



Tiptree Neighbourhood Plan 2022 – 2033

May 2023

Tiptree Parish Council



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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.

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1 FOREWORD

- 1.1 It is with great pleasure that we present to you this Neighbourhood Plan for Tiptree. It has been possible thanks to the involvement of hundreds of individuals and an army of volunteers. From those who contributed through the community questionnaire or public engagement exhibitions, the volunteers who spent hours of their time throughout 2017-20 compiling and analysing the data to those who have assessed sites or helped write the plan itself; this has truly been a community endeavour. It has been a challenging process completing one of the most complex Neighbourhood Plans in the country and there have been many obstacles to overcome. Not least of these was the granting of the appeal to build 200 houses in Barbrook Lane, contrary to the objectives of the Neighbourhood Plan. This Plan has had to accommodate that development and therefore plans for an additional 400 new homes. Nevertheless, the result is a Neighbourhood Plan that meets the Colchester City Council ¹housing 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 City Council is required to enable the delivery of 14,720 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,

¹ Following the granting of City Status on 23 November 2022, the Council has now become Colchester City Council. Nevertheless, reference remains in this Neighbourhood Plan to Colchester Borough Council (CBC) due to activity before 23 November 2022. Where reference is made to future activity or the place of Colchester, including its surrounding countryside, the correct reference of Colchester City has been used.

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 Without a neighbourhood plan that is acceptable to the community we would lose influence over development and would come under pressure from speculative development. Instead of shaping development we would 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 this Neighbourhood Plan is so important.

Foreword to the Referendum Version

- 1.7 Tiptree Neighbourhood Plan went to the Regulation 14, six-week public consultation from 11th March to 1st 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 were carefully analysed and revealed 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 were carefully considered and the plan was adjusted in the light of these. Adjustments included the addition of two new policies to strengthen Section 11 *Countryside, Green Spaces and Green Infrastructure*.
- 1.8 The resulting Neighbourhood Plan was submitted to Colchester Borough Council for Regulation 16 consultation. This consultation ran from 30th August to 11th October 2022 and was followed by Examination which commenced on 24th October 2022. The Neighbourhood Plan Examiner concluded that, subject to a few relatively minor adjustments, the Plan could proceed to referendum. The result is the plan before you. It is substantially the same as the Consultation Editions 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.

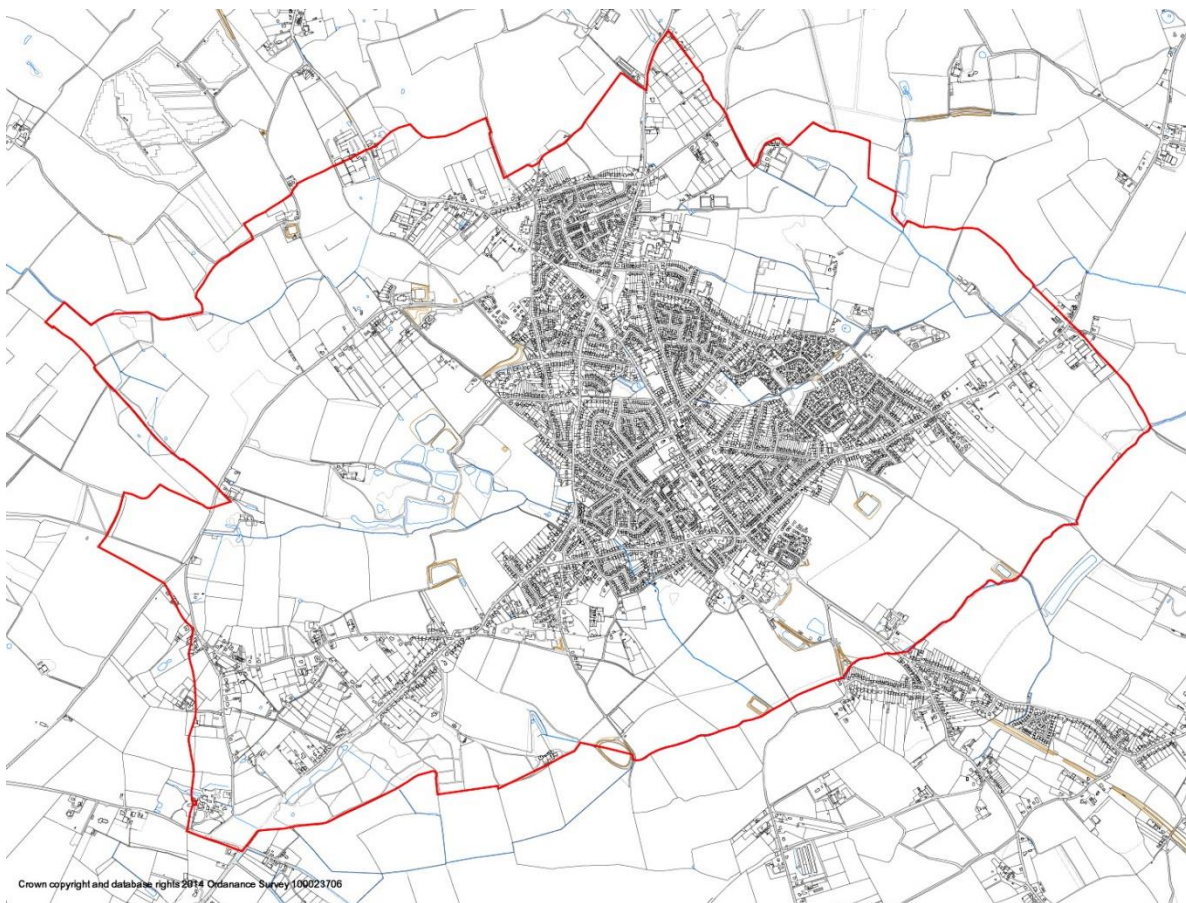




Tiptree's Tower Mill was built in 1775 and replaced a Post Mill which stood on the opposite side of Church Road in the grounds of Milldene.

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 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, 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 City. 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 City 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 events is printed below.

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 & CCC)

Tiptree parish in 2022

- 3.19 Tiptree is a large village located on the south west boundary of the City 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 City. 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 pages 60 and 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 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 harmful coalescence between the built up area of Tiptree village and the hamlet of Tiptree Heath.**
- B. The Plan provides for a minimum² of 400 dwellings to be built in the period 2022 to 2033³ 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).**

² See paragraph 12.2

³ 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 and where applicable, 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 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.**
- 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 to meet the needs of occupants, 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 2009⁴ 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 adequate provision of off-street car parking that has regard to 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 have regard to 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.**

⁴ 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 Life⁵ design standard.

POLICY TIP04: BUILDING FOR A HEALTHY LIFE

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

Dwelling mix

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

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

Office for national Statistics March 2011

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

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

- 6.11 Colchester City 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.

⁵ 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 City 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

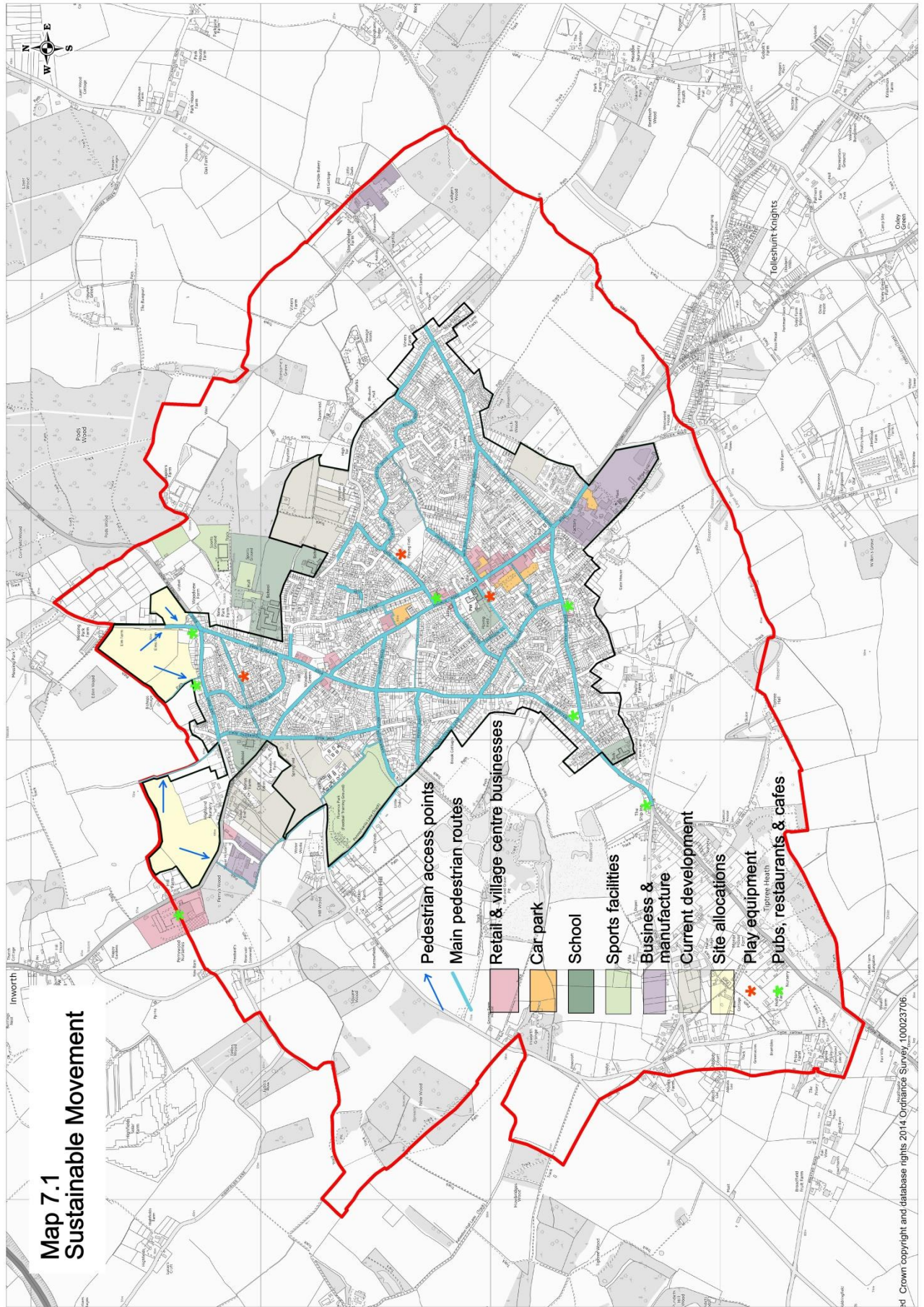
Objective 3: To improve movement through Tiptree, for vehicular traffic but also for walking and cycling and to improve access to the countryside, main routes and railway stations whilst minimizing impact on the village centre.

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 increase the numbers of pedestrians walking to and from school must contribute towards the provision of suitable pedestrian crossings or other measures 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.**

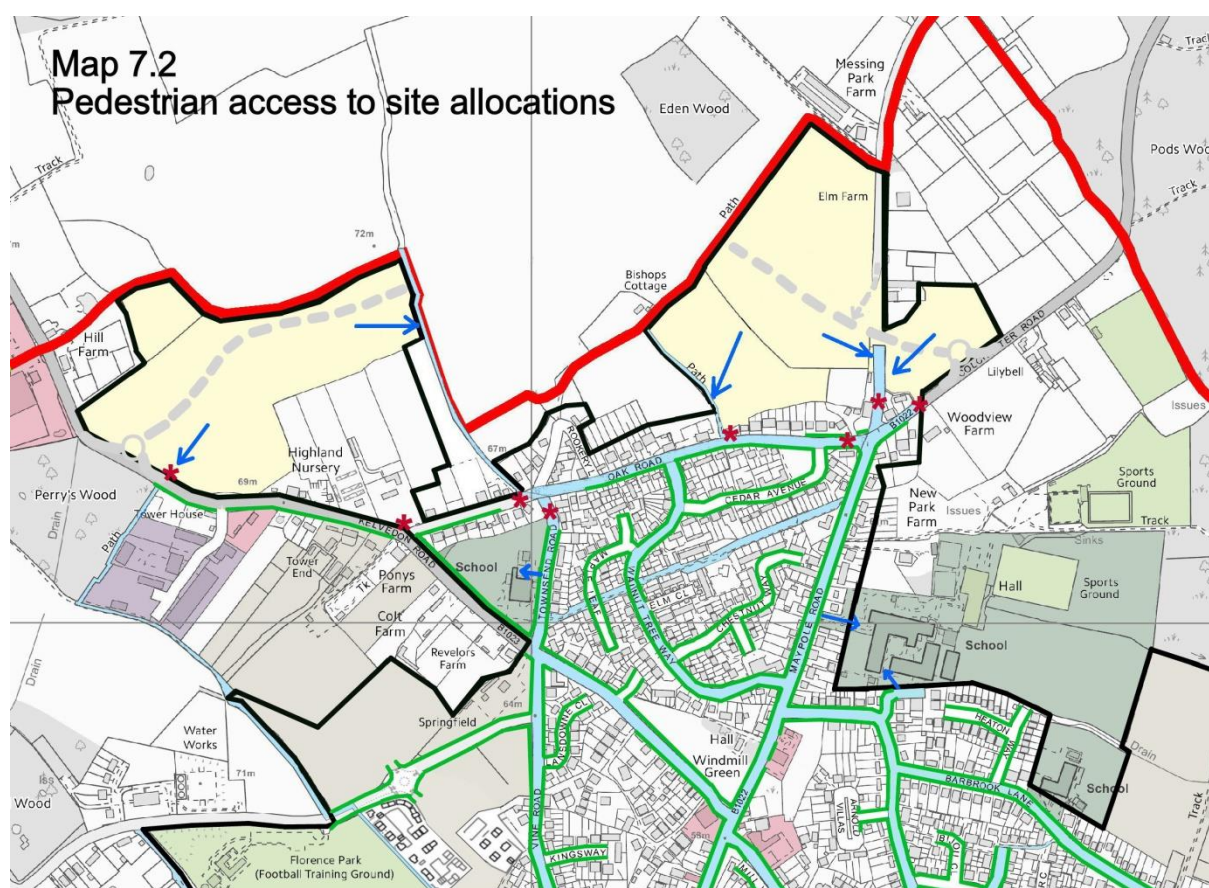


7.2 The Parish Council is also aware of the following issues and will work towards improvements in these areas, albeit outside the provision of the Neighbourhood Plan:

- 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

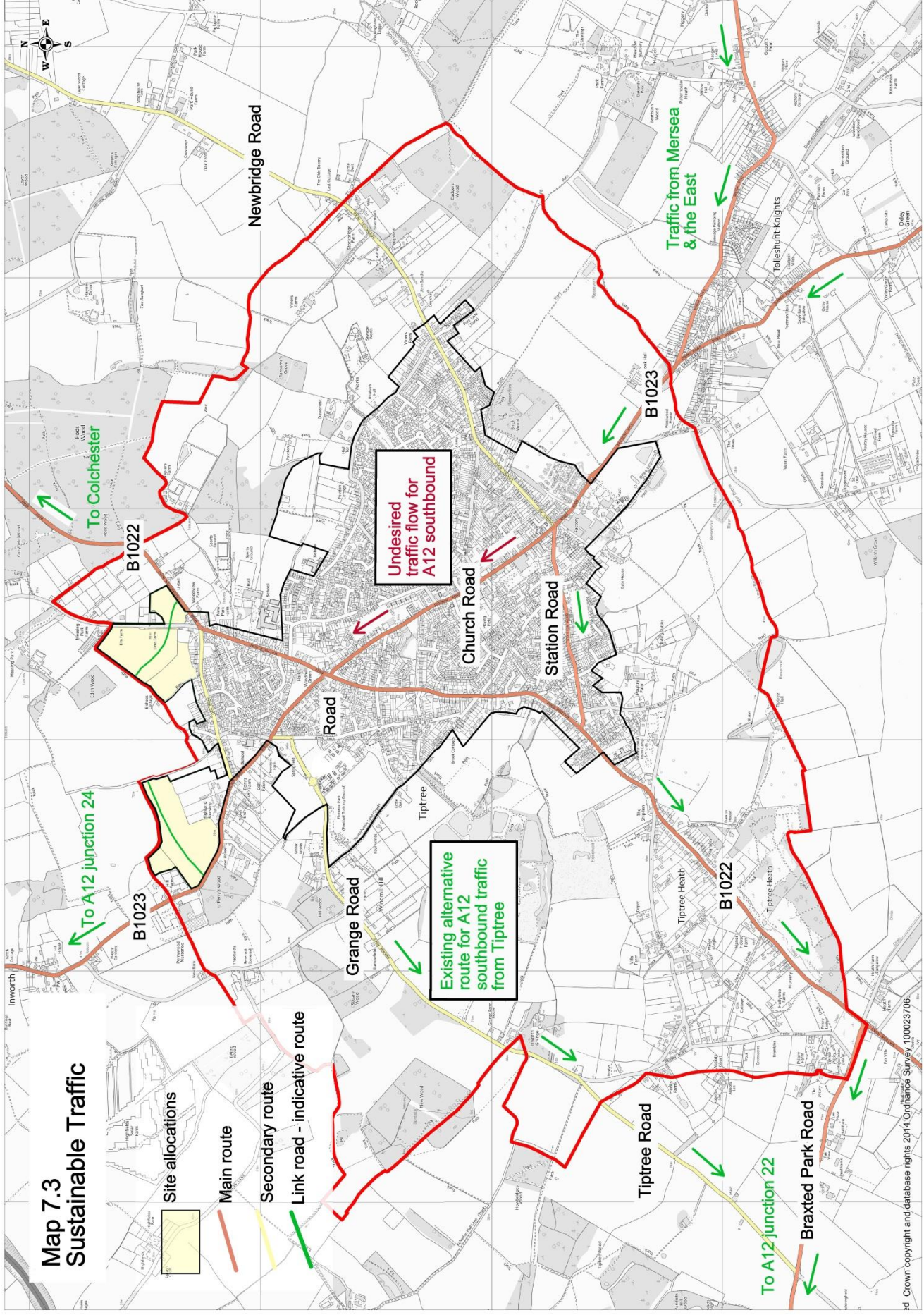
- | | | | |
|---|---------------------------------|---|--|
|  | Site allocations |  | Pavement present |
|  | Parish Boundary |  | Pedestrian access point |
|  | Link road -
indicative route |  | Potential need for pedestrian
footway/crossing improvements |

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.
- 7.1 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.
- 7.2 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 Road⁶. 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.
- 7.3 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.
- 7.4 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

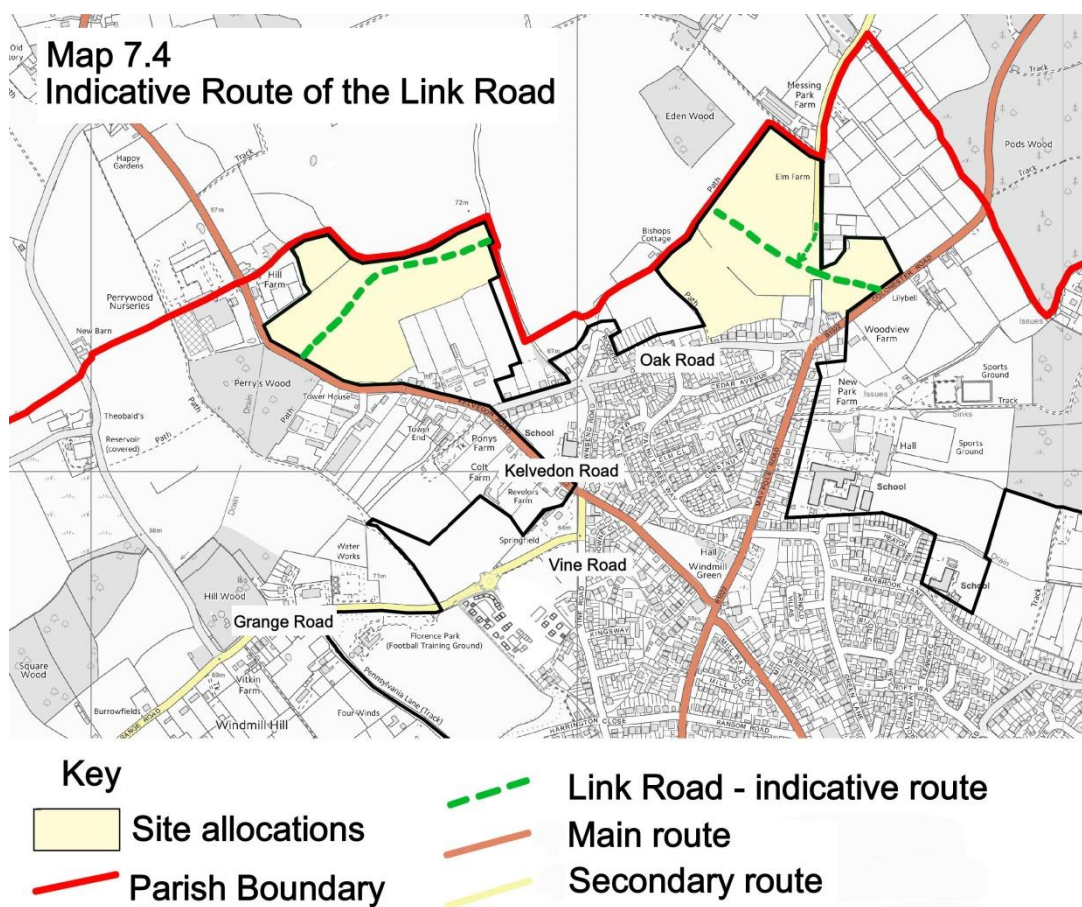
⁶ A12 Chelmsford to A120 widening scheme, Consultation documents 2019, June 2021 & November 2021

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.

- 7.5 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).
- 7.6 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).
- 7.7 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.

- 7.8 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 is 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 have regard to the necessary specifications as set out in the Essex Design Guide (2018) or subsequent guidance, 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 City 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 - replaced by the NHS Suffolk and North East Essex Integrated Care Board (ICB) in July 2022) 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 2021⁷, the CCG (now ICB) intends to work with the Parish Council to review options for the way forward. The Neighbourhood Plan is a key part of this and has allocated 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)⁸. 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 profile⁹, 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

⁷ Navigus Planning (2021) *Colchester Infrastructure Delivery Plan Update 2021*, for Colchester Borough Council

⁸ 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*.

⁹ 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 unacceptably 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 (Policy Map) 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 Audit¹⁰ 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.

¹⁰ 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 contributions 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 300m².**
- 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 the NHS Suffolk and North East Essex Integrated Care Board 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 As we see more development in Tiptree the areas we do possess, albeit rather small ones, become increasingly important for recreation and emotional wellbeing. 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.
- 11.3 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.
- 11.4 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.

- 11.5 Tiptree has a number of ancient byways and leafy lanes including Pennsylvania Lane, Park Lane and a section of Grove Road¹¹. 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).
- 11.6 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 Colchester Borough Council 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 City. It will seek to protect and enhance the existing network of green and blue infrastructure features and to secure the delivery of new green infrastructure where deficiencies and gaps are identified that will benefit communities, wildlife and the environment.” The current network of green spaces and Local Wildlife Sites in Tiptree Parish is shown in Map 11.1. As identified by the NPPF, Local Wildlife Sites¹² are locally designated sites of importance for biodiversity and must be protected accordingly.



Brook Meadow Local Wildlife Site

¹¹ Evidence base documents, Environment Group Report and Tiptree Lanes.

¹² EBC 4.2 Colchester Borough LoWS Review 2015 (Final Version November 2017) forms part of CLP S2 Evidence Base Supporting Documents Section 4. *Environment*.

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.**

- 11.7 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

- 11.8 In order to help manage downstream flood risk, any new development within the Plan area should be directed away from areas of existing flood risk where possible. New development within the plan area must ensure that surface water runoff rates are not increased beyond existing rates. Historically some surface water flooding has occurred towards the north of the village in close proximity to the Elms Farm allocation. Site investigations have shown that the watercourse to the southwest of the site has limited capacity. Any development in this area should consider improvement works as part of the development.
- 11.9 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.

- 11.10 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.
- 11.11 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

11.12 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.

11.13 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

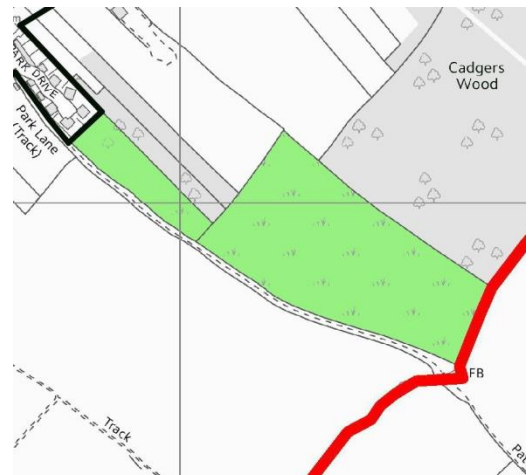
11.14 Under the NPPF, Neighbourhood Plans have the opportunity to designate Local Green Spaces which are of particular importance to them. This will afford protection from development other than in very special circumstances. Paragraph 102 of the NPPF (July 2021) says that the Local Green Space designation 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.

11.15 The following 5 areas (shown on Map 11.1 and the Policies Map) are considered to fulfil all of the criteria of the NPPF:

1. Park Lane LNR & Amenity Land
2. Grove Road Playing Field
3. Grove Lake
4. Windmill Green
5. Birch Wood

1. Park Lane Nature Reserve and Amenity Land



11.16 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.

2. Grove Road Playing Field



11.17 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.

3. Grove Lake and board walk



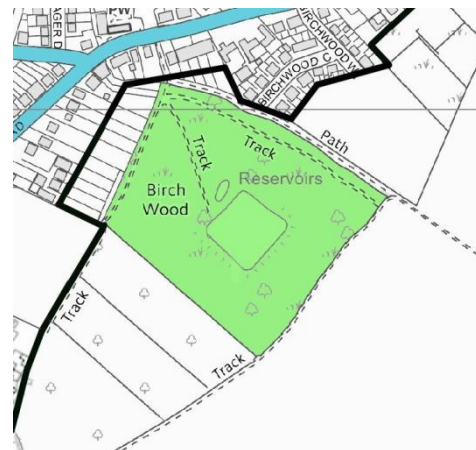
11.18 This is another important greenspace within the village equipped with benches and picnic tables. It is a popular place for dog-walking, picnics or to simply sit and chat or enjoy the view. The area has been described as a restful place with calming water that create the village atmosphere. It is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

4. Windmill Green

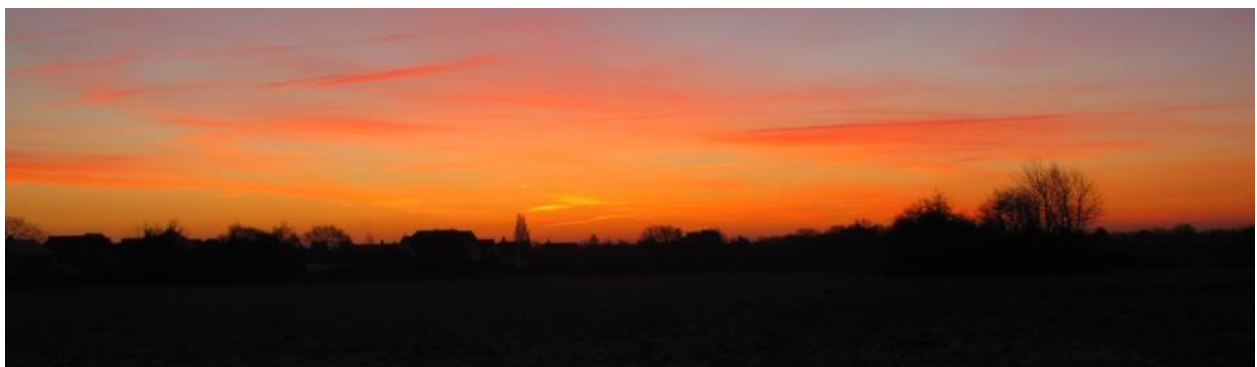


11.19 This is common land, managed by Tiptree Parish Council. It is a dog-walking and recreational area adjoining the main cross-roads and village sign. The Scout hut occupies a wooded corner of this green but is excluded from the Local Green Space. This area has been described as 'setting the village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

5. Birch Wood



11.20 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

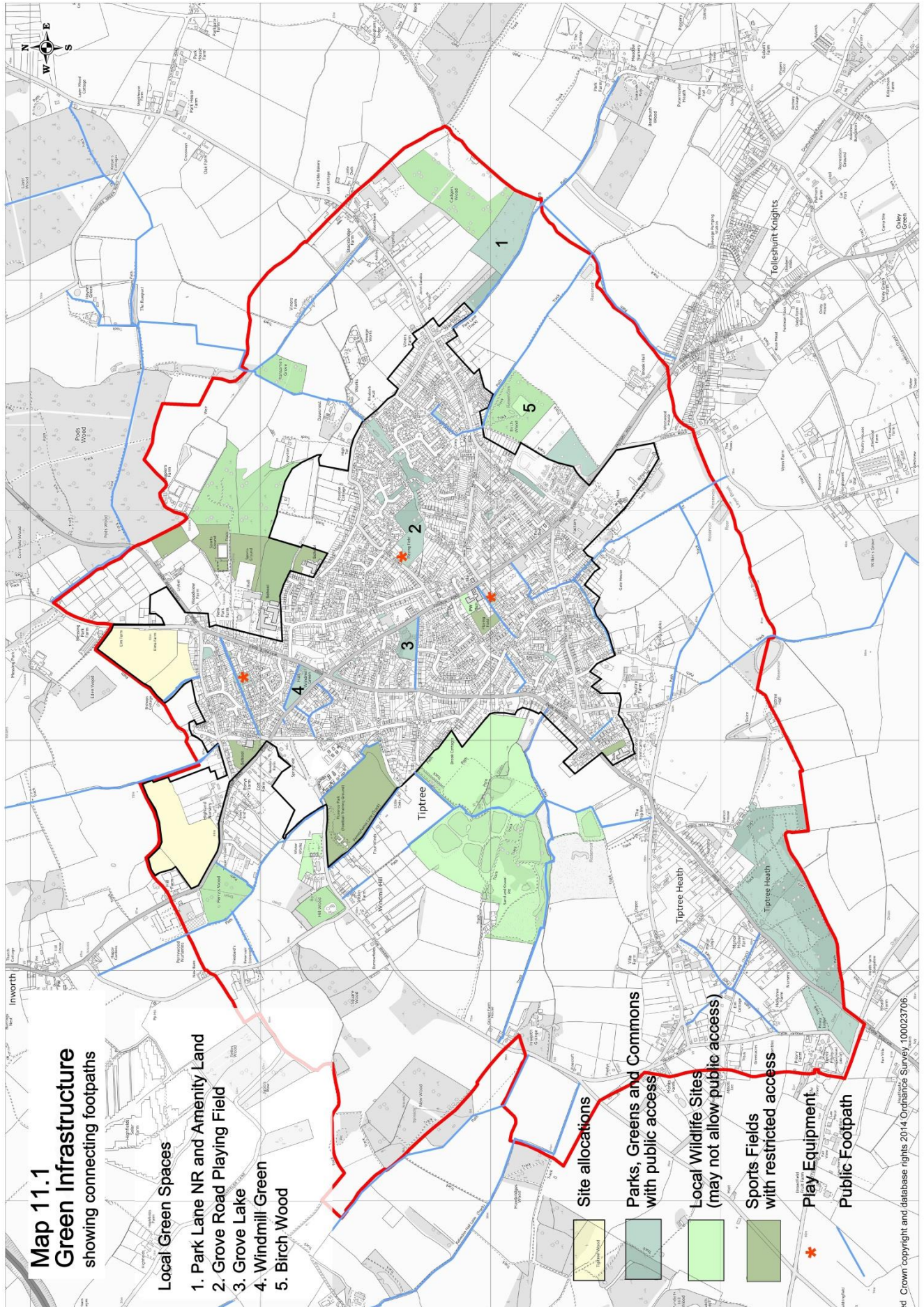
A. The following spaces as shown on the Policies Map are designated as Local Green Spaces:

- 1. Park Lane Nature Reserve and Amenity Land**
- 2. Grove Road Playing Field**
- 3. Grove Lake**
- 4. Windmill Green**
- 5. Birch Wood**

B. Proposals consisting of inappropriate development affecting a Local Green Space will only be permitted in very special circumstances. All other development shall be determined with regard to national policy.



Green-winged Orchids in Tiptree



Recreational Disturbance

- 11.21 Habitat Regulations Assessments have been completed for the Colchester 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.
- 11.22 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.
- 11.23 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 Local Plan. This includes development allocated in Neighbourhood Plans within Colchester City. 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.
- 11.24 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.

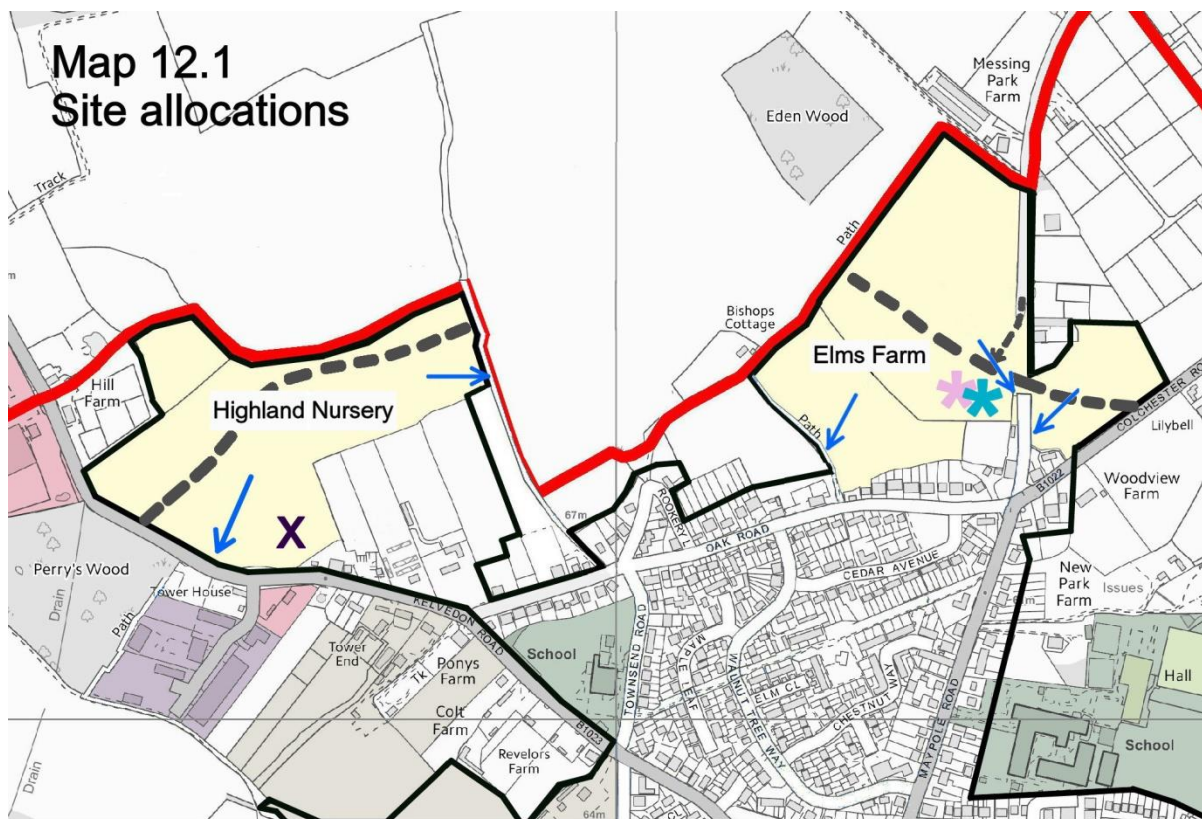
- 12.1 As part of the requirement in the 2017 Publication Draft of the Colchester Local Plan Section 2 (CLP S2) for at least 14,720 (920 per year) homes to be provided within the City by 2033, Tiptree parish was required to provide 600 new homes by 2033. Following the examination of CLP S2 in 2021, it 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 Colchester City Council 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 report¹³ 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.

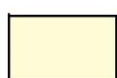
¹³ Cottee Transport Planning (2022) *Tiptree Neighbourhood Plan: Strategic Highways Note*, for Tiptree Parish Council.

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



Pedestrian access point



Link Road - indicative route



Indicative location of commercial area



Indicative location of Health Centre



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

Highland Nursery

12.11 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 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 City 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 300m².

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 City 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 300m² 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.

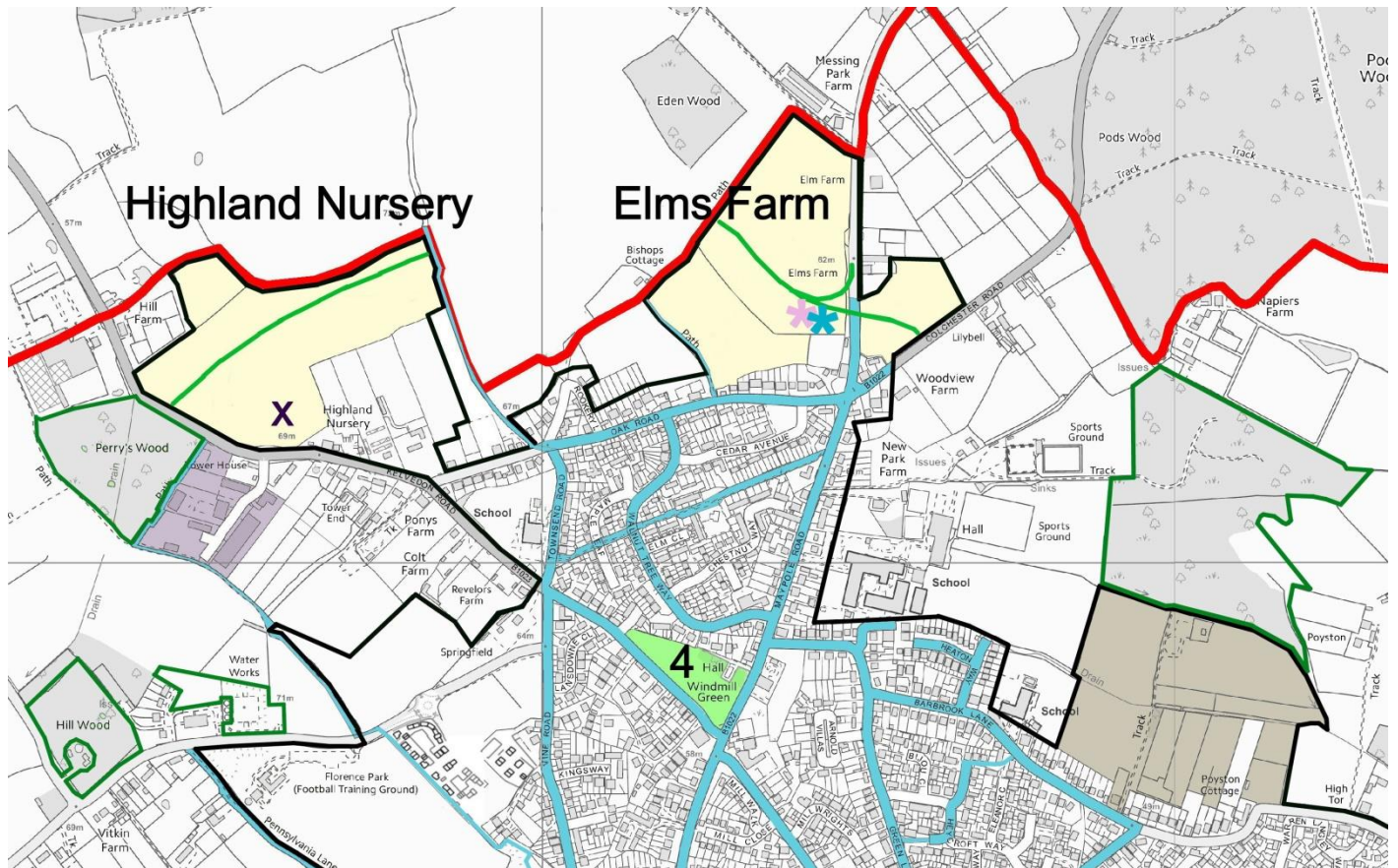
Table 13.1: Non-land use issues to be addressed

Possible actions
Homes and Housing
Tiptree Parish Council to work with Colchester City Council (CCC) 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).
Countryside and green spaces
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.
Traffic and Transport
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).
Community Infrastructure
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 CCC 'Local List' of heritage assets.

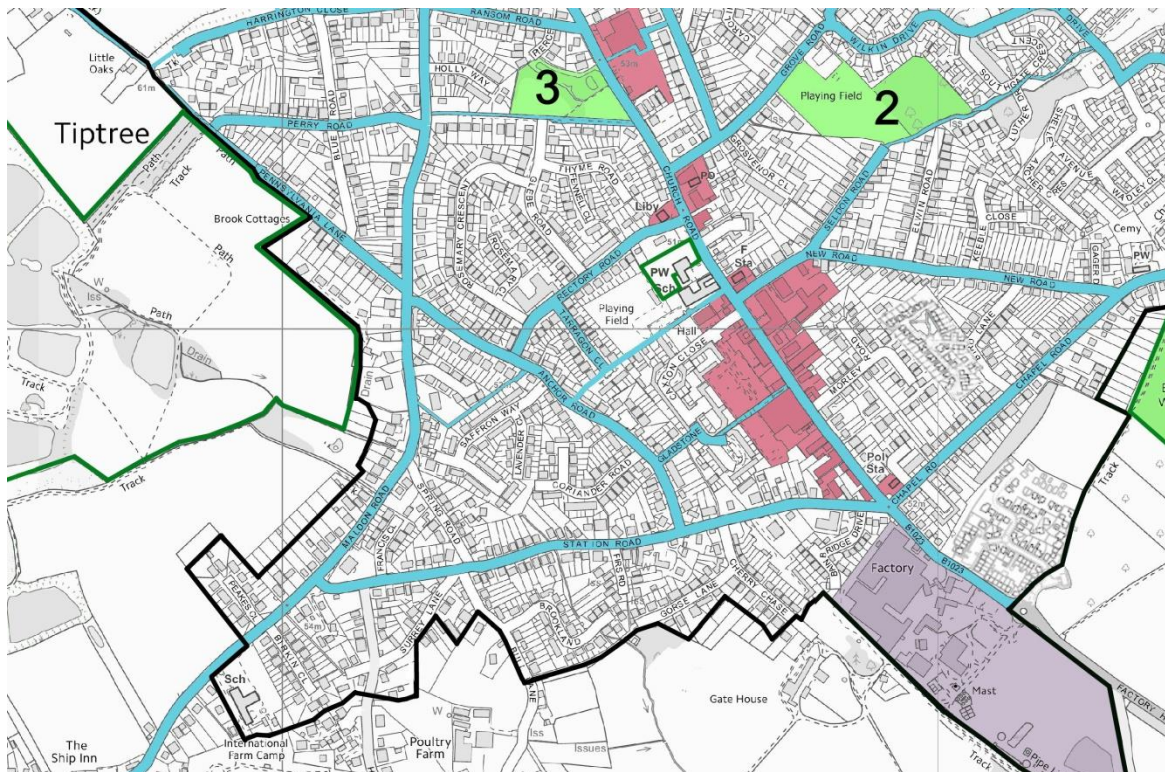
- 13.2 It is important that local people (or those with a local connection) who wish to be considered for affordable housing in Tiptree should put their names down on the Colchester City Council Housing Register. This would mean that they may become eligible for any future affordable housing in Tiptree.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

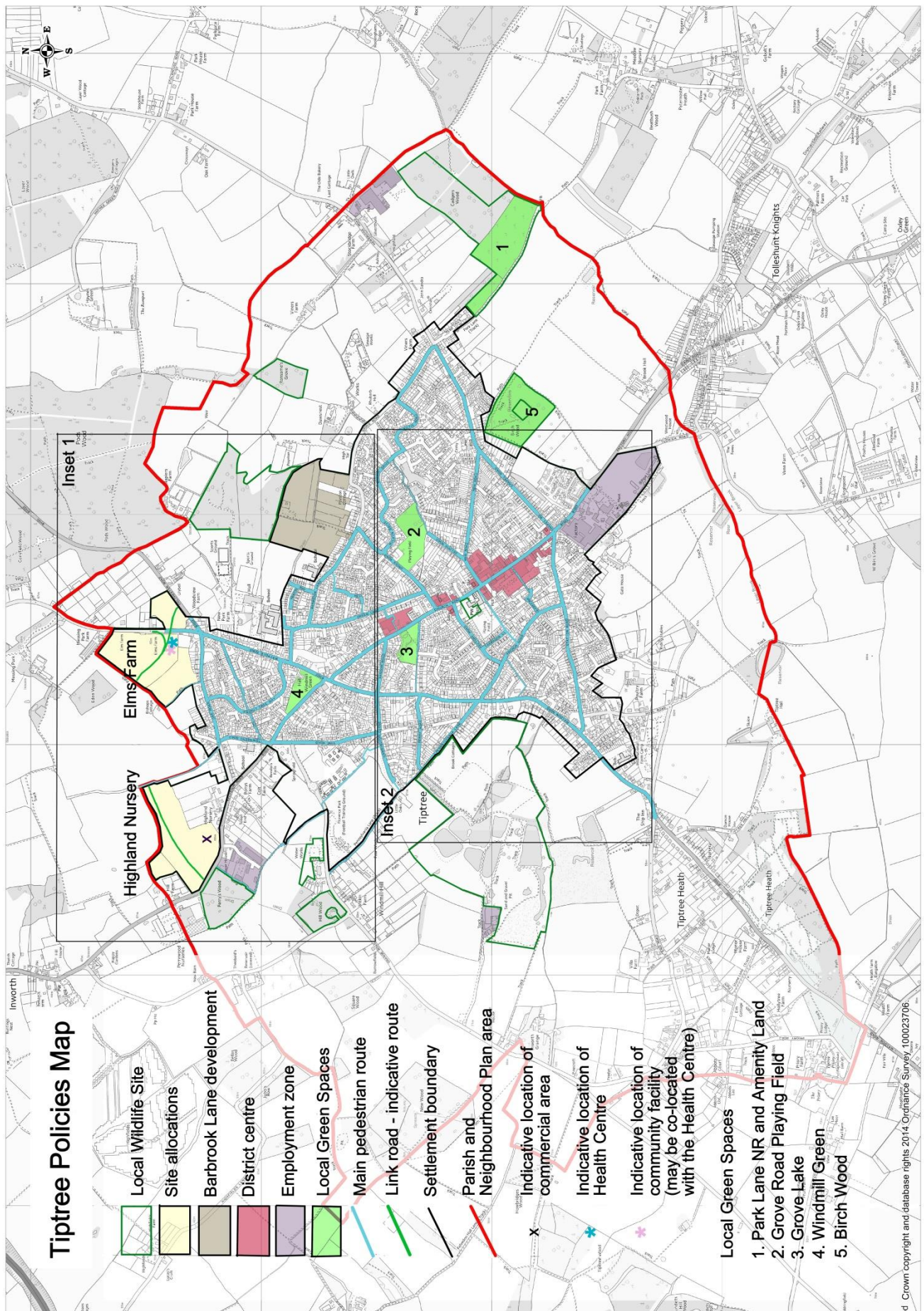
14 POLICIES MAPS

Inset 1 North Tiptree



Inset 2 South Tiptree







A Bee Orchid growing in Tiptree Parish



TIPTREE PARISH COUNCIL

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NAVIGUS PLANNING

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