



# Tiptree Neighbourhood Plan 2020 – 2033

Regulation 16 Edition (2020)

Tiptree Parish Council



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Cover photograph: *After the Carnival* – Church Road, Tiptree

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

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## 2. Foreword

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 compiling and analysing the data to those who have assessed sites or helped write the plan itself; this has truly been a community endeavour. The result is a Neighbourhood Plan that reflects the expressed wishes of the majority of people who live or work in Tiptree.

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.

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.

As part of the government's commitment to build housing, Colchester Borough is required to build 15,000 homes by 2033. Tiptree's share of this allocation is 600. Whilst we cannot halt this development, the Neighbourhood Plan will allow us to take control over the next 15 years, to influence where development takes place, the type and quality of that development and to ensure that the change it brings meets local objectives.

This Neighbourhood Plan provides for the construction of 600 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, will include a higher proportion of 1 and 2 bedroom dwellings. The estates will come with community open space, a play area and a games area. There will be green 'buffer areas' to shield existing development from the new and there will be key link roads to enhance traffic flow. Where a road cannot be completed in the current planning round, wherever possible, the route will be safeguarded to future-proof Tiptree. Furthermore there is the creation of a new business area and the potential to improve the services offered in the village centre, including the possibility of a new, bigger, health centre.

If we fail to produce a Neighbourhood Plan that is acceptable to the community, to Colchester Borough and to the independent examiner, we will lose control of development and will be forced to accept inappropriate development pressure. Instead of shaping development we will be living in reaction to it. Of course we would all like Tiptree to continue to be a great place to live, not only for us but for future generations and that is why your involvement in this process is so important.



## Foreword to the Regulation 16 Edition

Tiptree Neighbourhood Plan went to the Regulation 14, six-week public consultation from 8<sup>th</sup> June to 21<sup>st</sup> July 2019. During that period there were three Neighbourhood Plan exhibitions attended by some 400 people; copies of the plan were widely available and ultimately over 300 responses were received. These responses have been carefully analysed and reveal strong support for the proposed plan with between 78 and 87 percent of respondents choosing 'agree' or 'mostly agree' for each of the sixteen policies. Overall, of those voting, 86 percent of respondents said they would be inclined to support the plan at referendum. In addition over 1000 comments have been carefully considered and the plan has been adjusted in the light of these. The result is the plan before you. It is substantially the same as the Consultation Edition but the wording of many of the policies has been adjusted for the sake of clarity and precision. In this respect, under planning law, there are some things that a Neighbourhood Plan may require of developers and other things that can only be supported or encouraged. Nevertheless these aspirations are included within the policies to maximise the likelihood of their delivery. In summary, we believe that this plan represents the wishes of the majority of the community and will result in sustainable development that will benefit the life of the village into the foreseeable future. We hope it will find your support.







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

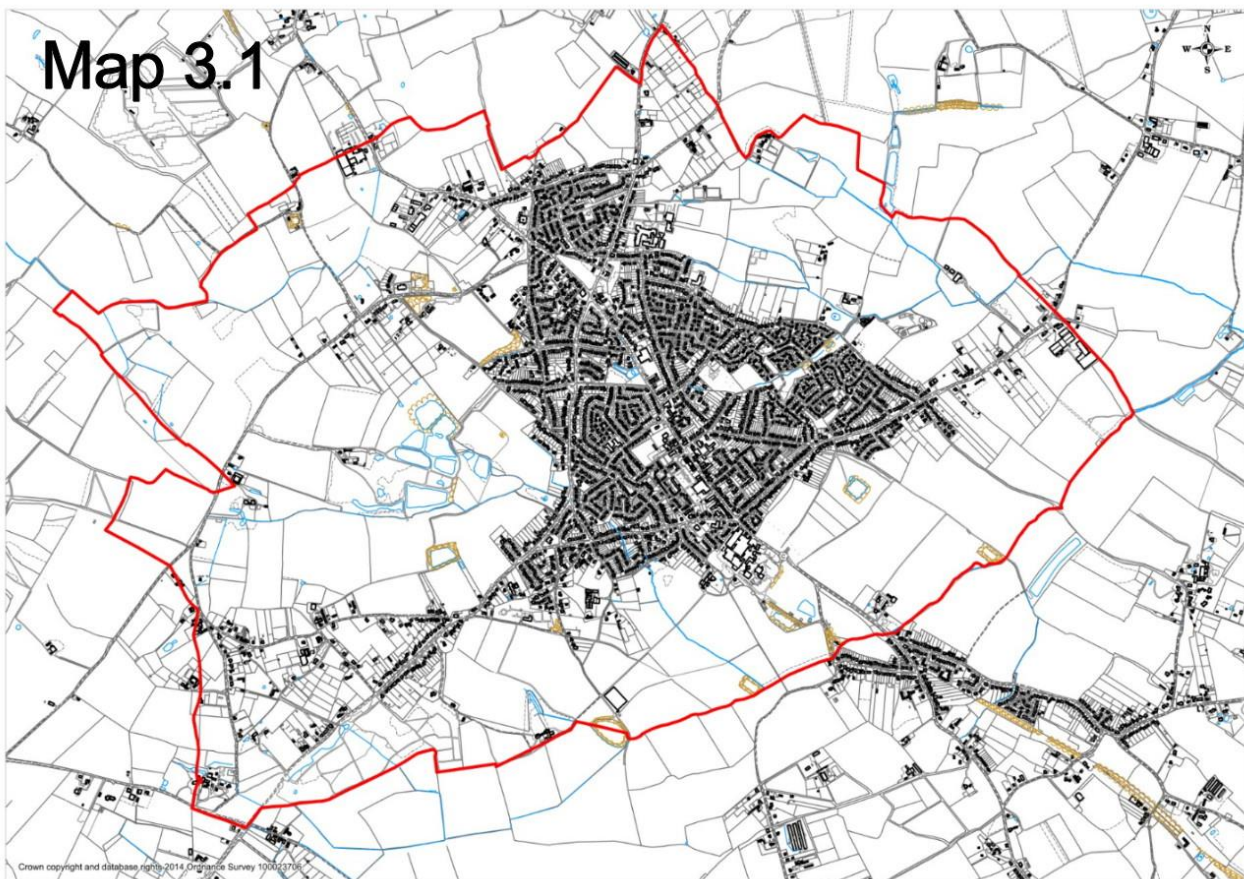


### 3. Introduction

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 part being the emerging Colchester Local Plan. The Tiptree Neighbourhood Plan exists within the context of the Colchester Local Plan and details planning policies specific to Tiptree.

Colchester Borough Council (CBC), as the local planning authority, designated a Neighbourhood Area for the whole of the Tiptree parish area in 2015 to enable Tiptree Parish Council to prepare the Neighbourhood Plan. The Plan has been prepared by the community through the Tiptree Neighbourhood Plan Steering Group.

The Map 3.1 below shows the boundary of the Neighbourhood Plan area, which is contiguous with the boundary of Tiptree parish.



**Map 3.1: The Neighbourhood Plan area (outlined in red)**

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.

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

The National Planning Policy Framework (NPPF) 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 plans can play an important role in identifying the special qualities of each area and explaining how this should be reflected in development (para.125)."*

## Local Plan Policy

- 3.1. The Emerging Colchester Local Plan reflects the National Planning Policy Framework (NPPF) and sets out a vision, strategy, objectives and policies for planning and delivery across the Borough. The Tiptree Neighbourhood Plan exists within the context of the Colchester Local Plan and the policies contained within it. The emerging Colchester Local Plan contains the following paragraph pertaining to Tiptree, upon which this Neighbourhood Plan is founded.

### Policy SS14: Tiptree

Within the broad areas of growth shown on the Tiptree policies map, 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 600 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 to guide the delivery of any infrastructure/community facilities required to support the development;
- (v) Consider strategic cross boundary issues e.g. A12 junction improvements;
- (vi) Identify other allocations in the Parish, including employment and open space.

Proposals for development outside of the identified broad areas and the settlement boundary for growth 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.

The Emerging Colchester Local Plan is currently subject to independent examination but, once adopted, will provide the strategy for growth of the Borough to 2033. Following the adoption of the emerging Local Plan, the policies contained therein will apply to Tiptree except where superseded by this Neighbourhood Plan. However, prior to the adoption of the emerging Local Plan, the current adopted Development Plan Documents (DPDs) which together constitute Colchester's Local Development Framework, should be consulted as a guide to future growth and development within the administrative area of Colchester Borough Council up to 2021. This includes the following:



### **Core Strategy (adopted 2008, amended 2014)**

The policies in the Core Strategy provide the strategic direction for the Local Development Framework and for the delivery of development, infrastructure, facilities and services in Colchester to 2021. These policies seek to achieve the CBC Vision and Objectives and should be interpreted within the context of the Spatial Strategy.

### **Site Allocations DPD (adopted 2010)**

The purpose of the Site Allocations DPD is to set out the criteria for the boundaries shown on the Proposals Map and to provide area specific allocations in line with the overall strategy set by the Core Strategy.

### **Development Policies DPD (adopted 2010, amended 2014)**

The 25 policies in the Development Policies DPD set out the specific criteria which planning applications for the development and use of land and buildings will be considered and provide local standards for the development of sites.

### **Proposals Maps (Tiptree) (adopted 2010)**

Land allocations are shown and these reflect the policies within the current DPD.

### **Tiptree Jam Factory DPD (adopted 2013)**

This forms part of the currently adopted framework.



## Consultation

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 four 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.

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

October 2013	Tiptree Parish Council (TPC) formed an initial working party to produce a Neighbourhood Plan.
February 2014	Regular meetings commenced to proceed with the Plan.
July–Sept 2014	Colchester Borough Council (CBC) call for landowners to offer sites for possible development.
September 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.
November 2015	Second community consultation exhibition.
September 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.
December 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	Reg 15 Submission of plan to Local Planning Authority (LPA).
April 2020	Reg 16 Statutory Consultation Period (6 weeks) and appointment of examiner.
July 2020	Reg 17 LPA submission to independent examiner.
September 2020	Reg 18 LPA produces a Decision Statement.
October 2020	Formal 6 weeks' publicity of coming referendum.
November 2020	Reg 19 Referendum and result, a majority vote is needed to accept the plan.
December 2020	Reg 20 Plan adopted.



The Fruit Picker



## 4. Local Context

### A Brief History of Tiptree

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.

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 but Tiptree Priory was founded before 1218.



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.

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.

It was not until the intervention of the Royal Navy along the Essex coastline, supporting the revenue boats that the use of the heath for such illegal reasons halted. The heath was also used for army camps at various times; travelling people made the heath their home and other uses of the heathland included fairs and the much-reported Tiptree Races, held annually on July 25 since the 17th century, up until 1912. The Goodman's Green Meeting was founded in 1664 and the Congregation Chapel was built in 1750 and then rebuilt in 1864 becoming the URC we know today. In 1777 Andre and Chapman created a now famous Essex map which, finally identified Tiptree with a few tracks and a windmill. Small settlements were situated on the fringes of what we know as the central triangle of Tiptree today, being around the Chapel Lane, Oak Road, Bung Row, Pennsylvania Lane and West End Road areas.

The 1800s is when Tiptree started to grow up. John Mechi, who would later become an alderman of the City of London, fuelled aspirations that would lead to the creation of an ecclesiastical parish of Tiptree St. Luke's and its school. Mechi bought a farmhouse on the heath as a base for his agricultural experiments and rebuilt it as Tiptree Hall. 300 houses were built between 1800 and 1850.

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.

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.



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

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.

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.

By 1966, the Grove Lake site became available to the community and the co-op gravel pits were filled and became Windmill Green after pressure from Parish Council and Tiptree Residents Association. In the sixties Tiptree became a London overspill community. This led to numerous new housing estates and many residents who were not employed locally.



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.

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.

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.

There are now more than 90 customer-facing businesses in central Tiptree. Tiptree has become a rural district centre and many of our amenities are used by the thousands who visit Tiptree from outside our residential boundary.

A table indicating the growth of population in Tiptree.

1861	1911	1921	1931	1951	1961	1974	2011	2017
853	1,272	1,483	2,185	2,453	3,108	6,851	9,182	9,220

## Tiptree Parish in 2020

Tiptree is a large village located on the south west boundary of the Borough and approximately 15km from Colchester itself. Development has grown up around key highway intersections in a roughly triangular built form. There is a small separate cluster of houses to the south west of the main village known as Tiptree Heath.

Tiptree is the largest of three Rural District Centres identified in Colchester Borough. The other two District Centres are West Mersea and Wivenhoe, both of which are towns with a maritime heritage. In contrast Tiptree is a village with an agricultural heritage. It has a high number of key services and community facilities. There are three supermarkets, a community centre, and a health centre as well as a range of independent shops, cafes and restaurants. These services support the needs of local residents and businesses in Tiptree as well as communities from the surrounding rural areas. It will be important to protect the function of the District Centre in Tiptree to ensure that it continues to meet the needs of the local communities who use it. There are regular bus routes serving the village to and from Colchester during the day however the lack of an evening service (the last bus from Colchester leaves at 7.15 pm) is an issue to be addressed. Nevertheless, Tiptree is considered to be a sustainable settlement suitable for growth during the plan period.

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 and Colchester United's training ground is 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 Local Plan period will be required to comply with Policy SG4 of the Emerging Local Plan.

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



## 5. Vision and Objectives

### Challenges for Tiptree

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 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.
- 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

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

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

### Objectives of the Tiptree Neighbourhood Plan

#### SPATIAL STRATEGY

**Objective 1:** To deliver development in keeping with the village feel and identity of Tiptree.

**Objective 2:** To value and protect our heritage, including natural habitats and biodiversity.

**Objective 3:** To promote sensitive development that protects and enriches the landscape, biodiversity and the existing settlement whilst meeting the ongoing needs of the community.

**Objective 4:** To seek on-going improvements to transport, to utility infrastructure and to digital connectivity.

**Objective 5:** To prioritise local distinctiveness in every element of change and growth.

**Objective 6:** To define clearly a revised settlement boundary for Tiptree.

#### HOMES AND HOUSING

**Objective 7:** To Deliver a housing growth strategy tailored to the needs and context of Tiptree.

**Objective 8:** To identify and allocate sites to support the construction and delivery of 600 homes by 2033.

**Objective 9:** To include variety and choice to meet existing and future needs in terms of housing type and tenure.

**Objective 10:** To promote developments with sufficient off-road parking, front gardens and varied housing densities and styles as befits Tiptree's rural community.

**Objective 11:** To integrate green 'corridors' for foot and cycle paths, recreation and wildlife into new developments.

**Objective 12:** To focus development in the north and west of the village where access to main routes will minimise the impacts on the village centre.

#### TRAFFIC AND MOVEMENT

**Objective 13:** To ensure vehicular access to new estates does not create congestion or compromise pedestrian safety.

**Objective 14:** To avoid increased congestion on existing roads and junctions in and around Tiptree by focusing development to the north and west edge of the village.

**Objective 15:** To promote steady and safe traffic flow through the village centre in order to help maintain a viable shopping centre.

**Objective 16:** To promote the provision of cycleways and footpaths from new developments to existing village amenities including the village centre.

**Objective 17:** To improve access to Kelvedon and Witham railway stations and the A12 north and south.

**Objective 18:** In the long term to relieve traffic on Church Road.

#### VILLAGE CENTRE

**Objective 19:** To maintain and improve a safe, welcoming and attractive village centre.

**Objective 20:** To sustain and improve the local facilities for existing and new residents.

**Objective 21:** To promote the provision of sufficient essential services and shops as close to the village centre as possible to service the community.

**Objective 22:** To facilitate the relocation of other trades that choose to move away from the centre to make way for village centre amenities.

**Objective 23:** To promote sufficient public car parking spaces in the village centre.

**Objective 24:** To improve pedestrian and mobility vehicle accessibility and safety for all users.

## COMMERCIAL ACTIVITY

**Objective 25:** To strengthen and support local economic activity and local economic areas.

**Objective 26:** To encourage small businesses and local employment.

**Objective 27:** To promote accessible business park(s) for new and existing businesses.

## COUNTRYSIDE AND GREEN SPACES

**Objective 28:** To protect existing greenspace, the landscape character and support biodiversity net gain and the enhancement of the natural environment.

**Objective 29:** To protect and enhance local wildlife sites and other valued habitats in the surrounding area.

**Objective 30:** To deliver additional green space with public access as part of new developments in Tiptree and space to roam in beautiful surroundings.

**Objective 31:** To establish a country park for Tiptree.

In this section the overall vision for Tiptree has been set out together with the objectives that have been derived from community consultation, in particular the analysis of the community questionnaire responses. In the sections that follow, the policies to support and deliver the vision and objectives are set out under the following topics:

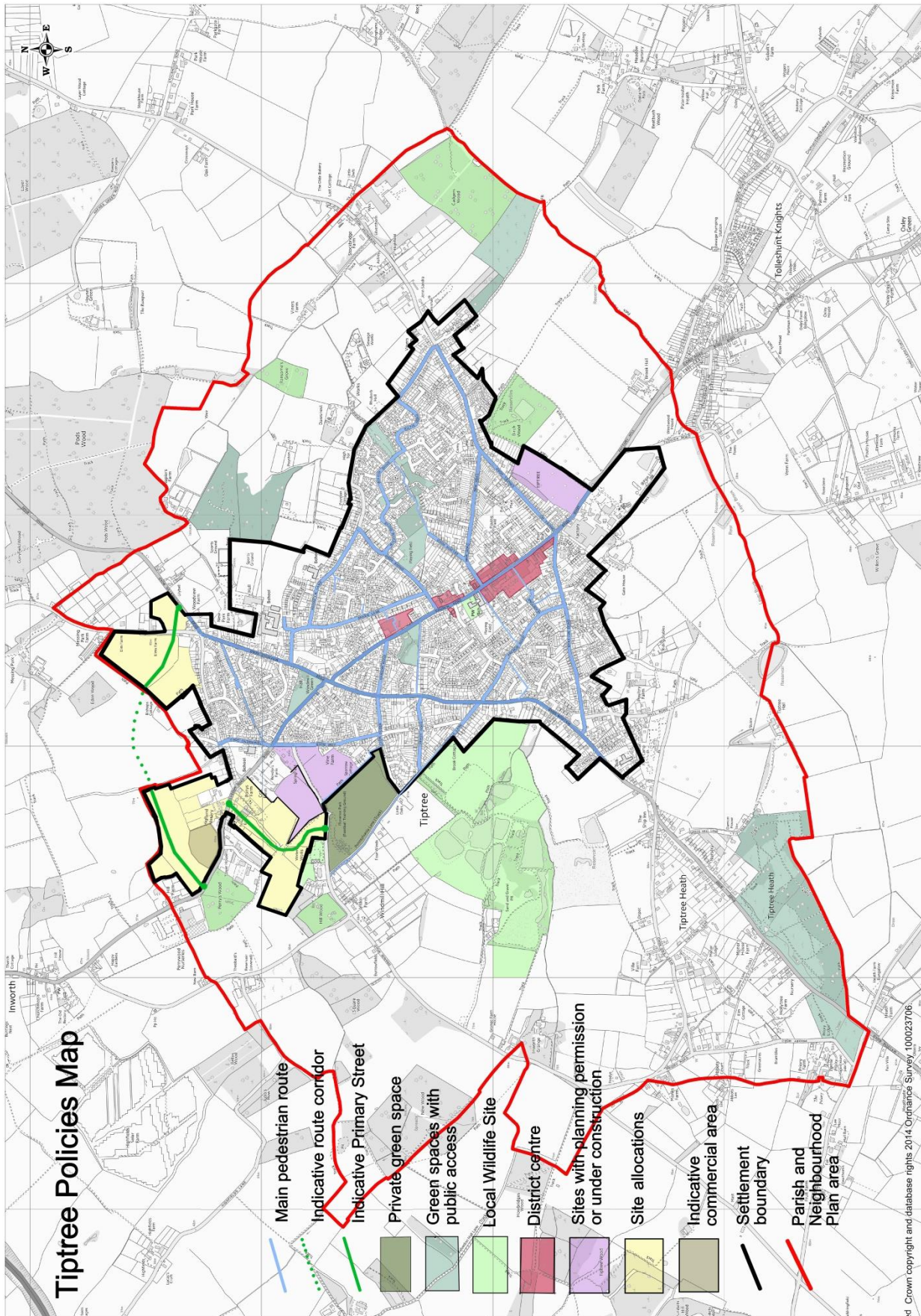
- Spatial Strategy
- Homes and Housing
- Traffic and Movement
- Tiptree Village Centre
- Commercial Activity
- Community Infrastructure
- Site Allocations
- Countryside and Green Spaces
- The Historic Environment

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.

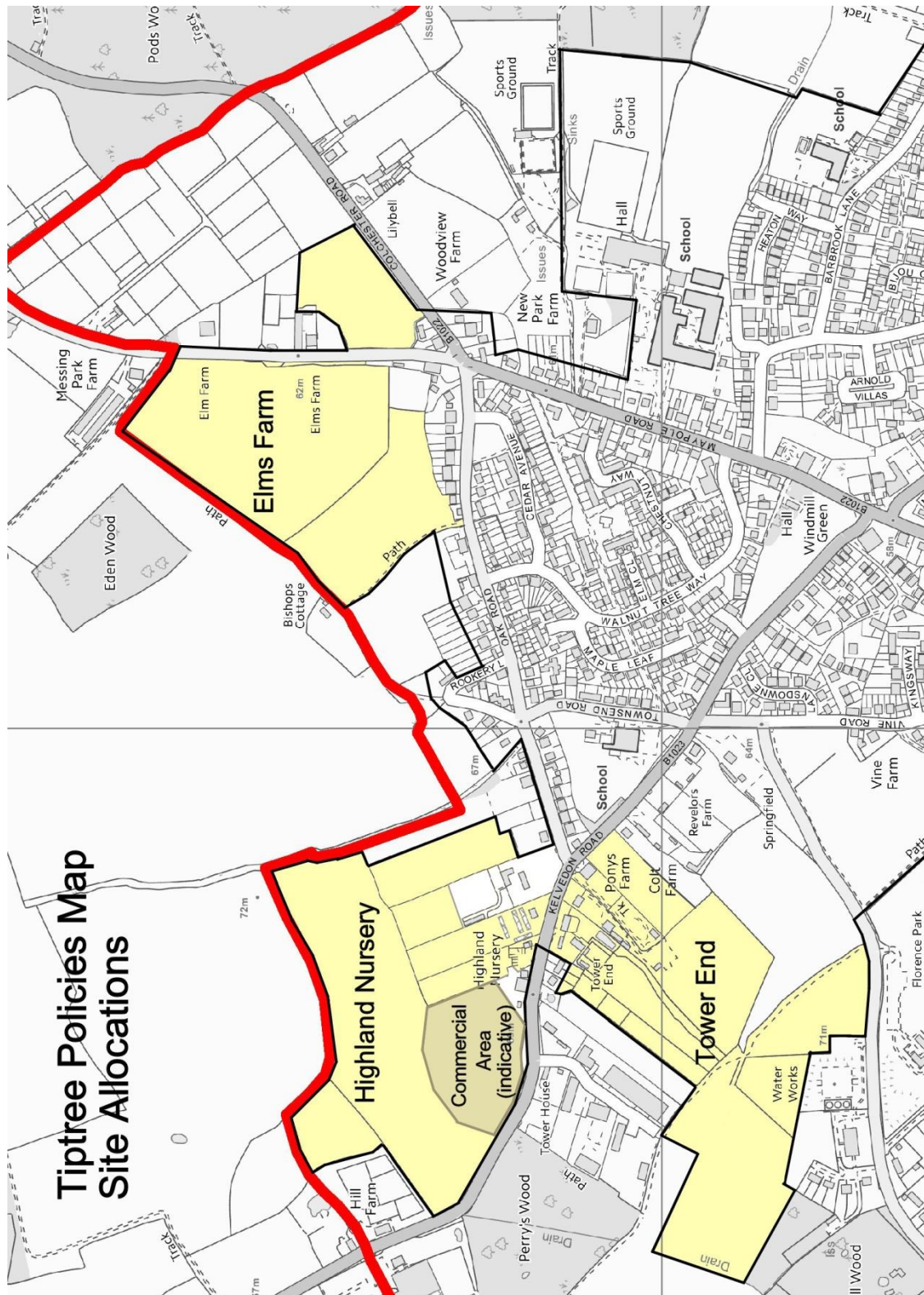
## Tiptree Policies Map

The Tiptree Policies Map on the following pages delineates the site specific policies and is referred to in the policies that follow.









**Tiptree Policies Map – Detail of site allocations**

## 6. Spatial Strategy

**Objective 1:** To deliver development in keeping with the village feel and identity of Tiptree.

**Objective 2:** To value and protect our heritage, including natural habitats and biodiversity.

**Objective 3:** To promote sensitive development that protects and enriches the landscape, biodiversity and the existing settlement whilst meeting the ongoing needs of the community.

**Objective 4:** To seek on-going improvements to transport, to utility infrastructure and to digital connectivity.

**Objective 5:** To prioritise local distinctiveness in every element of change and growth.

**Objective 6:** To define clearly a revised settlement boundary for Tiptree.

The identity and character of Tiptree is heavily influenced by its landscape setting and character. These aspects are to be retained as a priority. Nevertheless, the requirements of a growing population must be met and the settlement boundary of the village has been extended to meet the housing needs, the social needs and the commercial growth necessary to sustain a vibrant local economy (refer to the Tiptree Policies Map). The result will be a thriving rural centre that retains its most highly valued assets.

The opportunity has also been taken to remove the isolated settlement boundary around the Tiptree Heath area to the south-west of the village. This will protect that area from further development.

All areas outside the settlement boundary are to be considered as ‘countryside’ and unsuitable for most types of development.

### **POLICY TIP01: TIPTREE SETTLEMENT BOUNDARIES**

- A. Development proposals within the settlement boundary of Tiptree, as shown on the Tiptree Policies Map will be supported subject to compliance with the other policies in the development plan.**
- B. Development proposals outside the settlement boundaries will not be permitted unless:**
  - i. The proposed development is predominantly for sheltered housing, a nursing home, a health centre or a dental surgery, and there is clear evidence that this need cannot be met within the settlement boundary. The development must also lie adjacent to the settlement boundary, be in close proximity to the village centre, offer considerable social benefits to the community (by virtue of the uses proposed) and not significantly worsen traffic congestion in Tiptree village. In this respect proposals for predominantly market housing would not qualify; or**
  - ii. The proposal is for a burial site; or**
  - iii. They are in accordance with the Colchester Local Plan policies on appropriate uses in the countryside; or**
  - iv. They are on sites allocated for those uses in the Colchester Site Allocations Development Plan Document or its successor; or**
  - v. They relate to necessary utilities infrastructure and where no reasonable alternative location is available.**



## 7. Homes and Housing

**Objective 7:** To deliver a housing growth strategy tailored to the needs and context of Tiptree.

**Objective 8:** To identify and allocate sites to support the construction and delivery of 600 homes by 2033.

**Objective 9:** To include variety and choice to meet existing and future needs in terms of housing type and tenure.

**Objective 10:** To promote developments with sufficient off-road parking, front gardens and varied housing densities and styles as befits Tiptree's rural community.

**Objective 11:** To integrate green 'corridors' for foot and cycle paths, recreation and wildlife into new developments.

**Objective 12:** To focus development in the north and west of the village where access to main routes will minimise the impacts on the village centre.

### Local Character and Design

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. 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. 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. In recognition of the forecast increase in demand from electricity networks for solar panels and batteries as well as electric vehicle charging, and from digital networks for faster broadband, it is important that houses are designed so that new technology and infrastructure can be incorporated in the build or retro-fitted as necessary.



Wilkin Drive, Tiptree

**POLICY TIP02: GOOD QUALITY DESIGN**

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



Inworth Grange Pits

## Residential Car Parking

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.

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.

The bus service to Colchester and Maldon is approximately half-hourly Monday to Saturday and two-hourly on Sundays. Buses can be full at busy times and, if so, may not stop. The bus only goes to Colchester town centre and the last bus back from Colchester leaves at 19.20. The only other regular bus service is between Tollesbury and Witham which also serves Kelvedon and Witham railway stations. It runs approximately hourly weekday mornings and two hourly in the afternoons and on Saturdays. There is no service on a Sunday. The last buses returning from Witham are 16.06, 17.58 and 19.05 week days; 16.35 and 17.35 Saturdays. Not surprisingly most workers choose not to use the bus for reasons of timing, workplace destination and convenience.

Community consultation has revealed an average of 1.77 cars per Tiptree household in 2016 (based on a 24% response rate from 4000 homes) and this is likely to be an underestimate because the age group 19 – 44 was underrepresented compared to other age groups. Nevertheless an average of 1.77 cars per household is 32% higher than the average of 1.34 quoted by the Department of Transport for the East of England in 2015/16 and represents a 15% increase compared to the average of 1.54 cars per family recorded for Tiptree in the 2011 census.

For these reasons parking provision should be at least as generous as Policy DP19 of the CBC Development Policies. Policy DP19 sets a minimum standard for residential areas of 1 car parking space for each 1-bedroom dwelling or 2 car parking spaces for each dwelling of 2 or more bedrooms, in addition to 0.25 spaces per dwelling for visitors.

This plan considers it important to provide sufficient off-road parking as well as space for visitors with the aim of maintaining an orderly streetscape that is safe for children and pedestrians. Whilst garages are desirable, they are often not used for car parking. This plan encourages the use of open parking on drives, parking courts or car ports. Any street parking should preferably be in lay-bys with sufficient remaining road width for two cars to pass.

### **POLICY TIP03: RESIDENTIAL CAR PARKING**

- A. All new residential developments within Tiptree must demonstrate sufficient provision of off-street car parking to reflect current vehicle ownership in the parish. The following minimum levels of off-street parking shall be provided:**
  - i. 1-bedroom dwellings – 1 car parking space.
  - ii. 2- and 3- bedroom dwellings – 2 car parking spaces.
  - iii. 4-bedroom dwellings or larger – 3 car parking spaces.
  - iv. All dwelling sizes – an additional 0.25 visitor spaces per dwelling.
- B. In order to ensure that off-street parking is fully utilised, the provision of open parking under car ports, on drives or on parking courts with designated spaces is encouraged in preference to garages. Height and width of parking spaces should be in accordance with the space dimensions set out in 'Essex Parking Standards: Design and Good Practice document' or successor document.**
- C. In order to achieve an orderly streetscape on-street parking will be mainly in lay-bys.**



## Building for Life

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 CBC Local Plan (paragraph 15.54) we are encouraging new developments to apply the Building for Life design standard.

### POLICY TIP04: BUILDING FOR LIFE

- A. Applicants for major residential development (as defined by the National Planning Policy Framework) are encouraged to meet Building for Life 12 (BfL 12) standards and to demonstrate this through the provision of an assessment as part of any planning application.
- B. Where a development seeks to meet BfL 12 standards, applicants are strongly encouraged to achieve GREEN scores against: criteria 1 (Connections), 4 (Meeting Local Housing Requirements), 5 (Character) and 6 (Working with the site and its Context).

## Dwelling Mix

The 2011 census shows that proportionally, Tiptree lacks 1&2-bedroom dwellings and has excess 3&4-bedroom dwellings (see the table below).

### Distribution of dwelling size in Tiptree based on number of bedrooms

#### Number of Bedrooms

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

Office for National Statistics March 2011

**Key: Darker=Significantly more, Lighter=Significantly less compared to other regions**

Colchester Borough Council policy recognises the historic over-provision of larger dwellings. The emerging Local Plan Part 1 (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. Following the SHMA, the emerging Local Plan requires over 38% of all units to be 1- and 2-bedrooms (4.9% 1-bed and 33.3% 2-bed). For Tiptree's 600 dwellings this will provide approximately 30x1-bedroom and 200x2-bedroom dwellings.

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).

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.

The following policy will be superseded by Policy DM10 at such time as the emerging Local Plan is adopted.

#### **POLICY TIP05: DWELLING MIX**

- A. Housing developments should provide a mix of housing types to suit a range of different households as identified in the latest Strategic Housing Market Assessment for Colchester, along with any evidence of specific local housing needs.**
- B. Developers are required to demonstrate how their proposal will be capable of meeting and adapting to the long term needs of the increasing number of older residents. In particular, proposals are encouraged to include the provision of bungalows.**
- C. Housing developments should ensure that a minimum of 10% of any market housing and 95% of any affordable housing provision meets Building Regulations 2015 Part M4 (2) accessible and adaptable standards and 5% of any affordable housing meets Part M4 (3)(2)(b) wheelchair user standards.**

## **Affordable Housing**

In line with Colchester Borough Council policy, affordable housing will be required on housing developments for 10 or more dwellings. Currently 20% of new build homes will be affordable homes (Core Policy H4). The proportion will rise to 30% upon the adoption of the emerging plan (Policy DM8).

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 is 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.

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

## 8. Traffic and Movement

**Objective 13:** To ensure vehicular access to new estates does not create congestion or compromise pedestrian safety.

**Objective 14:** To avoid increased congestion on existing roads and junctions in and around Tiptree by focusing development to the north and west edge of the village.

**Objective 15:** To promote steady and safe traffic flow through the village centre in order to help maintain a viable shopping centre.

**Objective 16:** To promote the provision of cycleways and footpaths from new developments to existing village amenities including the village centre.

**Objective 17:** To improve access to Kelvedon and Witham railway stations and the A12 north and south.

**Objective 18:** In the long term to relieve traffic on Church Road.

### Sustainable Movement

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 routes for walkers and cyclists to reach the village centre and local facilities. At the same time this plan recognises that Tiptree is a Rural District Centre that will attract visitors from the surrounding area – many of whom will arrive by private car. 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.

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.

Map 8.1 illustrates the main pedestrian routes and destinations which new developments would be expected to link with.

#### **POLICY TIP06: CYCLING, WALKING AND DISABILITY ACCESS ROUTES**

- 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.**
- All new developments should ensure safe pedestrian access to link up with existing footways that, in turn, directly serve the main pedestrian routes shown on the Tiptree Policies Map. This will allow residents to access public transport facilities, schools, leisure and other important facilities serving Tiptree village.**
- 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.**
- Suitable crossings on Oak Road and Kelvedon Road need to be considered within master plans to ensure the provision of safe direct walking and cycling routes to Baynard's Primary and Thurstable Schools (refer to Policy TIP12).**
- Development must retain and enhance the quality and accessibility of Public Rights of Way and main pedestrian and cycle routes and adequately mitigate the impact of additional traffic movements on the safety and flow of pedestrian and cycle access especially at road junctions.**





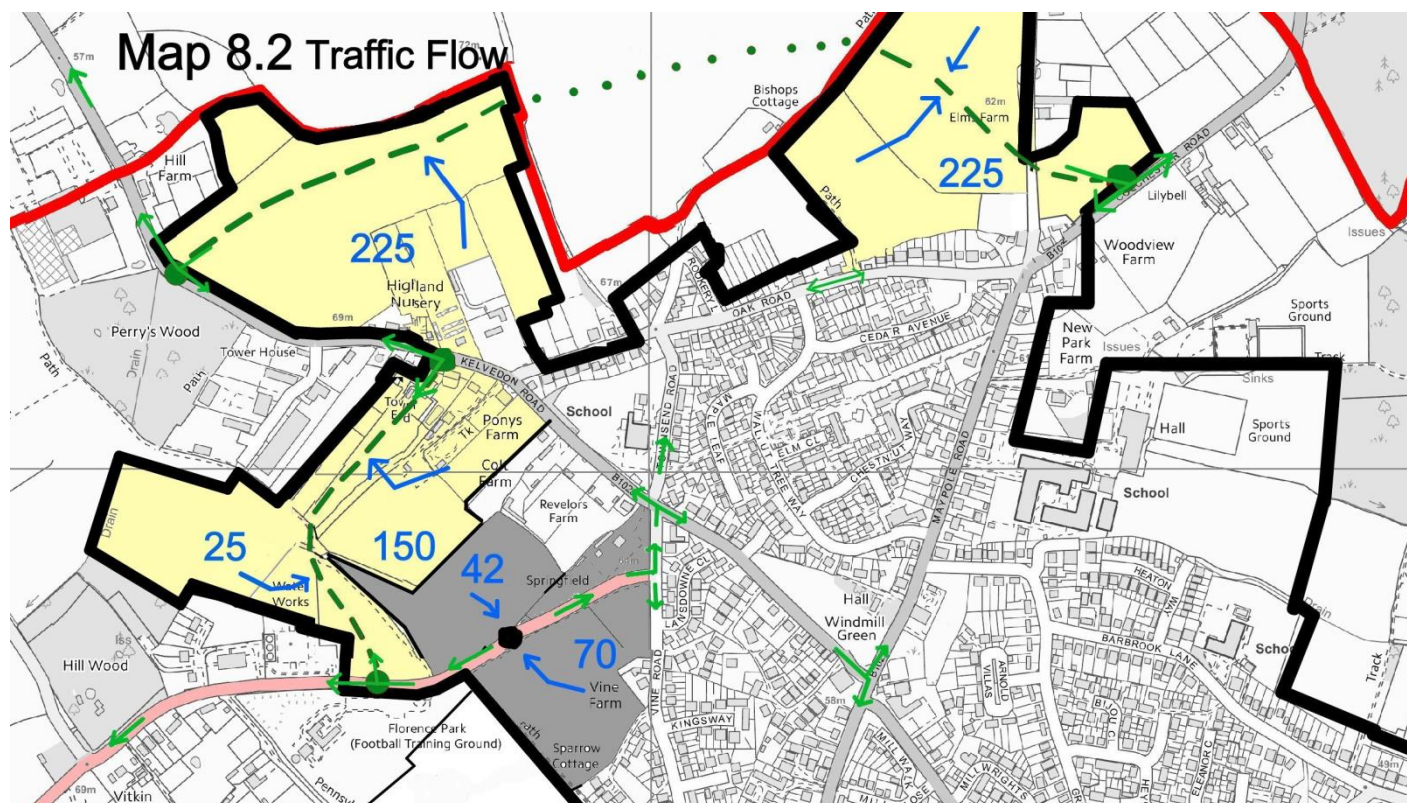


## Vehicular Traffic Movement

Tiptree lies on a busy crossroads with considerable 'through traffic'. The Maldon-Colchester road (B1022) is an alternative route to the A12 and is particularly busy if there has been an incident on that road whilst the Great Braxted Road/Station Road and Kelvedon Road/Church Road routes are busy with traffic heading east from the A12 to destinations such as Tollesbury and Mersea. With the planned upgrades to the A12 and A120 it remains to be seen what improvements, if any, are made to A12 access from the east and what the future impact will be on traffic flow through and around Tiptree. Nevertheless, to avoid congestion 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 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.

In response to community consultation this plan has placed future development in the north and north-west of the village so that future residents in these areas can access the A12 and major routes without passing through Church Road. The siting of development in the north and north-west also provides the opportunity to provide an alternative link between Grange Road and Kelvedon Road (see Map 8.3). It is anticipated that, whatever happens with regard to future access to the A12, Grange Road is likely to see increased traffic resulting from current and future development. This link road will relieve pressure on the Grange Road/Vine Road and Vine Road/Kelvedon Road junctions. This latter junction suffers from poor visibility when turning right out of Vine Road opposite Baynard's School. With increasing traffic needing to access Kelvedon Road from the Vine Road/Grange Road area, this link road is considered essential to avoid congestion and provide a safe environment for pedestrians and road users alike. This new link road together with Grange Road/Tiptree Road will also provide an alternative south-west to north-east route between Braxted Park Road and Kelvedon Road providing an alternative route for traffic from the new developments north of Oak Road needing to access the A12 south and relieving traffic on Maldon Road and quite possibly Kelvedon Road.

Map 8.2 below gives some indication of anticipated traffic flow in the light of current and future developments. The numbers in blue are the approximate number of dwellings in each area.



Currently there is only light traffic in Grange Road/Tiptree Road (Marked in mauve on Map 8.3) however the present development of over 100 homes will increase the traffic and therefore, inevitably, the pressure on the Vine Road/Kelvedon Road junction. The provision of the alternative Grange Road – Kelvedon Road link is an essential part of a strategic plan for Tiptree.

In the longer term it is considered prudent to continue the above mentioned ‘alternative route’ across the north of the village to connect with Colchester Road thus completing an alternative western route and reducing traffic on the B1022 Maldon/Colchester Road through the village (refer to Map 8.3). Parts of this road may be constructed in the lifetime of this plan however it is not possible to safeguard the route or plan development in the section to the north of the village that lies outside the parish boundary. Although this land was offered on the Call for Sites it is outside the direct influence of this Neighbourhood Plan. Ultimately it is envisaged that this road will be completed by a Messing and Inworth Neighbourhood Plan or through the CBC Local Plan. Although this may not come through the emerging Local Plan, it could be delivered as part of any review of that Local Plan. The completion of the link is seen as a long-term project which, at best, would come forward towards the end of the NP Plan period. In the short term, traffic calming measures may be needed to dissuade drivers from using Oak Road – such as single lane entry and exits to Oak Road.

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

- A. Development proposals that improve traffic flow and/or avoid increased congestion on existing roads and junctions will be strongly supported.**
- B. To avoid congestion, in accordance with the requirements of the highway’s authority, new developments will be required to include appropriate junction improvements to ensure the smooth flow of traffic and also to provide a safe and efficient access.**
- C. Vehicular access to the site allocations, identified in TIP13 and TIP14, should be made in consideration of the indicative access points identified on Map 8.3.**
- D. Dwelling driveways should not be accessed directly from the primary streets, but dwellings may still front the road behind footpaths/grass verges and parallel access roads.**
- E. Proposals to mitigate the level of additional vehicular traffic travelling through the centre of Tiptree village (along the B1022 and B1023) are strongly encouraged.**
- F. The allocated sites identified in TIP13 and TIP14, and where appropriate, windfall developments, will be expected to make appropriate contributions towards the delivery of the new ‘primary Street’ to the north of Tiptree. The new ‘primary street’ will help to reduce the levels of vehicular traffic travelling through the village on the B1022, Maldon / Colchester Road and towards Feering on the B1023 Kelvedon Road, as shown on the Tiptree Policies Map. The new ‘primary street’ will reflect the rural character of this edge of settlement location and will meet the necessary specifications as set out in the Essex Design Guide (2018), in particular, ensuring it is sufficient to support a bus route, non-residential traffic and a 30mph speed limit. The following developments will secure the delivery of the ‘primary street’ as follows:**
  - i. Highlands Nursery - to deliver the Primary Street from Kelvedon Road to the eastern point of the safeguarded route.**
  - ii. Elm Farm - to deliver the Primary Street from Colchester Road to the western point of the safeguarded route.**
  - iii. Tower End - to deliver the Primary Street between Kelvedon Road and Grange Road.**
- G. Within the Parish of Tiptree, land required for the implementation of the Primary Street to its full extent will be safeguarded to enable the future provision of land outside of the Neighbourhood Plan area, as shown on Maps 8.2 and 8.3.**





## 9. Tiptree Village Centre

**Objective 19: To maintain and improve a safe, welcoming and attractive village centre.**

**Objective 20: To sustain and improve the local facilities for existing and new residents.**

**Objective 21: To promote the provision of sufficient essential services and shops as close to the village centre as possible to service the community.**

**Objective 22: To facilitate the re-location of other trades that choose to move away from the centre to make way for village centre amenities.**

**Objective 23: To promote sufficient public car parking spaces in the village centre.**

**Objective 24: To improve pedestrian and mobility vehicle accessibility and safety for all users.**

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.

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, cafes, health facilities and sheltered housing.

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. This plan will support the provision of additional car parking for those visiting the District Centre.

### **POLICY TIP08: TIPTREE VILLAGE CENTRE: EXISTING BUSINESSES**

The District Centre of Tiptree will be protected and enhanced to provide shops, services and community facilities. Proposals for change of use within the District Centre boundary will need to demonstrate that it will provide a retail use, retail service, community use, financial/ businesses service or a leisure service and will meet the basic needs of the community.

### **POLICY TIP09: TIPTREE VILLAGE CENTRE: NEW DEVELOPMENTS**

- A. Development proposals adjacent to the District Centre boundary of Tiptree village are encouraged to accommodate one or more of the following uses:
  - i. Office and light industrial/workshop uses (Class B1);
  - ii. Services appropriate to the village centre, including retail services (Class A);
  - iii. Residential units that address the needs of older people;
  - iv. Health and social care services;
  - v. Public car parking.
- B. Proposals will be required to demonstrate that they will not adversely affect residential amenity, particularly in terms of car parking, noise and hours of operation. Proposals should take every opportunity to promote sustainable travel behaviour.



## 10. Commercial Activity

**Objective 25: To strengthen and support local economic activity and local economic areas.**

**Objective 26: To encourage small businesses and local employment.**

**Objective 27: To promote accessible business park(s) for new and existing businesses.**

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.

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.

Besides Tiptree District Centre there are four designated Local Economic Areas (LEAs) in Tiptree. This plan seeks to protect the present use of commercial buildings within the village centre (Policy TIP08) and in the existing LEAs. Any development proposals affecting these sites or any other sites providing an economic/employment use in Tiptree over the Local Plan period will be required to comply with Policy SG4 of the Emerging Local Plan. Additionally, this plan also provides an additional area for business expansion on the edge of the village. With an increasing population and a role as a rural district centre there is likely to be an increasing demand for certain trades, additional shopping, services, leisure facilities and a hotel; some of which are more suited to a location away from the village centre. This plan makes provision for such development to ensure that Tiptree remains a thriving economy with new employment opportunities for local people. An area approximately 1.5 hectares in size has been set aside for development as a new business park. The final size of this area will in part depend on the expressed demand from businesses wishing to locate here.

The policy below allows for the provision of serviced land (water, electricity and gas supplied) as well as the provision of business units. The nature of some of the businesses that might choose to relocate here may not fit into standard business units and would therefore prefer to develop their own bespoke accommodation. Careful consideration will need to be given to the design of the Business Area to provide for the individual needs whilst maintaining an attractive working environment.

### **POLICY TIP10: BUSINESS DEVELOPMENT**

- A. Land at Highlands Nursery (Policy TIP14A) is required to deliver approximately 1.5 hectares of non-residential employment land to support Class B uses and other appropriate employment generating uses. As part of this provision, 0.6ha of non-residential employment land is expected to be serviced and the buildings must comprise:**
  - i. Units suitable to accommodate larger businesses currently located adjacent to the village District Centre boundary; and**
  - ii. Small and medium sized flexible units suitable for a variety of business types, including expanding companies and small micro start-up businesses.**
- B. 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.**



# 11. Community Infrastructure

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 sport activities and would welcome provision of some, if not all, of these facilities within the village.

A leisure complex providing for some of the above needs plus the provision of a food court, a family restaurant and a hotel would be a welcome addition to the village and could also serve the needs of other nearby villages and smaller towns. Increased youth club provision and places for teenagers to casually meet were requested along with requests for youth-oriented shops, indoor play areas for younger children and amenities for family recreation. The need for improved parking has been identified both within the village centre and on the outskirts. The provision of a general car parking area would allow business parking by day and possibly leisure parking in the evenings and weekend.

In addition to the aspirations expressed through the community questionnaire, the following needs have been identified:

## Community Infrastructure Provision

The Leisure and Play Facilities Audit has identified the need for the following:

- Require provision of a Local Equipped Area for Play (LEAP) on one of the sites proposed for allocation in the north of the area.
- Require provision of a Multi-Use Games Area (MUGA) on one of the sites proposed for allocation.
- A community sports & social club.

The LEAP is required as part of the development of Highlands Nursery (Policy TIP14) and the MUGA as part of Elms Farm (also Policy TIP14).

Tiptree Parish Council has a further list of the following community projects:

- Replacement of junior play equipment at Grove Road Playing Field.
- Play equipment upgrade at Caxton Close.
- Replacement of Scout Hut with a community youth and scout hall.
- Improvements to Sports Centre.
- Woodland paths and seating at Warrior's Rest.
- Dredging of both ponds and landscaping at Grove Lake.
- Adult Fitness Trail on Parish Council land in Park Lane.
- Multi games surface at Grove Road Playing Field.
- Provision of a new cemetery.

A number of the infrastructure items are considered necessary to address the needs arising from the development of over 600 new dwellings over the plan period. These items are specifically identified in Policy TIP11.

#### **POLICY TIP11: Planning Obligations**

- A. Planning Obligations will be required that support the delivery of community and other appropriate infrastructure in Tiptree and meet the necessary legal tests.**
- B. The following infrastructure items are required to be delivered on site as part of the site allocation at Highlands Nursery and Elms Farm (Policy TIP14):**
  - i. A Locally Equipped Area for Play (LEAP) at Highlands Nursery.**
  - ii. A Multi-Use Games Area (MUGA) at Elms Farm.**
- C. Where appropriate, all development will be expected to contribute (through Section 106 as appropriate or, if put in place, through Community Infrastructure Levy contribution) to the following community infrastructure projects which will address the needs arising from growth:**
  - i. Improvements to children's play equipment at Grove Road and Caxton Close.**
  - ii. Replacement of the Scout Hut.**
  - iii. Improvements to the Sports Centre.**
  - iv. Provision of an adult fitness trail on Parish Council land in Park Lane.**
  - v. Education expansion.**
  - vi. Health facilities.**
  - vii. Suitable site proposals for burial land (see Policy TIP01).**



Church Road, Tiptree

## 12. Site Allocations

As part of the requirement placed upon Colchester Borough Council by national government to provide 15,000 homes within the Borough by 2033, Tiptree Parish has, in turn, been required to provide a minimum of 600 new homes by 2033. One of the purposes of the Neighbourhood Plan is to determine where the settlement boundary for the Parish of Tiptree will be extended to allow space for this housing provision.

In order to meet the requirement for 600 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 42 sites around the entire Neighbourhood Plan area were taken forward for further consideration. The final selection of sites has been informed by the SHLAA process alongside the vision and objectives of the Neighbourhood Plan which have been derived from the community consultation exercise.

Two areas have been selected for development and each comprises several submitted sites and is promoted by more than one land agent or developer. It is a necessary requirement that the combined development area, as well as each separate area, 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. Applications should not come forward until these masterplans have been developed and engaged on with the community.

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. It is for these reasons that Objective 12 states 'To favour new developments to the north and west of the village on sites that allow access to main routes with minimal impact on the village centre.'

Furthermore, it is considered appropriate 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. Whilst it is recognised that in the current planning period this may, in some cases, be restricted to the safeguarding of potential future routes, the purpose of this plan is to provide a strategic plan that will 'future-proof' Tiptree against the impact of future developments. Ultimately it is envisaged that the 'missing link' in the northern link road will be delivered through a Messing and Inworth Neighbourhood Plan or through a review of the CBC Local Plan (see Section 8 page 29).

Essex Highways considers the 'link roads' should help to relieve any existing congestion problems within Tiptree as well as help to mitigate the impact of any new trips generated by the proposed developments, however the possible effects of the 'link roads' need to be evidenced as part of the planning applications. This should form part of the accompanying Transport Assessments. The scope of the Transport Assessments should be agreed with the Highway Authority prior to application.

The sites that are being promoted here are considered to have the capacity to deliver the required 600 homes for Tiptree. The total number of houses allocated to this plan is sufficient to ensure the viability of the planning gains required of developers and to enable the Elms Farm development to connect with Colchester Road across an additional piece of land at The Maypole corner.



**POLICY TIP12: COMPREHENSIVE DEVELOPMENT**

- A. Applications for development on the site allocations contained in Policies TIP13 and TIP14 should be underpinned by overarching masterplans. These masterplans are to have been informed by a process of active engagement with the community of Tiptree and with the other land owners/developers involved in the plan. These masterplans should demonstrate, where necessary, that they align with one another, particularly with regard to the connectivity of the 'primary street' and will contribute towards the delivery of the overall vision for Tiptree.
- B. These masterplans will set out general design principles and provide an indicative framework to guide the development of the area in accordance with the aspirations of the Neighbourhood Plan and demonstrate an understanding of the intrinsically semi-rural nature and evolution of the Tiptree settlement pattern.
- C. Planning applications must be accompanied by Transport Assessments, the scope of which must be agreed with ECC Highways in advance of any application. In particular, the Transport Assessments must demonstrate that the new link roads will satisfactorily mitigate traffic impacts of the proposed development and address existing road congestion issues in Tiptree village.

## Tower End

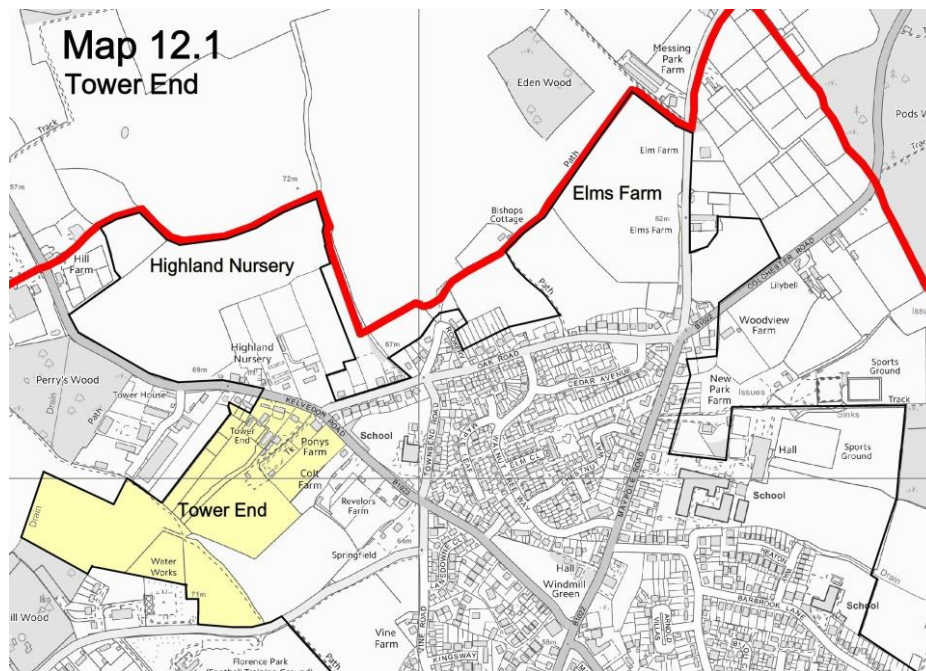
The area referred to here as *Tower End* stretches from Grange Road, just east of the water works, through to Kelvedon Road as shown in cream on Map 12.1 opposite. The land comprises approximately 10 hectares and can accommodate approximately 175 homes. The allocation includes additional land at the western edge of the site primarily to ensure the retention and enhancement of biodiversity within the landscaping of the development. This development also offers the opportunity to connect Grange Road with Kelvedon Road and thereby create alternative routes out of the village and to the A12.

An undeveloped portion of the land at Tower End forms part of the area designated as a Local Employment Zone in the Local Plan. In allocating this land for housing it will be lost as an employment zone however Policy TIP14 provides a replacement area in a favourable location which improves the prospects of it being taken up for commercial use.

There is also a Gypsy and Traveller Accommodation Site allocated in the Local Plan at Pony Farm (as shown on the *Borough Inset Proposals Map*, October 2010). This would be lost if the land is developed as part of the Tower End allocation. A similar replacement site will need to be provided although this would not necessarily have to be in Tiptree.

There are no designated heritage assets within the site at Tower End however the nearby Water Tower and Pumping Station are likely eligible for the Local List of heritage assets. In terms of below-ground archaeological investigation, there is currently no information recorded in the Historic Environment Record for this area, with the exception of the railway track bed (Kelvedon-Tiptree-Tollesbury Light Railway, closed in 1951), this is also potentially eligible for the Local List. 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.

There is an existing rising main (pressurised sewer) and water main in Anglian Water's ownership within the boundary of the site and the site layout should be designed to take these into account. Where this is not possible an application to Anglian Water to divert the existing infrastructure will be required.



### POLICY TIP13: TOWER END

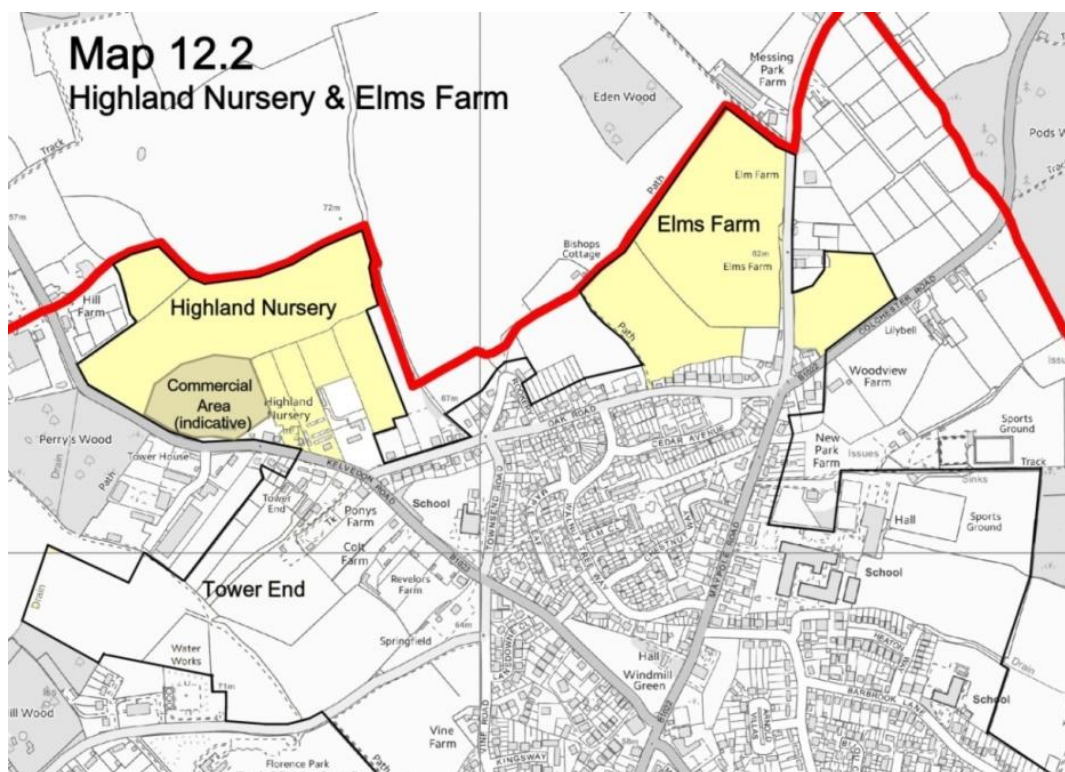
Tower End is allocated for approximately 175 homes. The following criteria must be met:

- i. A mix of dwelling sizes in accordance with Policy TIP05, including provision of bungalows; and
- ii. An affordable housing contribution relevant under national or Borough policies at the time the planning application is submitted subject to viability considerations; and
- iii. 0.27ha provided as green space for community use and wildlife. This is complimentary to meeting the requirements for open space provision in the Colchester Local Plan; and
- iv. Development should deliver net environmental and biodiversity gains, in addition to protecting existing habitats and species. Any negative impacts on biodiversity, including flora and fauna, and local wildlife must be adequately mitigated and/or offset; and
- v. A 'primary street' connecting Kelvedon Road with Grange Road in accordance with Policy TIP07 and Map 8.3; and
- vi. Safe direct walking and cycling routes from within the estate to Baynard's Primary and Thurstable Schools as well as towards the village centre and Perrywood Garden Centre; and
- vii. The provision of land for 1 Gypsy and Traveller pitch in an accessible location on site. Provision off-site will be appropriate on a suitable alternative site in Tiptree or, if no such sites are available, then on a suitable alternative site elsewhere in the Borough; and
- viii. A heritage impact assessment; and
- ix. The provision of an appropriate Residential Travel Plan; and
- x. Multi-functional Sustainable Drainage Systems (SuDS) to manage rainfall runoff, enhance biodiversity and provide a place for nature and recreation; and
- xi. In addition the operational water mains across the site will be protected from development to ensure that access can be maintained.

## Highland Nursery & Elms Farm

The area to the north of Oak Road is promoted as a single unit however it is divided into *Highland Nursery* at the western end and *Elms Farm* at the eastern end as illustrated in cream on Map 12.2. No development is planned in the section between these two areas that lies outside the parish boundary and therefore outside the direct influence of this Neighbourhood Plan. *Highland Nursery* comprises approximately 11 hectares and is allocated for approximately 220 homes and a Business Area. *Elms Farm* comprises approximately 10 hectares and is allocated for approximately 230 homes.

Colchester Borough Council's Historic Environment Team has advised that the Highland Nursery site will impact on the setting of Hill Farmhouse (Grade II listed building) and it may impact on the setting of Pan in the Woods (Grade II listed building). The Elms Farm site will impact on the setting of four Grade II Listed Buildings (Elms Farmhouse, barn and stable, and the Maypole). A heritage impact assessment is required. 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. The Environment Agency have advised that Highlands Nursery and Elms Farm lie 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 TIP14: HIGHLAND NURSERY AND ELMS FARM**

A. Highland Nursery and Elms Farm are together allocated for approximately 450 homes. Both parts of the allocation must meet the following criteria:

- i. An affordable housing contribution relevant under national or Borough policies at the time the planning application is submitted subject to viability considerations; and
- ii. A mix of dwelling sizes in accordance with Policy TIP05, including provision of bungalows; and
- iii. Development should deliver net environmental and biodiversity gains, in addition to protecting existing habitats and species. Any negative impacts on biodiversity, including flora and fauna, and local wildlife must be adequately mitigated and/or offset; and
- iv. Safe direct walking and cycling routes from within the estate to Baynard's Primary and Thurstable Schools as well as towards the village centre and Perrywood Garden Centre; and
- v. A heritage impact assessment; and
- vi. The provision of an appropriate Residential Travel Plan; and
- vii. Provision of multi-functional Sustainable Drainage Systems (SuDS) to manage rainfall runoff, enhance biodiversity and provide a place for nature and recreation; and
- viii. The submission of a Preliminary Risk Assessment in respect of possible contamination of a secondary aquifer.

**B. Highlands Nursery**

Development at Highlands Nursery must meet the following criteria:

- i. Deliver approximately 220 residential dwellings on the land identified on the "Tiptree Policies Map Site Allocations"; and
- ii. Deliver approximately 1.5ha of non-residential employment land for Class B uses and other appropriate employment generating uses in accordance with Policy TIP10. Uses which create impacts on the road network (through the volume of traffic and/or size of vehicles) or on amenity of neighbours must demonstrate that these will be adequately mitigated; and
- iii. Provide 0.36ha of green space for community use and wildlife and to include a Local Equipped Area for Play with good pedestrian access for the existing community of Tiptree; this is complimentary to meeting the requirements for open space provision in the Colchester Local Plan; and
- iv. A 'primary street' is provided from the junction with Kelvedon Road and being capable of extension through the eastern portion of the development into Colchester Road in the future, as set out in Policy TIP07 and Map 8.3.

**C. Elms Farm**

Development at Elms Farm must meet the following criteria:

- i. Deliver approximately 230 residential dwellings on the land identified on the "Tiptree Policies Map Site Allocations"; and
- ii. The provision of a green buffer between the existing houses in Oak Road and the new development and between Bishops Cottage and the new development; and
- iii. Provide 0.8ha of green space for a Multi-Use Games area with good pedestrian access for the

existing community of Tiptree. This is complimentary to meeting the requirements for open space provision in the Colchester Local Plan; and

- iv. A 'primary street' is provided from the junction with Colchester Road and being capable of extension through the western portion of the development into Kelvedon Road in the future, as set out in Policy TIP07 and Map 8.3; and
- v. Protection of a future road access into the land behind the Bonnie Blue Oak on the south-west side of the site; and
- vi. Provision of appropriate mitigation for surface water flooding which could arise from the watercourse to the south-west of the site.



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

# 13. Countryside and Green Spaces

**Objective 28: To protect existing greenspace, the landscape character and support biodiversity net gain and the enhancement of the natural environment.**

**Objective 29: To protect and enhance local wildlife sites and other valued habitats in the surrounding area.**

**Objective 30: To deliver additional green space with public access as part of new developments in Tiptree and space to roam in beautiful surroundings.**

**Objective 31: To establish a country park for Tiptree.**

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 biodiversity and providing net gains in biodiversity where possible, contributing to the Government’s commitment to halt the overall decline in biodiversity’ (NPPF paragraph 109).

Map 13.1 identifies the green spaces and designated wildlife sites in Tiptree Parish. The NPPF allows for the designation of valued green spaces as ‘Local Green Space’ and thus affording it Green-belt protection. However it is considered that these sites already have sufficient protection.

The following green spaces are owned or are managed by Tiptree Parish Council. Public Access is allowed:

- Grove Road Playing Field
- Grove Lake
- Park Lane Nature Reserve and amenity land
- Windmill Green
- Warrior’s Rest

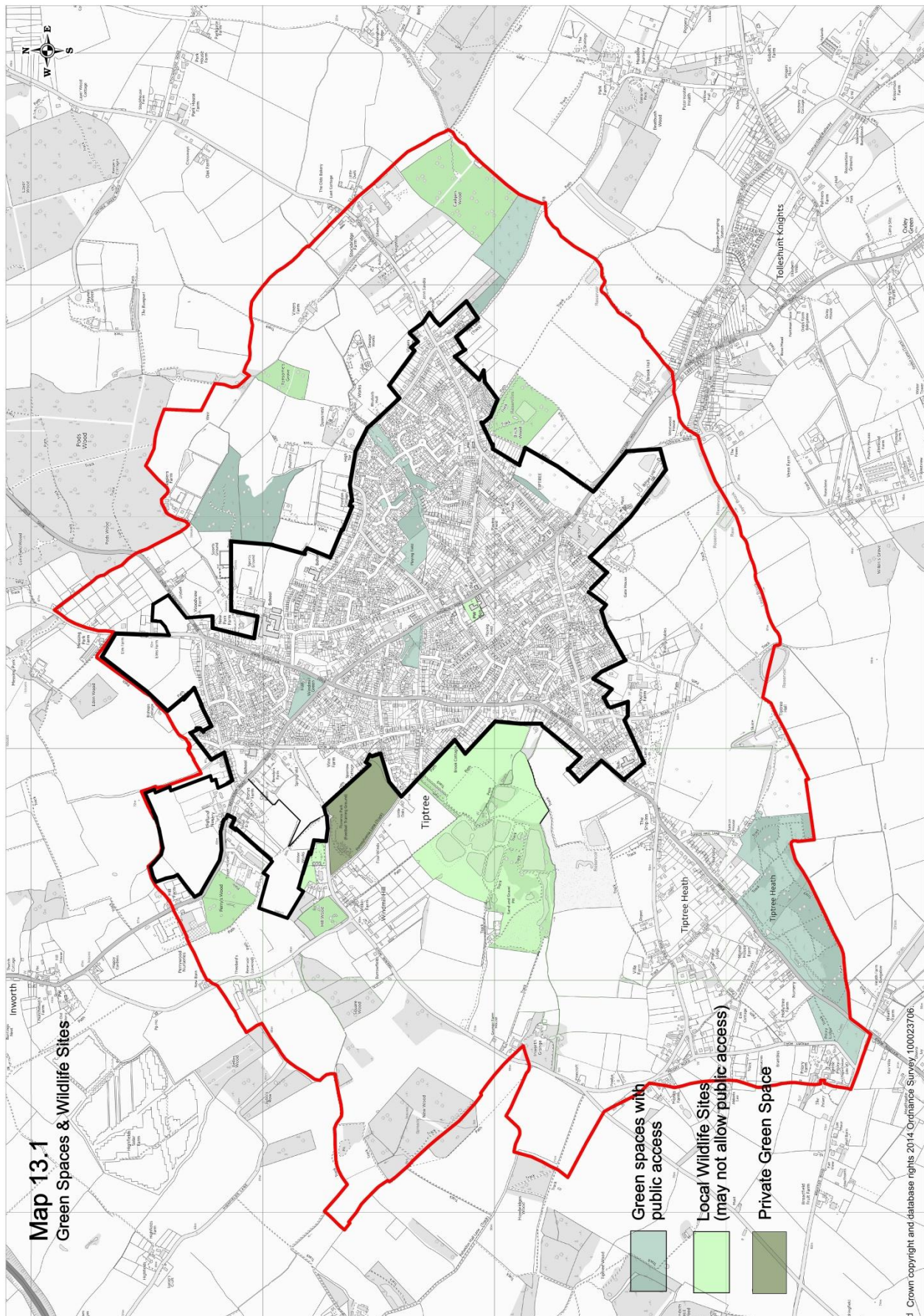
The following are designated as Local Wildlife Sites by Colchester Borough Council. The CBC Local Plan includes ‘zero loss of Local Wildlife Sites’ as a stated target. It should be noted that many of these areas are privately owned and may not have public access.

- Hill Wood (Co4)
- Perry’s Wood (Co5)
- Tiptree Waterworks (Co7)
- Inworth Grange Pits & Brook Meadows (Co10)
- St. Luke’s Churchyard (Co16)
- Birch Wood (Co21)
- Ransome’s Grove (Co25)
- Cadgers Wood & Park Lane Nature Reserve (Co32)
- Warrior’s Rest (Co169)

In addition Tiptree Heath is owned by Mr Peter Wilkin by virtue of the fact that he is Lord of the Manor. It is designated as Common Land and managed jointly by The Friends of Tiptree Heath and Essex Wildlife Trust under a farm Business Tenancy with support from Tiptree Parish Council. It is also a designated Site of Special Scientific Interest.

It is the intention of this Neighbourhood Plan to continue to afford protection to the above areas and wherever possible and desirable to negotiate public access to such areas whilst also retaining undisturbed areas capable of delivering measurable net gain in biodiversity. It is generally recognised that there is a lack of wide open space in the Tiptree area and there was a strong call from the community to establish some kind of country park in the Tiptree area and that is an objective of this plan subject to successful negotiations with land owners and funding.





## POLICY TIP15: COUNTRYSIDE AND GREEN SPACES

- A. Green spaces and access to the countryside should be protected and enhanced, particularly where this provides access for the enjoyment of the community of Tiptree and its visitors. This includes designated Local Wildlife Sites (as shown on Map 13.1) which shall be protected from development.
- B. Development proposals must protect and enhance biodiversity by:
  - i. Protecting designated sites, protected species and ancient and species-rich hedgerows, grasslands and woodlands; and
  - ii. Preserving ecological networks, and the migration and transit of flora and fauna; and
  - iii. Protecting ancient trees or trees of arboricultural value, or ancient woodlands; and
  - iv. Promoting the mitigation, preservation, restoration and recreation of wildlife habitats, and the protection and recovery of priority species; and
  - v. Providing a net gain in flora and fauna; and
  - vi. Adopting best practice in sustainable urban drainage with development proposals incorporating the provision of Sustainable Drainage Systems (SuDS) unless it can be demonstrated to be technically unfeasible, will be supported.
- C. Proposals must demonstrate that ecological considerations have been properly assessed in relation to likely impacts and where appropriate proportionate mitigation measures must be provided.
- D. To ensure the long term ownership and stewardship of new public green spaces created as a part of development, their ownership should be transferred either to Tiptree Parish Council or, if this is not possible, then to an appropriate alternative body.



## Recreational Disturbance

Habitat Regulations Assessments have been completed for Colchester Borough Council's Section 1 Local Plan and Section 2 Local Plan. Both of these assessments identified that the in-combination effects of the Section 1 and Section 2 Local Plans (including the cumulative effects of the Section 2 allocations), together with neighbouring local planning authorities Local Plans and neighbourhood plans are likely to adversely affect the integrity of European designated nature conservation sites, in particular the Colne Estuary Special Protection Area and the Blackwater Estuary Special Protection Area (both are protected under the Ramsar international treaty) and also the Essex Estuaries Special Area of Conservation.

In view of that, Colchester Borough Council is working with eleven other Greater Essex local planning authorities, and Natural England, on the Essex Coast Recreational disturbance Avoidance and Mitigation Strategy (RAMS). 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.

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 SP1b of the Shared Strategic Section 1 Plan and Policy ENV1 (Environment) of the Section 2 Colchester Borough Local Plan. This includes development allocated in Neighbourhood Plans within Colchester Borough. The whole of Colchester Borough is located within the zone of influence. Details of the zones of influence and the necessary measures are included in the Essex Coast RAMS Strategy Document and Supplementary Planning Document (SPD).

In addition to payment of the RAMS tariff, all development sites over 100 dwellings should include provision of well-designed open space/green infrastructure, proportionate to its scale, to avoid likely significant effects from recreational disturbance alone. Such provisions can help minimise any predicted increase in recreational pressure to Habitats sites by containing the majority of recreation within and around the development site, away from Habitats sites. New Suitable Accessible Natural Greenspace (SANG) should include: high-quality, informal, semi-natural areas; a circular dog walking route of 2.7 km; dedicated 'dogs-off-lead' areas; signage/information leaflets to householders to promote these areas for recreation; dog waste bins; and a commitment to the long term maintenance and management of these provisions.

Should a suitable site become available and, as an alternative to SANG provision onsite, there is an opportunity for new development in Tiptree to contribute to the creation of a strategic new area of open space, akin to a country park for Tiptree, for informal recreation.

### **POLICY TIP16: ESSEX COAST RECREATIONAL DISTURBANCE AVOIDANCE AND MITIGATION STRATEGY**

**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 RAMS, to avoid adverse in-combination recreational disturbance effects on Habitat sites.**



## 14. The Historic Environment

On the face of it, Tiptree may not appear to be the most attractive, old or quaint village in the UK but those who get to explore its lanes and byways or who are willing to delve into Tiptree's history will find evidence of a rich and varied heritage. From prehistoric hunters, though Celts, Romans, Saxons to more recent history – all have left their mark on the landscape. There are tales of smugglers, militia, tinkers, gypsies, farmers, fruit growers and jam makers. Today signs of that history may be hard to find but there are still a few reminders of our past. The mysteriously named Pennsylvania Lane together with Grove Road and Park Lane are leafy lanes reminiscent of times gone by. As one wanders around the sixties housing estates one may be surprised to find an isolated cottage or terraced row. Among the scattered older buildings around Tiptree there are 23 Grade II listed buildings in the parish. And few would dispute the pivotal role Wilkin's Jam Factory has played in the development of the village. The factory and its associated buildings, the workers cottages, the residences of the managers and owners and the factory fields are a living reminder of our heritage.

74% of over 1000 respondents to the community questionnaire considered that Tiptree's historic identity is important to the village today. Of the 451 people who commented on the question, 16% said that history gives a sense of belonging, a sense of community and a sense of identity; the very things that encourages people to want to live or work in Tiptree. 34% mentioned the importance of the Jam Factory and 11% mentioned that the name of Tiptree is known all over the world. 7% said the old buildings contribute to the village character.

Clearly the heritage of Tiptree is important to the life and soul of the community and it is therefore important that the historic environment is protected. Aside from listed buildings, there are a number of other heritage assets within the village which require protection. These include Tiptree Heath, the nine designated Local Wildlife Sites within the parish, the undeveloped section of Grove Road, Pennsylvania Lane (Restricted Byway) and Park Lane (Bridleway). These heritage assets and their settings require protection.

### **POLICY TIP17: HISTORIC ENVIRONMENT**

**Any listed building or heritage asset and their setting within the Neighbourhood Plan Area should be maintained or where possible enhanced to protect from any future development.**



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

## The Listed Buildings in the Parish of Tiptree

The Table below lists the 23 Grade II listed buildings within the Parish of Tiptree

No	Name	Grade	Location	Earliest Age	Date Listed	UID
1	43 Station Road	II	Station Road	Early C19	27.01.1982	1224972
2	Barn to North of Elm Farmhouse	II	Messing Road	Late C17	27.01.1982	1224969
3	Barn to West of Holly Tree Farm	II	Maldon Road	C17	27.01.1982	1266569
4	Brook Hall	II	Factory Hill	Late C18	27.01.1982	1224939
5	Tiptree Chapel	II	Chapel Road	1864	27.01.1982	1224937
6	St. Luke's Church	II	Church Road	1856	11.09.2003	1391209
7	Elm Farmhouse	II	Messing Road	Late C16	27.01.1982	1266593
8	Hollytree Farmhouse	II	Maldon Road	C18	27.01.1982	1224943
9	Trewlands House & adjacent wall	II	Factory Hill	Early C19, C18 wall	27.01.1982	1224938
10	Manor House Farmhouse	II	204 Maldon Road	Early C19	27.01.1982	1266592
11	Maypole Public House	II	Maypole Road	Late C17	27.01.1982	1224968
12	Milldene	II	Ransom Road	Early C19	27.01.1982	1266571
13	Myrtle Cottage	II	30 Maldon Road	Late C17	27.01.1982	1224941
14	Oak Cottage	II	38 Maldon Road	Late C17	27.01.1982	1224942
15	Pan in the Wood	II	Rookery Lane	c1700	27.01.1982	1224971
16	Stable to North of Elm Farmhouse	II	Messing Road	C17	27.01.1982	1266570
17	The Anchor Public House	II	Station Road	Early C18	27.01.1982	1266572
18	Theobalds Farmhouse	II		c1600	27.01.1982	1224936
19	Tiptree Cottage	II	Maypole Road	C18	27.01.1982	1224944
20	Tiptree Hall	II	Hall Lane	1843	27.01.1982	1224973
21	Tiptree Villa	II	New Road	Late C18	27.01.1982	1224970
22	Windmill	II	Church Road	1775	23/06/52	1266589
23	York House	II	Kelvedon Road	Early C19	27.01.1982	1266591

Colchester Borough Council also maintains a 'Local List' of heritage assets which, although not suitable for designation nationally, are valued by the local community. At the present time there is only one item listed from the Parish of Tiptree and that is the Gate House in Cherry Chase. This is a former farm house, originally dating from the 18<sup>th</sup> century and with a long association with Wilkin & Sons. Nevertheless there are other heritage assets in Tiptree that are worthy of consideration including the water tower, the pumping station, Pennsylvania Lane and the remaining track bed of the Kelvedon-Tiptree-Tollesbury Light Railway. This is something for the Parish Council to consider.

## 15. Non-Policy Actions

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 11.1: Non-land use issues to be addressed**

Issue	Possible actions
<b>Homes and Housing</b>	
	Tiptree Parish Council to work with Colchester Borough Council and relevant housing associations to secure Affordable Housing provision for people with a local connection to Tiptree.
<b>Countryside and green spaces</b>	
	Provision of woodland footpaths at Warrior's Rest
	Grove Lake, dredging and landscaping
	To negotiate public Access to Local Wildlife Sites wherever possible and desirable
	To establish a country park in the Tiptree area
<b>Traffic and Transport</b>	
	Seek to influence the upgrading of the A12 to improve links to the A12 from Tiptree.
	Seek to improve public/community transport links to Witham and Kelvedon Railway stations. (The last bus returning to Tiptree departs Witham station at 19:05).
	Seek to improve public transport links to Colchester in the evenings (CBC LP para 14.216 states that the regular bus route serving Colchester is one of the factors that contribute to Tiptree being considered a sustainable settlement suitable for growth).
<b>Community Infrastructure</b>	
	Explore potential for community use of grass pitches at CUFC Training Ground.
	To work with the relevant bodies towards improved medical and dental facilities within the village.



Grove Lake





A Bee Orchid growing in Tiptree Parish



## TIPTREE PARISH COUNCIL

Mynott Court, Church Road, Tiptree, Essex CO5 0UP

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