Rochford New Local Plan:

Spatial Options Consultation 2021

Topic Paper 4: Complete Communities

Temporary Cover

Contents

Advisory Note

The National Planning Policy Framework (NPPF) was subject to a formal revision in July 2021, just before these papers were published. As a consequence, paragraph numbers and other references to the 2019 NPPF made in this document may no longer relate exactly to the latest version of the NPPF.

The principles set out in referenced paragraphs have not been subject to extensive change and references made are therefore still considered to be accurate reflections of national policy.

1   What is this topic paper about?

1.1   Rochford District Council is preparing a new Local Plan that will cover the period up to 2040. As a comprehensive and up to date evidence base is essential for plan preparation, the Council has prepared a range of technical studies, both in house and through external consultants, to support this process.

1.2   To help summarise the key topics that the new Local Plan will need to address, a series of 'topic papers' have been prepared to explain the national policy and legislative context for key topics and to set out how those key topics relate to local challenges and opportunities. These topic papers will be published alongside the Spatial Options consultation paper, allowing interested parties to understand these key topics in greater detail than what is contained in the consultation paper alone.

2   Introduction

2.1   This topic paper has been prepared to summarise the complete communities concept described in the Council's emerging Local Plan, its relevance in the context of national policy and the findings of the emerging Settlement Role and Hierarchy Study.

3   What do we mean by Complete Communities?

3.1   The Council has commissioned a Settlement Role and Hierarchy Study to consider the role and function of each of the District's settlements, including how these function as a network, i.e. how services in one settlement may be important for the residents of another settlement.

3.2   As part of this Study, the Council has begun to explore the concept of 'completeness' in settlements and neighbourhoods. This concept is similar to those being trialled elsewhere such as the "twenty minute neighbourhood". The principles behind each of these concepts is very similar, in proposing that our ambition for a settlement should be that all the services that a community needs should be easily accessible.

3.3   The Study has taken an approach to assessing the 'completeness' of settlements and neighbourhoods to help inform their position within the settlement hierarchy. **By completeness, we mean how many of the services required for day-to-day life are found within each place. The more day-to-day services that are accessible from a particular place, then the more complete that place is.** More information on the approach taken to assessing 'completeness' is described in the following paragraphs.

3.4   This is an approach that was first developed in Portland, in the US, where the development plan (The Portland Plan) is focused on the ability for people to live in healthy communities with safe and easy access to the full range of services and goods required for daily living. The Portland Plan defines a complete neighbourhood as one that includes a variety of housing options, grocery stores and other commercial services, quality public schools, public open spaces and recreational facilities, affordable active transportation options and civic amenities. An important element of a complete neighbo(u)rhood is that it is built at a walkable and bikeable human scale, and meets the needs of people of all ages and abilities'.

3.5   The Portland Plan takes the view that the creation of complete neighbourhoods will support healthier lifestyles, strengthen the network of local centres, lead to a reduction in carbon emissions, reduce housing and transport costs, and promote more equitable investment in public services.

3.6   Although going by different names, this is an approach that has been developed and informing planning strategies elsewhere too. In the City of Melbourne, Australia, the concept of the '20-minute neighbourhood' (see Figure 1) is the guiding principle for the City Plan. The concept is all about 'living locally', where people have the ability to meet most of their daily needs within a twenty minute walk of the home, by bicycle or public transport.

Figure 1 – 20 Minute Neighbourhood Diagram (Melbourne)

3.7   In Melbourne the reference to twenty minutes means a ten minute journey to your destination and ten minutes back. The emphasis is on walking and, based on comfortable walking distances, notes this means that all facilities required for day-to-day life should be within an 800m catchment of the home. The hallmarks of a '20-minute neighbourhood' are that they must: • Be safe, accessible and well connected for pedestrians and cyclists to optimise active transport. • Offer high-quality public realm and open spaces. • Provide services and destinations that support local living. •

Facilitate access to quality public transport that connects people to jobs and higher-order services. • Deliver housing / population at densities that make local services and transport viable. • Facilitate thriving local economies

3.8   The approach to complete communities being taken in Rochford is a variation of these prior ideas. The Study maps the provision of services and facilities, and accessibility to these, and suggests that where there is good provision and accessibility, then a place is more 'complete'. The emphasis in the study is on prioritising sustainable travel, e.g. walking and cycling, supported by an efficient public transport network. This has been reflected in this Study through the calculation and mapping of walking catchment distances around facilities in preference to an approach which gives weight to the 'driveability' of services.

3.9   Those services and facilities commonly required for day-to-day life have been mapped. The services assessed in the Study are shown in Table 1 below. The distance that the average person might be willing to walk or cycle to each of these facilities has been researched and these catchment areas mapped around each of the facilities in the area. The distances are based on well-established standards that assume the average person can walk a distance of 800 metres in ten minutes and cycle a distance of 2,300 metres in the same time.

3.10   Heat-mapping has subsequently been prepared for each place, overlapping the catchments around each of the facilities in that area. Hotter colours (red, orange, yellow) indicate the provision of multiple facilities and areas within a reasonable catchment of these, and which might be considered 'more complete'. Cooler colours (purple, blue, green) indicate a lack of facilities and access to these, and are those places that might be considered 'less complete'. This exercise is undertaken separately for walking and cycling networks, as well as for different categories of infrastructure. This helps inform the characteristics of a particular place, and whether there are differences in the level of infrastructure provision by type. This is then useful for comparing against social-demographic data, for example, population densities, to understand whether there are any relationships between these.

Category	Sub-category	Use / Facility / Service
Social & community Infrastructure	Education	Nursery
		Primary School
		Secondary School
	Health	Doctors Surgery
		Dentists
		Pharmacy
	'Civic'	Community Centres and Halls
		Library
		Places of Worship
		Public Convenience
	Sport & Leisure	Playing Pitches
		Local Play / Equipped Play Areas
Green Infrastructure	-	Parks and Gardens
		Amenity Green Space
		Natural & Semi-Natural Green Space
		Allotments
'Town Centre' uses	-	Local Shop
		Local / Neighbourhood Centres
		District / Town Centres
		Superstore

Table 1 – Facilities assessed through completeness approach

3.11   Beyond the assessment of the level of service provision and accessibility in each settlement, the Study has also undertaken "sense check" exercises around the provision of public transport connections in settlements, and the extent to which 'regional' services are provided in certain settlements. The purpose of these exercises is to understand how settlements function as a network and settlements which are either (a) importers of completeness, i.e. settlements where a lack of completeness is mitigated by the ability for residents to access services in nearby settlements using public transport; or (b) exporters of completeness, i.e. settlements which provide services for a greater population than their actual residents.

4   How does this relate to national policy?

4.1   Although there is no prescribed format or standard methodology for production of a settlement role and hierarchy study, the National Planning Policy Framework (NPPF) and associated Planning Practice Guidance provides an important steer.

4.2   At the heart of the NPPF is the presumption in favour of sustainable development. Local Plans should be prepared with the objective of contributing the achievement of sustainable development. Where local authorities are planning for major growth the NPPF suggests that this might best be accommodated by way of new settlements or

extensions to existing settlements. In such instances, the NPPF notes that local authorities should 'ensure that their size (by which it means the new settlement of extension) and location will support a sustainable community, with sufficient access to services and employment opportunities within the development itself, or in larger towns to which there is good access'.

4.3   Paragraph 91 states that planning policies and decisions should aim to achieve healthy, inclusive and safe places which:

a) promote social interaction, including opportunities for meetings between people who might not otherwise come into contact with each other – for example through mixed-use developments, strong neighbourhood centres, street layouts that allow for easy pedestrian and cycle connections within and between neighbourhoods, and active street frontages;

b) are safe and accessible, so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion – for example through the use of clear and legible pedestrian routes, and high quality public space, which encourage the active and continual use of public areas; and

c) enable and support healthy lifestyles, especially where this would address identified local health and well-being needs – for example through the provision of safe and accessible green infrastructure, sports facilities, local shops, access to healthier food, allotments and layouts that encourage walking and cycling

4.4   Paragraph 92 further states that to provide the social, recreational and cultural facilities and services the community needs, planning policies and decisions should:

a) plan positively for the provision and use of shared spaces, community facilities (such as local shops, meeting places, sports venues, open space, cultural buildings, public houses and places of worship) and other local services to enhance the sustainability of communities and residential environments;

b) take into account and support the delivery of local strategies to improve health, social and cultural well-being for all sections of the community;

c) guard against the unnecessary loss of valued facilities and services, particularly where this would reduce the community's ability to meet its day-to-day needs;

d) ensure that established shops, facilities and services are able to develop and modernise, and are retained for the benefit of the community; and

e) ensure an integrated approach to considering the location of housing, economic uses and community facilities and services.

4.5   In rural areas, the NPPF notes that sustainable development should be promoted by locating housing where 'it will enhance or maintain the vitality of rural communities. Planning policies should identify opportunities for villages to grow and thrive, especially where this will support local services. Where there are groups of smaller settlements, development in one village may support services in a village nearby'.

4.6   The NPPF goes on to state that in rural areas, planning policies and decisions should enable 'the retention and development of accessible local services and community facilities, such as local shops, meeting places, sports venues, open space, cultural buildings, public houses and places of worship'

4.7   These extracts are important in the context of Rochford District which varies from urban towns, such as Rochford, to semi-rural villages, such as Great Wakering, and very rural hamlets, such as South Fambridge.

4.8   The framework outlined above is developed further in Planning Practice Guidance in respect of Healthy and Safe Communities. Places which promote healthy behaviours and environments, and which reduce health inequalities are supported. These are places with good access to green space, local services and facilities, including healthcare and education, and which are safe and easy for people to move around. Furthermore, the National Design Guide states that good places are those that 'function well, accommodating businesses, homes and a range of other uses and activities that support our everyday lives'.

4.9   Read as a whole, the policies contain within the NPPF create a clear requirement to ensuring that plan-making makes suitable provision for local and responsive services to meet the needs of local communities. It contains a variety of acknowledgements surrounding the important role that plan-making can play in improving quality of life through the provision of services, sustainable transport connections, open spaces and wider natural and built environment improvements.

4.10   At the heart of the complete communities approach is a desire to ensure that the Rochford new Local Plan delivers on these requirements to the benefit of local communities residing in the wide variety of local settlements, large and small, urban and rural. The formalisation of the complete communities approach helps to ensure that these outcomes are front and centre in the Plan's vision, priorities and objectives, as well as specific policies.

5   What is the current baseline for completeness?

5.1   The emerging Settlement Role and Hierarchy Study has set an important baseline for completeness across the District's settlements, including (in alphabetical order)

- Canewdon

- Great Stambridge

- Great Wakering (including Little Wakering, Barling, Cupid's Corner and Samuel's Corner)

- Hockley (including Hawkwell)

- Hullbridge • Paglesham

- Rawreth

- Rayleigh

- Rochford (including Ashingdon)

- South Fambridge

- Stonebridge (including Sutton)

5.2   The completeness of each place is summarised by way of a 'rainbow chart'. It is important to note that where a settlement has a completeness score of say 30% for a particular facility it does not mean that the remaining 70% of that area is unable to access or use that facility. Rather, it is to say that 70% of the area is outside of the comfortable walking catchment for that facility, but people in those areas might still be able to access the facility by other means. Indeed, the presence of a facility, even if the catchment to it is limited, will still be important for that community. Table 2 summarises which facilities are present in the settlements.

	GREEN INFRASTRUCTURE				EDUCATION			CIVIC				HEALTH			TOWN CENTRE USES				SPORT & LEISURE	
	Allotments	Amenity green space	Natural / Semi-natural green space	Parks and Gardens	Nursery	Primary School	Secondary School	Community centres & hubs	Libraries	Places of Worship	Public Conveniences	Dentists	Doctors	Pharmacies	Local / Neighbourhood Centres	Local Shops	Superstores	District / Town Centres	Local Play / Equipped Play Areas	Areas of Playing Pitches
Rochford District																				
Canewdon	✓	✓				✓		✓		✓						✓			✓	
Great Stambridge																				
Great Wakering	✓	✓			✓	✓		✓	✓	✓			✓	✓		✓			✓	✓
Hockley		✓	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓		✓		✓	✓	✓
Hullbridge	✓	✓				✓		✓	✓	✓	✓		✓	✓		✓			✓	✓
Paglesham	✓							✓		✓										
Rawreth				✓	✓			✓		✓									✓	✓
Rayleigh	✓	✓			✓	✓	✓	✓	✓	✓	✓	✓	✓	✓		✓	✓	✓	✓	✓
Rochford	✓	✓			✓	✓	✓	✓	✓	✓	✓	✓	✓	✓		✓	✓	✓	✓	✓
South Fambridge																				
Stonebridge																				

Table 2 – Availability of Services by Settlement

5.3   For concision, the detailed completeness analysis for each settlement is not replicated in this Topic Paper. This Topic Paper only seeks to summarise the baseline findings as a whole. However, the Settlement Role and Hierarchy Study will be made available providing this fuller analysis.

5.4   Table 3 below sets out the baseline summary findings for each of the District's settlements. The closer a value to 100, the more complete that place is with respect to that type of service. It is important to emphasise that even larger towns may have modest scores as a baseline, given some services may be located in parts of a settlement that are not easily accessible to a reasonable proportion of that settlement's population. Nevertheless, it is important to consider whether a target of 100% completeness is a realistic ambition, and it may be that a good standard of completeness is lower.

Place	Education	Health	Civic	Sport & Leisure	Green Infrastructure	Town Centre Uses	Aggregated Completeness Score
	% of each place within walking catchment of everyday services						
Rochford District							
Canewdon	33	0	48	100	55	14	42
Gt. Stambridge	0	0	21	0	0	0	4
Gt. Wakering	41	22	48	82	3	10	34
Hockley	42	60	37	60	26	26	42
Hullbridge	22	61	77	57	5	14	40
Paglesham	0	0	6	0	4	0	2
Rawreth	31	0	41	71	23	24	32
Rayleigh	60	56	38	70	18	48	48
Rochford	46	56	45	59	8	44	45
South Fambridge	0	0	0	0	0	0	0
Stonebridge	6	0	0	0	0	9	3

Higher levels of completeness: >75%

Mid-high levels of completeness: 51-75%

Mid-low levels of completeness: 26-50%

Lower levels of completeness: Up to 25%

Table 3 – Level of Baseline Completeness in each Settlement

5.5 Figure 2 provides 'heat mapping' for this baseline completeness, demonstrating how levels of completeness vary across different settlements. As expected, higher levels of completeness tend to coincide with areas with better provision of services, such as town and local centres, as well as the larger settlements. Lower levels of completeness tend to coincide with smaller settlements, which may not have the same range of services, as well as the suburbs and peripheries of larger settlements, where services tend not to be located.

Walking Completeness Score
- 1 - 4
- 5 - 7
- 8 - 10
- 11 - 13
- 14 - 17
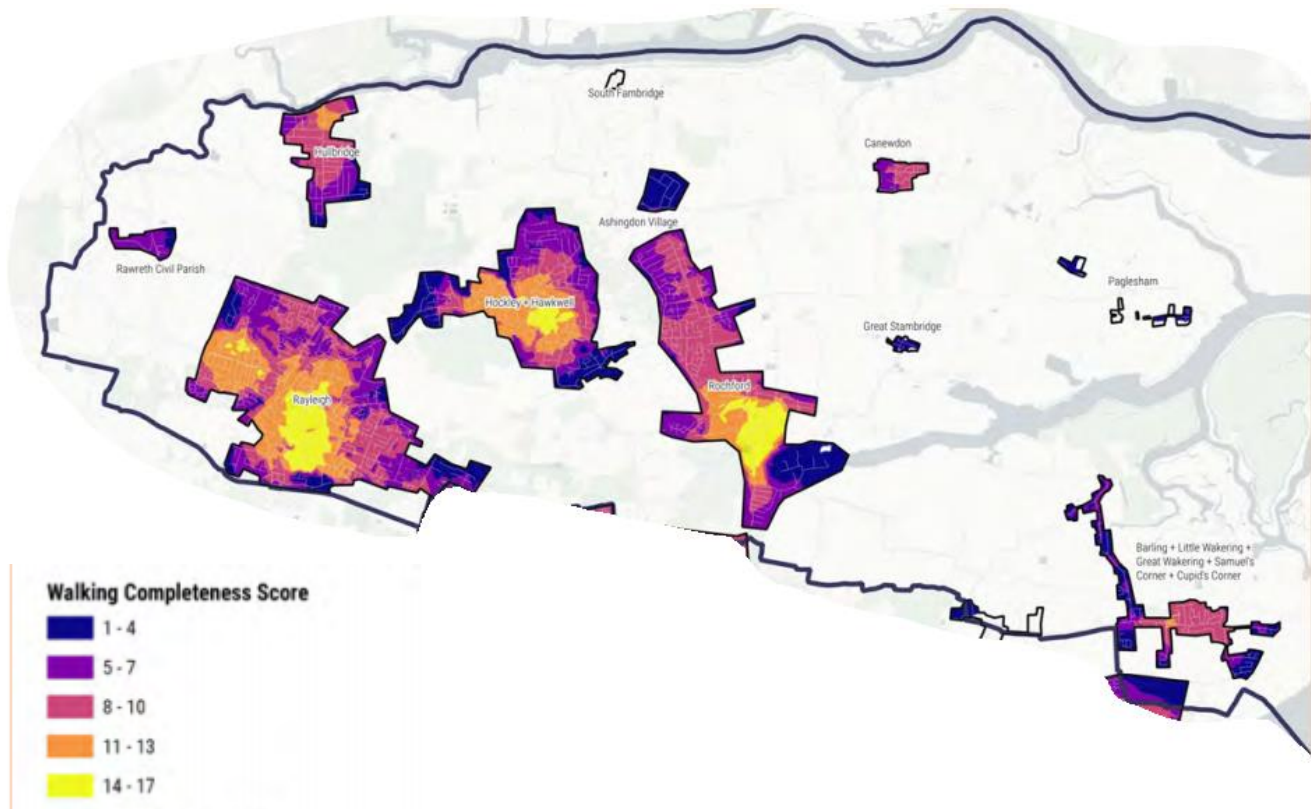
Figure 2 – Completeness Heat Mapping of Rochford District

5.6   In addition to producing a baseline understanding of settlement completeness, the Settlement Role and Hierarchy Study has also considered two other key determinants:

(i)   Public Transport Provision

(ii)   Availability of regional services

Public Transport Provision

5.7   It is recognised that not everybody will be able to walk or cycle, and that for some purposes, it will be necessary to travel beyond their settlement or neighbourhood area, particularly for work and other activities that have a region-wide function, including for example universities, hospitals and some cultural activities.

5.8   For the purpose of the Study, the location of (a) train stations and walking and catchments around these, and (b) the walking catchment around bus stops that are along bus routes with both a good service (four plus buses per hour) and those with a less frequent service (those with fewer than four buses per hour) were mapped.

5.9   Figure 3 illustrates the availability of public transport connections across Rochford District. Table 4 then describes the percentage of each settlement within walking distance from a public transport connection.
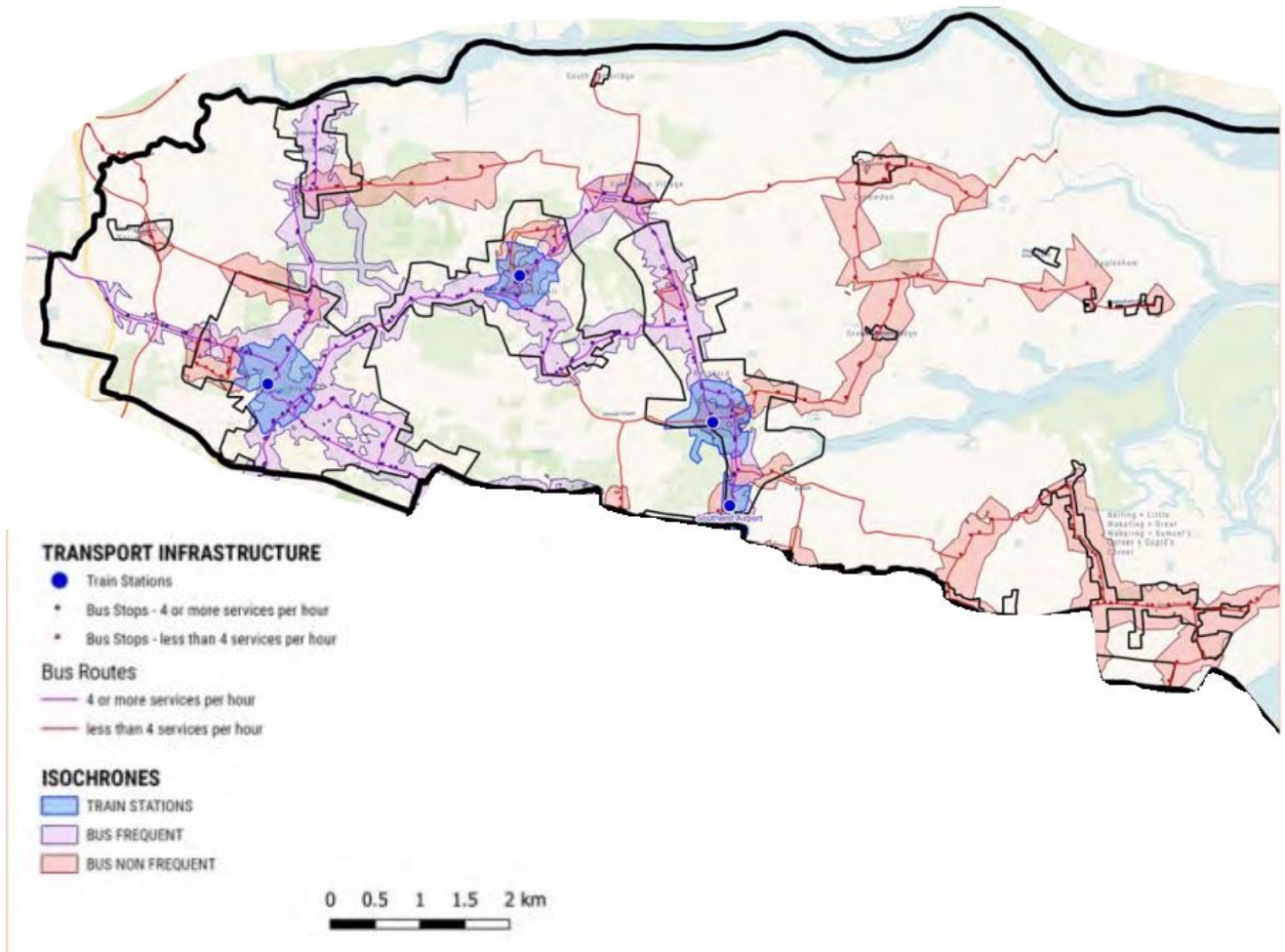
Figure 3 – Availability of Public Transport in Rochford District

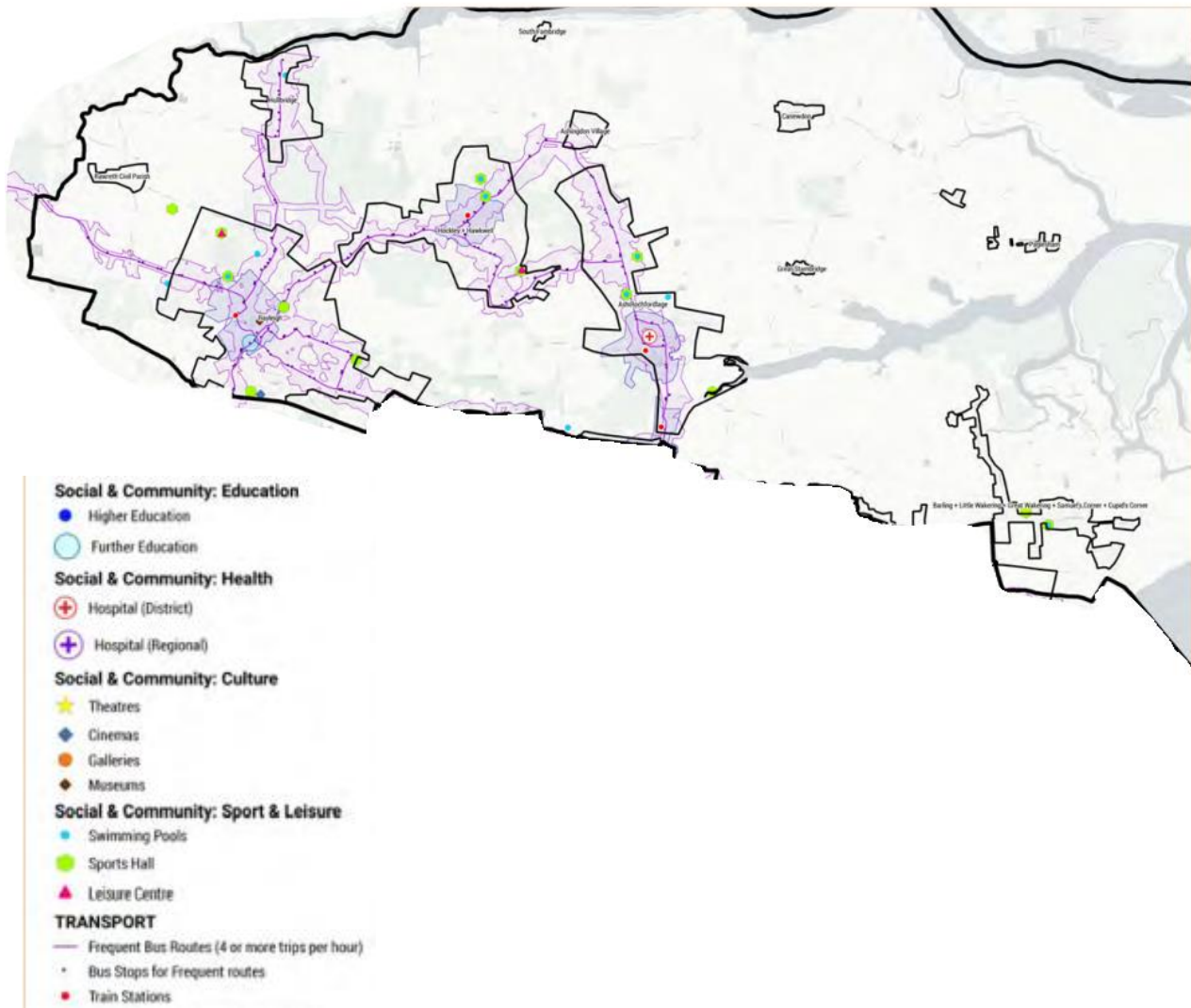| Place	% of each place in the walking catchment of a train station	% of each place in the walking catchment of a frequent bus service	% of each place in the walking catchment of a less frequent bus service
Rochford District			
Canewdon	0	0	84
Gt. Stambridge	0	0	100
Gt. Wakering	0	0	91
Hockley	17	53	13
Hullbridge	0	63	27
Paglesham	0	0	37
Rawreth	0	0	44
Rayleigh	16	56	13
Rochford	19	49	24
South Fambridge	0	0	0
Stonebridge	0	0	71

Table 4 – Percentage of each settlement within walking catchment of public transport

5.10   The findings of this exercise for the completeness of Rochford settlements is to acknowledge that the most frequent bus routes are in the three main towns, plus Hullbridge. In these places, around half of the total settlement area is within the walking catchment of a frequent bus route. However, the focus of services on these locations means more limited provision in the outlying rural settlements. Although they do have some level of service, this is infrequent. This is equally as important to note as research has indicated that where there are limited bus services or worse, where these have been cut, then it can result in disconnected communities, reliance on the car (thus contributing to pollution and congestion), increased isolation and the cost of living.

5.11   In some settlements, including Great Wakering, Hullbridge, Rawreth and Canewdon, a low level of completeness may be partially mitigated by the availability of public transport connections (particularly bus services) which allow residents to access services in other settlements. In reality, it is recognised that a reasonable proportion of these connections will be using private cars to access services in nearby larger towns, and the fact that these public transport connections are infrequent (perhaps with the exception of Hullbridge) means the incentive for public transport use remains low.

Availability of Regional Services

5.12   Mapping the location of regional services helps inform the role and function of the settlements, with such facilities often being located in higher order settlements where the population is able to support their provision. It is important to recognise that such services are unlikely to be sustained in smaller settlements; therefore to fully understand the completeness of Rochford's settlements as a network, it is important to consider how regional services can be provided in a way that supports all of our settlements, without proposing unrealistic solutions, e.g. the proliferation of regional services in areas too small to sustain them.

5.13   The regional services considered in the Settlement Role and Hierarchy Study are:

• Higher Education. • Further Education. • Hospitals. • Theatres. • Cinemas. • Galleries. • Museums. • Indoor Sports Halls. • Swimming Pools. • Leisure Centres. • Employment Areas

5.14   Figure 4 illustrates the distribution of regional services across Rochford's settlements.

Social & Community: Education
- ● Higher Education
- ○ Further Education

Social & Community: Health
- ⊕ Hospital (District)
- ⊕ Hospital (Regional)

Social & Community: Culture
- ★ Theatres
- ◆ Cinemas
- ● Galleries
- ◆ Museums

Social & Community: Sport & Leisure
- ● Swimming Pools
- ● Sports Hall
- ▲ Leisure Centre

TRANSPORT
- —— Frequent Bus Routes (4 or more trips per hour)
- · Bus Stops for Frequent routes
- ● Train Stations

Figure 4 – Map of Regional Services

5.15 From this analysis, it is clear that Rayleigh performs a core role in the provision of regional services for a larger population than its own. It is home to a leisure centre, museum, (pop up) cinema, town centre and number of sports facilities. To lesser extents, Hockley and Rochford also export regional services in the form of sports and leisure facilities.

5.16 The implication of this analysis is that where it is not realistic for settlements to be complete, improving sustainable linkages to the towns of Rayleigh, Hockley and Rochford may be effective at improving service availability overall.

6 Emerging Settlement Hierarchy

6.1 One of the key outputs from the emerging Settlement Role and Hierarchy Study has been an emerging settlement hierarchy. Defining a settlement hierarchy through the new Local Plan can be helpful to understand the relative role and importance of different settlements, identifying more complete settlements with the greatest capacity to support growth, as well as identifying settlements where growth could help to improve completeness.

6.2 Rayleigh is the highest scoring settlement within Rochford District, followed closely by Rochford and Hockley. The three main towns in the District display similar

characteristics in terms of provision of day-to-day services and public transport accessibility, though Rayleigh is more important in terms of region-wide facilities.

6.3   The Study proposes a settlement hierarchy based on the completeness analysis, alongside supporting considerations such as population.

6.4   Population size allows several broad groupings of settlement to be identified. As noted above, Rayleigh, Rochford and Hockley are the three largest settlements in the district, followed by Great Wakering and Hullbridge, and then the smaller, more rural settlements. Canewdon sits between these. This is reflected in service provision: Rayleigh, Rochford and Hockley have greatest provision in the district, with Great Wakering, Hullbridge and Canewdon all having mid-levels of provision, though with variation. There is, for example, relatively good provision of and access to sports, leisure and green infrastructure in these places. Service provision in smaller settlements is more limited.

6.5   The emerging settlement hierarchy is as below:

Tier 1

Rayleigh is considered to be a tier 1 settlement. It provides a wide range of services and facilities at the day-to-day level and also at the region-wide level. It also has good provision of public transport services and is the main retail and commercial centre in Rochford district.

Tier 2

Tier 2 includes the settlements of Hockley and Rochford. These places benefit from reasonable levels of completeness, with some localised hot spots, particularly in more central areas. Although provision of region-wide facilities is limited they benefit from reasonable access to public transport, with frequent bus routes serving these areas. They also benefit from a train station and well established town centres.

Tier 3

Tier 3 includes the settlements of Canewdon, Great Wakering and Hullbridge. Great Wakering and Hullbridge are relatively sizeable settlements, with populations in the region of 5,000 – 6,000. Canewdon is smaller in population terms (around 1,000 people) though larger than the outlying settlements. All these places score relatively well in terms of provision of some day-to-day facilities, including primary schools, though there are gaps in provision. All are served by bus routes, though Hullbridge benefits from more frequent services than Great Wakering and Canewdon.

Tier 4

Tier 4 comprises the smaller outlying settlements in Rochford where provision of day-to-day services is more limited and where good public transport provision is lacking. Whilst there is provision of some day-to-day services within each of these places, residents are reliant on services and facilities in other higher order settlements. Limited public transport provision also means a reliance on travel by car. Places within this tier are Rawreth, Great Stambridge, Stonebridge, Paglesham and South Fambridge.

6.6   It is important to emphasise that this emerging settlement hierarchy is draft and forms part of the Spatial Options consultation. The Council may choose to review this hierarchy based on new evidence and representations received.

7   Implications of Complete Communities for the new Local Plan

7.1   The benefits of the complete communities approach for local communities is set out in detail through this topic paper. The Council has recognised these benefits and sought to incorporate them at the heart of their new Local Plan, including a dedicated plan objective.

7.2   There are a number of ways in which plan-making can help to develop more complete communities across the District. This may taking a policy approach which supports the provision of new services in settlements with poorer levels of completeness, as well as considering how ambitious strategies to improve walking, cycling and public transport networks can improve completeness without necessarily requiring brand new services.

7.3   Another way in which plan-making can help to deliver more complete communities is by ensuring that the new Local Plan's strategy for growth, including new housing, jobs and infrastructure, positively approaches identified opportunities to improve the completeness of local settlements. This could locating growth in areas where there are opportunities to improve completeness through new services, which may be either funded directly by planning obligations (e.g. a new school) or by the market but sustained by a larger population (e.g. new shops). In smaller settlements, it could also include ensuring that existing services are sustained, such as rural schools, which may benefit long-term from a higher pupil roll.

7.4   The other perspective on completeness, however, would support those settlements with higher rates of existing completeness as the most sustainable for new development, particularly in more complete areas such as town centres. However, such considerations will need to layer in an assessment of capacity, as it may be that opportunities for growth in other locations may be able to deliver brand new services which themselves have greater capacity to support growth. This may also be true of stretched transport connections in larger town, which may be less able to expand in capacity than, for example, a school.

7.5   At this stage of plan-making, the Council is yet to identify a preferred plan strategy. As a result, it is not possible to be precise around how the opportunities identified in the preceding paragraphs can be secured in individual settlements. However, the complete communities approach has been deliberately created to be intuitive and repeatable. As plan-making progresses, it will be possible to consider how possible strategies could improve the completeness of local communities, such as by mapping the impact of a new service on the completeness of a settlement, or alternatively mapping the impact of improved accessibility to the catchment of an existing service.

7.6   In the Spatial Options consultation document, the Council will ask consultees how the completeness of each of our local settlements can be improved. This will be accompanied by a draft vision statement for the settlement which considers what is a realistic but ambitious vision for that settlement, taking appropriate account of service

provision and accessibility. This vision statement will also be subject to consultation and iterative revision.

7.7   To inform these considerations, and help inform future plan-making, the Settlement Role and Hierarchy Study identifies provision groupings of settlements based on how the strategy of the new Local Plan could relate to improvthe completeness of local settlements. These are set out below:

<u>Level of completeness suggests significant growth could be sustained to improve completeness</u>

7.8   **Rayleigh** is the largest settlement within Rochford District. It has a well-established and prosperous centre, is served by rail and frequent bus routes, and has educational and cultural facilities. There are though areas of low population density in and around the centre, where future growth might optimise proximity to services but at the same time contribute to provision of further support facilities.

7.9   **Rochford** and **Hockley** are similar in population size and completeness. Both benefit from train services and presence of frequent bus routes, though the catchments around these are fairly limited, with the highest scoring areas of completeness coinciding with relatively low population densities. Future growth could support and strengthen the town centres as a focal point for a wide range of services and facilities, enhancing completeness. In Rochford, this might also help address higher levels of deprivation. The south of Rochford ranks as the most deprived on the indies of deprivation, and this coincides with the flight path of Southend Airport. It is also an area currently in employment use. Any growth would need to consider wider land use change as well as health and safety associated with airport operations.

<u>Level of completeness suggests some growth could be sustained to improve completeness</u>

7.10   **Great Wakering** and **Hullbridge** sit in the next tier down from Rochford and Hockley in terms of population size and completeness. However, some degree of growth, though perhaps more limited in scale, might be more appropriate, helping to support, sustain and, where possible, contribute to the provision of additional facilities, particularly at the day-to-day level. Gaps in health care (in Great Wakering) and education (in both settlements) might be plugged through

<u>Limited completeness suggests place is inappropriate for significant growth but may be able to sustain limited growth</u>

7.11   Existing populations and service provision in the smaller, more rural settlements in the study area would suggest there is limited opportunity for growth. This includes **Rawreth, Great Stambridge, Stonebridge, Paglesham** and **South Fambridge**. Although its population is slightly greater, **Canewdon** also falls within this category.

7.12   Some villages in this category (e.g.: Canewdon) benefit from relatively high levels of completeness and self-containment the amount of growth needed to introduce the missing facilities may need to be transformational relative to their size. This is not to say that these places should not benefit from the opportunity for carefully managed growth, particularly in terms of providing new affordable homes for the community,

which could contribute to small uplifts in completeness through some improvements to community facilities. However, this is only likely to provide for localised needs and would not be of a scale to support major investment in major new facilities. This scale of growth could be promoted through the neighbourhood planning process, should those communities wish to prepare such documents. Limited or small-scale growth should not though be seen as a reason to deny these communities the services they need, particularly for day-to-day purposes. Rather, different models of delivery should be investigated, which is expanded upon on in the sections below.