



## **TENDRING DISTRICT COUNCIL**

### **Planning Department**

#### **Local Plan**

#### **Settlement Hierarchy**

April 2016



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# 1. Introduction

- 1.1 The purpose of the planning system is to contribute to the achievement of sustainable development. One of the key principles of national policy is an understanding of the different roles and character of different areas. This enables us to direct growth to those areas that are most sustainable in terms of the services and facilities they offer, or can be made more sustainable through additional growth, investment in new services and facilities and convenient transport links.
- 1.2 Local Planning Authorities in England and Wales can prepare a 'Local Plan', without an up-to-date plan, the Council has limited power to influence the scale, location and quality of new development in the district, making it difficult to bring about the positive changes that the area needs and difficult to resist inappropriate development proposals that will have a detrimental effect on our area. The Council is in the process of preparing a new Local Plan to plan for the future of the district, which includes the provision of approximately 10,000 homes between 2013 and 2032 to address objectively-assessed needs. To help deliver sustainable development, the Local Plan should set out a 'settlement hierarchy' which reflects the different location, size and functions of Tendring's settlements.
- 1.3 A settlement hierarchy is a way of categorising settlements to recognise their different roles and their potential to accommodate future growth. At the top of the hierarchy are the larger settlements that fulfil the most functions, have the best infrastructure (facilities and services), are easiest to get to and from by sustainable forms of travel and have the greatest potential to accommodate further development. Smaller settlements, with more limited infrastructure and transport links, tend to feature lower down in the hierarchy. The hierarchy provides a framework to help determine which settlements are most capable of accommodating additional development and therefore promote a sustainable pattern of growth.
- 1.4 This paper helps to identify those settlements capable of accommodating 'strategic housing growth' of a scale that will deliver significant levels of housing alongside investment in new and improved infrastructure and locations that might be suitable for the establishment of new settlements.
- 1.5 This assessment has two core objectives:
  - Review the minimum criteria for settlements to be identified in the Local Plan as being capable of accommodating some form of housing growth, in theory; and
  - Identify which settlements or locations might be appropriate for accommodating strategic housing growth or the establishment of new settlements (in principle) in the new Local Plan.
- 1.6 This assessment does not determine the precise amount of development that each settlement should receive; that will be a job for the Local Plan itself, taking into account the findings of this study, the Council's revised Strategic Housing Market Assessment and Strategic Housing and Employment Land Availability Assessment and other technical studies.

## 2. Defining Settlements

2.1 This paper features five categories of settlements:

- Strategic Urban Settlements;
- Smaller Urban Settlements;
- Expanded settlements;
- Rural Service Centres; and
- Smaller Rural Settlements.

2.2 The settlements defined in Tendring are:

### Strategic Urban Settlements:

- Colchester Fringe;
- Clacton-on-Sea (including Jaywick and Holland-on-Sea); and
- Harwich and Dovercourt (including Parkeston and part of Ramsey)

### Smaller Urban Settlements

- Frinton, Walton and Kirby Cross;
- Manningtree, Lawford and Mistley; and
- Brightlingsea

### Expanded Settlements

- Weeley

### Rural Service Centres:

Alresford;  
Elmstead Market;

Little Clacton;  
St. Osyth;

Thorpe-le-Soken;  
Great Bentley

### Smaller Rural Settlements:

Ardleigh\*;  
Beaumont-Cum-Moze;  
Bradfield;  
Great Bromley;  
Great Holland;  
Thorrington;  
Weeley Heath  
Wix; and  
Wrabness.

Kirby-le-Soken;  
Little Bromley;  
Little Bentley;  
Little Oakley;  
Ramsey Village;

Tendring; Thorpe  
Station and Maltings

\* 'Ardleigh' includes the main village of Ardleigh itself and the neighbouring settlements of Ardleigh Heath, Burnt Heath, Crockleford Heath, Fox Street, Foxash Estate and John De Bois Hill.

2.4 The methodology used to categorise the settlement hierarchy establishes a sound and robust basis for promoting a sustainable pattern of housing growth.

### 3. Establishing the Local Plan Settlement Hierarchy

#### Urban settlements

A distinction can be made to differentiate between the district's urban and rural settlements. This is because urban settlements, due to their size and the way they have grown over the years tend to have the biggest range of jobs, shops, services and access to public transport and consequently tend to offer the most sustainable locations for new housing development.

Urban settlements were defined as those settlements in the district with a contiguous settlement pattern containing a population of 3,000 or more and containing a number of services, facilities and modes of public transport or locations on the Colchester fringe that can benefit from Colchester services.

Accordingly, in Tendring there are five distinct urban settlements that have a contiguous settlement pattern with a population of 3,000 or more plus the Colchester fringe:

Clacton-on-Sea (including Jaywick and Holland-on-Sea);

Harwich and Dovercourt (including Parkeston and part of Ramsey);

Frinton, Walton and Kirby Cross;

Manningtree, Lawford and Mistley;

Brightlingsea; and

Colchester fringe

To determine which of the district's settlements could be capable of accommodating strategic housing growth (i.e. larger developments of 700 or more dwellings with integrated schools and other services and facilities), the first step is to carefully assess each settlement by looking at the size of settlement and their relative accessibility to jobs, shops, services and public transport, the existing characteristics and functions of each settlement and the requirements of national planning policy.

To achieve this, it is important to assess how 'sustainable' each settlement through a model for calculating the relative accessibility of settlements. Each settlement is given a percentage score based on accessibility to jobs, shops, services and public transport by foot and cycle. The methodology used is included as Appendix 1 to this paper.

Applying this approach to the district's five urban areas and Colchester, the following scores were achieved (see Appendix 2 for the detailed assessments of each settlement):

100%	Colchester
98%	Clacton-on-Sea
82%	Harwich & Dovercourt
80%	Frinton, Walton & Kirby Cross
80%	Lawford, Manningtree & Mistley
56%	Brightlingsea

The assessment assumes that Colchester is the most sustainable settlement (as it has all the services and facilities listed in this assessment) and so the score for every other settlement is relative to Colchester. Brightlingsea's score is much lower, mostly attributable to the fact it does not have a railway station. Whilst the scores for each settlement vary slightly when compared to the previous version of the model used, the settlements fall in the same order when using both models.

Whilst these scores provide a useful way to compare the relative accessibility of each urban area, in order to identify potential suitable settlements for strategic housing growth it is also necessary to look more closely at the findings for each settlement and to make a judgement, on a qualitative basis, as to the suitability of each settlement to accommodate strategic housing growth in terms of their character, function and other factors such as location within the district and considering other factors such as potential for economic growth and investment in infrastructure. This is covered in the next chapter.

### **Rural settlements**

Rural settlements tend to have a limited offer in comparison with their urban neighbours. However, where there is a need for some housing development in a rural location, perhaps to support the local community or because there is insufficient capacity in and around urban settlements, growth, where possible, ought to reflect size and relative accessibility of that settlement. For example, a village with a school, some shops and a bus or train service linking it to a nearby urban area would be better placed to sustain a greater level of new housing than a small village or hamlet with few facilities and poor access to public transport. Equally, a large vibrant village would be better placed to sustain higher levels of growth but continue to retain its character compared to a small rural village or hamlet where even a modest contribution of new housing could double its population and transform its character.

Tendring has a large rural heartland that contains rural settlements of varying size and character. For example, nuclear settlements such as Great Bentley and Elmstead Market and more linear settlements such as Bradfield and Little Clacton to much smaller settlements such as Stone's Green and Horsleycross Street. There are also some areas of road-side ribbon development that, due to their remoteness and lack of facilities might not constitute a settlement in planning terms, but where some residents consider these small groups of dwellings to be a separate community in their own right.

It is argued that communities can only thrive if there is a balanced demographic structure that can support local amenities and businesses. The risk is that with an ageing population and a strengthening housing market, many younger people will be priced out of living in the village where they grew up or now work. Without the right balance of older and younger

people, rural villages can become economically unviable and local businesses could move out of the area. However, it is also recognised that because some of these smaller settlements are so small, even a modest development of new housing would represent a significant net percentage increase in dwellings and population and promoting peripheral expansion to settlements that are so poorly accessible would result in the new inhabitants being entirely reliant on the use of a private car, which would be contrary to the National Planning Policy Framework which seeks to promote sustainable travel patterns.

The 2012 Draft Local Plan identified 37 rural settlements. To be defined as a settlement in the draft Local Plan, settlements had to contain a compact group of at least 10 dwellings that could be identified as the core of a separate rural community. Poor accessibility to jobs, shops, services and public transport did not necessarily justify the exclusion of a settlement, but it did influence the decision as to whether that settlement should be earmarked for peripheral expansion for housing. This threshold is still considered appropriate and so all 37 rural settlements contained in the 2012 Draft of the Local Plan (as amended by the 2014 Focussed Changes) have been re-assessed in this paper. The only differences being that Weeley Heath has been considered separately to Weeley (because although there is a local view that both settlements should be classed as one and the same, Weeley Heath is physically separate from the main village and is much more rural in character).

### **Accessibility to Jobs, Shops, Services and Public Transport**

The same methodology used above for the district's urban settlements was also applied to the district's rural settlements. For the rural settlements, the accessibility calculation has been undertaken from the edge of the built up area rather than the centre to recognise that some services and facilities do lie outside of the village but sometimes within reasonable walking or cycling distance. The results, in order of score, are as follows (the detailed results for the rural settlements are included in Appendix 2):

71%	Alresford
63%	Great Bentley
54%	Weeley
51%	Little Clacton
51%	Thorpe Station and Maltings
49%	Weeley Heath
47%	Elmstead Market
47%	Thorpe-le-Soken
39%	St. Osyth
38%	Kirby-le-Soken
35%	Thorrington



35%	Thorrington Cross
34%	Great Holland
32%	Mistley Heath
31%	Bradfield
31%	Thorpe Green
30%	Bradfield Heath
29%	Ardleigh
28%	Frating
28%	Wix
28%	Wrabness
26%	Little Oakley
25%	Aingers Green
24%	Ardleigh Heath
24%	Great Oakley
22%	Crockleford Heath
21%	Fox Street
21%	John De Bois Hill
21%	Point Clear
19%	Ramsey Village
17%	Bromley Cross
17%	Burnt Heath
15%	Tendring
13%	Balls Green
13%	Hare Green
13%	Ravens Green
12%	Beaumont-cum-Moze
10%	Great Bromley
9%	Stones Green
8%	Little Bromley
7%	Horsleycross Street
7%	Tendring Green
6%	Little Bentley

Alresford came out as the highest scoring rural settlement using the model; scoring even higher than the lowest scoring urban area, Brightlingsea. However, this is most likely due to the fact that this village has a railway station, whereas Brightlingsea does not. The smaller, more isolated settlements located away from urban settlements achieved much lower scores, as expected, but some of the smaller settlements close to the urban areas or larger villages scored relatively well.

Great Bentley and Alresford score highly, mostly attributable to them having railway stations and having small employment areas and village centres. Elmstead Market and Weeley also score high.

## Settlement Size

Whilst the above assessment provided a basis for setting out a village hierarchy, it did not take into account the relative size of the settlements and their individual character which have a major influence on how much growth they could be expected to accommodate. In establishing the settlement hierarchy contained in the 2012 Draft Local Plan, the accessibility score was combined with the size of each settlement. This is still considered to be an effective way of utilising the accessibility scores and taking into account the size of each settlement and so will continue to be applied in order to inform the settlement hierarchy in the new Local Plan.

The rural settlements in terms of approximate number of dwellings within the definable built up area is set out below (numbers correct at May 2014 and are rounded to the nearest 10):

1020	St. Osyth
1000	Little Clacton
810	Alresford
720	Elmstead Market
690	Great Bentley
660	Thorpe-le-Soken
590	Kirby-le-Soken
540	Point Clear
490	Weeley
470	Little Oakley
380	Bradfield
350	Great Oakley
340	Great Holland
320	Thorrington
300	Ardleigh
260	Weeley Heath
200	Wix
180	Aingers Green
180	Frating
150	Hare Green
110	Ramsey Village
70	Wrabness
60	Little Bromley
60	Tendring
50	Great Bromley
50	Tendring Green
50	Thorrington Cross
40	Beaumont-cum-Moze
40	Fox Street
40	Stones Green
30	Ardleigh Heath
30	Balls Green
30	Bromley Cross
30	Burnt Heath
30	Little Bentley
20	Bradfield Heath
20	Horsleycross Street
20	John De Bois Hill
20	Mistley Heath
20	Thorpe Green
20	Thorpe Station and Maltings
10	Crockleford Heath
10	Ravens Green

There are some general consistencies between the two sets of results that suggest, unsurprisingly, that there is a relationship between the size of a settlement and its relative accessibility. However, there are some notable inconsistencies. For example, St. Osyth is by far the largest village in terms of size but in terms of accessibility, it falls below the other larger villages, probably due to it not having a railway station and no dedicated employment areas. Additionally, Point Clear also features fairly high in the above list but features fairly low on the accessibility list as it is located some distance from the main village. The small hamlet known as Thorpe Station and Maltings is considered to be fairly accessible but is one of the smallest settlements in terms of size.

### Comparing accessibility and size

The above list demonstrates that it would not be sensible to base a settlement hierarchy purely on either the accessibility of a settlement or its size. In preparing the 2012 Draft Local Plan the results were combined to give an overall score that related both to the accessibility or a settlement and its size. This is still considered to be an effective approach to inform the settlement hierarchy in the new Local Plan.

To combine the results of the accessibility assessment with the relative size of the rural settlements, the number of dwellings had to be converted into a percentage score to make them directly comparable. To do this, the percentage score for size was based on 1,250 dwellings representing 100% i.e. the number of dwellings at 2.4 persons per dwelling you would expect to see in a village with a population of exactly 3,000; the level at which it would become an urban area as far as planning in Tendring is concerned. The calculation was as follows:

$$\frac{\text{Number of dwellings}}{1,250} \times 100 = \text{Percentage (\%) score for settlement size}$$

The score for settlement size was then compared to the score for accessibility and the two results were combined and then divided by two to give an overall average percentage score using the following simple calculation:

$$\frac{\text{Percentage score for settlement size} + \text{Percentage score for accessibility}}{2} = \text{Overall percentage score}$$

The results of the above calculation was as follows:

68%	Alresford
66%	Little Clacton
60%	St. Osyth
59%	Great Bentley
52%	Elmstead Market
50%	Thorpe-le-Soken
47%	Weeley
43%	Kirby-le-Soken
35%	Weeley Heath
32%	Point Clear
32%	Little Oakley
31%	Bradfield
31%	Great Holland
30%	Thorrington
27%	Ardleigh
26%	Thorpe Station and Maltings
26%	Great Oakley

22%	Wix
21%	Frating
20%	Aingers Green
20%	Thorrington Cross
17%	Wrabness
17%	Mistley Heath
16%	Bradfield Heath
16%	Thorpe Green
14%	Ramsey Village
13%	Hare Green
13%	Ardleigh Heath
12%	Fox Street
11%	Crockleford Heath
11%	John De Bois Hill
10%	Bromley Cross
10%	Tendring
10%	Burnt Heath
8%	Balls Green
8%	Beaumont-cum-Moze
7%	Ravens Green
7%	Great Bromley
6%	Little Bromley
6%	Stones Green
6%	Tendring Green
4%	Little Bentley
4%	Horsleycross Street

The scores above provide a robust basis for defining settlement categories rather than simply using the accessibility score or the less sophisticated facility-based approach used for previous Local Plans. The results are roughly consistent with the previous assessment that informed the hierarchy of settlements set out in the 2012 Draft of the Local Plan with a handful of notable exceptions. Thorpe-le-Soken features lower in the above list than it did when using the previous model, mostly due to the fact that the railway station is no longer considered to be within reasonable walking distance. Elmstead Market also features higher in the list of settlements but this is probably due to the recent construction of the employment site (Lanswood Park Business Centre) that is within reasonable walking distance of the village, which gives it a higher score.

From this exercise one could define three groups of rural settlement by applying thresholds at 40% and 20%:

Settlements that scored the highest (40% or more):

Alresford  
 Little Clacton  
 St. Osyth  
 Great Bentley  
 Elmstead Market  
 Thorpe-le-Soken  
 Weeley  
 Kirby-le-Soken

Next highest scoring settlements (20%-39%):

Weeley Heath  
 Point Clear  
 Little Oakley

Bradfield  
Great Holland  
Thorrington  
Ardleigh  
Thorpe Station and Maltings  
Great Oakley  
Wix  
Frating  
Aingers Green  
Thorrington Cross

Lowest scoring settlements (19% or less):

Wrabness  
Mistley Heath  
Bradfield Heath  
Thorpe Green  
Ramsey Village  
Hare Green  
Ardleigh Heath  
Fox Street  
Crockleford Heath  
John De Bois Hill  
Bromley Cross  
Tendring  
Burnt Heath  
Balls Green  
Beaumont-cum-Moze  
Ravens Green  
Great Bromley  
Little Bromley  
Stones Green  
Tendring Green  
Little Bentley  
Horsleycross Street

### **Reviewing rural settlement categories**

In the 2012 Draft Local Plan there are two tiers of rural settlement: 'Key Rural Service Centre' and 'Smaller Rural Settlement'. The rural settlements are split into these two categories to help provide some distinction between those that are considered to be more sustainable and therefore capable (in theory) of accommodating some planned growth and those that are less sustainable and not suitable to accommodating significant levels of development. This approach was based on the (now withdrawn) East of England Plan, which sought to provide some distinction between larger, more sustainable villages (which it referred to as 'Key Service Centres') and smaller, less sustainable villages. This approach of having two distinct groupings of settlement remains justified and should continue to be applied to the new Local Plan. However, as three obvious groupings of settlement emerged from the exercise above, the next task is to determine which of these are considered to fall within the higher or lower rural category.

The East of England Plan definition of a 'key service centre' was a large village with a good level of services, which include:

- a primary school within the settlement and a secondary school within the settlement or easily accessible by public transport;

- primary health care facilities;
- a range of retail and service provision capable of meeting day-to-day needs, in particular for convenience shopping;
- local employment opportunities; and
- frequent public transport to higher order settlements.

In preparing the 2012 Draft Local Plan, it was argued that the East of England Plan's criteria were somewhat vague and very much open to interpretation. These criteria were therefore interpreted as follows (and echo the approach used in the accessibility assessment). To qualify as a Key Service Centre, a rural settlement needed to have:

- a primary school inside or within 800m walking distance of its Settlement Development Boundary;
- a primary care facility i.e. a GP surgery inside or within 800m walking distance of its Settlement Development Boundary;
- a defined 'village centre' within the Settlement Development Boundary;
- local employment opportunities in the form of an employment area inside its Settlement Development Boundary or within 800m walking distance from the Settlement Development Boundary;
- a railway station inside or within 800m walking distance of its Settlement Development Boundary; and
- a 'good' bus route running through the settlement (i.e. an hourly service in both directions Monday to Friday).

It was decided not to include secondary schools in the list of criteria as all settlements with a railway station and a good bus route are within reasonable travelling distance from one of the district's secondary schools, or the secondary schools in Colchester, so it wasn't necessary to include this as an additional criterion. These criteria are still considered to be robust and can be reapplied in assessing all the settlements listed above.

The results overleaf take all the rural settlements as categorised following the accessibility/size assessment above and simply compares them with the above six criteria.

Settlement	Primary school	GP	Defined village centre	Defined employment area	Railway Station	Good bus route	Total
Aingers Green	No	No	No	No	No	No	0
Alresford	Yes	Yes	Yes	Yes	Yes	Yes	6
Ardleigh	Yes	Yes	No	No	No	Yes	3
Ardleigh Heath	No	No	No	No	No	No	0
Balls Green	No	No	No	No	No	No	0
Beaumont-cum-Moze	No	No	No	No	No	Yes	1
Bradfield	Yes	No	No	No	No	Yes	2
Bradfield Heath	No	No	No	No	No	Yes	1
Bromley Cross	No	No	No	No	No	No	0
Burnt Heath	No	No	No	No	No	No	0
Crockleford Heath	No	No	No	No	No	No	0
Elmstead Market	Yes	Yes	Yes	Yes	No	Yes	5
Fox Street	No	No	No	No	No	No	0
Frating	No	No	No	No	No	Yes	1
Great Bentley	Yes	Yes	Yes	Yes	Yes	No	5
Great Bromley	Yes	No	No	No	No	No	1
Great Holland	No	No	No	Yes	No	Yes	2
Great Oakley	Yes	Yes	No	No	No	Yes	3
Hare Green	No	No	No	No	No	No	0
Horsleycross Street	No	No	No	No	No	No	0
John De Bois Hill	No	No	No	No	No	No	0
Kirby-le-Soken	Yes	No	No	No	No	Yes	2
Little Clacton	Yes	No	Yes	Yes	No	Yes	4
Little Bentley	No	No	No	No	No	No	0
Little Bromley	No	No	No	No	No	No	0
Little Oakley	Yes	No	No	No	No	Yes	2
Mistley Heath	No	No	No	No	No	Yes	1
Point Clear	No	No	No	No	No	Yes	1
Ramsey	Yes	No	No	No	No	Yes	2
Ravens Green	No	No	No	No	No	No	0
Stones Green	No	No	No	No	No	No	0
St. Osyth	Yes	Yes	Yes	No	No	Yes	4
Tendring	No	No	No	No	No	No	0
Tendring Green	No	No	No	No	No	No	0
Thorpe Green	No	No	No	No	No	Yes	1
Thorpe-le-Soken	Yes	Yes	Yes	No	No	Yes	4
Thorpe Stn & Maltings	No	No	No	Yes	Yes	Yes	3
Thorrington	No	No	No	No	No	Yes	1
Thorrington Cross	No	No	No	No	No	Yes	1
Weeley & Weeley Heath	Yes	No	No	Yes	Yes	Yes	4
Wix	Yes	No	No	Yes	No	Yes	3
Wrabness	No	No	No	No	Yes	No	1

If strictly applying the East of England Plan's criteria (as interpreted above) only the settlement of Alresford would actually qualify. However, in the interest of having a spatial strategy that allows for a reasonable distribution of housing across the district a more flexible approach is required.

It is easier at this stage to discount any settlement that performs particularly poorly against the above criteria from being a potential Key Rural Service Centre. It is therefore suggested that, as before, any settlement that fulfils three or fewer of the criteria should not, as a matter of principle, be considered as a Key Rural Service Centre in the new Local Plan but instead included within the 'Smaller Rural Settlement' category. Those settlements are as follows:

Rural settlements fulfilling three or fewer of the East of England Plan criteria (the number in brackets represents the number of criteria that were met)

- Aingers Green (0)
- Ardleigh (3)
- Ardleigh Heath (0)

- Balls Green (0)
- Beaumont-cum-Moze (1)
- Bradfield (2)
- Bradfield Heath (1)
- Bromley Cross (0)
- Burnt Heath (0)
- Crockleford Heath (0)
- Fox Street (0)
- Frating (1)
- Great Bromley (1)
- Great Holland (2)
- Great Oakley (3)
- Hare Green (0)
- Horsleycross Street (0)
- John De Bois Hill (0)
- Kirby-le-Soken (2)
- Little Bentley (0)
- Little Bromley (0)
- Little Oakley (2)
- Mistley Heath (1)
- Point Clear (1)
- Ramsey (2)
- Ravens Green (0)
- Stones Green (0)
- Tendring (0)
- Tendring Green (0)
- Thorpe Green (1)
- Thorpe Station & Maltings (3)
- Thorrington (1)
- Thorrington Cross (1)
- Weeley Heath (3)
- Wix (3)



- Wrabness (1)

This just leaves the following settlements that fulfilled four or more of the six criteria:

Rural settlements fulfilling four or more of the East of England Plan criteria (the number in brackets represents the number of criteria that were met)

Alresford (6)  
Elmstead Market (5)  
Great Bentley (5)  
Little Clacton (4)  
St. Osyth (4)  
Thorpe-le-Soken (4)  
Weeley (4)

These are the Key Rural Service Centres identified in the 2012 Draft Local Plan and so from this exercise it appears that no change in approach is needed for the new version of the Local Plan.

## Comparing the East of England Plan approach with the accessibility/size hierarchy

The accessibility/size-based approach above resulted in three distinct groupings of rural settlement compared to the two categories that has emerged when using the East of England Plan approach. The following provides a comparison of the accessibility/size-based hierarchy and compares it with the hierarchy envisaged if the approach based on the (now abolished) East of England Plan was applied strictly:

Accessibility/size-based approach	East of England Plan criteria-based approach
<p><u>Settlements that scored the highest:</u></p> <p>Alresford Elmstead Market Great Bentley Little Clacton St. Osyth Thorpe-le-Soken Weeley Kirby-le-Soken</p> <p><u>Next highest scoring settlements:</u></p> <p>Aingers Green Ardleigh Bradfield Frating Great Holland Great Oakley Little Oakley Point Clear Thorpe Station and Maltings Thorrington Thorrington Cross Weeley Heath Wix</p> <p><u>Lowest scoring settlements:</u></p> <p>Ardleigh Heath Balls Green Beaumont-cum-Moze Bradfield Heath Bromley Cross Burnt Heath Crockleford Heath Fox Street Great Bromley Hare Green Horsleycross Street John De Bois Hill Little Bentley</p>	<p><u>Settlements that fulfilled 4 or more criteria:</u></p> <p>Alresford Elmstead Market Great Bentley Little Clacton St. Osyth Thorpe-le-Soken Weeley</p> <p><u>Settlements that fulfilled 3 or fewer criteria:</u></p> <p>Aingers Green Ardleigh Ardleigh Heath Balls Green Beaumont-cum-Moze Bradfield Bradfield Heath Bromley Cross Burnt Heath Crockleford Heath Fox Street Frating Great Bromley Great Holland Great Oakley Hare Green Horsleycross Street John De Bois Hill Kirby-le-Soken Little Bentley Little Bromley Little Oakley Mistley Heath Point Clear Ramsey Ravens Green Stones Green Tendring Tendring Green Thorpe Green</p>

Little Bromley Mistley Heath Ramsey Village Ravens Green Stones Green Tendring Tendring Green Thorpe Green Wrabness	Thorpe Station & Maltings Thorrington Thorrington Cross Weeley Heath Wix Wrabness
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Looking closely at the above comparison, the 7 same settlements (Alresford, Elmstead Market, Great Bentley, Little Clacton, St. Osyth, Thorpe-le-Soken and Weeley) appear in the list of highest scoring settlements for each approach used. It is therefore concluded that these 7 settlements could definitely continue to be included in the higher tier of tier of rural settlements in the new version of the Local Plan.

The only anomaly when comparing the two sets of highest scoring settlement is Kirby-le-Soken, which features in the highest tier of rural settlement if based on the accessibility/size assessment but does not feature in the highest scoring settlements if using the East of England Plan criteria-based approach. Whilst this was the 7<sup>th</sup> highest scoring rural settlement according to the accessibility/size assessment, the fact that it scored so badly against the East of England Plan approach (only achieving 2 criteria) would justify exclusion from the list of 'Key Rural Service Centres' in the new Local Plan

The remaining settlements could justifiably be defined in the lower 'Smaller Rural Settlements' category in the new version of the Local Plan.

### **Further refinement following refusal of planning applications**

Since the publication of the National Planning Policy Framework (NPPF) and the 2012 Draft Local Plan, the Council has needed to apply the 'presumption in favour of sustainable development' (as set out in paragraph 14 of the NPPF) in the absence of a 5-year supply of deliverable housing sites plus a 20% buffer to deliver objectively assessed housing requirements. The presumption in favour of sustainable development, when there is a housing supply shortfall, requires Councils to consider developments on their merits looking at economic, social and environmental factors. It also requires that applications be approved unless specific policies in the NPPF indicate development should be restricted.

One of the core planning principles under paragraph 17 of the NPPF is to "actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are of can be made sustainable". In considering some planning applications for residential development in some of the more remote villages like Stones Green, Hare Green and Tendring Green, Planning Officers determined that their lack of facilities and remote locations meant that the environmental harm and the conflict with the above core principle of the NPPF would outweigh any economic or social benefits.

For this reason, this 2016 update has sought to further refine the list of smaller rural settlements to exclude those where sustainability is likely to be a significant issue. To do this, the settlements fulfilling 3 or fewer of the East of England criteria (explained above) have been revisited. Those settlements are listed overleaf according to how many criteria they do meet.

Settlements meeting 3 criteria

Ardleigh  
Great Oakley  
Thorpe Station & Maltings

In meeting 3 of the 6 criteria, the continued inclusion of Ardleigh, Great Oakley and Thorpe Station and Maltings within the settlement hierarchy appears to be justified.

Settlements meeting 2 criteria

Bradfield  
Great Holland  
Kirby-le-Soken  
Little Oakley  
Ramsey  
Weeley Heath  
Wix

In meeting 2 of the 6 criteria, the continued inclusion of Bradfield, Great Holland, Kirby-le-Soken, Little Oakley, Ramsey, Weeley Heath and Wix within the settlement hierarchy also appears to be justified.

Settlements meeting 1 criteria

Beaumont-cum-Moze  
Bradfield Heath  
Great Bromley  
Frating  
Mistley Heath  
Point Clear  
Thorpe Green  
Thorrington  
Thorrington  
Cross Wrabness

Settlements meeting 0 criteria

Aingers Green  
Ardleigh Heath  
Balls Green  
Bromley Cross  
Burnt Heath  
Crockleford  
Heath Fox Street  
Hare Green  
Horsleycross Street  
John De Bois Hill  
Little Bentley  
Little Bromley  
Ravens Green  
Stones Green  
Tendring  
Tendring Green

Where a settlement only meets one or none of the criteria, sustainability becomes more questionable and there would be an argument for excluding all of these settlements from the settlement hierarchy.

However, in the preparation of the Local Plan that went on to be adopted in 2007, there were strong objections to the exclusion of Little Bentley and Little Bromley from the settlement hierarchy, from the Parish Councils concerned. It was because they felt that exclusion from the Local Plan would undermine the significance, in the District Council's eyes, of those communities and would make it difficult to achieve small scale growth or to deliver affordable housing for local people under the rural exceptions policy.

With that in mind, it is suggested that even if a settlement only fulfils 0 or 1 criteria, if it is either the only settlement or the main settlement within an administrative Parish, it should still qualify for inclusion in the refined hierarchy to represent the core of that community. In applying this logic, the following settlements would be either included or excluded from the revised settlement hierarchy:

#### Settlements to be included

- Beaumont-cum-Moze (the main settlement in Beaumont Parish)
- Great Bromley (the main settlement in Great Bromley Parish)
- Frating (the main settlement in Frating Parish)
- Thorrington (the main settlement in Thorrington Parish)
- Wrabness (the main settlement in Wrabness Parish)
- Little Bentley (the main settlement in Little Bentley Parish)
- Little Bromley (the main settlement in Little Bromley Parish)
- Tendring (the main settlement in Tendring Parish)

#### Settlements to be excluded

- Aingers Green (not the main settlement in Great Bentley Parish)
- Ardleigh Heath (not the main settlement in Ardleigh Parish)
- Balls Green (not the main settlement in Great Bromley Parish)
- Bradfield Heath (not the main settlement in Bradfield Parish)
- Bromley Cross (not the main settlement in Great Bromley Parish)
- Burnt Heath (not the main settlement in Ardleigh Parish)
- Crockleford Heath (not the main settlement in Ardleigh Parish)
- Fox Street (not the main settlement in Ardleigh Parish)
- Hare Green (not the main settlement in Great Bromley Parish)
- Horsleycross Street (not the main settlement in Mistley Parish)
- John De Bois Hill (not the main settlement in Ardleigh Parish)
- Mistley Heath (not the main settlement in Mistley Parish)
- Point Clear (not the main settlement in St. Osyth Parish)
- Ravens Green (not the main settlement in Little Bentley Parish)
- Stones Green (not the main settlement in Great Oakley Parish)
- Tendring Green (not the main settlement in Tendring Parish)
- Thorpe Green (not the main settlement in Thorpe Parish)
- Thorrington Cross (not the main settlement in Thorrington Parish)

Point Clear is in the list of settlements for exclusion because although it is a relatively large settlement with more than 500 dwellings its exclusion from the settlement hierarchy might help to address concerns expressed locally about continued development in Point Clear and the increase in traffic needing to go through the tight crossroads in the centre of neighbouring St. Osyth.

## **4. Locations for large scale development or new settlements**

- 4.1 The National Planning Policy Framework provides guidance on how housing development should be addressed in Local Plans. It advocates a presumption in favour of sustainable development to meet the needs of individual communities and states that local planning authorities should positively seek opportunities to meet the development needs of the area. For Tendring, the objectively assessed need for housing, based on demographic projections and the findings, of the latest Strategic Housing Market Assessment (SHMA) is approximately 10,000 new homes between 2013 and 2032 – the proposed timescale for the new version of the Local Plan.
- 4.2 To accommodate this scale of development, the strategy for growth in the new version of the Local Plan will need to be radically different to that originally published in 2012. Consideration will need to be given to allocating sites for larger strategic housing developments that achieve sufficient critical mass of development to deliver new facilities and infrastructure to meet the needs of the growing population.
- 4.3 The National Planning Policy Framework states that ‘the supply of new homes can sometimes be best achieved through planning for larger scale development, such as new settlements or extensions to existing villages and towns that follow the principles of Garden Cities’. Given the scale of housing growth the Council now needs to plan for and the limitations in the district’s infrastructure highlighted in Essex County Council’s comments on the 2012 Draft Local Plan, and its preferences raised in the 2015 Issues and Options consultation, a strategy that identifies such larger scale developments, accompanied by new infrastructure, is required.
- 4.4 The Council’s Strategic Housing Land Availability Assessment identifies potential to deliver up to 11,000 homes on sites within and on the edge of the district’s towns and larger villages.
- 4.5 Whilst the National Planning Policy Framework is not prescriptive about how growth should be managed by each local planning authority, it provides the following guidance throughout the document that help to form the basis of a structured approach to categorising settlements and distributing growth by requiring local planning authorities to:
- Respond positively to wider opportunities for growth and take account of market signals;
  - Take into account the different roles and characters of different areas – promoting the vitality of the main urban areas, protecting the countryside and supporting thriving rural communities within it;
  - Actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable; and
  - Promote sustainable development in rural areas by directing housing where it will enhance or maintain the vitality of rural communities and reject proposals for isolated homes in the countryside except in exceptional circumstances.
- 4.6 To help guide the search for locations that might be suitable for strategic larger-scale developments it was important to establish some broad criteria that reflect the above guidance from national policy and which could be used to identify those settlements that

might be suitable and those which are not. For a location or settlement to be considered as a possible strategic growth area or a location for a new settlement in the new Local Plan, it needed to fulfil all of the following criteria, and be:

- Located on the railway line with an existing railway station (or have one within reasonable proximity or with reasonable prospect of delivery of a new station) – to encourage sustainable travel patterns, in accordance with the principle of sustainable development set out in the National Planning Policy Framework;
- Located on the strategic road network (A120 or A133) – whilst this would encourage travel by car, which is not considered to be sustainable, it is important to recognise the geography and characteristics of the district which means that some travel by car will be inevitable; so if car movements are likely it is important to encourage the use of the existing strategic road network, which is designed to accommodate large-scale traffic, rather than the district's smaller, and often rural, roads;
- Located in an area with at least one existing or proposed strategic employment area, or within a 30-minute train journey of a strategic employment area elsewhere – to ensure future occupants have access to jobs; and
- Have at least one broad area of developable land capable (in theory) of accommodating 700 or more new dwellings – this is considered by the Council and Essex County Council (the Education Authority) to be the minimum number of dwellings that would be able to justify the provision of a new primary school on site; a critical piece of community infrastructure required to create sustainable communities.

### Strategic expansion of existing urban settlements

- 4.7 The logical starting point in identifying where strategic housing growth could potentially be directed to was to look carefully at the district's existing settlements, looking first at the district's largest and most sustainable settlements – the urban settlements (including Colchester). The following table lists all the settlements in the district and compares them against the above criteria:

Settlement	Railway Station	Located on Strategic Road Network	Strategic Employment Area (or within 30 min train journey)	Potential Suitable Land Around Periphery	Total
Colchester	Yes	Yes	Yes	Yes	4
Clacton	Yes	Yes	Yes	Yes	4
Harwich	Yes	Yes	Yes	Yes	4
Frinton/Walton	Yes	No	Yes	Yes	3
Manningtree, Lawford and Mistley	Yes	No	Yes	Yes	3
Brightlingsea	No	No	No	No	0

- 4.8 From the above assessment, only three out of the six urban areas in the district appear to be suitable locations for strategic housing growth. However, it is important to take into account other factors at this stage such as land availability and the potential for each settlement to physically accommodate strategic growth. The following therefore provides a summary of each of the district's urban settlements.

#### Colchester Fringe/West Tendring

- 4.9 In the accessibility assessment, Colchester scored 100%, being the most accessible to all the highest-scoring facilities included in the assessment. However, only a small portion of Colchester's built up area falls within the Tendring District. The area to the east of Colchester is identified in the Economic Development Strategy as having potential for sustainable economic growth through the possible expansion of Essex University and any associated additional employment-related development. Colchester performs a regionally important economic role, and was identified as a 'key centre for development and change' in the (now withdrawn) East of England Plan. For these reasons, Colchester could be an option for strategic growth/new settlement in the new Local Plan for both Colchester Borough Council and this Council, working together in accordance with the legal 'Duty to Co-operate'. There is also a genuine developer interest in major development in this location and Colchester Borough Council has already identified a new settlement east of Colchester as an option through its consultation exercise on issues and options. The developable area for housing in this location is two thirds in Tendring and one third in Colchester.

#### Clacton-on-Sea

- 4.10 Clacton achieved a high score in the accessibility assessment (98%) due to its size and high number of jobs, shops, services and transport choices. It is also the only urban settlement within Tendring with a 'major town centre' and multiple 'strategic employment areas'. This demonstrates that the settlement performs an important role in the district. Additionally, the town has good links to the strategic road network via the A133 and is an area identified in the Economic Development Strategy as likely to be capable of accommodating sustainable economic growth, which would be boosted by additional housing growth. The Council's Strategic Housing Market Assessment identifies that there is a high demand (and need) for housing in Clacton due primarily to its popularity for retirement. Whilst Clacton is affected by some areas at risk of flooding, the majority of the settlement is relatively unconstrained and there are locations capable of accommodating strategic housing growth and improvements in road infrastructure. Clacton is therefore capable in theory of accommodating larger-scale, strategic growth in the new Local Plan.

#### Harwich

- 4.11 Harwich scored slightly less than Clacton (82%) in the accessibility assessment as it is less accessible to jobs, shops, services and facilities, having a smaller town centre and fewer strategic employment areas. However, the settlement is considered to perform an important economic role in the district due to the presence of the Harwich Port and the potential for there to be significant economic growth in port-related industries and those associated with the renewable wind industry. Additionally, the town has very good links to the strategic road network via the A120 and is an area identified in the Economic Development Strategy as likely to be capable of accommodating sustainable economic growth, which would be boosted by additional housing growth. However, demand for housing in Harwich is lower than that for the coastal resorts of Clacton and Frinton/Walton. Furthermore, the town is highly constrained due to it being located on a narrow peninsular and because much of the land to the north and south is at risk of flooding, which means that it could only expand westwards, and there are concerns about the suitability of this land for development in terms of landscape impact. For these reasons Harwich would not be able to accommodate strategic housing growth with individual developable developments of 700 or more homes but should be able to deliver housing growth relative to the size, character and function of the settlement. The new Local Plan should however recognise the importance of the town in terms of its potential for future economic growth with strategic-scale employment developments proposed at Bathside Bay and on land along the A120.



### Frinton and Walton

- 4.12 The Frinton/Walton area scored slightly less than Harwich (80%) in the accessibility assessment due to it not having a wider range of medical facilities. The Frinton/Walton urban area is not as well connected to the strategic road network with all outbound traffic having to travel through the village of Thorpe-le-Soken. Whilst there is a high demand for housing in this area (in particular Frinton) due to its popularity, the urban area does not perform as strong an economic role as Clacton or Harwich and growth is fairly constrained due to the need to protect the existing coastal landscape character to the north and south. For these reasons, Frinton/Walton is not considered suitable for strategic housing growth with individual developable developments of 700 or more homes but could continue to receive some additional housing growth relative to the size, character and function of the settlement.

### Manningtree, Lawford and Mistley

- 4.13 The Manningtree, Lawford and Mistley urban area scored the same as Frinton/Walton (80%) in the accessibility assessment due to it not having a range of medical facilities. The Manningtree, Lawford and Mistley urban area is well placed on the railway line to London but it is not very well connected to the strategic road network. It also has a much smaller town centre compared to the other urban areas in the district, which is unlikely to be capable of expansion due to its historic layout and narrow streets. Whilst there is a high demand for housing in this area due to its proximity to London by rail, the urban area does not perform as strong an economic role as Clacton or Harwich and the area is relatively constrained due to the need to retain the existing character of the area and there is only potential for small-scale growth to the south of Lawford. For these reasons, the Manningtree, Lawford and Mistley area is not considered suitable for strategic housing growth but would be suitable smaller allocations of growth throughout the settlements.

### Brightlingsea

- 4.14 Brightlingsea scored much lower (58%) than the other urban settlements and some rural settlements mostly due to it not having a railway station, unlike the district's other urban settlements and some larger villages which do. Additionally, the town is poorly connected to the strategic road network with only one road serving the town. It also has a much smaller town centre compared to the other urban areas in the district and whilst there is a fairly high demand for housing in this area, it does not perform a strong strategic economic role as the other urban settlements in the district. Furthermore, the town is relatively constrained due to it being surrounded by environmentally sensitive land to the west and east and there is the need to protect the existing coastal landscape character of the area, with only some limited potential for small-scale growth. For these reasons, Brightlingsea is not considered to be a suitable location for strategic housing growth but could continue to receive some additional housing growth relative to the size, character and function of the settlement.

### Conclusion

- 4.15 There needs to be some further distinction between those settlements capable of accommodating strategic housing (or in the case of Harwich, employment) growth, and those that are not. Clacton, Harwich and the Colchester Fringe could, therefore, be identified in a separate category of their own. The district's other urban settlements could fall within a slightly lower tier.

It is suggested, therefore, that the urban areas be categorised as follows in the new version of the Local Plan:

Strategic Urban Settlements:

Colchester Fringe;

Clacton-on-Sea (including Jaywick and Holland-on-Sea); and

Harwich and Dovercourt (including Parkeston and part of Ramsey).

Smaller Urban Settlements:

Frinton, Walton and Kirby Cross;

Manningtree, Lawford and Mistley; and

Brightlingsea.

**Strategic expansion of rural settlements/creation of a new settlement**

- 4.16 The National Planning Policy Framework that the supply of new homes can sometimes be best achieved through planning for larger-scale development, such as new settlements or extensions to existing villages and development in locations that are or can be made sustainable.
- 4.17 In anticipation that such strategic development will be required, the next stage in identifying where strategic housing growth could potentially be accommodated is to look carefully once again at the potential of each of the district's rural settlements. For this exercise, each of the district's largest and most sustainable rural settlements – the Key Rural Service Centres – are be considered first. The following table lists all the Key Rural Service Centres identified so far in this assessment and compares them against the above criteria (except for this exercise, the last criteria relates to any large areas of land that have been promoted by third parties around the periphery of the settlement, which indicates that the settlement could be expanded significantly to accommodate strategic housing growth of a scale that will deliver new facilities and infrastructure):

Settlement	Railway Station	Located on Strategic Road Network	Strategic Employment Area (or within 30 min train journey)	Large Areas of Land Promoted Around Periphery	Total
Alresford	Yes	No	Yes	No	2
Elmstead Market	No	Yes	No	Yes	2
Great Bentley	Yes	No	Yes	Yes	3
Little Clacton	No	Yes	No	Yes	2
St. Osyth	No	No	No	No	0
Thorpe-le-Soken	No*	No	No	Yes	1
Weeley	Yes	Yes	Yes	Yes	4

\* Thorpe-le-Soken village is located more than 800 metres walking distance from its railway station and so for the purposes of this assessment it is not considered to be included within the settlement.

- 4.19 From the above assessment, only one out of the seven Key Rural Service Centres in the district is considered as a possible suitable location for strategic housing growth (Weeley), having scored 4 out of 4. The following provides a summary of the assessment for each of the above settlements:

#### Alresford

Strategic suitability score	2/4
Accessibility score	65% (1 <sup>st</sup> )
Accessibility/size score	65% (3 <sup>rd</sup> )
East of England Plan criteria	6/6

- 4.20 Alresford (and Great Bentley) scored the highest (65%) in the accessibility assessment mostly due to the railway station, having a village centre and small employment area and also scored fairly high when taking into account the size of the settlement (65%). The settlement also scored the highest when considered against the (now withdrawn) East of England Plan criteria (6 out of 6). However, when considered against the strategic suitability criteria above it only scored 2 out of 4. Therefore, whilst Alresford is close to Colchester and has its own railway station, it is not well connected to the strategic road network and no large areas of land, sufficient to deliver housing on a strategic scale around the periphery have been promoted for development. For these reasons, it is recommended that Alresford is discounted for consideration as a potential location for strategic housing growth.

#### Elmstead Market

Strategic suitability score	2/4
Accessibility score	47% (4 <sup>th</sup> )
Accessibility/size score	56% (3 <sup>rd</sup> )
East of England Plan criteria	5/6 (no railway station)

- 4.21 Elmstead Market scored the fourth highest (47%) (together with Thorpe-le-Soken) in the accessibility assessment. It received a lower score compared to the other Key Rural Service Centres mostly due to it not having a railway station. It moved slightly higher up the ranking when taking into account the size of the settlement (56%). The settlement also scored fairly high when considered against the (now withdrawn) East of England Plan criteria (5 out of 6) – but did not receive full marks due to it not having its own railway station. However, when considered against the strategic suitability criteria above it only scored 2 out of 4. Therefore, whilst Elmstead Market is close to Colchester, is located on the strategic road network and there are large areas of land around the periphery that have been promoted for development, it does not have its own railway station. For this reason, it is recommended that Elmstead Market is discounted for consideration as a potential location for strategic housing growth.

### Great Bentley

Strategic suitability score	3/4
Accessibility score	65% (1 <sup>st</sup> )
Accessibility/size score	56% (3 <sup>rd</sup> )
East of England Plan criteria	5/6 (not on a good bus route)

- 4.22 Great Bentley together with Alresford scored the highest (65%) in the accessibility assessment mostly due to it having a railway station, its own village centre and small employment area and also scored fairly high when taking into account the size of the settlement (56%). The settlement also scored the second highest when considered against the (now withdrawn) East of England Plan criteria (5 out of 6) and only missed out on receiving the highest score due to its limited bus services, compared to the other Key Rural Service Centres. When considered against the strategic suitability criteria above it scored 3 out of 4. Therefore, whilst the settlement has its own railway station and therefore within reasonable travelling distance of both Colchester and Clacton for jobs and there is a large area of land around its periphery that has been promoted for development, it is very poorly connected to the existing strategic road network. For this reason, it is recommended that Great Bentley is discounted for consideration as a potential location for strategic housing growth though is suitable for some growth.

### Little Clacton

Strategic suitability score	2/4
Accessibility score	51% (3 <sup>rd</sup> )
Accessibility/size score	76% (1 <sup>st</sup> )
East of England Plan criteria	4/6 (no GP or railway station)

- 4.23 Little Clacton scored the third highest (51%) in the accessibility assessment, mostly due to its proximity by bike to strategic employment areas in neighbouring Clacton, but scored the highest (together with St. Osyth) out of all the Key Rural Service Centres when taking into account the size of the settlement (76%). The settlement was amongst the lowest scoring Key Rural Service Centres when considered against the (now withdrawn) East of England Plan criteria (4 out of 6) due to it not having a GP or railway station. Additionally, when considered against the strategic suitability criteria above it only scored 2 out of 4. Therefore, whilst the settlement is well connected to the existing strategic road network, is located reasonably close to Clacton and there are large areas of land around the periphery that have been promoted for development, it does not have its own railway station. For this reason, it is recommended that Little Clacton is discounted for consideration as a potential location for strategic housing growth.

### St. Osyth

Strategic suitability score	0/4
Accessibility score	39% (5 <sup>th</sup> )
Accessibility/size score	76% (1 <sup>st</sup> )
East of England Plan criteria	4/6 (no employment area or railway station)

- 4.24 St. Osyth scored the lowest out of all the Key Rural Service Centres (39%) in the accessibility assessment, mostly due to it not having an employment area and no railway station but scored the highest (together with Little Clacton) out of all the Key Rural Service Centres when taking into account the size of the settlement (76%). The settlement was amongst the lowest scoring Key Rural Service Centres when considered against the (now

withdrawn) East of England Plan criteria (4 out of 6) due to it not having an employment area or railway station. Additionally, when considered against the strategic suitability criteria above it scored 0 out of 4. Therefore, it is recommended that St. Osyth is discounted for consideration as a potential location for strategic housing growth.

#### Thorpe-le-Soken

Strategic suitability score	1/4
Accessibility score	47% (4 <sup>th</sup> )
Accessibility/size score	52% (4 <sup>th</sup> )
East of England Plan criteria	4/6 (no employment area or railway station)

- 4.25 Thorpe-le-Soken scored the fourth highest (47%) (together with Elmstead Market) in the accessibility assessment. It received a lower score compared to the other Key Rural Service Centres mostly due to it not being within reasonable walking distance of its railway station or employment area (which are both more than 800m away from the settlement edge). It also scored fairly low when taking into account the size of the settlement (52%), which is interesting as the settlement is fairly small considering the high number of shops and services it has within its village centre, compared to the other Key Rural Service Centres. The settlement was amongst the lowest scoring Key Rural Service Centres when considered against the (now withdrawn) East of England Plan criteria (4 out of 6) due to it not having an employment area or railway station within reasonable walking distance. Additionally, when considered against the strategic suitability criteria above it only scored 2 out of 4. Therefore, whilst there are large areas of land around the periphery that have been promoted for development, the settlement is poorly connected to the existing strategic road network and its railway station is located well beyond reasonable walking distance. For these reasons, it is recommended that Thorpe-le-Soken is discounted for consideration as a potential location for strategic housing growth though is suitable for some growth.

#### Weeley

Strategic suitability score	4/4
Accessibility score	54% (2 <sup>nd</sup> )
Accessibility/size score	41% (6 <sup>th</sup> )
East of England Plan criteria	4/6 (no GP or defined village centre)

- 4.26 Weeley scored the second highest (54%) in the accessibility assessment due to it having its own railway station and small employment area. However, it moved much lower down the ranking when taking into account the size of the settlement (41%). The settlement was amongst the lowest scoring Key Rural Service Centres when considered against the (now withdrawn) East of England Plan criteria (4 out of 6) due to it not having a GP or defined village centre but these could be addressed, if residential development of strategic scale was promoted. When considered against the strategic suitability criteria above, it was the only rural settlement that scored 4 out of 4.
- 4.27 The village is located at the heart of the district and at the junction of two of the district's major roads that run through Tendring (the A133 to Clacton and the B1033 to Frinton/Walton) and so is well connected to the strategic road network. Weeley also has its own railway station that is in need of improvement and investment and there is potential to expand on the existing shops, services and facilities to create a dedicated neighbourhood centre. There is likely to be sufficient demand for housing in this location due to the proximity to the popular coastal towns of Clacton and Frinton/Walton and the short distance away from Colchester. There is also potential to provide new infrastructure (such as a GP) to support the new dwellings and provide a much improved range of services and facilities

that could support existing residents and neighbouring rural settlements. There are large areas of land that have been promoted for development around Weeley that have the potential to accommodate housing development on a strategic scale. For these reasons, of all the Key Rural Service Centres, Weeley is best placed to be a location for strategic housing growth. Weeley can therefore be categorised as an Expanded Settlement

#### Other Smaller Rural Settlements/completely new settlement

- 4.28 The next stage in identifying where strategic housing growth could potentially be accommodated is to once more consider each of the district's Smaller Rural Settlements. The following table lists all the Smaller Rural Settlements identified so far in this assessment and compares them against the above criteria (again, for this exercise, the last criteria relates to any large areas of land that have been promoted by third parties around the periphery of the settlement, which indicates that the settlement could be expanded significantly, in theory, to accommodate strategic housing growth):

Settlement	Railway Station	Located on Strategic Road Network	Strategic Employment Area (or within 30 min train journey)	Large Areas of Land Promoted Around Periphery	Total
Aingers Green	No	No	No	No	0
Ardleigh	No	No	No	No	0
Balls Green	No	No	No	Yes	1
Beaumont-cum-Moze	No	No	No	No	0
Bradfield	No	No	No	No	0
Bradfield Heath	No	No	No	No	0
Bromley Cross	No	No	No	No	0
Frating	No	Yes	No	Yes	2
Great Bromley	No	No	No	No	0
Great Holland	No	No	No	No	0
Great Oakley	No	No	No	No	0
Hare Green	No	Yes	No	Yes	2
Horsleycross Street	No	No	No	No	0
Kirby-le-Soken	No	No	No	No	0
Little Bentley	No	No	No	No	0
Little Bromley	No	No	No	No	0
Little Oakley	No	No	No	No	0
Mistley Heath	No	No	No	No	0
Point Clear	No	No	No	No	0
Ramsey	No	Yes	No	Yes	2
Ravens Green	No	No	No	No	0
Stones Green	No	No	No	No	0
Tendring	No	No	No	No	0
Tendring Green	No	No	No	No	0
Thorpe Green	No	No	No	No	0
Thorpe Stn & Maltings	Yes	No	Yes	No	2
Thorrington	No	No	No	Yes	1
Thorrington Cross	No	No	No	Yes	1
Weeley Heath	No	No	No	Yes	1
Wix	No	Yes	No	No	1
Wrabness	Yes	No	Yes	No	2

- 4.29 Only a small number of the above settlements score either 1 or 2 out of the 4 criteria. The vast majority score 0 out of 4. Whilst there have been some large areas of land that have been promoted for major development in the district's more rural areas (including the idea of merging the rural settlements of Hare Green, Balls Green and Frating (the 'Tendring Central' concept) to create a new settlement, which would appear to be large enough to be capable of accommodating strategic housing growth, these areas are less sustainable by being relatively less accessible to existing jobs, shops, services and facilities (as demonstrated by this assessment) and so would require significant upfront investment in infrastructure including rail services to make them sustainable. Whilst it is recognised that, in theory, it can be attempted to make any location sustainable through the provision of new

employment development, retail and other essential services and facilities, the level of upfront investment that would be required to make this happen needs to be taken into consideration. In the case of the new settlement at Hare Green, Balls Green and Frating, whilst this is suitably located on the strategic road network there is no railway station.

- 4.30 On 21<sup>st</sup> October 2014, the Tendring Central proposal was presented to the Local Plan Committee at the request of a consortium of landowners looking to promote the proposal through the Local Plan process. At the following meeting of the Local Plan Committee on 19<sup>th</sup> November 2014, Officers presented a report providing initial feedback on the Tendring Central proposal alongside other alternatives put forward by third parties for consideration. The report concluded that the proposal represented a serious alternative location for major housing and commercial development but that the lack of a railway station (or opportunity to create one), the impact the development would have on three existing communities and high level of up front infrastructure investment would make the location unsuitable for such a development, compared with the strategic locations already being recommended at that time for Clacton, Weeley and the Colchester Fringe.

## 5. Conclusions

- 5.1 The spatial strategy in the new Local Plan be based on the following 5-tier settlement hierarchy:

Strategic Urban Settlements;  
Smaller Urban Settlements;  
Expanded settlements;  
Rural Service Centres; and  
Smaller Rural Settlements.

- 5.2 The distribution of growth in the new Local Plan should be based on this settlement hierarchy. This hierarchy recognises the strategic importance of Clacton, Colchester and Weeley to accommodate housing developments of a strategic scale to deliver a significant proportion of homes required to meet objectively assessed needs and ensure the new version of the Local Plan meets the requirements of national planning policy.

- 4.32 The district's rural settlements should continue to be split into two categories in the new Local Plan in order to provide some differentiation between those that perform a more important role and therefore capable of accommodating some small-scale growth that is relative to the settlement's existing size, character and function and those that are much less capable of accommodating any planned growth and therefore only suitable for small-scale infill development.

- 4.33 It is therefore suggested that Tendring's settlements could be categorised as follows in the new version of the Local Plan:

### Strategic Urban Settlements:

Colchester Fringe;  
Clacton-on-Sea (including Jaywick and Holland-on-Sea); and  
Harwich and Dovercourt (including Parkeston and part of Ramsey).

### Smaller Urban Settlements:

Frinton, Walton and Kirby Cross;  
Manningtree, Lawford and Mistley; and  
Brightlingsea.

### Expanded Settlements:

Weeley.

### Rural Service Centres:

Alresford;  
Elmstead Market;

Great Bentley;  
Little Clacton;

St. Osyth; and  
Thorpe-le-Soken.

### Smaller Rural Settlements:

Ardleigh;  
Beaumont-Cum-Moze;  
Bradfield;  
Great Bromley;  
Great Holland;  
Great Oakley;

Kirby-le-Soken;  
Little Bentley;  
Little Bromley;  
Little Oakley;  
Ramsey Village;  
Tendring;

Thorpe Station and Maltings;  
Thorrington;  
Weeley Heath;  
Wix; and  
Wrabness.



# APPENDIX 1



## **Appendix 1: Methodology for Accessibility Assessment**

In this assessment, the accessibility of a village by the non-car modes of walking and cycling has been considered from the edge of the village being assessed to the edge of the facility being considered.

For this assessment, the following facilities are considered:

- jobs;
- shops and services;
- education;
- primary healthcare provision; and
- public transport.

Measurements were made along existing roads wherever possible, rather than using the simple 'as the crow flies' approach.

This assessment only measures the accessibility to the highest scoring facility within each category of facility for both the modes of walking and cycling. This assessment therefore does not take into account settlements with multiple facilities.

In developing a scoring system for assessing the location and accessibility of settlements to jobs, shops and services by walking and cycling, a common sense approach rather than a sophisticated methodology has been employed based upon the following principles:

### **Weighting of Modes**

- a) In terms of a sustainable approach, greater weight should be attached to walking than cycling as not everyone has a bicycle, the abilities, skills or confidence to cycle. However, it is accepted that both modes do not generate traffic emissions or contribute noticeably to road congestion, but contribute to healthy living.
- b) Slightly greater weight should be attached to a facility that is within a settlement compared to one that is located outside a settlement but within reasonable walking distance.
- c) The larger or more important a facility within each category of facility should be afforded more weight.

### **Jobs**

'Strategic', 'large' and 'small' employment areas have been defined for the purposes of this assessment as those existing employment areas that have the following number of jobs:

- Strategic employment areas – over 2,000 jobs;
- Large employment areas – between 200 and 2,000 jobs; -and
- Smaller employment areas – less than 200 jobs.

These are based on intelligence compiled by latest Census information, employment-related statistics and intelligence from the Council's Economic Regeneration team. Whilst these areas include all of the district's town centres, it is important to remember that such centres perform an important local employment role in addition to their separate function as shopping and service centres in this accessibility assessment, which is why they have been given separate scores within the separate categories.

### Strategic Employment Areas (2,000+ jobs)

#### Clacton

Clacton Town Centre

North-east Clacton (Gorse Lane, Oakwood & Crusader Business Parks, Clacton Factory Shopping Village and Morrisons/Highfields)

#### Harwich

Nil

#### Elsewhere in District

Nil

#### Outside of District

Colchester Town Centre

North Colchester (Severalls Industrial Estate/Colchester Business Park/Weston Homes Community Stadium)

University of Essex

### Large Employment Areas (200-2,000 jobs)

#### Clacton

Valleybridge Road Industrial Area

Oxford Road Industrial Area

Old Road Neighbourhood Centre

Waterglade Retail Park

Brook Retail Park

Clacton Leisure Centre/Clacton County High School/TDC Depot/Sadds and St. Johns Yard

Clacton Coastal Academy

#### Harwich

Harwich International Port (including adjacent employment areas / Haltermann Caress Refinery) / Dovercourt Town Centre

Stanton Europark and adjoining industrial areas (Europa Way)

Harwich Town Centre (including Harwich Quayside and Navyard Wharf) / Harwich & Dovercourt High School

#### Frinton/Walton

Frinton Town Centre

Walton Town Centre

Triangle Shopping Centre/Tendring Technology College

#### Brightlingsea

North Brightlingsea (Morses Lane Industrial Estate, Fiveways, Colne Community School) / Brightlingsea Town Centre

Shipyard Industrial Estate

#### Lawford / Manningtree / Mistley

Lawford Industrial Estate / Manningtree Town Centre  
Mistley Quay / Edme / Crisp Maltings and Mistley High Street

#### Elsewhere in District

Frating – The Book Service / Manheim Auctions / ASGB  
Old Ipswich Road  
Martells Pitt

#### Outside of District

The Hythe  
Wivenhoe Town Centre

#### Smaller Employment Areas (areas defined in Local Plan with fewer than 200 jobs)

The following settlements have small defined employment areas:

Alresford  
Little Clacton  
Elmstead Market  
Great Bentley  
Thorpe-le-Soken  
Weeley

#### **Shops & Services**

In this assessment, the hierarchy of shopping centres reflects the hierarchy contained in the 2012 Draft Local Plan (as amended by the 2014 Pre-Submission Focussed Changes). A distinction is made within the “Town Centre” category between “Major Town Centres” (Clacton, Colchester) and “Town Centres”, which include the smaller town centres within the district (Dovercourt, Frinton, Walton, Manningtree and Brightlingsea). Whilst Colchester is outside of the Tendring District, it still exerts considerable influence on the district in accessibility terms, particularly the western part. The smaller categories of centre include “District Centre”, “Village Centre” and “Neighbourhood Centre”. In addition, for this assessment, a further category “Local Convenience Store or Post Office” has been added. This is to reflect the fact that these provide the only local facility in some areas and accordingly it was felt that some account needed to be taken of accessibility to such facilities.

In relation to educational establishments, accessibility to both secondary and primary schools has been considered. In relation to health establishments, accessibility to GPs, smaller hospitals and larger hospitals with A&E are considered in this assessment.

#### **Public Transport**

In relation to accessibility to public transport, this assessment provides no distinction between rail services. However, the following criteria have been applied to help provide some distinction between bus services:

- a) Bus services providing **Good Accessibility** – those comprising at least one bus service of at least one journey an hour in each direction throughout the working day on Mondays to Saturdays, which was defined as between 09.00 and 17.00 hours. Services during the morning and evening peaks will of course be more frequent than those in the off-peak periods.

- b) Services providing **Poor Accessibility** – those comprising less frequent or no bus services.

In this assessment, the above public transport accessibility criteria were applied using the latest timetables available at the time of completing the assessment.

## **Accessibility**

### **Walking**

Reasonable walking distance was defined as up to 800 metres by the most direct, identifiable routes to all facilities, including railway stations. Settlements with facilities beyond that distance registered a nil score.

### **Cycling**

The European Union states that the average cycle trip length is 3 kilometres. Accordingly, for this assessment, reasonable cycling distance was defined as up to 3 kilometres by the most direct, identifiable routes to all facilities.

## **APPENDIX 2**

## Appendix 2 - Accessibility Assessment

	Employment Area			Shops and Services				Education		Health			Public Transport		
	Strategic	Large	Smaller	Major Town Centre	Smaller Town Centre	Other Centre	Local shop or PO	Secondary and Primary	Primary only	Large hospital with A&E	Smaller hospital	GP only	Railway station	Good bus service	Poor bus service
Either within settlement	30	20	10	30	20	15	5	10	5	10	8	5	30	15	7.5
or 800m walking distance away	24	16	8	24	16	12	4	8	4	8	6.4	4	24	12	6
within 3km bike ride	15	10	5	15	10	7.5	2.5	5	2.5	5	4	2.5	15	7.5	3.75

187.5

### Colchester

100%

	Employment Area			Shops and Services				Education		Health			Public Transport		
	Strategic	Large	Smaller	Major Town Centre	Smaller Town Centre	Other Centre	Local shop or PO	Secondary and Primary	Primary only	Large hospital with A&E	Smaller hospital	GP only	Railway station	Good bus service	Poor bus service
Within settlement	30			30				10		10			30	15	
or 800m walking distance away															
within 3km bike ride	15			15				5		5			15	7.5	

### Clacton

98%

	Employment Area			Shops and Services				Education		Health			Public Transport		
	Strategic	Large	Smaller	Major Town Centre	Smaller Town Centre	Other Centre	Local shop or PO	Secondary and Primary	Primary only	Large hospital with A&E	Smaller hospital	GP only	Railway station	Good bus service	Poor bus service
Within settlement	30			30				10			8		30	15	
or 800m walking distance away															
within 3km bike ride	15			15				5			4		15	7.5	

### Harwich

82%

	Area			Services				Education		Health			Transport		
	Strategic	Large	Smaller	Major Town Centre	Smaller Town Centre	Other Centre	Local shop or PO	Secondary and Primary	Primary only	Large hospital with A&E	Smaller hospital	GP only	Railway station	Good bus service	Poor bus service
Within settlement		20			20			10			8		30	15	
or 800m walking distance away															
within 3km bike ride		10			10			5			4		15	7.5	

### Frinton/Walton

80%

	Area			Services				Education		Health			Transport		
	Strategic	Large	Smaller	Major Town Centre	Smaller Town Centre	Other Centre	Local shop or PO	Secondary and Primary	Primary only	Large hospital with A&E	Smaller hospital	GP only	Railway station	Good bus service	Poor bus service
Within settlement		20			20			10				5	30	15	
or 800m walking distance away															
within 3km bike ride		10			10			5				2.5	15	7.5	

### Manningtree/Lawford/Mistley

80%

	Area			Services				Education		Health			Transport		
	Strategic	Large	Smaller	Major Town Centre	Smaller Town Centre	Other Centre	Local shop or PO	Secondary and Primary	Primary only	Large hospital with A&E	Smaller hospital	GP only	Railway station	Good bus service	Poor bus service
Within settlement		20			20			10				5	30	15	
or 800m walking distance away															
within 3km bike ride		10			10			5				2.5	15	7.5	

### Alesford

71%

	Employment Area			Shops and Services				Education		Health			Public Transport		
	Strategic	Large	Smaller	Major Town Centre	Smaller Town Centre	Other Centre	Local shop or PO	Secondary and Primary	Primary only	Large hospital with A&E	Smaller hospital	GP only	Railway station	Good bus service	Poor bus service
Within settlement			10			15			5			5	30	15	
or 800m walking distance away															
within 3km bike ride		10	5		10				2.5			2.5	15	7.5	

### Great Bentley

63%

	Employment Area			Shops and Services				Education		Health			Public Transport		
	Strategic	Large	Smaller	Major Town Centre	Smaller Town Centre	Other Centre	Local shop or PO	Secondary and Primary	Primary only	Large hospital with A&E	Smaller hospital	GP only	Railway station	Good bus service	Poor bus service
Within settlement			10			15			5			5	30		7.5
or 800m walking distance away															
within 3km bike ride		10				7.5			2.5			2.5	15	7.5	

### Brightlingsea

56%

	Area			Services				Education		Health			Transport		
	Strategic	Large	Smaller	Major Town Centre	Smaller Town Centre	Other Centre	Local shop or PO	Secondary and Primary	Primary only	Large hospital with A&E	Smaller hospital	GP only	Railway station	Good bus service	Poor bus service
Within settlement		20			20			10				5		15	
or 800m walking distance away															
within 3km bike ride		10			10			5				2.5		7.5	

### Weeley

54%

	Employment Area			Shops and Services				Education		Health			Public Transport		
	Strategic	Large	Smaller	Major Town Centre	Smaller Town Centre	Other Centre	Local shop or PO	Secondary and Primary	Primary only	Large hospital with A&E	Smaller hospital	GP only	Railway station	Good bus service	Poor bus service
Within settlement			10				5							15	
or 800m walking distance away									4				24		
within 3km bike ride			5			7.5		5				2.5	15	7.5	

### Little Clacton

51%

	Employment Area			Shops and Services				Education		Health			Public Transport		
	Strategic	Large	Smaller	Major Town Centre	Smaller Town Centre	Other Centre	Local shop or PO	Secondary and Primary	Primary only	Large hospital with A&E	Smaller hospital	GP only	Railway station	Good bus service	Poor bus service
Within settlement						15			5					15	
or 800m walking distance away			8												
within 3km bike ride	15					7.5		5				2.5	15	7.5	



## Thorpe Maltings

51%	Employment Area			Shops and Services				Education		Health			Public Transport		
	Strategic	Large	Smaller	Major Town Centre	Smaller Town Centre	Other Centre	Local shop or PO	Secondary and Primary	Primary only	Large hospital with A&E	Smaller hospital	GP only	Railway station	Good bus service	Poor bus service
Within settlement			10										30	15	
or 800m walking distance away															
within 3km bike ride			5			7.5			2.5			2.5	15	7.5	

## Weeley Heath

49%	Employment Area			Shops and Services				Education		Health			Public Transport		
	Strategic	Large	Smaller	Major Town Centre	Smaller Town Centre	Other Centre	Local shop or PO	Secondary and Primary	Primary only	Large hospital with A&E	Smaller hospital	GP only	Railway station	Good bus service	Poor bus service
Within settlement														15	
or 800m walking distance away			8				4		4				24		
within 3km bike ride			5			7.5			2.5				15	7.5	

## Elmstead Market

47%	Area			Services				Education		Health			Transport		
	Strategic	Large	Smaller	Major Town Centre	Smaller Town Centre	Other Centre	Local shop or PO	Secondary and Primary	Primary only	Large hospital with A&E	Smaller hospital	GP only	Railway station	Good bus service	Poor bus service
Within settlement						15			5			5		15	
or 800m walking distance away			8												
within 3km bike ride			5			7.5			2.5			2.5	15	7.5	

## Thorpe

47%	Employment Area			Shops and Services				Education		Health			Public Transport		
	Strategic	Large	Smaller	Major Town Centre	Smaller Town Centre	Other Centre	Local shop or PO	Secondary and Primary	Primary only	Large hospital with A&E	Smaller hospital	GP only	Railway station	Good bus service	Poor bus service
Within settlement						15		10				5		15	
or 800m walking distance away															
within 3km bike ride			5			7.5		5				2.5	15	7.5	

## St. Osyth

39%	Employment Area			Shops and Services				Education		Health			Public Transport		
	Strategic	Large	Smaller	Major Town Centre	Smaller Town Centre	Other Centre	Local shop or PO	Secondary and Primary	Primary only	Large hospital with A&E	Smaller hospital	GP only	Railway station	Good bus service	Poor bus service
Within settlement						15			5			5		15	
or 800m walking distance away															
within 3km bike ride		10				7.5		5				2.5		7.5	

## Kirby-le-Soken

38%	Employment Area			Shops and Services				Education		Health			Public Transport		
	Strategic	Large	Smaller	Major Town Centre	Smaller Town Centre	Other Centre	Local shop or PO	Secondary and Primary	Primary only	Large hospital with A&E	Smaller hospital	GP only	Railway station	Good bus service	Poor bus service
Within settlement							5							15	
or 800m walking distance away									4						
within 3km bike ride		10			10				2.5			2.5	15	7.5	

## Thorrington

35%	Employment Area			Shops and Services				Education		Health			Public Transport		
	Strategic	Large	Smaller	Major Town Centre	Smaller Town Centre	Other Centre	Local shop or PO	Secondary and Primary	Primary only	Large hospital with A&E	Smaller hospital	GP only	Railway station	Good bus service	Poor bus service
Within settlement							5							15	
or 800m walking distance away															
within 3km bike ride		10				7.5			2.5			2.5	15	7.5	

## Thorrington Cross

35%	Area			Services				Education		Health			Transport		
	Strategic	Large	Smaller	Major Town Centre	Smaller Town Centre	Other Centre	Local shop or PO	Secondary and Primary	Primary only	Large hospital with A&E	Smaller hospital	GP only	Railway station	Good bus service	Poor bus service
Within settlement														15	
or 800m walking distance away							4								
within 3km bike ride		10				7.5		5				2.5	15	7.5	

## Great Holland

34%	Employment Area			Shops and Services				Education		Health			Public Transport		
	Strategic	Large	Smaller	Major Town Centre	Smaller Town Centre	Other Centre	Local shop or PO	Secondary and Primary	Primary only	Large hospital with A&E	Smaller hospital	GP only	Railway station	Good bus service	Poor bus service
Within settlement														15	
or 800m walking distance away			8												
within 3km bike ride			5			7.5			2.5			2.5	15	7.5	

## Mistley Heath

32%	Area			Services				Education		Health			Transport		
	Strategic	Large	Smaller	Major Town Centre	Smaller Town Centre	Other Centre	Local shop or PO	Secondary and Primary	Primary only	Large hospital with A&E	Smaller hospital	GP only	Railway station	Good bus service	Poor bus service
Within settlement														15	
or 800m walking distance away							4		4						
within 3km bike ride		10					2.5					2.5	15	7.5	

## Bradfield

31%	Employment Area			Shops and Services				Education		Health			Public Transport		
	Strategic	Large	Smaller	Major Town Centre	Smaller Town Centre	Other Centre	Local shop or PO	Secondary and Primary	Primary only	Large hospital with A&E	Smaller hospital	GP only	Railway station	Good bus service	Poor bus service
Within settlement							5		5					15	
or 800m walking distance away															

## Appendix 2 - Accessibility Assessment

within 3km bike ride			5				2.5		2.5				15	7.5	
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### Thorpe Green

31%	Area			Services				Education			Health			Transport		
	Strategic	Large	Smaller	Major Town Centre	Smaller Town Centre	Other Centre	Local shop or PO	Secondary and Primary	Primary only		Large hospital with A&E	Smaller hospital	GP only	Railway station	Good bus service	Poor bus service
Within settlement															15	
or 800m walking distance away																
within 3km bike ride			5			7.5		5					2.5	15	7.5	

### Bradfield Heath

30%	Employment Area			Shops and Services				Education			Health			Public Transport		
	Strategic	Large	Smaller	Major Town Centre	Smaller Town Centre	Other Centre	Local shop or PO	Secondary and Primary	Primary only		Large hospital with A&E	Smaller hospital	GP only	Railway station	Good bus service	Poor bus service
Within settlement															15	
or 800m walking distance away							4		4							
within 3km bike ride			5				2.5		2.5					15	7.5	

### Ardleigh

29%	Area			Services				Education			Health			Transport		
	Strategic	Large	Smaller	Major Town Centre	Smaller Town Centre	Other Centre	Local shop or PO	Secondary and Primary	Primary only		Large hospital with A&E	Smaller hospital	GP only	Railway station	Good bus service	Poor bus service
Within settlement							5		5				5		15	
or 800m walking distance away																
within 3km bike ride		10					2.5		2.5				2.5		7.5	

### Frating

28%	Area			Services				Education			Health			Transport		
	Strategic	Large	Smaller	Major Town Centre	Smaller Town Centre	Other Centre	Local shop or PO	Secondary and Primary	Primary only		Large hospital with A&E	Smaller hospital	GP only	Railway station	Good bus service	Poor bus service
Within settlement		20													15	
or 800m walking distance away																
within 3km bike ride		10													7.5	

### Wix

28%	Area			Services				Education			Health			Transport		
	Strategic	Large	Smaller	Major Town Centre	Smaller Town Centre	Other Centre	Local shop or PO	Secondary and Primary	Primary only		Large hospital with A&E	Smaller hospital	GP only	Railway station	Good bus service	Poor bus service
Within settlement			10				5		5						15	
or 800m walking distance away																
within 3km bike ride			5				2.5		2.5						7.5	

### Wrabness

28%	Area			Services				Education			Health			Transport		
	Strategic	Large	Smaller	Major Town Centre	Smaller Town Centre	Other Centre	Local shop or PO	Secondary and Primary	Primary only		Large hospital with A&E	Smaller hospital	GP only	Railway station	Good bus service	Poor bus service
Within settlement							5							30		
or 800m walking distance away																
within 3km bike ride							2.5							15		

### Little Oakley

26%	Area			Services				Education			Health			Transport		
	Strategic	Large	Smaller	Major Town Centre	Smaller Town Centre	Other Centre	Local shop or PO	Secondary and Primary	Primary only		Large hospital with A&E	Smaller hospital	GP only	Railway station	Good bus service	Poor bus service
Within settlement							5		5						15	
or 800m walking distance away																
within 3km bike ride						7.5		5				4			7.5	

### Aingers Green

25%	Employment Area			Shops and Services				Education			Health			Public Transport		
	Strategic	Large	Smaller	Major Town Centre	Smaller Town Centre	Other Centre	Local shop or PO	Secondary and Primary	Primary only		Large hospital with A&E	Smaller hospital	GP only	Railway station	Good bus service	Poor bus service
Within settlement																7.5
or 800m walking distance away																
within 3km bike ride			5			7.5			2.5				2.5	15	7.5	

### Ardleigh Heath

24%	Area			Services				Education			Health			Transport		
	Strategic	Large	Smaller	Major Town Centre	Smaller Town Centre	Other Centre	Local shop or PO	Secondary and Primary	Primary only		Large hospital with A&E	Smaller hospital	GP only	Railway station	Good bus service	Poor bus service
Within settlement																
or 800m walking distance away							4						4		12	
within 3km bike ride		10					2.5		2.5				2.5		7.5	

### Great Oakley

24%	Area			Services				Education			Health			Transport		
	Strategic	Large	Smaller	Major Town Centre	Smaller Town Centre	Other Centre	Local shop or PO	Secondary and Primary	Primary only		Large hospital with A&E	Smaller hospital	GP only	Railway station	Good bus service	Poor bus service
Within settlement							5		5				5		15	
or 800m walking distance away																
within 3km bike ride							2.5		2.5				2.5		7.5	

### Crockleford Heath

22%	Area			Services				Education			Health			Transport		
	Strategic	Large	Smaller	Major Town Centre	Smaller Town Centre	Other Centre	Local shop or PO	Secondary and Primary	Primary only		Large hospital with A&E	Smaller hospital	GP only	Railway station	Good bus service	Poor bus service
Within settlement																

## Appendix 2 - Accessibility Assessment

or 800m walking distance away															6
within 3km bike ride	15					7.5			2.5			2.5		7.5	

### Fox Street

21%	Area			Services				Education			Health			Transport		
	Strategic	Large	Smaller	Major Town Centre	Smaller Town Centre	Other Centre	Local shop or PO	Secondary and Primary	Primary only		Large hospital with A&E	Smaller hospital	GP only	Railway station	Good bus service	Poor bus service
Within settlement															15	
or 800m walking distance away																
within 3km bike ride		10					2.5		2.5				2.5		7.5	

### John De Bois Hill

21%	Area			Services				Education			Health			Transport		
	Strategic	Large	Smaller	Major Town Centre	Smaller Town Centre	Other Centre	Local shop or PO	Secondary and Primary	Primary only		Large hospital with A&E	Smaller hospital	GP only	Railway station	Good bus service	Poor bus service
Within settlement															15	
or 800m walking distance away																
within 3km bike ride		10					2.5		2.5				2.5		7.5	

### Point Clear

21%	Employment Area			Shops and Services				Education			Health			Public Transport		
	Strategic	Large	Smaller	Major Town Centre	Smaller Town Centre	Other Centre	Local shop or PO	Secondary and Primary	Primary only		Large hospital with A&E	Smaller hospital	GP only	Railway station	Good bus service	Poor bus service
Within settlement							5								15	
or 800m walking distance away																
within 3km bike ride						7.5			2.5				2.5		7.5	

### Ramsey Village

19%	Area			Services				Education			Health			Transport		
	Strategic	Large	Smaller	Major Town Centre	Smaller Town Centre	Other Centre	Local shop or PO	Secondary and Primary	Primary only		Large hospital with A&E	Smaller hospital	GP only	Railway station	Good bus service	Poor bus service
Within settlement									5						15	
or 800m walking distance away																
within 3km bike ride							2.5		2.5			4			7.5	

### Bromley Cross

17%	Area			Services				Education			Health			Transport		
	Strategic	Large	Smaller	Major Town Centre	Smaller Town Centre	Other Centre	Local shop or PO	Secondary and Primary	Primary only		Large hospital with A&E	Smaller hospital	GP only	Railway station	Good bus service	Poor bus service
Within settlement																7.5
or 800m walking distance away																
within 3km bike ride		10					2.5		2.5				2.5		7.5	

### Burnt Heath

17%	Area			Services				Education			Health			Transport		
	Strategic	Large	Smaller	Major Town Centre	Smaller Town Centre	Other Centre	Local shop or PO	Secondary and Primary	Primary only		Large hospital with A&E	Smaller hospital	GP only	Railway station	Good bus service	Poor bus service
Within settlement																7.5
or 800m walking distance away																
within 3km bike ride		10					2.5		2.5				2.5		7.5	

### Tendring

15%	Area			Services				Education			Health			Transport		
	Strategic	Large	Smaller	Major Town Centre	Smaller Town Centre	Other Centre	Local shop or PO	Secondary and Primary	Primary only		Large hospital with A&E	Smaller hospital	GP only	Railway station	Good bus service	Poor bus service
Within settlement																7.5
or 800m walking distance away									4							
within 3km bike ride			5				2.5		2.5						7.5	

### Balls Green

13%	Area			Services				Education			Health			Transport		
	Strategic	Large	Smaller	Major Town Centre	Smaller Town Centre	Other Centre	Local shop or PO	Secondary and Primary	Primary only		Large hospital with A&E	Smaller hospital	GP only	Railway station	Good bus service	Poor bus service
Within settlement																7.5
or 800m walking distance away																
within 3km bike ride		10													7.5	

### Hare Green

13%	Area			Services				Education			Health			Transport		
	Strategic	Large	Smaller	Major Town Centre	Smaller Town Centre	Other Centre	Local shop or PO	Secondary and Primary	Primary only		Large hospital with A&E	Smaller hospital	GP only	Railway station	Good bus service	Poor bus service
Within settlement																7.5
or 800m walking distance away																
within 3km bike ride		10													7.5	

### Ravens Green

13%	Area			Services				Education			Health			Transport		
	Strategic	Large	Smaller	Major Town Centre	Smaller Town Centre	Other Centre	Local shop or PO	Secondary and Primary	Primary only		Large hospital with A&E	Smaller hospital	GP only	Railway station	Good bus service	Poor bus service
Within settlement																
or 800m walking distance away																6
within 3km bike ride		10													7.5	

### Beaumont

12%	Area			Services				Education			Health			Transport		
	Strategic	Large	Smaller	Major Town Centre	Smaller Town Centre	Other Centre	Local shop or PO	Secondary and Primary	Primary only		Large hospital with A&E	Smaller hospital	GP only	Railway station	Good bus service	Poor bus service

Appendix 2 - Accessibility Assessment

Within settlement																15	
or 800m walking distance away																	
within 3km bike ride																7.5	

Great Bromley

10%	Area			Services				Education			Health			Transport		
	Strategic	Large	Smaller	Major Town Centre	Smaller Town Centre	Other Centre	Local shop or PO	Secondary and Primary	Primary only		Large hospital with A&E	Smaller hospital	GP only	Railway station	Good bus service	Poor bus service
Within settlement									5							7.5
or 800m walking distance away																
within 3km bike ride									2.5							3.75

Stones Green

9%	Area			Services				Education			Health			Transport		
	Strategic	Large	Smaller	Major Town Centre	Smaller Town Centre	Other Centre	Local shop or PO	Secondary and Primary	Primary only		Large hospital with A&E	Smaller hospital	GP only	Railway station	Good bus service	Poor bus service
Within settlement																
or 800m walking distance away																
within 3km bike ride			5				2.5		2.5						7.5	

Little Bromley

8%	Area			Services				Education			Health			Transport		
	Strategic	Large	Smaller	Major Town Centre	Smaller Town Centre	Other Centre	Local shop or PO	Secondary and Primary	Primary only		Large hospital with A&E	Smaller hospital	GP only	Railway station	Good bus service	Poor bus service
Within settlement																7.5
or 800m walking distance away																
within 3km bike ride															7.5	

Horsleycross Street

7%	Area			Services				Education			Health			Transport		
	Strategic	Large	Smaller	Major Town Centre	Smaller Town Centre	Other Centre	Local shop or PO	Secondary and Primary	Primary only		Large hospital with A&E	Smaller hospital	GP only	Railway station	Good bus service	Poor bus service
Within settlement																
or 800m walking distance away																
within 3km bike ride							2.5		2.5						7.5	

Tendring Green

7%	Area			Services				Education			Health			Transport		
	Strategic	Large	Smaller	Major Town Centre	Smaller Town Centre	Other Centre	Local shop or PO	Secondary and Primary	Primary only		Large hospital with A&E	Smaller hospital	GP only	Railway station	Good bus service	Poor bus service
Within settlement																7.5
or 800m walking distance away																
within 3km bike ride									2.5							3.75

Little Bentley

6%	Area			Services				Education			Health			Transport		
	Strategic	Large	Smaller	Major Town Centre	Smaller Town Centre	Other Centre	Local shop or PO	Secondary and Primary	Primary only		Large hospital with A&E	Smaller hospital	GP only	Railway station	Good bus service	Poor bus service
Within settlement																7.5
or 800m walking distance away																
within 3km bike ride																3.75