

**Tiptree NP. A Summary of objections by Tiptree Neighbourhood Plan Steering Group.**

**Presented by Jonathan Greenwood, Chairman, Tiptree NP Steering Group**

**With respect to:**

**Appeal by Kler Group Ltd**

**LPA reference: 202604**

**Reference: APP/A1530/W/22/3301862**

**Site: land Land at Brook Meadows, Tiptree, Colchester, CO5 0QF**

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.

Tiptree Neighbourhood Plan has previously submitted two documents in response to the claims made by Aspect Ecology on behalf of Kler Group, the first in April 2021 and the second in February 2022. I would request that these documents are carefully considered because I have not repeated the majority of the arguments here.

The Steering Group strongly objects to this planning application for the following reasons:

**This is a well-loved designated Local Wildlife Site with rare species of national importance.**

That it is well-loved can be judged by the number of responses submitted by local residents. That it is of national significance can be judged by the exceptional number of responses (about 500) from concerned individuals all over the UK.

The fact that it is a designated Local Wildlife Site and contains rare species means that it is afforded protection under both national and local planning policy. The NPPF states:

*‘Planning policies and decisions should contribute to and enhance the natural and local environment by protecting and enhancing valued landscapes or sites of biodiversity’. Planning decisions should ‘minimise impacts on and provide net gains for biodiversity’ (Paragraph 171).*

*‘Plans should distinguish between the hierarchy of international, national and locally designated sites (and) allocate land with the **least** environmental value’ (Paragraph 175, emphasis mine).*

*‘When determining planning applications, local planning authorities should apply the following principles: if significant harm to biodiversity resulting from a development cannot be avoided (through locating on an alternative site with less harmful impacts), adequately mitigated, or as a last resort, compensated for, **then planning permission should be refused**’ (paragraph 180, emphasis mine). The principle when dealing with significant wildlife sites is avoid – mitigate – compensate, in that order.*

The Colchester Local Plan Policy ENV1 (Environment) expresses this last principle even more clearly. It states, *‘Proposals for development that would cause significant direct or indirect adverse harm to nationally designated sites or other designated areas, protected species, Habitats and Species of Principle Importance, will not be permitted unless:*

- (i) They cannot be located on alternative sites that would cause less harm; and*

- (ii) *The benefits of the development clearly outweigh the impacts on the features of the site and the wider network of natural habitats; and*
- (iii) *Satisfactory biodiversity net gain, mitigation, or as a last resort, compensation measures are provided.'*

I would draw the reader's attention to the 'and' between the clauses. Brook Meadow is a designated site. It is a rare and valuable habitat (even if sub-optimal at the moment). It contains locally rare species such as 3000 Green-winged Orchids (*Anacamptis morio* – the only site for this species in the 10km square) and it contains nationally rare species such as Greater Tongue Orchid (*Serapias lingua*) which was added to the Vascular Plant Red Data list in 2021 with the designation 'critically endangered'.

It is therefore not necessary to consider anything beyond clause i) above because the development **can** be located on an alternative site that would cause less harm.

### **The Neighbourhood Plan has identified alternative sites**

Tiptree Neighbourhood Plan (ref: TNP A) is progressing towards Regulation 16. Through a thorough Strategic Environmental Assessment and consideration of alternatives it has identified the potential sites that offer the very best outcomes for the community. It is the result of thousands of hours of work by community volunteers to ensure that development in Tiptree is sustainable. A local developer is 'on board', deliverability has been confirmed and the community stands to gain significant and badly needed infrastructure. Granting planning permission for 221 dwellings on Brook Meadow could seriously undermine the Neighbourhood Plan. In fact, in the light of the Barbrook Lane (200 homes) and Marden (130 homes) appeals, Tiptree would have gained 550 homes of its allocation of 600 on appeal. That's 550 inappropriately placed homes and very little by way of community infrastructure to compensate – not to mention the loss of Tiptree's most important open space. In the modern age it is a travesty of justice and an affront to localism when speculative developers (who have not considered any alternatives beyond their own site) impose inappropriate development on a community.

### **The Neighbourhood Plan sites offer better outcomes for the community**

The proposed sites offer good connections with major routes (the A12 and Colchester road in particular) without increasing traffic on the already too busy main routes through the village and their development works towards the northern link road promoted in the Colchester Local Plan section 2 Policy SS14 (Tiptree). This link road, supported by three traffic studies (ref: TNP A, TNP B & TNP C), will improve traffic flow around the village and ensure sustainable development into the future rather than creating problems that only get worse in future plan periods. In this respect the access to Brook Meadow is very restricted with a likely access route that is barely wide enough and enters Maldon Road on a bend. At busy times Maldon Road is already hard for pedestrians to cross or for cars to pull out onto. Additionally the sites promoted in the Neighbourhood Plan will provide an employment area and the gift of land set aside for a new Health Centre – something badly needed in Tiptree. All this could be put in jeopardy if this appeal is granted. The allocation of 600 new homes in Tiptree was agreed on the basis of what the current infrastructure plus anticipated improvements could reasonably be expected to accommodate. There are already serious pressure

points – our health centre is over-subscribed and it is generally not possible for new residents to register with a dentist in the village. I'll detail two pressure points in particular below:

**Healthcare:** The GP surgeries, North-East Essex capacity spreadsheet provided by CBC (ref: TNP E) 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 11<sup>th</sup> 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 490m<sup>2</sup> 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.**'

**School Provision:** The Colchester Infrastructure Delivery Plan (June 2017) concluded that Baynards and Mildene Primary Schools have capacity to expand by at least half a form of entry each. As full form expansion is preferred a new school could be required. However focus will be on the expansion of existing facilities until the need for a new school is confirmed (2022-27 – Critical). Similarly Thurstable Secondary School may expand by a form of entry in c2023 – maybe earlier in view of housing growth on Mersea Island or if growth in Maldon puts pressure on the Plume (Critical). These figures were based on the anticipated growth of 600 homes and indicate that Tiptree is close to needing a new Primary School. However following the Marden appeal, Tiptree is already committed to 730 homes (including the NP sites) and if this appeal is granted the commitment with the NP allocation would become 950. This represents a 60% increase in the projected number of new homes and could well make the provision of a new school essential.

The reality of course is that the community is increasingly disillusioned with the planning system and frustrated that its attempts to shape its future are thwarted at every turn. A Neighbourhood Plan on top of 550 homes in the wrong place would never succeed at referendum.

### **There is no shortage of new homes in Tiptree**

Tiptree has three on-going development sites, part of one of which is 'mothballed' because house sales are slow. And there's now a fourth site waiting to commence. There is no short term lack of new homes that needs to be urgently addressed and the deliverability of the Neighbourhood Plan sites is not in question.

### **Development resulting in the loss of irreplaceable habitats should be refused**

*'Development resulting in the loss or deterioration of irreplaceable habitats should be refused'* (NPPF paragraph 180). The NPPF suggests ancient woodland as an example of an irreplaceable habitat but, in Essex, unimproved grasslands are much rarer. Natural unimproved grassland is a very scarce habitat in Essex and the stated aim of the Essex Climate Action Committee (set up in response to the Environment Bill (2021)) is to identify and map existing meadows and even create new meadows as part of the Local Nature Recovery Strategy for Essex. With the stated aim of increasing wildlife habitats such as meadows it clearly makes no sense at all to develop a meadowland site when there are plenty of alternative sites which would not incur such drastic environmental damage and which

give far better returns to the community. All the mitigation and compensation in the world cannot replace a scarce habitat and the rare species it contains.

**The residents of Tiptree need areas of wide open space and unspoilt countryside for their emotional well-being.**

The recent lockdown revealed the importance of open space that is locally available. Furthermore, in the wake of the Environment Act (2021), with the recognition of the need to strategize for nature's recovery and the need to reduce our carbon footprint, local areas of green space are becoming increasingly important, especially as communities like Tiptree continue to grow. If not provided, residents have no choice but to get in their cars and drive to an area of wide open space for exercise and recreation – more than likely on the Essex coast SPA. It is of vital importance that valued green spaces are protected if development is to be considered sustainable. For Tiptree, Brook Meadow LWS is the number one open space.

**Conclusion**

There is absolutely no reason to grant this appeal. There are far better sites with proven deliverability that offer far better community gains in terms of meeting the infrastructure needs of a growing population and which do not result in the destruction of a highly valued piece of unspoilt countryside that is recognised for its value to wildlife including at least one species found nowhere else in the UK.

To grant this planning appeal would undermine the Neighbourhood Plan and the huge effort made by local volunteers to ensure sustainable plan-led development.

Please dismiss this appeal.

**References** (provided with this document)

- TNP A Tiptree Neighbourhood Plan (Reg 16 version)
- TNP B Tiptree Review of Transport Issues, January 2021
- TNP C Tiptree Review of Transport Issues, April 2021
- TNP D Strategic Technical Highways Note, February 2022
- TNP E GP surgeries – North East Essex Capacity (extract)

J M Greenwood  
August 2022

## The Planning Inspectorate

### COMMENTS ON CASE (Online Version)

Please note that comments about this case need to be made within the timetable. This can be found in the notification letter sent by the local planning authority or the start date letter. Comments submitted after the deadline may be considered invalid and returned to sender.

**Appeal Reference: APP/A1530/W/22/3301862**

#### DETAILS OF THE CASE

Appeal Reference APP/A1530/W/22/3301862

Appeal By KLER GROUP LTD

Site Address  
Land at Brook Meadows  
Tiptree  
CO5 0TU  
Grid Ref Easting: 588866  
Grid Ref Northing: 216040

#### SENDER DETAILS

Name MR JONATHAN GREENWOOD

Address  
11 Mill Walk  
Tiptree  
COLCHESTER  
CO5 0LF

Company/Group/Organisation Name Tiptree Neighbourhood Plan Steering Group

#### ABOUT YOUR COMMENTS

In what capacity do you wish to make representations on this case?

- ☐ Appellant
- ☐ Agent
- ☒ Interested Party / Person
- ☐ Land Owner
- ☐ Rule 6 (6)

What kind of representation are you making?

- ☐ Final Comments
- ☐ Proof of Evidence
- ☐ Statement
- ☐ Statement of Common Ground
- ☒ Interested Party/Person Correspondence

☐ Other

## COMMENT DOCUMENTS

The documents listed below were uploaded with this form:

<b>Relates to Section:</b>	REPRESENTATION
<b>Document Description:</b>	Your comments on the appeal.
<b>File name:</b>	TNP E GP Surgeries - North East Essex capacity - extract.jpg
<b>File name:</b>	TNP B Tiptree -Review of Transport Issues Jan21.pdf
<b>File name:</b>	TNP Summary of objections re Kler appeal.pdf
<b>File name:</b>	TNP C Tiptree -Review of Transport Issues April 2021.pdf
<b>File name:</b>	TNP D Strategic Highways Note - Feb22.pdf
<b>File name:</b>	TNP A Neighbourhood Plan 2022 - Reg 16 version.pdf

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# Tiptree Neighbourhood Plan 2022 – 2033

Regulation 16 Consultation Version

August 2022

Tiptree Parish Council



## **A list of the Neighbourhood Plan Policies contained in this document**

TIP01	Tiptree Spatial Strategy	Page 19
TIP02	Good Quality Design	Page 21
TIP03	Residential Car Parking	Page 22
TIP04	Building for a Healthy Life	Page 23
TIP05	First Homes	Page 25
TIP06	Non-Motorised User Access Routes	Page 26
TIP07	Mitigating the Impact of Vehicular Traffic through Tiptree Village	Page 32
TIP08	Tiptree Village Centre	Page 35
TIP09	Small-Scale Commercial Workspaces	Page 37
TIP10	Provision of Community Infrastructure	Page 39
TIP11	Green Infrastructure	Page 41
TIP12	Landscaping and Biodiversity	Page 44
TIP13	Local Green Spaces	Page 49
TIP14	Recreational Disturbance Avoidance and Mitigation	Page 51
TIP15	Highland Nursery	Page 56
TIP16	Elms Farm	Page 57

Cover photograph: Grove Lake, Church Road, Tiptree

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

## CONTENTS

<b>1</b>	<b>FOREWORD .....</b>	<b>2</b>
	Foreword to the Regulation 16 Edition .....	3
<b>2</b>	<b>INTRODUCTION .....</b>	<b>5</b>
	National Policy .....	6
	Local Plan Policy.....	6
	Consultation .....	8
<b>3</b>	<b>LOCAL CONTEXT .....</b>	<b>10</b>
	A brief history of Tiptree.....	10
	Tiptree parish in 2022 .....	12
<b>4</b>	<b>VISION AND OBJECTIVES .....</b>	<b>14</b>
	Challenges for Tiptree .....	14
	Vision for Tiptree.....	15
	Vision for Tiptree in 2033 .....	15
	Neighbourhood Plan objectives.....	15
	Objectives of the Tiptree Neighbourhood Plan .....	15
<b>5</b>	<b>SPATIAL STRATEGY .....</b>	<b>17</b>
<b>6</b>	<b>DESIGN AND HOUSING .....</b>	<b>20</b>
	Local character and design.....	20
	Residential car parking .....	22
	Building for a Healthy Life .....	23
	Dwelling mix .....	23
	Affordable housing.....	24
<b>7</b>	<b>TRAFFIC AND MOVEMENT .....</b>	<b>26</b>
	Sustainable movement .....	26
	Vehicular traffic movement .....	29
<b>8</b>	<b>TIPTREE VILLAGE CENTRE.....</b>	<b>33</b>
<b>9</b>	<b>EMPLOYMENT .....</b>	<b>36</b>
<b>10</b>	<b>COMMUNITY INFRASTRUCTURE.....</b>	<b>38</b>
	Community infrastructure provision .....	38
<b>11</b>	<b>COUNTRYSIDE, GREEN SPACES AND GREEN INFRASTRUCTURE .....</b>	<b>40</b>
	Landscaping and Biodiversity.....	43
	Local Green Spaces.....	44
	Recreational Disturbance .....	51
<b>12</b>	<b>SITE ALLOCATIONS .....</b>	<b>52</b>
	Highland Nursery .....	55
	Elms Farm.....	57
<b>13</b>	<b>NON-POLICY ACTIONS .....</b>	<b>59</b>
<b>14</b>	<b>POLICIES MAPS.....</b>	<b>60</b>

# 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 the Colchester Borough Council housing targets. Whilst a further 130 houses were granted permission in May 2022 on land at Kelvedon Road, also on appeal, the site allocations in the Neighbourhood Plan are sustainable and together maximise the benefits for the existing community and new residents 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.

## **Foreword to the Regulation 16 Version**

Tiptree Neighbourhood Plan went to the Regulation 14, six-week public consultation from 11<sup>th</sup> March to 1<sup>st</sup> May 2022. During that period there were two Neighbourhood Plan exhibitions attended by some 160 people; copies of the plan were widely available and ultimately over 200 responses were received. These responses have been carefully analysed and reveal strong support for the proposed plan with between 77 and 87 percent of respondents choosing 'agree' or 'mostly agree' for each of the fourteen policies. Overall, of those voting, 74 percent of respondents said they would be inclined to support the plan at referendum. In addition over 500 comments have been carefully considered and the plan has been adjusted in the light of these. The result is the plan before you. It is substantially the same as the Consultation Edition but the wording of many of the policies has been adjusted for the sake of clarity and precision. In this respect, under planning law, there are some things that a Neighbourhood Plan may require of developers and other things that can only be supported or encouraged. Nevertheless these aspirations are included within the policies to maximise the likelihood of their delivery. In summary, we believe that this plan represents the wishes of the majority of the community and will result in sustainable development that will benefit the life of the village into the foreseeable future. We hope it will find your support.

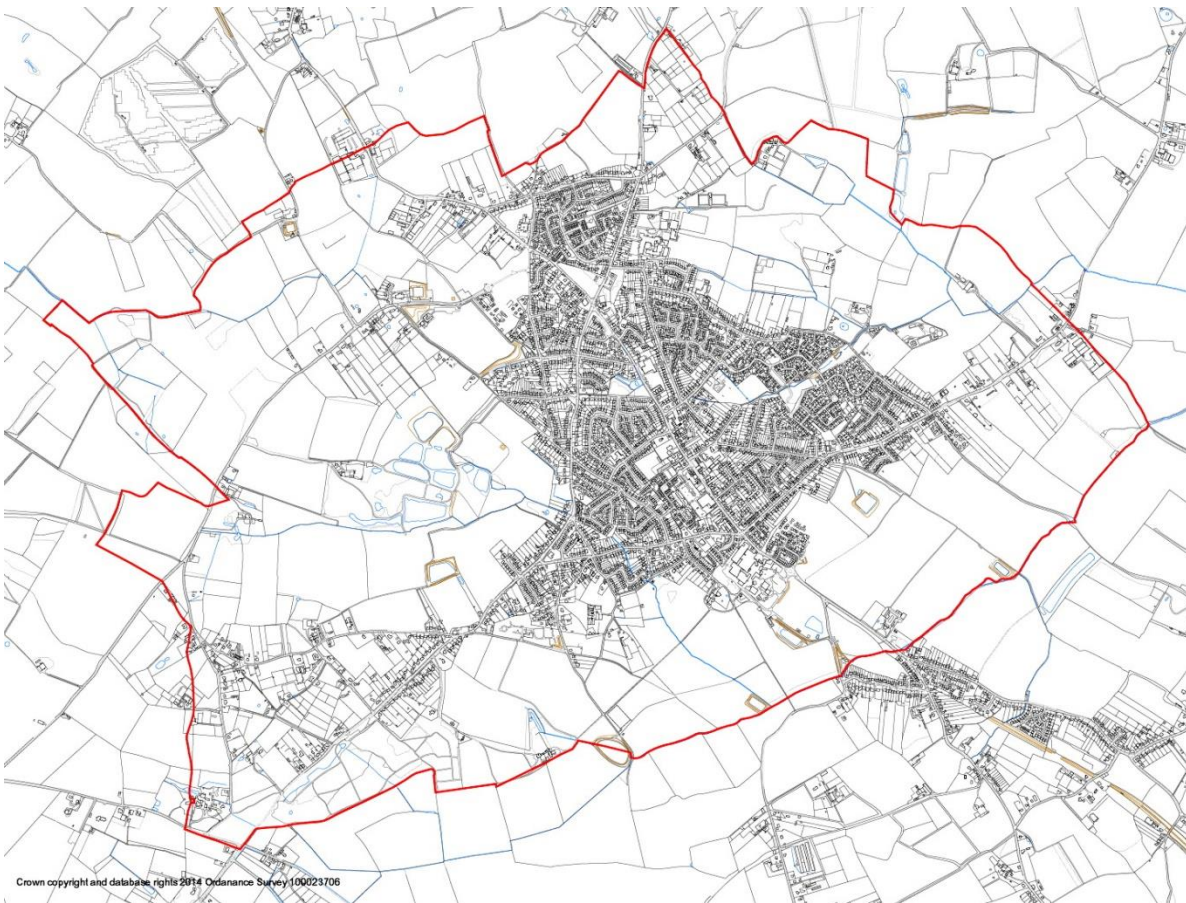




Tiptree's Tower Mill was built in 1775 and replaced a Post Mill which stood on the opposite side of Church Road in the grounds of Milldene.

## 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 principal parts being the Colchester Borough Local Plan 2013-2033: North Essex Authorities' Shared Strategic Section 1 Plan (adopted in February 2021) and the Colchester Local Plan Section 2 (adopted July 2022). The Tiptree Neighbourhood Plan strategy is informed by the context provided in the Colchester Local Plan Section 2 (CLP S2) and details planning policies that are locally 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 CLP S2 contains the following policy pertaining to Tiptree, upon which this Neighbourhood Plan is founded:



### **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 of 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 strategic transport appraisal with a view to confirming provision of phased delivery 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 Policy SS14 outlines broad directions of growth for the Tiptree Neighbourhood Plan to identify specific allocations, taking into account existing constraints. Once the Neighbourhood Plan has been made (adopted) this will supersede the broad direction of growth arrows shown on the SS14 Policy Map.
- 2.10 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)**

- 2.11 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)**

- 2.12 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.

### **Tiptree Jam Factory Plan (2013)**

- 2.13 Although there is no longer the intention to build a new Jam Factory, this plan still forms part of the Colchester Development Plan. It guides development for the Tiptree Jam Factory and adjoining land.

## **Consultation**

- 2.14 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.
- 2.15 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).
2022-23	Regulation 16 consultation, examination and referendum on Neighbourhood Plan.
2023	Neighbourhood Plan is made



The Parish Council  
office

### 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 Tippa had settled on the hill above the River Blackwater, where a large tree stood. The area soon became known as Tippa's Tree, hence the name Tiptree. Only Tiptree Heath was mentioned in the Domesday Book published in 1086 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 United Reformed Church 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. 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. It is believed this is the reason there are no pubs in the centre of the village. Reputedly covenants still exist prohibiting the sale of alcohol in certain parts of Tiptree, though no-one has actually produced one on paper!



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.



- 3.13 In the sixties Tiptree became a London overspill community. This led to numerous new housing estates and many residents who were not employed locally.
- 3.14 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.
- 3.15 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.
- 3.16 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.
- 3.17 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.
- 3.18 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**

- 3.19 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.
- 3.20 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.
- 3.21 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 Local Plan Section 2.

- 3.22 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 in 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 Site of Special Scientific Interest (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 and, potentially, Church Road also.
  - 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 the countryside, 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. To protect local, national and international designated sites and habitats, and integrate green corridors into new developments.**

**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, Green Spaces and Green Infrastructure
- 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 61.



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 the countryside, 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. To protect local, national and international designated sites and habitats, and integrate green corridors into new developments.**

- 5.1 Tiptree is a large village and a District Centre. It is classified by the CLP S2 (CLP S2) 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 CLP S2 requires allocations to be made to deliver a minimum of 400 dwellings over this period. The submission version of the CLP S2 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 CLP S2 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 CLP S2, 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 39 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 CLP S2 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. Further details of the site selection process are in the Housing Topic Paper in the TNP Evidence Base Documents.

- 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 TIP15 and TIP16). 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 sites with planning permission at Barbrook Lane and Kelvedon Road) 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 CLP S2. 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." Policy OV2 further provides the policy context for development of small scale exception sites to meet local affordable housing needs.



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 TIP15 (Highland Nursery) and TIP16 (Elms Farm) as identified on the Policies Map. Development proposals outside the settlement boundary will only be permitted where:**
- a. it relates to necessary utilities infrastructure and where no reasonable alternative location is available; or**
  - b. it is in accordance with CLP S2 Policy SG1 (Colchester's Spatial Strategy) and Policy OV2 (Countryside) in respect of development in the countryside; and**
  - c. there is no coalescence between the built up area of Tiptree village and the hamlet of Tiptree Heath.**
- B. The Plan provides for a minimum<sup>1</sup> of 400 dwellings to be built in the period 2022 to 2033<sup>2</sup> and the following sites are allocated for development:**
- a. Highland Nursery – a minimum of 200 dwellings**
  - b. Elms Farm – a minimum of 200 dwellings**
- C. Development on the site allocations in Policies TIP15 and TIP16 will be expected to address the following key matters:**
- a. the provision of new housing which addresses evidence-based needs;**
  - b. the provision of new employment space which addresses evidence-based needs;**
  - c. 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;**
  - d. 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;**
  - e. Incorporate high quality green infrastructure including through the provision of Sustainable Drainage Systems (SuDS).**
- D. Development must ensure that it preserves the indicative route of the link road, within the housing allocations in Policies TIP15 and TIP16, between Colchester Road (B1022) and Kelvedon Road (B1023).**

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<sup>1</sup> See paragraph 12.2

<sup>2</sup> 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:**
- a. Ensure new development proposals reflect the local vernacular in terms of building styles, building set back and arrangements of front gardens, walls, railings or hedges.**
  - b. Incorporate inter-connected areas of open space and green infrastructure to form discreet groups of buildings to break up the building mass.**
  - c. Retention of existing landscape features such as mature trees and hedgerows which contribute to local landscape character and ecological diversity.**
  - d. Incorporate the principles of *Secured by Design* to design out crime.**
  - e. Propose trees and mixed hedges of predominantly native species to screen development and integrate it into the landscape.**
  - f. Development must minimise the visual impact of built development on existing green infrastructure networks such as footpaths, cycle paths, bridleways and leafy lanes.**
  - g. In order to address the need for biodiversity net gain, integral features of benefit to wildlife should be incorporated into buildings and amenity areas or elsewhere in the parish.**
  - h. Ensure safe access to routes for pedestrians, cyclists and road users, particularly towards the village centre, local schools and other amenities.**
  - i. Use of high quality materials that complement the existing dwellings in the immediate vicinity.**
  - j. 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.**

## 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 CLP S2 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 2009<sup>3</sup> 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.**

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

## 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 priority for residents in consultation. In line with the CLP S2 (paragraph 15.83) the Plan encourages new developments to apply the Building for a Healthy Life<sup>4</sup> 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%
<b>No Bedrooms</b>	15	0.39%	182	0.25%	5194	0.21%	54938	0.25%
<b>1 Bedroom</b>	236	6.12%	7669	10.71%	251374	10.37%	2593893	11.76%
<b>2 Bedrooms</b>	896	23.22%	19833	27.69%	633776	26.16%	6145083	27.85%
<b>3 Bedrooms</b>	1747	45.27%	28190	39.35%	1002547	41.38%	9088213	41.19%
<b>4 Bedrooms</b>	782	20.26%	12300	17.17%	407633	16.82%	3166531	14.35%
<b>5 or More Bedrooms</b>	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 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. Similarly, the land at Kelvedon Road which was granted permission on appeal in 2022 will only deliver 18% of its 130 units as 1- and 2-bed properties. The requirement for more smaller properties, which meet the needs of first-time buyers amongst others, has therefore increased.

<sup>4</sup> [https://www.udg.org.uk/sites/default/files/publications/files/14JULY20%20BFL%202020%20Brochure\\_3.pdf](https://www.udg.org.uk/sites/default/files/publications/files/14JULY20%20BFL%202020%20Brochure_3.pdf)

- 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.
- 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 CLP S2 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 Colchester Local Plan Policy DM8, housing developments of 10 or more dwellings are required to deliver at least 30% of units as affordable housing. Affordable housing includes rented, shared ownership and 'First Homes'. 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 CLP S2 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 CLP S2 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

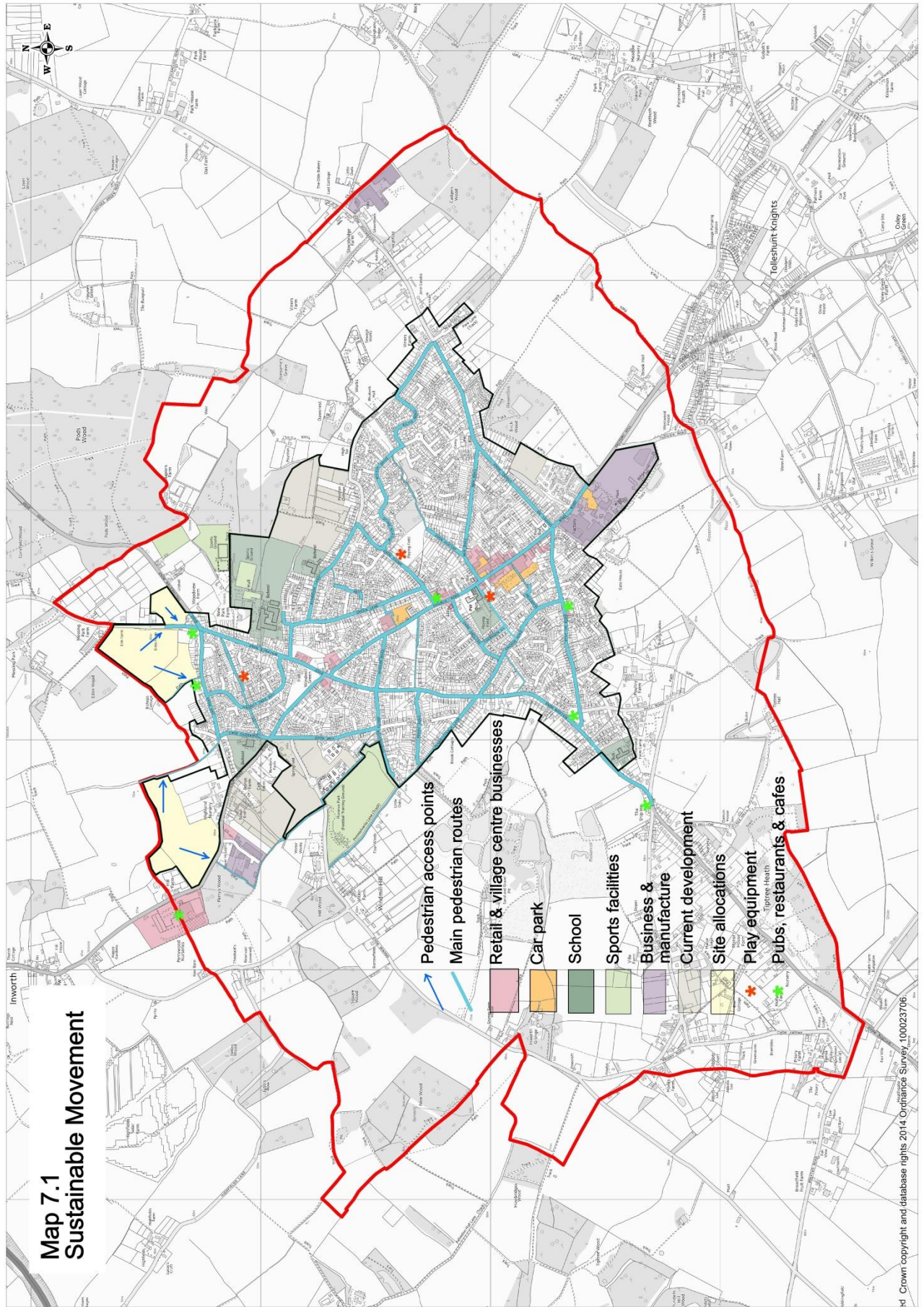
**Objective 3: To improve movement through Tiptree, for vehicular traffic but also for walking and cycling and to improve access to the countryside, main routes and railway stations whilst minimizing impact on the village centre.**

### **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: NON-MOTORISED USER 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 with existing footways close to the indicative access points shown on the Policies Map. 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 TIP15 (Highland Nursery) and TIP16 (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 bridleways. It must adequately mitigate the impact of additional traffic movements on the safety and flow of pedestrian and cycle access, especially at road junctions. Proposals to create new or enhance existing off-road routes which lead into the wider countryside are encouraged. Where possible, these routes should be designed to accommodate walking, cycling, disabled access and equestrian users.**

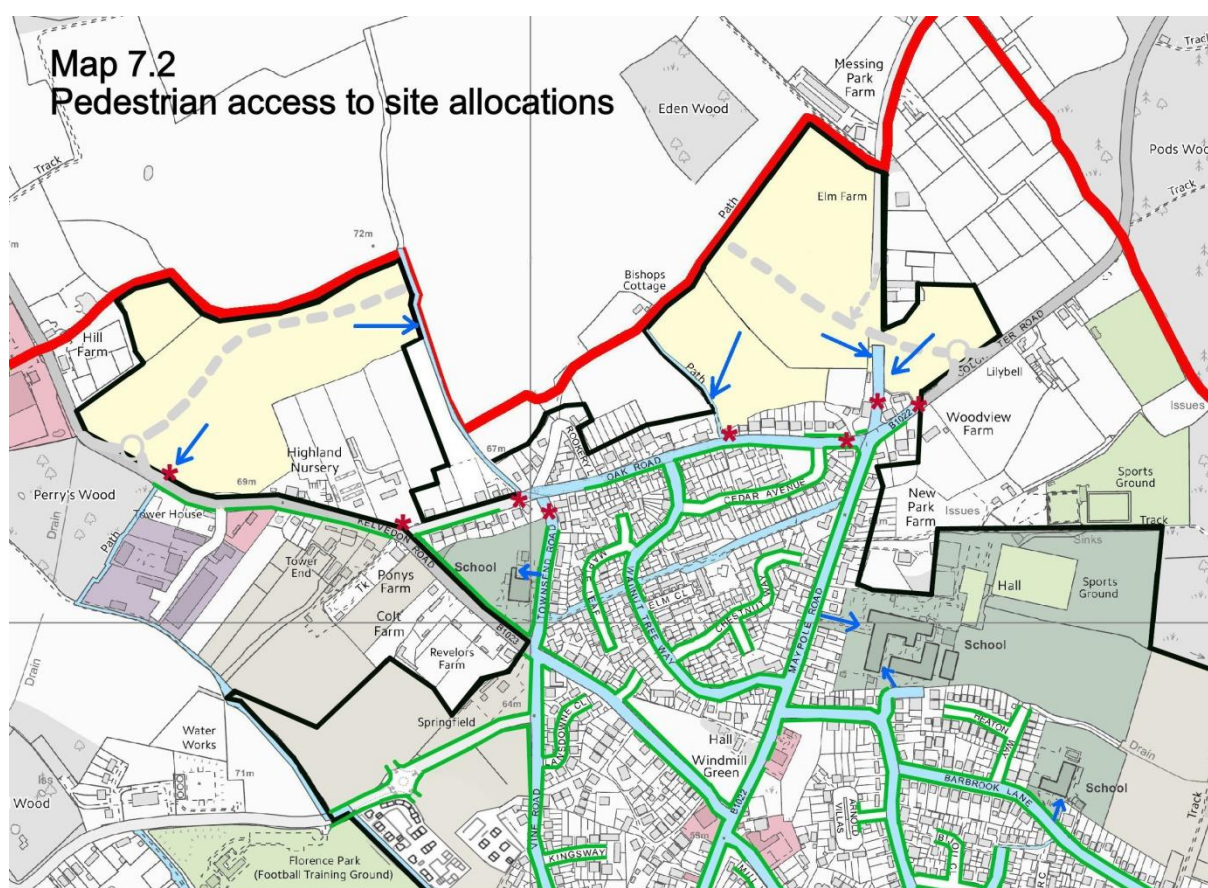


7.2 The Parish Council is also aware of the following issues and will work towards improvements in these areas, albeit outside the provision of the Neighbourhood Plan:

- 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 |

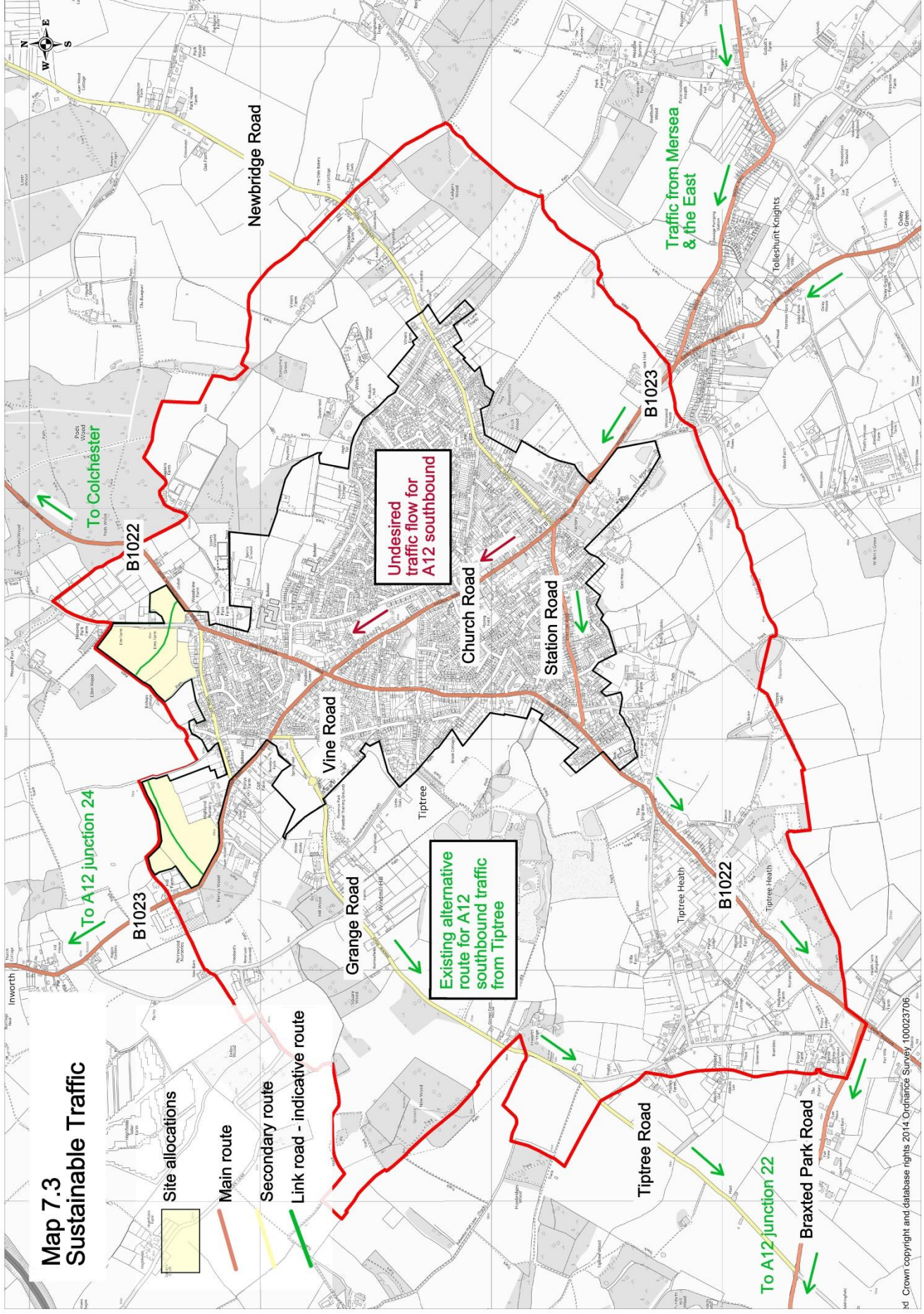
## **Vehicular traffic movement**

- 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. Similarly evidence suggests that most of the traffic in Church Road is 'through traffic'.
- 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 Road<sup>5</sup>. 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 CLP S2 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 mini-roundabout serving the B1022 and B1023 will remain, the link road will provide some relief. As part of this work, the

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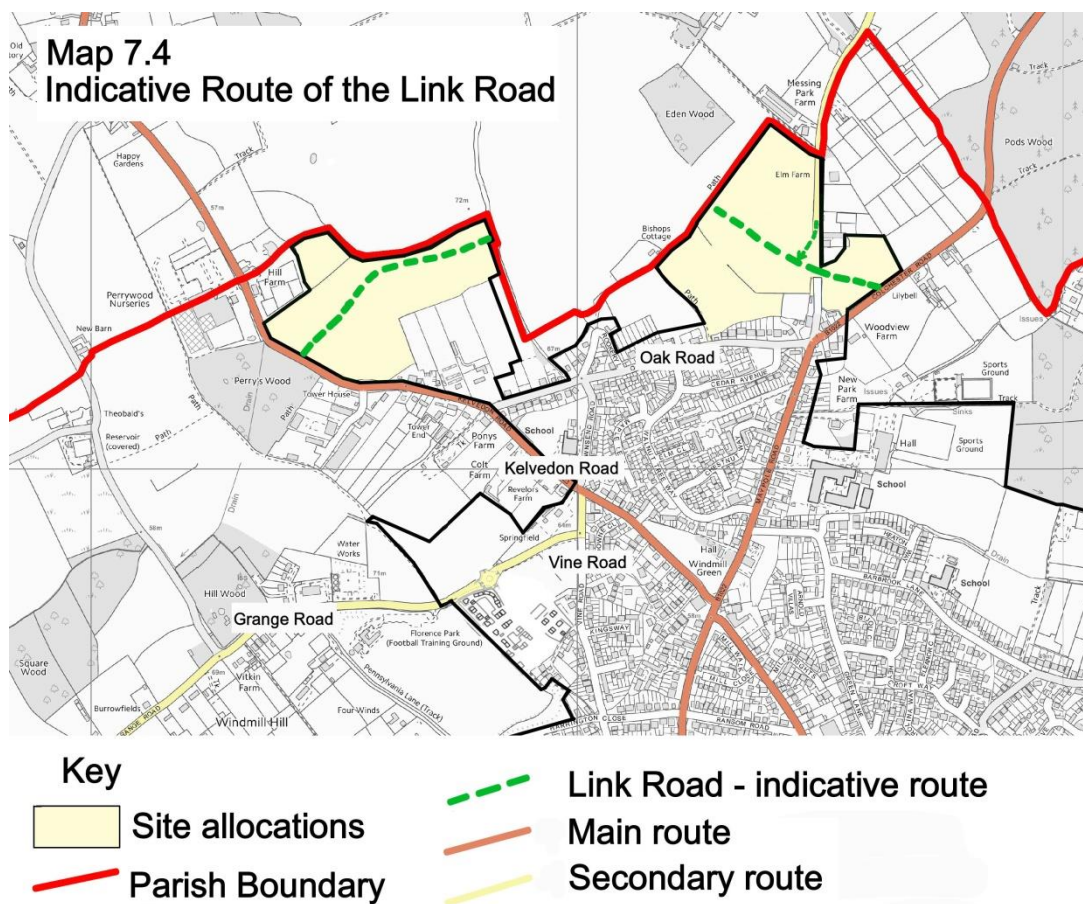
<sup>5</sup> A12 Chelmsford to A120 widening scheme, Consultation documents 2019, June 2021 & November 2021

**Map 7.3**  
**Sustainable Traffic**



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 (see the Housing Topic Paper).
- 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. The deliverability of the first stages of the link road has been confirmed by the developer and common ground regarding the eventual completion of the 'missing link' has been established with Messing cum Inworth PC (See the Housing Topic Paper in TNP Evidence Base Documents).
- 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 southbound traffic heading for the A12.

- 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 Technical Highways Note, is included in the Neighbourhood Plan Evidence Base 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/Maldon Road (B1022) and Kelvedon/Church 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 provided in or close to the indicative locations shown in Map 12.1.**

#### **Link Road**

- D. The first phase of the northern link road are to be delivered through the following allocations:
  - a. Policy TIP15 (Highland Nursery)**
  - b. Policy TIP16 (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 CLP S2 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 2021<sup>6</sup>, the CCG intends to work with the Parish Council to review options

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

for the way forward. The Neighbourhood Plan is a key part of this and has allocated approximately 0.4 hectares of land for the construction of a new medical facility on the Elms Farm site allocation.

- 8.5 As stated in the section on dwelling mix, the size of housing needed and planned for in the CLP S2 has been informed by the Strategic Housing Market Assessment (SHMA)<sup>7</sup>. 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 profile<sup>8</sup>, 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.



The Centre, Tiptree

<sup>7</sup> EBC 2.16 Strategic Housing Market Assessment Update (December 2015) and EBC 2.15 Executive Summary form part of LPP2 Evidence Base Supporting Documents Section 2. *Housing and Population*.

<sup>8</sup> 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:
  - a. it does not result in the net loss of uses listed in Clause A; and**
  - b. 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. Proposals must 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, the CLP S2 Policies SG4 and SS14 designate four Local Economic Areas (LEAs) in Tiptree. These are:
- Alexander Cleghorn site
  - Basketworks site
  - Tiptree Jam Factory
  - Tower Business Park
- 9.4 CLP S2 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 a limited 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. Many in the community felt that more shops and services would be of value to Tiptree but there is uncertainty in the retail sector over the need for more space.
- 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. (For further evidence of the commercial requirements in Tiptree see the Employment Topic Paper).

- 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 Highland Nursery (Policy TIP15)**
  - b. The Local Economic Areas (LEAs) specified by CLP S2 Policy SG4.**
  - 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 Audit<sup>9</sup> 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.

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<sup>9</sup> 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 Highland Nursery (Policy TIP15) and Elms Farm (Policy TIP16) 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 TIP16) - 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 300m<sup>2</sup>.**
- b. At Elms Farm (Policy TIP16) - 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.**

10.6 In view of the need for a new health facility, Tiptree Parish Council will support North East Essex CCG and NHS England in ensuring suitable and sustainable provision of Primary Healthcare services for the residents of Tiptree.



Tiptree Community Centre

## 11 COUNTRYSIDE, GREEN SPACES AND GREEN INFRASTRUCTURE

**Objective 4: To protect and enable Tiptree's green environment, wildlife and biodiversity to thrive and grow. To protect local, national and international designated sites and habitats, and integrate green corridors into new developments.**

- 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 Tiptree has a number of ancient byways and leafy lanes including Pennsylvania Lane, Park Lane and a section of Grove Road<sup>10</sup>. These are small access routes which have historic importance and natural beauty that should be preserved. Built development on the village edge alongside an ancient byway/ leafy lane should be designed and located in a way that ensures it does not create an adverse visual impact from the byway/lane (See Policy TIP02 Af).
- 11.4 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 CLP S2 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

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<sup>10</sup> Evidence base documents, Environment Group Report and Tiptree Lanes.

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<sup>11</sup> 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 for as many user groups as possible between wildlife areas and green spaces through measures such as improving and extending existing footpaths, cycle paths and bridleways, 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 (and Map 11.1) are locally designated sites of importance for biodiversity and are protected accordingly. Development proposals must meet the requirements of Colchester Local Plan Policy ENV1 (Environment) and any proposals that have adverse effects on the integrity of habitats sites (either alone or in-combination) will not be supported.**
- C. In order to address the requirement for biodiversity net gain, development proposals should explore a wide range of opportunities throughout the parish including:**
  - a. enhancing ecological networks and the migration and transit of flora and fauna;**
  - b. restoring and re-creating wildlife habitats, particularly to enable priority species to flourish;**
  - c. designing Sustainable Drainage Systems (SuDS) to maximise the potential for biodiversity to thrive.**
- D. Development proposals that have adverse effects on the integrity of habitats sites (either alone or in-combination) will not be supported.**

- 11.5 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.

#### **Flooding**

- 11.6 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

<sup>11</sup> EBC 4.2 Colchester Borough LoWS Review 2015 (Final Version November 2017) forms part of CLP S2 Evidence Base Supporting Documents Section 4. *Environment*.

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.

- 11.7 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.
- 11.8 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.
- 11.9 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.



Meltwater on the paddocks, looking towards Grange Road

## Landscaping and Biodiversity

11.10 Community consultation has revealed the value placed by residents of Tiptree on the rural setting of the village. They expressed enjoyment in living in the countryside with visual and physical access to the fields, woods and streams that make up the Parish. It is important that new development in Tiptree integrates with the landscape in a way that preserves the rural 'feel' and setting.

11.11 Whilst the Neighbourhood Plan did not seek to identify any established existing green corridors, this does not mean that they do not exist or cannot be created and assisted by the design of new development. The design of individual buildings and of neighbourhood scale green and open spaces, including private gardens, will help to ensure that the species present in Tiptree can thrive. This is in line with the national planning guidance for achieving net biodiversity gain through all new development. Examples of the simple solutions that well-thought out design can easily incorporate are:

- Integral bird and bat boxes under the eaves of the new houses, or artificial nests sited in places away from windows and doors, can create vital new roosting sites to support populations of birds and bats.
- Boundaries between dwellings can be made hedgehog friendly by including pre-cut holes for hedgehogs to more effectively move across neighbourhoods to forage.
- New planting schemes can support bees and other pollinators by including nectar-rich plants.



#### **POLICY TIP12: LANDSCAPING AND BIODIVERSITY**

- A. New developments must ensure that they minimise the visual and physical impact on the environment, maximise opportunities to retain existing trees and hedgerows and secure biodiversity net gain.**
- B. Major new development (as defined in the NPPF) adjacent to existing built-up areas should not create a hard edge and, where possible, retain a green buffer. A green buffer should be sufficiently wide to accommodate:**
  - a. the planting of avenues of street trees of which, by virtue of their species, have a large canopy and root structure when mature;**
  - b. hedges;**
  - c. recreational facilities such as benches and water features;**
  - d. wide pedestrian and cycling paths.**
- C. Where a green buffer area is faced by the back gardens of the existing development, new buildings should be designed to overlook it, in order to create active frontages and provide natural surveillance.**
- D. Developments in or adjacent to the settlement boundary that face open countryside must:**
  - a. Respect prevailing building heights and ensure heights taper off at the edges of sites where they meet the open countryside;**
  - b. soften the appearance of buildings on the edge of the development where it meets the open countryside through the use of trees, natural materials and features such as green roofs (see also Policy TIP02 Ab).**
- E. The incorporation of design features into new development that encourages local wildlife to thrive, is strongly encouraged. This includes the use of native species of trees, shrubs and grasses which should be designed in a way that would allow their use as stepping stones for wildlife (see also Policy TIP02 Ag).**

### **Local Green Spaces**

11.12 Under the NPPF, Neighbourhood Plans have the opportunity to designate Local Green Spaces which are of particular importance to them. This will afford protection from development other than in very special circumstances. Paragraph 100 of the NPPF says that the Local Green Space designation should only be used where the green space is:

- in reasonably close proximity to the community it serves;
- demonstrably special to a local community and holds a particular local significance, for example because of its beauty, historic significance, recreational value (including as a playing field), tranquillity or richness of its wildlife; and
- local in character and is not an extensive tract of land.

11.13 The following 7 areas (shown on Map 11.1 and the Policies Map) are considered to fulfil all of the criteria of the NPPF:

1. Brook Meadow LWS
2. Warrior's Rest LWS
3. Park Lane LNR & Amenity Land
4. Grove Road Playing Field
5. Grove Lake
6. Windmill Green
7. Birch Wood

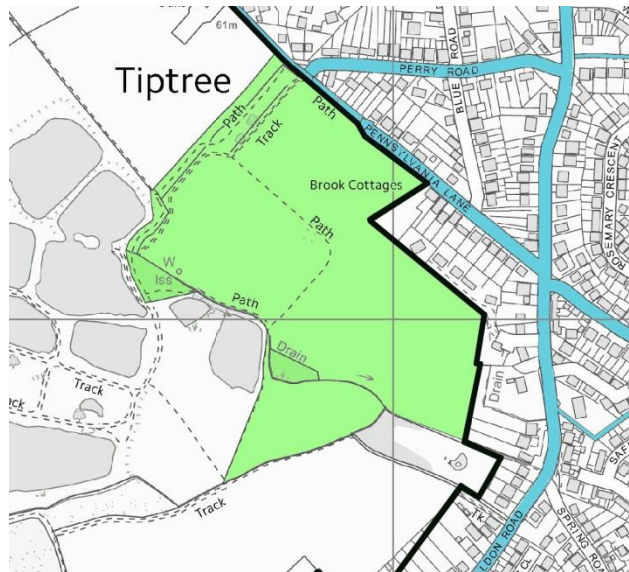
#### **1. Brook Meadow**



11.14 At 12 hectares Brook Meadow is the largest area of open grassland within the Parish and it is highly valued for its wildlife and its great recreational value. This is a well defined area of unimproved neutral grassland that comprises part of the wider area of lakes, wood and grassland known as Inworth Grange Local Wildlife Site (LWS). Brook Meadow contains nationally rare species and is a prime candidate for protection under the Nature Recovery Programme.

11.15 It is also highly valued as one of the only large areas of accessible open space in the parish. Generally Essex lacks wide open areas where people are free to roam. We do not have the hills and mountains possessed by the north and the west of the UK, neither do we have the vast tracts of protected heathland found in the south or the Downland hills of Kent and Sussex.

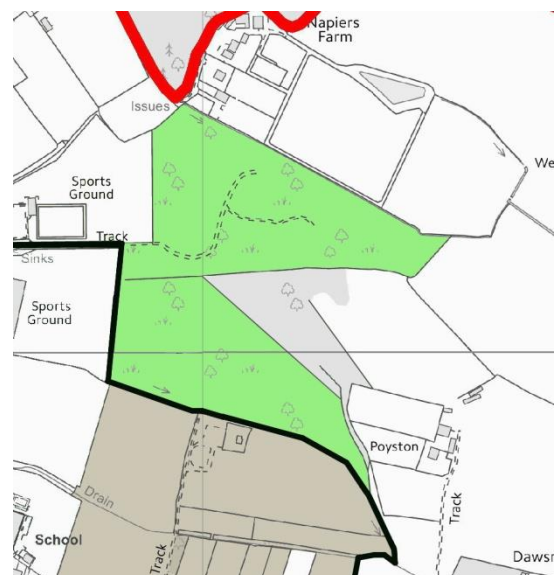
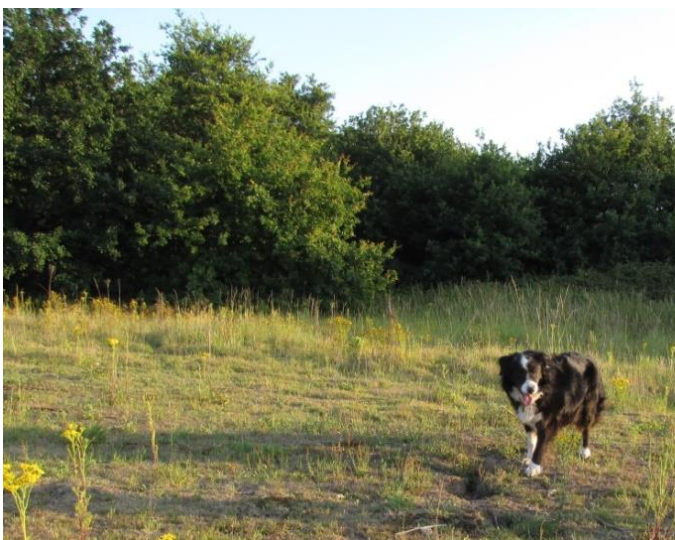
11.16 As we see more development in Tiptree the areas we do possess, albeit rather small ones, become increasingly important for recreation and emotional well being. The lack of a significant area of public open space within Tiptree means we are leaving people with little choice but to get in their cars and drive to the Essex Coast Special Protection Area (SPA) to find recreational space. The provision of open space more locally reduces the carbon footprint and provides mitigation/compensation in lieu of a trip to the coast. In this respect local space contributes to the Recreational disturbance Avoidance and Mitigation Strategy (RAMS) (see Policy TIP14) – the strategic solution to protect the special conservation areas of the Essex coast from the recreational pressures of a growing population.



11.17 As Tiptree grows, popular areas like Tiptree Heath Site of Special Scientific Interest (SSSI) are suffering degradation from too many visitors and it is important that we develop a strategic approach to providing significant areas of open space where the residents of Tiptree can escape to the countryside and where wildlife can thrive.

11.18 Community consultation has identified Brook Meadow and the wider LWS area to be the most popular area to become a future 'country park' for the growing population of Tiptree. When asked for suggestions 191 people (37% of respondents) identified this area. Although the rare orchids on this meadow attract occasional visitors from all over the country, it is predominantly used by locals who value this beautiful patch of countryside on their doorstep and have done so for well over 20 years.

## 2. Warrior's Rest



11.19 Warrior's Rest is an area of 9.4 hectares consisting of woodland and heathland that was gifted to the community as part of the redevelopment of the Tiptree Book Services (TBS) site. Part of this area is used by a local clay-pigeon shoot but the wooded part has been leased by Colchester Borough Council to Tiptree Parish Council to provide an amenity area. It is an attractive wildlife area and the intention is to open up some rides and create woodland walks for the benefit of Tiptree's expanding population.

### 3. Park Lane Nature Reserve and Amenity Land



11.20 This area, owned by Tiptree Parish Council, comprises 8.8 hectares of neutral grassland with scattered trees and woodland. The Amenity land has a number of picnic benches. It is valued for its wildlife, recreation and dog-walking. In the community questionnaire it was identified as a peaceful and beautiful space for family walks.

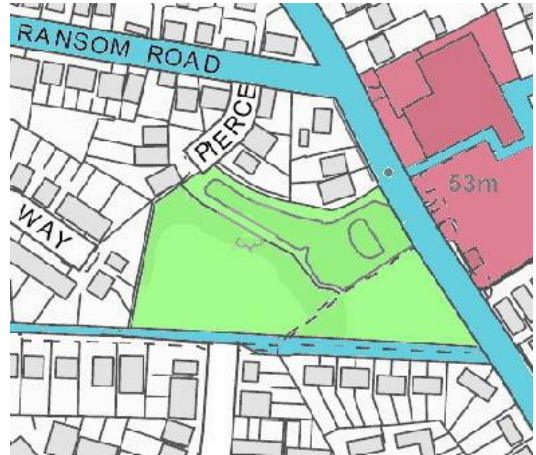
### 4. Grove Road Playing Field



11.21 This is an important community space containing play equipment for all ages from toddlers to seniors as well as a skate-board park and space for ball games. It provides a space for fairs and festivals in the centre of Tiptree. This well-equipped area is a popular meeting space for parents

with young children as well as older, more independent young people. It is owned and managed by Tiptree Parish Council.

## 5. Grove Lake and board walk



11.22 This is another important greenspace within the village equipped with benches and picnic tables. It is a popular place for dog-walking, picnics or to simply sit and chat or enjoy the view. The area has been described as a restful place with calming water that create the village atmosphere. It is owned and managed by Tiptree Parish Council.

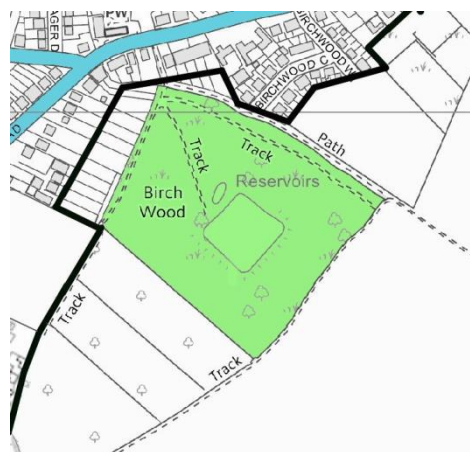
## 6. Windmill Green



11.23 This is common land, managed by Tiptree Parish Council. It is a dog-walking and recreational area adjoining the main cross-roads and village sign. The Scout hut occupies a wooded corner of this green but is excluded from the Local Green Space. This area has been described as 'setting the village character as people enter Tiptree'.



## 7. Birch Wood



11.24 This wood, owned and managed by Wilkin and Sons, is a valued woodland comprising oak, hornbeam and sweet chestnut trees. It is accessible to the public and used for walking and children's play. It surrounds a reservoir which is fished by the Kelvedon and District Angling Association.

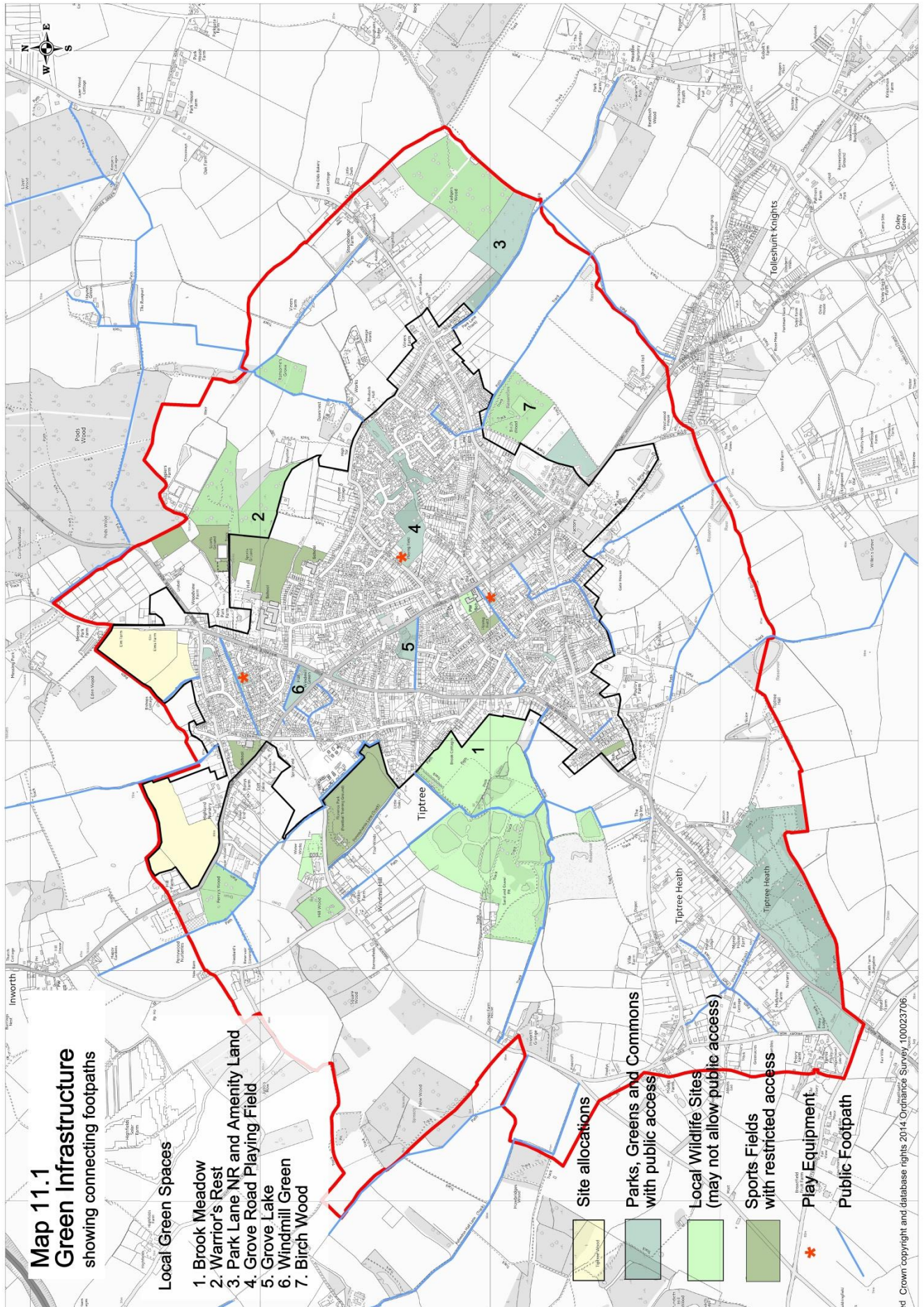
### POLICY TIP13 LOCAL GREEN SPACES

**A. The following spaces as shown on the Policies Map are designated as Local Green Spaces:**

1. Brook Meadow
2. Warrior's Rest
3. Park Lane Nature Reserve and Amenity Land
4. Grove Road Playing Field
5. Grove Lake
6. Windmill Green
7. Birch Wood

**B. Proposals for built development on a Local Green Space will only be permitted in exceptional circumstances.**





## Recreational Disturbance

- 11.25 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.
- 11.26 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.
- 11.27 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 SP2 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 (including tariffs) are included in the Essex Coast RAMS Supplementary Planning Document (SPD). Compliance with this document and any updated version and updated tariffs is required.
- 11.28 Although the RAMS policy is in the CLP S1, a RAMS policy has appeared in all Colchester BC NPs.

### **POLICY TIP14: 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. Winter bird surveys and fully functional mitigation (if required) must be completed at any proposed site within Tiptree prior to the development of the site (see CLP S2 Policy SS14).**
- C. Proposals for 100 dwellings or more will also require a shadow appropriate assessment to be submitted with the application, which assesses likely significant effects alone. This should clearly show how necessary avoidance measures are incorporated into the proposal. Payment of the RAMS tariff will address in-combination effects.**

## 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 the countryside, main routes and railway stations whilst minimizing impact on the village centre.**

**Objective 4: To protect and enable Tiptree's green environment, wildlife and biodiversity to thrive and grow. To protect local, national and international designated sites and habitats, and integrate green corridors into new developments.**

**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 (CLP S2) 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 CLP S2 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 CLP S2 proposed amendment of Policy SS14 on Tiptree to make reference to a minimum of 400 dwellings and this was adopted in July 2022.
- 12.2 Neighbourhood Plans are required to meet the housing targets established by the Local Planning Authority in its local plan – in this case in CLP S2 Policy SS14 (Tiptree). It cannot deliberately seek to ensure that fewer houses are delivered. The housing target must be expressed as a minimum figure. The actual number that is ultimately given planning permission will depend on the way the site is planned in detail and in particular on the mix of house sizes and other constraints. The actual number that is delivered is not permitted to significantly exceed the numbers in the site allocation policies TIP15 and TIP16.
- 12.3 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. 39 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 CLP S2 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.

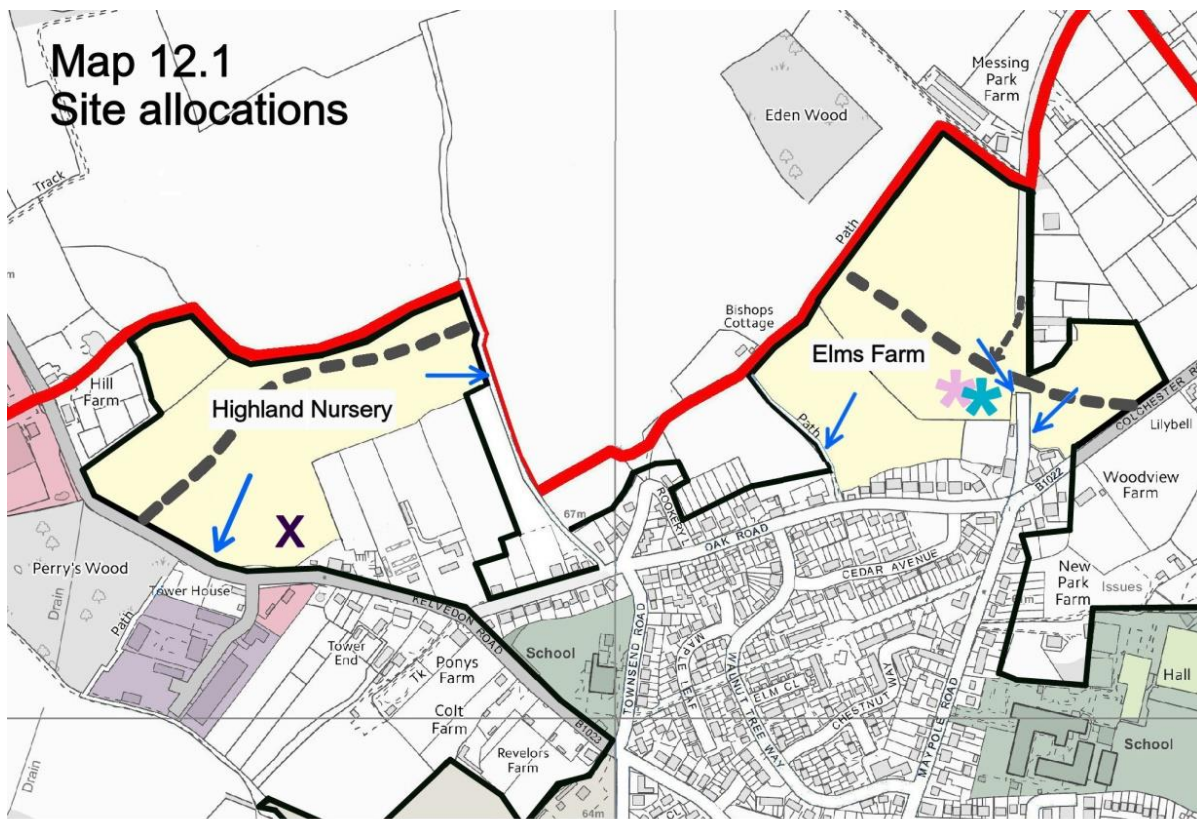
- 12.4 When considering the location of future development, a recurring theme throughout the responses to the Community Questionnaire is the ability to access major routes, the A12 in particular, without exacerbating the traffic situation in Church Road. Serving as the main through route for south-east 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 report<sup>12</sup> 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 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.
- 12.5 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.
- 12.6 CLP S2 recognises the need to address the cross border issues arising from proposed development in Tiptree. Regarding Tiptree, CLP S2 paragraph 6.219 states:
- “Infrastructure necessary to deliver the growth up to 2033 will need to consider cross boundary issues with neighbouring Local Planning Authorities and neighbouring Parishes. This will include acknowledgement of 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.”*
- 12.7 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. The developer has confirmed that first phases of the link road are deliverable and common ground has been established with Messing cum Inworth PC with regard to the eventual completion of the link in Messing Parish (See the Housing Topic Paper in TNP Evidence Base Documents).
- 12.8 As required by CLP S2, 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.

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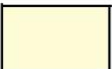





<sup>12</sup> Cottee Transport Planning (2022) *Tiptree Neighbourhood Plan: Strategic Highways Note*, for Tiptree Parish Council.

12.9 The site allocations also provide the opportunity to deliver important community infrastructure. As explained in the Section 10, the two sites are required to deliver a community hub – incorporating a medical centre, community hall and car parking – and allotments. All this provision is proposed for the Elms Farm site because this is considered to represent the most accessible location for the community, with the hub enabling the potential flexible use of spaces as necessary for a wide range of complementary users, e.g. GP surgery, therapies, exercise classes, meeting spaces, etc. The developer is also able to offer the land here for such facilities. Both site allocations will also make contributions towards the provision of these facilities.

12.10 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 (see also Policy TIP12 Landscaping and Biodiversity).



### Key

- |                                                                                     |                              |                                                                                     |                                                                                      |
|-------------------------------------------------------------------------------------|------------------------------|-------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------|
|  | Site allocations             |  | Indicative location of commercial area                                               |
|  | Pedestrian access point      |  | Indicative location of Health Centre                                                 |
|  | Link Road - indicative route |  | Indicative location of community facility (may be co-located with the Health Centre) |

## Highland Nursery

12.11 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.

12.12 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.

12.13 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.

12.14 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 TIP15: 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 CLP S2 Policy DM8 (Affordable Housing) and Tiptree Neighbourhood Plan Policy TIP05.
- b. A mix of dwelling sizes as required by CLP S2 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 TIP16) 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 multifunctional green infrastructure to enhance biodiversity and provide public open space to meet the requirements of CLP S2 Policy DM18 (Provision of Public Open Space).
- f. The provision of a green buffer between existing houses and the new development (see also Policy TIP12).
- g. Development should deliver biodiversity net gains in addition to protecting existing habitats and species. Such gains should be sought firstly on the site and then elsewhere in the parish before alternative means of securing appropriate benefits are considered. Any negative impacts on biodiversity, including flora and fauna, and local wildlife must be adequately mitigated and/or offset.
- h. 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. Dropped kerbs should be provided at appropriate crossing points of all main estate roads to allow safe crossing for pram, pushchair and mobility vehicle users.
- i. A heritage impact assessment in respect of the Grade II listed properties adjacent to the site.
- j. The provision of an appropriate Residential Travel Plan.
- k. With regards to wastewater output developers will comply with Colchester Local Plan Policy SG7 (Infrastructure Delivery and Impact Mitigation) to ensure that infrastructure capacity is sufficient to support the development. Where additional infrastructure capacity is required, mitigation measures must be agreed with the LPA and Anglian Water.
- 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.

## Elms Farm

12.15 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 300m<sup>2</sup>.

12.16 It is recognised that adjoining land behind the Bonnie Blue Oak public house may have potential for development to meet future housing targets established in any review of the Colchester Local Plan. For this reason the retention of a possible future road access from the Elms Farm area is encouraged so as not to preclude this opportunity should it arise in the future and be needed to support the sustainability of a future plan.

12.17 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. In this regard the opportunity to create a 'Health and Wellbeing Hub' that incorporates elements of primary care, with community and voluntary partners supporting the community and enhancing their health and wellbeing is supported.

12.18 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.

12.19 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.

### **POLICY TIP16 : 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 CLP S2 Policy DM8 (Affordable Housing) and Tiptree Neighbourhood Plan Policy TIP05.**

- b. A mix of dwelling sizes as required by CLP S2 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 TIP15) is capable of being delivered.**
- d. Land totalling at least 0.4 hectares for a new medical centre (as part of a health and wellbeing hub) and vehicle parking to be provided.**
- e. Land and contributions towards a community facility of at least 300m<sup>2</sup> floor space that will form part of a health and wellbeing hub. This will preferably be co-located with the medical centre or, if this is not possible, as a standalone facility.**
- f. Land totalling at least 0.4 hectares and contributions towards new allotments.**
- g. Provision of multifunctional green infrastructure to enhance biodiversity and provide public open space to meet the requirements of CLP S2 Policy DM18 (Provision of Public Open Space).**
- h. The provision of a green buffer between the existing houses in Oak Road and the new development and between Bishop's Cottage and the new development (see also Policy TIP12).**
- i. Development should deliver biodiversity net gains in addition to protecting existing habitats and species. Such gains should be sought firstly on the site and then elsewhere in the parish before alternative means of securing appropriate benefits are considered. Any negative impacts on biodiversity, including flora and fauna, and local wildlife must be adequately mitigated and/or offset.**
- j. 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. Dropped kerbs should be provided at appropriate crossing points of all main estate roads to allow safe crossing for pram, pushchair and mobility vehicle users.**
- k. A heritage impact assessment in respect of the Grade II listed properties on, or adjacent to, the site.**
- l. The provision of an appropriate Residential Travel Plan.**
- m. With regards to wastewater output developers will comply with Colchester Local Plan Policy SG7 (Infrastructure Delivery and Impact Mitigation) to ensure that infrastructure capacity is sufficient to support the development. Where additional infrastructure capacity is required, mitigation measures must be agreed with the LPA and Anglian Water.**
- n. Provision of multi-functional Sustainable Drainage Systems (SuDS) to manage rainfall runoff, enhance biodiversity and provide a place for nature and recreation; and**
- o. 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.

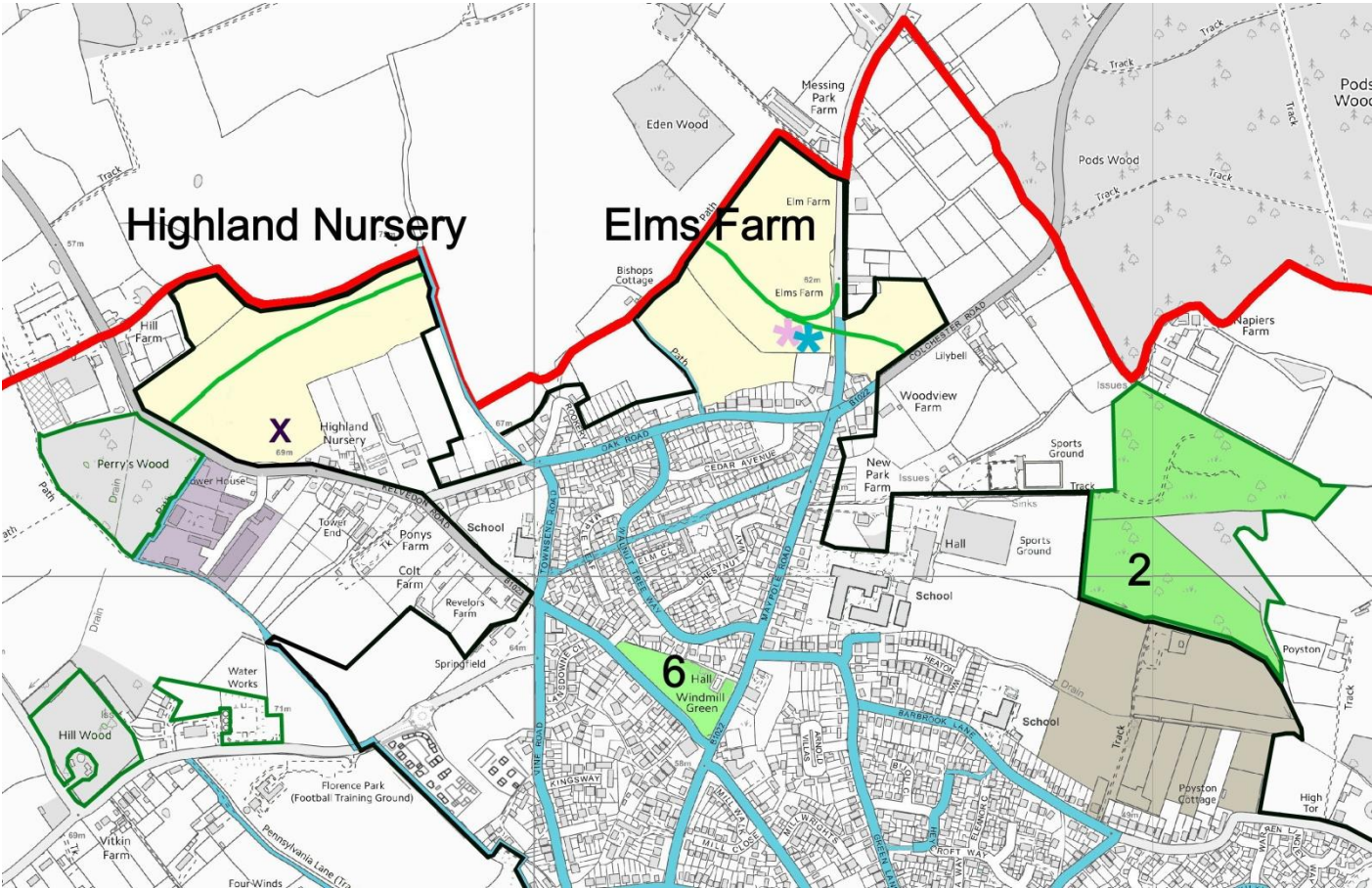
**Table 13.1: Non-land use issues to be addressed**

Possible actions
<b>Homes and Housing</b>
Tiptree Parish Council to work with Colchester Borough Council and relevant housing associations to secure affordable housing provision both for rent and for purchase for people with a local connection to Tiptree. (See paragraph 13.2).
<b>Countryside and green spaces</b>
Provision of woodland footpaths at Warrior's Rest.
Grove Lake: essential engineering, dredging and landscaping to improve value to wildlife
To establish a country park in the Tiptree area accessible to all user groups.
<b>Traffic and Transport</b>
Seek to improve safety for pedestrians and cyclists along the length of Church Road by carefully considered traffic management schemes.
Seek to influence the upgrading of the Braxted Park Road and especially Appleford Bridge to ensure this remains a viable route for southbound traffic heading for the A12.
Seek to ensure mitigation measures are in place to encourage southbound traffic to continue 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.
Investigate the provision of a circular bus route, possibly using EV minibuses.
Seek to improve public transport links to Colchester in the evenings (Colchester CLP S2 para 6.215 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).
<b>Community Infrastructure</b>
The provision of sport and leisure facilities for older teenagers (14-18).
Explore alternative banking provision.
Tiptree Parish Council will work with dental and health providers to improve medical facilities in Tiptree.
Make improvements to the existing 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.

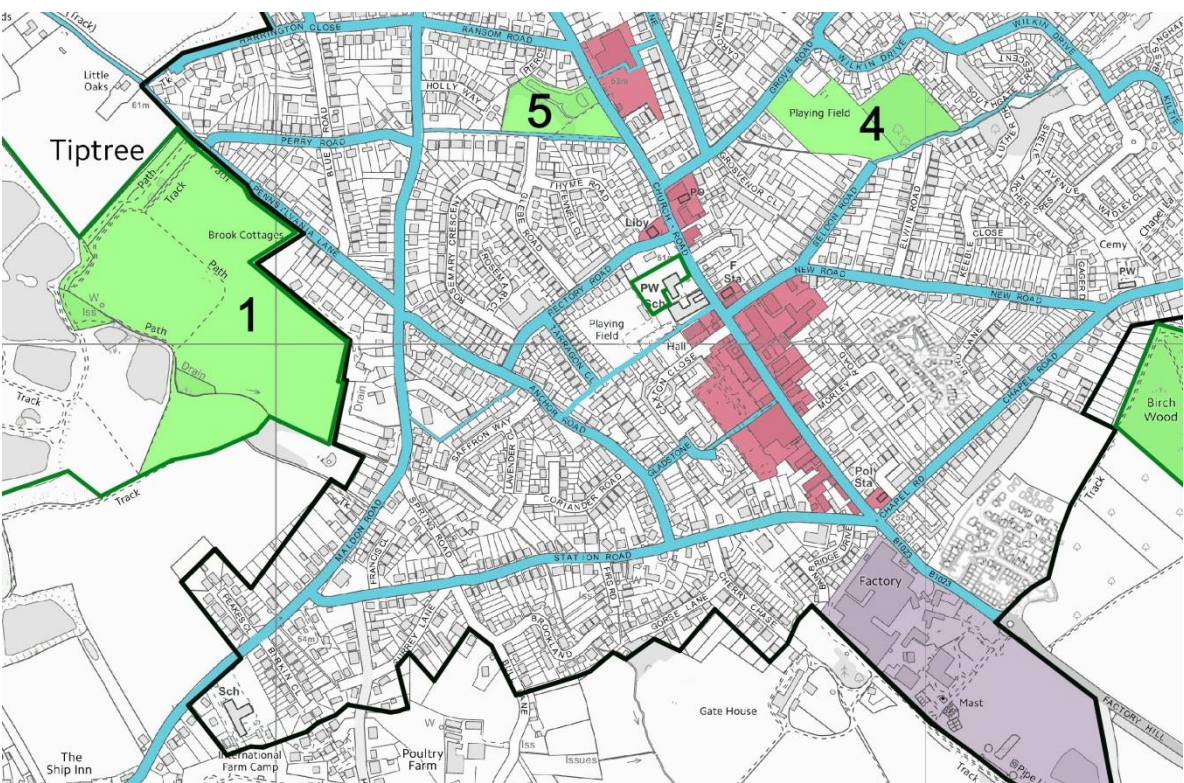
- 13.2 It is important that local people (or those with a local connection) who wish to be considered for affordable housing in Tiptree should put their names down on the Colchester Borough Council Housing Register. This would mean that they may become eligible for any future affordable housing in Tiptree. 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](http://www.gatewaytohomechoice.org.uk)). Alternatively you may access the site through the Colchester Borough Council website ([www.colchester.gov.uk/housing](http://www.colchester.gov.uk/housing)).

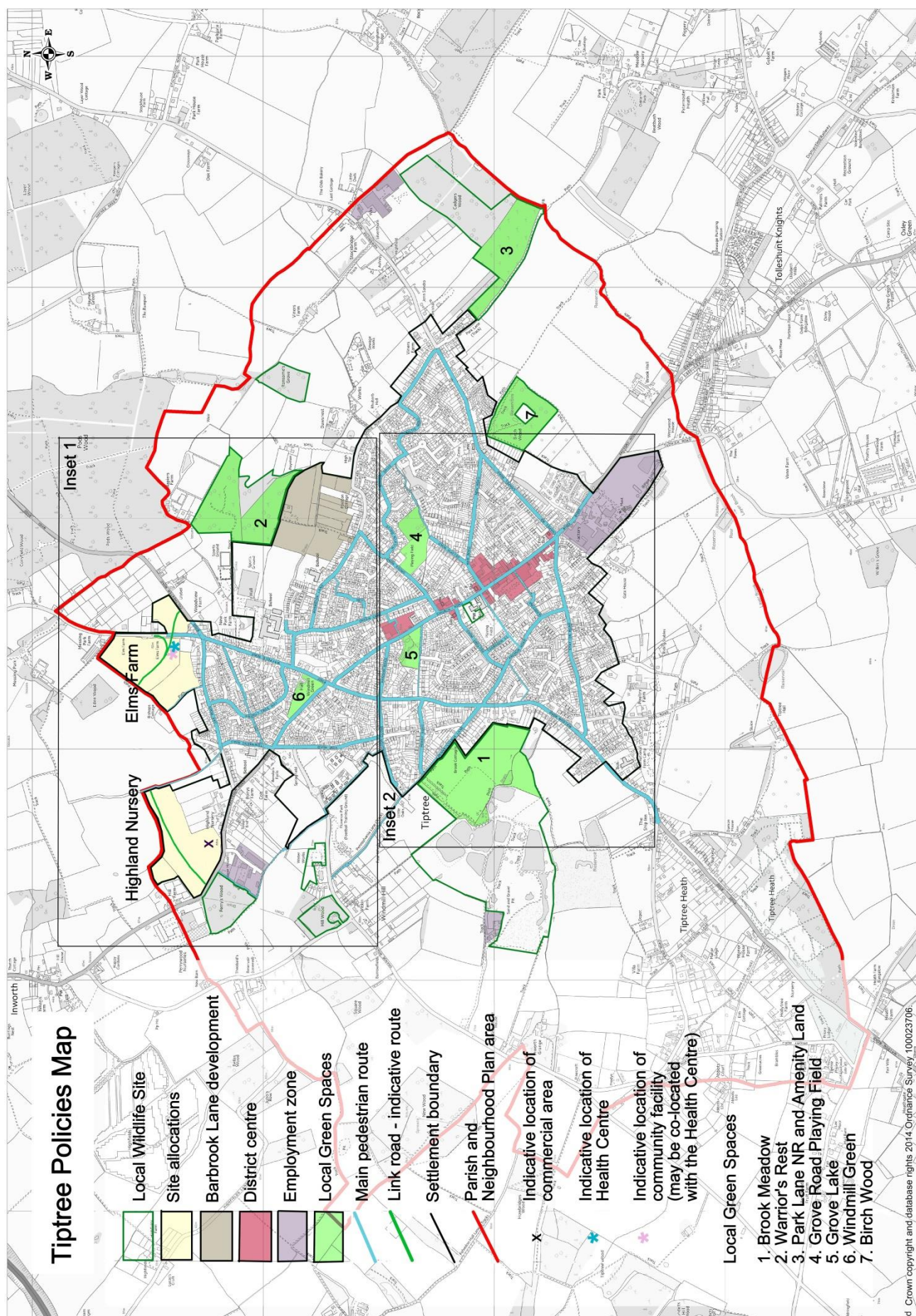
# 14 POLICIES MAPS

Inset 1 North Tiptree



Inset 2 South Tiptree







A Bee Orchid growing in Tiptree Parish



## TIPTREE PARISH COUNCIL

56 Church Road, Tiptree, Essex CO5 0SU

**[www.tiptreeparishcouncil.gov.uk/neighbourhoodplan](http://www.tiptreeparishcouncil.gov.uk/neighbourhoodplan)**

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NAVIGUS PLANNING

[www.navigusplanning.co.uk](http://www.navigusplanning.co.uk)

## **Review of Transport Issues raised by the Tiptree Neighbourhood Plan January 2021**

### **Introduction**

- COTTEE Transport Planning have been instructed to consider the Transport related points raised by the Independent Examiner for the Tiptree Neighbourhood Plan.
- These are summarised below together with comments and questions arising.
- This is followed by a summary of other related factors that will influence Transport conditions in the future for example the proposed A12 widening scheme being promoted by Highways England.
- Potential benefits of the Link Road to the north of Tiptree associated with the Elms Farm / Highland Nursery are considered using a high-level assessment.
- Sustainable transport is reviewed and conclusions relating to the above are provided.

### **Summary of Transport related points raised by the Independent Examiner**

1. *The 'missing link' route lies in an adjacent parish (Messing) and therefore does not meet a legal requirement. The link is a long-term project which at best would come forward towards the end of the plan period and there is no evidence that the road would be completed by a Messing-cum-Inworth Neighbourhood Plan or through the Colchester Borough Council Local Plan – paras. 2.13, 2.14 and 5.2.*

#### **Comment:**

- A high-level assessment is provided in this report examining the benefits of a link road with a view to Colchester Borough Council including in the Local Plan.
- Delivery of a link road is likely to be phased and development within Tiptree should be designed to facilitate this.

2. *Objectives 12 and 14 to locate sites to the north and north west are based on concerns about congestion on routes and at junctions in the centre – para.4.4.*

#### **Comment:**

- Given that the main destinations associated with for example work trips (those that impact the most heavily trafficked Am and Pm peak hours most) are to and from the A12 (for London / Chelmsford / Braintree), Colchester and Maldon (as evidenced by Census data) i.e. away from the village centre (which lies to the south), locations to the north and north west of Tiptree centre are least likely to have an impact on Church Road and therefore the village centre.

- New homes to the north of Tiptree will attract residents to visit the centre for non-work trips such as shopping and using local services which will benefit businesses in the centre and therefore the local economy. Good footway / cycle and bus connections will assist in reducing any traffic impact.

3. *Given the pivotal nature of the objectives they need to be underpinned by **proportionate and robust** evidence for example a technical appraisal of current conditions and an assessment of the impact of different spatial options on the roads and junctions in question. Early advice from ECC was to carry out modelling to test the proposed solution – but it was not carried out. There is no empirical evidence to support the preferred approach and the new routes being necessary – para. 4.5.*

**Comment:**

- Proportionate evidence would not normally involve Transport Assessment level of detail (including detailed traffic modelling) associated with a planning application. ECC's initial comments on the need for modelling were superseded in this regard.
- A high-level assessment has been undertaken later in this report to consider the potential transport impacts with and without a link road.

4. *Map 8.1 does not show the main pedestrian routes and destinations that the developments would be expected to link with – para 8.2.*

**Comment:**

- A review of Map 8.1 indicates that the main pedestrian routes and destinations that the developments would be expected to link with have been identified.
- Some of the routes and links between those destinations and the sites would need to be reviewed and upgraded with pedestrian crossings and consideration given to linkage with bus stops and cycle facilities. This would normally be undertaken at the planning application stage as part of a Transport Assessment.

5. *Neighbouring parishes and residents to the north of Tiptree made the point that concentrating development on the selected sites would put intolerable pressure on the B1023 which is inadequately configured to deal with it – para 8.6.*

**Comment:**

- New development anywhere in Tiptree would lead to more traffic on the B1023 towards and through Inworth. However, as will be demonstrated later in this report the increases associated with Tiptree development is a small proportion when compared to the traffic increases predicted to travel through Inworth as part of the A12 widening scheme and the introduction of a new junction 24 on Inworth Road at Feering. HE's document 'Scheme Assessment Report Addendum published in 2020 states that:  
'3.3.2 Junction 24 A Junction Strategy Refinement exercise was undertaken to confirm junction proposals in advanced of PCF Stage 3. The most significant change from the

2017 design is the refinement to junction 24. Following the Junction Strategy Refinement work, it was recommended to relocate the proposed junction 24 further south to the west of Inworth Road. The proposed junction 24 design consists of an all movements dumbbell junction with a direct connection to Inworth Road. Following the Non Statutory Public Consultation events held in 2017, it emerged that there was a preference for a junction on Inworth Road. It is also understood that the provision of a junction close to Inworth Road provides an overall benefit to the A12 scheme, as it provides better connectivity between Tiptree and the Strategic Road Network (SRN). In addition, it promotes the right traffic on the right roads as it reduces the volume of strategic traffic making journeys on the wider local road network in comparison to the previous design from 2017. It is also understood that a junction near Inworth Road provides an economic benefit to the scheme in comparison to the previous design from 2017, particularly because the junction becomes more attractive for traffic from Tiptree and reduced journey times from traffic.

Further information on the proposed junction 24 is detailed in Appendix D Junction 24 Strategy Technical Note.'

*Underlined and bold inserted by author of this report*

- According to Highways England data there will be less traffic in Feering and Kelvedon with a new junction 24.
- Appendix D. J24 Junction Strategy Technical Note prepared by Jacobs' for HE states that:  
'Compared to Stage 2 location, moving junction closer to Inworth Road changes the existing travel patterns across wider road network. Tiptree to A12 (SB) traffic joins A12 at new J24 location, instead of travelling via Rivenhall End. Significant reduction in traffic on cross-country route along Braxted Park Road, and therefore lower traffic at J22 compared to with Stage 2 location. Tiptree traffic using new J24 leads to a significant increase in traffic on Inworth Road between Tiptree and new J24 location (this was raised as a concern at non-stat consultation).
- Whilst HE refer to the 'right traffic on the right roads', it is assumed this refers to a shift in traffic from Braxted Park Road to Inworth Road, they appear not to have considered in any detail the impact of this shift on Inworth and Tiptree as regards to increases in through traffic. It is recommended that representations are made to HE to advocate a balanced approach to traffic distribution on the wider local network to avoid increases in traffic through Tiptree village centre and unsustainable increases in traffic through Inworth on the B1023.
- It is considered that there should be no measures in the A12 widening scheme to discourage traffic from Tiptree and villages to the south and east of Tiptree using the Braxted Park Road to access the A12 at Rivenhall / Witham. The volumes of traffic predicted by the HE to use the B1023 through Inworth are unlikely to be sustainable in the long term. The traffic impact of the A12 widening on Tiptree and the surrounding road

network should be examined further by HE/ECC to ensure a sustainable / balanced traffic distribution strategy.

6. *ECC's position is puzzling to the Examiner – para 8.8 – they initially supported the Tiptree's approach, then effectively objected suggesting modelling was required to support the proposals then decided they were content provided Transport Assessments were carried out at planning stage to justify it. The TA requirement is in limb C of Policy TIP12 – Comprehensive Development.*

**Comment:**

- As indicated earlier ECC have confirmed a proportionate response is the preparation of a Transport Assessment as part of a planning application in the usual way.

7. *The Examiner agrees with the points raised by Bloor and Marden at para. 8.10 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'. Therefore, Policy TIP07 fails the Basic Conditions.*

**Comment:**

- A high-level assessment has been undertaken later in this report which shows that the link road would clearly have benefits in terms of diverting traffic away from Kelvedon Road / Maypole Road and the double mini roundabout in the village.
- The benefits of providing the link road are clear therefore it is recommended that Colchester Borough Council include it in the Local Plan.
- It has already been confirmed via the TNP process that the road is deliverable.

8. *ECC consider that linking the three developments (Tower End, Highland Nursery, Elms Farm) would represent a rare opportunity to the parish council to secure the required bus service. The Examiner agreed – para. 12.4.*

**Comment:**

- This can be explored further with ECC / bus operators as part of the planning application process as is the normal approach.

9. *If the work is undertaken to show the new links are necessary and need to be safeguarded, then policy can secure that and that can be done through individual allocations – para. 12.5*

**Comment:**

- Based on the high-level assessment undertaken in this report it is considered that Colchester Borough Council should consider adding the requirement for the link road in the Local Plan to ensure a comprehensive approach.

## High- Level Traffic Assessment

10. The A12 – A120 Highways England (HE) scheme incorporating a new junction (24) to the south of Kelvedon is planned for opening in 2027-2028.
11. HE's predicted traffic data for 2042 (taking account of Local Plan and background traffic growth) shows increases in traffic (Passenger Car Units) on Inworth Road between the A12 and Tiptree from 793 to 2017 in the AM peak; and from 1040 to 1866 in the PM peak. Traffic flows are predicted to reduce on Inworth Road north of the new A12 junction, and in Feering.
12. The condition of the B1023 Inworth Road through Inworth is poor: there are limited footways, drainage is poor with standing water frequently occurring, property boundaries are to the edge of the highway in places limiting opportunities to widen the road and provide additional footways, there are vertical and horizontal alignment constraints. Messing-cum Inworth Parish Council have raised concerns about the route in their representations.

**Comment:**

- As mentioned earlier the traffic increases predicted by HE on the B1023 mostly as a result of diverted traffic from Braxted Park Road are unsustainable therefore these issues will need to be addressed with HE / ECC.
- There may be a requirement for S106 contributions from developers in Tiptree adding traffic to the route.
- ECC work / S106 contributions could involve new footways / improved drainage / improved road condition (there are currently road structure defects).
- Opportunities to provide footway / cycle connections between Highland Nursery and for example Perrywood Nurseries / Inworth can be examined as part of a Transport Assessment associated with a planning application.

13. Traffic generated by the three proposed sites:

Assuming 0.6 per residential unit AM and PM peak; and 0.5 per 100 sqm employment. These would need to be agreed with ECC as part of a pre-application when planning applications come forward.

- **Highland Nursery** – 220 homes = 132 vehicle movements; plus 6,000 sqm employment (assumed 40% developable area of 1.5 Ha) = 30 movements; total = **162 movements**
- **Elms Farm** - 230 homes = **138 vehicle movements**
- **Tower End** - 175 homes = **105 movements**
- **Total 405 vehicle movements in each peak hour.**

14. Based on 2011 travel to work Census data the following approximate distribution is predicted. This would need to be agreed with ECC as part of a pre-application submission. The Gladman scheme on Barbrook Lane assumed a different distribution but it is not known whether their TA took any account of traffic diverting to the B1023 from the Braxted route. It is considered unlikely that it did so as the TA was undertaken in August 2018 (surveys undertaken in 2018) prior to the 2020 HE announcement regarding a new junction 24:

Car trip distribution assumption:

- Tiptree 5% (based on the Census 18.2% of work destinations are less than 2km 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 in Tiptree)
- Colchester 35%
- Chelmsford 10%
- Braintree 15%
- Maldon 15%
- London 10%
- Other 10%

15. From the above it is predicted that 60% of traffic from the developments will travel to / from the A12 (15% of Colchester traffic has been assumed to travel to/from the A12 and 20% via the B1022). 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.

16. Using the trip rates and distributions estimated earlier the **volume of traffic through Inworth on the B1023** from the three developments (Highland Nursery / Elms Farm / Tower End) is **estimated at about 240 vehicle movements in each of the Am and Pm peak periods:**

- Highland Nursery 97 vehicle movements
- Elms Farm 83 vehicle movements
- Tower End 63 vehicle movements

17. HE's figures for traffic through Inworth resulting from the A12 widening and proposed junction 24 in 2042 (and taking account of Local Plan and background traffic growth) are as follows:

- Am peak – 2017
- Pm peak – 1866

HE's 'do minimum' (i.e. no A12 widening scheme) figures are:

- Am peak 793
- Pm peak 1040

Traffic increases through Inworth resulting from the A12 improvement scheme / Local Plan / background growth are therefore:

- Am peak 1224
- Pm peak 826

**18.** Given that Local Plan and background growth are included in the figures it is assumed that the 240 vehicles from the three developments are included. It is apparent that the 240 vehicles represent 20-30% of the total increase identified by HE. The calculation for the proportion of traffic from all three developments compared to total increase is as follows:

- Am peak  $240/1224 = 20\%$
- Pm peak  $240/826 = 29\%$

**19.** As mentioned earlier the development related increases through Inworth will take place with any Tiptree NHP allocation. The bulk of the traffic increases through Inworth and Tiptree are associated with trip diversion from Braxted Park Road and background traffic growth as opposed to Tiptree development itself. As mentioned earlier traffic from Tiptree and villages to the south and east should not be discouraged from using Braxted Park Road to access the A12 widening scheme at Rivenhall when it directly leads to an adverse impact on the amenity of Tiptree village centre and Inworth. It is recommended that this issue is raised with HE / ECC.

**20.** S106 contributions from developers commensurate with the level of impact of each development could be used to secure improvements to the B1023 through Inworth.

**21.** A guide to the approximate capacity of Inworth Road can be estimated from TA79/99. Inworth Road varies in width and quality but a 6.1m road width has a capacity of around 1020 vehicles per hour one-way. Based on HE's predicted figure of around 2000 vehicles using the road in 20 years' time suggests the road has some capacity to accommodate additional traffic but the levels of traffic predicted by HE as a result of the A12 widening and new junction 24 are very unlikely to be sustainable. As indicated earlier the B1023 through Inworth has physical constraints that should be examined by HE/ECC further as part of a broader study to ensure it is fit for purpose as traffic flows increase as part of the A12 widening and over the next 20 years.

### Potential benefits of the Link Road

22. Using the trip and distribution analysis undertaken above, the impact in numerical terms of traffic from the three developments on key links and the double mini roundabout at the junction of Maypole Road and Kelvedon Road has been estimated as follows:

Road link / junction	No link		With link	
	AM peak	PM peak	AM peak	PM peak
Double mini	200	200	41	41
Kelvedon Road	150	150	8	8
Maypole Road	160	160	28	28
Other Tiptree roads	20	20	20	20

23. The figures in the table show that the link road would substantially reduce the impact of the three new developments on local roads and junctions. The 'no link' situation assumes that measures would be introduced to deter traffic from using Oak Road as a rat-run during the interim period before the link road is constructed. The 20 movements under 'other Tiptree roads' relate to internal car trip within the village itself. These trips would be spread around local Tiptree roads.
24. As a comparator for the figures the approved Gladman development involves around 100 vehicle movements through the double mini roundabout in the peak hours, around 50 vehicles added through Inworth, and around 60 vehicle movements on Church Road.
25. The table below shows proposed traffic flows in 2023 including the Gladman scheme and the committed development / traffic growth at that time (source Gladman TA 2018).

Road link / Junction	AM peak	PM peak
Double mini	2129	2105
Kelvedon Road	908	983
Maypole Road	1226	1060

26. A high-level indication of the impact of the combined three schemes at each location (with and without a link road) based on the tables above (using Gladman 2023 figures) is shown in the table below which indicates significant improvements with the link in place:

Road link / junction	No link		With link	
	AM peak	PM peak	AM peak	PM peak
Double mini	9%	9%	2%	2%
Kelvedon Road	16%	15%	1%	1%
Maypole Road	13%	15%	2%	3%

27. The Gladman TA flows do not include traffic increases associated with the A12 widening / new junction 24 which would require access to the HE/ ECC SATURN model to determine the amount of traffic assigned to the B1023 and B1022 through Tiptree. The HE figures available show that increases through Inworth could involve 800-1200 vehicles (including Local Plan and background traffic growth in 2042 - it is assumed that these increases have included 600 new homes in Tiptree). Many of these vehicles will travel through the double mini roundabout in Tiptree and some of those will travel through Church Road to villages beyond unless HE / ECC review their scheme / the local network and their modelling so as not to deter traffic from using the Braxted Park Road route to access the A12. Notwithstanding the outcome of further representations to HE in this regard, a link road to the north of Tiptree would divert some of this traffic away from the double mini roundabout thereby further increasing the benefit of a link road to other Tiptree local roads and junctions.
28. In line with normal practice a TA will be undertaken at planning stage to assess the impact of development on the local road network with and without the link road and traffic associated with the A12 widening scheme, but it is clear from high-level assessment undertaken in this report that the link road will lead to substantial benefits especially as the double mini roundabout in the village approaching capacity. The Planning application TA will identify any mitigation measures required to accommodate the developments, for example to improve the capacity of junctions with or without the link road and agreement sought with ECC for any necessary S278 works / S106 contributions.
29. Further investigation as part of the planning process for the link road will also include:
- Identifying through traffic surveys the extent of rat-running through Oak Road currently – a survey at each end of Oak Road could be undertaken to establish through movements (after Covid restrictions are lifted). This will enable the interim ‘no link road’ situation whereby traffic currently using Oak Road as a rat-run would divert to Maypole Road and

through the double mini-roundabout. This would need to be factored into the traffic analysis.

- A survey of traffic that travels along Maypole Road to/from Kelvedon/Colchester through double minis would be carried out. That traffic could be diverted from that route by the new link road further relieving pressure on the double mini roundabout.
- Traffic surveys of all key local junctions (post-Covid restrictions) and road links in the study area will need to be undertaken – these will be established as part of pre-application discussions with ECC / HE.
- Maypole Road, Oak Road and connecting roads are used by potentially vulnerable pedestrians accessing schools therefore diverting through traffic onto the link road would represent a safety / environmental benefit.

### **Sustainability**

**30.** From the Census it has been estimated that the mode of travel for work for Tiptree residents is as follows:

- Car 75%
- Car passenger 4%
- M/C 1%
- Walk 12%
- Bus 3%
- Cycle 3%
- Train 1.5%

**31.** Walking represents a good proportion of trips in the village. There are therefore opportunities to increase the number of people walking through the provision of improved footways and pedestrian crossings. Similarly, improved cycle routes would encourage an increase in cycling.

**32.** Bus services in the village to and from surrounding towns are good but opportunities to increase usage especially for trips to Colchester / Maldon and to the rail stations at Kelvedon and Witham for commuters to London / Chelmsford / Ipswich can be explored with ECC and operators at the planning stage. Bus infrastructure improvements for example to bus stops (low floor kerbs / shelters / timetable information) would also encourage greater use of existing services.

**33.** Travel Plans will form part of the planning application process for both residential and employment proposals. These will be designed to reduce single occupancy car travel by encouraging car sharing / greater use of buses / increase the number of people cycling and walking to shops / local services / schools.

- 34.** The proposed developments are well located for access to schools and leisure facilities.

## Conclusions

- 35.** Development to the north of Tiptree avoids traffic increases on Church Road in the centre of the village. An example of a development that impacts Church Road in the centre of the village is the recently approved Gladman development. The Transport Assessment for that scheme on Barbrook Lane leads to traffic on Church Road of around 60 vehicles in each peak hour. Developments to the north of the village will not impact the centre adversely because they are located closer to and more easily accessible to the main routes located on the northern side which lead to the A12 and Colchester, the principal destinations for many trips away from the village.
- 36.** The high-level assessment for the link road associated with Highland Nursery and Elms Farm (traffic data for 2023 has been obtained from the Gladman TA) shows that it will significantly reduce traffic at the double mini roundabout and on Maypole Road (B1022) / Kelvedon Road (B1023), i.e. the key junction and routes in the village providing access to Colchester / the A12 and Maldon. Importantly, there will be no adverse impact on Church Road.
- 37.** The 2020 announcement regarding the A12 – A120 Highways England (HE) scheme incorporating a new junction (24) to the south of Kelvedon raises traffic concerns relating to the impact of additional traffic in Tiptree and Inworth. That scheme is planned for opening in 2027-2028.
- 38.** The HE figures available show that increases through Inworth could involve 800-1200 vehicles (including Local Plan and background traffic growth in 2042). Many of these vehicles will travel through the double mini roundabout in Tiptree and some of those will travel through Church Road to villages beyond. This is of great concern to the Parish Councils especially since HE has indicated that some of the increases result from a diversion of traffic to Inworth and Tiptree from the Braxted Park Road route which connects the south-west of Tiptree to the A12 at Rivenhall.
- 39.** The Tiptree developments considered in this report involve around 240 vehicle movements on the B1023 Tiptree to Inworth Road which represents a small proportion of the 800-1200 HE predicted increase.
- 40.** Inworth Road has some capacity to take additional traffic (with mitigation measures to improve footways / drainage and road condition) but an increase of 800-1200 vehicles is unsustainable.
- 41.** It is recommended that representations are made to HE / ECC encouraging a review of their scheme strategy so that it does not lead to a diversion of traffic from the Braxted Park Road route when this is predicted to lead to serious potential detriment to the B1023 through Inworth and Tiptree.

- 42.** Notwithstanding the outcome of further representations to HE a link road to the north of Tiptree would divert some of this additional traffic away from the double mini roundabout in the village thereby further increasing the benefit of a link road.
- 43.** The appropriate approach to the consideration of the transport impact of the proposed developments and link road will be at planning application stage when a full Transport Assessment will be undertaken. This will involve reviewing the updated modelling undertaken by HE / ECC for the A12 widening / junction 24 and the consequent impacts on traffic flows predicted for Tiptree and Inworth.
- 44.** Following pre-application discussion with ECC/ HE traffic surveys will be undertaken on an agreed study area to include key junctions and links in the village. The HE data and survey data will then be analysed in detail with modelling to further show the transport impact with and without the link road.
- 45.** The traffic impacts will be considered and mitigated where necessary through S278 works for highway improvements (such as the link road and junction improvements) and S106 contributions towards improving pedestrian / cycle / bus infrastructure connected with the schemes. These measures will improve accessibility by all modes and will be supported through Travel Plans designed to increase sustainability.

## Transport Issues raised by the Tiptree Neighbourhood Plan

### – Update including reference to Colchester Borough Council's Topic Paper 6 and updated Policy SS14 - April 2021

#### Introduction

- COTTEE Transport Planning have been instructed to consider additional Transport related points raised by the Tiptree Neighbourhood Plan.

#### Transport Update

1. The COTTEE Transport note attached at Appendix 4 to Colchester Borough Council's (CBC) Topic Paper 6 dated January 2021 reviews the comments of the Examiner and provides a high-level review of traffic figures based on the traffic data currently available and confirms 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.
2. 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;'***

3. 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.'***

4. As detailed in the COTTEE January 2021 note there is a need for Essex County Council (ECC) in consultation with Highways England (HE) to examine cross boundary issues especially in relation to traffic predictions for Inworth and routes to A12 junctions at Feering and Rivenhall. This requires that a wider strategic traffic modelling should be undertaken by HE / ECC given that the scheme is scheduled for opening in 2027/2028 and may precede Neighbourhood Plan allocated residential schemes coming forward in Tiptree. There is therefore a need for HE to undertake this work in consultation with ECC so that the traffic impacts of that A12 scheme can be considered in relation to Tiptree and surrounding villages.
5. The high-level traffic assessment undertaken by COTTEE for the three sites to the north of Tiptree provided traffic flows and traffic flow diagrams have now been produced and attached and to this note. This work confirms there is a case to examine the link road further since it demonstrates reduced traffic on local roads and junctions. This can be explored through further surveys and modelling as part of the planning process. In the meantime, as a first phase (as described in CBC's paragraph 14.219 above) the connections at each end of a potential future link could be delivered with the road designs allowing for a future connection to be completed. The no link road situation and associated mitigation measures would be examined as part of the analysis.

### **Traffic Flow Diagrams**

6. Traffic flow diagrams to support the COTTEE Transport Planning document included at Appendix 4 of CBC's Topic Paper 6 and requested by ECC are attached as follows:
  - 1866-TFD-A – Highland Nursery distribution (%)
  - 1866-TFD-B – Highland Nursery vehicle movements
  - 1866-TFD-C – Tower End distribution (%)
  - 1866-TFD-D – Tower End vehicle movements
  - 1866-TFD-E – Elms Farm distribution (%)
  - 1866-TFD-F – Elms Farm vehicle movements
  - 1866-TFD-G – Combined vehicle movements (No Links)
  - 1866-TFD-H – Highland Nursery vehicle movements (With Links)
  - 1866-TFD-I – Tower End vehicle movements (With Links)
  - 1866-TFD-J – Elms Farm vehicle movements (With Links)
  - 1866-TFD-K – Combined vehicle movements (With Links)
7. The impact in numerical terms of traffic from the three north Tiptree developments on key links and the double mini roundabout at the junction of Maypole Road and Kelvedon Road has been estimated as follows (these differ marginally from the figures presented in the COTTEE January

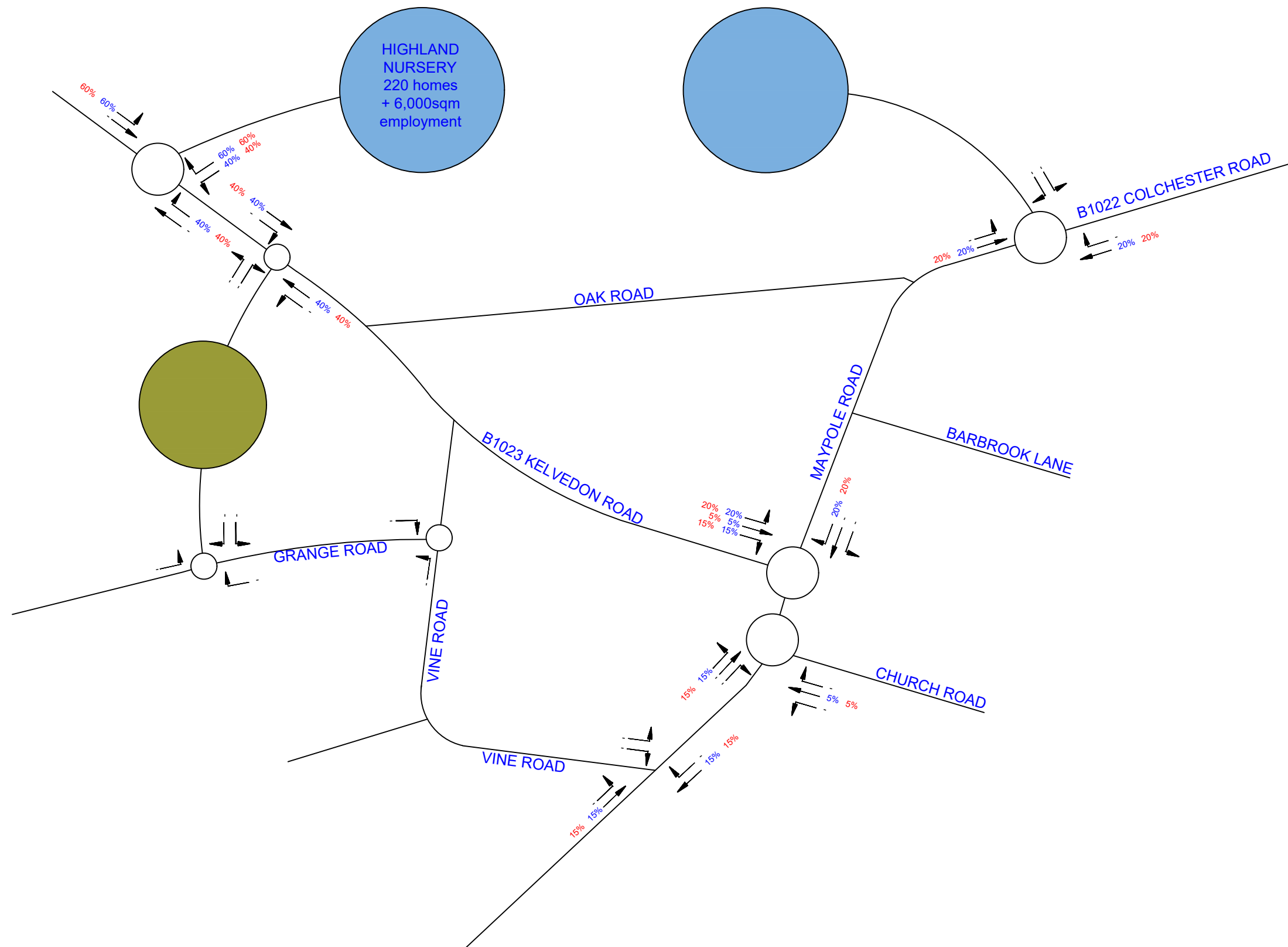
2021 note but do not affect the conclusions). The updated figures show that a link road would reduce traffic further on Kelvedon Road by about 20 additional vehicles in each peak hour:

Road link / junction	No link		With link	
	AM peak	PM peak	AM peak	PM peak
Double mini	201	202	40	40
Kelvedon Road	174	175	13	13
Maypole Road	163	164	27	27
Other Tiptree roads	20	20	20	20

8. A high-level indication of the percentage impact of the combined three schemes at each location (with and without a link road) based on the Gladman 2023 figures is shown in the table below which indicates significant improvements (up to an 19% reduction) with the link in place – again the updated figures show a further improvement for Kelvedon Road when compared to the January 2021 figures:

Road link / junction	No link		With link	
	AM peak	PM peak	AM peak	PM peak
Double mini	9%	9%	2%	2%
Kelvedon Road	19%	18%	1%	1%
Maypole Road	13%	15%	2%	3%

In summary the update further demonstrates the benefits of the link road as proposed in the draft Neighbourhood Plan.



The 'no link' situation assumes that measures would be introduced to deter traffic from using Oak Road as a rat-run during the interim period before the link road is constructed.

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**MERSEA HOMES**

Project

## TIPTREE - PROPOSED LOCAL PLAN ALLOCATIONS

	Title
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### HIGHLAND NURSERY DISTRIBUTION %

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MC

Scale

NTS @ A3

Date

APR 2021

	Drawing No.
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1866-TFD-A

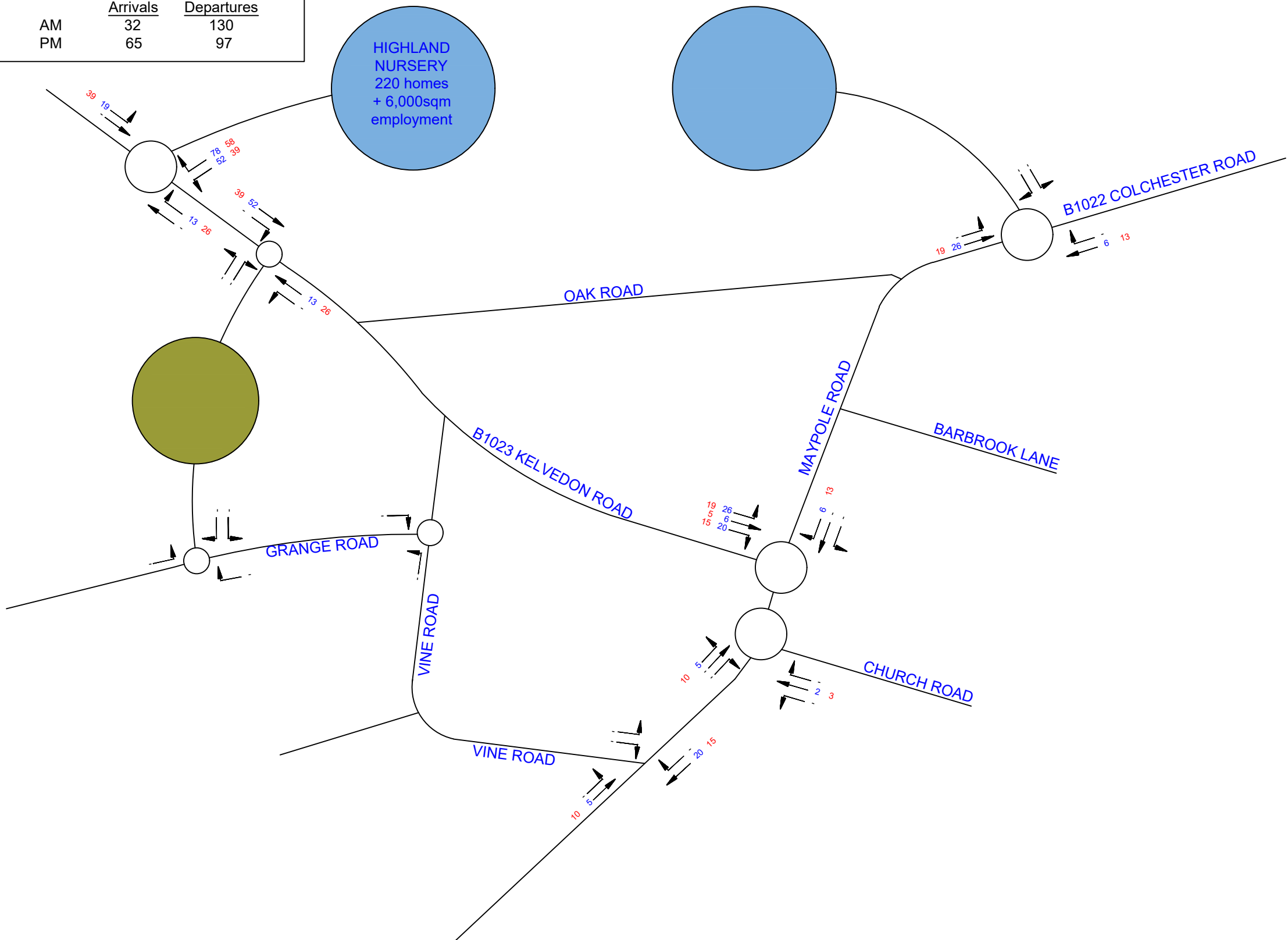
Proposed Distribution (%) AM Peak Hour  
Proposed Distribution (%) PM Peak Hour

Based on assumed vehicle trip rates of  
0.6vph/dwelling during AM and PM peak hours  
(residential) and 0.5vph/100sqm (employment)

162 vehicle movements per AM and PM peak  
hour

	Arrivals	Departures
AM	32	130
PM	65	97

HIGHLAND  
NURSERY  
220 homes  
+ 6,000sqm  
employment



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**NOTE:**

The 'no link' situation assumes that  
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traffic from using Oak Road as a rat-run  
during the interim period before the link  
road is constructed.

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**TIPTREE - PROPOSED LOCAL  
PLAN ALLOCATIONS**

Title

**HIGHLAND NURSERY  
VEHICLE MOVEMENTS**

Drawn

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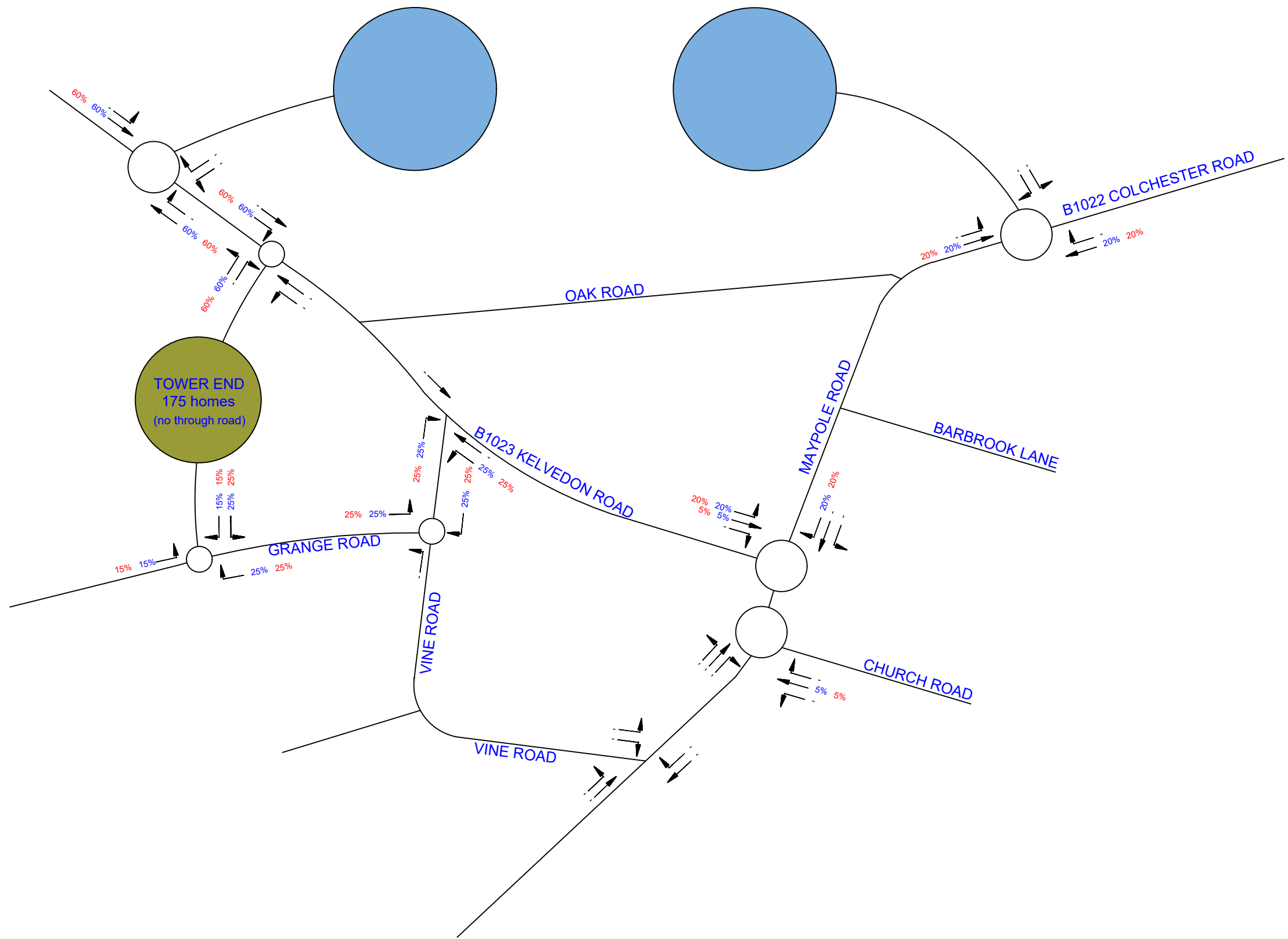
Date

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Drawing No.

1866-TFD-B

Proposed Vehicle Movements AM Peak Hour  
Proposed Vehicle Movements PM Peak Hour



**NOTE:**  
The 'no link' situation assumes that measures would be introduced to deter traffic from using Oak Road as a rat-run during the interim period before the link road is constructed.

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Project  
**TIPTREE - PROPOSED LOCAL  
PLAN ALLOCATIONS**

Title  
**TOWER END  
DISTRIBUTION %**

Drawn  
**A FIRMIN**  
Checked  
**MC**

Scale  
**NTS @ A3**  
Date  
**APR 2021**

Drawing No.  
**1866-TFD-C**

**Proposed Distribution (%) AM Peak Hour**  
**Proposed Distribution (%) PM Peak Hour**

Based on assumed vehicle trip rates of  
0.6vph/dwelling during AM and PM peak hours  
(residential)

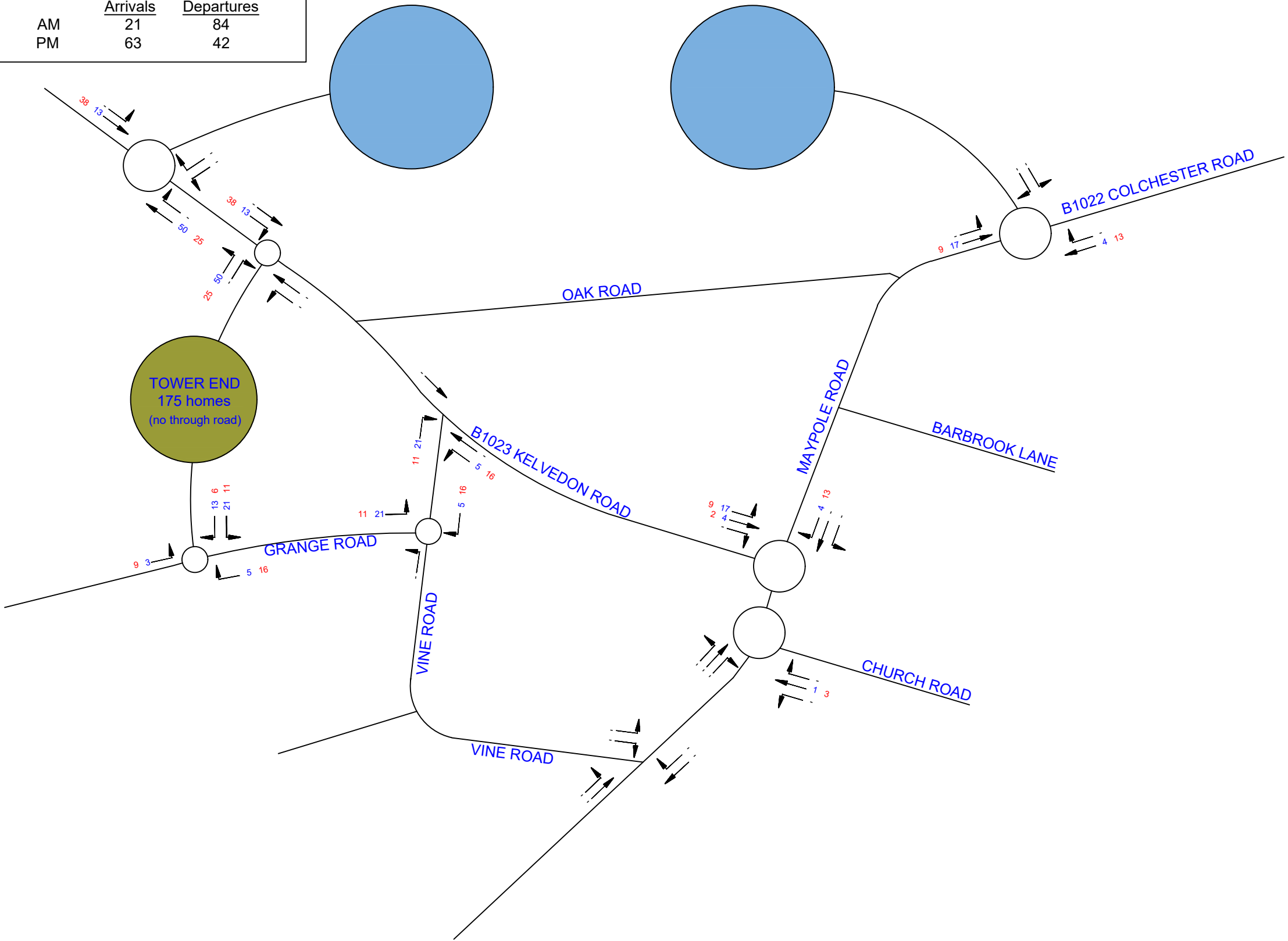
105 vehicle movements per AM and PM peak  
hour

	Arrivals	Departures
AM	21	84
PM	63	42



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**NOTE:**  
The 'no link' situation assumes that  
measures would be introduced to deter  
traffic from using Oak Road as a rat-run  
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road is constructed.

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Project

**TIPTREE - PROPOSED LOCAL  
PLAN ALLOCATIONS**

Title

**TOWER END  
VEHICLE MOVEMENTS**

Drawn

A FIRMIN

Checked

MC

Scale

NTS @ A3

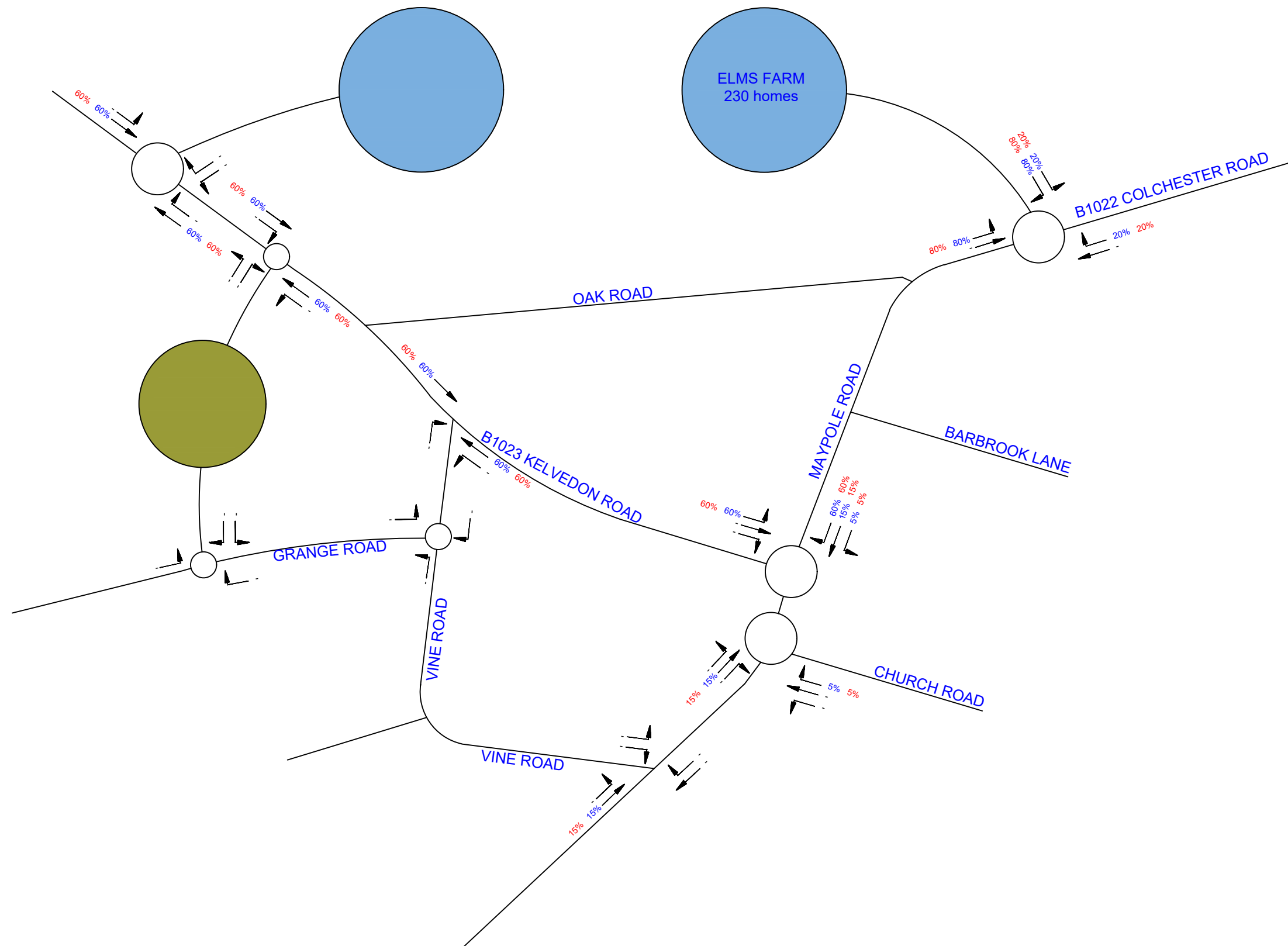
Date

APR 2021

Drawing No.

1866-TFD-D

Proposed Vehicle Movements AM Peak Hour  
Proposed Vehicle Movements PM Peak Hour



**NOTE:**  
The 'no link' situation assumes that measures would be introduced to deter traffic from using Oak Road as a rat-run during the interim period before the link road is constructed.

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**TIPTREE - PROPOSED LOCAL  
PLAN ALLOCATIONS**

Title

**ELMS FARM  
DISTRIBUTION %**

Drawn

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MC

Scale

NTS @ A3

Date

APR 2021

Drawing No.

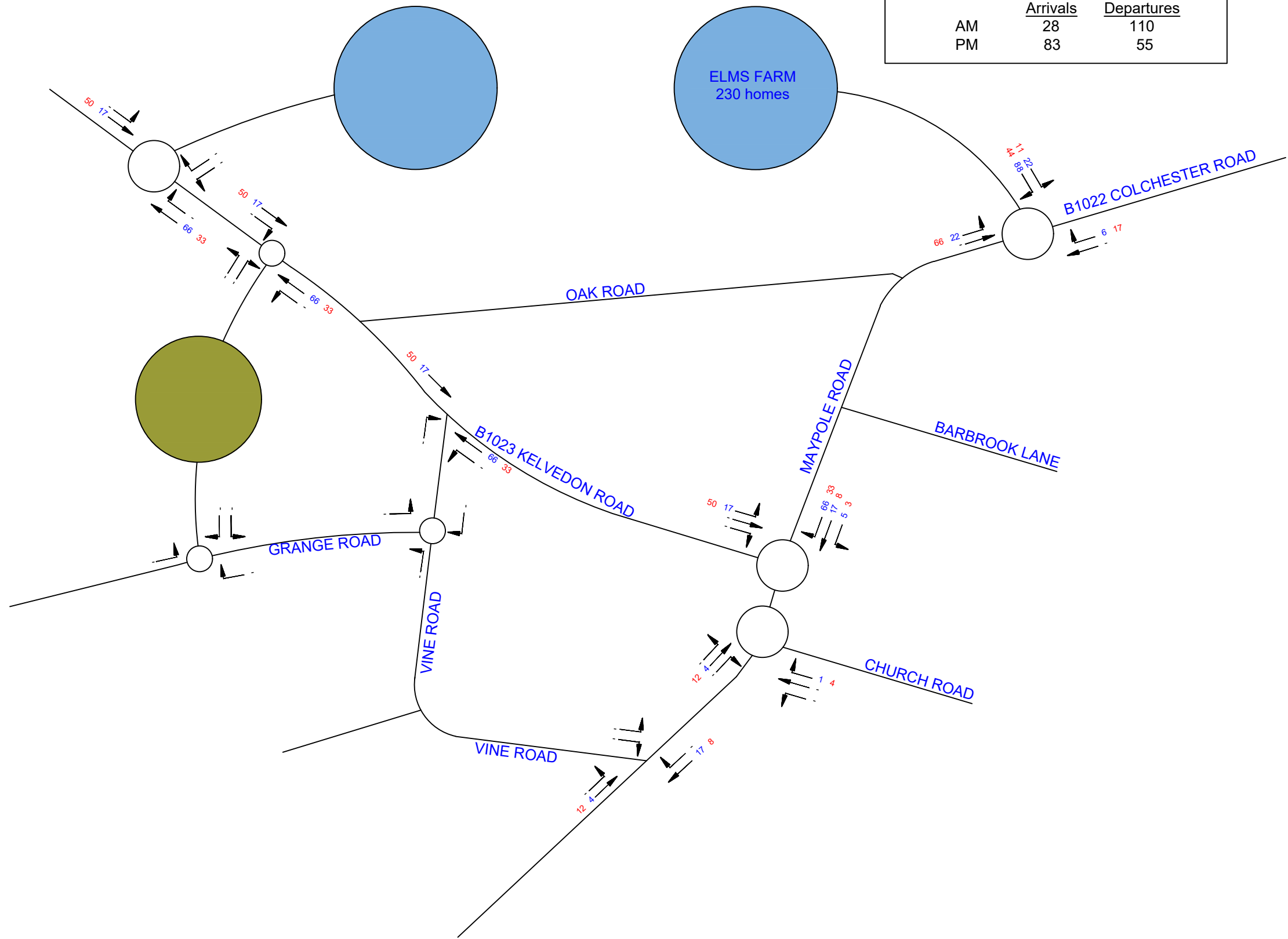
1866-TFD-E

Proposed Distribution (%) AM Peak Hour  
Proposed Distribution (%) PM Peak Hour

Based on assumed vehicle trip rates of  
0.6vph/dwelling during AM and PM peak hours  
(residential)

138 vehicle movements per AM and PM peak  
hour

	Arrivals	Departures
AM	28	110
PM	83	55



**NOTE:**  
The 'no link' situation assumes that  
measures would be introduced to deter  
traffic from using Oak Road as a rat-run  
during the interim period before the link  
road is constructed.

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**TIPTREE - PROPOSED LOCAL  
PLAN ALLOCATIONS**

Title

**ELMS FARM  
VEHICLE MOVEMENTS**

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NTS @ A3

Date

APR 2021

Drawing No.

1866-TFD-F

Proposed Vehicle Movements AM Peak Hour  
Proposed Vehicle Movements PM Peak Hour



Impact on Inworth Road (NO LINK)		
	AM	PM
EF	83	83
HN	97	97
TE	63	63
<b>Total</b>	<b>243</b>	<b>243</b>

Impact on Maypole Road (NO LINK)		
	AM	PM
EF	110	110
HN	32	32
TE	21	22
<b>Total</b>	<b>163</b>	<b>164</b>

Impact on double mini-roundabout junction (NO LINK)		
	AM	PM
EF	110	110
HN	65	65
TE	26	27
<b>Total</b>	<b>201</b>	<b>202</b>

Impact on Kelvedon Road (NO LINK) Between Vine Road and double mini-roundabouts		
	AM	PM
EF	83	83
HN	65	65
TE	26	27
<b>Total</b>	<b>174</b>	<b>175</b>

**NOTE:**  
The 'no link' situation assumes that measures would be introduced to deter traffic from using Oak Road as a rat-run during the interim period before the link road is constructed.

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Client	<b>MERSEA HOMES</b>		
Project	TIPTREE - PROPOSED LOCAL PLAN ALLOCATIONS		
Title	<b>COMBINED VEHICLE MOVEMENTS (NO LINK ROAD)</b>		
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Scale	NTS @ A3	Date	APR 2021
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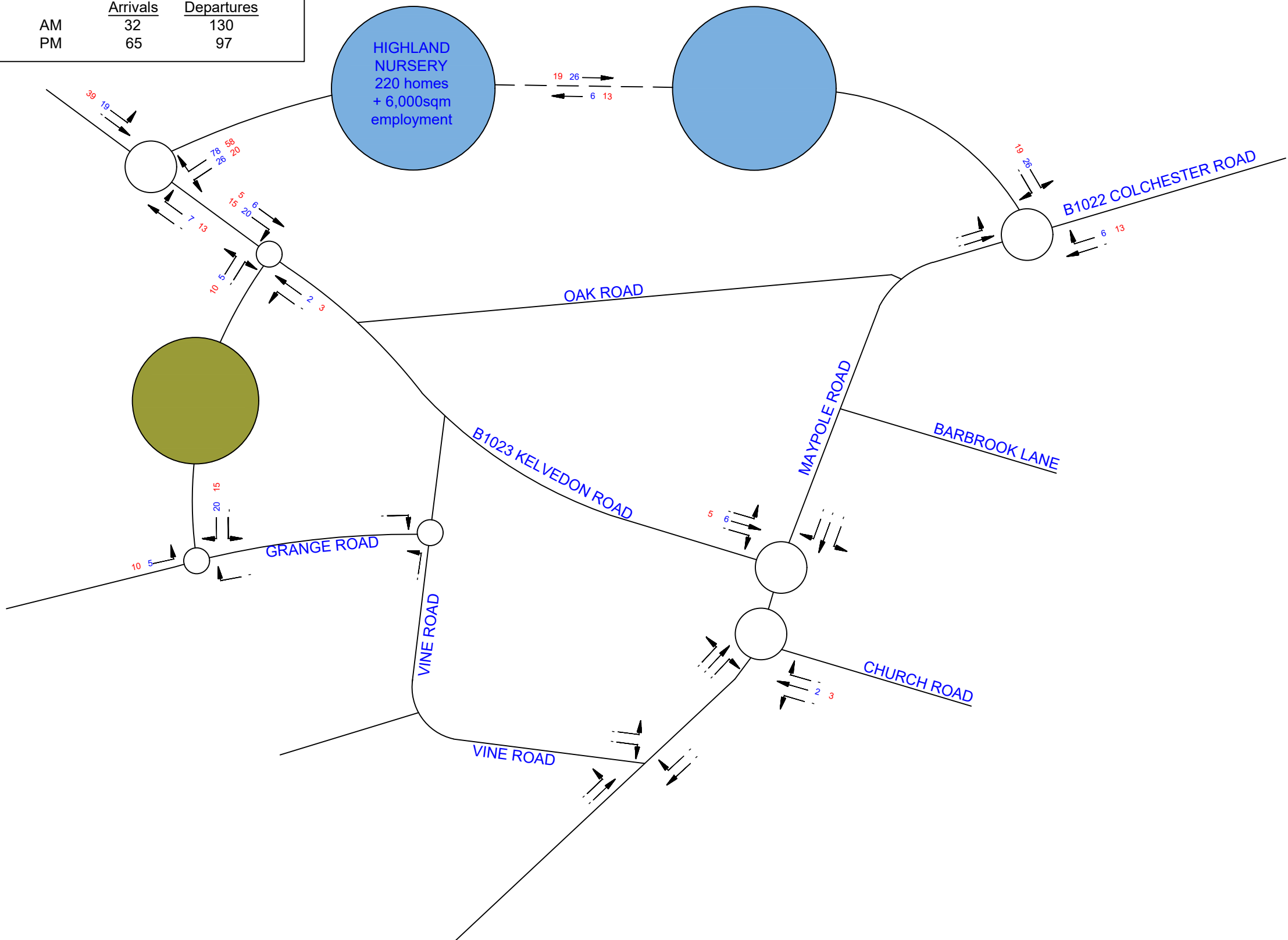
Proposed Vehicle Movements AM Peak Hour  
Proposed Vehicle Movements PM Peak Hour

Based on assumed vehicle trip rates of  
0.6vph/dwelling during AM and PM peak hours  
(residential) and 0.5vph/100sqm (employment)

162 vehicle movements per AM and PM peak  
hour

	Arrivals	Departures
AM	32	130
PM	65	97

HIGHLAND  
NURSERY  
220 homes  
+ 6,000sqm  
employment



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PLAN ALLOCATIONS**

Title

**HIGHLAND NURSERY  
VEHICLE MOVEMENTS  
(WITH LINKS)**

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1866-TFD-H

Proposed Vehicle Movements AM Peak Hour  
Proposed Vehicle Movements PM Peak Hour

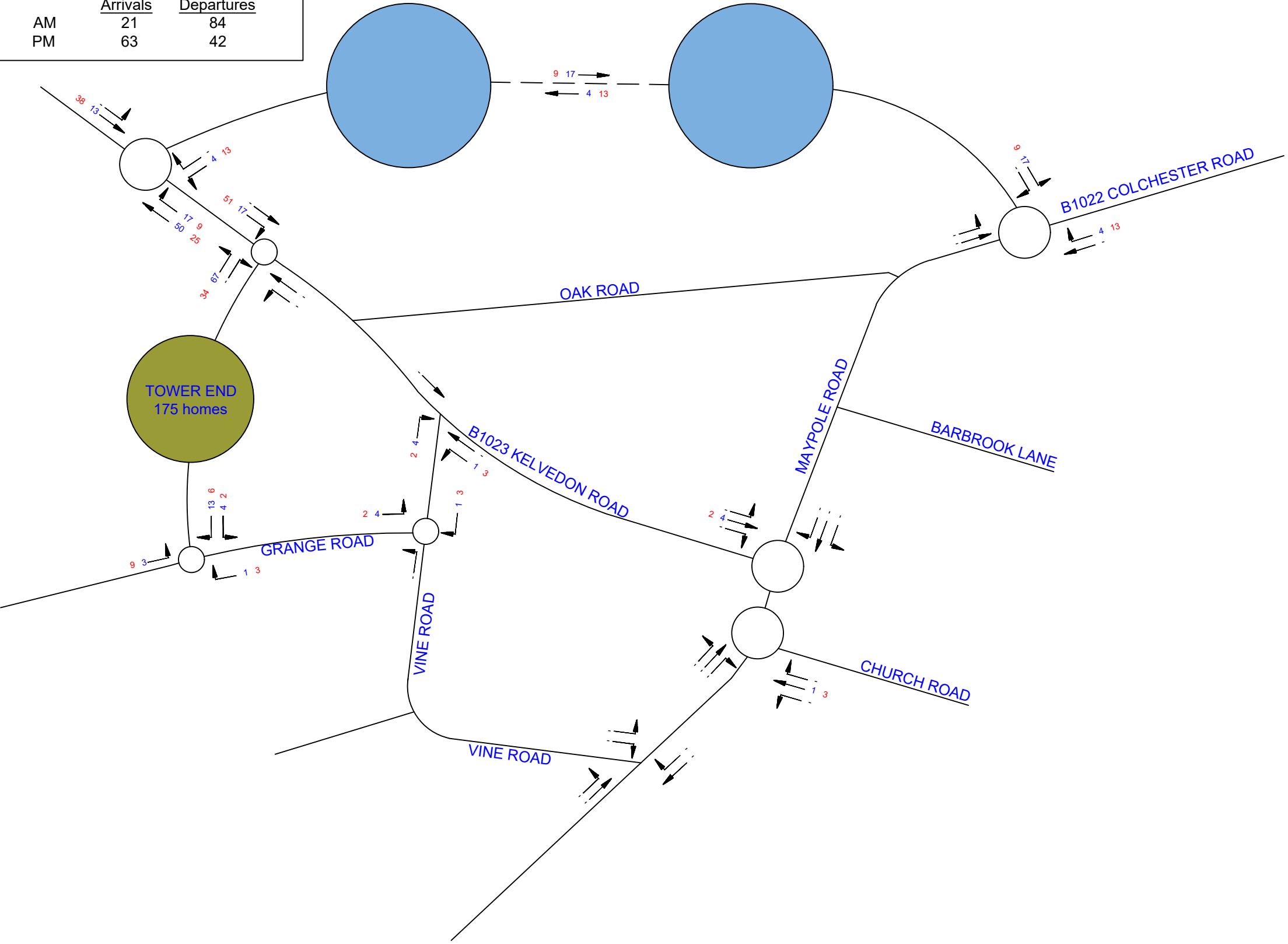
Based on assumed vehicle trip rates of  
0.6vph/dwelling during AM and PM peak hours  
(residential)

105 vehicle movements per AM and PM peak  
hour

	Arrivals	Departures
AM	21	84
PM	63	42

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**TIPTREE - PROPOSED LOCAL  
PLAN ALLOCATIONS**

Title

**TOWER END VEHICLE  
MOVEMENTS  
(WITH LINKS)**

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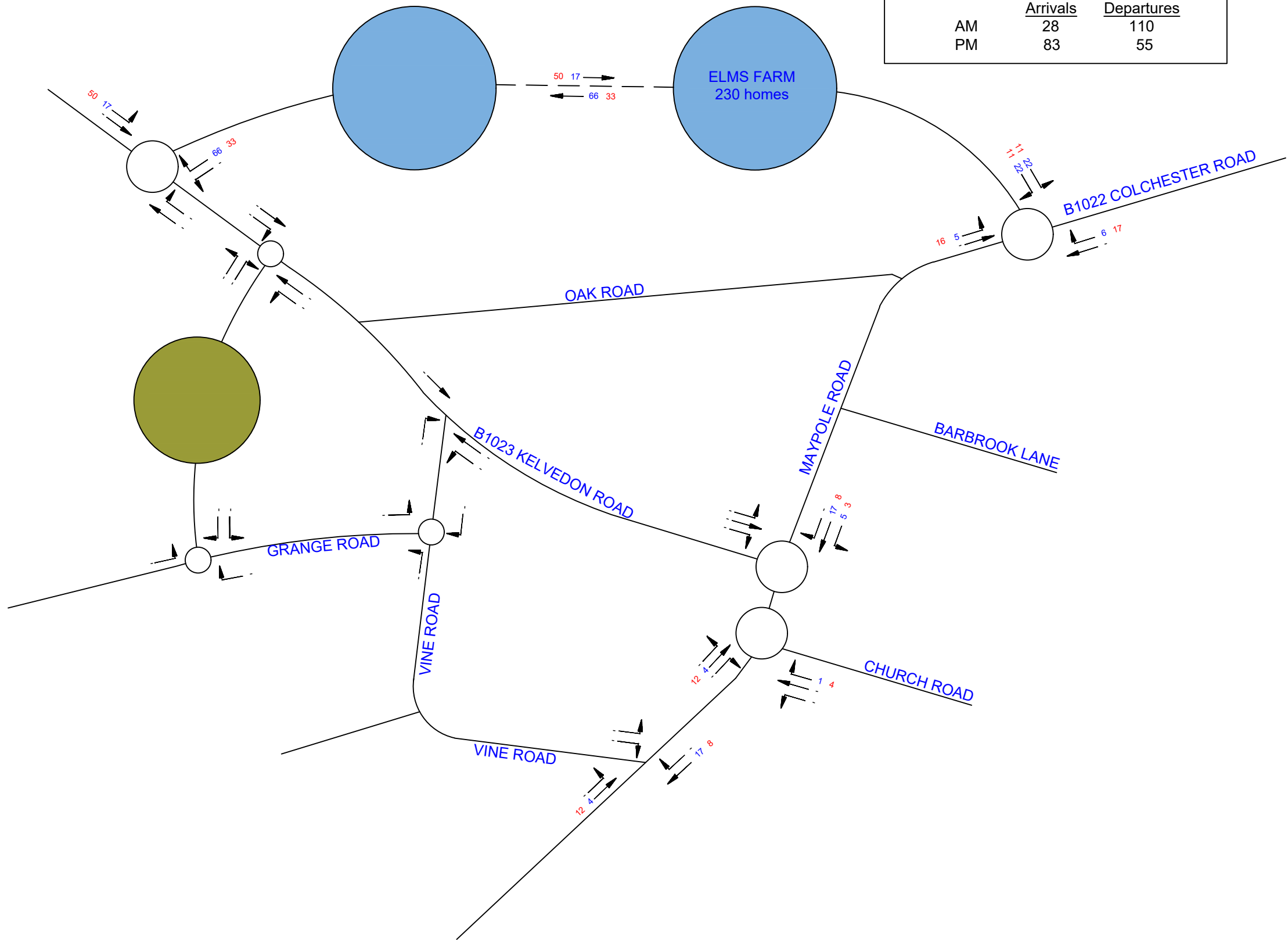
1866-TFD-I

Proposed Vehicle Movements AM Peak Hour  
Proposed Vehicle Movements PM Peak Hour

Based on assumed vehicle trip rates of  
0.6vph/dwelling during AM and PM peak hours  
(residential)

138 vehicle movements per AM and PM peak  
hour

	Arrivals	Departures
AM	28	110
PM	83	55



Proposed Vehicle Movements AM Peak Hour  
Proposed Vehicle Movements PM Peak Hour

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**TIPTREE - PROPOSED LOCAL  
PLAN ALLOCATIONS**

Title

**ELMS FARM VEHICLE  
MOVEMENTS  
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### Impact on Inworth Road (WITH LINKS)

	AM	PM
EF	83	83
HN	97	97
TE	63	63
<b>Total</b>	<b>243</b>	<b>243</b>

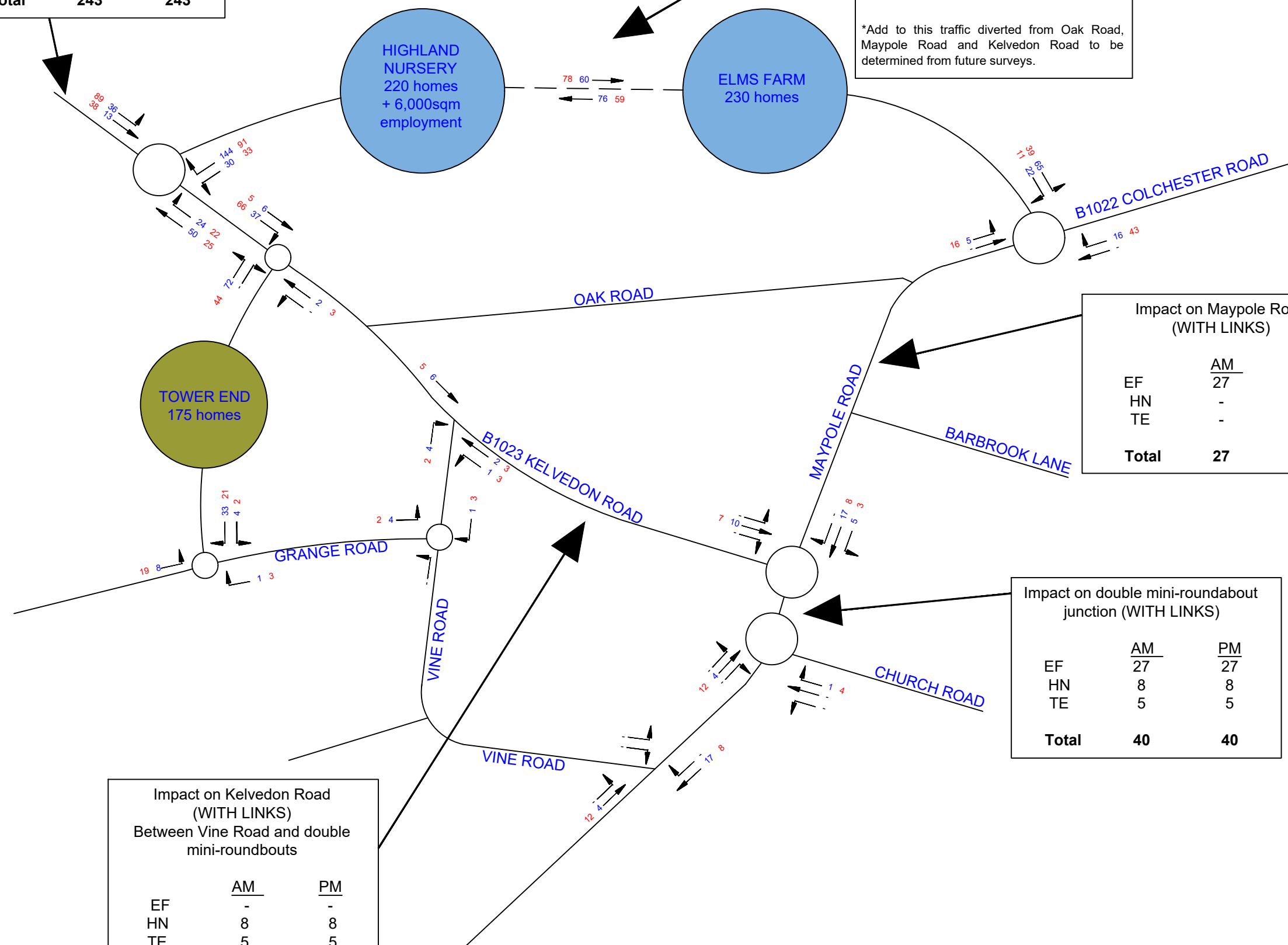
### Impact on proposed link road\*

	AM	PM
EF	83	83
HN	32	32
TE	21	22
<b>Total</b>	<b>136</b>	<b>137</b>

\*Add to this traffic diverted from Oak Road, Maypole Road and Kelvedon Road to be determined from future surveys.

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### Impact on Maypole Road (WITH LINKS)

	AM	PM
EF	27	27
HN	-	-
TE	-	-
<b>Total</b>	<b>27</b>	<b>27</b>

### Impact on double mini-roundabout junction (WITH LINKS)

	AM	PM
EF	27	27
HN	8	8
TE	5	5
<b>Total</b>	<b>40</b>	<b>40</b>

### Impact on Kelvedon Road (WITH LINKS) Between Vine Road and double mini-roundabouts

	AM	PM
EF	-	-
HN	8	8
TE	5	5
<b>Total</b>	<b>13</b>	<b>13</b>

Proposed Vehicle Movements AM Peak Hour  
Proposed Vehicle Movements PM Peak Hour

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**TIPTREE - PROPOSED LOCAL  
PLAN ALLOCATIONS**

Title

**COMBINED VEHICLE  
MOVEMENTS  
(WITH LINKS)**

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## **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.

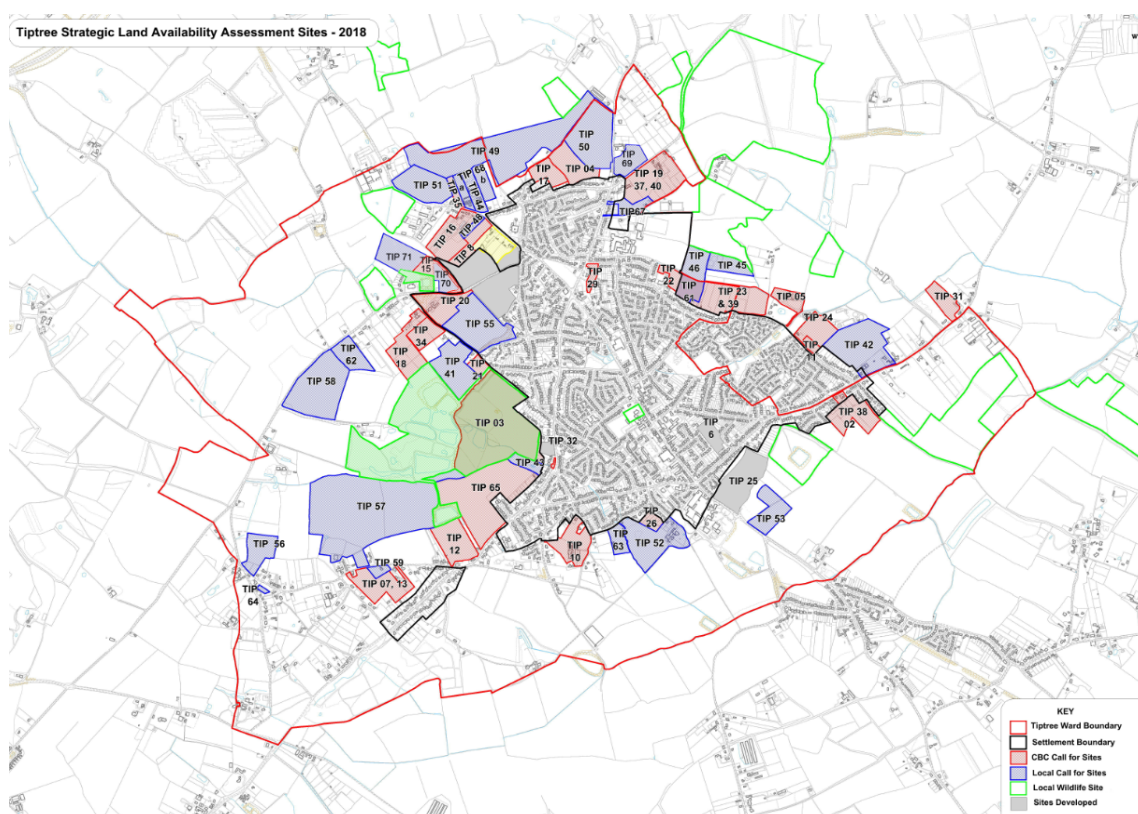
ECC have provided advice on the information they expect to see in relation to this note as follows:

- 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.

<b>Tiptree – Broad Locations for Growth</b>	<b>Scenario – Dwelling Numbers</b> <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.

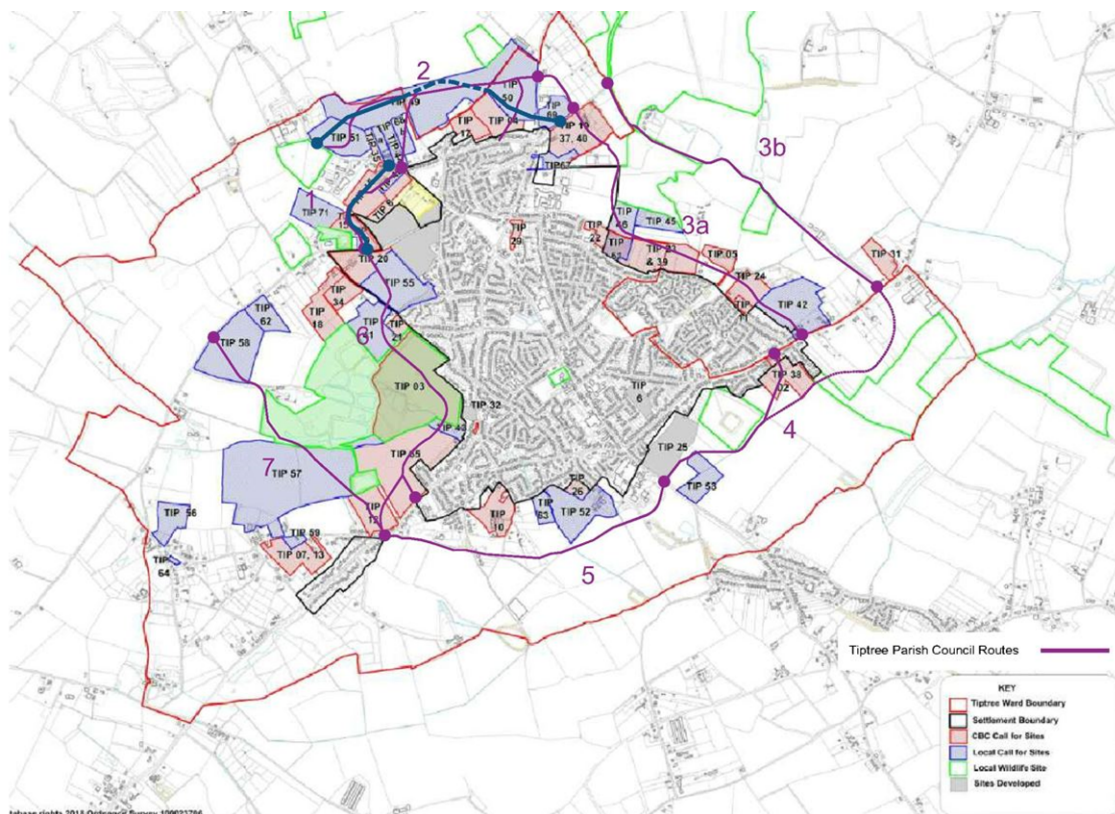


Figure 4 – TPC Routes overlaid on SHLAA map

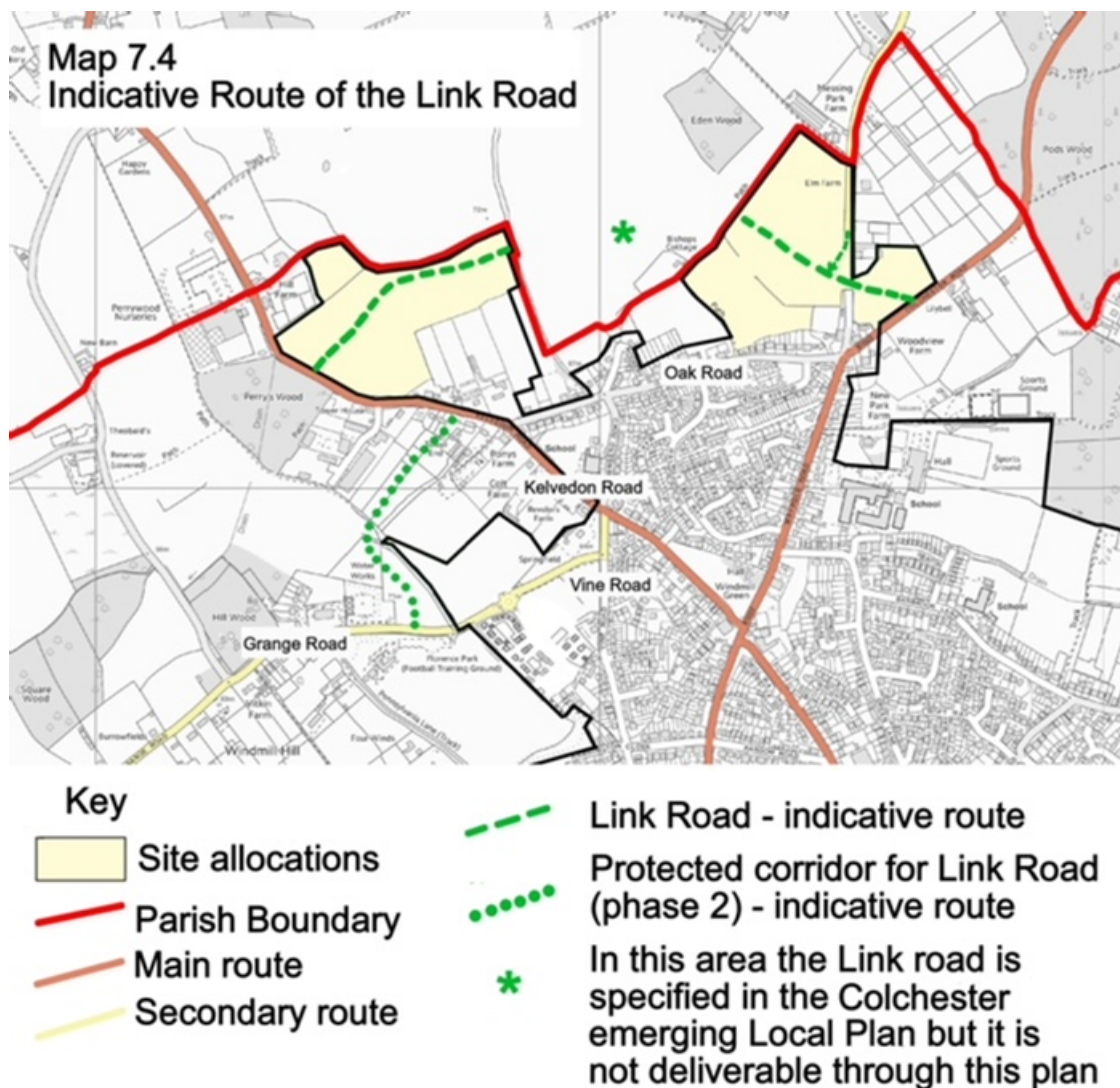
19. Routes 3a, 3b, 4, 5 and part of Route 2 (at the eastern end) fall outside SHLAA sites or existing highway and therefore can be discounted for that reason alone. However, adjustment of Route 2 at its eastern end has allowed Route 2 to be included.
20. Whilst Route 6 falls within SHLAA sites it serves 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 protected corridor for phase 2 of a 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).

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

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 - Impact Assessment (NO LINK and WITHOUT A12 Improvements) - 2022 Including Committed Development AM 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 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			Braintree Park 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
1	200	0.6	2000	1.5	150	40%	60	2.9%	20%	30	4.0%	40%	60	7.2%	5%	8	0.8%	15%	23	1.4%	15%	23	2.3%	60%	90	10.2%	0%	0	0.0%	0%	0	0.0%	0%	0	0.0%
2	200	0.6	-	-	120	80%	96	4.6%	80%	96	12.8%	60%	72	8.2%	5%	6	0.6%	15%	18	1.1%	15%	18	1.8%	60%	72	8.2%	0%	0	0.0%	0%	0	0.0%	0%	0	0.0%
3	175	0.6	-	-	105	80%	84	4.0%	80%	84	11.3%	60%	63	7.6%	5%	5	0.6%	15%	16	1.0%	15%	16	1.6%	60%	63	7.2%	0%	0	0.0%	0%	0	0.0%	0%	0	0.0%
4	175	0.6	-	-	105	35%	37	1.8%	0%	0	0.0%	35%	37	4.5%	40%	42	4.5%	40%	42	2.6%	0%	0	0.0%	35%	37	4.2%	45%	47	3.7%	40%	42	6.6%	25%	26	3.2%
5	75	0.6	-	-	45	35%	16	0.8%	0%	0	0.0%	35%	16	1.9%	40%	18	1.9%	40%	18	1.1%	0%	0	0.0%	35%	16	1.8%	45%	20	1.6%	40%	18	2.8%	25%	11	1.4%
6	75	0.6	-	-	45	20%	9	0.4%	0%	0	0.0%	20%	9	1.1%	25%	11	1.2%	55%	25	1.6%	0%	0	0.0%	30%	9	1.0%	100%	45	3.6%	55%	25	3.9%	40%	18	2.2%
7	200	0.6	-	-	120	20%	24	1.1%	0%	0	0.0%	20%	24	2.9%	5%	6	0.6%	55%	66	4.1%	20%	24	2.4%	20%	24	2.7%	5%	6	0.5%	100%	120	18.8%	40%	48	5.8%
8 Scenario A	250	0.6	-	-	150	40%	60	2.9%	20%	30	4.0%	20%	30	3.6%	5%	8	0.8%	55%	83	5.2%	40%	60	6.0%	20%	30	3.4%	5%	8	0.6%	5%	8	1.2%	40%	60	7.3%
8 Scenario B	450	0.6	-	-	270	40%	108	5.2%	20%	54	7.2%	20%	54	6.6%	5%	14	1.5%	55%	149	9.3%	40%	108	10.9%	20%	54	6.1%	5%	14	1.1%	5%	14	2.1%	40%	108	13.1%
9 Scenario A	150	0.6	-	-	90	32%	29	1.4%	20%	18	2.4%	60%	54	6.6%	5%	5	0.5%	7%	6	0.4%	7%	6	0.6%	28%	25	2.9%	0%	0	0.0%	0%	0	0.0%	40%	36	4.4%
9 Scenario B	275	0.6	-	-	165	32%	53	2.5%	20%	33	4.4%	60%	99	12.0%	5%	8	0.9%	7%	12	0.7%	7%	12	1.2%	28%	46	5.3%	0%	0	0.0%	0%	0	0.0%	40%	66	8.0%
9 Scenario C	450	0.6	-	-	270	32%	86	4.1%	20%	54	7.2%	60%	162	19.7%	5%	14	1.5%	7%	19	1.2%	7%	19	1.9%	28%	76	8.6%	0%	0	0.0%	0%	0	0.0%	40%	108	13.1%
10	175	0.6	-	-	105	40%	42	2.0%	20%	21	2.8%	40%	42	5.1%	5%	5	0.6%	15%	16	1.0%	15%	16	1.6%	60%	63	7.2%	0%	0	0.0%	0%	0	0.0%	0%	0	0.0%
11	220	0.6	-	-	132	40%	53	2.5%	20%	26	3.5%	20%	26	3.2%	5%	7	0.7%	55%	73	4.6%	40%	53	5.3%	20%	26	3.0%	0%	0	0.0%	0%	0	0.0%	40%	53	6.4%

Tiptree Neighbourhood Plan - Impact Assessment (NO LINK and WITHOUT A12 Improvements) - 2022 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 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			Braintree Park 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
1	200	0.6	2000	1.5	150	40%	60	2.8%	20%	30	4.0%	40%	60	7.7%	5%	8	0.7%	15%	23	1.4%	15%	23	1.9%	60%	90	9.2%	0%	0	0.0%	0%	0	0.0%	0%	0	0.0%
2	200	0.6	-	-	120	80%	96	4.4%	80%	96	12.8%	60%	72	9.2%	5%	6	0.6%	15%	18	1.1%	15%	18	1.6%	60%	72	7.4%	0%	0	0.0%	0%	0	0.0%	0%	0	0.0%
3	175	0.6	-	-	105	80%	84	3.9%	80%	84	11.2%	60%	63	8.1%	5%	5	0.5%	15%	16	1.0%	15%	16	1.4%	60%	63	6.5%	0%	0	0.0%	0%	0	0.0%	0%	0	0.0%
4	175	0.6	-	-	105	35%	37	1.7%	0%	0	0.0%	35%	37	4.7%	40%	42	4.0%	40%	42	2.6%	0%	0	0.0%	35%	37	3.8%	45%	47	3.8%	40%	42	6.4%	25%	26	3.2%
5	75	0.6	-	-	45	35%	16	0.7%	0%	0	0.0%	35%	16	2.0%	40%	18	1.7%	40%	18	1.1%	0%	0	0.0%	35%	16	1.6%	45%	20	1.6%	40%	18	2.7%	25%	11	1.4%
6	75	0.6	-	-	45	20%	9	0.4%	0%	0	0.0%	20%	9	1.2%	25%	11	1.1%	55%	25	1.6%	0%	0	0.0%	20%	9	0.9%	100%	45	3.6%	55%	25	3.8%	40%	18	2.2%
7	200	0.6	-	-	120	20%	24	1.1%	0%	0	0.0%	20%	24	3.1%	5%	6	0.6%	55%	66	4.1%	20%	24	2.1%	20%	24	2.5%	5%	6	0.5%	100%	120	18.3%	40%	48	5.9%
8 Scenario A	250	0.6	-	-	150	40%	60	2.8%	20%	30	4.0%	20%	30	3.9%	5%	8	0.7%	55%	83	5.2%	40%	60	5.2%	20%	30	3.1%	5%	8	0.6%	5%	8	1.1%	40%	60	7.4%
8 Scenario B	450	0.6	-	-	270	40%	108	5.0%	20%	54	7.2%	20%	54	6.9%	5%	14	1.3%	55%	149	9.3%	40%	108	9.3%	20%	54	5.5%	5%	14	1.1%	5%	14	2.1%	40%	108	13.2%
9 Scenario A	150	0.6	-	-	90	32%	29	1.3%	20%	18	2.4%	60%	54	6.9%	5%	5	0.4%	7%	6	0.4%	7%	6	0.5%	28%	25	2.6%	0%	0	0.0%	0%	0	0.0%	40%	36	4.4%
9 Scenario B	275	0.6	-	-	165	32%	53	2.4%	20%	33	4.4%	60%	99	12.7%	5%	8	0.8%	7%	12	0.7%	7%	12	1.0%	28%	46	4.7%	0%	0	0.0%	0%	0	0.0%	40%	66	8.1%
9 Scenario C	450	0.6	-	-	270	32%	86	4.0%	20%	54	7.2%	60%	162	20.8%	5%	14	1.3%	7%	19	1.2%	7%	19	1.6%	28%	76	7.8%	0%	0	0.0%	0%	0	0.0%	40%	108	13.2%
10	175	0.6	-	-	105	40%	42	1.9%	20%	21	2.8%	40%	42	5.4%	5%	5	0.5%	15%	16	1.0%	15%	16	1.4%	60%	63	6.5%	0%	0	0.0%	0%	0	0.0%	0%	0	0.0%
11	220	0.6	-	-	132	40%	53	2.4%	20%	26	3.5%	20%	26	3.4%	5%	7	0.6%	55%	73	4.6%	40%	53	4.6%	20%	26	2.7%	0%	0	0.0%	0%	0	0.0%	40%	53	6.5%

Notes:

Sites 4, 5, 6, 7, 8, 11 assumed to use B1022 Maldon Road (S of Station Road) to access Chelmsford, London and 50% of other (A12) via Station Road and Braintree Park Road

Sites 6, 7, 8, 11 assumed to use B1022 Maldon Road (S of Station Road) to access Braintree via Braintree Park Road

Site 9 assumed to access Braintree - 50% via Kelvedon Road / Inworth Road and 50% via Grange Road / Tiptree Road. Maldon - assumed 50% via Kelvedon Road / double mini-roundabout and Maldon Road, and 50% via Grange Road / Tiptree Road / Braintree Park Road

Sites 4, 5, 6 & 7 assumed to use Newbridge Road to access Colchester (excluding 15% accessing Colchester via the A12)

Red highlighted cell indicates % impact >5%

**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 - Impact Assessment (NO LINK and WITH 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 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			Brasted Park 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	
1	200	0.6	-	2000	1.5	150	40%	60	2.6%	20%	30	4.2%	40%	60	5.9%	5%	8	0.8%	15%	23	1.4%	15%	23	2.2%	60%	90	7.9%	0%	0	0.0%	0%	0	0.0%	0%	0	0.0%
2	200	0.6	-	-	-	120	80%	96	4.2%	80%	96	13.4%	60%	72	7.1%	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%
3	175	0.6	-	-	-	105	80%	84	3.7%	80%	84	11.7%	60%	63	6.2%	5%	5	0.6%	15%	16	1.0%	15%	16	1.5%	60%	63	5.5%	0%	0	0.0%	0%	0	0.0%	0%	0	0.0%
4	175	0.6	-	-	-	105	48%	50	2.2%	0%	0	0.0%	48%	50	5.0%	53%	56	6.0%	27%	28	1.8%	0%	0	0.0%	48%	50	4.4%	32%	34	2.7%	27%	28	4.6%	12%	13	1.5%
5	75	0.6	-	-	-	45	48%	22	0.9%	0%	0	0.0%	48%	22	2.1%	53%	24	2.6%	27%	12	0.8%	0%	0	0.0%	48%	22	1.9%	32%	14	1.2%	27%	12	2.0%	12%	5	0.7%
6	75	0.6	-	-	-	45	43%	18	0.8%	0%	0	0.0%	43%	18	1.8%	46%	21	2.2%	34%	15	1.0%	0%	0	0.0%	41%	18	1.6%	100%	45	3.6%	34%	15	2.5%	19%	9	1.0%
7	200	0.6	-	-	-	120	20%	24	1.1%	0%	0	0.0%	20%	24	2.4%	5%	6	0.6%	55%	66	4.1%	20%	24	2.3%	20%	24	2.1%	5%	6	0.5%	100%	120	19.7%	40%	48	5.9%
8 Scenario A	250	0.6	-	-	-	150	40%	60	2.6%	20%	30	4.2%	20%	30	3.0%	5%	8	0.8%	55%	83	5.1%	40%	60	5.7%	20%	30	2.6%	5%	8	0.6%	5%	8	1.2%	40%	60	7.3%
8 Scenario B	450	0.6	-	-	-	270	40%	108	4.7%	20%	54	7.5%	20%	54	5.3%	5%	14	1.5%	55%	149	9.3%	40%	108	10.3%	20%	54	4.7%	5%	14	1.1%	5%	14	2.2%	40%	108	13.2%
9 Scenario A	150	0.6	-	-	-	90	32%	29	1.3%	20%	18	2.5%	77%	69	6.9%	5%	5	0.5%	7%	6	0.4%	7%	6	0.6%	45%	41	3.5%	0%	0	0.0%	0%	0	0.0%	23%	21	2.5%
9 Scenario B	275	0.6	-	-	-	165	32%	53	2.3%	20%	33	4.6%	77%	127	12.6%	5%	8	0.9%	7%	12	0.7%	7%	12	1.1%	45%	74	6.5%	0%	0	0.0%	0%	0	0.0%	23%	38	4.6%
9 Scenario C	450	0.6	-	-	-	270	32%	86	3.8%	20%	54	7.5%	77%	208	20.6%	5%	14	1.5%	7%	19	1.2%	7%	19	1.8%	45%	122	10.6%	0%	0	0.0%	0%	0	0.0%	23%	62	7.6%
10	175	0.6	-	-	-	105	40%	42	1.8%	20%	21	2.9%	40%	42	4.2%	5%	5	0.6%	15%	16	1.0%	15%	16	1.5%	60%	63	5.5%	0%	0	0.0%	0%	0	0.0%	0%	0	0.0%
11	220	0.6	-	-	-	132	61%	81	3.5%	20%	26	3.7%	41%	54	5.4%	5%	7	0.7%	34%	45	2.8%	40%	53	5.1%	41%	54	4.7%	0%	0	0.0%	0%	0	0.0%	19%	25	3.1%

Tiptree Neighbourhood Plan - Impact Assessment (NO LINK and WITH 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 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			Brasted Park 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
1	200	0.6	2000	1.5	150	40%	60	2.6%	20%	30	4.2%	40%	60	6.4%	5%	8	0.7%	15%	23	1.4%	15%	23	1.8%	60%	90	7.5%	0%	0	0.0%	0%	0	0.0%	0%	0	0.0%
2	200	0.6	-	-	120	80%	96	4.1%	80%	96	13.4%	60%	72	7.6%	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%
3	175	0.6	-	-	105	80%	84	3.6%	80%	84	11.7%	60%	63	6.7%	5%	5	0.5%	15%	16	1.0%	15%	16	1.3%	60%	63	5.2%	0%	0	0.0%	0%	0	0.0%	0%	0	0.0%
4	175	0.6	-	-	105	48%	50	2.2%	0%	0	0.0%	48%	50	5.3%	53%	56	5.3%	27%	28	1.8%	0%	0	0.0%	48%	50	4.2%	32%	34	2.7%	27%	28	4.5%	12%	13	1.6%
5	75	0.6	-	-	45	48%	22	0.9%	0%	0	0.0%	48%	22	2.3%	53%	24	2.3%	27%	12	0.8%	0%	0	0.0%	48%	22	1.8%	32%	14	1.2%	27%	12	1.9%	12%	5	0.7%
6	75	0.6	-	-	45	43%	18	0.8%	0%	0	0.0%	43%	18	2.0%	46%	21	2.0%	34%	15	1.0%	0%	0	0.0%	41%	18	1.5%	100%	45	3.6%	34%	15	2.4%	19%	9	1.1%
7	200	0.6	-	-	120	20%	24	1.0%	0%	0	0.0%	20%	24	2.5%	5%	6	0.6%	55%	66	4.1%	20%	24	1.9%	20%	24	2.0%	5%	6	0.5%	100%	120	19.1%	40%	48	5.9%
8 Scenario A	250	0.6	-	-	150	40%	60	2.6%	20%	30	4.2%	20%	30	3.2%	5%	8	0.7%	55%	83	5.1%	40%	60	4.9%	20%	30	2.5%	5%	8	0.6%	5%	8	1.2%	40%	60	7.4%
8 Scenario B	450	0.6	-	-	270	40%	108	4.6%	20%	54	7.5%	20%	54	5.7%	5%	14	1.3%	55%	149	9.3%	40%	108	8.8%	20%	54	4.5%	5%	14	1.1%	5%	14	2.1%	40%	108	13.4%
9 Scenario A	150	0.6	-	-	90	32%	29	1.2%	20%	18	2.5%	77%	69	7.3%	5%	5	0.4%	7%	6	0.4%	7%	6	0.5%	45%	41	3.4%	0%	0	0.0%	0%	0	0.0%	23%	21	2.6%
9 Scenario B	275	0.6	-	-	165	32%	53	2.3%	20%	33	4.6%	77%	127	13.5%	5%	8	0.8%	7%	12	0.7%	7%	12	0.9%	45%	74	6.2%	0%	0	0.0%	0%	0	0.0%	23%	38	4.7%
9 Scenario C	450	0.6	-	-	270	32%	86	3.7%	20%	54	7.5%	77%	208	22.0%	5%	14	1.3%	7%	19	1.2%	7%	19	1.5%	45%	122	10.1%	0%	0	0.0%	0%	0	0.0%	23%	62	7.7%
10	175	0.6	-	-	105	40%	42	1.8%	20%	21	2.9%	40%	42	4.4%	5%	5	0.5%	15%	16	1.0%	15%	16	1.3%	60%	63	5.2%	0%	0	0.0%	0%	0	0.0%	0%	0	0.0%
11	220	0.6	-	-	132	61%	81	3.4%	20%	26	3.7%	41%	54	5.7%	5%	7	0.6%	34%	45	2.8%	40%	53	4.3%	41%	54	4.5%	0%	0	0.0%	0%	0	0.0%	19%	25	3.1%

Notes:

Sites 4, 5, 6, 7, 8, 11 assumed to access Chelmsford, London and 50% of other (A12) - 50% via Station Road, B1022 Maldon Road South of Station Road and Brasted Park Road, and 50% via Kelvedon Road / Inworth Road  
 Sites 7 and 8 assumed to use B1022 Maldon Road (S of Station Road) to access Chelmsford, London and 50% of other (A12) via Station Road and Brasted Park Road  
 Sites 6 and 11 assumed to access Braintree - 50% via B1022 Maldon Road (S of Station Road) and Brasted Park Road and 50% via Kelvedon Road / Inworth Road  
 Sites 7 and 8 assumed to use B1022 Maldon Road (S of Station Road) to access Braintree via Brasted Park Road  
 Site 9 assumed to access Braintree - 75% via Kelvedon Road / Inworth Road, 25% via Grange Road / Tiptree Road. Maldon assumed 50% via Kelvedon Road / double mini roundabout and Maldon Road, 50% via Grange Road / Tiptree Road. Chelmsford and London assumed 50% via Grange Road / Tiptree Road / Brasted Park Road and 50% via Kelvedon Road / Inworth Road.  
 Sites 4, 5, 6 & 7 assumed to use Newbridge Road to access Colchester (excluding 15% accessing Colchester via the A12)  
 Red highlighted cell indicates % impact >5%

**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)			
9b	275	Kelvedon Road (N & S of Oak Road)			
9c	450	Kelvedon Road (N & S Oak Road) Maypole Road Braxted Park Road			
10	175	Kelvedon Road (N of Oak Road)			
11	220	Kelvedon Road (S of Oak Road) Maldon Road (N of Station Road) AM			

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 - 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	0.0%	0%	0	0.0%	20%	30
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

Tiptree 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	0.0%	0%	0	0.0%	20%	30
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 ...			
		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 of Link Road)			
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.

**RAG Rating**

Red Negative Impact  
Amber Neutral Impact  
Green Positive Impact

Tiptree Neighbourhood Plan - Impact Assessment (WITH LINK and WITH 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	1.3%	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	0.0%	0%	0	0.0%	20%	30
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

Tiptree Neighbourhood Plan - Impact Assessment (WITH LINK and WITH 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	1.3%	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	0.0%	0%	0	0.0%	20%	30
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

Notes:  
Red highlighted cell indicates % impact >5%

**Tiptree Neighbourhood Plan - Objective 3 - Red Amber Green Site Assessment - With 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 of Link Road)			
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.

**RAG Rating**

Red Negative Impact  
Amber Neutral Impact  
Green Positive Impact

## **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	<b>162 s (2mins:42secs)</b> <b>Feering to Colchester</b> +236 s delay** AM peak hour (Total 6mins:38secs) +374 s delay** PM peak Hour (Total 8mins:56secs) <b>Colchester to Feering</b> + 70 s delay** AM peak hour (Total 3mins:52secs) + 31 s delay** PM peak hour (Total 3mins:13secs)	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.	<b>Poor</b> 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.	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.
Proposed Route (via new Link Road)	approx. 1.3km	<b>117 s (1min:57secs)</b>	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.	<b>Good</b> Link Road will bypass existing areas of delay and congestion and will reduce rat-running of Oak Road.	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.

\* 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.

[illegible]