extraction sites or other forms of mineral infrastructure either currently operating or allocated within the parish. However, there are deposits of sand and gravel within the parish which are subject to a Minerals Safeguarding policy within the Minerals Local Plan. Regard should be had to the requirements of Policy S8 of the MLP when 5ha or more of a proposed development falls within a Minerals Safeguarding Area.

Essex and Southend-On-Sea Waste Local Plan (2017)

2.11 The Essex and Southend-On-Sea Waste Local Plan (WLP) sets out how Essex and Southend-On-Sea aim to manage waste up to 2032 and introduces policies to guide waste management. It seeks to deal with waste more sustainably by guiding the development of waste management facilities, encouraging recycling and reducing reliance on landfill.

Consultation

2.12 Community consultation is at the heart of the Neighbourhood Planning process and the views expressed by the majority are the foundation for the plan itself. In the course of developing the Neighbourhood Plan there will have been five community exhibitions, a community questionnaire, a housing needs survey, consultation exercises to engage with landowners, local businesses and schools, as well as a referendum. The level of community involvement has been impressive with high attendance at the exhibitions and over 1000 questionnaires returned.

2.13 The timetable of past and future events is printed below. The dates of future events are provisional.

October 2013	Tiptree Parish Council (TPC) formed an initial working party to produce a Neighbourhood Plan.
February 2014	Regular meetings commenced to proceed with the Plan.
July–Sept 2014	Colchester Borough Council (CBC) call for landowners to offer sites for possible development.
Sept 2014	Businesses were asked to join the group.
October 2014	TPC apply to CBC for Tiptree to become a Neighbourhood Plan Area.
Nov–Dec 2014	Six week period of consultation by CBC.
February 2015	Tiptree designated a Neighbourhood Plan Area by CBC.
Jan/Feb 2015	Initial community consultation exhibition & Working Group formed.
Nov 2015	Second community consultation exhibition.
Sept 2016	Tiptree Village Questionnaire distributed to every home.
April 2017	TPC Call for landowners to offer sites for possible development.
June 2017	Rural Community Council of Essex (RCCE) Housing Needs Survey distributed to every home.
Summer 2017	Analysis of Questionnaire results and commencement of assessment of sites on offer.
Dec 2017	Development of a Vision statement and Objectives derived from the questionnaire responses that will shape future planning.
January 2018	Preparation of Neighbourhood Plan brief to instruct consultant.

- February 2018 Questionnaire Results and Vision and Objectives feedback exhibition.
- February 2018 Appointment of a Task Group and the hire of a consultant to write the draft Neighbourhood Plan.
- June/July 2019 Launch exhibition and six-week community consultation on proposed Neighbourhood Plan.
- Autumn 2019 Analysis of responses and Neighbourhood Plan amendments.
- January 2020 Preparation of supplementary documents.
- March 2020 Submission of plan to Local Planning Authority (LPA).
- April 2020 Statutory Consultation Period (6 weeks) and appointment of examiner.
- July 2020 LPA submission to independent examiner.
- October 2020 Independent Examiner issues report finding that the Neighbourhood Plan does not meet the basic conditions and cannot proceed to referendum.
- Dec 2020 LPA produces a Decision Statement that the draft Neighbourhood Plan should not proceed to referendum.
- March 2022 Six weeks consultation on revised proposed Neighbourhood Plan (Regulation 14).
- June–Nov 2022 Regulation 16 consultation, examination and referendum on Neighbourhood Plan.
- Dec 2022 Neighbourhood Plan is made



3 LOCAL CONTEXT

A brief history of Tiptree

- 3.1 Tiptree lies on the south facing slope of the Tiptree Ridge which, was created during the Anglian Glaciation 45,000 years ago when the ice sheet reached its most southerly position. The ridge consists of a mixture of soils, sands, clays and shingle gathered as the ice sheet crept south, resulting in poor soils that favour a low shrubby heathland habitat.
- 3.2 In ancient times, the area was left relatively untouched, possibly because of the hostile environment of the heathland, which took in much of the parish. Another reason may have been that the area was the borderline between two major Iron Age tribes, known as the Trinovantes who hailed from the north Essex area, and the Catuvellauni, who occupied much of the remainder of the modern county boundary. It is believed an Anglo-Saxon named Tippla had settled on the hill above the River Blackwater, where a large tree stood. The area soon became known as Tippla's Tree, hence the name Tiptree. Only Tiptree Heath was mentioned in the Domesday Book but Tiptree Priory was founded before 1218.
- 3.3 The area between Messing and Heybridge was noted, in a countrywide census of land use initiated by King John in the 13th century, as a large desolate heathland that spread out over 1,000 acres of which, now only 60 acres survive as Tiptree Heath on the western edge of Tiptree.
- 3.4 Being so close to the secluded water inlets of Tollesbury, Salcott and Mersea, the area soon became a focal point for smugglers, who often hid their contraband within the overgrown heathland and by the 18th century, it became a no-go area for the locals. Farmers who owned the land received 'gifts' for keeping quiet about the smuggling trade.
- 3.5 It was not until the intervention of the Royal Navy along the Essex coastline, supporting the revenue boats that the use of the heath for such illegal reasons halted. The heath was also used for army camps at various times; travelling people made the heath their home and other uses of the heathland included fairs and the much-reported Tiptree Races, held annually on July 25 since the 17th century, up until 1912. The Goodman's Green Meeting was founded in 1664 and the Congregation Chapel was built in 1750 and then rebuilt in 1864 becoming the URC we know today. In 1777 Andre and Chapman created a now famous Essex map which, finally identified Tiptree with a few tracks and a windmill. Small settlements were situated on the fringes of what we know as the central triangle of Tiptree today, being around the Chapel Lane, Oak Road, Bung Row, Pennsylvania Lane and West End Road areas.
- 3.6 The 1800s is when Tiptree started to grow up. John Mechi, who would later become an alderman of the City of London, fuelled aspirations that would lead to the creation of an ecclesiastical parish of Tiptree St. Luke's and its school. Mechi bought a farmhouse on the heath as a base for his agricultural experiments and rebuilt it as Tiptree Hall. 300 houses were built between 1800 and 1850.



3.7 One family took advantage of the potential of growing fruit on the heathland. AC Wilkin, born in 1835 and founder of Wilkin and Sons had already experimented in new agricultural methods, renting some acres from his father's farmland at Trewlands for minor fruit growing in a move that would see him establish one of the biggest jam-making companies in the world. The Britannia Fruit Preserving Company, as Wilkin and Sons was initially known, started business in 1885. The first jam was made in the kitchens of Trewlands.

3.8 Tiptree had its own railway branch line in the early 1900s, the realisation of efforts for easier transportation of jam and produce to London. By 1911, there were 1,000 daily travellers on what was affectionately known as the Crab and Winkle line. However, falling passenger numbers and thefts of jam and produce from the freight carriages helped lead to its demise. 1951 saw the official closure of the remnant of the Crab & Winkle line with the last train, bearing the legend "Born 1904 - died 1951" carrying the last passengers. The Tiptree to Kelvedon section lasted until 1962 to carry freight mainly from Wilkin & Sons.



3.9 However the railway helped sow the seed for an infrastructure that soon grew up to the north of the jam factory. The main street, Church Road, soon became the commercial centre of the village, with the Co-Op and other family-run stores sprouting up. Much of Tiptree historically belonged to the Quakers who opposed the consumption of alcohol. Consequently, there are no pubs in the centre of the village and reputedly covenants still exist prohibiting the sale of alcohol in certain parts of the village.

3.10 The village's second largest company, Anchor Press (1900), later becoming part of the Hutchinson Group and Tiptree Book Services, was soon established in the centre, but the press moved out of the village in the 1990s leaving the book warehousing and distribution service to continue a while longer.

3.11 After WW1, a War Memorial was raised in 1920 by subscription at the junction of Church Road and Chapel Road commemorating 53 of the 55 men connected to Tiptree who did not return.

3.12 By 1966, the Grove Lake site became available to the community and the co-op gravel pits were filled and became Windmill Green after pressure from Parish Council and Tiptree Residents Association. In the sixties Tiptree became a London



overspill community. This led to numerous new housing estates and many residents who were not employed locally.

- 3.13 The Martin family’s Grove House in Church Road which housed a Basket Works was demolished and, in 1993, became a Co-Operative supermarket with adjacent car parking; later in 2011 it became Asda.
- 3.14 In the 1990s changes to the existing village envelope were proposed. The large area to the west of the narrow Grove Road was an obvious area and ultimately an estate was created with rather a town aspect.
- 3.15 The Hutchinson Group, still expanding, found its Tiptree Book Services site too small and as no suitable site could be found within the village, eventually moved in 2004 to Frating near Colchester. The large site left by the exit of the Hutchinson Group in the middle of the village was taken by Tesco who built a supermarket with a large car park. The surplus land was used to build houses and flats.
- 3.16 There are now more than 90 customer-facing businesses in central Tiptree. Tiptree has become a District Centre and many of our amenities are used by the thousands who visit Tiptree from outside our residential boundary.
- 3.17 Table 3.1 indicates the growth of population in Tiptree.

1861	1911	1921	1931	1951	1961	1974	2011	2020
853	1,272	1,483	2,185	2,453	3,108	6,851	9,182	9,308

Table 3.1: Population of Tiptree, 1861-2020 (sources: national censuses, CBC)

Tiptree parish in 2022

- 3.18 Tiptree is a large village located on the south west boundary of the Borough and approximately 15km from Colchester itself. Development has grown up around key highway intersections in a roughly triangular built form. There is a small separate cluster of houses to the south west of the main village known as Tiptree Heath.
- 3.19 Tiptree is the largest of three District Centres identified in Colchester Borough. The other two District Centres are West Mersea and Wivenhoe, both of which are towns with a maritime heritage. In contrast Tiptree is a village with an agricultural heritage. It has a high number of key services and community facilities. There are three supermarkets, a community centre, and a health centre as well as a range of independent shops, cafes and restaurants. These services support the needs of local residents and businesses in Tiptree as well as communities from the surrounding rural areas. It will be important to protect the function of the District Centre in Tiptree to ensure that it continues to meet the needs of the local communities who use it. There are regular bus routes serving the village to and from Colchester during the day however the lack of an evening service (the last bus from Colchester leaves at 7.20pm) is an issue to be addressed. Nevertheless, Tiptree is considered to be a sustainable settlement suitable for growth during the plan period.
- 3.20 Tiptree is very well served in terms of educational facilities as it has four primary schools and Thurstable Secondary School within the village. There is also a Leisure Centre located at

Thurstable School as well as Atlantis Health & Beauty Spa, sports clubs at Warrior’s Rest and Colchester United’s training ground located off Grange Road. There are currently four designated Local Economic Areas (LEAs) in Tiptree: the Alexander Cleghorn Site, Tiptree Jam Factory, the Basketworks Site and the Tower Business Park. These will continue to be protected for this use. Any development proposals affecting these sites or any other sites providing an economic/employment use in Tiptree over the plan period will be required to comply with Policy SG4 of the Emerging Local Plan Section 2.

- 3.21 There are a number of constraints which limit the amount of land available for growth in Tiptree. Development to the south east is constrained by Tiptree Jam Factory and Birch Wood Local Wildlife Site. Development in this direction would also reduce the green gap between the village and Tolleshunt Knights and would be constrained by Layer Brook which is Flood Zones 2 and 3. Expansion to the north east of Tiptree is constrained by Thurstable School and Warriors Rest while expansion to the west is constrained by the Tiptree Quarry and Brook Meadow’s Local Wildlife Site and the importance to maintain the separate identities of Tiptree and Tiptree Heath hamlet by avoiding their coalescence. Expansion to the south west is constrained by Tiptree Heath SSSI.



The Fruit Picker

4 VISION AND OBJECTIVES

Challenges for Tiptree

- 4.1 Tiptree Neighbourhood Plan seeks to address, as far as possible, the challenges and opportunities that face the community. Over 1000 responses were received through the community consultation and the challenges that were identified are summarised below:
- a. Village Identity: 84% of respondents to the community questionnaire wish Tiptree to continue to be known as a village. Its size, character and rural setting are valued. Future development must retain that 'feel' and character and not impose a town-scape or mass urbanisation.
 - b. Traffic Flow: Tiptree is sited on a busy crossroads and there is a strong desire to relieve traffic at certain 'pressure points', particularly in Church Road which is the shopping and commercial centre of the village. For this reason the areas favoured by the community for development are to the north and north-west of the village primarily to allow access to the major routes without creating additional traffic in Church Road.
 - c. A12 access: Two routes connect Tiptree to the A12. Both include narrow bridges that cause delays at busy periods, the route via Feering contains a T junction that can be hard to turn out of and the other at Rivenhall has a minimal slip road onto the A12. As the village grows the need for better connections to the A12 is becoming critical. The proposed A12 widening scheme will bring improvements but also fresh challenges, particularly with regard to increasing traffic on the B1023, Kelvedon Road.
 - d. Open Space: 66% of respondents to the community questionnaire consider that there is insufficient publicly accessible open space around Tiptree. There is also a strong desire to protect our valuable wildlife areas and 65% of the respondents would like to see some form of country park established in the Tiptree area.
 - e. Village Centre: Comments focus on increasing the variety of shops, providing places to eat and drink in an evening, providing additional parking for cars and cycles, reducing through traffic (especially HGVs) and environmental improvements such as pedestrianised areas, seats and flowerbeds.
 - f. Essential services: There is a regular bus service between Maldon and Colchester that is considered 'adequate' by most, although the service no longer extends into the evening. However most respondents consider the service to Kelvedon and Witham (including the railway stations) to be inadequate and, for those who travel to the stations by car, car parking can be difficult. There is an expressed desire to see improvements in leisure facilities, eating facilities, dental and health centre provision. 1 in 10 respondents have been unable to register with a dentist in Tiptree and 47% have found it difficult to get an urgent appointment at the Health Centre.

Vision for Tiptree

4.2 In consultation with the community, the following vision for Tiptree was established:

Vision for Tiptree in 2033

'Our vision is to retain an attractive village feel to Tiptree with a close relationship to its heritage and surrounding countryside. We want to strengthen the supportive community at the heart of Tiptree through sympathetic development whilst at the same time developing a thriving rural centre with a sustainable economy and a robust infrastructure to meet the needs of the community.'

Neighbourhood Plan objectives

4.3 In order to deliver the Vision for Tiptree, the Neighbourhood Plan seeks to address the following objectives:

Objectives of the Tiptree Neighbourhood Plan

- 1: To deliver development prioritising local distinctiveness in keeping with the village feel, rural surroundings and heritage of Tiptree.**
- 2: To meet the housing, infrastructure and service requirements and needs of Tiptree and its residents in a sustainable manner.**
- 3: To improve movement through Tiptree, for vehicular traffic but also for walking and cycling and to improve access to main routes and railway stations whilst minimising impact on the village centre.**
- 4: To protect and enable Tiptree's green environment, wildlife and biodiversity to thrive and grow.**
- 5: To enable Tiptree village centre to thrive as a safe location for people to spend leisure time and access community facilities.**
- 6: To ensure that Tiptree is an attractive location for a range of businesses so that its local economy can thrive.**

4.4 In the sections that follow, the policies to support and deliver the vision and objectives are set out under the following topics:

- Spatial Strategy
- Design and Housing
- Traffic and Movement
- Tiptree Village Centre

- Employment
- Community Infrastructure
- Countryside and Green Spaces
- Site Allocations
- Non-Policy Actions

4.5 In each section the relevant objectives addressed by the topic are set out. These are followed by explanatory text that sets out the context and justification for the policies that follow. The Policies themselves are contained within green boxes. These policies are the primary policy instrument within the Neighbourhood Plan. They promote sustainable development within the Neighbourhood Plan designated area. They are to be considered prioritised and in line with the intentions of higher planning policy as well as the local community.

4.6 The Policies Map is to be found at the back of this document on page 52.



Church Road, Tiptree

5 SPATIAL STRATEGY

Objective 1: To deliver development prioritising local distinctiveness in keeping with the village feel, rural surroundings and heritage of Tiptree.

Objective 2: To meet the housing, infrastructure and service requirements and needs of Tiptree and its residents in a sustainable manner.

Objective 3: To improve movement through Tiptree, for vehicular traffic but also for walking and cycling and to improve access to main routes and railway stations whilst minimising impact on the village centre.

Objective 4: To protect and enable Tiptree's green environment, wildlife and biodiversity to thrive and grow.

- 5.1 Tiptree is a large village and a District Centre. It is classified by the Colchester Emerging Local Plan Section 2 (eLP2) as a sustainable settlement. As a consequence, it is required to support a significant amount of growth over the plan period to 2033. Policy SS14 in the eLP2 requires allocations to be made to deliver a minimum of 400 dwellings over this period. The submission version of the eLP2 required a minimum of 600 dwellings to be delivered but, in 2020, planning permission was granted for 200 dwellings at Barbrook Lane. As such, the eLP2 requirement was revised to take account of this. The Neighbourhood Plan seeks to allocate sites that address the requirement for a minimum of 400 dwellings in addition to Barbrook Lane development. It is a core role of the Neighbourhood Plan to allocate sites that will deliver this minimum housing requirement. In doing so, Policy SS14 specifically requires the Neighbourhood Plan to define the extent of a new settlement boundary. As part of this, and reflecting the approach in eLP2, the settlement boundary that was around Tiptree Heath in the Colchester Core Strategy has been removed. It is considered that this is necessary to preserve the rural nature of what is a hamlet, thereby avoiding it potentially coalescing with the built-up area of Tiptree village.
- 5.2 Along with housing, Policy SS14 requires that the Neighbourhood Plan identifies as necessary other allocations in the parish, including employment and open space.
- 5.3 In order to meet the requirement for a minimum 400 new homes in Tiptree there have been two calls for local landowners to put forward sites for possible development. The first was the Colchester Borough Council call for sites commencing in 2014 and the second was made by Tiptree Parish Council in 2017. Each site submitted was subjected to a thorough Strategic Housing Land Availability Assessment (SHLAA) to assess its suitability for development. Sites were assessed against pre-agreed criteria, the assessments were peer reviewed to check consistency and then reviewed by a Colchester Borough Council planning officer. As a result of the SHLAA process 46 sites around the entire Neighbourhood Plan area were taken forward for further consideration. The final selection of sites has been informed by a number of evidence base documents including but not limited to the SHLAA process, policy SS14 in the eLP2 and the Neighbourhood Plan Strategic Environmental Assessment (SEA), alongside the vision and objectives of the Neighbourhood Plan which have been derived from the community consultation exercise.
- 5.4 Two areas have been allocated for development and each comprises a number of submitted sites that have been promoted by more than one land agent or developer. It is a necessary

requirement that each allocation is brought forward in a coordinated manner. This is to achieve general consistency and equalisation as well as to ensure that development is in keeping with the character of Tiptree across a range of aspects which may include layout, roads, footpaths, housing mix and design.

- 5.5 The general approach in the Tiptree Neighbourhood Plan is that growth will be focused within the settlement boundary on sites with existing planning permission, new site allocations and small scale infill sites (windfalls). When considering the siting of future development, a recurring theme throughout the responses to the Community Questionnaire is the ability to access major routes, the A12 in particular, without exacerbating the traffic situation in Church Road. Serving as the main through route for south-east to north-west traffic, Church Road already accommodates a greater volume of traffic than is ideal for the shopping and business centre for the village. There is an aspiration in Tiptree for a northern link road that creates the opportunity to ultimately connect Colchester Road (B1022) with Grange Road. The first phase of this road can be delivered by this plan (see TIP13 and TIP14). It is envisaged that future phases of the northern link road can be delivered through future plan making processes outside of this Neighbourhood Plan.
- 5.6 Accordingly, the Neighbourhood Plan allocates two sites for development (in addition to the site with planning permission at Barbrook Lane) which are expected to deliver housing along with a range of specific infrastructure and community facilities. These two allocated sites reflect, among other things, the importance of minimising the traffic impact.
- 5.7 More generally, these allocations and any other future developments are expected to provide high quality schemes which are in keeping with the identity, landscape setting and character of Tiptree, generally enhance the public realm and improve accessibility for pedestrians and, where possible, cyclists through improvements to road safety and congestion.
- 5.8 The area outside the settlement boundary is defined as countryside where development proposals must meet the requirements of Colchester eLP2. Policy SG1 states that, "New development in the open countryside will be required to respect the character and appearance of landscapes and the built environment and preserve or enhance the historic environment and biodiversity to safeguard the rural character of the Borough."

Flooding

- 5.9 In order to help manage downstream flood risk, any new development within the Plan area should be directed away from areas of existing flood risk where possible. New development within the plan area must ensure that surface water runoff rates are not increased beyond existing rates. Historically some surface water flooding has occurred towards the north of the village in close proximity to the Elms Farm allocation. Site investigations have shown that the watercourse to the southwest of the site has limited capacity. Any development in this area should consider improvement works as part of the development.
- 5.10 All development within the plan area should use Sustainable Drainage Systems (SuDS) to manage rainfall runoff from the site. These techniques should encompass the four pillars of SuDS, addressing water quantity, water quality, biodiversity and amenity. In order to achieve these results, the use of above ground SuDS should be promoted. Where possible these features

should be multifunctional, not only providing flood risk mitigation but also enhancing green infrastructure within the plan area.

- 5.11 All drainage strategies for major development within the plan area should be based on the Essex Sustainable Drainage Design Guide. It is recommended that developers engage in pre-application discussions with the Lead Local Flood Authority (LLFA) to ensure that any recommendations can be incorporated into site design as early into the planning process as possible. While the LLFA is not currently a statutory consultee on minor applications it is still recommended that the principles of the Essex SuDs Design Guide are implemented on smaller sites to ensure that the cumulative effect of multiple smaller developments does not result in a significant increase in downstream flood risk.
- 5.12 Although not directly linked with the planning process it should be ensured that any new development within the Plan area complies with the Land Drainage Act and an application is made to the LLFA for ordinary water consent before making any changes to existing ordinary watercourses.



Heathland Avenue

POLICY TIP01: TIPTREE SPATIAL STRATEGY

- A. New development in Tiptree parish shall be focused within the settlement boundary of Tiptree village and on the site allocations in Policies TIP13 (Highland Nursery) and TIP14 (Elms Farm) as identified on the Policies Map. Development proposals outside the settlement boundary will only be permitted where:**
- i. it is in accordance with Colchester Local Plan Section 2 Policy SG1 (Colchester’s Spatial Strategy) and Policy OV2 (Countryside) in respect of development in the countryside; or**
 - ii. it relates to necessary utilities infrastructure and where no reasonable alternative location is available.**
- B. The Plan provides for a minimum of 400 dwellings to be built in the period 2022 to 2033² and the following sites are allocated for development:**
- i. Highland Nursery - a minimum of 200 dwellings**
 - ii. Elms Farm - a minimum of 200 dwellings**
- C. Development on the site allocations in Policies TIP13 and TIP14 will be expected to address the following key matters:**
- i. the provision of new housing which addresses evidence-based needs;**
 - ii. the provision of new employment space which addresses evidence-based needs;**
 - iii. the provision of key infrastructure including education, health, transport and movement, community facilities, utilities and public realm improvements, through direct provision and/or developer contributions (including Section 106 and Community Infrastructure Levy if introduced) as directed in the relevant policies;**
 - iv. design high quality buildings and deliver them in layouts with high quality natural landscaping in order to retain the rural character and physical structure of Tiptree.**
- D. Development must ensure that it preserves the indicative route of the link road, within the housing allocations as per TIP13 and TIP14, between Colchester Road (B1022) and Grange Road.**

² This is in addition to 200 dwellings with planning permission at Barbrook Lane (planning appl. ref. 182014)

6 DESIGN AND HOUSING

Objective 1: To deliver development prioritising local distinctiveness in keeping with the village feel, rural surroundings and heritage of Tiptree.

Objective 2: To meet the housing, infrastructure and service requirements and needs of Tiptree and its residents in a sustainable manner.

Local character and design

- 6.1 Responses to the Community Questionnaire reveal a strongly held desire for Tiptree to remain a village with a 'village feel'; small enough for there to be a sense of community but large enough to provide essential services within the village. There is a strong desire for new housing to reflect the village character and to avoid the imposition of an urban landscape. It is acknowledged that this has not always been achieved in the past.
- 6.2 Dwellings should be built in clusters with space between to break up the development and to provide space for footpaths, cycle-ways, trees and wildlife corridors that connect to existing facilities and networks. New development should incorporate integral features of benefit to wildlife, such as integral swift bricks, bat tiles, sparrow terraces, starling boxes, hedgehog highways, invertebrate 'hotels', log piles, reptile refugia, etc. A wildflower lawn mix can be used for amenity areas, which significantly improves the value for insect pollinators.
- 6.3 Roads should have pavements and most dwellings should be set back and have front gardens. The streetscape should be attractive and well managed with storage space for recyclables, refuse/wheelie bins and bicycles and lay-bys for on-street parking.
- 6.4 In recognition of the forecast increase in demand from electricity networks for solar panels and batteries as well as electric vehicle charging, and from digital networks for faster broadband, it is important that houses are designed so that new technology and infrastructure can be incorporated in the build or retro-fitted as necessary.



Wilkin Drive, Tiptree

POLICY TIP02: GOOD QUALITY DESIGN

- A. All development within Tiptree must demonstrate good quality design and respect and enhance the character and appearance of the surrounding area and the way it functions. Achieving good design in Tiptree means responding to and integrating with local surroundings and landscape context as well as the existing built environment. In particular, proposals must demonstrate that they will appropriately address the following:**
- i. Ensure new development proposals reflect the local vernacular in terms of house styles, building set back and arrangements of front gardens, walls, railings or hedges.**
 - ii. Incorporate inter-connected areas of open space and green infrastructure to form discreet groups of buildings to break up the building mass.**
 - iii. Retention of existing landscape features such as mature trees and hedgerows which contribute to local landscape character and ecological diversity.**
 - iv. Incorporate the principles of *Secured by Design* to design out crime.**
 - v. Propose trees and mixed hedges of predominantly native species to screen development and integrate it into the landscape.**
 - vi. Development must minimise the visual impact of built development on existing green infrastructure networks such as footpaths, cycle paths, bridleways and leafy lanes.**
 - vii. In order to address the need for biodiversity net gain, integral features of benefit to wildlife should be incorporated into buildings and amenity areas.**
 - viii. Ensure safe access to routes for pedestrians, cyclists and road users, particularly towards the village centre, local schools and other amenities.**
 - ix. Use of high quality materials that complement the existing dwellings in the immediate vicinity.**
 - x. Properties to be designed so they incorporate appropriate infrastructure, including electric car charging points, and can be retro-fitted for new electricity and digital technology.**
- B. Designs that incorporate new technology to increase energy efficiency and reduce the carbon footprint will be encouraged.**
- C. In order to ensure a high quality and well managed streetscape, developments must ensure that sufficient external amenity space is provided, as well as space for refuse and recycling storage and car and bicycle parking (including on-street parking).**

Residential car parking

- 6.5 It is recognised that the number of vehicles per household is increasing, particularly in a village where most working people are dependent on personal transport to get to work and public transport networks are limited in terms of frequency and destination.
- 6.6 The main economic centres where Tiptree residents work or shop are Colchester, Chelmsford and London. The Colchester Travel to Work Patterns 2015 report identifies that 72% of workers from Tiptree leave to go elsewhere each day. The larger dwellings in Tiptree are home to households with high numbers of workers for whom accessibility to the workplace is a key consideration.
- 6.7 Car ownership is therefore high, not helped by the fact that bus services to main centres and railways are not practical for workers. Policy DM22 of the Colchester eLP2 requires development to meet the most recent local parking standards and this is considered to be particularly important in Tiptree. The local standards are provided by the Essex Parking Standards 2009³ and it is important that any updates to this are suitably reflected.
- 6.8 This plan considers it important to provide sufficient off-road parking as well as space for visitors with the aim of maintaining an orderly streetscape that is safe for children and pedestrians. Whilst garages are desirable, they are often not used for car parking. This plan encourages the use of open parking on drives, parking courts or car ports. Any street parking should preferably be in lay-bys with sufficient remaining road width for two cars to pass.

POLICY TIP03: RESIDENTIAL CAR PARKING

- A. All new residential developments within Tiptree must demonstrate sufficient provision of off-street car parking that meets the relevant local standards.**
- B. In order to ensure that off-street parking is fully utilised, the provision of open parking under car ports, on drives or on parking courts with designated spaces is encouraged in preference to garages. Height and width of parking spaces should be in accordance with the space dimensions set out in 'Essex Parking Standards: Design and Good Practice' document (2009) or successor document.**
- C. In order to achieve an orderly streetscape, on-street parking is encouraged to be provided in lay-bys.**

Building for a Healthy Life

- 6.9 Ensuring a high quality design of developments in terms of integration into the existing footprint, character and community of the village has frequently been expressed as a high

³ Essex County Council (2009) *Parking Standards: Design and Good Practice*, with Essex Planning Officers Association

priority for residents in consultation. In line with the eLP2 (paragraph 15.83) the Plan encourages new developments to apply the Building for a Healthy Life⁴ design standard.

POLICY TIP04: BUILDING FOR A HEALTHY LIFE

Applicants for major residential development (as defined by the National Planning Policy Framework) are encouraged to demonstrate how they meet the Building for a Healthy Life standards.

Dwelling mix

6.10 The 2011 census shows that proportionally, Tiptree lacks 1- and 2-bedroom dwellings and has a high proportion of 3- and 4-bedroom dwellings (see Table 6.1 below).

	Tiptree Parish		Colchester Non-Metropolitan District		East of England Region		England Country	
All Household Spaces With At Least One Usual Resident	3859	100.00%	71634	100.00%	2423035	100.00%	22063368	100.00%
No Bedrooms	15	0.39%	182	0.25%	5194	0.21%	54938	0.25%
1 Bedroom	236	6.12%	7669	10.71%	251374	10.37%	2593893	11.76%
2 Bedrooms	896	23.22%	19833	27.69%	633776	26.16%	6145083	27.85%
3 Bedrooms	1747	45.27%	28190	39.35%	1002547	41.38%	9088213	41.19%
4 Bedrooms	782	20.26%	12300	17.17%	407633	16.82%	3166531	14.35%
5 or More Bedrooms	183	4.74%	3460	4.83%	122511	5.06%	1014710	4.60%

Office for national Statistics March 2011

Key: Darker=Significantly more, Lighter=Significantly fewer compared to other areas

Table 6.1: Distribution of dwelling size in Tiptree based on number of bedrooms

- 6.11 Colchester Borough Council policy recognises the historic over-provision of larger dwellings. Local Plan Section 2 (Policy DM10) requires development to provide a mix in line with the latest Strategic Housing Market Assessment (SHMA) and this requirement should be followed in Tiptree along with any up to date evidence of specific local housing needs. Following the SHMA, the emerging Local Plan requires over 38% of all units to be 1- and 2-bedrooms (4.9% 1-bed and 33.3% 2-bed). For Tiptree’s 600 dwellings this will provide approximately 30no. 1-bedroom and 200no. 2-bedroom dwellings. The Barbrook Lane development, which accounts for one-third of Tiptree’s housing requirement, has been granted planning permission to deliver 35% of its units as 1- and 2-bed properties, slightly below this requirement. Moreover, only 29 of these properties (14.5%) will be open market dwellings, with 15 of these being bungalows. The requirement for more smaller properties, which meet the needs of first-time buyers amongst others, has therefore increased.
- 6.12 The RCCE housing Needs Survey (2017) also identified a need among current Tiptree residents for 25 bungalows (mostly (80%) 2-bedroom plus a few 3-bedroom). The Barbrook Lane development will contribute 15 bungalows towards this requirement.

⁴ https://www.udg.org.uk/sites/default/files/publications/files/14JULY20%20BFL%202020%20Brochure_3.pdf

- 6.13 Tiptree Neighbourhood Plan accepts that a discussion of the number of bedrooms is primarily about dwelling size and price. For this reason a dwelling the size and price of a two bedroom house but with a third bedroom in a loft space for example would be an acceptable alternative to a 2 bedroom dwelling.
- 6.14 The emerging Local Plan Section 2 Policy DM10 covers housing diversity. This requires developments to deliver a range of housing types and tenures in order to create inclusive and sustainable communities. In particular, development is required to provide a mix of dwellings in line with the latest Strategic Housing Market Assessment and has particular requirements for older people, specialist housing (e.g. for people with care needs, etc.), self-build/custom-build, gypsies and travellers, students and hospice provision. This policy is strongly supported by the Neighbourhood Plan and development should ensure that it meets its requirements in full.

Affordable housing

- 6.15 In line with emerging Local Plan Policy DM8, housing developments of 10 or more dwellings are required to deliver at least 30% of units as affordable housing. There is a strong desire (75% of 1042 respondents) for a proportion of affordable housing to be allocated to people with a link to Tiptree. According to the RCCE Housing Needs Survey for Tiptree published in December 2017 there was an assessed need locally of 19 units for housing association/council housing. This works out at six 1-bed units, ten 2-bed units and three 3-bed units.
- 6.16 The importance of making local people aware that they need to register with Colchester Borough Council in order to be considered for an affordable home is addressed in Section 13 (Non-policy actions).

First Homes

- 6.17 First Homes are a specific kind of discounted market sale housing that are considered to meet the definition of 'affordable housing' for planning purposes. Specifically, First Homes are discounted market sale units which must be discounted by a minimum of 30% against the market value. They must be sold to genuine first-time buyers and the discount must then be passed on to all subsequent buyers of the property. A minimum of 25% of affordable housing on any development must be First Homes.
- 6.18 The evidence base underpinning the eLP2 and the Neighbourhood Plan identifies that there is a need for homes that are affordable for first-time buyers. As identified in the housing needs survey, prices in Tiptree mean that many people cannot afford to buy properties locally. Since this was prepared in 2017, prices have increased by 8% for 2-bed properties (source: Zoopla.co.uk). The Housing Needs Survey also quoted evidence from 2007/8 that the median house price in Tiptree was 18.8 times higher than the median income (source: ONS/Land Registry), well above the figure of 15.4 for England as a whole. Given that the house price rises over this period (including the significant increases since 2017) has not been mirrored by equivalent rises in income, it can be assumed that the affordability ratio will have significantly worsened. There is a clear justification to introduce a First Homes requirement in Tiptree.
- 6.19 Due to the relatively recent introduction of First Homes (May 2021), the eLP2 falls under transitional arrangements for national planning policy so does not have to have a policy

requirement for First Homes. The Neighbourhood Plan however does not fall under these transitional arrangements so is able to include such a policy. It is considered vital that a proportion of affordable housing delivered in Tiptree is available as First Homes.

POLICY TIP05: FIRST HOMES

Developments that are required to deliver affordable housing (as per Colchester Local Plan Policy DM8) should deliver at least 25% of affordable units secured through developer contributions as First Homes.



Honeybee Grove, Tiptree

7 TRAFFIC AND MOVEMENT

Objective 3: To improve movement through Tiptree, for vehicular traffic but also for walking and cycling and to improve access to main routes and railway stations whilst minimizing impact on the village centre.

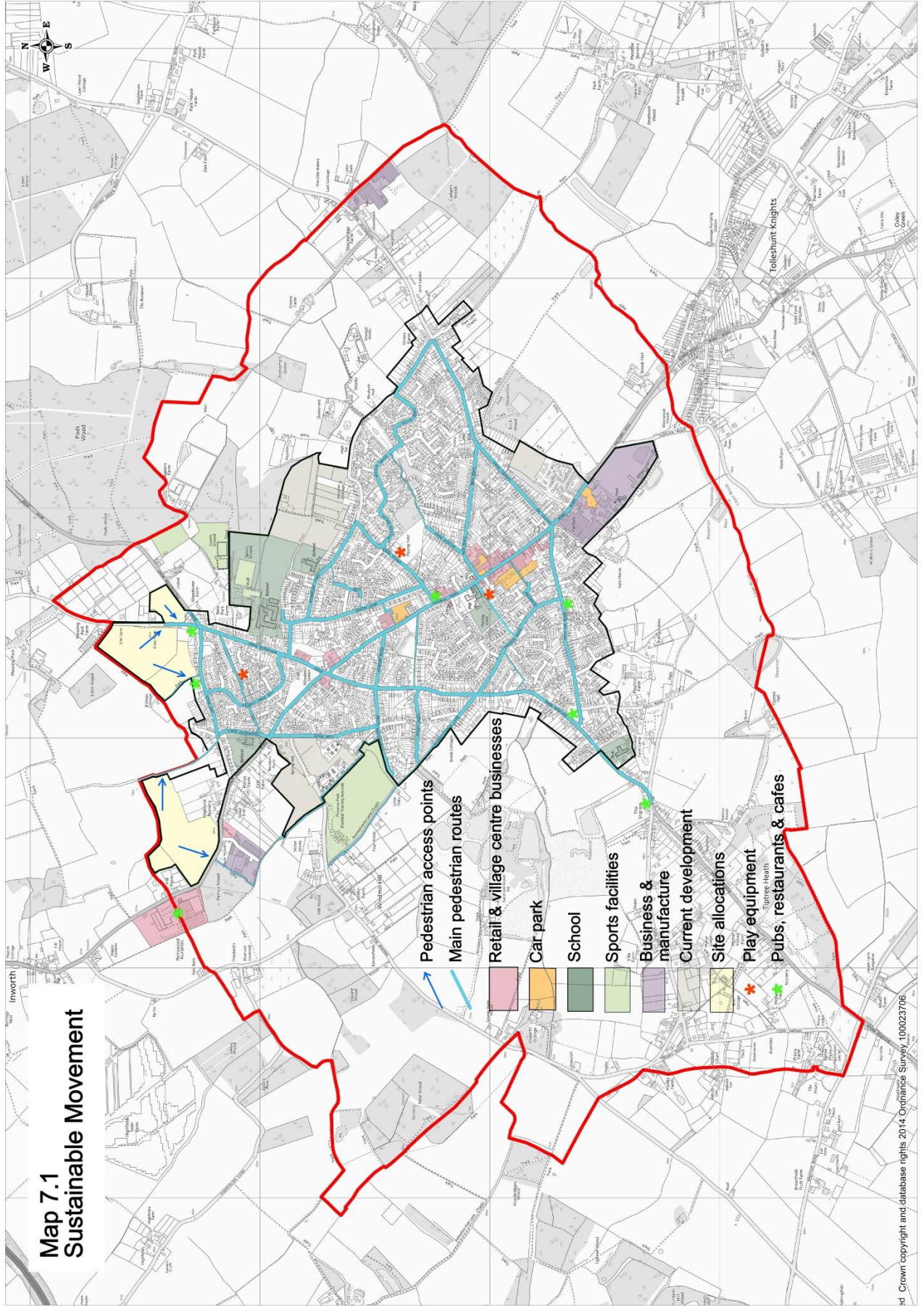
Sustainable movement

- 7.1 One of the benefits of living in a village is having the shops and services within walking distance of home. This Plan supports developments that provide direct, safe routes for pedestrians and cyclists to reach the village centre and local facilities. At the same time this plan recognises that Tiptree is a District Centre that will attract visitors from the surrounding area – many of whom will arrive by private car, particularly given the limited public transport services. It is therefore necessary to ensure the smooth flow of traffic and the provision of adequate village centre car parking to ensure that village facilities are easily accessible.

POLICY TIP06: CYCLING, WALKING AND DISABILITY ACCESS ROUTES

- A. Development proposals to improve cycling and walking infrastructure will be supported. In particular, provision of cycle and pedestrian routes that are physically separated from vehicular traffic and ideally from one another will be strongly supported. Such routes must also ensure that access by disabled users and users of mobility scooters is provided.**
- B. In order to enable safe pedestrian access to public transport facilities, schools, leisure and other important facilities serving Tiptree village, all new developments should ensure safe pedestrian access to link up, where possible, with existing footways. This is particularly important where these footways directly serve the main pedestrian routes shown on the Policies Map.**
- C. Proposals to enhance the quality and safety of the identified main pedestrian routes will be strongly supported. In particular this includes widening, surfacing, appropriate lighting and vegetation management.**
- D. In order to ensure the provision of safe direct walking and cycling routes to Baynard's Primary School and Thurstable Secondary School, development proposals that will significantly increase the numbers of children walking to school must contribute towards the provision of suitable pedestrian crossings as deemed necessary by the Highway Authority. In respect of the site allocations in Policies TIP13 (Highland Nursery) and TIP14 (Elms Farm), the need for pedestrian crossings of Kelvedon Road, Oak Road, Colchester Road Maypole Road and the link road must be considered.**
- E. Development must retain and enhance the quality and accessibility of Public Rights of Way and main pedestrian and cycle routes and adequately mitigate the impact of additional traffic movements on the safety and flow of pedestrian and cycle access, especially at road junctions.**

Map 7.1 Sustainable Movement



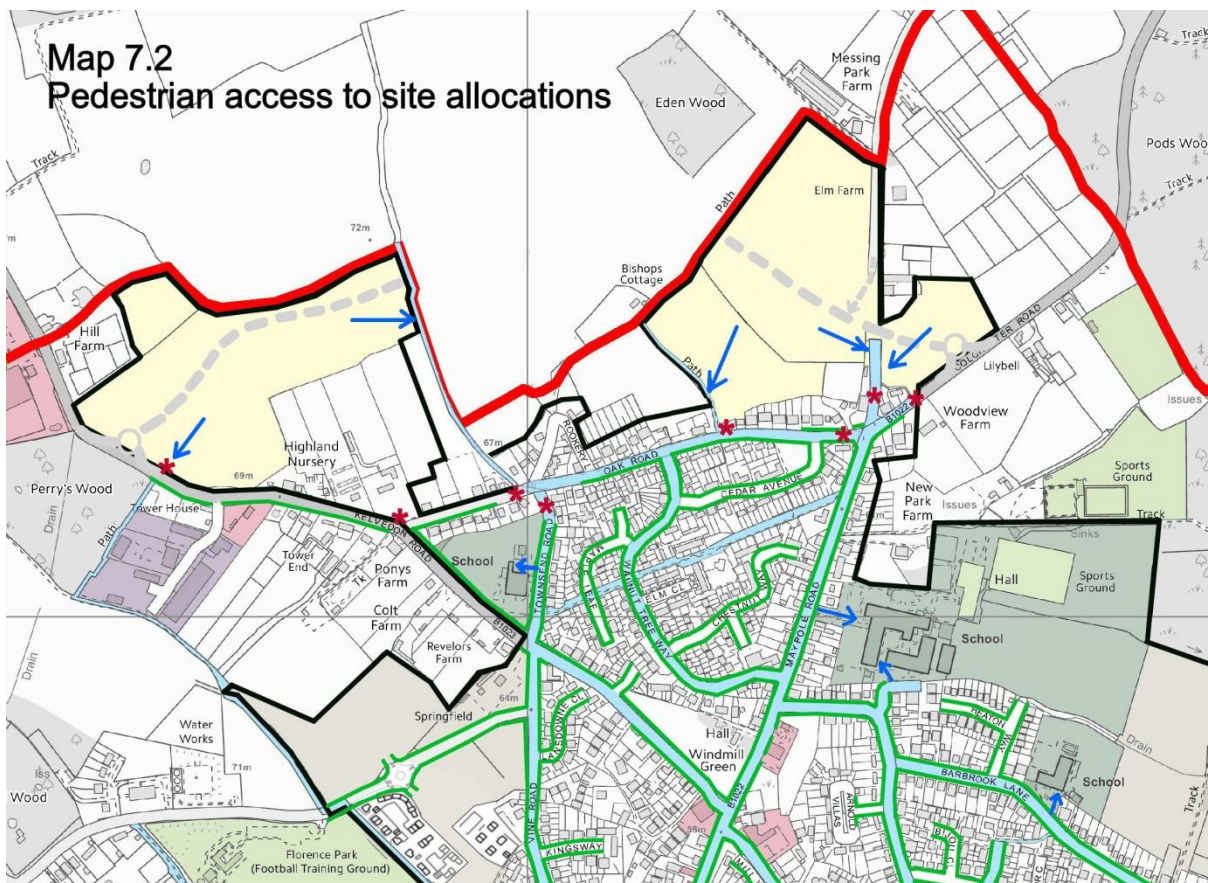
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7.2 The Parish Council is also aware of the following issues and will work towards improvements in these areas, albeit outside the provision of the Neighbourhood Plan:

- Provision of improved access to the A12 north and south.
- Improved transport links to neighbouring towns and railway stations.

7.3 Map 7.1 illustrates the main pedestrian routes and destinations which new developments would be expected to link with. The blue arrows indicate where pedestrians from the new developments would be expected to link with existing footways.

7.4 Map 7.2 illustrates some of the issues that arise from the lack of pavement in parts of Tiptree. The site allocations are shown in cream and the grey line indicates the indicative route of the first phase of a northern link road specified in the Colchester Local Plan. The blue arrows indicate the likely points where pedestrians will access the main walking routes and also the schools which are the most likely destinations. The issues raised will need to be considered and satisfactorily resolved before any proposals to develop the allocated sites come forward.



Key

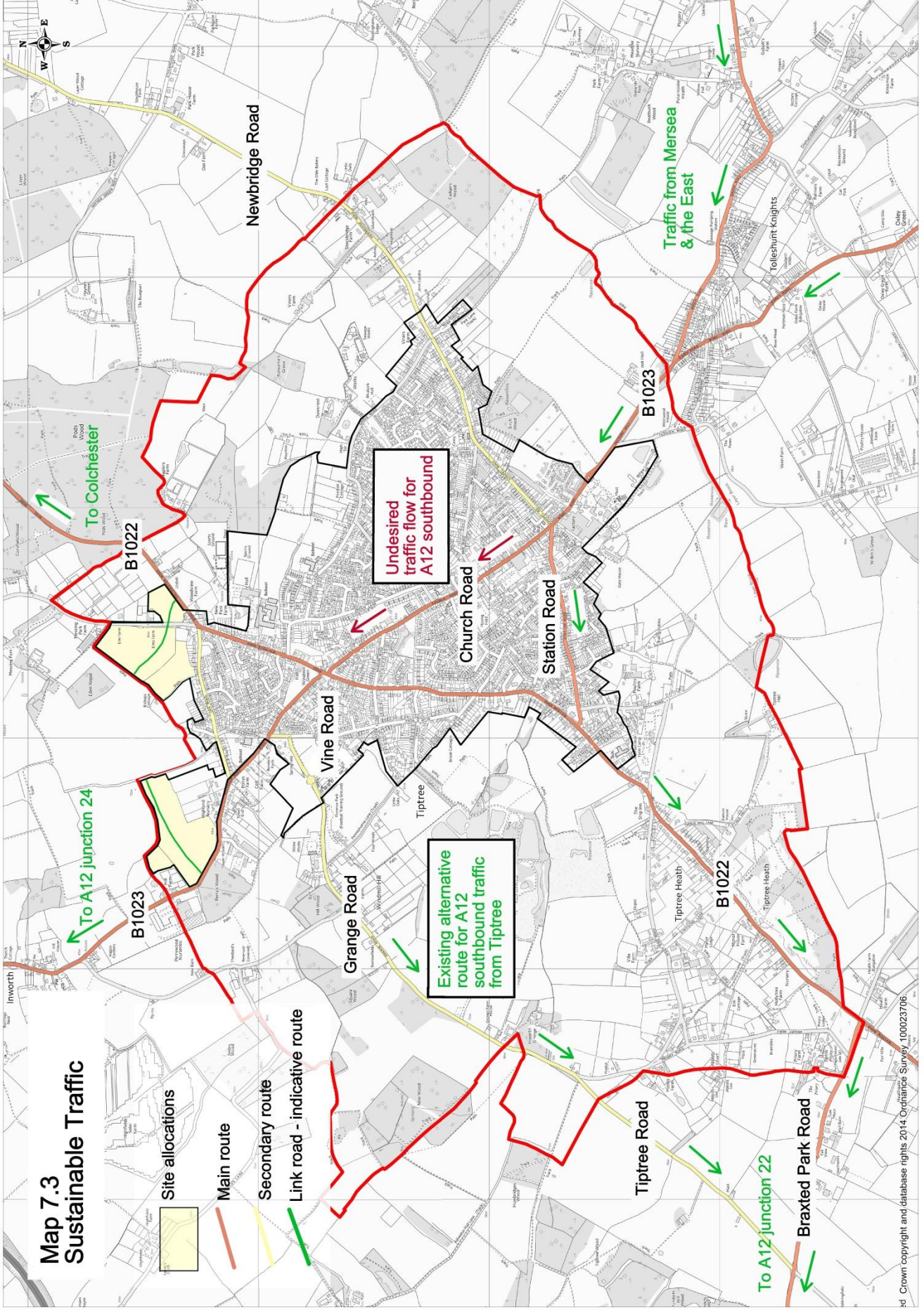
- | | | | |
|---|------------------------------|---|---|
|  | Site allocations |  | Pavement present |
|  | Parish Boundary |  | Pedestrian access point |
|  | Link road - indicative route |  | Potential need for pedestrian footway/crossing improvements |

Vehicular traffic movement

- 7.5 Tiptree lies on a busy crossroads with considerable 'through traffic'. The Maldon-Colchester Road (B1022) provides an alternative to the A12 and is particularly busy if there has been an incident on that road whilst the Braxted Park Road/Maldon Road/Station Road and Kelvedon Road/Church Road routes are busy with traffic heading between the A12 and towns to the east such as Tollesbury and Mersea.
- 7.6 In order to avoid congestion and ground-level pollution it is necessary to ensure the smooth flow of traffic along the main roads passing through the village and, where possible, to provide alternative routes to avoid pressure points and reduce the traffic using any one road. For these reasons this plan seeks to avoid increasing traffic flow on the B1022 and B1023, especially through Church Road.
- 7.7 In response to community consultation, one of the fundamental considerations for the location of development was the ability of future residents to access the A12 and major routes without passing through Church Road which is the commercial centre of the village. This is one of the reasons why the plan locates future development in the north and north-west of the village.
- 7.8 The planned upgrade to the A12 will bring the much needed improvement to A12 access both at Feering and Rivenhall. However a new four-way junction in Inworth Road is projected to significantly increase the traffic in the B1023 Inworth Road⁵. The figures published by National Highways (formerly Highways England) have been consistently revised downwards but show a morning peak increase in traffic ranging between 42% and 150% which equates to a figure as high as 1749 vehicles per hour. A proportion of this extra traffic is expected to have also passed through Church Road as traffic from settlements to the east of Tiptree takes the quick route to the A12 via the new junction. This extra traffic in Church Road is a scenario that the Neighbourhood Plan has sought to avoid. For this reason it is important that the route via Rivenhall remains an attractive alternative so that southbound traffic from Mersea and villages to the east can be encouraged to continue to use Station Road and Braxted Park Road to access the A12 in preference to Church Road and Kelvedon/Inworth Roads (the B1023). These routes are illustrated on map 7.3.
- 7.9 At the heart of this Neighbourhood Plan is the creation of a long term strategy to ensure that the growth of Tiptree is genuinely sustainable, particularly with regard to traffic flow.
- 7.10 Policy SS14 in the eLP2, as proposed to be modified, specifies the provision of a first phase northern link road between Kelvedon Road (B1023) and Colchester Road (B1022). This link road across the north of the village will eventually connect Kelvedon Road with Colchester Road and thereby reduce traffic in Oak Road and at the Windmill Green crossroads. A transport study, by Cottee Transport Planning (Tiptree Neighbourhood Plan: Strategic Highways Note – February 2022), commissioned to support the Neighbourhood Plan, identified that the link road will largely mitigate the traffic impact of the site allocations and also improve safety for pedestrians and cyclists in the vicinity of local schools. Moreover, whilst the current capacity issues at the double

⁵ A12 Chelmsford to A120 widening scheme, Consultation documents 2019, June 2021 & November 2021

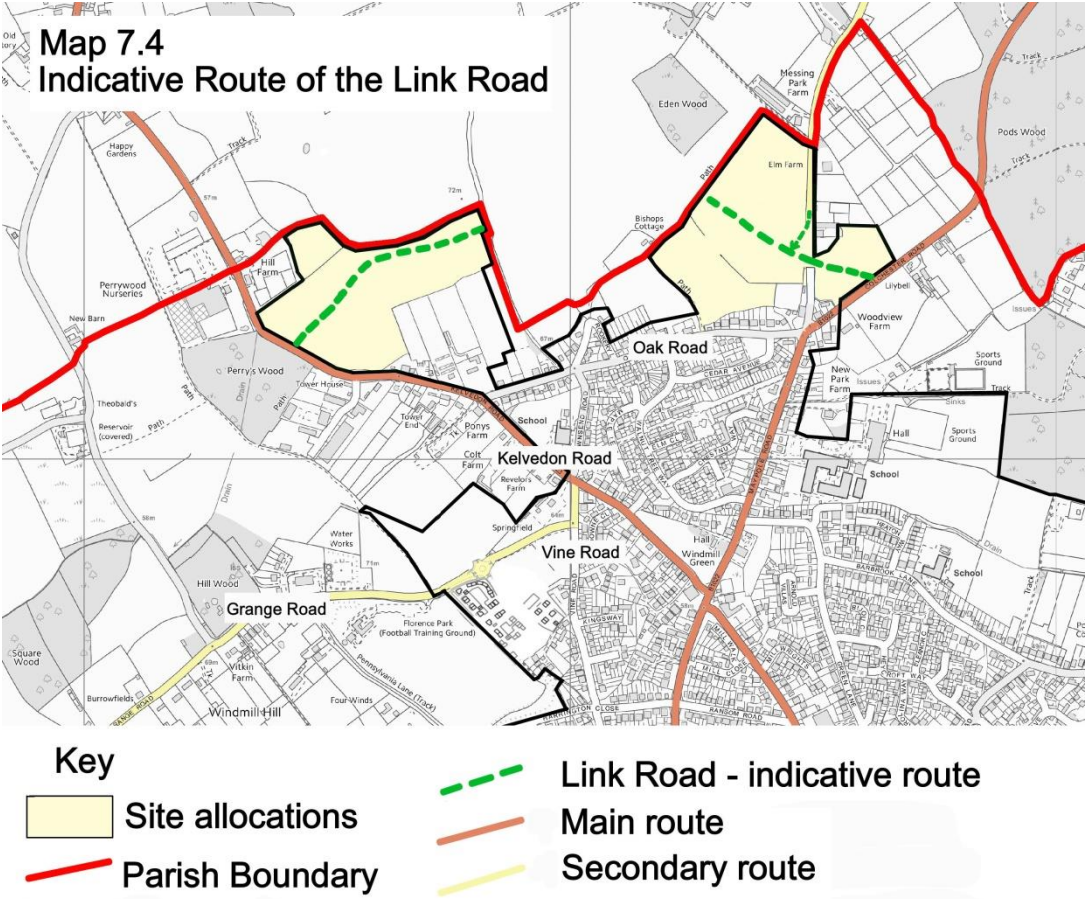
Map 7.3
Sustainable Traffic



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mini-roundabout serving the B1022 and B1023 will remain, the link road will provide some relief. As part of this work, the northern section of Messing Road will connect with the link road whilst the southern section will become a cul-de-sac to facilitate pedestrian access.

- 7.11 It has been confirmed by the promoters of the site allocations in the Neighbourhood Plan that the portions of the first phase link road indicated on Map 7.4 are deliverable and will not compromise the overall viability of these developments.
- 7.12 The first phase of the link road will be incorporated into the allocated sites at Highland Nursery and Elms Farm (Map 7.4). However the centre section of this road lies in the parish of Messing and, although this land was offered on the Call for Sites, it is outside the scope of this Neighbourhood Plan. Additional phases of works to be delivered outside of this Neighbourhood Plan through future plan making would connect the first phases together.
- 7.13 Also outside of this Neighbourhood Plan, it remains a future aspiration that future phases of the northern link road may include a connection from Kelvedon Road (B1023) through to Grange Road. This would complete the alternative western route around Tiptree. It would also provide an alternative to the Vine Road/Kelvedon Road junction which is likely to become a pressure point at peak times as development in the area leads to more cars trying to turn out of Vine Road into Kelvedon Road at a place where the sight line to the right is poor. This problem is exacerbated by both its location opposite Baynards Primary School and the increased traffic in Kelvedon Road resulting from the new A12 junction. This future link road extension would relieve the pressure resulting from future development in the Grange Road area and help ensure that the route via Grange Road and Braxted Park Road remains a viable alternative for A12



southbound traffic.

- 7.14 An earlier Review of Transport Issues raised by the Tiptree Neighbourhood Plan (Cottee Transport Planning, January 2021, updated April 2021) states, *'the volumes of traffic predicted by National Highways to use the B1023 through Inworth are unlikely to be sustainable in the long term. The traffic impact of the A12 widening scheme on Tiptree and the surrounding road network should be examined further by NH/ECC to ensure a sustainable and balanced traffic distribution strategy'*. In this respect, the study also includes a high-level assessment which shows that the proposed link roads would clearly have benefits in terms of diverting traffic away from Kelvedon Road/Maypole Road and the double mini roundabout in the village. This, and the 2022 Transport Study, is included in the Neighbourhood Plan Submission documents.

POLICY TIP07: MITIGATING THE IMPACT OF VEHICULAR TRAFFIC THROUGH TIPTREE VILLAGE

- A. Development proposals are expected to demonstrate how they will minimise vehicular congestion. Proposals to improve traffic flow on existing roads and junctions will be strongly supported. This particularly relates to vehicular traffic travelling through the centre of Tiptree village, along Colchester Road (B1022) and Kelvedon Road (B1023).**
- B. To avoid congestion, in accordance with the requirements of the Highway Authority, new developments will be required to include appropriate junction improvements to ensure the smooth flow of traffic and also to provide safe and efficient access to and from the development.**
- C. Vehicular access to the site allocations at Highland Nursery and Elms Farm should be located as required in Policies TIP13 and TIP14 respectively.**

Link Road

- D. The first phase of the northern link road are to be delivered through the following allocations:**
- i. Policy TIP13 (Highland Nursery)**
 - ii. Policy TIP14 (Elms Farm)**
- E. The new link road will reflect the rural character of this edge-of-settlement location and will meet the necessary specifications as set out in the Essex Design Guide (2018), in particular ensuring it is sufficient to support a bus route and forecast levels of non-residential traffic.**
- F. Driveways serving new dwellings along the route of the link road should not be accessed directly from the link road, but dwellings may still front the road behind footpaths/grass verges and parallel access roads.**

8 TIPTREE VILLAGE CENTRE

Objective 5: To enable Tiptree village centre to thrive as a safe location for people to spend leisure time and access community facilities.

Objective 6: To ensure that Tiptree is an attractive location for a range of businesses so that its local economy can thrive.

- 8.1 Tiptree has a thriving village centre and the number of visitors using the facilities is set to increase. Respondents to the community questionnaire expressed great support for their local shops and businesses. Out of a total of around 1000 respondents, 68% did their main food shopping in the village, 93% used the local shops to top up their food shopping, 54% bought hardware in the village, 49% bought toiletries and cosmetics within the village, 33% bought their 'white goods' in Tiptree and 25% bought electronics here. The village centre is an important destination serving not only the community of Tiptree but the surrounding rural communities as well. Anchored by the three supermarkets on Church Road, it represents an attractive option for shopping, particularly given the relative distance of the larger centres of Heybridge, Tollgate (Stanway) and Colchester town centre. The eLP2 identifies that Tiptree's 'substantial convenience goods shopping offer' serves the western parts of Colchester Borough and that it 'performs an important role in terms of serving predominantly localised shopping and service needs'.
- 8.2 It is important that existing shops and services are allowed to thrive and that, where vacancies arise, new shops and services are encouraged to fill these vacancies. Whilst national policy allows a lot of flexibility in terms of main town centre uses, the uses that draw people in to use the centre focus around retail (Both 'every day' convenience stores and comparison stores selling high value goods) and 'high street services', e.g. hairdressers, beauty salons, banks, etc., supported by restaurants, cafes and other eateries. Whilst a wide range of uses that make up the 'commercial, business and service' use class (Class E) can change between those uses without the need for planning permission, the Neighbourhood Plan seeks to protect the traditional high street shops and services from falling to other uses.
- 8.3 There is a desire to see the variety of shops increase and there is support for a street market and also for eating and drinking facilities that are open in the evenings. This plan supports proposals that improve the services and facilities available. It will support the relocation of services that are better placed in a dedicated commercial area with good links to the surrounding district and it will support the provision of additional shops and cafes in or adjacent to the existing village centre.
- 8.4 Also in the centre of the village is the Tiptree Medical Centre. The North East Essex Clinical Commissioning Group (CCG) has reported that the medical centre is already over-capacity and an alternative solution needs to be found to provide the additional capacity required. It is not possible to expand the centre on the existing site. As stated in the Colchester Infrastructure Delivery Plan Update 2021⁶, the CCG intends to work with the Parish Council to review options for the way forward. The Neighbourhood Plan is a key part of this and has allocated

⁶ Navigus Planning (2021) *Colchester Infrastructure Delivery Plan Update 2021*, for Colchester Borough Council

approximately 0.4 hectares of land for the construction of a new medical facility on the Highland Nursery site allocation.

- 8.5 As stated in the section on dwelling mix, the size of housing needed and planned for in the eLP2 has been informed by the Strategic Housing Market Assessment (SHMA). Accordingly, there is a requirement for over 38% of all units to be 1- and 2-bedrooms (4.9% 1-bed and 33.3% 2-bed). Many of these units will address the needs of the older population as they look to downsize. As shown in the parish profile⁷, nearly 27% of households in Tiptree parish in 2011 were pensioner households, compared with an average of less than 21% in England. Similarly, 21.5% of people in Tiptree in 2011 were over 65, compared with just over 16% across England. The high proportion of older people not only means increased demand for smaller properties but it is preferable that some of these properties are located close to Tiptree village centre where access to shops and services is easier.
- 8.6 Reflecting the importance of enhancing footfall in Tiptree village in order to maintain its vibrancy, office-based uses are an important opportunity, particularly for space above shop units. The potential for these types of uses is addressed more generally and in more detail in the next section. However, offices are seen as a main town centre use that would fit the profile of Tiptree well and help to underpin the vibrancy of the village centre.
- 8.7 With increasing numbers of visitors to Tiptree District Centre, car parking is becoming an issue. There is no longer a public car park in the village and the car parking spaces within the village centre are well used by business employees, those visiting the shops and other facilities and by those taking coach trips from the village. Whilst seeking to maximise journeys by non-vehicular modes (walking, cycling and bus), the Neighbourhood Plan seeks to strike a pragmatic balance which recognises that a large number of visitors/users of the District Centre will need to drive. The provision of additional public car parking for those visiting the District Centre is therefore supported.



⁷ ACRE, OCSI, RCCE (2013) *Rural community profile for Tiptree (parish)*, Action with Communities in Rural England (ACRE) Rural evidence project

POLICY TIP08: TIPTREE VILLAGE CENTRE

- A. Proposals to protect and enhance the range of retail (convenience and comparison) units, high street services (e.g. hairdressers, beauty salons, health & social care and banks) and establishments serving food and drink (cafés, pubs and restaurants) will be strongly supported. Proposals that would result in the loss of such uses (where planning permission is required) will not be supported.**
- B. Proposals for new office-based uses will be supported where they do not result in the net loss of uses listed in Clause A. Such uses should preferably be located above ground floor level.**
- C. In order to primarily address the needs of older people, proposals for sheltered housing in the District Centre will be supported provided that:
 - i. it does not result in the net loss of uses listed in Clause A; and**
 - ii. provision made above ground floor level provides suitable access.****
- D. Where it can be demonstrated to be complementary to the District Centre function of Tiptree, proposals for public car parking in or adjacent to the District Centre will be supported. This must not result in the net loss of uses listed in Clause A.**
- E. All proposals will be required to demonstrate that they will not adversely affect residential amenity, particularly in terms of on-street car parking, noise and hours of operation.**



After the Carnival – Church Road, Tiptree

9 EMPLOYMENT

Objective 6: To ensure that Tiptree is an attractive location for a range of businesses so that its local economy can thrive.

- 9.1 The founding of the jam factory by Wilkin & Sons in 1885 was a big factor in the establishment of the village and has made a major contribution to the identity and heritage of Tiptree. The presence of the jam factory is highly valued by the community as an employer and as a contributor to the life and culture of the village not to mention its role in putting Tiptree 'on the map'. Subsequently a growing number of businesses have made their home in the village – each contributing to making Tiptree the thriving community it is today.
- 9.2 Through the Community Questionnaire, 64 respondents indicated that they operated a business within the village which together accounted for a total of 463 employees. Of these 64 businesses, 11 need space to expand including 3 that would like an affordable unit. In addition a further 25 respondents currently operate a business outside of Tiptree but have expressed a desire to relocate into Tiptree should suitable premises be available. The expressed need is for office space (15 units) and retail or business units (15 units). In each case about half the required units to be available to rent.
- 9.3 Besides Tiptree District Centre there are four designated Local Economic Areas (LEAs) in Tiptree. These are:
- Alexander Cleghorn site
 - Basketworks site
 - Tiptree Jam Factory
 - Tower Business Park
- 9.4 Emerging LPP2 Policy SG4 safeguards these areas for employment purposes which primarily relates to general industrial, storage and distribution uses and for office, research and development and light industrial uses (within Use Class E). Alternative uses will only be permitted in particular circumstances, as explained in Policy SG4.
- 9.5 Market research indicates that there is little perceived requirement for further provision of community services, financial or business services or leisure facilities. In light of the Covid-19 pandemic it is anticipated that demand for small scale office space will increase, albeit this will be limited as demand for these uses was decreasing before the pandemic. It is likely to be focused on new ways of working, e.g. remote workers seeking shared workspaces closer to where they live. Retail was also identified as a sector where there was uncertainty over the need for more space but many in the community felt that more shops and services would be of value to Tiptree.
- 9.6 Commercial agents covering the Tiptree area stated that by far the most active employment requirement identified is the provision of light industrial workshops, with demand well exceeding supply across the region. Lack of new-build stock is preventing companies from moving which creates a 'trickle down' effect leading to a lack of entry-level workshop space.
- 9.7 Tiptree is considered to be a small commercial market, barely known outside of the local area and has limited stock of units and floor space. However, if new employment land was made

available this could accommodate demand for new build light industrial or general industrial workshop or warehouse space which would potentially expose Tiptree to a wider market. Such provision of a range of small and medium sized units is precisely where market demand is centred. It should be noted that the LEAs in Tiptree which have traditionally serviced these markets are largely at capacity.

- 9.8 For a village such as Tiptree, economic growth is expected to come not only from traditional industrial activities on edge-of-centre estates but also from micro-businesses, start-ups and small and medium sized enterprises (SMEs). Over the last few years there has been local growth in these types of businesses, particularly start-ups and micro-businesses. Local agents have confirmed that small scale accommodation would be very popular and would meet the market demand. The Covid-19 pandemic has increased the likelihood that more people in the future will be working from home or working more flexibly. With train services from Kelvedon or Witham providing easy access to London, as well as the proximity of large employment centres of Colchester and Chelmsford, this makes such an approach more feasible. Flexible networking/shared workspaces are needed to support this changed employment pattern. As has been identified in Section 8 on the Village Centre, the provision of such space in the District Centre – particularly above ground floor so that traditional shops and services are not lost – would be welcomed. However, other locations are needed to attract the providers of such space.
- 9.9 The growth of these types of businesses requires suitable premises – small, flexible spaces that are well-located in the village. The LEAs provide limited space that is suitable for such provision. The allocation of new employment land will therefore provide a different offer which will help to diversity and create resilience in the local commercial employment market.
- 9.10 Accordingly, the plan makes provision for an additional 1.1 hectares of employment land in addition to the LEAs. This will be located on the Highland Nursery site allocation. It is also considered that site/plot sales on freehold terms would be very popular whilst seeking leasehold/pre-let opportunities for these plots is likely to be harder to deliver. It would therefore be prudent to provide a mix of serviced and unserviced land and units.

POLICY TIP09: SMALL-SCALE COMMERCIAL WORKSPACES

- A. The provision of small-scale offices/workspaces on flexible terms that would encourage the creation and growth of start-up and micro-businesses is supported. Where necessary, such provision can be made as part of a mix of uses.**
- B. Such provision can be made in any of the following locations as shown on the Policies Map:**
 - a. On land identified as part of the allocation at Highlands Nursery (Policy TIP13)**
 - b. The Local Economic Areas (LEAs)**
 - c. Tiptree District Centre.**
- C. The design of developments is expected to demonstrate that it is compatible with its surroundings and suitable landscaping measures should be applied to ensure appropriate screening from non-commercial activities.**

10 COMMUNITY INFRASTRUCTURE

Objective 2: To meet the housing, infrastructure and service requirements and needs of Tiptree and its residents in a sustainable manner.

- 10.1 It is important that infrastructure keeps pace with community growth and a number of desirable facilities and amenities were identified in the community questionnaire. Most centred on leisure activities including swimming, cinema, roller skating, snooker, indoor bowling and outdoor enclosed multi-use facilities. 49% of 987 respondents currently travel outside the village for leisure and sports activities and would welcome provision of some, if not all, of these facilities within the village.
- 10.2 Whilst the scale and cost of many of these types of uses mean that they could not be delivered through the scale of growth proposed, the Neighbourhood Plan and the site allocations in particular provide an opportunity to deliver on some of the community's infrastructure needs.

Community infrastructure provision

- 10.3 A Leisure and Play Facilities Audit⁸ was undertaken in 2021. Based on the 400 dwellings proposed for allocation in the Neighbourhood Plan (and reflecting what is to be provided as part of the 200 dwellings at Barbrook Lane), it identified the need for the following which should be delivered on the site allocations as advised in Policy TIP10:
- Allotment provision totalling 0.4 hectares (equating to approximately 32 plots), but recognising that 19 of these plots would be to address existing deficits in provision, therefore should not be funded by the proposed development where it is located.
 - A new Medical Centre – if provided alone then this should be on approximately 0.4 hectares. Provision as part of a larger hub is preferred (see below).
 - Community hall and meeting space provision. This could be part of a larger hub which, for example, could include the Medical Centre. This space would be able to create a 'Health and Wellbeing Hub' which could incorporate elements of primary care, community and voluntary partners supporting the community and enhancing their health and wellbeing.
- 10.4 In addition, Tiptree Parish Council has identified the following community infrastructure needs that will help to address identified community needs without requiring significant new provision (with the exception of the burial ground):

Play facilities

- Replacement of play equipment for 10-14 year olds at Grove Road Playing Field.

Sports/wellbeing facilities

- Woodland paths and seating at Warrior's Rest.

⁸ Navigus Planning (2021) *Tiptree Leisure and Play Facilities Audit*, for Tiptree Neighbourhood Plan

Other facilities

- Provision of a new burial ground. This was not identified as a specific need but existing space is very limited and further space is likely to be required over the lifetime of the plan.

10.5 Developments which will create additional demand that is directly related to any of these facilities will be expected to contribute to their enhancement or new provision as necessary. In the case of new burial ground space, proposals to provide this will be strongly supported.

POLICY TIP10: PROVISION OF COMMUNITY INFRASTRUCTURE

- A. The provision of appropriate community infrastructure is required to support growth in Tiptree. The site allocations at Highlands Nursery (Policy TIP13) and Elms Farm (Policy TIP14) shall be the focus of new provision and shall provide land and financial contributions towards provision where appropriate and justified. Other sites shall make financial contributes towards provision where appropriate and justified.**
- B. The provision of specific community infrastructure items will be as follows:**
- a. At Elms Farm (Policy TIP14) - Land for a community hub, incorporating a Medical Centre and car parking. If the Medical Centre is provided as a standalone facility, it shall be on a site of at least 0.4 hectares. The community space shall provide a community hall and meeting spaces totalling at least 300m².
 - b. At Elms Farm (Policy TIP14) - Allotments totalling approximately 0.4 hectares.
 - c. For any new major development, sufficient refuse bins along with contributions towards their servicing and maintenance.
- C. Where meeting the tests of a planning obligation, new development will be expected to contribute as necessary to the following items:**
- a. Replacement of play equipment for 10-14 year olds at Grove Road Playing Field.
 - b. Woodland paths and seating at Warrior's Rest.
- D. Proposals to provide additional burial ground space in Tiptree will be strongly supported.**



11 COUNTRYSIDE AND GREEN SPACES

Objective 4: To protect and enable Tiptree's green environment, wildlife and biodiversity to thrive and grow.

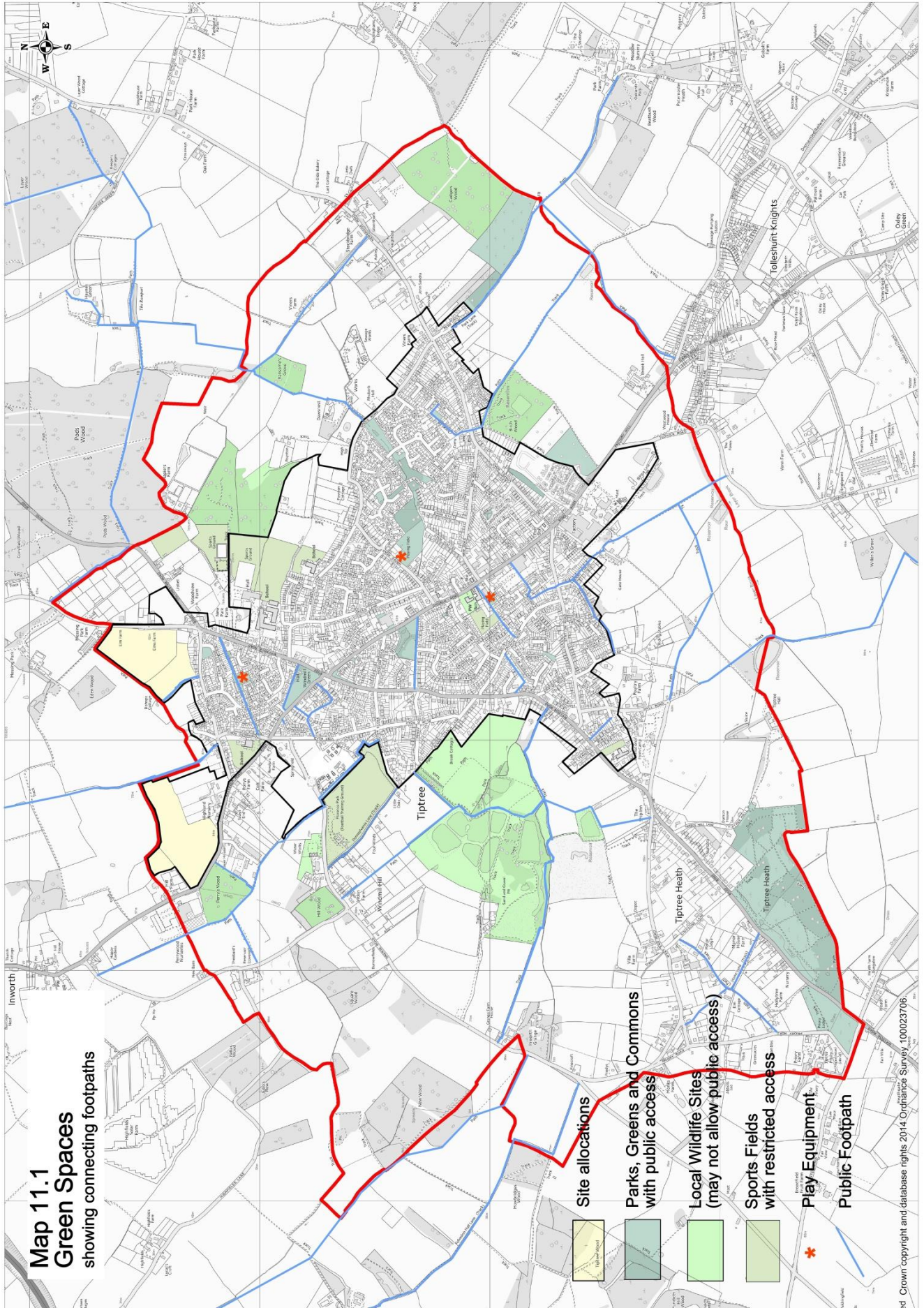
- 11.1 One of the benefits of living in a village like Tiptree is to be surrounded by countryside. As the wide-open spaces within the village become fewer the countryside around us is increasingly important. In our consultation survey it was considered very important that we protect our countryside, especially our wildlife areas and there was a strong call for more accessible open countryside. The National Planning Policy Framework (NPPF) also recognises the importance of our natural countryside and requires planning authorities to contribute to and enhance the natural and local environment by 'protecting and enhancing valued landscapes' and 'minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures' (NPPF paragraph 174).
- 11.2 Tiptree also has a range of green infrastructure assets. Green infrastructure is a network of multi-functional high quality green spaces and other environmental features, (such as footpaths, leafy lanes, play parks, village greens, street trees) which together delivers multiple environmental, social and economic benefits, through:
- contributing to the quality and distinctiveness of the local environment and landscape character;
 - creating a 'green wedge' and buffer;
 - providing opportunities for physical activity, improving health and well-being and generally adding to quality of life;
 - adapting and mitigating against a changing climate through the management and enhancement of existing habitats and the creation of new ones to assist with species migration, to provide shade during higher temperatures, reduce air pollution and for flood mitigation; and
 - encouraging a modal shift from car to walking and cycling by linking publicly accessible green space wherever possible to form walking and cycling routes.
- 11.3 It is important that these assets are better linked so that people can move more easily between them and into the countryside beyond. Policy ENV3 of the eLP2 states that CBC will, "aim to protect, enhance and deliver a comprehensive green infrastructure network comprising strategic green links between the rural hinterland, urban Colchester, river corridors and open spaces across the Borough. It will seek to protect and enhance the existing network of green and blue infrastructure features and to secure the delivery of new green infrastructure where deficiencies and gaps are identified that will benefit communities, wildlife and the environment." The current network of green spaces and Local Wildlife Sites in Tiptree Parish is shown in Map 11.1. As identified by the NPPF, Local Wildlife Sites are locally designated sites of importance for biodiversity and must be protected accordingly.

POLICY TIP11: GREEN INFRASTRUCTURE

- A. New developments should integrate with the current green infrastructure network, seeking to improve the connectivity between wildlife areas and green spaces through measures such as improving and extending the existing footpath and cycle path network, allowing greater access from housing and retail facilities to green spaces, public open spaces and the countryside.**
- B. The Local Wildlife Sites shown on the Policies Map are locally designated sites of importance for biodiversity and are protected accordingly. Development proposals must meet the requirements of Colchester emerging Local Plan Policy ENV1 (Environment).**
- C. In order to address the requirement for biodiversity net gain, development proposals should explore a wide range of opportunities including:
 - i. enhancing ecological networks and the migration and transit of flora and fauna;**
 - ii. restoring and re-creating wildlife habitats, particularly to enable priority species to flourish;**
 - iii. designing Sustainable Drainage Systems (SuDS) to maximise the potential for biodiversity to thrive.****

11.4 To ensure the long term ownership and stewardship of any new public green spaces created as a part of development, it is recommended that their ownership should be transferred either to Tiptree Parish Council or, if this is not possible, then to an appropriate alternative public body. The parish Council will work with site promoters from the earliest possible stage to ensure that an appropriate mechanism is in place when the development comes forward.





Recreational Disturbance

- 11.5 Habitat Regulations Assessments have been completed for Colchester Borough Council's Section 1 Local Plan and Section 2 Local Plan. Both of these assessments identified that the in-combination effects of the Section 1 and Section 2 Local Plans (including the cumulative effects of the Section 2 allocations), together with neighbouring local planning authorities Local Plans and neighbourhood plans are likely to adversely affect the integrity of European designated nature conservation sites, in particular the Colne Estuary Special Protection Area and the Blackwater Estuary Special Protection Area (both are protected under the Ramsar international treaty) and also the Essex Estuaries Special Area of Conservation.
- 11.6 In view of that, Colchester Borough Council worked with ten other Greater Essex local planning authorities, and Natural England, on a Recreational disturbance Avoidance and Mitigation Strategy (RAMS) for the Essex coast. RAMS is a strategic solution to protect the Essex coast from the recreational pressures of a growing population. A RAMS is usually driven by challenges and opportunities arising from planning issues. RAMS generally applies more broadly than at a single designated Habitat site, provides strategic scale mitigation and enables the development of a generic approach to evidence collection and use.
- 11.7 Financial contributions will be sought for all residential development, which falls within the zones of influence, towards a package of measures to avoid and mitigate likely significant adverse effects in accordance with policy SP2b of the Shared Strategic Section 1 Plan and policy ENV1 (Environment) of the Section 2 Colchester Borough Local Plan. This includes development allocated in Neighbourhood Plans within Colchester Borough. Details of the zones of influence and the necessary measures are included in the Essex Coast RAMS Supplementary Planning Document (SPD).

POLICY TIP12: RECREATIONAL DISTURBANCE AVOIDANCE AND MITIGATION

- A. All residential development within the zones of influence of Habitat sites will be required to make a financial contribution towards mitigation measures, as detailed in the Essex coast Recreational Disturbance Avoidance and Mitigation Strategy (RAMS), to avoid adverse in-combination recreational disturbance effects on Habitat sites.**
- B. All residential development within the zones of influence will need to deliver all measures identified (including strategic measures) through project level Habitat Regulations Assessments (HRAs), or otherwise, to mitigate any recreational disturbance impacts in compliance with the Habitat Regulations and Habitats Directive.**

12 SITE ALLOCATIONS

Objective 1: To deliver development prioritising local distinctiveness in keeping with the village feel, rural surroundings and heritage of Tiptree.

Objective 2: To meet the housing, infrastructure and service requirements and needs of Tiptree and its residents in a sustainable manner.

Objective 3: To improve movement through Tiptree, for vehicular traffic but also for walking and cycling and to improve access to main routes and railway stations whilst minimizing impact on the village centre.

Objective 6: To ensure that Tiptree is an attractive location for a range of businesses so that its local economy can thrive.

- 12.1 As part of the requirement in the 2017 Publication Draft of the Colchester Local Plan Section 2 for at least 13,800 (920 per year) homes to be provided within the Borough by 2033, Tiptree parish was required to provide a minimum of 600 new homes by 2033. Following the examination of eLP2 in 2021, it was clarified that the 600-dwelling figure could be reduced to 400 dwellings in light of the granting of permission for 200 dwellings at Barbrook Lane in 2020. The Proposed Modifications to ELP2 propose amendment of Policy SS14 on Tiptree to make reference to 400 dwellings.
- 12.2 The site selection process is briefly described in Section 1 Spatial Strategy and more fully detailed in the Tiptree Neighbourhood Plan Housing Topic Paper that accompanies this Plan in the submission documents. Call for sites processes undertaken through the CBC strategic Housing Land Availability Assessment (SHLAA) and separately through the Neighbourhood Plan identified a long list of sites that were then subject to a high level assessment to eliminate clearly unsustainable sites. 46 submitted sites from around the entire Neighbourhood Plan area were subjected to a thorough assessment to determine suitability and deliverability for development. The sites allocated in the Plan have been informed by a combination of this process, policy SS14 in the eLP2 and the Neighbourhood Plan Strategic Environmental Assessment (SEA), alongside the vision and objectives of the Neighbourhood Plan which have been derived from the community consultation exercise.
- 12.3 When considering the location of future development, a recurring theme throughout the responses to the Community Questionnaire is the ability to access major routes, the A12 in particular, without exacerbating the traffic situation in Church Road. Serving as the main through route for south-east to north-west traffic, Church Road already accommodates a greater volume of traffic than is ideal for the shopping and business centre for the village. A transport report⁹ commissioned to inform the Neighbourhood Plan identified that the development of a link road serving the site allocations would not only mitigate their impact but would also have significant

⁹ Cottee Transport Planning (2022) *Tiptree Neighbourhood Plan: Strategic Highways Note*, for Tiptree Parish Council.

benefits in terms of alleviating traffic congestion at key points including the double mini-roundabout at the intersection of the B1022 (Church Road/Kelvedon Road) with the B1023 (Maldon Road) and thereby improving traffic flow through Church Road.

12.4 The transport report identified that the link road was the only option that could also provide an improvement to the existing routes within Tiptree. In this regard it is considered a significant opportunity to seek to generally improve traffic flow through the village wherever possible and to work towards alternative routes for traffic currently passing through the village.

12.5 The Proposed Modifications to eLP2 recognises the need to address the cross border issues arising from proposed development in Tiptree. A new paragraph is proposed regarding Tiptree, for inclusion within the Section 2 Local Plan which states:

“Infrastructure necessary to deliver the growth up to 2033 will need to address cross boundary issues with neighbouring Local Planning Authorities and neighbouring Parishes. This will include the additional traffic generation forecasts for the proposed new junction 24 onto the A12 as well as from the growth locations. With the northern growth location there is potential for a new road which would ultimately link the B1022 and B1023. The Tiptree Neighbourhood Plan will be expected to deliver the first phases of the road through a design which allows future completion/linkage.”

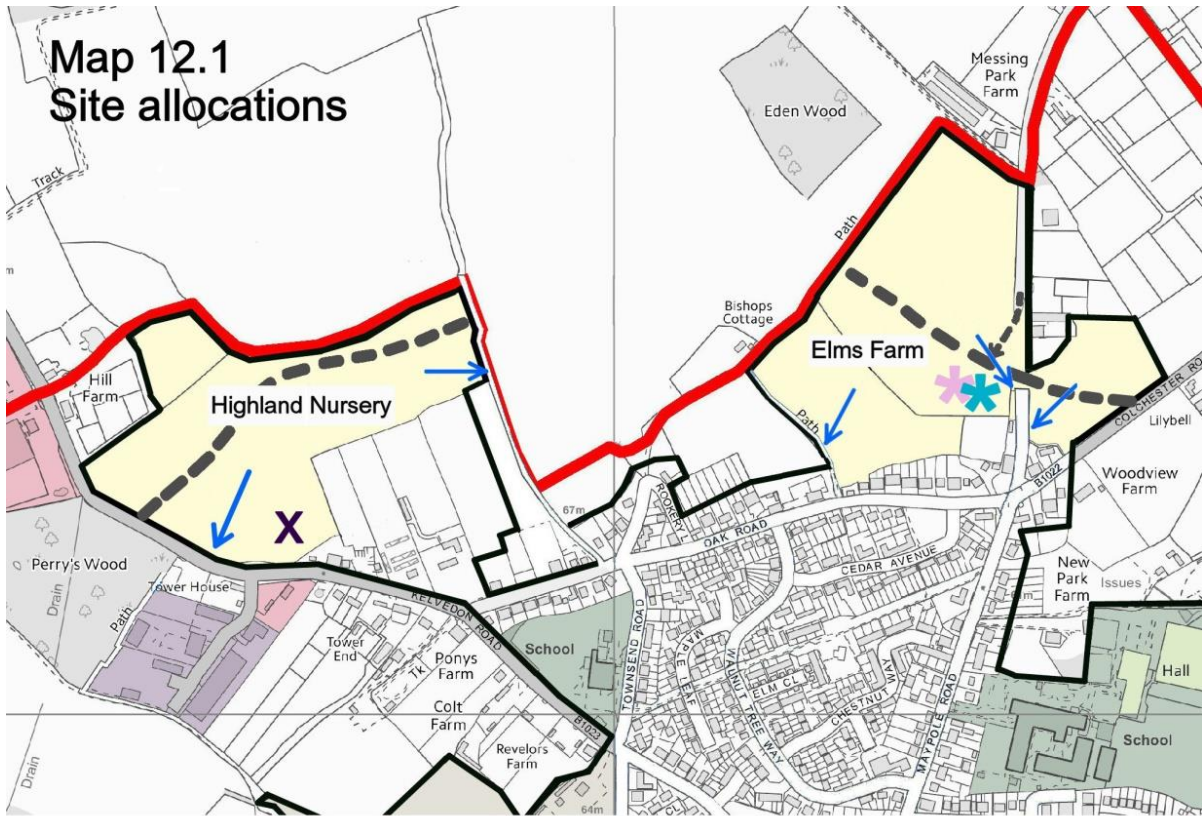
12.6 The spatial strategy and the two site allocations in the Neighbourhood Plan ensure the delivery of the first phases of a road between the B1022 and the B1023. Ultimately it is an aspiration that the ‘missing link’ in this road connection will need to be delivered through an alternative plan making process to this Neighbourhood Plan.

12.7 As required by eLP2, the site allocations at Highland Nursery and Elms Farm will both be expected to deliver the following:

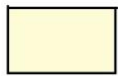
- A minimum of 30% affordable housing (with 25% of these units delivered as First Homes, as per Policy TIP05).
- A mix of dwellings that reflects the latest Colchester Strategic Housing Market Assessment.
- Net biodiversity gains of at least 10%.
- A strategic area of public open space.

12.8 An important consideration for the site allocations is to minimise the hard edge created by development on the edge of the village. The siting of required public open space in the north of both allocations is considered to be the best way to achieve this.

**Map 12.1
Site allocations**



Key



Site allocations



Pedestrian access point



Link Road - indicative route



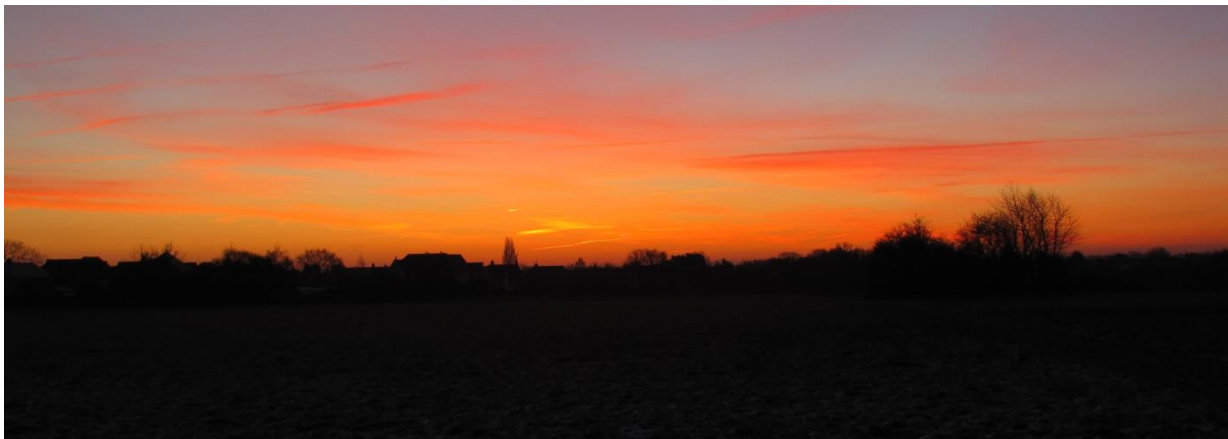
Indicative location of commercial area



Indicative location of Health Centre



Indicative location of community facility (may be co-located with the Health Centre)



Highland Nursery

12.9 The site comprises approximately 11 hectares. It has the potential to deliver a minimum of 200 dwellings and other benefits including:

- The first phase of the northern link road from Kelvedon Road (B1023) that will ultimately link up with Colchester Road (B1022).
- A commercial centre that will provide 1.1 hectares of land for commercial employment units.

12.10 The commercial area will be approximately 1.1 hectares. The preferred location for the commercial area is in the south of the site, adjacent to Kelvedon Road and the new link road and opposite Tower Business Park. This will provide convenient connectivity to the road network, make it easily accessible, and minimise impacts on the amenity of residents.

12.11 Colchester Borough Council's Historic Environment Team has advised that development will need to ensure that it does not have a detrimental impact on the setting of Hill Farmhouse (Grade II listed building) or Pan in the Woods (Grade II listed building). This will require a heritage impact assessment. There may be a need for pre-determination trial-trenched evaluation, to establish the archaeological potential of this area which has not been the subject of any previous systematic archaeological investigation.

12.12 The Environment Agency has advised that Highland Nursery lies over a secondary aquifer. Sufficient information will need to be provided as part of the planning application in the form of a Preliminary Risk Assessment and provide assurance that the risk to the water environment is fully understood and can be addressed.



The quaintly named 'Pan in the Wood' was built around 1700. Its roof is entirely original as are six doors with original ironmongery.

POLICY TIP13: HIGHLAND NURSERY

Land totalling approximately 11 hectares at Highland Nursery, as shown on the Policies Map and Map 12.1, is allocated for a minimum of 200 dwellings. Development proposals will be supported subject to the following criteria:

- a. Affordable housing as required by emerging Colchester Local Plan Section 2 Policy DM8 (Affordable Housing) and Tiptree Neighbourhood Plan Policy TIP05.
- b. A mix of dwelling sizes as required by emerging Colchester Local Plan Section 2 Policy DM10 (Housing Diversity).
- c. The delivery of the first phase of a northern link road (as specified in Policy TIP07) from Kelvedon Road (B1023) along the indicative route shown in Map 12.1, ensuring that the continuation of the link road towards the Elms Farm site allocation (Policy TIP14) is capable of being delivered.
- d. A minimum of 1.1 hectares of land for a commercial area that provides commercial workspace (a mix of serviced land and units and unserviced land) that meets the requirements of Policy TIP09.
- e. Provision of public open space to meet the requirements of emerging Colchester Local Plan Section 2 Policy DM18 (Provision of Public Open Space).
- f. Development should deliver net environmental and biodiversity gains, in addition to protecting existing habitats and species. Any negative impacts on biodiversity, including flora and fauna, and local wildlife must be adequately mitigated and/or offset.
- g. Safe direct walking and cycling routes that link up with existing routes to Baynard's Primary and Thurstable Schools as well as to Perrywood Garden Centre and the village centre.
- h. A heritage impact assessment in respect of the Grade II listed properties adjacent to the site.
- i. The provision of an appropriate Residential Travel Plan.
- j. Provision of multi-functional Sustainable Drainage Systems (SuDS) to manage rainfall runoff, enhance biodiversity and provide a place for nature and recreation; and
- k. The submission of a Preliminary Risk Assessment in respect of possible contamination of a secondary aquifer.

Elms Farm

12.13 The site comprises approximately 10 hectares. It has the potential to deliver a minimum of 200 dwellings and other benefits including:

- The first phase of a northern link road from Colchester Road (B1022) that will ultimately link up with Kelvedon Road (B1023).
- At least 0.4 hectares of serviced allotments.
- Land for a community hub, incorporating a Medical Centre and car parking. If the Medical Centre is provided as a standalone facility, it shall be on a site of at least 0.4 hectares. The community space shall provide a community hall and meeting spaces totalling at least 300m².

12.14 At least 0.4 hectares will be allocated to provide for the new GP surgery and parking. There is flexibility in this provision to enable the community hub to provide the surgery and community space together and it will be important that the applicants work with the North East Essex Clinical Commissioning Group and the owners/partners of the Tiptree Medical Practice to ensure that any relocation from their current location meets the needs of all parties.

12.15 Colchester Borough Council's Historic Environment Team has advised that development will need to ensure that it does not have a detrimental impact on the setting of four Grade II listed buildings (Elms Farmhouse, barn and stable, and the Maypole). This will require a heritage impact assessment. There may be a need for pre-determination trial-trenched evaluation, to establish the archaeological potential of this area which has not been the subject of any previous systematic archaeological investigation.

12.16 The Environment Agency has advised that Elms Farm lies over a secondary aquifer. Sufficient information will need to be provided as part of the planning application in the form of a Preliminary Risk Assessment and provide assurance that the risk to the water environment is fully understood and can be addressed.



One of the older houses in Tiptree is Grade II listed, Elms Farmhouse in Messing Road which dates from the late 16th century.

POLICY TIP14: ELMS FARM

Land totalling approximately 10 hectares at Elms Farm, as shown on the Policies Map and Map 12.2, is allocated for a minimum of 200 dwellings. Development proposals will be supported subject to the following criteria:

- a. Affordable housing as required by emerging Colchester Local Plan Section 2 Policy DM8 (Affordable Housing) and Tiptree Neighbourhood Plan Policy TIP05.
- b. A mix of dwelling sizes as required by emerging Colchester Local Plan Section 2 Policy DM10 (Housing Diversity).
- c. The delivery of the first phase of a northern link road (as specified in Policy TIP07) from Colchester Road (B1022) along the indicative route shown in Map 12.2, ensuring that the continuation of the link road towards the Highland Nursery site allocation (Policy TIP13) is capable of being delivered.
- d. Land totalling at least 0.4 hectares for a new medical centre and vehicle parking to be provided.
- e. Land and contributions towards a community facility of at least 300m² floor space which may be co-located with the medical centre or as a standalone facility.
- f. Land totalling at least 0.4 hectares and contributions towards new allotments.
- g. Provision of public open space to meet the requirements of emerging Colchester Local Plan Section 2 Policy DM18 (Provision of Public Open Space).
- h. Development should deliver net environmental and biodiversity gains, in addition to protecting existing habitats and species. Any negative impacts on biodiversity, including flora and fauna, and local wildlife must be adequately mitigated and/or offset.
- i. Safe direct walking and cycling routes that link up with existing routes to Baynard's Primary and Thurstable Schools and the village centre and towards the village of Messing.
- j. A heritage impact assessment in respect of the Grade II listed properties on the site.
- k. The provision of an appropriate Residential Travel Plan.
- l. Provision of multi-functional Sustainable Drainage Systems (SuDS) to manage rainfall runoff, enhance biodiversity and provide a place for nature and recreation; and
- m. The submission of a Preliminary Risk Assessment in respect of possible contamination of a secondary aquifer.



13 NON-POLICY ACTIONS

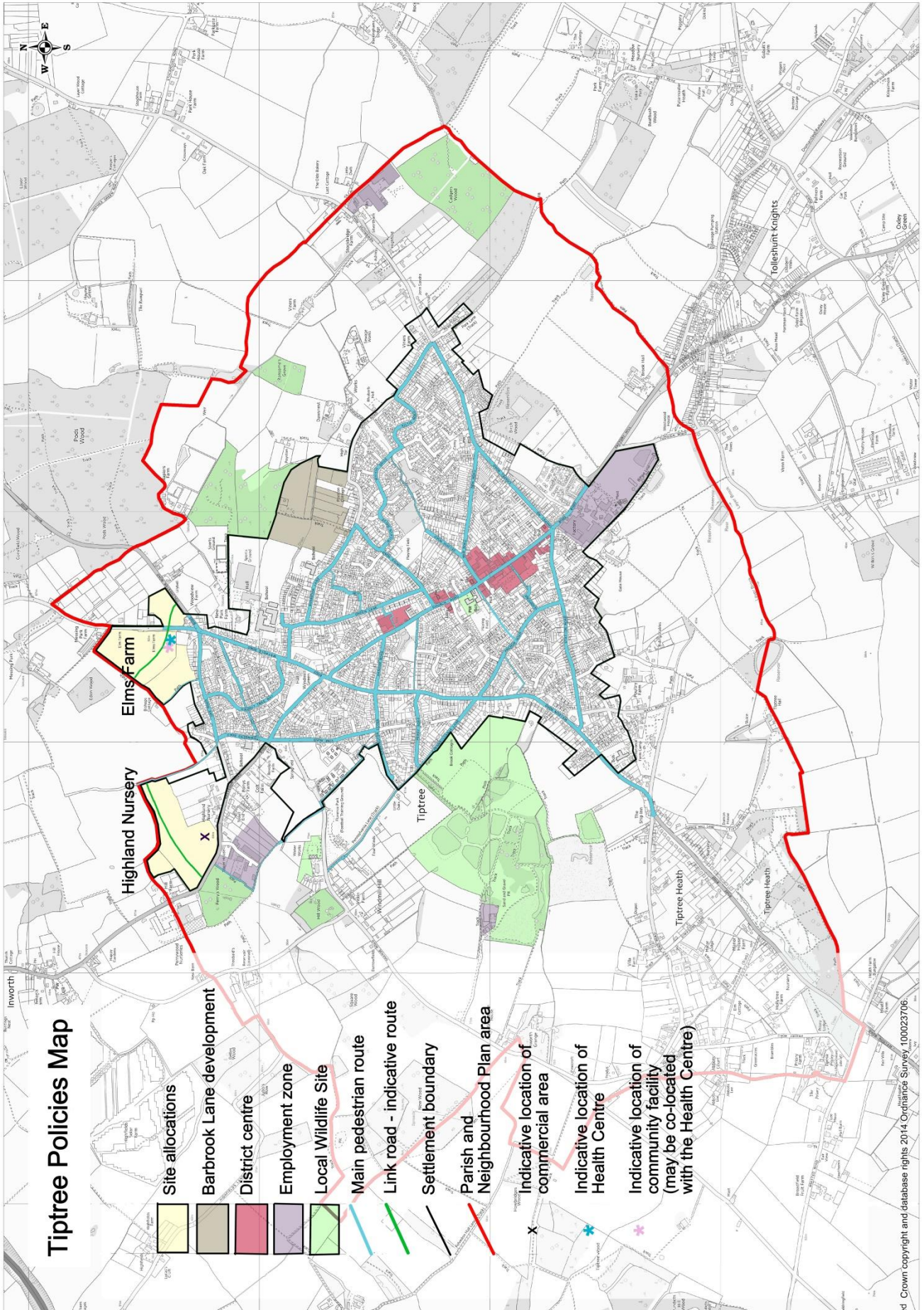
13.1 This section identifies the actions which cannot be resolved by Neighbourhood Plan policies. These concern a range of matters raised by the community which are important. Tiptree Parish Council will seek to work with partners and lead agencies to address these issues.

Table 13.1: Non-land use issues to be addressed

Possible actions
Homes and Housing
Tiptree Parish Council to work with Colchester Borough Council and relevant housing associations to secure affordable housing provision for people with a local connection to Tiptree. (See paragraph 13.2).
Countryside and green spaces
Provision of woodland footpaths at Warrior's Rest.
Essential repairs to the side walls of Grove Lake.
To negotiate public access to Local Wildlife Sites wherever possible and desirable.
To establish a country park in the Tiptree area.
Traffic and Transport
Seek to influence the upgrading of the Braxted Park Road and especially Appleford Bridge to ensure this remains a viable route for A12 southbound traffic.
Seek to ensure mitigation measures are in place to encourage southbound traffic to use Station Road and Braxted Park Road rather than Church Road to access the A12.
Seek to improve public/community transport links to Witham and Kelvedon Railway stations. The last bus returning to Tiptree departs Witham station at 19:05.
Seek to improve public transport links to Colchester in the evenings (Colchester eLP2 para 14.216 states that the regular bus route serving Colchester is one of the factors that contribute to Tiptree being considered a sustainable settlement suitable for growth).
Community Infrastructure
The provision of sport and leisure facilities for older teenagers (14-18).
Explore potential for community use of grass pitches at CUFC Training Ground.
Tiptree Parish Council will work with dental and health providers to improve medical facilities in Tiptree.
Make improvements to the Community Centre, including provision of air conditioning and replacement of seating.
To add valued historical assets such as buildings, lanes and the remaining Kelvedon-Tiptree-Tollesbury Light Railway track bed to the CBC 'Local List' of heritage assets.

13.2 It is important that local people (or those with a local connection) who wish to be considered for affordable housing in Tiptree should put their names down on the Colchester Borough Council Housing Register. This would mean that they may become eligible for any future affordable housing in Tiptree. Colchester Borough Council use Gateway to Home Choice and operates under its allocation policies. Applicants can register their need on the website (www.gatewaytohomechoice.org.uk). Alternatively you may access the site through the Colchester Borough Council website (www.colchester.gov.uk/housing).

14 POLICIES MAP





A Bee Orchid growing in Tiptree Parish



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