

## **Appendix 31**

**Thursday 30<sup>th</sup> August 2018**

**Meeting with Cllr John Jowers**

**Present: DW/DC/BW/JG**

An informal meeting to see how ECC can help with Tiptree Neighbourhood Plan

We mainly talked about highways issues and John suggested we make contact with Cllr Kevin Bentley.

**Saturday 29<sup>th</sup> September 2018**

**Meeting with Cllr Kevin Bentley re Highways issues**

**Present: DW/DC/BW/JG**

An informal meeting to:

1. Ascertain the current position concerning future changes to the A12 and the consultation process.
2. Discuss the proposed road options in the Tiptree Neighbourhood Plan

Possible future A12 access was discussed. No definite plans yet. Kevin will try to ensure that a consultation meeting is held in Tiptree in early 2019 and we should watch out for it and make our case heard.

Kevin was impressed by the NHP proposals. He advised we speak to County Highways engineers, Martin Mason and Alan Lindsay.

He also asked that we make contact with Messing PC to discuss the impact of the Tiptree NHP on Messing Parish.

## **Developer Meetings held at Tiptree Community Centre**

Each developer/land promoter was informed that the draft Tiptree Neighbourhood Plan was scheduled to be published by the end of the year and that we were now meeting with prospective developers/agents to ensure the deliverability of the plan. The issues raised through public consultation were explained, particularly the need to improve traffic flow and to site new development to the north and west. The plans to produce link roads were explained.

### **Fri 5<sup>th</sup> October 2018 2pm**

Paul Hiller and daughter

TPC - Cllrs Webb and Greenwood/Secretary J Webster

Navigus Planning - Chris Bowden

CBC - Karen Syrett

TIP 15 and TIP 35, 44 and 68 were discussed. It emerged that only the northern half of TIP 44 was available as the current dwelling would be remaining and also that TIP 35 was partly owned by Northumbrian Water. In other respects the sites were available for residential development. It also emerged that the paddocks to the east of Messing Road were potentially available if required.

### **Mon 8<sup>th</sup> October 2018**

#### **10am**

Mersea Homes - Stuart Cock and David Rose

TPC - Cllr Webb/Cllr Greenwood/ J Webster

Navigus Planning - Chris Bowden

CBC - Karen Syrett/Eleanor Moss

TIP 49, 50 & 51 were discussed, in particular the desire to put a primary street across the top of the site –part of which could only be a protected route at this stage since most of TIP 49 lies in the Parish of Messing. We also discussed the desire to include a 1Ha business area in TIP 51 and the need for better access to TIP 50 from Messing Road and The Maypole. The need for cooperation from the various promoters to deliver a complete package for the sites was stressed – to include a MUGA and LEAP as well as the primary street. There was agreement on the part of Mersea Homes to draft plans along the lines we were requesting.

#### **11am**

Lawson Planning Partnership – John Lawson/Natalie Harris and Robbie Cowling

TPC - Cllr Webb/Cllr Greenwood/ J Webster

Navigus Planning - Chris Bowden

CBC - Karen Syrett/Eleanor Moss

The desire to put a link road across the 'ransom strip' between TIP 15 and TIP 16 was explained and its importance to the strategic Plan for Tiptree to provide alternative routes to alleviate traffic at key points in the light of current and future developments in the Grange Road area. Whilst there was

agreement in principle, the expressed intention was to seek a market price based on its importance to proposed future development.

### **12pm**

Strutt and Parker – James Firth and Laura Dudley Smith – Paul Marden – Marden Homes

TPC - Cllr Webb/Cllr Greenwood/ J Webster

Navigus Planning - Chris Bowden

CBC- Karen Syrett/Eleanor Moss

TIP 8 and 16 were discussed. Marden Homes presented draft plans that were already along the lines we were looking for including a primary street. We discussed a few adjustments to their plan but it was an agreeable meeting.

### **Actions required from discussions on 5<sup>th</sup> & 8<sup>th</sup> October**

All developer contact (to and from) to be conducted through NP email at Parish office

Meeting to be arranged with Highways

Meeting to be arranged with Messing Parish Council

Telephone call to be made to Anglian Water

Map of sites that had been put forward to be put on website

Additional meetings to be arranged with Granville Developments and Green King re their sites

### **Monday 5<sup>th</sup> November 2018**

TPC - Cllrs Webb and Greenwood/Secretary J Webster

Navigus Planning - Chris Bowden

CBC - Karen Syrett

### **10am**

Mersea Homes – Stuart Cock

A second visit to discuss preliminary plans. The plans conformed to our aspirations regarding a business area and a primary Street around the top of the area. The entrance to the site from Kelvedon Road had been moved further west and Mersea Homes had approached Mr David Hall of Messing Road to consider the use of his land to provide a road through to Colchester Road thus avoiding the Maypole junction. The plans proposed 456 dwellings plus a possible extra 80 if TIP 17 and David Hall's land were included.

### **11.15am**

Mr E. Gittins (on behalf of Granville Developments)

TIP 04 was discussed. It is available and the need to communicate with Mersea Homes was discussed. TIP 03 was mentioned and its exclusion was explained on the grounds of it being a LoWS.



**12.20pm**

David Russell (David Russell Associates on behalf of Greene King)

TIP 17 was discussed. It is available but the land would be sold on to a developer. The need for communication with the promoters of TIP 04 and TIP 50 was explained and it was agreed we would supply contact details. It was also explained that we had more sites (even in this area) than we needed to deliver 600 houses.

**Actions required from discussions on 5<sup>th</sup> November**

Contact details for Mersea Homes and Granville Developments to be supplied to David Russell

JG to draft a letter to Stuart Cock requesting he leads a consortium to negotiate and purchase the ransom strip from Robbie Cowling.

JG to draft a letter to Paul Hiller via Raymond Stemp to confirm precisely which parts of TIP 15, 35, 44 & 68 are available for residential development.

Above drafted letters to be sent out by Julie when agreed.

# **Highways Meeting held at Tiptree Community Centre**

**Tues 30<sup>th</sup> October 2018 2.30pm**

Essex Highways engineers, Martin Mason & Alan Lindsay

TPC - Cllrs Webb, Coe, Wood and Greenwood

Navigus Planning - Chris Bowden

CBC - Karen Syrett, Eleanor Moss

The Neighbourhood Plan proposals were explained, particularly with regard to roads and junctions. The engineers could not see any 'show-stoppers' in our plans but did advise that acceptable alterations would be necessary at the junction of Messing Road with Colchester Road at the Maypole and that evidence that suitable alterations were possible should be included in our NHP to pass inspection. Martin Mason explained at our meeting how difficult it was for sites such as Florence Park to have specific pieces of new road infrastructure tied to their delivery.

They also advised:

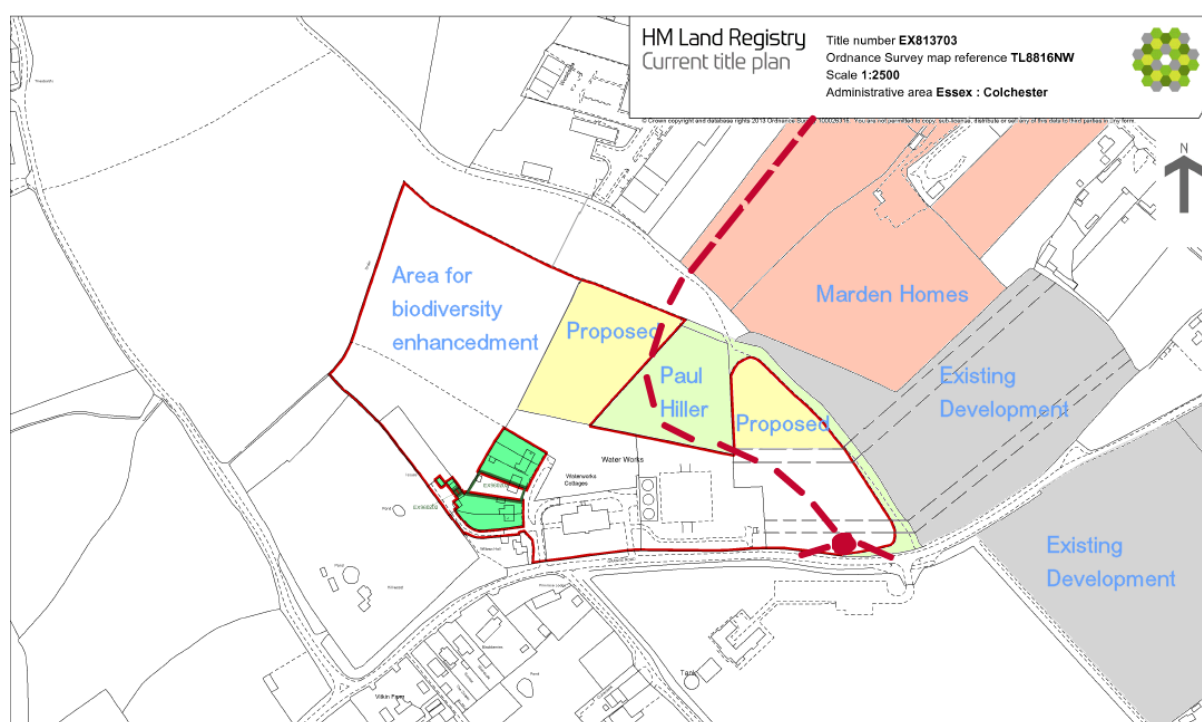
- The stated requirement for a 'primary street' according to the Essex Design Guide (2018) is a carriageway width of 6.75m.
- It was possible to construct a road over water pipes but not homes.

**Meeting with Northumbrian Water Company at Sandon Valley House, Canon Barns Road, East Hanningfield, Chelmsford, CM3 8BD. 3pm Thursday 22<sup>nd</sup> November 2018**

**Present:**

- Jonathan Greenwood (TPC)
- Sue Shepherd (TPC)
- Sandra Scott (CBC)
- David Alborough (NWC)
- Andy Redman (Savills, Director, Planning)
- Mark Hodgson (Savills, Associate Director, Planning)
- Thomas Higgins (Savills)

We discussed the request for Northumbrian Water to offer their site (outlined in red below) for development and the provision of a link road.



**Main Points:**

- They are willing to engage
- They do not wish to develop the southern part of the site due to the need to maintain the underground mains. They think it will be ok to put a road over the area – will confirm,
- They were willing to develop the areas in yellow. We suggested the westward extension to ensure financial viability of the road and round-a-bout.
- They are willing to offer the full site (so far as the green space is concerned) but wish to enhance the biodiversity of the western portion to meet targets.

**Actions**

- NWC will confirm the availability of the site, confirm that the road over the mains is ok, and confirm the areas they wish to develop.
- Tiptree NHP complete (or amend) the SHLAA.
- Tiptree NHP will ask Marden Homes and Paul Hiller to cooperate on the delivery of the entire area – including the cost of the road.

Dear Jonathan and Roger

The Parish Council would like to thank you for the recent meeting with our Chair and Clerk. We note that due to purdah your Neighbourhood plan consultation has been postponed.

We look forward to working with you closely as matters progress, and we will all be attending the consultation.

We are however, understandably rather concerned with your map showing the Local Call for sites, especially sites TIP 49/50 and 51, as part of these sites fall within the Parish Of Messing cum Inworth and during our last Parish Plan, which we are in the process of revisiting, our residents made it very clear that they wish to keep a 'green boundary' between our villages and other parishes.

The issue of increased traffic on the B1023 through Inworth also gives us cause for concern, especially as we are all still awaiting Highways England new consultation on the A12 widening route, and the fact that the A120 route has been announced at Witham North/ Kelvedon South, which may indicate that a revised route for traffic from Tiptree and surrounding villages might naturally gravitate towards a new route via the current Rivenhall A12 junction via Braxted Road and therefore this may also have implications for your preferred choice of development, as this could indicate the benefits of development on a more westerly site.

We welcome that fact that this map is in the public domain, and look forward to seeing it on your website in due course.

Should you have any immediate concerns regarding this communication, we would be happy to meet and discuss further.

regards

*Dawn Marriott*

Dawn Marriott  
Parish Clerk & Responsible Financial Officer  
Messing cum Inworth Parish Council

Good Evening Dawn,

Many thanks for your email, I am glad that the meeting was useful. I note your concerns and will of course update you as the Plan process moves forward, clearly at this time I am unable to add anything further as this will naturally evolve from both the NHP consultation and ECC/Highways England's plans for the A12 & A120 - I suspect that there will be some changes in the latter!

Nonetheless Tiptree Parish Council look forward to continued co-operation with Messing cum Inworth Parish Council going forward.

Thank you

**Regards**

**Roger Mannion**

**Chairman**

**Tiptree Parish Council**



# Tiptree Neighbourhood Plan

## Strategic Environmental Assessment Scoping Report

February 2019

# **Tiptree Neighbourhood Plan Strategic Environmental Assessment (SEA) Scoping Report**

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## Introduction

The objective of the Strategic Environmental Assessment (SEA) Directive is to “provide for a high level of protection of the environment and to contribute to the integration of environmental considerations into the preparation and adoption of plans and programmes with a view to promoting sustainable development”.

The SEA Directive requires an environmental assessment of certain plans and programmes. The environmental assessment must include the likely significant effects on the environment of implementing the plan and reasonable alternatives taking into account the objectives and geographical scope of the plan.

When deciding on the scope and level of detail of the information to be included in the environmental report the authorities with environmental responsibility must be consulted. These authorities, or consultation bodies, are Natural England, the Environment Agency and Historic England.

An SEA need not be done in any more detail, or using any more resources, than is useful for its purpose. The SEA Directive requires consideration of the significant environmental effects of the plan and of reasonable alternatives that take into account the objectives and the geographical scope of the plan. Article 5 of the Directive lists factors to be considered in deciding what information to include in the environmental report:

- Information that may reasonably be required taking into account current knowledge and methods of assessment;
- The contents and level of detail of the plan;
- The objectives and geographical scope of the plan;
- The stage reached in the decision making process; and
- The extent to which it would be more appropriate to assess certain matters elsewhere in the decision making process.

## Tiptree Neighbourhood Plan

Changes to the basic conditions for neighbourhood plans came into force recently on 28 December 2018 making it clear that neighbourhood plans can have an appropriate assessment under the Habitats Directive.

The Essex Coast Recreational disturbance Avoidance and Mitigation Strategy (RAMS) sets out Zones of Influence (Zol), which have been agreed by Natural England. Residential development falling within the Zol is likely to significantly affect Habitat sites through increased recreational disturbance. The whole of Colchester Borough is within the Zol, which means that all residential development in Colchester Borough is likely to significantly affect Habitats sites through increased recreational disturbance. The



Tiptree neighbourhood plan therefore needs to consider appropriate avoidance/mitigation measures. Until recently this could be done through a screening opinion. However, a recent decision from the European Court of Justice (People Over Wind and Sweetman) requires avoidance and mitigation measures to be considered in an appropriate assessment rather than a screening opinion.

The implications of this are that an appropriate assessment is required for the neighbourhood plan, even though the effects are in-combination. The SEA Directive states that SEA is mandatory if an appropriate assessment is required.

This report sets out the scope and level of detail of the assessment and will be sent to the consultation bodies during consultation on the draft Tiptree neighbourhood plan (Regulation 14 consultation). An SEA report will follow and be published for consultation alongside the publication stage consultation (Regulation 16).

## **Scoping Report**

This scoping report:

- Identifies other relevant plans, programmes and environmental protection objectives
- Presents baseline data
- Identifies environmental problems
- Sets out SEA objectives.

Tasks 1, 2 and 3 have effectively already been done through the process of preparing the draft neighbourhood plan. This work is presented in this scoping report. The SEA objectives are a combination of the findings of tasks 1, 2 and 3, the neighbourhood plan objectives and the emerging local plan Sustainability Appraisal (SA) objectives.

### **Task A1: Identifying other relevant plans, programmes and environmental protection objectives**

#### ***SEA Directive:***

***“the relationship [of the plan or programme] with other relevant plans and programmes” (Annex 1(a))***

A plan may be influenced in various ways by other plans or environmental objectives. It is important to understand the content and objectives of other plans.

The following is a list of plans and programmes which were identified, reviewed and considered as part of the emerging Local Plan Section 2 Sustainability Appraisal. Whilst they may not all be directly relevant to the neighbourhood plan this comprehensive list highlights the wide range of plans and programmes which may

influence the neighbourhood plan. As expected for a neighbourhood plan, the locally specific plans have been extensively reviewed and have influenced this neighbourhood plan.

### **International**

Review of the European Sustainable Development Strategy (2009)  
European Community Biodiversity Strategy to 2020 (2012)  
Environment 2010: Our Future, Our Choice (2003)

### **National**

The National Planning Policy Framework (2018)  
Adapting to Climate Change: Ensuring Progress in Key Sectors (2013)  
National Planning Policy Framework (2012)  
National Planning Practice Guide (2014)  
DECC National Energy Policy Statement EN1 (2011)  
DCLG: An Introduction to Neighbourhood Planning (2012)  
JNCC/Defra UK Post-2010 Biodiversity Framework (2012)  
Biodiversity 2020: A strategy for England's wildlife and ecosystems services (2011)  
Mainstreaming Sustainable Development (2011)  
National policy for travellers (2012)  
PPS 5 Historic Environment Guide (2010)  
Flood and Water Management Act (2009)  
Safeguarding our soils (2009)  
Community Infrastructure Levy Guidance (April 2013)  
UK Marine Policy Statement, HM Government (2011)  
Planning Policy Statement 10: Planning for Sustainable Waste Management (2011)  
The Rights of Way Circular 1/09, Department for Environment, Food & Rural Affairs, October 2009  
Encouraging Sustainable Travel, Highways Agency  
A12/ A120 Route based strategy, Highways Agency (2013)  
East of England Route Strategy Evidence Report, Highways Agency (2014)  
The Vascular Plant Red Data List for Great Britain

### **Regional**

Haven Gateway: Programme of Development: A Framework for Growth, 2008 -2017 (2007)  
Haven Gateway: Integrated Development Plan (2008)  
South East LEP Investment and Funding (March/April 2014)  
Anglian Water Business Plan (2015-2020) (2012)  
Draft Water Resource Management Plan (2014 – 2039) (2014)  
Anglian River Basement Management Plan (2009 and draft 2015)  
Catchment Abstraction Management Plan

Haven Gateway Water Cycle Study: Stage 1 Report (2008)  
 Atkins A120 Wider Economic Impacts Study (2008)  
 The draft Anglian River Basin Flood Risk Management Plan (2015)  
 The Combined Essex Catchment Abstraction Management Strategy (CAMS) (2013)  
 The Suffolk Shoreline Management Plan (2014)

## **County**

Commissioning School Places in Essex 2014/19 (2015)  
 ECC developer contributions document (2010)  
 Education contributions guideline supplement  
 ECC Corporate Plan 2013 – 2017  
 Vision for Essex 2013 – 2017: Where innovation brings prosperity (2013)  
 Corporate Outcomes Framework 2014 - 2018 Essex County Council (2014)  
 Essex and Southend-on-Sea Waste Local Plan (2017)  
 Essex Minerals Local Plan (2014)  
 Colchester draft Surface Water Management Plan (2014)  
 Essex Biodiversity Action Plan (2011)  
 Essex Transport Strategy: the Local Transport Plan for Essex (2011)  
 Highway Authority's Development Management Policies (2011)  
 Economic Growth Strategy (2012)  
 Integrated County Strategy (2010)  
 Essex Wildlife Trust's Living Landscapes  
 Combined Essex Catchment Abstraction Management Strategy (2013)  
 Essex Design Guide (2005)  
 North Essex Catchment Flood Management Plan (2009)  
 Essex and South Suffolk Shoreline Management Plan (second phase) (2011)  
 Dedham Vale AONB and Stour Valley Management Plan 2010 – 2015  
 Essex Public Rights of Way Improvement Plan, Essex County Council  
 Joint Municipal Waste Management Strategy for Essex 2007 – 2032 (2008)  
 Local Flood Risk Management Strategy, Essex County Council (2013)  
 Essex Gypsy and Traveller Accommodation Assessment (2014)  
 Essex Biodiversity Action Plan (2011) – Vision for Essex Lowland Meadows

## **Local**

Colchester Borough Publication Draft Local Plan (2017)  
 Colchester Borough Core Strategy (2014)  
 Colchester Borough Development Policies (2014)  
 Colchester Borough Site Allocations (2010)  
 Colchester Borough Local Plan Section 1 Sustainability Appraisal report (2017)  
 Colchester Borough Local Plan Section 2 Sustainability Appraisal report (2017)  
 Colchester Borough Local Plan Section 1 Appropriate assessment report (2017)  
 (2017)

Colchester Borough Local Plan Section 2 Appropriate assessment report (2017)  
 Creative Colchester Strategy & Action Plan (2012)  
 Colchester Borough Council Strategic Plan 2012-2015 (2012)  
 PPG17 Open Space , Sport & Recreation (2008)  
 Safer Colchester Partnership: Strategic Assessment of Crime and Annual Partnership Plan 2012-2013 (2012)  
 Townscape Character Assessment (2006)  
 Landscape Character Assessment (2006)  
 Scott Wilson Strategic Flood Risk Assessment (2008)  
 Affordable Housing SPD (2011)  
 Communities Facilities SPD (updated 2012)  
 Better Town Centre SPD (2012)  
 Sustainable Design and Construction SPD (2011)  
 Colchester Borough Council Housing Strategy (2012)  
 Local Air Quality Management Progress Report (2013)  
 Colchester Environmental Sustainability Strategy 2014-2019 draft (2014)  
 Colchester Borough Council's Comprehensive Climate Risk Assessment (2010)  
 Colchester Borough Council Landscape Strategy (2013)  
 Water Cycle Study (2008)  
 Colchester Cycling Strategy SPD (2012)  
 Core Strategy (2008)  
 Development Policies DPD (2010)  
 Site Allocations Policies DPD (2010)  
 Habitat Regulations Assessment Survey and Monitoring Programme, Final Report, Colchester Borough Council (December 2013)  
 Strategic Housing Market Assessment (SHMA) (2014)  
 Retail and Town Centre Uses Study Colchester Borough Council: Retail Update 2013 (2013)  
 Colchester Borough Green Infrastructure Strategy (2011)  
 Colchester Borough Historic Environment Characterisation Project, Essex County Council, 2009  
 Colchester Infrastructure Delivery Plan (June 2017)  
 Colchester Borough Local Wildlife Site Review 2015 (February 2016)

### **Tiptree**

Tiptree Village Questionnaire Results & Analysis  
 RCCE Tiptree Housing Needs Report (December 2017)  
 Tiptree Strategic Housing Land Availability Assessment reports  
 Tiptree Environmental Group Report

## Task A2: Collecting baseline information

### **SEA Directive:**

***“the environmental protection objectives, established at international, [European] Community or [national] level, which are relevant to the plan or programme and the way those objectives and any environmental considerations have been taken into account during its preparation” (Annex I (e))***

Baseline information provides the basis for predicting and monitoring environmental effects and helps to identify problems and ways to deal with them. The Environmental Report can focus on issues where significant effects are likely, it does not have to focus on every issue. A practical approach is needed as the collection and updating of baseline data could go on indefinitely.

This baseline data section is taken from the neighbourhood plan and Environment Group Report. It includes a detailed description of Tiptree and the environmental issues it faces.

Tiptree is a large village located on the south west boundary of Colchester 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. It 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.

According to the 2011 census, Tiptree has proportionally fewer people aged 0-40 compared to Colchester Borough as a whole, the East of England and England. There are particularly fewer 21-30 year olds. Tiptree has proportionally more 51-80 year olds. The table, below, shows the age profile of Tiptree compared to Colchester, the East of England and England.

Age by Year Band (QS103EW)

	Tiptree	%All	Colchester	%All	East of	%All	England	%All
	Parish		Non-Metropolitan		Region		Country	
			District					
<b>All Usual Residents</b>	9182	100.00%	173074	100.00%	5846965	100.00%	53012456	100.00%
<b>0-10</b>	1007	10.97%	21886	12.65%	755515	12.92%	6878137	12.97%
<b>11-20</b>	1090	11.87%	22836	13.19%	706158	12.08%	6561527	12.38%
<b>21-30</b>	808	8.80%	24747	14.30%	723721	12.38%	7266349	13.71%
<b>31-40</b>	1033	11.25%	23303	13.46%	761337	13.02%	7086273	13.37%
<b>41-50</b>	1376	14.99%	24531	14.17%	863442	14.77%	7714185	14.55%
<b>51-60</b>	1198	13.05%	19566	11.30%	707119	12.09%	6259798	11.81%
<b>61-70</b>	1466	15.97%	18314	10.58%	646416	11.06%	5503007	10.38%
<b>71-80</b>	805	8.77%	11143	6.44%	424812	7.27%	3601631	6.79%
<b>81-90</b>	346	3.77%	5773	3.34%	222784	3.81%	1847759	3.49%
<b>91+</b>	53	0.58%	975	0.56%	35661	0.61%	293790	0.55%
<b>Total:</b>	9182		173074		5846965		53012456	

**Key: Darker=Significantly more, Lighter=Significantly less**

The significant lack of the 21-30 age group implies that Tiptree lacks attraction or facilities for them:

- insufficient suitable accommodation
- accommodation is too expensive
- insufficiently broad range of local employment
- lack of post-18 training opportunities
- lack of range of leisure opportunities.

The predominance of an older population is to be expected in a rural village location, but it is higher than the East of England figures, which represent a region that is known to be more rural than metropolitan. Once retired, no longer regularly experiencing daily rush hour driving and fast traffic on dual carriageways and motorways, driving becomes less attractive. Hence local amenities and good public transport becomes more important for a large retired population.



According to the 2011 census, there are 3859 households in Tiptree. Proportionally Tiptree is significantly lacking in one and two-bedroom dwellings compared to Colchester Borough as a whole, the East of England and England, as highlighted in the table, below.

## Office of National Statistics March 2011 last updated 30.01.2013

### Number of Bedrooms (QS411EW)

All Household Spaces With At Least One Usual Resident

#### No Bedrooms

#### 1 Bedroom

#### 2 Bedrooms

#### 3 Bedrooms

#### 4 Bedrooms

#### 5 or More Bedrooms

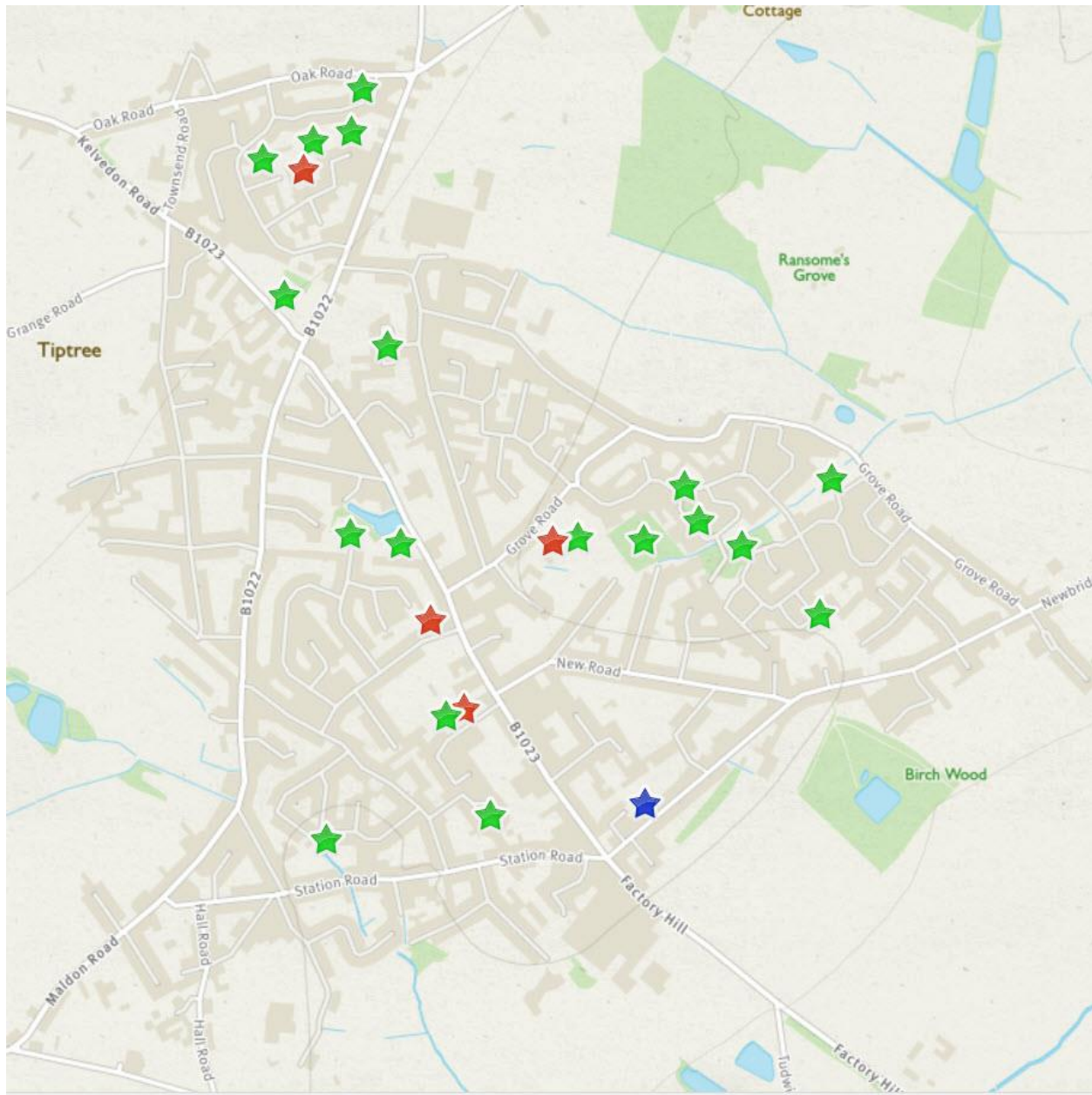
Tiptree Parish		Colchester Non-Metropolitan District		East of England Region		England Country	
3859	100.00%	71634	100.00%	2423035	100.00%	22063368	100.00%
15	0.39%	182	0.25%	5194	0.21%	54938	0.25%
236	6.12%	7669	10.71%	251374	10.37%	2593893	11.76%
896	23.22%	19833	27.69%	633776	26.16%	6145083	27.85%
1747	45.27%	28190	39.35%	1002547	41.38%	9088213	41.19%
782	20.26%	12300	17.17%	407633	16.82%	3166531	14.35%
183	4.74%	3460	4.83%	122511	5.06%	1014710	4.60%

Key: Darker=Significantly more, Lighter=Significantly less

The comparative lack of smaller dwellings helps to explain the Tiptree demographic. Pensioners who are downsizing can outbid younger people; families that are splitting; and single people for the smaller properties. There is plenty of anecdotal evidence of people in the latter categories having to move away from Tiptree in order to obtain the property they need and can afford. Since there is a slant to the older age group in the population this also creates more demand for the smaller properties enabling people to downsize rather than move away. Anecdotal evidence supported by the Neighbourhood Plan questionnaire, suggests many people intend to live out their lives in Tiptree, but the relative fall in the over 80 age group suggests there is more need for sheltered accommodation near amenities and homes in Tiptree providing a higher level of care for the oldest in the community so that they do not have to move away and become disconnected from their community.

The map below shows details of all public and private open space within the settlement boundary of Tiptree. The green star shows amenity land, the red star play areas and the blue star indicates the former Tiptree United restricted access open space that has been swapped for a pitch alongside Colchester Road near Napier's Farm.

### Public and private open space in Tiptree





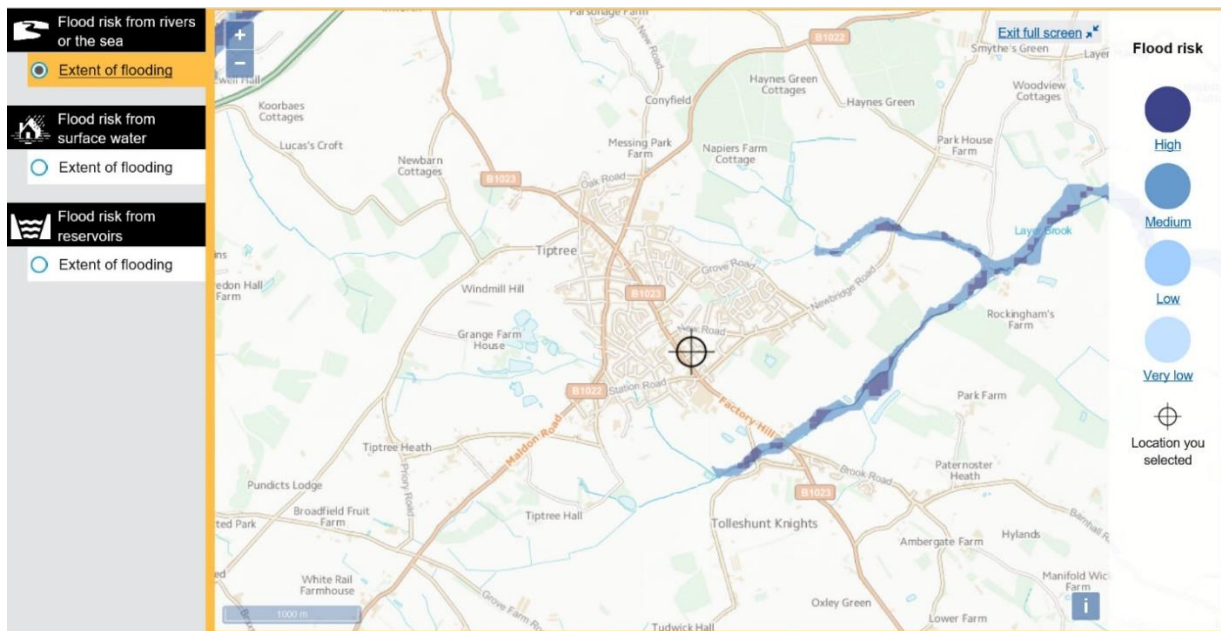
The map, below, shows Tree Preservation Orders (TPOs) in Tiptree. TPOs are distributed across Tiptree, with a concentration in the centre of the village.

### Tree Preservation Orders in Tiptree



The maps, below, show details of flood risk in Tiptree. The built up area of Tiptree is not at medium or high risk of flooding from rivers, however part of the built up area is at risk of surface water flooding.

### Risk of flooding from rivers in Tiptree



### Risk of Surface Water flooding in Tiptree







### Task A3: Identifying environmental problems

#### **SEA Directive:**

***“relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan or programme” and “the environmental characteristics of areas likely to be significantly affected (Annex I (c))***

***“any existing environmental problems which are relevant to the plan or programme including, in particular, those relating to any areas of a particular environmental importance, such as areas designated pursuant to Directives 79/409/EEC and 92/43/EEC” (Annex I (d))***

Identifying environmental problems is an opportunity to identify areas that the plan should address. The key issues for the Tiptree neighbourhood plan were identified from extensive consultation and local knowledge and include:

- Tiptree lacks attraction or facilities for 21- 30 year olds:
  1. insufficient suitable accommodation
  2. accommodation is too expensive
  3. insufficiently broad range of local employment
  4. lack of post-18 training opportunities
  5. lack of range of leisure opportunities.
- The provision of local amenities and good public transport for an older population.
- Lack of an evening bus service.
- Lack of smaller dwellings.
- Provision of improved access to the A12 north and south.
- Improved transport links to neighbouring towns and railway stations.
- Lack of wide open space with space to roam.
- Better protection for Local Wildlife Sites.

### Task A4: Developing SEA objectives

Whilst not specifically required by the SEA Directive, SEA objectives are a recognised way of considering the environmental effects of the plan and comparing the effects of reasonable alternatives.

They serve a different purpose to the plan objectives, although there may be some overlapping of objectives. The Tiptree neighbourhood plan objectives are as follows:

## 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

Objective 3: To promote sensitive development that protects and enriches the landscape 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: Delivery of 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 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.

## TRAFFIC AND MOVEMENT

Objective 13: To provide access routes to new estates that avoids congestion.

Objective 14: To avoid increased congestion on existing roads and junctions in and around Tiptree by steering 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: Sustaining and improving 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 nature conservation.

Objective 29: To protect local wildlife sites and other locally valued habitats.

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.

The SEA objectives for the Tiptree neighbourhood plan are derived from the review of plans and programmes and sustainability objectives, baseline data, environmental problems and neighbourhood plan objectives.

Objectives	Assessment Criteria	Indicators where applicable	SEA Themes
1. To deliver well designed new homes in keeping with the village feel and identity of Tiptree on allocated sites to meet Tiptree's housing needs up to 2033	Will it deliver the number of houses needed to support the existing and growing population?	The number of net additional dwellings	Material assets Climatic factors
	Will it provide a variety and choice to meet existing and future needs in terms of housing type and tenure	Percentage of residential completions that are two or three bedroom properties	

2. To avoid increased congestion on existing roads and junctions in and around Tiptree and promote the provision of cycleways and footways from new development to existing village amenities including the village centre	Will it avoid congestion on existing roads and junctions?		Population Climatic factors Air Human health
	Will it deliver sustainable transport infrastructure?		
3. To maintain and improve a safe, welcoming and attractive village centre to service the needs of the community	Will it retain and enhance community facilities?	Contributions received towards community facilities	Population Human health
	Will it increase the number of public car spaces in the village centre and improve sustainable transport links?		
4. To strengthen and support local economic activity and local economic areas by encouraging small businesses and promoting accessible business parks	Will it improve the delivery of a range of local employment opportunities?	Amount of floorspace developed for employment, sqm	Material assets Population Cultural heritage

5. To protect and where possible, enhance open spaces, biodiversity and landscape character	Will existing open spaces be protected & new open spaces be created?	Contributions received towards open space	Population Human health Biodiversity Flora Fauna
	Will it protect or enhance biodiversity?	Area of land offset for biodiversity	
6. To value and protect our heritage	Will it protect and enhance heritage and cultural assets?	Number of listed buildings demolished	Cultural heritage including architectural and archaeological heritage
		Number of locally listed buildings demolished	
		Number of Buildings at Risk	

### Task A5: Consulting on the scope of SEA

#### **SEA Directive:**

***“The authorities... which, by reason of their specific environmental responsibilities, are likely to be concerned by the environmental effects of implementing plans and programmes... shall be consulted when deciding on the scope and level of detail of the information which must be included in the environmental report” (Article 5.4 and 6.3)***

The consultation bodies, Natural England, Environment Agency and Historic England will be consulted on this scoping report. Their views will be taken into account and if necessary the scope of the assessment will be amended. Representations are requested by 31 March 2019.



## Tiptree Neighbourhood Plan

Consultation Edition (June 2019)

Tiptree Parish Council



## IMPORTANT INFORMATION

# This is the Consultation Edition of Tiptree Neighbourhood Plan

The public consultation period runs from  
8<sup>th</sup> June until 21<sup>st</sup> July 2019

**Remember: no Plan means no control over development!**

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

Visit the Tiptree Neighbourhood Plan website  
[www.essexinfo.net/tiptreenp](http://www.essexinfo.net/tiptreenp)

to:

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

Or:

The plan may also be viewed at the library and paper copies and/or response forms may be obtained from the Library, Staines or the Parish Council Office at 2 Mynott Court, Tiptree, CO5 0UP.

**Remember: you must respond by 21<sup>st</sup> July 2019**

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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 2034. 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.

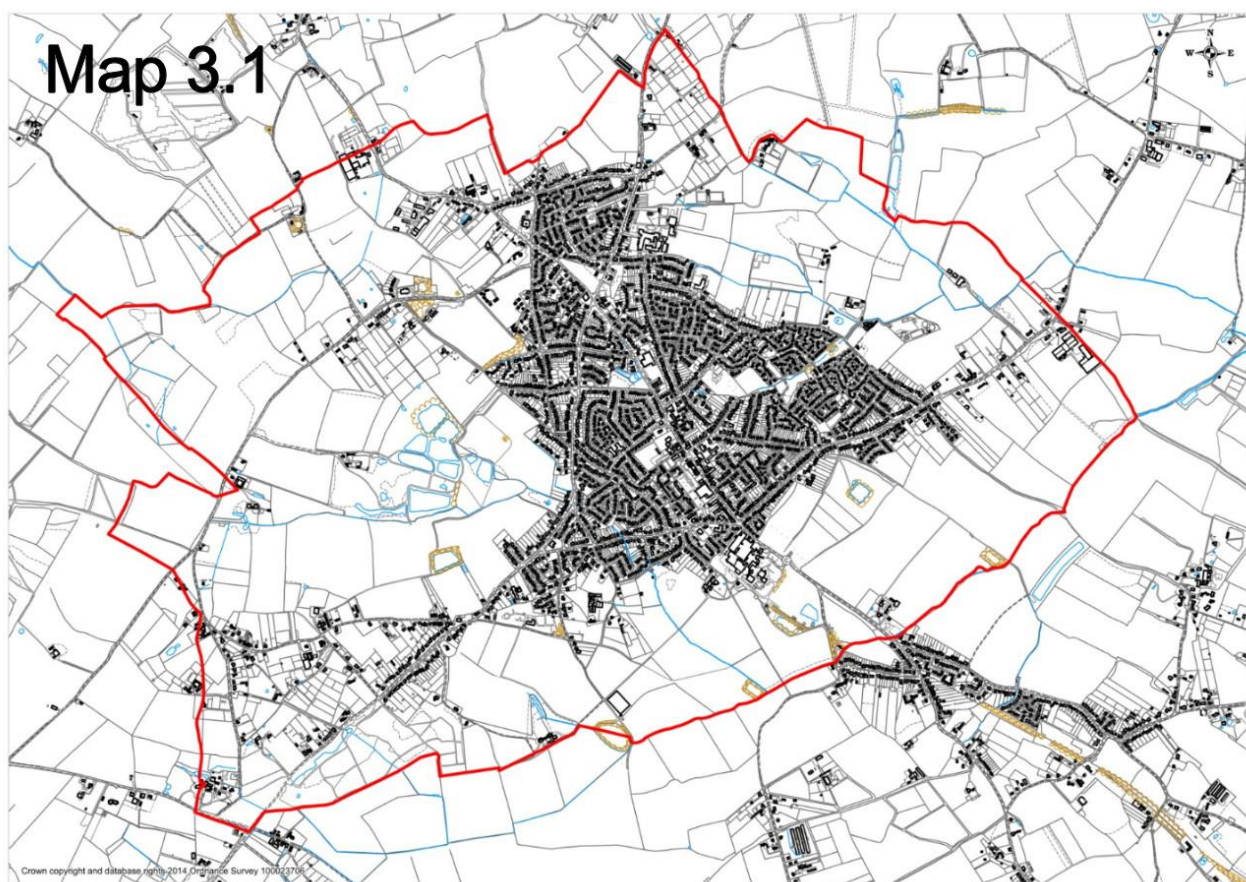


### 3. Introduction

This document represents the Neighbourhood Plan for Tiptree parish. It represents one part of the **development plan** for the parish over the period to 2034, 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: Neighbourhood Plan area**

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 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 Draft 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.

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 following adopted CBC plan policies should be consulted:

### Core Strategy

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.

- i. SD2: Delivering Facilities and Infrastructure
- ii. SD3: Community Facilities

- iii. CE2b: District Centres
- iv. H3: Housing Diversity
- v. PR1: Open Space
- vi. PR2: People-friendly streets
- vii. TA1: Accessibility and changing travel behaviour
- viii. TA2: Walking and Cycling
- ix. TA4: Roads and Traffic

## **Development Policies DPD**

The Development Policies document forms part of the Local Development Framework (LDF) process that came into effect in 2004. This provides a strategy for the development of Colchester to 2021 and beyond.

- i. DP1: Design and Amenity
- ii. DP4: Community Facilities
- iii. DP7: Local Centres and Individual Shops
- iv. DP12: Dwelling Standards
- v. DP15: Retention of Open Space and Indoor Sports Facilities
- vi. DP16: Private Amenity Space and Open Space Provision for New Residential Development
- vii. DP17: Accessibility and Access
- viii. DP18: Transport Infrastructure Proposals
- ix. DP19: Parking Standards

## **Site Allocations DPD**

The purpose of the Site Allocations DPD is to provide area specific allocations in line with the overall strategy set by the Core Strategy.

- i. TIP2: Transport in Tiptree



## 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	Results feedback exhibition
February 2018	Appointment of a Task Group and the hire of a Consultant to write the draft Neighbourhood Plan
June – July 2019	Six-week community consultation on proposed Neighbourhood Plan



August 2019	Analysis of responses and amendments in the light of the consultation
October 2019	Submission of plan to local authority (CBC) CBC organises formal six-week publicity
December 2019	Submission to independent examiner
February 2020	Amendments made & permission to proceed granted by CBC
March 2020	Formal 6 weeks' publicity of coming referendum
April 2020	Referendum, a majority vote is needed to accept the plan
May 2020	Plan adopted



## 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 2019

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.

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 Zone 2. 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, one contains a T junction that can be hard to turn out of and the other 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 car parking, 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 2034

'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.

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

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### HOMES AND HOUSING

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**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:** Sustaining and improving 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 nature conservation.

**Objective 29:** To protect local wildlife sites and other locally valued habitats.

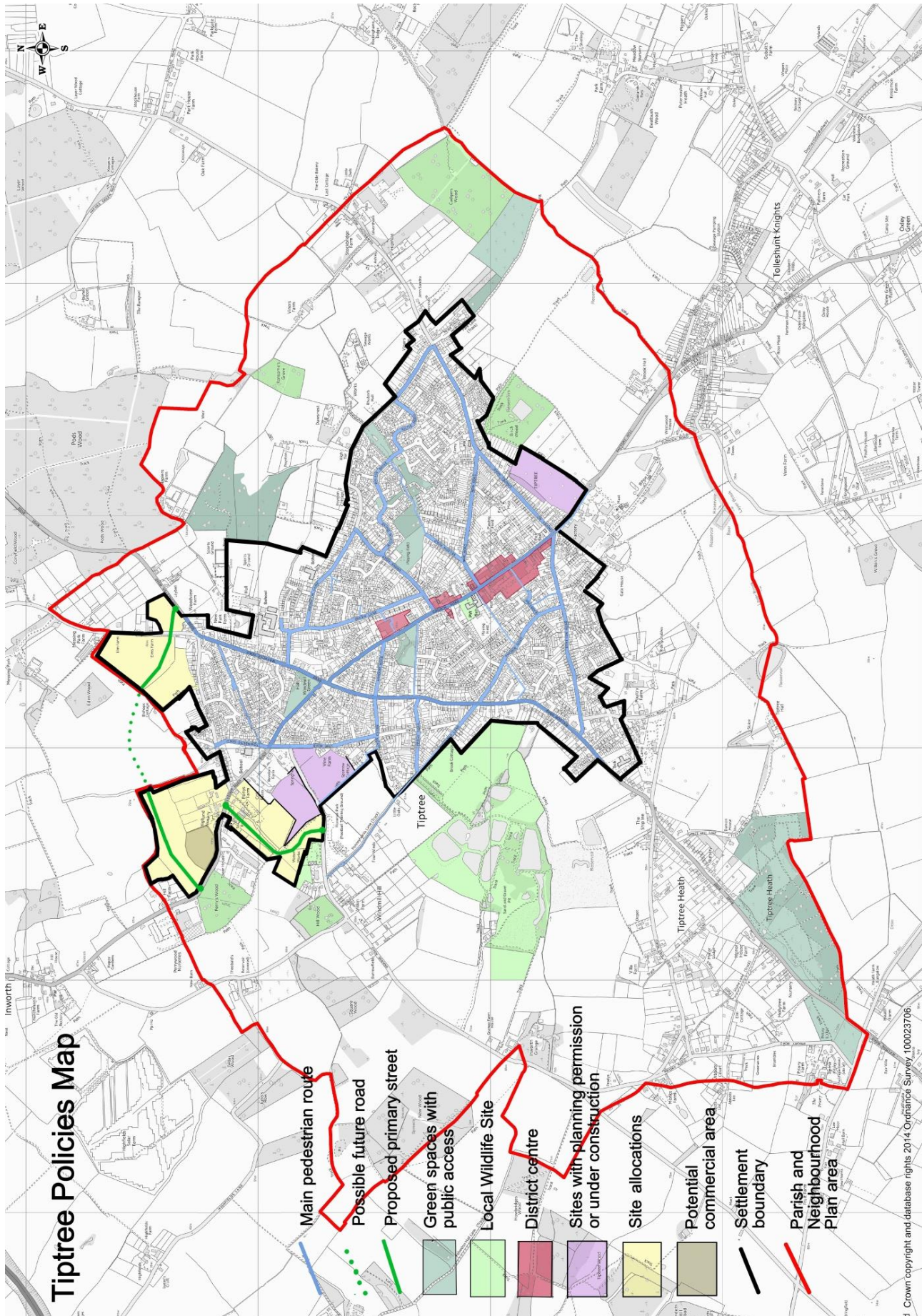
**Objective 30:** To deliver additional green space with public access as part of new developments in Tiptree and space to roam in beautiful surroundings.

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

## **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.









## 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.

**Objective 3:** To promote sensitive development that protects and enriches the landscape 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, a dental surgery or burial space, lies adjacent to the settlement boundary, offers considerable social benefits to the community (by virtue of the uses proposed) and does not significantly worsen traffic congestion in Tiptree village. In this respect proposals for predominantly market housing would not qualify; or**
  - ii. they are in accordance with the Colchester Local Plan policies on appropriate uses in the countryside; or**
  - iii. they are on sites allocated for those uses in the Colchester Site Allocations Development Plan Document or its successor; or**
  - iv. they relate to necessary utilities infrastructure and where no reasonable alternative location is available.**

## 7. Homes and Housing

**Objective 7:** Delivery of 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 2034.

**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 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.

### 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 estate and to provide space for footpaths, cycle-ways, trees and wildlife corridors. 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. 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.

#### **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 have appropriately addressed the following:**
  - i. Respected established building set back and arrangements of front gardens, walls, railings or hedges.
  - ii. Incorporated spaces between groups of properties to break the building mass.
  - iii. Used trees and mixed hedges of predominantly native species to screen developments.
  - iv. Ensured safe access to routes for pedestrians, cyclists and road users, particularly towards the village centre, local schools and other amenities.
  - v. Used high quality materials that complement the existing dwellings in the immediate vicinity.
  - vi. Designed properties so they incorporate appropriate infrastructure and can be retro-fitted for new electricity and digital technology.
- B. 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, car and bicycle parking.**

## 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.

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 DoT 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-byes 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 dwelling - 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 sufficient to accommodate a ‘transit’ style van.**



## 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 provide access routes to new estates that avoids congestion.

**Objective 14:** To avoid increased congestion on existing roads and junctions in and around Tiptree by steering 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.

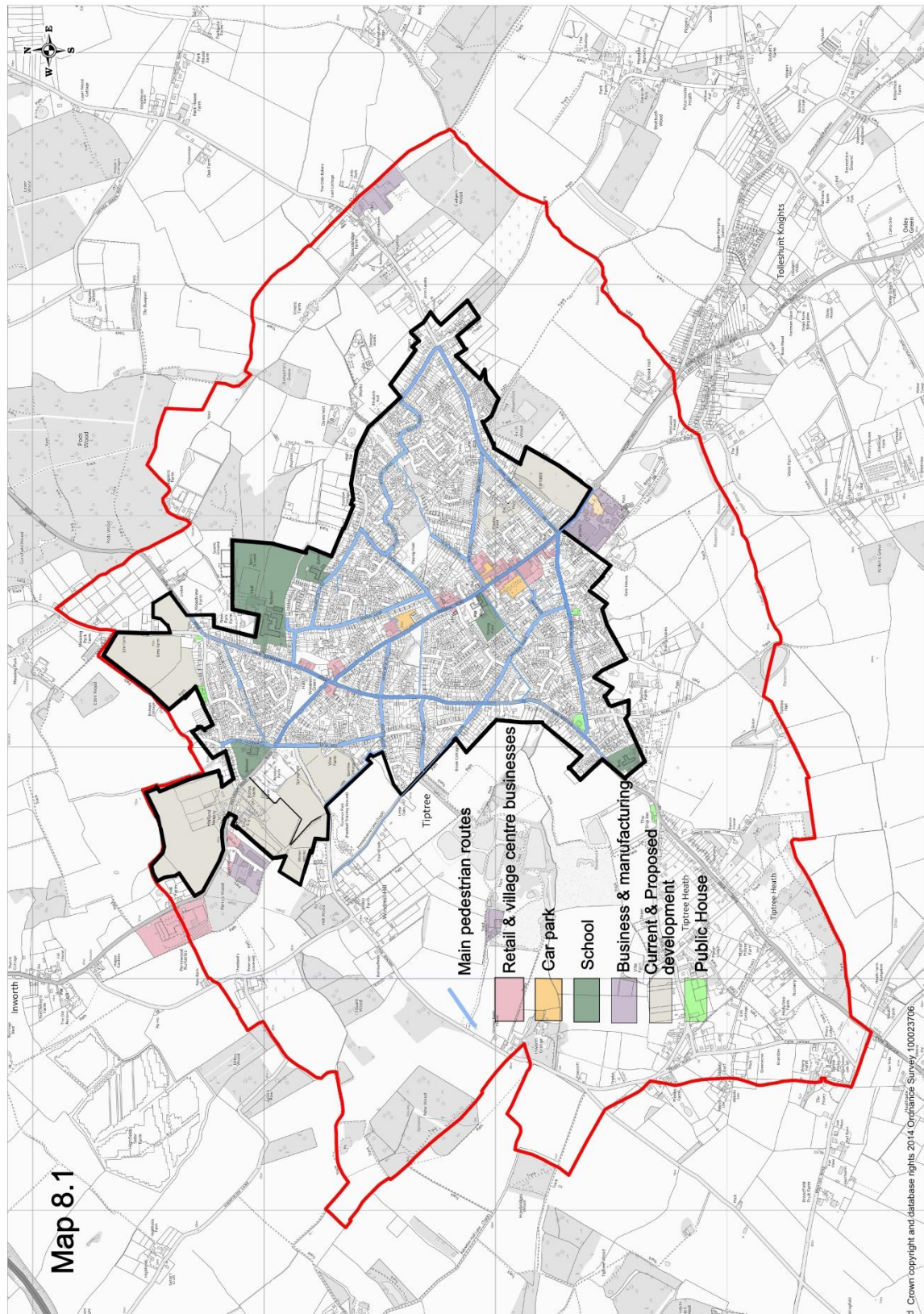
The Parish Council is also aware of the following issues and will work towards improvements in these areas, albeit outside the provision of the Neighbourhood Plan:

- 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 from one another will be strongly supported. Such routes should 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 identified main pedestrian routes will be strongly supported.**
- Development will be expected to not have an unacceptable impact on the main pedestrian routes and adequately mitigate the impact of additional traffic movements on the safety and flow of pedestrian access especially at road junctions.**



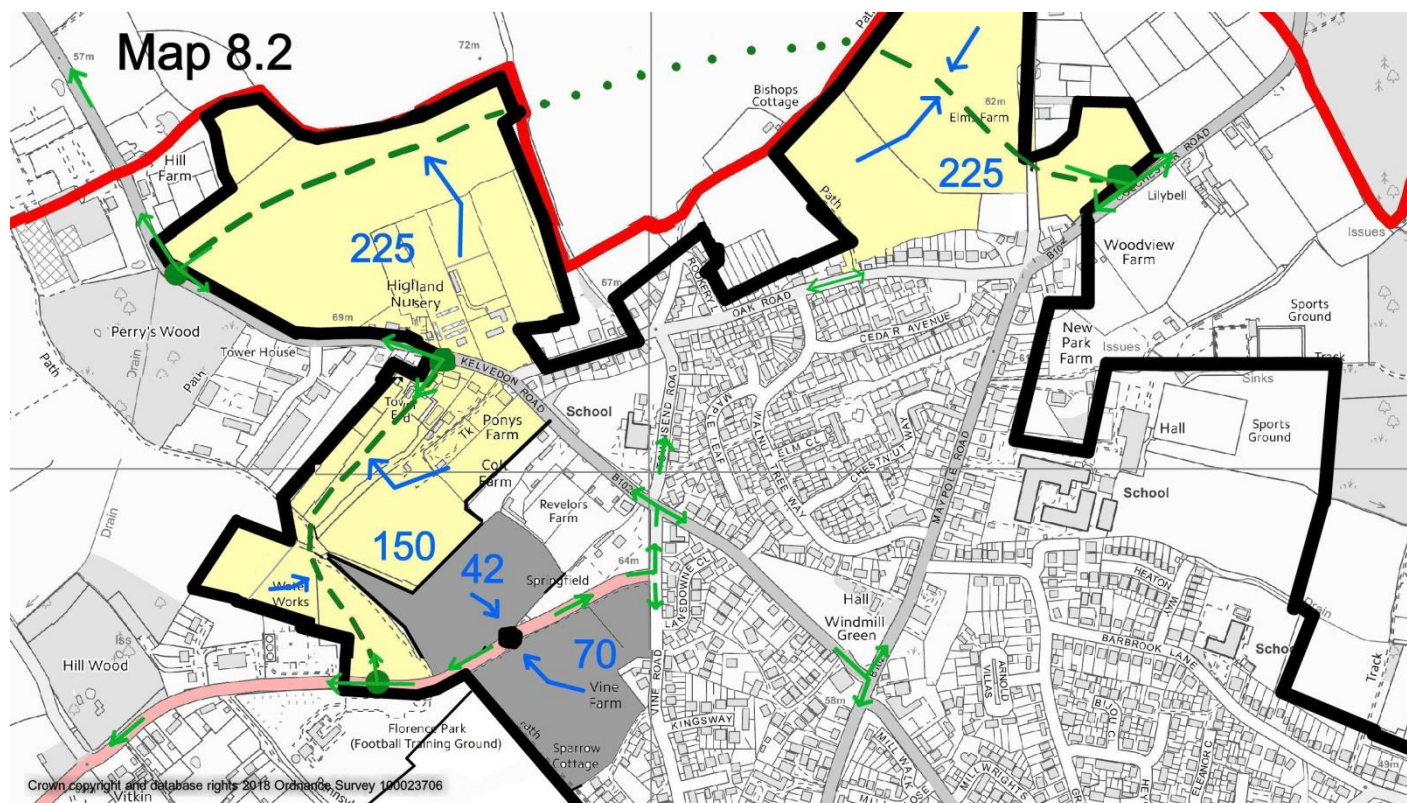


## Vehicular Traffic Movement

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 to the right when turning 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 will also provide an alternative south-west to north-east route between Braxted 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.



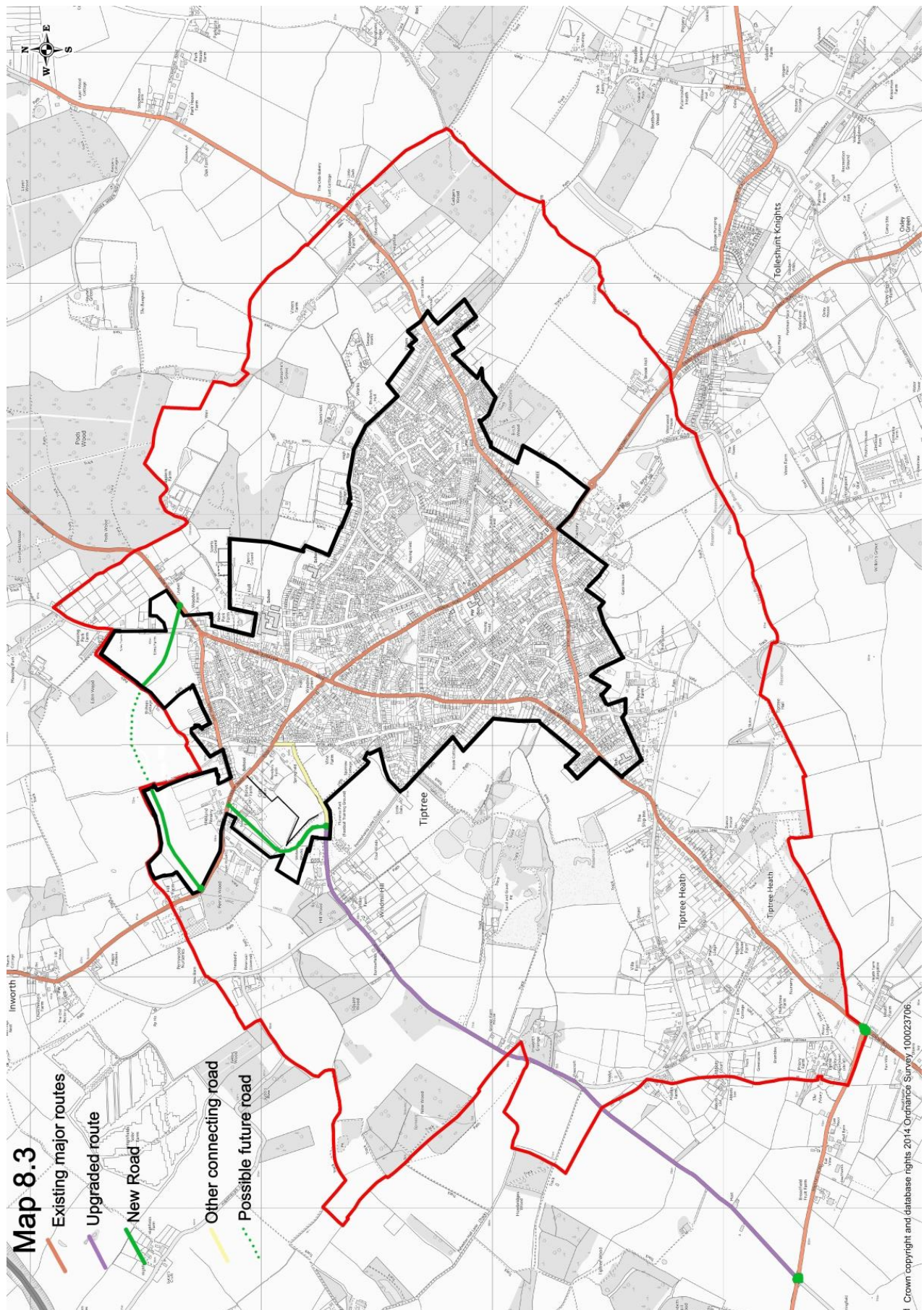
Currently there is only light traffic in Grange Road (Marked in pink on the map) however the present development of over 100 homes will significantly increase the traffic and the pressure on the Vine Road/Kelvedon Road junction. The provision of the alternative Grange Road – Kelvedon Road link is an 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.

#### **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 new developments should have more than one access point for car users and wherever space allows access should be via a roundabout.**
- C. Proposals to mitigate the level of additional vehicular traffic travelling through the centre of Tiptree village (along the B1022 and B1023) are strongly encouraged.**
- D. As part of the site allocations relating to development of land in the north and north-west of Tiptree (Policies TIP13 and TIP14) a route is safeguarded for the provision of a new road which 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). Development of the land in the north and north-west of Tiptree will be expected to contribute towards the delivery of the road and applicants will be expected to work with the Highway Authority to ensure that:**
  - i. the new ‘primary street’ meets the necessary specifications as given in the Essex Design Guide (2018), in particular ensuring it is sufficient to support a bus route; and**
  - ii. the optimum route corridor, reflecting the indicative corridor shown on the Tiptree Policies Map, is safeguarded in order to maximise the potential for the road to be delivered whilst ensuring that development in north Tiptree is sustainable over the long term, including growth beyond the plan period.**







## 9. Tiptree Village Centre

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

**Objective 20: Sustaining and improving 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 a 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 flats 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.**

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. This plan seeks to protect the present use of commercial buildings within the village centre (Policy TIP08) and also provide an additional area for business expansion on the edge of the village (see below).

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**

Land in north-west Tiptree (Policy TIP14) is required to deliver approximately 1.5 hectares of B-Class employment land. As part of this provision, the employment land is expected to be serviced and commercial buildings delivered on the site are expected to be designed to be suitable for use by existing larger businesses currently located adjacent to the District Centre boundary of Tiptree village. It is important that developments are compatible with their surroundings and that the business site is appropriately screened with trees and hedgerows.

# 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.
- Require contributions towards the provision of this MUGA by all other residential site allocations.
- A community sports & social club.

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

- Replacement of junior play equipment at Grove Road.
- Replacement of Scout Hut with a community youth and scout hall.
- Improvements to Sports Centre.
- Adult Fitness Trail in Park Lane.
- Multi games surface at Grove Road (not identified in the Leisure and Play Facilities Audit).
- Provision of a new cemetery.

## **POLICY TIP11: COMMUNITY INFRASTRUCTURE PROVISION**

- A.** In order to address the needs arising from growth, new development is expected to be supported by the delivery of the following community infrastructure items:
- i. A Local Equipped Area for Play (LEAP) in north-west Tiptree (secured as part of the delivery of the allocated land at Highland Nursery) – Policy TIP14.
  - ii. A Multi Use Games Area (MUGA) in north-west Tiptree (secured as part of the delivery of the allocated land at Elms Farm) – Policy TIP14.
- B.** Development is also expected to contribute (through Section 106 as appropriate or through Community Infrastructure Levy contribution) to the following community infrastructure projects which will address the needs arising from growth:
- i. Replacement of children’s play equipment at Grove Road.
  - ii. Replacement of the Scout Hut.
  - iii. Improvements to the Sports Centre.
  - iv. Provision of an adult fitness trail in Park Lane.
  - v. Education expansion.
  - vi. Health facilities.
- C.** Suitable site proposals for burial land will be supported (see Policy TIP01).





## 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 2034, Tiptree Parish has, in turn, been required to provide a minimum of 600 new homes by 2034. 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 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 of several submitted sites and is promoted by more than one land agent or developer however it is a necessary requirement that each area is promoted in a holistic manner. This is to achieve general consistency, equalisation and 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 a comprehensive masterplan for each area has 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.

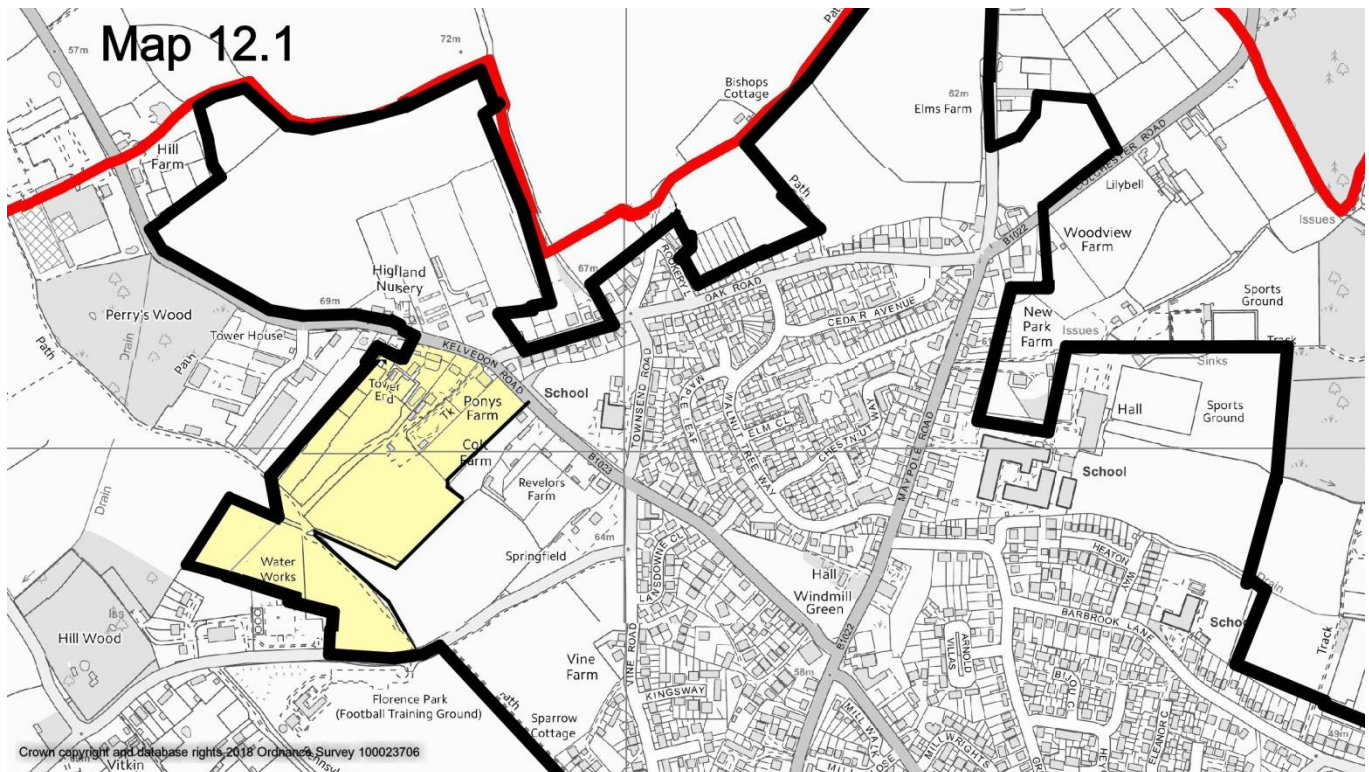
The sites that are being promoted here are considered to have the capacity to deliver the required 600 homes for Tiptree. The total number of houses allocated to this plan is sufficient to ensure the viability of the planning gains required of developers and to enable the Elms Farm development to connect 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 each be underpinned by comprehensive masterplans which have been informed by a process of active engagement with the community of Tiptree and with the authors of the other masterplans on common matters, particularly the connectivity of the individual parts of the 'primary street'. These masterplans should demonstrate, where necessary, that they align with one another and will contribute towards the delivery of the overall vision for Tiptree.**
- B. These masterplans should demonstrate 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.**

## 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 below. The land comprises approximately 8 hectares and can accommodate approximately 175 homes. It offers the opportunity to connect Grange Road with Kelvedon Road and thereby create alternative routes out of the village and to the A12.



### POLICY TIP13: TOWER END

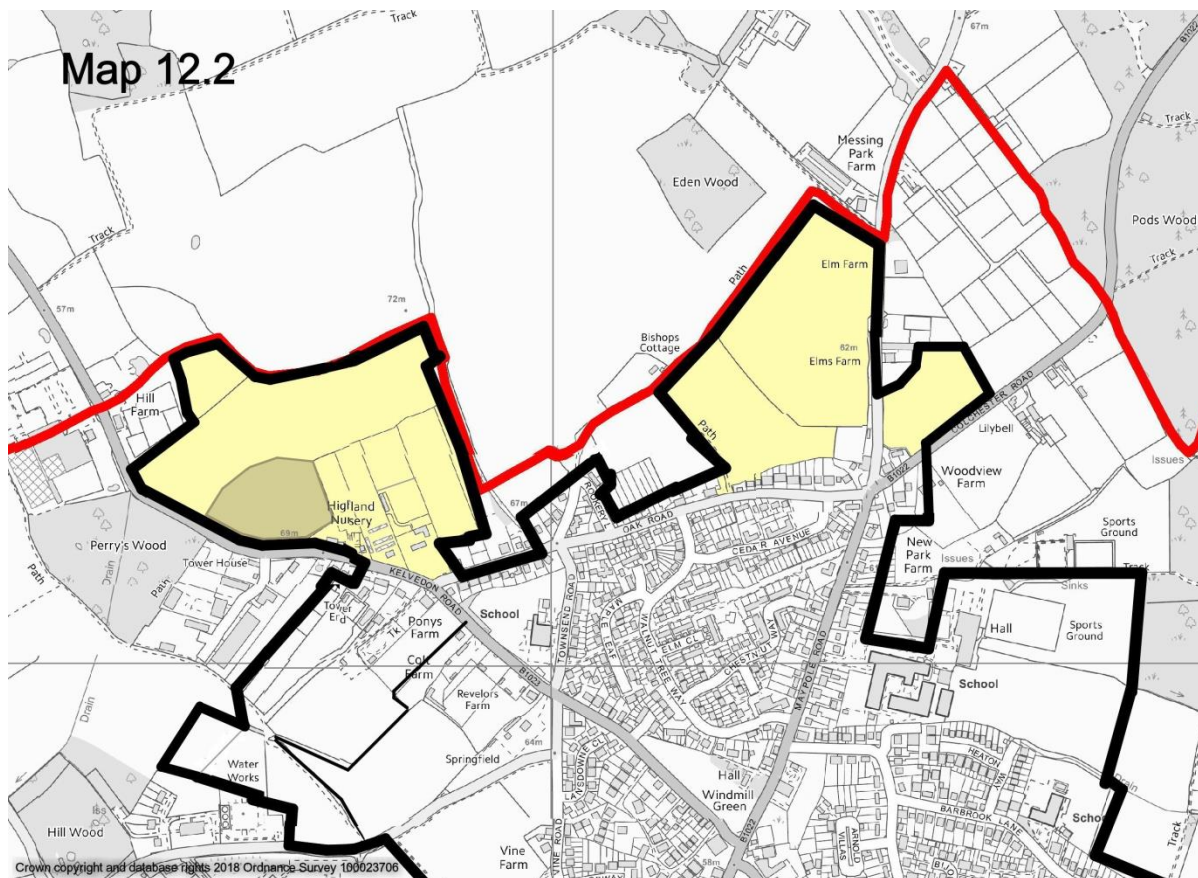
Tower End totalling 8 hectares is allocated for approximately 175 homes. The following criteria must be met:

- i. The development provides for a mix of dwelling sizes in accordance with Policy TIP05; and
- ii. 0.27Ha is provided as green space for community use; and
- iii. A 'primary street' is provided connecting Kelvedon Road with Grange Road. This road must be provided so that, when completed, it is sufficient to accommodate a public bus route and non-residential traffic. The safeguarded route should ensure that the final road can have grass verges, wide pavements and vehicular access to residential areas. No dwellings should front directly onto this road. This road to include three-way roundabouts at the junctions with Grange Road and Kelvedon Road (In accordance with Policy TIP07); and
- iv. Pedestrian and cycle access into surrounding housing estates, towards the village centre and towards Perrywood Garden Centre is provided.



# 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 230 homes and a Business Area. *Elms Farm* comprises approximately 10 hectares and is allocated for approximately 218 homes.



**POLICY TIP14: HIGHLAND NURSERY AND ELMS FARM**

Highland Nursery and Elms Farm are, together, allocated for approximately 450 homes. The following criteria must be met:

- i. Residential development is focused in the western and eastern areas of the site; and
- ii. The development provides for a mix of dwelling sizes in accordance with Policy TIP05; and
- iii. The western end of the site to provide 1.5Ha for business use (Class B1). This should include 0.6Ha of serviced land which is made available for first occupation by existing commercial trades that choose to relocate from the existing premises close to the centre of Tiptree village.
- iv. The provision of a green buffer between the existing houses in Oak Road and the new estate; and
- v. 0.36Ha of green space is provided and includes a Local Equipped Area for Play in the western end (Highland Nursery); and
- vi. 0.8Ha of green space is provided for a Multi-Use Games Area in the eastern end (Elms Farm); and
- vii. A 'primary street' is provided around the back of the development from the junction with Kelvedon Road and being capable of extension through the eastern portion of the development into Colchester Road in the future (In accordance with Policy TIP07). This road must be provided so that, when completed, it is sufficient to accommodate a public bus route and non-residential traffic. The safeguarded route should ensure that the final road can have grass verges, wide pavements and vehicular access to residential areas. No dwellings should front directly onto this road. This road to include three-way roundabouts at the junction of Kelvedon Road at the western end and at the junction of Colchester Road at the eastern end (In accordance with Policy TIP07); and
- viii. Appropriate improvements are made to the junction of Messing Road with Colchester/Maypole Road in agreement with the Highway Authority.



# 13. Countryside and Green Spaces

**Objective 28: To protect existing greenspace, the landscape character and support nature conservation.**

**Objective 29: To protect local wildlife sites and other locally valued habitats.**

**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 in his capacity as 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. 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 public access for the enjoyment of the community of Tiptree and its visitors. This includes designated Local Wildlife Sites which shall be protected from development.**
- B. 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 ten other Greater Essex local planning authorities, and Natural England, on a Recreational disturbance Avoidance and Mitigation Strategy (RAMS) for the Essex coast. RAMS is a strategic solution to protect the Essex coast from the recreational pressures of a growing population. A RAMS is usually driven by challenges and opportunities arising from planning issues. RAMS generally applies more broadly than at a single designated Habitat site, provides strategic scale mitigation and enables the development of a generic approach to evidence collection and use.

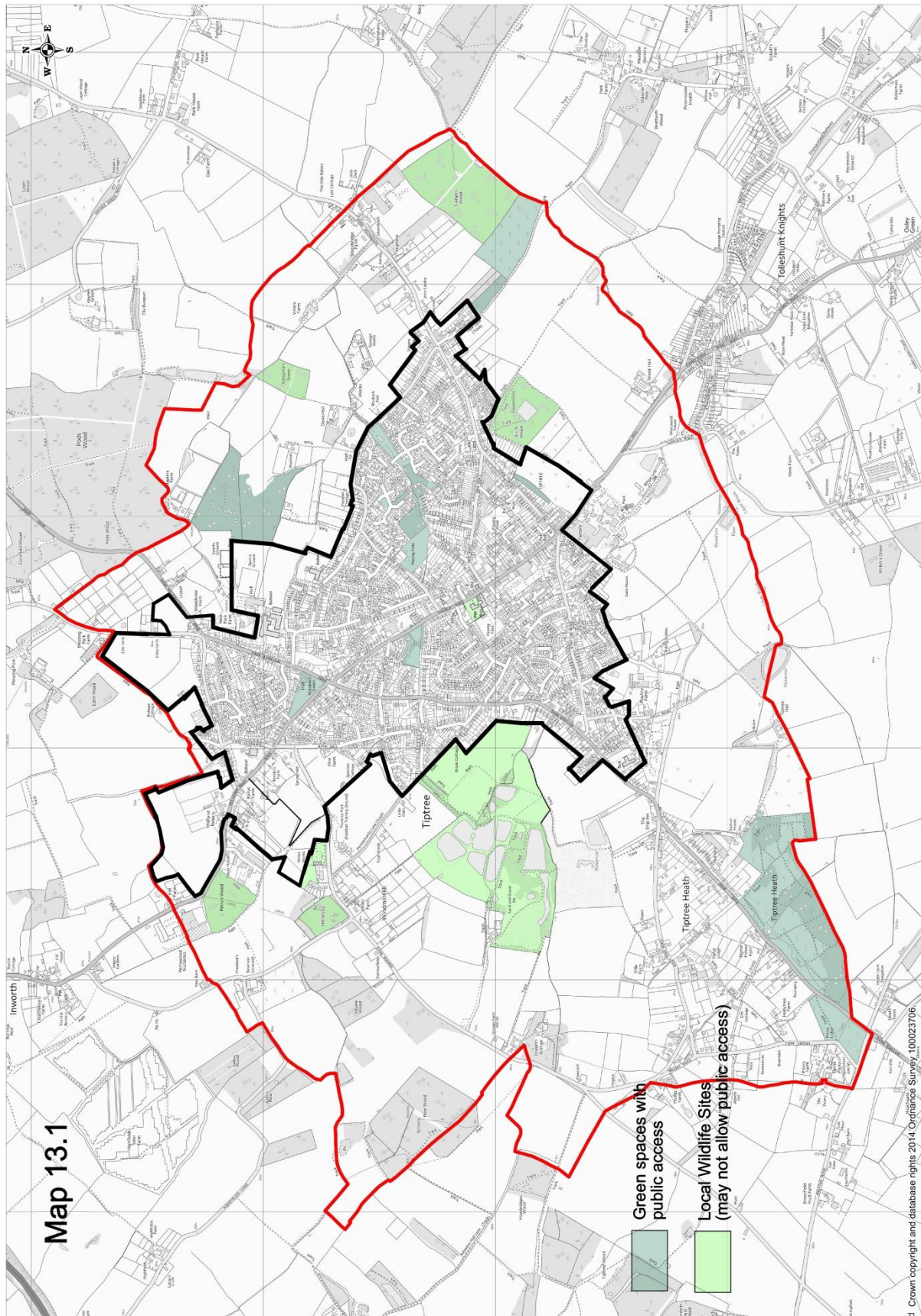
Financial contributions will be sought for all residential development, which falls within the zones of influence, towards a package of measures to avoid and mitigate likely significant adverse effects in accordance with policy SP2b of the Shared Strategic Section 1 Plan and policy ENV1 (Environment) of the Section 2 Colchester Borough Local Plan. This includes development allocated in Neighbourhood Plans within Colchester Borough. Details of the zones of influence and the necessary measures will be included in the Essex Coast RAMS Supplementary Planning Document (SPD).

In the interim period, before the Essex Coast RAMS is completed, proposals within the zones of influence for recreational disturbance to Habitat sites will need to carry out a project level Habitat Regulations Assessment and implement bespoke mitigation measures to ensure that in-combination recreational disturbance effects are avoided and/or mitigated.

**POLICY TIP16: RECREATIONAL DISTURBANCE AVOIDANCE AND MITIGATION**

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





# 14. Non-Policy Actions

This section identifies all the actions which cannot be resolved by Neighbourhood Plan policies. These concern a range of matters raised by the community which are important and require addressing.

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

Issue	Possible actions	Lead agencies and partner
<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.	





## TIPTREE PARISH COUNCIL

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**[www.essexinfo.net/tiptreenp](http://www.essexinfo.net/tiptreenp)**

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With assistance from:

NAVIGUS PLANNING

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



# Tiptree Neighbourhood Plan Regulation 14 Draft

## Strategic Environmental Assessment Report

May 2019

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## Non-technical summary

### Summary of the SEA process

The objective of the Strategic Environmental Assessment (SEA) Directive is to “provide for a high level of protection of the environment and to contribute to the integration of environmental considerations into the preparation and adoption of plans and programmes with a view to promoting sustainable development”.

SEA involves a number of stages, which are carried out alongside plan preparation. The first stage is scoping, which involves understanding the baseline of the plan area. Natural England, Historic England and the Environment Agency were invited to comment on the scope.

SEA involves an appraisal of alternatives, to compare the sustainability effects of different options. This helps to refine sites/ policies and helps to demonstrate that the plan contributes to the achievement of sustainable development.

This report summarises the SEA of the Tiptree Neighbourhood Plan Regulation 14 Draft. It will be updated and amended as part of the next stage of the plan preparation process.

### Plan Objectives

The plan objectives are set out below.

#### 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

Objective 3: To promote sensitive development that protects and enriches the landscape 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: Delivery of 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 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.

#### TRAFFIC AND MOVEMENT

Objective 13: To provide access routes to new estates that avoids congestion.

Objective 14: To avoid increased congestion on existing roads and junctions in and around Tiptree by steering 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: Sustaining and improving 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 nature conservation.

Objective 29: To protect local wildlife sites and other locally valued habitats.

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.

## Main options considered

A limited number of alternative options have been considered, as the plan's objectives and policies promote sustainable development. Policies seek to address sustainability issues in Tiptree and as such many of the draft policies do not have reasonable alternatives. Neighbourhood plans do not need to include policies on every issue; Qualifying Bodies can include policies relevant to their area. As such, with the exception of housing sites, of which there are numerous alternatives, there are no alternatives to the draft policies.

## Summary of the likely significant effects of the plan

Positive effects have been identified for all of the neighbourhood plan SEA objectives, demonstrating that the neighbourhood plan includes policies that cover a range of sustainability issues of relevance to the community, and will contribute towards the achievement of sustainable development.

The neighbourhood plan will deliver well designed homes to meet Tiptree's housing need of 600 dwellings in the plan period. Allocations are proposed to deliver 625 dwellings and policies require good quality design that respects the identity of Tiptree, including its heritage. Policies require a range of tenures, which will address the housing needs of the village. The Housing Needs Survey identifies a need for 2 bedroom dwellings.

The proposed allocations are located within the north of Tiptree and one of the reasons for selecting these sites is because they will avoid an increase in traffic through the village. Reducing congestion in Tiptree is one of the objectives of the neighbourhood plan. Policies in the plan will help to ensure the delivery of sustainable transport infrastructure, making sustainable transport a realistic option for existing and future residents.

Land is allocated for a new local employment area, which will strengthen and support local economic activity.

The proposed allocations avoid the loss of open space, local wildlife sites and areas of high landscape value. Policies will lead to new areas of open space to support new housing.

No negative effects have been identified. This is not uncommon for neighbourhood plans. Neighbourhood plans, unlike Local Plans, do not have to include policies on every topic. Furthermore, the SEA objectives have been established from Tiptree's baseline and using the sustainability issues facing Tiptree. It therefore follows that the neighbourhood plan policies and SEA objectives are compatible.

The appraisal of plan policies has recommended that a criteria requiring biodiversity net gain is added to policies TIP13 (Tower End) and TIP14 (Highlands Nursery and Elms Farm). The appraisal has also recommended that a sentence is added to the supporting text to policy TIP17 (Essex Coast RAMS) referring to the importance of on-site mitigation measures.

### Changes to the Plan resulting from the SEA

The SEA process has provided confidence that the Tiptree Neighbourhood Plan will contribute to the achievement of sustainable development. Some suggested modifications have been made and these will be considered by the plan authors.

### How to comment on the SEA Report

This SEA Report will be published for consultation alongside the Tiptree Neighbourhood Plan Regulation 14 draft.

## Methodology

### Approach adopted in the SEA

The objective of the Strategic Environmental Assessment (SEA) Directive is to “provide for a high level of protection of the environment and to contribute to the integration of

environmental considerations into the preparation and adoption of plans and programmes with a view to promoting sustainable development”.

The SEA Directive requires an environmental assessment of certain plans and programmes. The environmental assessment must include the likely significant effects on the environment of implementing the plan and reasonable alternatives taking into account the objectives and geographical scope of the plan.

An SEA need not be done in any more detail, or using any more resources, than is useful for its purpose. The SEA Directive requires consideration of the significant environmental effects of the plan and of reasonable alternatives that take into account the objectives and the geographical scope of the plan. Article 5 of the Directive lists factors to be considered in deciding what information to include in the environmental report:

- Information that may reasonably be required taking into account current knowledge and methods of assessment;
- The contents and level of detail of the plan;
- The objectives and geographical scope of the plan;
- The stage reached in the decision making process; and
- The extent to which it would be more appropriate to assess certain matters elsewhere in the decision making process.

#### Who was consulted and when

When deciding on the scope and level of detail of the information to be included in the environmental report the authorities with environmental responsibility must be consulted. These authorities, or consultation bodies, are Natural England, the Environment Agency and Historic England.

These consultation bodies were consulted on the scoping report for a 5 week period.

Historic England responded to the scoping consultation. Their response is set out below:

Thank you for your email requesting a scoping opinion for the Tiptree Scoping Report. As the Government’s advisor on the historic environment Historic England is keen to ensure that the protection of the historic environment is fully taken into account at all stages and levels of the local and neighbourhood planning process. Therefore we welcome this opportunity to review and comment on his scoping report.

We would refer you to the guidance in Historic England Advice Note 8: Sustainability Appraisal and Strategic Environmental Assessment, which can be found here: <<https://historicengland.org.uk/images-books/publications/sustainability-appraisal-and-strategic-environmental-assessment-advice-note-8/>>. This advice sets out the



historic environment factors which need to be considered during the Strategic Environmental Assessment or Sustainability Appraisal process, and our recommendations for information you may need to include.

Natural England did not provide comments, but sent an advice note: Neighbourhood planning and the natural environment: information, issues and opportunities. The Environment Agency did not respond to the scoping consultation.

#### Difficulties encountered in compiling information or carrying out the assessment

Regard has been had to Article 5 of the Directive, which lists the following factors to be considered in deciding what information to include in the environmental report:

- Information that may reasonably be required taking into account current knowledge and methods of assessment;
- The contents and level of detail of the plan;
- The objectives and geographical scope of the plan;
- The stage reached in the decision making process; and
- The extent to which it would be more appropriate to assess certain matters elsewhere in the decision making process.

It has been difficult to consider alternatives as the neighbourhood plan promotes the achievement of sustainable development and includes policies with the objective of addressing sustainability issues in Tiptree. Neighbourhood plans do not need to include policies on every issue; Qualifying Bodies can include policies relevant to their area. As such, with the exception of housing sites, of which there are numerous alternatives, there are no alternatives to the draft policies.

It has been difficult to identify significant differences between the alternative housing sites. Tiptree is a village and all housing sites on the edge of the village have similarities, for example access to the village centre. There are several local wildlife sites in the neighbourhood plan area and all proposed housing sites have the potential to increase recreational disturbance to local wildlife sites, particularly those sites adjacent to local wildlife sites.

## Background

### Purpose of the SEA

The purpose of the Strategic Environmental Assessment (SEA) Directive is to “provide for a high level of protection of the environment and to contribute to the integration of environmental considerations into the preparation and adoption of plans and programmes with a view to promoting sustainable development”.

### Objectives of the plan

The plan objectives are set out below.

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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.

The plan objectives and SEA objectives are compatible, they were tested against each other and the results are set out in the table below.

	SEA 1	SEA 2	SEA 3	SEA 4	SEA 5	SEA 6
Obj.1	+	+	+	+	+	+
Obj.2	+	+	+	+	+	+
Obj.3	+	+	+	+	+	+
Obj.4	+	+	+	+	+	+
Obj.5	+	+	+	+	+	+
Obj.6	+	+	+	+	+	+
Obj.7	+	+	+	+	+	+
Obj.8	+	+	+	+	+	+
Obj.9	+	+	+	+	+	+
Obj.10	+	+	+	+	+	+
Obj.11	+	+	+	+	+	+
Obj.12	+	+	+	+	+	+
Obj.13	+	+	+	+	+	+
Obj.14	+	+	+	+	+	+
Obj.15	+	+	+	+	+	+
Obj.16	+	+	+	+	+	+
Obj.17	+	+	+	+	+	+
Obj.18	+	+	+	+	+	+
Obj.19	+	+	+	+	+	+
Obj.20	+	+	+	+	+	+
Obj.21	+	+	+	+	+	+
Obj.22	+	+	+	+	+	+
Obj.23	+	+	+	+	+	+
Obj.24	+	+	+	+	+	+
Obj.25	+	+	+	+	+	+
Obj.26	+	+	+	+	+	+
Obj.27	+	+	+	+	+	+
Obj.28	+	+	+	+	+	+
Obj.29	+	+	+	+	+	+
Obj.30	+	+	+	+	+	+
Obj.31	+	+	+	+	+	+



## SEA objectives and baseline and context

### Links to other international, national, regional and local plans and programmes

The following is a list of international, national, regional, county and local plans and programmes which were identified, reviewed and considered as part of the emerging Local Plan Section 2 Sustainability Appraisal. Whilst they may not all be directly relevant to the neighbourhood plan this comprehensive list highlights the wide range of plans and programmes which may influence the neighbourhood plan. As expected for a neighbourhood plan, the Tiptree specific plans have been extensively reviewed and have influenced this neighbourhood plan.

<b>International</b>
<p>Review of the European Sustainable Development Strategy (2009)</p> <p>European Community Biodiversity Strategy to 2020 (2012)</p> <p>Environment 2010: Our Future, Our Choice (2003)</p>
<b>National</b>
<p>The National Planning Policy Framework (2018)</p> <p>Adapting to Climate Change: Ensuring Progress in Key Sectors (2013)</p> <p>National Planning Policy Framework (2012)</p> <p>National Planning Practice Guide (2014)</p> <p>DECC National Energy Policy Statement EN1 (2011)</p> <p>DCLG: An Introduction to Neighbourhood Planning (2012)</p> <p>JNCC/Defra UK Post-2010 Biodiversity Framework (2012)</p> <p>Biodiversity 2020: A strategy for England's wildlife and ecosystems services (2011)</p> <p>Mainstreaming Sustainable Development (2011)</p> <p>National policy for travellers (2012)</p> <p>PPS 5 Historic Environment Guide (2010)</p> <p>Flood and Water Management Act (2009)</p> <p>Safeguarding our soils (2009)</p> <p>Community Infrastructure Levy Guidance (April 2013)</p> <p>UK Marine Policy Statement, HM Government (2011)</p> <p>Planning Policy Statement 10: Planning for Sustainable Waste Management (2011)</p> <p>The Rights of Way Circular 1/09, Department for Environment, Food &amp; Rural Affairs, October 2009</p> <p>Encouraging Sustainable Travel, Highways Agency</p> <p>A12/ A120 Route based strategy, Highways Agency (2013)</p> <p>East of England Route Strategy Evidence Report, Highways Agency (2014)</p> <p>The Vascular Plan Red Data List for Great Britain</p>
<b>Regional</b>

Haven Gateway: Programme of Development: A Framework for Growth, 2008 -2017 (2007)  
 Haven Gateway: Integrated Development Plan (2008)  
 South East LEP Investment and Funding (March/April 2014)  
 Anglian Water Business Plan (2015-2020) (2012)  
 Draft Water Resource Management Plan (2014 – 2039) (2014)  
 Anglian River Basement Management Plan (2009 and draft 2015)  
 Catchment Abstraction Management Plan  
 Haven Gateway Water Cycle Study: Stage 1 Report (2008)  
 Atkins A120 Wider Economic Impacts Study (2008)  
 The draft Anglian River Basin Flood Risk Management Plan (2015)  
 The Combined Essex Catchment Abstraction Management Strategy (CAMS) (2013)  
 The Suffolk Shoreline Management Plan (2014)

## **County**

Commissioning School Places in Essex 2014/19 (2015)  
 ECC developer contributions document (2010)  
 Education contributions guideline supplement  
 ECC Corporate Plan 2013 – 2017  
 Vision for Essex 2013 – 2017: Where innovation brings prosperity (2013)  
 Corporate Outcomes Framework 2014 - 2018 Essex County Council (2014)  
 Essex and Southend-on-Sea Waste Local Plan (2017)  
 Essex Minerals Local Plan (2014)  
 Colchester draft Surface Water Management Plan (2014)  
 Essex Biodiversity Action Plan (2011)  
 Essex Transport Strategy: the Local Transport Plan for Essex (2011)  
 Highway Authority's Development Management Policies (2011)  
 Economic Growth Strategy (2012)  
 Integrated County Strategy (2010)  
 Essex Wildlife Trust's Living Landscapes  
 Combined Essex Catchment Abstraction Management Strategy (2013)  
 Essex Design Guide (2005)  
 North Essex Catchment Flood Management Plan (2009)  
 Essex and South Suffolk Shoreline Management Plan (second phase) (2011)  
 Dedham Vale AONB and Stour Valley Management Plan 2010 – 2015  
 Essex Public Rights of Way Improvement Plan, Essex County Council  
 Joint Municipal Waste Management Strategy for Essex 2007 – 2032 (2008)  
 Local Flood Risk Management Strategy, Essex County Council (2013)  
 Essex Gypsy and Traveller Accommodation Assessment (2014)  
 Essex Biodiversity Action Plan (2011) – Vision for Essex Lowland Meadows

## **Local**

Colchester Borough Publication Draft Local Plan (2017)  
 Colchester Borough Core Strategy (2014)  
 Colchester Borough Development Policies (2014)  
 Colchester Borough Site Allocations (2010)  
 Colchester Borough Local Plan Section 1 Sustainability Appraisal report (2017)  
 Colchester Borough Local Plan Section 2 Sustainability Appraisal report (2017)  
 Colchester Borough Local Plan Section 1 Appropriate assessment report (2017)  
 (2017)  
 Colchester Borough Local Plan Section 2 Appropriate assessment report (2017)  
 Creative Colchester Strategy & Action Plan (2012)  
 Colchester Borough Council Strategic Plan 2012-2015 (2012)  
 PPG17 Open Space , Sport & Recreation (2008)  
 Safer Colchester Partnership: Strategic Assessment of Crime and Annual Partnership  
 Plan 2012-2013 (2012)  
 Townscape Character Assessment (2006)  
 Landscape Character Assessment (2006)  
 Scott Wilson Strategic Flood Risk Assessment (2008)  
 Affordable Housing SPD (2011)  
 Communities Facilities SPD (updated 2012)  
 Better Town Centre SPD (2012)  
 Sustainable Design and Construction SPD (2011)  
 Colchester Borough Council Housing Strategy (2012)  
 Local Air Quality Management Progress Report (2013)  
 Colchester Environmental Sustainability Strategy 2014-2019 draft (2014)  
 Colchester Borough Council's Comprehensive Climate Risk Assessment (2010)  
 Colchester Borough Council Landscape Strategy (2013)  
 Water Cycle Study (2008)  
 Colchester Cycling Strategy SPD (2012)  
 Core Strategy (2008)  
 Development Policies DPD (2010)  
 Site Allocations Policies DPD (2010)  
 Habitat Regulations Assessment Survey and Monitoring Programme, Final Report,  
 Colchester Borough Council (December 2013)  
 Strategic Housing Market Assessment (SHMA) (2014)  
 Retail and Town Centre Uses Study Colchester Borough Council: Retail Update 2013  
 (2013)  
 Colchester Borough Green Infrastructure Strategy (2011)  
 Colchester Borough Historic Environment Characterisation Project, Essex County  
 Council, 2009  
 Colchester Infrastructure Delivery Plan (June 2017)  
 Colchester Borough Local Wildlife Site Review 2015 (February 2016)

### **Tiptree**

Tiptree Village Questionnaire Results & Analysis

RCCE Tiptree Housing Needs Report (December 2017)  
 Tiptree Strategic Housing Land Availability Assessment reports  
 Tiptree Environmental Group Report

### Colchester Local Plan

The development plan for Colchester comprises the Core Strategy (2008 and subject to a Focused Review in 2014), Site Allocations (2010) and Development Policies (2008 and subject to a Focused Review in 2014) Development Plan Documents, and the Myland and Braiswick and Boxted Neighbourhood Plans.

The emerging Local Plan, which includes a shared strategic Section 1 and Colchester specific Section 2, was submitted in October 2017. The examination of Section 1 is currently paused whilst the LPA gathers further evidence.

Once a neighbourhood plan has been brought into force, it becomes part of the development plan. Neighbourhood plans must be in general conformity with the strategic policies contained in the development plan, but neighbourhood plan policies take precedence over existing non-strategic policies in a local plan.

### Description of baseline characteristics and predicted future baseline

This baseline data section is taken from the neighbourhood plan and Environment Group Report. It includes a detailed description of Tiptree and the environmental issues it faces.

Tiptree is a large village located on the south west boundary of Colchester 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. It 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.

According to the 2011 census, Tiptree has proportionally fewer people aged 0-40 compared to Colchester Borough as a whole, the East of England and England. There are particularly fewer 21-30 year olds. Tiptree has proportionally more 51-80 year olds. The table, below, shows the age profile of Tiptree compared to Colchester, the East of England and England.

Age by Year Band (QS103EW)

	Tiptree	%All	Colchester	%All	East of	%All	England	%All
	Parish		Non-Metropolitan		Region		Country	
			District					
<b>All Usual Residents</b>	9182	100.00%	173074	100.00%	5846965	100.00%	53012456	100.00%
<b>0-10</b>	1007	10.97%	21886	12.65%	755515	12.92%	6878137	12.97%
<b>11-20</b>	1090	11.87%	22836	13.19%	706158	12.08%	6561527	12.38%
<b>21-30</b>	808	8.80%	24747	14.30%	723721	12.38%	7266349	13.71%
<b>31-40</b>	1033	11.25%	23303	13.46%	761337	13.02%	7086273	13.37%
<b>41-50</b>	1376	14.99%	24531	14.17%	863442	14.77%	7714185	14.55%
<b>51-60</b>	1198	13.05%	19566	11.30%	707119	12.09%	6259798	11.81%
<b>61-70</b>	1466	15.97%	18314	10.58%	646416	11.06%	5503007	10.38%
<b>71-80</b>	805	8.77%	11143	6.44%	424812	7.27%	3601631	6.79%
<b>81-90</b>	346	3.77%	5773	3.34%	222784	3.81%	1847759	3.49%
<b>91+</b>	53	0.58%	975	0.56%	35661	0.61%	293790	0.55%
<b>Total:</b>	9182		173074		5846965		53012456	

**Key: Darker=Significantly more, Lighter=Significantly less**

The significant lack of the 21-30 age group implies that Tiptree lacks attraction or facilities for them:

- insufficient suitable accommodation
- accommodation is too expensive
- insufficiently broad range of local employment
- lack of post-18 training opportunities
- lack of range of leisure opportunities.



The predominance of an older population is to be expected in a rural village location, but it is higher than the East of England figures, which represent a region that is known to be more rural than metropolitan. Once retired, no longer regularly experiencing daily rush hour driving and fast traffic on dual carriageways and motorways, driving becomes less attractive. Hence local amenities and good public transport becomes more important for a large retired population.

According to the 2011 census, there are 3859 households in Tiptree. Proportionally Tiptree is significantly lacking in one and two-bedroom dwellings compared to Colchester Borough as a whole, the East of England and England, as highlighted in the table, below.

### Office of National Statistics March 2011 last updated 30.01.2013

#### Number of Bedrooms (QS411EW)

	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%

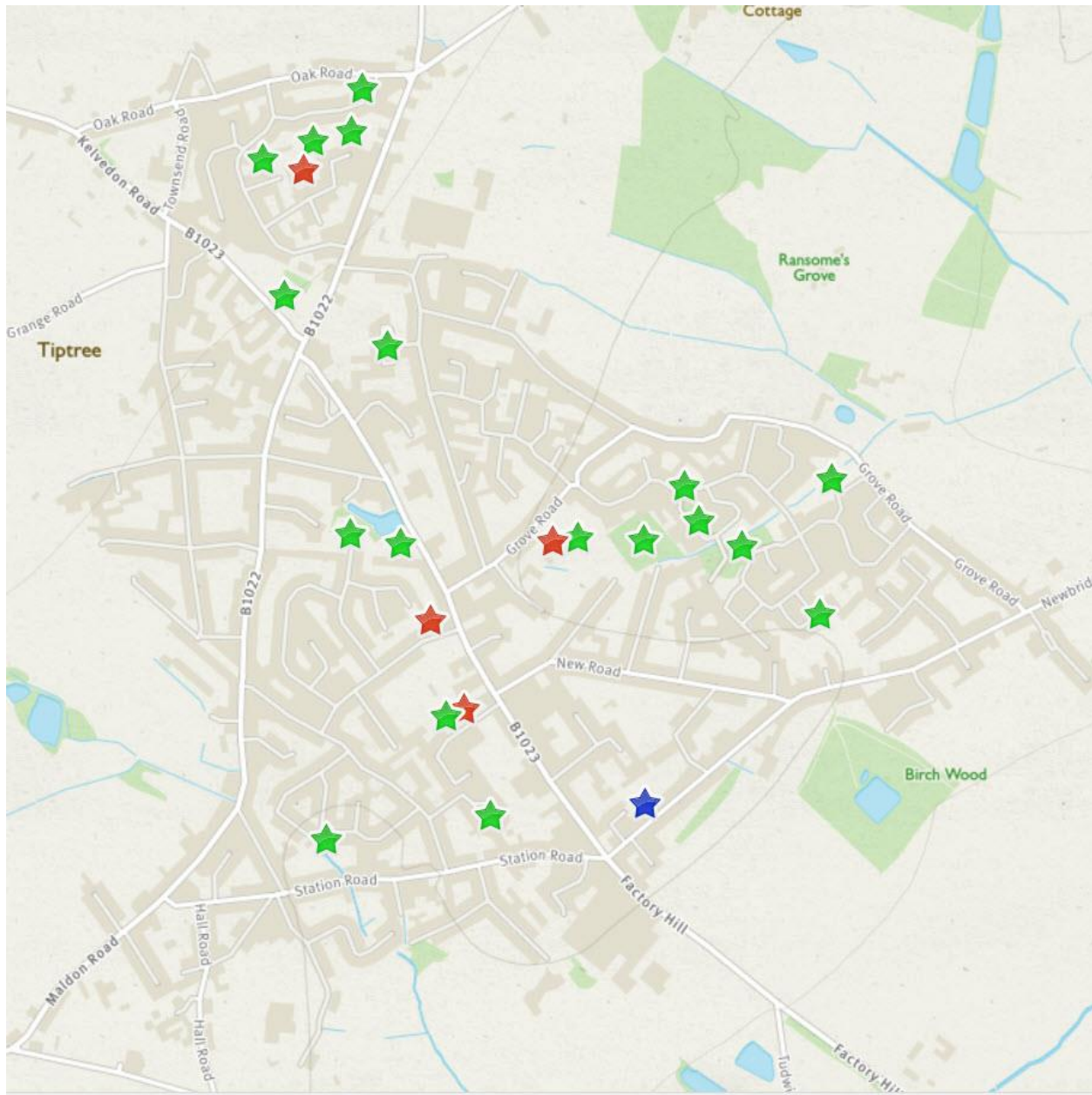
**Key: Darker=Significantly more, Lighter=Significantly less**

The comparative lack of smaller dwellings helps to explain the Tiptree demographic. Pensioners who are downsizing can outbid younger people; families that are splitting; and single people for the smaller properties. There is plenty of anecdotal evidence of people in the latter categories having to move away from Tiptree in order to obtain the property they need and can afford. Since there is a slant to the older age group in the population this also creates more demand for the smaller properties enabling people to downsize rather than move away. Anecdotal evidence supported by the Neighbourhood Plan questionnaire, suggests many people intend to live out their lives in Tiptree, but the relative fall in the over 80 age group suggests there is more need for sheltered accommodation near amenities and homes in Tiptree providing a higher level of care for the oldest in the community so that they do not have to move away and become disconnected from their community.

The map below shows details of all public and private open space within the settlement boundary of Tiptree. The green star shows amenity land, the red star play areas and

the blue star indicates the former Tiptree United restricted access open space that has been swapped for a pitch alongside Colchester Road near Napier's Farm.

### Public and private open space in Tiptree



The map, below, shows Tree Preservation Orders (TPOs) in Tiptree. TPOs are distributed across Tiptree, with a concentration in the centre of the village.

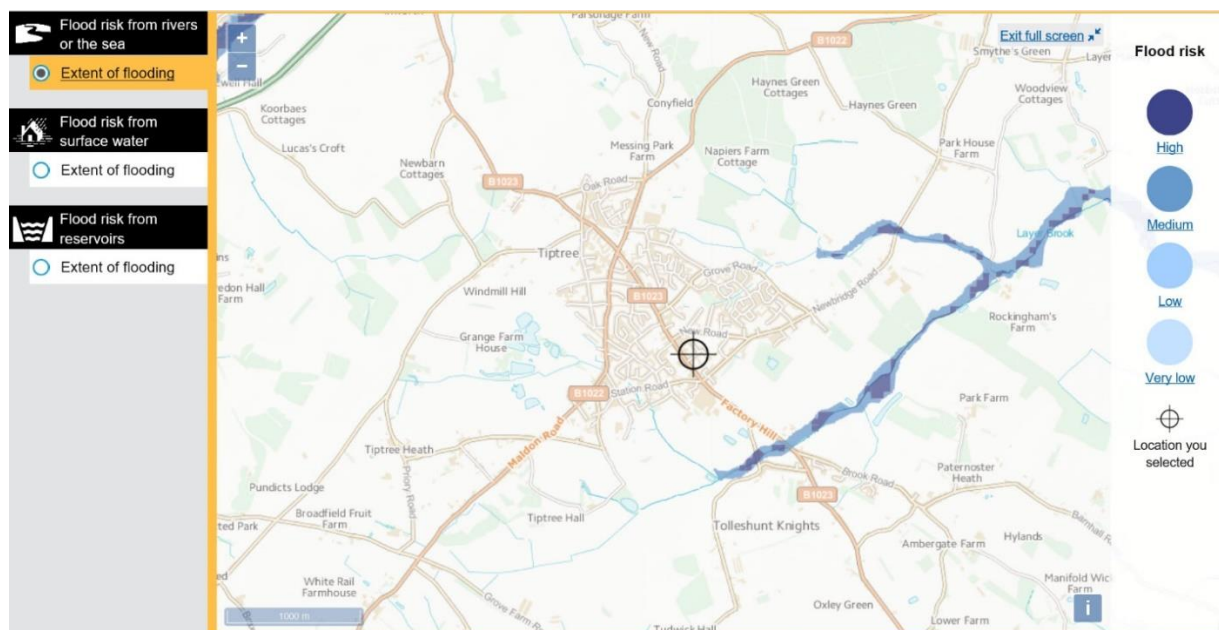
### Tree Preservation Orders in Tiptree



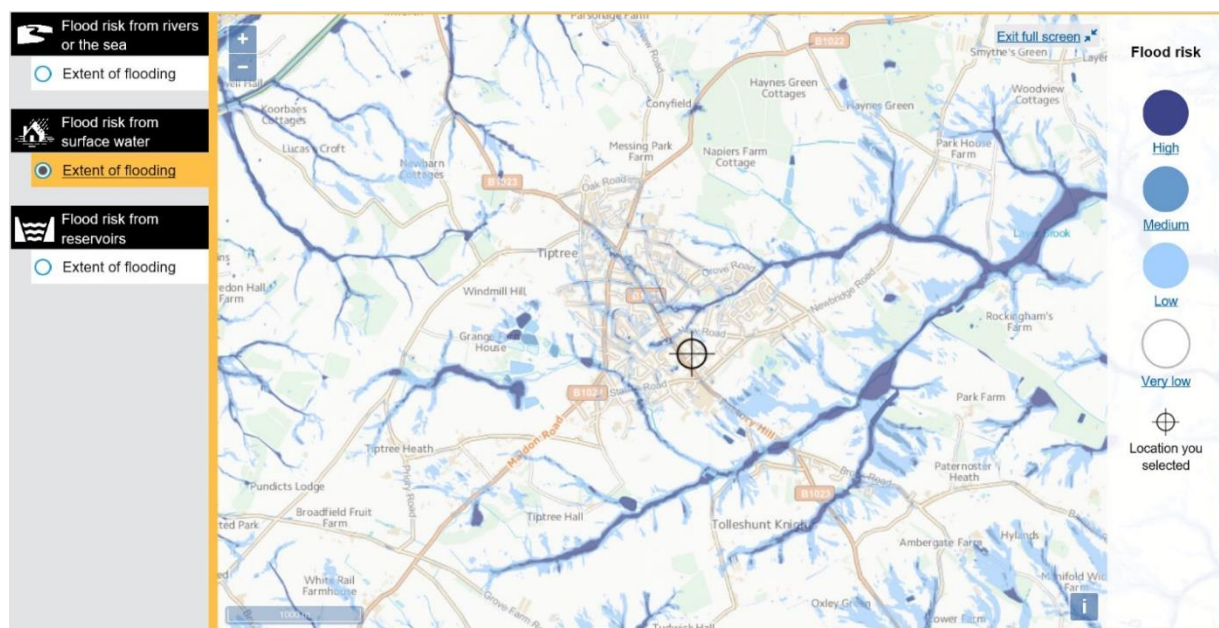
The maps below show details of flood risk in Tiptree. The built up area of Tiptree is not at medium or high risk of flooding from rivers, however part of the built up area is at risk of surface water flooding.



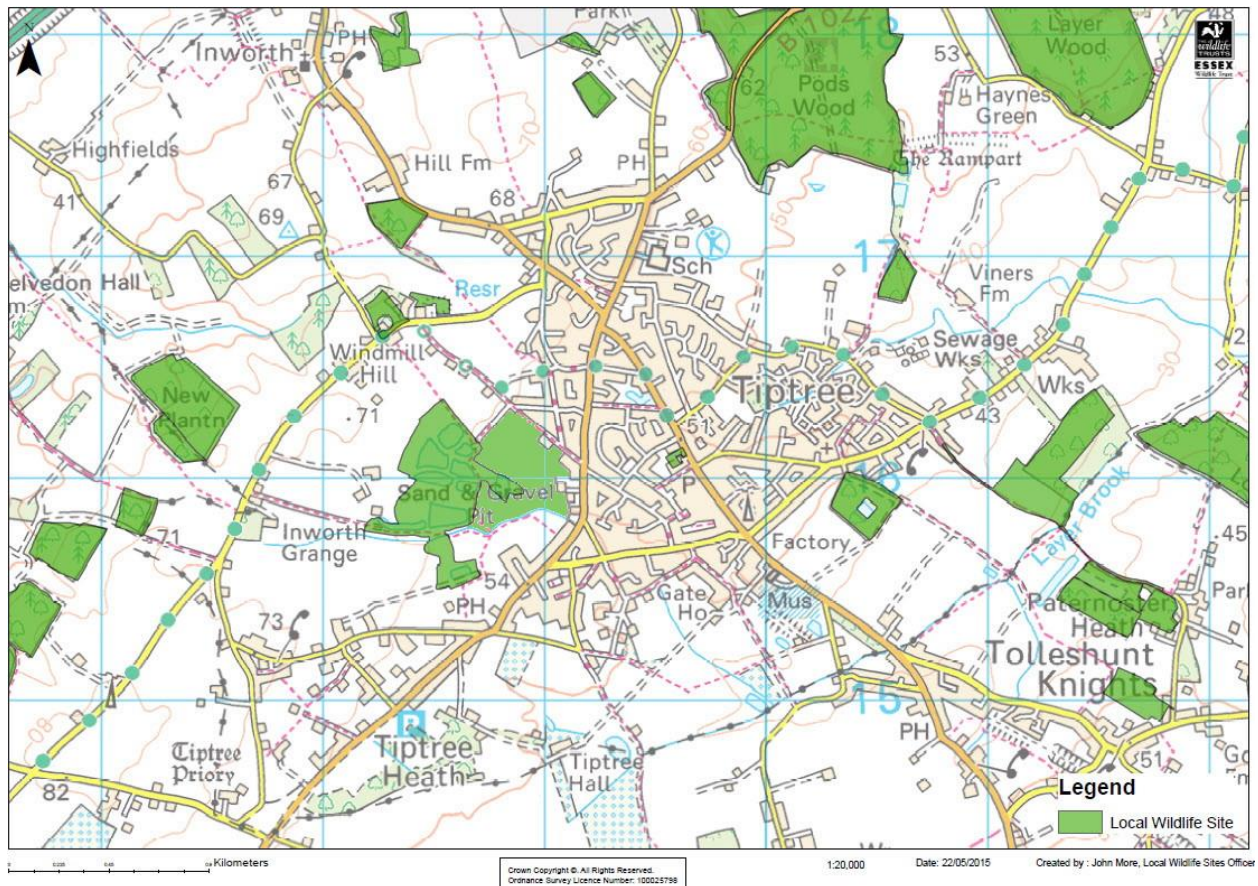
## Risk of flooding from rivers in Tiptree



## Risk of Surface Water flooding in Tiptree



## Nature conservation designations in Tiptree



Wilkin and Sons Jam Factory is part of Tiptree's heritage. AC Wilkin, born in 1835 and founder of Wilkin and Sons rented 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.

The key issues for the Tiptree neighbourhood plan were identified from extensive consultation and local knowledge and include:

- Tiptree lacks attraction or facilities for 21- 30 year olds:
  1. insufficient suitable accommodation



2. accommodation is too expensive
  3. insufficiently broad range of local employment
  4. lack of post-18 training opportunities
  5. lack of range of leisure opportunities.
- The provision of local amenities and good public transport for an older population.
  - Lack of an evening bus service.
  - Lack of smaller dwellings.
  - Provision of improved access to the A12 north and south.
  - Improved transport links to neighbouring towns and railway stations.
  - Lack of wide open space with space to roam.
  - Better protection for Local Wildlife Sites.

### SEA objectives, targets and indicators

Whilst not specifically required by the SEA Directive, SEA objectives are a recognised way of considering the environmental effects of the plan and comparing the effects of reasonable alternatives. They serve a different purpose to the plan objectives, although there may be some overlapping of objectives.

The SEA objectives for the Tiptree neighbourhood plan are derived from the review of plans and programmes and sustainability objectives, baseline data, environmental problems and neighbourhood plan objectives.

Objectives	Assessment Criteria	Indicators where applicable	SEA Themes
1. To deliver well designed new homes in keeping with the village feel and identity of Tiptree on allocated sites to meet Tiptree's housing needs up to 2033	Will it deliver the number of houses needed to support the existing and growing population?	The number of net additional dwellings	Material assets Climatic factors
	Will it provide a variety and choice to meet existing and future needs in terms of housing type and tenure	Percentage of residential completions that are two or three bedroom properties	

2. To avoid increased congestion on existing roads and junctions in and around Tiptree and promote the provision of cycleways and footways from new development to existing village amenities including the village centre	Will it avoid congestion on existing roads and junctions?		Population Climatic factors Air Human health
	Will it deliver sustainable transport infrastructure?		
3. To maintain and improve a safe, welcoming and attractive village centre to service the needs of the community	Will it retain and enhance community facilities?	Contributions received towards community facilities	Population Human health
	Will it increase the number of public car spaces in the village centre and improve sustainable transport links?		
4. To strengthen and support local economic activity and local economic areas by encouraging small businesses and promoting accessible business parks	Will it improve the delivery of a range of local employment opportunities?	Amount of floorspace developed for employment, sqm	Material assets Population Cultural heritage

5. To protect and where possible, enhance open spaces, biodiversity and landscape character	Will existing open spaces be protected & new open spaces be created?	Contributions received towards open space	Population Human health Biodiversity Flora Fauna
	Will it protect or enhance biodiversity?	Net gains in biodiversity  RAMS contributions received	
6. To value and protect our heritage	Will it protect and enhance heritage and cultural assets?	Number of listed buildings demolished  Number of locally listed buildings demolished  Number of Buildings at Risk	Cultural heritage including architectural and archaeological heritage

## Strategic Alternatives

This chapter sets out the main strategic alternatives considered and how they were identified. An explanation is given where there are no reasonable alternatives. Where alternatives exist, this chapter compares the significant environmental effects of the alternatives and includes justification for why alternatives were rejected.

### **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, a dental surgery or burial space, lies adjacent to the settlement boundary, offers considerable social benefits to the community (by virtue of the uses proposed) and does not significantly worsen traffic congestion in Tiptree village. In this respect proposals for predominantly market housing would not qualify; or***
- ii. they are in accordance with the Colchester Local Plan policies on appropriate uses in the countryside; or***
- iii. they are on sites allocated for those uses in the Colchester Site Allocations Development Plan Document or its successor; or***
- iv. they relate to necessary utilities infrastructure and where no reasonable alternative location is available.***

Alternatives: There are no reasonable alternatives as this policy looks at the principles of promoting sustainable development and meeting the needs of the parish within the plan period.

### **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 have appropriately addressed the following:***

- i. Respected established building set back and arrangements of front gardens, walls, railings or hedges.***
- ii. Incorporated spaces between groups of properties to break the building mass.***
- iii. Used trees and mixed hedges of predominantly native species to screen developments.***
- iv. Ensured safe access to routes for pedestrians, cyclists and road users, particularly towards the village centre, local schools and other amenities.***

***v. Used high quality materials that complement the existing dwellings in the immediate vicinity.***

***vi. Designed properties so they incorporate appropriate infrastructure and can be retro-fitted for new electricity and digital technology.***

***B. 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, car and bicycle parking.***

Alternatives: There are no reasonable alternatives as this policy looks at the principles of promoting sustainable development.

### ***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 dwelling - 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 sufficient to accommodate a 'transit' style van.***

Alternatives: There are no reasonable alternatives as this policy looks at the principles of promoting sustainable development.

### ***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).***

Alternatives: There are no reasonable alternatives as this policy looks at the principles of promoting sustainable development.

### ***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.***

Alternatives: There are no reasonable alternatives as this policy looks at the principles of promoting sustainable development.

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

***A. Development proposals to improve cycling and walking infrastructure will be supported. In particular, provision of cycle and pedestrian routes that are physically separated from vehicular traffic and from one another will be strongly supported. Such routes should also ensure that access by disabled users and users of mobility scooters is provided.***

***B. 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.***

***C. Proposals to enhance the identified main pedestrian routes will be strongly supported.***

***D. Development will be expected to not have an unacceptable impact on the main pedestrian routes and adequately mitigate the impact of additional traffic movements on the safety and flow of pedestrian access especially at road junctions.***

Alternatives: There are no reasonable alternatives as this policy looks at the principles of promoting sustainable development.

***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 new developments should have more than one access point for car users and wherever space allows access should be via a roundabout.***

***C. Proposals to mitigate the level of additional vehicular traffic travelling through the centre of Tiptree village (along the B1022 and B1023) are strongly encouraged.***

***D. As part of the site allocations relating to development of land in the north and north-west of Tiptree (Policies TIP13 and TIP14) a route is safeguarded for the provision of a new road which 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). Development of the land in the north and north-west of Tiptree will be expected to contribute towards the delivery of the road and applicants will be expected to work with the Highway Authority to ensure that:***

- i. the new 'primary street' meets the necessary specifications as given in the Essex Design Guide (2018), in particular ensuring it is sufficient to support a bus route; and***
- ii. the optimum route corridor, reflecting the indicative corridor shown on the Tiptree Policies Map, is safeguarded in order to maximise the potential for the road to be delivered whilst ensuring that development in north Tiptree is sustainable over the long term, including growth beyond the plan period.***

Alternatives: There are no reasonable alternatives as this policy looks at the principles of promoting sustainable development.

#### ***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.***

Alternatives: There are no reasonable alternatives as this policy looks at the principles of promoting sustainable development.

#### ***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 flats 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.***

Alternatives: There are no reasonable alternatives as this policy looks at the principles of promoting sustainable development.

***POLICY TIP10: BUSINESS DEVELOPMENT***

***Land in north-west Tiptree (Policy TIP14) is required to deliver approximately 1.5 hectares of B-Class employment land. As part of this provision, the employment land is expected to be serviced and commercial buildings delivered on the site are expected to be designed to be suitable for use by existing larger businesses currently located adjacent to the District Centre boundary of Tiptree village. It is important that developments are compatible with their surroundings and that the business site is appropriately screened with trees and hedgerows.***

Alternatives: In theory, an alternative would be to locate employment land elsewhere in Tiptree. However, no alternative sites have been put forward as part of the plan preparation process. The possibility of siting the employment zone in Tower End (TIP16) as an extension to the existing business park was mentioned but it could not be physically connected by road with the existing park. Therefore, it was not considered a reasonable option and as such there are no reasonable alternatives to this policy.

***POLICY TIP11: COMMUNITY INFRASTRUCTURE PROVISION***

***A. In order to address the needs arising from growth, new development is expected to be supported by the delivery of the following community infrastructure items:***

- i. A Local Equipped Area for Play (LEAP) in north-west Tiptree (secured as part of the delivery of the allocated land at Highland Nursery) – Policy TIP14***
- ii. A Multi Use Games Area (MUGA) in north-west Tiptree (secured as part of the delivery of the allocated land at Elm Farm) – Policy TIP14***

***B. Development is also expected to contribute (through Section 106 as appropriate or through Community Infrastructure Levy contribution) to the following community infrastructure projects which will address the needs arising from growth:***

- i. Replacement of children's play equipment at Grove Road***
- ii. Replacement of the Scout Hut***
- iii. Improvements to the Sports Centre***
- iv. Provision of an adult fitness trail in Park Lane***
- v. Education expansion***
- vi. Health facilities***

***C. Suitable site proposals for burial land will be supported (see Policy TIP01)***

Alternatives: There are no reasonable alternatives as this policy looks at the principles of promoting sustainable development.

**POLICY TIP12: COMPREHENSIVE DEVELOPMENT**

***A. Applications for development on the site allocations contained in Policies TIP13 and TIP14 should each be underpinned by comprehensive masterplans which have been informed by a process of active engagement with the community of Tiptree and with the authors of the other masterplans on common matters, particularly the connectivity of the individual parts of the 'primary street'. These masterplans should demonstrate, where necessary, that they align with one another and will contribute towards the delivery of the overall vision for Tiptree.***

***B. These masterplans should demonstrate 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.***

Alternatives: There are no reasonable alternatives as this policy looks at the principles of promoting sustainable development.

**POLICY TIP13: TOWER END.**

***Tower End totalling 8 hectares is allocated for approximately 175 homes. The following criteria must be met:***

- i. The development provides for a mix of dwelling sizes in accordance with Policy TIP05; and***
- ii. 0.27Ha is provided as green space for community use; and***
- iii. A 'primary street' is provided connecting Kelvedon Road with Grange Road. This road must be provided so that, when completed, it is sufficient to accommodate a public bus route and non-residential traffic. The safeguarded route should ensure that the final road can have grass verges, wide pavements and vehicular access to residential areas. No dwellings should front directly onto this road. This road to include three-way roundabouts at the junctions with Grange Road and Kelvedon Road (In accordance with Policy TIP07); and***
- iv. Pedestrian and cycle access into surrounding housing estates, towards the village centre and towards Perrywood Garden Centre is provided.***

Alternatives: There are a number of alternative housing sites. A summary of the appraisal of alternatives is included following policy TIP14.

**POLICY TIP14: HIGHLAND NURSERY AND ELMS FARM.**

***Highland Nursery and Elms Farm are, together, allocated for approximately 450 homes. The following criteria must be met:***

- i. Residential development is focused in the western and eastern areas of the site; and***

- ii. The development provides for a mix of dwelling sizes in accordance with Policy TIP05; and***
- iii. The western end of the site to provide 1.5Ha for business use (Class B1). This should include 0.6Ha of serviced land which is made available for first occupation by existing commercial trades that choose to relocate from the existing premises close to the centre of Tiptree village.***
- iv. The provision of a green buffer between the existing houses in Oak Road and the new estate; and***
- v. 0.36Ha of green space is provided and includes a Local Equipped Area for Play in the western end (Highland Nursery); and***
- vi. 0.8Ha of green space is provided for a Multi-Use Games Area in the eastern end (Elms Farm); and***
- vii. A 'primary street' is provided around the back of the development from the junction with Kelvedon Road and being capable of extension through the eastern portion of the development into Colchester Road in the future (In accordance with Policy TIP07). This road must be provided so that, when completed, it is sufficient to accommodate a public bus route and non-residential traffic. The safeguarded route should ensure that the final road can have grass verges, wide pavements and vehicular access to residential areas. No dwellings should front directly onto this road. This road to include three-way roundabouts at the junction of Kelvedon Road at the western end and at the junction of Colchester Road at the eastern end (In accordance with Policy TIP07); and***
- Appropriate improvements are made to the junction of Messing Road with Colchester/Maypole Road in agreement with the Highway Authority.***

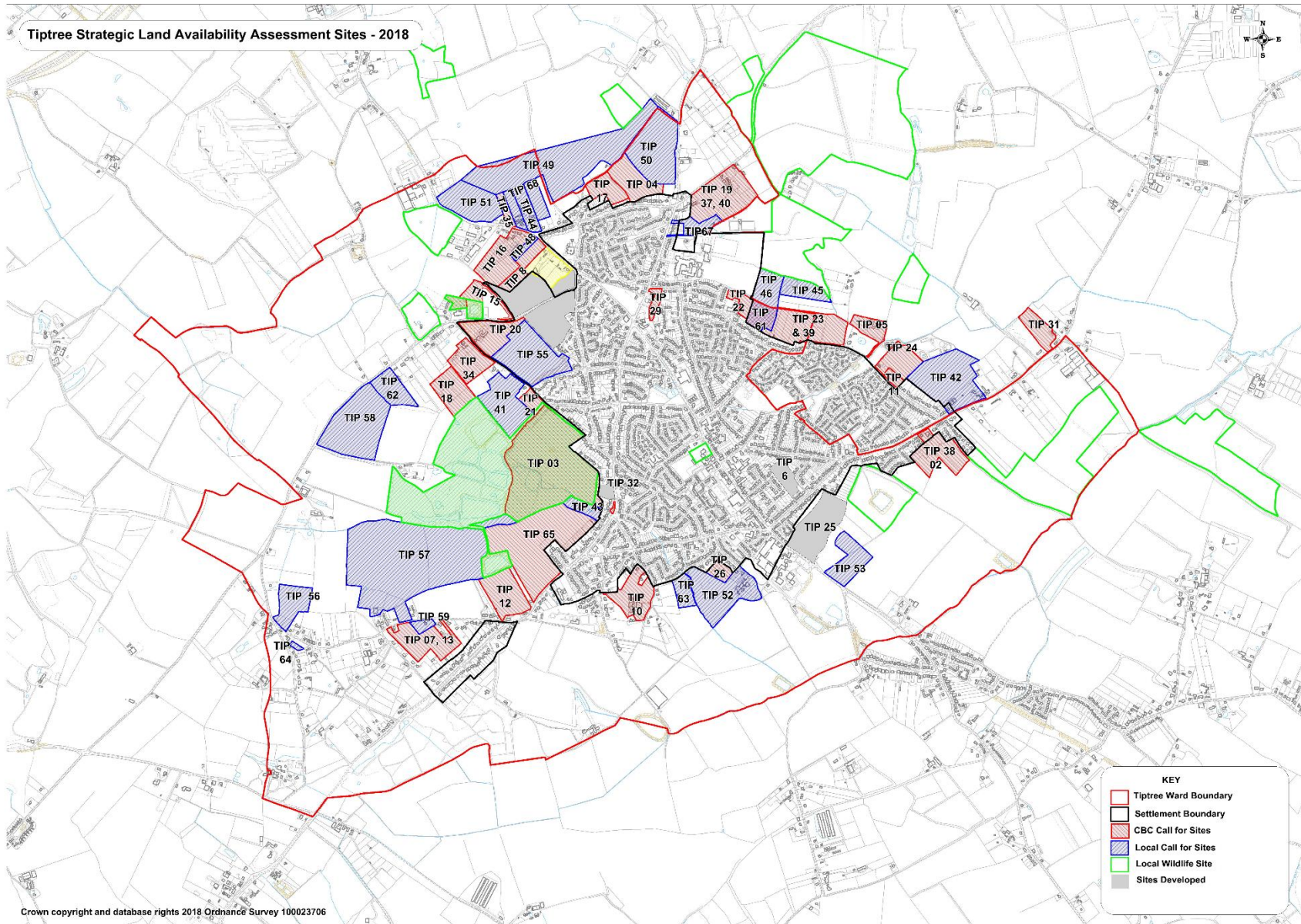
Alternatives:

Numerous sites around Tiptree were proposed for residential development as part of Colchester Borough Council's call for sites and Tiptree Neighbourhood Plan's call for sites. These sites are shown on the map, below. A Strategic Housing Land Availability Assessment (SLAA) has been carried out for each site. The SEA has used the SLAA to inform the appraisal. Where the SLAA has indicated that adjacent sites could be developed together these have been appraised together in the SEA. 48 sites have been appraised as part of the SEA. The SEA lists the sites that scored a red rating in the SLAA. These sites, for various reasons, are not considered reasonable options, and therefore not subject to any further appraisal. These sites are listed in appendix 1.





Tiptree Strategic Land Availability Assessment Sites - 2018



All alternative site options have the potential to contribute towards Tiptree's housing requirement. None of the sites are large enough to deliver 600 dwellings alone, which is Tiptree's housing requirement. Sites that have been identified in the SLAA as possible to join with other sites to deliver 600 dwellings, will result in a significant positive effect under the criteria: Will it deliver the number of houses needed to support the existing and growing population? All sites options are of a sufficient size to accommodate a range of housing types, including affordable housing. TIP53 is proposed for a nursing home/ residential care facility, which will increase the range of housing available in Tiptree, to the benefit of the older population. The owner of site TIP60 is registered on the LPAs Self-build and Custom Housebuilding Register for up to 5 self-builders to build eco houses which need zero energy to function. Allocation of these sites would increase the range of housing types available in Tiptree.

All sites are likely to provide sustainable transport infrastructure as reducing congestion and promoting sustainable travel are objectives of the plan. Plan Objectives 13 – 18 are all concerned with traffic and movement. For the purposes of this appraisal the impact on sustainable travel has been shown as neutral. Sites that are located within an area considered a possible location for a north-western relief road for Tiptree to remove traffic from the village centre have been given a positive score under the assessment criteria: Will it avoid congestion on existing roads and junctions? Sites where the Highways Authority have identified highways constraints have been given a negative score under this criteria.

There is limited capacity at the GP surgery, but this is a constraint facing all sites. Tiptree Heath and St Luke's Primary Schools do not have capacity. Site options that are closest to Tiptree Heath or St Luke's Primary Schools have been given a negative score under the assessment criteria: Will it retain and enhance community facilities? This is because of the pressure this will place on the schools. Thurstable Secondary School has capacity for additional students.

It is highly likely that each site will provide open space. The Local Plan requires major sites to deliver at least 10% of the gross site area as open space. All sites have been given a neutral score to the criteria: Will existing open spaces be protected and new open spaces created? TIP20 is currently in use as the Colchester United training ground. Development of this sites would result in the loss of open space. There would potentially be loss of open space/land at Mildene Primary School if this part of site TIP22 is developed.

The first non-statutory conservation sites in Colchester Borough were identified by Essex Wildlife Trust in 1991. These were known as Sites of Importance for Nature Conservation. Sites were selected on the basis of being the most important wildlife habitats in the Borough. These sites were reviewed by EECOS, the ecological

consultancy arm of Essex Wildlife Trust, in 2008 and became known as Local Wildlife Sites. All original sites were reviewed and judged against their validity against an emerging set of selection criteria based on the UK Biodiversity Action Plan. In 2015 EECOS carried out a further review focused on the area of Colchester likely to come under pressure for development. Sites were assessed against the current Local Wildlife Site selection criteria to determine whether they meet the criteria and continue to be importance for nature conservation.

TIP03 is likely to lead to significant negative effects on biodiversity. This site is adjacent to the Gravel Pit and forms part of Inworth Grange Pits Local Wildlife Site (Co10). There are many Local Wildlife Sites surrounding the settlement and a number of sites are located adjacent Local Wildlife Sites.

Care needs to be taken to ensure that there is high quality green infrastructure, with circular dog walks, within the allocated sites to reduce the likelihood of degradation to Local Wildlife Sites through increased recreational disturbance.

The northern part of TIP04 is within a Woodland Priority Habitat Network. TIP45 is within a Woodland Priority Habitat Network. The northern part of TIP49 is within a Woodland Priority Habitat Network and Eden Wood Local Wildlife Site is located to the north of the site. A habitat network is a configuration of habitat that allows species to move and disperse through a landscape. The loss of woodland within a habitat network should be avoided. However, TIP04 and TIP45 are fields and do not contain woodland. TIP49 includes an area of woodland at the northern end of the site, but development of this site would not result in the loss of woodland.

There are areas of medium and high risk of surface water flooding on Grange Road increasing eastwards towards the Football Training ground entrance (TIP20). There is high risk on Harrington Close and medium to high risk along Pennsylvania Lane. Large area of low risk in SE corner of site and medium patch near the footpath close to the NE corner. Any loss of greenfield land will contribute to surface water flooding unless adequate drainage measures are undertaken.

The Landscape Capacity of Settlement Fringes In Colchester Report concluded that TIP11 is considered to be of high landscape value with many intrinsic landscape qualities. The Landscape Capacity Of Settlement Fringes In Colchester Report recorded land including TIP22, TIP23, TIP24 and TIP39 as falling within Landscape Area Setting 1. The area was considered to be of high landscape value with many intrinsic landscape qualities. This area is considered to make a very high contribution to the distinctive settlement setting in Tiptree.

All sites have the potential to increase recreational pressure on Tiptree Heath SSSI. Tiptree Heath SSSI is a popular area for recreation, including dog walking, and

population growth will increase levels of recreation. Abberton Reservoir SPA is also located close to Tiptree and development in Tiptree, irrespective of which sites are allocated, could increase the number of visitors to Abberton Reservoir. To avoid adverse effects from new development on Tiptree Heath SSSI and Abberton Reservoir SPA high quality green infrastructure, which includes circular routes, should be included within the allocations to reduce the need for residents to visit Tiptree Heath SSSI and Abberton Reservoir SPA for their day to day recreation.



[illegible]



6. To value and protect our heritage	Will it protect and enhance heritage and cultural assets?	0	0	0	0	0	0	-	0	0	0	0	0	0	0	-	-	0	0	0	0
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[illegible]

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[illegible]



A large number of sites have been submitted for consideration for residential development around Tiptree. Tiptree is a village and as such there are a number of similarities between all sites, as would be expected. For example, the services and facilities in the district centre at the centre of Tiptree are accessible to all sites; healthcare provision is an issue for all sites as the GP surgery is at capacity; population growth could affect Tiptree Heath SSSI through increased recreational disturbance. The scores in the tables show little difference between sites in terms of their impact on the SEA objectives. The commentary has explained the reason for the scores given. However, SEA is not as simple as adding up scores to reach an overall score for each site. Some objectives carry more or less weight and many negative effects identified at this high level appraisal can be mitigated. For example, those sites that have been identified as having a negative impact on open space provision could be mitigated by providing high quality green infrastructure at least equal in size to the area of open space to be lost and the amount of open space required by the new development.

The preferred sites, which are allocations in the draft Tiptree Neighbourhood Plan are: Tower End (TIP8, TIP15, TIP16 and TIP48), Highlands Nursery (TIP35, TIP44, TIP49, TIP51 and TIP68) and Elms Farm (TIP04, TIP49 and TIP50). The preferred sites have been selected for a number of reasons. Principally, the neighbourhood plan authors believe that the preferred sites are most likely to meet the vision and objectives of the plan than the alternative sites. A recurring theme throughout the responses to the Community Questionnaire was the ability to access major routes, particularly the A12, without exacerbating congestion in Church Road. Objective 12 was developed, which 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. 76% of respondents to the Community Questionnaire agreed with this, compared to 21% who disagreed. Sites that are not located to the north and west will not meet this objective and contribute towards reducing increased traffic in Church Road. The preferred sites are within an area that has been identified by the village questionnaire as a potentially preferred area (Location A). Developing adjacent sites assists in ensuring comprehensive development and justifies the choice of adjacent sites in favour of selecting sites around the village. The preferred sites offer the opportunity to connect Grange Road with Kelvedon Road and create alternative routes out of the village and to the A12. Whilst there is no certainty that the safeguarded route will be delivered in the plan period, it would not be possible without allocating the preferred sites. Employment is proposed as part of the allocations. As part of site TIP15 an area for biodiversity enhancement is proposed by the landowner.

**POLICY TIP16: COUNTRYSIDE AND GREEN SPACES**

***A. Green spaces and access to the countryside should be protected and enhanced, particularly where this provides public access for the enjoyment of the community of Tiptree and its visitors. This includes designated Local Wildlife Sites which shall be protected from development.***

***B. 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.***

Alternatives: There are no reasonable alternatives as this policy looks at the principles of promoting sustainable development.

**POLICY TIP17: RECREATIONAL DISTURBANCE AVOIDANCE AND MITIGATION**

***A. All residential development within the zones of influence of Habitat sites will be required to make a financial contribution towards mitigation measures, as detailed in the Essex coast RAMS, to avoid adverse in-combination recreational disturbance effects on Habitat sites.***

***B. In the interim period, before the Essex Coast RAMS is completed, all residential development within the zones of influence will need to deliver all measures identified (including strategic measures) through project level HRAs, or otherwise, to mitigate any recreational disturbance impacts in compliance with the Habitat Regulations and Habitats Directive.***

Alternatives: There are no reasonable alternatives as this policy looks at the principles of promoting sustainable development.

## Plan policies

This chapter outlines each of the policies within the neighbourhood plan and discusses the significant environmental effects of each of the policies in the short, medium and long term. The chapter concludes with an appraisal of the plan overall.

### **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, a dental surgery or burial space, lies adjacent to the settlement boundary, offers considerable social benefits to the community (by virtue of the uses proposed) and does not significantly worsen traffic congestion in Tiptree village. In this respect proposals for predominantly market housing would not qualify; or**
- ii. they are in accordance with the Colchester Local Plan policies on appropriate uses in the countryside; or**
- iii. they are on sites allocated for those uses in the Colchester Site Allocations Development Plan Document or its successor; or**
- iv. they relate to necessary utilities infrastructure and where no reasonable alternative location is available.**

1. To deliver well designed new homes in keeping with the village feel and identity of Tiptree on allocated sites to meet Tiptree's housing needs up to 2033		2. To avoid increased congestion on existing roads and junctions in and around Tiptree and promote the provision of cycleways and footways from new development to existing village amenities including the village centre		3. To maintain and improve a safe, welcoming and attractive village centre to service the needs of the community		4. To strengthen and support local economic activity and local economic areas by encouraging small businesses and promoting accessible business parks		5. To protect and where possible, enhance open spaces, biodiversity and landscape character		6. To value and protect our heritage	
Will it deliver the number of houses needed to	Will it provide a variety and choice to meet	Will it avoid congestion on existing roads and	Will it deliver sustainable transport infrastructure?	Will it retain and enhance community facilities?	Will it increase the number of public car spaces	Will it improve the delivery of a range of local employment opportunities?	Will existing open spaces be protected & new open	Will it protect or enhance biodiversity?	Will it protect and enhance heritage and cultural assets?		

support the existing and growing population?	existing and future needs in terms of housing type and tenure?	junctions?			in the village centre and improve sustainable transport links?		spaces be created?		
O	O	O	O	O	O	O	O	O	O

Policy TIP01 will protect the countryside surrounding Tiptree from inappropriate development. Development that is considered appropriate is listed in the policy, giving certainty to applicants. Overall the policy will have a neutral impact on the SEA objectives. The policy will facilitate uses with community benefits outside of the settlement boundary. However, this has not been shown as a positive impact as the policy will not directly lead to new community uses.

#### **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 have appropriately addressed the following:**

- i. Respected established building set back and arrangements of front gardens, walls, railings or hedges.**
- ii. Incorporated spaces between groups of properties to break the building mass.**
- iii. Used trees and mixed hedges of predominantly native species to screen developments.**
- iv. Ensured safe access to routes for pedestrians, cyclists and road users, particularly towards the village centre, local schools and other amenities.**
- v. Used high quality materials that complement the existing dwellings in the immediate vicinity.**
- vi. Designed properties so they incorporate appropriate infrastructure and can be retro-fitted for new electricity and digital technology.**

**B. 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, car and bicycle parking.**

1. To deliver well designed new homes in keeping with the village feel and identity of Tiptree on allocated sites to meet Tiptree's housing needs up to 2033		2. To avoid increased congestion on existing roads and junctions in and around Tiptree and promote the provision of cycleways and footways from new development to existing village amenities including the village centre		3. To maintain and improve a safe, welcoming and attractive village centre to service the needs of the community		4. To strengthen and support local economic activity and local economic areas by encouraging small businesses and promoting accessible business parks		5. To protect and where possible, enhance open spaces, biodiversity and landscape character		6. To value and protect our heritage
Will it deliver the number of houses needed to support the existing and growing population?	Will it provide a variety and choice to meet existing and future needs in terms of housing type and tenure?	Will it avoid congestion on existing roads and junctions?	Will it deliver sustainable transport infrastructure?	Will it retain and enhance community facilities?	Will it increase the number of public car spaces in the village centre and improve sustainable transport links?	Will it improve the delivery of a range of employment opportunities?	Will existing open spaces be protected & new open spaces be created?	Will it protect or enhance biodiversity?	Will it protect and enhance heritage and cultural assets?	
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TIP02 will result in positive environmental effects over the lifetime of the neighbourhood plan by requiring development to demonstrate good quality design that respects and enhances the character and appearance of the surrounding area and the way it functions. This will result in positive effects on the objectives: to value and protect our heritage and to protect and where possible enhance open spaces, biodiversity and landscape character. Trees and mixed hedges of predominantly native species are required by the policy. The policy will result in a positive impact on the criteria to deliver sustainable transport infrastructure, through the requirement to ensure safe access to routes for pedestrians, cyclists and road users.

### ***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 dwelling - 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 sufficient to accommodate a ‘transit’ style van.**

1. To deliver well designed new homes in keeping with the village feel and identity of Tiptree on allocated sites to meet Tiptree's housing needs up to 2033		2. To avoid increased congestion on existing roads and junctions in and around Tiptree and promote the provision of cycleways and footways from new development to existing village amenities including the village centre		3. To maintain and improve a safe, welcoming and attractive village centre to service the needs of the community		4. To strengthen and support local economic activity and local economic areas by encouraging small businesses and promoting accessible business parks		5. To protect and where possible, enhance open spaces, biodiversity and landscape character		6. To value and protect our heritage
Will it deliver the number of houses needed to support the existing and growing population?	Will it provide a variety and choice to meet existing and future needs in terms of housing type and tenure?	Will it avoid congestion on existing roads and junctions?	Will it deliver sustainable transport infrastructure?	Will it retain and enhance community facilities?	Will it increase the number of public car spaces in the village centre and improve sustainable transport links?	Will it improve the delivery of a range of local employment opportunities?	Will existing open spaces be protected & new open spaces be created?	Will it protect or enhance biodiversity?	Will it protect and enhance heritage and cultural assets?	

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Policy TIP3 will result in a positive impact on the second objective, in particular: avoiding increased congestion on existing roads and junctions. The policy sets out minimum car parking requirements, which reflects car ownership in Tiptree. This policy will apply to both windfall development and site allocations. Windfall development is likely to have more of an impact on existing roads, whereas the site allocations are more likely to have an impact on existing junctions.

**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).**

1. To deliver well designed new homes in keeping with the village feel and identity of Tiptree on allocated sites to meet Tiptree's housing needs up to 2033		2. To avoid increased congestion on existing roads and junctions in and around Tiptree and promote the provision of cycleways and footways from new development to existing village amenities including the village centre		3. To maintain and improve a safe, welcoming and attractive village centre to service the needs of the community		4. To strengthen and support local economic activity and local economic areas by encouraging small businesses and promoting accessible business parks		5. To protect and where possible, enhance open spaces, biodiversity and landscape character		6. To value and protect our heritage	
Will it deliver the number of houses needed to support the existing and	Will it provide a variety and choice to meet existing and future needs in	Will it avoid congestion on existing roads and junctions?	Will it deliver sustainable transport infrastructure?	Will it retain and enhance community facilities?	Will it increase the number of public car spaces in the village centre and	Will it improve the delivery of a range of local employment opportunities?	Will existing open spaces be protected & new open spaces be created?	Will it protect or enhance biodiversity?	Will it protect and enhance heritage and cultural assets?		

growing population?	terms of housing type and tenure?				improve sustainable transport links?				
O	O	O	O	O	O	O	O	O	O

Policy TIP4 seeks to ensure a high quality design of development in terms of integration into the existing footprint, character and community of the village. This has been highlighted throughout the neighbourhood plan consultation. The policy will result in positive impacts by encouraging Building for Life standards to be met. However, no direct impacts on any of the SEA objectives are likely.

**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.**

1. To deliver well designed new homes in keeping with the village feel and identity of Tiptree on allocated sites to meet Tiptree's housing needs up to 2033		2. To avoid increased congestion on existing roads and junctions in and around Tiptree and promote the provision of cycleways and footways from new development to existing village amenities including the village centre		3. To maintain and improve a safe, welcoming and attractive village centre to service the needs of the community		4. To strengthen and support local economic activity and local economic areas by encouraging small businesses and promoting accessible business parks		5. To protect and where possible, enhance open spaces, biodiversity and landscape character		6. To value and protect our heritage
Will it deliver the number of houses needed to support the existing and growing population?	Will it provide a variety and choice to meet existing and future needs in terms of housing type and tenure?	Will it avoid congestion on existing roads and junctions?	Will it deliver sustainable transport infrastructure?	Will it retain and enhance community facilities?	Will it increase the number of public car spaces in the village centre and improve sustainable transport links?	Will it improve the delivery of a range of employment opportunities?	Will existing open spaces be protected & new open spaces be created?	Will it protect or enhance biodiversity?	Will it protect and enhance heritage and cultural assets?	
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Policy TIP5 will have a significant positive effect on the assessment criteria: will it provide a variety and choice to meet existing and future needs in terms of housing type and tenure by requiring development to provide a mix of housing types to suit a range of different households. The policy will have positive long terms effects by requiring developers to demonstrate how the proposal will be capable of meeting and adapting to the long term needs of older residents.

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

***A. Development proposals to improve cycling and walking infrastructure will be supported. In particular, provision of cycle and pedestrian routes that are physically separated from vehicular traffic and from one***

***another will be strongly supported. Such routes should also ensure that access by disabled users and users of mobility scooters is provided.***

***B. 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.***

***C. Proposals to enhance the identified main pedestrian routes will be strongly supported.***

***D. Development will be expected to not have an unacceptable impact on the main pedestrian routes and adequately mitigate the impact of additional traffic movements on the safety and flow of pedestrian access especially at road junctions.***

1. To deliver well designed new homes in keeping with the village feel and identity of Tiptree on allocated sites to meet Tiptree's housing needs up to 2033		2. To avoid increased congestion on existing roads and junctions in and around Tiptree and promote the provision of cycleways and footways from new development to existing village amenities including the village centre		3. To maintain and improve a safe, welcoming and attractive village centre to service the needs of the community		4. To strengthen and support local economic activity and local economic areas by encouraging small businesses and promoting accessible business parks		5. To protect and where possible, enhance open spaces, biodiversity and landscape character		6. To value and protect our heritage
Will it deliver the number of houses needed to support the existing and growing population?	Will it provide a variety and choice to meet existing and future needs in terms of housing type and tenure?	Will it avoid congestion on existing roads and junctions?	Will it deliver sustainable transport infrastructure?	Will it retain and enhance community facilities?	Will it increase the number of public car spaces in the village centre and improve sustainable transport links?	Will it improve the delivery of a range of local employment opportunities?	Will existing open spaces be protected & new open spaces be created?	Will it protect or enhance biodiversity?	Will it protect and enhance heritage and cultural assets?	
<b>O</b>	<b>O</b>	<b>++</b>	<b>++</b>	<b>O</b>	<b>+</b>	<b>O</b>	<b>O</b>	<b>O</b>	<b>O</b>	



Policy TIP6 will have a positive impact in the short, medium and long term on the objectives: To avoid increased congestion on existing roads and junctions in and around Tiptree and promote the provision of cycleways and footways from new development to existing village amenities including the village centre and To maintain and improve a safe, welcoming and attractive village centre to service the needs of the community. The policy supports improvements to cycling and walking infrastructure, and this is very likely to be incorporated into the site allocations, making sustainable travel an attractive prospect from new development to the village centre.

***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 new developments should have more than one access point for car users and wherever space allows access should be via a roundabout.***

***C. Proposals to mitigate the level of additional vehicular traffic travelling through the centre of Tiptree village (along the B1022 and B1023) are strongly encouraged.***

***D. As part of the site allocations relating to development of land in the north and north-west of Tiptree (Policies TIP13 and TIP14) a route is safeguarded for the provision of a new road which 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). Development of the land in the north and north-west of Tiptree will be expected to contribute towards the delivery of the road and applicants will be expected to work with the Highway Authority to ensure that:***

***i. the new 'primary street' meets the necessary specifications as given in the Essex Design Guide (2018), in particular ensuring it is sufficient to support a bus route; and***

***ii. the optimum route corridor, reflecting the indicative corridor shown on the Tiptree Policies Map, is safeguarded in order to maximise the potential for the road to be delivered whilst ensuring that development in north Tiptree is sustainable over the long term, including growth beyond the plan period.***

1. To deliver well designed new homes in keeping with the village feel and identity of Tiptree on allocated sites to meet Tiptree's housing needs up to 2033		2. To avoid increased congestion on existing roads and junctions in and around Tiptree and promote the provision of cycleways and footways from new development to existing village amenities including the village centre		3. To maintain and improve a safe, welcoming and attractive village centre to service the needs of the community		4. To strengthen and support local economic activity and local economic areas by encouraging small businesses and promoting accessible business parks		5. To protect and where possible, enhance open spaces, biodiversity and landscape character		6. To value and protect our heritage
Will it deliver the number of houses needed to support the existing and growing population?	Will it provide a variety and choice to meet existing and future needs in terms of housing type and tenure?	Will it avoid congestion on existing roads and junctions?	Will it deliver sustainable transport infrastructure?	Will it retain and enhance community facilities?	Will it increase the number of public car spaces in the village centre and improve sustainable transport links?	Will it improve the delivery of a range of employment opportunities?	Will existing open spaces be protected & new open spaces be created?	Will it protect or enhance biodiversity?	Will it protect and enhance heritage and cultural assets?	
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Policy TIP7 will have a positive impact in the short, medium and long term on the objective: To avoid increased congestion on existing roads and junctions in and around Tiptree and promote the provision of cycleways and footways from new development to existing village amenities including the village centre. The policy supports proposals that improves traffic flow and/or avoid congestion on existing roads and junctions. The policy synergises with policy TIP6, and together these policies will have positive effects on the SEA objectives. The policy explains that a route has been safeguarded for a new road, which will help to reduce congestion. If delivered, this would result in positive impacts by reducing congestion, however it is not certain that this will be delivered.

**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.***

1. To deliver well designed new homes in keeping with the village feel and identity of Tiptree on allocated sites to meet Tiptree's housing needs up to 2033		2. To avoid increased congestion on existing roads and junctions in and around Tiptree and promote the provision of cycleways and footways from new development to existing village amenities including the village centre		3. To maintain and improve a safe, welcoming and attractive village centre to service the needs of the community		4. To strengthen and support local economic activity and local economic areas by encouraging small businesses and promoting accessible business parks		5. To protect and where possible, enhance open spaces, biodiversity and landscape character		6. To value and protect our heritage	
Will it deliver the number of houses needed to support the existing and growing population?	Will it provide a variety and choice to meet existing and future needs in terms of housing type and tenure?	Will it avoid congestion on existing roads and junctions?	Will it deliver sustainable transport infrastructure?	Will it retain and enhance community facilities?	Will it increase the number of public car spaces in the village centre and improve sustainable transport links?	Will it improve the delivery of a range of local employment opportunities?	Will existing open spaces be protected & new open spaces be created?	Will it protect or enhance biodiversity?	Will it protect and enhance heritage and cultural assets?		
O	O	O	O	+	O	+	O	O	O		

Policy TIP8 will result in positive effects throughout the plan period by retaining existing community facilities and local businesses, including retail uses.

***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 flats 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.**

1. To deliver well designed new homes in keeping with the village feel and identity of Tiptree on allocated sites to meet Tiptree's housing needs up to 2033		2. To avoid increased congestion on existing roads and junctions in and around Tiptree and promote the provision of cycleways and footways from new development to existing village amenities including the village centre		3. To maintain and improve a safe, welcoming and attractive village centre to service the needs of the community		4. To strengthen and support local economic activity and local economic areas by encouraging small businesses and promoting accessible business parks		5. To protect and where possible, enhance open spaces, biodiversity and landscape character		6. To value and protect our heritage
Will it deliver the number of houses needed to support the existing and growing population?	Will it provide a variety and choice to meet existing and future needs in terms of housing type and tenure?	Will it avoid congestion on existing roads and junctions?	Will it deliver sustainable transport infrastructure?	Will it retain and enhance community facilities?	Will it increase the number of public car spaces in the village centre and improve sustainable transport links?	Will it improve the delivery of a range of local employment opportunities?	Will existing open spaces be protected & new open spaces be created?	Will it protect or enhance biodiversity?	Will it protect and enhance heritage and cultural assets?	

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Policy TIP9 seeks to improve the delivery of employment and community uses in Tiptree, adjacent to the established district centre. The policy also positively impacts upon the assessment criteria: Will it provide a variety and choice to meet existing and future needs in terms of housing type and tenure, by encouraging flats that address the needs of older people. Public car parking is encouraged, which will contribute towards the objective to increase the number of public car spaces in the village centre. This policy, if implemented, will result in many significant positive effects on a number of the SEA objectives. However, the policy only encourages and supports proposals. Development proposals adjacent to the district centre cannot be required to include the uses identified in the policy and therefore there is a degree of uncertainty over how effective the policy will be. For this reason, a positive, rather than significant positive impact have been given.

**POLICY TIP10: BUSINESS DEVELOPMENT**

***Land in north-west Tiptree (Policy TIP14) is required to deliver approximately 1.5 hectares of B-Class employment land. As part of this provision, the employment land is expected to be serviced and commercial buildings delivered on the site are expected to be designed to be suitable for use by existing larger businesses currently located adjacent to the District Centre boundary of Tiptree village. It is important that developments are compatible with their surroundings and that the business site is appropriately screened with trees and hedgerows.***

1. To deliver well designed new homes in keeping with the village feel and identity of Tiptree on allocated sites to meet Tiptree's housing needs up to 2033		2. To avoid increased congestion on existing roads and junctions in and around Tiptree and promote the provision of cycleways and footways from new development to existing village amenities including the village centre		3. To maintain and improve a safe, welcoming and attractive village centre to service the needs of the community		4. To strengthen and support local economic activity and local economic areas by encouraging small businesses and promoting accessible business parks		5. To protect and where possible, enhance open spaces, biodiversity and landscape character		6. To value and protect our heritage	
Will it deliver the number of	Will it provide a variety and	Will it avoid congestion	Will it deliver sustainable transport	Will it retain and enhance	Will it increase the number	Will it improve the delivery of a range of local	Will existing open spaces be	Will it protect or enhance	Will it protect and enhance heritage and cultural		



houses needed to support the existing and growing population?	choice to meet existing and future needs in terms of housing type and tenure?	on existing roads and junctions?	infrastructure?	community facilities?	of public car spaces in the village centre and improve sustainable transport links?	employment opportunities?	protected & new open spaces be created?	biodiversity?	assets?
O	O	O	O	O	O	+	O	O	O

Policy TIP10 will result in positive effects on the objective: To strengthen and support local economic activity and local economic areas by encouraging small businesses and promoting accessible business parks. 1.5 hectares of employment land is required as part of the site allocation (TIP14). The provision of new employment land will improve the range of employment opportunities in Tiptree. It is highly likely that this will occur as it is linked to new housing development. The policy refers to appropriate screening, which helps to ensure that development is compatible with its surroundings and landscape setting.

**POLICY TIP11: COMMUNITY INFRASTRUCTURE PROVISION**

**A. In order to address the needs arising from growth, new development is expected to be supported by the delivery of the following community infrastructure items:**

**i. A Local Equipped Area for Play (LEAP) in north-west Tiptree (secured as part of the delivery of the allocated land at Highland Nursery) – Policy TIP14**

**ii. A Multi Use Games Area (MUGA) in north-west Tiptree (secured as part of the delivery of the allocated land at Elm Farm) – Policy TIP14**

**B. Development is also expected to contribute (through Section 106 as appropriate or through Community Infrastructure Levy contribution) to the following community infrastructure projects which will address the needs arising from growth:**

**i. Replacement of children's play equipment at Grove Road**

**ii. Replacement of the Scout Hut**

**iii. Improvements to the Sports Centre**

**iv. Provision of an adult fitness trail in Park Lane**

**v. Education expansion**

**vi. Health facilities**

**C. Suitable site proposals for burial land will be supported (see Policy TIP01)**

1. To deliver well designed new homes in keeping with the village feel and identity of Tiptree on allocated sites to meet Tiptree's housing needs up to 2033		2. To avoid increased congestion on existing roads and junctions in and around Tiptree and promote the provision of cycleways and footways from new development to existing village amenities including the village centre		3. To maintain and improve a safe, welcoming and attractive village centre to service the needs of the community		4. To strengthen and support local economic activity and local economic areas by encouraging small businesses and promoting accessible business parks		5. To protect and where possible, enhance open spaces, biodiversity and landscape character		6. To value and protect our heritage
Will it deliver the number of houses needed to support the existing and growing population?	Will it provide a variety and choice to meet existing and future needs in terms of housing type and tenure?	Will it avoid congestion on existing roads and junctions?	Will it deliver sustainable transport infrastructure?	Will it retain and enhance community facilities?	Will it increase the number of public car spaces in the village centre and improve sustainable transport links?	Will it improve the delivery of a range of local employment opportunities?	Will existing open spaces be protected & new open spaces be created?	Will it protect or enhance biodiversity?	Will it protect and enhance heritage and cultural assets?	
<b>O</b>	<b>O</b>	<b>O</b>	<b>O</b>	<b>++</b>	<b>O</b>	<b>O</b>	<b>++</b>	<b>O</b>	<b>O</b>	

Policy TIP11 lists the community infrastructure provision that will be required by development. It is highly likely that a local equipped area for play and multi-use games area will be delivered as part of the site allocations. These are identified as necessary to serve the development and are also referred to in the site allocations policies. Provision of these will

enhance community facilities and create new open spaces. The delivery of the list of additional community infrastructure is less certain. It will need to be demonstrated that these facilities meet the s106 tests.

**POLICY TIP12: COMPREHENSIVE DEVELOPMENT**

**A. Applications for development on the site allocations contained in Policies TIP13 and TIP14 should each be underpinned by comprehensive masterplans which have been informed by a process of active engagement with the community of Tiptree and with the authors of the other masterplans on common matters, particularly the connectivity of the individual parts of the 'primary street'. These masterplans should demonstrate, where necessary, that they align with one another and will contribute towards the delivery of the overall vision for Tiptree.**

**B. These masterplans should demonstrate 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.**

1. To deliver well designed new homes in keeping with the village feel and identity of Tiptree on allocated sites to meet Tiptree's housing needs up to 2033		2. To avoid increased congestion on existing roads and junctions in and around Tiptree and promote the provision of cycleways and footways from new development to existing village amenities including the village centre		3. To maintain and improve a safe, welcoming and attractive village centre to service the needs of the community		4. To strengthen and support local economic activity and local economic areas by encouraging small businesses and promoting accessible business parks		5. To protect and where possible, enhance open spaces, biodiversity and landscape character		6. To value and protect our heritage
Will it deliver the number of houses needed to support the existing and growing population?	Will it provide a variety and choice to meet existing and future needs in terms of housing type and tenure?	Will it avoid congestion on existing roads and junctions?	Will it deliver sustainable transport infrastructure?	Will it retain and enhance community facilities?	Will it increase the number of public car spaces in the village centre and improve sustainable transport links?	Will it improve the delivery of a range of local employment opportunities?	Will existing open spaces be protected & new open spaces be created?	Will it protect or enhance biodiversity?	Will it protect and enhance heritage and cultural assets?	

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TIP12 will lead to positive effects by planning comprehensively for Tiptree's 600 dwellings, however a neutral impact is expected for the SEA objectives.

**POLICY TIP13: TOWER END.**

***Tower End totalling 8 hectares is allocated for approximately 175 homes. The following criteria must be met:***

***i. The development provides for a mix of dwelling sizes in accordance with Policy TIP05; and***

***ii. 0.27Ha is provided as green space for community use; and***

***iii. A 'primary street' is provided connecting Kelvedon Road with Grange Road. This road must be provided so that, when completed, it is sufficient to accommodate a public bus route and non-residential traffic. The safeguarded route should ensure that the final road can have grass verges, wide pavements and vehicular access to residential areas. No dwellings should front directly onto this road. This road to include three-way roundabouts at the junctions with Grange Road and Kelvedon Road (In accordance with Policy TIP07); and***

***iv. Pedestrian and cycle access into surrounding housing estates, towards the village centre and towards Perrywood Garden Centre is provided.***

1. To deliver well designed new homes in keeping with the village feel and identity of Tiptree on allocated sites to meet Tiptree's housing needs up to 2033		2. To avoid increased congestion on existing roads and junctions in and around Tiptree and promote the provision of cycleways and footways from new development to existing village amenities including the village centre		3. To maintain and improve a safe, welcoming and attractive village centre to service the needs of the community		4. To strengthen and support local economic activity and local economic areas by encouraging small businesses and promoting accessible business parks		5. To protect and where possible, enhance open spaces, biodiversity and landscape character		6. To value and protect our heritage
Will it deliver the number of houses needed to	Will it provide a variety and choice to meet	Will it avoid congestion on existing roads and	Will it deliver sustainable transport infrastructure?	Will it retain and enhance community facilities?	Will it increase the number of public car spaces	Will it improve the delivery of a range of local employment opportunities?	Will existing open spaces be protected & new open	Will it protect or enhance biodiversity?	Will it protect and enhance heritage and cultural assets?	

support the existing and growing population?	existing and future needs in terms of housing type and tenure?	junctions?			in the village centre and improve sustainable transport links?		spaces be created?		
++	++	+	+	+	+	0	+	0	0

TIP13 allocates land for 175 dwellings at Tower End. Policy TIP12 explains that the three sites are to be developed comprehensively. This synergy will result in the delivery of dwellings to meet Tiptree's housing requirement of 600 dwellings in the plan period. A mix of housing will be provided, this is referred in the policy and also in policy TIP5. An area of open space is proposed, which will benefit the community. The neighbourhood plan authors have given consideration to how the site will connect to existing areas and there is a requirement for pedestrian and cycle access to surrounding areas and the village centre, which will help to promote sustainable travel and reduce congestion. Consideration should be given to including a criteria requiring development to result in biodiversity net gain, which will lead to biodiversity enhancement.

**POLICY TIP14: HIGHLAND NURSERY AND ELMS FARM.**

**Highland Nursery and Elms Farm are, together, allocated for approximately 450 homes. The following criteria must be met:**

- i. Residential development is focused in the western and eastern areas of the site; and**
- ii. The development provides for a mix of dwelling sizes in accordance with Policy TIP05; and**
- iii. The western end of the site to provide 1.5Ha for business use (Class B1). This should include 0.6Ha of serviced land which is made available for first occupation by existing commercial trades that choose to relocate from the existing premises close to the centre of Tiptree village.**
- iv. The provision of a green buffer between the existing houses in Oak Road and the new estate; and**
- v. 0.36Ha of green space is provided and includes a Local Equipped Area for Play in the western end (Highland Nursery); and**
- vi. 0.8Ha of green space is provided for a Multi-Use Games Area in the eastern end (Elms Farm); and**



**vii. A 'primary street' is provided around the back of the development from the junction with Kelvedon Road and being capable of extension through the eastern portion of the development into Colchester Road in the future (In accordance with Policy TIP07). This road must be provided so that, when completed, it is sufficient to accommodate a public bus route and non-residential traffic. The safeguarded route should ensure that the final road can have grass verges, wide pavements and vehicular access to residential areas. No dwellings should front directly onto this road. This road to include three-way roundabouts at the junction of Kelvedon Road at the western end and at the junction of Colchester Road at the eastern end (In accordance with Policy TIP07); and Appropriate improvements are made to the junction of Messing Road with Colchester/Maypole Road in agreement with the Highway Authority.**

1. To deliver well designed new homes in keeping with the village feel and identity of Tiptree on allocated sites to meet Tiptree's housing needs up to 2033		2. To avoid increased congestion on existing roads and junctions in and around Tiptree and promote the provision of cycleways and footways from new development to existing village amenities including the village centre		3. To maintain and improve a safe, welcoming and attractive village centre to service the needs of the community		4. To strengthen and support local economic activity and local economic areas by encouraging small businesses and promoting accessible business parks		5. To protect and where possible, enhance open spaces, biodiversity and landscape character		6. To value and protect our heritage
Will it deliver the number of houses needed to support the existing and growing population?	Will it provide a variety and choice to meet existing and future needs in terms of housing type and tenure?	Will it avoid congestion on existing roads and junctions?	Will it deliver sustainable transport infrastructure?	Will it retain and enhance community facilities?	Will it increase the number of public car spaces in the village centre and improve sustainable transport links?	Will it improve the delivery of a range of local employment opportunities?	Will existing open spaces be protected & new open spaces be created?	Will it protect or enhance biodiversity?	Will it protect and enhance heritage and cultural assets?	
++	++	+	+	+	+	+	+	O	O	

TIP14 allocates land for approximately 450 dwellings at Highlands Nursery and Elms Farm. Policy TIP12 explains that the three sites are to be developed comprehensively. This synergy will result in the delivery of dwellings to meet Tiptree's housing requirement of 600 dwellings in the plan period. A mix of housing will be provided, this is referenced in the policy and also in policy TIP5. Two areas of open space are proposed; a Local Equipped Area for Play and a Multi-Use Games Area, which will benefit the community. The neighbourhood plan authors have given consideration to how the site will connect to existing areas and a route is safeguarded. 1.5 hectares is allocated for business use, which will help to strengthen and support local economic activity. Consideration should be given to including a criteria requiring development to result in biodiversity net gain, which will lead to biodiversity enhancement.

**POLICY TIP16: COUNTRYSIDE AND GREEN SPACES**

***A. Green spaces and access to the countryside should be protected and enhanced, particularly where this provides public access for the enjoyment of the community of Tiptree and its visitors. This includes designated Local Wildlife Sites which shall be protected from development.***

***B. 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.***

1. To deliver well designed new homes in keeping with the village feel and identity of Tiptree on allocated sites to meet Tiptree's housing needs up to 2033		2. To avoid increased congestion on existing roads and junctions in and around Tiptree and promote the provision of cycleways and footways from new development to existing village amenities including the village centre		3. To maintain and improve a safe, welcoming and attractive village centre to service the needs of the community		4. To strengthen and support local economic activity and local economic areas by encouraging small businesses and promoting accessible business parks		5. To protect and where possible, enhance open spaces, biodiversity and landscape character		6. To value and protect our heritage	
Will it deliver the number of houses needed to support the	Will it provide a variety and choice to meet existing	Will it avoid congestion on existing roads and junctions?	Will it deliver sustainable transport infrastructure?	Will it retain and enhance community facilities?	Will it increase the number of public car spaces in the	Will it improve the delivery of a range of local employment opportunities?	Will existing open spaces be protected & new open spaces be	Will it protect or enhance biodiversity?	Will it protect and enhance heritage and cultural assets?		

existing and growing population?	and future needs in terms of housing type and tenure?				village centre and improve sustainable transport links?		created?		
O	O	O	O	O	O	O	+	+	O

Policy TIP16 will help to ensure that Local Wildlife Sites are protected from development, this is consistent with the Colchester Local Plan policy ENV1 and it is highly likely that these nature conservation sites will be protected. Green spaces and access to the countryside will also be protected and enhanced, where possible, through this policy.

**POLICY TIP17: RECREATIONAL DISTURBANCE AVOIDANCE AND MITIGATION**

**A. All residential development within the zones of influence of Habitat sites will be required to make a financial contribution towards mitigation measures, as detailed in the Essex coast RAMS, to avoid adverse in-combination recreational disturbance effects on Habitat sites.**

**B. In the interim period, before the Essex Coast RAMS is completed, all residential development within the zones of influence will need to deliver all measures identified (including strategic measures) through project level HRAs, or otherwise, to mitigate any recreational disturbance impacts in compliance with the Habitat Regulations and Habitats Directive.**

1. To deliver well designed new homes in keeping with the village feel and identity of Tiptree on allocated sites to meet Tiptree's housing needs up to 2033	2. To avoid increased congestion on existing roads and junctions in and around Tiptree and promote the provision of cycleways and footways from new development to existing village amenities including the village centre	3. To maintain and improve a safe, welcoming and attractive village centre to service the needs of the community	4. To strengthen and support local economic activity and local economic areas by encouraging small businesses and promoting accessible business parks	5. To protect and where possible, enhance open spaces, biodiversity and landscape character	6. To value and protect our heritage
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Will it deliver the number of houses needed to support the existing and growing population?	Will it provide a variety and choice to meet existing and future needs in terms of housing type and tenure?	Will it avoid congestion on existing roads and junctions?	Will it deliver sustainable transport infrastructure?	Will it retain and enhance community facilities?	Will it increase the number of public car spaces in the village centre and improve sustainable transport links?	Will it improve the delivery of a range of local employment opportunities?	Will existing open spaces be protected & new open spaces be created?	Will it protect or enhance biodiversity?	Will it protect and enhance heritage and cultural assets?
O	O	O	O	O	O	O	O	+	O

Policy TIP17 is the standard Essex Coast RAMS policy for neighbourhood plans, as endorsed by Natural England. This policy ensures that Habitats sites will be protected through the requirement in the policy for residential development to make a financial contribution towards the Essex Coast RAMS to avoid and mitigate the impact of increased recreational disturbance in-combination with other allocations, plans and projects. The policy includes interim arrangements, in the event that the neighbourhood plan is made prior to the adoption of the Essex Coast RAMS SPD. It is recommended that a sentence is added to the supporting text about the importance of on-site mitigation measures, in addition to the offsite contribution.

## Cumulative appraisal

The table, below, summarises the appraisal of all neighbourhood plan policies.

Objectives	Assessment Criteria	TIP1	TIP2	TIP3	TIP4	TIP5	TIP6	TIP7	TIP8	TIP9	TIP 10	TIP 11	TIP 12	TIP 13	TIP 14	TIP 16	TIP 17
1. To deliver well designed new homes in keeping with the village feel and identity of Tiptree on allocated sites to meet Tiptree's	Will it deliver the number of houses needed to support the existing and growing population?	O	O	O	O	O	O	O	O	O	O	O	O	++	++	O	O

housing needs up to 2033	Will it provide a variety and choice to meet existing and future needs in terms of housing type and tenure?	0	0	0	0	++	0	0	0	+	0	0	0	++	++	0	0
2. To avoid increased congestion on existing roads and junctions in and around Tiptree and promote the provision of cycleways and footways from new development to existing village amenities including the village centre	Will it avoid congestion on existing roads and junctions?	0	0	+	0	0	++	+	0	0	0	0	0	+	+	0	0
	Will it deliver sustainable transport infrastructure?	0	+	0	0	0	++	0	0	0	0	0	0	+	+	0	0
3. To maintain and improve a safe, welcoming and attractive village centre to service the needs of the community	Will it retain and enhance community facilities?	0	0	0	0	0	0	0	+	+	0	++	0	+	+	0	0
	Will it increase the number of public car spaces in the village centre and improve sustainable transport links?	0	0	0	0	0	+	0	0	+	0	0	0	+	+	0	0
4. To strengthen and support local economic activity and local economic areas by encouraging small businesses and	Will it improve the delivery of a range of local employment opportunities?	0	0	0	0	0	0	0	+	+	+	0	0	0	+	0	0



promoting accessible business parks																	
5. To protect and where possible, enhance open spaces, biodiversity and landscape character	Will existing open spaces be protected & new open spaces be created?	0	0	0	0	0	0	0	0	0	0	++	0	+	+	+	0
	Will it protect or enhance biodiversity?	0	+	0	0	0	0	0	0	0	0	0	0	0	0	+	+
6. To value and protect our heritage	Will it protect and enhance heritage and cultural assets?	0	+	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Positive effects have been identified for all of the neighbourhood plan SEA objectives, demonstrating that the neighbourhood plan includes policies that cover a range of sustainability issues of relevance to the community, and will contribute towards the achievement of sustainable development.

The neighbourhood plan will deliver well designed homes to meet Tiptree's housing need of 600 dwellings in the plan period. Allocations are proposed to deliver 625 dwellings and policies require good quality design that respects the identity of Tiptree, including its heritage. Policies require a range of tenures, which will address the housing needs of the village. The Housing Needs Survey identifies a need for 2 bedroom dwellings.

The proposed allocations are located within the north of Tiptree and one of the reasons for selecting these sites is because they will avoid an increase in traffic through the village. Reducing congestion in Tiptree is one of the objectives of the neighbourhood plan. Policies in the plan will help to ensure the delivery of sustainable transport infrastructure, making sustainable transport a realistic option for existing and future residents.

Land is allocated for a new local employment area, which will strengthen and support local economic activity.

The proposed allocations avoid the loss of open space, local wildlife sites and areas of high landscape value. Policies will lead to new areas of open space to support new housing.

No negative effects have been identified. This is not uncommon for neighbourhood plans. Neighbourhood plans, unlike Local Plans, do not have to include policies on every topic. Furthermore, the SEA objectives have been established from Tiptree's baseline and using the sustainability issues facing Tiptree. It therefore follows that the neighbourhood plan policies and SEA objectives are compatible.

The appraisal of plan policies has recommended that a criteria requiring biodiversity net gain is added to policies TIP13 (Tower End) and TIP14 (Highlands Nursery and Elms Farm). The appraisal has also recommended that a sentence is added to the supporting text to policy TIP17 (Essex Coast RAMS) referring to the importance of on-site mitigation measures.

## **Appendix 1: SLAA sites that are not reasonable options**

TIP05 and TIP36 are not considered reasonable options as they are proposed for fewer than 5 dwellings and are not adjacent to the existing settlement boundary. As such these sites have not been appraised as part of the SEA.

TIP26 is not considered a reasonable option as it is unlikely to deliver more than 5 dwellings and whilst the existing dwelling has access onto Cherry Chase it is unclear how additional development would gain access. As such it has not be appraised as part of the SEA.

TIP28, TIP30 and TIP60 are not considered reasonable options as they are unlikely to deliver more than 5 dwellings. As such these sites have not be appraised as part of the SEA.

TIP07, TIP13, TIP31, TIP46, TIP47, TIP56, TIP58, TIP59, TIP62 and TIP64 are not considered reasonable options as they are physically separate from the existing settlement boundary. As such these sites have not been appraised as part of the SEA.

TIP21 is not considered a reasonable option as the SLAA indicates that there are issues with site availability and land ownership is unknown. As such it has not be appraised as part of the SEA.

TIP32 is not considered a reasonable option as planning permission has been granted for residential development on the site. As such it has not be appraised as part of the SEA.

TIP63 is not considered a reasonable option as the land is high risk of surface water flooding. As such it has not be appraised as part of the SEA.



## Appendix 35

<b>STATUTORY CONSULTEES PRE REG 14</b>			
<b>Duty to cooperate</b>	<b>Specific Bodies</b>	<b>Parish Councils</b>	<b>Other</b>
Environment Agency	Suffolk Constabulary	Messing	Clinical commissioning Group
Historic England	Essex Constabulary	Layer Marney	NHS England
Natural England	Eircom UK Ltd	Tolleshunt Darcy	Office of Rail and Road
Mayor of London	Fibernet Ltd	Tolleshunt Knights	Essex Highways
Civil Aviation Authority	Gemini Submarine Cable System Ltd	Kelvedon	Public Health England
Homesand Communities	Global Crossing		St Lukes Church
Office of Rail Regulation	Kingston Communications (Hull) Plc		Tiptree URC
Transport for London	Lancaster University Network Services Ltd		St John Houghton RC Church
Integrated Transport authority	Neos Networks Ltd		Thurstable School
Sustainable Environment	NTL Group Ltd		St Lukes School
Highways England	Opal Telecom Ltd		Milldene School
Highways England	Orange Personal Communications Ltd		Baynards School
Marine Management Organisation	Regional Communications Team O2 Airwave		Tiptree Heath School
Local Enterprise Partnership	SSE Telecommunications Ltd		Essex Wildlife Trust
Essex County Council	Telia Sonera International Carrier Ltd		Leisureworld
Braintree District Council	Vtesse Networkds Ltd		atlantis spa
Maldon District Council	Vodafone and O2		Tiptree Jobserve Bowls Club,
Networkrail District Council	Easynet Telecommunications Ltd		Tiptree Press Club
Essex County Council	NWP Spectrum Ltd		Friends of Tiptree Heath
Essex County Council	Omne Telecommunications Ltd		Firestation and first responders
Networkrail	EE		Knights Youth Drama Society
Network rail	Three		Tiptree Artistic Roller skating club
Historicengland District Council	Affinity Water		Tiptree Scouts
	Thames Water Utilities Ltd		Tiptree Academy of Performing Arts
	Essex & Suffolk Water		Tiptree Choral Society
	South East Water Plc		Tiptree Litter combers
	NHS Property Services		Tiptree Brownies



	NHS Property Services		Tiptree Library
	Director of Estates & Facilities		Tiptree Priory Heath WI
	Abellio Greater Anglia		Tiptree Guild of Beer and Wine makers
	First Essex Buses Ltd		Tiptree Velo
	Network Colchester		
	Heddingham and Chambers Buses		
	Sustrans - Director East of England		
	CTC - Development Manager		
	Forestry Commission		





**TIPTREE PARISH COUNCIL**  
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5<sup>th</sup> June 2019

Dear Sir/Madam

I am writing this letter to inform you that the draft Tiptree Neighbourhood Plan has reached Regulation 14 stage and will be going to Consultation for six weeks from Saturday 8<sup>th</sup> June until midnight on Sunday 21<sup>st</sup> July 2019. Tiptree is part of the Borough of Colchester in Essex and the Tiptree Neighbourhood Plan will form part of the developing Colchester Local Plan.

The draft Neighbourhood Plan will be available from 8<sup>th</sup> June to download at the Tiptree Neighbourhood Plan website [www.essexinfo.net/tiptreenp](http://www.essexinfo.net/tiptreenp)

Alternatively this site may be accessed by visiting the Tiptree Parish Council website at [www.tiptreeparishcouncil.gov.uk](http://www.tiptreeparishcouncil.gov.uk) and following the links to Tiptree Neighbourhood Plan. Along with the draft plan the strategic Environmental Assessment and Scoping Report are also available to download.

As one of the statutory consultees you may respond to the draft plan in any of the following ways:

- By completing the on-line response using the link on the Tiptree Neighbourhood Plan website and completing it as a statutory consultee
- By downloading the paper response form from the Tiptree Neighbourhood Plan website and returning it to Tiptree Parish Council at 2 Mynott Court, Tiptree, CO5 0UP
- By letter addressed to Tiptree Parish Council, 2 Mynott Court, Tiptree, CO5 0UP
- By e-mail to [NPtiptree@btconnect.com](mailto:NPtiptree@btconnect.com)

Thank you for your interest in the future of Tiptree. Please ensure that your response is returned by Sunday 21<sup>st</sup> July 2019.

Yours faithfully

A handwritten signature in black ink, appearing to be 'L. [unclear]', is written over a circular stamp or seal.

Secretary Tiptree Neighbourhood Plan Group





This is a statutory consultation on the Tiptree Neighbourhood Draft Plan of February 2019. You need to establish your eligibility to respond by giving your name, house or flat number or name, postcode.

We will not publish your personal details for any purpose nor use them except for that specified. Your postcode may be used to establish your locality in Tiptree (North, North East, South East, South, South West, North West, Central), but will not be published. The Neighbourhood Plan Group will enter the data provided, analyse your comments and collate the results. Personal data will not be shared with any other parties and will only be retained for up to 6 months after this Neighbourhood Plan process has been completed. Tiptree Parish Council is the Data Controller under the Data Protection Act 2018. You can find the policy at [www.tiptreeparishcouncil.gov.uk/the-council/council-policies/](http://www.tiptreeparishcouncil.gov.uk/the-council/council-policies/) or you may collect a copy at The Parish Council Office in Mynott Court, Church Road, Tiptree, CO5 0UP, telephone - 01621 817030.

You may find this response form useful to note your thoughts or draft your response, before you enter it online. **It will help the Neighbourhood Plan Working Group and reduce the time to publish the results if you would be so kind as to enter your response online.** You can find the online consultation at [www.essexinfo.net/tiptreenp](http://www.essexinfo.net/tiptreenp).

The survey that follows relates firstly to the policies in the draft Neighbourhood Plan and then more general aspects of the document. We would really like you to give us your opinion both positive and negative on all the policies. Whilst we encourage comments, we appreciate that we all lead busy lives, so if you wish, just comment about anything else that is important to you.

The responses to this consultation will be analysed and considered regarding modifying the draft plan. The outcome of this consultation and consideration will be published on the Neighbourhood Plan website [www.essexinfo.net/tiptreenp](http://www.essexinfo.net/tiptreenp) and will include themes of responses and/or actual comments.

Your First Name:	
Your Last Name:	
Your House or Flat Name or Number:	
Your Postcode:	

If you have not already asked to be kept informed of Neighbourhood Plan developments but would like to be, please contact the Parish Council at the office or by email to [NPTiptree@btconnect.com](mailto:NPTiptree@btconnect.com).

**Please do not write any personal details on this form other than those requested.**

Please return this form to The Parish Council office, Staines or The Library by 21<sup>st</sup> July 2019



## Tiptree Draft Neighbourhood Plan Consultation 08.06.2019 – 21.07.2019

You may respond as an individual, a business, an organisation or as a statutory consultee. Please indicate in which capacity you are responding. If you qualify in several capacities, **please fill in separate response forms** for each capacity in which you want to respond. Please select **only one** capacity below and fill in all the required information for that capacity - all except that which is blanked out.

Capacity	Business / organisation name	Location
<input type="checkbox"/> I am a Tiptree resident		Postcode:
<input type="checkbox"/> I am responding as a Tiptree business / worker		Postcode:
<input type="checkbox"/> I am the authorised representative of an organisation in Tiptree		Town or village:
<input type="checkbox"/> I am a Non-Tiptree resident		Postcode:
<input type="checkbox"/> I am responding as a Non-Tiptree business		Postcode:
<input type="checkbox"/> I am the authorised representative of an organisation outside Tiptree		Town or village:
<input type="checkbox"/> I am responding as the statutory consultee of		Town or village:

When using a continuation sheet. Please ensure you clearly refer to the part of the plan you are commenting on, such as:

- the page number and section header, e.g. Page 18: section 6 Spatial Strategy
- the page number and sub heading, e.g. Page 19: local character and design
- the page number and map name, e.g. Page 16: Tiptree Policies Map
- the page number and location of a paragraph on the page, e.g. Page 25: second paragraph
- the policy number or sub-policy number, e.g. TIP01 or TIP01(B) when referring to a policy

There is a general comment section at the end for overall comments and impressions of the plan.

**The consultation commences overleaf.**

## Tiptree Draft Neighbourhood Plan Consultation 08.06.2019 – 21.07.2019

Do you agree with policy TIP01? Agree ☐ / Mostly Agree ☐ / Disagree ☐ / No Opinion ☐

*please choose one only*

Optional comment:

Do you agree with policy TIP02? Agree ☐ / Mostly Agree ☐ / Disagree ☐ / No Opinion ☐

*please choose one only*

Optional comment:

Do you agree with policy TIP03? Agree ☐ / Mostly Agree ☐ / Disagree ☐ / No Opinion ☐

*please choose one only*

Optional comment:

Do you agree with policy TIP04? Agree ☐ / Mostly Agree ☐ / Disagree ☐ / No Opinion ☐

*please choose one only*

Optional comment:



## Tiptree Draft Neighbourhood Plan Consultation 08.06.2019 – 21.07.2019

Do you agree with policy TIP05? Agree ☐ / Mostly Agree ☐ / Disagree ☐ / No Opinion ☐

*please choose one only*

Optional comment:

Do you agree with policy TIP06? Agree ☐ / Mostly Agree ☐ / Disagree ☐ / No Opinion ☐

*please choose one only*

Optional comment:

Do you agree with policy TIP07? Agree ☐ / Mostly Agree ☐ / Disagree ☐ / No Opinion ☐

*please choose one only*

Optional comment:

Do you agree with policy TIP08? Agree ☐ / Mostly Agree ☐ / Disagree ☐ / No Opinion ☐

*please choose one only*

Optional comment:

## Tiptree Draft Neighbourhood Plan Consultation 08.06.2019 – 21.07.2019

Do you agree with policy TIP09? Agree ☐ / Mostly Agree ☐ / Disagree ☐ / No Opinion ☐

*please choose one only*

Optional comment:

Do you agree with policy TIP10? Agree ☐ / Mostly Agree ☐ / Disagree ☐ / No Opinion ☐

*please choose one only*

Optional comment:

Do you agree with policy TIP11? Agree ☐ / Mostly Agree ☐ / Disagree ☐ / No Opinion ☐

*please choose one only*

Optional comment:

Do you agree with policy TIP12? Agree ☐ / Mostly Agree ☐ / Disagree ☐ / No Opinion ☐

*please choose one only*

Optional comment:

## Tiptree Draft Neighbourhood Plan Consultation 08.06.2019 – 21.07.2019

Do you agree with policy TIP13? Agree ☐ / Mostly Agree ☐ / Disagree ☐ / No Opinion ☐

*please choose one only*

Optional comment:

Do you agree with policy TIP14? Agree ☐ / Mostly Agree ☐ / Disagree ☐ / No Opinion ☐

*please choose one only*

Optional comment:

Do you agree with policy TIP15? Agree ☐ / Mostly Agree ☐ / Disagree ☐ / No Opinion ☐

*please choose one only*

Optional comment:

Do you agree with policy TIP16? Agree ☐ / Mostly Agree ☐ / Disagree ☐ / No Opinion ☐

*please choose one only*

Optional comment:

## Tiptree Draft Neighbourhood Plan Consultation 08.06.2019 – 21.07.2019

[Continuation Sheet]

This page is to allow you to make comments about the content of the plan other than the policies. Please enter your comments about the draft Neighbourhood Plan against the appropriate sections and pages of the plan. Please make clear exactly what you mean by referring to a heading, map, paragraph location or numbered / lettered sub-sections as appropriate. All the objectives that are listed on pages 14 and 15 of the draft plan, are repeated once more in each relevant section. If you wish to comment on them, please comment in the relevant section. You may re-print / copy this page to make more comments.

Section _____  Page _____  Heading / Map / Paragraph etc.	
Section _____  Page _____  Heading / Map / Paragraph etc.	
Section _____  Page _____  Heading / Map / Paragraph etc.	
Section _____  Page _____  Heading / Map / Paragraph etc.	

## Tiptree Draft Neighbourhood Plan Consultation 08.06.2019 – 21.07.2019

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Section <hr style="border: 0; border-top: 1px solid black; margin: 5px 0;"/> Page <hr style="border: 0; border-top: 1px solid black; margin: 5px 0;"/> Heading / Map / Paragraph etc.	
Section <hr style="border: 0; border-top: 1px solid black; margin: 5px 0;"/> Page <hr style="border: 0; border-top: 1px solid black; margin: 5px 0;"/> Heading / Map / Paragraph etc.	
Section ....  Page ....  Heading / Map / Paragraph etc.  .....	
Section <hr style="border: 0; border-top: 1px solid black; margin: 5px 0;"/> Page <hr style="border: 0; border-top: 1px solid black; margin: 5px 0;"/> Heading / Map / Paragraph etc.	



## **Tiptree Draft Neighbourhood Plan Consultation 08.06.2019 – 21.07.2019**

[General Plan Comments]

Please enter any general comments about the content of the draft Neighbourhood Plan here.

Would you be inclined to support this plan in a referendum? Y ☐ / N ☐ *please choose one only*

Apart from any comments you have already submitted, please can you tell us why.

Thank you for completing this form. Your feedback is very much appreciated, and your comments will be taken seriously.

Please return your completed consultation form, by hand, sealed in the envelope provided to: Tiptree Parish Council, Mynott Court, Church Road, Tiptree, CO5 0UP or to Staines or The Library by 21<sup>st</sup> July 2019

General comments

# **Tiptree***Village*®

## **Neighbourhood Plan Consultation Exhibition**

**An exhibition to coincide with the publication of  
the draft Neighbourhood Plan and the launch of  
the six week public consultation**

**Free Refreshments**

**This is your opportunity to comment on the draft  
plan before it proceeds to Examination,  
Referendum and Adoption**

**Your views are important!**

**Tiptree Community Centre**

**Saturday 8th June 2019, 10am-3pm**

**Wednesdays 12th June & 10th July 5pm-8pm**

**For more information contact Tiptree Parish Council,  
01621 817030**

# **Tiptree***Village*®

## **Neighbourhood Plan**

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The draft Neighbourhood Plan will be available at the exhibition and also online at the Tiptree Neighbourhood Plan (TNP) website (see below) from Saturday 8th June 2019. Alternatively paper copies may be obtained from the Parish Council office, the Library or Staines.

The Consultation period runs until the 21st July 2019. Online responses may be made at [www.essexinfo.net/tiptreenp](http://www.essexinfo.net/tiptreenp) or paper response forms may be returned to the Parish Council office, the Library or Staines.

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# **Neighbourhood Plan Consultation Exhibition**

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# **Tiptree***Village*®

## **Neighbourhood Plan**

**Have you responded yet?**

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[www.essexinfo.net/tiptreenp](http://www.essexinfo.net/tiptreenp)

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**Final Consultation Exhibition**

**Tiptree Community Centre**

**Wednesday 10th July 2019 5pm to 8pm**

For more information contact Tiptree Parish Council,  
01621 817030



# **Tiptree***Village*®

## **Neighbourhood Plan**

**Have you responded yet?**

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TWO

**Tiptree** *Village*

**Neighbourhood Plan**

Opportunity to comment on the draft plan  
Exhibition at the Community Centre

Saturday 8<sup>th</sup> June 2019, 10am to 3pm  
Wednesdays 12<sup>th</sup> June & 10<sup>th</sup> July 2019, 5pm to 8pm

**WE NEED YOUR SUPPORT AND OPINIONS**

PATCH

1300 mm

900 mm

ONE

**Tiptree** *Village*

**Neighbourhood Plan**

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Wednesdays 12<sup>th</sup> June & 10<sup>th</sup> July 2019, 5pm to 8pm

**WE NEED YOUR SUPPORT AND OPINIONS**

PATCH

900 mm

600 mm

## Welcome to the Tiptree Draft Neighbourhood Plan Consultation Launch Exhibition

Neighbourhood Planning allows communities to take control and influence where and how development takes place. Whilst we cannot halt development, we can determine the type and the quality of development and ensure that the change development brings meets local objectives. When finally adopted, the Neighbourhood Plan for Tiptree will shape development here for the next 15 years and it will protect the village from speculative development.

Two years ago a community questionnaire was distributed to every home in Tiptree. Over 1000 responses were received and the views expressed have shaped the policies included in the draft plan before you today.

This plan is in line with national planning policy and, in its final form, it will form part of the emerging plan for Colchester.

On the boards that follow you will find the key policy containing pages from the plan. The full document is also available for you to read here and is available to download from the Tiptree NP website from today.

## Thank you for coming



## The Consultation Process

**Saturday 8<sup>th</sup> June to Sunday 21<sup>st</sup> July 2019**

This six week consultation period is your opportunity to become familiar with the draft plan and to let us know what you think.

- Following this consultation all comments and views received will be reviewed and considered.
- The plan may then be amended before it is submitted to Colchester Borough Council for permission to proceed.
- It will then go to an Independent Examiner.
- If the plan passes examination, there may be further necessary amendments and then a formal six weeks' publicity for the coming referendum.
- If the plan receives a majority vote in the referendum it will be adopted and will shape Tiptree for the next 15 years.

**Remember: no plan = no control**







# 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
- Objective 3: To promote sensitive development that protects and enriches the landscape 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.

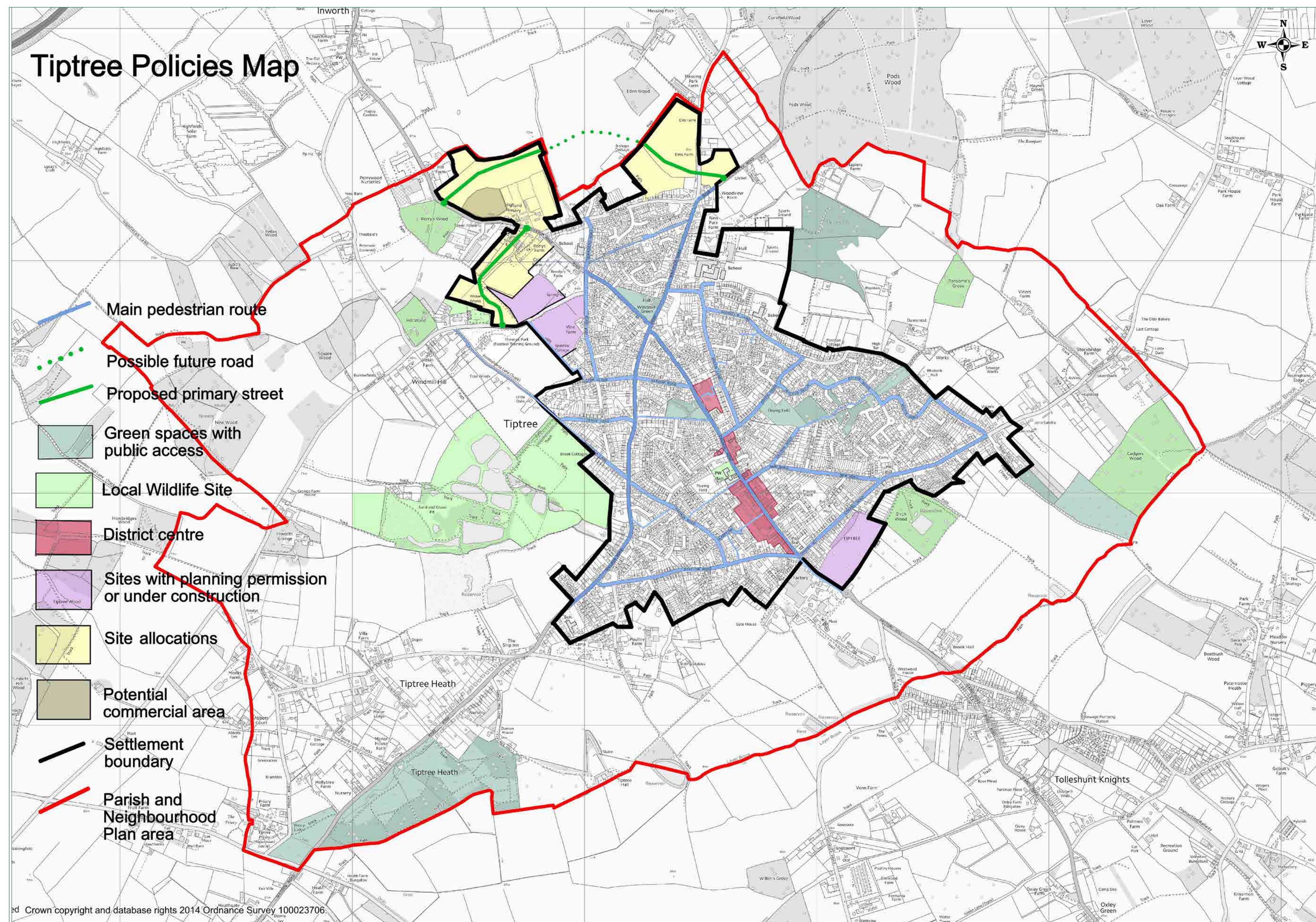
**POLICY TIP01: TIPTREE SETTLEMENT BOUNDARIES**

- 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, a dental surgery or burial space, lies adjacent to the settlement boundary, offers considerable social benefits to the community (by virtue of the uses proposed) and does not significantly worsen traffic congestion in Tiptree village. In this respect proposals for predominantly market housing would not qualify; or
  - ii. they are in accordance with the Colchester Local Plan policies on appropriate uses in the countryside; or
  - iii. they are on sites allocated for those uses in the Colchester Site Allocations Development Plan Document or its successor; or
  - iv. they relate to necessary utilities infrastructure and where no reasonable alternative location is available.



## Tiptree Policies Map

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



Tiptree Parish Council

Tiptree Neighbourhood Plan

Public Consultation 16<sup>th</sup> February - 31<sup>st</sup> March 2019



## 7. Homes and Housing

**Objective 7: Delivery of 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 2034.**

**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 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.**

### 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 estate and to provide space for footpaths, cycle-ways, trees and wildlife corridors. 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. 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.

#### **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 have appropriately addressed the following:
  - i. Respected established building set back and arrangements of front gardens, walls, railings or hedges.
  - ii. Incorporated spaces between groups of properties to break the building mass.
  - iii. Used trees and mixed hedges of predominantly native species to screen developments.
  - iv. Ensured safe access to routes for pedestrians, cyclists and road users, particularly towards the village centre, local schools and other amenities.
  - v. Used high quality materials that complement the existing dwellings in the immediate vicinity.
  - vi. Designed properties so they incorporate appropriate infrastructure and can be retro-fitted for new electricity and digital technology.
- B. 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, car and bicycle parking.



## 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.

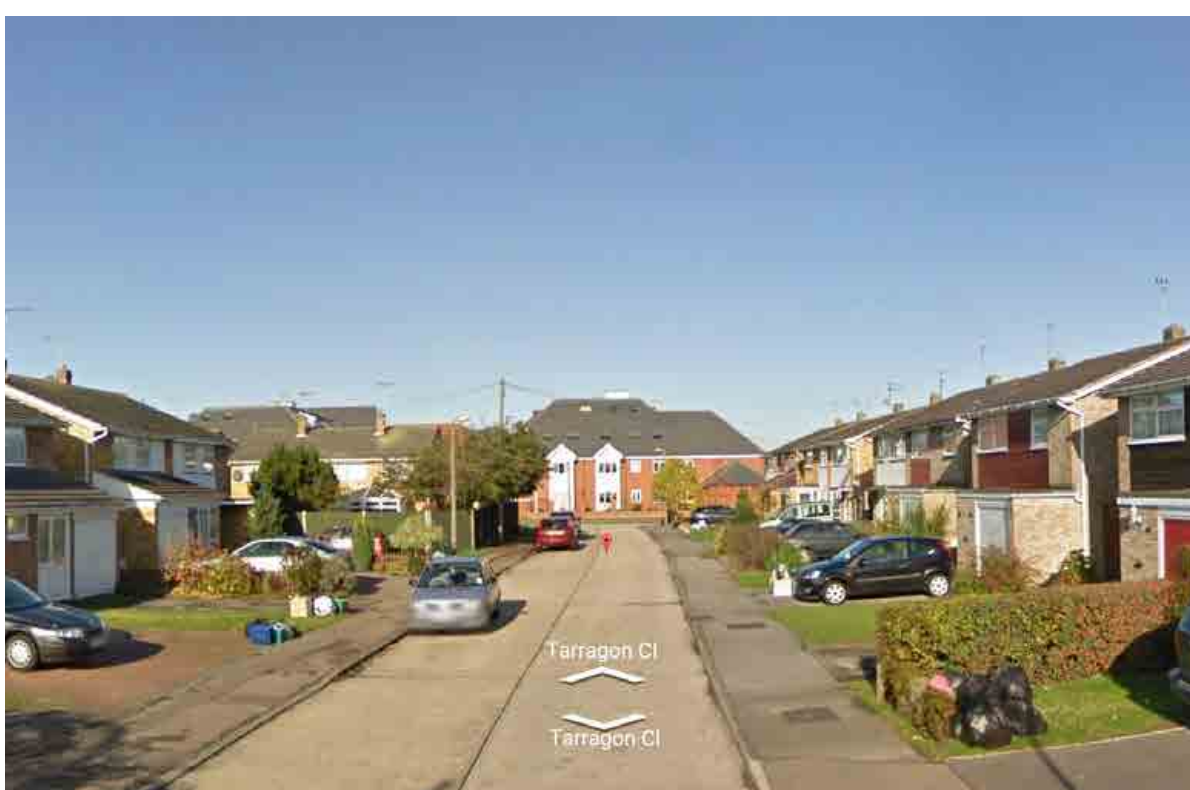
Community consultation has revealed an average of 1.77 cars per Tiptree household in 2016 (based on a 24% response rate from 4000 homes) and this is likely to be an underestimate because the age group 19 – 44 was underrepresented compared to other age groups. Nevertheless an average of 1.77 cars per household is 32% higher than the average of 1.34 quoted by the DoT 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-byes 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 dwelling - 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 sufficient to accommodate a ‘transit’ style van





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 sizes in Tiptree based on number of bedrooms

Number of Bedrooms (QS411EW)	Tiptree Parish		Colchester Non- Metropolitan District		East of England Region		England Country	
All Household Spaces With At Least One Usual Resident	3859	100.00%	71634	100.00%	2423035	100.00%	22063368	100.00%
No Bedrooms	15	0.39%	182	0.25%	5194	0.21%	54938	0.25%
1 Bedroom	236	6.12%	7669	10.71%	251374	10.37%	2593893	11.76%
2 Bedrooms	896	23.22%	19833	27.69%	633776	26.16%	6145083	27.85%
3 Bedrooms	1747	45.27%	28190	39.35%	1002547	41.38%	9088213	41.19%
4 Bedrooms	782	20.26%	12300	17.17%	407633	16.82%	3166531	14.35%
5 or More Bedrooms	183	4.74%	3460	4.83%	122511	5.06%	1014710	4.60%
Key: Darker=Significantly more, Lighter=Significantly less					Source: Office for National Statistics (March 2011)			





# Homes and Housing

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 provide access routes to new estates that avoids congestion.

**Objective 14:** To avoid increased congestion on existing roads and junctions in and around Tiptree by steering 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 from one another will be strongly supported. Such routes should 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 identified main pedestrian routes will be strongly supported.
- Development will be expected to not have an unacceptable impact on the main pedestrian routes and adequately mitigate the impact of additional traffic movements on the safety and flow of pedestrian access especially at road junctions.



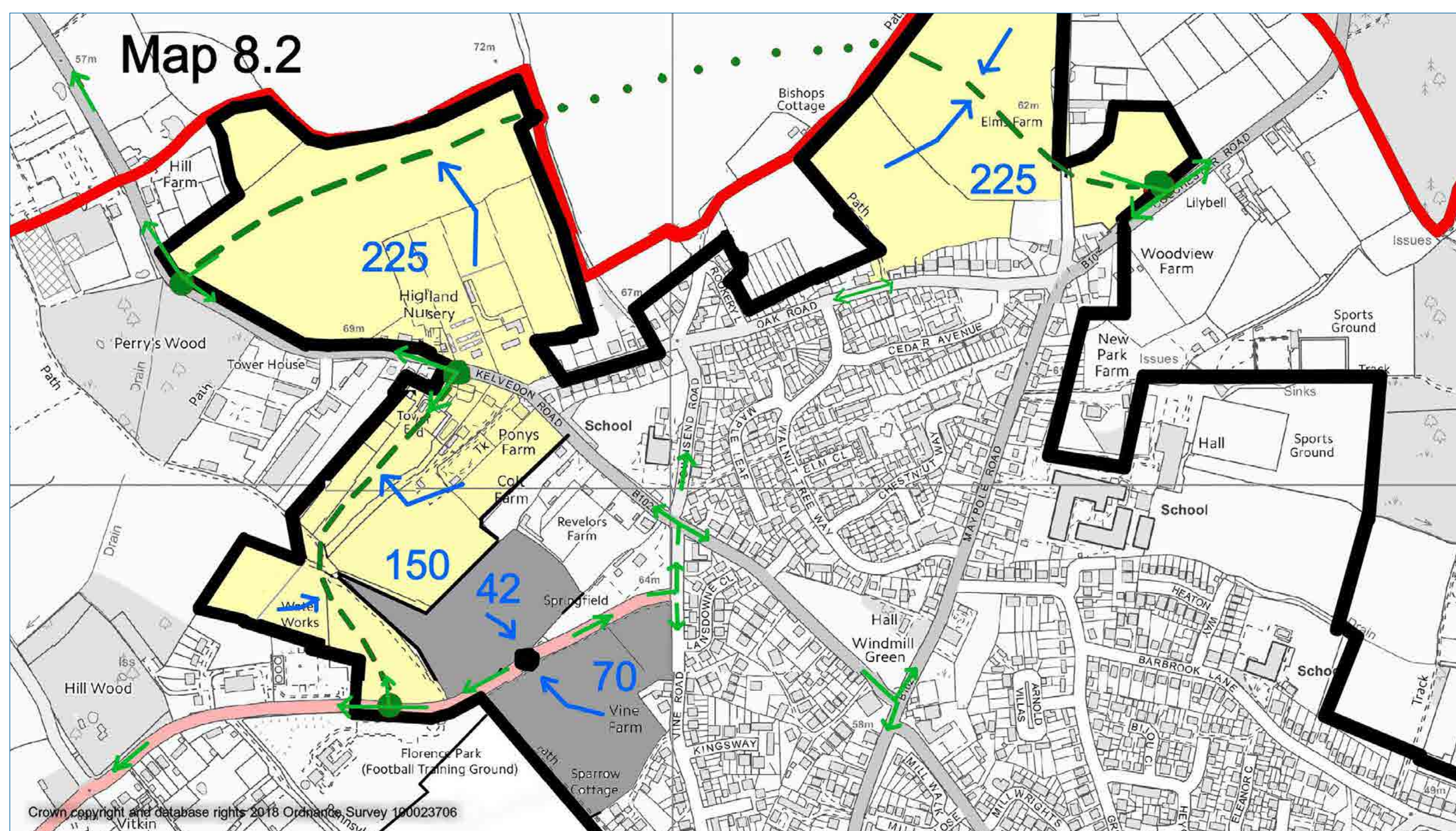
# Traffic and Movement

## 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 to the right when turning 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 will also provide an alternative south-west to north-east route between Braxted 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.





## Vehicular Traffic Movement *(continued)*

Currently there is only light traffic in Grange Road (Marked in pink on the map) however the present development of over 100 homes will significantly increase the traffic and 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.

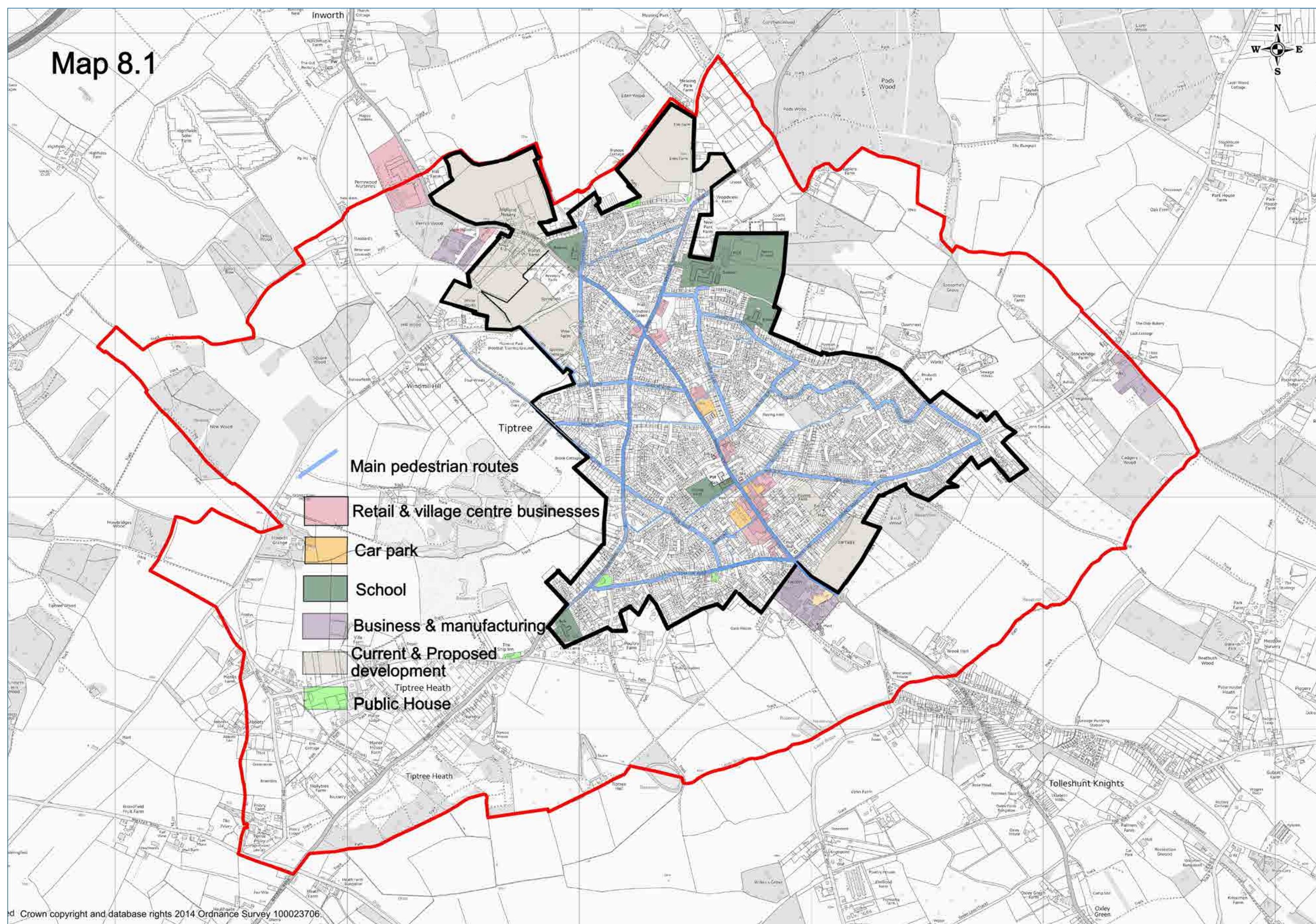
### **POLICY TIP07: MITIGATING THE IMPACT OF VEHICULAR TRAFFIC THROUGH TIPTREE VILLAGE**

- 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 new developments should have more than one access point for car users and wherever space allows access should be via a roundabout.
- C. Proposals to mitigate the level of additional vehicular traffic travelling through the centre of Tiptree village (along the B1022 and B1023) are strongly encouraged.
- D. As part of the site allocations relating to development of land in the north and north-west of Tiptree (Policies TIP13 and TIP14) a route is safeguarded for the provision of a new road which 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). Development of the land in the north and north-west of Tiptree will be expected to contribute towards the delivery of the road and applicants will be expected to work with the Highway Authority to ensure that:
  - i. the new ‘primary street’ meets the necessary specifications as given in the Essex Design Guide (2018), in particular ensuring it is sufficient to support a bus route; and
  - ii. the optimum route corridor, reflecting the indicative corridor shown on the Tiptree Policies Map, is safeguarded in order to maximise the potential for the road to be delivered whilst ensuring that development in north Tiptree is sustainable over the long term, including growth beyond the plan period.

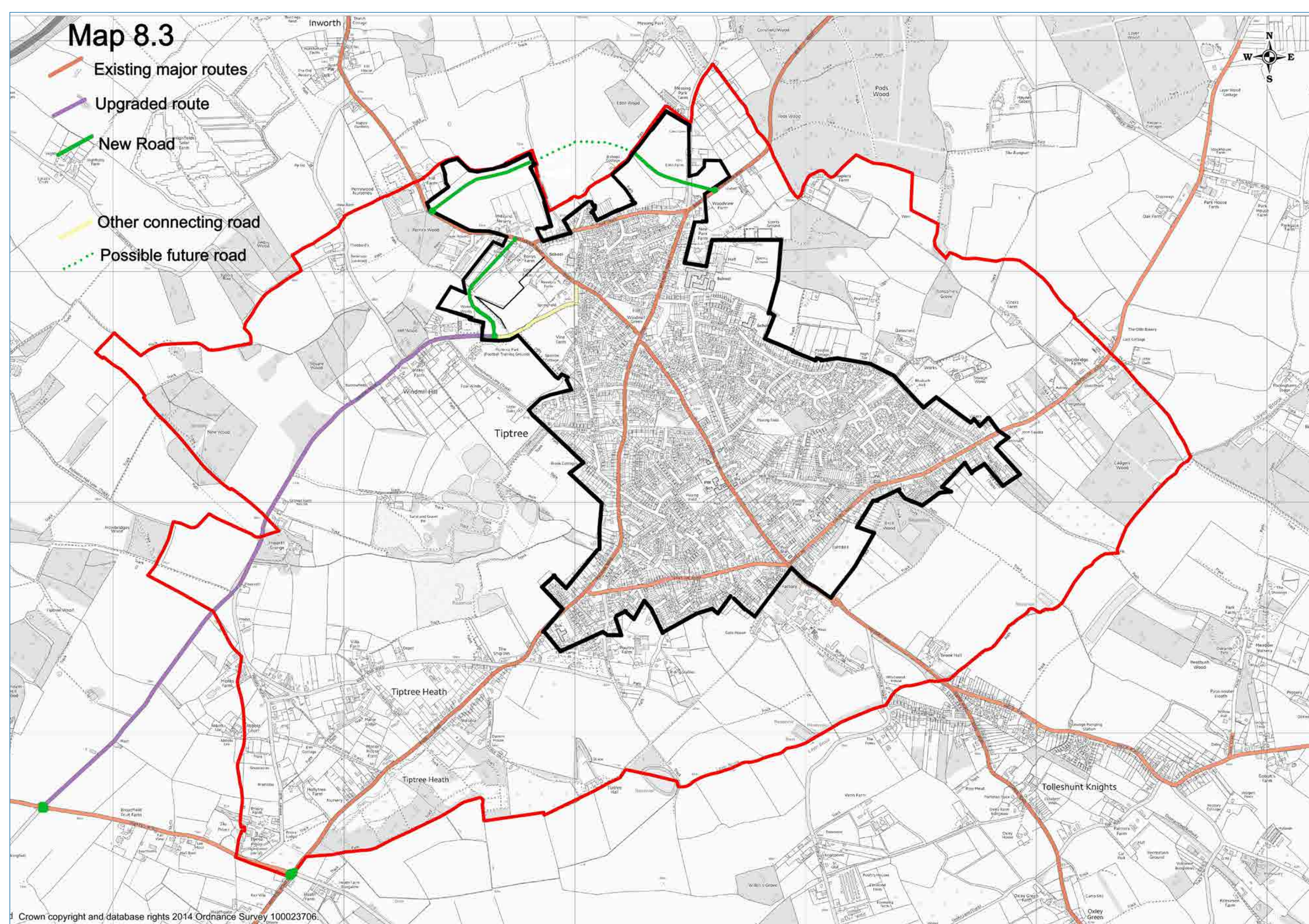




# Traffic and Movement



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



Map 8.3 showing the alternative western route and reducing traffic on the B1022 Maldon/Colchester Road through the village





## 9. Tiptree Village Centre

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

**Objective 20: Sustaining and improving 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 a 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 flats 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.**

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. This plan seeks to protect the present use of commercial buildings within the village centre (Policy TIP08) and also provide an additional area for business expansion on the edge of the village (see below).

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

Land in north-west Tiptree (Policy TIP14) is required to deliver approximately 1.5 hectares of B-Class employment land. As part of this provision, the employment land is expected to be serviced and commercial buildings delivered on the site are expected to be designed to be suitable for use by existing larger businesses currently located adjacent to the District Centre boundary of Tiptree village. It is important that developments are compatible with their surroundings and that the business site is appropriately screened with trees and hedgerows.





## 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.
- Require contributions towards the provision of this MUGA by all other residential site allocations.
- A community sports & social club.

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

- Replacement of junior play equipment at Grove Road
- Replacement of Scout Hut with a community youth and scout hall
- Improvements to Sports Centre
- Adult Fitness Trail in Park Lane
- Multi games surface at Grove Road (not identified in the Leisure and Play Facilities Audit)
- Provision of a new cemetery.





## **POLICY TIP11: COMMUNITY INFRASTRUCTURE PROVISION**

- A. In order to address the needs arising from growth, new development is expected to be supported by the delivery of the following community infrastructure items:
  - i. A Local Equipped Area for Play (LEAP) in north-west Tiptree (secured as part of the delivery of the allocated land at Highland Nursery) – Policy TIP14
  - ii. A Multi Use Games Area (MUGA) in north-west Tiptree (secured as part of the delivery of the allocated land at Elm Farm) – Policy TIP14
- B. Development is also expected to contribute (through Section 106 as appropriate or through Community Infrastructure Levy contribution) to the following community infrastructure projects which will address the needs arising from growth:
  - i. Replacement of children's play equipment at Grove Road
  - ii. Replacement of the Scout Hut
  - iii. Improvements to the Sports Centre
  - iv. Provision of an adult fitness trail in Park Lane
  - v. Education expansion
  - vi. Health facilities
- C. Suitable site proposals for burial land will be supported (see Policy TIP01)





## 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 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 of several submitted sites and is promoted by more than one land agent or developer however it is a necessary requirement that each area is promoted in a holistic manner. This is to achieve general consistency, equalisation and 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 a comprehensive masterplan for each area has 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.

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.

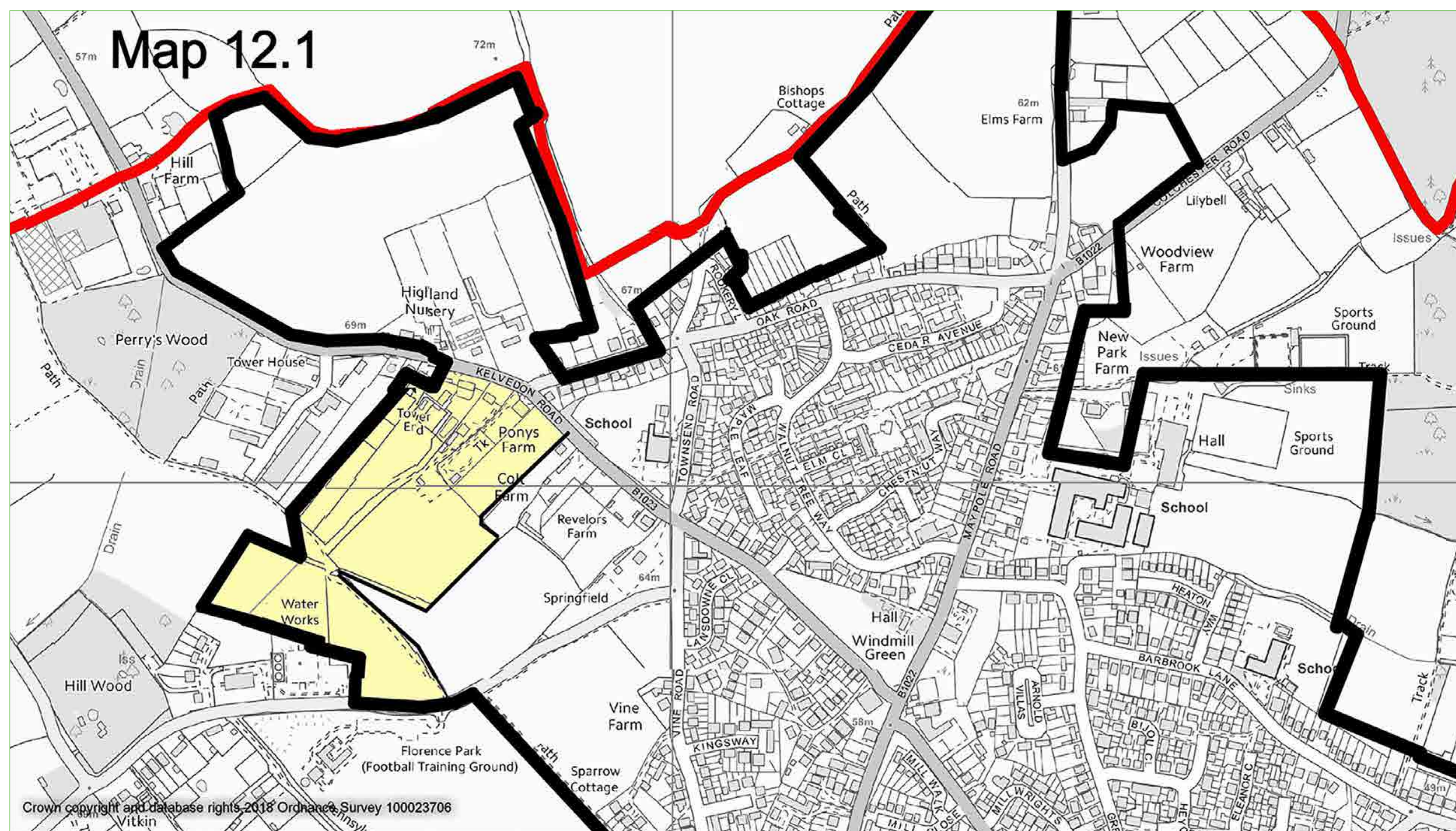
### POLICY TIP12: COMPREHENSIVE DEVELOPMENT

- A. Applications for development on the site allocations contained in Policies TIP13 and TIP14 should each be underpinned by comprehensive masterplans which have been informed by a process of active engagement with the community of Tiptree and with the authors of the other masterplans on common matters, particularly the connectivity of the individual parts of the 'primary street'. These masterplans should demonstrate, where necessary, that they align with one another and will contribute towards the delivery of the overall vision for Tiptree.
- B. These masterplans should demonstrate 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.



## 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 below. The land comprises approximately 8 hectares and can accommodate approximately 175 homes. It offers the opportunity to connect Grange Road with Kelvedon Road and thereby create alternative routes out of the village and to the A12.



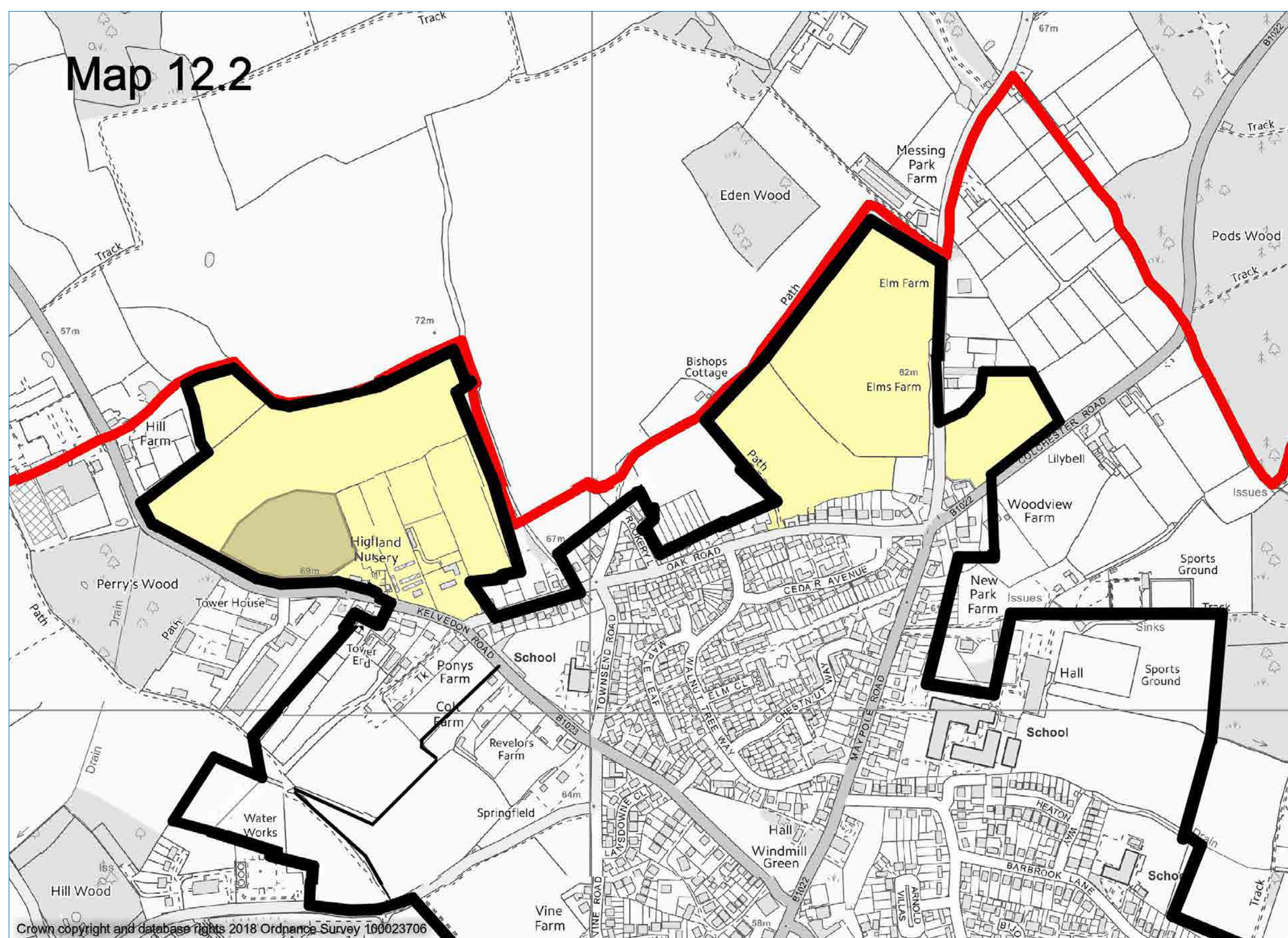
### POLICY TIP13: TOWER END

- A. Tower End totalling 8 hectares is allocated for approximately 175 homes. The following criteria must be met:
  - i. The development provides for a mix of dwelling sizes in accordance with Policy TIP05; and
  - ii. 0.27Ha is provided as green space for community use; and
  - iii. A 'primary street' is provided connecting Kelvedon Road with Grange Road. This road must be provided so that, when completed, it is sufficient to accommodate a public bus route and non-residential traffic. The safeguarded route should ensure that the final road can have grass verges, wide pavements and vehicular access to residential areas. No dwellings should front directly onto this road. This road to include three-way roundabouts at the junctions with Grange Road and Kelvedon Road (In accordance with Policy TIP07); and
  - iv. Pedestrian and cycle access into surrounding housing estates, towards the village centre and towards Perrywood Garden Centre is provided.



## 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 230 homes and a Business Area. Elms Farm comprises approximately 10 hectares and is allocated for approximately 218 homes.





## POLICY TIP14: HIGHLAND NURSERY AND ELMS FARM

Highland Nursery and Elms Farm are, together, allocated for approximately 450 homes. The following criteria must be met:

- i. Residential development is focused in the western and eastern areas of the site; and
- ii. The development provides for a mix of dwelling sizes in accordance with Policy TIP05; and
- iii. The western end of the site to provide 1.5Ha for business use (Class B1). This should include 0.6Ha of serviced land which is made available for first occupation by existing commercial trades that choose to relocate from the existing premises close to the centre of Tiptree village.
- iv. The provision of a green buffer between the existing houses in Oak Road and the new estate; and
- v. 0.36Ha of green space is provided and includes a Local Equipped Area for Play in the western end (Highland Nursery); and
- vi. 0.8Ha of green space is provided for a Multi-Use Games Area in the eastern end (Elms Farm); and
- vii. A 'primary street' is provided around the back of the development from the junction with Kelvedon Road and being capable of extension through the eastern portion of the development into Colchester Road in the future (In accordance with Policy TIP07). This road must be provided so that, when completed, it is sufficient to accommodate a public bus route and non-residential traffic. The safeguarded route should ensure that the final road can have grass verges, wide pavements and vehicular access to residential areas. No dwellings should front directly onto this road. This road to include three-way roundabouts at the junction of Kelvedon Road at the western end and at the junction of Colchester Road at the eastern end (In accordance with Policy TIP07); and

Appropriate improvements are made to the junction of Messing Road with Colchester/Maypole Road in agreement with the Highway Authority.





## 13. Countryside and Green Spaces

**Objective 28:** To protect existing greenspace, the landscape character and support nature conservation.

**Objective 29:** To protect local wildlife sites and other locally valued habitats.

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

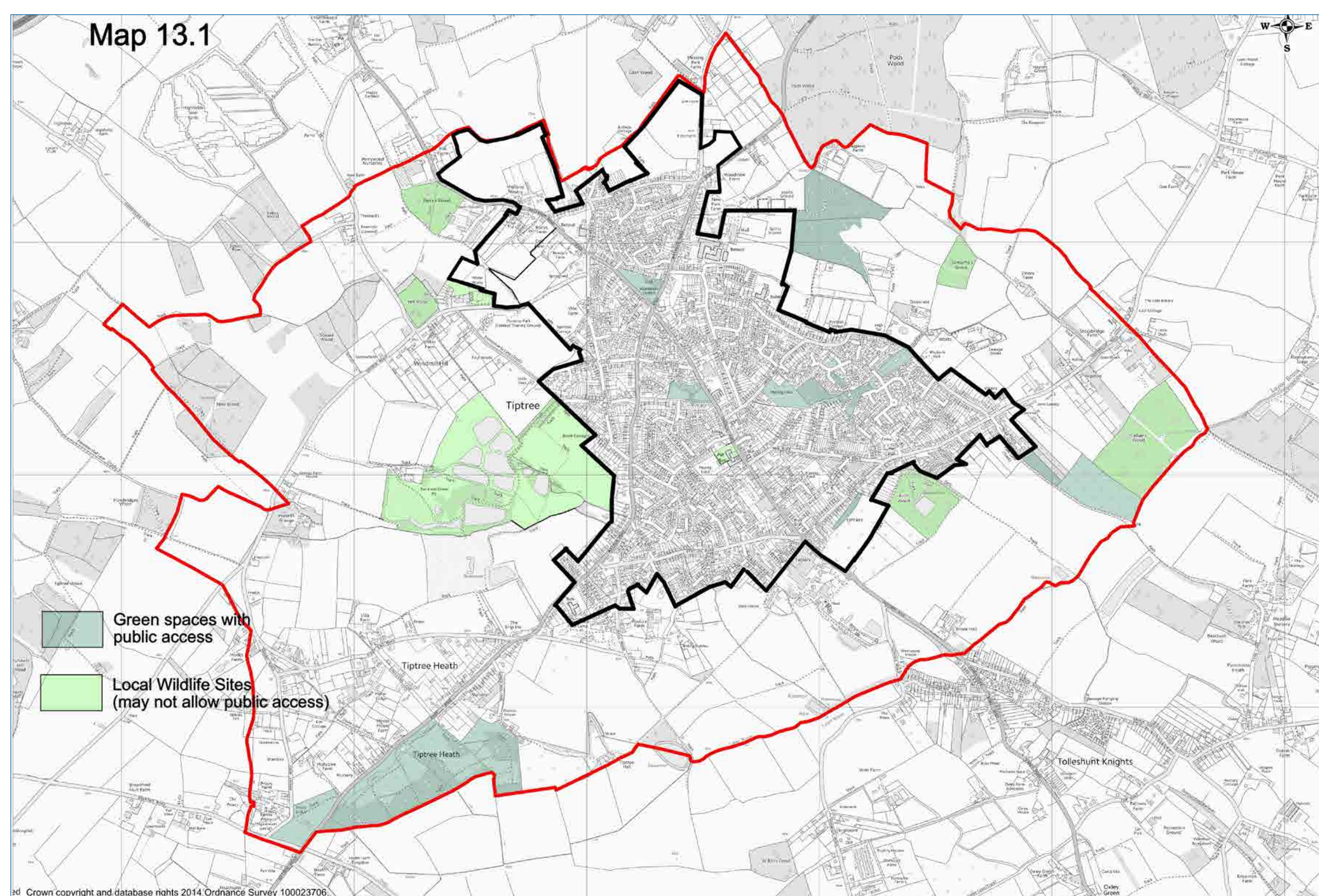
**Objective 31:** To establish a country park for Tiptree.

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





# Countryside and Green Space

## Countryside and Green Spaces (continued)

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 in his capacity as 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. 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

Highland Nursery and Elms Farm are, together, allocated for approximately 450 homes. The following criteria must be met:

- Green spaces and access to the countryside should be protected and enhanced, particularly where this provides public access for the enjoyment of the community of Tiptree and its visitors. This includes designated Local Wildlife Sites which shall be protected from development.
- 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.





# Countryside and Green Space

## 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 ten other Greater Essex local planning authorities, and Natural England, on a Recreational disturbance Avoidance and Mitigation Strategy (RAMS) for the Essex coast. RAMS is a strategic solution to protect the Essex coast from the recreational pressures of a growing population. A RAMS is usually driven by challenges and opportunities arising from planning issues. RAMS generally applies more broadly than at a single designated Habitat site, provides strategic scale mitigation and enables the development of a generic approach to evidence collection and use.

Financial contributions will be sought for all residential development, which falls within the zones of influence, towards a package of measures to avoid and mitigate likely significant adverse effects in accordance with policy SP2b of the Shared Strategic Section 1 Plan and policy ENV1 (Environment) of the Section 2 Colchester Borough Local Plan. This includes development allocated in Neighbourhood Plans within Colchester Borough. Details of the zones of influence and the necessary measures will be included in the Essex Coast RAMS Supplementary Planning Document (SPD).

In the interim period, before the Essex Coast RAMS is completed, proposals within the zones of influence for recreational disturbance to Habitat sites will need to carry out a project level Habitat Regulations Assessment and implement bespoke mitigation measures to ensure that in-combination recreational disturbance effects are avoided and/or mitigated.

### POLICY TIP16: RECREATIONAL DISTURBANCE AVOIDANCE AND MITIGATION

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





14. Non-Policy Actions

This section identifies all the actions which cannot be resolved by Neighbourhood Plan policies. These concern a range of matters raised by the community which are important and require addressing.

Table 11.1: Non-land use issues to be addressed

Issue	Possible actions	Lead agencies and partner
Homes and Housing		
	Tiptree Parish Council to work with Colchester Borough Council and relevant housing associations to secure Affordable Housing provision for people with a local connection to Tiptree.	
Countryside and Green Spaces		
	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	
Traffic and Transport		
	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).	
Community Infrastructure		
	Explore potential for community use of grass pitches at CUFC Training Ground.	

