

Colchester Borough Council Response to the Tiptree Neighbourhood Plan Regulation 14 Consultation June 2019

Colchester Borough Council welcomes the publication of the Draft Tiptree Neighbourhood Plan. Overall the Plan is well written and provides a good basis for continuing the extensive work to date. Where comments have been made in relation to policy wording changes, the Council is happy to engage with the Parish Council to provide support, feedback and review drafts.

Section of the Plan	Comment
Introduction	<p>The Neighbourhood Plan (NP) should clearly explain what constitutes the current adopted Development Plan Documents (DPDs) to guide future growth and development within the administrative area of Colchester Borough Council up to 2021. This includes the following:</p> <ul style="list-style-type: none"> Core Strategy (adopted 2008, amended 2014) Site Allocations DPD (adopted 2010) Development Policies DPD (adopted 2008, amended 2014) Proposals Map (adopted 2010) and Tiptree Jam Factory DPD (adopted 2013) <p>The introduction should also refer to the Emerging Colchester Local Plan currently subject to independent examination which once adopted, will provide the strategy for growth of the Borough to 2033.</p> <p>The plan period for the NP should be updated to 2033, in accordance with the Emerging Local Plan and associated evidence base.</p>
Paragraph 3.1	<p>'Colchester Local Plan' should be replaced with 'Emerging Colchester Local Plan' to provide clarity.</p> <p>The following paragraphs in this section should refer to the Tiptree Jam Factory DPD as part of the currently adopted development framework.</p>
Tiptree Parish in 2019 - 3 rd Paragraph	<p>It is noted in the NP that the four designated Local Economic Areas in Tiptree are to continue to be protected for this use and any development proposals affecting these sites will be required to comply with Policy SG4 of the Emerging Local Plan.</p> <p>The residential allocation under TIP13: Tower End is in conflict with this statement and both the Adopted and Emerging Local Plans, as part of the residential allocation includes the Tower Business Park employment allocation of the Local Plan. This will need to be clarified.</p>
Objectives	<p>There are a large number of objectives for the NP, it may be more appropriate to integrate the spatial strategy objectives into</p>

Section of the Plan	Comment
	the vision and re-evaluate the number of objectives that the NP is seeking to achieve in order to ensure success and a more focused NP overall.
TIP01: Tiptree Settlement Boundaries	<p>Proposed developments (sheltered housing, a nursing home, a health centre, dental surgery or burial space) listed in clause i of criteria B are unlikely to be sustainably accessible if located outside of settlement boundaries. This clause could be enhanced if it were to limit development of this nature outside of settlement boundaries in exceptional circumstances where the need is not able to be met within the settlement boundary.</p> <p>Alternatively, the policy could list considerations that will need to be satisfied in order to support development outside of settlement boundaries i.e. does not result in landscape harm or negatively impact historic assets.</p>
TIP03: Residential Car Parking	<p>The number of car parking spaces provided for 4 bedroom dwellings or larger, is not in conformity with the Essex Parking Standards 2009. The NP will require a robust evidence base to justify this approach.</p> <p>Paragraph 105 of the NPPF outlines that if setting local parking standards, a number of criteria must be considered. The policy and supporting text as currently worded only appear to consider the level of local car ownership and the type of development. The policy also needs to account for accessibility to the development and the availability of and opportunities for public transport, when setting parking standards.</p>
TIP07: Mitigating the impact of vehicular traffic through Tiptree Village	<p>Clause B is beyond the scope of the NP. Access points and the provision of roundabouts should be determined at the planning application stage. The policy could require partnership working between the developer/land owner, Highways Authority and Planning Authority to accommodate necessary car travel, and require local consultation is undertaken where necessary.</p> <p>To provide clarity to the reader, it would be beneficial if Map 8.3 used the same terminology as policy TIP07. The green 'new road' would be better described as the 'primary street', and 'possible future road' as 'optimum route corridor'.</p> <p>The routes proposed in Map 8.3 should be indicative, as the exact route is likely to be determined at the planning application stage.</p>
TIP09: Tiptree Village Centre: New Developments	In order to justify the uses listed in clause A of this policy, there will need to be robust evidence to support this.

Section of the Plan	Comment
	<p>By encouraging development adjacent to the District Centre boundary to accommodate public car parking, this would not be in keeping with the objectives of the NP to reduce traffic volume throughout the village centre and reduce congestion on existing roads and junctions. It should be reconsidered if car parking is an appropriate use to be included in this policy.</p>
TIP10: Business Development	<p>The policy should be more strongly worded. The supporting paragraphs note a need of 30 units within Tiptree, the first line of the policy could be strengthened through removing “approximately”.</p> <p>Screening can be provided via a variety of landscaping measures. The policy should be updated to be broader in terms of landscaping provision.</p>
TIP12: Comprehensive Development	<p>It is unclear in clause A how many master plans are being requested through this policy. The policy could be more clearly worded to require the completion of one overarching masterplan covering all allocations which will be used to inform a more detailed master plan for each allocation.</p>
TIP13: Tower End	<p>Policy TIP13 is in conflict with both the Adopted Core Strategy and Emerging Local Plan. Part of the allocation at TIP13 is allocated as a Gypsy and Traveller Site (SAH2) and as a Local Economic Area (CE1, CE2b of the Core Strategy and SG4 of the Emerging Local Plan).</p> <p>Criterion iii seeks to go beyond the scope of a NP. As noted in response to policy TIP07, the provision of roundabouts should be determined at the planning application stage. However, the policy could include a criterion which outlines where vehicle access to the site should be provided from. However, the specific detail of the access point(s) will be determined through a planning application.</p> <p>As noted in the Strategic Environmental Assessment Report May 2019, policy TIP13 should include a criterion requiring biodiversity net gain.</p>
TIP14: Highland Nursey and Elms Farm	<p>Criteria i and iii appear to contradict each other; both are seeking development to the west of the sites for residential and employment development. This should be clarified. The employment land should be positioned within the site with access to serve the wider Tiptree settlement.</p> <p>Criteria v and vi could be strengthened by ensuring access to the LEAP and MUGA are provided to the wider community of Tiptree.</p>

Section of the Plan	Comment
	<p>Criterion vii seeks to go beyond the scope of a NP. As noted in response to policy TIP07, the provision of roundabouts should be determined at the planning application stage. However, the policy could include a criterion which outlines where vehicle access to the site should be provided from. However, the specific detail of the access point(s) will be determined through a planning application.</p> <p>As noted in the Strategic Environmental Assessment Report May 2019, policy TIP14 should include a criterion requiring biodiversity net gain.</p>
Recreational Disturbance	As noted in the Strategic Environmental Assessment Report May 2019, supporting text should be added to supplement Policy TIP17. This sentence should outline the importance of on-site mitigation measures, in addition to the offsite contribution.

Ms Julie Webster
Tiptree Parish Council
Mynott Court (2) Church Road
Tiptree
CO5 0UP

Our ref: AE/2019/124201/01-L01
Your ref: reg 14

Date: 18 July 2019

Dear Ms Webster

TIPTREE REGULATION 14 NEIGHBOURHOOD PLAN

Thank you for your consultation dated 07 June 2019. We have inspected the Regulation 14 Neighborhood Plan as submitted and have highlighted key environmental constraints, as detailed below, which should be considered during the development of the Crossing Neighbourhood Plan.

Our principle aims are to protect and improve the environment, and to promote sustainable development, we:

- Act to reduce climate change and its consequences.
- Protect and improve water, land and air.
- Work with people and communities to create better places.
- Work with businesses and other organisations to use resources wisely.

You may find the following document useful. It explains our role in the planning process in more detail and describes how we work with others; it provides:

- An overview of our role in development and when you should contact us.
- Initial advice on how to manage the environment impact and opportunities of development.
- Signposting to further information which will help you with development.
- Links to the consents and permits you or developers may need from us.

Our role in development and how we can help:

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/289894/LIT_2745_c8ed3d.pdf

Allocated Sites

Tower End

The allocated site location at Town End does not fall into our remit and we therefore would not have any comments to say at application stage.

Highland Nursery and Elms Farm

Environment Agency
Cobham Road, Ipswich, Suffolk, IP3 9JD.
Customer services line: 03708 506 506
www.gov.uk/environment-agency

Cont/d..

Both Highland Nursery and Elms Farm site locations fall both lie over a Secondary Aquifer. For land that may have been affected by contamination as a result of its previous use or that of the surrounding land, sufficient information should be provided with the planning application to satisfy the requirements of the NPPF for dealing with land contamination. This should take the form of a Preliminary Risk Assessment (including a desk study, conceptual model and initial assessment of risk), and provide assurance that the risk to the water environment is fully understood and can be addressed through appropriate measures.

Flood Risk

The introductory section titled 'Tiptree Parish in 2019' states that the area around Layer Brook is Flood Zone 2, however we wish to take this opportunity to confirm that the area between Tolleshunt Knights and Tiptree village is both flood zones 2 and 3. Any development proposed within flood zones 2 or 3 will need to be accompanied by a Flood Risk Assessment. Any development within 8 meters of a main river will need to apply for a Flood Risk Activity Permit from ourselves.

Cemetery

Policy TIP01 and section 11- Community Infrastructure both make reference to a new burial site. Part of Tiptree's Neighbourhood boundary lies over a Secondary Aquifer and there is a sensitive area in regards to groundwater. Any proposed new burial site should follow the guidance found [here](#).

Please note that the view expressed in this letter by the Environment Agency is a response to the proposed Neighbourhood Development Plan only and does not represent our final view in relation to any future planning or permit applications that may come forward. We reserve the right to change our position in relation to any such application.

Please contact me on the details below should you have any questions or would wish to contact any of our specialist advisors. Please continue to keep us advised on the progress of the plan.

We trust that this advice is useful.

Yours sincerely



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Planning Advisor

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Direct e-mail natalie.kermath@environment-agency.gov.uk

18 July 2019

Spatial Planning
Planning Service
Essex County Council
County Hall
Market Road
Chelmsford, CM1 1QH

Secretary
Tiptree Neighbourhood Plan Group
By email: NPtiptree@btconnect.com

Dear Secretary,

RE: TIPTREE NEIGHBOURHOOD PLAN – REGULATION 14 CONSULTATION

Thank you for consulting Essex County Council (ECC) on the Tiptree Neighbourhood Plan (the Plan). Comments are provided below on relevant policies together with general information that may aid plan preparation ahead of the next round of consultation.

Education

ECC in its role as the Local Education Authority provides the following comments.

- There is a need to ensure safe direct walking and cycling routes to Baynard's Primary and The Thurstable School.
- Suitable crossings on Oak Road and Kelvedon Road need to be considered within master plans to ensure the provision of safe direct walking and cycling routes to the above mentioned schools.
- Policies TIP13 and TIP14. There is concern that the policies state that the primary streets within each allocation must not have houses fronting them. Assuming these form part of the routes to schools, it is safer to have these streets overlooked. It is therefore not clear why housing should not front these primary streets and clarity on this issue is sought.

The Education Authority draws your attention section 6 of the ECC [‘Local and Neighbourhood Planners’ Guide to School Organisation’](#) for advice related to Neighbourhood Plans.

Transportation and Highways

ECC in its role as Highways Authority which includes responsibilities for sustainable travel and passenger transport provides the following comments.

Section 5 - Vision and Objectives

Challenges for Tiptree (page 13)

- It is recommended that point e. refers to the need to provide additional cycle parking.

Section 7 – Homes and Housing, Residential Car Parking

Policy TIP03 Residential Car Parking, Point A(iii) (page 23)

- This standard is above the EPOA Car Parking Standards (2009) and would be a matter for Colchester Borough Council to consider.

Section 8 - Traffic and Movement

Objective 13 (page 23)

- This is acceptable in principle but could well lead to vehicles using inappropriate routes, which if free flowing will likely lead to increased vehicle speed to the detriment of vulnerable road users. It is recommended that the policy should be less concerned about congestion and focus on sustainable travel alternatives and the provision of quality pedestrian and cycling routes to serve local services and facilities etc. and/or mitigation of junctions which are known to be over capacity.

Objective 14 (page 23) and links to Policies TIP13 (page 33) and TIP14 (page 35)

- This objective and subsequent policies rely on the provision of several new roads.

Fundamentally these policies would increase flows on Grange Road which forms part of National Route 1. Ultimately traffic should be using the Priority 1 routes, the B1022 and B1023 and not be directed to less suitable Local Roads. The B1022 and B1023 are B class Priority 1 routes and have a more frequent maintenance regime including winter maintenance (gritting) reflective of the traffic volumes using them. If congestion is a real issue locally then the congested locations points need to be identified, together with improvements, rather than actively encouraging the use of the local road network.

A new road link is suggested between Grange Road and Kelvedon Road. It is suggested that visibility is an issue at the existing Vine Road Kelvedon Road junction, but this appears to accord with the current requirements contained in the Manual for Streets. However, it is acknowledged that the existing junction lacks pedestrian and cycle infrastructure that could form part of a new link road and allow some modification of the existing road but the proposal to significantly increase the use of Grange Road is not supported.

Link road routes are not generally desirable through new development unless they have been specifically identified as being required by transport modelling to overcome a specific constraint. It does not appear that these new roads have been identified through the transportation evidence base to support the Submission Draft Colchester Local Plan (2017). Typically, in a residential estate it is desirable to achieve 20mph speed limits (if not forming part of a bus route). Although the allocated sites containing the proposed new roads are not insignificant in size for a village such as Tiptree, the standard of a link road could well dominate the residential layout and further consideration would need to be given to this by the Planning Authority. Furthermore, regarding the 'missing link' between Highland Nursery and Elms Farm this does not form part of the proposed allocation and there is no certainty of its delivery; this means the residential estate road layout could be dominated by a section of a link road that is never completed.

It is recommended that further transportation modelling work is required to provide an evidence base for the creation of the new link roads.

Policy TIPO6 (page 23)

- Point A - ECC practice is generally for shared footway/cycleways unless it is a strategic cycleway and due to the volume of cycle/pedestrian traffic for safety reasons segregation is necessary.
- Point C - This should try and define what enhancements are being sought. Is this lighting, surfacing, width, vegetation management?
- Point D - This should also refer to cyclists, as it is assumed the thrust is to ensure the provision of safe crossing points on the highway network.

As there is already a good network of main pedestrian routes, the Parish Council and Neighbourhood Plan Group should consider what could be done to encourage more people such routes, if they are not already doing so. This will assist in delivering 'sustainable movement'.

To alleviate congestion on Church Road a Car Club for the village could be explored. This would also mitigate the need for all residents to own and/or use their cars.

Policy TIP07 (page 26)

- Point B. This depends on the level of development, generally the Highway Authority would strive to reduce the number of new junctions on the network and therefore would not support this policy unless the other access points are restricted for pedestrians/cyclists only, or possibly buses. Whilst full size or compact roundabouts are useful junction arrangements, they rely on balanced vehicle flows on all arms and this is unlikely to be achieved from the size of the Tiptree allocations. Mini roundabouts are traffic management tools and would not be supported. Roundabouts are not good for pedestrians/cyclists. It is suggested that this policy is removed or amended to read

'appropriate junction type to provide safe vehicle, pedestrian and cycle access' or similar.

- Point D. Comments as per Objective 14 above. This policy is not agreed and lacks an evidence base.

It is recommended that the Plan include information regarding Travel Planning and the following comments are made.

Residential Travel Plans (RTPs)

- Ensure that travel plan conditions are applied to all development applications in line with ECC's RTP thresholds. The current thresholds are below, however they are subject to change in conjunction with updates/amendments to the ECC Developers' Guide to Infrastructure Contributions (update planned for late 2019):
 - 1 to 249 dwellings – Residential Travel Information Pack (including bus/train tickets/vouchers where applicable)
 - 250+ dwellings – Travel Plan Monitoring Fee, Full Residential Travel Plan, and Travel Information Pack (plus tickets/vouchers where applicable)
- All sites above the full RTP threshold should appoint a Travel Plan Coordinator to deliver/manage the Travel Plan.
- Residential sites should provide on-site electric vehicle charge points where possible.
- Neighbourhood Car Club(s) should be considered.

Workplace Travel Plans

- Travel Plan conditions should to be applied to workplace/commercial applications of 50 employees or above, with the addition of Travel Plan Monitoring Fees.
- Workplaces should appoint a Travel Plan Coordinator to manage/deliver Travel Plans.

General Comments (Residential and Workplace Travel Plans)

- Travel Plan targets should be agreed with ECC.
- Regular travel/traffic surveys should be conducted in line with ECC protocol.
- Undertake regular review of Travel Plans.
- Promote walking, cycling, public transport, electric vehicles, car sharing and other sustainable modes of travel.
- Conduct Personalised Travel Planning to help inform residents/employees of sustainable alternatives.

Passenger Transport (Public Transport/Bus Services)

It is noted that bus services and their inadequacy are referred to on page 13 – no evening service and the need to enhance the service to Witham. The Parish Council has raised this strongly at parish transport meetings, the Colchester Borough Council Bus Scrutiny Panel, petitions and through the local councillor.

The allocations and subsequent developments coming forward, represent a rare opportunity for the Parish Council to secure the required bus services and the Plan could state more explicitly that the developments provide an avenue to secure these. ECC can also assist by looking favourably towards other developments along the bus routes, which could pool resources to help ensure that such improvements could be 'pump primed' until the service has sufficient patronage.

Car Parking

The Parish Council may wish to consider approaching the village schools to see if there is agreement to using their car parks as public car parks, being not unreasonable walking (or bus) distance to the village centre. Such an arrangement is likely to only apply in non-term time.

Spatial Strategy

Policy TIP01 (page 18)

- Point Bi. As a provider and commissioner of adult social care and aged care/housing, ECC does not support the provision of sheltered housing and nursing homes as acceptable outside the settlement boundary. This form of housing should be located within the settlement and as close to services and amenities as possible as residents are likely to be without a private vehicle and public transport can be infrequent.

Surface Water Management and Flood Risk

ECC in its role as Lead Local Flood Authority (LLFA) provides the following comments.

The Plan does not contain any information about flood risk. The LLFA recommend the inclusion of the following wording and that this is included within the 'Countryside and Green Spaces' policies of the Plan.

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

All development within the plan area should use Sustainable Drainage Systems (SuDS) to manage rainfall runoff from the site. These techniques should encompass the four pillars of SuDS, addressing water quantity, water quality, biodiversity and amenity. In order to achieve these results, the use of above ground SuDS should be promoted. Where possible these features should be multifunctional, not only

providing flood risk mitigation but also enhancing green infrastructure within the plan area.

All drainage strategies for major development within the plan area should be based on the Essex SuDS Guide. It is recommended that developers engage in pre-applications discussions with the Lead Local Flood Authority (LLFA) to ensure that any recommendations can be incorporated into site design as early into the planning process as possible. While the LLFA is not currently a statutory consultee on minor application it is still recommended that the principles of the Essex SuDs design guide are implemented on smaller sites to ensure that the cumulative effect of multiple smaller developments does not have a significant increase downstream flood risk.

Although not directly linked with the planning process it should be ensured that any new development within the plan area complies with the Land Drainage Act and an application is made to the LLFA for ordinary water consent before making any changes to existing ordinary watercourses.'

Sustainable development and environment

The Plan could include policies on Electric Vehicle Charing Point provision and use of renewables. A few observations are provided below.

Green infrastructure and biodiversity

These topics are covered within the Low Carbon Neighbourhood Planning guidebook produced by the Centre for Sustainable Energy. The guidebook provides guidance to help communities integrate climate change and environmental sustainability objectives into neighbourhood plans, along with case study examples from different Neighbourhood Plans. A weblink to the document is provided below.

<https://www.cse.org.uk/news/view/2079>

Green Infrastructure

It is recommended that the Plan include further information regarding green infrastructure. Chapter 13 provides objectives and policies on the provision and protection of green/open spaces and biodiversity, but a holistic and connected approach could be provided in the next iteration of the Plan. This could summarise the wider 'environment' objectives at the beginning of the chapter, then have the subheadings describing the context, intent, policies and rationale. There is an opportunity to have a policy encompassing green infrastructure as a whole.

Green infrastructure is a network of multi-functional high quality green spaces and other environmental features, (such as footpaths, play parks, village greens, street trees) which together delivers multiple environmental, social and economic benefits, through:

- contributing to the quality and distinctiveness of the local environment and landscape character;

- creating a 'green wedge' and buffer;
- providing opportunities for physical activity, improving health and well-being and generally adding to quality of life;
- adapting and mitigating against a changing climate through the management and enhancement of existing habitats and the creation of new ones to assist with species migration, to provide shade during higher temperatures, reduce air pollution and for flood mitigation; and
- encouraging a modal shift from car to walking and cycling by linking publicly accessible green space wherever possible to form walking and cycling routes.

The Plan could take into consideration the following policy to ensure connectivity of all green infrastructure, such as play parks, recreational grounds, village greens and other public open spaces:

'New developments should integrate with the current green infrastructure network, seeking to improve the connectivity between wildlife areas and green spaces through measures such as improving and extending the existing footpath and cycle path network, allowing greater access to housing and retail facilities, green spaces, public open spaces and the countryside.'

The document, 'Neighbourhood Planning: Local Green Spaces' by My Community is a useful guide on how Neighbourhood Plans can address green spaces and green infrastructure. A weblink is provided below.

https://mycommunity.org.uk/wp-content/uploads/2017/02/NP_Green-Space_0217.pdf .

Renewables

The NPPF recognises all communities have a responsibility to contribute to energy generation from renewable or low carbon sources and supports community-led initiatives. The Plan could mention renewable energy technology for domestic and commercial developments. Useful documents and guidance include:

- Low Carbon Neighbourhood Planning guidebook updated January 2018 produced by the Centre for Sustainable Energy
<https://www.cse.org.uk/downloads/reports-and-publications/policy/community-energy/energy-advice/planning/renewables/low-carbon-neighbourhood-planning-guidebook.pdf>
- Planning practice guidance for renewable and low carbon energy – Department of communities and Local Government –
https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/225689/Planning_Practice_Guidance_for_Renewable_and_Low_Carbon_Energy.pdf

Energy Efficiency

The Plan could include a supportive statement to improve energy efficiency to existing and new builds. Whilst energy efficiency targets are set nationally in Building Regulations,

there are opportunities for neighbourhood plans to influence new development, through policies requiring developers to demonstrate how they've followed the 'energy hierarchy' in reducing energy demand before implementing renewable energy, or make the most of solar gain and passive cooling through the orientation, layout and design of the development.

Smart energy tools and storage devices are beginning to emerge which help to manage energy within the home and within the local network to make better use of the energy we produce and use. These tools have potential to reduce the amount of energy used in homes or businesses and reduce fuel bills.

Electric Vehicles Charging

The Plan could embrace and recognise the potential demand for electric vehicle charging points, as there is a Government commitment to ban the sale of new diesel and petrol vehicles from 2040. Currently just over 2% of all new car sales are either plug-in hybrid vehicles or pure electric vehicles (EV). This figure is expected to be around 10% by 2025. The industry anticipates that by 2025 it will be cheaper to buy an EV than an internal combustion vehicle.

Countryside and Green Spaces

It is noted that the parish of Tiptree lies within the Zone of Influence of the Essex Coast RAMS. Although a SEA report is available online, it is advised that a plan level HRA screening progressing to Appropriate Assessment will also be needed for this Plan for consultation with Natural England.

The following provides more specific comments by section.

- Policy TIP15 Countryside and Green spaces (page 37).
The policy is supported which seeks to conserve and enhance the designated biodiversity assets of the parish. It is recommended that Priority habitats and species present within the plan area are also noted with opportunities to link these are encouraged as required by NPPF para 174.
- Policies TIP13 and TIO14 (pages 33 and 35)
The policies should seek biodiversity new gain in all developments as required by NPPF paragraph 175.
- Policy TIP16 Recreational disturbance Avoidance and Mitigation (page 37)
The policy and supporting text need to be updated now that the Essex Coast RAMS has been completed. Colchester Borough Council can advise on suitable wording.

In line with the recent Court judgement (CJEU People Over Wind v Coillte Teoranta C-323/17), mitigation measures cannot be taken into account when carrying out a

screening assessment to decide whether a plan or project is likely to result in significant effects. As the plan area lies within the Zone of Influence for the Essex coastal Habitats Sites, HRA screening concluded that it is not possible to rule out likely significant effects from recreational disturbance related to residential development, without mitigation in place.

Historic environment

- Strategic Environmental Assessment (SEA) - Objective: To value and protect our heritage
While mention is given to the built heritage and that 26 listed buildings exist within the Neighbourhood Plan area, there should be reference to any archaeological sites and the Colchester Historic Environment Record within both the Plan and SEA.
- Plan Objective 2 To value and protect our heritage (page 14)
This is strongly supported. However there is little consideration of heritage within the Plan. It is recommended that the Neighbourhood Plan Group contact both the historic environment officer and the conservation officer at Colchester Borough Council to ensure that the Plan appropriately considers the impact on the heritage assets of the Tiptree area. The Historic Environment Record is the main record for heritage assets within the area and should be consulted in defining the impact of development and to help in identifying the assets which would warrant management or protection within the Plan.

Conclusion

Please contact me if you require further information or would like to discuss this response in more detail.

Yours sincerely,

Matthew Jericho
Spatial Planning and Local Plan Manager

Email: matthew.jericho@essex.gov.uk
Ph: 0333 01 30557



Historic England

Julie Webster
Tiptree Parish Council
By Email Only

Direct Dial: 01223 582746

Our ref: PL00562570

19 July 2019

Dear Ms Webster,

Ref: Tiptree Neighbourhood Plan Regulation 14 Consultation

Thank you for inviting Historic England to comment on the Regulation 14 Pre-Submission Draft of the Tiptree Neighbourhood Plan.

We welcome the production of this neighbourhood plan. However, we regret that we are unable to provide detailed comments at this time. We would refer you to our detailed guidance on successfully incorporating historic environment considerations into your neighbourhood plan, which can be found here:

<https://historicengland.org.uk/advice/planning/plan-making/improve-your-neighbourhood/>.

For further advice regarding the historic environment and how to integrate it into your neighbourhood plan, we recommend that you consult your local planning authority conservation officer, and if appropriate the Historic Environment Record at Essex County Council.

To avoid any doubt, this letter does not reflect our obligation to provide further advice on or, potentially, object to specific proposals which may subsequently arise as a result of the proposed plan, where we consider these would have an adverse effect on the historic environment.

Please do contact me, either via email or the number above, if you have any queries.

Yours sincerely,

Edward James
Historic Places Advisor, East of England
Edward.James@HistoricEngland.org.uk



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Telephone 01223 582749
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Date: 17 July 2019
Our ref: 285100
Your ref: N/A



BY EMAIL ONLY

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CW1 6GJ

T 0300 060 3900

Dear Dir/Madam

Tiptree Neighbourhood Plan Regulation 14

Thank you for your consultation on the above dated 07 June 2019

Natural England is a non-departmental public body. Our statutory purpose is to ensure that the natural environment is conserved, enhanced, and managed for the benefit of present and future generations, thereby contributing to sustainable development.

Natural England is a statutory consultee in neighbourhood planning and must be consulted on draft neighbourhood development plans by the Parish/Town Councils or Neighbourhood Forums where they consider our interests would be affected by the proposals made.

Tiptree Neighbourhood Plan

The Tiptree neighbourhood plan follows previous consultation with Natural England on the Colchester Local Plan. At this time Natural England advised that the emerging strategic solution, the Essex Coast Recreational Avoidance and Mitigation Strategy (Essex RAMS) is a key consideration in the context of the Habitats Regulation Assessment. The Essex RAMS seeks to mitigate the recreational impacts as a result of new development within the Zones of Influence (Zoi). We would direct you to our recent letter to your Local Planning Authority, reference 244199 (dated 16 August 2018) for further guidance on the Essex RAMS in the interim period.

Tiptree Neighbourhood Plan Policies

Objectives 28-31 within the Tiptree Neighbourhood Plan refer to the natural environment, open space and landscape. We note that Objective 3 of the 'Spatial Strategy' also refers to the landscape within Tiptree. We welcome and support the general aims of these objectives, though would recommend Objective 3 be broadened to include reference to biodiversity or the wider natural environment as this should also be a consideration at a wider, strategic level. Our comments on the individual Objectives and associated Neighbourhood Plan policies are as follows:

- Objective 28 – Natural England welcomes this objective and it's requirement to 'support nature conservation'. We would however advise that this objective is updated to reflect the requirement of the National Planning Policy Framework (NPPF), around net gain and the enhancement of the natural environment.
- Objective 29 – We support the inclusion of policy requirements to protect Local Wildlife Sites, however this objective should also refer to international and nationally designated sites, therefore ensuring protection for all relevant designated sites, not solely those at a local level.

- Policies TIP13 and TIP14 – Natural England notes the requirement of these policies to provide onsite open space or ‘green space’. It is understood that the focus of this policy requirement is more for recreational provision, however this policy should also refer to the importance of high quality green infrastructure (GI) provision for biodiversity and the wider natural environment as a multi-functional provision.
- Section 13 (Countryside and Green Spaces) – We welcome the neighbourhood plans support of the Local Wildlife Sites within the Parish and the highlighted importance of green spaces. Natural England is aware of the particular importance of these sites and would encourage the Parish to ensure their protection from developments and its associated impacts. For example, Natural England would highlight the site Inworth Grange Pits Co10 which supports nationally important species, such as Orchids and is host to a significant population of Green-winged Orchid. We would highlight the need and importance of management of these sites and would welcome the Parish and Colchester Borough Council’s consideration of how this can be supported in the plan periods.

We would also highlight the importance of irreplaceable habitats, such as veteran trees and ancient woodland. Natural England would welcome the parishes consideration of such Habitats and would anticipate a policy requirement to ensure their protection.

- Policy TIP15 – Natural England supports the aims of this policy, however it is advised that this should have a broader basis to ensure the wider protection of the natural environment and the range of designated sites, both within and potentially affected by development within the Tiptree Parish. We would recommend broadening this policy and further strengthening the wording in relation to the natural environment and designated sites.
- Policy TIP16 – Natural England notes the inclusion of a policy requirement, linked to the work around the Essex Coast Recreational Disturbance Avoidance and Mitigation Strategy (RAMS). We have no further comment on the specifics of this policy, but would reiterate the importance of ‘avoidance’ measures, such as sufficient on-site GI provision, circular walks etc, in addition to the financial contribution as mitigation measures.

Tiptree NP - SEA

Thank you for your consultation on the Sustainable Environment Assessment Screenings for the Tiptree Neighbourhood Plan.

The Tiptree Parish falls in its entirety within one or more of the Zones of Influence (Zol). There is therefore residential development within the parish area which will be subject to the requirements of this strategic solution. This will be in accordance with the RAMS supplementary planning document once adopted.

We note that 600 dwellings have been allocated within the Tiptree Neighbourhood Plan, however this is stated as being 625 within the SEA. We would appreciate clarification on the exact figure, however notwithstanding this, we note and welcome the reference to the Essex Coast RAMS within this report.

For awareness it is advised that as your neighbourhood plan area includes allocated housing which falls within the Zone of Influence (Zol) for the Essex Coast RAMS, to ensure compliance with the Habitats Regulations as Competent Authority, a Habitats Regulations Assessment will need to be undertaken and it will be necessary to proceed to Appropriate Assessment.

We would also take this opportunity to advise you that any windfall applications which would be in excess of what has been assessed in the Neighbourhood Plan Habitats Regulation Assessment (HRA), would need to be subject to their own, project level HRA.

A recent judgment from the Court of Justice of the European Union ([Case C-323/17 People Over Wind](#)

[v Coillte Teoranta](#)) has provided authoritative interpretation relating to the use of mitigation measures at the screening stage of a HRA, when deciding whether an appropriate assessment of a plan or project is required. The court concluded that measures intended to avoid or reduce the harmful effects of a plan or project on a European Site can only be considered as part of the appropriate assessment stage of HRA, and not at the preceding screening stage. This means that it is no longer appropriate to rely on these measures when deciding whether a plan or project is likely to have significant effect on a European site(s).

In light of this ruling, Natural England would bring your attention to subsequent changes to the legislation that now allow for neighbourhood plans to progress to Appropriate Assessment to allow consideration of mitigation measures in the context of European sites (please see the Neighbourhood Planning (General) Regulations 2012 (as amended))

We are not aware at the time of this consultation a completed HRA. We would therefore look forward to receiving consultation on such documents in the future.

For clarification of any points in this letter, please contact Heather Read on heather.read@naturalengland.org.uk. For any further consultations on your plan, please contact: consultations@naturalengland.org.uk.

Yours faithfully

Heather Read
Essex Area Delivery Team

Annex 1 – Essex RAMS

Habitats Regulations Assessments have been completed for the participating Essex RAMS Local Authorities as part of their upcoming Local Plans. These assessments have identified that the in-combination effects of these Local Plans, together with neighbouring local planning authorities Local Plans and neighbourhood plans are likely to adversely affect the integrity of European designated nature conservation sites¹ ('European Sites'). In view of that your Local Planning Authority is working with ten other Greater Essex Local Planning authorities, and Natural England, on a Recreational disturbance Avoidance and Mitigation Strategy (RAMS). The Essex Coast RAMS is a strategic solution to protect the Essex coast from the recreational pressures of a growing population. A RAMS is usually driven by challenges and opportunities arising from planning issues. RAMS generally applied more broadly than at a single designated European 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 the Environment policy intentions of your overarching Local Plan. This includes development allocated in Neighbourhood Plans. Details of the zones of influence and the necessary measures will be included in the Essex Coast RAMS Supplementary Planning Document (SPD). Please also see our advice letter to all participating Local Planning Authorities, dated 16 August 2018 (reference 244199).

In the interim period, before the Essex Coast RAMS is completed, proposals within the zones of influence for recreational disturbance to European 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.

Annex 2 - Neighbourhood planning and the natural environment: information, issues and opportunities

Natural environment information sources

The [Magic](#)² website will provide you with much of the nationally held natural environment data for your plan area. The most relevant layers for you to consider are: **Agricultural Land Classification, Ancient Woodland, Areas of Outstanding Natural Beauty, Local Nature Reserves, National Parks (England), National Trails, Priority Habitat Inventory, public rights of way (on the Ordnance Survey base map) and Sites of Special Scientific Interest (including their impact risk zones)**. Local environmental record centres may hold a range of additional information on the natural environment. A list of local record centres is available [here](#)³.

Priority habitats are those habitats of particular importance for nature conservation, and the list of them can be found [here](#)⁴. Most of these will be mapped either as **Sites of Special Scientific Interest**, on the Magic website or as **Local Wildlife Sites**. Your local planning authority should be able to supply you with the locations of Local Wildlife Sites.

National Character Areas (NCAs) divide England into 159 distinct natural areas. Each character area is defined by a unique combination of landscape, biodiversity, geodiversity and cultural and economic activity. NCA profiles contain descriptions of the area and statements of environmental opportunity, which may be useful to inform proposals in your plan. NCA information can be found [here](#)⁵.

There may also be a local **landscape character assessment** covering your area. This is a tool to help understand the character and local distinctiveness of the landscape and identify the features that give it a sense of place. It can help to inform, plan and manage change in the area. Your local planning authority should be able to help you access these if you can't find them online.

If your neighbourhood planning area is within or adjacent to a **National Park** or **Area of Outstanding Natural Beauty (AONB)**, the relevant National Park/AONB Management Plan for the area will set out useful information about the protected landscape. You can access the plans on from the relevant National Park Authority or Area of Outstanding Natural Beauty website.

General mapped information on **soil types** and **Agricultural Land Classification** is available (under 'landscape') on the [Magic](#)⁶ website and also from the [LandIS website](#)⁷, which contains more information about obtaining soil data.

Natural environment issues to consider

The [National Planning Policy Framework](#)⁸ sets out national planning policy on protecting and enhancing the natural environment. [Planning Practice Guidance](#)⁹ sets out supporting guidance.

Your local planning authority should be able to provide you with further advice on the potential impacts of your plan or order on the natural environment and the need for any environmental assessments.

Landscape

Your plans or orders may present opportunities to protect and enhance locally valued landscapes. You may want to consider identifying distinctive local landscape features or characteristics such as ponds, woodland or

² <http://magic.defra.gov.uk/>

³ <http://www.nbn-nfbr.org.uk/nfbr.php>

⁴ <http://webarchive.nationalarchives.gov.uk/20140711133551/http://www.naturalengland.org.uk/ourwork/conservation/biodiversity/protectandmanage/habsandspeciesimportance.aspx>

⁵ <https://www.gov.uk/government/publications/national-character-area-profiles-data-for-local-decision-making>

⁶ <http://magic.defra.gov.uk/>

⁷ <http://www.landis.org.uk/index.cfm>

⁸ <https://www.gov.uk/government/publications/national-planning-policy-framework--2>

⁹ <http://planningguidance.planningportal.gov.uk/blog/guidance/natural-environment/>

dry stone walls and think about how any new development proposals can respect and enhance local landscape character and distinctiveness.

If you are proposing development within or close to a protected landscape (National Park or Area of Outstanding Natural Beauty) or other sensitive location, we recommend that you carry out a landscape assessment of the proposal. Landscape assessments can help you to choose the most appropriate sites for development and help to avoid or minimise impacts of development on the landscape through careful siting, design and landscaping.

Wildlife habitats

Some proposals can have adverse impacts on designated wildlife sites or other priority habitats (listed [here](#)¹⁰), such as Sites of Special Scientific Interest or [Ancient woodland](#)¹¹. If there are likely to be any adverse impacts you'll need to think about how such impacts can be avoided, mitigated or, as a last resort, compensated for.

Priority and protected species

You'll also want to consider whether any proposals might affect priority species (listed [here](#)¹²) or protected species. To help you do this, Natural England has produced advice [here](#)¹³ to help understand the impact of particular developments on protected species.

Best and Most Versatile Agricultural Land

Soil is a finite resource that fulfils many important functions and services for society. It is a growing medium for food, timber and other crops, a store for carbon and water, a reservoir of biodiversity and a buffer against pollution. If you are proposing development, you should seek to use areas of poorer quality agricultural land in preference to that of a higher quality in line with National Planning Policy Framework. For more information, see our publication [Agricultural Land Classification: protecting the best and most versatile agricultural land](#)¹⁴.

Improving your natural environment

Your plan or order can offer exciting opportunities to enhance your local environment. If you are setting out policies on new development or proposing sites for development, you may wish to consider identifying what environmental features you want to be retained or enhanced or new features you would like to see created as part of any new development. Examples might include:

- Providing a new footpath through the new development to link into existing rights of way.
- Restoring a neglected hedgerow.
- Creating a new pond as an attractive feature on the site.
- Planting trees characteristic to the local area to make a positive contribution to the local landscape.
- Using native plants in landscaping schemes for better nectar and seed sources for bees and birds.
- Incorporating swift boxes or bat boxes into the design of new buildings.
- Think about how lighting can be best managed to encourage wildlife.
- Adding a green roof to new buildings.

You may also want to consider enhancing your local area in other ways, for example by:

- Setting out in your plan how you would like to implement elements of a wider Green Infrastructure Strategy (if one exists) in your community.
- Assessing needs for accessible greenspace and setting out proposals to address any deficiencies or enhance provision.

¹⁰ <http://webarchive.nationalarchives.gov.uk/20140711133551/http://www.naturalengland.org.uk/ourwork/conservation/biodiversity/protectandmanage/habsandspeciesimportance.aspx>

¹¹ <https://www.gov.uk/guidance/ancient-woodland-and-veteran-trees-protection-surveys-licences>

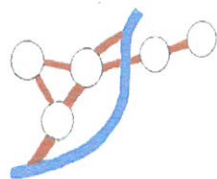
¹² <http://webarchive.nationalarchives.gov.uk/20140711133551/http://www.naturalengland.org.uk/ourwork/conservation/biodiversity/protectandmanage/habsandspeciesimportance.aspx>

¹³ <https://www.gov.uk/protected-species-and-sites-how-to-review-planning-proposals>

¹⁴ <http://publications.naturalengland.org.uk/publication/35012>

- Identifying green areas of particular importance for special protection through Local Green Space designation (see [Planning Practice Guidance on this](#) ¹⁵).
- Managing existing (and new) public spaces to be more wildlife friendly (e.g. by sowing wild flower strips in less used parts of parks, changing hedge cutting timings and frequency).
- Planting additional street trees.
- Identifying any improvements to the existing public right of way network, e.g. cutting back hedges, improving the surface, clearing litter or installing kissing gates) or extending the network to create missing links.
- Restoring neglected environmental features (e.g. coppicing a prominent hedge that is in poor condition, or clearing away an eyesore).

¹⁵ <http://planningguidance.planningportal.gov.uk/blog/guidance/open-space-sports-and-recreation-facilities-public-rights-of-way-and-local-green-space/local-green-space-designation/>



A12 VILLAGES TRAFFIC ACTION GROUP

RECEIVED

- 2 JUL 2019

Secretary: Alan Stones: a.stones907@btinternet.com
Coggeshall, Feering, Kelvedon, and Tiptree Parish Councils,
Kelvedon and Feering Heritage Society

A12VTAG

Tiptree Parish Council
Mynott Court
Church Road
Tiptree
Essex CO5 0UP

25th June 2019

Dear Sir

Tiptree Draft Neighbourhood Plan Consultation 8/6/19-21/7/19

Thank you for consulting us on your Draft Neighbourhood Plan. We are concerned that the three residential allocations at Highland Nursery, Elms Farm and Tower End, which could accommodate up to 625 dwellings, might be built before the proposed two-way facing junction on to the A12 at Feering is in place. 625 dwellings are likely to generate a considerable volume of traffic, and without the proposed junction at Feering much of it would add to the existing congestion in Kelvedon High Street whilst making its way to the A12 London-bound.

We note that the Plan is required to provide this housing before 2034. Hopefully the A12 Widening Scheme and the Feering junction will not be delayed that long, but we feel it would be prudent for the Plan to require these sites not to be developed before the new Feering junction is in place.

Yours faithfully

Alan Stones, Secretary

Fullerthorne
Church Street
Kelvedon
Essex CO5 9AH.

21 July 2019

Tiptree Parish Council
2 Mynott Court
Tiptree
CO5 0UP

BY EMAIL ONLY

Dear Sir/Madam,

Tiptree Neighbourhood Plan Reg 14 consultation

Thank you for consulting us in regard to this consultation. We would like to submit a number of comments.

Essex Wildlife Trust is the county's leading conservation charity. We manage and protect over 8,400 acres of land on 87 nature reserves and 2 nature parks and run 11 visitor centres. We are supported financially by more than 38,000 members, and by local businesses and grant making organisations. We are one of the largest of the 47 county wildlife trusts that work together throughout the British Isles as The Wildlife Trusts.

1. Neighbourhood Plan Objectives

We welcome the aspirations of the draft Tiptree Neighbourhood Plan and we are broadly supportive of its aims and objectives.

Spatial Strategy – Objective 2

We would like to see the wording strengthened to include wildlife:

*To value and protect our heritage, **including natural habitats and biodiversity***

Homes and Housing – Objective 11

We welcome the aspirations to create green corridors in new developments. The NPPF requires new development to deliver measurable net gains in biodiversity and the government has indicated that this will become mandatory under the proposed new Environment Bill.

Countryside and Green Spaces – Objective 29

We would like to see the wording strengthened, as follows:

*To protect **and enhance** local wildlife sites and other locally valued habitats*



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Wildlife Trust

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CO5 7RZ

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E-mail
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Website
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Essex Wildlife Trust
Company Registered
No 638666 England

Registered Charity
No 210065

VAT Registered
No 945 7459 77

Countryside and Green Spaces – Objective 30

To deliver additional green space with public access...

We welcome the aspiration to deliver additional green space in the parish. This should include new specifically targeted wildlife habitat which is protected from public access and disturbance and capable of delivering a measurable net gain in biodiversity.

2. Spatial Strategy

Objective 3 – *To promote sensitive development that protects and enriches the landscape...*

We welcome the aspiration to encourage sensitive development. We would like to see the scope of this objective expanded to state that this protection and enrichment must include all designated sites of nature conservation importance (Local Wildlife Sites, Tiptree Heath Site of Special Scientific Interest), priority habitats and biodiversity.

3. Homes and Housing

Policy Tip02: Good Quality Design

New development should incorporate integral features of benefit to wildlife, such as integral swift bricks, bat tiles, sparrow terraces, starling boxes, hedgehog highways, invertebrate "hotels", log piles, reptile refugia, etc. A wildflower lawn mix can be used for amenity areas, which significantly improves the value for insect pollinators.

4. Site Allocations

Policy Tip12: Comprehensive Development

Masterplans should clearly demonstrate how the development will deliver a measurable net gain in biodiversity as required by the NPPF.

Policy Tip13: Tower End

The proposed 0.27ha green space should be multi-functional and include areas designed and managed for wildlife in order to maximise delivery of a measurable net biodiversity gain.

Policy Tip14: Highland Nursery and Elms Farm

Again, the proposed 0.36ha green space should include areas designed and managed for wildlife in order to maximise delivery of a measurable net biodiversity gain.

5. Countryside and Green Spaces

Policy Tip15: Countryside and Green Spaces

We welcome the protection afforded to Local Wildlife Sites in this policy.

This concludes our comments. Thank you for providing us with this opportunity to respond to the Tiptree Neighbourhood Plan consultation.

Kind regards,

Annie Gordon

Dr Annie Gordon
Planning Coordinator
Essex Wildlife Trust
Tel: 01621 862953
Mob: 07771 967907



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TOLLESHUNT D'ARCY PARISH COUNCIL

www.essexinfo.net/tolleshunt-darcy-parish-council

Chairman: John Smith - 07505 008891

Clerk: Michelle Curtis, 4 Valkyrie Close, Tollesbury, Maldon,
Essex CM9 8SL

Tel: 07835 866239

email: tdarcyclerk@gmail.com



Our ref: TDPC/MC/27/19
Date: 5th July 2019

Tiptree Parish Council
2 Mynott Court
Tiptree
Essex
CO5 0UP

Dear Sirs,

Re: Tiptree Draft Neighbourhood Plan

Thank you for consulting Tolleshunt D'arcy Parish Council on your Draft Neighbourhood Plan.

The Parish Council are supportive of the Tiptree Neighbourhood Plan and are pleased to note that Tiptree wish to restrict any development to the West and North-West of Tiptree.

Yours faithfully

Michelle Curtis
Clerk to the Council

TIP01 (R)

Essex and Suffolk Water broadly support the principles of the NP including the allocations for 600 dwellings in Tiptree. However, we believe the settlement boundary should be amended to include the shaded land on the attached plan. On that basis we object to TIP01 in that it would allow for additional development if the housing numbers in the Colchester Policy SS14 should increase. If the numbers do not increase this additional land will allow flexibility in the delivery of the site. This land is all within the ownership of NWL and could be brought forward for development. Should TIP01 remain as the preferred policy option it is recommended that then policy support the provision of additional housing adjacent to the settlement boundary. (4 NTO Savills, E&S Water CB2 8PA)

para B - amend 'permitted' to 'supported' (5 TR)

We note this policy's acceptance of certain types of development outside the defined settlement boundary. We have promoted land at the rear of the Bonnie Blue Oak PH on Oak Road and have stated our client's commitment to provide facilities such as bungalows, sheltered housing and/or a residential home to meet the needs of older people. Though in a recent conversation with the Neighbourhood Plan Group we have received negative comments on such proposals, they conform exactly with this policy's aims and provisions. Our client's land lies immediately adjacent to the proposed settlement boundary which is one of the policy's stated requirements. We think our client's land should be included within the settlement boundary in any case. We have been promoting the land at the Bonnie Blue Oak through the Colchester Local Plan process since the initial 2015 Call for Sites. Early indications were that this land would be included as a proposed land allocation in the draft Neighbourhood Plan but, for reasons as yet unexplained, it has not been included in the consultation draft. The draft Neighbourhood Plan is intended to cover the period up to 2034, to coincide with the plan period set for the emerging Colchester Plan. The draft Neighbourhood Plan however includes at least one major proposal that looks beyond this period, the final link in the proposed northern link road. The Neighbourhood Plan should also look beyond 2034, in order to define what would be an effective long term settlement boundary, in terms of the village's relationship with the surrounding countryside and potential coalescence with neighbouring settlements. Spaces not required to meet projected development needs within the plan period can be protected through policy designations that make clear their reserve status. One such policy that has already been used effectively is worded as follows:- "The area of land at.... in Tiptree, as defined on the policies map, will be safeguarded against potential future growth needs beyond the period of this plan. Any release of this land for development, in whole or in part, will be a matter of determination in future reviews of this Plan." We still believe that our clients' land should be included as an allocation and that parts of the proposed allocations designated in policies TIP13 and TIP14 be covered by the type of development restraint policy suggested above. The line of the proposed northern link road could act as the dividing line between TIP13 and TIP14 allocations and areas of development restraint, pending consultation and firm decision on the link road's route and its implementation. We comment further on the link road in our response to Policy TIP07. (6 NTO, David Russell Associates, Greene King plc, Wheathampstead AL4 8BJ)

adequate healthcare provision has to be put in place to support said developments. I get the impression that the doctors surgery is already struggling to meet the needs of Tiptree residents. (12 NTR CO5 ORX)

I have lived in Tiptree for 60 years and if in the future I would like to build a property in my own garden for my retirement I would like to be able to do so (17 TR)

Agree with the Tiptree settlement boundaries as outlined in TIP01 (a) but would have concerns about TIP01 (b) (27 other CO5 OJH)

Very sound strategy (32 TR)

However, still concerned at the number of houses that Tiptree is having to cater for. (33 TR)

Development should be where needed (34 other AC8)

Why is the development area mostly in Messing region, why not spread around the outskirts of Tiptree to stop the build up in one specific area (41 TR)

We are mainly village people here. We want our community to stay village-orientated. London people who moved here are trying to make our village into their London suburb they have moved from. (43 TR)

Too many loopholes. (46 TR)

Once this plan is approved no more housing within the boundary should be approved (47 TR)

Concerned at number of housing Tiptree is being forced to cater for. (52 TR)

The new proposed developments should not start until the developer has built a health centre for doctors and dentists. They build this first. I have seen promises of doing similar but building the last phase of a development only to put in a new planning application to build houses instead (53 TR)

Why is development area mostly in Messing region. Why not spread around the outskirts of Tiptree to stop a build up in one specific area. (55 TR)

Too east for CBC to have their way (65 TR)

Provision of a care home/Nursing home essential. Also medical centre and dentist. (69 TR)

Completely agree with this sensible and logical policy which takes into account traffic flows (72 TR)

The land south of Colchester Road, including the land containing Woodview Farm, Lilybell, east the boundary of the Neighbourhood Plan Area, could be included within the settlement boundary. The same benefits apply to later parts of this Consultation. (77 NTR BR3 5HG)

The gap between Highlannd Nursery and Elms Farm potentially allows for additional housing due to the proposed road and area outside of the control of Tiptree Parish. I believe the area that is within Tiptree Parish area should be defined as to what it can be used for - just in case we loose control. ie. define breaks if Tiptree does loose control such as green breaks to protect residents of Oak Road, Bishops Lane and Rookery Lane (79 TR)

B i. This is too vague. We either have a boundary or we don't. The options are so many that basically it allows most forms of development. I'll build 15 sheltered houses if you allow me to also build 150 new homes..... (83 TR)

Mostly agree but Policies map shows potential road through messing park outside parish and settlement boundary (86 Statutory Consultee – Messing cun Inworth PC)

" does not significantly worsen traffic congestion in Tiptree village". To this wording should be added "or on the B1023 through Inworth". (90 NTR CO5 9SH)

It appears that Colchester Council is able to do as they want irrespective of Tiptree residents wishes (111 TR)

We note that reference is made to utilities infrastructure being required to demonstrate a need where a development proposal is located outside of the identified settlement boundary. Historically, sewage treatment assets and major sewerage infrastructure (e.g. large pumping stations) have been sited at a distance from residential land uses. As such there is existing infrastructure in Anglian Water's ownership outside of the settlement boundary for Tiptree. It is also unclear what evidence would be required to demonstrate that a countryside location is required. It is therefore proposed that the final sentence of Policy TIP01 be amended as follows: 'iv. they relate to necessary utilities infrastructure [and where no reasonable alternative location is available.]' (Text in italics to be deleted.) (122 Statutory Consultee – Anglian Water Services Ltd, Peterborough)

The approach taken on the settlement boundary and restricting development in the countryside is supported. (125 Statutory Consultee – Maldon District Council)

Proposed developments (sheltered housing, a nursing home, a health centre, dental surgery or burial space) listed in clause i of criteria B are unlikely to be sustainably accessible if located outside of settlement boundaries. This clause could be enhanced if it were to limit development of this nature outside of settlement boundaries in exceptional circumstances where the need is not able to be met within the settlement boundary. Alternatively, the policy could list considerations that will need to be satisfied in order to support development outside of settlement boundaries i.e. does not result in landscape harm or negatively impact historic assets. (128 Statutory Consultee - CBC)

We note this policy's acceptance of certain types of development outside the defined settlement boundary. We have promoted land at the rear of the Bonnie Blue Oak PH on Oak Road and have stated our client's commitment to provide facilities such as bungalows, sheltered housing and/or a residential home to meet the needs of older people. Although in recent conversation with the Neighbourhood Plan Group we have received negative comments on such proposals, they conform exactly with this policy's aims and provisions. Our client's land lies immediately adjacent to the proposed settlement boundary, which is one of the policy's stated requirements. We think our client's land should be included within the settlement boundary in any case. We have been promoting the land at the Bonnie Blue Oak through the Colchester Local Plan process since the initial 2015 Call for Sites. Early indications were that this land would be included as a proposed land allocation in the Draft Neighbourhood Plan but, for reasons as yet unexplained, it has not been included in the consultation draft. The Draft Neighbourhood Plan is intended to cover the period up to 2034, to coincide with the plan period set for the emerging Colchester Local Plan. The Draft Neighbourhood Plan however includes at least one major proposal that looks beyond this period, the final link in the proposed northern link road. The Neighbourhood Plan should also look beyond 2034, in order to define what would be an effective long term settlement boundary, in terms of the village's relationship with the surrounding countryside and potential coalescence with neighbouring settlements. Spaces not required to meet projected development needs within the plan period can be protected through policy designations that make clear their reserve status. One such policy that has already been used effectively is worded as follows: "The area of land at ... in Tiptree, as defined on the Policies Map, will be safeguarded against potential future growth needs beyond the period of this Plan. Any release of this land for development, in whole or in part, will be a matter for determination in future reviews of this Plan." We still believe that our client's land should be included as an allocation and that parts of the proposed allocations designated in policies TIP13 and TIP14 be covered by the type of development restraint policy suggested above. The line of the proposed northern link road could act as the dividing line between the TIP13 and TIP14 allocations and areas of development restraint, pending consultation and firm decision on the link road's route

and its implementation. We comment further on the link road in our response to Policy TIP07. (130 non-Tiptree organisation – David Russell Associates, on behalf of Greene King plc, Wheathampstead AL4 8BJ)

For a village development, the inclusion of green space within the housing appears limited. (131 TR)

How is 'offers considerable social benefits to the community' defined - and who would make any such decision? (142 TR)

"lies adjacent to the settlement boundary" - what is the point of having a settlement boundary if you then allow development 'just beyond' the boundary? What's to stop incremental development outwards? "offers considerable social benefits to the community" - who defines what 'considerable social benefits' means, and who makes the decision about whether the test has been passed? (143 TR)

I don't agree at all where the NP has put the boundary line for development. Too many houses in one area forming a mass estate which does not give a village feel at all. (144 TR)

Not designed to give the best development as areas to the west should be included eg; Maldon Road and surroundings. (151 TR)

Not sure what the Colchester Local Plan policies consist off!! (166 TR)

I support TIP1(A) and the development proposals shown on the proposals map. (176 Tiptree Business/worker, Landowner CO5 OES)

I support TIP1(A) and the development proposals shown on the Proposals Map (177 Tiptree Business/worker, Landowner CO5 OES)

Still think more traffic will come through the village because people will be too far away to walk. (182 TR)

We feel the proposed settlement boundary is too restrictive and does not allow the opportunity for people outside this proposed settlement boundary to put forward land in their possession for private residential development. (193 TR)

Permitted exceptions are far too broad and are open to varying interpretation or future amendment. (194 TR)

Disagree with the drawing of the Settlement boundary (195 NTR CO6 3BL)

I support the statements above under B, with the following exceptions: i. Sheltered housing provided it is proportionate and does not impact the overall demographic balance of Tiptree. ii. Where support to the Colchester Local Plan does not adversely impact Tiptree for the benefit of another community elsewhere. (197 TR)

is this only for larger developments or does this also include single buildings? (215 TR)

i do not agree with point i. - and it should be removed completely. 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; (220 TR)

The policy is only valid if Tiptree's current infrastructure problems are addressed before making the situation even worse. (222 TR)

The designated area is far too large the village will become a town (233 TR)

In my opinion, development should be evenly spaced out around the village. In my opinion this was decided long before the residents had the questionnaire, between councils, if I am right why were residents asked to put land forward ? (241 TR)

definitely in need of more infrastructure (244 TR)

The current health centre is struggling to cope with the number of residents. I had heard a suggestion that it would be replaced by a new centre out at the edge of the village near to the jam factory. I see no mention in the draft but, if true, I think this idea is misguided. A second health centre not a replacement is needed so that the one in the convenient centre of the shops can still be used. The second one should be amongst the new housing so that it can take some of the load off the first place. The same applies to dental services. At present I have to travel to Witham to see a dentist. (255 TR)

I am only agreeing to this policy, but I would prefer that no new builds will be allowed, as Tiptree is being destroyed by the new build volume. (268 TR)

A link to Colchester plans and documents would be useful. A councillor on the Parish Council should be involved in the development of Colchester plans. (271 TR)

Definitely agree we are a village and infrastructure is more important than housing at the moment. Housing should be kept to a minimum. (272 TR)

The Draft Plan states no development outside the settlement boundaries. Why the the ones listed in B(i) be excluded. I am sure that a similar list of facilities which are 'beneficial' to Tiptree could be produced. Do not forget that vehicular travel to and from these listed facilities may well be significant. (291 TR)

Location for dental surgery or health centre need to be central and therefore outside boundary is not suitable. (303 TR)

the fact is without necessary infrastructure no more houses should be built anywhere (307 TR)

I would be concerned about sheltered housing outside the boundaries as many of us chose the location of our property with respect to its distance from sheltered housing. (313 TR)

Bi includes "lies adjacent to the settlement boundary". That wording appears to permit building pretty much everywhere. The only restriction on such development is "does not significantly worsen congestion", which is far too permissive. ii and iii also override A, but may be imposed by Colchester BC. If possible, that wording should be restricted. (324 TR)

TIP02 (T)

Aii - replace with 'New developments should incorporate the principals of SECURED BY DESIGN to attempt design-out crime' (5 TR)

There should be a strong emphasis on retaining or replacing existing hedgerows/wildlife corridors. (10 TR)

enforce builders to consider wildlife when creating new developments around Tiptree e.g. hedgehog friendly fences and walls, install nest boxes and using bricks that provide homes for bats / house martins etc. this isn't expensive and so important as we see these diminish. encourage them to install owl boxes on wildlife corridors too. (12 NTR CO5 ORX)

Housing, some at least, should be affordable (16 TR)

Agree with TIP02 with particular reference to TIP02(a) ii,iii and iv (27 other CO5 OJH)

6,v1 - no to solar panels - ugly looking and spoil streets (34 other AC8)

Why build the houses one mile from Tiptree Centre and most primary school. If your worried about safe access routes for pedestrians and cyclists and the developers use material they want not what you request (41 TR)

It is imperative that any future development should be sympathetic to the existing village character. (42 TR)

We already have an urban landscape. (46 TR)

Housing should have gardens and driveways (47 TR)

Why build the houses one mile from Tiptree centre and most primary school if your worried about safe access routes for pedestrians and cyclists And the developers use material they want not what you request. (55 TR)

Dwelling must have adequate car parking space to prevent parking on the roads. (69 TR)

v. using high quality materials. Consider Maintenance and what will look like in later years. eg If social housing using materials that need less maintenance. eg. render needs painting every few years so although cheaper to build than brick there is a need for the home owner to maintain. It is a village location so three storey houses are not ideal. Appreciate necessary in this day and age but consider chalet style to keep roof heights low. If have to go high distance between buildings needs to be greater to give residents sun light. (79 TR)

B mostly agree needs be two lane with pavements and sufficient space for on road parking (86 Statutory Consultee – Messing cum Inworth PC)

all estate roads must be two full car width with pavements and off road parking (88 NTR CO5 9EJ)

There are plenty of examples of good house design especially the new development in stanway. Please do not allow examples of the housing they have recently built on Broad Street Green and at

the morrison's roundabout in Maldon as they are a throwback to 1960's council housing and look horrible. (94 TR)

This policy is supported, as it endeavours to protect the character of the village. (125 Statutory Consultee – Maldon District Council)

the criteria for 'good quality' design is one that few people will object to but is also highly subject. Current recent developments do not demonstrate a consistent approach in terms of aesthetics and the application of this policy would need to prevent this. (131 TR)

I would like to see it stated that any new housing cannot exceed two (or if the majority agree) three storeys. The recent housing developments in Stanway incorporate 4 or more storey buildings to maximise use of space, but such tall buildings would be an eye sore within a village community. (142 TR)

I can't disagree with the aims of the policy, but terms like "good quality design" and "high quality materials" aren't easy to define, and therefore police. (143 TR)

If the NP keeps to the areas suggested for development I would not like the houses to be in keeping with the surrounding properties. No one wants houses looking like gypsy caravans! (144 TR)

We agree that quality planning is desirable (151 TR)

The PC needs to ensure this policy is actually adhered to as we have seen poor quality designs approved even within areas with similar policies. (164 TR)

I support the requirement for good quality design in new developments. (176 Tiptree Business/worker, Landowner CO5 OES)

I support the requirement for good design quality (177 Tiptree Business/worker, Landowner CO5 OES)

Not sure that it is a good idea to have housing joining Tiptree to Messing as both wish to remain separate. (182 TR)

totally agree with this one. Agree 100% with breaking up the buildings mass into smaller chunks and creating nature lanes and having front gardens (that can't be changed into driveways) and ensuring plenty of trees and hedges to retain the village feel, villagers well being and support local nature (215 TR)

Design criteria should not be at the expense of affordable homes using modern /Flat pack design concepts. Outward appearance can still match existing whilst building materials can be modern in their concept. When setting such a strategy we must be careful not to rule out the ability to build quick and sustainable housing. This would usually also be future proofed by dint of its design. (237 TR)

I do not agree with 'Objective 12', 600 houses will be too many in one area, albeit in three 'estates'. I don't believe that this decision came from the residents of Tiptree, especially the people who live in that vicinity. (241 TR)

The structure & current makeup of routes. The amount of population to increase. Tiptree will be full of traffic & our infrastructure cannot cope. (248 TR)

More space ought to be provided for car parking on new developments, house owners should be expected to utilise their own parking spaces. There are far too many cars and company vehicles parking on the streets on developments in Tiptree. You only have to drive through the Grove estate to see the problem. (258 TR)

Once again I do not feel that I have no other option but to agree even though my preferred answer would be no new builds in such large volumes (268 TR)

New homes should be fitted with green technologies from the outset, eg. Solar panels (270 TR)

Roads need to be wide enough for utility vehicles and emergency vehicles where cars may be parked in the street. (280 TR)

Pipe dreams. Impractical for 1/2 bedroom developments especially if these are affordable. How do you stop people parking on the pavements, which is prevalent in Tiptree. (291 TR)

Please, please look at road widths and parking spaces. People don't use garages for cars and any new development must take into account the number of vehicles each household will potentially have and the accessibility for the emergency services (300 TR)

There is no official predefined statement on which to measure fulfilment of this policy so totally subjective. (303 TR)

Space for refuse recycling suggests that new developments could have communal refuse arrangements. Communal refuse arrangements suggest townhouse or flat style accommodation. This would not be in keeping with the village feel and should be reconsidered. Every household should have its own refuse and recycling provision. (318 TR)

TIP03 (V)

Para A - 'shall' is highlighted Para B - 'encouraged in preference to garages' is questioned why? and 'transit' statement is too vague (5 TR)

1 bedroom should have 2 spaces 2 and 3 bedroom should have 3 spaces (17 TR)

Believe there is not enough residential car parking. On 3 bedroom developments there needs to be at least 3 car parking spaces if not more. Nobody appears to take into consideration teenage drivers or adults still living in parental home. We live in an age where time matters and therefore people use cars more - from parents dropping children off at school on their way to work, up to older people unable to carry heavy shopping etc. Time is of the essence in today's world and cycles are not the answer especially inclement weather. (27 other – CO5 OJH)

To ensure emergency vehicles can get access there should be prohibited parking down one side of the roads (30 TR)

Want garages not carports as not secure (34 AC8)

More parking required - one bedroom house = 2 cars not one car and 0.25 for visitors (41 TR)

On - road parking should be positively discouraged, as it is potentially for road users. (42 TR)

We do not want overdevelopment that destroys the landscape and does not meet the community needs at the expense of enriching the developer. (43 TR)

Off road parking essential with wide enough drives (47 TR)

Even in 1-bedroomed property there are likely to be 2 cars. 2/3 and 4-bedroomed properties could well have more than one car per bedroom. (49 TR)

I live on Grove Road estate. This estate is badly designed for parking. A lot of drive ways are not long enough for a car. Gates at a lot of properties are never opened and cars left parked on roads/pavements. Such gates should be avoided for future developments. (50 TR)

More parking required 1 bed house = 2 cars not 1 car and 0.25 for visitors (55 TR)

Points outside for charging electric vehicles? (58 TR)

Feel 0.25 visitor spaces for visitor parking is not enough, and roads will still be cluttered by parked cars. We live on a cul-de-sac and still find cars parked by people going to other areas. Regularly watch people park [especially near Maldon Road] and walk away. (67 TR)

A 1 bed dwelling will support a couple both of whom could have a car. Minimum car parking space should be 2. (75 TR)

Partially. 4 bedrooms needs to be no more than 2 cars. Suggest 3 bed is 2 cars; 4 bed is 2.25, etc. (77 NTR BR3 5HG)

Roads should be sufficiently wide enough as well to allow parking (above should cover most but will not cover all and guests). (79 TR)

Even a one bedroom dwelling will probably mean a 2 car family. The lack of public transport in the Tiptree area means you are unable to go anywhere without a car. (83 TR)

Disagree whilst generous not actually practical, mention 'two cars passing' width road but not in the policy. Also needs to be space for on road parking. (86 Statutory Consultee – Messing cum Inworth PC)

Disagree whilst generous not actually practical, mention 'two cars passing' width road but not in the policy. Also needs to be space for on road parking (88 NTR – CO5 9EJ)

Make sure the roads are wide enough to accommodate on-road parking as well. (90 NTR CO5 9SH)

Probably not enough but understand government policies on reducing car use probably tie your hands on this one. Please make sure that any through routes have adequate parking. Grove Road, for example, has so many cars parked on the side of the road that it is not a viable through route (and perhaps was not intended to be). (101 Tiptree Business/Worker – Perrywood Garden Centre & Nurseries Ltd, CO5 9SX)

I would prefer to see garages included with new houses otherwise the "street scene" will be/can be dominated by cars (e.g. 2 cars per 4 bedroom home). You need to caution against developments that end up looking like sprawling car parks with houses embedded in them. (117 TR)

Access for emergency vehicles must be considered. Sufficient "off road parking " and/or prohibited parking on one side of the road. (123 TR)

This policy is supported, as it recognises the role private cars have in enabling access to employment and everyday services, and the subsequent need to ensure that sufficient off-street parking is provided in new developments. (125 Statutory Consultee – Maldon District Council)

Please consider that certain roads with older estates (which were built before multi car households became the norm) have properties such as mine, a flat, which has no allocated parking at all. I therefore rely on very limited street parking, including parking along oak road. Developments such as the Elm Farm development could therefore further decrease the amount of street parking available to Cedar Road residents such as myself if insufficient allocated parking is made available for the new houses. I have no where else to park unless you convert some of the Cedar road/Oak road green into allocated parking spaces for those of us in the Cedar Road flats. (126 TR)

Proposed developments (sheltered housing, a nursing home, a health centre, dental surgery or burial space) listed in clause i of criteria B are unlikely to be sustainably accessible if located outside of settlement boundaries. This clause could be enhanced if it were to limit development of this nature outside of settlement boundaries in exceptional circumstances where the need is not able to be met within the settlement boundary. Alternatively, the policy could list considerations that will need to be satisfied in order to support development outside of settlement boundaries i.e. does not result in landscape harm or negatively impact historic assets. (128 Statutory Consultee – CBC)

It is good to see residential car parking acknowledged as an issue. the proposed number of parking spaces per residence should be an absolute minimum but to alleviate the on road parking issues these also need to be configured in a way to make them usable in practice. The houses in the modern Grove Road estate have at least this level of parking but people choose not to use it as driveways are too narrow to allow children easily in and out of cars and, in many cases, one car blocks in the next requiring rearrangement if the car needed is 'trapped'. As a result these

residential roads are highly congested and sometime completely blocked with parked cars. Viewing the parking in this area in an evening (not during the day when everyone is at work) should be instructive as to how future residential parking should not be configured. Criteria about quality of parking at each residence needs to be added to make this policy acceptable (131 TR)

Personally I think that even a one bedroom place is likely to have two cars, if you consider that it is likely to be occupied by a couple. So the more 1 bed places there are in a small area, the more parking could be an issue. (138 TR)

One extra car park per dwelling would be better (151 TR)

Tiptree's Grove Road estate suffers greatly from random parking because this has not been considered previously despite being flagged up as a potential issue at planning meetings. (155 TR)

A ii. and A iii. Consider a family where both parents and 2, or 3 working age children have cars. B. Off street parking is often not used so cars parked on the road creat time consuming obstructions. (157 TR)

Not enough car parking spaces , 3 bed houses should have 3 spaces and or visitor spaces should be 0.5 per dwelling to allow trend for delivery vans, and health carers calling. Plus people have Birthdays! new developments in Colchester are short of visitor spaces. (174 TR)

I not agree that there is a need for all parking spaces to be able to accommodate a transit van. This has the potential to result in the inefficient use of land. (176 Tiptree business/worker – Landowner CO5 OES)

I do not agree that there is a need for all parking spaces to be of a size to accommodate a transit van. This has the potential to result in the inefficient use of land. (177 Tiptree business/worker – Landowner CO5 OES)

All items (I-iv) do not allow sufficient off-road parking for the potential number of residents in each property plus visitors (193 TR)

A one bedroom dwelling may have 2 adults and 2 cars (196 TR)

I believe there should be some 2-3 bed dwellings with 3 parking spaces (as well as 2 spaces) (203 TR)

Also roads need to be wide enough as there is likely to be on road parking as well. Not to be like the Grove Road estate where it can be restrictive to drive along because of on street parking and visibility in a number of locations. (208 TR)

the homes should be nearer tiptree centre so cars (and therefore spaces) are not needed so much as tiptree is already congested. we shouldnt be encouraging more and more cars into tiptree (215 TR)

I agree that Car ports /driveway parking is better than garage spaces as a lot of people use their garages as storage space (230 TR)

Again to future proof such a policy there whould be a requirement o install a minum number of electrical car charging points e.g. 1 -2 spaces = 1 point, 3- 4 spaces = 2 points etc. (237 TR)

Re; Parking proposals, sound good but developers will not stick to it, they never do. (241 TR)
The parking spaces should reflect number of bedrooms. 3bed =3parkingspaces, 5 bed 5parking spaces. Garages to meet ecc garage min sizes. Larger to be encouraged. The high top vehicle parking should be encourage for disability vehicles and self employed trades man. This parking area should not be the space that blocks other spaces at the dwelling. (243 TR)

Is this policy also going to cover older properties which have been enlarged from 1 and 2bedrooms to 3 and 4bedrooms which have 3 and 4 cars some of which have to be parked on pavements or roads? (254 TR)

What about 2 bedroom houses that have been increased in size will the original house plan be taken into consideration with parking i.e. 2 bed to 3 or 4 where there are now 4 vehicles parked some on the pavement outside the property (255 TR)

Formal on-street parking should be discouraged. (256 TR)

I believe the minimum parking is still insufficient on developments. With children living at home for longer these days, when they start driving the parking becomes a bigger problem. Also, the majority of car owners seem to park on the streets, something should be done to encourage them to park within their own properties. You only have to drive through the Grove estate to see the problem it causes. (258 TR)

Yet another question that is extremely hard to answer, when the village really needs a No new large quantity buildings (268 TR)

Parking needs to be a priority many of our newer developments are very congested (276 TR)

Sufficient provision for electric charging points (280 TR)

I am not sure that 1 car parking space for a 1 bedroom dwelling is sufficient. Many young people/couples who buy their first home can only afford a one bedroom dwelling but will most likely have 2 cars. However I appreciate a pragmatic view must be taken on this. (281 TR)

Total agree with having off street parking provision and that car ports are better than garages as garages are often full of junk, car ports are far more likely to be used for car parking. (282 TR)

0.25 visitor spaces per dwelling is not practical. That is one visitor space per 4 houses!!! Car parking is a big problem - check out the Maltings development in Witham. Provision must be made for ample car parking space or there could be problems with Emergency vehicles getting through the new developments. (284 TR)

TIP03 says "the provision of open parking under car ports, on drives or on parking courts with designated spaces is encouraged in preference to garages." WHY ? Garages provide for safer parking of cars and provide storage space for many items such as lawnmowers, etc. (290 TR)

Nice thought. How large will these plots be? Where do you put the recycling bins? (291 TR)

Not enough allocated parking i.e each occupant will normally have a car (297 TR)

If sufficient off road parking provided then on road parking should be limited or prohibited. Grove Road is example of where residents prefer to park on road even with off road spaces available. (303 TR)

Whilst these parking arrangements are more than is required under national policy they are still inadequate for the number of cars that the average household owns and where possible provision should be made for more parking spaces as Tiptree lacks public transport infrastructure that could be used instead. (318 TR)

A - I feel plan is short sighted in regard to the parking facilities for the younger population in 3 bedroom houses. My suggestion is 3 spaces for 3 bedroom houses. You clearly recognise that many of the younger residents are using their own vehicles to travel to and from their place of work. B - Garages are required for 3 bedroom houses and above people who wish to keep their vehicles locked up and also for many who enjoy hobbies using their garages and also I note, many garages are used for storage currently. Your plan indicates that some 3 bedroom houses will have the third bedroom in the loft space further limiting the storage space. (320 TR)

This is a lot of space for cars, which means in effect less space for people. But given the lack of public transport, it is regrettably required. (324 TR)

TIP04 (X)

This does not mentioned the dwelling mix required (11 TR)

but these policies should be enforce not just encouraged! (12 NTR)

it is very important that starter homes should be made a priority (19 TR)

The skyline should be taken into consideration and should not be broken by building separate apartments on top of a storey level for the benefit of speculators in rural setting (27 other CO5 OJH)

No change in a site plan should be allowed once it has been passed (30 TR)

More housing for single retired people who wish to downsize (32 TR)

No to loft space (34 other AC8)

This is never achieved on any house development I have every worked on (41 TR)

This is a must. We currently had one doctor's and one dentist for the whole village. the doctor's books are closed, so it makes sense to develop the infrastructure first. (43 TR)

This is never achieved on any house development I have ever worked on. (55 TR)

Any development needs to address what the local market needs and be based on proper evidence based research. Mixed developments are preferable including within the new developments. (77 NTR)

A. Applicants are 'encouraged' to meet Building for Life 12. How effective is this really? Make it a rule so it actually happens. (83 TR)

Agree - should meet local needs not national standards. (86 Statutory Consultee – Messing cum Inworth PC)

agree should meet local needs not national standards (88 TNR CO5 9EJ)

Concerned that as one of the highest land points in the area it could be a carbuncle as you come into the village from Inworth. Design of the site will be key. (101 Tiptree business/worker – Perrywood Garden Centre & Nurseries)

The ambition of this policy to improve design of the built environment is supported. However, as this policy only 'encourages' developers to design to Building for Life standards it is unenforceable, and therefore is of limited value. (125 Statutory Consultee - Maldon District Council)

But would prefer under B that applicants are REQUIRED rather than strongly encouraged (142 TR)

There should also be a small site allocated for self build/ zero energy housing. (144 TR)

Don't know what this is on about. But all houses should collect rain water from their roofs to go to toilet flushing - 20 year old suggestion! (174 TR)

Not able to pass comment on this question, other than to many houses built in small areas (268 TR)

I would prefer “required” to “strongly encouraged”. (268 TR)

I cannot believe we are seriously suggesting that the NHP policy is to simply encourage or strongly encourage developers to comply with an industry standard? Compliance with BfL12 should be a minimum requirement for development not an aspirational target. Either the policy has been poorly defined or if that isn't what we mean it has been written poorly. Either way it isn't good enough. (318 TR)

'strongly encouraged' seems rather weak, but a local NP most likely can't replace building codes. However, unless there exists a clear way of enforcing this, TIP04 may be meaningless. (324 TR)

TIP 05 (Z)

Smaller properties to buy or rent, would mean older present residents could then free up first size family homes. Instead of families with only two children having a 5 bed, 3 storey house. (11 TR)

Not every older person downsizing to one bedroom wants a flat. Many of us have animals for company so need a small private, not communal garden. (13 TR)

not only does church road need to be protected from excess traffic, so does station road. especially the juggernauts that pass through. my bungalow trembles when they pass through on their way to motorways. also many cars greatly exceed speed limit, which makes it dangerous (15 TR)

Mixing styles and sizes of dwellings in developments does not work. (23 TR)

First and foremost the majority of affordable housing should be given/allocated to people with a link to Tiptree. More bungalows are needed. Speculator builders and profiteers have not demonstrated that they have given consideration to an older generation and have paid rates for decades and will be disadvantaged by huge building sites taking up to 6 years+ the affect will have on their health and wellbeing, amongst them the disabled and sick. Peace of mind, wild life, birds, green surroundings (so important). Moved to their detriment and replaced with noise and chaos on the lane. If the government want people to remain in their own homes and not care homes this needs serious consideration. (27 other CO5 OJH)

Consideration of sheltered housing in these developments to replace May Tree Court? (30 TR)

a, No not mix - too much copying with everyone (34 other AC8)

Old peoples bungalows one mile from the Doctors? (41 TR)

Any development should reflect likely demographic needs. (42 TR)

We understand change and development is necessary, but it would be nice to know that our preferences were taken into consideration and developments were not just steam-rolled through. (43 TR)

Bungalows needed - 3 bedrooms needed (47 TR)

I would like to see a lot more two bedroom bungalows being built. More over 55 complexes for aging population. (50 TR)

Old peoples bungalows 1 mile from the doctors? (55 TR)

Do not feel that a third bedroom in loft space is an acceptable alternative to a two bedroom dwelling. The problem again caused will be an extra on road car parking and pollution. (67 TR)

But Tiptree must not be allowed to become a dumping ground for Colchester councils unwanted residents (72 TR)

Agree but B MUST include bungalows not 'encourage' - identified need. (86 Statutory Consultee – Messing cum Inworth PC)

Disagree B MUST include bungalows not 'encourage' this was an identified need (88 NTR CO5 9EJ)

Replace "are encouraged to" with the word "must". (90 NTR)

More one-two bedroom affordable houses will be good for our employees (101 Tiptree business/worker – Perrywood Garden Centre & Nurseries)

There should be more emphasis on affordable housing being offered to local people first (111 TR)

Affordable housing should not be sold to Landlords who will then rent them at enormous rents. (120 TR)

Sections A and B are rather generic. Section C which requires a percentage of homes to be built to accessible and adaptable standards or wheelchair accessibility standards is a commendable aspiration. However, the requirement for effectively all affordable housing to meet one or other of these standards may be disproportionate in comparison to the requirements placed on market housing in the policy. (125 Statutory Consultee - Maldon District Council)

Can we be certain CBC policy DM10 mentioned on page 21, will be as expected when the local plan is adopted? (132 TR)

Unless Tiptree insists that such housing is for the residents of Tiptree it will just mean lots more people moving from London. Tiptree needs more family housing not lots of flats and 1 bed houses. Tiptree young single people choose not to live here as towns and cities are much more appealing. 1 bed properties will bring more older people from London. (144 TR)

Tiptree already has larger, more expensive housing developments. The village needs a range of housing which will meet the needs of local people not just those wishing to move here from other places. (155 TR)

What is considered to be 'affordable' housing? Compared to house prices in the north of England, Tiptree is expensive. What would cost around £110,000 in Wakefield district for a reasonable spacious end terrace would be £280,000 here. Some four bedroom houses at £200,000 or more in Wakefield area failed to sell and the developers had to rethink their plans. (155 TR)

Provided routes are safe not like dark ones that were in SWF, (174 TR)

I also think provision needs to be made for young residents who can't afford to live here (182 TR)

Important that affordable housing, not just social, is provided for young and old local families. (195 TR)

The appropriate provisions for an ageing population are essential. (197 TR)

The HSMA mix requirement when applied to the 600 new builds does virtually nothing to address the poor 1 & 2 bed mix in Tiptree viz: $3859+600=4459$, $236+30=266$ or 5.96% (down 0.16 points), $896+200=1096$ or 24.56% (up 1.34 points). If you really want to improve the situation then approve a plan for affordable housing comprising 1 bed 250 units and 2 bed 350 units resulting in a mix of 10.90% and 27.94% respectively and virtually on par with Colchester Non-Metro District. (212 TR)

we need to ensure that a correct amount of affordable houses are in the mix. it should be a minimum of 20% (215 TR)

100% agree we need more buildings i.e. bungalows for elderly residents; also houses/flats/bungalows for single people (those that aren't elderly) and 1-2 person families (no children) (226 TR)

As well as long established residents, Tiptree has seen a large portion of new residents to the area aged over 60, therefore within the next decade there will be a very considerable number of residents seeking accommodation in property suitable for persons with various health and mobility issues. There will be an urgent need for bungalows and nursing homes. (236 TR)

I think that more than 19 units will be needed over the years. (241 TR)

no mention of additional facilities for the rest of the village (244 TR)

Building developers sell houses for profit. There is no such thing as affordable housing. (248 TR)

What about single people and young couples who want affordable properties? (254 TR)

Is 5% of affordable housing, the right level for wheelchair accessibility - should it not be higher? (256 TR)

It needs to be ensured that the one bedroomed dwellings include one bedroomed bungalows, particularly with the elderly in mind. Many elderly are living in family sized properties and are not able to downsize into a bungalow due to the cost of a two bedroomed bungalow. This ties up family homes where there are elderly people who do not wish to move into a flat but want to have an outside space eg a patio or small garden. Properties could be a terrace with a small outside space. (257 TR)

I believe that more affordable houses for local people. I think that young families are needed in Tiptree. The older population is ever increasing (I include myself in this category), and we need younger families to keep Tiptree vibrant as a community. (258 TR)

Once again my comments are that builders tend to put up too many houses, and not ones that help young people of this village get on the housing ladder. (268 TR)

Needs to include housing for younger couples and singles on low incomes (272 TR)

It should be ensured that the one bedroomed dwellings should include bungalows particularly with the elderly in mind. (278 TR)

Housing developments for new families need to allow for family to grow without the immediate need to move. Affordable housing needs to be in the range for first time buyers with no rental or lease tie downs. (280 TR)

Agree, we need more bungalows in these developments. I would have purchased a bungalow but ended up buying a house as I was unable to find a suitable bungalow. (282 TR)

but developers will not build bungalows when they can use the space for probably 3 houses. these should be small houses which would at a pinch be affordable. certainly not 4 and 5 bedroom houses. (307 TR)

In fact, I would like to see a high percentage of bungalows. (312 TR)

Provision of more bungalows is a good idea as long as they are supported by a strategy to encourage people to downsize from larger family style homes thus freeing up some of the larger local properties for new or growing families. Equally we wouldn't necessarily want to see bungalows being used as starter homes for new families as there is a risk that the bungalows fail to come onto the market frequently enough to allow for up and downsizing within the village. I also think that setting a 5% target for affordable housing to meet wheelchair user standards is setting our sights too low. Perhaps this would be better off as 10% to exceed what appears to be a minimum standard. (318 TR)

Two bedroom houses with a third bedroom in the loft space is unacceptable given that you are suggesting building without garages. Where will these residents be able to store their possessions? (320 TR)

Much greater attention must be given to the below average percentage of 1 and 2 bedroom dwellings which TIP ?? does not adequately address. (321 TR)

There should be a requirement for a good fraction of affordable housing, at least 15%. (324 TR)

TIP 06 (AB)

the provision of cycle/pedestrian access by disabled users should also be a requirement. rather than nice to have for all future developments (12 TNR – CO5 0RX)

Hedges need to be kept within the property boundaries. Cars need to be parked on roads not pavements. (13 TR)

Zebra crossing at ASDA's bus stop would be a definite plus for all age groups (16 TR)

In the event large numbers of extra homes are built, the volume of traffic will increase dramatically on the Maldon to Colchester Road. It is already difficult to exit side roads. Could provision for mini-roundabouts be made. (19 TR)

It is rare to see Tiptree in inhabitants using cycles in Tiptree (unless there is a cycle club) or people with cars use cycles. As previously stated we live in a time where time matters. We are not in the 1930/1940s (27 other CO5 0JH)

How will these residents cross Maldon Road if not in a car. Zebra crossings will be essential but would this cause traffic chaos along this road? (30 TR)

Something needs to be done about traffic and condition of roads (32 TR)

Cyclists should pay for routes (34 other AC8)

This is very important to Tiptree to help us retain village status. (43 TR)

New roads look good providing they get built. Why can't developers build them as part of their planning approval. (53 TR)

Roundabout at junction B1024 and B1023 in Feering. Access to A12 South at Prested Hall to avoid going through Kelvedon. (58 TR)

Must be plenty of dropped kerbs with good vision for prams, buggies and mobility scooters and also for wheelchairs. (69 TR)

It is possible that there could be easy cycle and foot access to the heart of Tiptree village from the land south of Colchester Road referenced in my answer TIP01, via New Park Farm. This makes this land attractive to meet this objective. (77 NTR BR3 5HG)

If building over existing public footpaths need to protect the character of them. eg path from Oak Road to Messing protect the trees either side so maintains character (reduce impact of walking through a housing development. (79 TR)

D disagree location of development NW of village (furthest point) will add to car journeys into the centre. And will also lengthen all pedestrian cycle and mobility scooter journeys to village centre, compared to development closer to the centre or s/w of the village. (86 Statutory Consultee - Messing cum Inworth PC)

D disagree location of development NW of village (furthest point) will add to car journeys into the centre. And will also lengthen all pedestrian cycle and mobility scooter journeys to village centre, compared to development closer to the centre or SW of the village (88 NTR – CO5 9EJ)

HOWEVER, locating development to the North and Northwest of the village will LENGTHEN all pedestrian, cycle and mobility scooter routes to the village centre compared with developing sites to the West and Southwest and those closer to the centre. (90 NTR – CO5 9SH)

We would like a pavement from Tiptree to Perrywood, and could look at putting this in if and when the proposed roundabout next to Perry's Wood goes in. (101 Tiptree business/worker – Perrywood Garden Centre & Nurseries Ltd.)

Item "A". states the ".....such routes should also ensure.....". Should this say ".....such routes must also ensure.....". The word "should" seem advisory whilst the word "must" indicates a mandatory requirement. I am concerned that smart developers would/could see the former as a loophole to avoid incremental development costs.. The original statement implies the Council would like the facility included but the wording I feel would not guarantee it. (117 TR)

Adequate Zebra Crossings are essential to provide safe access to the village from any new developments, particularly on the Maldon Road. (123 TR)

This policy is supported. This policy is consistent with the draft Essex Walking Strategy. (125 Statutory Consultee - Maldon District Council)

Off-road (i.e. dedicated rather than shared use with the road) cycle routes could be much more joined up rather short piece-meal sections in each development (e.g. if there are good cycling access to pods wood then this would enable an entirely off-road road to be taken to Messing). (131 TR)

Under C would prefer development proposals to have to fund improvements to existing pedestrian routes e.g. a safe way (pedestrian lights / zebra crossing) to get across Kelvedon Road by Baynards school and across Church St near Asda. (142 TR)

I agree with this policy but the NP have done nothing to support it. The suggested developments are beyond the furthest outskirts to the village centre. This will encourage more cars into the centre as there are no safe cycle routes and the roads too busy. It is too far to walk. Developments should be smaller and nearer to the Centre of Tiptree. Development by Maypole end will be especially dangerous as it encourages people to walk to the nearby Pods Wood. There is no path along a dangerous narrow road. (144 TR)

We still have too few footways near existing developments (151 TR)

The environmental pressures on our world must be considered in any future developments. We should encourage more safe cycling and walking. (155 TR)

There are a number of places where safe places to cross roads is much needed. It is not the volume of traffic so much as the opportunity to cross when there is a sufficiently big gap in the traffic. EG ASDA to the housing off Maldon road. Local drivers will sometimes stop to allow pedestrians, particularly the elderly to cross. Great - if cars from both directions stop. (157 TR)

Would like a pedestrian crossing or speed check in Church Road near Asda Store/Duck pond!! (166 TR)

I support the encouragement of pedestrian and cycling connectivity. (176 Tiptree business/worker – Landowner, CO5 0ES)

I support the encouragement of pedestrian and cycling connectivity. (177 Tiptree business/worker – Landowner, CO5 0ES)

Personal experience of living in a residential area with pedestrian and cycling routes is that these can become 'rat runs' for people behaving in an anti-social or even criminal manner, especially as police cars cannot pursue them through these routes. (194 TR)

Appropriate consideration should also be given for footpaths and routes that might not be considered "main" - such as regular dog walking routes. (197 TR)

However, c and d are poorly worded and require some improvement or they will be misinterpreted by developers. They need to be grammatically improved and strengthened. D is particularly poor. A needs to be strengthened to help support Tiptree being more accessible by bike. It has a national cycle network going through it. (224 TR)

Where in the village do you propose to provide more public car parking? (241 TR)

Too many cyclists on the roads. It's dangerous causes traffic problems. (248 TR)

Tiptree lies on cycle route number one, so cyclists should be able to use this for local and national journeys. The part along Newbridge Road is dangerously inadequate. The road is narrow, has blind spots and a 60 mph limit. My daughter lives on the east side of Chester and her husband's family on the west. She can cycle with her young children the entire journey without having to go anywhere near any motor vehicles. That is an example of taking cycling seriously! (252 TR)

The people who agree to any building should be more aware of the needs of the original village population and how the impact of any new builds affect everyone, and how village life is being destroyed (268 TR)

Maintain access to open land for ramblers and dog walkers. (280 TR)

It would be nice if a forward thinking approach could be taken with linking up green spaces with existing and proposed future developments. Walking routes in Tiptree are very disjointed and often involve crossing busy roads which is not ideal. Provisions for safer road crossings and mapped out circular pleasure walking routes would be a beneficial addition to Tiptree village life. (281 TR)

Great ideas A,B,C & D more walking and cycle paths to encourage exercise. (282 TR)

Please ensure there are pavements in ALL new developments (284 TR)

Important to have safe walking/cycling routes to green spaces. (285 Tiptree organisation – FoTH)

Good idea, but is it possible. (291 TR)

A This flies in the face of current thinking. Separating vehicles, cycles and pedestrian traffic encourages proprietorial aggressive attitudes setting motorists against pedestrians and cyclists. Where space is shared by all traffic, in the concept of 'shared space' where pavement and road are not delineated, motorist, pedestrian and cycle traffic respect each others space, accidents rates fall and a collaborative and friendly atmosphere is developed. (305 TR)

in principle it sounds good but where are these wonderful walkways going to fit in with all the extra traffic. (307 TR)

I think the council should consider ways to extend the main pedestrian route along Maldon road past Tiptree Heath school and on to the heath itself. This is an extremely popular dog walking area which currently encourages car use to reach it. Perhaps extending the public footpath might help to reduce traffic in the village. (318 TR)

There is a lack of planning for cycle/pedestrian paths that connect beyond the village, e.g. Tiptree to Kelvedon. While the part between the villages may be outside the scope of the NP, the plan should provide the corridors within the village and show the proposed links clearly. If this can be done for cars with the northern bypass that crosses over Messing parish, why can't this be done for cyclists? Overall there is a lack of green planning and ambition in this plan. Already the requirement for green housing was weak, in the sense of only requiring homes to be retrofittable. Transport is the next green step forward, this needs to be anchored much more strongly in the NP. (324 TR)

TIP07 (AD)

This policy seeks to mitigate the impact of vehicular traffic. Point B specifically states that new developments should have via a roundabout if space allows. Roundabouts are not efficient use of land and if alternative junction types are acceptable then this should be allowed. Therefore we are of the view that criterion B should be amended to read as follows: 'To avoid congestion new developments should have more than one access point for car users' (4 Non-Tiptree organisation – Savills representing E&SW)

In our opinion, section D of this policy is seriously flawed. it makes provision for a new link road between Grange road and Kelvedon Road divided into three sections. The first section runs through the proposed Highland Nursery land allocation and the third through the Elms Farm allocation. TIP07 states that the route as shown on the Policies Map should be safeguarded, and that development of land within these two allocations should contribute towards the road's delivery. Our understanding is that the central section linking sections 1 and 3 will be delivered after the end of the plan period. This central section runs through land outside the settlement boundary and indeed outside the Neighbourhood Plan plan area. There can therefore be no certainty that the proposed link can be provided at all, resulting in challenges to both the route and the necessity for the safeguarded areas in the Highland Nursery and the Elms Farm proposed land allocations. The policy states that development of the land allocations at Highland Nursery and Elms Farm "will be expected to contribute towards the delivery of the road and applicants will be expected to work with the Highway Authority...". Whilst it may well be possible to finance sections 1 and 3 in this way, what would be the developers' incentive to contribute to the central section? This section is not programmed for implementation until after the end of the planned period. It lies outside the Neighbourhood Plan area. The Highland Nursery and Elms farm allocations are programmed to be completed by the end of the plan period and the developers involved will be gone by then. Can they be expected to contribute to a road section programmed for some unspecified time in the future? Does this mean that implementation of the central section depends on some new allocation post 2034? Does not this proposal mean that the existing traffic problems the north link road is supposed to solve cannot be tackled until 2034 at the earliest? And in the meantime there will be additional traffic generated by the construction of some 600 new dwellings in the area filtering onto the local roads. Either there needs to be some mechanism for ensuring that the road is provided in its entirety before most of the proposed development at Highland Nursery and Elms Farm begins, or the whole concept needs re-visiting to develop an alternative solution. (6 Non-Tiptree Organisation – David Russell Associates (Greene King PLC), Wheathampstead AL4 8BJ)

I believe it will increase traffic to village centre as too far and people will drive and not walk or cycle as no cycle paths. Too far for most to walk to centre. (14 TR)

TIP07 d is to be classed URGENT, with a definite time scale. (18 TR)

As above. (Presumably the comment given for TIP06: In the event large numbers of extra homes are built, the volume of traffic will increase dramatically on the Maldon to Colchester Road. It is already difficult to exit side roads. Could provision for mini- roundabouts be made?) (19 TR)

TIP07 d is to be classed urgent, with a definite time scale. (24 TR – same postcode as no18 – CO5 0FP)

houses too far from centre. this will create more traffic travelling into village centre (26 TR)

Do not have sufficient time to study this section but primarily agree with this policy. TIP07(b) new developments should have more than one access point for car users. This has not been taken on

board for Barbrook Lane (Grove Road Development) - can speculators flout the will of people and councils? (27 other – CO5 OJH)

ok in principle! without significant improvement to B1023 (Kelvedon road) at Perrywoods corner, through Inworth and the replacement of the ridiculous listed bridge by the A12 flyover and similar improvements to grange road and the Braxted wall road to the A12 any link roads proposed are pointless. NO FURTHER PLANNING APPLICATIONS SHOULD BE CONSIDERED UNTIL THE ABOVE HIGHWAYS PROBLEMS ARE RESOLVED!! (31 TR)

b, roundabouts cause traffic d, who chose this? when was it consulted on? (34 other – AC8)

Houses too far from centre causing more traffic (36 non-Tiptree business – CM9 4YU)

No prevention of traffic travelling into the village. Distance means more vehicles driving into the centre of the village. Lack of cycle paths (39 NTR – CM1 7YA)

Too many people driving into Tiptree. Too far to walk especially elderly. (40 NTR – CM9 4YU)

All traffic will end up on the Kelvedon Road and Colchester Road as before two more roundabouts to hold things up even more (41 TR)

Existing Tiptree roads are under enough pressure as it is, without the additional use that 600 new dwellings will contribute, therefore it is as well to minimise access to/through the centre of the village. (42 TR)

Yes we really do need "affordable" housing for local people. (43 TR)

Do we need roundabouts? (47 TR)

Unless the A12 access is improved at Inworth, traffic will use the new road to access Grange Road. This road already becomes congested if there is a problem on the A12. Also Grange Road is already busy in the "rush hour". It is not of sufficient standard to take more traffic. There are no footways for pedestrians, it is not wide enough in some places for a car and lorry to pass easily. There is also a dangerous junction at Windmill Hill where cars have to pull out into Grange road to see to the left. There have been two serious accidents here in the last two years and the speed limit is not adhered to. (49 TR)

More provision for walking to cross the road. eg near Asda/Duck pond. Traffic islands are needed near bus stops to enable main roads to be crossed safely when using public transport. (50 TR)

All traffic will end up on Kelvedon Road and Colchester Road as before just 2 more roundabout to hold things up even more (55 TR)

improvements to existing junctions should be considered rather than bypass routes (56 TR)

I fail to see what help the new road from Kelvedon Road to Maypole/Colchester Road is going to be in mitigating the traffic congestion in the middle of the village. Surely the traffic coming up Factory Hill from D'Arcy, Mersea and Tollesbury etc and reverse is what needs to be diverted on its way to Kelvedon. (57 TR)

Absolutely essential to reduce congestion and pollution on B 1022 Maldon /Colchester Road. Do feel extra access to Railway Stations and Buses are essential. (67 TR)

Already commented under Tip01 - completely agree (72 TR)

Land south of Colchester Road, cited in my answer to TIP01, could also fund the necessary improvements to Colchester Road, thereby making the plot to the north currently in the plans for development more commercially viable for a developer. (77 TR)

Roads are not capable of two HGVs passing safely. That said not sure how you address that with this. (79 TR)

The entire length of Grange Road is marked on Map 8.3 as an Upgraded Route. What is the upgrade? "Currently there is only light traffic in Grange Road". This is factually incorrect. Between the hours of 06.00-09.00 & 17.00-19.00 Grange Road is a constant stream of traffic for Tiptree people heading to & from Witham, the A12, Chelmsford and onwards. At the junction of Grange Road & West End Lane, the speed limit is still 60mph even though this is a blind bend. There are 7 or 8 accidents a year on this stretch of the road, mostly due to excessive speed and poor visibility. With the addition of 300 new houses (with probably 2 cars per household) this will put an intolerable strain on this road at commuter times - not to mention the single lane hump back bridge at Braxted which is already an horrendous bottle neck during commuter times. To add to this, there are plans for an additional new road adding into Grange Road. This is not a quiet road and with the new housing opening, it is under prepared to cope with the excess demand to which it will be put. (83 TR)

map 8.3 new roads, will mitigate Church road/ village centre traffic issues BUT traffic will still increase on B1022 Colchester/ Maldon or B1023 to Feering/ Kelvedon/ A12, when the A120/A12 junction at Rivenhall has been confirmed. (86 Statutory Consultee – Messing cum Inworth PC)

map 8.3 new roads, will mitigate Church road/ village centre traffic issues BUT traffic will still increase on B1022 Colchester/ Maldon or B1023 to Feering/ Kelvedon/ A12, when the A120/A12 junction at Rivenhall has been confirmed. (88 NTR – CO5 9EJ)

This considers only Tiptree and does not take account of the already overloaded B1023 through Inworth and the congestion at Gore Pit in Feering. Move the development to the West and Southwest and sites closer to the centre that can access Grange road and also the proposed future A12/A120 junction at Rivenhall. (90 NTR – CO5 9SH)

If development described in Section D above goes ahead then priority should be given to construction of the proposed primary street and its connection with the indicated "possible future road" must also go ahead to prevent increased use of Oak Road by all forms of traffic, which currently includes articulated vehicles, buses, coaches and HGV's generally (91 TR – Oak Rd)

More traffic travelling into the village as houses are far away from the centre, there are no cycle paths and their location will mean its too far to walk - therefore increasing traffic in the centre (92 TR)

Disagree with having a new road .Need to keep the country side around the village. (93 TR)

Granger Road should be widened, appropriately marked with white lines, street lighting and basically used as a ring road, traffic calming measures should include footpaths along the entirety of Maldon/Colchester Road, especially along the stretch between tiptree heath school and Tiptree

heath and a 30mph limit should be put in place directly after the braxted/maldon road crossroads in order to slow traffic by the time it reaches the heath. (94 TR)

Suggested roundabout at Perry's Wood - the road would need to be straightened and the speed limit should be changed to 30mph between Tower Business Park and Inworth Village. (101 Tiptree Business/Worker – Perrywood Garden Centre & Nurseries Ltd.)

All the efforts have been concentrated on access to the A12 which has resulted in most of the development being in the NW of the village instead of being spread over the whole village (111 TR)

The B1023 will become a greater bottleneck at the Feering end despite a new road joining from the Maldon. There needs to be new access to the A12 (116 TR)

Agree on all parts apart from road needed between Kelvedon road and Grange road which serves no benefit as Grange road (and Tiptree road) are unfit for more traffic and are already a rat run creating excess noise and fumes for existing residents. Having HGVs and buses running through a narrow road is not acceptable to existing residents. The Kelvedon road seems entirely adequate to take traffic without such a road especially as the route to the A12 at Rivenhall end has to go through a single track bridge which is already an enormous pinch point. Adding to this without improvements makes no logical sense. So the policy makes sense apart from the single issue of the additional road which is unsustainable and Kelvedon road is already suitable for increased traffic being a full two way road (even the bridge is two way unless too lorries go through simultaneously) (118 TR)

Maldon District Council is concerned that despite the Neighbourhood Plan's approach to mitigating the impact of vehicular traffic through Tiptree village, the scale of additional housing in the village will nevertheless impact on traffic flows, through and around the village, especially the routes to the A12, including the routes via the historic Appleford and Grey Mills bridges at Great Braxted and Kelvedon respectively. Maldon District Council does, however, recognise that improvements to the access roads to the A12 and to the junctions on the A12 itself are outside the remit of the Neighbourhood Plan. Di - It is understood that 'primary street' is the term used by the Highways Authority to describe a road that is sufficient to accommodate a public bus route. However, the Street Type table in the Essex Design Guide (EDG) does not use the term 'primary street.' Therefore, in this policy, which street type the term 'primary street' relates to needs clarifying. (125 Statutory Consultee – Maldon District Council)

TIP13 and TIP14 will significantly increase the level of traffic using Oak Road, increasing noise and pollution which will negatively affect residents such as myself who chose to live in this area of Tiptree because it was quiet in terms of traffic noise. You'll be moving the problem and dissatisfaction from one area of the village to another. (126 TR)

Clause B is beyond the scope of the NP. Access points and the provision of roundabouts should be determined at the planning application stage. The policy could require partnership working between the developer/land owner, Highways Authority and Planning Authority to accommodate necessary car travel, and require local consultation is undertaken where necessary. To provide clarity to the reader, it would be beneficial if Map 8.3 used the same terminology as policy TIP07. The green 'new road' would be better described as the 'primary street', and 'possible future road' as 'optimum route corridor'. The routes proposed in Map 8.3 should be indicative, as the exact route is likely to be determined at the planning application stage. (128 Statutory Consultee – CBC see also no152)

There is a statement that Grange road is a 'quiet road' currently. Whilst this may be true at night it is not quiet. Having lived on the road for some time it is a rat run with speeding motorists using this

route as a cut through to the A12 because there is no easy access onto the A12 westbound from Kelvedon. Grange road is totally unsuitable for more traffic (with bigger lorries and buses for example). As part of the Essex cycle route it would be dangerous to significantly increase traffic. The noise and pollution increases would be unacceptable for existing residents. Furthermore the single carriageway bridge just past Braxted Park leading to the A12 is a serious pinch point which would create problems. The B1023 should be kept as the main road onto the A12 and tie into improved western access. The B1023 is already wide enough to take lorries (the bridge prior to Kelvedon is two way) whereas Grange Road and Tiptree Road are not. They are also in areas of wildlife interest close to priority habitat inventory (deciduous woodland). It is an area with a significant population of birds (Barn owls, tawny owls, cuckoo, Red kites, peacocks) plus bats. Building a road would have a detrimental effect on residents since it would increase traffic on a road that is already busy (particularly at peak times), local wildlife and not improve road access since the access to the A12 is horrendous as it stands. (129 TR)

In our opinion, Section D of this policy is seriously flawed. It makes provision for a new link road between Grange Road and Kelvedon Road, divided into three sections. The first section runs through the proposed Highland Nursery land allocation and the third through the Elms Farm allocation. TIP07 states that the route as shown on the Policies Map should be safeguarded, and that development of land within these two allocations should contribute towards the road's delivery. Our understanding is that the central section linking sections 1 and 3 will be delivered after the end of the plan period. This central section runs through land outside the settlement boundary and indeed outside the Neighbourhood Plan area. There can therefore be no certainty that the proposed link can be provided at all, resulting in challenges to both the route and the necessity for the safeguarded areas in the Highland Nursery and the Elms Farm proposed land allocations. The policy states that development of the land allocations at Highland Nursery and Elms Farm "will be expected to contribute towards the delivery of the road and applicants will be expected to work with the Highway Authority ...". Whilst it may well be possible to finance sections 1 and 3 in this way, what would be the developers' incentive to contribute to the central section? This section is not programmed for implementation until after the end of the plan period. It lies outside the Neighbourhood Plan area. The Highland Nursery and Elms Farm allocations are programmed to be completed by the end of the plan period and the developers involved will be gone by then. Can they be expected to contribute to a road section programmed for some unspecified time in the future? Does this mean that implementation of the central section depends on some new allocation post 2034? Does not this proposal mean that the existing traffic problems the northern link road is supposed to solve cannot be tackled until 2034 at the earliest? And in the meantime there will be the additional traffic generated by the construction of some 600 new dwellings in the area filtering on to the local roads. Either there needs to be some mechanism for ensuring that the road is provided in its entirety before most of the proposed development at Highland Nursery and Elms Farm begins, or the whole concept needs re-visiting to develop an alternative solution. (130 Non-Tiptree Organisation – David Russell Associates on behalf of Greene King PLC, Wheathampstead AL4 8BJ)

As it stands this policy does not sufficiently mitigate the already heavy traffic in the village and inevitable added pressure on bottlenecks for A12 access. (131 TR)

Suggestion to add clause E thus: Any development of more than .. dwellings must connect to or provide a 'primary street' which connects between the major routes in Tiptree to avoid traffic feeding into existing residential roads. This route must be provided so that, when completed, it is sufficient to accommodate a public bus route and non-residential traffic. The 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. The concern is that should CBC fail to establish a

5-year supply of land and that Tiptree is required to take more housing, we should be protecting residential roads and enhancing traffic flow in all areas selected in this way, not just the sites identified in the plan. (132 TR)

C The plan suggested does nothing to stop traffic travelling into the village. Houses are too far from the centre and will mean more not less people driving into the centre of Tiptree. It is too far to walk and there are no cycle paths. (144 TR)

Point B mentions space for roundabouts - maybe this should say roundabouts or traffic lights Still concerned there will be too much traffic on Kelvedon Road (B1023) resulting in even more delays at junction of the B1023 and B1024 (Feering Hill) by the Blue Anchor public house. Appreciate this may be inevitable (148 TR)

Tolleshunt Knights Parish Council considers that the Plan does not address the infrastructure problems which will arise with further development of this scale. (150 Statutory Consultee – Tolleshunt Knights PC)

Not applicable for an alternative site (151 TR)

Any new developments should be part of a strategic policy for traffic routes around Tiptree. (153 TR)

As an example; standing traffic from the Church Road junction back along Maldon road can be a problem in the morning when traffic is heavy. Ten minutes to go from Holly Way to the junction is not unusual. While traffic is light for much of the day, this can give a false impression. Commuter traffic is creating pollution causing stationary traffic at several road junctions. (157 TR)

We agree with the intent behind this policy, but believe it could be worded more strongly, thereby forcing adherence rather than strongly encouraging it. For example, under part A - say developments MUST have more than one access point (not should) And under part B - this could be worded as follows: proposals that increase the flow of vehicular traffic through the village centre will not be approved. (164 TR)

But against any road from B1022 eastward to new bridge road. How about 1/2 deep laybys at bus stops so they don't stop traffic and re locating stops that are like Maypole end of B1022 at a traffic island. Make overtaking a stopped bus dangerous! (174 TR)

- TIP07 requires some refinement. - The number of access points should not be stated, but reference should instead be given to compliance and agreement with the highways authority. - Greater clarity and certainty should be provided in respect to infrastructure delivery - All major developments should contribute to highways infrastructure, not just the proposed allocations. (176 Tiptree Business/worker – Landowner CO5 OES)

TIP07 requires some refinement. The number of access points should not be stated, but reference should instead be given to compliance and agreement with the highways authority. Greater clarity and certainty should be provided in respect to infrastructure delivery. All major developments should contribute to highways infrastructure, not just proposed allocations. (Tiptree Business/worker – Landowner CO5 OES)

I believe that those living outside the village will need to drive in for shopping etc as they will be too far out to walk (182 TR)

We do not think this will preclude a vast increase of traffic along Maldon Road Tiptree. (193 TR)

Due consideration must be given to the cumulative effect of traffic flow through the village from developments elsewhere ie to the south and south east of the village. They must also take into account the impact of issues on the A12 resulting in additional strain on the principal routes in the village. (197 TR)

My only concern is that the alternative route situated across the B1023 from Perrywood is some way out of the village, and drivers will be tempted to use Oak Road as a shortcut instead. Could traffic calming measures be added at each end of Oak Road (as used in East Hanningfield). As a resident of Tiptree Heath, I think it would be wonderful if similar measures could be introduced at the approach to the heath from Maldon to encourage traffic to use the Grange Road alternative, and similar measures at the top of Maypole Road, but I expect that it is beyond the scope of this plan. (200 TR)

I think completing the whole of the Kelvedon Road to Colchester Road should be pursued from the outset, although part of it is outside of the boundary. It takes time to obtain permissions so best to start early with the plan. This will help alleviate any pressure on Oak Road and at the junctions with Kelvedon Road at one end and Maypole Road and Colchetser Road at the other end. (208 TR)

Greater thought should be given to the long term (50 years plus) traffic needs of the village, a ring road around the village as an example should be given far greater consideration. (214 Tiptree Business/worker – Wilkin & Sons Ltd.)

Require more Zebra Crossings by Asda Supermarket and along the Maypole Road. (218 TR)

Require more Zebra Crossings by Asda and along the Maypole Road. (219 TR)

The policy is sensible, however, the wording is not strong enough in TIP07 C. Planning consents should be conditional on:- a) Conforming with the policy b) Making a contribution towards improving the existing unsatisfactory traffic flows. (222 TR)

B is not necessarily always an ideal. Wording should be revised as a roundabout is not always the preferred option. (224 TR)

Ideally, an access ramp to the A12 where Hinds Bridge is would be perfect, and eliminate a lot of traffic congestion we have in Tiptree; plus it would save us residents having to drive through Feering & Kelvedon to gain access to the A12 thus lightening some of the traffic load. I think, however that having Kelvedon Road as an access road to new sites is not a good idea as Kelvedon Road gets backed up during rush hours; access roads off Braxted Road for the proposed Tower End development would be a much better idea. (226 TR)

With the new proposed roads you need to be careful that users don not then use Oak Road as a 'shortcut' or 'rat run' between Colchester road and Kelvedon road. (231 TR)

Traffic congestion on Church Road can be easily reduced by reinstating the bus lay-by that was removed and paved over to accommodate the wishes of Tesco. There is no need for a wide pavement that is wasted space but as buses pass through the road every 30 minutes it seems pointless to deliberately stall all traffic when it can be avoided. (236 TR)

It is difficult to support any increase in traffic volume for the village unless and until the A12 improvements and in particular easier access is resolved without having to go via Feering/Kelvedon or via the inadequate access at Rivenhall. Increased traffic will only bring misery and increased pollution to these other villages and therefore our plan cannot be considered totally in isolation. (237 TR)

Assuming that this includes stipulation that the roads be wide enough to accommodate cars, buses, and through traffic eg lorries and will include pedestrian crossings (240 TR)

The residents of Tiptree had more concern over the future traffic levels in Church Road, and they indicated from the consultation this was very high up on their wish list. The long term strategy of this plan is indicating to divert future traffic flows north to south and vice versa to the east. This was contrary to the consultation which said housing to the north and north west, Keldon to Maldon Road, which would only leave a final stretch Maldon Road to Factory Hill West and South West. Most heavy traffic movements will travel to wards London, for high salaries. Via Braxted/ Rivenhall. The policies Map is only addressing traffic from east to west, and does not address Church Road in the long term. (243 TR)

I don't agree with the housing estate on Barbrook Lane. Increased traffic around two schools. Listen Barbrook Lane, it's originally a Lane not a main route to a massive estate. It's crazy how a developer can say they're thinking of Tiptree! What a load of old flannel! (248 TR)

The B1023 travelling through Inworth should NOT bear the brunt of major increased traffic flow. The Braxted park road which is destined to link up with the new A120 junction at Rivenhall should be Tiptree's main artery taking all the traffic from the new homes. (253 NTP – CO5 9SP)

Both roads mentioned will be subjected to vastly increased traffic flow, especially Maldon Road to Maldon and Colchester. ALSO Braxted Park Road junction with Maldon Road. IF A roundabout is to be built on this road in conjunction with the Bloor Estate this would cause two holdups along this stretch of heavily used road. (254 TR)

We already have a growing problem in extra traffic in Tiptree, especially at the junction of Church Road, Chapel Road and Station Road. It is increasingly difficult to cross from Chapel Road and Station Road and vice versa. Also Chapel Road is becoming quite a problem with cars parking on the road and it is very difficult to judge if there is room for you to pull in for oncoming traffic. Travelling from Station Road across to Chapel Road and onwards, I had a driver hit my car after I pulled in to a space, waiting for an oncoming car to come through. He flashed me and had slowed down so I pulled out. Too late I saw a van travelling fast in the distance behind me, I assume that he thought the other car was flashing him, and he had put his foot down to come through and he collided with me. I tend to come down New Road from the village now so I can avoid Chapel Road. (258 TR)

Traffic definitely needs to be curtailed on Maldon Road and through the village. What about pedestrianising village centre (272 TR)

However I do not think this goes anywhere near far enough to safeguard the already busy routes in and out of the village. I would hope that traffic modelling would be carefully considered as it seems likely that the vast majority of new home owners will need to access the A12 southbound and I would be concerned that the quickest route by 'Sat Nav' would still take people out to the A12 on the Maldon Road followed by the Braxted Park Road, or Grange Road then the Braxted Park road. Both Maldon and Braxted Park roads are already very busy and, being a 60mph limit, are difficult to pull out on to. With the added issue of a single car width bridge restricting access to the A12 at the

river at the end of the Braxted Park road. I would like to some assurance that access to the A12 for new houses would be aimed at cars accessing the A12 at the northerly Tiptree junction, not the Silver End junction. (281 TR)

Traffic congestion is becoming a real nightmare in Tiptree It makes sense to use sites that will have good access to the A12 taking traffic and the associated pollution away from the central area of Tiptree. (282 TR)

The proposed housing developments will result in additional congestion at Windmill Green (Junction B1022/B1023)roundabouts as people come to the centre of the village to shop.It reduces congestion exiting Tiptree but creates it elsewhere. Maybe developments should be spread to other smaller areas to lessen the traffic load in one place. (291 TR)

whatever roads a put in place the traffic flow through the town will increase (307 TR)

Heavy goods vehicles (LGV) should be encouraged not come through the centre of the village on the B1022 if possible by perhaps an access only weight restriction. (309 TR)

The reduction of heavy goods vehicles along Newbridge Road would be welcomed but obviously not possible due to the fact that the storage facility at A. Cleghorn should never have been passed by the council in the first instance! (311 TR)

With growth beyond the current plan I would like to see Warriors Rest and Pod's Wood protected against development and new roads. (312 TR)

In my opinion Tiptree does not have a traffic problem. Yes it is busier than some of the residents would like but the 1930's view of the world is out-dated. Tiptree is hardly a bustling metropolis and traffic is not bad when compared to nearby towns like Witham and Maldon. In any event I propose that the traffic problems are mostly caused by the poorly designed junctions and use of mini roundabouts in the village. Replace the mini-roundabouts with properly phased traffic lights treating Church Road and Kelvedon Road as a staggered junction onto Maldon road. Routing traffic from the new developments along grange road is a bad idea. Grange road is a country lane and even if upgraded it will still suffer from poor visibility unless somebody intends to remove the hedging that runs most of its length. This proposal is also likely to result in west end road becoming a "rat run" back onto Maldon road and has anybody considered how quickly traffic will build up when it is trying to get onto Braxted Road. In any case the problem of the existing narrow bridges on most of the main routes in and out of Tiptree will not be resolved. (318 TR)

Traffic during rush hour is currently too heavy due to the constraints of the roads. Particularly with the narrow bridges and when trying to access the A12. The junctions both north and south need improvement prior to these developments taking place. (320 TR)

Removing the Colchester-Maldon traffic from Tiptree is an important objective, and I fully agree with the principle of a new link from the Maypole to Tower. However the current planning to link up with Grove Road does not appear to route this bypass in an effective manner, and motorists will still choose to use Maldon Rd. This should be improved. (324 TR)

TIP08 (AF)

wants 'enhanced to provide' reworded (no suggestion made) (5 TR)

we do need less office type shops and more retail in the centre. we also need a couple of nice café and restaurants where you can get an evening meal and a glass of wine. why should be prevented from having those because of a 'no alcohol' covenant in church road. why should make Quakers of a couple of hundred years ago dictate to the people of today? The exchange café gets round this because their address is Grove Road although the frontage is in church road. Tesco Iceland and asda can sell it which makes the whole thing a farce. why cant this covenant be repealed? (15 TR)

Needs upgrading and modernising. 1970s style needs sorting (34 other – AC8)

No parking for the new homes in the Village Centre (1 mile away) no parking now. (41 TR)

This is important as extra traffic can cause congestion problems and affect local schools. Increased traffic around local schools could potentially result in a child being hit or killed. (43 TR)

How will the centre be enhanced? (47 TR)

Don't like the idea of evening drinking in the village centre. Its not clear how you move a business and put public parking in its place. Any company moving from the town centre would surely sell to a housing developer causing more parking (53 TR)

No parking for the new homes in the village centre [1 mile away] no parking now (55 TR)

The existing business profile lacks originality in the range and scope of services, especially leisure. In order to accommodate the expansion of retail/leisure services and additional parking, it would be beneficial if the existing light industrial units in New Road were re-located to the proposed light/commercial site proposed in the Highlands Nursery development. (114 TR)

Although the aims of the policy is supported, the restrictions on change of use may not be enforceable due to permitted development rights. (125 Statutory Consultee – Maldon District Council)

there should promotion of development of leisure businesses (bars restaurants) to protect against a diminishing retail economy and create social hubs that support a growing community (131 TR)

Whilst I agree in principle with the sentiment, will the council be open minded enough to accept that change can be a good thing and consider what the change of use is bringing to the table and look to support the venture. I can see this policy being used in a negative way. (138 TR)

Where exactly is the District Centre boundary? (153 TR)

No more "Take-aways"!! (155 TR)

Having moved to Tiptree from a small Northern town, the lack of comprehensive retail services is very noticable. Any new retail development should have adequate, free parking otherwise people will chosed out of town retail parks. Excessive charges for inadequate parking can kill a town centre. I have been surprised by the number of people who do not shop in Colchester, citing parking charges as the reason. Community and health provision is at its limits already and would need to be part of any development. (157 TR)

In addition to the above, a larger or new larger medical centre will be required as the existing one is already beyond saturation point. (193 TR)

A thriving village centre is important for the local community to grow and prosper. (195 NTR – CO6 3BL)

Tiptree Building suppliers should be asked to move to a more accessible site than I. The centre of Tiptree which causes congestion and damage to road, and has the potential for serious accidents. (198 TR)

+ relaxation of alcohol licences on Church Road (203 TR)

Wish to see more Retail outlets rather than Offices. (218 TR)

Wish to see more retail outlets rather than Offices. (219 TR)

We think these should be ranked and state what the community needs. (224 TR)

It is vital to discourage Tesco and Asda from any further expansion if we wish to encourage new retail business into the village as we have lost many businesses in the past due to the large supermarkets cornering every aspect of retailing. Small businesses find it hard to compete. (236 TR)

Objective 23: again, car parking in the village, where exactly ? Objective 24: intentions are good, but I doubt it will happen. (241 TR)

The policy is good but there is no long term strategic plan for traffic movement and parking.. The policy will be difficult to deliver without a long term strategic plan to divert traffic away from Church Road. (243 TR)

what about doctors, dentist etc there is not enough provision at present (244 TR)

We also need to have a police station reinstated, along with extra doctors/dentist as The village has been more than halved again in the last few years, so that our already over prescribed doctor/dentist are unable to take even one more patient (268 TR)

Cinema would be good, restaurants for evening use would also be welcome (272 TTR)

I think it is very important to maintain the village feel and atmosphere of Tiptree. A huge part of this is the local businesses - the dry cleaners, the bakery, the butchers etc. It would be disappointing in the extreme if these were swallowed up by large generic retailers. (281 TR)

The Centre is looking rather "tired" it needs updating to provide a pleasant area to shop and relax (286 TR)

basic needs of the community is a doctors surgery where you can actually see a doctor before you are rushed off to Aand E (307 TR)

Quiet night life is essential to the village atmosphere. Late opening and alcohol do not necessarily help achieve a family oriented feel to the village. (309 TR)

Need to relax rules on allowing sale of alcohol in restaurants within church road to encourage a better selection of social options - new restaurants/bar Addition of national chains to the high street must also be considered as a positive (313 TR)

Church Rd is dead past 1800, we need bars, cafes, restaurants that enliven this area in the evening.
(324 TR)

TIP09 (AH)

The public parking is very necessary, for shopping and health care and group meeting and entertainment facilities. I do not think we need any more eating or restaurant places in the centre, as we are well served by places all around the outskirts of Tiptree. (11 TR)

health plus social care services should be number one priority on this list (12 NTR – CO5 0RX)

iii. See previous comment TIP05 iv. Another doctors surgery is required or just one double the size of the existing one with ample parking especially for those with limited mobility. (13 TR)

As Tiptree Village centre is built out where is the new development of residential flats that address needs of older people to be built? In favour of new health and social care in Tiptree Village Centre and also public car parking - but where? (27 other – CO5 0JH)

Health services are inadequate now so further provision of these is essential. If this provision was away from a bus route then would a 'shuttlebus' service solve the problem? (30 TR)

Needs new life. Remove some of yellow lines (34 other – AC8)

Where is this going in the over crowded centre (41 TR)

Essential that public parking be provided to accommodate increased number of residents. Also essential that a new medical centre be supported through these proposed new developments [S106 monies?] (42 TR)

Very difficult to see where extra land for parking can be obtained. (46 TR)

What are the health care service going to be? No new developments should be approved once the 600 houses are built other than services (47 TR)

see comments as per TIP08 (53 TR)

Where is this going in the over crowded center (55 TR)

we need 2 and 3 bedroom houses not 4 and 5 houses and preferably more social houses (61 TR)

Absolutely essential that extra help and social policies especially if flats are to house older people. (67 TR)

Aiii bungalows as identified need for older people not flats unless an 'assisted living' complex. Ground floor accommodation essential. B sustainable travel behaviour - very good but how? (86 Statutory Consultee – Messing cum Inworth PC)

Aiii bungalows as identified need for older people not flats unless an 'assisted living' complex. Ground floor accommodation essential. B sustainable travel behaviour - very good but how? (88 NTR – CO5 9EJ)

Aiii: Any flats must be at ground level. (90 NTR – CO5 9SH)

Free-access evening entertainment facilities (restaurants, bars, etc) would be better accommodated if the proposal at TIP08 were implemented. (114 TR)

Encourage the opening of bars, bistros, small eateries and maybe an old-style coffee bar for youngsters (115 TR)

Health and social care services need to be prioritized before they collapse, with potentially a thousand plus, more inhabitants. They barely function now. (116 TR)

It is essential that the provision of Health Services is increased. (123 TR)

This policy is supported. The aim to provide older persons' housing in the heart of the village, within easy reach of services and facilities is supported. (125 Statutory Consultee - Maldon District Council)

In order to justify the uses listed in clause A of this policy, there will need to be robust evidence to support this. By encouraging development adjacent to the District Centre boundary to accommodate public car parking, this would not be in keeping with the objectives of the NP to reduce traffic volume throughout the village centre and reduce congestion on existing roads and junctions. It should be reconsidered if car parking is an appropriate use to be included in this policy. (128 Statutory Consultee – CBC)

there should be promotion of development of leisure businesses (bars restaurants) to protect against a diminishing retail economy and create social hubs that support a growing community there is woefully inadequate healthcare (GP) service provision - the current practice is not a functional service for residents and improvement in this infrastructure is essential if growth is to be supported. this policy should address data infrastructure (i.e. high speed broadband) that needs to be capable of supporting future / growing working practices. (131 TR)

I feel proposals in the Centre should, in i) be restricted to offices with any light industrial/workshop uses (Class B1) be located in TIP10 below. Light industrial/workshop uses tends to involve significant vehicular traffic which would be more appropriately diverted away from the village centre. (142 TR)

I'm not sure that we want "light industrial/workshop uses" replacing what is currently domestic premises adjacent to the district centre boundaries. On the basis the plan refers to incentivising/helping businesses currently in/adjacent to the district centre to move out, shouldn't any new light industrial etc developments also be in the areas covered in TIP10? (143 TR)

Re public car parking in village centre. Where would this space be located. Is there even space for a public car park? (148 TR)

Parking in the centre of the village is a big problem. The village is popular with shoppers because of the quality of some of the well established retailers and a supermarket. (155 TR)

Providing any residential flats are no higher than 2 stories and don't overlook existing bungalows!! (166 TR)

But I don't see how these objectives are possible! All the available space has been filled in the last few years, surely? (186 TR)

Need for a new medical centre urgently, and more available for dental treatment within the village. (198 TR)

need to get rid of the licencing rule that stops pubs in the village centre (195 TR)

Just where will the public car parking be? the Village Centre is already full, there is no more room. (218 TR)

Obviously this is a very important section. Any new development must be supported by additional health care services as our existing medical centre and dentist surgery have already reached breaking point. (223 TR)

Again the wording is rather flimsy here I am sorry to say. (224 TR)

100% We definitely need more car parking especially at the end of Church Road near the Cheap Shop, and for the flats for the elderly. (226 TR)

Space should be allocated for an enlarged medical centre to accommodate the existing population let alone increases' do to further housing development (230 TR)

Any office and light industrial increases will increase commercial traffic. Business coming to Tiptree should be encouraged to utilise electrical vehicles. Whilst the same issues around access to the A12 as above are also highly relevant. (237 TR)

Sounds good, but will it happen ? (241 TR)

Confusing. Not sure this relates to the centre, adjacent future developments or both.? Tiptree is a district centre, with very little employment opportunity A diverse delivery of employment, for rent and freehold would encourage investment locally The plan does not allow for enough land to be put aside for this local plan duration, or any future local plans. The North Area East of Kelvedon Road should deliver more commercial land and be reserved for future expansion (243 TR)

The village needs infrastructure to begin with not additional factors. (248 TR)

Lots of free public parking is badly needed in Tiptree (254 TR)

I believe that health services should be a priority as the current doctor's surgery is inadequate to serve over 11,000 patients. An extra doctor's surgery is desperately needed, especially with more and more developments planned. Public parking is inadequate already, available parking is often difficult to find, for example Tesco's, is it people using Tesco's to shop that park in the public spaces. I don't think it is sensible to have shared parking at Tesco's. Having said that I really don't know where extra parking areas could be found in the village. I feel sorry for people that work in the village, they must find it difficult. (258 TR)

No building outside Tiptree boundary . (272 TR)

but will this health care happen (307 TR)

There is no mention in the plan about the need for public conveniences in the village. Currently there are none! We must have some and they do need to have disabled access as I note the plan recognises there are several disabled residents in Tiptree. I do wish to see any further industrial workshops in the centre of the village. (320 TR)

The centre also needs cafe, bar, restaurant attraction to enliven Church Rd in the evenings. (324 TR)

TIP10 (AJ)

Providing this will not crowd the roads in this area with too many large vehicles. Do not think we need a hotel. (11 TR)

this will not provide sufficient employment for all the new residents proposed without the major highway improvements identified in TIP07. this only 'window dressing' (31 TR)

Not sure this is workable (34 other – AC8)

Business development now Housing development in a few years (41 TR)

Developers currently squeeze as many houses as they can into their plot and make the roads to accommodate parked cars. Residents often have no front garden so they park on the road. A front garden gives people a bit of space so that they are not crowded onto each other. (43 TR)

We don't need business development as we have what we need (47 TR)

Business development now Housing development in a few years (55 TR)

The infrastructure - roads, doctors, dentists, schools can't cope with the size of this 'village'. You have to let go of the status of Tiptree as a village - it's patently not and all this does is restrict the services on offer to the residents as it is, let alone with all this development you are adding. Make provisions for the mass of people that are already here (83 TR)

Agree - but please consider increased traffic on B1023, it cannot take more commercial traffic.. (86 Statutory Consultee – Messing cum Inworth PC)

Agree - but please consider increased traffic on B1023, it cannot take more commercial traffic.. (88 NTR – CO5 9EJ)

The B1023 cannot handle any more commercial traffic. It is already overloaded with vans and HGVs. (90 NTR – CO5 9SH)

Subject to the comment already made under Policy TIP07 above (91 TR)

I thought the Grange Road development use proposed commercial land for housing on the basis it was not needed for commercial. (109 TR)

See TIP 7 (111 TR)

Certain facilities, e.g. hotels and sports-based venues, are more suited to the Highlands Nursery site. (114 TR)

Provision for a small a small cinema/other activities for youngsters, e.g. pool tables, table tennis, bowling, all on the outskirts of the village - Tower End/Highlands Nursery area. (115 TR)

Businesses should operate to environmentally friendly standards within the proposed industrial sites. ie no polluting emissions (116 TR)

The allocation of new employment land in the Plan is supported. (125 Statutory Consultee – Maldon District Council)

It would take a lot of large hedges to hide commercial properties and any associated noise and increased traffic flow along with commercial and customer parking. (126 TR)

The policy should be more strongly worded. The supporting paragraphs note a need of 30 units within Tiptree, the first line of the policy could be strengthened through removing “approximately”. Screening can be provided via a variety of landscaping measures. The policy should be updated to be broader in terms of landscaping provision. (128 Statutory Consultee – CBC)

This reads as though all buildings are for larger businesses. Maybe: designed to be suited for a mixture of different sized businesses, large, medium and small and that some land is made available for businesses wishing to relocate from near the District Centre of Tiptree Village. (132 TR)

Must have better access onto A12 - new road needed to by pass Inworth and join A12 NE of Kelvedon with access London bound (154 TR)

Tiptree is a pleasant village in which to live. It would be a shame if this is not protected. (157 TR)

Providing it does not increase heavy traffic e.g. HGV's through Village!! (166 TR)

Check screening between industrial and housing is same standard for any exisiting houses. In South Woodham Ferrers the industrial units were built upto the boundries of original houses and the screening only in place for the new build on the same location. (174 TR)

This policy should include a greater number of non-residential, employment generating uses within the new commercial area, e.g. Class A or Class D1 uses. This would increase flexibility and encourage all types of business development in the village. (176 Tiptree Business/worker – Landowner CO5 OES)

This policy should include a greater number of non-residential, employment generating uses within the new commercial area, e.g. Class A or Class D1 uses. This would increase flexibility and encourage all types of business development in the village. (177 Tiptree Business/Worker – Landowner CO5 OES)

Perhaps the trees and hedgerows should be planted on mounds to further help with industrial noise. (208 TR)

There appears to be no allowance for business development to the south of the village. (214 Tiptree business/Worker – Wilkin & Sons Ltd.)

I feel that would take away from the village charm and make Tiptree seem more like a town than a village (226 TR)

See previous comments about increased traffic. (237 TR)

It seems to me that the only people from all these plans and ideas are the people that would live in the new developments, not the existing residents of Tiptree . All this development in one area, you are effectively creating a whole new Village! (241 TR)

The area is not large enough, and not diverse enough, this should also include tenure, as in the same way as housing policies do for the housing needs. This needs to provide for future ldf plans or the alternative will be a scattering of industrial sites to the wrong side of the village. (243 TR)

It's green belt land but they're ruining our country living. However it doesn't matter about current residents. Tiptree needs infrastructure to accommodate our growing population. (248 TR)

It is unlikely that 1.5 hectares is enough for the planned usage. (256 TR)

Screening these areas with trees excellent. (282 TR)

Businesses should be attracted which provide good local full and part time employment (286 TR)

Please include back gardens in addition to front gardens. Developers will take any advantage to the word TP10 providing a back "yard " large enough to take a washing line & not much more (299 TR)

Has anybody realised that 1.5 hectares is basically the size of one and a half football pitches? If this is to be found in a single place that is a significant amount of land but if spread over several parcels it may be more manageable. (318 TR)

Whilst agreeing in principle, I do not see the need for a hotel in Tiptree, It will spoil the village concept. (320 TR)

We should also look to bring new businesses to the area. (325 TR)

TIP11 (AL)

Bii - expand 'scout hut' to 'with a combined scout and community facility' (5 TR)

again health facilities should be given higher priority (12 NTR - CO5 ORX)

vi See previous comment (13 TR)

reinforce the urgent need for improved health care/medical centre to provide for growing population (17 TR)

As part of their proposal to build homes in the vicinity of their factory, Wilkin & sons said they would provide leisure facilities on land adjacent to factory Hill. Can they honour their pledge? (19 TR)

Who will be responsible to maintain these facilities? Provision of public toilets again? Retention of the library? (30 TR)

health facilities must keep pace with increasing population (31 TR)

Improved/increased health facilities should be a priority. (33 TR)

a, No don't need more to be vandalised and tax payer got to replace b, 1. No 2, No 3, No 4, No 5, No 6, No (34 other – AC8)

Where is the open space land for the development at Chapel Road - extra houses were granted and no open space given - wonder why? (41 TR)

Every development marginalises wildlife a bit more until there is no room for it anywhere! (43 TR)

Improved/increased should be a priority. (52 TR)

Where is the open space land for the development at Chappel Rd. extra houses were granted and no open space given wonder why? (55 TR)

not enough emphasis on health and education these services are already overrun - this should be addressed before any further development is taken (56 TR)

All as priority before more housing overwhelmed us. (57 TR)

In particular this plan must address improvements to health services and cater for the growing children/teenage needs (72 TR)

agree but would like to see more new footpaths/ cycle ways/bridleways (86 Statutory Consultee – Messing cum Inworth PC)

agree but would like to see more new footpaths/ cycle paths/bridleways (88 NTR – CO5 9EJ)

Disappointed to see that Education Expansion and Health facilities are at the bottom of the list, apparently less important than the Scout Hut and Sports Centre improvements. They are major, basic infrastructure requirements that always seem to be ignored. (90 NTR – CO5 9SH)

Provision of Health Facilities should be a priority (91 TR)

Leave Park Lane as a natural area ,do not change. (93 TR)

All easy wins, its the availability of appointments at the doctors surgery that need to be addressed, Class sizes at primary and secondary schools, as a qualified teacher your ability to support and teach 26 kids in a class as opposed to 34, well the difference is massive. cycle paths/paths linking to allow safe passage for everyone alongside slowing and reducing traffic. (94 TR)

Could allotments be added to the list of desirable contributions developers could make (99 TR)

Health facilities must be the priority. We are finding as a business that our employees who access health care in Tiptree are struggling to get appointments, and it is difficult for them to access them when they need to sit on the phone for so long. (101 Tiptree business/worker – Perrywood Garden Centre & Nurseries Ltd.)

very important that the facilities are hard wired to the developments being granted. (116 TR)

Who will be responsible for the maintenance of these facilities ? Serious consideration should be given to the refurbishment of the Public Toilets and the continuation of Library Services. (123 TR)

This policy is supported. (125 Statutory Consultee – Maldon District Council)

there is woefully inadequate healthcare (GP) service provision - the current practice is not a functional service for residents and improvement in this infrastructure is essential if growth is to be supported - there needs to be a solid commitment of more health facilities (131 TR)

Wording Aii: is not Elm Farm, located in north or north-east Tiptree, not north-west as stated? (132 TR)

Under B above, I would rank expansion of vi) Health facilities and v) Education above the current points i) to iv). (142 TR)

I assume that the order of needs in section B is not ranked in order of importance? Health facilities and education expansion are, I believe, more important than the others. (143 TR)

Location and ease of access should be a major consideration in the provision of the above amenities. Ghis includes adequate on site parking. (157 TR)

I would not like to see an adult fitness trail in Park Lane. (167 TR)

Greater clarity is required to understand how the cited community infrastructure projects will be funded and delivered and how this complies with the legal position concerning planning obligations. (176 Tiptree business/worker – Landowner CO5 OES)

Greater clarity is required to understand how the cited community infrastructure projects will be funded and delivered and how this complies with the legal position concerning planning obligations. (177 Tiptree business/worker – Landowner CO5 OES)

Does the children's play equipment need replacing? (182 TR)

I think it is vital to improve on the health facilities e.g. additional doctors surgery & dentist. (192 TR)

Provision for a new burial ground is vital (194 TR)

Mostly agree in on the principles, but do not agree that all new supported development should solely be focused in north west Tiptree. (195 NTR – CO6 3BL)

pool at Sports Centre (203 TR)

we need to increase the capacity for dentists and drs in tiptree. introducing 600 minimum new homes will bring in around 2000 + new residents. the current health facilities need to be upgraded to deal with this. the developers should pay towards this as they are making massive profits on these house sales also school places need to be factored in. ECC has acknowledged that as it stand there will be a lack of spaces in secondary schools in 2021 based on current projections. if we fill the village up with all of these houses and people this will put the number of school places at risk of being unable to cope. <https://www.essex.gov.uk/Education-Schools/Schools/Delivering-Education-Essex/School-Organisation-Planning/Documents/10-year-plan-Essex-schools-places.pdf> Information on the capacity of schools in Tiptree can be found in the “10 Year Plan, meeting the demand for school places in Essex 2019 – 2028”, which can be accessed on line at the following address: Information on primary schools can be found on page 34. At present there are around 200 spare places across the primary age range in Tiptree, and this figure is forecast to remain relatively stable over the next five years. Information on the secondary school in Tiptree can be found on page 38 of the plan. There should be a small number of spare places across the secondary age range, although it must be noted that these are not evenly spread across all age groups. We are forecasting that additional Year 7 places will be required in 2021, for example, to accommodate a larger than usual cohort of pupils moving up from primary schools. all infrastructure and services should be put in place before these developments happen (215 TR)

Rather than a new play area focus on enhancing the existing one to be the hub of the village and improve and encourage use of the local fitness centre (216 TR)

Policy TIP11 B iv. lacks ambition. Tiptree should be aiming at an Adult Fitness Trail that is at least 5km in length, i.e. the standard Park Run trail. The nearest Park Runs are Maldon and Colchester. Both require car journeys. A longer 10km trail would be better and could be created by circumnavigating the village boundary. (222 TR)

Needs to be more specific or the developers will find loop holes. (224 TR)

Before you look at i.-iv the need for a new medical surgery and dentist should take priority. As for school expansion, where? Barbrook Lane struggles with school traffic from Milldene & Thurstable so expanding them would only make that problem worse. A new primary/secondary school should be built somewhere. In fact, a Catholic school would be ideal, given there's so many Catholics in Tiptree, there aren't any schools close by. And we do have a Catholic church in Tiptree (and Kelvedon!) A cemetery with burial land, above-the-ground burial & cremation nooks would be most welcome. (226 TR)

Health facilities need increasing to meet today's need let alone future development (230 TR)

comment on TIP11 policy – section 11, page 31 The Expansion of the Health Facilities is the most pressing of all infrastructure provision. The Medical centre can not cope with the current village population and therefore the plan must address this as the main priority. I don't see any emphasise of this in the plan. Please do not just gloss over it. (231 TR)

The sports centre is located within the grounds of Thurstable School, therefore it has limited availability to the general public and in the 21st century would not be considered suitable or safe. (236 TR)

Maybe Colchester United could let the village use the pitch at Florence Park as originally declared? (238 TR)

Don't forget that Park Lane is a County Road, an Ancient Vehicular Highway, its not just for people running up and down it! (241 TR)

Once again, health facilities are low priority, only one up from sites for burial land. The people of Tiptree are tired of the lack of provision for another doctor's practice. I know that Tiptree Councillors do a great job in trying to look after needs of the community and that they do their best, but decisions are usually made by other departments. (258 TR)

Improved services for utilities (i.e. Water & sewerage, uprated power supply) With the increase of dwellings the Colchester recycling centre needs to be expanded to cope with the additional volume of waste. (280 TR)

As mentioned previously, it would good if a forward thinking approach could be taken to linking up all the quite disjointed and poorly connected existing footpaths and bridlepaths. (281 TR)

This is fantastic 'Play Areas' Scout Hut, Sports Centre, Fitness Trail. Yes please all 100% agree. (282 TR)

Can S106 money be used for these projects as some not directly related to new development? For example, how are some of the following stated objectives met: • potential to bring the new life that is needed to maintain a vibrant and dynamic community • resolution to lack of infrastructure and poor road layouts • better connections to the A12 (for existing areas of village not just new development) • some form of country park established in the Tiptree area What is education expansion as NP states we are well covered for schooling. Are we talking about hard-reach community members, impaired support groups, BAME/LGBT etc? (303 TR)

An assessment of local health facilities and their capacity to meet increasing need will be essential. (304 TR)

all sounds good but each time none of it ever happens (307 TR)

What about provision for teenagers - nothing mentioned here around ideas to keep them entertained so they don't end up just walking the streets (313 TR)

Priority: Health (317 TR)

106 funds should also contribute to the establishment/development of a country park around the gravel pits. (324 TR)

TIP12 (AN)

I do not think this will give a village feel to new housing. It is also merging Tiptree with Messing. You are also building next to listed building. (14 TR)

it seems the sites will result in joining Tiptree to messing (26 TR)

a, what active engagement? who decides? (34 other – AC8)

Too many houses in one area will change the character of Tiptree (non-Tiptree Business – CM9 4YU)

Plan does not deliver village feel and too close to Messing. Too much housing in one place. Plan diminishes character of the village. (39 NTR – CM1 7YA)

Too many houses in one area this would join Tiptree to Messing (40 NTR – CM9 4YU)

Master plan sound pretty much a done deal to me (41 TR)

This area development would favour the village and there would be less traffic flow through it on weekdays. (43 TR)

Please see comment for TIP07 regarding the new road between Kelvedon Road and Grange Road. (49 TR)

master plan Sound prity much a done deal to me. (55 TR – cf no41)

For the reasons explained in my previous responses, the land south of Colchester Road from Woodview Farm, east to the village boundary, should be part of the site allocation. (77 NTR – BR3 5HG)

What on earth does this actually mean? Seriously. (83 TR)

Subject to the comments made under TIP07 above (91 TR)

The plan would mean that Tiptree would join up with Messing, and not have a village feel, it also means that there would be building next to the Maypole Chinese and Elm farm which are listed buildings - and I believe the only listed buildings in Tiptree (92 TR)

This policy is supported as it will ensure that the new developments will integrate with one another and the village. (125 Statutory Consultee – Maldon District Council)

It is unclear in clause A how many master plans are being requested through this policy. The policy could be more clearly worded to require the completion of one overarching masterplan covering all allocations which will be used to inform a more detailed master plan for each allocation. (128 Statutory Consultee – CBC)

A Your plan does not deliver a village feel. These sites would join Tiptree to Messing. It is too many houses in one area. B The character of Tiptree is poor and this plan will add more negatives instead of making it better. You would be building next to two of the few listed buildings in Tiptree, Maypole Chinese and Elms Farm and also up the boundary of Messing Park also listed. This policy should be that new developments should seek to improve upon the character of Tiptree since it has no character currently. (144 TR)

Correct facilities but in the wrong area (151 TR)

Agree on some of the principles on development , but do not agree that all new supported development should solely be focused in north west Tiptree. (195 TR)

Must include ongoing real community engagement not just through a few parish councillors. (224 TR)

I again say that development to the north/north west was agreed by councils a long while before the questionnaires were sent out to Tiptree Residents, and so, had very little to do with the response from local people ! This is my belief. It would be interesting to have sight of the actual results, not just a report that we have to accept. (241 TR)

Mixing council homes with home ownership is making Tiptree like Colchester. A bloody disaster. (248 TR)

What is definition of tiptree character, otherwise totally subjective? (303 TR)

TIP13 (AP)

see attached (4 Non-Tiptree organisation – Savills on behalf of E&SW)

amend 'must' to 'should' - can a NP actually insist on all 4 of these? iii - 'primary street' - do we actually have a Road Engineer report confirming this? (5 TR)

Houses already built as in process between Grange Road and Vine Road. Where country park? (11 TR)

see comment under TIP02 re wildlife provision (12 NTR – CO5 ORX)

This site will not give a village feel as it is high density housing with little public open space. It is urban crawl with no village character no in keeping with the village. (14 TR)

No more development here. (23 TR)

47 flats fronting the road is high density. who on earth is wanting to buy a property amongst a gypsy settlement. no open space (26 TR)

primary streets superfluous without improvement stated in TIP07 taking place (31 TR)

Not sure this will work (34 other - AC8)

This site is surrounded by gypsy caravans. There is already 175 houses making it a large estate. (36 Non-Tiptree Business – CM9 4YU)

Current application proposes 47 flats fronting road and high density - also surrounded by gypsy caravans, more housing and little open space - not enough for 175 homes. (39 NTR – CM1 7YA)

Surrounded by Gypsy Caravans no public space. (40 NTR – CM9 4YU)

There is already hundred off house being built adjacent to this site another 175 homes your need a flyover not a roundabout (41 TR)

Again see comments re TIP07 and TIP12 (49 TR)

theres already hundred off house being built adjacent to this site another 175 homes your need a flyover not a roundabout. (55 TR)

Exrtend footpath in Kelvedon Road (B1023) to Perrywood Garden Centre (58 TR)

Another 175 homes? And yet Tiptree remains a village? 'This road must be provided so that, when completed, it is sufficient to accommodate a public bus route' What bus route is this and who will run it? (83 TR)

subject to the comments made under TIP07 above (91 TR)

With the fact that there have already been houses built, building flats and houses would make one giant estate and not fit in with the village feel, it would also be surrounded by the traveller site, and with little to no public space. (92 TR)

Yes we would be keen to see pedestrian/cycle access to Perrywood. More employees would walk or cycle to work if the road was safer. (101 Tiptree Business/Worker – Perrywood Garden Centre and Nurseries Ltd.)

Nice idea but don't believe these are within the gift of district councils. (109 TR)

Item iii states: "No dwellings should front directly onto this road." I am not sure why this is such a strong requirement. I am concerned that rear gardens will then face/back on to the road presumably with a brick wall as the boundary marker. This would not be in keeping with Policy TIP02 where the requirement is to integrate with local surroundings and landscape context. I feel (could be wrong of course) that the requirement may produce "barrack" style developments. I see nothing wrong with the requirements to have homes facing the road to indicate and confirm the "village" appearance provided adequate "setback" and front gardens are provided as suggested in Page 19/Chapter 7 "Local Character and Design" (107 TR)

There is an existing water main and rising main (pressurised sewer) which crosses the proposed allocation site. We would expect landowner(s)/developer(s) for the above site to consider the location of these existing assets as part of the site layout to ensure that we can continue to access and maintain these assets for our customers. Where it is not possible an application can be made to Anglian Water to divert the existing assets. The costs of any required diversions which are met by the landowner/developer. It is therefore proposed that the following additional text be added to Policy TIP13. 'v. That suitable access is maintained for water supply and drainage infrastructure.' Similarly it suggested that the following wording is added to the supporting text for the above policy. 'There is an existing rising main (pressurised sewer) and water main in Anglian Water's ownership within the boundary of the site and the site layout should be designed to take these into account. Where this is not possible an application to Anglian Water to divert the existing infrastructure will be required' We note that the emerging Colchester Publication Local Plan (Section 2) already includes a borough wide policies relating to water supply, wastewater infrastructure and the provision of SuDs to manage surface water (Policies CC1, PP1 and DM24). Consideration should be given to whether it is necessary to include reference to the provision of foul drainage and surface water management including SuDS being the preferred method for surface water disposal on this allocation site. (122 Statutory Consultee – Anglia Water Services Ltd., Peterborough)

iii - This element of the policy is open to interpretation in terms of the type of development layout required. What is intended is that dwellings have front gardens and are set back from the street. However, as drafted, it could be read as meaning that no dwellings should face the road, resulting in a canyon effect as the road would be lined with back garden fences. It is recommended that this element of the policy is re-worded to ensure that it has the intended outcome. (125 Statutory Consultee – Maldon District Council)

Policy TIP13 is in conflict with both the Adopted Core Strategy and Emerging Local Plan. Part of the allocation at TIP13 is allocated as a Gypsy and Traveller Site (SAH2) and as a Local Economic Area (CE1, CE2b of the Core Strategy and SG4 of the Emerging Local Plan). Criterion iii seeks to go beyond the scope of a NP. As noted in response to policy TIP07, the provision of roundabouts should be determined at the planning application stage. However, the policy could include a criterion which outlines where vehicle access to the site should be provided from. However, the specific detail of the access point(s) will be determined through a planning application. As noted in the Strategic Environmental Assessment Report May 2019, policy TIP13 should include a criterion requiring biodiversity net gain (128 Statutory Consultee – CBC)

Dont agree with grange road extension as it is unnecessary and would not serve any purpose since grange road is unsuitable for more traffic and furthermore the acces to the A12 is severely limited and this is the only reason this is being proposed. Instead the access in Kelvedon should be improved using the existing infastructure and Kelvedon road (see previous response on this topic) This wouldnt affect the development proposals as the road would not provide any major benefit since the existing Kelvedon road is suitable (129 TR – CO5 OUL)

Inappropriate siting of housing, which should be put along Grange Road (136 TR)

The current application for this site has 47 flats fronting the road and is high density housing. This site does not give a village feel as it is surrounded by gypsy caravans and more housing with very little public open space. 0.27ha for 175 homes is nowhere near enough. This site is urban sprawl in large open areas with no village character. There is already a new development being built here and 175 more houses would make a vast estate not in keeping with village feel. Natural England's latest requirements for public open space are : A minimum size of 8 hectares is required per 1000 new residents • A walk of at least 2.3 km needs to be provided within each SANGS, this needs to be informal POS for dog walking. Your policy does not comply with this. (144 TR)

Concerned that even though plan states road should be sufficient for a bus route there is no guarantee that bus operators will provide buses. Maybe need to lobby Essex County Council to subsidise any new routes (148 TR)

Tiptree has multiple open space eg; 60 acres of Heath Windmill Green Grove Lake Park Lane Grove Road playing field (151 TR)

Must have better access onto A12 - new road needed to by pass Inworth and join A12 NE of Kelvedon with access London bound - without this I would disagree (154 TR)

If no dwelling fronts onto the 'primary street' this should remove the on-street parking that creates so much obstruction. It would also remove the double roundabout system which causes so much confusion. (157 TR)

But see previous comment on TIP06 (194 TR)

Agree on some of the principles on development, but do not agree that all new supported development should solely be focused on north west Tiptree. (195 TR)

No parking allowed on pavements (198 TR)

Although outside the boundary early consideration needs to be made for some improvement at the other end of Grange Road with Braxted Park Road as there will be increased traffic as the population grows. (208 TR)

Disagree with planned mix of dwelling sizes. See comment re section TIP05 (212 TR)

it needs much more green space alloacted. this will displace a lot of nature. this needs to be helped out as much as possible. (215 TR)

Map 8.2 indicates 150 Houses but this policy says approximately 175 which is it? (218 TR)

Map 8.2 indicates 150 Houses but this policy says approximately 175 which is it ? (219 TR)

TIP13 iv. makes no mention of the footpath that skirts between the Water Works and Tower End running down to Perry's Wood. This should not be lost in the development. It has been made much less accessible with the current development in the area. The skyline between Hill Wood and the aforementioned footpath is particularly attractive (as is the reverse view down towards Kelvedon. It would be a shame if unsympathetic development spoiled these vistas. (222 TR)

lv to be strengthened (224 TR)

We already have the Grange Road development which is near this. Ideally this should be allocated closer to Braxted Road to spread out the development. Having a roundabout at Grange Road/Kelvedon Road is a disaster waiting to happen at the best of times! There should be another point to put in an access road other than that intersection. (226 TR)

Tip13, should ensure the connection of Maldon Road and Grange Road, if this is not achieve the village will be let down, traffic within the site must have access to Rivenhall South And West bound, and Kelvedon for North bound traffic. This should also provide provision for connection for adjacent housing to be able to access this link road, to short cut existing routes. (243 TR)

We need a footpath a safe one away from the traffic to walk to existing businesses. (248 TR)

But see general comment at the end on this and TIP14. (252 TR)

Main traffic should be carried away from the B1023 as this road struggles to cope with the heavy traffic it already gets 24/7 (253 NTR – CO5 9SP)

Think this level of development on one site is likely to cause congestion and further problems with infrastructure. More provision needs to be factored in to make this sustainable. (276 TR)

Consideration must be given to the Grange Road junction with Braxted Road as increase traffic will put more pressure on drivers emerging from this junction. (279 TR)

The green space seems to be a minimum requirement, it would have been more encouraging if it were more than the 'bare minimum' but I appreciate that a pragmatic approach must be taken to these things. As before, the road connections are of great concern as most traffic will be requiring A12 southbound access and it would be of concern that this traffic will use Grange Road to access the Braxted Park road to going the A12 southbound. Braxted Park road is a 60mph road, it is already difficult to pull out onto and has a bottleneck at the single car width bridge at the bottom of the valley. This is already a significant pinch point and this will only be exacerbated with more homes and extra cars. It would be good to have reassurance that cars requiring access to the A12 southbound will not be using this route. (281 TR)

Totally agree! (282 TR)

Safe access to Perrywoods is very important. (285 Tiptree organisation – FoTH)

sounds good WILL IT HAPPEN I dont think so (307 TR)

It would be great to see public safe walkway to Perrywoods from the village, including a cycleway. (312 TR)

I do not agree with policy TIP13 as it appears to be shifting traffic off what is already the main routes from Tiptree (Maldon Road and Kelvedon) road through a rural route (Grange Road) In my opinion the traffic on the existing routes is not at a level which necessitates needing to create a new route. Instead the junction of Maldon Road, Church Road and Kelvedon Road should be improved by removing the mini roundabout and replacing them with a better junction. (318 TR)

See optional comment at TIP05 (321 TR)

iii must ensure that this can become a route that is easier to use for Colchester-Maldon traffic compared to going through the village along Maldon Rd. (324 TR)

TIP14 (AR)

We think this policy should be changed to reflect the concerns we have over the proposed northern link road and its implementation. To ensure its implementation, it should be constructed, as a single project, during the plan period. Those parts of the allocations that lie north of the road line should be designated as an area of special restraint against long term development needs, as described in our comments on Policy TIP07. To compensate for these long term development reservations, the proposed settlement boundary should be revised to include all the land between Oak Road and the line running along Bishops Lane and the hedgerow separating a paddock from open agricultural land to the north. This line approximately coincides with the Parish and Neighbourhood Plan boundary. (6 non-Tiptree organisation – David Russell Associates (Greene King Plc), Wheathampstead, AL4 8BJ)

Access to these new homes need the Messing Road and Kelvedon Road improved greatly (7 TR)

see comment under TIP02 re wildlife provision (12 NTR – CO5 0RX)

Not enough open space will have no community spirit, better to build fewer houses in more areas of village split 625 houses into 3 areas. Grange Road with access to Pitt.. Barbrook Lane with access to Warriors Rest and one of sites to north. Current plan not sustainable no shops in walking distance, no room for closest to expand. (14 TR)

No more development here. (24 TR)

again, no open space. Tiptree already has zero community spirit. too many houses bunched together. no shops within walking distance. the medical centre is too far way also. (26 TR)

see comment in TIP13 above (31 TR)

Negotiations with adjoining parish should be commenced asap to determine viability of proposed road link. (33 TR)

450 homes is too many. Would be better to split the houses to other sites. (36 Non-Tiptree Business – CM9 4YU)

Worse than Tower End - little open space - not enough. Too much urban sprawl in one place - not enough balance - fewer houses in more areas would be more conducive to better community spirit than currently exists in Tiptree. Development at Barbrook Lane would provide access to Warriors Rest where there is currently no public access. TIP14 provides no shops within walking distance and the medical centre is too far to walk comfortably. (39 NTR – CM1 7YA)

Too many houses altogether split the site into three Barbrook Lane gives access to Warriors Rest Medical Centre too far away not walking distance. (40 NTR – CM9 4YU)

Since when was this part off Tiptree this was always Messing/Inworth (41 TR)

With 450 new homes wont' we need a Police Station? (47 TR)

Negotiations with adjoining parish should be commenced asap to determine viability of proposed road link. (52 TR)

Be careful how the A12 is linked to Tiptree you could find it pulls in traffic rather than reducing in the area (53 TR)

Since when was this part off Tiptree this was always Messing / Inworth. (55 TR)

In case loose control also need to protect residents further along Oak Road, Rookery Lane and Bishops Lane. (79 TR)

Too close to the village of messing. (81TR)

Same reasons as before - the 'village' status prevents anything meaningful happening. The infrastructure of the 'village' cannot support another 450 homes. How many extra doctors & dentists will be provided for all these new patients. It is impossible to get an appointment as it is. What provision has been made for the local schools to cope with demand? (83 TR)

green buffer to Messing cum Inworth borders must be kept (86 Statutory Consultee – Messing cum Inworth PC)

As a resident of Oak Road the provision of a Green Buffer is extremely important. (87 TR)

green buffer to surrounding parishes must be kept map 12.2. show development up to and beyond the border with Messing/ Inworth (88 NTR – CO5 9EJ)

As stated before, this is completely the wrong location. Development should take place to the West and Southwest and also closer to the centre of the village with better future access to the A12/A120 junction at Rivenhall. (90 NTR – CO5 9SH)

Subject to the comments made under TIP07 above (91 TR)

To little open space for 450 homes, too many houses all together - surely it would be better to split the development over several other sites, which are nearer the centre and in walking distance. the site proposed has very poor pathways for walking, and is on a very busy main road. (92 TR)

Tiptree Building Suppliers is a prime candidate for para iii). It is regrettable that the business known locally as Cleghorns is outside the scope of the plan, since relocation of this facility elsewhere would not only be appropriate in terms of industrial centralisation but would also, at a stroke, eliminate 90% of the heavy goods vehicle usage of the town centre, leaving the small amount of traffic produced by Wilkins and through traffic. (114 TR)

Item vii states: "No dwellings should front directly onto this road." I am not sure why this is such a strong requirement. I am concerned that rear gardens will then face/back on to the road presumably with a brick wall as the boundary marker. This would not be in keeping with Policy TIP02 where the requirement is to integrate with local surroundings and landscape context. I feel (could be wrong of course) that the requirement may produce "barrack" style developments. I see nothing wrong with the requirements to have homes facing the road to indicate and confirm the "village" appearance provided adequate "setback" and front gardens are provided as suggested in Page 19/Chapter 7 "Local Character and Design" (117 TR)

We note that the emerging Colchester Publication Local Plan (Section 2) already includes a borough wide policies relating to water supply, wastewater infrastructure and the provision of SuDs to manage surface water (Policies CC1, PP1 and DM24). Consideration should be given to whether it is necessary to include reference to the provision of foul drainage and surface water management

including SuDS being the preferred method for surface water disposal on this allocation site. (122 Statutory Consultee – Anglian Water Services Ltd. Peterborough)

vii - This element of the policy is open to interpretation in terms of the type of development layout required. What is intended is that dwellings have front gardens and are set back from the street. However, as drafted, it could be read as meaning that no dwellings should face the road, resulting in a canyon effect as the road would be lined with back garden fences. It is recommended that this element of the policy is re-worded to ensure that it has the intended outcome. (125 Statutory Consultee – Maldon District Council)

Cedar Avenue and the surrounding estate are at the moment quiet places to live in terms of traffic noise. TIP14 and in particular the Elms Farm development will increase the amount of traffic and reduce the amount of already limited street parking along Oak road for those of us in Cedar Avenue who have no allocated parking. As a property owner, I am concerned that the impact of increased traffic and reduced street parking will have a negative effect on the value of my property. (126 TR)

Criteria i and iii appear to contradict each other; both are seeking development to the west of the sites for residential and employment development. This should be clarified. The employment land should be positioned within the site with access to serve the wider Tiptree settlement. Criteria v and vi could be strengthened by ensuring access to the LEAP and MUGA are provided to the wider community of Tiptree. Criterion vii seeks to go beyond the scope of a NP. As noted in response to policy TIP07, the provision of roundabouts should be determined at the planning application stage. However, the policy could include a criterion which outlines where vehicle access to the site should be provided from. However, the specific detail of the access point(s) will be determined through a planning application. As noted in the Strategic Environmental Assessment Report May 2019, policy TIP14 should include a criterion requiring biodiversity net gain. (128 Statutory Consultee – CBC)

We think this policy should be changed to reflect the concerns we have over the proposed northern link road and its implementation. To ensure its implementation, it should be constructed, as a single project, during the plan period. Those parts of the allocations that lie north of the road line should be designated as an area of special restraint against long term development needs, as described in our comments on Policy TIP07. To compensate for these long term development reservations, the proposed settlement boundary should be revised to include all of the land between Oak Road and a line running along Bishops Lane and the hedgerow separating a paddock from open agricultural land to the north. This line approximately coincides with the Parish and Neighbourhood Plan boundary. (130 Non-Tiptree Organisation – David Russell Associates (Greene King Plc.), Wheathampstead - see also no6))

Inappropriate siting of housing, which should be put along Grange Road (136 TR)

. This site is even worse than Tower End. Again little open space for 450 homes. This is exactly why Grove Road Estate hasn't worked. The public open space isn't big enough. This is too many houses all together. Tiptree Has a problem with community spirit and it would be far better to build fewer houses in more areas of the village. Split the 625 houses into three and build off Grange Road with access to The Pits for open space, Barbrook Lane would give access to Warriors Rest (at present there is no public access) and one of the sites to the North suggested in NP with a larger area of open space (at least 3ha for 200 houses.) This site is not sustainable. There are no shops within walking distance. The nearest is 1500m away with poor footpaths in part and people have to cross a busy main road. The medical centre is 2000m away and not within walking distance. Natural England's latest requirements for public open space are : A minimum size of 8 hectares is required

per 1000 new residents • A walk of at least 2.3 km needs to be provided within each SANGS, this needs to be informal POS for dog walking. Your policy does not comply with this. (144 TR)

As mentioned before maybe consider traffic lights as well as roundabouts (148 TR)

Site in wrong place (151 TR)

Must have better access onto A12 - new road needed to by pass Inworth and join A12 NE of Kelvedon with access London bound - without this I would disagree (154 TR)

Green buffer essential for Oak Road. This aspect was ambiguous in another development which resulted in it “disappearing” once building began. (155 TR)

As a landowner covering this area, I support the identification of these sites as site allocations. I do however, request a review and refinement to this policy, so it is clearly set out what each site will be expected to deliver. (176 Tiptree Business/worker – Landowner CO5 0ES)

As a landowner covering this area, I support the identification of these sites as site allocations. I do however, request a review and refinement to this policy, so it is clearly set out what each site will be expected to deliver. (177 Tiptree Business/worker – Landowner CO5 0ES)

I think 450 houses in one place is too many, it would be better to split it in half. 200 could be build on the Barbrook Lane site (182 TR)

Agree on some of the principles on development, but do not agree that all new supported development should solely be focused on north west Tiptree. (195 NTR)

As previously stated the primary street should be completed in full by seeking permissions sooner rather than later due to the slow process involved. (208 TR)

Disagree with planned mix of dwelling sizes. See comment re section TIP05. (212 TR)

more green space and trees (215 TR)

TIP14 makes no mention of the vistas from Tiptree towards Inworth & Messing or the reverse views towards Tiptree. The policy should acknowledge the aesthetic value of this landscape and that efforts should be made to minimise the loss of amenity. (222 TR)

A much better location than Tower End ! (226 TR)

comment on TIP14 policy – section 12, page 35 If the primary streets at the east and west do not join from day 1 then vehicles in the east side wanting to get to A12 will then go through Oak Road the onto Kelvedon Road and same as vehicles in west going to Colchester would use Oak Road to access Colchester Road. This would not be acceptable and very dangerous as Oak road has sections without pavements and also is used by many attending Baynards Primary school (231 TR)

This area should only be used and eserved for industrial and services, such as new industrial businesses small and large all tenure, rent freehold, retail Light industrial, offices. Provide for relocation of existing heavy industrial within the centre, relocation of services, for station and medical and healthcare and care homes. This area is close to major trunk routes and should be served for commercial and its expansion. (243 TR)

The current infrastructure cannot cope ! (248 TR)

I 100% disagree with the proposed amount of development planned for the north part of Tiptree. For anyone who frequents this area by car at the moment must not take a blind eye to the issues that face the roads and people living on them. Any proposed expansion on this side of the village is going to be of a great disaster for the area! The infrastructure in the area (B1023 and Ferring junction) will not cope and it is also an area that has no new major plans to deal with the extra traffic coming from the new dwellings and business. As has been pointed out by many people, development to the SW of the village gives a more sensible and sustainable vision for the inevitable growth of Tiptree (253 NTR – CO5 9SP)

Again the issue of space allocation for village centre businesses is likely under estimated. (256 TR)

Think this level of development on one site is likely to cause congestion and further problems with infrastructure. More provision needs to be factored in to make this sustainable. (276 TR)

Comments as above for TIP13 (281 TR)

Great ideas, love it all. (282 TR)

Basic fact is that we do not need another 600 homes anywhere in Tiptree. Colchester council stated several years ago they intended to build 2000 homes on the northern approach that has now become a staggering 8000 new homes causing huge problems and putting the local infrastructure under enormous pressure with schools, surgeries, hospital and roads unable to cope. (311 TR)

Healthcare impact of such a huge increase in homes. Can Tesco/ Asda support uplift. Is there plans for an Aldi or Lidl in Tiptree (313 TR)

See optional comment at TIP05 (321 TR)

TIP15 (AT)

I am still concerned there will not be sufficient green spaces available in the Tiptree area. Looking at the present map they are sparse now and there really doesn't seem to be much provision for the future green areas. (9 TR)

Where is a country park planned? (11 TR)

Warriors Rest incorrectly listed as having public access - it does not. Barbrook Lane development will give public access to Warriors Rest have good village feel with lots of open space. (14 TR)

warriors rest is listed as public open space with access. there is no public access to the council area. Barbrook lane development would give the access and give over 3 hectares of public open space. (26 TR)

agree to A disagree with B (35 TR)

Tiptree has little public open space. Barbrook Lane gives access to Warriors rest. Surrounded by trees. (36 Non-Tiptree Business – CM9 4YU)

Warriors Rest is shown on your map as being public open space with access. No public access is available at present to Tiptree Councils area. Your plan shows too little public open space with no enhancement of the village. Barbrook Lane development would provide access to Warriors Rest and a good feel surrounded by trees with 3ha of public open space. All Tiptree development should be given this level of space and village feel (39 NTR – CM1 7YA)

Barbrook Lane gives access to Warriors Rest Good village feel with lots of open space (40 NTR – CM9 4YU)

Ensure the gravel pits area off Pennsylvania Ave. is prohibited for development. (42 TR)

We need more large green spaces, not tiny areas accessible only to the people living in the new houses built around them. How about the large field opposite the Heath School? (57 TR)

Warriors rest is listed on your maps as Public Space with Access. There is no public access or prospect of obtaining it. (81 TR)

Tiptree has very little public open space and future developments should have larger areas. Barbrook lane development will give access to warriors rest and will help with the village feel, its surrounded by trees and would include over 3ha of open space for public use. (92 TR)

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. We own Perry's Wood and would not consider passing ownership to the Council or another public body. The wood is an important backdrop to our business - aesthetically, for security reasons and also as part of our sustainability strategy, providing habitats for wildlife and encouraging biodiversity. (101 Tiptree Business/worker – Perrywood Garden Centre & Nurseries Ltd.)

But where is the money coming from (109 TR)

Para B of this policy provides for possible transfer of ownership to bodies other than Tiptree Parish Council. In those cases there should be an undertaking to maintain the spaces in a manner appropriate to their intended use. (114 TR)

I would like clearer indications of the restrictions that apply to the public footpaths etc. I believe Pennsylvania Lane is a Bridleway which has strict motorised vehicle restrictions. This is not clearly indicated (that it is a Bridleway) and the restricted uses should be made clear, assuming of course I am correct. (117 TR)

The policy is supported, although the Parish Council will need to ensure that it has sufficient long-term resources to manage and maintain the open spaces it gains from development in the village. (125 Statutory Consultee – Maldon District Council)

Suggested addition: C Footpaths and country lanes (the paths) should be protected so that they retain their amenity value. This entails that any future development in their vicinity has a buffer zone that ensures that buildings are not visible from the path and that additional planting of trees and native hedge species ensures a continuous screen for such paths. Mention specifics? e.g. Pennsylvania Lane, Park Lane, the single track section of Grove Road. (132 TR)

A great shame that the proposed 'garden' in the centre of Tiptree next to Tesco's was abandoned. A green space in the village centre is badly needed. (134 TR)

Warriors rest is listed as Public Space with access. There is no access for the public, or even for council maintenance, and no reasonable prospect of such access being granted. (136 TR)

Warriors Rest is listed on your maps as Public space with Access. There is no public access to the Tiptree Council area. Tiptree has extremely little public open space and developments should have much larger areas. Your plan has insufficient open space and so does not enhance Tiptree. Barbrook Lane development will give access to Warriors Rest and seems like a good village feel solution surrounded by trees and includes over 3 ha of public open space. All developments in Tiptree should have large areas like this. This policy should be changed to reflect Natural England's new requirements. (144 TR)

Not applicable (151 TR)

B. Great if there is provision to finance stewardship of the green spaces. (157 TR)

Who is the alternative body? (169 TR)

so much nature in tiptree that needs to be protected in order to continue keeping tiptree special otherwise it will become another souless commuter town (215 TR)

We have limited faith in the Parish Council, so would like to be assured that they could adequately manage this and would seek community input. We have failed to see this in several areas therefore this is of concern to us. If it is transferred to TPC we would ask that they were more transparent in what they did and did not cut trees for limited reason as they did in Grove Road. (224 TR)

We must protect what green space and wildlife we have left, and not allow greedy land merchants like Gladman destroying it! (226 TR)

All green spaces should be protected. The parish should have the policy not to sell them to the developers. (248 TR)

Who is going to be liable for finance for this. The local parish council Colchester Borough Council or the poor old residents via higher council tax. (254 TR)

If transferred to Tiptree parish council or appropriate alternative body who plays for this? (272 TR)

This is an excellent policy. (281 TR)

The protection of green spaces is so important, lots of my friends and I so love the old pits area to walk, many people walk their dogs. I would like to see this area protected for the good of local people and others. (282 TR)

Vital policy. There is huge pressure on current accessible green space in Tiptree. (285 Tiptree organisation – FoTH)

surely if there was no developments built then we could all enjoy the open spaces we have (307 TR)

There are Local Wildlife Sites that are in private hands - I wonder how you will encourage the landowners to transfer ownership to TPC or alternative body. (312 TR)

The Gravel Pits and The Heath are vital open spaces within the village and must be protected (315 Tiptree Business/worker – Staines & Brights Ltd.)

Birch Wood area especially (317 TR)

Transferring the green spaces to the council or some sort of development specific management association which has resident representation on the board/trustees should be a requirement for the granting of planning permission. How will we ensure that green spaces meet the required size and standard if they are split amongst multiple landowners/developers within the larger sites? (318 TR)

Ongoing costs of this type must be looked into carefully before any acceptance is agreed. (325 TR)

TIP16 (AV)

All developments should have lots of new public open space. Warriors Rest is currently land worked with no public access. (14 TR)

all development should have lots of public open space not 10%. warriors rest is land locked and has no public access for the parish piece. your map is incorrect. (26 TR)

Tiptree needs more open space. (36 Non-Tiptree Business – CM9 4YU)

All development should be provided with a good level of public space - more than in this plan. The parish part of Warriors Rest has no public access. (39 NTR – CM1 7YA)

We need plenty of open space. (40 NTR – CM9 4YU)

Mind those long eared bats in Messing Wood next to your development (41 TR)

mind those long eared bats in Messing Wood next to your development (55 TR)

At the current time we have open farmland behind our house resulting in an abundance of birds visiting and nesting in our garden. We have a large variety of birds from blue tits (who use our nesting box every year) through to the woodpecker. Although we can't see it we hear the owls at night in the trees on the farmland. (87 TR)

All future developments should have lots of open public space - Warriors rest is listed on your map as "green space with public access" however I believe this is not true, as the land is locked and has no public access? (92 TR)

Re Para A, it is not clear whether the financial contribution is proposed to come from residents, developers or the entire parish community. (114 TR)

Who would be required to make financial contribution? The developer, residents or the entire village through taxes? (115 TR)

The inclusion of this policy is supported. (125 Statutory Consultee – Maldon District Council)

As noted in the Strategic Environmental Assessment Report May 2019, supporting text should be added to supplement Policy TIP17. This sentence should outline the importance of on-site mitigation measures, in addition to the offsite contribution. (128 Statutory Consultee – CBC)

Don't really understand this (138 TR)

This section is the most difficult to understated - very jargon-y. Would be better re-worded into plain English. (142 TR)

. All developments should have lots of public open space not 10% as in this plan but much larger areas as requested by this policy. Warriors Rest is listed on your map as 'Green Space with Public access. This is untrue at least for the Parish piece. This is landlocked and has no public access. This policy should be changed to reflect Natural England's new requirements. (144 TR)

Preservation of habitat should be given a very high priority - more than just mitigation. (157 TR)

How about sorting the recreational Disturbance by Football on exisiting houses- Football should pay and install sound screening - it make like hell in what was a village. (174 TR)

Other Comments

Page 10: Tiptree already feels crowded and congested, so some joined up thinking is required before any more development takes place. Infrastructure improvements, i.e. new roads, roundabouts should be implemented prior to any further development happening. In particular improved access to the A12 at Kelvedon & Great Braxted. The small bridges approaching these two area's need widening. Also the junction at the Blue Anchor in Feering needs to be addressed, either with a mini roundabout or traffic lights. Anglian Water need to improve the overall supply to Tiptree to cope with any new influx of home or light industry. The sewerage treatment plant also needs to be upgraded to be robust enough to cope with the additional that will be placed on it. (113 TR)

Page 10: need to ensure health infrastructure is improved and increased to protect residents current and future all work done should avoid impact on residents living here. ie not closing grange road for 6 months! the current residents should not have to have our standard of living reduced whilst the building goes on we should keep the housing to the required minimum of 600 else tiptree will lose its identity (600 is bad enough) planning should factor in cycling and avoid cars as much as possible. (215 TR)

Page 10: I'm really motivated to participate in this consultation, but even my patience is stretched here. It took some expert advice to actually find the plan document on the home page. That needs to be made much more prominent. It is not under 'Documents', where one would expect it, it is not linked on the first page of the consultation, where one would expect it. The link is in a very inconspicuous colour. Secondly, even once you find the document, this is far too much detail to read and comment upon. The one comment I would have is that I do not see how this local context informs the principles of the NP. What is the point of this? All we need is the summary of current status on p12. (324 TR)

Page 12: Lack of access already to medical centre . Increase of population will give more problems to Tiptree residents . Schools are also full . (94 TR)

Page 12: "it will be important to protect the function" I would argue that it does not function all that well and the DC needs improvement: - not attractive to pedestrians - very low activities past 1800, lack of entertainment in the mix of offerings. - needs a bar, restaurant to enliven the area. (324 TR)

Page 13: Page 14 - Obj 8 - Essex and Suffolk Water support Obj 8, 'to identify and allocate sites to support the construction and delivery of 600 homes by 2034' Page 14 - Obj 11 - ESW support obj 11, 'to integrate green 'corridors' for foot and cycle paths, recreation and wildlife into new developments. Page 14 - Obj 12 - ESW support obj 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. (4 Non-Tiptree Organisation – Savills (E&SW))

Page 13: OPTIONAL COMMENT ON PAGE 15 Obj 31 - replace 'establish' to 'promote' Create an Obj 32 which says 'to promote an alternative route from A12 bypassing Tiptree to Tolleshunt Knights and further east' (5 TR)

Page 13: It's really important to meet the objectives if the village of Tiptree is to make significant progress in the next decade. (43 TR)

Page 13: Vision and objectives: 5b new A12/A120 junction in Rivenhall area would lead traffic that way, yet they are placing housing adjacent to B1023 which may not have an A12 junction Building

is all in one area NW of the village (furthest point available from village centre) which will encourage more car movement not less.

TIP18/34/20/55/41/21/65/19/37/40/24/42/38/1063/26/52/22/29 are all closer to the village centre and would not be mass estates! particularly those close to grange road would give easy access to A12/A120 and mention has already been made of upgrading grange road to a bus route. (86 Statutory Consultee – Messing cum Inworth PC)

Page 13: 5a 84% of respondents wish Tiptree to remain as a village- yet a townscape/ mass urbanisation is exactly what is proposed 600 houses in one spot in the village- with all the extra commercial areas in the same spot 5b and c new A12/A120 junction in Rivenhall area would lead traffic that way, yet housing planned adjacent to B1023 which may not have an A12 junction Building is all in one area NW of the village (furthest point available from village centre) which will encourage more car movement not less.

TIP18/34/20/55/41/21/65/19/37/40/24/42/38/1063/26/52/22/29 are all closer to the village centre and would not be mass estates!. particularly those close to grange road would give easy access to A12/A120 and mention has already been made of upgrading grange road to a bus route. an assumption to put road through messing park to link the estates- outside village boundary (88 NTR – CO5 9EJ)

Page 13: I support the vision and the objectives. I wonder if the health and dental care provision should be emphasised more as a separate objective given the current challenges identified in the survey? (197 TR)

Page 16: PLEASE REFER TO ACCOMPANYING LPP LETTER DATED 18/07/2019 (Non-Tiptree Organisation – Lawson Planning Partnership)

Page 16: Give map a number colour key - co-ordinate with those on Map 8.1 and 13.1 amend title 'site allocations (yellow) to 'site allocations for housing estates' (5 TR)

Page 16: Here the village envelope retains a buffer zone between it and Pods Wood. It is vital there is a buffer zone between this wildlife sanctuary and housing to protect the area and retain the trees. The importance of trees in the fight against climate change is only just emerging. Therefore we must protect this resource at all costs. (43 TR)

Page 16: Tiptree Policies Map I did not identify within the Plan the reasoning behind the drawing of the “settlement boundary” in the proposed location. It appears to be somewhat randomly drawn, excluding some potential sites that closely border existing settlements while including others. The overall impact seems to be to elongate the village area, closer to a “sausage” shape, rather than say a more holistic boundary circling the main village centre. The supported development areas are all at one end of the “sausage”, some way from the main centre. (195 NTR – CO6 3BL)

Page 16: Has any thought been given to recommending where a "country park" type space might be located? (197 TR)

Page 17: give map a number (5 TR)

Page 18: the provision of health care and social services must be given high priority in any new development and developers required to build new facilities or contribute to funding significant percentage towards development and expansive facilities. a new or expanded doctor surgery, respective residential social care services which are seriously lacking in Tiptree particularly in

support of the elderly. similarly improved access for disabled members of the wider community is essential. developers can afford it, ensure they make a meaningful contribution (12 NTR – CO5 ORX)

Page 18: Barbrook Lane site should be considered. All landowners in agreement, central to all amenities in Tiptree, plenty of room for school expansion. (36 Non-Tiptree Business – CM9 4YU)

Page 18: Puts forward that there are no alternatives to a large housing estate well away from the village centre. This is not correct and would increase traffic to the village centre. The Barbrook Lane site should now be considered as it provides 200 homes with the demolition of just one house. It would of course also provided the benefit of access to Warriors Rest and 3ha of public open space. It would also provided for the expansion of the Mildene Primary School. Baynards can neither expand nor manage to cope with 625 homes. (39 NTR – CM1 7YA)

Page 18: Barbrook Lane site should be considered all land owners in agreement. Central to all amenities in Tiptree. Plenty of room for school expansion. (40 NTR – CM9 4YU)

Page 18: This really must be adhered to to protect our village and surrounding countryside, otherwise tiptree will spill out in many directions, fragmenting the village. (43 TR)

Page 18: I did not identify within the Plan the reasoning behind the drawing of the “settlement boundary” in the proposed location. It appears to be somewhat randomly drawn, excluding some potential sites that closely boarder existing settlements while including others. The overall impact seems to be to elongate the village area, closer to a “sausage” shape, rather than say a more holistic boundary circling the main village centre. The supported development areas are all at one end of the “sausage”, some way from the main centre. For many years I lived in Barbrook Lane and over the years witnessed the effects of developments in Green lane, Greenways Estate, Thurstable School, further down Barbrook Lane, Milldene School and the Grove Road estate. Therefore, I recognise existing resident s concerns about further development off Barbrook lane. However, I am quite sure that over earlier times:-

- The original residents in Barbrook Lane objected to, or were at least concerned by, the developments in Green lane, Greenways Estate, Thurstable School, further down Barbrook Lane, Milldene School and the Grove Road estate.
- The residents in Barbrook Lane and Green Lane objected to, or were at least concerned by, the developments in Greenways Estate, Thurstable School, further down Barbrook Lane, Milldene School and the Grove Road estate.
- The residents in Barbrook Lane, Green Lane and Greenways Estate objected to, or were at least concerned by, the developments at Thurstable School, further down Barbrook Lane, Milldene School and the Grove Road estate.
- The residents in Barbrook Lane, Green Lane, Greenways Estate and further down Barbrook Lane objected to, or were at least concerned by, the developments at the Grove Road estate.

This is the nature of things. We move into an area, probably not considering the impact on existing residents, and are pleased to have found our new home and settled in. We then wish to preserve it, as we initially knew it when we first moved in, and prevent further development around us, in our area. I note that within the Plan, when commenting on the history of development in Tiptree (page 11, Para 7), it is stated that:- “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” I would ask that you give further consideration to the suitability of the offered development land on Land off Barbrook Lane on the following basis:-

- It seems strange that a site which has part of one boundary adjoining Thurstable School and part of

another boundary adjoining Milldene School (and is offering land for a needed extension to Milldene School), can be described as “outside” the settlement area. • The site adjoins an “obvious” development area (to use the Plans own words). • The site is within walking distance of schools, the recreation ground and shops. • The site would make a valuable contribution to future housing within the village. (195 NTR – CO6 3BL)

Page 18: I strongly feel that the heritage of Tiptree should be protected at all costs, it brings in visitors from all over and helps both the retail and hospitality sectors in our village. Local employment in these sectors are very important and reduces the need to travel long distances to work therefore helping the environment and reducing traffic in our village. (309 TR)

Page 19: With the recent and proposed house building. it is essential to have increased medical provision. The existing medical centre is already under unacceptable pressure to provide the service they would wish. They are coping amazingly, but are at breaking point. (154 TR)

Page 19: Certainly a mixture of housing but accessible to the Centre to generate local businesses and that elder residents are not alone when the majority of their neighbours go off to work (202 TR)

Page 19: Keep the open character of the village by using black wrought iron railings instead of closed fencing and street furnishings should show our heritage. (309 TR)

Page 20: if car ports are only "encouraged", developers may prefer garages, undermining the policy. This could be worded more strongly. (324 TR)

Page 21: here the NP becomes very prescriptive, overlapping with building control. If a NP can be that prescriptive, why can it not prescribe a specific fraction of affordable housing? This seems to be absent from the plan. Building of bungalows should not be encouraged. Instead the NP should (and does) encourage to include accessible dwellings, e.g. ground floor units in 2-3 storey units. Such mixing is also much better for social/age integration. (324 TR)

Page 22: affordable housing - my only further comments to questionnaire is that a fairer proportion of these properties are allocated to homeless families, not second time buyers (20 TR)

Page 22: Totally agree that local people or people with a link to Tiptree should be prioritised for new housing, but it must be affordable. So builders need to build reasonably priced houses. Currently they seem to be built to give builders as big a profit as they can possibly get. (43 TR)

Page 22: First mention of provision of affordable housing. This should become an objective, and much more strongly stated in the NP. (324 TR)

Page 23: Add directional arrow to indicate A12 direction (North) Amend Public House index colour to light blue (5 TR)

Page 23: A mini roundabout at Keleven/Feering Road (Pit corner) would be helpful (if outside Tiptree remit) and South Bound A12 slip road at North (Prested Hall) so traffic can avoid driving through Kelvedon (again outside Tiptree remit) (10 TR)

Page 23: Objectives 17 and 18 Traffic and movement Roads to Kelvedon and Witham are both single file with a small bridge. The extra traffic from any housing development will put these routes under

further pressure. Provision should be made before housing commences otherwise it's unlikely to happen. Church Road (the main road) may eventually require traffic lights to help the flow. (43 TR)

Page 23: 20 mph Speed restriction within the settlement boundary. (98 TR)

Page 23: Must have better access onto A12 - new road needed to by pass Inworth and join A12 NE of Kelvedon with access London bound or upgrade Braxted Road and the bridge. (154 TR)

Page 23: With the extra amount of traffic I feel that there needs to be a roundabout at the junction of Factory Hill, Church Road and Chapel Road. (182 TR)

Page 23: Bus services must be improved in order for residents to be able to leave their cars at home The bus services to local stations is unacceptable apart from peak hours (202 TR)

Page 23: Will the draft plan contain any changes to the bus timetables for residents to get to Maldon and Colchester later in the evening to enjoy the cinema and restaurants. (254 TR)

Page 23: I do not understand. The objective 18 to relieve traffic on Church Road. The traffic on Church Road is relatively light compared with the congestion on Kelvedon Road used as an access to A12 (299 TR)

Page 23: Obj 16 appears to be limited to within the village. This also needs to cover cycling to Kelvedon. Obj 17 needs to explicitly mention sustainability, green transport. Sustainability is only in the heading, but in any of the objectives. There is no objective to provide access to green space. E.g. to the future country park. This should be added. (324 TR)

Page 24: PLEASE REFER TO ACCOMPANYING LPP LETTER DATED 18/07/2019 AND SUPPORTING DOCUMENTATION (3 Tiptree Organisation - Lawson Planning Partnership)

Page 25: Clearly label referenced roads on Map 8.3. Roads required are B1022, Braxted Road, Station Road, B1023, Grange Road Para 2 line 10 - amend to state 'this proposed new ...' (5 TR)

Page 25: Paragraph 2 states 'poor visibility to the right'. Visibility is poor when turning right at this point, the visibility to the left is bad. Maybe change to 'poor visibility when turning out of Vine Road....' (132 TR)

Page 25: The proposal for a NW bypass is good, and the routing and its requirements through the Elm Fm and Highlands Nrs developments are appropriate. But the proposed connection through Ponys Fm to Grange Rd does not work. It is clear from the plan that motorists would choose the easier way either through Maldon Rd, or to connect to Grange Rd through Oak Rd. Connecting the NW relief road with a road along the boundary between Perry's Wood and Tower Pk ending at Grange Rd at the eastern end of Hill Wood seems much more sensible. That corridor should also be safeguarded. (324 TR)

Page 26: PLEASE REFER TO ACCOMPANYING LLP LETTER DATED 18/07/2019 AND SUPPORTING DOCUMENTATION (3 Tiptree Organisation: Lawson Planning Partnership)

Page 26: Para 1 Line 3 - amend to say 'important' rather than 'essential' Para 2 Line 3 Parts of this road may be constructed ... if term 'may be' used this suggests an optional delivery and cannot be considered essential. (5 TR)

Page 26: Plan relies on future road joining sites. This would go through Messing/Inworth I doubt they will agree/approve this. It encroaches on Messing joining two villages together. (14 TR)

Page 26: Policy TIP07 Section D Provision must be made to protect Oak Road from increasing vehicular traffic, traffic that includes HGV's, articulated vehicles, coaches and buses. The road is totally unsuitable for this type of traffic. The road only has pavement (although not the whole length of the road) on one side, has restricted width around its junction with Townsend Road and is not sufficiently lit along its whole length. Currently there are no restrictions and controls on speed and use. It is imperative that should the proposed development go ahead then the proposed primary streets and the possible future road as indicated on the Tiptree Policies Map must be constructed at the same time, if not before. Failure to do this will result in Oak Road becoming the through route between the Kelvedon Road and the Maldon / Colchester Road (14 TR)

Page 26: Paragraph 2 should also mention helping to reduce the use of Oak Road as a short cut. (132 TR)

Page 27: Clearly label referenced roads from page 25 on Map 8.3 (5 TR)

Page 27: There are problems around the provision of future roads and expansion of parish boundaries - and the encouragement of more traffic into Tiptree Village Centre(39 NTR – CM1 7YA)

Page 27: The upgrade of Grange Road, particularly the stretch from the junction with West End Road to Braxted Park Road will be important to reduce the flow on Maldon Road. (197 TR)

Page 28: Tiptree village centre has potential to be so much more attractive thinking about the 2 main shopping hubs. this should also be explored as part of this plan. I had hoped that the rough land situated next to Lloyds Bank was going to be converted as an attractive walkthrough area with seating (also needed). it was full of bird song before being razed to the ground and now apparently being built on. (12 NTR – CO5 ORX)

Page 28: Village centre It is vital these issues are addressed first before building development commences. We have limited services including no police, part-time voluntary fire service, no ambulance, limited bus service and a library under threat of closure. We had many more services, shops, years ago when there were fewer people in the village. More people should mean more money and better and more services. (43 TR)

Page 28: I believe that the developers should be contributing to create Parking areas in or near the centre to accommodate the increased levels of use that all the new housing is going to bring. (75 TR)

Page 28: I would like to see Tiptree protected from further housing development, to preserve the integrity and the real feel of the village life. To protect the wildlife that we share in this location, I feel is very important. Farm land should be used for Farming, If the land owner is tired of Farming, they should be encouraged to rent out to someone who can produce crops. (98 TR)

Page 28: Really need more small shops and more medical services also perhaps a weekly market would encourage visitors. Would be nice to have some lights and Christmas spirit too!! (166 TR)

Page 28: I note the traffic congestion concerns and the suggestion that placing supported proposed development sites at the extreme end of the village could provide direct access to the Kelvedon and Colchester roads with potentially not impacting so much on the village centre. Surely there are several counter arguments here? • By placing development at the extreme end of the village, beyond comfortable walking distance to the centre, this in fact encourages more traffic into the centre if the new residents want to visit Tiptree's shops • There is also the danger that with direct access to Kelvedon and Colchester roads the new residents will go elsewhere, out of "town" shopping and not support the local shops. Surely not good for sustaining local businesses and community? • Placing proposed developments more centrally would surely encourage more walking to recreation grounds, schools, shops and community facilities? Thus more environmentally friendly, less congestion and enhancing the village centre and local community. (195 NTR – CO6 3BL)

Page 28: We need less charity shops and should be encouraging individual retailers eg shoe shops/clothing shops not just cheap shops There are lots of older residents some with mobility issues and they are not catered for (202 TR)

Page 28: Could provision be made for a monthly farmers market in the centre (254 TR)

Page 28: whilst extra car parking is need i fail to see where the space is coming from as i am sure that if the said businesses move out a greedy developer will see the need for yet more homes . (307 TR)

Page 29: Responding as landowner (Tiptree Land) (39 NTR – CM1 7YA)

Page 29: The inclusion of a hotel would need to be compatible with keeping the "village" feel of Tiptree - nothing imposing (240 TR)

Page 30: I have been unable to register for an NHS dentist since moving to the area and the Medical Centre has such a poor reputation that I daren't register there. New dental and GP surgerys must be included in the plan, preferably on one of the new developments TPI13 or TPI14 as a matter of urgency. This must not be left to the developers to add, or earmarked for future planning, this needs to be included in the plans now and built with the first wave of houses to ensure that the village can provide sufficient medical and dental care for all existing and new residents. (126 TR)

Page 30: Must have Vi Health facilities (156 TR)

Page 30: When When will we get the Medical services we are paying for? This is a third rate service there is as much chance of seeing the Pope than a Doctor with a none life threatening problem, It is not their fault but lack of Doctors, why can people in adjacent small villages have a surgery where they turn up and are seen that day? (174 TR)

Page 30: We have a community hall and should be encouraging more groups to use it by making it user friendly eg windows that open and allow alcohol for parties etc (202 TR)

Page 30: A family restaurant is mentioned, I think this is basically a good idea but it needs to be one which is eat-in only, there should be no take-away. The roads in and around Tiptree are littered with take-away restaurant wrappers and waste, this would just increase if the restaurant provided this type offering. This is one of the issues which detracts from the village feel in Tiptree (249 TR)

Page 32: Documents say no other alternatives this is incorrect. Opposite Heath would give access to woodland - lots of open space. Barbrook Lane gives access to Warriors Rest plus room for expanding Mildene. Current plan gives no consideration to schooling. No primary school access in walking distance from 625 houses, plans should allocate space for schooling. Barbrook Lane would allow for Mildene to expand. NP is by listed building so full archilological surveys should be done. Full wild life survey should be done April - October. NP should cater for pedestrian access to centre it does not. Should also have cycling paths to discourage driving (14 TR)

Page 32: site allocations - Tiptree needs a new primary school. build one or allow Milldene to expand. (26 TR)

Page 32: Expansion of the Mildene School would provide extra spaces for pupils. The 625 homes cannot be accommodated in respect of primary school places. (39 NTR – CM1 7YA)

Page 32: The current identification of land to build houses on would satisfy the quota of 600 for Tiptree and develop the village in the most sensible way with the least impact. (43 TR)

Page 32: The area including New Park Farm, Woodview Farm, the fields along the Colchester Road by and behind Lilybell and east of that, north of the sports ground, offers direct access to Colchester Road and foot/cycle access close to the school and the village centre. This foot/cycle access avoids crossing the main roads. (77 NTR – BR3 5HG)

Page 32: A major issue in allocating 625 homes in one area is that lack of a primary school to take the children. A new primary school needs to be included in the NP or a development that means an exisiting school can be expanded (92 TR)

Page 32: Site allocations make sense and show a minimum impact on the village and environment and are located in one broad area which allows minimum impact across other areas of the village. (118 TR)

Page 32: Paragraph 3 grammatical error 'comprises of' either just 'comprises' or 'consists of' (132 TR)

Page 32: I note the traffic congestion concerns and the suggestion that placing supported proposed development sites at the extreme end of the village could provide direct access to the Kelvedon and Colchester roads with potentially not impacting so much on the village centre. Surely there are several counter arguments here? • By placing development at the extreme end of the village, beyond comfortable walking distance to the centre, this in fact encourages more traffic into the centre if the new residents want to visit Tiptree's shops • There is also the danger that with direct access to Kelvedon and Colchester roads the new residents will go elsewhere, out of "town" shopping and not support the local shops. Surely not good for sustaining local businesses and community? • Placing proposed developments more centrally would surely encourage more walking to recreation grounds, schools, shops and community facilities? Thus more environmentally friendly, less congestion and enhancing the village centre and local community. (195 NTR – CO6 3BL)

Page 32: The site allocation should be to the north and north west, residential from Kelvedon Road to Maldon Road, and future allocation should be west and south west to deliver a strategic alternative to church road. (243 TR)

Page 32: In reference to paragraphs 4 & 5; The idea of putting the new homes on the N/W of the village is or huge concern for many people. This would greatly affect the B1023's already heavily congested traffic flow and the residents of Inworth(of which I am one) in a negative way. The development would not benefit us in any one way but burden us with more traffic, more pollution, more noise and a hugely reduced quality of living. All of which is out of our control, almost like we have been forgotten about. I quote paragraph 4 "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". This quote shows that Tiptree PC is not considering the impact of its plans with a wider view on the area, but it is only thinking of its self gain with its main focus on causing as little disruption to Tiptree village centre thus putting the burden of its decisions on others and roads that at present can not cope with the flows of traffic. This neighbourhood plan MUST take into account the existing and planned infrastructure for the wider area, A120 etc, whether that be in the Colchester borough or else where before it makes any further plans. (253 NTR – CO5 9SP)

Page 32: The choice of sites is the best location for the required 600 homes. (324 TR)

Page 33: Tower end, as paragraph one says must offer without doubt a connection of Kelvedon Road and Grange road to divert traffic out of the village on and alternative route. This however is not a concrete solution to what many agree is not the correct place to position this new development in the first place. (253 NTR – CO5 9SP)

Page 34: To have the Highland Nursery & Elms Farm development here as with the Tower End development would be of great disaster to the wider area of Tiptree. How the PC can go along with this plan and still maintain a conscience, and to actually believe that what they are doing is right is of great concern. This N/W development part of the Neighbourhood Plan is a huge miss judgement of what actually needs to be achieved for Tiptree and the surrounding area. At a time when we are all looking to be more conscientious, I think the parish council needs to re-evaluate its position on this development, and if it can not see a reason why it should, then I think the PC should then evaluate whether they as a collective can carry out their duties in a proper moral manner. (253 NTR – CO5 9SP)

Page 36: Map 13.1 - co-ordinate index colours used to other maps (5 TR)

Page 36: Could ownership the Heath be clarified following the current Lord of the Manor? (18 TR)

Page 36: Could ownership of the Heath be clarified following the current Lord of the Manor (24 TR)

Page 36: Retain the rural aspects of the following by keeping any buildings some distance from the road. Pennsylvania Lane Park Lane The narrow part of Grove Road (153 TR)

Page 36: We need to protect what green space we have left! (226 TR)

Page 36: Green space and the environment is of obvious importance and I am happy to see that there is thought going into keeping green boundaries and making more green space etc. (253 NTR – CO5 9SP)

Page 36: Accessible, protected green space is essential for the health and well being of the local population but also for the insects, birds and animals. (285 Tiptree Organisation – FoTH)

Page 36: So if we so need a country park why not spend some money doing just that. as surely building houses will cover what little open spaces we have left, (307 TR)

Page 36: The plan should explicitly identify site CO10 (pits) as the site of a future country park and include objectives towards the development of the park, e.g. access corridors, facilities such as parking that could be built with 106 money. (324 TR)

Page 37: section 15B the parish council seem to be in a mess over the land at warriors rest. are they fit to run more land? (35 TR)

Page 37: surely the green spaces are there just make them available to residents without the need for houses that no one can afford . (307 TR)

Page 39: Countryside and Green Space ... expand 'Grove Lake' to 'Grove Lake and the back natural pond' (5 TR)

Page 39: section 14 a construction of roundabout at church/station/chapel/ roads will reduce traffic along church road as 'rat running' along church road does happen there is too much traffic trying to use warriors rest facilities. we do not need more traffic. we need dual access (35 TR)

Page 39: Non land issues No public access will be considered to Perry's Wood, as per previous comment. A12 upgrade is essential. (101 Tiptree Business/Worker – Perrywood Garden Centre & Nurseries Ltd.)

Page 39: Additional entries: Traffic and Transport Explore the possibilities of providing long stay parking on the edge of the village, with shuttle facilities to the centre. Health To work with the CCG and existing NHS services in the village to find ways to improve the provision of such services to resident. (132 TR)

Page 39: Traffic and Transport. The issue of access to the A12 is a very important one. The current routes using one way bridges and that are used by heavy goods vehicles are completely unfit for purpose (225 TR)

Page 39: Homes and housing. A proposed development of the land opposite Tiptree Heath School of 275 properties should never be approved, this is already adding to the expansion of our village and would also create massive traffic congestion at mornings and afternoons when parents drop off and pick up children. A total waste of good agricultural land, there is also a large wildlife build of animals and birds around the lakes and ponds in the area. Residents choose Tiptree to live in a village, at the rate of development outlined we will soon be residing in a town. (260 TR)

Page 39: In view of the section 106? monies which may become available from the various developments i would like to enter a plea for investigation into the surface water flooding problem on Perry Road caused by the problem of drainage from Vine Road which may be exacerbated by the proposed new developments on the Tower End site. This problem is not helped by the appalling condition of The Cut ditch and its environs. There does not seem to be any covenant in the deeds of the adjoining properties to maintain this area, is it not an appropriate time for this to be adopted as a public footpath and to be maintained as such? (286 TR)

General Comments

PLEASE REFER TO ACCOMPANYING LPP LETTER DATED 18/07/2019 AND SUPPORTING DOCUMENTATION (3 Tiptree Organisation – Lawson Planning Partnership) NO

Page 5 - Amend title of Map 3.1 to be Neighbourhood Plan Area (outlined in red) Para 4 - 'The purpose' ... ' is to guide development within the parish' and ' provide guidance' are highlighted in pink. Change the unreal cover photo (5 TR)

Our client's site is some 1.6 hectares of land that was associated with the Bonnie Blue Oak PH in Oak Road. Further consideration should be seriously given to this land as part of our suggested re-modelling of the proposed Highland Nursery and Elms Farm residential land allocation and the northern link road. As we have stressed throughout our promotion of this site, we have given strong support for providing some form of community facility and/or to provide housing to meet the needs of older people, such as bungalows, sheltered housing and/or residential home. RIBA have stated there is a "hidden housing crisis", with the lack of dwellings for the elderly; this is a matter that is going to get worse with the ageing population. One obvious omission from the plan is any sort of renewable initiative. There are examples in many parts of the country, including the village of Hockerton in Nottinghamshire, where such projects have brought significant community benefits. Other communities are in the process of evolving renewable energy projects as part of their neighbourhood plan process. Many of these initiatives are exploring potential partnerships with local organisations such as schools and businesses to provide benefits for the whole community. (6 Non-Tiptree Organisation – David Russell Associates (Greene King Plc), Wheathampstead, AL4 8BJ) NO

it all looks very comprehensive and well thought out (8 TR)

The Neighbourhood Plan has been excellently constructed and presented. All these individuals are to be congratulated on their achievement. It is clear, concise and professionally presented. (10 TR)

I cannot see any plan to explain how more shops, businesses can be put in the centre of the village, nor where or how more parking can be made available. It would seem the village centre itself needs to be enlarged, but there is no plan given for this, ie more shops, cafes, health and parking. All of which would be increased by more housing but where will it go??? How can these be provided without adding to the Church Road congestion. (11 TR)

the provision of health care and social services must be given high priority in any new development and developers required to build new facilities or contribute to funding significant percentage towards development and expansive facilities. a new or expanded doctor surgery, respective residential social care services which are seriously lacking in Tiptree particularly in support of the elderly. similarly improved access for disabled members of the wider community is essential. developers can afford it, ensure they make a meaningful contribution (12 NTR – CO5 0RX)

There is no mention of education if there are to be 600 houses more St Lukes, Baynards, and Tiptree Heath school have no surplus room to expand (I do not know about Mildene) Unless Tiptree Heath school building has a preservation order on part of it, would it not be an idea to build a new school across the road with additional nursery and child care facilities. Then demolish the old school to make room for houses which would be surrounded by existing housing. (13 TR)

Plan is over complicated with poor layout of response form compared with other village plans. This will cause lots to not respond. (14 TR) NO

Have concerns re parking in the village. At present Tesco is nearly full on Fridays and Saturdays. Also with extra housing parking at Witham station is already impossible after the morning rush hour. Kelvedon is nearly full too (16 TR)

still strong of the opinion that Tiptree will struggle to cope with further development on the scale proposed on the issues of traffic, parking, medical facilities etc (17 TR)

Very good plan. Thank you all contributors, especially the committee who worked on it (18 TR)

I understand the need for planning and for further development but the facilities and provision for the extra population must be addressed. I feel the need for green space is extremely important. (25 TR)

Tiptree needs new medical centre. (26 TR) NO

Very good document produced. (32 TR)

Obviously a lot of work has gone into the production of this document and the Neighbourhood Plan group should be congratulated on the final content. (33 TR)

Page 4 - What is the community endeavour? Page 8 - What are the consultation exercises with landowners? Was there preferences there? Too long a document Too complicated with repeat response sheets Not been consulted about sites - options not put to community Photo is poor (34 other AC8) NO

as well as the roundabouts mentioned for new developments, we desperately need roundabouts for existing junctions which have to deal with more traffic from the existing 'new developments' e.g. at church road/station road/chapel road/ new lodge road and Braxted road and Maldon road. these need to be in place BEFORE any more housing is built. (35 TR)

The neighbourhood plan should included a medical centre. A new medical centre site should be provided as part of a new development in this area. There should be a policy requirement for increased use of ecological and archaeological surveys on the ground as opposed to desk-based assumptions New developments around the village should contribute to easily accessible vehicle free routes including footpaths, cycle paths and bridleways where appropriate with a view to building a network of safe routes which is currently largely missing from Tiptree. (39 NTR – CM1 7YA)

Appears to be a well considered plan that ought to serve the residents of Tiptree well as the future unfolds. Congratulations to all those volunteers whose efforts delivered it. (42 TR)

Concerned about schools. There are 4 primary and 1 secondary school in Tiptree. An increase of 600 houses will mean more children. Do you have plans to build another school? If existing schools are asked to expand, will this mean a loss of school land, forcing more children into a smaller space. Tiptree takes a lot of children from surrounding villages, especially the secondary school Thurstable. Limiting space for people causes problems. (43 TR)

To improve bus services to Witham and Kelvedon. (45 TR)

600 hundred homes plus sites under construction eg - Grange Road. will put enormous pressure on existing services such as the Medical Centre and dentists, other concerns are refuse disposal, sewerage and drainage. (46 TR)

Its a shame that Tiptree has to agree to this to prevent further development. Its quite emotionally stressful I don't agree to any new large developments and I only hope that this will now stop the plans on Maldon Road (47 TR)

An excellent Neighbourhood Plan. Well done Tiptree Parish Council. (48 TR)

The content of the plan was good and very comprehensive, although the plan could have been larger (perhaps on 2 pages). Anyone new to the village might have difficulty in working them out. (49 TR)

Best achievable solution has been found thanks to the hard work of the Neighbourhood Planning Group. (52 TR)

Well Done The doctors will of course become overloaded and should stop taking on patients (53 TR)

Surface drainage on Station Road/Church Road is abysmal. Junction Church/Station/Factory Hill/Chapel Road is dangerous and needs a roundabout/traffic lights urgently. (57 TR)

Why is Photo on front of plan not of Tiptree (58 TR)

Current building developments around Vine Road, Grange Road etc, plus all future "designated" building could increase the number of NEW dwellings to over 1000 in Tiptree "village". Because these sites are positioned to the north of Tiptree they may meet Policy in Tip07 to mitigate the resulting traffic some 2000/3000 EXTRA vehicles from the Village Centre. It does however put a unsustainable burden on the Kelvedon Road (B1023) and beyond. If this degree of building (and loss of farm land) is absolutely necessary, would it not be more logical to await the A12 Widening Scheme and the provision of a bi-directional connection BEFORE commencing. A practical solution would be to apply PLANNING CONDITIONS to phase all new development to match the provision of infrastructure referred to above. (63 NTR – AC8)

Feel generally good - but - the statement about avoiding traffic congestion and upgrading medical and dental facilities are essential and should not be allowed to be "watered down" at a later date . Also feel it essential to provide safe crossing of the road to get to Asda from the area of Ransome Road and the " Duck" Pond to aid the elderly and parents with young children to access Asda and the park. (67 TR)

This plan represents a great a piece of work to lay out a future Tiptree with residential/traffic/commercial growth all guaranteed. To reject it would be folly. (72 TR)

Thank you to all of you that have contributed your time to support us all - am aware there has been a reliance on volunteers. (79 TR)

Summary 84% want a village feel- not town-scape or mass urbanisation yet planning to build one large estate. (86 Statutory Consultee – Messing cum Inworth PC) NO

plan seems fundamentally flawed placing all new residential/commercial development at the furthest point from the village centre and pushing yet more traffic on B1022 and B1023- when a new

link road to the new A120/A12 junction at Kelvedon South would seem the logical choice for new road/ new development (88 NTR – CO5 9EJ) NO

The focus of development is to the North and Northwest of the village which puts too much pressure on the already overloaded B1023 through Inworth. Development to the West and Southwest and closer to the centre will be much better placed to access the future A12/A120 junction at Rivenhall. (90 NTR – CO5 9SH) NO

A new medical centre should be included in the NP, the medical centre can afford to build the new premises but not the land, a new site should be gifted to the medical centre. As part of a policy all future developments should have a full ecological study done. The current plan is over complicated and the layout of the response form is poor and difficult to navigate, it is not clear as to what you are responding to as there is no policy documented before it!! My husband would have commented and completed it however he chose not to as it was too difficult to understand - how does that help the village to take part in the neighbourhood plan? New developments should provide easy access traffic free routes for people who don't drive, these developments should contribute towards cycle paths and safe paths to travel on. Why has the Barbrook lane site never been included in your plan, as it's still near the centre of the village, it has over 3ha of public open space, and would cope with the expansion of a school? (92 TR) NO

Good effort Keep parking free Increase size of doctors increase number of footpaths/cycleways across Tiptree Traffic calming measures on Maldon/Colchester road. Granger Road to be widened and used as a ring road. Funding for all education establishments to keep class sizes down which benefits all of the Young people who go to school here. Try and make the housing attractive and with the odd green which allows ball games, the better the environment the better the standard of living. (94 TR)

Certain infrastructures should be put in place BEFORE changes are made. About the time grove park was being built it was suggested a mini roundabout to be built at the Chapel Road/Church road / Station Road junction. Did we ever see it? No. It is a horrible junction. People say something will be put in place, get what they want, and we say goodbye to whatever may have eased our life a little. I believe we need more access to Doctors and dentists. Can the sewerage farm cope? Will the proposed 1 and 2 bed accommodation be built or will, yet again, the builders change proposed plans. I think I have become a little cynical in the 44 years I have lived here. Thank you for all your hard work. (95 TR)

To preserve Tiptree as the Village we all choose to live out our lives in, not a mass of houses. Encourage local Farmers to make good use of the surrounding Land, Rent out land to farmers who would be prepared to raise crops. (98 TR)

I take my hat off to the people who gave so much time and effort to the plan. Thank you (99 TR)

I am happy with the location of the new development areas as I feel it will cause the least disruption to the traffic through the village. I do have concerns about how the village infrastructure will cope with the building of 650 new homes especially services like healthcare, and utilities. (102 TR)

I'm happy with the location and details specified for future developments. My concern is regarding how we get the village infrastructure in place for such developments. Especially in the light of the recent nine acres water pressure issues. It has highlighted how little the extra amenities and utilities have been thought about. As for GP's and dentist capabilities, I cannot see how these services are going to be expanded to accommodate the new arrivals. (104 TR)

Support for a roundabout to be created at the junction to Chapel Road/Station Road/Church Road to improve safety for road users and pedestrians (107 TR)

The Plan is acceptable if Tiptree must take this level of increased population indicated. Sadly Tiptree is less of a local community and more of a dormitory for people who work in London. The concept of the community infrastructure following the development is an idealistic view over which you or the Planning Authority have no control and little influence. Our Doctor service per head of population even now is about about fourth from bottom of a survey across the whole Country. Our Road connections across "Listed" bridges to the A12 already do not comply with modern standards. The A12 itself is a National Road over which even Essex C C has little influence. Public services and transport are a dying breed Thank you for all the constructive work the team has put into this plan and I wish you luck. I hope by 2034 there is still a village called Tiptree where we want to live. (109 TR)

I think it is a very good plan. Well done. (110 TR)

The plan is well thought out and generally addresses most points well. However, there are two underlying elements which do not seem to have been covered, i.e. the provision of infrastructure and a solution to the traffic problem. On the first of these, the plan fails, as many other development plans seem to, in that there appears to be no mechanism whereby the infrastructure improvements are an integral part of the plan, especially in terms of timescale for implementation. On the second point, unless there is some enforcement of heavy vehicle re-routing or prohibition, a central pinch-point of the village road system (i.e. the junction at Church Road/Chapel Road/ Factory Hill/Station Road) will never be resolved. It is the removal of heavy vehicles from Church Road which would do most to create/maintain the "village" atmosphere which so many residents desire. (114 TR)

The current water supply (pressure) to homes will need upgrading to met current legal requirements. I live near the proposed and present development sites and the pressure (which I have had checked by the water companies) is just above the required threshold. i worry it will dip with increased dwellings. Limited public transport in the direction of the A12 (Feering B1023) and none towards Rivenhall along Braxted wall. These roads are the main commuting avenues for access to Trains and the A12 and limiting cars by better public transport would help. Both routes are choke points at peak times. (116 TR)

I think the team have done an excellent job in helping to identify what TIPTREE wants vis-à-vis what CBC would like for Tiptree. (117 TR)

Thank you for the hard work put into creating this Neighbourhood plan My concerns are around provision of a further health centre or medical centre, the current medical centre cannot cope with current patients let alone providing services for new families arriving in Tiptree. The same problem arises for dental services and schools. I feel these provisions need to be thought out at the same time as planning applications are submitted. I also hope that future developments with be sensitive to the surrounding area, thus avoiding the devastation that has taken place at the Robbie Cowling development along Grange Road. The idea should be to keep the wildlife corridors, not destroy them and hope that in the future the developer will put something back. In some ways this will be too late. I agree with the developments being at the north of the village to reduce the impact on the roads within Tiptree itself. Hopefully the provision of these new roads will go hand in hand with planning and building of the estates. I personally feel that they should go in first thus again taking pressure off existing roads as building progresses. (119 TR)

There needs to be some social housing included in this plan. (121 TR)

The Neighbourhood Plan (NP) should clearly explain what constitutes the current adopted Development Plan Documents (DPDs) to guide future growth and development within the administrative area of Colchester Borough Council up to 2021. This includes the following: Core Strategy (adopted 2008, amended 2014) Site Allocations DPD (adopted 2010) Development Policies DPD (adopted 2008, amended 2014) Proposals Map (adopted 2010) and Tiptree Jam Factory DPD (adopted 2013) The introduction should also refer to the Emerging Colchester Local Plan currently subject to independent examination which once adopted, will provide the strategy for growth of the Borough to 2033. The plan period for the NP should be updated to 2033, in accordance with the Emerging Local Plan and associated evidence base. 'Colchester Local Plan' should be replaced with 'Emerging Colchester Local Plan' to provide clarity. The following paragraphs in this section should refer to the Tiptree Jam Factory DPD as part of the currently adopted development framework. It is noted in the NP that the four designated Local Economic Areas in Tiptree are to continue to be protected for this use and any development proposals affecting these sites will be required to comply with Policy SG4 of the Emerging Local Plan. The residential allocation under TIP13: Tower End is in conflict with this statement and both the Adopted and Emerging Local Plans, as part of the residential allocation includes the Tower Business Park employment allocation of the Local Plan. This will need to be clarified. There are a large number of objectives for the NP, it may be more appropriate to integrate the spatial strategy objectives into the vision and re-evaluate the number of objectives that the NP is seeking to achieve in order to ensure success and a more focused NP overall. (128 Statutory Consultee – CBC)

Overall seems sensible and sustainable (129 TR)

Our client's site is some 1.6 hectares of land that was associated with the Bonnie Blue Oak PH in Oak Road. Further consideration should be seriously given to this land as part of our suggested re-modelling of the proposed Highland Nursery and Elms Farm residential land allocations and the northern link road. As we have stressed throughout our promotion of this site, we have given strong support for providing some form of community facility and/or to provide housing to meet the needs of older people, such as bungalows, sheltered housing and/or a residential home. RIBA have stated there is a " 'hidden' housing crisis", with the lack of dwellings for the elderly; this is a matter that is going to get worse with the ageing population. One obvious omission from the Plan is any sort of renewable energy initiative. There are examples in many parts of the country, including the village of Hockerton in Nottinghamshire, where such projects have brought significant community benefits. Other communities are in the process of evolving renewable energy projects as part of their neighbourhood plan process. Many of these initiatives are exploring potential partnerships with local organisations such as schools and businesses to provide benefits for the whole community. (130 Non-Tiptree Organisation – David Russell Associates (Greene King Plc), Wheathampstead) NO

A well-considered document, devoid of wild schemes, obviously people are concerned about standard infrastructure and this is addressed to a greater extent, but maybe the overall plan is a little bland. I think it is important that ideas and suggestions that could be included in non-policy actions should be considered to give a feeling of enhancement of our community. (132 TR)

The whole plan has been professionally produced and very well thought out. Every eventuality seems to have been thought through and the Tiptree residents should be very thankful that this plan has been instigated. Congratulations to the members of the committee and others that put the plan together. (134 TR)

i really feel that this plan needs to protect the village identity, open spaces, wild life and rare plants and from unscrupulous developers and i believe that this plan can do that and i will fully support this (139 TR)

It is clear that a great deal of time and effort has been invested in this draft Plan, which I really appreciate. (142 TR)

NP that there were not any other alternatives to choosing a vast housing estate at the furthest end of the village away from the village centre. This is incorrect and makes for more traffic into the village centre. The site opposite the Heath school would make a good site as it has access to the pits area for open space, A new primary school should be built if this site is chosen. The Barbrook Lane development was never considered in your plan as it is owned by lots of people with at the time little access for housing. This site should be now considered as a whole since there would be access to 200 homes with one house demolished, in an area with over 3ha of public open space and it would also give access to Warriors Rest (currently the Parish part has no access). In addition this is the only site which would enable a primary school to expand (Mildene). Baynards cannot expand as it is surrounded by houses on 3 sides and a road on the other. Nor can it cope with children from 625 homes. Page 26 Map These sites rely on a future road joining the two sites. This is never going to happen as this is in the parish of Messing cum Inworth and they will not allow expansion in this way. The sites suggested encroach on Messing and seek to join Tiptree to Messing and Inworth. These sites will encourage more traffic into Tiptree village centre. - A new medical centre should be included in the neighbourhood plan. The medical centre can afford to build new premises but cannot afford the land. A new site should be gifted to the medical centre as part of the development where it is allocated. - It should be a policy with the plan that all developments should do full ecological surveys for wildlife April – October including a full bird survey over many months. As these sites are near listed buildings all sites should undertake full archaeological surveys and digs. Desk surveys for these things are not enough. Any new development must provide easy, accessible traffic-free routes for non-motorised users (to include pedestrians, disabled people, people with prams or baby-buggies, cyclists and where appropriate equestrians) to facilities and the nearby countryside. New developments should contribute towards a safe cycle path network in the village which is currently non existent. (144 TR) NO

Tolleshunt Knights Parish Council is concerned that a clear visual separation is maintained between the settlements of Tolleshunt Knights and Tiptree in order that the separate identity of the two parishes is not lost. (150 Non-Tiptree Organisation – Tolleshunt Knights PC)

Whichever plan is implemented it is imperative that the infrastructure must be in place before building begins. Roads, sewage, water, gas electricity must not be an afterthought! (151 TR) NO

Two main problems -- No definite plan for medical services - no definite plan to give traffic access to A12. Both of these are essential if other parts of the plan are to succeed (154 TR) NO

A great deal of thought and hard work has gone in to producing this plan and although I would far rather Tiptree remained the size it is, without a plan we will be at the mercy of developers and planners instead of having our own voice. It is very important to me that the thinking behind any building development is “joined up” and inclusive of all the elements of village or town life. Simply putting houses on a piece of land and not considering that they are HOMES in a COMMUNITY is a disaster and not conducive to social cohesion and neighbourliness. Our aim must be to create a community that enjoys its locality and functions as a whole, one that people are proud to be connected to. Road links that connect with the wider environment are a massive issue at the moment and I hope will be given prominence in any plan. (155 TR)

I moved to Tiptree as a place to live that had very little pollution. My home town failed to deal with the increased traffic generated by additional housing. This caused almost constant daytime congestion on all routes through the town and to some of the adjoining towns which led to very high levels of pollution and traffic delays worthy of the most congested city centres. The result: a dying high street - great for cheap charity shops - and several firms vacated their office space because their employees found travel so difficult. It would be a travesty if this happened to Tiptree. (157 TR)

1. We would like to have more information about what Tiptree can do to secure the development of the 'link' road between the two sections of the site allocation in TIP14, given that this is in Messing
2. We are concerned about what can be done to prevent approvals of development plans before the parish plan is agreed - for example the proposal from Bloor Homes on the Maldon road. (164 TR)

Most of the plan makes sense but needs to be over a period of time adjusting the infrastructure as it progresses not as a last resort!! This way hopefully we won't be under pressure to build even more dwellings till after 2034. (166 TR)

Please put things in lay mans terms, as this was very complicated, and I almost gave up (169 TR)

I feel a lot of hard work has been put into this plan, and I hope we achieve an agreement for this to go forward. Not enough people understand how important this is. Unfortunately, the policies are quite complex (which I know they have to be), and probably put people off using this survey. (170 TR)

Feels good to be able to click 'agree' so frequently. This covers/answers all the issues I identified when filling out the previous survey. As a Tiptree native I really appreciate the work and effort that has gone into this plan. Thank you. (175 TR)

Well prepared plan - thoroughly recommended. (180 TR)

A thorough plan - clearly stated (181 TR)

This seems to be as good a plan as is possible, considering the damage already done over the last 30 years! (186 TR)

I have lived in Tiptree over 25 years and have seen it grow considerably and in some ways without good planning. The 'Tiptree Neighbourhood Plan' has been carefully considered and goes a long way towards safeguarding the environment of Tiptree against the inevitable increase in houses / people/ cars etc. One very important aspect of a larger Tiptree is the need for a new health centre. This has been mentioned in the 'Plan' but I feel needs more emphasis. I wish to praise the Tiptree Parish Council for their hard work in putting the Plan together. (189 TR)

I support the plan as long as it delivers on the infrastructure stated e.g. additional roads and better transport. In addition I welcome any improvements/development to the commercial shops as long as they meet the requirements of the residents of Tiptree e.g. licensed restaurant, cinema etc. However, it is vital that health facilities are provided to meet the extra demands. Finally, where possible pressure must be exerted on the proposed development of the A12. (192 TR)

It is very desirable and necessary for the well-being of existing Tiptree residents that Tiptree's country village look and community coherence is preserved and that no developments should

detract from these assets. Similarly, the protection and enhancement of green spaces and wildlife areas is essential. (194 TR)

I lived in Tiptree for over twenty years and still have family living in the village. Also I still own land in the village off Barbrook Lane. Therefore, although I am no longer resident, I do have an interest and wish to comment. I accept my comments will be seen as a vested interest, but suspect that many other respondents will also primarily be putting forward a self interest perspective. Therefore, I trust due consideration will be given to the points I raise. I support many of the Plans policies and aspirations, notably the retention of Tiptree as a village and affordable housing provision for local families. (195 NTR – CO6 3BL) NO

I believe the committee are to be commended for the logical and structured way in which the plan has been considered and appropriate proposals and recommendations reached. It is logical and does its best to highlight and, where possible, address the most pressing matters impacting the village today. One hopes that it will provide the right guidance for those less familiar with Tiptree and the surrounding area to enable its objectives to be fulfilled. Thank you to the committee (197 TR)

I think this is a well thought through plan which considers the needs of Tiptree and the surrounding area. Thank you for the many hours spent putting it together. (200 TR)

This is an excellent plan, to support the strategic development of Tiptree. Would like to see the Parish Council drive forward on lobbying for improved road infrastructure connecting Tiptree to surrounding areas, eg improved access to A12 at Feering and Rivenhall, improvements to bridges on routes (eg Coleman's Bridge and Hinds Bridge). Also working with N Essex CCG to ensure adequate health provision in the village. (201 TR)

It's important that traffic movements outside of the village are built in to this - specifically increases in traffic impacting the Appleford Bridge by the A12 and Inworth road junction in Feering. Both will require upgrades (203 TR)

All new developments must consider the needs of the infrastructure that is required especially the requirements of the local medical centre or else the surgery will go under and a better bus service to local towns is required. (206 TR)

There is a need to improve the roads to & from Tiptree to the A12 and rail stations and as these projects take a long time to come to fruition action needs to be taken once the neighbourhood plan starts otherwise you are in a catch up situation. (207 TR)

Although outside of the neighbourhood plan you have identified problems accessing the major routes of road and rail but representations need to be made as soon as possible because of finance and the slow process of planning applications. I have already mentioned the primary route around the Highland Nursery & Elms Farm, the junction at Grange Road & Braxted Park Road. Also Appleford Bridge will become more congested over the course of time and maybe adding traffic lights for operation and peak times would help. Likewise problems in Feering with the junction beside the Anchor Public House. To leave it would create bigger problems for Tiptree. (208 TR)

not only having these new developments on the north of the village we have new housing on the tiptree factory site, all having additional vehicles going through the village plus all the new development in tolleshunt knights / darcy and tollesbury where mostly all the traffic will be wanting to go to the A12 or to kelvedon and witham stations, with only two roads going out of tiptree one

over a one way bridge at inworth with access both ways onto the A12, the other route out of tiptree into kelvedon at a tee junction and only one direction north on to the A12 towards ipswich, surely these issues must be looked at first. Also with the extra people moving into tiptree how will the doctors and nurses cope? you can provide new clinics and surgeries but its the staff required to run them will be the problem. (211 TR)

I am very impressed with the plan. (213 TR)

I believe the draft neighbourhood plan is sensible, but the main concerns are over the extra pressure it will put on the health centre (which already has c.10,000 patients - no wonder it's so difficult to get an appointment) - without further healthcare facilities, the health of the existing residents will be negatively affected by new housing. Furthermore, while new roads are planned to reduce the traffic going through the centre of the village, any more housing is going to put further congestion on the main route to the A12. While I understand that it's not technically Tiptree, surely widening the bridge to 2 lanes to improve access to the A12 should be a priority in any plan that will increase traffic. Finally, the fact that the road opposite Tiptree Heath is still 60MPH speed limit is appalling - this needs to be reduced as it's a danger to the many walkers / dog walkers / horse riders that cross to the Heath, as well as for residents who live on that road. (221 TR)

In general, I fully support the Neighbourhood Plan and commend those who have steered a careful path around potentially much worse solutions. The main critique concerns wording around the issue of infrastructure. Tiptree should now have a policy of fixing infrastructure before developing further. While it is outside the scope of this plan - the same should apply to the A12 access to / from Tiptree. We are in danger of tipping from serious delays to "gridlock" if all current plans take place. (222 TR)

Overall this is a well-thought out plan. I thought that the early pages were a bit off-putting, though I understand the need for them (225 TR)

All in all a well thought out plan. (226 TR)

There should be another surgery and Dental practice built. More open space out of view of buildings. (227 TR)

My general comments a. are that adequate provision for a larger medical centre is not contained in the plan. This is the most important topic with most residents. b. The proposed new roads the the east and west will cause a dangerous 'rat run' through Oak Road unless the new road join as one from the outset. (231 TR) NO

I believe this to be a well thought out and structured plan. (232 TR)

Many people have worked hard over a considerable time to produce this detailed plan. I thank them for their efforts and hope that it is implemented (236 TR)

As stated above I believe that his plan is a good one however infrastructure should always proceed building as the reality is that the level required is never really delivered after the fact. Pressure should be brought where possible to ensure improved medical and dental facilities along with better access to the A12 via the B1023 and B1022 roads and where possible avoiding putting additional strain on the villages currently impacted by high levels of traffic from Tiptree and its surrounds. (237 TR)

Steps should be taken to ensure that, if Colchester United decide to move their training ground elsewhere, they should under no circumstances be allowed to build housing on the existing site. The valuable open space should be preserved for the use of the community, particularly for the playing of sports by our young people. (239 TR)

I found this questionnaire confusing, and a number of friends have said it has put them off replying. The policies and strategic idea should be separate. Most people just wanted to comment on a strategic plan or idea. By including the complex policy which most residents do not understand has put people off responding. (243 TR) NO

Poor inadequate infrastructure in place. The primary schools will suffer with the increased population of class room sizes. Our future generations won't benefit from the current infrastructure. If and it will the population of Tiptree will increase our roads will be full of traffic. You can't build on Barbrook Lane all the residents are furious. Our village isn't a village. (248 TR)

I think this is a reasonable plan. (249 TR)

In my view (and I think many others share this) the two biggest problems facing Tiptree now and after any future development are (1) the provision of health facilities and (2) access to the A12 and the railway. I appreciate that both are beyond the control of the Parish Council, who are unable to do anything about the first as it is under the control of the PCT and the second as it is outside the scope of the plan. However, both need to be addressed. (1) If new houses are built without a simultaneous improvement in health provision then even more people will find themselves having to make long journeys. (2) The planned new housing and sites for work have good road access to take vehicles out of the area but then they hit the 'log jam' of narrow bridges over the Blackwater and also trying to turn into the major roads after the journey westwards. I think the Parish Council should point out these critical problems and make it clear that the Council will hold up any developments until both issues are solved. (252 TR)

This is about the practical use of the consultation: Return To Polices: - this returns to opening page of the survey but once there - there is no direct link back to the index. Index: Shame you cannot select all of the choices in one go - at present multi-choices need to navigate to the selected item and then return to the index to start again! Would be useful if each section, from the index, had a short précis of the section to save constant referral to the plan document. (256 TR)

There is a proposal for a housing development opposite Tiptree Heath Primary School which does Not appear in the draft plan. I would hope that the Parish Council object in the most strongest terms to this as it would endanger the school children and seriously impact on the traffic flow of Maldon Road where the developer proposes to have the access for the proposed site. Also it is taking away what has been prime agricultural land. Also there would an impact on the considerable wildlife that use this land and surrounding areas. (261 TR)

I have lived in this village for over 30yrs, and feel that it is slowly being destroyed, I am aware that new houses are required, but not to the devaluation of village life. It's not that I am against new houses being built, but the quantity that is being put forward by the building companies. Also the size of the buildings these are not 2 bed Starting homes for young couples, but 4&5 bedroom properties, We do not have the infrastructure in Tiptree to cope with the amount of buildings/ drainage / roads/ amenities/ that the builders are hoping to get approved. (268 TR)

I would like to commend the team who prepared this draft NP. It is very comprehensive and presented in an easily digestible form. Well done to all concerned ! (279 TR)

I think the plan has been well considered to make the best use of the land available and has taken a pragmatic approach to achieving what is necessary to provide more homes. My main concern is traffic and the route it will take to reach the A12 further overburdening an already stretched road network. It would be good if the plan could consider the green space already existing in Tiptree and making more of this rather than focussing on creating more newer small spaces. A linked up network of trails would be better than small disparate green areas. (281 TR)

Having read through this Neighbourhood Plan I feel its originators have considered so many aspects in understanding future development needs and where they are best located for ease of access and minimal impact on the Village we love and it's existing residents. Thought has been given and included to the environment, the Village itself and the existing residents. I support this plan 100%. (282 TR)

I consider that the village plan has been well thought out considering the wide range of views expressed in the initial consultation. With respect to infrastructure a lot of the main criteria are outside local control. you can build medical centres, dentist surgeries and schools but who will man (or woman) them The whole exercise has obviously been carried out with good intent. However "The road to Hell is paved with good intent" so I wish everyone involved with this project the very best of luck, you ill need all the goodwill you can get. WELL DONE (286 TR)

The content is very comprehensive - well done ! (290 TR)

It is a pity that the front page of the Plan does not feature a picture of Tiptree, which should be the focal point. Colchester I believe! Lots of good thoughts, but no detail of how they would be delivered. eg transport services, medical services. (291 TR) NO

I congratulate all those responsible for completing the Tiptree Neighbourhood Plan. It is clear that a great deal of time and effort has been put in to the plan, My only concern is the congestion on the roads used to access the A12. Efforts should continue to encourage Essex CC to develop an A12 access directly from Tiptree. (299 TR)

No mention is made about the occupations of these new residents. A bus service running through the developments is only if any benefit if it is reliable and regular for those who maybe work in Maldon or Colchester and what about those that commute to London? There is no mention of the additional pressures of Kelvedon Road traffic and the prospect of additional parking at Kelvedon rail station (not in your powers but....) or the prospect of a subsidised (initially, maybe) commuters' shuttle bus. (300 TR)

Should a statement be made to answer where common request/wishes made via Questionnaire cannot be supported or fully met by the NP? It should be made clear that new housing will not be able to guarantee that local people, eg first time buyers, will be able to afford or purchase housing (even if registering with CBC). Affordable housing is 70% of market value so not necessarily in reach of young buyers. In addition, the 'affordable' price is only on offer once i.e. to first person lucky enough to buy it. In consequence, this is not a long term solution to Tiptree's housing needs; now or in the future. As always, market house prices are subject to supply and demand so house prices will remain too high for most first time buyers unless we build far more than 600 (to support Colchester borough) or restrict purchases to Tiptree connected people. CBC have stated this is not feasible. (303 TR)

I think you have done a good job - well done. (304 TR)

The most important recommendation of the plan is the desire to keep the concept of Tiptree as a village. This alone will determine the nature of any future development in aesthetic, practical and political decision making. It gives Tiptree a unique identity as an attractive place to live and work. As such, it is imperative that this 'brand' is protected and that the logo 'TIPTREE Village' used throughout the documents of the plan, is adopted as the official heading on parish council documents [who retain the copyright] , street signs and other literature referring to Tiptree business. (305 TR)

it seems all pretty done and dusted the same points have to be made. where are the schools for all these children. where are the doctors for all these people. i can only hope the medical centre will not be allowed to sign up any more patients as they perform dismally at the moment. my last comment is i am not anti people having somewhere to live, but certain things have to be in place first. oh and lastly it would have been nice to have had a picture of Tiptree on the cover of the Tiptree plan booklet!!!!!!!!!!!! (307 TR)

Traffic in the village is a major concern and all effort should be made to help the residents affected including the children in their schools, residents, and the elderly. Thank you. (308 TR)

The plan is very well thought out and helps with the much needed relief of traffic congestion around the village especially the centre and the B1022. (309 TR)

My main concern with any of this is the provision of healthcare in the village. It cannot cope at the moment and so needs completely investigating and things put in place to ensure all residents have easy access to medical and dental provision actually in the village. I would also hope that bringing this many more people to live in the area would mean a better and more frequent transport system for those who rely on public transport. (310 TR)

I am sure the intentions of the plan are honorable. But I do fear that the powers that be will over rule any proposals that are made by the parish council. That is what happens in this democratic society in which we live. I see no mention of the health centre in any proposals? It is recognised as one of the worst in the whole of Essex and pressure should be applied to remove the clowns who run it. That I sense is another kettle of fish! (311 TR) NO

Need a layman's version of policy as very wordy! Great ideas to support local businesses but lack of vision about the needs of an expanding younger population who will also want the convenience of larger stores, restaurants, an additional fuel station. (313 TR)

Overall the proposed development sites for housing are the best choice. The NW relief road is the right idea, but its connection to Grange Rd needs to be reviewed. Lack of green ambition: no mention of cycle routes beyond the village. The NP is by far not ambitious and clear enough about the development of a Country Park. (324 TR)

I think it is a well thought out plan and congratulations on all the hardwork that has gone into this. we must control what happens in our village not developers like bloor homes who wish to build inappropriate houses in totally the wrong place (327 TR)

Would you support the referendum and why

3 TO	No	PLEASE REFER TO ACCOMPANYING LPP LETTER DATED 18/07/2019 AND SUPPORTING DOCUMENTATION
4 NTO	-	
5 TR	Yes	
6 NTO	No	
7 TR	Yes	
8 TR	Yes	I think it is creative and accepting that there must be growth and is taking the opportunity to ensure that all the people in Tiptree benefit. it should ensure Tiptree becomes a very desirable place to live.
9 TR	-	
10 TR	Yes	Most definitely
11 TR	Yes	
12 NTR	Yes	in general the priority on any development plan should be given to the infrastructure of the area rather than commercial and financial considerations. the provision of adequate healthcare and social services being at the top of the list followed by education, transport plus traffic management plus parking. the area needs these things as a foundation to support the growth and provision of all the other considerations Tiptree has no real options. Whatever the residents want in the way of staying as 'we' are, increased housing will be dumped on 'us' until there will be nowhere to grow food and the air more polluted.
13 TR	Yes	
14 TR	No	
15 TR	-	
16 TR	Yes	Obviously things are changing but at least some control is in operation. Plan has been carefully considered I think. Major concern is the health services and volume of traffic.
17 TR	-	
18 TR	Yes	Sensible development in good location. Good wildlife protection. Tiptree must have a plan.
19 TR	Yes	
20 TR	Yes	
21 TR	-	
22 TR	Yes	Do not agree with all this extra building, but suppose it has to happen
23 TR	-	
24 TR	-	
25 TR	Yes	
26 TR	No	ive lived in Tiptree all my life. there is no longer a village feel. no community spirit. the key issues have not been addressed. ive brought up 3 children here who all say they would never choose to live here. Unable to give the time needed to complete this survey due circumstances and health. Would like to give a big thank you to the people who have given freely of their time to make the neighbourhood plan overall, it is excellent. Thank
27 Other	Yes	You
28 TR	Yes	
29 TR	Yes	
30 TR	-	
31 TR	-	

32 TR	Yes	So the people of Tiptree get a say in the future of this village.
33 TR	Yes	
34 Other	No	
35 TR	-	I maybe inclined to support it - if there is guarantee of above improvements
36 NTB	-	
37		ALL BLANK
38		ALL BLANK
39 NTR	-	
40 NTR	No	
41 TR	No	
42 TR	Yes	It should random unsympathetic development in/around Tiptree We must ensure development is sensitive to the environment so it doesn't
43 TR	Yes	cause high impact problems.
44 TR	Yes	
45 TR	Yes	
		I would support the plan with reservations since I cannot see that a community
		the size of Tiptree can accommodate this scale of development. Also road
46 TR	Yes	upgrades would involve a great loss of wildlife habitat.
47 TR	Yes	
		A great deal of thought has been put into this plan and increased housing has
48 TR	Yes	been allocated in the most appropriate place. Well done.
40 TR	Yes	
50 TR	Yes	
51 TR	Yes	
		I would definitely support this plan. I strongly feel this is the best way to keep a
52 TR	Yes	"village" character.
53 TR	Yes	It generally supports the area
54 TR	Yes	
55 TR	No	
56 TR	Yes	
57 TR	Yes	
58 TR	Yes	
59 TR	-	
60 TR	Yes	
61 TR	No	why do we even need a referendum?
62 TR	-	
63 NTR	Yes	
64 TR	Yes	
65 TR	Yes	It appears to respect existing residents. Well done!
66 TR	Yes	
		Inclined but would need to see thre wording to the concrete proposal we are
67 TR	Yes	to vote on.
68 TR	Yes	
		The village of Tiptree needs protecting from excessive building of overcrowded
		sites eg Grange site at moment, houses are too near the road and too close
69 TR	Yes	together. What about the sewage problems?
70 TR	-	

71		ALL BLANK Tiptree has for the past 40 years had no real voice in the halls of power at Colchester Council. It is time we backed change for the future generation who will enjoy living here.
72 TR	Yes	
73		ALL BLANK
74 TR	Yes	
75 TR	Yes	
76 TR	Yes	
77 NTR	No	It is crucial that the expansion and development of the village is properly managed.
78 TR	Yes	Undecided (although ticked "Yes" as compulsory) - it does effect us directly (due to our location) but equally appreciate there will be additional housing. This document does help to protect us in terms of a development that suits the village rather than a developer taking advantage. That said I am concerned that it does not offer protection to Rookery Lane/Bishops Lane due to proximity of boundary which is then outside of the control of this document. I feel that the document could protect us in case Tiptree does loose control of this area.
79 TR	Yes	
80 TR	Yes	
81 TR	No	
82 NTR	-	
83 TR	No	
84 TR	-	
85 TR	-	
86 SC	No	(Messing PC)
87 TR	Yes	
88 NTR	No	
89 TR	Yes	
90 NTR	No	This plan seriously and adversely impacts Inworth. As a resident of Oak Road, I am naturally concerned about the effects of development at the North and North East extremes of the village and its impact on the current housing and the use of Oak Road by vehicular traffic and therefore important to have a say in the Plan.
91 TR	Yes	Because the plan as it stands currently hasn't taken into account the best intentions of proposed developments and logistics as well as residents safety and access to public space
92 TR	No	Not all residents are aware of this or able to access the survey .Final consideration should be given.
93 TR	Yes	600 houses over 25 years is very low and all of the development that is taking place is far enough away from where we live. I also do not wish for us to be the recipient of hundreds of homes that they can't build in West Tey due to civil unrest so get the plan in and stick to it. Traffic however coming past my house on Maldon Road could be horrendous if adequate measures are not taken and I am trusting you folks to do something about it. All the best
94 TR	Yes	
95 TR	Yes	Having read all the information, the chosen locations in this plan are appropriate for Tiptree and the objectives mentioned under each policy are well thought out.
96 TR	Yes	
97 TR	Yes	The location for new factory units, seems well thought out, as stated the mix of

		properties also. The moving of some of the local industry from Tiptree, to the new industrial areas is also an excellent idea.
98 TR	Yes	So Tiptree doesn't end up like other developments; with too many homes crammed together regardless of the needs of people, infrastructure and access to nature
99 TR	Yes	
100 TR	-	
101 TB	Yes	
102 TR	Yes	
103 TR	-	
104 TR	Yes	
105 TR	Yes	
106 TR	Yes	
107 TR	Yes	
108 TR	Yes	
109 TR	Yes	It is the least worst solution! Because we need Tiptree to have some control over its own destiny rather than be subservient to CBC policies all the time.
110 TR	Yes	We need this plan agreed and in place so that we have some control over development in Tiptree
111 TR	Yes	
112 TR	No	The planning authorities and potential developers need to understand what the current population of the village are prepared to accept for the future. It is not just about meeting development targets but also the quality of life we are prepared to accept.
113 TR	Yes	I would support it, but with some reluctance if the heavy traffic issue is not resolved.
114 TR	Yes	Because it has addressed and incorporates most of the things asked for and suggested by residents in the original consultation.
115 TR	Yes	I hope the proposals are carried through in full and that developers do not evade the vital requirements in the plan for the community.
116 TR	Yes	To give some certainty and direction to the future of the village for the residents of the village, by the residents of the village. To restrict (hopefully) external developers building in Tiptree for profit only without any consideration of the effect their developments have on the long term future and character of the village. The Tesco supermarket being an example of totally inappropriate (but convenient for Tesco) development in the middle of a village. To avoid CBC using Tiptree as a convenient "overspill" area for developmentst hat are difficult to place elsewhere.
117 TR	Yes	Overall seems a very thorough and detailed piece of work which must be implemented without major changes
118 TR	Yes	To get the views of the residents of Tiptree, although careful wording may be necessary.
119 TR	Yes	
120 TR	Yes	The plan appears to have been well thought through and offers solutions to the essential decisions which need to be made if we are to improve and move forward as a community.
121 TR	Yes	<u>Anglian Water</u> is identified as a statutory consultee and not a resident in the
122 SC	Yes	Parish as such we would not participate in any referendum.
123 TR	Yes	

124 TR	Yes	Please discount the answer above in your statistics - it is a mandatory answer, so has to be clicked in order to move on. <u>Maldon District Council</u>
125 SC	Yes	would not have a vote at the referendum, as it is not a resident.
126 TR	No	
127 TR	-	
128 SC	Yes	<u>Colchester Borough Council</u> welcomes the publication of the Draft Tiptree Neighbourhood Plan. Overall the Plan is well written and provides a good basis for continuing the extensive work to date. Where comments have been made in relation to policy wording changes, the Council is happy to engage with the Parish Council to provide support, feedback and review drafts.
129 TR	Yes	
130 NTO	No	
131 TR	No	Yes - subject to changes relating to comments
132 TR	Yes	
133 TR	Yes	
134 TR	Yes	It's important that the Tiptree residents decide on the planning and expansion of the village. If we must have new development here (where do all these people needing new houses come from?) then it must be us, as the residents of Tiptree, that make these decisions. Its important for the future of the younger generation within the village that the plan is supported in its present form and that contractors to any of the proposed development are policed accordingly.
135 TR	Yes	
136 TR	No	
137 TR	Yes	i support this plan because it protects Tiptree and it's residents
138 TR	Yes	
139 TR	Yes	for the reasons as stated in my comments above It is vital that developers are not given the opportunity to build on any green space in Tiptree village which they choose. The proposed plans provide a clear message that the building of new developments is supported but is to be carefully controlled.
140 TR	Yes	
141 TR	Yes	
142 TR	Yes	
143 TR	Yes	
144 TR	No	It is an ill conceived NP lumping all the housing together at a boundary far from the village centre. This plan does not have sustainable developments. Not near shops or schools which can accommodate the children. The public open space is woefully inadequate and not in line with current policies. This plan will encourage more traffic into the village centre and more single person homes for Londoners.
145 TR	Yes	Appears to be a logical and well thought out plan, subject to practicalities.
146 TR	-	
147 TR	-	
148 TR	Yes	This is a well thought out plan. As Tiptree is required to take it's quota of new houses we need a plan that is the best for Tiptree residents and this plan provides just that. It is only right that Tiptree residents decide what is best for their village whilst also recognising that the village has to take it's fair share of new housing
149 TR	Yes	

150 NTO	Yes	(Tolleshunt Knights PC)
151 TR	No	We consider that the present plan is in the wrong place
152 SC	-	(CBC – see also 127)
153 TR	Yes	The Neighbourhood Plan needs to be in place, otherwise there will be little or no control over over development in Tiptree, Two main problems -- No definite plan for medical services - no definite plan to give traffic access to A12. Both of these are essential if other parts of the plan are to succeed - without the inclusion of these in the plan i would not support it.
154 TR	No	
155 TR	Yes	It gives the village residents more control over their future.
156 TR	Yes	
157 TR	Yes	
158 TR	Yes	A good and comprehensive report of the situation Tiptree will find itself in in view of the non negotiable fact of having to make provision for 600 houses. The proposed plan would appear to address all the issues this impact will have on Tiptree. since we moved here for a "retire to the country life" our green space is moving further and further away. Soon it will be too late to worry anyhow. so we will have to go with the flow.
159 TR	Yes	
160 TR	Yes	
161 TR	-	
162 TR	Yes	In order to protect the village from ad-hoc and enforced future development from Colchester Borough Council and other developers.
163 TR	Yes	
164 TR	Yes	We believe that the parish council have done an excellent job in putting together the plan for consultation. It is not easy balancing all the different needs and requirements, but we think this proposes the best solution; the land allocations are very sensible and will result in a tidy up of that end of the village, and the additional policies will support sustainable development for the future.
165 NTR	Yes	
166 TR	Yes	Generally good ideas but may need fine tuning during each stage!
167 TR	Yes	
168 TR	Yes	Tiptree cannot sustain the growth that the government is proposing for this village. we do not have the infrastructure to cope with more traffic, the sewer farm is too small to cope with any more. the government need to come to the countryside to see for themselves that we are being clogged up without a decent transport system,roads or public services.
169 TR	Yes	
170 TR	Yes	I just hope the referendum is simple, and states how important it is for the village that the neighbourhood plan is put in place.
171 NTR	Yes	
172 NTR	-	
173 TR	Yes	
174 TR	Yes	Unfortunately we can't stop the people in Colchester who want to be a unitary authority - big wages- and are covering the land with houses.
175 TR	Yes	
176 TB	Yes	
177 TB	Yes	

178 NTR	-	
179 NTB	-	
180 TR	Yes	
181 TR	Yes	
182 TR	No	<p>I would if there are some amendments</p> <p>Having had an opportunity to discuss the Neighbourhood Plan with 2 councillors at the meeting I believe this is the best way forward for our village. I do not want to see Colchester make decisions for our village but rather we take control.</p>
183 TR	Yes	
184 TR	No	<p>This has been a substantial exercise involving lengthy and wide ranging consultation, resulting in the participation of a wide cross section of the Tiptree populus. I believe the plan represents a sensible compromise on where housing allocations should be located and includes clear statements of the mitigating factors and additional community benefits that any future development should seek to achieve. Tiptree Parish Council is not a planning authority and will only act in an advisory role when it come to the future application of the principle of this plan. It is therefore to be hoped that if this plan is adopted following a local referendum that the content and the spirit of the plan is respected by those that are charged with applying planning policy. It is apparent that a plan must be settled as a matter of urgency, or the situation could continue , of everything being dictated by greedy developers.</p>
185 TR	Yes	
186 TR	Yes	Er, I think correct term is 'market forces'.
187 TR	Yes	It's the best plan for Tiptree
188 TR	Yes	
189 TR	Yes	As mentioned in the box above.
190 TR	Yes	
191 TR	-	<p>I believe that every effort has been made to meet the demands for extra housing which includes sympathetic landscaping, parking facilities and green spaces.</p>
192 TR	Yes	
193 TR	Yes	
194 TR	Yes	
195 NTR	No	<p>Issues over supported sites and others excluded. As a non resident, but a landowner, not sure I am eligible to vote in the referendum.</p> <p>The area seems to be the best one for development. I understand that this takes no account of the current development of approximately 550 houses which are being built on a speculative basis and that the provision of schools or doctors' surgeries or other medical facilities are not in the remit of the neighbourhood plan. The provision of employment within the area and further shopping facilities depend on employers and firms seeing an opportunity to set up business in the area.</p>
196 TR	Yes	<p>I accept that more houses need to be built but also believe that finding a way to satisfy that imperative without compromising the village and, where possible, having a positive effect on the community is essential. The plan seeks to do that and would therefore gain my support.</p>
197 TR	Yes	
198 TR	-	
199 TR	-	
200 TR	Yes	see above

201 TR	Yes	We need to have a structured plan for Tiptree otherwise Colchester Borough Council will build without consideration what is right for Tiptree We could end up with the overspill from London Boroughs and lose the Village feel that we
202 TR	Yes	and others moved to Tiptree for It contains well researched draft policies and appears to define the most
203 TR	Yes	sensible recommendations for housing growth
204 TR	Yes	
205 TR	-	
206 TR	Yes	Better for the population as a whole when decisions are made collectively than
207 TR	Yes	by speculative builders for profit. Being a Tiptree resident I want there to be controlled expansion of the village by consensus rather than haphazard building by opportunist builders riding
208 TR	Yes	roughshod over the village.
209 TR	Yes	
210 TR	Yes	its explanatory, these issues must be looked at before we are all crowded out
211 TR	Yes	of the village
212 TR	Yes	
213 TR	Yes	It is a very well thought out plan and the best outcome for the village.
214 TB	Yes	i get that we need to build the 600 houses though i think its too much so we need to minimise the impact and stop the speculation from developers just trying to build on any spare plot of land to make a quick buck not caring about the impact on our village
215 TR	Yes	
216 TR	Yes	
217 TR	-	
218 TR	Yes	Mainly because it supports the needs of Tiptree.
219 TR	-	
220 TR	-	
221 TR	Yes	I understand that houses need to be built, and as part of that they need to be built in Tiptree, so it's better to have a controlled building plan rather than no plan at all. But there needs to be significant focus on directing traffic out of the town (rather than through it) and on increasing the capacity of the health centre. Tiptree has in the past had quite a bad reputation, which has improved in recent years - it would be a shame to ruin it once again by building too much housing and turning it into even more of an urban environment rather than retaining some form of village feel If we don't support the plan, we will have a plan imposed on us. Tiptree has not been well served by the large scale development that has occurred. This plan has the merit of thinking through the issues and trying to ameliorate the harm that has been done by previous development.
222 TR	Yes	
223 TR	Yes	In general it is positive but I would very much hope in the final version of policies the language used is tightened to ensure it reads well and that it does what is needs to by developers.
224 TR	Yes	
225 TR	Yes	
226 TR	Yes	As residents, we need to be responsible for the future of Tiptree.

227 TR	Yes	Tiptree residents can have a chance to say what is built in Tiptree.
228 TR	-	
229 TR	Yes	
230 TR	Yes	Why Not
231 TR	No	
232 TR	Yes	I believe this to be a well thought out and structured plan.
233 TR	-	
234 TR	-	
235 TR	-	
236 TR	Yes	
237 TR	Yes	
238 TR	Yes	
239 TR	Yes	It is vital to have a comprehensive plan as a weapon to resist piecemeal development by speculators who are simply in it for the profit. It addresses the needs of the neighbourhood and current residents, and respects their suggestions and requests. It represents a good sense plan for sustainability and forward thinking
240 TR	Yes	Because I really believe that this was decided long ago, like 2013 onwards, by the 'powers that be' ie: local and borough councils together. To me, it seems that local landowners were wasting their time putting their land forward for development. Why were they asked to do so when the development was going to be to the North/North West all along ?
241 TR	No	
242 TR	-	wrong long term plan for future developement, and a strategic plan for the shopping centre namely church road.
243 TR	No	
244 TR	-	
245 TR	Yes	
246 TR	-	
247 TR	-	
248 TR	Yes	We need to control what is going on and it needs to provide the village with a future.
249 TR	Yes	
250 TR	-	
251 TR	-	
252 TR	Yes	You will be well aware that the PC's plan on housing is not one that the public approve of and this is also my view.
253 NTR	No	
254 TR	-	
255 TR	-	
256 TR	Yes	
257 TR	Yes	Because if we don't get involved then we can only blame ourselves for not responding.
258 TR	Yes	
259 TR	-	
260 TR	Yes	A chance to make amends after the brexit fiasco.
261 TR	Yes	Simple democracy even though this is not being shown with Brexit!
262 TR	Yes	
263 TR	Yes	

264 TR	Yes	
265 TR	Yes	
266 TR	Yes	I agree with the areas for development & growth of the village. It addresses the issues that concern me as a Tiptree resident & I would be happy to support the plan in a referendum.
267 TR	Yes	
268 TR	Yes	
269 TR	Yes	
270 TR	Yes	While I would prefer not to have the additional housing development imposed on the village of Tiptree, I recognise that to do it in a manner that seeks to make the best of it, is better than not to have a plan. I applaud any efforts to retain the village character, protect our green spaces, and not turn us into a town. This response document has not concentrated much on retaining the village atmosphere, the feeling of belonging to a community, and the ability to enjoy our lovely countryside, which is what I enjoy about living in Tiptree. The draft plan reflects the considerable amount of work done by the Parish Council and it's volunteers. The plan gives some control to Tiptree residents over future developments for the village.
271 TR	Yes	
272 TR	-	
273 TR	-	
274 TR	Yes	
275 TR	-	
276 TR	-	
277 TR	No	
278 TR	-	
279 TR	Yes	
280 TR	Yes	Tiptree is a village and not a small town and wish to keep it as such.
281 TR	Yes	
282 TR	Yes	I feel I have covered this in my general comments above
283 TR	Yes	
284 TR	Yes	
285 TO	Yes	I realise how important it is to have a Neighbourhood Plan in order to have some control about where and in what form further building will take place. Tiptree should grow to benefit the local people.
286 TR	Yes	See comments above. you can count on my full support.
287 TR	Yes	
288 TR	Yes	
289 TR	Yes	
290 TR	Yes	I fully support the idea of taking some sort of control of our destiny ! I love Tiptree and don't want to see it overdeveloped - but I do recognise that you cannot hold back time and progress ! At present I am undecided. I think some changes need to be made before I can fully support this Plan as it stands.
291 TR	No	
292 TR	-	
293 TR	-	
294 TR	-	
295 TR	Yes	
296 TR	Yes	

297 TR	Yes	
298 TR	Yes	
		Tiptree has had something in the order of 1,000 new builds over the last 20 years but the infrastructure has not changed in over 40 years. It is essential that any new housing is managed carefully and this plan will achieve that
299 TR	Yes	objective.
		I think the proposed sites are the best option for Tiptree as it keeps most of the
300 TR	Yes	traffic from the already congested village centre.
301 TR	-	
302 TR	-	
303 TR	Yes	Some local control and influence is better than none for Tiptree. Sensible provision, protection of green spaces, important to locate new development close to access to A12 and Kelvedon Station without increasing
304 TR	Yes	traffic along Church Road Generally a practical workable plan provided the vision of retaining the village
305 TR	Yes	identity is reinforced.
306 NTR	-	
307 TR	Yes	only providing schools and medical care is in place
308 TR	Yes	Helps the village prosper and breath.
309 TR	Yes	Green space and traffic problems need to be addressed.
310 TR	Yes	
311 TR	No	
		I strongly wish the Tiptree Village Plan to protect the area to the north-east of
312 TR	Yes	the village. Especailly Pod's Wood and the Warriors Rest grounds.
313 TR	Yes	
314 NTR	-	
315 TB	Yes	
316 TR	Yes	
317 TR	Yes	
		The question above regarding support for the plan in referendum should not be mandatory. I have had to click "yes" even though I do not agree with some elements of the plan. There should have been a box marked "mostly" or
318 TR	Yes	similar.
319 TR	-	
		I am disappointed to find I have spent my time to complete this form, for the benefit of our community, and I have to answer this final question about supporting this plan in a referendum, before I can send this in. How can anyone answer this when we do not know what the final plan will be. When the final plan is competed of course I will support it, if I agree with it!
320 TR	No	
321 TR	-	
322 TR	-	
323 TR	-	
324 TR	Yes	It is a good plan, the best way to offer 600 additional homes and progress with reducing traffic impact. I feel that the Neighbourhood Plan is a necessity if we are to safeguard the
325 TR	Yes	structure of the village.
326 TR	Yes	
327 TR	Yes	
328 TR		REST BLANK

329 TR

REST BLANK

Votes

No: 35

Abstentions: 64

Yes: 222

Blanks: 6

Column headings: 2 (first entry is no. 3)

Identified duplications: (to be inserted and stats adjusted accordingly)

TOTAL: 329

We have 321 responses

64/321 = 20% abstained

35/321 = 11% voted 'No'

222/321 = 69% voted 'Yes'

Of those voting 'Yes' or 'No' 222/257 = 86% voted 'Yes', 14% voted 'No'

Respondents

TR: Tiptree Resident (**291**)

NTR: Non-Tiptree Resident (**16**)

TB: Tiptree Business (**5** including Perrywood (no. 101), Wilkin & Sons (no. 214), Staines & Brights (no. 315)

NTB: Non-Tiptree Business (**1**, Edward Gittins & Associates (179)

TO: Tiptree Organisation (**2**, Lawson (no. 3), Friends of Tiptree Heath (no. 285)

NTO: Non-Tiptree Organisation (**3**, Savills (4), David Russell Associates (6 & 130)

SC: Statutory Consultee (**5** – see below)

There are five submissions from Statutory Consultees:

86 Messing cum Inworth PC

122 Anglian Water PLC

125 Maldon District Council

128 & 152 Colchester Borough Council

150 Tolleshunt Knights PC

All, except Messing cum Inworth PC, supported the NP. Messing cum Inworth PC voted against.]

NB. The stats take no account of duplications (there are at least two: 6 & 130 and 128 & 152)

Meeting held at Rowan House

Thursday 7th November 2019 3.00pm

TPC - Cllrs Mannion, and Greenwood, Clerks Ann Wood & Rob Williams

Navigus Planning - Chris Bowden

CBC - Karen Syrett, Bethany Jones

The issue of the request by Wilkin & Sons Ltd. To reinstate the employment zone and settlement boundary down to Tudwick Road was discussed.

Cllr Greenwood explained that there was never any intention to remove the employment status and that the error on Map 8.1 of Tiptree draft NP would be corrected. Regarding the settlement boundary it was understood that the boundary defined the area for housing development and that concern would be expressed by both Tiptree and Tolleshunt Knights residents/Parish Councils should there be a suggestion of housing development on the land to Tudwick Road. K. Syrett pointed out that, in reality, the presence of absence of the settlement boundary would make little material difference. As a future brown field site it could be put forward for housing whether it was inside or outside the settlement boundary. Furthermore there is precedent for employment zones to be inside the settlement boundary. She recommended that the settlement boundary should be reinstated and that Wilkin's should be asked to produce a written statement expressing their plans to use the land in question for employment purposes over the next 10 years or so. A meeting was subsequently arranged with Wilkin & Son for 15th November 2019.

Regarding the settlement boundary and green space designation at CUFC, it was considered appropriate to ensure the NP does designate Florence Park as green space (albeit private green space) but that there was no need to include it within the Settlement boundary. More consideration will be given to this by the NP steering group in the light of other complicating factors.

The issue of the land designation at Tower End was also briefly considered. It was pointed out that the CBC submission to the Tiptree NP consultation raised a concern that the proposed development land at Tower End included an area designated for Travellers and an area designated for employment. It was requested that the employment designation be swapped for a larger and more suitably positioned area on the opposite side of Inworth Road (as proposed in the Neighbourhood Plan) and that the Traveller designation be changed to residential. B. Jones agreed to investigate this to see if the issue could be resolved.

Meeting held at Rowan House

Thursday 7th November 2019 2.00pm

Essex Highways engineers/managers - Martin Mason, Alan Lindsay & Matthew Bradley

TPC - Cllrs Mannion, and Greenwood, Clerks Ann Wood & Rob Williams

Navigus Planning - Chris Bowden

CBC - Karen Syrett, Bethany Jones

Cllr Greenwood expressed TPC concerns regarding ECC Highways response to the NP reg 14 consultation, in particular their comments regarding Tiptree NP Objective 14. It would appear Highways do not support the NP intention to create 'link roads' through the new estates or the increased use of Grange Road – despite their earlier acceptance of these plans when consulted on 18/10/18. The intent to disperse traffic around alternative routes to avoid traffic 'pressure points' and to future proof Tiptree flow around the village and towards the A12 was a response to the public consultation questionnaire results and a fundamental principle of the draft plan. Furthermore it was pointed out that traffic heading up Braxted Road towards Tiptree from the A12 is actually signposted along Grange Road.

On further discussion, ECC Highways agreed that there was logic to the plan and that it could be supported. It may be appropriate to conduct some computer modelling work at the planning application stage. Highways will write a letter to CBC planning office confirming this agreement.

Tiptree Parish Council

Meeting between Wilkin & Sons and the Tiptree Neighbourhood Plan.

Date: 15 November 2019 – Commencing at 11am

Location: Tiptree Parish Council Community Hall.

Attendee's: Cllr R Manion (Chairman, Tiptree Parish Council)
Cllr J Greenwood (Chairman, Neighbourhood Plan Committee)
Bethany Jones (Colchester Borough Council)
Chris Newenham (Wilkin & Sons)
Paul Munson (Wilkin & Sons, representative)
Rob Williams (Clerk to the Council)

Meeting Minutes:

Cllr J Greenwood opened the meeting by stating that he wished to apologize for an oversight by the NHP (Neighbourhood Plan) in omitting the valued contribution that Wilkin & Sons provide to the village. As a valued employer, with a number of contributions made to improve the life of those within the village, the draft Neighbourhood Plan had become “bogged down” in the detail of the planning issues, and failed to correctly address the contribution made by Wilkin & Sons. This would be addressed in the next iteration.

Cllr Greenwood then confirmed that it was accepted that the land to Tudwick Road was a designated employment zone and that Map 8.1 in the Neighbourhood Plan would be corrected to show this. He went on to state that advice had been taken from Colchester Borough Council (CBC) regarding the omission of the Wilkin's site from the development boundary. It is understood that the settlement boundary determines where housing development will take place and there would certainly be opposition to the prospect of housing estates filling the green space between Tiptree and Tolleshunt Knights. However there is a precedent for including an employment zone within the settlement boundary so if Wilkin's could assure us of their plans to use the land for employment purposes over the next ten years or so we will re-instate the settlement boundary around the factory and land down to Tudwick Road.

Mr P Munson stated that the employment zone was in effect in the current Local Plan by CBC, and indeed the emerging Local Plan. For alignment purposes, it should remain. This was agreed by Cllr Greenwood.

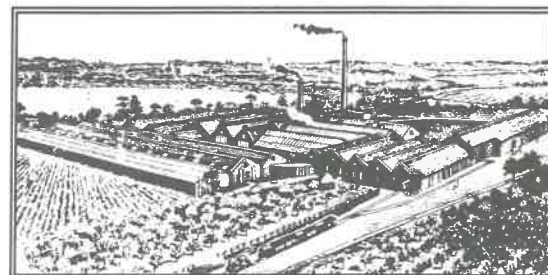
Mr Newenham then spoke about future plans for the site, which assured all present included only employment opportunities, and the possibility of further jobs for the area.

The meeting closed with Mr Newenham agreeing to provide a brief letter assuring the future of the site as employment space for the next 10 years, and Cllr Greenwood stating that the conformity of the Employment zone within the development boundary requested by Wilkin & Sons would be met.

Meeting closed at 11:55.



STRAWBERRY PICKING



THE TIPTREE JAM FACTORY

THE COMPANY OWNS A FREEHOLD ESTATE OF ABOUT 1,000 ACRES AND GROWS MANY CHOICE VARIETIES OF FRUIT SELECTED FOR THEIR FINE FLAVOUR.



WORLD FAMOUS MAKERS OF THE FINEST QUALITY PRESERVES AT THE TIPTREE FACTORY SINCE 1885.

Jonathan Greenwood Esq
Chair – Village Development Plan Group
c/o Tiptree Parish Council
2 Mynott Court
Tiptree
Colchester
Essex
CO5 0UP

18th November 2019

Dear Jonathan

Re: Village Plan, Reg 14 Consultation.

Thank you for your time and those of your Parish Council colleagues on Friday.

We are pleased to hear that following our various representations over the last few months, the village plan group will now reinstate both our employment zoning and settlement boundary as per the 2013 Tiptree Jam Plan and the emerging Borough Local Plan.

The Tiptree Jam plan was predicated on retaining our business in Tiptree, growing employee numbers and continuing investment on site. Across the Wilkin and Sons group we now employ 475fte's. Over the last 5 years we have invested in excess of £6m into our current operations on site and most recently the board have committed to a further £4m investment over the next couple of years. In short, our commitment to the village remains resolute.

Given the ever-changing nature of consumer preferences and demands it is difficult to predict exactly how our product range will continue to evolve. We would not have envisaged five years ago that fruit infused alcohol liqueurs would have been the success that they are today. Similarly, the growth in the nut butter sector (part of our next tranche of investment) has exceeded all reasonable forecasts. In that context it is a real challenge to predict exactly how our employment zoned land will be utilised over the coming decades. While we have no immediate plans (over the next 5 years) to utilise this site, it is important for us to know that we do have an area on which we can expand further if/when the need arises.

It is therefore important to us that the current planning designations for the existing factory site and the adjoining land are retained to give us the confidence for our future investment. We are grateful for your confirmation that the Neighbourhood Plan will be amended to reflect the importance of Wilkin and Sons to the village. Also, the existing factory site and the land allocated for employment use adjacent to it will both be included in the settlement boundary on the Policies Map in line with the Tiptree Jam Factory Plan. We look forward to seeing these changes in the Regulation 16 version of the Plan.

I trust this gives you some comfort as to our short/medium term intentions, please feel free to call should you require any further clarification.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Chris Newenham', with a long horizontal stroke extending to the right.

Chris Newenham

Joint Managing Director

Cc: Roger Mannion Esq, Chairman, Tiptree Parish Council (by email)

Paul Munson Esq, Melville Dunbar Associates (by email)

Developer Meetings held at Tiptree Community Centre

Mon 13th January 2020 10am and 11am

In Attendance Cllrs Greenwood and Wood, Chris Bowden at Navigus Planning, Julie Webster Secretary

10am Laura Dudley Smith (Strutt and Parker) and Shaun Pridmore (Marden Homes)

Cllr gave an update as to where we were with the Plan, ie reviewing responses, adjusting the Plan where necessary and hoped to send the completed Plan to CBC in the spring

Strutt and Parker and Marden Homes wish to make the point that they could facilitate up to the red line on the map but not the 'ransom strip' and the road could be an issue. It was emphasised that there is a requirement to make sure plan is deliverable. They were disappointed with the report from LLP.

They were requested to continue liaising with Tom Higgins (Savills)

Action

JG to contact Thomas Higgins (Savills) requesting that Savills pursue further negotiations with Robbie Cowling in the hope of arriving at a realistic figure and taking into account the following considerations:

1. Development will be allowed without the road connection
2. A modest increase in the number of houses can be accommodated to improve viability.
3. Lawson Planning Partnership's co-operation will be reciprocated at a future NP review.

11am Paul Hiller

Paul Hiller wished to make it known that he was agreeable to consider the roundabout leaving a spur road alleviating the ransom strip.

Once again it was stressed that it was necessary to make sure the plan is deliverable, and need to work together. Paul Hiller contacted the representative of one of his neighbours who joined the meeting and gave her support

Action

Need to talk to Mersea Homes again regarding 'keeping everyone on board'

JG to contact Stuart Cock (Mersea Homes) to inform him of the outcome of this meeting and to request that he draws up a memorandum of cooperation between the four land owners/developers at Highland Nursery.

31/1/20

Dear Jonathan,

Thank you for your email and sorry I've not had chance to reply before now.

Thank you also for providing us with more clarity regarding the development proposals for Tiptree and the background to providing 'link roads' as part of these during our meeting on 7th November 2019.

We are now content the 'link roads' should not have a negative impact but instead should help to relieve any existing congestion problems within Tiptree as well as help to mitigate the impact of any new trips generated by the proposed developments.

Having said this, the possible effects of the 'link roads' would need to be evidenced as part of the planning applications. This should form part of the Transport Assessments, which would need to accompany the applications. The scope of the Transport Assessments should be agreed with me on behalf of the Highway Authority as soon as possible.

Thanks again.

Martin

Martin Mason

Strategic Development Engineer

Transportation and Smarter Travel

Essex County Council | telephone: 03330 130590 | mobile: 07919 624331 | email: martin.mason@essex.gov.uk

5/2/20

The final paragraph does make clear that it will be over to the applicants to consider this at application stage. As it says, the TA is prepared to accompany any planning application so isn't something for the plan to worry about. I think his words "as soon as possible" are somewhat misleading as this scope can only be agreed at the point in time when the applicants are ready to put in an application. Some are a fair way off this.

We will need to build some suitable text into the Plan which explains all this. Also, at the appropriate time we will need to share this with the site owners – it is unlikely that they will have a problem with this but we don't want any (more) nasty surprises popping up at the eleventh hour (like an objection from one of the landowners).

Kind Regards

Chris Bowden

5/2/20

Thanks Chris.

In response to your advice I am proposing that we add the following text to section 12 (becoming the penultimate paragraph). Do we need to add a clause requiring Transport Assessments to Policy TIP12 Comprehensive Development?

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

To keep developers fully informed, would it be appropriate to send them the proposed (revised) text of the relevant sections of the Reg 15 plan?

With kind regards

Jonathan

5/2/20

Hi Jonathan,

We should add in a clause about TAs to TIP12.

We should also send the text, at the appropriate time, to the promoters. But we would have to make clear that we would not be looking for detailed comments (they can be provided at Reg 16), only issues which cause significant concern. We'd therefore want to give them a relatively short window of time to reply.

Kind Regards

Chris Bowden

Suggested clause to TIP12

Planning applications must be accompanied by Transport Assessments, the scope of which must be agreed with ECC Highways in advance of any application. In particular, the Transport Assessments must demonstrate that the new link roads will satisfactorily mitigate traffic impacts of the proposed development and address existing road congestion issues in Tiptree village.

Appendix 42

Topic	Agree	Mostly Agree	Disagree	No opinion	Blank	Agree	Mostly Agree	Disagree	No opinion	Blank	Don't disagree	Comments	To consider	Another policy / page	Non-policy actions
6 Spatial Strategy															
TIP01	189	60	20	8	39	59.8%	19.0%	6.3%	2.5%	12.3%	93.7%	57	55	20	5
7 Homes and Housing															
TIP02	229	36	5	9	37	72.5%	11.4%	1.6%	2.8%	11.7%	98.4%	38	36	8	0
TIP03	206	47	13	11	39	65.2%	14.9%	4.1%	3.5%	12.3%	95.9%	61	60	17	0
TIP04	225	28	4	16	43	71.2%	8.9%	1.3%	5.1%	13.6%	98.7%	22	22	9	1
TIP05	209	51	7	7	42	66.1%	16.1%	2.2%	2.2%	13.3%	97.8%	52	51	8	1
8 Traffic and Movement															
TIP06	227	30	6	10	43	71.8%	9.5%	1.9%	3.2%	13.6%	98.1%	48	47	11	3
TIP07	188	52	29	7	40	59.5%	16.5%	9.2%	2.2%	12.7%	90.8%	85	83	24	13
9 Tiptree Village Centre															
TIP08	221	29	6	11	49	69.9%	9.2%	1.9%	3.5%	15.5%	98.1%	33	33	1	15
TIP09	207	42	6	11	50	65.5%	13.3%	1.9%	3.5%	15.8%	98.1%	48	47	5	15
10 Commercial Activity															
TIP10	192	48	16	11	49	60.8%	15.2%	5.1%	3.5%	15.5%	94.9%	40	37	6	7
11 Community Infrastructure															
TIP11	209	46	5	8	48	66.1%	14.6%	1.6%	2.5%	15.2%	98.4%	60	58	3	10
12 Site Allocations															
TIP12	215	35	7	12	47	68.0%	11.1%	2.2%	3.8%	14.9%	97.8%	23	19	10	0
TIP13	202	42	24	3	45	63.9%	13.3%	7.6%	0.9%	14.2%	92.4%	57	49	9	10
TIP14	189	45	32	4	46	59.8%	14.2%	10.1%	1.3%	14.6%	89.9%	58	51	17	5
13 Countryside and Green Spaces															
TIP15	233	19	7	7	50	73.7%	6.0%	2.2%	2.2%	15.8%	97.8%	40	38	10	0
TIP16	218	25	3	19	51	69.0%	7.9%	0.9%	6.0%	16.1%	99.1%	17	16	5	1
4 Local Context															
Page 10												4	3	0	2
Page 11												1	0	0	0
Page 12												3	2	0	1
5 Vision and Objectives (note individual vision and objectives to be considered in appropriate sections hence no pages 14 and 15)															
Page 13												7	7	4	1
Maps															
Page 16												5	4	2	0
Page 17												1	1	0	0

Topic	Agree	Mostly Agree	Disagree	No opinion	Blank	Agree	Mostly Agree	Disagree	No opinion	Blank	Don't disagree	Comments	To consider	Another policy / page	Non-policy actions
6 Spatial Strategy															
Page 18												8	7	4	1
7 Homes and Housing															
Page 19												5	4	1	1
Page 20												2	1	1	0
Page 21												2	1	1	0
Page 22												4	3	0	0
8 Traffic and Movement															
Page 23												11	10	1	6
Page 24												2	0	0	0
Page 25												4	3	0	0
Page 26												6	4	2	0
Page 27												3	3	0	0
9 Tiptree Village Centre															
Page 28												10	9	1	7
10 Commercial Activity															
Page 29												3	1	0	0
11 Community Infrastructure															
Page 30												6	5	0	3
12 Site Allocations page 31 is a policy and a picture															
Page 32												13	12	0	3
Page 33												2	1	1	0
Page 34												2	1	1	0
13 Countryside and Green Spaces page 35 is a policy and a picture															
Page 36												9	8	1	0
Page 37												3	2	1	1
Page 38												1	0	0	0
14 Non-Policy Actions															
Page 39												8	8	0	5
General												122	121	18	50
Support Plan	Yes 221	No 34	Blank 61		Yes 69.9%	No 10.8%	Blank 19.3%					125	122	8	7

Duplicates: 10855396607 & 10850968132; 10873496410 & 10873365583

Support for plan by Tiptree Resident Area code:

Tiptree residents	yes	no	Total	% yes	% no
Area code below	206	23	229	90.0%	10.0%
0 - unknown	1		1	100.0%	0.0%
1 - N	7	5	12	58.3%	41.7%
2 - NE	44	7	51	86.3%	13.7%
3 - SE	25	3	28	89.3%	10.7%
4 - S	18		18	100.0%	0.0%
5 - SW	19		19	100.0%	0.0%
6 - NW	45	3	48	93.8%	6.3%
7 - Central	47	5	52	90.4%	9.6%
	206	23			

Procedure for Consultation submissions

The following files were created in the process of analysing and responding to significant comments.

File 1a: **The Developer Submissions were collated into this file**

File 1b: The points raised by each Developer that have the potential to affect changes to the NP were copied and pasted into a new doc and an initial response made to each comment by the Steering Group (SG). This file sent to Chris Bowden (CB) at Navigus Planning for further comment.

File 1c: The Developer Comments with SG and CBs responses added.

File 2a: **The Statutory and other consultee submissions**

File 2b: The identified Consultee comments with SG responses added.

File 2c: Consultee comments with SG and CB responses added

File 3a: A series of documents, one for each Policy or section of the NP into which all comments relating to that policy or section (from developers and consultees) have been sorted – together with the SG and CB comments

File 3b: An edited version of 3a where the SG and CB comments have been converted into a final NP response (provisional)

File 3c: Further comments from CBC, Navigus Planning, Wilkins

File 3d: as File 3b – version 2

File 4a: **Online data comments – copied into Word docs, 1 per policy.**

File 4b: Significant online comments

File 5a: Files 3d & 4b comments merge

File 6a: **Final responses to Consultation Comments**

File 7a: Further amendments

File 9: **All online comments collated into separate spreadsheets relating to Policies, NP Pages or non-policy actions then grouped into themes. Summary Word documents produced and a NP response written.**

Key

Green: These files are provided in Appendix 40

Red: These files are provided in Appendix 42

Key to coloured texts in the accompanying documents.

Black text: Original comment submitted by consultee

Red text: Specifically highlighted text in original comment

Blue text: The Neighbourhood Plan Steering Group response to the comment

3 Introduction

SC DTC 001 CBC.

The Neighbourhood Plan (NP) should clearly explain what constitutes the current adopted Development Plan Documents (DPDs) to guide future growth and development within the administrative area of Colchester Borough Council up to 2021. This includes the following:

Core Strategy (adopted 2008, amended 2014)

Site Allocations DPD (adopted 2010)

Development Policies DPD (adopted 2008, amended 2014)

Proposals Map (adopted 2010) and

Tiptree Jam Factory DPD (adopted 2013)

Local Plan Policy (Page 6): delete 'draft' (line 4),

The following change to second sentence after SS14 box and following text on pages 6 & 7: However prior to the adoption of the emerging Local Plan the current adopted Development Plan Documents (DPDs) which together constitute Colchester's Local Development Framework should be consulted as a guide to future growth and development within the administrative area of Colchester Borough Council up to 2021. This includes the following:

Core Strategy (adopted 2008, amended 2014) – *suggest we Leave the intro sentence but remove reference to particular policies of note?*

Site Allocations DPD (adopted 2010)

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

Development Policies DPD (adopted 2010, amended 2014)

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

Proposals Maps (Tiptree) (adopted 2010)

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

Tiptree Jam Factory DPD (adopted 2013)

This forms part of the currently adopted framework.

The introduction should also refer to **the Emerging Colchester Local Plan currently subject to independent examination which once adopted, will provide the strategy for growth of the Borough to 2033.**

The words in red to be added after the SS14 box preceding the following sentence 'Following....'

The plan period for the NP should be updated to 2033, in accordance with the Emerging Local Plan and associated evidence base.

This change is accepted.

Paragraph 3.1 'Colchester Local Plan' should be replaced with 'Emerging Colchester Local Plan' to provide clarity. Agree

4 local Context

SC DTC 001 CBC.

Tiptree Parish in 2019 3rd paragraph:

It is noted in the NP that the four designated Local Economic Areas in Tiptree are to continue to be protected for this use and any development proposals affecting these sites will be required to comply with Policy SG4 **of the Emerging Local Plan**.

Words in red to be added to NP on page 12 as suggested. Also the whole sentence to be repeated in section 10 preamble .

The residential allocation under TIP13: Tower End is in conflict with this statement and both the Adopted and Emerging Local Plans, as part of the residential allocation includes the Tower Business Park employment allocation of the Local Plan. This will need to be clarified.

To be discussed with CBC. It is our submission that as things currently stand there is no prospect of the existing Business Park being able to physically extend into the designated area to the SE as shown on the SS14 map without the removal of existing buildings and a right of way being established. Also there is little evidence to suggest that an investor is going to build speculative units on that remaining empty land that forms part of the TIP13 allocation. Therefore we hope that CBC will support the loss of approximately 1.15ha of employment land in the TIP13 area and its replacement with 1.5ha of employment land through Policy TIP14. Such a move would appear to be in accord with Policy SG4 i) & ii) of the eLP. This proposal in the draft NP will ensure that serviced land is provided opposite the existing business area on a site which provides a far greater prospect of it being occupied.

Please refer to the CBC guidance note January 2020 – the conclusion is below:

Conclusion

Colchester Borough Council commend the work of the Tiptree Neighbourhood Plan Group and Tiptree Parish Council in preparing the Tiptree Neighbourhood Plan to date. The Tower End allocation (TIP13) in the Regulation 14 version of the Tiptree Neighbourhood Plan conflicts with the Adopted and Emerging Local Plan due to an existing Gypsy and Traveller Accommodation Site and Local Employment Zone/Local Economic Area allocation.

In order to ensure that the Gypsy and Traveller pitch is not lost, an additional clause is required to Policy TIP13 to allow for the relocation of the pitch in Tiptree in the first instance and ensure overall retention of the pitch within the Borough.

Given that the Highland Nursery & Elms Farm allocation (TIP 14) includes the provision of 1.5ha of employment land that does not have the same constraint to development as the existing undeveloped portion of the Tower Business Park allocation; the Council do not object to this proposal in principle.

In order for the B1 class preference to be retained in policy TIP14, it should be ensured that the Tiptree Neighbourhood Plan is supported by evidence to demonstrate that there is a need for this limited employment use to B1 only, over other B class uses. Alternatively, clause iii of Policy TIP14 should demonstrate a more flexible approach. This could include criteria which indicates the circumstances (i.e. traffic, noise, amenity impact etc.) where it would be acceptable for alternative B Class uses (outside of B1) to be located at Highland Nursey & Elms Farm.

Overall, it is considered that the conflict with the Adopted Local Plan and Emerging Local Plan can be resolved through additional evidence and updates to policies TIP13 and TIP14 of the Tiptree Neighbourhood Plan. Colchester Borough Council are committed to working with the Tiptree Neighbourhood Plan Group and Parish Council; and would welcome further engagement in order to provide feedback and assist in the development of further policy wording to address the issues outlined above.

Colchester Borough Council Planning Policy Team - January 2020

The following clause is added to Policy TIP13:

“the provision of land for 1 Gypsy and Traveller pitch in an accessible location on site. Provision off-site will be appropriate on a suitable alternative site in Tiptree or, if no such sites are available, then on a suitable alternative site elsewhere in the Borough.”

It is already proposed to broaden the employment use to all B-class uses. Policy TIP14 clause iii amended to read:

“Approximately 1.5 ha of non-residential employment land for Class B uses and other appropriate employment generating uses in accordance with Policy TIP10. Uses which create impacts on the road network (through the volume of traffic and/or size of vehicles) or on amenity of neighbours must demonstrate that these will be adequately mitigated.”

SC DTC 002 Environment Agency

Flood Risk

The introductory section titled ‘Tiptree Parish in 2019’ states that the area around Layer Brook is Flood Zone 2, however we wish to take this opportunity to confirm that the area between Tolleshunt Knights and Tiptree village is both flood zones 2 and 3. Any development proposed within flood zones 2 or 3 will need to be accompanied by a Flood Risk Assessment. Any development within 8 meters of a main river will need to apply for a Flood Risk Activity Permit from ourselves.

‘Flood Zone 2’ will be replaced with ‘Flood Zones 2 and 3’ on page 12. (No development is proposed in this area so no more to be said).

On-line responses

OL113 TR

Page 10: Tiptree already feels crowded and congested, so some joined up thinking is required before any more development takes place. Infrastructure improvements, i.e. new roads, roundabouts should be implemented prior to any further development happening. In particular improved access to the A12 at Kelvedon & Great Braxted. The small bridges approaching these two area's need widening. Also the junction at the Blue Anchor in Feering needs to be addressed, either with a mini roundabout or traffic lights. Anglian Water need to improve the overall supply to Tiptree to cope with any new influx of home or light industry. The sewerage treatment plant also needs to be upgraded to be robust enough to cope with the additional that will be placed on it.

The NP does address road infrastructure improvements within the plan area. Improved A12 access is outside the remit of the NP but is an issue for which Tiptree Parish Council will continue to lobby. Anglian Water has a statutory duty to provide water and sewerage.

Emerging Tiptree Neighbourhood Plan Allocations and Adopted and Emerging Local Plan Guidance Note January 2020

Introduction

Tiptree are one of a number of parishes preparing Neighbourhood Plans within Colchester Borough. The Council have been working positively with the Parish Council to assist in their production of the Tiptree Neighbourhood Plan for a number of years. The Neighbourhood Plan has now been subject to the first public consultation (Regulation 14 of the Neighbourhood Planning General Regulations 2012) from 8 June to 21 July 2019.

The Colchester Borough Council Response to the Tiptree Neighbourhood Plan consultation, highlighted that the Tower End Allocation in the Tiptree Neighbourhood Plan (Policy TIP13) conflicts with the Adopted Local Plan and Emerging Local Plan; as part of the allocation is already allocated as a Gypsy and Traveller Accommodation Site (Site Allocations DPD Adopted 2010 Policy H2) and Local Employment Zone/Local Economic Area (Policies CE1 and CE2b of the Core Strategy Adopted 2014 and Policy SG4 of the Emerging Local Plan).

This note has been produced to outline the current position of Colchester Borough Council in relation to these conflicts with the emerging Tiptree Neighbourhood Plan and Adopted and Emerging Local Plans.

Gypsy and Traveller Accommodation Allocation

The Site Allocations DPD (Adopted 2010) allocates 4 Gypsy and Traveller Accommodation sites at Kelvedon Road, Tiptree. These are:

- Colt Farm - 2 pitches;
- Emmanuel - 1 pitch;
- The Paddocks - 2 pitches;
- Pony Farm - 1 pitch; and
- Land adjacent Gwynlian - 2 pitches.

The Pony Farm site for one pitch is located within the Tower End Allocation of the Tiptree Neighbourhood Plan.

The Council would not support the loss of a pitch. However, as there are a number of Gypsy and Traveller Accommodation Sites located within close proximity along Kelvedon Road to the Pony Farm site, the Council would support a relocation of the pitch to another Gypsy and Traveller Accommodation site. This would result in no overall loss of pitches and retains the pitch in Tiptree.

Although it would be the preference of the Council for displacement of the pitch to be limited, it is understood that it may not be possible for relocation to be provided at Kelvedon Road, or within Tiptree. To ensure that the pitch is not lost, an additional criterion should be added to Policy TIP13 of the Tiptree Neighbourhood Plan to identify

the Gypsy and Traveller Accommodation site and provide a flexible approach to relocation within Tiptree or the wider Borough. Such criteria could be:

v. the relocation of the Gypsy and Traveller pitch to a suitable alternative Gypsy and Traveller Accommodation site within Tiptree in the first instance, in the case of no sites being available in Tiptree, an alternative site must be found elsewhere within the Borough.

Local Economic Area

The Site Allocation DPD (Adopted 2010) and Emerging Local Plan (Publication Draft June 2017) allocate the Tower Business Park as a Local Employment Zone and Local Economic Area respectively. Both allocations cover the same area which totals 5ha. Approximately 2ha of the allocation remains undeveloped.

The Tiptree Neighbourhood Plan Policy TIP13 proposes for approximately 1.5ha of this undeveloped employment land to be developed for housing. Policy TIP14 - Highlands Nursery & Elms Farm, allocates an area to the western portion of the allocation for 1.5ha of Class B1 business use, including 0.6ha of serviced land available upon first occupation by existing commercial trades within Tiptree.

As shown in the Tiptree Policies Map, the site allocations (as per Policies TIP13 and TIP 14) are located to the north and northeast of Tiptree, both adjacent to Kelvedon Road.

Despite the designation as a Local Employment Zone since 2010, there has been no business use on the remaining greenfield portion of the allocation. It has been suggested by Tiptree Parish Council this is likely due to the need to demolish existing buildings in order to provide a suitable access road. To justify the loss of part of the employment allocation at Tower Business Park, evidence to demonstrate that the currently undeveloped area is not suitable for employment development should be provided.

The Council consider that Policy TIP14 is more restrictive in the employment use by limiting to B1 class uses only, than the current allocations in the Adopted and Emerging Local Plans. It should be ensured that the Tiptree Neighbourhood Plan is supported by evidence to justify this restriction to B1 class uses by demonstrating a need for this specific use above other uses. Alternatively, clause iii should be updated to enable a more flexible approach to employment development of any B class type and not restricting the serviced land becoming available upon first occupation by existing commercial trades within Tiptree. As currently worded, criteria iii of the policy has the potential to limit the ability of other businesses to expand into Tiptree and is not considered inclusive.

The Tiptree Neighbourhood Plan is proposing to relocate the undeveloped employment land to a site that remains within close proximity to the Tower Business Park (separated by Kelvedon Road only) and is providing the same area of employment land in a more accessible location to increase the prospect of economic development. This is considered a logical approach; however further information is required to demonstrate that the restriction to B1 class is justified or a more flexible and inclusive approach is required by Policy TIP14 for the Council to support this.

Conclusion

Colchester Borough Council commend the work of the Tiptree Neighbourhood Plan Group and Tiptree Parish Council in preparing the Tiptree Neighbourhood Plan to date.

The Tower End allocation (TIP13) in the Regulation 14 version of the Tiptree Neighbourhood Plan conflicts with the Adopted and Emerging Local Plan due to an existing Gypsy and Traveller Accommodation Site and Local Employment Zone/Local Economic Area allocation.

In order to ensure that the Gypsy and Traveller pitch is not lost, an additional clause is required to Policy TIP13 to allow for the relocation of the pitch in Tiptree in the first instance and ensure overall retention of the pitch within the Borough.

Given that the Highland Nursery & Elms Farm allocation (TIP 14) includes the provision of 1.5ha of employment land that does not have the same constraint to development as the existing undeveloped portion of the Tower Business Park allocation; the Council do not object to this proposal in principle.

In order for the B1 class preference to be retained in policy TIP14, it should be ensured that the Tiptree Neighbourhood Plan is supported by evidence to demonstrate that there is a need for this limited employment use to B1 only, over other B class uses. Alternatively, clause iii of Policy TIP14 should demonstrate a more flexible approach. This could include criteria which indicates the circumstances (i.e. traffic, noise, amenity impact etc.) where it would be acceptable for alternative B Class uses (outside of B1) to be located at Highland Nursey & Elms Farm.

Overall, it is considered that the conflict with the Adopted Local Plan and Emerging Local Plan can be resolved through additional evidence and updates to policies TIP13 and TIP14 of the Tiptree Neighbourhood Plan. Colchester Borough Council are committed to working with the Tiptree Neighbourhood Plan Group and Parish Council; and would welcome further engagement in order to provide feedback and assist in the development of further policy wording to address the issues outlined above.

Colchester Borough Council Planning Policy Team - January 2020

5 Vision & Objectives

SC DTC 001 CBC.

Objectives:

There are a large number of objectives for the NP, it may be more appropriate to integrate the spatial strategy objectives into the vision and re-evaluate the number of objectives that the NP is seeking to achieve in order to ensure success and a more focused NP overall.

There was much discussion with the Working Group and PC that led to the final formulation and agreement of the vision & objectives. They are fundamentally drawn from the questionnaire responses and have shaped the plan policies. We would need to have a very good reason to alter them and to start tinkering with them risks taking some important elements out. Following any necessary revisions to the plan the objectives will be critically reviewed to ensure that each one is being realised through one or more policies in the plan. If it is not – or it is being achieved through a non-policy action – then it should come out.

D011 Gladman

Vision & Objectives

Gladman are concerned with Objectives 12 and 14 of the Plan and how they appear to have predetermined the spatial strategy for the neighbourhood plan, with little evidence to support the needs for these objectives. These two objectives may prejudice against other landowners and stakeholders in the neighbourhood area with land outside these listed areas, this will be a continued theme throughout this representation. In principle, we would not object to an objective that seeks to avoid congestion on existing roads and junctions in and around Tiptree but references that seek to steer where this development should take place without sufficient evidence are unsubstantiated and should be removed.

Neighbourhood Planning is led by community consultation. Choices concerning the location of future development have been informed by that consultation. The Consultation Statement explains how the community views informed the spatial approach but didn't pre-determine where growth would be located. Nevertheless the wording of these objectives will be improved to read:

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

14: "To avoid increased congestion...around Tiptree by focusing development to the north and west edge of the village."

SC DTC 003 ECC

ECC in its role as Highways Authority which includes responsibilities for sustainable travel and passenger transport provides the following comments.

Section 5 - Vision and Objectives

Challenges for Tiptree (page 13)

- It is recommended that point e. refers to the need to provide additional cycle parking.

Revise point e. to say 'parking for cars and cycles'.

SC DTC 005 Nat Eng

Objectives 28-31 within the Tiptree Neighbourhood Plan refer to the natural environment, open space and landscape. We note that Objective 3 of the 'Spatial Strategy' also refers to the landscape within Tiptree. We welcome and support the general aims of these objectives, though would recommend Objective 3 be broadened to include reference to biodiversity or the wider natural environment as this should also be a consideration at a wider, strategic level.

The wording of objective 3 to be amended to say: 'landscape, biodiversity...'

Our comments on the individual Objectives and associated Neighbourhood Plan policies are as follows:

- Objective 28 – Natural England welcomes this objective and its requirement to ‘support nature conservation’. We would however advise that this objective is updated to reflect the requirement of the National Planning Policy Framework (NPPF), around net gain and the enhancement of the natural environment.

[Change ‘support conservation’ in Objective 28 to: ‘support biodiversity net gain and the enhancement of the natural environment’](#)

- Objective 29 – We support the inclusion of policy requirements to protect Local Wildlife Sites, however this objective should also refer to international and nationally designated sites, therefore ensuring protection for all relevant designated sites, not solely those at a local level.

[The objectives were derived from the community consultation so it is questionable how much they should be altered to accommodate national policy –national policy can be reflected in the Tiptree policies themselves. However ‘locally valued habitats’ will be changed to ‘valued habitats in the surrounding area’ – meaning to include designated sites within reach of Tiptree.](#)

SC OTHER 002 EWT

1. Neighbourhood Plan Objectives

We welcome the aspirations of the draft Tiptree Neighbourhood Plan and we are broadly supportive of its aims and objectives.

Spatial Strategy – Objective 2

We would like to see the wording strengthened to include wildlife:

To value and protect our heritage, [including natural habitats and biodiversity](#)

Homes and Housing – Objective 11

We welcome the aspirations to create green corridors in new developments. The NPPF requires new development to deliver measurable net gains in biodiversity and the government has indicated that this will become mandatory under the proposed new Environment Bill.

Countryside and Green Spaces – Objective 29

We would like to see the wording strengthened, as follows:

To protect [and enhance](#) local wildlife sites and other locally valued habitats

[These suggested changes are accepted and the words in red will be incorporated into these objectives.](#)

Countryside and Green Spaces – Objective 30

To deliver additional green space with public access...

We welcome the aspiration to deliver additional green space in the parish. This should include new specifically targeted wildlife habitat which is protected from public access and disturbance and capable of delivering a measurable net gain in biodiversity.

[Last paragraph in the preamble on page 36 to be amended to read: ‘public access to such areas whilst also retaining undisturbed areas capable of delivering measurable net gain in biodiversity’.](#)

On-line responses

OL4 Non-Tiptree Organisation – Savills (E&SW)

Page 13: Page 14 - Obj 8 - Essex and Suffolk Water support Obj 8, 'to identify and allocate sites to support the construction and delivery of 600 homes by 2034' Page 14 - Obj 11 - ESW support obj 11, 'to integrate green 'corridors' for foot and cycle paths, recreation and wildlife into new developments. Page 14 - Obj 12 - ESW support obj 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.

OL86 Statutory Consultee – Messing cum Inworth PC

Page 13: Vision and objectives: 5b new A12/A120 junction in Rivenhall area would lead traffic that way, yet they are placing housing adjacent to B1023 which may not have an A12 junction Building is all in one area NW of the village (furthest point available from village centre) which will encourage more car movement not less. TIP18/34/20/55/41/21/65/19/37/40/24/42/38/1063/26/52/22/29 are all closer to the village centre and would not be mass estates! Particularly those close to grange road would give easy access to A12/A120 and mention has already been made of upgrading grange road to a bus route.

The B1023 is expected to have an A12 junction. If it does not then the proposed link road will facilitate access to the Rivenhall junction via Grange Road.

6 Spatial Strategy

SC DTC 001 CBC.

TIP 01

Proposed developments (sheltered housing, a nursing home, a health centre, dental surgery or burial space) listed in clause i of criteria B are unlikely to be sustainably accessible if located outside of settlement boundaries. This clause could be enhanced if it were to limit development of this nature outside of settlement boundaries in exceptional circumstances where the need is not able to be met within the settlement boundary.

The wording of Policy TIP01 is amended to read, “i. The proposed development is predominantly for sheltered housing, a nursing home, a health centre or a dental surgery, and there is clear evidence that this need cannot be met within the settlement boundary. The development must also lie adjacent to the settlement boundary, be in close proximity to the village centre, offer considerable social benefits to the community (by virtue of the uses proposed) and not significantly worsen traffic congestion in Tiptree village...

ii. the proposal is for a burial site; or” (following categories become iii. iv. & v.

D001 CUFC.

4.1 CUFC objects to the exclusion of the Florence Park training ground from the settlement boundary and removal of the open space designation on the basis that it is unjustified, does not acknowledge the spatial and functional relationship of the ground to the settlement and undermines national and local strategic policy which ultimately seeks to promote the expansion of sports facilities.

*The open space designation has not been removed – it wasn’t mentioned because the Policies Map and Map 13.1 only show Local Wildlife Sites and green spaces with public access. **The status of Florence Park as (Private) Green Space will be affirmed in the revised NP.** The settlement boundary does not need to be extended around ‘Green Space’.*

4.2 CUFC considers it essential that both the settlement boundary and the open space designations are reinstated, in order that the emerging Neighbourhood Plan can be found to be ‘sound’, remains in general conformity with Development Plan and national policy and does not undermine the aforementioned strategic policies. Removal of these designations serves no ‘sound’ policy purpose and would simply frustrate and delay CUFC’s legitimate planning objectives. Consequently, this part of the Neighbourhood Plan is ‘unjustified’ and ‘ineffective’ when considered against the development plan soundness tests set out in paragraph 35 of the NPPF and therefore, warrant amendment.

Neighbourhood Plans do not have to be found ‘sound’, they have to meet the Basic Conditions.

Therefore they cannot be considered to be ‘unjustified’ or ‘ineffective’.

There is no requirement to enclose open space within the settlement boundary.

D002 Gittins: Brook Meadow

Part A: The need to review the defined Tiptree settlement boundary to provide for smaller sites;

- Pressure for garden severance & village cramming
- Opportunities to live other than on larger estates
- Opportunities for small builders

The plan is providing for at least 625 homes already. There is no basis to amend the settlement boundary to make such allowances. TIP01 offers the opportunity for such sites to be brought forward to address genuine needs such as sheltered housing.

D003 Gittins: Hall Road & Bull Lane

We consider that in the light of current uncertainty in relation to the Local Plan and the possibility that further changes may ensue to the amount and distribution of future growth

within Colchester Borough, it would not be unreasonable to consider an additional nonstrategic Site Allocation if only as a reserve site or contingency measure. This could also be justified to reflect the constraints which affect development to the west of the village and to counterbalance the Neighbourhood Plan's proposed concentration of future growth to the north of the village.

In view of the uncertainty with the Local Plan we consider it is best not to start looking at additional sites. Any new site within the Settlement Boundary becomes a windfall site and if the Settlement Boundary is revised it will necessitate a re-run of Reg 14 consultation. If such circumstances dictate we would undertake an early review of the NP.

D004 Gittins: Rhubarb Hall

Having regard to the limited availability of small housing sites within Tiptree, this site on Grove Road adjacent to Rhubarb Hall is put forward for inclusion within the proposed settlement boundary.

The site was considered through the Call for Sites and the whole strategy of the Plan is predicated on focusing growth in the north and west of the village to minimise traffic impacts. In this regard, the Plan achieves its objectives. Whilst the point is noted about the benefits of small sites, the Plan is not under any obligation to allocate such sites.

D005 Granville Developments – site: TIP 04

Tiptree Policies Map – detail of site allocations: Discrepancy?

The enlarged map needs to be corrected to include the strip alongside Messing Road.

Policy Boxes: There is a need for additional text to explain the role of the policy boxes within the NP and how they relate to the Tiptree Policies Map.

Agree – add to page 15 (Preceding the Tiptree Policies Map text): In this section the overall vision for Tiptree has been set out together with the objectives that have been derived from community consultation, in particular the analysis of the community questionnaire responses. In the sections that follow, the policies to support and deliver the vision and objectives are set out under the following topics:

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

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

D009 Mersea Homes

Policy Boxes and Policy Maps: As a general comment, the role of the 'Policy Box' requires an explanation in the supporting text to emphasise that these boxes are the primary policy instrument within the Neighbourhood Plan. The 'Policy Proposals Map' needs to be more clearly defined, with

an explanation in the supporting text to define its role within the Neighbourhood Plans. All the other maps need to be clearly titled and labelled.

[Re Policies see D005 above.](#)

[Proposals Map – enlarge supporting text?](#)

[All maps to be labelled and titled](#)

There is a discrepancy between the boundaries shown on the 'Tiptree Policies Map' and the 'Tiptree Policies Map – Details of Site Allocations Map'. Specifically, the eastern boundary for Highland Nursery on the 'Tiptree Policies Map' is incorrect. The correct eastern boundary for Highland Nursery is set out on 'Tiptree Policies Map Site Allocation', on page 17. Please correct the 'Tiptree Policies Map' to reflect this boundary.

[Map to be corrected as far as the small scale allows \(refer to Mersea Homes map\)](#)

It is our view that it is not necessary to include the 'Tiptree Policies Map – Details of Site Allocations' Map as it repeats the Tiptree Policies Map and that it should be removed. However, if it is to be retained, the 'Tiptree Policies Map Allocations Map' should just be a zoomed-in version of 'Tiptree Policies Map' to ensure consistency across both maps. Both plans should have the same title.

[The enlargement is helpful as it allows the settlement boundary to be drawn with a finer line.](#)

[Change the title to match the map on P16](#)

The boundary of Elms Farm on its eastern boundary and where it fronts New Road has not been correctly drawn, please see image below. Please amend the boundary to include the white parcel of land as part of the site allocation.

[Map to be corrected as D005 above](#)

The commercial area marked to the south of Highland Nursery should be labelled as an indicative commercial area, as the precise boundaries may change following the masterplan process.

[Add 'Indicative'](#)

D010 Bloor Homes

We are of the view – supported by technical evidence – that the Site (Peakes) is a sustainable and deliverable site for housing to help meet the need for homes, and that the Neighbourhood Plan should allocate it for residential development. This would be the case even if one were to disregard the eLP. However, it cannot be ignored that the eLP identifies the broad areas of growth within which sites should be allocated. As explained within this representation, one of our key concerns with the DNP is that it does not conform to the eLP, and suggests allocation of sites outside of these broad areas, contrary to the eLP. This represents a significant concern, given the requirement for the Neighbourhood Plan to be in conformity with eLP. However, this concern can be readily addressed through changes to the DNP, including the allocation of sites which are in conformity with the eLP, such as this Site.

[The SS14 map is now dated, being in an emerging Local Plan 15 months ago. As is clearly stated in the eLP at paragraph 14.220, at the time of publication of the eLP the TNP was still at the early stages of development. Since the eLP was published 15 months ago, the TNP has developed substantially. The majority of growth is in the identified "preferred directions of growth" altogether different from "required directions of growth" or even "broad areas for growth". Moreover, the Sustainability Appraisal demonstrates that these are sustainable allocations when considered against alternatives. Furthermore the LoWS boundary extends further eastward than indicated on the SS14 map making the area indicated by the lower black arrows unsuitable for development \(as per policy TIP15\).](#)

We note that, whilst the text for Policy SS14 has been included within the DNP, the Policies Map has not. We are surprised at its omission, and consider this raises potential issues. In particular, we are

concerned that local residents are being asked to comment on a proposed strategy for the distribution of growth in Tiptree without being presented with a complete picture of the parameters for such growth as proposed by the eLP. This concern is particularly pertinent given that the DNP does not propose allocations which accord with the eLP.

[As previous comment.](#)

Reference is made within the DNP to each site being subject to through assessment through a Strategic Housing Land Availability Assessment (SHLAA). A map entitled 'Tiptree Strategic Land Availability Assessment Sites – 2018' is available via the Neighbourhood Plan website, but no details of the assessment itself. On request for further information on the assessment, we were provided with a copy of the template used, but not the actual assessment of the sites. Further, whilst we are grateful to the Neighbourhood Plan Group for providing us with the assessment template on request, we would suggest that such information should be available via the website. It is important to recognise that not all of those with an interest in the Neighbourhood Plan will be au fait with the planning process and necessarily think to request such information. In any case, even with the assessment template, it is still unclear: a) what the results of this assessment were; and b) how consultees can make informed comments on the proposed allocations without having the evidence on which decisions were made available to them. We consider that it is important for the decision-making process to be open and transparent.

[Summaries of the SHLAA assessments have been uploaded to the website and full details will be submitted in the Consultation document.](#)

In addition, the DNP Policies Map excludes a number of lagoons within the area, creating a number of small pockets within the site which are not proposed to be allocated; whereas the eLP contains no such pockets not subject to the Local Wildlife Site allocation.

[This will be corrected on the Policies map and Map 13.1](#)

Naturally, the Parish Council may wish to discuss further with the Borough Council how this issue can be resolved, but it would appear – in the absence of any additional evidence – that the Neighbourhood Plan should ensure the extent of the Inworth Gravel Pits Local Wildlife Site aligns with those in the eLP.

[SS14 map needs correcting in line with the LoWS 2015 review.](#)

Overview

5.2 A key flaw, in our view, is that the DNP includes proposes allocation of sites that do not conform to the eLP, the justification for which appears to be based on their perceived ability to deliver a link road. However, not only is there a lack of evidence as to the extent of benefits the proposed link road will deliver, but there is a lack of evidence that other potential options for/instead of a link road have been considered. In addition, there are substantial concerns as to the deliverability of the link road as currently proposed.

[The SS14 map in the eLP was provisional and preceded Public Consultation in Tiptree. It is scheduled for correction at examination – not least because the full extent of the LoWS is not shown and at least one arrow suggests that a LoWS could be developed.](#)

[The proposal is the outcome of the community consultation where traffic flow, reduction of traffic volume through the village and access to major routes, especially the A12 were major considerations.](#)

[The SEA includes a consideration of alternative options.](#)

[Site promoters have been asked to address deliverability to show, through a Memorandum of Understanding that the proposal Plan is viable and that it will be delivered comprehensively rather than piecemeal.](#)

5.3 Other concerns in relation to the process of identifying preferred sites include a lack of consideration of all relevant factors, including, for example, potential impact on designated heritage assets and how the presence of heritage assets may impact on the extent of developable land within proposed allocations.

[SEA to deal with this](#)

5.4 There are also concerns in respect of how sites have been selected and the transparency of the process, given that reference is made to documents supporting decisions which do not appear to be publically available.

[SHLAA data is now on website](#)

5.5 Land at Maldon Road (TIP65) is a sustainable and deliverable site for development to help meet local housing needs, which will also deliver other benefits linked to objectives of the Neighbourhood Plan. It is far from clear why it has been rejected as an option, and we have not been able to identify evidence that it has been appropriately considered. We consider that its allocation will help ensure a Neighbourhood Plan which conforms to the eLP, meets the basic conditions, delivers sustainable development for Tiptree, and assist in meeting the objectives of the Neighbourhood Plan.

[Peakes \(TIP 65\) was considered. It does meet many of the NP objectives but is not the best choice for the village because it does nothing to alleviate traffic through the village and indeed will produce traffic from c250 homes entering Maldon Road in the vicinity of a primary school. Details in Consultation Document.](#)

D011 Gladman

Policy TIP01

Gladman object to the use of settlement boundaries in circumstances such as this where they would preclude otherwise sustainable development from coming forward. The Framework is clear that development which is sustainable should go ahead without delay. The use of settlement limits to arbitrarily restrict suitable development from coming forward on the edge of settlements does not accord with the positive approach to growth required by the Framework.

[The TNP plans positively for growth and delivers more than the required number of houses in the emerging Local Plan. The approach is therefore considered to be appropriate.](#)

SC DTC 001 Environment Agency

Cemetery

Policy TIP01 and section 11- Community Infrastructure both make reference to a new burial site. Part of Tiptree's Neighbourhood boundary lies over a Secondary Aquifer and there is a sensitive area in regards to groundwater. Any proposed new burial site should follow the guidance found here.

[This is a matter for any planning application to consider.](#)

SC DTC 003 EEC

Spatial Strategy

Policy TIP01 (page 18)

- Point Bi. As a provider and commissioner of adult social care and aged care/housing, ECC does not support the provision of sheltered housing and nursing homes as acceptable outside the settlement boundary. This form of housing should be located within the settlement and as close to services and amenities as possible as residents are likely to be without a private vehicle and public transport can be infrequent.

[This was really with a specific possibility in view – adjacent to the Wilkin's Nine-Acre development – close enough to the village centre. The requirement to be in close proximity to the village centre will](#)

be incorporated as per our response to the CBC submission above (SC DTC 001). Our response also makes burial space an exception as this really doesn't need to be close to the centre.

SC OTHER 002 EWT

2. Spatial Strategy

Objective 3 – *To promote sensitive development that protects and enriches the landscape...*

We welcome the aspiration to encourage sensitive development. We would like to see the scope of this objective expanded to state that this protection and enrichment must include all designated sites of nature conservation importance (Local Wildlife Sites, Tiptree Heath Site of Special Scientific Interest), priority habitats and biodiversity.

Objective 3 will be amended to say, 'landscape, biodiversity' (See 5 Vision & Objectives, SC DTC 005 Natural England). We have also covered this in a revised Objective 2 (see SC OTHER 002 EWT in 5 Vision & Objectives) and Policy TIP15 (Amended, see SC DTC 005 Natural England in 13 Countryside & Green Spaces).

SC OTHER Essex & Suffolk Water

Essex and Suffolk Water broadly support the principles of the NP including the allocations for 600 dwellings in Tiptree. However, we believe the settlement boundary should be amended to include the shaded land on the attached plan. On that basis we object to TIP01 in that it would allow for additional development if the housing numbers in the Colchester Policy SS14 should increase. If the numbers do not increase this additional land will allow flexibility in the delivery of the site. This land is all within the ownership of NWL and could be brought forward for development. Should TIP01 remain as the preferred policy option it is recommended that then policy support the provision of additional housing adjacent to the settlement boundary. (4 NTO Savills, E&S Water CB2 8PA)

A limited extension to the settlement boundary can be accepted

D other David Russell Associates, Greene King plc, Wheathampstead AL4 8BJ

We note this policy's acceptance of certain types of development outside the defined settlement boundary. We have promoted land at the rear of the Bonnie Blue Oak PH on Oak Road and have stated our client's commitment to provide facilities such as bungalows, sheltered housing and/or a residential home to meet the needs of older people. Though in a recent conversation with the Neighbourhood Plan Group we have received negative comments on such proposals, they conform exactly with this policy's aims and provisions. Our client's land lies immediately adjacent to the proposed settlement boundary which is one of the policy's stated requirements. We think our client's land should be included within the settlement boundary in any case. We have been promoting the land at the Bonnie Blue Oak through the Colchester Local Plan process since the initial 2015 Call for Sites. Early indications were that this land would be included as a proposed land allocation in the draft Neighbourhood Plan but, for reasons as yet unexplained, it has not been included in the consultation draft. (reasons were explained to Mr Russell in person – not needed to meet housing requirement at this stage but access through from the new estates would be protected). The draft Neighbourhood Plan is intended to cover the period up to 2034, to coincide with the plan period set for the emerging Colchester Plan. The draft Neighbourhood Plan however includes at least one major proposal that looks beyond this period, the final link in the proposed northern link road. The Neighbourhood Plan should also look beyond 2034, in order to define what would be an effective long term settlement boundary, in terms of the village's relationship with the surrounding countryside and potential coalescence with neighbouring settlements. Spaces not required to meet projected development needs within the plan period can be protected through policy designations that make clear their reserve status. One such policy that has already been used effectively is worded as follows:- "The area of land at.... in Tiptree, as defined on the policies map, will be safeguarded against potential future growth needs beyond the period of this plan. Any release of this land for development, in whole or in part, will be a matter of determination in future

reviews of this Plan." We still believe that our clients' land should be included as an allocation and that parts of the proposed allocations designated in policies TIP13 and TIP14 be covered by the type of development restraint policy suggested above. The line of the proposed northern link road could act as the dividing line between TIP13 and TIP14 allocations (?) and areas of development restraint, pending consultation and firm decision on the link road's route and its implementation. We comment further on the link road in our response to Policy TIP07. (6 NTO, David Russell Associates, Greene King plc, Wheathampstead AL4 8BJ) [\(The Settlement boundary can be looked at again in 2033 or at any NP review\)](#)

Wilkin & Sons

[In the light of discussions with Wilkin & Sons, MAP 8.1 will be amended to show the land to Tudwick Road as Employment zone \(this is simply an omission on the map; there was never any intention to remove the 'employment' designation. It was also agreed that there is a precedent for employment zones to fall within the settlement boundary and therefore the settlement boundary should be restored around this land on all maps in return for an assurance that Wilkin & Sons had a commitment to the use of the land for employment over the next 10 years.](#)

On-line responses

OL4 NTO Savills, E&S Water CB2 8PA

Essex and Suffolk Water broadly support the principles of the NP including the allocations for 600 dwellings in Tiptree. However, we believe the settlement boundary should be amended to include the shaded land on the attached plan. On that basis we object to TIP01 in that it would allow for additional development if the housing numbers in the Colchester Policy SS14 should increase. If the numbers do not increase this additional land will allow flexibility in the delivery of the site. This land is all within the ownership of NWL and could be brought forward for development. Should TIP01 remain as the preferred policy option it is recommended that then policy support the provision of additional housing adjacent to the settlement boundary.

[MAP 12.1 and all accompanying maps will be amended to include the site known as TIP71 within the settlement boundary. TIP 13ii to be amended to say '0.27Ha is provided as green space for community use and land at the western edge of the site allocation is used primarily to ensure the retention and enhancement of biodiversity; and...'](#)

OL6 NTO, David Russell Associates, Greene King plc, Wheathampstead AL4 8BJ

We note this policy's acceptance of certain types of development outside the defined settlement boundary. [We have promoted land at the rear of the Bonnie Blue Oak PH on Oak Road and have stated our client's commitment to provide facilities such as bungalows, sheltered housing and/or a residential home to meet the needs of older people.](#) Though in a recent conversation with the Neighbourhood Plan Group we have received negative comments on such proposals, they conform exactly with this policy's aims and provisions. Our client's land lies immediately adjacent to the proposed settlement boundary which is one of the policy's stated requirements. We think our client's land should be included within the settlement boundary in any case. We have been promoting the land at the Bonnie Blue Oak through the Colchester Local Plan process since the initial 2015 Call for Sites. Early indications were that this land would be included as a proposed land allocation in the draft Neighbourhood Plan but, for reasons as yet unexplained, it has not been included in the consultation draft. The draft Neighbourhood Plan is intended to cover the period up to 2034, to coincide with the plan period set for the emerging Colchester Plan. The draft Neighbourhood Plan however includes at least one major proposal that looks beyond this period, the final link in the proposed northern link road. The Neighbourhood Plan should also look beyond 2034, in order to define what would be an effective long term settlement boundary, in terms of the village's relationship with the surrounding countryside and potential coalescence with neighbouring settlements. Spaces not required to meet projected development needs within the plan period can

be protected through policy designations that make clear their reserve status. One such policy that has already been used effectively is worded as follows: - "The area of land at.... in Tiptree, as defined on the policies map, will be safeguarded against potential future growth needs beyond the period of this plan. Any release of this land for development, in whole or in part, will be a matter of determination in future reviews of this Plan." We still believe that our clients' land should be included as an allocation and that parts of the proposed allocations designated in policies TIP13 and TIP14 be covered by the type of development restraint policy suggested above. The line of the proposed northern link road could act as the dividing line between TIP13 and TIP14 allocations and areas of development restraint, pending consultation and firm decision on the link road's route and its implementation. We comment further on the link road in our response to Policy TIP07.

The reasons were explained to Mr Russell in person at the consultation exhibition. The land in question is not needed to meet housing requirement at this stage but access through from the new estates would be protected. Many of the proposals listed above (lines 3-4) could be considered outside the settlement boundary if they comply with Policy TIP01. The Settlement boundary can be looked at again in 2033 or at any NP review so no need for the policy suggestion.

OL86 Statutory Consultee – Messing cun Inworth PC

Mostly agree but Policies map shows potential road through messing park outside parish and settlement boundary.

OL122 Statutory Consultee – Anglian Water Services Ltd, Peterborough

We note that reference is made to utilities infrastructure being required to demonstrate a need where a development proposal is located outside of the identified settlement boundary. Historically, sewage treatment assets and major sewerage infrastructure (e.g. large pumping stations) have been sited at a distance from residential land uses. As such there is existing infrastructure in Anglian Water's ownership outside of the settlement boundary for Tiptree. It is also unclear what evidence would be required to demonstrate that a countryside location is required. It is therefore proposed that the final sentence of Policy TIP01 be amended as follows: 'iv. they relate to necessary utilities infrastructure [and where no reasonable alternative location is available.]' (Text in italics to be deleted.)

Unnecessary amendment – there is no reasonable location for a sewage works within the settlement boundary. TIP01 is not saying that they would have to justify a countryside location; rather that they have to demonstrate why there is no reasonable location within the settlement. In most cases, this would be for operational reasons and very straightforward to demonstrate.

OL125 Statutory Consultee – Maldon District Council

The approach taken on the settlement boundary and restricting development in the countryside is supported.

The revised Policy TIP01 will read:

POLICY TIP01: TIPTREE SETTLEMENT BOUNDARIES

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

7 Homes & Housing – Character & Design

SC DTC 003 EEC

Sustainable development and environment

The Plan could include policies on Electric Vehicle Charging Point provision and use of renewables. [Add text to Policy TIP02 point A vi. so it reads, ‘...incorporate appropriate infrastructure, including electric car charging points, and can be retro-fitted...’](#)

Energy Efficiency

The Plan could include a supportive statement to improve energy efficiency to existing and new builds. Whilst energy efficiency targets are set nationally in Building Regulations, there are opportunities for neighbourhood plans to influence new development, through policies requiring developers to demonstrate how they’ve followed the ‘energy hierarchy’ in reducing energy demand before implementing renewable energy, or make the most of solar gain and passive cooling through the orientation, layout and design of the development.

Smart energy tools and storage devices are beginning to emerge which help to manage energy within the home and within the local network to make better use of the energy we produce and use. These tools have potential to reduce the amount of energy used in homes or businesses and reduce fuel bills.

[There is a reference to new technology at the end of the preamble. A new section B will be added: ‘Designs that incorporate new technology to increase energy efficiency and reduce the carbon footprint will be encouraged.’ \(Existing section B becomes section C\).](#)

Electric Vehicles Charging

The Plan could embrace and recognise the potential demand for electric vehicle charging points, as there is a Government commitment to ban the sale of new diesel and petrol vehicles from 2040. Currently just over 2% of all new car sales are either plug-in hybrid vehicles or pure electric vehicles (EV). This figure is expected to be around 10% by 2025. The industry anticipates that by 2025 it will be cheaper to buy an EV than an internal combustion vehicle.

[See revision of Policy TIP02 below. Government is consulting on making charging points mandatory.](#)

SC OTHER 002 EWT

3. Homes and Housing

Policy Tip02: Good Quality Design

New development should incorporate integral features of benefit to wildlife, such as integral swift bricks, bat tiles, sparrow terraces, starling boxes, hedgehog highways, invertebrate "hotels", log piles, reptile refugia, etc. A wildflower lawn mix can be used for amenity areas, which significantly improves the value for insect pollinators.

[The list should be included in the preamble. An additional point in the Policy would say: ‘New development and amenity areas should incorporate integral features of benefit to wildlife’](#)

On-line responses

OL5 TR

Aii - replace with 'New developments should incorporate the principals of SECURED BY DESIGN to attempt design-out crime'

[In view of the incidence of break-ins this is considered a good suggestion to be included in TIP 02.](#)

OL12 NTR CO5 ORX

Enforce builders to consider wildlife when creating new developments around Tiptree e.g. hedgehog friendly fences and walls, install nest boxes and using bricks that provide homes for bats / house martins etc. this isn't expensive and so important as we see these diminish. encourage them to install owl boxes on wildlife corridors too.

[This suggestion is accepted – see response to EWT](#)

OL16 TR

Housing, some at least, should be affordable

[The Colchester Local Plan requires 20% affordable housing rising to 30% affordable housing in the emerging Local Plan.](#)

OL86 Statutory Consultee – Messing cum Inworth PC

B mostly agree needs be two lane with pavements and sufficient space for on road parking
[Space for two cars to pass is mentioned in the pre-ambule to TIP03 however McIPC seem to be talking mostly about the road design, whereas TIP02B is talking about slightly different matters. The design of the road to meet the required capacity is mainly a highways matter for ECC. In terms of on-street parking, it would be acceptable to include this. The end of TIP02B will be amended to read, "...car and bicycle parking \(including on-street parking\)." The supporting text will also be amended.](#)

125 Statutory Consultee – Maldon District Council

This policy is supported, as it endeavours to protect the character of the village.

OL142 TR

I would like to see it stated that any new housing cannot exceed two (or if the majority agree) three storeys. The recent housing developments in Stanway incorporate 4 or more storey buildings to maximise use of space, but such tall buildings would be an eye sore within a village community.
[The NP requires new homes to 'respect the character and appearance of the surrounding area'. We have allowed the possibility of using the loft space for a third storey \(within the height of a two storey\).](#)

Revisions to Chapter 7 Homes and Housing

The preamble to include: New development should incorporate integral features of benefit to wildlife, such as integral swift bricks, bat tiles, sparrow terraces, starling boxes, hedgehog highways, invertebrate "hotels", log piles, reptile refugia, etc. A wildflower lawn mix can be used for amenity areas, which significantly improves the value for insect pollinators.

The revised Policy TIP02 will read:

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. Incorporate the principals of SECURED BY DESIGN to design-out crime
 - iv. Used trees and mixed hedges of predominantly native species to screen developments.
 - v. In order to address the need for biodiversity net gain, integral features of benefit to wildlife should be incorporated into buildings and amenity areas.
 - vi. Ensured safe access to routes for pedestrians, cyclists and road users, particularly towards the village centre, local schools and other amenities.
 - vii. Used high quality materials that complement the existing dwellings in the immediate vicinity.
 - viii. Properties designed so they incorporate appropriate infrastructure, including electric car charging points, and can be retro-fitted for new electricity and digital technology.
- B. Designs that incorporate new technology to increase energy efficiency and reduce the carbon footprint will be encouraged.
- C. In order to ensure a high quality and well managed streetscape, developments must ensure that sufficient external amenity space is provided, as well as space for refuse and recycling storage and car and bicycle parking (including on-street parking).

7 Homes & Housing –Car parking v2

SC DTC 001 CBC.

TIP 03

The number of car parking spaces provided for 4 bedroom dwellings or larger, is not in conformity with the Essex Parking Standards 2009. The NP will require a robust evidence base to justify this approach.

Paragraph 105 of the NPPF outlines that if setting local parking standards, a number of criteria must be considered. The policy and supporting text as currently worded only appear to consider the level of local car ownership and the type of development. The policy also needs to account for accessibility to the development and the availability of and opportunities for public transport, when setting parking standards.

[Preamble to include more detail about precisely how limited bus services are, e.g. level of service to Colchester as the main economic centre, and that the largest dwellings are home to households with higher numbers of workers \(for whom accessibility to the workplace is a key consideration\).](#)

D005 Granville Developments – site: TIP 04

TIP03: Suggest removal of ref to Transit Van as Essex Parking Standards 2009 already accommodates this.

[Last sentence in Policy TIP03 B to be modified as under the Mersea Homes submission \(D009\) below.](#)

D007 Marden Homes

TIP03: Marden Homes do not consider it appropriate to require parking in excess of existing adopted Essex County Council standards, as adopted by Colchester Borough Council on a new development with no existing parking pressures.

The DNP's proposed parking requirements will result in the delivery of parking-dominated development to the detriment of high quality site design and the enjoyment of the public realm.

Marden Homes do not consider it appropriate to require parking in excess of existing adopted Essex County Council standards, as adopted by Colchester Borough Council on a new development with no existing parking pressures.

Marden Homes also do not consider it necessary for every space on the site to be able to accommodate a 'transit' style van. Again, Essex Parking Standards have been set and used successfully across Essex – including in Colchester Borough. The parking space requirements within these standards are generous and were proposed to accommodate a range of vehicle sizes. It is unreasonable to make allowances for every new dwelling to have up to three 'transit' style vans.

Excessive parking requirements, along with a requirement for every space to accommodate a 'transit' style van will require an inefficient use of land which will impact on the viability of new housing schemes in the village. It would also introduce an urban character to sites which will be visually dominated by the parking of cars and associated hardstanding and parking courts, and limit the potential to provide green space within developments.

[Reference to 'Transit' style van to be removed \(as for D009 below\)](#)

We suggest the policy be amended to align with the Essex County parking standards. Alternatively, the Parish may wish to consider setting out policy support for development which propose greater parking provision (without requiring such provision), where appropriate and subject to the development still being able to be of a high quality design which reflects local characteristics.

It is only in respect of 4+ bed dwellings that the NP is out of step with the ECC standards. The ECC Standards require no more than 2 spaces for houses of 2 bedrooms or larger. The limited local transport provision justifies a greater car parking provision in the case of larger houses. See proposed adjustments under the CBC submission (SC DTC 001) in this section.

D009 Mersea Homes.

Policy TIP03: Residential Car Parking

Policy TIP03 requires refinement to ensure that it is robust and based on sound evidence. Our comments relate to Part B of the policy. Our concerns with this element of the policy are:

- Whilst we understand the concern regarding space for transit vehicles, no evidence has been provided to justify the need for spaces to accommodate this size vehicle.
- As currently written, every space will be required to accommodate a transit vehicle, which is impractical and inappropriate for a number of reasons including general urban design principles, and the proportionate need for such vehicles.
- No evidence has been provided to indicate the actual size of transit vehicles to be accommodated. These vehicles do vary in size.
- No suggestions have been given to the size of the parking bays, which would need to be evidenced.
- The 'Planning - Essex Parking Standards: Design and Good Practice 2009' suggests parking bays of 5.5m x 2.9m to serve residential properties. Most transit vehicles could be accommodated within this space.

It is our suggestion that Part B be amended as follows:

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 in accordance with the space dimensions set out in 'Essex Parking Standards: Design and Good Practice document' or successor document.

[The suggested change to section B as above is accepted.](#)

SC DTC 003 ECC

ECC in its role as Highways Authority which includes responsibilities for sustainable travel and passenger transport provides the following comments.

Section 7 – Homes and Housing, Residential Car Parking

Policy TIP03 Residential Car Parking, Point A(iii) (page 23)

- This standard is above the EPOA Car Parking Standards (2009) and would be a matter for Colchester Borough Council to consider.

[Changes will be made as detailed under the CBC and Mersea Homes submissions above.](#)

On-line responses

OL17 TR

1 bedroom should have 2 spaces, 2 and 3 bedroom should have 3 spaces

OL151 TR

One extra car park per dwelling would be better

[Although there is evidence to justify higher parking standards \(mainly related to the poor public transport infrastructure\) it is hard to justify upholding a higher parking standard for 1-bed dwellings but not 2 or 3-bed dwellings. Furthermore the SHMA only requires 5% of properties to be 1-bed](#)

and, by their nature, 1-bed units support a wider range of household types than larger units and many of these will be single occupiers or those on lower incomes that cannot afford 2 cars. Therefore the number of cases where there are two cars will be very low.

OL86 Statutory Consultee – Messing cum Inworth PC

Disagree whilst generous not actually practical, mention 'two cars passing' width road but not in the policy. Also needs to be space for on road parking.

The requirement for on-street parking to be mainly in lay-byes will be included in Policy TIP03.

OL101 Tiptree Business/Worker – Perrywood Garden Centre & Nurseries Ltd, CO5 9SX

Probably not enough but understand government policies on reducing car use probably tie your hands on this one. Please make sure that any through routes have adequate parking. Grove Road, for example, has so many cars parked on the side of the road that it is not a viable through route (and perhaps was not intended to be).

125 Statutory Consultee – Maldon District Council

This policy is supported, as it recognises the role private cars have in enabling access to employment and everyday services, and the subsequent need to ensure that sufficient off-street parking is provided in new developments.

The revised Policy TIP03 will read:

POLICY TIP03: RESIDENTIAL CAR PARKING

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

7 Homes & Housing – Building For Life

D011 Gladman

TIP04: Building for Life

This policy reads more as an aspiration rather than a policy in encouraging development to meet Building for Life standards. Therefore, it is considered that this should not form a policy itself and may be better located in the supporting text to Policy TIP02: Good Quality Design in suggesting how applicants can meet design expectations.

Policies can encourage development to achieve priority objectives. BfL is not just about design but also about environmental performance, accessibility, etc.

On-line responses

OL86 Statutory Consultee – Messing cum Inworth PC

Agree - should meet local needs not national standards.

OL101 Tiptree business/worker – Perrywood Garden Centre & Nurseries

Concerned that as one of the highest land points in the area it could be a carbuncle as you come into the village from Inworth. Design of the site will be key.

OL125 Statutory Consultee - Maldon District Council

The ambition of this policy to improve design of the built environment is supported. However, as this policy only 'encourages' developers to design to Building for Life standards it is unenforceable, and therefore is of limited value.

OL318 TR

But would prefer under B that applicants are REQUIRED rather than strongly encouraged (142 TR) I cannot believe we are seriously suggesting that the NHP policy is to simply encourage or strongly encourage developers to comply with an industry standard? Compliance with BfL12 should be a minimum requirement for development not an aspirational target. Either the policy has been poorly defined or if that isn't what we mean it has been written poorly. Either way it isn't good enough.

OL324 TR

'Strongly encouraged' seems rather weak, but a local NP most likely can't replace building codes. However, unless there exists a clear way of enforcing this, TIP04 may be meaningless.

This is a fair point. Building for Life standards cannot be enforced however BfL has a scoring system against each of its criteria, therefore it can be scored and a high score should weigh more heavily in favour of granting planning permission and a low score should weigh less heavily. Furthermore if BfL standards are not encouraged then they definitely will not happen. If the merits of a planning application are in the balance then such provision would weigh in its favour.

Policy TIP04 is unchanged:

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).

7 Homes & Housing – Dwelling Mix

D011 Gladman

Policy TIP05: Dwelling Mix

4.2.10 Gladman do not consider a neighbourhood plan to be the appropriate mechanism to set requirements for Building Regulations and this should be left to the Local Plan where the requirements can be interrogated robustly at examination in public, supported by the Plan's Viability Assessment, taking in to account other factors that may also affect viability. Part C of this policy should therefore be removed.

The TNP will be examined, including its evidence base, therefore it is appropriate to include such policies.

On-line responses

OL86 Statutory Consultee – Messing cum Inworth PC

Agree but B MUST include bungalows not 'encourage' - identified need.

The RCCE housing survey indicated a need for 25 bungalows. Policies TIP13i and TIP14ii are amended to read, "...mix of dwelling sizes in accordance with Policy TIP05, including provision of bungalows; and..."

OL101 Tiptree business/worker – Perrywood Garden Centre & Nurseries

More one-two bedroom affordable houses will be good for our employees

OL125 Statutory Consultee - Maldon District Council

Sections A and B are rather generic. Section C which requires a percentage of homes to be built to accessible and adaptable standards or wheelchair accessibility standards is a commendable aspiration. However, the requirement for effectively all affordable housing to meet one or other of these standards may be disproportionate in comparison to the requirements placed on market housing in the policy.

The NP policy is designed to be in line with the CBC eLP.

OL212 TR

The HSMA mix requirement when applied to the 600 new builds does virtually nothing to address the poor 1 & 2 bed mix in Tiptree viz: $3859+600=4459$, $236+30=266$ or 5.96% (down 0.16 points), $896+200=1096$ or 24.56% (up 1.34 points). If you really want to improve the situation then approve a plan for affordable housing comprising 1 bed 250 units and 2 bed 350 units resulting in a mix of 10.90% and 27.94% respectively and virtually on par with Colchester Non-Metro District.

This policy is designed to be superseded by DM10 in the emerging Local Plan so should not diverge from that emerging policy however the supporting text makes the point about the need for 1-bed properties. The eLP contains a robust dwelling mix policy so a more balanced mix will emerge.

Policy TIP05 is unchanged:

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.

8 Traffic & Movement – Sustainable Movement

SC DTC 003 ECC

ECC in its role as Highways Authority which includes responsibilities for sustainable travel and passenger transport provides the following comments.

Section 8 - Traffic and Movement

Objective 13 (page 23)

- This is acceptable in principle but could well lead to vehicles using inappropriate routes, which if free flowing will likely lead to increased vehicle speed to the detriment of vulnerable road users. It is recommended that the policy should be less concerned about congestion and focus on sustainable travel alternatives and the provision of quality pedestrian and cycling routes to serve local services and facilities etc. and/or mitigation of junctions which are known to be over capacity.

Whilst travel alternatives are important, the nature of Tiptree is such that residents are very car-dependent when it comes to travel outside the village – or indeed on visits to the supermarkets.

Objective 16 addresses sustainable options but in a village with no railway station and limited public transport, most journeys for work and other activities outside the village are undertaken by car (the Colchester Travel to Work Patterns 2015 report identifies that 72% of workers from Tiptree leave to go elsewhere each day). Taking the point made by ECC about Objective 13, it should be reworded to make clear that this is about ensuring new development does not cause congestion and amended to read: **“To ensure vehicular access to new estates does not create congestion or compromise pedestrian safety”**.

Objective 14 (page 23) and links to Policies TIP13 (page 33) and TIP14 (page 35)

- This objective and subsequent policies rely on the provision of several new roads.

Fundamentally these policies would increase flows on Grange Road which forms part of National Route 1. Ultimately traffic should be using the Priority 1 routes, the B1022 and B1023 and not be directed to less suitable Local Roads. The B1022 and B1023 are B class Priority 1 routes and have a more frequent maintenance regime including winter maintenance (gritting) reflective of the traffic volumes using them. If congestion is a real issue locally then the congested locations points need to be identified, together with improvements, rather than actively encouraging the use of the local road network.

The NP has engaged with ECC highway planning officers through the process of developing the plan, so what is proposed reflects, as far as possible, their advice. It should be made clear that the congestion at junctions on the B1022 and B1023 does not allow improvements that can make a material difference to that congestion. The limited range of public transport in Tiptree reasonably precludes an approach focused on sustainable modes (although clearly these alternatives to the car are important and the plan seeks to enable these for shorter journeys) therefore, given that the required level of growth has to be accommodated, the next best approach is to consider how to spread growth across other roads on the network that are most able to support the likely levels of traffic generation. The form of the new roads proposed is deliberately of a design to be able to accommodate the levels and flows of traffic that will be generated.

A fundamental objective of this NP is to relieve traffic on these B roads and to direct traffic to alternative routes such as Grange Road and thereby provide a degree of ‘future proofing’ for Tiptree. It follows from the comments above that if traffic in Grange Road increases maintenance will increase to reflect the traffic volume using it. Grange Road is already the sign-posted route into Tiptree for Traffic coming up the Braxted Road.

A new road link is suggested between Grange Road and Kelvedon Road. It is suggested that visibility is an issue at the existing Vine Road Kelvedon Road junction, but this appears to accord with the current requirements contained in the Manual for Streets. However, it is acknowledged that the

existing junction lacks pedestrian and cycle infrastructure that could form part of a new link road and allow some modification of the existing road **but the proposal to significantly increase the use of Grange Road is not supported.**

This proposal was outlined to Essex Highways engineers on 30th October 2018 who at that time had no objections.

Link road routes are not generally desirable through new development unless they have been specifically identified as being required by transport modelling to overcome a specific constraint. It does not appear that these new roads have been identified through the transportation evidence base to support the Submission Draft Colchester Local Plan (2017). Typically, in a residential estate it is desirable to achieve 20mph speed limits (if not forming part of a bus route). Although the allocated sites containing the proposed new roads are not insignificant in size for a village such as Tiptree, the standard of a link road could well dominate the residential layout and further consideration would need to be given to this by the Planning Authority. Furthermore, regarding the 'missing link' between Highland Nursery and Elms Farm this does not form part of the proposed allocation and there is no certainty of its delivery; this means the residential estate road layout could be dominated by a section of a link road that is never completed.

It is recommended that further transportation modelling work is required to provide an evidence base for the creation of the new link roads.

If highways modelling is needed then it will have to be done at the planning application stage. But the alternative to the proposals in this plan is that individual applications will emerge and pick off the 600 dwelling figure, each worsening the network and each contributing little to addressing what is already a problem before the 600 dwellings in the Local Plan and before other sites with planning permission have been built out and fully occupied (e.g. the current Grange Road development). That does not represent good planning.

The NP seeks to 'future proof' Tiptree. There is every likelihood that it will be possible to complete the link in the future as the land is available. The NP has to make certain decisions at this stage in order that options are available in a future planning round.

Following a meeting with Highways this revised response was received

Thank you also for providing us with more clarity regarding the development proposals for Tiptree and the background to providing 'link roads' as part of these during our meeting on 7th November 2019.

We are now content the 'link roads' should not have a negative impact but instead should help to relieve any existing congestion problems within Tiptree as well as help to mitigate the impact of any new trips generated by the proposed developments.

Having said this, the possible effects of the 'link roads' would need to be evidenced as part of the planning applications. This should form part of the Transport Assessments, which would need to accompany the applications. The scope of the Transport Assessments should be agreed with me on behalf of the Highway Authority as soon as possible.

Thanks again.

Martin

Martin Mason
Strategic Development Engineer

In the light of the above response the preamble in section 12 will include the following text:

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

In addition the following clause is added to Policy TIP12:

'Planning applications must be accompanied by Transport Assessments, the scope of which must be agreed with ECC Highways in advance of application and to include transportation modelling work to provide an evidence base for the new link roads.'

Policy TIPO6 (page 23)

- Point A - ECC practice is generally for shared footway/cycleways unless it is a strategic cycleway and due to the volume of cycle/pedestrian traffic for safety reasons segregation is necessary.

Amend Policy TIP06A with the insertion of 'ideally' before 'from one another'.

- Point C - This should try and define what enhancements are being sought. Is this lighting, surfacing, width, vegetation management?

Amend to say '...to enhance the quality and safety of the identified main pedestrian routes...In particular this includes widening, surfacing, appropriate lighting and vegetation management.'

- Point D - This should also refer to cyclists, as it is assumed the thrust is to ensure the provision of safe crossing points on the highway network.

Insert 'and cycle' after the word 'pedestrian' in both relevant places in D (now point E).

As there is already a good network of main pedestrian routes, the Parish Council and Neighbourhood Plan Group should consider what could be done to encourage more people such routes, if they are not already doing so. This will assist in delivering 'sustainable movement'.

OL101 Tiptree business/worker – Perrywood Garden Centre & Nurseries Ltd.

We would like a pavement from Tiptree to Perrywood, and could look at putting this in if and when the proposed roundabout next to Perry's Wood goes in.

This requirement will be added to TIP13

OL117 TR

Item "A". states the ".....such routes should also ensure.....". Should this say ".....such routes must also ensure.....". The word "should" seem advisory whilst the word "must" indicates a mandatory requirement. I am concerned that smart developers would/could see the former as a loophole to avoid incremental development costs. The original statement implies the Council would like the facility included but the wording I feel would not guarantee it.

The word 'should' will be changed to 'must'.

OL125 Statutory Consultee - Maldon District Council

This policy is supported. This policy is consistent with the draft Essex Walking Strategy.

OL224 TR

However, C and D are poorly worded and require some improvement or they will be misinterpreted by developers. They need to be grammatically improved and strengthened. D is particularly poor. A needs to be strengthened to help support Tiptree being more accessible by bike. It has a national cycle network going through it.

Part D will be re-worded to read: "Development must retain and enhance the quality and accessibility of main pedestrian routes..."

OL285 Tiptree organisation – Friends of Tiptree Heath

Important to have safe walking/cycling routes to green spaces.

The revised Policy TIP06 will read:

POLICY TIP06: CYCLING, WALKING AND DISABILITY ACCESS ROUTES

- A. Development proposals to improve cycling and walking infrastructure will be supported. In particular, provision of cycle and pedestrian routes that are physically separated from vehicular traffic and ideally from one another will be strongly supported. Such routes must also ensure that access by disabled users and users of mobility scooters is provided.*
- B. 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 quality and safety of the identified main pedestrian routes will be strongly supported. In particular this includes widening, surfacing, appropriate lighting and vegetation management.*
- D. Suitable crossings on Oak Road and Kelvedon Road need to be considered within master plans to ensure the provision of safe direct walking and cycling routes to Baynard's Primary and Thurstable Schools.*
- E. Development must retain and enhance the quality and accessibility of main pedestrian and cycle routes and adequately mitigate the impact of additional traffic movements on the safety and flow of pedestrian and cycle access especially at road junctions.*

8 Traffic & Movement – Vehicular Traffic Movement v2

SC DTC 001 CBC.

TIP 07

Clause B is beyond the scope of the NP. Access points and the provision of roundabouts should be determined at the planning application stage. The policy could require partnership working between the developer/land owner, Highways Authority and Planning Authority to accommodate necessary car travel, and require local consultation is undertaken where necessary.

Promoting traffic flow is a key objective but it could be expressed differently. The NP will adopt the Mersea Homes suggestion (D009) see below.

To provide clarity to the reader, it would be beneficial if Map 8.3 used the same terminology as policy TIP07. The green 'new road' would be better described as the 'primary street', and 'possible future road' as 'optimum route corridor'.

The routes proposed in Map 8.3 should be indicative, as the exact route is likely to be determined at the planning application stage.

Map 8.3 will be adjusted as suggested above.

D001 CUFC.

4.4 CUFC also objects to the assertion provided on Page 26 of the emerging Neighbourhood Plan that the 103 homes development north and south of Grange Road will *"significantly increase the traffic and pressure on the Vine Road/Kelvedon Road junction"*.

4.5 CUFC requests that the above statement, and its associated paragraph, is removed from the emerging Neighbourhood Plan as it is factually incorrect and not based on any available technical assessment.

Amend wording to: *"Currently there is only light traffic in Grange Road (Marked in mauve on the map) however the present development of over 100 homes will increase the traffic and therefore inevitably the pressure on the Vine Road/Kelvedon Road junction."*

D005 Granville Developments re site: TIP 04

TIP07: this policy requires further review to ensure that it succinctly and with clarity achieves the desired aspirations. E.g. the reference to the number of access points is confusing and contradictory. With regard to the access points, more weight should be given to the indication of access points on MAP 8.2. Clarity is also needed in respect of how proposed key highway infrastructure will be delivered and by whom. A mechanism should be included to ensure that all major development, including and significant windfall sites, should provide some contribution to highway improvements.

The requirement for more than one access point will be removed and the suggestion by Mersea Homes (D009) for point B adopted. The green dots on Map 8.2 to be labelled 'access point'.

The cost sharing to ensure delivery of infrastructure is a matter that should be in a Memorandum of Understanding between the site promoters of the allocated sites.

The NP will adopt the Mersea Homes (D009) suggestion regarding developer contributions to pay for the highway improvements (Point F in their submission on Policy TIP07 below).

D007 Marden Homes

TIP07: In addition, we suggest the policy should also confirm the intended technical requirements for the road associated with the reference to a 'primary street'. The emerging Neighbourhood Plan should not be overly prescriptive with regards to the size and nature of the road. Whilst Marden Homes accept the need for such a route to be able to serve bus routes and suitable footpath

provision, it will also be important the road is not in excess to requirements to the detriment of the existing character of this village location.

[It must conform to the rest of the route and be able to accommodate through traffic. The Mersea Homes amendment \(D009\) deals with this and will be adopted \(see Mersea Homes point F below\).](#)

Our clients also suggest that where an appropriate road connection is to be provided as part of a development, that additional contributions to the overall delivery of the road will not be required in addition – such a requirement would be overly onerous on a developer, undermining viability, and would also be disproportionate to the development (i.e. it would not comply with s122 of the Community Infrastructure Regulation 2010).

[Cost of road connection to be covered by the developers](#)

D009 Mersea Homes

Policy TIP07: Mitigating the Impact of Vehicular Traffic Through Tiptree Village

Policy TIP07 requires further clarity to understand what each site allocation and potential windfall development will be expected to deliver in respect to highways infrastructure.

We are also concerned that the policy position in respect to the number of access points, as written, could be quite constraining to the detriment of good urban design principles and deliverability. It would

also appear contrary to the policy advice given by Essex County Council in its 'Development Management Policies' document, which seeks to generally minimise access points.

It is our suggestion that Policy TIP07 be amended as follows:

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.~~ To avoid congestion, new developments will be required to provide a safe and efficient access, in accordance with the requirements of the highway's authority.

C. Vehicular access to the site allocations, identified in TIP13 and TIP14, should be made in consideration of the indicative access points identified on Map 8.2.

D. New development should contribute to the construction of linked streets. Cul-de-sacs should be limited in number, restricted in the numbers of dwellings that they serve and only located where dwellings cannot be served in any other way.

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

~~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.~~ 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.~~ 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.

F. The allocated sites identified in TIP13 and TIP14, and where appropriate, windfall developments, will be expected to contribute towards the delivery of the new 'primary Street' to the north of

Tiptree. The new 'primary street' will help to reduce the levels of vehicular traffic travelling through the village on the B1022, Maldon / Colchester Road and towards Feering on the B1023 Kelvedon Road, as shown on the Tiptree Policies Map.

The new 'primary street' will reflect the rural character of this edge of settlement location and will meet the necessary specifications as set out in the Essex Design Guide (2018), in particular, ensuring it is sufficient to support a bus route.

The following developments will contribute to the implementation of the 'primary street' as follows:

- Highlands Nursery - to deliver the Primary Street from Kelvedon Road to the eastern point of the safeguarded route.
- Elm Farm - to deliver the Primary Street from Colchester Road to the western point of the safeguarded route.
- Tower End - to deliver the Primary Street between Kelvedon Road and Grange Road.
- Windfall Sites of 10 dwellings or more – to provide appropriate highways contributions to support the delivery of the safeguarded route.

G. Land required for the implementation of the Primary Street to its full extent will be safeguarded to enable the future provision of land outside of the Neighbourhood Plan area, as shown on Maps 8.2 and 8.3

These points are accepted with the exception of point D. Point D is an entirely new suggestion – however what we do not want are driveways connecting directly with the primary streets. Point D should read: dwellings should not be accessed directly from the 'primary street', but can still front the road behind footpaths/grass verges and parallel access roads'. Also clause G can only apply within the Parish of Tiptree.

Maps 8.2 and 8.3

Maps 8.2 and 8.3 appear to overlap in their function and it's our view that a single map that could be tied to Policy TIP07 should be presented instead.

Both maps will be retained

With specific regard to Map 8.3, we have the following comments:

- 'New Road', marked in green should be titled 'Primary Street' to allow it be linked to Policy Agreed – as CBC submission (SC DTC 001))

D010 Bloor Homes

TIP07

Whilst we support what Part B of Policy TIP07 appears to be seeking to achieve here, we are concerned that the approach is overly prescriptive and will not necessarily result in an appropriate approach to the provision of new access points, or an approach which is most suitable. As currently worded, it could be inferred that the policy requires *all* new developments regardless of type or scale to be accompanied be served by multiple access points including, where possible, a roundabout; and would, for example, apply to proposals for a single dwelling. There may well be instances where the provision of more than one access point is inappropriate, and / or where the provision of a roundabout would not be the best form of access in terms of highway safety or efficiency (indeed, there may well be instances where the provision of a roundabout would have a negative impact in this respect).

The NP will adopt the Mersea Homes amendment to Policy TIP07 part B (see D009 above).

D011 Gladman

Policy TIP07: Mitigating the Impact of Vehicular Traffic Through Tiptree Village

The SEA acknowledges this lack of certainty and describes that 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. This lack of certainty should be a consideration and the potential impacts should this road not be delivered should be assessed. **Sites that would contribute to the delivery of this road cannot score positive at this time due to this lack of certainty.**

Future-proofing is a necessary part of plan-led development despite a degree of uncertainty. There is a strong likelihood that the safeguarded route will be completed in a future plan period. Nevertheless all the preferred sites stand on their own without the link roads in that they fulfil other NP Objectives. The SEA explains why sites that may contribute to the link road will have a positive score and whilst Gladman may not agree with this, it is explained.

SC DTC 003 ECC

ECC in its role as Highways Authority which includes responsibilities for sustainable travel and passenger transport provides the following comments.

Policy TIP07 (page 26)

- Point B. This depends on the level of development, generally the Highway Authority would strive to reduce the number of new junctions on the network and therefore would not support this policy unless the other access points are restricted for pedestrians/cyclists only, or possibly buses. Whilst full size or compact roundabouts are useful junction arrangements, they rely on balanced vehicle flows on all arms and this is unlikely to be achieved from the size of the Tiptree allocations. Mini roundabouts are traffic management tools and would not be supported. Roundabouts are not good for pedestrians/cyclists. It is suggested that this policy is removed or amended to read

'appropriate junction type to provide safe vehicle, pedestrian and cycle access' or similar.

The NP will adopt the Mersea Homes amendment to Policy TIP07 part B (see D009 above).

- Point D. Comments as per Objective 14 above. This policy is not agreed and lacks an evidence base. See 8 Sustainable Movement TIP06 document

It is recommended that the Plan include information regarding Travel Planning and the following comments are made.

Residential Travel Plans (RTPs)

- Ensure that travel plan conditions are applied to all development applications in line with ECC's RTP thresholds. The current thresholds are below, however they are subject to change in conjunction with updates/amendments to the ECC Developers' Guide to Infrastructure Contributions (update planned for late 2019):

- o 1 to 249 dwellings – Residential Travel Information Pack (including bus/train tickets/vouchers where applicable)

- o 250+ dwellings – Travel Plan Monitoring Fee, Full Residential Travel Plan, and Travel Information Pack (plus tickets/vouchers where applicable)

- All sites above the full RTP threshold should appoint a Travel Plan Coordinator to deliver/manage the Travel Plan.
- Residential sites should provide on-site electric vehicle charge points where possible.
- Neighbourhood Car Club(s) should be considered.

Workplace Travel Plans

- Travel Plan conditions should to be applied to workplace/commercial applications of 50 employees or above, with the addition of Travel Plan Monitoring Fees.
- Workplaces should appoint a Travel Plan Coordinator to manage/deliver Travel Plans.

General Comments (Residential and Workplace Travel Plans)

- Travel Plan targets should be agreed with ECC.
- Regular travel/traffic surveys should be conducted in line with ECC protocol.
- Undertake regular review of Travel Plans.
- Promote walking, cycling, public transport, electric vehicles, car sharing and other sustainable modes of travel.
- Conduct Personalised Travel Planning to help inform residents/employees of sustainable alternatives.

All a bit unnecessary given that this is a standard requirement. TIP13 and TIP14 will be amended to add in a requirement - 'The provision of an appropriate Residential Travel Plan'

Passenger Transport (Public Transport/Bus Services)

It is noted that bus services and their inadequacy are referred to on page 13 – no evening service and the need to enhance the service to Witham. The Parish Council has raised this strongly at parish transport meetings, the Colchester Borough Council Bus Scrutiny Panel, petitions and through the local councillor.

The allocations and subsequent developments coming forward, represent a rare opportunity for the Parish Council to secure the required bus services and the Plan could state more explicitly that the developments provide an avenue to secure these. ECC can also assist by looking favourably towards other developments along the bus routes, which could pool resources to help ensure that such improvements could be 'pump primed' until the service has sufficient patronage.

Central Government has withdrawn funding of bus services over the last 40 years. As a result they are very expensive and providers are reluctant to increase services unless they are funded for a reasonable period of time. If development puts money in then it needs to be a very large amount, probably sufficient in this case to ensure that development is unviable.

The comment about 'looking favourably towards other developments along the bus routes' suggests that somehow ECC would overlook other concerns they may have. Also, with no Community Infrastructure Levy (CIL) in place there is no mechanism to ensure that contributions collected can be retained and not handed back – it will take a long time to raise enough funds to support improving a bus route but any S106 agreement will ensure that contributions are time limited. Also, where are the other developments along a route from Tiptree to Colchester or other main destinations where bus providers will consider improving services?

Car Parking

The Parish Council may wish to consider approaching the village schools to see if there is agreement to using their car parks as public car parks, being not unreasonable walking (or bus) distance to the village centre. Such an arrangement is likely to only apply in non-term time.

St Luke's Primary School is the only village centre school and its car park is small and access is poor. Thurstable School has a larger car park but it is not particularly close to the village centre and it is used by the Sports Centre out of school hours.

On-line responses

OL4 Non-Tiptree organisation – Savills representing E&SW

This policy seeks to mitigate the impact of vehicular traffic. Point B specifically states that new developments should have via a roundabout if space allows. Roundabouts are not efficient use of land and if alternative junction types are acceptable then this should be allowed. Therefore we are

of the view that criterion B should be amended to read as follows: 'To avoid congestion new developments should have more than one access point for car users'

The policy will be re-drafted

Greene King PLC, Wheathampstead AL4 8BJ

In our opinion, section D of this policy is seriously flawed. It makes provision for a new link road between Grange road and Kelvedon Road divided into three sections. The first section runs through the proposed Highland Nursery land allocation and the third through the Elms Farm allocation. TIP07 states that the route as shown on the Policies Map should be safeguarded, and that development of land within these two allocations should contribute towards the road's delivery. Our understanding is that the central section linking sections 1 and 3 will be delivered after the end of the plan period. This central section runs through land outside the settlement boundary and indeed outside the Neighbourhood Plan plan area. There can therefore be no certainty that the proposed link can be provided at all, resulting in challenges to both the route and the necessity for the safeguarded areas in the Highland Nursery and the Elms Farm proposed land allocations. The policy states that development of the land allocations at Highland Nursery and Elms Farm "will be expected to contribute towards the delivery of the road and applicants will be expected to work with the Highway Authority...". Whilst it may well be possible to finance sections 1 and 3 in this way, what would be the developers' incentive to contribute to the central section? This section is not programmed for implementation until after the end of the planned period. It lies outside the Neighbourhood Plan area. The Highland Nursery and Elms farm allocations are programmed to be completed by the end of the plan period and the developers involved will be gone by then. Can they be expected to contribute to a road section programmed for some unspecified time in the future? Does this mean that implementation of the central section depends on some new allocation post 2034? Does not this proposal mean that the existing traffic problems the north link road is supposed to solve cannot be tackled until 2034 at the earliest? And in the meantime there will be additional traffic generated by the construction of some 600 new dwellings in the area filtering onto the local roads. Either there needs to be some mechanism for ensuring that the road is provided in its entirety before most of the proposed development at Highland Nursery and Elms Farm begins, or the whole concept needs re-visiting to develop an alternative solution. (6 Non-Tiptree Organisation – David Russell Associates

The plan aims to future-proof Tiptree by taking certain decisions now so that other decisions may be taken in the future. We expect further development to pay for the completion of the road in the next planning round. Either the Parish Boundary will be modified or the new development will be part of an allocation given to Messing Parish.

OL86 Statutory Consultee – Messing cum Inworth PC

Map 8.3 new roads, will mitigate Church road/ village centre traffic issues BUT traffic will still increase on B1022 Colchester/ Maldon or B1023 to Feering/ Kelvedon/ A12, when the A120/A12 junction at Rivenhall has been confirmed.

Some increase is inevitable wherever the new development is sited.

OL101 Tiptree Business/Worker – Perrywood Garden Centre & Nurseries Ltd.

Suggested roundabout at Perry's Wood - the road would need to be straightened and the speed limit should be changed to 30mph between Tower Business Park and Inworth Village.

A Highways issue.

OL125 Statutory Consultee – Maldon District Council

Maldon District Council is concerned that despite the Neighbourhood Plan's approach to mitigating the impact of vehicular traffic through Tiptree village, the scale of additional housing in the village will nevertheless impact on traffic flows, through and around the village, especially the routes to the

A12, including the routes via the historic Appleford and Grey Mills bridges at Great Braxted and Kelvedon respectively. Maldon District Council does, however, recognise that improvements to the access roads to the A12 and to the junctions on the A12 itself are outside the remit of the Neighbourhood Plan. Di - It is understood that 'primary street' is the term used by the Highways Authority to describe a road that is sufficient to accommodate a public bus route. However, the Street Type table in the Essex Design Guide (EDG) does not use the term 'primary street.' Therefore, in this policy, which street type the term 'primary street' relates to needs clarifying.

Ultimately the road standard is to be determined by ECC however the term **'Primary Street' is defined in Policies TIP07, 13 & 14 as 'a road sufficient to support a bus route, non residential traffic and a 30mph speed limit'**. As such it would be expected to conform to road types 1 or 2 in the Essex Design Guide.

OL150 Statutory Consultee – Tolleshunt Knights PC

Tolleshunt Knights Parish Council considers that the Plan does not address the infrastructure problems which will arise with further development of this scale.

Medical facilities are the major concern.

OL214 Tiptree Business/worker – Wilkin & Sons Ltd.

Greater thought should be given to the long term (50 years plus) traffic needs of the village, a ring road around the village as an example should be given far greater consideration.

Wilkin's seem to be inviting development on their fields however the presence of the jam factory and its fields are considered an important part of the village heritage and identity and the area least favoured for development.

OL200 TR

My only concern is that the alternative route situated across the B1023 from Perrywood is some way out of the village, and drivers will be tempted to use Oak Road as a shortcut instead. Could traffic calming measures be added at each end of Oak Road (as used in East Hanningfield). As a resident of Tiptree Heath, I think it would be wonderful if similar measures could be introduced at the approach to the heath from Maldon to encourage traffic to use the Grange Road alternative, and similar measures at the top of Maypole Road, but I expect that it is beyond the scope of this plan.

The following sentence, or similar is added to the preamble: 'Traffic calming measures may be needed, at least in the short term, to dissuade drivers from using Oak Road – e.g. single lane entry/exit to Oak Road'.

OL243 TR

The residents of Tiptree had more concern over the future traffic levels in Church Road, and they indicated from the consultation this was very high up on their wish list. The long term strategy of this plan is indicating to divert future traffic flows north to south and vice versa to the east. This was contrary to the consultation which said housing to the north and North West, Kelvedon to Maldon Road, which would only leave a final stretch Maldon road to Factory Hill West and South West.

Most heavy traffic movements will travel towards London, for high salaries. Via Braxted/ Rivenhall. The policies Map is only addressing traffic from east to west, and does not address Church Road in the long term.

The Consultation responses had little to say about avoiding Church Road however much was said about protecting the Local Wildlife Site and the Jam Factory fields from development.

The revised Policy TIP07 will read:

Policy TIP07: Mitigating the Impact of Vehicular Traffic through Tiptree Village

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

9 Tiptree Village Centre – Existing Businesses

On-line responses

OL125 Statutory Consultee – Maldon District Council

Although the aims of the policy is supported, the restrictions on change of use may not be enforceable due to permitted development rights.

There are permitted development rights in national policy which allow certain changes of use without a requirement for a planning application (although they do have to address certain requirements in respect of the impact of the new use). Clearly in such instances, Policy TIP08 wouldn't apply. However, often a proposal does require a planning application in which case the policy would be relevant.

OL153 TR

Where exactly is the District Centre boundary?

The District Centre is defined in the CBC Local Plan and it is included on the TNP Policies Map on p16.

Policy TIP08 is unchanged:

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.

9 Tiptree Village Centre – New Developments

SC DTC 001 CBC.

TIP 09

In order to justify the uses listed in clause A of this policy, there will need to be robust evidence to support this.

The NP wishes to protect the central area of the village to allow growth in the types of shops and business that are appropriate for a designated District Centre. The District Centre boundary is somewhat fragmented at present but this plan seeks to encourage developments to link the areas together.

By encouraging development adjacent to the District Centre boundary to accommodate public car parking, this would not be in keeping with the objectives of the NP to reduce traffic volume throughout the village centre and reduce congestion on existing roads and junctions. It should be reconsidered if car parking is an appropriate use to be included in this policy.

It is not an objective to reduce traffic volume throughout the village centre per se, in the long term we would like to reduce 'through traffic' but it is an objective to promote sufficient car parking spaces in the village centre so that it is an accessible District Centre. Whilst the Plan encourages walking and cycling, the presence of the supermarkets in the centre of the village coupled with poor public transport, means that people do drive in to do their weekly shop and the congestion is increasing as people drive around looking for car parking space. Furthermore, as a designated District Centre, people will be driving into Tiptree from the surrounding villages and for the shops and businesses to flourish it is important that there is sufficient car parking provision.

On-line responses

OL86 Statutory Consultee – Messing cum Inworth PC

Aiii bungalows as identified need for older people not flats unless an 'assisted living' complex.

Ground floor accommodation essential. B sustainable travel behaviour - very good but how?

This is a valid point but it is unreasonable to expect bungalows to be built in the Central area. A well designed mews scheme may enable ground floor development but ground floor retail properties should not be used for residential properties. Nevertheless the word 'units' will replace 'flats'.

OL125 Statutory Consultee - Maldon District Council

This policy is supported. The aim to provide older persons' housing in the heart of the village, within easy reach of services and facilities is supported.

The revised Policy TIP09 will read:

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:

- A. Office and light industrial/workshop uses (Class B1);**
- B. Services appropriate to the village centre, including retail services (Class A);**
- C. Residential units that address the needs of older people;**
- D. Health and social care services;**
- E. 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 TIP10 v2

SC DTC 001 CBC.

TIP 10

The policy should be more strongly worded. The supporting paragraphs note a need of 30 units within Tiptree, the first line of the policy could be strengthened through removing “approximately”.

[This Plan will adopt the Mersea Homes \(D009\) proposal below for Policy TIP10](#)

Screening can be provided via a variety of landscaping measures. The policy should be updated to be broader in terms of landscaping provision.

[The Policy TIP10 will be amended as follows: It is important that developments are compatible with their surroundings and landscaping measures should be applied to the business site to provide appropriate screening.](#)

D005 Granville Developments – site: TIP 04

TIP10: This policy should incorporate a greater degree of flexibility – e.g. some Class A and D1 uses

[This Plan will adopt the Mersea Homes \(D009\) proposal below for Policy TIP10](#)

D009 Mersea Homes

Policy TIP10: Business Development

Policy TIP10 requires some refinement to ensure that it is sufficiently flexible to be able to respond to an adapting and evolving economy. Economic development and employment generating uses do not always fit within the traditional Class B use. To promote economic development locally, the policy focus should be encouraging business development.

It is our suggestion that Policy TIP10 be amended as follows:

~~Land in north-west Tiptree at Highlands Nursery (Policy TIP14A) is required to deliver approximately 1.5 hectares of B-Class employment non-residential employment land to support Class B uses and other appropriate employment generating uses.~~

~~As part of this provision, the employment 0.6 ha non-residential employment land is expected to be serviced and commercial the 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 will comprise a mix of unit types suitable of accommodating larger businesses, currently located adjacent to the village boundary, but also small and medium sized flexible units aimed at a variety of business types, including expanding companies, micro and startup businesses.~~

It is important that developments are compatible with their surroundings and that the business site is appropriately screened with trees and hedgerows.

WILKINS

[Mention will be made of the significant role Wilkins has played and continues to play in the community of Tiptree – as an employer, as a contributor to the life and culture of the village and for its contribution to Tiptree’s heritage](#)

On-line responses

OL86 Statutory Consultee – Messing cum Inworth PC

Agree - but please consider increased traffic on B1023, it cannot take more commercial traffic..

OL125 Statutory Consultee – Maldon District Council

The allocation of new employment land in the Plan is supported.

OL214 Tiptree business/Worker – Wilkin & Sons Ltd.

There appears to be no allowance for business development to the south of the village.

Together with the adopted CBC amendment above, the N. Plan will adopt the Mersea Homes (D009) suggestion above with the addition of the words 'District Centre' between 'village' and 'boundary'.

N.B. The other 0.9ha is unserviced, therefore is left as land available for development. That is considered fair – to require 1.5 ha of serviced land would be unviable.

The revised Policy TIP10 will read:

POLICY TIP10: BUSINESS DEVELOPMENT

Land at Highlands Nursery (Policy TIP14A) is required to deliver approximately 1.5 hectares of non-residential employment land to support Class B uses and other appropriate employment generating uses. As part of this provision, 0.6 ha of non-residential employment land is expected to be serviced and the buildings must comprise:

- i. Units suitable to accommodate larger businesses currently located adjacent to the village District Centre boundary; and
- ii. Small and medium sized flexible units suitable for a variety of business types, including expanding companies and small micro start-up businesses.

The design of developments is expected to demonstrate that it is compatible with its surroundings and suitable landscaping measures should be applied to ensure appropriate screening from non-commercial activities.

11 Community Infrastructure v2

D005 Granville Developments – site: TIP 04

TIP11: Further clarity is required to ensure there is clear certainty in regards to what and how key infrastructure projects will be delivered and funded. In this respect, reference should be made to the legal position concerning planning decisions.

The Plan is not the place for legal agreements. However the Mersea Homes amendments have tightened up on planning obligations and contributions towards infrastructure.

D009 Mersea Homes

Policy TIP11: Community Infrastructure Provision

We have a number of concerns regarding the current draft of Policy TIP11 as it lacks clarity and certainty and is unclear how the listed items will be delivered and how it relates to planning obligations.

It is our view that the policy should be re-titled 'Planning Obligations' and that items which are specifically related to the site allocations be removed from this policy and transferred to the respective site allocation policies, under Policy TIP13 and Policy TIP14. On this basis, we have suggested a number of changes to the policy text, as follows:

~~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.~~

Planning obligations will be required that support the delivery of appropriate infrastructure in Tiptree that is:

- Necessary to make the development acceptable in planning terms
- Directly to the development
- Fairly and reasonable related in scale and kind to the development

Where appropriate, all major development will be ~~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. i. Replacement of the Scout Hut.
- iii. ii. Improvements to the Sports Centre.
- iv. iii. Provision of an adult fitness trail in Park Lane.
- v. iv. Education expansion.
- vi. v. Health facilities.

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

The essence of this proposal will be adopted however it is unnecessary to repeat the tests of a planning obligation therefore the three bullet points are omitted.

We note that this policy includes support for a burial site. It is our view that this policy element would be better served by having its own specific policy.

Without a site to allocate for burial space, a standalone policy would not add much therefore the support for a burial site will be left as it is.

D011 Gladman

Policy TIP11: Community Infrastructure Provision

4.2.17 This policy sets out how development will be expected to contribute through Section 106 as appropriate or through Community Infrastructure Levy contribution. In line with this, land off Barbrook Lane will safeguard land for education expansion, make contributions for increased healthcare facilities, make contributions to the replacement of the Scout Hut, as well as providing new children's play equipment near to Grove Road. As such, allocation of land off Barbrook Lane would make a significant contribution to the community infrastructure projects identified however this must be considered in the context of our concerns with a lack of infrastructure capacity assessment as set out below.

All the NP sites will make community infrastructure contributions. Medical facilities would be better located in the centre of the village, hence the inclusion of such types of provision in TIP09.

In the ECC submission (SC DTC 003) the education office only expressed the need for safe walking and cycling routes to the appropriate schools and did not indicate the need for school expansion. The Colchester Infrastructure Delivery Plan (Final Report 2017) indicates that developer contributions will need to support the following:

Early Years: Need to support growth of 54 new places (2022-27) – through expansion or new facility (Critical)

Primary: Current surplus capacity will fill in Reception year group from 2022/3. Baynards and Mildene have capacity to expand by at least half a form of entry each. As full form expansion is preferred a new school could be required. **However focus will be on the expansion of existing facilities until the need for a new school is confirmed (2022-27 – Critical).**

Secondary: Thurstable may expand by a form of entry in c2023 – maybe earlier if growth in Maldon puts pressure on the Plume. (Critical)

On-line responses

OL86 Statutory Consultee – Messing cum Inworth PC

agree but would like to see more new footpaths/ cycle ways/bridleways

OL101 Tiptree business/worker – Perrywood Garden Centre & Nurseries Ltd.

Health facilities must be the priority. We are finding as a business that our employees who access health care in Tiptree are struggling to get appointments, and it is difficult for them to access them when they need to sit on the phone for so long.

OL125 Statutory Consultee – Maldon District Council

This policy is supported.

OL143 TR

I assume that the order of needs in section B is not ranked in order of importance? Health facilities and education expansion are, I believe, more important than the others.

OL215 TR

we need to increase the capacity for dentists and drs in tiptree. introducing 600 minimum new homes will bring in around 2000 + new residents. the current health facilities need to be upgraded to deal with this. the developers should pay towards this as they are making massive profits on these house sales also school places need to be factored in. ECC has acknowledged that as it stand there

will be a lack of spaces in secondary schools in 2021 based on current projections. if we fill the village up with all of these houses and people this will put the number of school places at risk of being unable to cope. <https://www.essex.gov.uk/Education-Schools/Schools/Delivering-Education-Essex/School-Organisation-Planning/Documents/10-year-plan-Essex-schools-places.pdf>

Information on the capacity of schools in Tiptree can be found in the “10 Year Plan, meeting the demand for school places in Essex 2019 – 2028”, which can be accessed on line at the following address: Information on primary schools can be found on page 34. At present there are around 200 spare places across the primary age range in Tiptree, and this figure is forecast to remain relatively stable over the next five years. Information on the secondary school in Tiptree can be found on page 38 of the plan. There should be a small number of spare places across the secondary age range, although it must be noted that these are not evenly spread across all age groups. We are forecasting that additional Year 7 places will be required in 2021, for example, to accommodate a larger than usual cohort of pupils moving up from primary schools. All infrastructure and services should be put in place before these developments happen

ECC Education has a statutory duty to ensure that education provision is adequate. Any S106 contributions will be at ECC behest. S106 contributions are negotiated. The Plan is effectively seeking to ensure that these things are provided as part of the overall package of contributions. Unless a new school or medical centre can be justified by the scale of growth, then contributions towards education and health will be expected – this is supported by various Local Plan policies.

OL324 TR

S106 funds should also contribute to the establishment/development of a country park around the gravel pits.

The revised Policy TIP11 will read:

POLICY TIP11: Planning Obligations

Planning obligations will be required that support the delivery of community and other appropriate infrastructure in Tiptree

Where appropriate, all major development will be expected to contribute (through Section 106 as appropriate or, if put in place, through Community Infrastructure Levy contribution) to the following community infrastructure projects which will address the needs arising from growth:

- i. Improvements to children’s play equipment at Grove Road
- 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.
- vii. Suitable site proposals for burial land (see Policy TIP01).

12 Site Allocations – Comprehensive Development

SC DTC 001 CBC.

TIP 12

It is unclear in clause A how many master plans are being requested through this policy. The policy could be more clearly worded to require the completion of one overarching masterplan covering all allocations which will be used to inform a more detailed master plan for each allocation.

[This is agreed. The Policy TIP12 will be amended](#)

D007 Marden Homes

TIP12:

We support the concept of development being comprehensively planned. This can be achieved through the normal planning application process, with policies in place to ensure this. It is important there is flexibility for the delivery of development through the normal application process.

[Are Marden Homes suggesting the policy is not needed? The Tower End allocation covers three land ownerships and the NP requires the respective owners/developers to work together under a single masterplan for Tower End as well as a memorandum of understanding to ensure comprehensive development.](#)

D009 Mersea Homes

Policy TIP12 requires some refinement, specifically, Part B should be more strategic in its approach to reflect the role and function of a masterplan. Our suggested amendment to this policy is as follows:

~~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.~~

These masterplans will set out general design principles and provide a comprehensive indicative framework to guide the development of the area in accordance with the aspirations of the Neighbourhood Plan and demonstrate an understanding of the intrinsically semi-rural nature and evolution of the Tiptree settlement pattern.

[This change is accepted.](#)

D011 Gladman

Site Allocations

In this regard, Gladman would have expected discussions with relevant bodies such as the County Highways Authority and an assessment of the current infrastructure and facilities of Tiptree to determine what may be required to support the new development. We have seen no evidence of such an assessment having been undertaken yet infrastructure is sought from the proposed developments and potential delivery of this infrastructure has played a part in where this development will be located. Indeed, one of the objectives of the TNP is 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 but it is not clear what this is based upon. **This would appear to have predetermined the location of the proposed allocations and has been the determining factor for the proposed allocations.**

[The Consultation Statement explains how the community views informed the spatial strategy but didn't predetermine where growth would be located. Objectives 12 and 14 have been revised to reflect this emphasis.](#)

SC DTC 005 Nat Eng

- Policies TIP13 and TIP14 – Natural England notes the requirement of these policies to provide onsite open space or 'green space'. It is understood that the focus of this policy requirement is more for recreational provision, however this policy should also refer to the importance of high quality green infrastructure (GI) provision for biodiversity and the wider natural environment as a multi-functional provision.

See comments on EWT 'Site allocations' submission – suggesting the following addition to Policy TIP12 of 'Masterplans should clearly demonstrate how the development will deliver a measurable net gain in biodiversity as required by the NPPF'.

SC OTHER 002 EWT

4. Site Allocations

Policy Tip12: Comprehensive Development

Masterplans should clearly demonstrate how the development will deliver a measurable net gain in biodiversity as required by the NPPF.

This statement will be added to Policy TIP12 (as above) as a separate clause (C).

On-line responses

OL125 Statutory Consultee – Maldon District Council

This policy is supported as it will ensure that the new developments will integrate with one another and the village.

OL132 TR

Page 32: Paragraph 3 grammatical error 'comprises of' either just 'comprises' or 'consists of'
To be corrected.

20/2/20 CB advises:

The draft SEA recommends that TIP13 and 14 make reference to net biodiversity gain. I suggest that a criterion is added to both which says, *"Development should deliver net environmental and biodiversity gains, in addition to protecting existing habitats and species. Any negative impacts on biodiversity, including flora and fauna, and local wildlife must be adequately mitigated and/or offset."*

Therefore clause D will be removed from TIP12 and the suggested clause added to TIP13 and TIP14 A & B.

Policy TIP12 will now read:

POLICY TIP12: COMPREHENSIVE DEVELOPMENT

- A. Applications for development on the site allocations contained in Policies TIP13 and TIP14 should be underpinned by an overarching masterplan covering all allocations which will be used to inform two, more detailed masterplans, one for Tower End and another for Highland Nursery and Elms Farm. These masterplans to have been informed by a process of active engagement with the community of Tiptree and with the other land owners/developers involved in the plan. These masterplans should demonstrate, where necessary, that they align with one another, particularly with regard to the connectivity of the 'primary street' and will contribute towards the delivery of the overall vision for Tiptree.

- B. These masterplans will set out general design principles and provide a comprehensive indicative framework to guide the development of the area in accordance with the aspirations of the Neighbourhood Plan and demonstrate an understanding of the intrinsically semi-rural nature and evolution of the Tiptree settlement pattern.
- C. Planning applications must be accompanied by Transport Assessments, the scope of which must be agreed with ECC Highways in advance of any application. In particular, the Transport Assessments must demonstrate that the new link roads will satisfactorily mitigate traffic impacts of the proposed development and address existing road congestion issues in Tiptree village.

12 Site Allocations - Tower End v2 (amendments in green)

SC DTC 001 CBC.

TIP 13

Policy TIP13 is in conflict with both the Adopted Core Strategy and Emerging Local Plan. Part of the allocation at TIP13 is allocated as a Gypsy and Traveller Site (SAH2) and as a Local Economic Area (CE1, CE2b of the Core Strategy and SG4 of the Emerging Local Plan).

It is our submission that as things currently stand there is no prospect of the existing Business Park being able to physically extend into the designated area to the SE as shown on the SS14 map without the removal of existing buildings and a right of way being established. Also there is little evidence to suggest that an investor is going to build speculative units on that remaining empty land that forms part of the TIP13 allocation. Therefore we hope that CBC will support the loss of approximately 1.15ha of employment land in the TIP13 area and its replacement with 1.5ha of employment land through Policy TIP14. Such a move would appear to be in accord with Policy SG4 i) & ii) of the eLP. This proposal in the draft NP will ensure that serviced land is provided opposite the existing business area on a site which provides a far greater prospect of it being occupied.

Regarding Gypsy and Traveller sites, again the adopted CBC Site Allocations document 2010 is out of date and the emerging Local Plan has shown that the need has halved from 30 to 15 pitches. Interestingly, policy DM11 in the emerging Local Plan doesn't talk about loss of existing G&T pitches.

Criterion iii seeks to go beyond the scope of a NP. As noted in response to policy TIP07, the provision of roundabouts should be determined at the planning application stage. However, the policy could include a criterion which outlines where vehicle access to the site should be provided from.

However, the specific detail of the access point(s) will be determined through a planning application. This point is accepted and has been included in Policy TIP07. The Mersea Homes suggestion (D009) for TIP13 has been adopted (see below)

As noted in the Strategic Environmental Assessment Report May 2019, policy TIP13 should include a criterion requiring biodiversity net gain.

This requirement has been added to Policy TIP12

D001 CUFC.

4.3 It is also considered that the proposed new housing allocations to the north of the settlement, which rely on the provision of a new link road, may not be deliverable, due to a lack of land assembly required to deliver the scheme, which also points towards the Plan being 'unsound' on deliverability grounds.

The new link road is desirable but not essential (at least in the short term). The developments are considered viable even if the link road is not at once completed.

The site promoters have been asked to draw up a Memorandum of Understanding that demonstrates all the site promoters are on board and which can be submitted as part of the Reg 16 evidence base.

D006 Go Homes (re E&S water)

TIP13: Policy refers to 3-arm roundabouts – given no traffic analysis has been undertaken at this stage it would be more prudent to note new junctions should be subject to detailed design and review.

This point is accepted as per the CBC submission (SC DTC 001) on criterion iii above.

To ensure the commercial viability of such a primary street, the landowners to the southern section will require enough development numbers to conclude the primary street and provide the connectivity the plan requires. The land owners to the north of the waterboard land (prior to the land Marden Homes have submitted (in) their scheme), for which GO homes are their preferred partner, would benefit by additional land to the west and north being included within the allocation.

The Savills submission includes a map that makes it clear the additional land requested is that belonging to E&S Water. A small extension would be fine but anything major may require the re-running of Reg 14. An extension to the land area will be permitted, in part to ensure viable delivery of the primary street but also to allow the integration of areas for biodiversity enhancement. The pre-amble will make clear that provision of land at the western edge of the site allocation is primarily to ensure the retention and enhancement of biodiversity and that this is 'over and above' the requirement on each individual developer to contribute towards achieving biodiversity net gain.

This would provide for the increased biodiversity improvements, open space, water easements and the primary street to all be delivered as a comprehensive development that would achieve the aims and aspirations of the Plan's vision as a sustainable development.

E&S water's stated purpose regarding the rest of their land to the west is to provide increased biodiversity. If their intention is to integrate the development with the open areas/biodiversity mitigation areas this would provide environmental benefits to the expansion of the allocation.

D007 Marden Homes

TIP13:

Within the current, out-of-date Development Plan for Colchester Borough (which the emerging Local Plan will supersede) part of the site is designated as an Employment Zone, and a small portion has a Gypsy and Traveller allocation. As such, allocation of this element for residential development would not entail loss of open countryside. Furthermore, the evidence base for the Local Plan suggests that neither of the existing allocations are any longer required: in respect of employment, the Colchester Employment Land Needs Assessment (2015) recommends employment allocations be concentrated in the areas of strongest market demand, including Colchester Town, the Northern Gateway and Strategic Employment Zones at Stanway and the Knowledge Gateway; in respect of the Gypsy and Traveller allocation, the loss of a small allocation will not undermine the ability to accommodate need, with the emerging Local Plan supporting expansion of other sites and provision within the new Garden Communities.

[See the NP response to 001 CBC above.](#)

Our clients do have concerns regarding the DNP's proposal that no dwellings front the proposed connecting road. The implications of this request on the design of a safe, secure and useable site layout are significant and would in turn risk sites' deliverability.

Dwellings can be set back from road frontages, but an ultimate outward aspect is required to provide surveillance along this public route, to aid way-finding along the road, and to ensure that the character of the road is not defined by parking and the rear of properties.

Marden Homes propose that one solution to ensure a safe, secure and usable site layout whilst addressing what we have inferred are the aims of the DNP policy, is that the policy be amended to state dwellings should not be accessed directly from the street, but can still front the road behind footpaths/grass verges and parallel access roads.

[This suggestion is accepted. The following sentence will be incorporated into Policy TIP07: 'dwellings should not be accessed directly from the street, but can still front the road behind footpaths/grass verges and parallel access roads'.](#)

D008 Savills (E&SW)

It is considered that land of 2.5Ha to the west should be included in the allocation to allow flexibility in the delivery of the proposed housing and could allow for additional housing, open space or biodiversity enhancements if required as part of any planning application.

[See the Go Homes submission \(D006\) above.](#)

It is important that the following is added to Policy TIP13:

The operational water mains across the site should be protected from development to ensure that access can be maintained

The above statement will be added to Policy TIP13 as point viii.

In terms of highways, Stantec have investigated the feasibility of providing a junction on Grange Road, and the potential alignment of the new road to assist Essex & Suffolk Water in the assessment of the impact of the proposed road on their land. Based on an initial investigation, it is concluded that a new junction on Grange Road giving access to the proposed 'Tower End' allocation would be deliverable. The junction could take the form of a compact roundabout, but other forms of junction may also be appropriate and a more efficient use of the land. Consequently we consider that the final sentence of criterion iii of Policy TIP13 should be deleted and replaced with:

~~This road to include three-way roundabouts at the Junctions with Grange Road and Kelvedon Road (In accordance with Policy TIP07)~~

This road to include appropriate junctions with Grange Road and Kelvedon Road

This point is accepted as per the CBC submission (SC DTC 001) on criterion iii above.

D009 Mersea Homes

Policy TIP13: Tower End

TIP13 requires some refinement to reflect our suggestions to other policies in the Neighbourhood Plan. Suggested policy text as follows:

Tower End totalling 8 hectares is allocated for approximately 175 homes. Development at Tower End will deliver:

- i. ~~The development provides for a mix of dwelling sizes in accordance with Policy TIP05~~ 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 nonresidential 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 Map 8.2; and~~
- iv. Pedestrian and cycle access into surrounding housing estates, towards the village centre and towards Perrywood Garden Centre is provided; and
- v. The replacement of children's play equipment at Grove Road.

There is some confusion as to why it is suggested that the replacement of Grove Road play equipment is included in TIP13. It is not on the site and not even close enough to clearly justify direct reference. This provision will be retained in the amended version of TIP11. The remainder of these suggestions will be accepted.

SC DTC 003 ECC

ECC in its role as the Local Education Authority provides the following comments.

- There is a need to ensure safe direct walking and cycling routes to Baynard's Primary and The Thurstable School.

This will be incorporated into Policy TIP13

- Suitable crossings on Oak Road and Kelvedon Road need to be considered within master plans to ensure the provision of safe direct walking and cycling routes to the above mentioned schools.

This will be added to Policy TIP06

- Policies TIP13 and TIP14. There is concern that the policies state that the primary streets within each allocation must not have houses fronting them. Assuming these form part of the routes to schools, it is safer to have these streets overlooked. It is therefore not clear why housing should not front these primary streets and clarity on this issue is sought.

This sentence has been rephrased to make it clear that it is about reducing the number of cars pulling off drives into the street. It has been moved into Policy TIP07.

SC OTHER 002 EWT

Policy Tip13: Tower End

The proposed 0.27ha green space should be multi-functional and include areas designed and managed for wildlife in order to maximise delivery of a measurable net biodiversity gain.

Adding the requirement of a net gain in biodiversity to Policy TIP12 should be sufficient, however the word 'wildlife' has been added to Policy TIP13 ii.

On-line responses

OL36 Non-Tiptree Business – CM9 4YU

This site is surrounded by gipsy caravans. There is already 175 houses making it a large estate.

OL58 TR

Extend footpath in Kelvedon Road (B1023) to Perrywood Garden Centre

OL101 Tiptree Business/Worker – Perrywood Garden Centre and Nurseries Ltd.

Yes we would be keen to see pedestrian/cycle access to Perrywood. More employees would walk or cycle to work if the road was safer.

This requirement is added to TIP13

OL122 Statutory Consultee – Anglia Water Services Ltd., Peterborough

There is an existing water main and rising main (pressurised sewer) which crosses the proposed allocation site. We would expect landowner(s)/developer(s) for the above site to consider the location of these existing assets as part of the site layout to ensure that we can continue to access and maintain these assets for our customers. Where it is not possible an application can be made to Anglian Water to divert the existing assets. The costs of any required diversions which are met by the landowner/developer. It is therefore proposed that the following additional text be added to Policy TIP13. 'v. That suitable access is maintained for water supply and drainage infrastructure.' Similarly it suggested that the following wording is added to the supporting text for the above policy. 'There is an existing rising main (pressurised sewer) and water main in Anglian Water's ownership within the boundary of the site and the site layout should be designed to take these into account. Where this is not possible an application to Anglian Water to divert the existing infrastructure will be required' We note that the emerging Colchester Publication Local Plan (Section 2) already includes a borough wide policies relating to water supply, wastewater infrastructure and the provision of SuDS to manage surface water (Policies CC1, PP1 and DM24). Consideration should be given to whether it is necessary to include reference to the provision of foul drainage and surface water management including SuDS being the preferred method for surface water disposal on this allocation site.

We have already agreed the following additions to TIP13:

v. 'Provision of multi-functional Sustainable Drainage Systems (SuDS) to manage rainfall runoff, enhance biodiversity and provide a place for nature and recreation.'

vi. In addition the operational water mains across the site will be protected from development to ensure that access can be maintained.

The proposed addition of vi. deals with the point. The suggested wording will be added to the supporting text.

OL125 Statutory Consultee – Maldon District Council

iii - This element of the policy is open to interpretation in terms of the type of development layout required. What is intended is that dwellings have front gardens and are set back from the street. However, as drafted, it could be read as meaning that no dwellings should face the road, resulting in

a canyon effect as the road would be lined with back garden fences. It is recommended that this element of the policy is re-worded to ensure that it has the intended outcome. (Policy to be re-worded)

OL144 TR

The current application for this site has 47 flats fronting the road and is high density housing. This site does not give a village feel as it is surrounded by gypsy caravans and more housing with very little public open space. 0.27ha for 175 homes is nowhere near enough. This site is urban sprawl in large open areas with no village character. There is already a new development being built here and 175 more houses would make a vast estate not in keeping with village feel. Natural England's latest requirements for public open space are : A minimum size of 8 hectares is required per 1000 new residents • A walk of at least 2.3 km needs to be provided within each SANGS, this needs to be informal POS for dog walking. Your policy does not comply with this.

The 0.27ha does only relate to 'green space for community use' so the site would be expected to provide other green space to break up the development. Suitable Alternative Natural Green Space (SANGS) is dealt with here by the RAMS policy (TIP16), so that is sufficient, at least in technical terms. However the following wording will be added to Policies TIP13ii and TIP14v: *"...in addition to meeting the requirements for open space provision in the Colchester LDF Development Policies DPD Policy 16 ('Private Amenity Space and Open Space Provision for New Residential Development')"*.

OL285 Tiptree organisation – Friends of Tiptree Heath

Safe access to Perrywoods is very important.

The revised Policy TIP13 will read:

Policy TIP13: Tower End

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

- i. A mix of dwelling sizes in accordance with Policy TIP05, including provision of bungalows; and
- ii. 0.27Ha provided as green space for community use and wildlife. This is in addition to meeting the requirements for open space provision in the Colchester LDF Development Policies DPD Policy 16 ('Private Amenity Space and Open Space Provision for New Residential Development'); and
- iii. Development should deliver net environmental and biodiversity gains, in addition to protecting existing habitats and species. Any negative impacts on biodiversity, including flora and fauna, and local wildlife must be adequately mitigated and/or offset; and
- iv. A 'primary street' connecting Kelvedon Road with Grange Road in accordance with Policy TIP07 and Map 8.2; and
- v. Safe direct walking and cycling routes from within the estate to Baynard's Primary and Thurstable Schools as well as towards the village centre and Perrywood Garden Centre; and
- vi. The provision of land for 1 Gypsy and Traveller pitch in an accessible location on site. Provision off-site will be appropriate on a suitable alternative site in Tiptree or, if no such sites are available, then on a suitable alternative site elsewhere in the Borough; and
- vii. The provision of an appropriate Residential Travel Plan
- viii. Multi-functional Sustainable Drainage Systems (SuDS) to manage rainfall runoff, enhance biodiversity and provide a place for nature and recreation.
- ix. In addition the operational water mains across the site will be protected from development to ensure that access can be maintained.

12 Site Allocations – Highland Nursery & Elms Farm

SC DTC 001 CBC.

TIP 14

Criteria i and iii appear to contradict each other; both are seeking development to the west of the sites for residential and employment development. This should be clarified. The employment land should be positioned within the site with access to serve the wider Tiptree settlement.

The suggested amendments to Policy TIP14 (see D009 below) make this clear. The Indicative Business Area to be labelled on Map 12.2 and explained in the text (including why it is here – forming a logical extension to the existing employment cluster – this will help to ensure residential development is not sandwiched between employment areas.

Criteria v and vi could be strengthened by ensuring access to the LEAP and MUGA are provided to the wider community of Tiptree.

Agreed - both v. and vii. to have the following words added to the end: "...with good pedestrian access for the existing community of Tiptree."

Criterion vii seeks to go beyond the scope of a NP. As noted in response to policy TIP07, the provision of roundabouts should be determined at the planning application stage. However, the policy could include a criterion which outlines where vehicle access to the site should be provided from. However, the specific detail of the access point(s) will be determined through a planning application.

This point is accepted and has been included in Policy TIP07. The Mersea Homes suggestion (D009) for TIP14 has been adopted (see below)

As noted in the Strategic Environmental Assessment Report May 2019,

This requirement has been added to Policy TIP12

D005 Granville Developments – site: TIP 04

TIP14: we consider this policy needs refinement to provide clarity and certainty to what the development at Highlands Nursery will deliver and what the development at Elms Farm will deliver.

The adopted amendments (see D009 below) make this clear.

D009 Mersea Homes

Policy TIP14: Highland Nursery and Elms Farm

Policy TIP14 lacks clarity and it is not clear what part of the allocation will deliver what infrastructural element. We have based our suggested changes to Policy TIP14 on the basis that it is retained as a single policy, however, it may add clarity if Highland Nursery and Elms Farm are presented as separate allocations with their own policy.

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.~~

~~Page 7~~

- ~~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.

A. Highlands Nursery

Development at Highlands Nursery will deliver:

- i. Approximately 215 to 235 residential dwellings on the land identified on the 'Tiptree Policies Map Site Allocations'; and
- ii. A mix of dwelling sizes in accordance with Policy TIP05; and
- iii. Approximately 1.5 ha of non-residential employment land for Class B uses and other appropriate employment generating uses in accordance with Policy TIP10; and
- iv. 0.36Ha of green space is provided and includes a Local Equipped Area for Play; and
- v. A 'primary street' is provided from the junction with Kelvedon Road and being capable of extension through the eastern portion of the development into Colchester Road in the future, as set out in Policy TIP07 and Map 8.2.

B. Elms Farm

Development at Elms Farm will deliver:

- i. Approximately 215 to 235 residential dwellings on the land identified on the 'Tiptree Policies Map Site Allocations'; and
- ii. A mix of dwelling sizes in accordance with Policy TIP05; and
- iii. The provision of a green buffer between the existing houses in Oak Road and the new estate; and
- iv. 0.8Ha of green space is provided for a Multi-Use Games; and
- v. A 'primary street' is provided from the junction with Colchester Road and being capable of extension through the western portion of the development into Kelvedon Road in the future, as set out in Policy TIP07 and Map 8.2.

[These amendments are generally accepted with a few alterations. The 215-235 range would put a ceiling on growth which isn't permitted.](#)

D010 Bloor Homes

The proposed allocation of Elms Farm through Policy TIP14 exemplifies concerns in respect of the DNP. The extent of the proposed allocation of Elms Farm as shown in Map 12.2 of the DNP is broadly commensurate with site TIP50 shown on the Tiptree Strategic Land Availability Assessment Sites – 2018 Map. However, the proposed allocation includes additional land to the east of New Road which is not within TIP50. It is not clear if this additional land proposed to be allocated to the east of New Road has been assessed, due to the absence of the SHLAA. In addition, due to the lack of availability of the evidence base, it is not clear if this element of the allocation is available for any form of development, let alone specifically housing.

[The SHLAA data needs to go on the website and in the Consultation document \(including Tip 69\).](#)

The proposed Elms Farm allocation is immediately adjacent to a Grade II listed building (Elms Farm). The NPPF makes clear that any harm or loss of significance of a Grade II listed building (including from development within its setting) should require clear and convincing justification, and should be exceptional. The setting of this building is currently characterised by open countryside, which currently surrounds this heritage asset. The delivery of the allocation the DNP proposes here would fundamentally alter the setting of this listed building, yet there is no evidence that the impact of the proposed development on it has been considered, let alone evidence that demonstrates how harm

to its setting will be avoided or suitably mitigated; or whether there are alternative options for allocation which would not risk harm to heritage objectives.

[The NP requires the setting of listed buildings to be protected \(Policy TIP17\)](#)

SC DTC 002 Environment Agency

Both Highland Nursery and Elms Farm site locations fall both lie over a Secondary Aquifer. For land that may have been affected by contamination as a result of its previous use or that of the surrounding land, sufficient information should be provided with the planning application to satisfy the requirements of the NPPF for dealing with land contamination. This should take the form of a Preliminary Risk Assessment (including a desk study, conceptual model and initial assessment of risk), and provide assurance that the risk to the water environment is fully understood and can be addressed through appropriate measures.

[The following statement will be added to each site within Policy TIP14: “The submission of a Preliminary Risk Assessment in respect of possible contamination of a secondary aquifer.”](#)

SC DTC 003 ECC

ECC in its role as the Local Education Authority provides the following comments.

- There is a need to ensure safe direct walking and cycling routes to Baynard’s Primary and The Thurstable School.

[This will be incorporated into Policy TIP14.](#)

- Suitable crossings on Oak Road and Kelvedon Road need to be considered within master plans to ensure the provision of safe direct walking and cycling routes to the above mentioned schools.

[This will be added to Policy TIP06.](#)

- Policies TIP13 and TIP14. There is concern that the policies state that the primary streets within each allocation must not have houses fronting them. Assuming these form part of the routes to schools, it is safer to have these streets overlooked. It is therefore not clear why housing should not front these primary streets and clarity on this issue is sought.

[This sentence has been rephrased to make it clear that it is about reducing the number of cars pulling off drives into the street. It has been moved into Policy TIP07.](#)

SC OTHER 002 EWT

Policy Tip14: Highland Nursery and Elms Farm

Again, the proposed 0.36ha green space should include areas designed and managed for wildlife in order to maximise delivery of a measurable net biodiversity gain.

[Adding the requirement of a net gain in biodiversity to Policy TIP12 should be sufficient, however the phrase ‘for community use and wildlife’ has been added to Policy TIP14 Aiv.](#)

On-line responses

OL6 non-Tiptree organisation – David Russell Associates (Greene King Plc), Wheathampstead, AL4 8BJ

We think this policy should be changed to reflect the concerns we have over the proposed northern link road and its implementation. To ensure its implementation, it should be constructed, as a single project, during the plan period. Those parts of the allocations that lie north of the road line should be designated as an area of special restraint against long term development needs, as described in our comments on Policy TIP07. To compensate for these long term development reservations, the proposed settlement boundary should be revised to include all the land between Oak Road and the

line running along Bishops Lane and the hedgerow separating a paddock from open agricultural land to the north. This line approximately coincides with the Parish and Neighbourhood Plan boundary.

OL36 Non-Tiptree Business – CM9 4YU

450 homes is too many. Would be better to split the houses to other sites.

OL86 Statutory Consultee – Messing cum Inworth PC

green buffer to Messing cum Inworth borders must be kept

OL122 Statutory Consultee – Anglian Water Services Ltd. Peterborough

We note that the emerging Colchester Publication Local Plan (Section 2) already includes a borough wide policies relating to water supply, wastewater infrastructure and the provision of SuDs to manage surface water (Policies CC1, PP1 and DM24). Consideration should be given to whether it is necessary to include reference to the provision of foul drainage and surface water management including SuDS being the preferred method for surface water disposal on this allocation site.

[We have already agreed the following additions to TIP14:](#)

[‘Provision of multi-functional Sustainable Drainage Systems \(SuDS\) to manage rainfall runoff, enhance biodiversity and provide a place for nature and recreation.’](#)

OL125 Statutory Consultee – Maldon District Council

vii - This element of the policy is open to interpretation in terms of the type of development layout required. What is intended is that dwellings have front gardens and are set back from the street. However, as drafted, it could be read as meaning that no dwellings should face the road, resulting in a canyon effect as the road would be lined with back garden fences. It is recommended that this element of the policy is re-worded to ensure that it has the intended outcome.

[Policy to be re-worded](#)

OL144 TR

This site is even worse than Tower End. Again little open space for 450 homes. This is exactly why Grove Road Estate hasn't worked. The public open space isn't big enough. This is too many houses all together. Tiptree Has a problem with community spirit and it would be far better to build fewer houses in more areas of the village. Split the 625 houses into three and build off Grange Road with access to The Pits for open space, Barbrook Lane would give access to Warriors Rest (at present there is no public access) and one of the sites to the North suggested in NP with a larger area of open space (at least 3ha for 200 houses.) This site is not sustainable. There are no shops within walking distance. The nearest is 1500m away with poor footpaths in part and people have to cross a busy main road. The medical centre is 2000m away and not within walking distance. Natural England's latest requirements for public open space are : A minimum size of 8 hectares is required per 1000 new residents • A walk of at least 2.3 km needs to be provided within each SANGS, this needs to be informal POS for dog walking. Your policy does not comply with this.

[The open space allocation only relates to ‘green space for community use and wildlife’ so the site would be expected to provide other green space to break up the development. Suitable Alternative Natural Green Space \(SANGS\) is dealt with here by the RAMS policy \(TIP16\), so that is sufficient, at least in technical terms. However the following wording will be added to Policies TIP13ii and TIP14Aiv & Biv: “...in addition to meeting the requirements for open space provision in the Colchester LDF Development Policies DPD Policy 16 \(‘Private Amenity Space and Open Space Provision for New Residential Development’\)”.](#)

OL176 Tiptree Business/worker – Landowner CO5 OES

As a landowner covering this area, I support the identification of these sites as site allocations. I do however, request a review and refinement to this policy, so it is clearly set out what each site will be expected to deliver.

OL177 Tiptree Business/worker – Landowner CO5 OES

As a landowner covering this area, I support the identification of these sites as site allocations. I do however request a review and refinement to this policy, so it is clearly set out what each site will be expected to deliver.

OL231 TR

Comment on TIP14 policy – section 12, page 35. If the primary streets at the east and west do not join from day 1 then vehicles in the east side wanting to get to A12 will then go through Oak Road the onto Kelvedon Road and same as vehicles in west going to Colchester would use Oak Road to access Colchester Road. This would not be acceptable and very dangerous as Oak road has sections without pavements and also is used by many attending Baynards Primary school
[Possible need for traffic calming here \(as noted under TIP07\).](#)

The revised Policy TIP14 will read:

POLICY TIP14: HIGHLAND NURSERY AND ELMS FARM

Highland Nursery and Elms Farm are together allocated for approximately 450 homes.

A. Highlands Nursery

Development at Highlands Nursery will deliver:

- i. Approximately 220 residential dwellings on the land identified on the 'Tiptree Policies Map Site Allocations'; and
- ii. A mix of dwelling sizes in accordance with Policy TIP05, including provision of bungalows; and
- iii. Approximately 1.5 ha of non-residential employment land for Class B uses and other appropriate employment generating uses in accordance with Policy TIP10. [Uses which create impacts on the road network \(through the volume of traffic and/or size of vehicles\) or on amenity of neighbours must demonstrate that these will be adequately mitigated;](#) and
- iv. 0.36Ha of green space is provided for community use and wildlife and includes a Local Equipped Area for Play with good pedestrian access for the existing community of Tiptree; this is in addition to meeting the requirements for open space provision in the Colchester LDF Development Policies DPD Policy 16 ('Private Amenity Space and Open Space Provision for New Residential Development'); and
- v. Development should deliver net environmental and biodiversity gains, in addition to protecting existing habitats and species. Any negative impacts on biodiversity, including flora and fauna, and local wildlife must be adequately mitigated and/or offset; and
- vi. A 'primary street' is provided from the junction with Kelvedon Road and being capable of extension through the eastern portion of the development into Colchester Road in the future, as set out in Policy TIP07 and Map 8.2; and
- vii. Safe direct walking and cycling routes from within the estate to Baynard's Primary and Thurstable Schools as well as towards the village centre and Perrywood Garden Centre; and
- viii. The provision of an appropriate Residential Travel Plan; and
- ix. Provision of multi-functional Sustainable Drainage Systems (SuDS) to manage rainfall runoff, enhance biodiversity and provide a place for nature and recreation; and
- x. The submission of a Preliminary Risk Assessment in respect of possible contamination of a secondary aquifer.

B. Elms Farm

Development at Elms Farm will deliver:

- i. Approximately 230 residential dwellings on the land identified on the 'Tiptree Policies Map Site

Allocations'; and

ii. A mix of dwelling sizes in accordance with Policy TIP05, including provision of bungalows; and

iii. The provision of a green buffer between the existing houses in Oak Road and the new estate; and

iv. 0.8Ha of green space is provided for a Multi-Use Games area with good pedestrian access for the existing community of Tiptree. This is in addition to meeting the requirements for open space provision in the Colchester LDF Development Policies DPD Policy 16 ('Private Amenity Space and Open Space Provision for New Residential Development'); and

v. Development should deliver net environmental and biodiversity gains, in addition to protecting existing habitats and species. Any negative impacts on biodiversity, including flora and fauna, and local wildlife must be adequately mitigated and/or offset; and

vi. A 'primary street' is provided from the junction with Colchester Road and being capable of extension through the western portion of the development into Kelvedon Road in the future, as set out in Policy TIP07 and Map 8.2; and

vii. Safe direct walking and cycling routes from within the estate to Baynard's Primary and Thurstable Schools as well as towards the village centre and Perrywood Garden Centre; and

viii. Protection of a future road access into the land behind the *Bonnie Blue Oak* on the south-west side of the site; and

ix. The provision of an appropriate Residential Travel Plan; and

x. Provision of appropriate mitigation for surface water flooding which could arise from the watercourse to the south-west of the site; and

xi. Provision of multi-functional Sustainable Drainage Systems (SuDS) to manage rainfall runoff, enhance biodiversity and provide a place for nature and recreation; and

xii. The submission of a Preliminary Risk Assessment in respect of possible contamination of a secondary aquifer.

13 Countryside & Green Spaces v2

D002 Gittins: Part B: The extent of the Inworth Grange & Brook Meadows Local Wildlife Site and its future management.

From reading the representation there appears to be a vague 'deal' being put on the table but this would involve an additional site allocation. To do that would likely require a reconsultation on the Reg 14 Plan. This is possibly one for an early review of the NP.

D011 Gladman

Policy TIP15: Countryside and Green Spaces

Gladman note the intentions of this policy and suggest it could be worded more positively in accordance with Paragraph 16(b) of the NPFP (2019). In this regard we suggest that wording is added to the policy that states 'development will be supported where it would protect and enhance public access... particularly where this is not currently available'.

Given that many of the green spaces and, by definition, "access to the countryside" is outside the settlement boundary, this would be contrary to TIP01. It could also conflict with TIP16 and issues of recreational disturbance.

SC DTC 003 EEC

Surface Water Management and Flood Risk

ECC in its role as Lead Local Flood Authority (LLFA) provides the following comments.

The Plan does not contain any information about flood risk. The LLFA recommend the inclusion of the following wording and that this is included within the 'Countryside and Green Spaces' policies of the Plan.

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

All development within the plan area should use Sustainable Drainage Systems (SuDS) to manage rainfall runoff from the site. These techniques should encompass the four pillars of SuDS, addressing water quantity, water quality, biodiversity and amenity. In order to achieve these results, the use of above ground SuDS should be promoted. Where possible these features should be multifunctional, not only providing flood risk mitigation but also enhancing green infrastructure within the plan area.

All drainage strategies for major development within the plan area should be based on the Essex SuDS Guide. It is recommended that developers engage in pre-applications discussions with the Lead Local Flood Authority (LLFA) to ensure that any recommendations can be incorporated into site design as early into the planning process as possible. While the LLFA is not currently a statutory consultee on minor application it is still recommended that the principles of the Essex SuDS design guide are implemented on smaller sites to ensure that the cumulative effect of multiple smaller developments does not have a significant increase downstream flood risk.

Although not directly linked with the planning process it should be ensured that any new development within the plan area complies with the Land Drainage Act and an application is made to the LLFA for ordinary water consent before making any changes to existing ordinary watercourses.'

These are standard requirements that don't need to be re-stated. The two relevant points are surface water flooding close to Elms Fam and the use of SuDS. We do not need a new policy but will incorporate the following amendments:

- TIP14 (Elms Farm) – extra criterion: ‘Provision of appropriate mitigation for surface water flooding which could arise from the watercourse to the south-west of the site.’
- TIP13 and TIP14 – extra criterion: ‘Provision of multi-functional Sustainable Drainage Systems (SuDS) to manage rainfall runoff, enhance biodiversity and provide a place for nature and recreation.’

SC DTC 003 EEC

Green infrastructure and biodiversity

These topics are covered within the Low Carbon Neighbourhood Planning guidebook produced by the Centre for Sustainable Energy. The guidebook provides guidance to help communities integrate climate change and environmental sustainability objectives into neighbourhood plans, along with case study examples from different Neighbourhood Plans. A weblink to the document is provided below.

<https://www.cse.org.uk/news/view/2079>

Green Infrastructure

It is recommended that the Plan include further information regarding green infrastructure. Chapter 13 provides objectives and policies on the provision and protection of green/open spaces and biodiversity, but a holistic and connected approach could be provided in the next iteration of the Plan. This could summarise the wider ‘environment’ objectives at the beginning of the chapter, then have the subheadings describing the context, intent, policies and rationale. There is an opportunity to have a policy encompassing green infrastructure as a whole.

Green infrastructure is a network of multi-functional high quality green spaces and other environmental features, (such as footpaths, play parks, village greens, street trees) which together delivers multiple environmental, social and economic benefits, through:

- contributing to the quality and distinctiveness of the local environment and landscape character;
- creating a ‘green wedge’ and buffer;
- providing opportunities for physical activity, improving health and well-being and generally adding to quality of life;
- adapting and mitigating against a changing climate through the management and enhancement of existing habitats and the creation of new ones to assist with species migration, to provide shade during higher temperatures, reduce air pollution and for flood mitigation; and
- encouraging a modal shift from car to walking and cycling by linking publicly accessible green space wherever possible to form walking and cycling routes.

The Plan could take into consideration the following policy to ensure connectivity of all green infrastructure, such as play parks, recreational grounds, village greens and other public open spaces:

‘New developments should integrate with the current green infrastructure network, seeking to improve the connectivity between wildlife areas and green spaces through measures such as improving and extending the existing footpath and cycle path network, allowing greater access to housing and retail facilities, green spaces, public open spaces and the countryside.’

In consideration of a more holistic approach to landscape, Tiptree NP will incorporate the West Bergholt Neighbourhood Plan’s natural environment policy, which is below. Natural England suggested some of the wording for this policy and it was strengthened by the Examiner. This policy should address concerns raised by Natural England and also Essex Wildlife Trust.

“Development proposals which provide protection and where appropriate enhance biodiversity by:

- a) Protecting designated sites, protected species and ancient and species-rich hedgerows, grasslands and woodlands; and
- b) Preserving ecological networks, and the migration and transit of flora and fauna; and
- c) Protecting ancient trees or trees of arboricultural value, or ancient woodlands; and
- d) Promoting the mitigation, preservation, restoration and recreation of wildlife habitats, and the protection and recovery of priority species; and
- e) Providing a net gain in flora and fauna; and
- f) Adopting best practice in sustainable urban drainage with development proposals incorporating the provision of Sustainable Drainage Systems (SuDS) unless it can be demonstrated to be technically unfeasible, will be supported.

Proposals which demonstrate that ecological considerations have been properly assessed in relation to likely impacts and where appropriate proportionate mitigation measures are agreed, will be supported.”

The document, ‘Neighbourhood Planning: Local Green Spaces’ by My Community is a useful guide on how Neighbourhood Plans can address green spaces and green infrastructure. A weblink is provided below.

https://mycommunity.org.uk/wp-content/uploads/2017/02/NP_Green-Space_0217.pdf .

Countryside and Green Spaces

It is noted that the parish of Tiptree lies within the Zone of Influence of the Essex Coast RAMS. Although a SEA report is available online, it is advised that a plan level HRA screening progressing to Appropriate Assessment will also be needed for this Plan for consultation with Natural England.

[Natural England have been consulted on the HRA report and asked to provide comments by 19 November 2019.](#)

The following provides more specific comments by section.

- Policy TIP15 Countryside and Green spaces (page 37).

The policy is supported which seeks to conserve and enhance the designated biodiversity assets of the parish. It is recommended that Priority habitats and species present within the plan area are also noted with opportunities to link these are encouraged as required by NPPF para 174.

[Our most valuable habitat is privately owned Brook meadow – hard to know how best to proceed here. It hasn’t received the essential annual mowing this year which could be a deliberate ploy to reduce its ecological value.](#)

- Policies TIP13 and TIO14 (pages 33 and 35)

The policies should seek biodiversity new gain in all developments as required by NPPF paragraph 175.

[This requirement has been added to Policy TIP12 \(see EWT and Natural England submissions\)](#)

SC DTC 005 Nat Eng

- Section 13 (Countryside and Green Spaces) – We welcome the neighbourhood plans support of the Local Wildlife Sites within the Parish and the highlighted importance of green spaces. Natural England is aware of the particular importance of these sites and would encourage the Parish to ensure their protection from developments and its associated impacts. For example, Natural England would highlight the site Inworth Grange Pits Co10 which supports nationally important species, such as Orchids and is host to a significant population of Green-winged Orchid. We would highlight the need and importance of management of these sites and would welcome the Parish and Colchester Borough Council’s consideration of how this can be supported in the plan periods.

We would also highlight the importance of irreplaceable habitats, such as veteran trees and ancient woodland. Natural England would welcome the parish’s consideration of such Habitats and would anticipate a policy requirement to ensure their protection.

The protection of irreplaceable habitats and species has been incorporated into Policy TIP15 (see below).

- Policy TIP15 – Natural England supports the aims of this policy, however it is advised that this should have a broader basis to ensure the wider protection of the natural environment and the range of designated sites, both within and potentially affected by development within the Tiptree Parish. We would recommend broadening this policy and further strengthening the wording in relation to the natural environment and designated sites.

[This observation is met in the revised Policy TIP15 below.](#)

SC OTHER 002 EWT

5. Countryside and Green Spaces

Policy Tip15: Countryside and Green Spaces

We welcome the protection afforded to Local Wildlife Sites in this policy.

On-line responses

OL36 Non-Tiptree Business – CM9 4YU

Tiptree has little public open space. Barbrook Lane gives access to Warriors rest. Surrounded by trees.

OL101 Tiptree Business/worker – Perrywood Garden Centre & Nurseries Ltd.

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. We own Perry's Wood and would not consider passing ownership to the Council or another public body. The wood is an important backdrop to our business - aesthetically, for security reasons and also as part of our sustainability strategy, providing habitats for wildlife and encouraging biodiversity.

[This only refers to 'new public green spaces created as a part of development'.](#)

OL125 Statutory Consultee – Maldon District Council

The policy is supported, although the Parish Council will need to ensure that it has sufficient long-term resources to manage and maintain the open spaces it gains from development in the village.

OL282 TR

The protection of green spaces is so important, lots of my friends and I so love the old pits area to walk, many people walk their dogs. I would like to see this area protected for the good of local people and others.

OL285 Tiptree organisation – FoTH

Vital policy. There is huge pressure on current accessible green space in Tiptree.

OL315 Tiptree Business/worker – Staines & Brights Ltd.

The Gravel Pits and The Heath are vital open spaces within the village and must be protected

REVISED

POLICY TIP15: COUNTRYSIDE AND GREEN SPACE

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

13 Recreational Disturbance

SC DTC 001 CBC.

Recreational Disturbance

As noted in the Strategic Environmental Assessment Report May 2019, supporting text should be added to supplement Policy TIP16. This sentence should outline the importance of on-site mitigation measures, in addition to the offsite contribution. I would suggest that the following sentence is added at the end of the justification text for TIP16: *"In Tiptree, the growth arising from the sites allocated in TIP13 and TIP14 has the potential to increase recreational pressure on the Tiptree Heath SSSI, this being a popular area for recreation, including dog walkers. It will be important that the developments at TIP13 and TIP14 both provide high quality green infrastructure with circular dog walks on site to reduce the likelihood of degradation of the Tiptree Heath SSSI."*

[CBC officer, Shelley Blackaby has added a similar sentence to the text \(see paragraph 4 below\)](#)

D011 Gladman

Policy TIP16: Recreational Disturbance Avoidance and Mitigation

This policy states that in the interim to the adoption of the Essex coast RAMS all residential development will need to deliver all measures identified through project level HRAs or otherwise, to mitigate any recreational disturbance impacts in compliance with the Habitats Regulations and Habitats Directive. Whilst this is the case, the TNP will also need to be subject to an Appropriate Assessment to determine whether the effects of the TNP's proposals will either alone or in combination with other projects or development plans produced in the area have a significant effect on Habitat Sites.

Gladman are aware that other neighbourhood plans, such as West Bergholt and Eight Ash Green, produced in Colchester, have been subject to an Appropriate Assessment. The TNP should not be relying on the Habitat Regulation Assessment (HRA) supporting the emerging Local Plan, as that Assessment relates to a different plan with different considerations e.g. the emerging Local Plan does not refer to the provision of a relief road to the north of Tiptree. Basic conditions (f) and (g) would potentially not be met if the Steering Group does not undertake a separate HRA exercise alongside the TNP.

[Shelley Blackaby is working on the HRA. This is particularly, important given that our directions of growth are not totally in alignment with the emerging Local Plan.](#)

SC DTC 003 EEC

Policy TIP16 Recreational disturbance Avoidance and Mitigation (page 37)

The policy and supporting text need to be updated now that the Essex Coast RAMS has been completed. Colchester Borough Council can advise on suitable wording.

[Shelley Blackaby \(CBC\) has provided updated text.](#)

In line with the recent Court judgement (CJEU People Over Wind v Coillte Teoranta C-323/17), mitigation measures cannot be taken into account when carrying out a screening assessment to decide whether a plan or project is likely to result in significant effects. As the plan area lies within the Zone of Influence for the Essex coastal Habitats Sites, HRA screening concluded that it is not possible to rule out likely significant effects from recreational disturbance related to residential development, without mitigation in place.

[A RAMS policy as well as on-site mitigation measures are in place.](#)

SC DTC 005 Nat Eng

Policy TIP16 – Natural England notes the inclusion of a policy requirement, linked to the work around the Essex Coast Recreational Disturbance Avoidance and Mitigation Strategy (RAMS). We have no further comment on the specifics of this policy, but would reiterate the importance of 'avoidance'

measures, such as sufficient on-site GI provision, circular walks etc, in addition to the financial contribution as mitigation measures.

We can specify this in the preamble – together with the possible alternative to pay into a fund towards the creation of a country park (of some sort) elsewhere.

RAMS contributions are to avoid and mitigate impacts on European designated coastal sites (e.g. the Colne and Blackwater estuary) and not to SSSIs. New greenspace as part of development will help to avoid daily visits to Tiptree Heath providing that greenspace is sufficient for dog walking, i.e. 2.3km min circular walk and provision of dog waste bins.

On-line responses

OL36 Non-Tiptree Business – CM9 4YU

Tiptree needs more open space.

OL125 Statutory Consultee – Maldon District Council

The inclusion of this policy is supported.

The updated text as supplied by CBC is as follows:

Recreational Disturbance

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

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

Financial contributions will be sought for all residential development, which falls within the zones of influence, towards a package of measures to avoid and mitigate likely significant adverse effects in accordance with policy SP1b of the Shared Strategic Section 1 Plan and policy ENV1 (Environment) of the Section 2 Colchester Borough Local Plan. This includes development allocated in Neighbourhood Plans within Colchester Borough. The whole of Colchester borough is located within the zone of influence. Details of the zones of influence and the necessary measures are included in the Essex Coast RAMS Strategy Document and Supplementary Planning Document (SPD).

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

As an alternative to SANG provision onsite there is an opportunity for new development in Tiptree to contribute to the creation of a strategic new area of open space, a country park for Tiptree, for informal recreation.

The amended Policy TIP16 will read:

POLICY TIP16: ESSEX COAST RECREATIONAL DISTURBANCE AVOIDANCE AND MITIGATION STRATEGY

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

14 Non-Policy Actions

SC OTHER 001 A12 VTAG

We are concerned that the three residential allocations at Highland Nursery, Elms Farm and Tower End which could accommodate up to 625 dwellings, might be built before the proposed two-way facing junction on to the A12 at Feering is in place. 625 dwellings are likely to generate a considerable volume of traffic, and without the proposed junction at Feering much of it would add to the existing congestion in Kelvedon High Street whilst making its way to the A12 London-bound.

We note that the plan is required to provide this housing before 2034. Hopefully the A12 widening scheme and the Feering junction will not be delayed that long, but we feel it would be prudent for the plan to require these sites not to be developed before the new Feering junction is in place.

We are aware that access to the A12 from Tiptree and settlements to the East needs to be improved and will lobby for this improvement. However this concern does not affect the choice of sites within Tiptree as more traffic will be generated wherever new housing is sited. If it is judged that further development must wait for A12 access improvements then the Neighbourhood Plan must be delayed.

SEA

D010 Bloor Homes

SEA

More fundamentally, we have not been able to find any evidence that any persons or consultation bodies have been invited to comment expressly on the SA/SEA. As confirmed through case law (*Kendall vs Rochford District Council* [2014] EWHC 3866 (Admin)), Regulation 13 requires that consultations must make clear that views specifically on the SA/SEA are being sought, and the publication of an SA/SEA alongside a draft plan being consulted upon is not sufficient. However, in the case of the DNP and its accompanying SA/SEA, the material we have seen only makes reference to the opportunity to comment on the DNP; and indeed the questionnaire only pertains to the DNP.

Whilst the DNP SA/SEA scores various options against sustainability objectives, it does so in a highly simplistic manner with little to no description or evaluation of effects. Against each objective, selected options are scored as “+”, “-”, “O” or “++”. The SA/SEA does not explain what these mean, but it can be inferred that “++” equates to a significant positive effect; “+” a minor positive effect, “O” neutral effect, and “-” negative. However, no text is provided explaining how these scores have been derived – there is no description of the effects, and no evidence as to how they have been evaluated. There is a similar lack of any detail in respect of the consideration of the temporal aspects of the effects.

Problems such as breaches of the regulations engendered are exemplified by the SA/SEA’s appraisal of Policy TIP14 against sustainability objective 6 (to value and protect our heritage). The SA/SEA simply states that the proposed policy score “O” against this objective. There is no explanation as to how the Grade II listed building in close proximity to this proposed allocation has been considered by the SA/SEA, or how the current, open, undeveloped setting of this listed building could reasonably be considered to be unaffected by the proposed residential development.

[SEA comments to be referred to Shelly Blackaby who will revise the SEA](#)

D011 Gladman

SEA

Gladman have significant concerns with the current SEA supporting the draft Tiptree Neighbourhood Plan, notably the assessment of reasonable alternatives or lack of in some cases. We are also concerned with how the SEA has tackled the assessment of sites and how this led to the determination of the preferred approach in the draft neighbourhood plan.

We have flagged significant flaws with the SEA as presented and suggest that considerable further work is undertaken in supporting the current policy choices. Should amendments to the SEA result in other policy choices being progressed the TNP will require further Regulation 14 consultation to be legally compliant and meet the basic conditions.

[Ask Shelley to review Gladman’s comments for revised SEA](#)

SC DTC 003 EEC

Historic environment

- Strategic Environmental Assessment (SEA) - Objective: To value and protect our heritage

While mention is given to the built heritage and that 26 listed buildings exist within the Neighbourhood Plan area, there should be reference to any archaeological sites and the Colchester Historic Environment Record within both the Plan and SEA.

I'm not aware of any Archaeological sites within the parish. Shelley to consult (see below)

- Plan Objective 2 To value and protect our heritage (page 14)

This is strongly supported. However there is little consideration of heritage within the Plan. It is recommended that the Neighbourhood Plan Group contact both the historic environment officer and the conservation officer at Colchester Borough Council to ensure that the Plan appropriately considers the impact on the heritage assets of the Tiptree area. The Historic Environment Record is the main record for heritage assets within the area and should be consulted in defining the impact of development and to help in identifying the assets which would warrant management or protection within the Plan.

Regarding the historic environment, Shelley Blackaby (CBC) will check the location of listed buildings as part of the update to the SEA and so will identify through this whether any of the site options are in close proximity and likely to affect listed buildings. She will also ask CBCs Historic Environment Officer and Archaeological Officer to have a look at the draft neighbourhood plan.

SC DTC 005 Nat Eng

Tiptree NP - SEA

Thank you for your consultation on the Sustainable Environment Assessment Screenings for the Tiptree Neighbourhood Plan.

The Tiptree Parish falls in its entirety within one or more of the Zones of Influence (Zoi). There is therefore residential development within the parish area which will be subject to the requirements of this strategic solution. This will be in accordance with the RAMS supplementary planning document once adopted.

We note that 600 dwellings have been allocated within the Tiptree Neighbourhood Plan, however this is stated as being 625 within the SEA. We would appreciate clarification on the exact figure, however notwithstanding this, we note and welcome the reference to the Essex Coast RAMS within this report.

For awareness it is advised that as your neighbourhood plan area includes allocated housing which falls within the Zone of Influence (Zoi) for the Essex Coast RAMS, to ensure compliance with the Habitats Regulations as Competent Authority, a Habitats Regulations Assessment will need to be undertaken and it will be necessary to proceed to Appropriate Assessment.

We would also take this opportunity to advise you that any windfall applications which would be in excess of what has been assessed in the Neighbourhood Plan Habitats Regulation Assessment (HRA), would need to be subject to their own, project level HRA.

A recent judgment from the Court of Justice of the European Union (Case C-323/17 People Over Wind v Coillte Teoranta) has provided authoritative interpretation relating to the use of mitigation measures at the screening stage of a HRA, when deciding whether an appropriate assessment of a plan or project is required. The court concluded that measures intended to avoid or reduce the harmful effects of a plan or project on a European Site can only be considered as part of the appropriate assessment stage of HRA, and not at the preceding screening stage. This means that it is no longer appropriate to rely on these measures when deciding whether a plan or project is likely to have significant effect on a European site(s).

In light of this ruling, Natural England would bring your attention to subsequent changes to the legislation that now allow for neighbourhood plans to progress to Appropriate Assessment to allow consideration of mitigation measures in the context of European sites (please see the Neighbourhood Planning (General) Regulations 2012 (as amended))

We are not aware at the time of this consultation a completed HRA. We would therefore look forward to receiving consultation on such documents in the future.

For clarification of any points in this letter, please contact Heather Read on heather.read@naturalengland.org.uk. For any further consultations on your plan, please contact: consultations@naturalengland.org.uk.

[An HRA will be submitted at Reg 16.](#)

[Shelley Blackaby \(CBC\) has provided an updated RAMS policy and supporting text](#)

Further Comment from Shelley Blackaby (CBC)

Regarding the SEA, I would firstly like to say that whilst I am in the process at looking at the alternative sites in more detail to address objections the sites generally perform very similarly and it is difficult to draw out differences. The SEA is one element of the plan making process and it is the role of the plan makers to decide on the chosen strategy and reasons for this and reasons for rejecting the alternatives. I will provide a general response to the SEA reps for you.

Comments about TIP01

	No.	% of all respondents	% of comments
Concerns about clause B	16	5.1%	53.3%
Concerns about the Colchester planning process	5	1.6%	16.7%
Approve / Support	3	0.9%	10.0%
Wording	2	0.6%	6.7%
Non-Plan issues	2	0.6%	6.7%
Concerns single existing properties come under the plan	2	0.6%	6.7%
Expert advice needed	1	0.3%	3.3%
No more housing	1	0.3%	3.3%

Wording

para B - amend 'permitted' to 'supported'
" does not significantly worsen traffic congestion in Tiptree village". To this wording should be added "or on the B1023 through Inworth".

	No.	%
Total responding to consultation	316	100%
Total people commenting on TIP01	30	9.5%

NP response

‘Permitted is the appropriate word here – in line with CBC policy. The particular traffic concern is congestion in Church Road, hence Tiptree village as opposed to Tiptree Parish. The NP does seek to avoid over-loading on the main routes through the Parish – including Inworth Road however Inworth Road cannot be regarded as ‘congested’.

Comments about TIP02

	No.	% of all respondents	% of comments
Support / Approve	17	5.4%	43.6%
Roads need to be wide enough to allow parking and passage of vehicles	11	3.5%	28.2%
Adequate parking on plot to prevent parking on road	4	1.3%	10.3%
Wording	3	0.9%	7.7%
Concerns about applying the policy in practice	3	0.9%	7.7%
Duplicate?	2	0.6%	5.1%
Concerns about B	2	0.6%	5.1%
Concerns about height of buildings	2	0.6%	5.1%
Need electric car charging points	2	0.6%	5.1%
Concerns about A vi	1	0.3%	2.6%
Concerns about A v	1	0.3%	2.6%

Wording

Aii - replace with 'New developments should incorporate the principals of SECURED BY DESIGN to attempt design-out crime'
Nice thought. How large will these plots be? Where do you put the recycling bins? [Could be a concern about communal bins being provided rather than plot by plot]
Please include back gardens in addition to front gardens. Developers will take any advantage to the word TP10 providing a back "yard " large enough to take a washing line & not much more

	No.	%
Total responding to consultation	316	100%
Total people commenting on TIP02	39	12.3%

NP response

The suggestion to incorporate the principles of Secured by Design has been incorporated into Policy TIP02. The NP seeks to ensure a high quality of design and build – both with regard to homes and estates.

TIP02 has been revised and strengthened.

Comments about TIP03

	No.	% of all respondents	% of comments
Concerns about A	26	8.2%	56.5%
Concerns about B	6	1.9%	13.0%
Agree /support	6	1.9%	13.0%
On road parking restrictions	4	1.3%	8.7%
Concerns about application in planning	3	0.9%	6.5%
Wording	2	0.6%	4.3%
Duplicate?	2	0.6%	4.3%
Electric vehicle charging	1	0.3%	2.2%

Wording

Para A - 'shall' is highlighted Para B - 'encouraged in preference to garages' is questioned why? and 'transit' statement is too vague
if car ports are only "encouraged", developers may prefer garages, undermining the policy. This could be worded more strongly.

	No.	%
Total responding to consultation	316	100%
Total people commenting on TIP03	46	14.6%

NP response

The Policy wording has been adjusted to comply with Essex Parking Standards. The aim is to create an orderly streetscape and to ensure as far as possible that off street parking provision is fully utilised however the precise details will be decided case by case and cannot be insisted on by the NP.

Comments about TIP04

	No.	% of all respondents	% of comments
Wording	7	2.2%	58.3%
Duplicate?	2	0.6%	16.7%
Concerns about planning applications and application of policy	2	0.6%	16.7%
Agree / Support	2	0.6%	16.7%
Wants rainwater collection	1	0.3%	8.3%

Wording

but these policies should be enforce not just encouraged!
A. Applicants are 'encouraged' to meet Building for Life 12. How effective is this really? Make it a rule so it actually happens.
The ambition of this policy to improve design of the built environment is supported. However, as this policy only 'encourages' developers to design to Building for Life standards it is unenforceable, and therefore is of limited value.
But would prefer under B that applicants are REQUIRED rather than strongly encouraged
I would prefer "required" to "strongly encouraged".
I cannot believe we are seriously suggesting that the NHP policy is to simply encourage or strongly encourage developers to comply with an industry standard? Compliance with BfL12 should be a minimum requirement for development not an aspirational target. Either the policy has been poorly defined or if that isn't what we mean it has been written poorly. Either way it isn't good enough.
'strongly encouraged' seems rather weak, but a local NP most likely can't replace building codes. However, unless there exists a clear way of enforcing this, TIP04 may be meaningless.

	No.	%
Total responding to consultation	316	100%
Total people commenting on TIP04	12	3.8%

Np response

Planning law does not allow the NP to insist on these standards but failure to satisfactorily address the underlying issues would provide grounds for planning refusal.

Comments about TIP05

	No.	% of all respondents	% of comments
Wording	18	5.7%	38.3%
Agree / Support	8	2.5%	17.0%
Need starter homes	7	2.2%	14.9%
Concerns about planning / CBC / Tiptree first	6	1.9%	12.8%
Need Affordable / social	6	1.9%	12.8%
Need homes for downsizers	6	1.9%	12.8%
Do not mix styles and sizes	2	0.6%	4.3%
Marketing of property	2	0.6%	4.3%
Need sheltered housing	2	0.6%	4.3%
Need self-build / zero energy	1	0.3%	2.1%
Need a retirement village	1	0.3%	2.1%
Consideration for existing pop.	1	0.3%	2.1%

Wording

A number of things are mentioned in the pre-amble, but don't make it to the policy. What weight does the pre-amble have? The policy talks of a mix of housing identified in Colchester's Strategic Housing market Assessment, but the census shows Tiptree falling behind Colchester and East of England percentage wise . The policy talks of 'along with any evidence of specific local needs', but we don't build any real Tiptree targets into the policy apart from some acknowledgements in B. 33% of 2-beds does help to redress the balance but Tiptree is seriously short of 1-beds, which might be the only affordable option for younger or single people. Could we not have nearer 10% of 1-beds that would only bring us up to 7.5% from 6.1% against the census East of England's 10.4% and Colchester's 10.7%. Should more specifics be in the policy? For this reason, more comments have been included in the wording section.

This does not mentioned the dwelling mix required
Housing, some at least, should be affordable
Bungalows needed - 3 bedrooms needed
we need 2 and 3 bedroom houses not 4 and 5 houses and preferably more social houses
Agree but B MUST include bungalows not 'encourage' - identified need.
Disagree B MUST include bungalows not 'encourage' this was an identified need
Replace "are encouraged to" with the word "must".
Sections A and B are rather generic. Section C which requires a percentage of homes to be built to accessible and adaptable standards or wheelchair accessibility standards is a commendable aspiration. However, the requirement for effectively all affordable housing to meet one or other of these standards may be disproportionate in comparison to the requirements placed on market housing in the policy.
Important that affordable housing, not just social, is provided for young and old local families.
we need to ensure that a correct amount of affordable houses are in the mix. it should be a minimum of 20%
Is 5% of affordable housing, the right level for wheelchair accessibility - should it not be higher?
I believe that more affordable houses for local people. I think that young families are needed in Tiptree. The older population is ever increasing (I include myself in this category), and we need younger families to keep Tiptree vibrant as a community.
Agree, we need more bungalows in these developments. I would have purchased a bungalow but ended up buying a house as I was unable to find a suitable bungalow.
but developers will not build bungalows when they can use the space for probably 3 houses. these should be small houses which would at a pinch be affordable .certainly not 4 and 5 bedroom houses.
In fact, I would like to see a high percentage of bungalows.

Provision of more bungalows is a good idea as long as they are supported by a strategy to encourage people to downsize from larger family style homes thus freeing up some of the larger local properties for new or growing families. Equally we wouldn't necessarily want to see bungalows being used as starter homes for new families as there is a risk that the bungalows fail to come onto the market frequently enough to allow for up and downsizing within the village. I also think that setting a 5% target for affordable housing to meet wheelchair user standards is setting our sights too low. Perhaps this would be better off as 10% to exceed what appears to be a minimum standard.

Much greater attention must be given to the below average percentage of 1 and 2 bedroom dwellings which TIP ?? does not adequately address.

There should be a requirement for a good fraction of affordable housing, at least 15%.

	No.	%
Total responding to consultation	316	100%
Total people commenting on TIP05	47	14.9%

NP response

The current requirement is for 20% of homes to be 'Affordable'. It will rise to 30% in the eLP.

Policies TIP13 & TIP14 specify developments to include bungalows.

It is accepted that Tiptree is low on 1-bed dwellings (and lower than CBC generally) however our policy is designed to be superseded by the eLP policy and we do not have sufficient evidence of the demand for 1-bed dwellings to depart from the CBC SHMA.

Comments about TIP06

	No.	% of all respondents	% of comments
Agree / support	9	2.8%	25.7%
Non-Plan issues	4	1.3%	11.4%
Concerns about B	4	1.3%	11.4%
Wording	3	0.9%	8.6%
Anti use of bicycles	3	0.9%	8.6%
Concerns about A	3	0.9%	8.6%
Duplicate?	2	0.6%	5.7%
Concerns about D	2	0.6%	5.7%
Concerns about C	2	0.6%	5.7%
Paths must not encourage crime or anti-social behaviour	2	0.6%	5.7%
Concerns about existing public footpaths	1	0.3%	2.9%
Lack of cycle paths means more traffic	1	0.3%	2.9%
Need dropped kerbs	1	0.3%	2.9%

Wording

the provision of cycle/pedestrian access by disabled users should also be a requirement. rather than nice to have for all future developments
Item "A". states the ".....such routes should also ensure.....". Should this say ".....such routes must also ensure.....". The word "should" seem advisory whilst the word "must" indicates a mandatory requirement. I am concerned that smart developers would/could see the former as a loophole to avoid incremental development costs.. The original statement implies the Council would like the facility included but the wording I feel would not guarantee it.
However, c and d are poorly worded and require some improvement or they will be misinterpreted by developers. They need to be grammatically improved and strengthened. D is particularly poor. A needs to be strengthened to help support Tiptree being more accessible by bike. It has a national cycle network going through it.

	No.	%
Total responding to consultation	316	100%
Total people commenting on TIP06	35	11.1%

NP response

There are limits to the extent to which a NP can be prescriptive. In considering plan proposals we will want to see that developers have taken these aspirations on board.

Paragraphs C & D have been re-phrased and strengthened as well as an additional paragraph (E) viz:

C Proposals to enhance the quality and safety of the identified main pedestrian routes will be strongly supported. In particular this includes widening, surfacing, appropriate lighting and vegetation management. D. Suitable crossings on Oak Road and Kelvedon Road need to be considered within master plans to ensure the provision of safe direct walking and cycling routes to Baynard's Primary and Thurstable Schools (refer to Policy TIP12).

E. Development must retain and enhance the quality and accessibility of Public Rights of Way and main pedestrian and cycle routes and adequately mitigate the impact of additional traffic movements on the safety and flow of pedestrian and cycle access especially at road junctions.

Comments about TIP07

	No.	% of all respondents	% of comments
Non-Plan issues	18	17	5.4%
Agree / Support	10	10	3.2%
Concerns about B	7	7	2.2%
Wording	6	6	1.9%
Duplicate?	6	6	1.9%
Concerns about D	6	6	1.9%
Alternative route around Tiptree	5	5	1.6%
Concerns about future road	2	2	0.6%
Concerns about C	1	1	0.3%
Concerns about excess traffic on Station Road	1	1	0.3%

Wording

TIP07 d is to be classed URGENT, with a definite timescale
Maldon District Council is concerned that despite the Neighbourhood Plan's approach to mitigating the impact of vehicular traffic through Tiptree village, the scale of additional housing in the village will nevertheless impact on traffic flows, through and around the village, especially the routes to the A12, including the routes via the historic Appleford and Grey Mills bridges at Great Braxted and Kelvedon respectively. Maldon District Council does, however, recognise that improvements to the access roads to the A12 and to the junctions on the A12 itself are outside the remit of the Neighbourhood Plan. Di - It is understood that 'primary street' is the term used by the Highways Authority to describe a road that is sufficient to accommodate a public bus route. However, the Street Type table in the Essex Design Guide (EDG) does not use the term 'primary street.' Therefore, in this policy, which street type the term 'primary street' relates to needs clarifying.
Clause B is beyond the scope of the NP. Access points and the provision of roundabouts should be determined at the planning application stage. The policy could require partnership working between the developer/land owner, Highways Authority and Planning Authority to accommodate necessary car travel, and require local consultation is undertaken where necessary. To provide clarity to the reader, it would be beneficial if Map 8.3 used the same terminology as policy TIP07. The green 'new road' would be better described as the 'primary street', and 'possible future road' as 'optimum route corridor'. The routes proposed in Map 8.3 should be indicative, as the exact route is likely to be determined at the planning application stage.
Suggestion to add clause E thus: Any development of more than .. dwellings must connect to or provide a 'primary street' which connects between the major routes in Tiptree to avoid traffic feeding into existing residential roads. This route must be provided so that, when completed, it is sufficient to accommodate a public bus route and non-residential traffic. The 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. The concern is that should CBC fail to establish a 5-year supply of land and that Tiptree is required to take more housing, we should be protecting residential roads and enhancing traffic flow in all areas selected in this way, not just the sites identified in the plan.
We agree with the intent behind this policy, but believe it could be worded more strongly, thereby forcing adherence rather than strongly encouraging it. For example, under part A - say developments MUST have more than one access point (not should) And under part B - this could be worded as follows: proposals that increase the flow of vehicular traffic through the village centre will not be approved.
The policy is sensible, however, the wording is not strong enough in TIP07 C. Planning consents should be conditional on:- a) Conforming with the policy b) Making a contribution towards improving the existing unsatisfactory traffic flows.

	No.	%
Total responding to consultation	316	100%
Total people commenting on TIP07	52	16.5%

NP response

Again there are limits to how prescriptive a NP can be.

Ultimately the road standard is to be determined by ECC however the term **‘Primary Street’ is defined in Policies TIP07, 13 & 14 as ‘a road sufficient to support a bus route, non residential traffic and a 30mph speed limit’**. As such it would be expected to conform to road types 1 or 2 in the Essex Design Guide.

The requirement for round-a-bouts has been removed. Junction design is to be determined in discussion with ECC Highways.

Comments about TIP08

	No.	% of all respondents	% of comments
Agree / Support	9	2.8%	47.4%
Wording	3	0.9%	15.8%
Non-Plan issues	3	0.9%	15.8%
Duplicate?	2	0.6%	10.5%
Don't want more offices prefer retail	2	0.6%	10.5%
Don't want more takeaways	1	0.3%	5.3%
Quiet night life essential	1	0.3%	5.3%

Wording

wants 'enhanced to provide' reworded (no suggestion made)
Where exactly is the District Centre boundary?
We think these should be ranked and state what the community needs.

	No.	%
Total responding to consultation	316	100%
Total people commenting on TIP08	19	6.0%

NP response

The District Centre areas are marked pink on the Policies Map

Comments about TIP09

	No.	% of all respondents	% of comments
Agree / support	8	2.5%	25.0%
Concerns about Av	8	2.5%	25.0%
Where is it going to go?	5	1.6%	15.6%
Concerns about Aiii	5	1.6%	15.6%
Concerns about Ai	3	0.9%	9.4%
Duplicate?	2	0.6%	6.3%
Concerns about Aii	2	0.6%	6.3%
Concerns about B	2	0.6%	6.3%
Wording	1	0.3%	3.1%
Non-Plan issues	1	0.3%	3.1%

Wording

Again the wording is rather flimsy here I am sorry to say.

Confusing. Not sure this relates to the centre, adjacent future developments or both.? Tiptree is a district centre, with very little employment opportunity A diverse delivery of employment, for rent and freehold would encourage investment locally The plan does not allow for enough land to be put aside for this local plan duration, or any future local plans. The North Area East of Kelvedon Road should deliver more commercial land and be reserved for future expansion

	No.	%
Total responding to consultation	316	100%
Total people commenting on TIP09	32	10.1%

NP response

It is not possible to insist on particular usage but we can express a preference and expect planners and developers to have considered that preference. The land area provided for Business use is in line with the evidence of the demand.

Village Centre land is zoned for retail, so ground floor flats would not be suitable in this location. However flats in Tiptree for senior citizens have lifts.

Comments about TIP10

	No.	% of all respondents	% of comments
Agree / Support	6	1.9%	24.0%
Environmental concerns	4	1.3%	16.0%
Not workable / disagree	3	0.9%	12.0%
More classes permitted	3	0.9%	12.0%
Wording	2	0.6%	8.0%
Duplicate?	2	0.6%	8.0%
Elsewhere / spread out	2	0.6%	8.0%
No hotel	2	0.6%	8.0%
Not enough hectares	2	0.6%	8.0%
More suitable on Highlands	1	0.3%	4.0%
Suggested leisure uses	1	0.3%	4.0%

Wording

The policy should be more strongly worded. The supporting paragraphs note a need of 30 units within Tiptree, the first line of the policy could be strengthened through removing “approximately”. Screening can be provided via a variety of landscaping measures. The policy should be updated to be broader in terms of landscaping provision.

This reads as though all buildings are for larger businesses. Maybe: designed to be suited for a mixture of different sized businesses, large, medium and small and that some land is made available for businesses wishing to relocate from near the District Centre of Tiptree Village.

	No.	%
Total responding to consultation	316	100%
Total people commenting on TIP10	25	7.9%

NP response

The policy has been re-written to accommodate some of these concerns. The Policy now provides for a broad range of landscaping measures, for a variety of business sizes and for businesses that desire to relocate.

Comments about TIP11

	No.	% of all respondents	% of comments
Agree / Support	15	4.7%	31.3%
Wording	14	4.4%	29.2%
Non-Plan issues	7	2.2%	14.6%
Concerns about Biv	4	1.3%	8.3%
Duplicate?	2	0.6%	4.2%
Disagree	2	0.6%	4.2%
Expert advice needed	1	0.3%	2.1%
Concerns about Bi	1	0.3%	2.1%
Concerns about A	1	0.3%	2.1%
Concerns about Biii	1	0.3%	2.1%
Concerns about Florence Park	1	0.3%	2.1%
Concerns about Utilities	1	0.3%	2.1%
Concerns about B	1	0.3%	2.1%

Wording

Bii - expand 'scout hut' to 'with a combined scout and community facility'
again health facilities should be given higher priority
Disappointed to see that Education Expansion and Health facilities are at the bottom of the list, apparently less important than the Scout Hut and Sports Centre improvements. They are major, basic infrastructure requirements that always seem to be ignored.
Provision of Health Facilities should be a priority
Could allotments be added to the list of desirable contributions developers could make
Wording Aii: is not Elm Farm, located in north or north-east Tiptree, not north-west as stated?
Under B above, I would rank expansion of vi) Health facilities and v) Education above the current points i) to iv).
I assume that the order of needs in section B is not ranked in order of importance? Health facilities and education expansion are, I believe, more important than the others.
pool at Sports Centre
Needs to be more specific or the developers will find loop holes.
Before you look at i.-iv the need for a new medical surgery and dentist should take priority. As for school expansion, where? Barbrook Lane struggles with school traffic from Milldene & Thurstable so expanding them would only make that problem worse. A new primary/secondary school should be built somewhere. In fact, a Catholic school would be ideal, given there's so many Catholics in Tiptree, there aren't any schools close by. And we do have a Catholic church in Tiptree (and Kelvedon!) A cemetery with burial land, above-the-ground burial & cremation nooks would be most welcome.
comment on TIP11 policy – section 11, page 31 The Expansion of the Health Facilities is the most pressing of all infrastructure provision. The Medical centre can not cope with the current village population and therefore the plan must address this as the main priority. I don't see any emphasise of this in the plan. Please do not just gloss over it.
Once again, health facilities are low priority, only one up from sites for burial land. The people of Tiptree are tired of the lack of provision for another doctor's practice. I know that Tiptree Councillors do a great job in trying to look after needs of the community and that they do their best, but decisions are usually made by other departments.
Priority: Health

Disagree

a, No don't need more to be vandalised and tax payer got to replace b, 1. No 2, No 3, No 4, No 5, No 6, No
The village needs infrastructure to begin with not additional factors.

	No.	%
Total responding to consultation	316	100%
Total people commenting on TIP11	48	19.0%

NP response

This policy has been revised.

The list is not in any order of priority.

Recent developments have provided allotments sufficient to cater for the current demand.

The PC is in discussion with the relevant Health organisations and will do what is can to facilitate the provision of a new Health Centre however the provision of a Health Centre or Dentist is beyond the PC control and requires the relevant Health organisations to express a desire to open such a facility.

The Education authority has assessed the educational needs and provision in Tiptree for the plan period and will require S106 contributions as appropriate.

Comments about TIP12

	No.	% of all respondents	% of comments
Wording	4	1.3%	44.4%
Agree / Support	3	0.9%	33.3%
Disagree	2	0.6%	22.2%

Wording

a, what active engagement? who decides?
What on earth does this actually mean? Seriously.
It is unclear in clause A how many master plans are being requested through this policy. The policy could be more clearly worded to require the completion of one overarching masterplan covering all allocations which will be used to inform a more detailed master plan for each allocation.
What is definition of tiptree character, otherwise totally subjective?

Disagree

Master plan sound pretty much a done deal to me
I again say that development to the north/north west was agreed by councils a long while before the questionnaires were sent out to Tiptree Residents, and so, had very little to do with the response from local people ! This is my belief. It would be interesting to have sight of the actual results, not just a report that we have to accept.

	No.	%
Total responding to consultation	316	100%
Total people commenting on TIP12	9	2.8%

NP response

The policy has been revised to make the meaning clearer with regard to the requirement for masterplans. The Questionnaire results are available on-line. It is fair to say that there was talk of development to the west for ease of access to the A12 but the sites eventually selected (in the north and north-west) were not all available for development until the Tiptree Parish Council call for sites in 2017 which was after the Questionnaire in 2016. The Questionnaire results supported development in the west/north-west/north, supported siting development such that it avoided extra traffic in Church Road (or Maldon Road) and supported the protection of wildlife sites. Once these factors were considered together with suitable sites the solution emerged – that was March 2018.

Comments about TIP13

	No.	% of all respondents	% of comments
Concerns about iii	8	2.5%	26.7%
Agree / Support	5	1.6%	16.7%
Concerns about iv	5	1.6%	16.7%
Wording	4	1.3%	13.3%
Concerns about Green space	4	1.3%	13.3%
Duplicate?	2	0.6%	6.7%
Concerns about premature planning application	2	0.6%	6.7%
Concerns about Gypsy site	2	0.6%	6.7%
Non-Plan issues	1	0.3%	3.3%
Disagree	1	0.3%	3.3%

Wording

amend 'must' to 'should' - can a NP actually insist on all 4 of these? iii - 'primary street' - do we actually have a Road Engineer report confirming this?

There is an existing water main and rising main (pressurised sewer) which crosses the proposed allocation site. We would expect landowner(s)/developer(s) for the above site to consider the location of these existing assets as part of the site layout to ensure that we can continue to access and maintain these assets for our customers. Where it is not possible an application can be made to Anglian Water to divert the existing assets. The costs of any required diversions which are met by the landowner/developer. It is therefore proposed that the following additional text be added to Policy TIP13. 'v. That suitable access is maintained for water supply and drainage infrastructure.' Similarly it suggested that the following wording is added to the supporting text for the above policy. 'There is an existing rising main (pressurised sewer) and water main in Anglian Water's ownership within the boundary of the site and the site layout should be designed to take these into account. Where this is not possible an application to Anglian Water to divert the existing infrastructure will be required' We note that the emerging Colchester Publication Local Plan (Section 2) already includes a borough wide policies relating to water supply, wastewater infrastructure and the provision of SuDs to manage surface water (Policies CC1, PP1 and DM24). Consideration should be given to whether it is necessary to include reference to the provision of foul drainage and surface water management including SuDS being the preferred method for surface water disposal on this allocation site.

Map 8.2 indicates 150 Houses but this policy says approximately 175 which is it?

Disagree

Not sure this will work

	No.	%
Total responding to consultation	316	100%
Total people commenting on TIP13	30	9.5%

[NP response](#)

The Anglian Water issues have been incorporated into the revised NP. Map 8.2 has been corrected.

Comments about TIP14

	No.	% of all respondents	% of comments
Concerns about Split road	7	2.2%	18.9%
Concerns about lack of Green space	6	1.9%	16.2%
Duplicate?	4	1.3%	10.8%
Concerns about Parish boundary	4	1.3%	10.8%
Concerns about Messing / Oak Road and residents in that area	4	1.3%	10.8%
Wording	3	0.9%	8.1%
Agree /Support	3	0.9%	8.1%
Concerns about vii	3	0.9%	8.1%
Non-Plan issues	2	0.6%	5.4%
Expert advice needed	2	0.6%	5.4%
Concerns about iii	2	0.6%	5.4%
Concerns about iv	1	0.3%	2.7%

Wording

Criteria i and iii appear to contradict each other; both are seeking development to the west of the sites for residential and employment development. This should be clarified. The employment land should be positioned within the site with access to serve the wider Tiptree settlement. Criteria v and vi could be strengthened by ensuring access to the LEAP and MUGA are provided to the wider community of Tiptree. Criterion vii seeks to go beyond the scope of a NP. As noted in response to policy TIP07, the provision of roundabouts should be determined at the planning application stage. However, the policy could include a criterion which outlines where vehicle access to the site should be provided from. However, the specific detail of the access point(s) will be determined through a planning application. As noted in the Strategic Environmental Assessment Report May 2019, policy TIP14 should include a criterion requiring biodiversity net gain.

As a landowner covering this area, I support the identification of these sites as site allocations. I do however, request a review and refinement to this policy, so it is clearly set out what each site will be expected to deliver.

As a landowner covering this area, I support the identification of these sites as site allocations. I do however, request a review and refinement to this policy, so it is clearly set out what each site will be expected to deliver.

Disagree

--

	No.	%
Total responding to consultation	316	100%
Total people commenting on TIP14	37	11.7%

[NP response](#)

The revision of TIP14 addresses these issues.

Comments about TIP15

	No.	% of all respondents	% of comments
Concerns about B	15	4.7%	48.4%
Agree / Support	8	2.5%	25.8%
Concerns about Green spaces	6	1.9%	19.4%
Concerns about Public footpaths	2	0.6%	6.5%
Wording	1	0.3%	3.2%

Wording

Suggested addition: C Footpaths and country lanes (the paths) should be protected so that they retain their amenity value. This entails that any future development in their vicinity has a buffer zone that ensures that buildings are not visible from the path and that additional planting of trees and native hedge species ensures a continuous screen for such paths. Mention specifics? e.g. Pennsylvania Lane, Park Lane, the single track section of Grove Road.

Disagree

--

	No.	%
Total responding to consultation	316	100%
Total people commenting on TIP15	31	9.8%

NP response

The protection of PROWs has been incorporated into Policy TIP06 and the lanes mentioned have been included in the list of heritage assets that need protection.

Comments about TIP16

	No.	% of all respondents	% of comments
Wording	5	1.6%	50.0%
Agree / Support	4	1.3%	40.0%
Non-Plan issues	1	0.3%	10.0%

Wording

Re Para A, it is not clear whether the financial contribution is proposed to come from residents, developers or the entire parish community.
Who would be required to make financial contribution? The developer, residents or the entire village through taxes?
As noted in the Strategic Environmental Assessment Report May 2019, supporting text should be added to supplement Policy TIP17. This sentence should outline the importance of on-site mitigation measures, in addition to the offsite contribution.
This section is the most difficult to understated - very jargon-y. Would be better re-worded into plain English.
Preservation of habitat should be given a very high priority - more than just mitigation.

Disagree

--

	No.	%
Total responding to consultation	316	100%
Total people commenting on TIP16	10	3.2%

NP response

These are developer contributions.
The text was provided by experts!
Protection of habitats is covered in TIP15

General Comments

	No.	% of all respondents	% of comments
Compliment	45	14.2%	71.4%
Complaint	6	1.9%	9.5%
Concerns about utilities	6	1.9%	9.5%
Non-Plan issues	4	1.3%	6.3%
Concerns about cover photo	3	0.9%	4.8%
Comments about Tiptree Village logo	1	0.3%	1.6%

Note: Comments which related more directly to the plan have been moved to the relevant policy or page. The rest have been roughly analysed here.

	No.	%
Total responding to consultation	316	100%
Total people commenting	63	19.9%

NP response

N/A

Inclined to support the plan in a referendum comments

	No.	% of all respondents	% of comments
Compliment / support	91	28.8%	84.3%
Miscellaneous	8	2.5%	7.4%
Non-Plan issues	3	0.9%	2.8%
Complaint	3	0.9%	2.8%
Utilities	2	0.6%	1.9%
Wording	1	0.3%	0.9%

Note: Comments which related more directly to the plan have been moved to the relevant policy or page. The rest have been roughly analysed here.

Wording

in general the priority on any development plan should be given to the infra structure of the area rather than commercial and financial considerations. the provision of adequate healthcare and social services being at the top of the list followed by education, transport plus traffic management plus parking. the area needs these things as a foundation to support the growth and provision of all the other considerations

	No.	%
Total responding to consultation	316	100%
Total people commenting on supporting the plan	108	34.2%

NP response

Unfortunately the money to provide improvements to infrastructure must come from Development proposals. The NP is able to address some of these issues – notably traffic management and the Education Authority has a statutory duty to meet the educational needs, including infrastructure. Provision of parking space can only come as a consequence of , in this case, village centre development proposals and improved Healthcare requires the cooperation/initiative of the relevant health organisations.

Comments about community infrastructure in Tiptree

	No.	% of all respondents
Promote leisure business	1	0.3%
Lack of strategic plan for village centre	1	0.3%
Existing lack of amenities	1	0.3%
Lack of provision for teenagers	1	0.3%

	No.	%
Total responding to consultation	316	100%
Total commenting on community infrastructure	4	1.3%

NP response

The NP seeks to improve village centre amenities and leisure facilities (see sections 9, 10 & 11 of the NP). The Parish Council will seek to facilitate appropriate businesses that identify a viable opportunity to locate in Tiptree.

Comments about countryside and green space in Tiptree

	No.	% of all respondents
CS & GS general	3	0.9%
Protect wildlife habitat	3	0.9%
Need details of country park	2	0.6%
Keep farmland for farming	1	0.3%
No access will be given to Perry's wood	1	0.3%
Buildings must not intrude into green space	1	0.3%
No housing on Florence park	1	0.3%
Concentrate on existing green space	1	0.3%
Need network of trails	1	0.3%
Protect Pods wood	1	0.3%
Protect Warriors Rest	1	0.3%
Concern about Bats in Messing Wood	1	0.3%

	No.	%
Total responding to consultation	316	100%
Total commenting on opportunities	13	4.1%

NP response

The NP seeks to protect our landscape setting and Local Wildlife Sites.

Comments about Education in Tiptree

	No.	% of all respondents
No mention of school provision	8	2.5%
Need a new primary school / expand one	2	0.6%
Allow Milldene to expand	2	0.6%
No room to expand St Luke's	1	0.3%
No room to expand Baynards	1	0.3%
No room to expand Tiptree Heath	1	0.3%
Schools are full	1	0.3%
Problems of large class sizes	1	0.3%
School traffic problems near Milldene & Thurstable	1	0.3%

	No.	%
Total responding to consultation	316	100%
Total commenting on education	13	4.1%

NP response

Essex County Council has a statutory requirement to provide schooling for the community and developers may be required to make contributions towards providing additional school facilities to accommodate any population growth (see Policy TIP11).

Comments about homes and housing in Tiptree

	No.	% of all respondents
Against planning application for Peakes Field on Maldon Road	2	0.6%
Village life, look and feel	1	0.3%
Concerns that affordable housing won't produce the desired result of homes for locals	1	0.3%

	No.	%
Total responding to consultation	316	100%
Total commenting on homes and housing	5	1.6%

NP response

All these issues are addressed in the NP

Comments about health services in Tiptree

	No.	% of all respondents
Concerns about capacity of Medical Centre	25	7.9%
Concerns about lack of health services	19	5.4%
Concerns about capacity of Dentist	13	4.1%
Need new medical centre	13	4.1%
Need new dentist	6	1.9%
Concerns about lack of social care	2	0.6%
Need a central doctors / dentist practice	2	0.6%
Need a Care Home	1	0.3%
Need a Nursing Home	1	0.3%
Need better disabled access	1	0.3%
Need a community bus should medical centre relocate to the periphery	1	0.3%
Concern that village status prevents Tiptree from getting more / better services	1	0.3%
Need non-central doctors / dentist practice – provide on the new development sites	1	0.3%

	No.	%
Total responding to consultation	316	100%
Total commenting on health	53	16.8%

Observation: It wasn't clear from the language used whether people favoured an additional medical centre or a single large one, most used the word 'new'.

The Community Questionnaire that asked the question directly resulted in:

One large medical centre 33.6%

More than one medical centre 66.4%

NP response

The Parish Council will seek to work with Health service providers to improve the situation in Tiptree (see Section 15, Non-Policy Actions).

Comments about opportunities in Tiptree

	No.	% of all respondents
Enhance Tiptree centre	5	1.6%
Want more shops less offices	4	1.3%
Want evening café / restaurant serving alcohol	3	0.9%
Acknowledge limitations and opportunities in the plan	2	0.6%
Concerns about 'no alcohol covenant'	2	0.6%
Parking – how will it be achieved	2	0.6%
Smaller /local shops preferred	2	0.6%
Accessibility needs to be improved	2	0.6%
Want weekly (farmers) market	2	0.6%
Don't want drinking in the centre	1	0.3%
Developers to contribute to centre parking	1	0.3%
Ask TBS to move	1	0.3%
Fewer charity and cheap shops	1	0.3%
National chains wanted	1	0.3%

	No.	%
Total responding to consultation	316	100%
Total commenting on opportunities	18	5.7%

NP response

The NP seeks to protect and improve the village centre as a commercial area. New shops and businesses will only come to Tiptree as they see a viable opportunity and choose to exploit it.

Comments about traffic and transport in Tiptree

	No.	% of all respondents
General traffic / highways concerns	25	7.9%
A12 connection / upgrade	19	6.0%
Concerns about B1023 coping with more traffic	12	3.8%
Concerns about existing Braxted / Park Road	10	3.2%
Concerns about existing Appleford Bridge / Rivenhall	10	3.2%
Concerns about Church Road congestion / relief	9	2.8%
Concerns about numbers of / more large vehicles / commercial traffic on our roads	7	2.2%
Concerns about existing Hinds Bridge	7	2.2%
Concerns about existing Gore Pit corner	6	1.9%
Concerns about Grange Road coping with more traffic / inadequate road	6	1.9%
Concerns about sufficient vehicle free / safe routes for pedestrians	6	1.9%
Want better bus services to Kelvedon & Witham and other towns	6	1.9%
Want an ASDA / Duck pond crossing	5	1.6%
Want lower speed limits in Tiptree	2	0.6%
Want long stay parking and shuttle bus / shuttle bus for commuters	2	0.6%
Concerns about Messing Road coping with more traffic	1	0.3%
Protect Station Road from heavy traffic	1	0.3%
Concerns about Perrywood's corner	1	0.3%
Remove some yellow lines	1	0.3%
Risks of A12 link to Tiptree bring more traffic through the centre	1	0.3%
Impact on residents of road closures for development	1	0.3%
Remove the Windmill Green mini roundabouts and have a better junction	1	0.3%

	No.	%
Total responding to consultation	316	100%
Total commenting on traffic and transport	65	20.6%

NP response

Traffic and transport issues are a major concern for Tiptree residents. The NP seeks to address traffic issues (see Section 8). The Parish Council will seek to lobby for better A12 connections and bus services.

Comments about Page 04

Only one comment

Page 4 - What is the community endeavour?

	No.	%
Total responding to consultation	316	100%
Total people commenting on page 04	1	0.3%

NP response

N/A

Comments about Page 05

Only one comment

Page 5 - Amend title of Map 3.1 to be Neighbourhood Plan Area (outlined in red) Para 4 - 'The purpose' ... ' is to guide development within the parish' and ' provide guidance' are highlighted in pink. Change the unreal cover photo
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	No.	%
Total responding to consultation	316	100%
Total people commenting on page 05	1	0.3%

NP response

‘outlined in red’ suggestion accepted.

Only one comment

The Neighbourhood Plan (NP) should clearly explain what constitutes the current adopted Development Plan Documents (DPDs) to guide future growth and development within the administrative area of Colchester Borough Council up to 2021. This includes the following: Core Strategy (adopted 2008, amended 2014) Site Allocations DPD (adopted 2010) Development Policies DPD (adopted 2008, amended 2014) Proposals Map (adopted 2010) and Tiptree Jam Factory DPD (adopted 2013) The introduction should also refer to the Emerging Colchester Local Plan currently subject to independent examination which once adopted, will provide the strategy for growth of the Borough to 2033. The plan period for the NP should be updated to 2033, in accordance with the Emerging Local Plan and associated evidence base. 'Colchester Local Plan' should be replaced with 'Emerging Colchester Local Plan' to provide clarity. The following paragraphs in this section should refer to the Tiptree Jam Factory DPD as part of the currently adopted development framework. It is noted in the NP that the four designated Local Economic Areas in Tiptree are to continue to be protected for this use and any development proposals affecting these sites will be required to comply with Policy SG4 of the Emerging Local Plan. The residential allocation under TIP13: Tower End is in conflict with this statement and both the Adopted and Emerging Local Plans, as part of the residential allocation includes the Tower Business Park employment allocation of the Local Plan. This will need to be clarified. There are a large number of objectives for the NP, it may be more appropriate to integrate the spatial strategy objectives into the vision and re-evaluate the number of objectives that the NP is seeking to achieve in order to ensure success and a more focused NP overall.

	No.	%
Total responding to consultation	316	100%
Total people commenting on page 06	1	3.16%

NP response

This comment has been previously considered.

Only one comment

I'm really motivated to participate in this consultation, but even my patience is stretched here. It took some expert advice to actually find the plan document on the home page. That needs to be made much more prominent. It is not under 'Documents', where one would expect it, it is not linked on the first page of the consultation, where one would expect it. The link is in a very inconspicuous colour. Secondly, even once you find the document, this is far too much detail to read and comment upon. The one comment I would have is that I do not see how this local context informs the principles of the NP. What is the point of this? All we need is the summary of current status on p12.

	No.	%
Total responding to consultation	316	100%
Total people commenting on page 10	1	3.16%

NP Response

N/A

Comments about Page 12

Only one comment

"it will be important to protect the function" I would argue that it does not function all that well and the DC needs improvement: - not attractive to pedestrians - very low activities past 1800, lack of entertainment in the mix of offerings. - needs a bar, restaurant to enliven the area.

	No.	%
Total responding to consultation	316	100%
Total people commenting on page 12	1	0.3%

NP response

See Section 9 of the NP

	No.	% of all respondents	% of comments
Wording	1	0.3%	50.0%
Agree /support	1	0.3%	50.0%

Wording

5c: this only considers vehicle traffic. The plan needs to think forward and plan for a good cycle/pedestrian route to Feering/Kelvedon and the trains. 5d: the NP could be formulated much more strongly on this: e.g. to rule out developments that reduce the access of the residents to open spaces, or impair future development of a country park. The plan should clearly spell out that the most valuable green space and best candidate for a country park is the pits area, and that the potential to develop that needs to be strongly protected. 5e "eat and drink in the evening" is mentioned here, but not reflected in any of the policies/plans for the Centre.

Disagree

--

	No.	%
Total responding to consultation	316	100%
Total people commenting on Page 13	2	0.6%

[NP response](#)

These comments are beyond the scope of the NP

	No.	% of all respondents	% of comments
Wording	0.6%	100.0%	Wording

Wording

Give map a number colour key - co-ordinate with those on Map 8.1 and 13.1 amend title 'site allocations (yellow) to 'site allocations for housing estates'
Tiptree Policies Map I did not identify within the Plan the reasoning behind the drawing of the “settlement boundary” in the proposed location. It appears to be somewhat randomly drawn, excluding some potential sites that closely boarder existing settlements while including others. The overall impact seems to be to elongate the village area, closer to a “sausage” shape, rather than say a more holistic boundary circling the main village centre. The supported development areas are all at one end of the “sausage”, some way from the main centre.

Disagree

--

	No.	%
Total responding to consultation	316	100%
Total people commenting on Page 16	2	0.6%

NP response

The revised Settlement Boundary is the consequence of the effect of the NP Objectives upon the existing Settlement Boundary. It is normal practice that the settlement boundary is drawn tightly to the settlement. The only new areas included in the settlement boundary are those which are the sites for the 600 houses specified in the plan.

Comments about Page 17

Only one comment

give map a number

	No.	%
Total responding to consultation	316	100%
Total people commenting on page 12	1	0.3%

NP response

N/A

Comments about Page 18

	No.	% of all respondents	% of comments
Agree / support	2	0.6%	66.7%
Tolleshunt Knights boundary	1	0.3%	33.3%

Wording

Disagree

--

	No.	%
Total responding to consultation	316	100%
Total people commenting on Page 18	3	0.9%

[NP response](#)

N/A

Comments about Page 19

	No.	% of all respondents	% of comments
Agree/support	2	0.6%	66.7%
Heritage street furniture etc	1	0.3%	33.3%

Wording

Disagree

--

	No.	%
Total responding to consultation	316	100%
Total people commenting on Page 19	3	0.9%

[NP response](#)

N/A

Comments about Page 21

	No.	% of all respondents	% of comments
Concerns about 3rd bedroom in loft	2	0.6%	40.0%
Local market needs	2	0.6%	40.0%
Concerns about CBC DM10	1	0.3%	20.0%

Wording

--

Disagree

--

	No.	%
Total responding to consultation	316	100%
Total people commenting on Page 21	5	1.6%

NP response

N/A

	No.	% of all respondents	% of comments
Wording	2	0.6%	50.0%
Agree / support	1	0.3%	25.0%
Specify social housing	1	0.3%	25.0%
Specify affordable housing	1	0.3%	25.0%

Wording

affordable housing - my only further comments to questionnaire is that a fairer proportion of these properties are allocated to homeless families, not second time buyers

First mention of provision of affordable housing. This should become an objective, and much more strongly stated in the NP.

Disagree

--

	No.	%
Total responding to consultation	316	100%
Total people commenting on Page 22	4	1.3%

NP response

The provision of Affordable Housing is governed by the CBC LP of which the Tiptree NP is a part. There is no need for Affordable Housing policies to be repeated in the NP. Nevertheless the plan does draw attention to this important requirement and there are clauses requiring the provision of Affordable Housing in the site policies TIP13 and TIP14.

Comments about Page 23

	No.	% of all respondents	% of comments
Wording	2	0.6%	40.0%
Non-Plan issues	1	0.3%	25.0%
Concerns about Obj 18	1	0.3%	25.0%
Bypass Inworth	1	0.3%	25.0%

Wording

Obj 16 appears to be limited to within the village. This also needs to cover cycling to Kelvedon. Obj 17 needs to explicitly mention sustainability, green transport. Sustainability is only in the heading, but in any of the objectives. There is no objective to provide access to green space. E.g. to the future country park. This should be added.

OPTIONAL COMMENT ON PAGE 15 Obj 31 - replace 'establish' to 'promote' Create an Obj 32 which says 'to promote an alternative route from A12 bypassing Tiptree to Tolleshunt Knights and further east'

Disagree

--

	No.	%
Total responding to consultation	316	100%
Total people commenting on Page 23	5	1.6%

NP response

These issues are beyond the scope of the NP. The desire to provide access to the countryside is included within section13 of the NP.

Comments about Page 24

	No.	% of all respondents	% of comments
No comments			

Wording

Disagree

--

	No.	%
Total responding to consultation	316	100%
Total people commenting on Page 24	0	

NP response

N/A

Comments about Page 25

	No.	% of all respondents	% of comments
Wording	2	0.6%	40.0%
Concerns about the western section primary street	1	0.3%	20.0%
Concerns about Messing / Inworth	1	0.3%	20.0%
Disagree	1	0.3%	20.0%

Wording

Clearly label referenced roads on Map 8.3. Roads required are B1022, Braxted Road, Station Road, B1023, Grange Road Para 2 line 10 - amend to state 'this proposed new ...'

Paragraph 2 states 'poor visibility to the right'. Visibility is poor when turning right at this point, the visibility to the left is bad. Maybe change to 'poor visibility when turning out of Vine Road....'

Disagree

The structure & current makeup of routes. The amount of population to increase. Tiptree will be full of traffic & our infrastructure cannot cope.

	No.	%
Total responding to consultation	316	100%
Total people commenting on Page 25	5	1.6%

NP response

The second comment regarding visibility when turning out of Vine Road is accepted.

	No.	% of all respondents	% of comments
Wording	2	0.6%	66.7%
Concerns about Grange Road route / disagree	1	0.3%	33.3%

Wording

Para 1 Line 3 - amend to say 'important' rather than 'essential' Para 2 Line 3 Parts of this road may be constructed ... if term 'may be' used this suggests an optional delivery and cannot be considered essential.
Paragraph 2 should also mention helping to reduce the use of Oak Road as a short cut.

Disagree

The entire length of Grange Road is marked on Map 8.3 as an Upgraded Route. What is the upgrade? "Currently there is only light traffic in Grange Road". This is factually incorrect. Between the hours of 06.00-09.00 & 17.00-19.00 Grange Road is a constant stream of traffic for Tiptree people heading to & from Witham, the A12, Chelmsford and onwards. At the junction of Grange Road & West End Lane, the speed limit is still 60mph even though this is a blind bend. There are 7 or 8 accidents a year on this stretch of the road, mostly due to excessive speed and poor visibility. With the addition of 300 new houses (with probably 2 cars per household) this will put an intolerable strain on this road at commuter times - not to mention the single lane hump back bridge at Braxted which is already an horrendous bottle neck during commuter times. To add to this, there are plans for an additional new road adding into Grange Road. This is not a quiet road and with the new housing opening , it is under prepared to cope with the excess demand to which it will be put.

	No.	%
Total responding to consultation	316	100%
Total people commenting on Page 26	3	0.9%

NP response

The second comment regarding traffic calming in Oak Road is accepted and has been included in the Justification on page 29 of the revised plan. The Parish Council will work to improve links to the A12 but this is an issue beyond the scope of the NP.

Comments about Page 27

	No.	% of all respondents	% of comments
Wording	1	0.3%	33.3%
Concerns about new roads	1	0.3%	33.3%
Grange Road upgrade important	1	0.3%	33.3%

Wording

Clearly label referenced roads from page 25 on Map 8.3
--

Disagree

	No.	%
Total responding to consultation	316	100%
Total people commenting on Page 27	3	0.9%

NP response

N/A

Comments about Page 28

	No.	% of all respondents	% of comments

One comment only

whilst extra car parking is need i fail to see where the space is coming from as i am sure that if the said businesses move out a greedy developer will see the need for yet more homes .

Disagree

	No.	%
Total responding to consultation	316	100%
Total people commenting on Page 28	1	

NP response

Without development proposals for the village centre coming forward it is hard to provide space for additional car parking or indeed any other village centre improvements.

Comments about Page 29

	No.	% of all respondents	% of comments

One comment only

The inclusion of a hotel would need to be compatible with keeping the "village" feel of Tiptree - nothing imposing

Disagree

	No.	%
Total responding to consultation	316	100%
Total people commenting on Page 29	1	

NP response

N/A

Comments about Page 30

	No.	% of all respondents	% of comments
Concerns about current infrastructure	4	1.3%	66.7%
Non-Plan issues	1	0.3%	16.7%
No more takeaways wanted	1	0.3%	16.7%

Wording

--

Disagree

	No.	%
Total responding to consultation	316	100%
Total people commenting on Page 30	6	1.9%

NP response

N/A

Comments about Page 32 (Site Allocations)

	No.	% of all respondents	% of comments
Site too large	21	6.6%	38.9%
Too far from centre of village	13	4.1%	24.1%
Concerns about proximity to Messing Inworth / listed building	11	3.5%	20.4%
Too much traffic added B1023 / B1022 / Braxted Park / Braxted / Grange roads	10	3.2%	18.5%
No more development on Tower End	8	2.5%	14.8%
Barbrook Lane preferred site	7	2.2%	13.0%
No more development on Highland / Elms	7	2.2%	13.0%
Concerns about 600 houses	7	2.2%	13.0%
Not enough open space	6	1.9%	11.1%
Duplicate?	4	1.3%	7.4%
Agree / Support page 32	4	1.3%	7.4%
Bus on Grange Road / Primary street?	4	1.3%	7.4%
Disagree with settlement boundary	4	1.3%	7.4%
Wrong place to build	3	0.9%	5.6%
Concerns about split road	3	0.9%	5.6%
Develop in SW preferred	3	0.9%	5.6%
Develop in West preferred	3	0.9%	5.6%
Non-Plan issues	2	0.6%	3.7%
Bonnie Blue Oak not included why?	2	0.6%	3.7%
Want to build for older people	2	0.6%	3.7%
Peakes referred site	2	0.6%	3.7%
Develop on Grange Road preferred site	2	0.6%	3.7%
Concerns about Oak Road	2	0.6%	3.7%
Predetermined sites	2	0.6%	3.7%
Wording	1	0.3%	1.9%
Concern about rural setting	1	0.3%	1.9%
Concern about gap between Highlands & Elm	1	0.3%	1.9%
Object to Barbrook Lane planning application	1	0.3%	1.9%
Object to Peakes planning application	1	0.3%	1.9%
Business before houses	1	0.3%	1.9%
No more beyond 600	1	0.3%	1.9%
South Colchester Road sites preferred	1	0.3%	1.9%
Current infrastructure can't cope	1	0.3%	1.9%
Concerns about Church Road	1	0.3%	1.9%
Concerns about green belt	1	0.3%	1.9%
Disagree	1	0.3%	1.9%
Impact on village life	1	0.3%	1.9%
Misunderstood TIP09 district centre boundary	1	0.3%	1.9%

Wording

Paragraph 3 grammatical error 'comprises of' either just 'comprises' or 'consists of'

Disagree

You will be well aware that the PC's plan on housing is not one that the public approve of and this is also my view.

	No.	%
Total responding to consultation	316	100%

Total people commenting on Page 32	54	17.1%
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NP response

The siting of Development is always controversial. The choices made however reflect the view of the majority of the community and are in accordance with the vision and objectives for the community. The draft plan had the support of the majority with 86% of those voting saying they would be inclined to support the plan at referendum.

Consideration of specific points:

Proximity to Messing / Inworth

In terms of proximity to the settlements, rather than the parish boundaries, the nearest point of the proposed Elms Farm development will be 1.46km from the start of the continuous Messing settlement area in the vicinity of Messing Primary School. It will also be 0.63km from Messing Park Hall.

Distance to centre from development

Most of the proposed development will be about 2km from the nearest supermarket (range: 1.8 – 3.2km).

There were no significant parcels of land offered for development in the central part of the village, but that does not preclude small development proposals coming forward for bungalows within the settlement boundary by means of normal planning procedures.

Comments about Page 36

	No.	% of all respondents	% of comments
Warriors Rest access	9	2.8%	50.0%
Lack of green space in housing	4	1.3%	22.2%
Country Park	3	0.9%	16.7%
Agree / support	2	0.6%	11.1%
Non-Plan issues	1	0.3%	5.6%
Protect lanes with buffer	1	0.3%	5.6%
Protect green space	1	0.3%	5.6%

Wording

Disagree

	No.	%
Total responding to consultation	316	100%
Total people commenting on Page 36	18	5.7%

NP response

Warriors Rest access is an on-going issue which the PC is seeking to address however it is beyond the scope of the NP. The provision of greenspace is addressed by the NP and policies will be clearer in the revised plan.

Comments about Page 38

	No.	% of all respondents	% of comments
Wording	1	0.3%	100.0%

Wording

Map 13.1 - co-ordinate index colours used to other maps

Disagree

	No.	%
Total responding to consultation	316	100%
Total people commenting on Page 38	1	0.3%

[NP response](#)

N/A

Comments about Page 39

	No.	% of all respondents	% of comments
Wording	1	0.3%	50.0%
Non-Plan issues	1	0.3%	50.0%

Wording

Countryside and Green Space ... expand 'Grove Lake' to 'Grove Lake and the back natural pond'

Disagree

	No.	%
Total responding to consultation	316	100%
Total people commenting on Page 39	2	0.6%

[NP response](#)

N/A