



Thurrock Local Plan Regulation 18 Site Appraisals

Site Connectivity Assessment

On behalf of **Thurrock Council**

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Executive Summary

Background and Context

Stantec has been commissioned by Thurrock Council to provide transport support to the development of Thurrock's new Local Plan.

The Local Plan process to date has identified 217 potential sites for residential development. A Site Connectivity Assessment has been carried out to understand the current transport connectivity strengths and weaknesses of these sites; based on three sustainable transport modes, walking, cycling and public transport. Connectivity by car has not been assessed. The technical note therefore provides information as to whether potential residents of each site are likely to be able to make more sustainable travel choices (as the site has high sustainable connectivity), or whether they are likely to be more reliant on car travel (as the site has low sustainable connectivity).

The Site Connectivity Assessment does not rule in or rule out sites, but provides information as to their current connectivity, to inform future assessment work and the on-going Local Plan site assessment and selection process. It is also limited to only consider sites in isolation and does not consider the impacts that nearby sites could have on connectivity through either the provision of facilities and services, or transport connections. This technical note provides details of the Site Connectivity Assessment process and results, and will form part of the wider Local Plan evidence base.

Further transport studies will be undertaken to provide additional and more detailed evidence to inform the development of the Local Plan, through the on-going Local Plan process. This work is expected to include the development of a transport vision and strategy, and a detailed network model to assist in determining development impacts and future transport infrastructure requirements.

Assessment Methodology

Travel times from each site to various facilities (i.e. different destinations and services) have been determined, by walking, cycling and public transport, in order to assess sustainable connectivity to facilities and employment. Connectivity by car has not been assessed. A bespoke scoring system has been developed for each facility type, with these individual scores then combined to create an overall connectivity score by mode for each facility, service or the number of jobs available

In addition to jobs, connectivity of sites by walking, cycling and public transport to the following local facilities has been assessed:

- Primary state schools
- Secondary state schools
- Supermarket
- Parades, local centres and shopping areas
- GP surgeries (NHS)
- Pharmacies
- Leisure centres

- Green open spaces (>2ha and >20ha)

In addition, the sites have been assessed in terms of their connectivity by walking to:

- Bus stops (daytime service frequency at least every 15 minutes)
- Railway stations (peak period service frequency at least three per hour in at least one direction)

For each site, the shortest travel time by each mode to each facility type has been converted to a connectivity score.

A bespoke point-based scoring scale has been developed, with sites able to score between 0 and 4 points depending on their connectivity, with 4 indicating highest (good) connectivity, and 0 indicating lowest (poor) connectivity. The scoring system has been developed using relevant supporting evidence setting out best practice for connectivity of each facility type, and professional judgement, and has been agreed with Thurrock Council prior to undertaking the assessment. Some score thresholds have been determined using prescribed travel time connectivity from a facility for walking and then applied to all modes, or in some cases an acceptable walking distance, then converted to travel time, and then applied to the other modes.

The sites have been considered first in terms of their existing situation, as a baseline assessment. However, many of the sites identified are of a scale that they are likely to be delivered alongside certain facilities. In order that the travel times to facilities fairly represent these larger sites, which might otherwise be more isolated, a sensitivity test has also been undertaken which includes provision of on-site facilities at developments based on defined scale thresholds.

This provides an indication of best scoring sites in terms of sustainable mode connectivity based on the methodology outlined within this technical note.

Summary of Results

Summary outputs of the results of the connectivity assessment for sites without consideration of the potential for on-site facilities are shown in Figures ES1 to ES3. A RAG (red-amber-green) colouring scheme has been applied based each site's score (noting that 4 points is the maximum score, and green, and 0 the minimum, and darkest red).

A high or low connectivity score does not directly rule in or rule out sites, but provides information as to their current connectivity, to inform future assessment work and the on-going Local Plan site selection process. It is also limited to only consider sites in isolation and does not consider the impacts that nearby sites could have on connectivity through either the provision of facilities and services, or transport connections. This technical note provides details of the Site Connectivity Assessment process and results, and will form part of the Local Plan evidence base.

Figures ES4 to ES6 show the results of the sensitivity test, which accounts for the potential for the provision on facilities on-site. The results show that when larger sites are considered alongside the facilities they are likely to deliver, their respective connectivity scores are improved compares to the baseline assessment, indicating that large-scale sites or clusters of sites may be more sustainable in transport terms. It is anticipated that this will inform subsequent work, which will seek to identify potential for co-location of sites to better enable delivery of facilities and infrastructure, improve connectivity and reduce the need to travel.

Figure ES1: Site Walking Connectivity Scores without On-Site Facilities

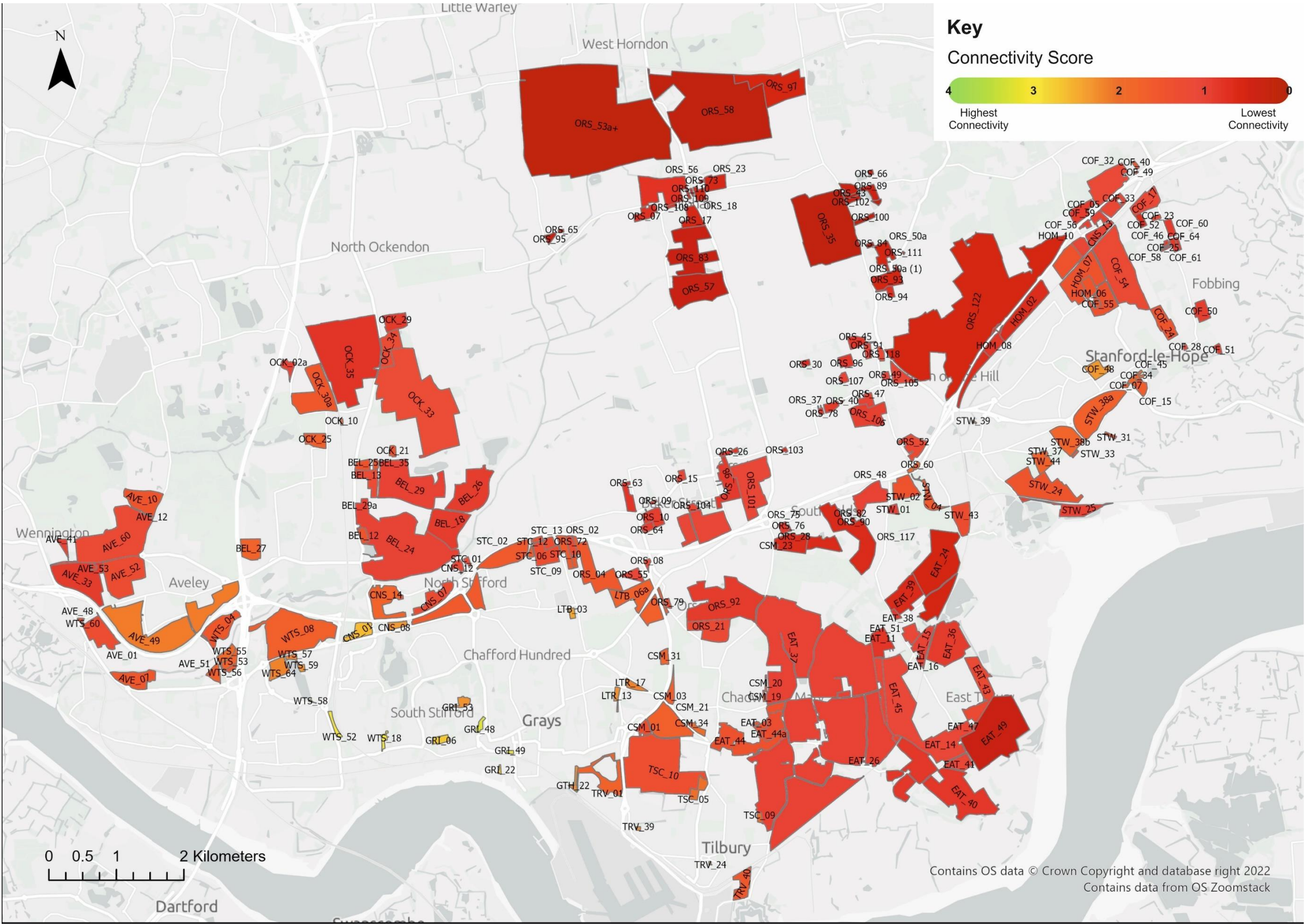
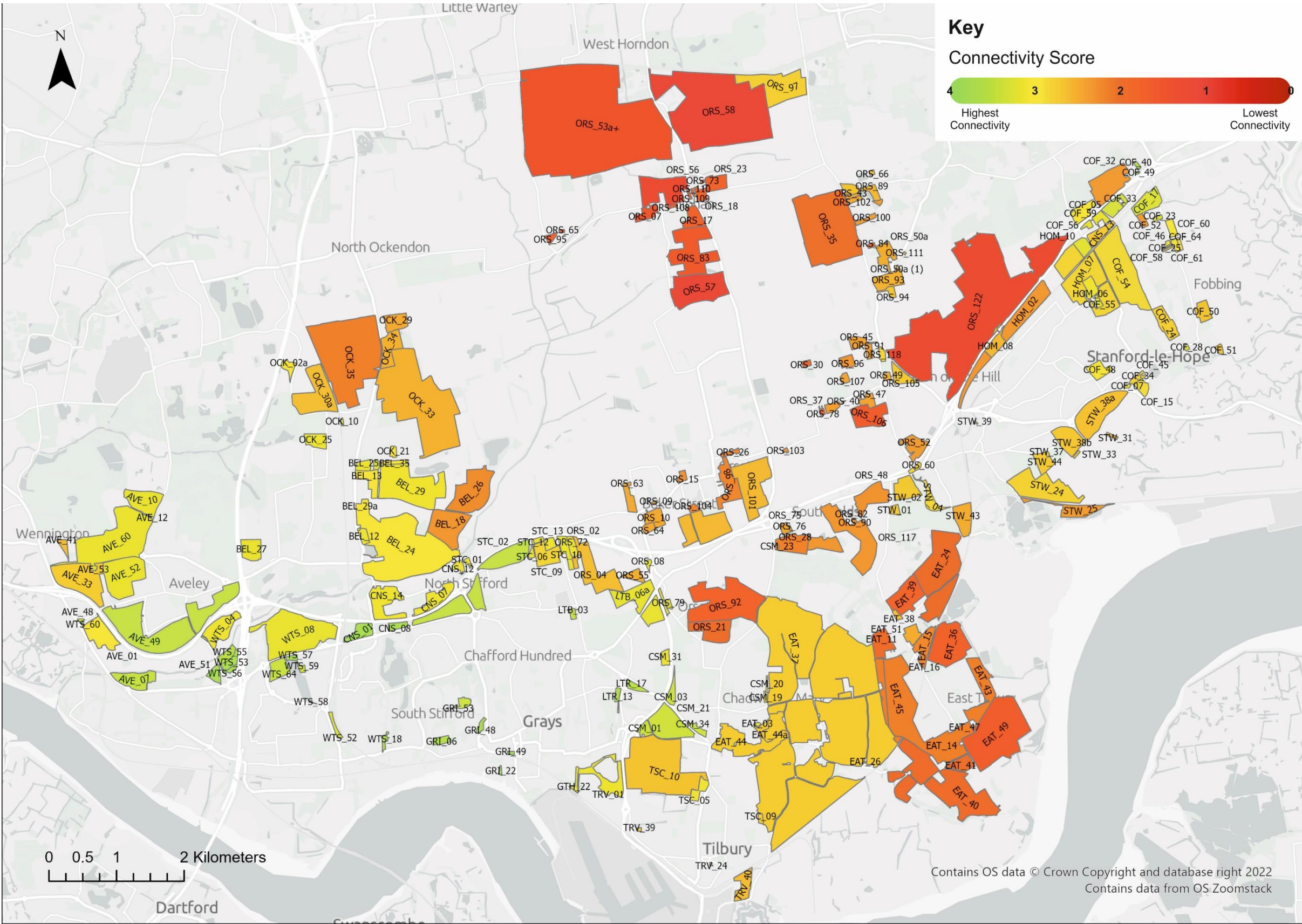


Figure ES2: Site Cycling Connectivity Scores without On-Site Facilities



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Figure ES5: Site Cycling Connectivity Scores with On-Site Facilities

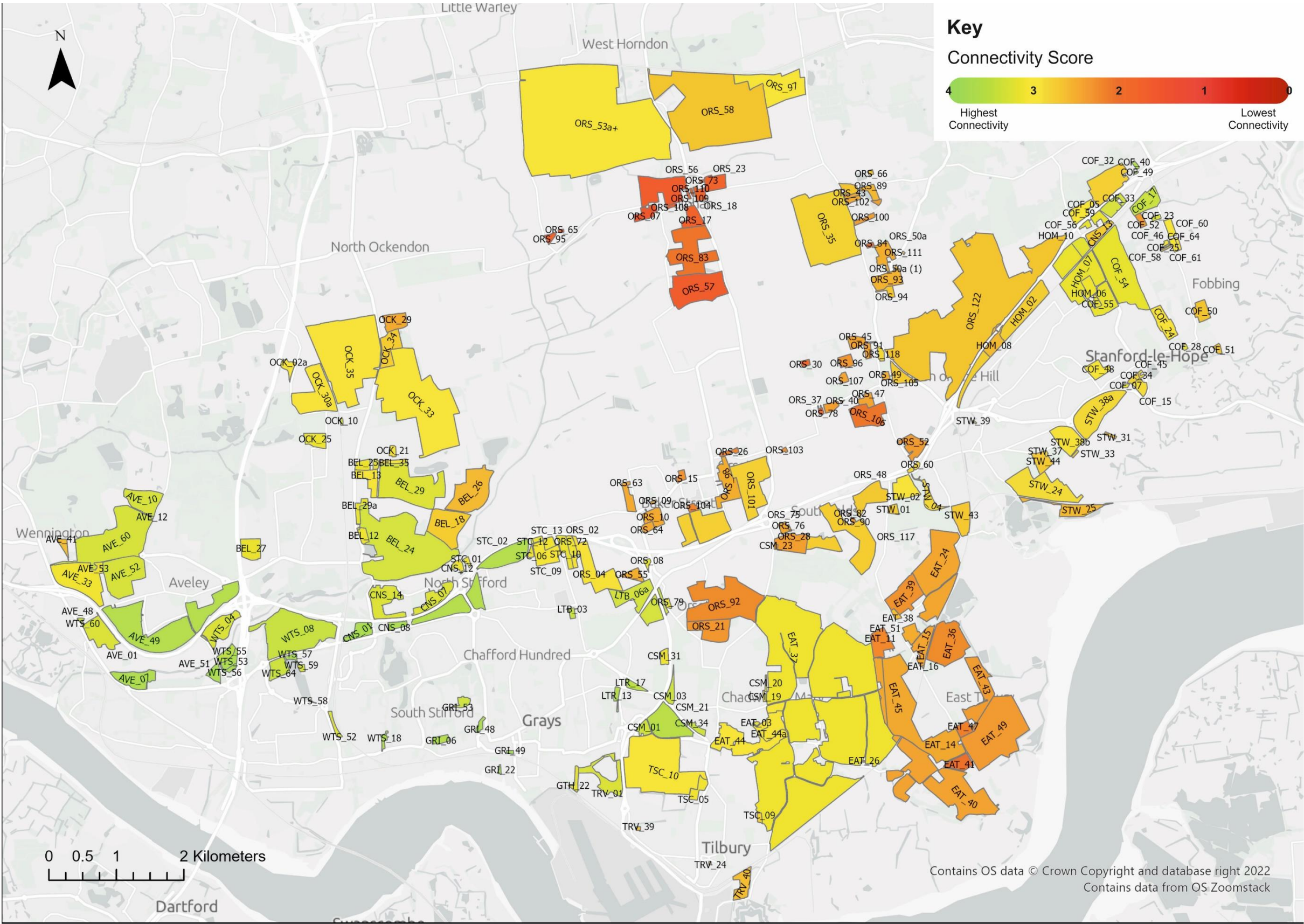
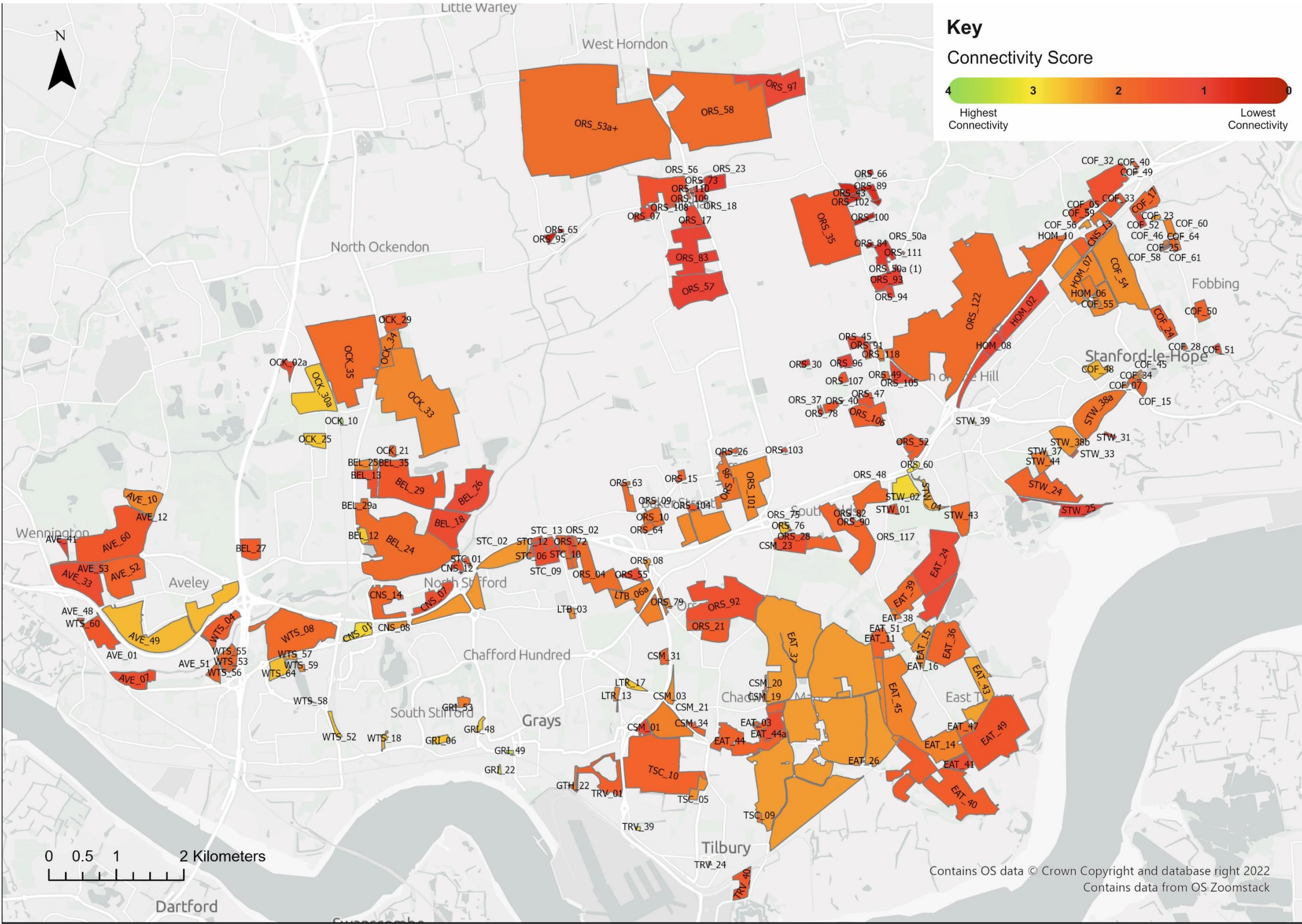


Figure ES6: Site Public Transport Connectivity Scores with On-Site Facilities



1 Introduction

- 1.1.1 Stantec has been commissioned by Thurrock Council to provide transport support to the development of Thurrock's new Local Plan.
- 1.1.2 The Local Plan process to date has identified 217 potential sites for residential development. A Site Connectivity Assessment has been carried out to understand the current transport connectivity strengths and weaknesses of these sites; based on three sustainable transport modes, walking, cycling and public transport. Connectivity by car has not been assessed. The technical note therefore provides information as to whether potential residents of each site are likely to be able to make more sustainable travel choices (as the site has high sustainable connectivity), or whether they are likely to be more reliant on car travel (as the site has low sustainable connectivity).
- 1.1.3 The Site Connectivity Assessment does not rule in or rule out sites, but provides information as to their current connectivity, to inform future assessment work and the on-going Local Plan site assessment and selection process. It is also limited to only consider sites in isolation and does not consider the impacts that nearby sites could have on connectivity through either the provision of facilities and services, or transport connections. This technical note provides details of the Site Connectivity Assessment process and results, and will form part of the wider Local Plan evidence base.

2 Methodology – Connectivity to Facilities and Employment

2.1 Introduction

- 2.1.1 In order to assess sustainable connectivity to facilities and employment, travel times from each site to various facilities (i.e. different destinations and services) have been determined, by walking, cycling and public transport. A scoring system has been developed for each facility type, with these individual scores then combined to create an overall connectivity score by mode.

2.2 Facility Selection

- 2.2.1 In addition to jobs, connectivity of sites by walking, cycling and public transport to the following local facilities has been assessed:

- Primary state schools
- Secondary state schools
- Supermarket
- Parades, local centres and shopping areas
- GP surgeries (NHS)
- Pharmacies
- Leisure centres
- Green open spaces (>2ha and >20ha)

- 2.2.2 In addition, the sites have been assessed in terms of their connectivity by walking to:

- Bus stops (daytime service frequency at least every 15 minutes)
- Railway stations (peak period service frequency at least three per hour in at least one direction)

- 2.2.3 Facilities have been selected as outlined in Table 2.1.

Table 2.1: Facilities Data Sources

Facility	Data Source
Primary schools	DfE state primary school
Secondary schools	DfE state secondary schools
Supermarkets	Geolytix
Parades Local centres Shopping areas	Local authority data (Local Plan information and supporting evidence e.g. retail assessment) from Thurrock and surrounding Local Authorities. Classifies as parade, local centre of shopping area based on Thurrock Council's Town Centre Health Check Assessment Report 2018, using professional judgement
GP surgeries	NHS Digital website datasets
Pharmacies	NHS Digital website datasets
Leisure centres	Local authority data on public sports and leisure centres
Green open spaces >2ha Green open spaces >20ha	OS Open Greenspace
Bus stops	Basemap Datacutter database: Q3 2022
Rail stations	Basemap Datacutter database: Q3 2022

- 2.2.4 Jobs have been determined at output area level using 2020 Business Register and Employment Survey data at Lower Super Output Area (LSOA) level, combined with 2011 Census data at output area level, to obtain estimates of 2020 jobs at output area level. Output areas within a 50km radius of the centre of Thurrock were included for analysis, with those that were in excess of a 90-minute travel time by public transport from all sites subsequently excluded (due to these jobs not contributing towards the site's score – see Section 2.5).

2.3 Journey Time Calculations

- 2.3.1 TRACC accessibility software calculates the fastest journey time between a set of origins and destinations within a set time period using public transport timetable data, road network information and a range of user-defined parameters, including mode selection. TRACC has been used to determine the travel time within an AM peak period (07:00 – 09:00) between each assessment site and all local facilities and employment (as outlined in Section 2.2) by public transport, walking and cycling. Journey times are based on actual routes, and not direct distance (as the crow flies). Key input parameters for TRACC and data are outlined in Table 2.2.

Table 2.2: TRACC Input Parameters and Data

Parameter/Data	Values/Source	Comments
Public Transport Timetable Data	Basemap Datacutter database: Q3 2022	
Highway Network	OS MasterMap Highways and OS MasterMap Paths	
Walk Speed	4.8 km/h	This is the walk speed when not on the road network. It only applies to the walk between an origin and the road network, the road and a destination, and points where a public transport stop is located off a road. When walking on a road network, the default speeds internal to TRACC will be used.
Max Internal Connection Distance	5 km	This is the interchange distance between public transport services. This is the maximum distance the calculation allows to walk between two different public transport stops mid-journey. A long distance has been selected, as this assessment focuses purely on connectivity rather than propensity to use a service; a longer connection distance will result in increased travel time and therefore a site's score will be reflective of its poorer public transport connectivity.
Max Connection Distance to First Stop	5 km	This is a straight-line buffer with a radius of 5 km that sits around the origin point and the destination point. Only stops within these buffers can be used as first or last stops for the journey, any of these stops can be walked to. Also, if the destination point is in the buffer of the origin, TRACC will allow walking directly to the destination point – if this is the quickest route. A long distance has been selected, as this assessment focuses purely on connectivity, rather than propensity to use a service; a longer connection distance will result in increased travel time and therefore a site's score will be reflective of its poorer public transport connectivity.

- 2.3.2 The TRACC outputs take the form of origin-destination journey time matrices, with a matrix per mode (walking, cycling and public transport). These matrices have been analysed to determine the shortest journey time from each site to each facility type.

2.4 Sensitivity Testing – Development Critical Mass Facilities Adjustments

- 2.4.1 Many of the sites identified are of a scale that they are likely to be delivered alongside certain facilities. In order that the travel times to facilities fairly represent these larger sites, which might otherwise be more isolated, a sensitivity test has been undertaken which includes provision of on-site facilities at developments meeting scale thresholds defined below.
- 2.4.2 Development thresholds have been established to identify the critical mass at which each facility type is anticipated to be delivered on-site. Where each threshold is met, the sites being

assessed in the 'with facilities' analysis assumes a 0-minute travel time by all modes to access this facility type. These are shown in Table 2.3.

Table 2.3: Thresholds for Provision of Facilities On-Site

Facility	Threshold (homes)
Primary schools	500 ¹
Secondary schools	4,500 ²
Supermarkets	2,500 ³
Parades	500 ⁴
Local centres	2,500 ⁵
Shopping areas	N/A – assumed no site will be of sufficient scale ⁶
GP surgeries	2,580 ⁷
Pharmacies	2,580 ⁸
Leisure centres	N/A – assumed no site will be of sufficient scale ⁹
Green open spaces >2ha	3,80 ¹⁰
Green open spaces >20ha	3,800 ¹¹

2.4.3 The number of homes at each site has been calculated based on an assumed average density of 40 dwellings per hectare, and is shown in **Appendix A**.

2.4.4 Within the sensitivity test, travel times for sites that meet the thresholds outlines above for the provision of a facility have been adjusted to zero minutes by all modes, reflecting the high level of connectivity that this would deliver. No existing or emerging development proposals for any site have been considered, in order that the scoring is applied fairly to each site.

¹ Professional judgement

² Professional judgement

³ Professional judgement

⁴ Professional judgement

⁵ Professional judgement

⁶ Confirmed with Thurrock Council

⁷ Based on existing provision per dwelling in Thurrock

⁸ Professional judgement. Assumed equal provision as GP surgeries.

⁹ Confirmed with Thurrock Council

¹⁰ Based on Natural England green open space provision requirements of 2ha per 1000 people, and 2011 Census dwelling size data for Thurrock

¹¹ Assumed 1/10th provision of 2ha open spaces

2.5 Scoring System

- 2.5.1 For each site, the shortest travel time by each mode to each facility type has been determined. This has then been converted to a connectivity score as outlined below.

Facilities

- 2.5.2 A points-based scoring scale has been developed, with sites able to score between 0 and 4 points depending on their connectivity. The scoring system journey time thresholds for each facility type has been developed using relevant supporting evidence setting out best practice for connectivity of each facility type, and professional judgement, and has been agreed with Thurrock Council prior to undertaking the assessment. Some scores have been determined using prescribed travel time connectivity from a facility for walking and then applied to all modes, or in some cases an acceptable walking distance, then converted to travel time, and then applied to the other modes.
- 2.5.3 The supporting evidence has typically defined either the maximum travel time to obtain 4 points, or the travel time above which a score of 0 points would be obtained. The remaining thresholds are based on adopting an appropriate proportional change in travel time. The scoring system is outlined in Table 2.4.

Table 2.4: Scoring System Journey Time Thresholds by Facility Type

Facility	Score					Supporting Evidence Source
	4	3	2	1	0	
Primary school	<10mins	10-20mins	20-30mins	30-40 mins	>40mins	Department for Education requires statutory school transport to be provided at 2 miles (40-minute walk) ¹²
Secondary school	<15mins	15-30mins	30-45mins	45-60mins	>60mins	Department for Education requires statutory school transport to be provided at 3 miles (60-minute walk) ¹³
Supermarket	<10mins	10-15mins	15- 20mins	20-25mins	>25mins	Professional judgement - considered to be the same in connectivity requirements as local centre
Parade	<5mins	5-7.5mins	7.5-10mins	10-12.5mins	>12.5mins	51% of shoppers travel 400m (5-minute walk) or less (Association of Convenience Stores) ¹⁴
Local centre	<10mins	10-15mins	15-20mins	20-25mins	>25mins	800m (10-minute walk) considered standard walk distance to services, with 1,600m (20-minute walk) considered maximum (Sustrans) ¹⁵ . Due to the location of existing residential development and facilities, slightly longer travel times are considered comparable within Thurrock.
Shopping area	<15mins	15-30mins	30-45mins	45-60mins	>60mins	Professional judgement - less frequent trips, so travel times up to 1 hour considered
GP surgery	<10mins	10-15mins	15-20mins	20-25mins	>25mins	Professional judgement - considered to be provided at a similar frequency to local centres, and slightly less frequently than pharmacies

¹² Department for Education. Home to School Travel and Transport Guidance. Statutory Guidance for Local Authorities. 2014

¹³ Department for Education. Home to School Travel and Transport Guidance. Statutory Guidance for Local Authorities. 2014

¹⁴ Association of Convenience Stores. The Local Shop Report. 2021

¹⁵ Sustrans. Walkable Neighbourhoods. Building in the Right Places to Reduce Car Dependency. 2022

Facility	Score					Supporting Evidence Source
	4	3	2	1	0	
Pharmacy	<5 mins	5-10mins	10-15mins	15-20mins	>20mins	NHS considers 'serious difficulty' accessing a pharmacy to be 1,600m (20-minute walk) ¹⁶
Leisure centre	<10mins	10-15mins	15- 20mins	20-25mins	>25mins	Sport England suggest 20-minute travel time, but acknowledges this varies depending on local circumstances. ¹⁷
Green space >2ha	<1.25mins	1.25-2.5mins	2.5-3.75mins	3.75-5mins	>5mins	Natural England consider a 5-minute travel time acceptable maximum ¹⁸
Green space >20ha	<10mins	10-15mins	15-20mins	20-25mins	>25mins	Natural England consider 2,000m (25-minute walk) acceptable maximum ¹⁹
Bus stop	<2.5mins	2.5-5mins	5-7.5mins	7.5-10mins	>10mins	CIHT recommended walk distance of 400m (5 minutes), and 200m (2.5 minutes) in town centres ²⁰
Railway station	<8mins	8-14mins	14-20mins	20-26mins	>26mins	CIHT recommended walk distance of 800m. NTS data shows 85 th percentile walk distance is 1,610m (20 minutes) ²¹

¹⁶ NHS England. Pharmacy Manual. 2019

¹⁷ Sport England. Assessing Needs and Opportunities Guide for Indoor and Outdoor Sports Facilities. 2014

¹⁸ Natural England. Nature Nearby. Accessible Natural Greenspace Guidance.2010

¹⁹ Natural England. Nature Nearby. Accessible Natural Greenspace Guidance.2010

²⁰ CIHT. Planning for Walking. 2015

²¹ CIHT. Planning for Walking. 2015

Employment

2.5.4 The scoring of the connectivity to jobs has adopted hybrid gravity-model method to determine each score. This method still adopts the same scoring categories of 0-4, however it does not use predetermined categories for the number of jobs available from each site by mode, and therefore the score has been determined for each mode based on the number of jobs available within travel time bands.

2.5.5 The methodology of determining the jobs scores follows the following process (examples shown for public transport-based journeys to 11 destinations with the adopted scoring reflective of the overall 217 sites and adjusted for each mode type):

2.5.6 A validated gravity model was created, based on existing commuting patterns in Thurrock.

- The number of jobs available within four travel time bands (shown below) of site determined and weighting for the number of jobs (based on Labour Force Survey 'Commuting to work by gender, UK country and region' 2017 data for Thurrock):

- 0-15-minutes – 43%
- 15-30-minutes – 32%
- 30-45-minutes – 12%
- 45-60-minutes – 8%

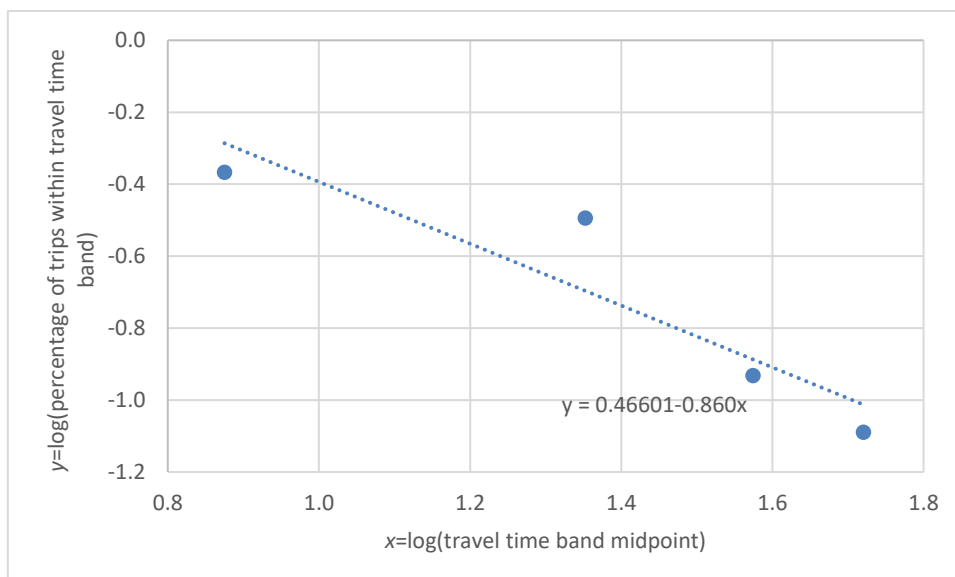
Note: 5% of commuting trips in Thurrock are over 60 minutes; these have been discounted for the purposes of this assessment.

- The log of the midpoint of each travel time band (x) and log of the percentage of trips within each travel time band (y), and plotted as a line graph (Figure 2.1), where:

$x = \log(\text{travel time band midpoint})$ and

$y = \log(\text{percentage of trips within travel time band})$

Figure 2.1: Log of Travel Time Band Midpoint vs Log of Percentage of Trips Within Travel Time Band



- Based on the absolute value of the slope of the line of best fit ($\alpha=0.860$), the number of trips by origin and travel time band is distributed based on Equation 1 with the results shown in Table 2.5.

Equation 1

$$Distribution = \frac{\text{Number of jobs available (by mode and travel time band)}}{\text{Travel time band midpoint}^\alpha}$$

Table 2.5: Distribution by Origin and Travel Time Band

Origin	Gravity Model Distribution			
	0-15	15-30	30-45	45-60
AVE_41	0	582	2,466	12,237
COF_23	2,747	1926	3,131	6,864
EAT_36	36	130	845	3,671
EAT_37	66	341	1,242	2,229
GRI_48	600	2,622	2,747	9,318
OCK_33	41	392	3,459	20,245
ORS_35	7	0	67	1,021
ORS_97	0	0	0	160
ORS_98	176	744	2,778	4,841
STC_02	319	818	2,324	2,755
STW_44	375	982	2,576	5,155

- 2.5.7 Trip weightings have been applied based on the Labour Force Survey data, with percentages for the four travel time categories prorated to total 100% (as trips over 60 minutes are discounted). The sum-product of the distribution for each site and weighting criteria for each time band determines a weighted number of jobs for each origin with the results shown in Table 2.6.

Table 2.6: Weighted Jobs by Site

Origin	Weighted Jobs
AVE_41	1550
COF_23	2870
EAT_36	479
EAT_37	490
GRI_48	2295
OCK_33	2314
ORS_35	99
ORS_97	14
ORS_98	1088
STC_02	943
STW_44	1261

- 2.5.8 The range of the scores across the sites is then divided into 5 categories to allocate a score based on the overall scoring methodology (0-4 points), with the calculated (example) categories shown in Table 2.7.

Table 2.7: Employment Scoring System Example

Score	Weighted Jobs
0	<585
1	585-1156
2	1156-1728
3	1728-2299
4	>2299

- 2.5.9 Based on these categories, the weighted distribution of each site is compared to the categories to determine a score.
- 2.5.10 This methodology has been applied to all 217 sites, with the scoring system adapted to reflect the range of weighted jobs calculated across all sites.

Overall Scores by Mode

- 2.5.11 To determine the overall score for a site by each mode, each individual score for each facility and the job score has been combined based on the weightings shown in Table 2.8. These have been determined using National Travel Survey journey purpose and trip mode data for 2019 (pre-pandemic).
- 2.5.12 The walk and cycle weighting to bus stops and railway stations is not included as a part of the overall walking and cycling scores. The public transport weighting for bus stops and railway stations uses the walking score to bus stops and railway stations, as opposed to using the public transport score.

Table 2.8: Overall Scores by Mode Weighting

Facility	Weighting		
	Walking	Cycling	Public Transport
Employment	30%	30%	22%
Primary school	13%	13%	10%
Secondary school	9%	9%	7%
Supermarket	10%	10%	7%
Parade	10%	10%	7%
Local centre	10%	10%	7%
Shopping area	3%	3%	2%
GP surgery	2%	2%	1%
Pharmacy	2%	2%	1%
Leisure centre	2%	2%	1%
Green space >2ha	5%	5%	4%
Green space >20ha	6%	6%	4%
Bus stop	-	-	14%
Railway station	-	-	11%
Total	100%	100%	100%

Note: column data may not sum to totals due to rounding

3 Baseline Results – Connectivity to Facilities and Employment without On-Site Facilities

3.1 Introduction

- 3.1.1 This chapter provides a summary of the results of the Connectivity to Facilities and Employment assessment. Detailed individual site scores and outputs can be found in Appendix A.

3.2 Overall Mode Scoring

- 3.2.1 Table 3.1 shows the overall scores by mode for each site, alongside the ranking for each site (where 1 is highest, and 217 is lowest), with priority given first to walk, then cycle and finally public transport, in line with the transport hierarchy.

Table 3.1: Overall Site Connectivity to Facilities and Employment Scores without On-Site Facilities

Site Reference	Site Rank	Walk Score	Cycle Score	Public Transport Score
GRI_48	1	3.25	3.77	2.70
WTS_58	2	3.16	3.61	2.89
GRI_49	3	3.11	3.82	3.56
WTS_18	4	2.97	3.67	2.55
WTS_52	5	2.95	3.26	2.67
GRI_22	6	2.74	3.76	3.08
GRI_06	7	2.71	3.69	2.68
CNS_01	8	2.59	3.78	2.84
TRV_24	9	2.58	2.81	2.84
LTB_03	10	2.45	3.49	2.28
CNS_08	11	2.32	3.75	2.30
COF_48	12	2.32	2.96	2.54
GRI_53	13	2.28	3.45	2.10
LTR_13	14	2.27	3.65	2.21
WTS_59	15	2.27	3.28	2.28
GTH_22	16	2.26	3.16	2.08
TRV_39	17	2.25	2.68	2.85
LTR_17	18	2.17	3.59	2.68
WTS_64	19	2.17	3.49	2.62
WTS_57	20	2.16	3.73	2.43

Site Reference	Site Rank	Walk Score	Cycle Score	Public Transport Score
STW_39	21	2.16	2.77	2.91
AVE_49	22	2.10	3.54	2.30
OCK_10	23	2.02	3.30	3.81
TSC_05	24	2.02	3.06	2.26
COF_45	25	2.02	2.85	2.33
TSC_09	26	2.00	2.79	2.09
CSM_34	27	1.99	3.43	1.84
WTS_55	28	1.98	3.61	2.03
ORS_60	29	1.90	2.83	3.00
BEL_29a	30	1.89	3.17	2.50
COF_12	31	1.85	2.80	1.93
CSM_31	32	1.84	3.10	1.89
COF_07	33	1.84	3.09	2.15
STW_38b	34	1.83	2.70	2.00
CNS_14	35	1.82	3.08	1.61
BEL_27	36	1.81	3.14	1.70
STW_37	37	1.80	2.86	2.25
COF_34	38	1.80	2.80	2.11
STW_44	39	1.78	2.73	2.10
TRV_01	40	1.77	3.12	1.40
WTS_53	41	1.76	3.75	1.87
AVE_12	42	1.76	3.44	2.61
AVE_51	43	1.74	3.75	1.87
CSM_03	44	1.74	3.43	2.25
CSM_21	45	1.74	3.43	1.97
LTB_06a	46	1.74	3.17	1.81
STW_38a	47	1.74	2.64	1.90
WTS_08	48	1.73	3.17	1.59
OCK_25	49	1.71	3.11	2.68
STC_06	50	1.70	3.12	1.76
COF_15	51	1.68	2.89	1.76

Site Reference	Site Rank	Walk Score	Cycle Score	Public Transport Score
STW_04	52	1.64	2.85	2.42
WTS_56	53	1.63	3.75	1.87
STC_02	54	1.63	3.54	1.97
ORS_02	55	1.63	3.12	1.89
ORS_04	56	1.62	2.60	1.68
CSM_19	57	1.61	3.07	1.89
CSM_20	58	1.61	3.06	1.72
TRV_40	59	1.61	2.61	1.63
WTS_04	60	1.59	3.10	1.40
EAT_03	61	1.59	3.06	1.89
STW_33	62	1.59	2.80	1.60
OCK_30a	63	1.59	2.62	2.33
AVE_07	64	1.55	3.52	1.22
WTS_60	65	1.55	3.41	1.61
COF_40	66=	1.54	3.67	1.88
COF_49	66=	1.54	3.67	1.88
BEL_12	68	1.54	3.10	2.72
COF_24	69	1.54	2.78	1.59
AVE_10	70	1.53	3.13	1.97
STW_24	71	1.53	2.79	1.54
STW_31	72	1.51	2.70	1.29
BEL_25	73	1.50	3.12	2.18
COF_55	74	1.50	3.08	2.19
HOM_06	75	1.50	3.08	2.12
OCK_21	76	1.50	2.95	1.92
STC_12	77	1.49	3.12	1.66
HOM_07	78	1.48	2.82	1.87
STW_02	79	1.47	2.72	2.68
STC_13	80	1.46	3.12	1.52
EAT_44	81	1.46	2.74	1.44
BEL_35	82	1.43	2.95	1.92

Site Reference	Site Rank	Walk Score	Cycle Score	Public Transport Score
ORS_79	83	1.38	3.14	2.22
CSM_01	84	1.37	3.41	1.21
TSC_10	85	1.35	2.65	1.19
EAT_44a	86	1.34	2.74	1.19
AVE_48	87	1.33	3.36	1.86
STC_10	88	1.33	3.08	1.43
AVE_01	89	1.32	3.00	1.23
STC_09	90	1.32	2.82	1.23
STW_43	91	1.30	2.48	1.78
EAT_47	92	1.29	2.14	1.97
ORS_72	93	1.28	3.08	1.29
CNS_07	94	1.28	3.08	1.24
EAT_16	95	1.28	2.62	2.93
STC_01	96	1.27	3.10	1.53
AVE_52	97	1.25	3.14	1.47
BEL_13	98	1.23	2.99	1.43
OCK_34	99	1.22	2.52	1.96
OCK_33	100	1.22	2.52	1.54
COF_23	101	1.21	3.28	2.38
ORS_21	102	1.21	2.00	1.34
ORS_118	103	1.20	2.86	2.13
ORS_52	104	1.20	2.36	1.69
AVE_53	105	1.19	3.44	1.24
AVE_60	106	1.19	3.14	1.26
COF_54	107	1.16	2.87	1.99
EAT_43	108	1.16	2.14	2.15
CNS_12	109	1.14	3.10	1.53
COF_32	110	1.13	2.33	1.11
COF_17	111	1.11	3.26	1.72
ORS_08	112	1.11	3.14	2.39
COF_33	113	1.08	3.34	1.65

Site Reference	Site Rank	Walk Score	Cycle Score	Public Transport Score
ORS_40	114	1.08	2.52	2.04
EAT_14	115=	1.07	2.14	1.66
EAT_45	115=	1.07	2.14	1.66
EAT_51	117	1.06	2.48	2.36
HOM_10	118	1.05	3.23	1.80
ORS_101	119	1.05	2.57	1.97
ORS_49	120	1.05	2.53	1.95
ORS_15	121	1.05	2.29	1.83
ORS_104	122	1.05	2.18	1.70
COF_28	123	1.04	3.09	1.83
EAT_41	124	1.04	2.03	1.32
ORS_105	125	1.03	2.73	1.26
ORS_55	126	1.03	2.50	1.31
ORS_91	127	1.03	2.41	1.54
OCK_02a	128	1.02	2.97	1.35
EAT_15	129	1.00	2.20	2.09
BEL_24	130	0.99	2.97	1.19
STW_01	131	0.98	2.75	1.58
ORS_48	132	0.98	2.27	1.58
BEL_29	133	0.97	3.08	1.13
EAT_37	134	0.97	2.74	1.58
COF_56	135	0.95	3.16	2.35
COF_05	136	0.95	3.14	2.03
CNS_13	137	0.95	2.73	1.80
AVE_41	138	0.95	2.62	1.10
ORS_107	139=	0.95	2.41	1.54
ORS_47	139=	0.95	2.41	1.54
STW_25	141	0.94	2.36	0.82
ORS_106	142	0.92	1.66	1.41
ORS_09	143	0.90	2.47	2.18
COF_50	144	0.89	2.66	1.83

Site Reference	Site Rank	Walk Score	Cycle Score	Public Transport Score
COF_51	145	0.89	2.66	1.52
ORS_10	146	0.89	2.47	2.04
ORS_64	147	0.89	2.47	1.94
COF_59	148	0.88	2.97	1.54
BEL_18	149	0.88	2.30	0.76
BEL_26	150	0.88	2.25	0.66
OCK_29	151	0.87	2.46	1.71
ORS_92	152	0.87	1.80	1.11
EAT_36	153	0.87	1.78	1.53
COF_46	154	0.86	2.98	2.10
COF_61	155	0.86	2.98	1.88
COF_60	156	0.86	2.97	2.17
COF_25	157	0.86	2.97	1.73
COF_64	158	0.86	2.97	1.73
COF_58	159	0.86	2.79	1.74
AVE_33	160	0.86	2.75	0.83
ORS_37	161	0.86	2.37	1.58
EAT_38	162	0.84	2.64	2.13
ORS_75	163	0.84	2.44	2.65
ORS_76	164	0.83	2.50	2.35
ORS_98	165	0.83	2.18	1.73
ORS_45	166	0.81	2.41	1.30
ORS_26	167	0.81	2.18	1.77
ORS_78	168	0.81	2.01	1.32
ORS_96	169	0.79	2.30	1.01
EAT_40	170	0.78	1.97	0.92
HOM_08	171	0.77	2.58	0.94
ORS_63	172	0.76	2.47	1.94
CSM_23	173	0.75	2.46	1.68
EAT_11	174	0.75	1.98	1.70
OCK_35	175	0.73	2.13	1.22

Site Reference	Site Rank	Walk Score	Cycle Score	Public Transport Score
ORS_108	176	0.70	1.72	1.48
ORS_07	177	0.70	1.61	1.27
ORS_56	178	0.70	1.26	1.13
ORS_94	179	0.68	2.69	1.12
ORS_30	180	0.68	1.98	0.79
HOM_02	181	0.65	2.32	0.68
ORS_103	182	0.65	2.29	1.08
COF_52	183	0.64	2.35	1.26
ORS_28	184	0.64	2.15	1.24
ORS_82	185=	0.60	2.30	1.67
ORS_90	185=	0.60	2.30	1.67
ORS_117	187	0.60	2.30	1.51
EAT_39	188	0.60	1.84	1.59
ORS_73	189	0.57	2.11	1.18
ORS_109	190=	0.57	1.82	1.49
ORS_110	190=	0.57	1.82	1.49
ORS_17	192	0.57	1.82	1.11
ORS_18	193	0.57	1.82	1.04
ORS_23	194	0.57	1.82	0.83
ORS_97	195	0.54	2.77	0.58
ORS_111	196	0.54	2.73	1.08
ORS_50a (1)	197	0.54	2.54	0.94
ORS_93	198	0.54	2.54	0.94
ORS_50a	199	0.54	2.50	0.81
EAT_26	200	0.54	2.44	1.05
ORS_122	201	0.54	1.30	0.50
EAT_24	202	0.51	1.99	0.74
ORS_66	203	0.43	2.66	0.68
ORS_89	204	0.43	2.57	0.68
ORS_43	205	0.41	2.66	0.57
ORS_95	206	0.35	1.83	0.43

Site Reference	Site Rank	Walk Score	Cycle Score	Public Transport Score
ORS_65	207	0.35	1.83	0.36
EAT_49	208	0.35	1.70	0.43
ORS_83	209	0.35	1.65	0.43
ORS_57	210	0.35	1.13	0.43
ORS_102	211=	0.32	2.47	0.57
ORS_44	211=	0.32	2.47	0.57
ORS_100	213	0.22	2.38	0.33
ORS_35	214=	0.22	2.02	0.33
ORS_84	214=	0.22	2.02	0.33
ORS_58	216	0.22	1.11	0.43
ORS_53a+	217	0.19	1.50	0.50

3.2.2 The sites' walk, cycle and public transport scores are shown geographically in Figure 3.1, Figure 3.2 and Figure 3.3 respectively.

Figure 3.1 Overall Site Connectivity to Facilities and Employment without On-Site Facilities – Walking

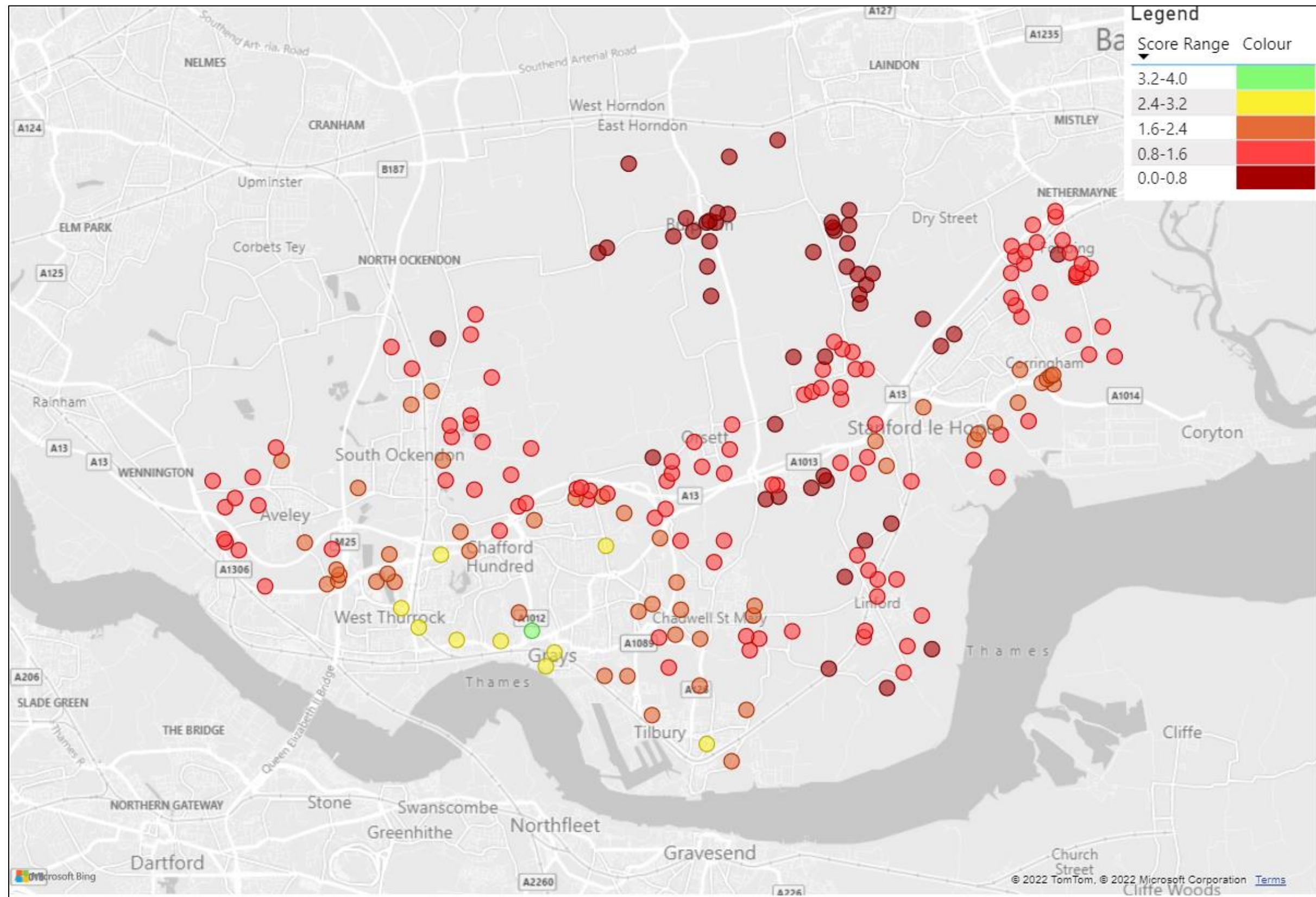


Figure 3.2: Overall Site Connectivity to Facilities and Employment without On-Site Facilities – Cycling

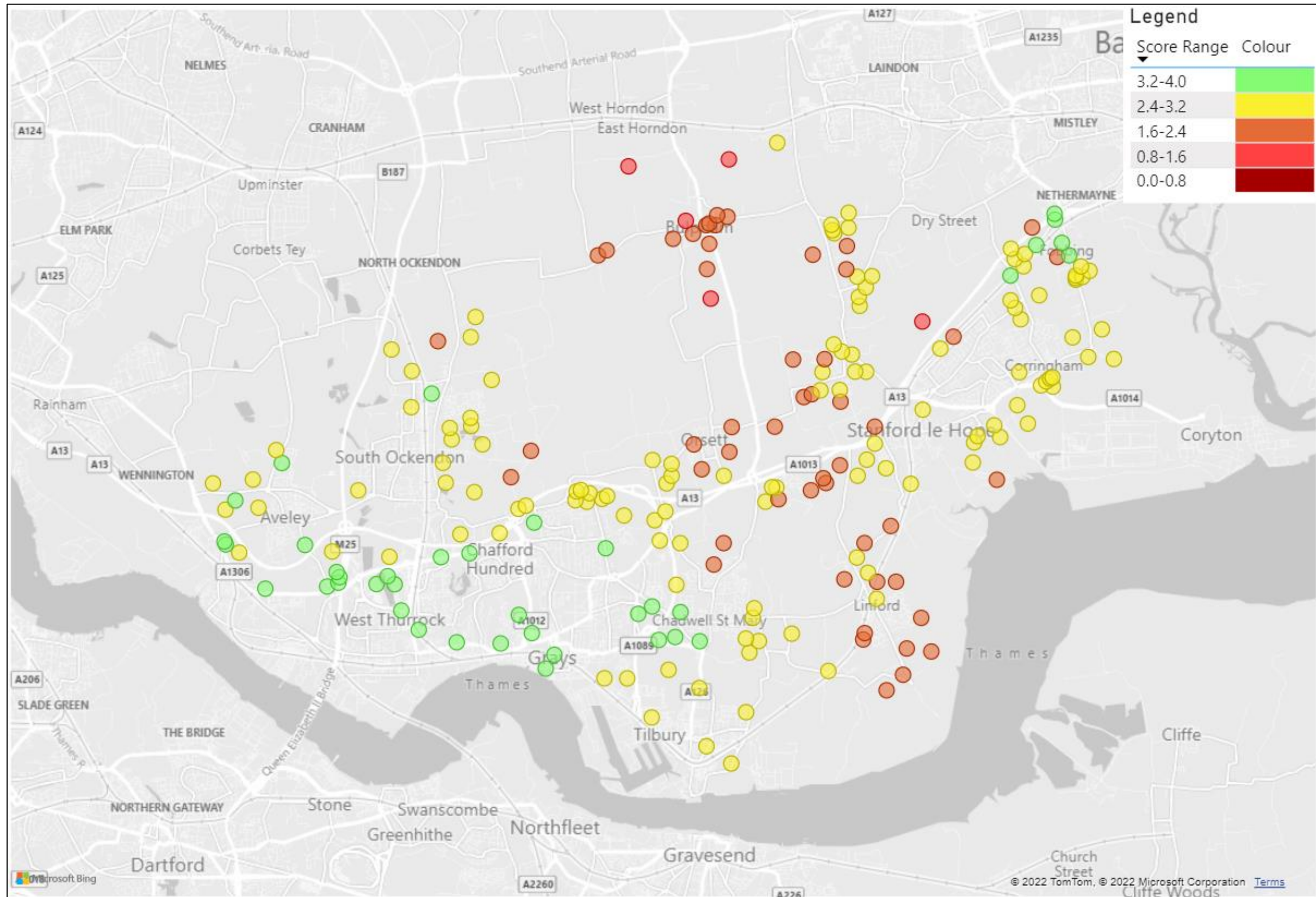
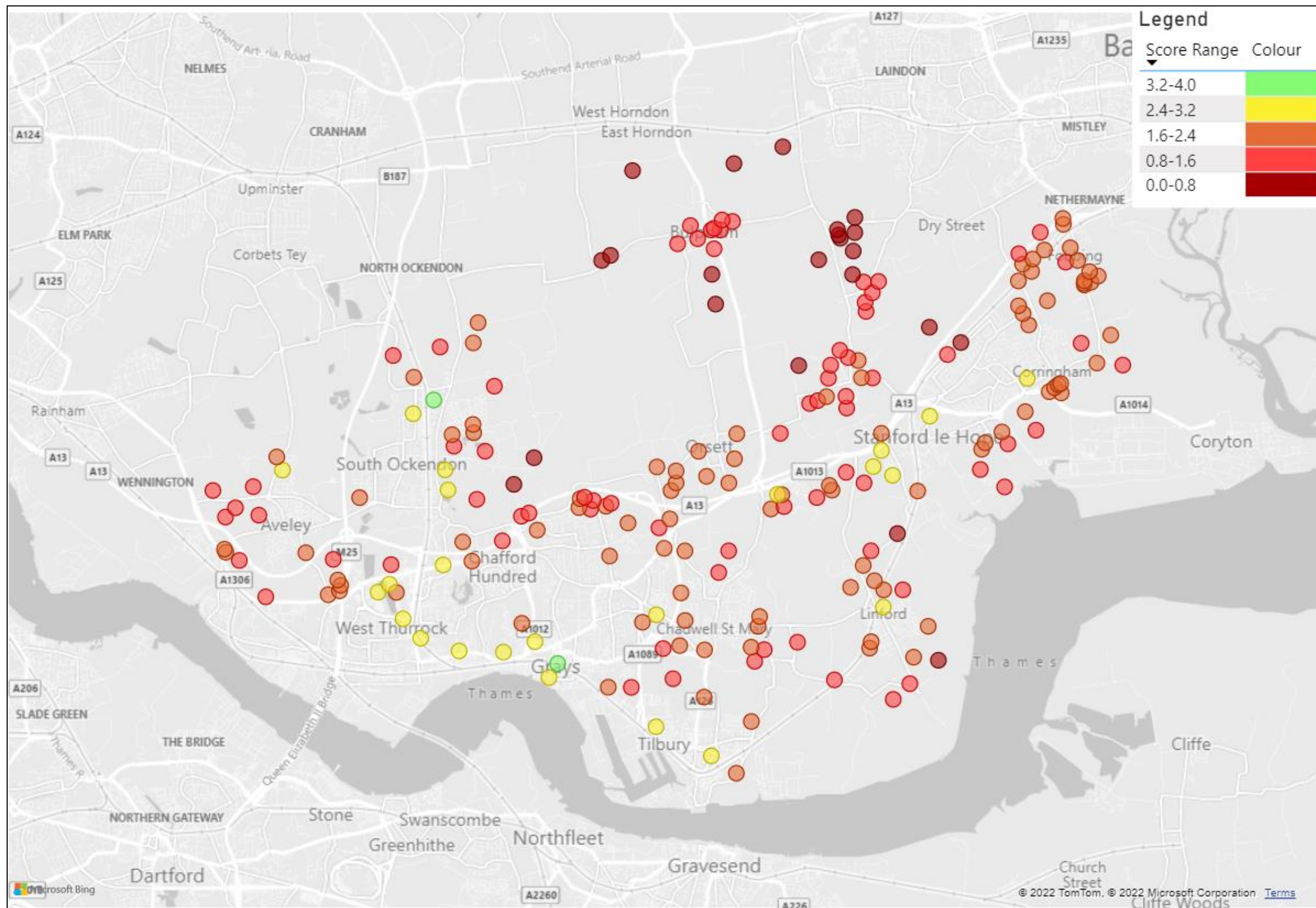


Figure 3.3: Overall Site Connectivity to Facilities and Employment without On-Site Facilities – Public Transport



3.3 Facility Type Scoring

- 3.3.1 Figures showing site scores of in terms of connectivity to each individual facility type are included in **Appendix B**.

3.4 Site by Site Scoring

- 3.4.1 Further detail on the individual scores of each site are included in **Appendix C**.

4 Sensitivity Test Results – Connectivity to Facilities and Employment with On-Site Facilities

4.1 Introduction

- 4.1.1 This chapter provides a summary of the results of the Connectivity to Facilities and Employment assessment. Detailed individual site scores and outputs can be found in Appendix A.

4.2 Overall Mode Scoring

- 4.2.1 Table 4.1 shows the overall scores by mode for each site, alongside the ranking for each site (where 1 is highest, and 217 is lowest), with priority given first to walk, then cycle and finally public transport, in line with the transport hierarchy.

Table 4.1: Overall Site Connectivity to Facilities and Employment Scores with On-Site Facilities

Site Reference	Site Rank	Walk Score	Cycle Score	Public Transport Score
GRI_48	1	3.25	3.77	2.70
WTS_58	2	3.16	3.61	2.89
GRI_49	3	3.11	3.82	3.56
WTS_18	4	2.97	3.67	2.55
WTS_52	5	2.95	3.26	2.67
GRI_22	6	2.74	3.76	3.08
GRI_06	7	2.71	3.69	2.68
EAT_37*	8	2.64	3.09	2.33
ORS_53a+*	9	2.61	2.97	2.01
ORS_122*	9	2.61	2.67	1.98
ORS_58*	9	2.61	2.67	1.98
CNS_01	12	2.59	3.78	2.84
TRV_24	13	2.58	2.81	2.84
BEL_24*	14	2.49	3.39	1.97
AVE_49*	15	2.45	3.70	2.57
LTB_03	16	2.45	3.49	2.28
OCK_33*	17	2.42	2.95	2.18
TSC_10*	18	2.36	2.99	1.80
OCK_35*	19	2.33	2.93	1.96

Site Reference	Site Rank	Walk Score	Cycle Score	Public Transport Score
COF_48	20	2.32	2.96	2.54
CNS_08	21	2.32	3.75	2.30
GRI_53	22	2.28	3.45	2.10
WTS_59	23	2.27	3.28	2.28
LTR_13	24	2.27	3.65	2.21
GTH_22	25	2.26	3.16	2.08
TRV_39	26	2.25	2.68	2.85
TRV_01*	27	2.21	3.33	1.73
WTS_08*	28	2.20	3.52	1.94
LTB_06a*	29	2.18	3.39	2.14
STW_38b*	30	2.17	2.91	2.26
WTS_64	31	2.17	3.49	2.62
LTR_17	32	2.17	3.59	2.68
CNS_14*	33	2.17	3.29	1.87
STW_39	34	2.16	2.77	2.91
WTS_57	35	2.16	3.73	2.43
STW_38a*	36	2.08	2.85	2.06
CSM_21*	37	2.08	3.64	2.13
STC_02*	38	2.07	3.70	2.30
ORS_04*	39	2.05	2.91	2.01
WTS_04*	40	2.03	3.31	1.73
OCK_30a*	41	2.03	2.93	2.66
OCK_10	42	2.02	3.30	3.81
TSC_05	43	2.02	3.06	2.26
COF_45	44	2.02	2.85	2.33
TSC_09	45	2.00	2.79	2.09
ORS_35*	46	2.00	2.81	1.59
EAT_14*	46	2.00	2.45	2.15
EAT_45*	46	2.00	2.45	2.15
EAT_40*	46	2.00	2.40	1.69
CSM_34	50	1.99	3.43	1.84

Site Reference	Site Rank	Walk Score	Cycle Score	Public Transport Score
WTS_55	51	1.98	3.61	2.03
HOM_07*	52	1.92	3.13	2.20
STW_24*	53	1.92	2.89	1.83
EAT_44*	54	1.90	2.96	1.77
ORS_60	55	1.90	2.83	3.00
BEL_29a	56	1.89	3.17	2.50
EAT_49*	57	1.88	2.33	1.50
COF_12	58	1.85	2.80	1.93
AVE_10*	59	1.84	3.34	2.20
COF_07	60	1.84	3.09	2.15
CSM_31	61	1.84	3.10	1.89
BEL_27	62	1.81	3.14	1.70
COF_34	63	1.80	2.80	2.11
STW_37	64	1.80	2.86	2.25
STW_44	65	1.78	2.73	2.10
AVE_07*	66	1.77	3.73	1.38
WTS_53	67	1.76	3.75	1.87
AVE_12	68	1.76	3.44	2.61
AVE_01*	69	1.75	3.31	1.56
COF_24*	70	1.75	2.94	1.75
AVE_51	71	1.74	3.75	1.87
CSM_03	72	1.74	3.43	2.25
COF_54*	73	1.73	3.19	2.22
OCK_25	74	1.71	3.11	2.68
STC_06	75	1.70	3.12	1.76
AVE_52*	76	1.69	3.36	1.80
STW_02*	77	1.68	2.93	2.84
COF_15	78	1.68	2.89	1.76
BEL_26*	79	1.66	2.58	1.24
ORS_21*	80	1.65	2.31	1.67
STW_04	81	1.64	2.85	2.42

Site Reference	Site Rank	Walk Score	Cycle Score	Public Transport Score
ORS_02	82	1.63	3.12	1.89
WTS_56	83	1.63	3.75	1.87
AVE_60*	84	1.63	3.36	1.59
CSM_19	85	1.61	3.07	1.89
CSM_20	85	1.61	3.06	1.72
TRV_40	87	1.61	2.61	1.63
EAT_43*	88	1.60	2.36	2.38
STW_33	89	1.59	2.80	1.60
EAT_03	90	1.59	3.06	1.89
COF_32*	91	1.57	2.77	1.44
EAT_44a*	92	1.55	2.96	1.36
WTS_60	93	1.55	3.41	1.61
ORS_48*	94	1.55	2.71	1.91
BEL_18*	95	1.54	2.74	1.25
BEL_12	96	1.54	3.10	2.72
BEL_29*	97	1.54	3.30	1.55
COF_40	98	1.54	3.67	1.88
COF_49	98	1.54	3.67	1.88
STC_09*	100	1.53	3.03	1.40
AVE_33*	101	1.52	3.06	1.33
STW_43*	102	1.52	2.70	1.94
STW_31	103	1.51	2.70	1.29
BEL_25	104	1.50	3.12	2.18
OCK_21	104	1.50	2.95	1.92
CNS_07*	106	1.50	3.29	1.40
COF_55	107	1.50	3.08	2.19
HOM_06	107	1.50	3.08	2.12
STC_12	109	1.49	3.12	1.66
STC_13	110	1.46	3.12	1.52
ORS_106*	111	1.45	2.07	1.71
EAT_36*	112	1.44	2.22	1.86

Site Reference	Site Rank	Walk Score	Cycle Score	Public Transport Score
ORS_92*	113	1.44	2.23	1.44
OCK_34*	114	1.44	2.74	2.12
BEL_35	115	1.43	2.95	1.92
ORS_79	116	1.38	3.14	2.22
CSM_01	117	1.37	3.41	1.21
ORS_101*	118	1.36	2.78	2.20
STC_10	119	1.33	3.08	1.43
COF_17*	120	1.33	3.48	1.88
AVE_48	121	1.33	3.36	1.86
HOM_02*	122	1.31	2.76	1.18
ORS_97*	123	1.30	2.98	1.15
ORS_117*	124	1.30	2.74	1.84
EAT_24*	124	1.30	2.43	1.23
EAT_39*	124	1.30	2.27	1.92
EAT_47	127	1.29	2.14	1.97
ORS_72	128	1.28	3.08	1.29
EAT_16	129	1.28	2.62	2.93
STC_01	130	1.27	3.10	1.53
ORS_98*	131	1.27	2.49	2.06
BEL_13	132	1.23	2.99	1.43
EAT_15*	133	1.22	2.42	2.25
COF_23	134	1.21	3.28	2.38
ORS_52	135	1.20	2.36	1.69
ORS_118	136	1.20	2.86	2.13
AVE_53	137	1.19	3.44	1.24
STW_25*	138	1.15	2.58	0.98
CNS_12	139	1.14	3.10	1.53
ORS_83*	140	1.11	2.05	1.00
ORS_56*	140	1.11	1.66	1.44
ORS_57*	140	1.11	1.66	1.00
ORS_08	143	1.11	3.14	2.39

Site Reference	Site Rank	Walk Score	Cycle Score	Public Transport Score
ORS_40	144	1.08	2.52	2.04
COF_33	145	1.08	3.34	1.65
EAT_51	146	1.06	2.48	2.36
ORS_49	147	1.05	2.53	1.95
ORS_15	147	1.05	2.29	1.83
ORS_104	147	1.05	2.18	1.70
HOM_10	150	1.05	3.23	1.80
COF_28	151	1.04	3.09	1.83
EAT_41	152	1.04	2.03	1.32
ORS_91	153	1.03	2.41	1.54
ORS_105	154	1.03	2.73	1.26
ORS_55	155	1.03	2.50	1.31
OCK_02a	156	1.02	2.97	1.35
STW_01	157	0.98	2.75	1.58
EAT_11*	158	0.96	2.20	1.86
ORS_107	159	0.95	2.41	1.54
ORS_47	159	0.95	2.41	1.54
COF_56	161	0.95	3.16	2.35
COF_05	161	0.95	3.14	2.03
CNS_13	161	0.95	2.73	1.80
AVE_41	161	0.95	2.62	1.10
ORS_09	165	0.90	2.47	2.18
ORS_64	166	0.89	2.47	1.94
COF_50	167	0.89	2.66	1.83
COF_51	167	0.89	2.66	1.52
ORS_10	167	0.89	2.47	2.04
COF_59	170	0.88	2.97	1.54
OCK_29	171	0.87	2.46	1.71
ORS_37	172	0.86	2.37	1.58
COF_46	173	0.86	2.98	2.10
COF_61	173	0.86	2.98	1.88

Site Reference	Site Rank	Walk Score	Cycle Score	Public Transport Score
COF_60	173	0.86	2.97	2.17
COF_25	173	0.86	2.97	1.73
COF_64	173	0.86	2.97	1.73
COF_58	173	0.86	2.79	1.74
ORS_28*	179	0.85	2.37	1.40
EAT_38	180	0.84	2.64	2.13
ORS_75	180	0.84	2.44	2.65
ORS_76	182	0.83	2.50	2.35
ORS_26	183	0.81	2.18	1.77
ORS_45	184	0.81	2.41	1.30
ORS_78	184	0.81	2.01	1.32
ORS_96	186	0.79	2.30	1.01
HOM_08	187	0.77	2.58	0.94
ORS_63	188	0.76	2.47	1.94
CSM_23	189	0.75	2.46	1.68
ORS_108	190	0.70	1.72	1.48
ORS_07	190	0.70	1.61	1.27
ORS_94	192	0.68	2.69	1.12
ORS_30	192	0.68	1.98	0.79
ORS_103	194	0.65	2.29	1.08
COF_52	195	0.64	2.35	1.26
ORS_82	196	0.60	2.30	1.67
ORS_90	196	0.60	2.30	1.67
ORS_73	198	0.57	2.11	1.18
ORS_109	198	0.57	1.82	1.49
ORS_110	198	0.57	1.82	1.49
ORS_17	198	0.57	1.82	1.11
ORS_18	198	0.57	1.82	1.04
ORS_23	198	0.57	1.82	0.83
EAT_26	204	0.54	2.44	1.05
ORS_111	205	0.54	2.73	1.08

Site Reference	Site Rank	Walk Score	Cycle Score	Public Transport Score
ORS_50a (1)	205	0.54	2.54	0.94
ORS_93	205	0.54	2.54	0.94
ORS_50a	205	0.54	2.50	0.81
ORS_66	209	0.43	2.66	0.68
ORS_89	209	0.43	2.57	0.68
ORS_43	211	0.41	2.66	0.57
ORS_95	212	0.35	1.83	0.43
ORS_65	212	0.35	1.83	0.36
ORS_102	214	0.32	2.47	0.57
ORS_44	214	0.32	2.47	0.57
ORS_100	216	0.22	2.38	0.33
ORS_84	216	0.22	2.02	0.33

* indicates that facilities have been assumed to be provided on-site. Details are contained in Appendix A.

- 4.2.2 The sites' walk, cycle and public transport scores are shown geographically in Figure 4.1 and Figure 4.2, Figure 4.3 respectively.

Figure 4.1 Overall Site Connectivity to Facilities and Employment with On-Site Facilities – Walking

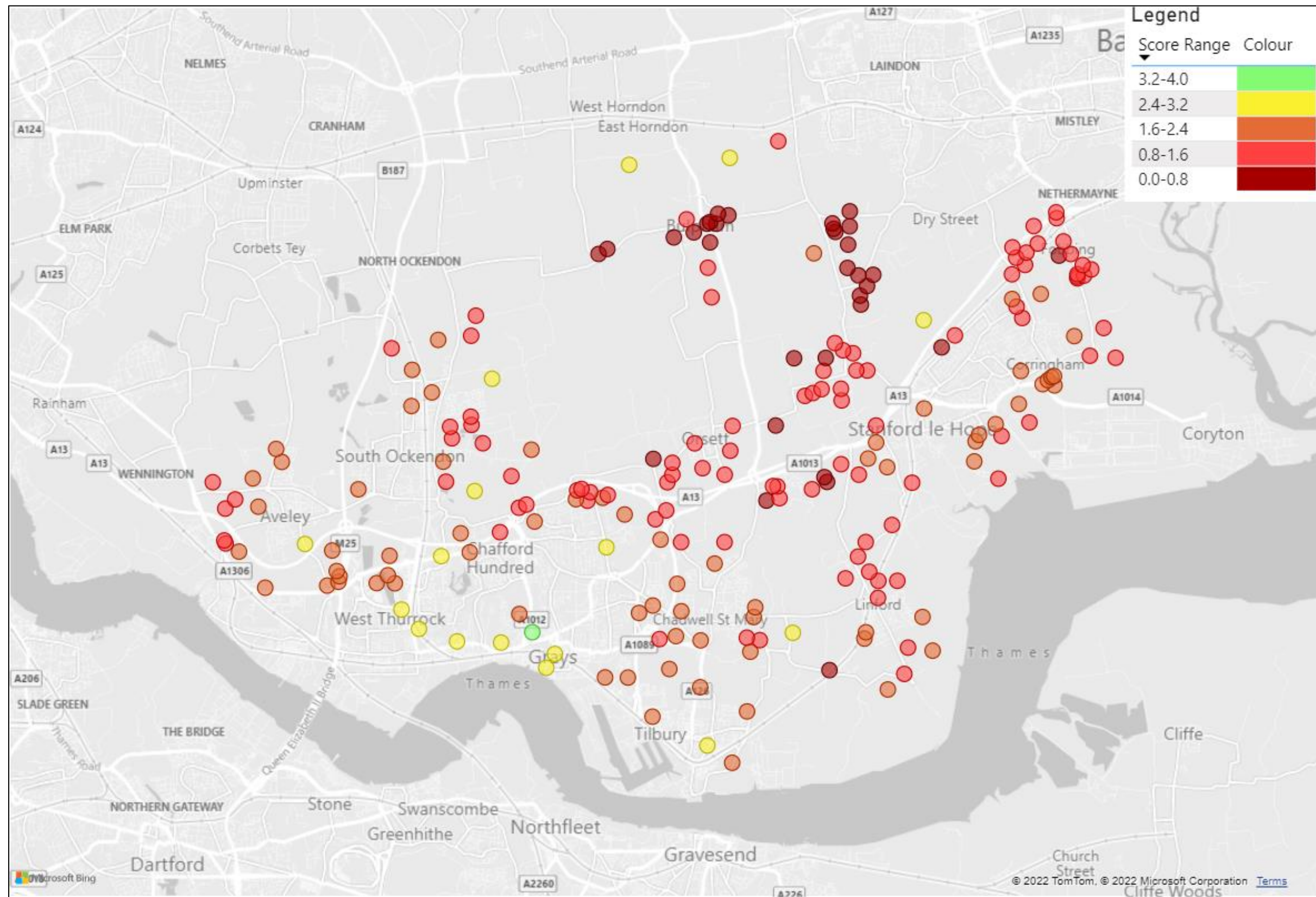


Figure 4.2: Overall Site Connectivity to Facilities and Employment with On-Site Facilities – Cycling

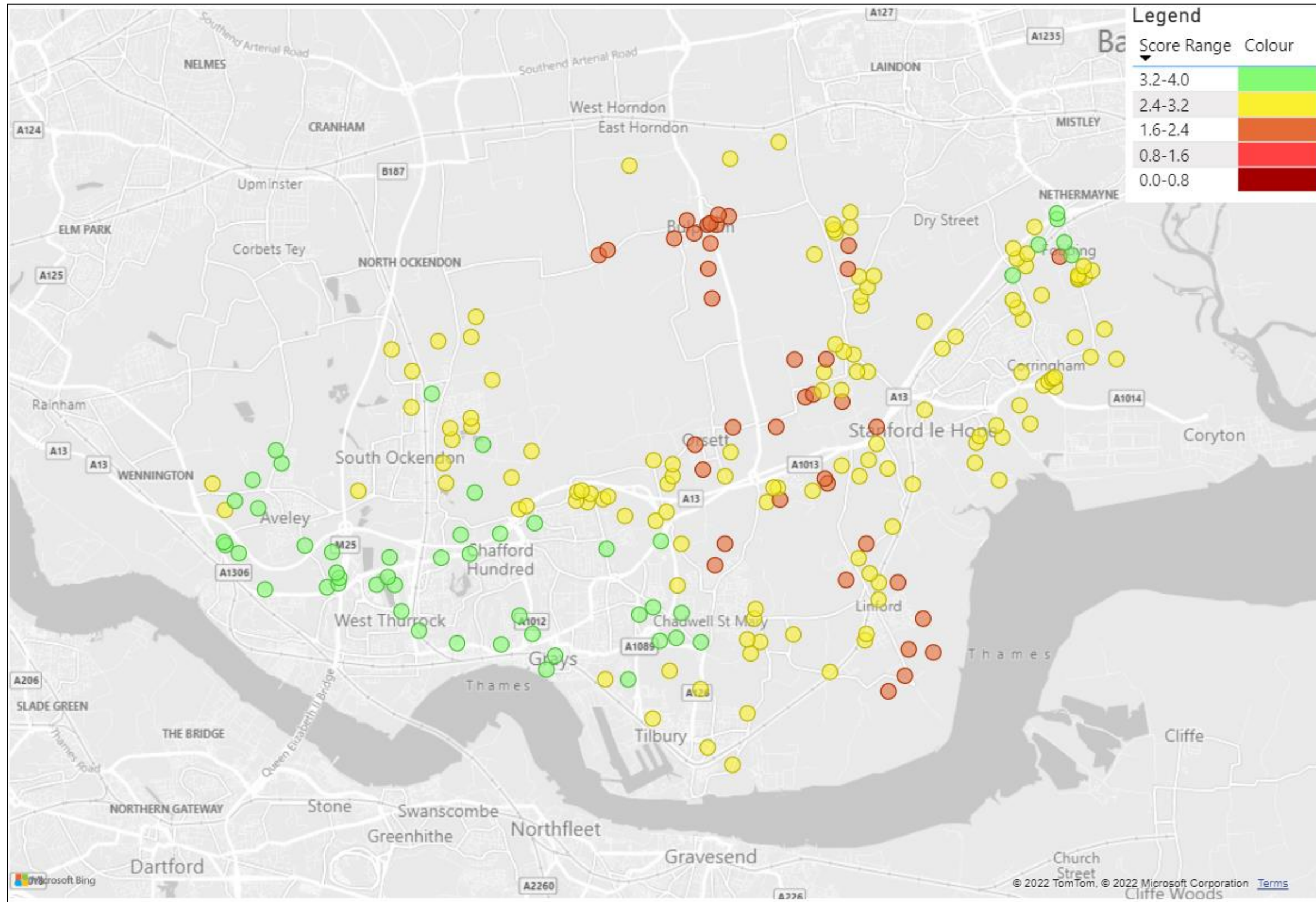
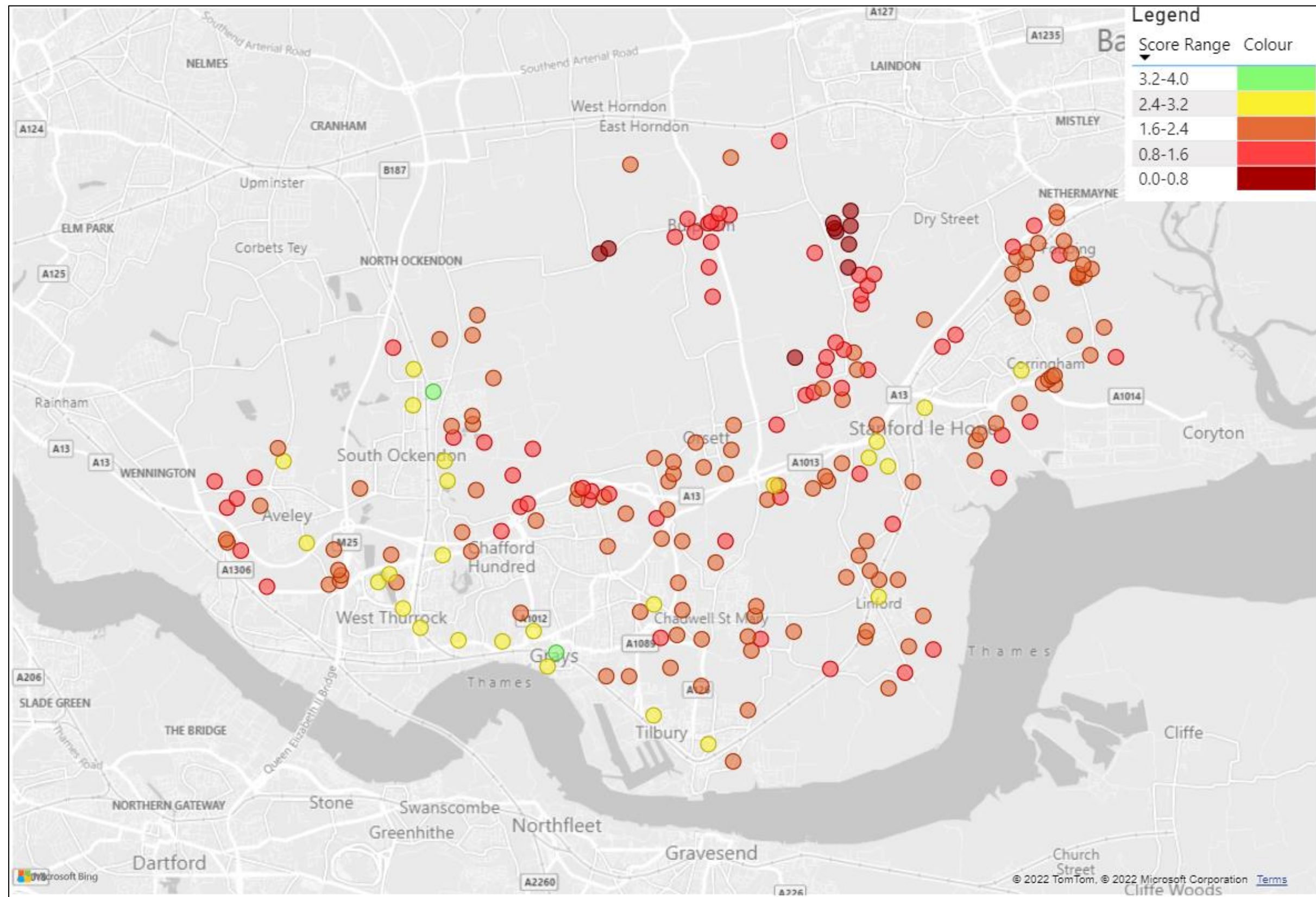


Figure 4.3: Overall Site Connectivity to Facilities and Employment with On-Site Facilities – Public Transport



4.3 Facility Type Scoring

- 4.3.1 Figures showing site scores of in terms of connectivity to each individual facility type are included in **Appendix D**.

4.4 Site by Site Scoring

- 4.4.1 Further detail on the individual scores of each site are included in **Appendix E**.

5 Conclusions

- 5.1.1 This Site Connectivity Assessment provides an indication of best scoring sites in terms of connectivity based on the methodology outlined within this technical note .
- 5.1.2 The sensitivity test shows that when larger sites are considered alongside the facilities they are likely to deliver, their respective connectivity scores are improved, indicating that large-scale sites or clusters of sites may be more sustainable in transport terms. It is anticipated that this will inform subsequent work, which will seek to identify potential for co-location of sites to better enable delivery of facilities and infrastructure, improve connectivity and reduce the need to travel.
- 5.1.3 The contents of this technical note and its findings will be used by Thurrock Council as part of its Local Plan evidence base, to inform the development of the Local Plan, and the selection of Preferred Sites.

Appendix A Number of Homes and Availability of Facilities On-Site

Site	Number of Homes	Primary School	Secondary School	Parade	Local Centre	Shopping Area	Supermarket	GP Surgery	Pharmacy	Sports and Leisure Centre	Greenspace >2Ha	Greenspace >20Ha
AVE_01	578	✓		✓							✓	
AVE_07	486										✓	
AVE_10	591	✓		✓							✓	
AVE_12	6											
AVE_33	1224	✓		✓							✓	
AVE_41	90											
AVE_48	18											
AVE_49	2750	✓		✓	✓		✓	✓	✓		✓	
AVE_51	139											
AVE_52	1143	✓		✓							✓	
AVE_53	34											
AVE_60	2338	✓		✓							✓	
BEL_12	107											
BEL_13	305											
BEL_18	924	✓		✓							✓	
BEL_24	3895	✓		✓	✓		✓	✓	✓		✓	✓
BEL_25	168											
BEL_26	1145	✓		✓							✓	

Site	Number of Homes	Primary School	Secondary School	Parade	Local Centre	Shopping Area	Supermarket	GP Surgery	Pharmacy	Sports and Leisure Centre	Greenspace >2Ha	Greenspace >20Ha
BEL_27	342											
BEL_29	1874	✓		✓							✓	
BEL_29a	118											
BEL_35	86											
CNS_01	258											
CNS_07	414										✓	
CNS_08	104											
CNS_12	87											
CNS_13	239											
CNS_14	652	✓		✓							✓	
COF_05	115											
COF_07	20											
COF_12	37											
COF_15	133											
COF_17	395										✓	
COF_23	34											
COF_24	380										✓	
COF_25	10											

Site	Number of Homes	Primary School	Secondary School	Parade	Local Centre	Shopping Area	Supermarket	GP Surgery	Pharmacy	Sports and Leisure Centre	Greenspace >2Ha	Greenspace >20Ha
COF_28	19											
COF_32	822	✓		✓							✓	
COF_33	260											
COF_34	22											
COF_40	26											
COF_45	24											
COF_46	21											
COF_48	239											
COF_49	7											
COF_50	223											
COF_51	46											
COF_52	76											
COF_54	1870	✓		✓							✓	
COF_55	54											
COF_56	49											
COF_58	16											
COF_59	266											
COF_60	149											

Site	Number of Homes	Primary School	Secondary School	Parade	Local Centre	Shopping Area	Supermarket	GP Surgery	Pharmacy	Sports and Leisure Centre	Greenspace >2Ha	Greenspace >20Ha
COF_61	66											
COF_64	1											
CSM_01	128											
CSM_03	139											
CSM_19	25											
CSM_20	24											
CSM_21	931	✓		✓							✓	
CSM_23	17											
CSM_31	102											
CSM_34	92											
EAT_03	16											
EAT_11	397										✓	
EAT_14	2829	✓		✓	✓		✓	✓	✓		✓	
EAT_15	386										✓	
EAT_16	4											
EAT_24	2247	✓		✓							✓	
EAT_26	3											
EAT_36	1144	✓		✓							✓	

Site	Number of Homes	Primary School	Secondary School	Parade	Local Centre	Shopping Area	Supermarket	GP Surgery	Pharmacy	Sports and Leisure Centre	Greenspace >2Ha	Greenspace >20Ha
EAT_37	17067	✓	✓	✓	✓		✓	✓	✓		✓	✓
EAT_38	50											
EAT_39	704	✓		✓							✓	
EAT_40	2855	✓		✓	✓		✓	✓	✓		✓	
EAT_41	257											
EAT_43	790	✓		✓							✓	
EAT_44	1571	✓		✓							✓	
EAT_44a	381										✓	
EAT_45	2949	✓		✓	✓		✓	✓	✓		✓	
EAT_47	153											
EAT_49	2527	✓		✓	✓		✓				✓	
EAT_51	207											
GRI_06	100											
GRI_22	17											
GRI_48	58											
GRI_49	19											
GRI_53	102											
GTH_22	90											

Site	Number of Homes	Primary School	Secondary School	Parade	Local Centre	Shopping Area	Supermarket	GP Surgery	Pharmacy	Sports and Leisure Centre	Greenspace >2Ha	Greenspace >20Ha
HOM_02	1069	✓		✓							✓	
HOM_06	193											
HOM_07	1880	✓		✓							✓	
HOM_08	248											
HOM_10	182											
LTB_03	50											
LTB_06a	996	✓		✓							✓	
LTR_13	67											
LTR_17	103											
OCK_02a	125											
OCK_10	14											
OCK_21	60											
OCK_25	245											
OCK_29	303											
OCK_30a	1112	✓		✓							✓	
OCK_33	4289	✓		✓	✓		✓	✓	✓		✓	✓
OCK_34	460										✓	
OCK_35	3803	✓		✓	✓		✓	✓	✓		✓	✓

Site	Number of Homes	Primary School	Secondary School	Parade	Local Centre	Shopping Area	Supermarket	GP Surgery	Pharmacy	Sports and Leisure Centre	Greenspace >2Ha	Greenspace >20Ha
ORS_02	203											
ORS_04	922	✓		✓							✓	
ORS_07	198											
ORS_08	40											
ORS_09	15											
ORS_10	252											
ORS_100	111											
ORS_101	2360	✓		✓							✓	
ORS_102	61											
ORS_103	18											
ORS_104	61											
ORS_105	233											
ORS_106	600	✓		✓							✓	
ORS_107	66											
ORS_108	27											
ORS_109	21											
ORS_110	16											
ORS_111	5											

Site	Number of Homes	Primary School	Secondary School	Parade	Local Centre	Shopping Area	Supermarket	GP Surgery	Pharmacy	Sports and Leisure Centre	Greenspace >2Ha	Greenspace >20Ha
ORS_117	1534	✓		✓							✓	
ORS_118	68											
ORS_122	9169	✓	✓	✓	✓		✓	✓	✓		✓	✓
ORS_15	73											
ORS_17	284											
ORS_18	117											
ORS_21	632	✓		✓							✓	
ORS_23	265											
ORS_26	65											
ORS_28	456										✓	
ORS_30	45											
ORS_35	3214	✓		✓	✓		✓	✓	✓		✓	
ORS_37	102											
ORS_40	6											
ORS_43	131											
ORS_44	47											
ORS_45	164											
ORS_47	141											

Site	Number of Homes	Primary School	Secondary School	Parade	Local Centre	Shopping Area	Supermarket	GP Surgery	Pharmacy	Sports and Leisure Centre	Greenspace >2Ha	Greenspace >20Ha
ORS_48	534	✓		✓							✓	
ORS_49	48											
ORS_50a	290											
ORS_50a (1)	10											
ORS_52	341											
ORS_53a+	11578	✓	✓	✓	✓		✓	✓	✓		✓	✓
ORS_55	146											
ORS_56	962	✓		✓							✓	
ORS_57	1292	✓		✓							✓	
ORS_58	5799	✓	✓	✓	✓		✓	✓	✓		✓	✓
ORS_60	53											
ORS_63	195											
ORS_64	87											
ORS_65	14											
ORS_66	21											
ORS_72	124											
ORS_73	10											
ORS_75	76											

Site	Number of Homes	Primary School	Secondary School	Parade	Local Centre	Shopping Area	Supermarket	GP Surgery	Pharmacy	Sports and Leisure Centre	Greenspace >2Ha	Greenspace >20Ha
ORS_76	12											
ORS_78	30											
ORS_79	40											
ORS_82	6											
ORS_83	1334	✓		✓							✓	
ORS_84	28											
ORS_89	130											
ORS_90	19											
ORS_91	83											
ORS_92	2077	✓		✓							✓	
ORS_93	367											
ORS_94	81											
ORS_95	62											
ORS_96	136											
ORS_97	1219	✓		✓							✓	
ORS_98	558	✓		✓							✓	
STC_01	36											
STC_02	1510	✓		✓							✓	

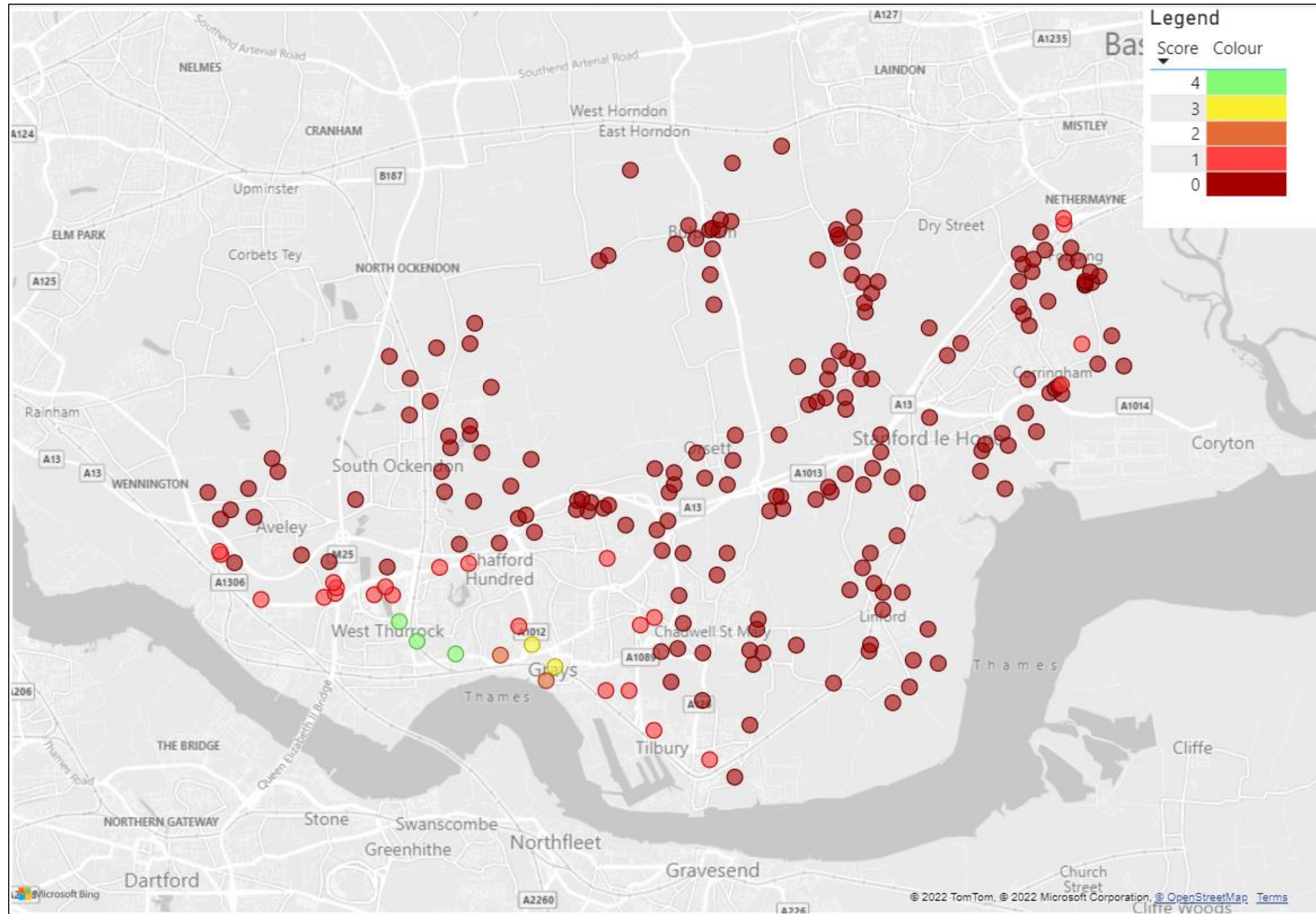
Site	Number of Homes	Primary School	Secondary School	Parade	Local Centre	Shopping Area	Supermarket	GP Surgery	Pharmacy	Sports and Leisure Centre	Greenspace >2Ha	Greenspace >20Ha
STC_06	40											
STC_09	404										✓	
STC_10	97											
STC_12	8											
STC_13	39											
STW_01	77											
STW_02	407										✓	
STW_04	213											
STW_24	1209	✓		✓							✓	
STW_25	427										✓	
STW_31	29											
STW_33	17											
STW_37	14											
STW_38a	1061	✓		✓							✓	
STW_38b	511	✓		✓							✓	
STW_39	6											
STW_43	405										✓	
STW_44	241											

Site	Number of Homes	Primary School	Secondary School	Parade	Local Centre	Shopping Area	Supermarket	GP Surgery	Pharmacy	Sports and Leisure Centre	Greenspace >2Ha	Greenspace >20Ha
TRV_01	528	✓		✓							✓	
TRV_24	7											
TRV_39	14											
TRV_40	326											
TSC_05	171											
TSC_09	39											
TSC_10	2921	✓		✓	✓		✓	✓	✓		✓	
WTS_04	562	✓		✓							✓	
WTS_08	2061	✓		✓							✓	
WTS_18	58											
WTS_52	80											
WTS_53	135											
WTS_55	147											
WTS_56	52											
WTS_57	52											
WTS_58	8											
WTS_59	38											
WTS_60	6											

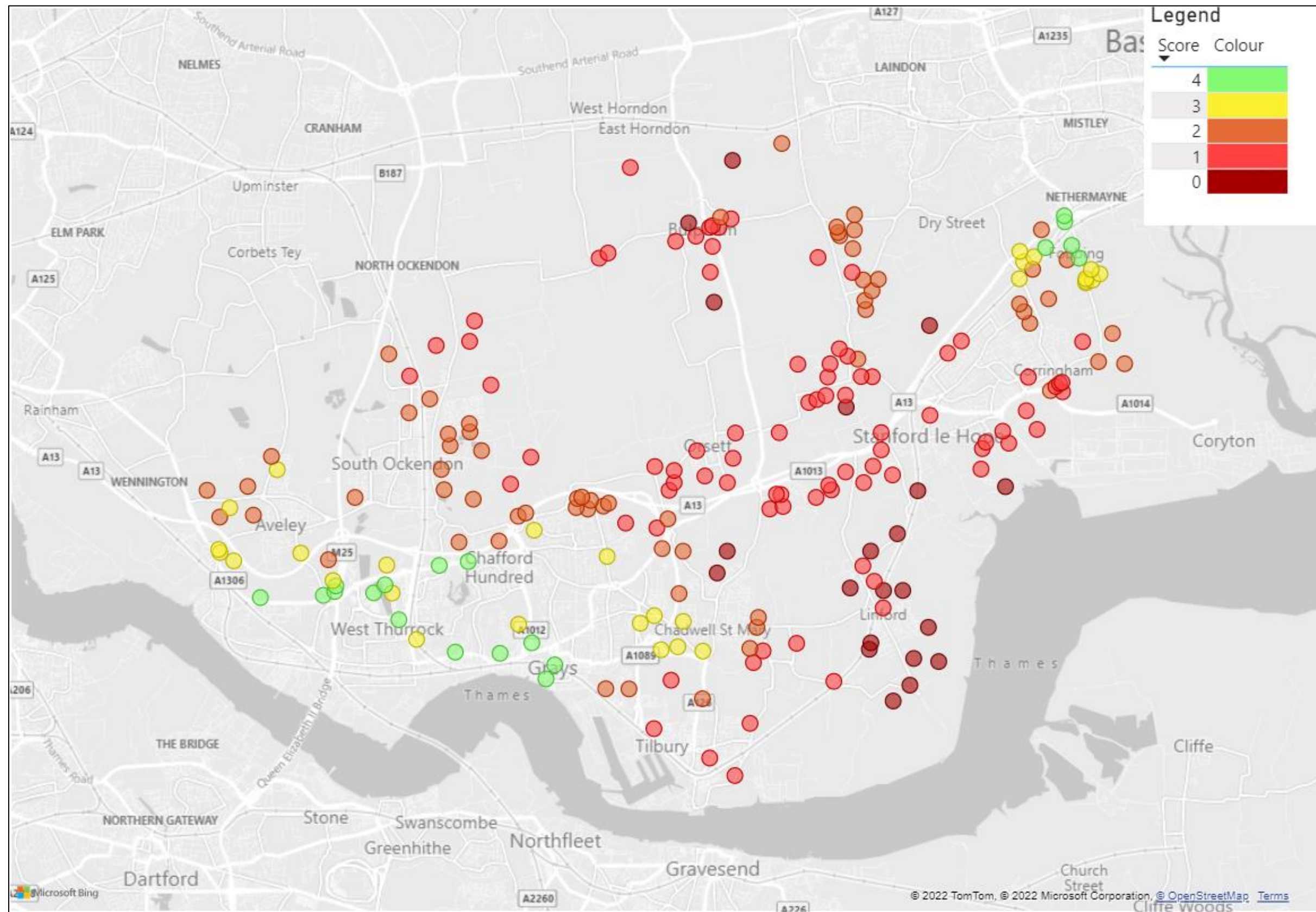
Site	Number of Homes	Primary School	Secondary School	Parade	Local Centre	Shopping Area	Supermarket	GP Surgery	Pharmacy	Sports and Leisure Centre	Greenspace >2Ha	Greenspace >20Ha
WTS_64	277											

Appendix B Connectivity by Facility Type – Without On-Site Facilities

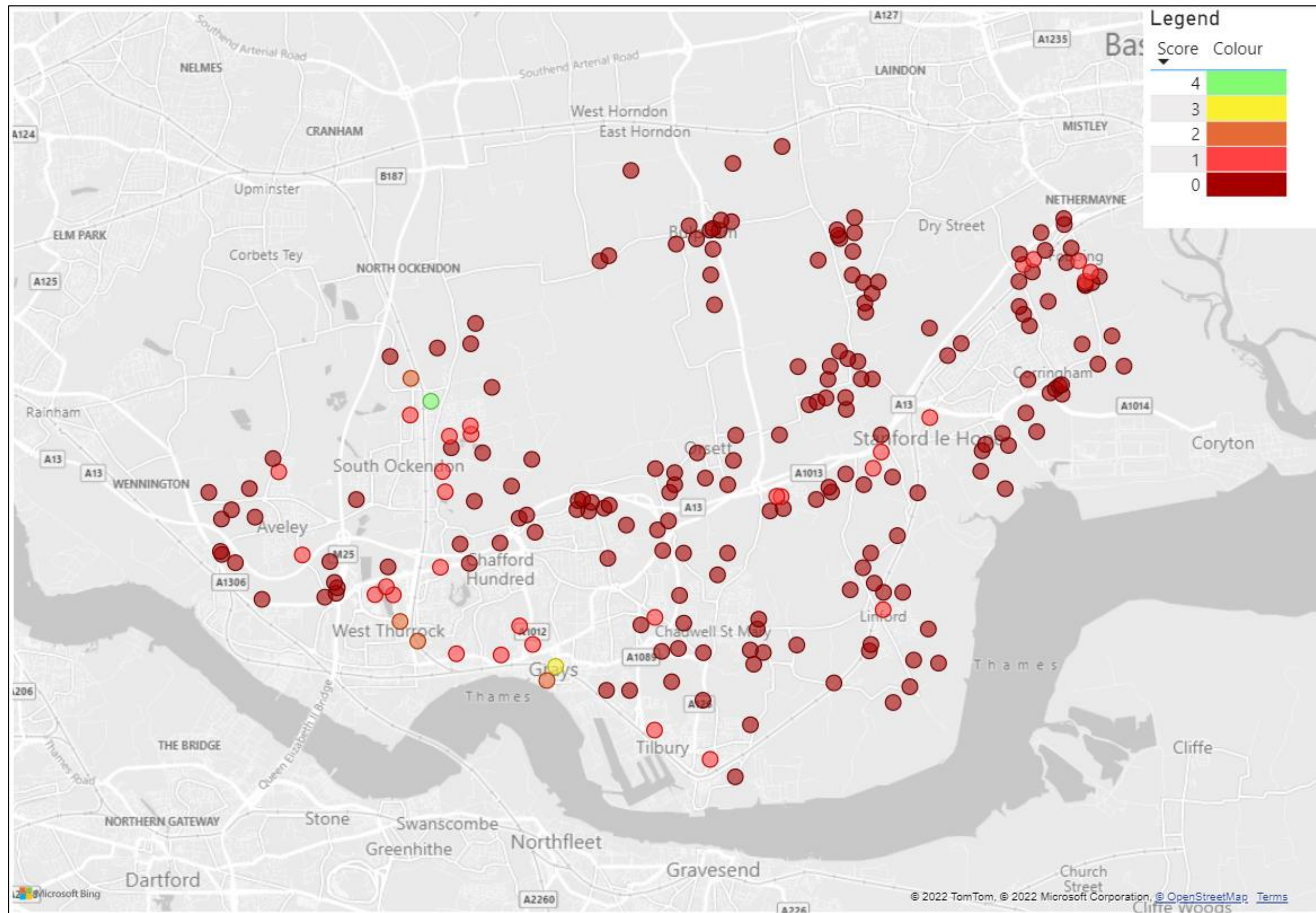
Site Connectivity to Employment without On-Site Facilities – Walking



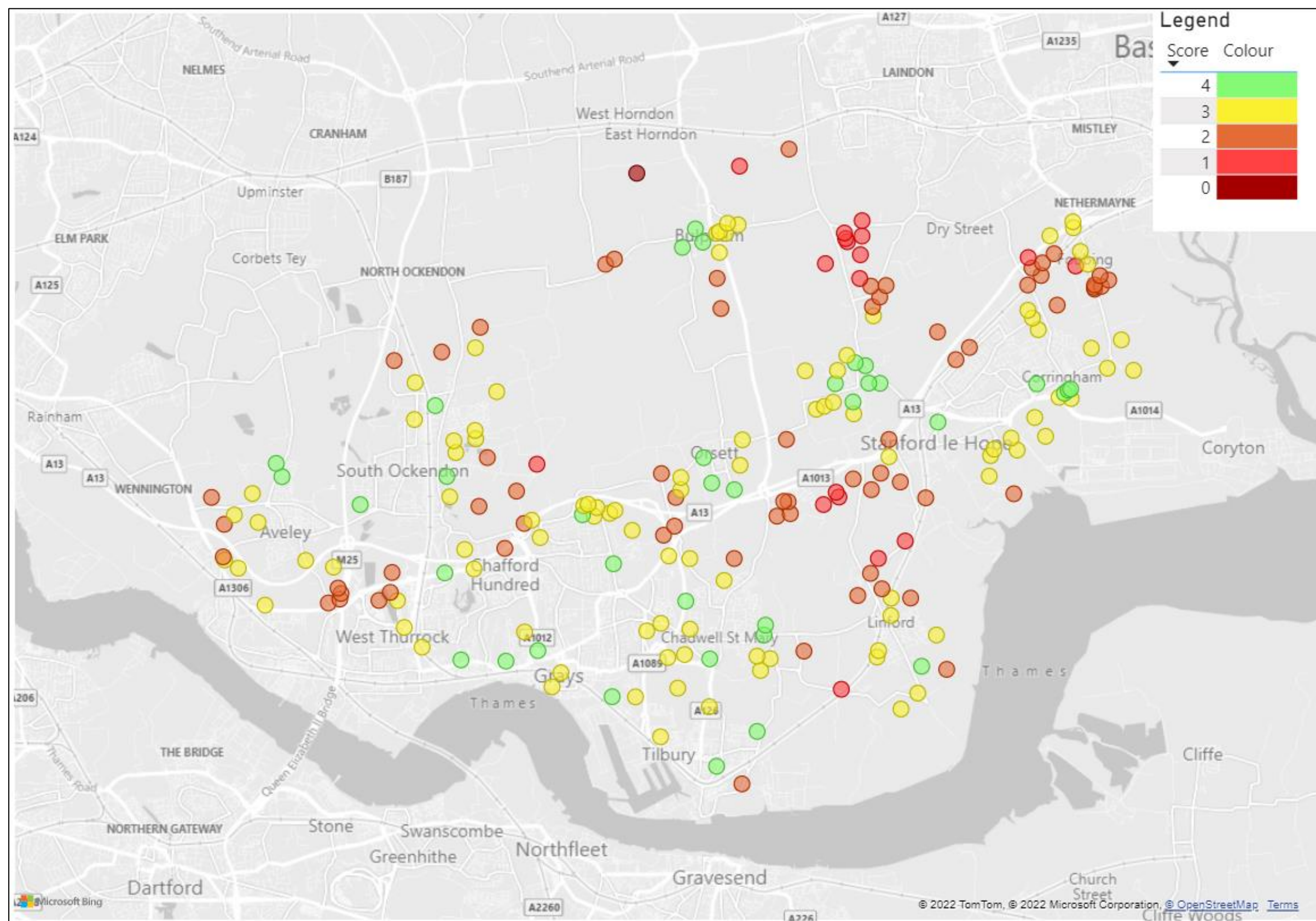
Site Connectivity to Employment without On-Site Facilities – Cycling



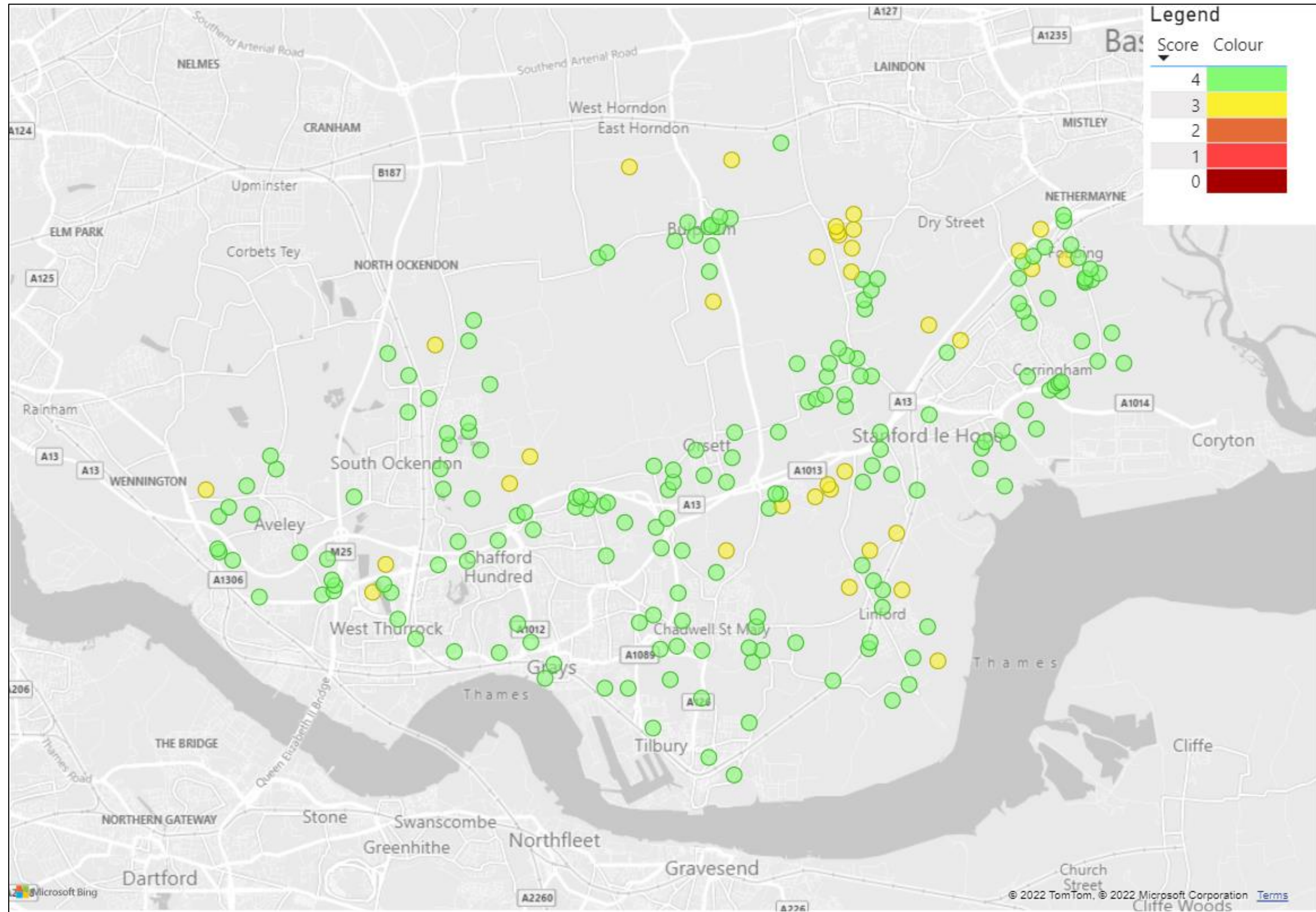
Site Connectivity to Employment without On-Site Facilities – Public Transport



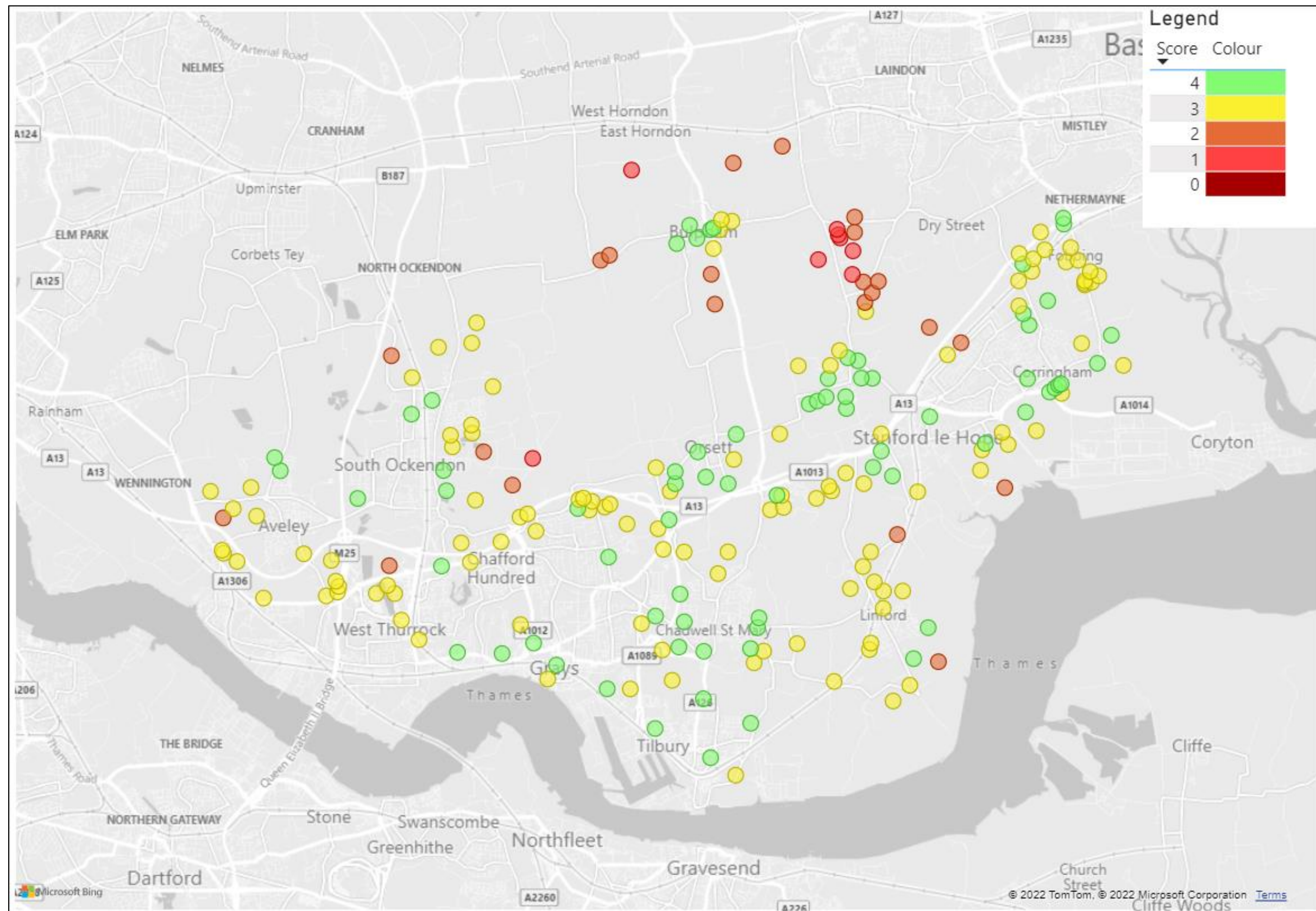
Site Connectivity to Primary Schools without On-Site Facilities – Walking



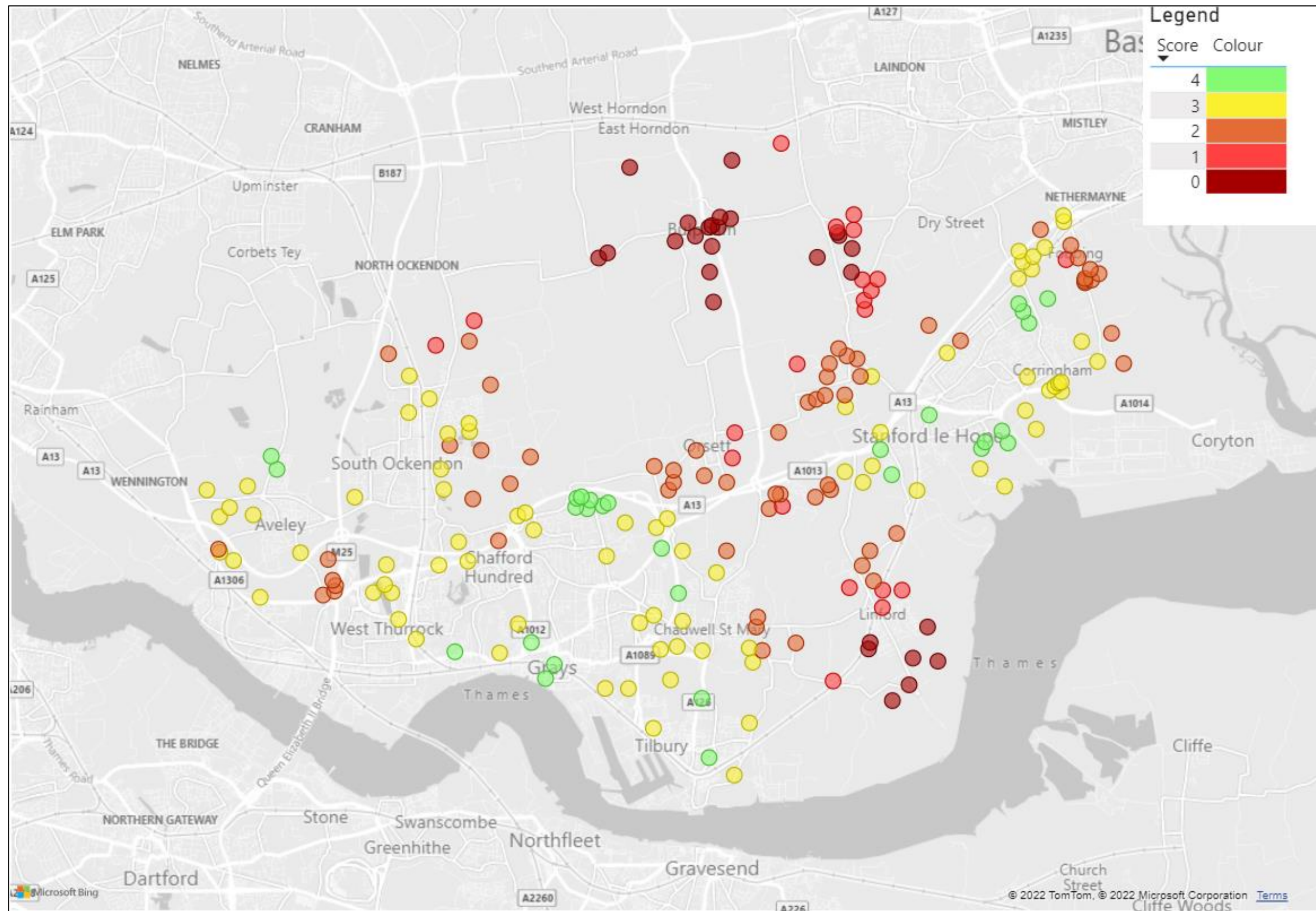
Site Connectivity to Primary Schools without On-Site Facilities – Cycling



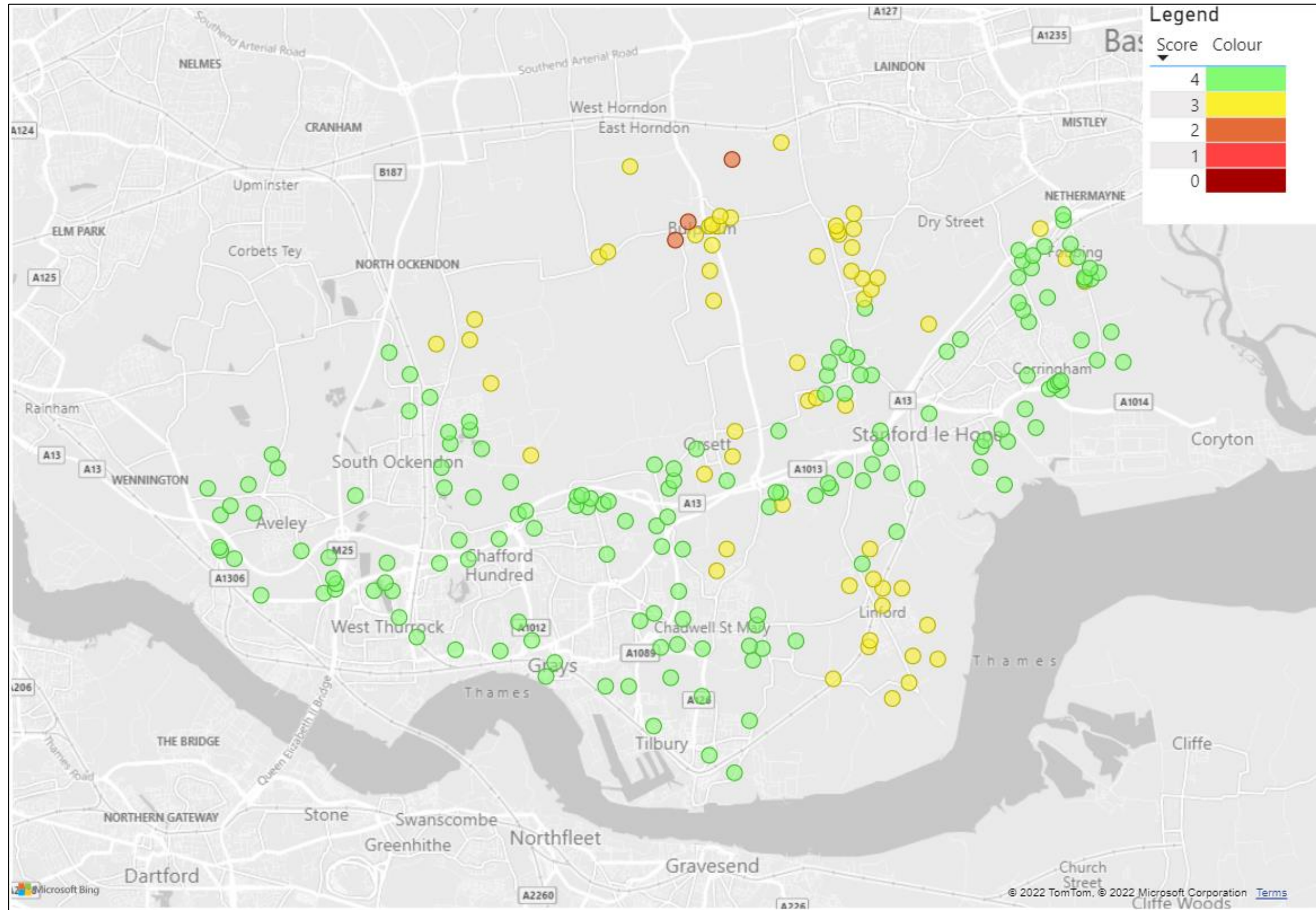
Site Connectivity to Primary Schools without On-Site Facilities – Public Transport



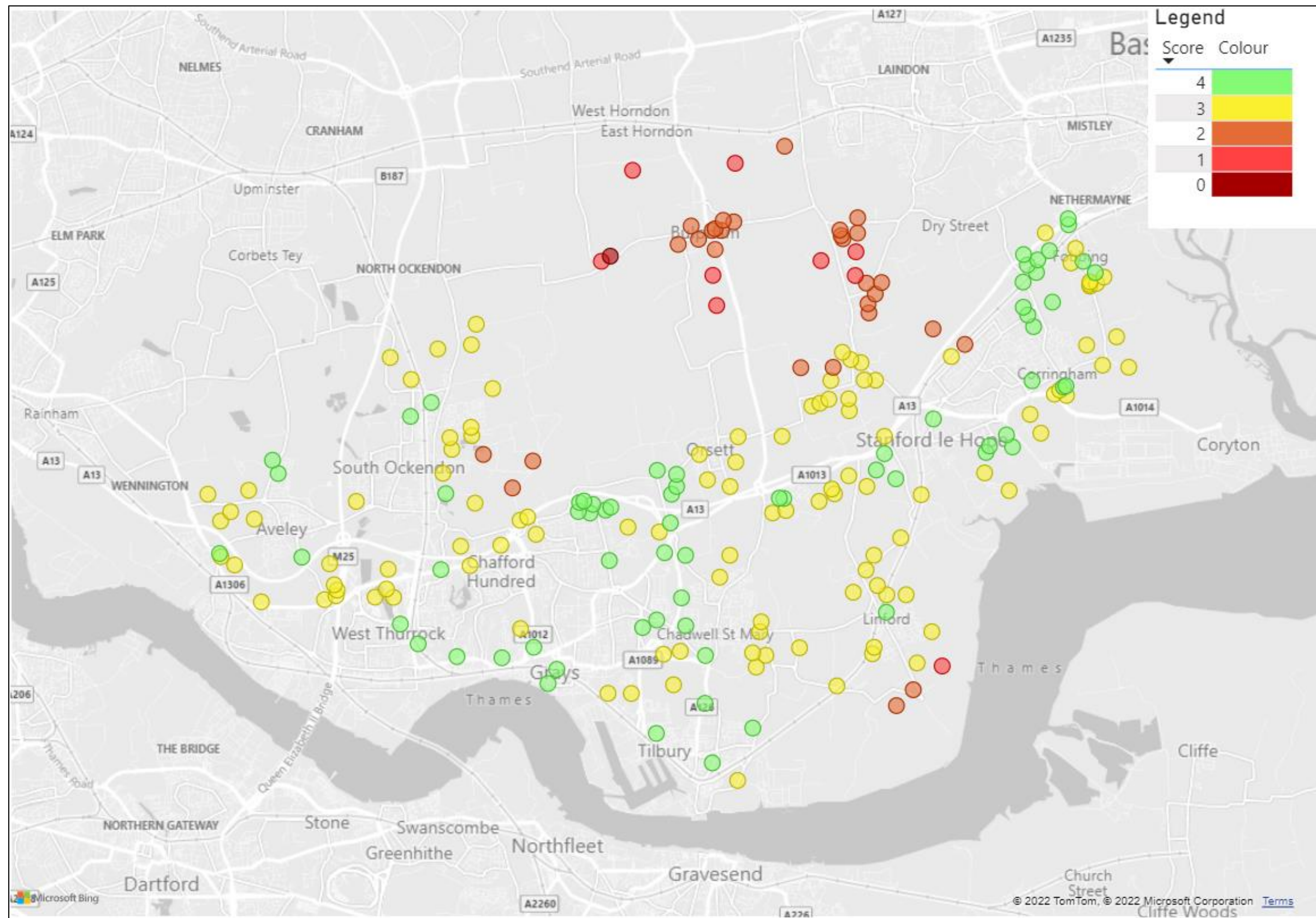
Site Connectivity to Secondary Schools without On-Site Facilities – Walking



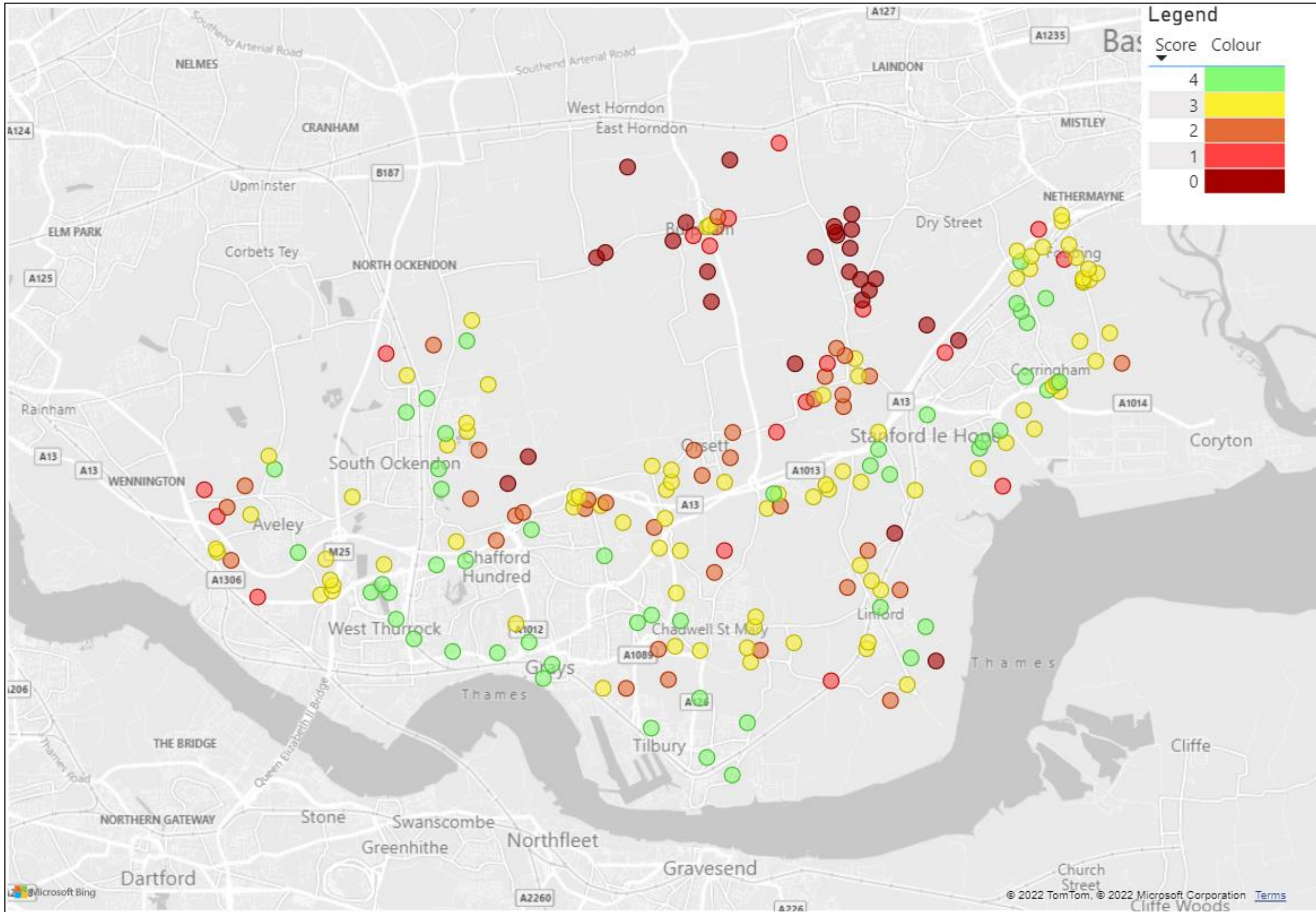
Site Connectivity to Secondary Schools without On-Site Facilities – Cycling



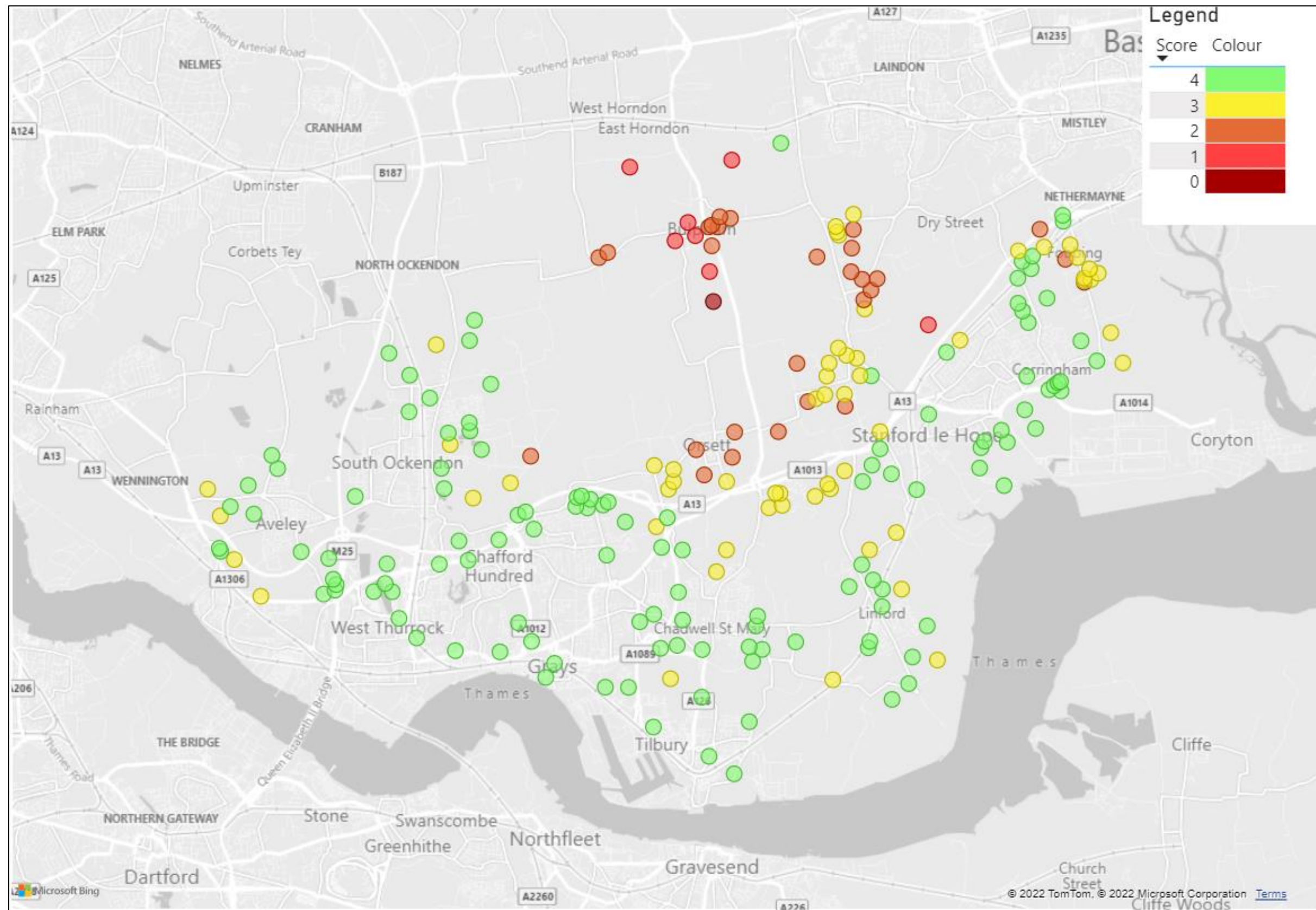
Site Connectivity to Secondary Schools without On-Site Facilities – Public Transport



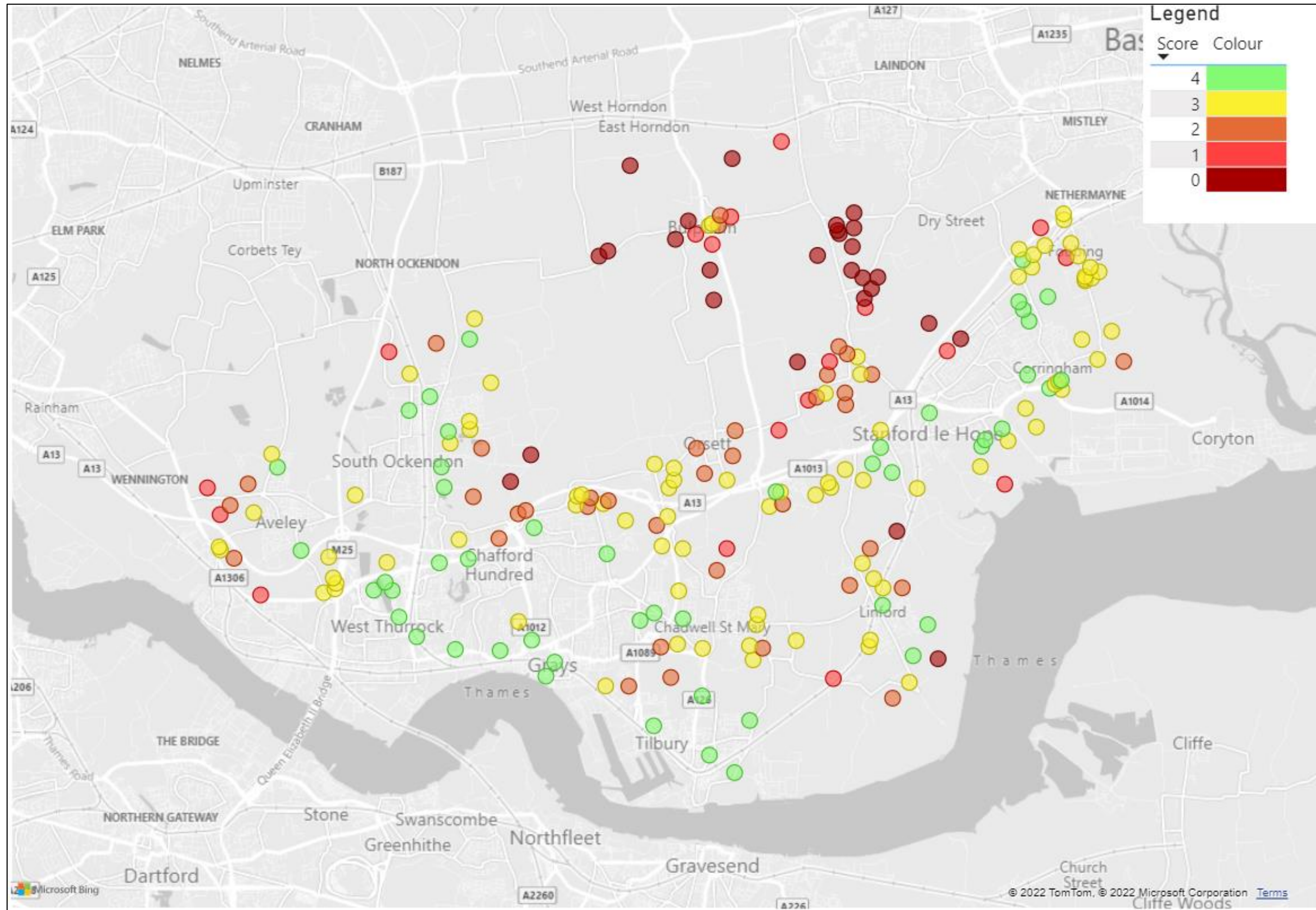
Site Connectivity to Supermarkets without On-Site Facilities – Walking



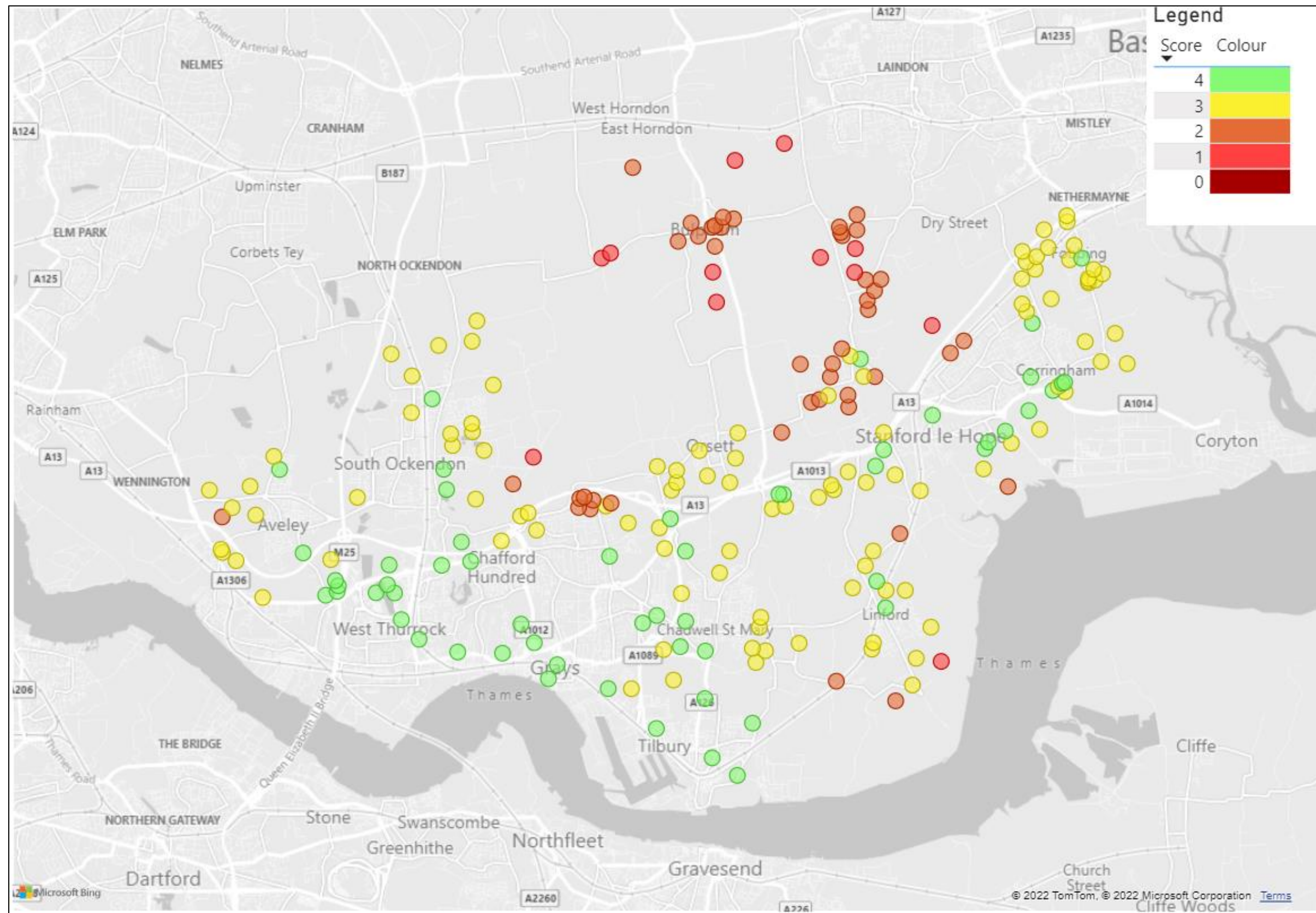
Site Connectivity to Supermarkets without On-Site Facilities – Cycling



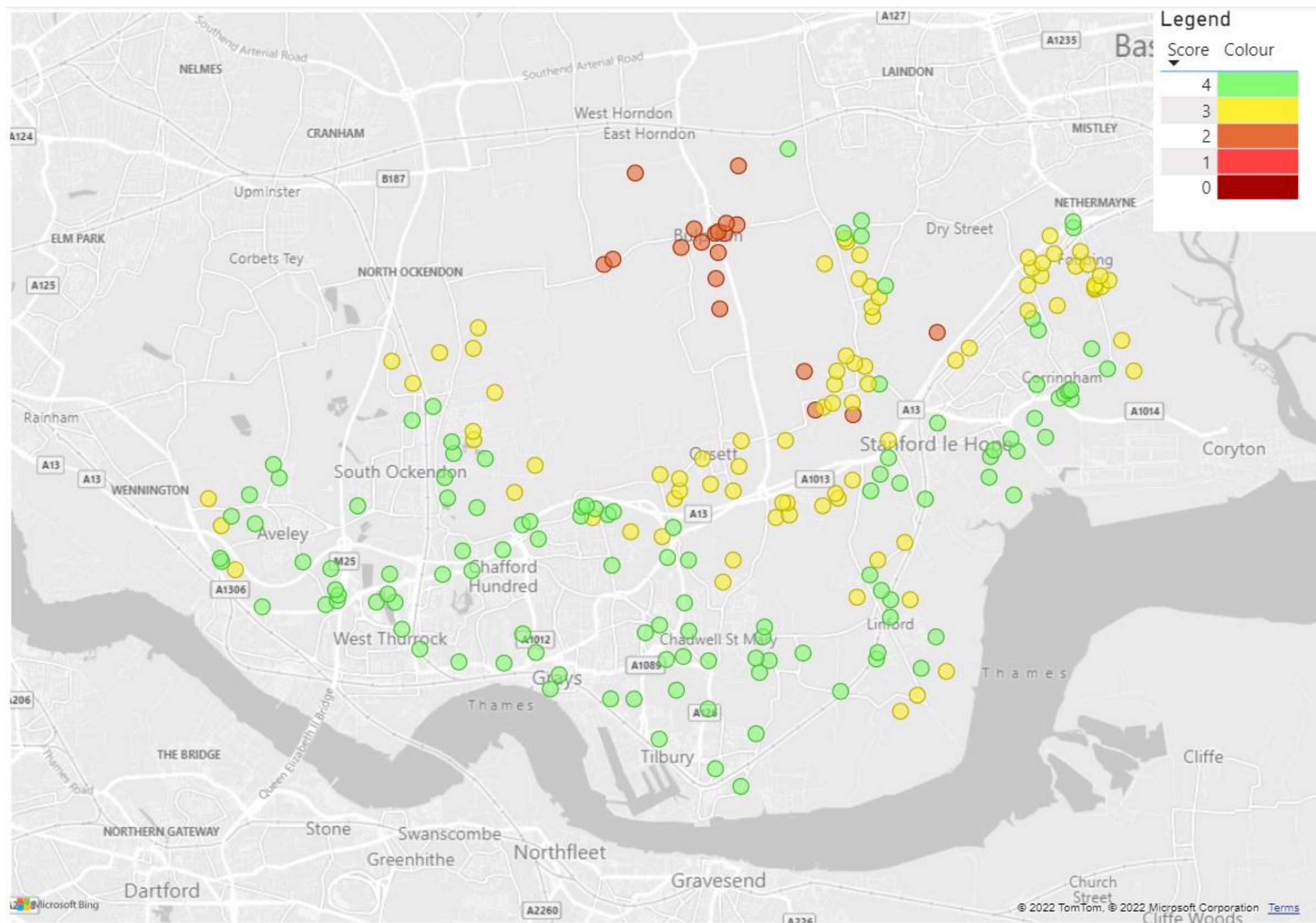
Site Connectivity to Supermarkets without On-Site Facilities – Public Transport



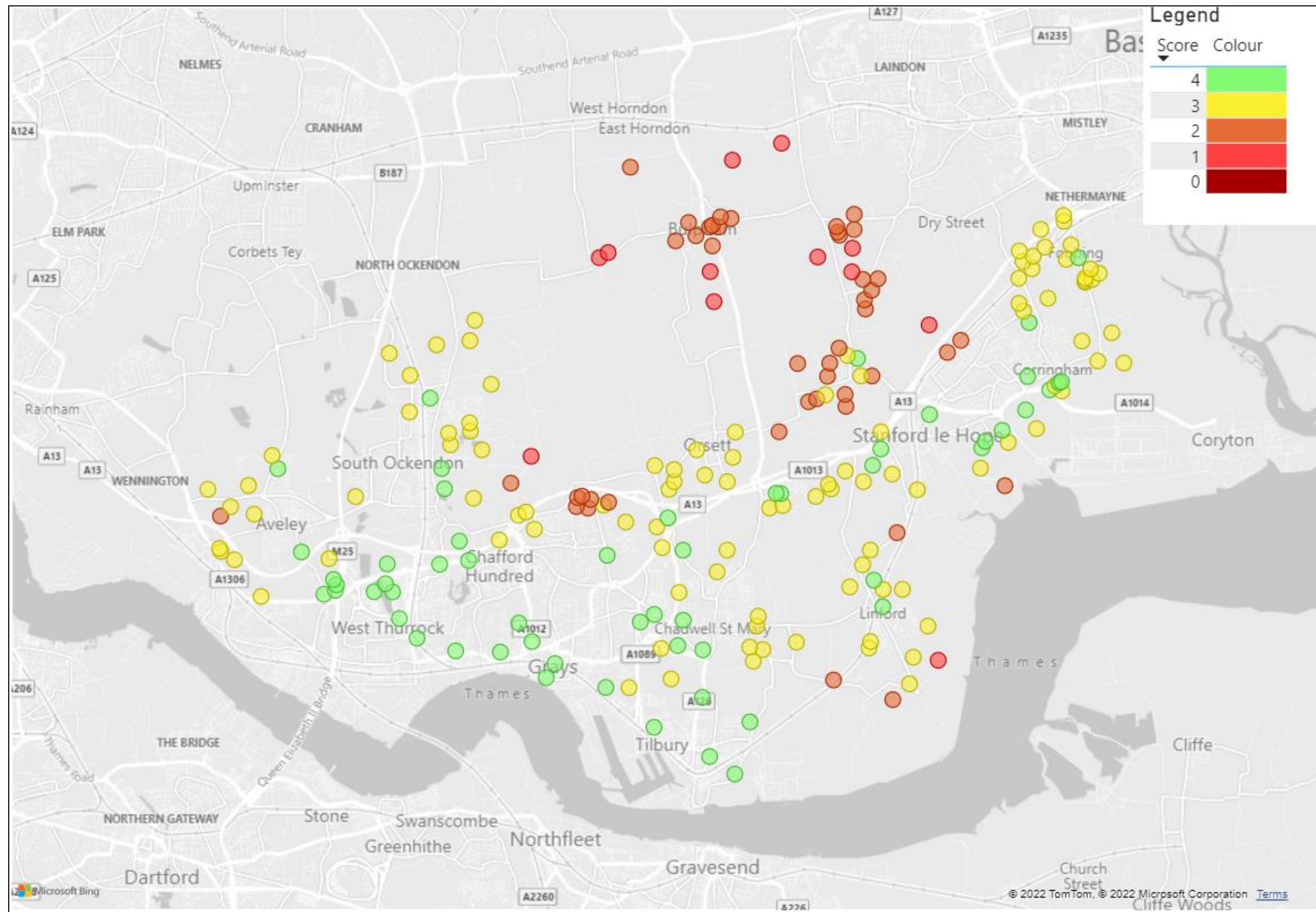
Site Connectivity to Parades without On-Site Facilities – Walking



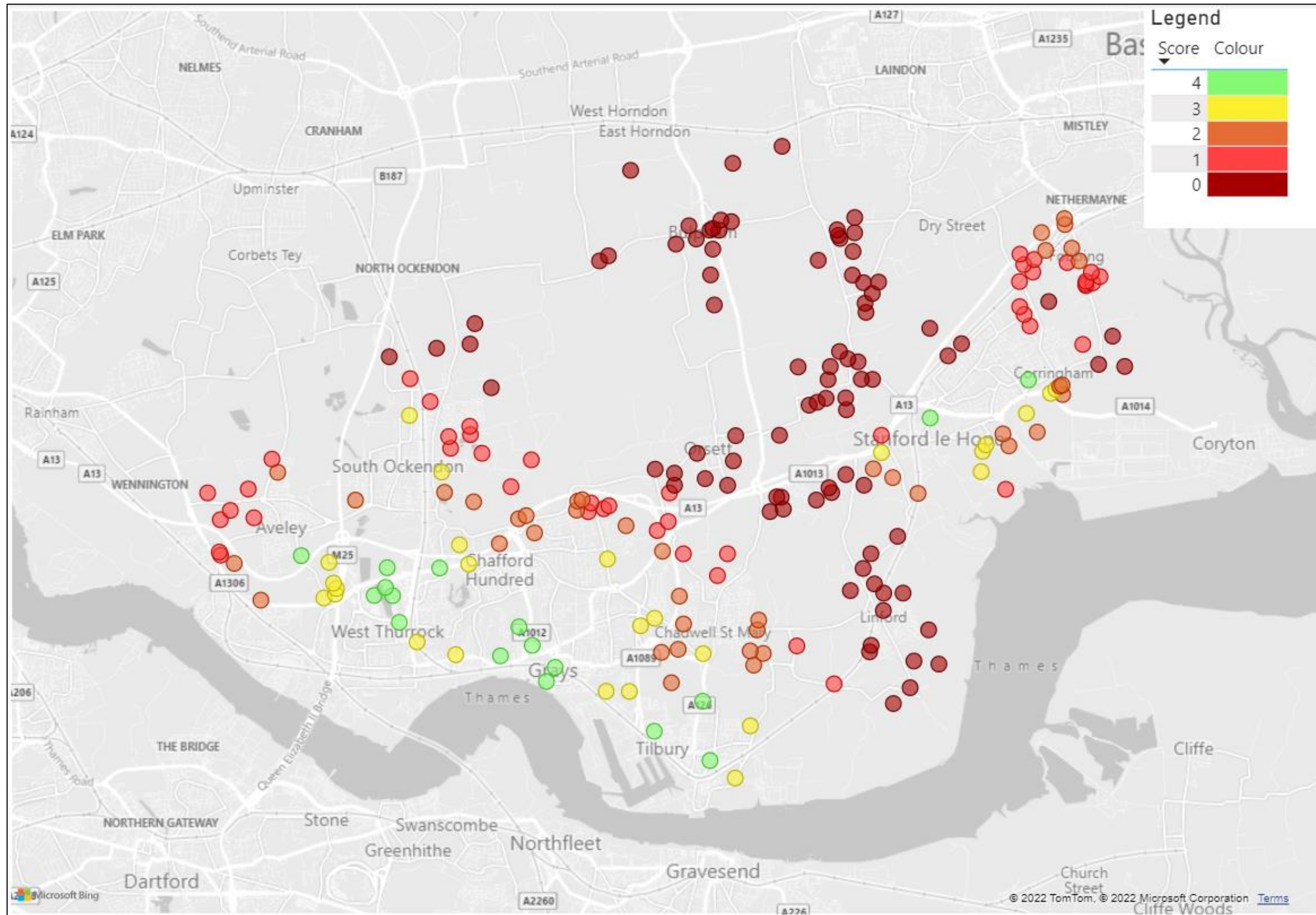
Site Connectivity to Parades without On-Site Facilities – Cycling



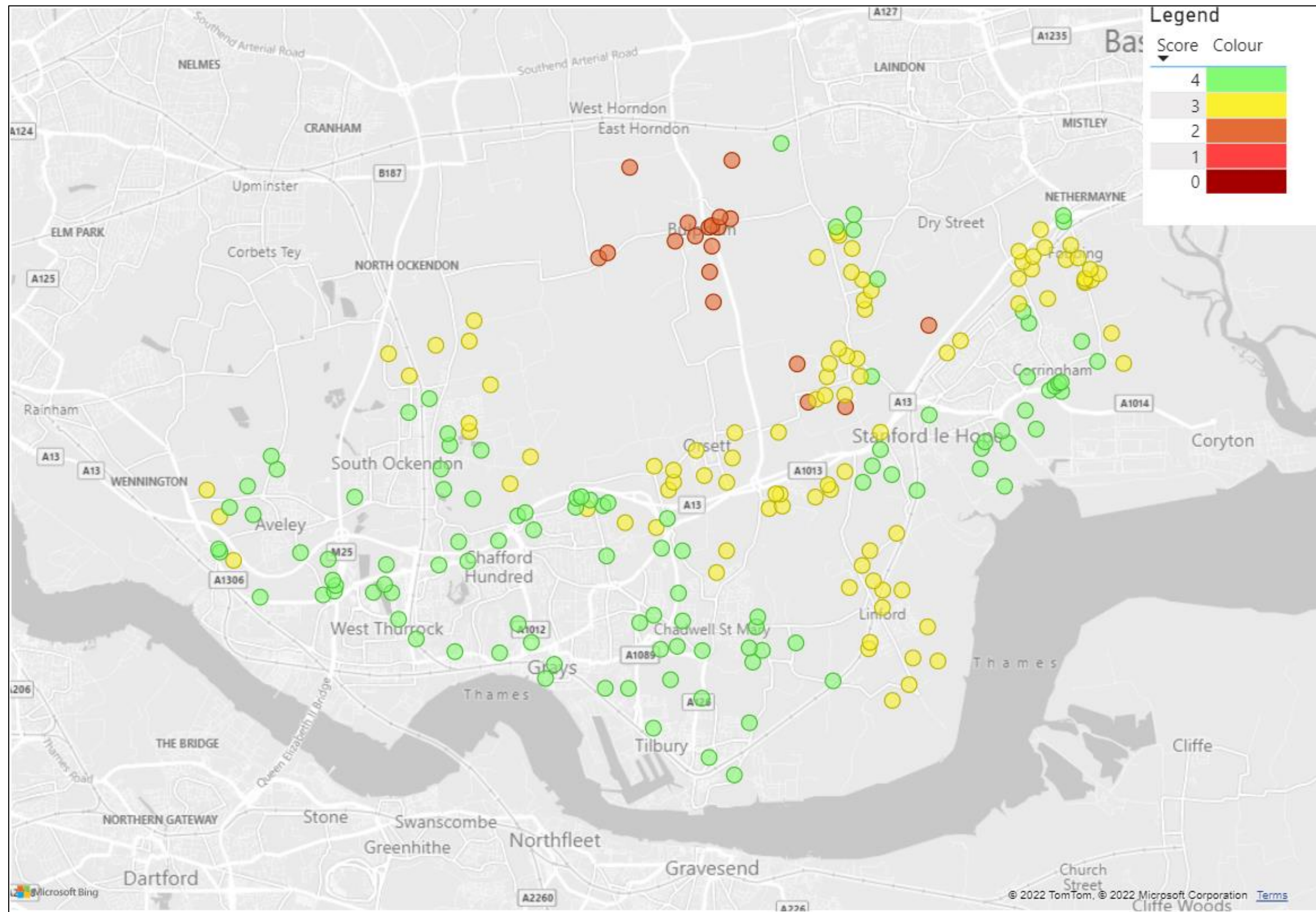
Site Connectivity to Parades without On-Site Facilities – Public Transport



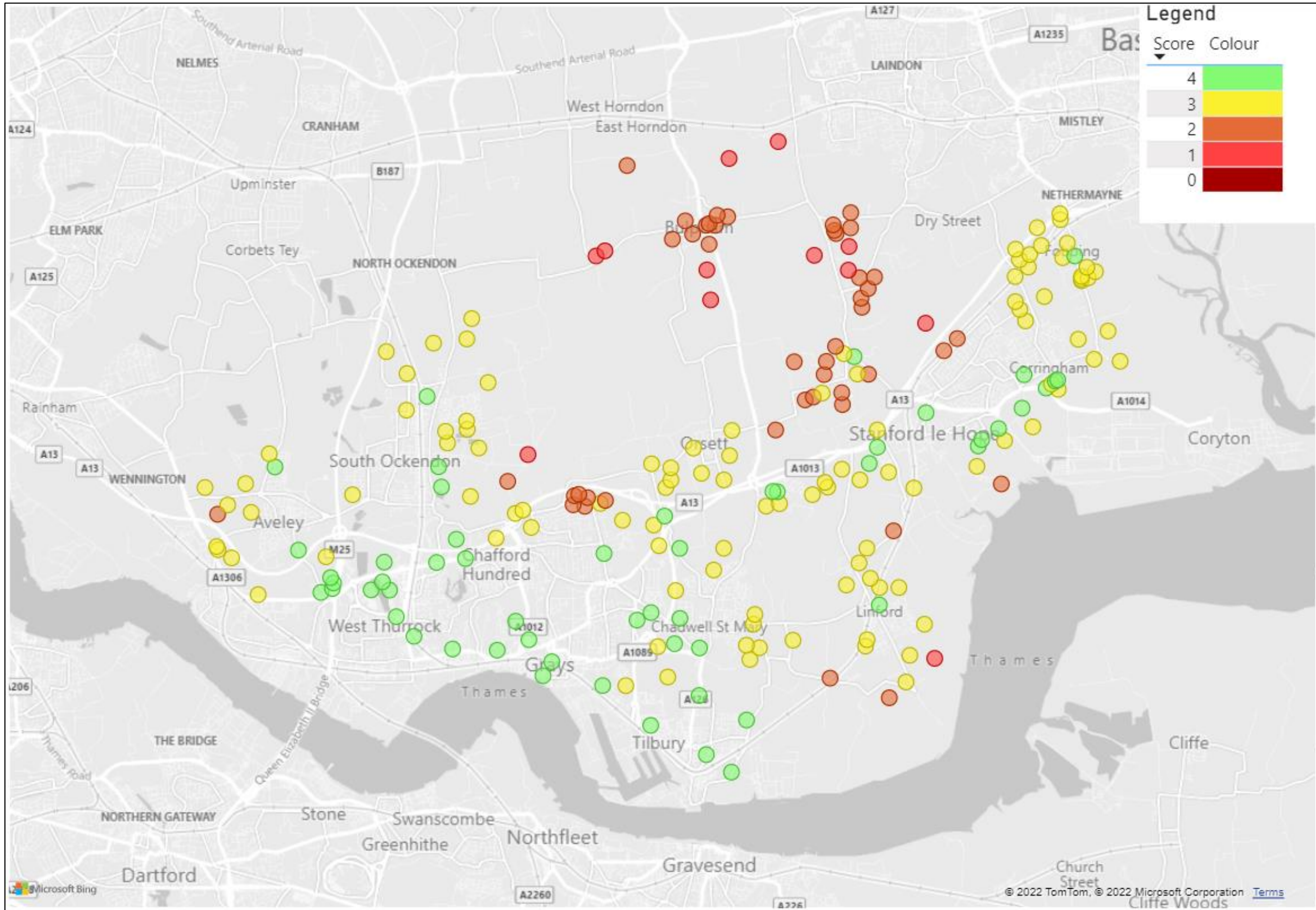
Site Connectivity to Local Centres without On-Site Facilities – Walking



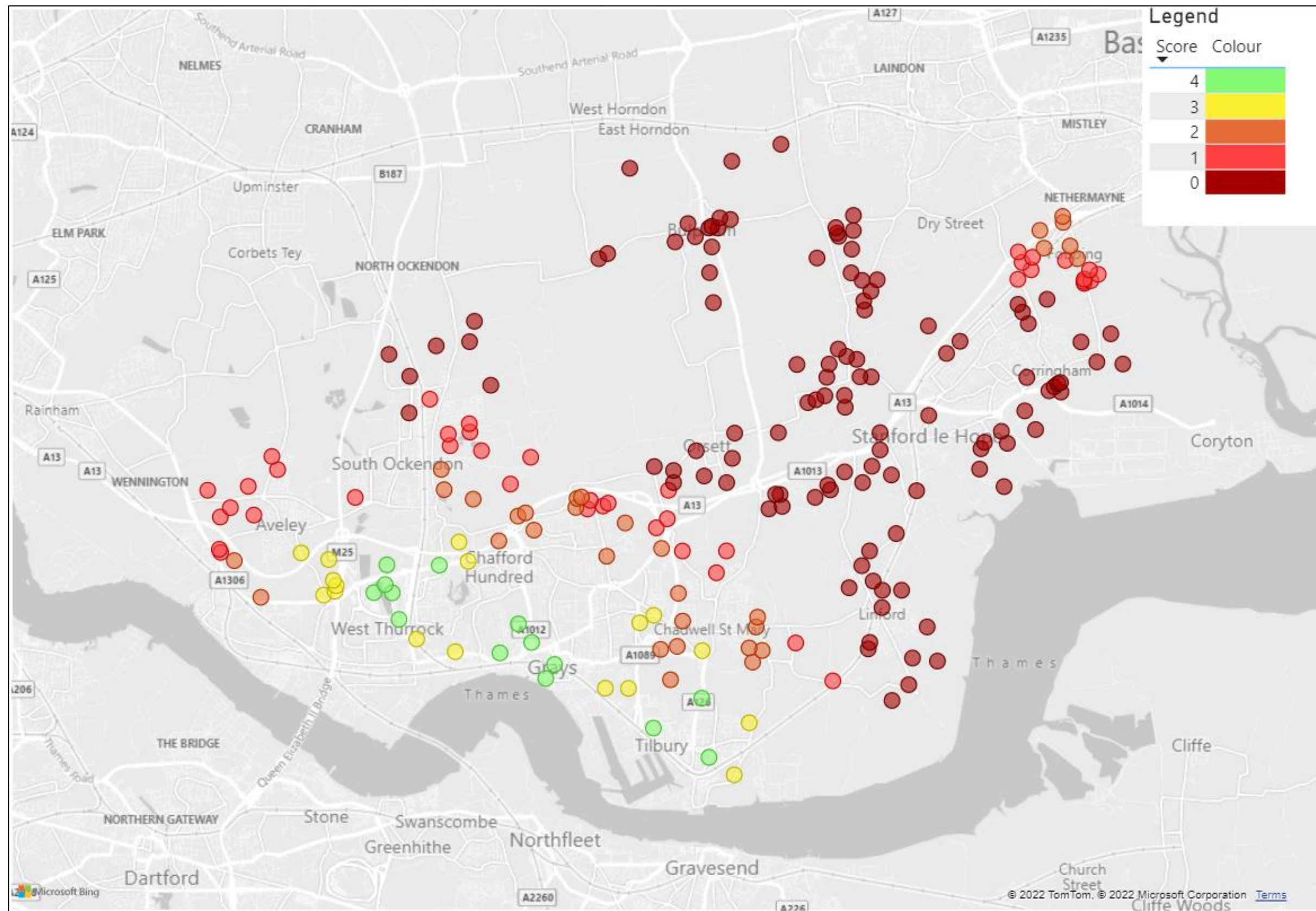
Site Connectivity to Local Centres without On-Site Facilities – Cycling



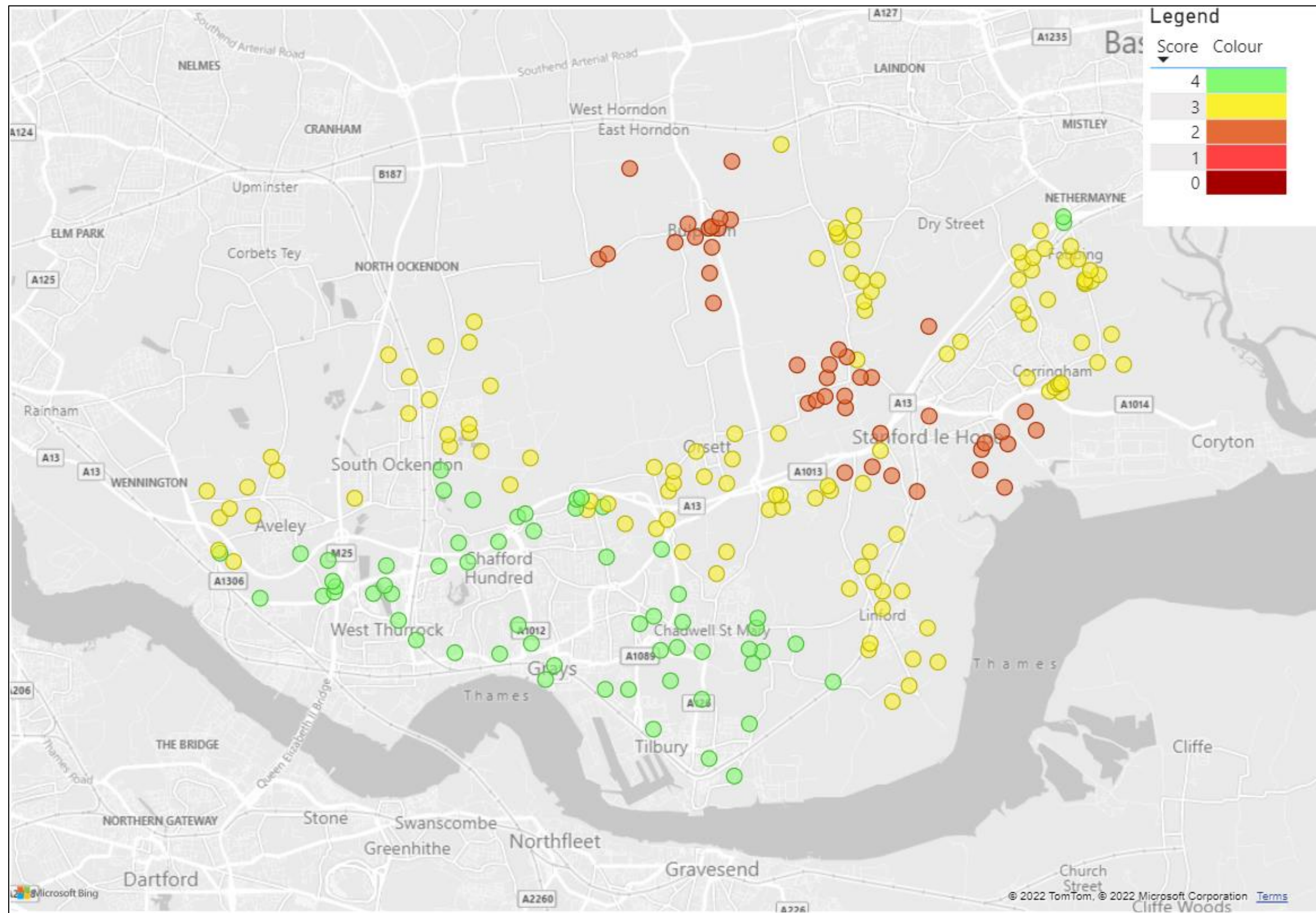
Site Connectivity to Local Centres without On-Site Facilities – Public Transport



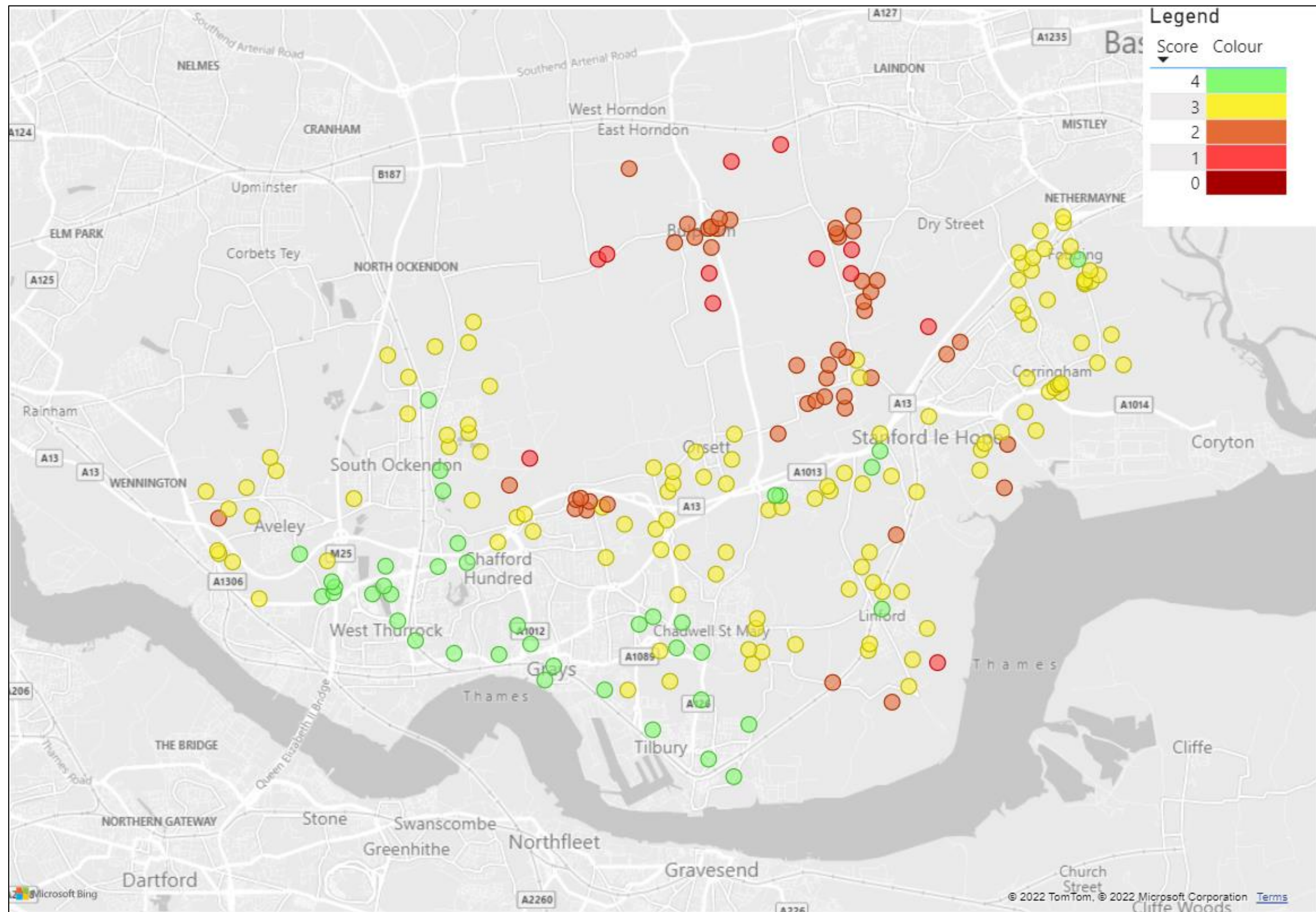
Site Connectivity to Shopping Areas without On-Site Facilities – Walking



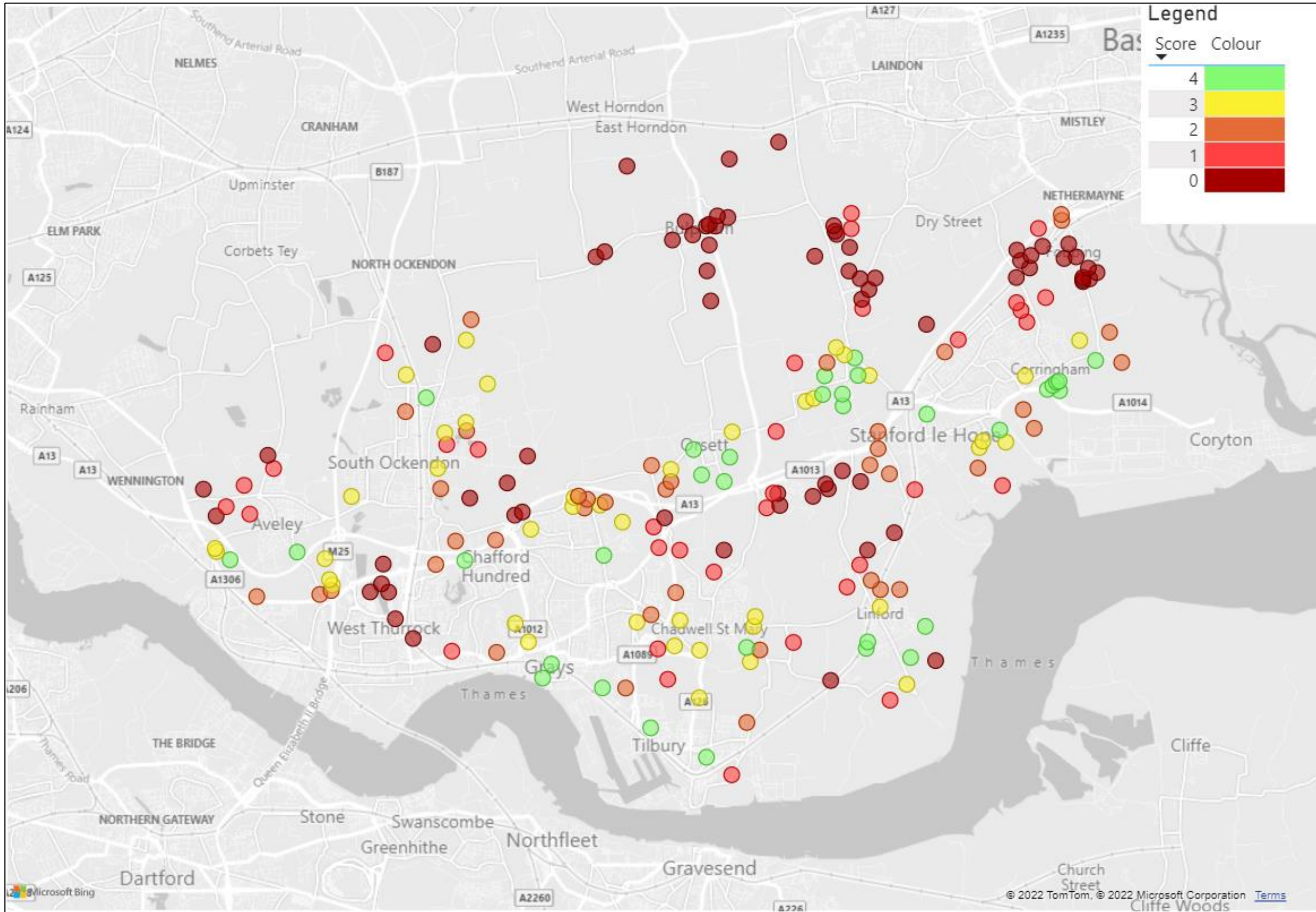
Site Connectivity to Shopping Areas without On-Site Facilities – Cycling



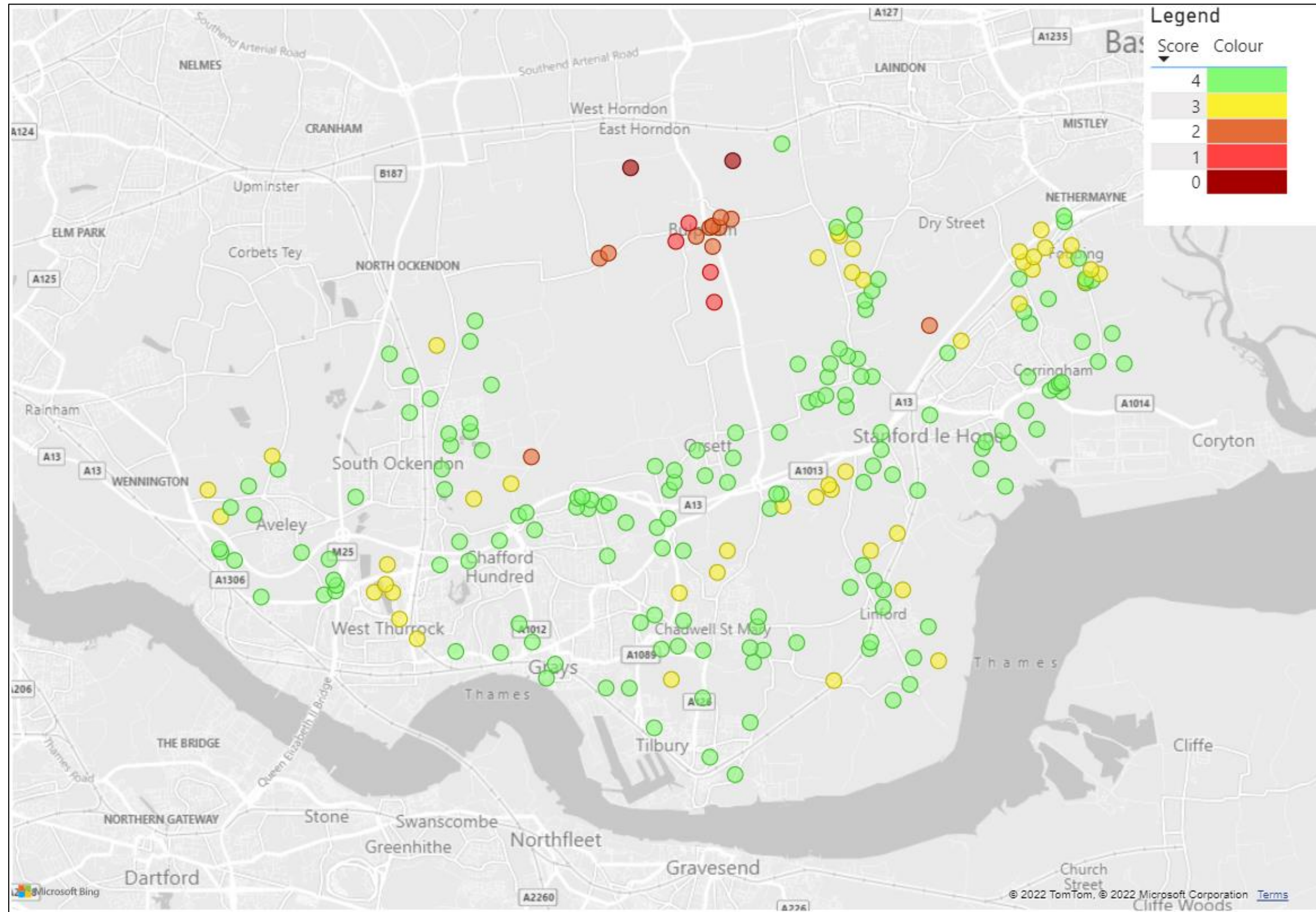
Site Connectivity to Shopping Areas without On-Site Facilities – Public Transport



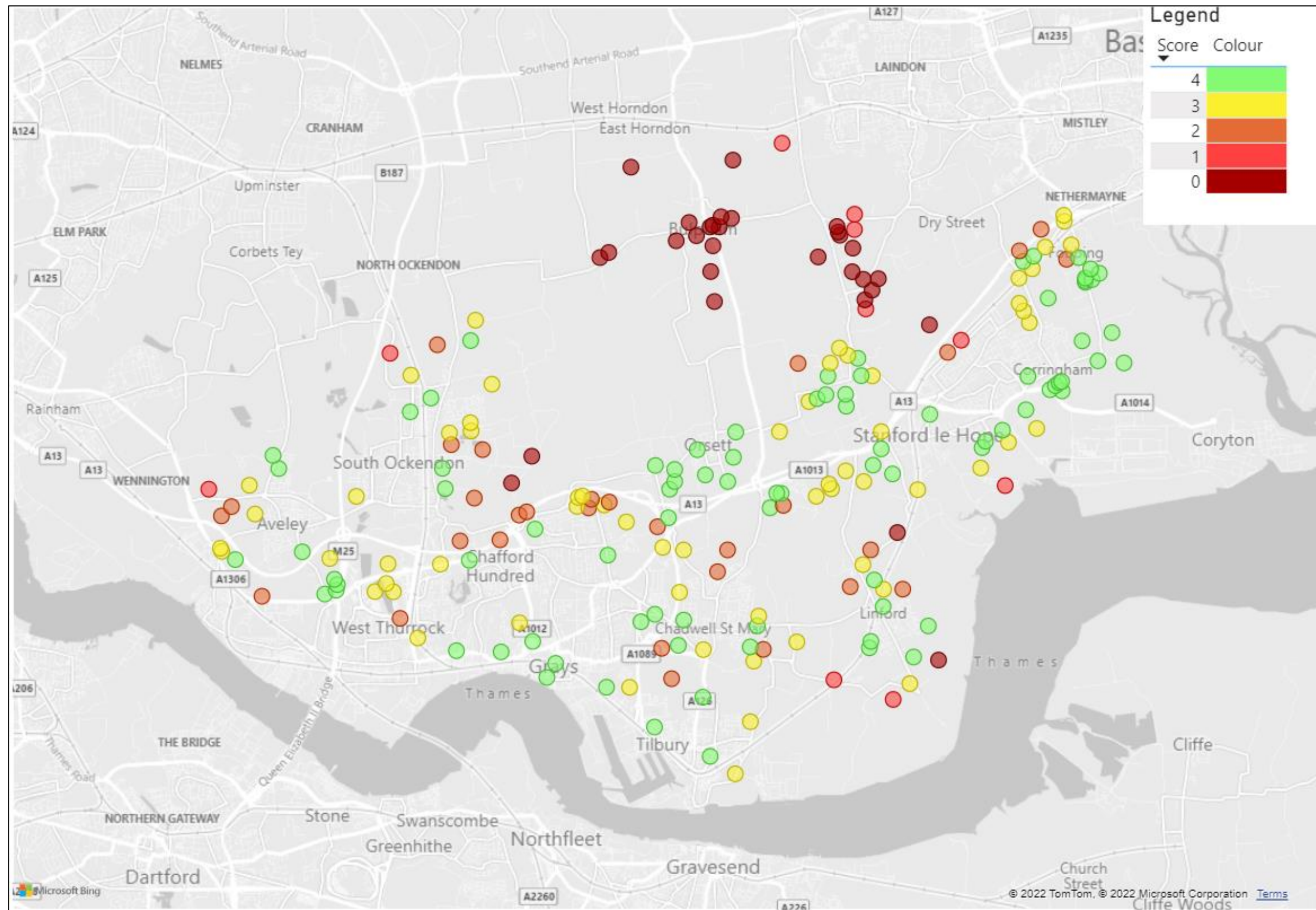
Site Connectivity to GP Surgeries without On-Site Facilities – Walking



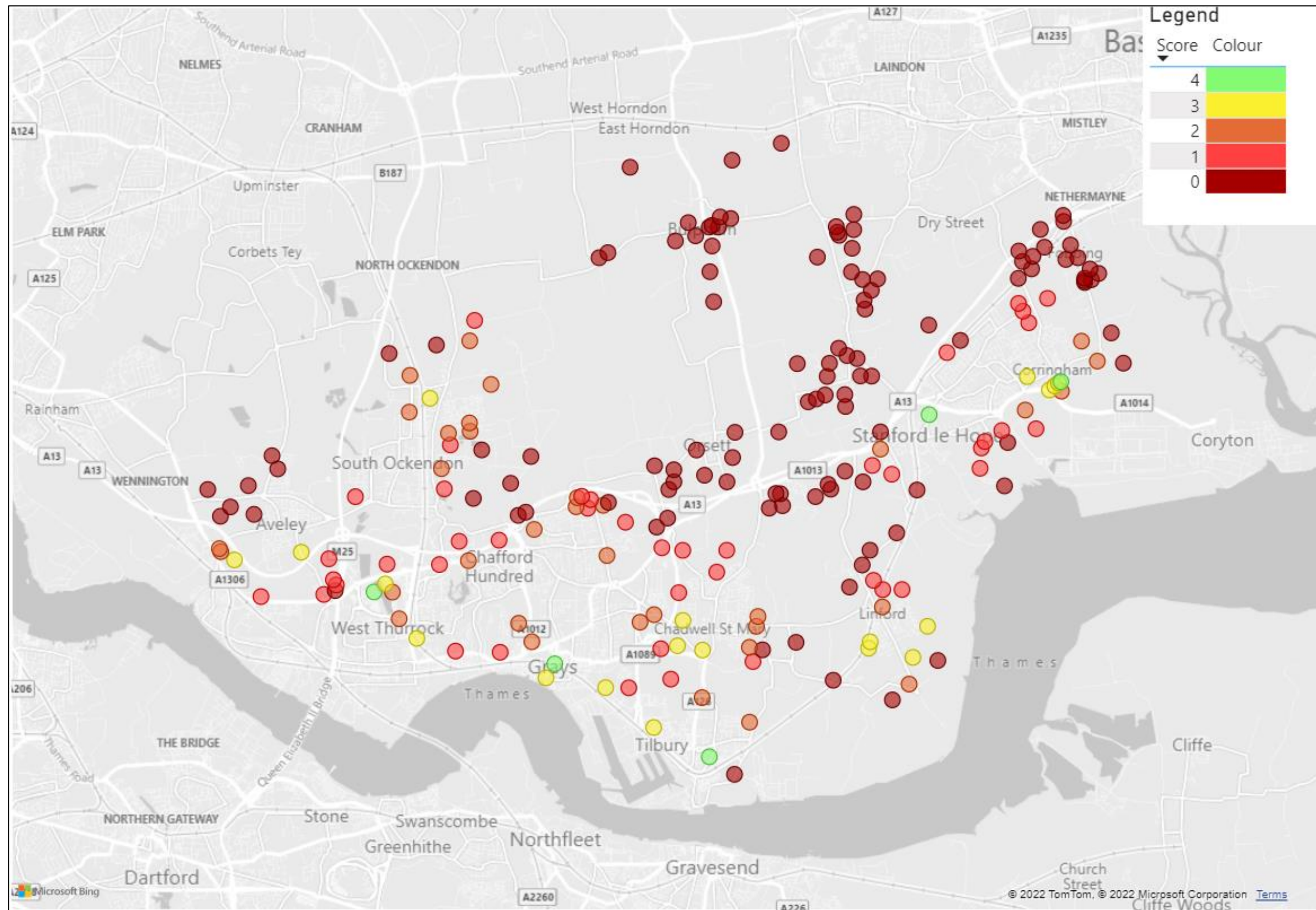
Site Connectivity to GP Surgeries without On-Site Facilities – Cycling



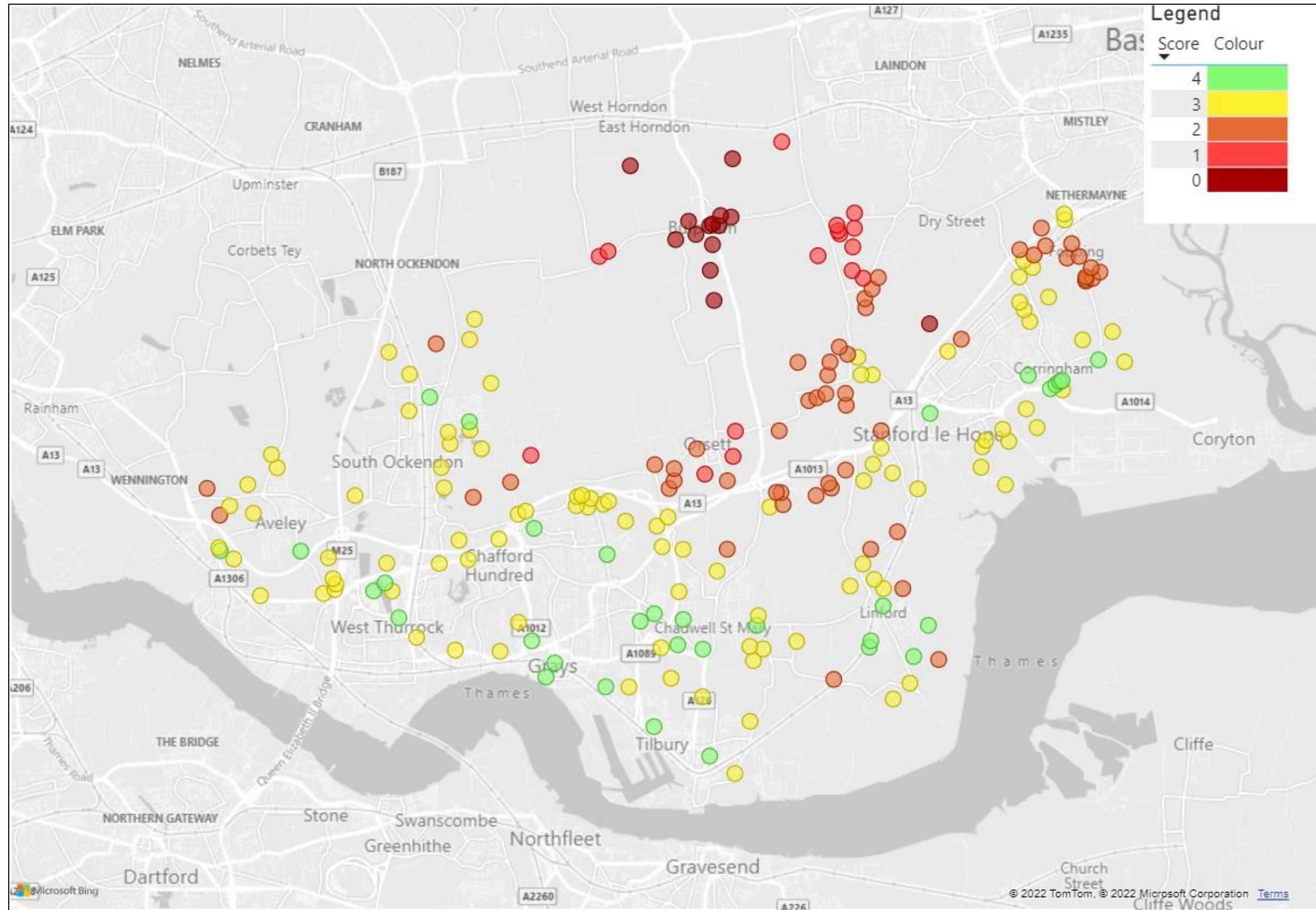
Site Connectivity to GP Surgeries without On-Site Facilities – Public Transport



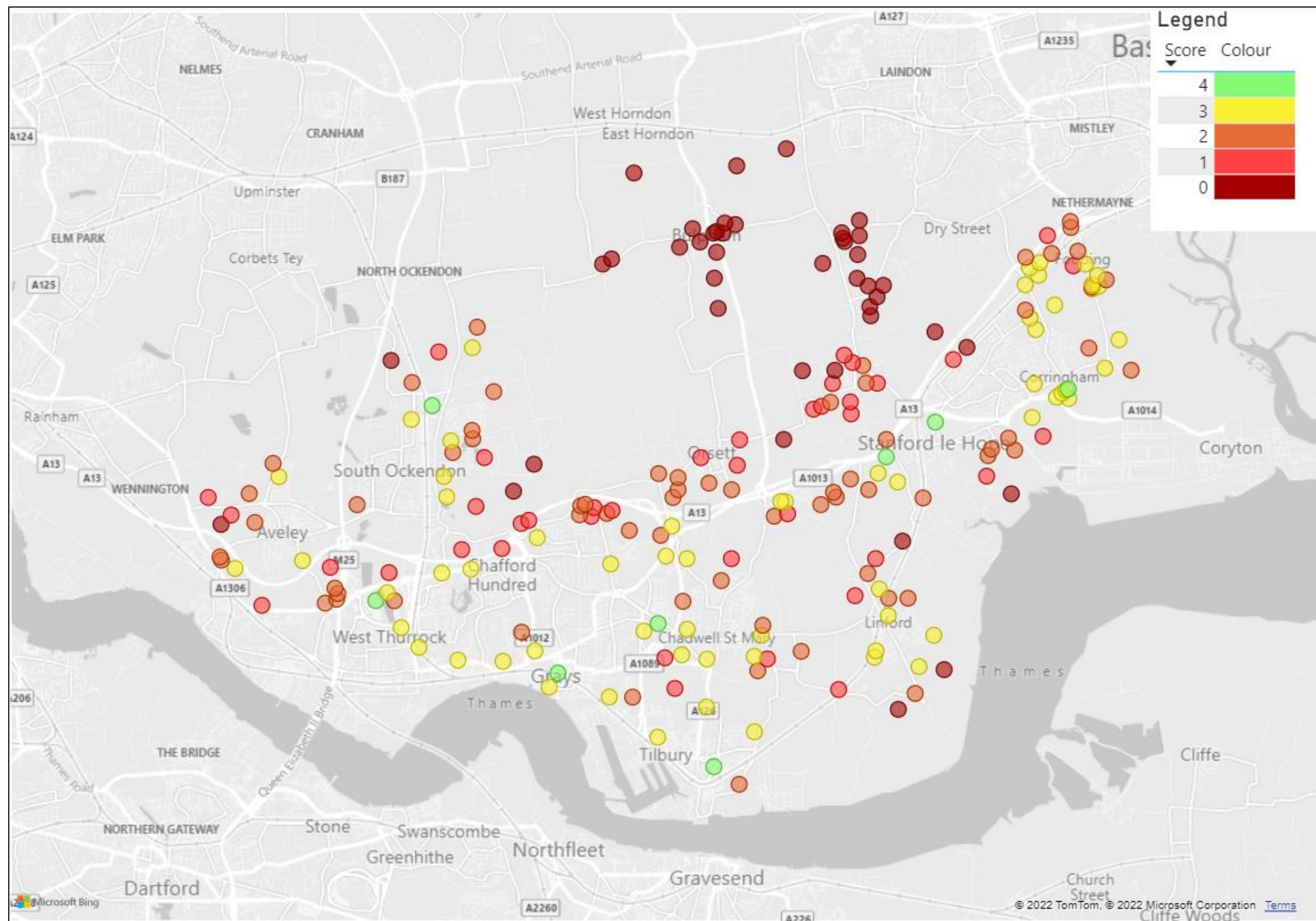
Site Connectivity to Pharmacies without On-Site Facilities – Walking



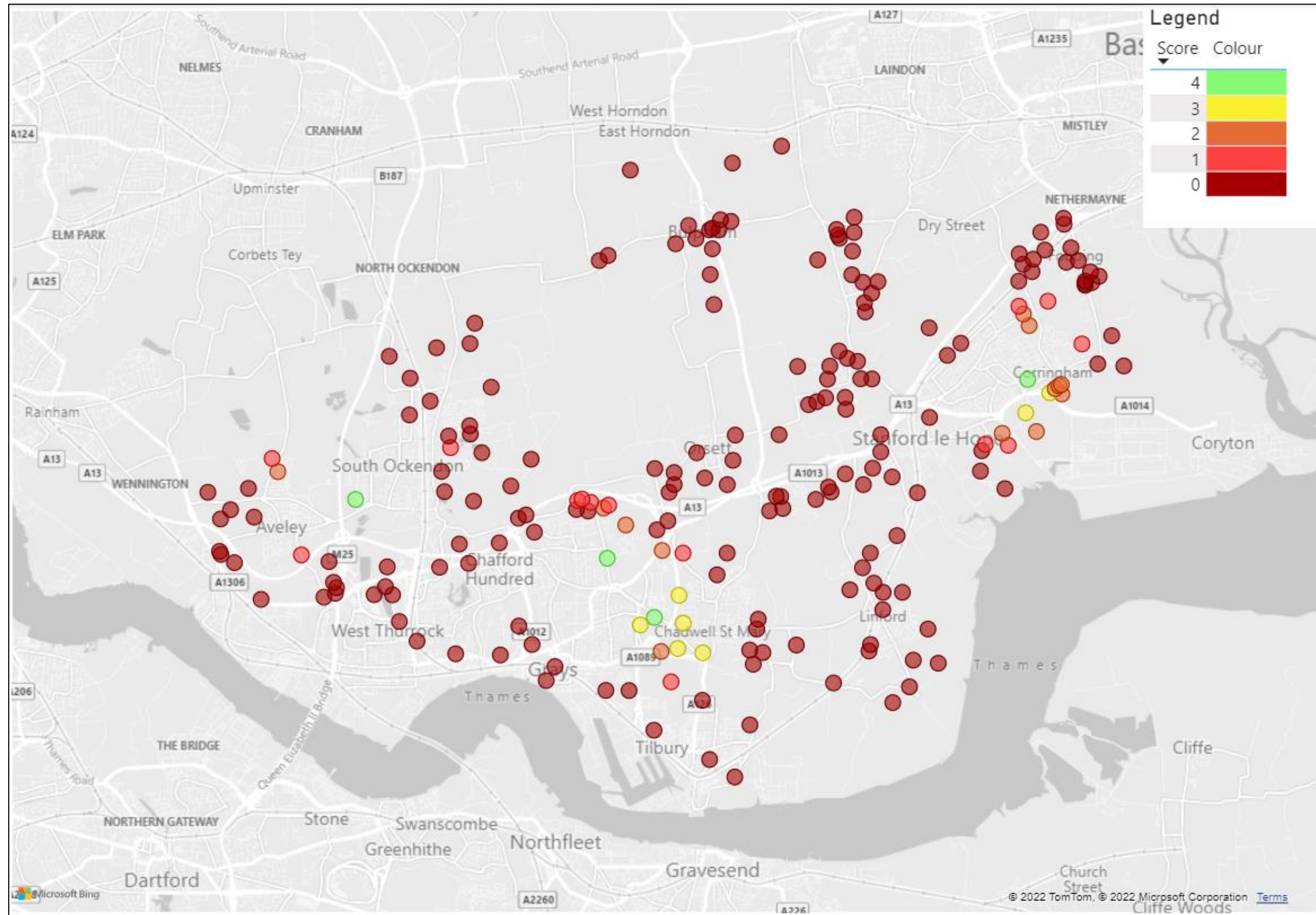
Site Connectivity to Pharmacies without On-Site Facilities – Cycling



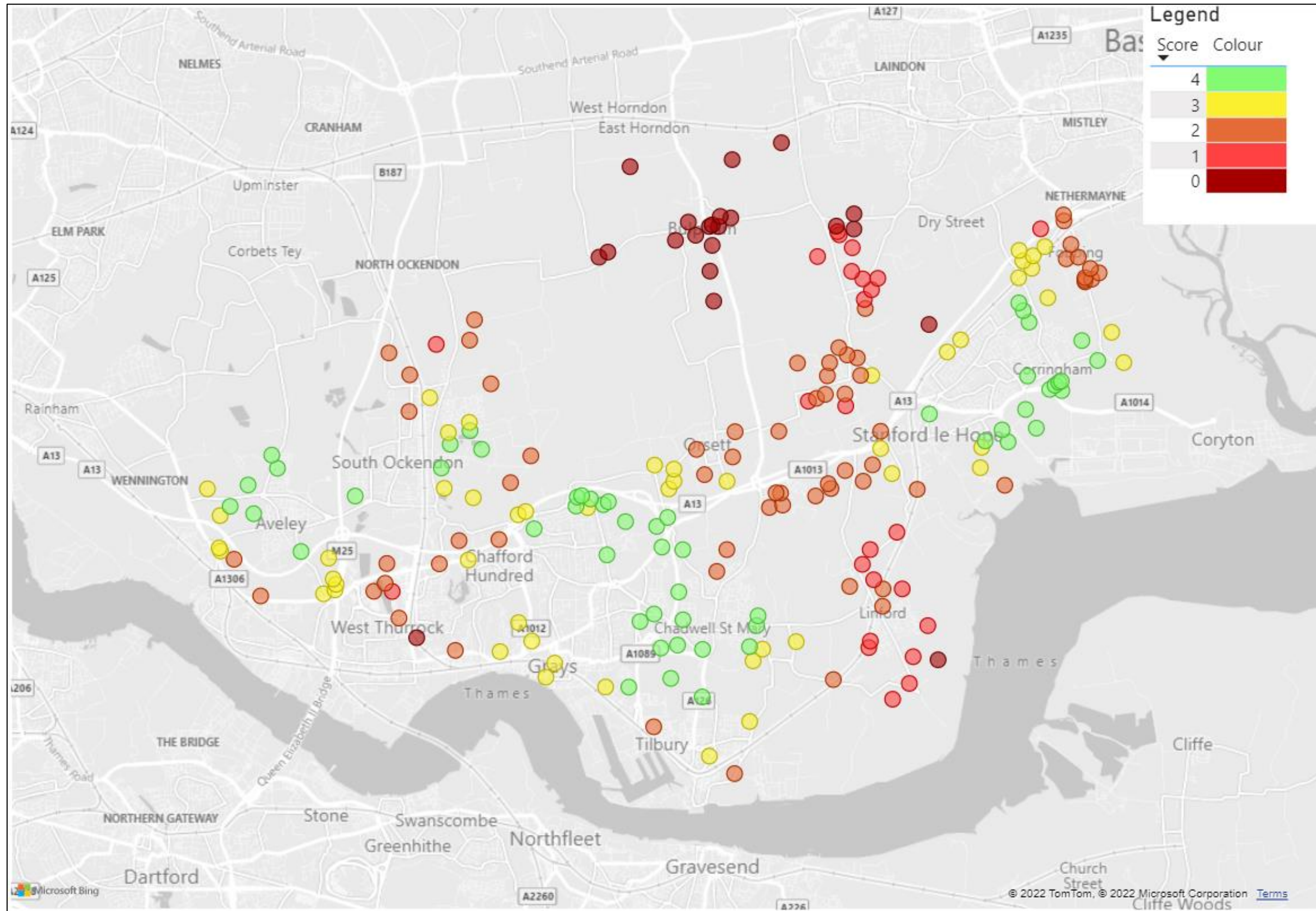
Site Connectivity to Pharmacies without On-Site Facilities – Public Transport



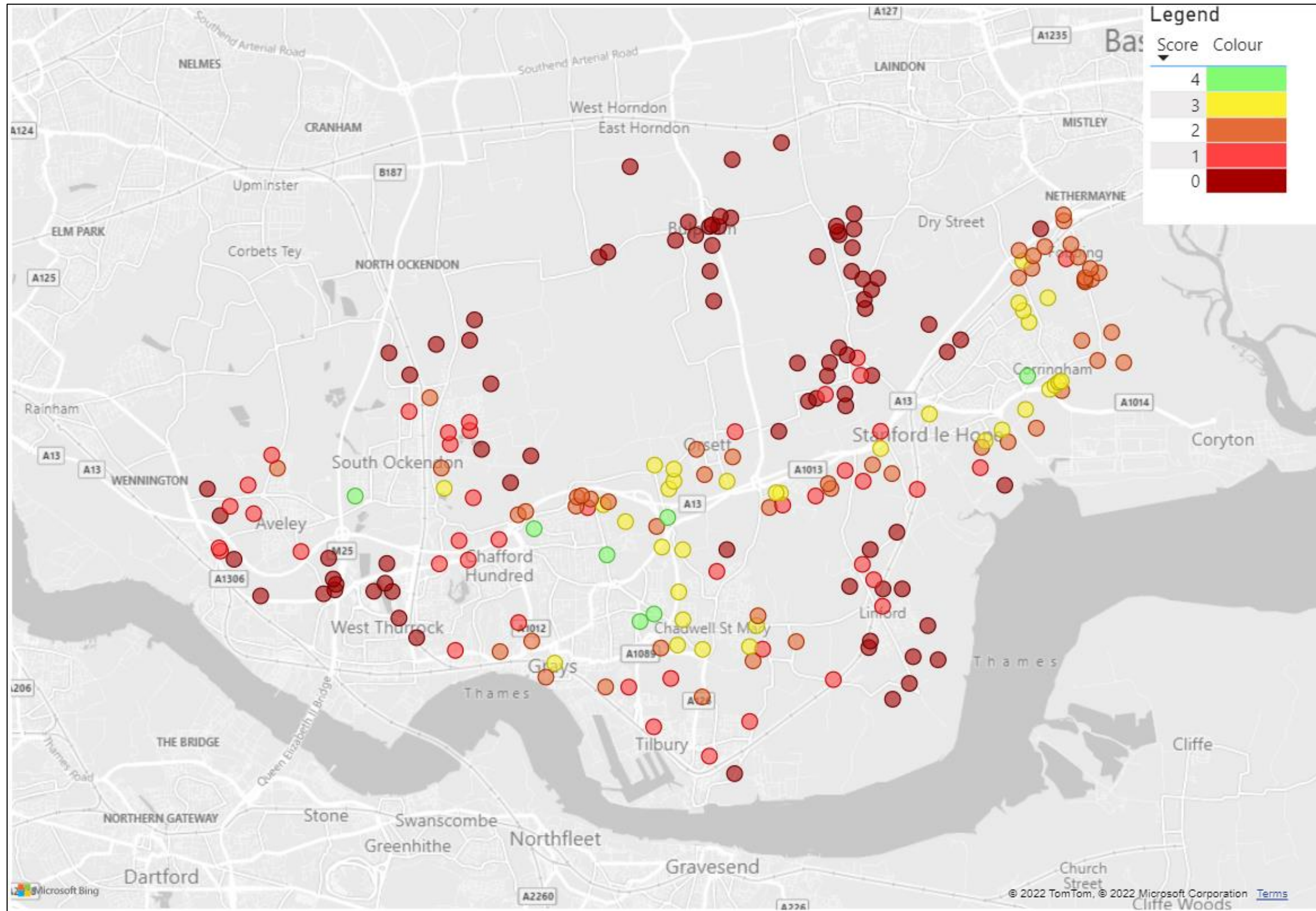
Site Connectivity to Leisure Centres without On-Site Facilities – Walking



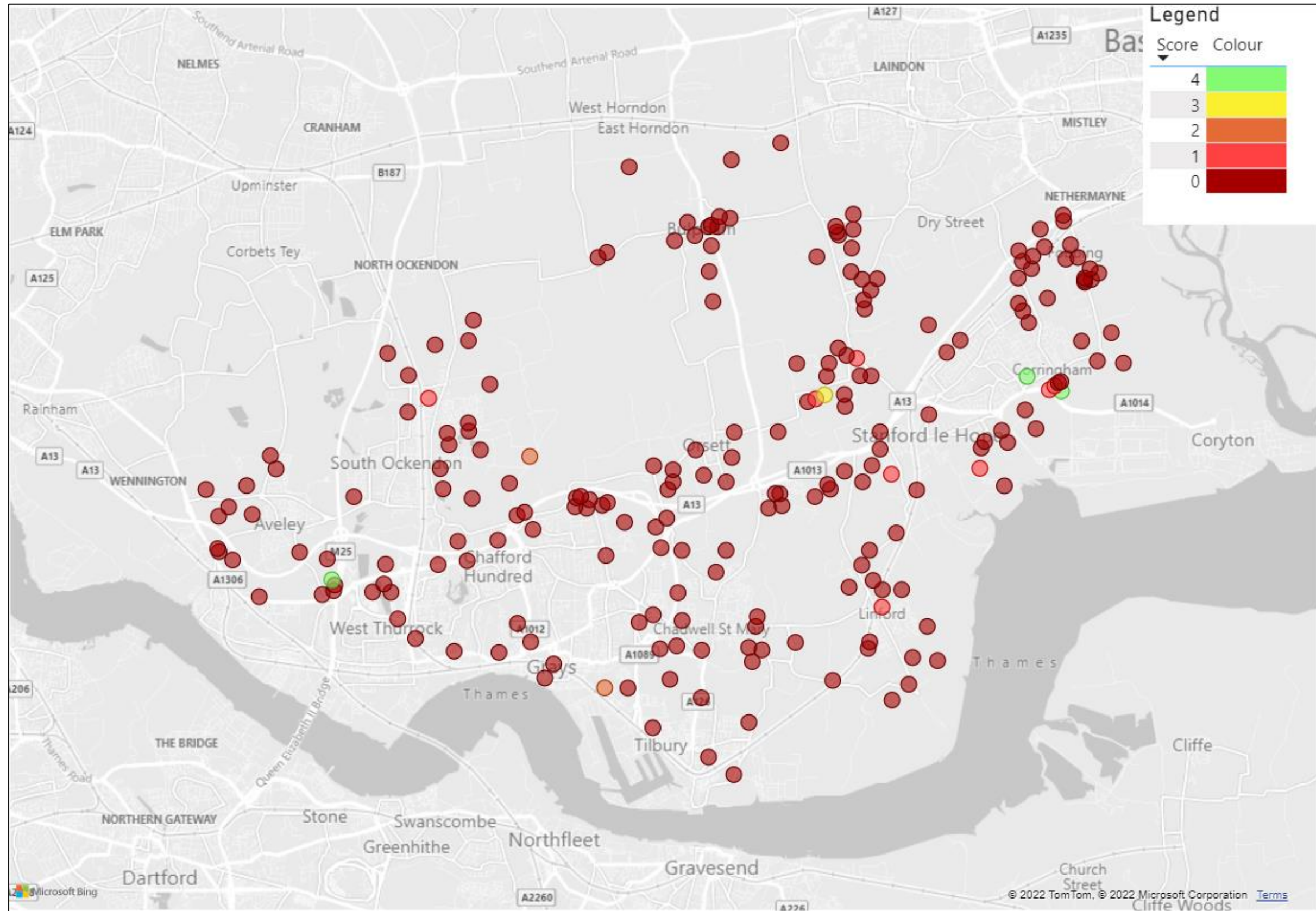
Site Connectivity to Leisure Centres without On-Site Facilities – Cycling



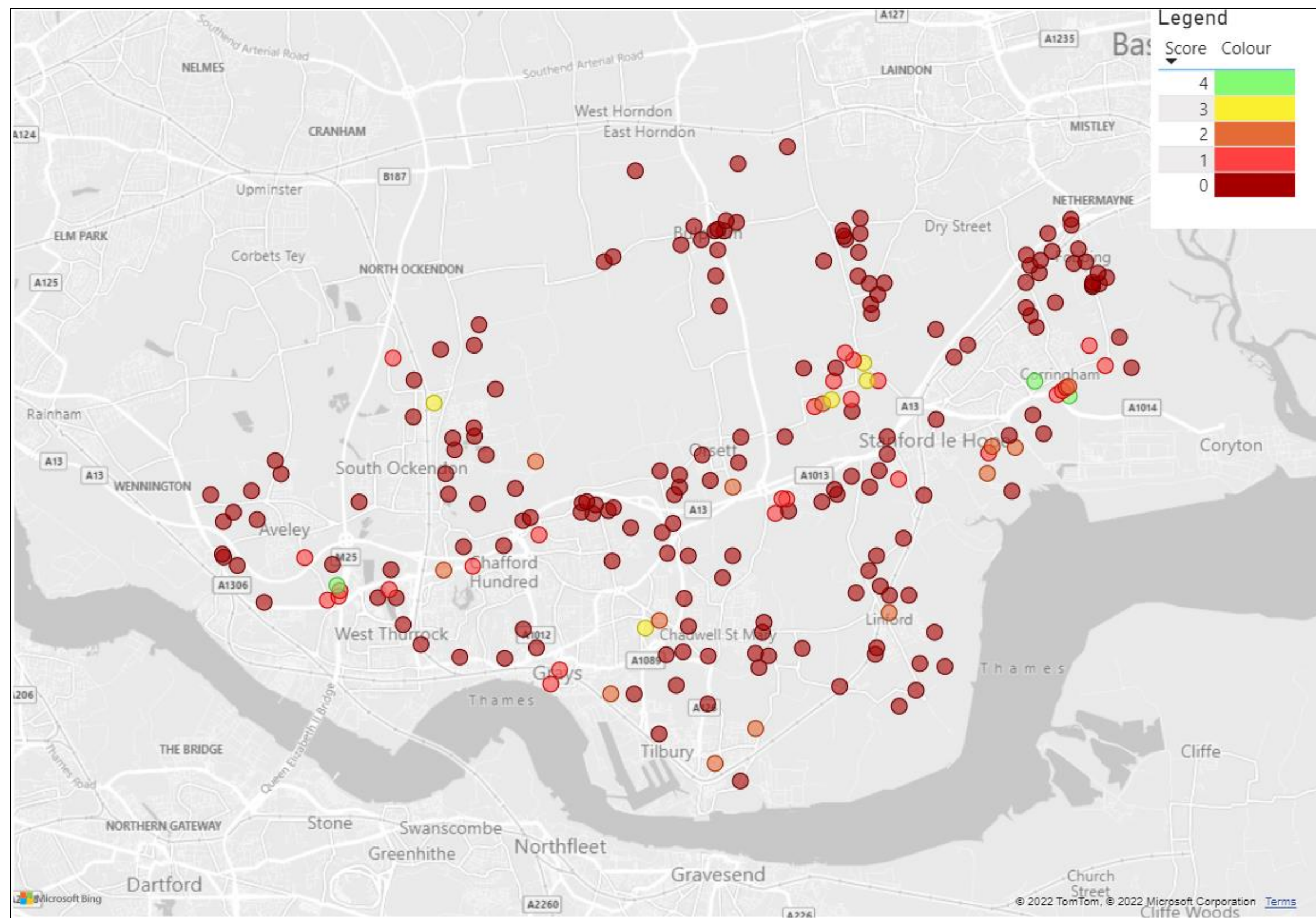
Site Connectivity to Leisure Centres without On-Site Facilities – Public Transport



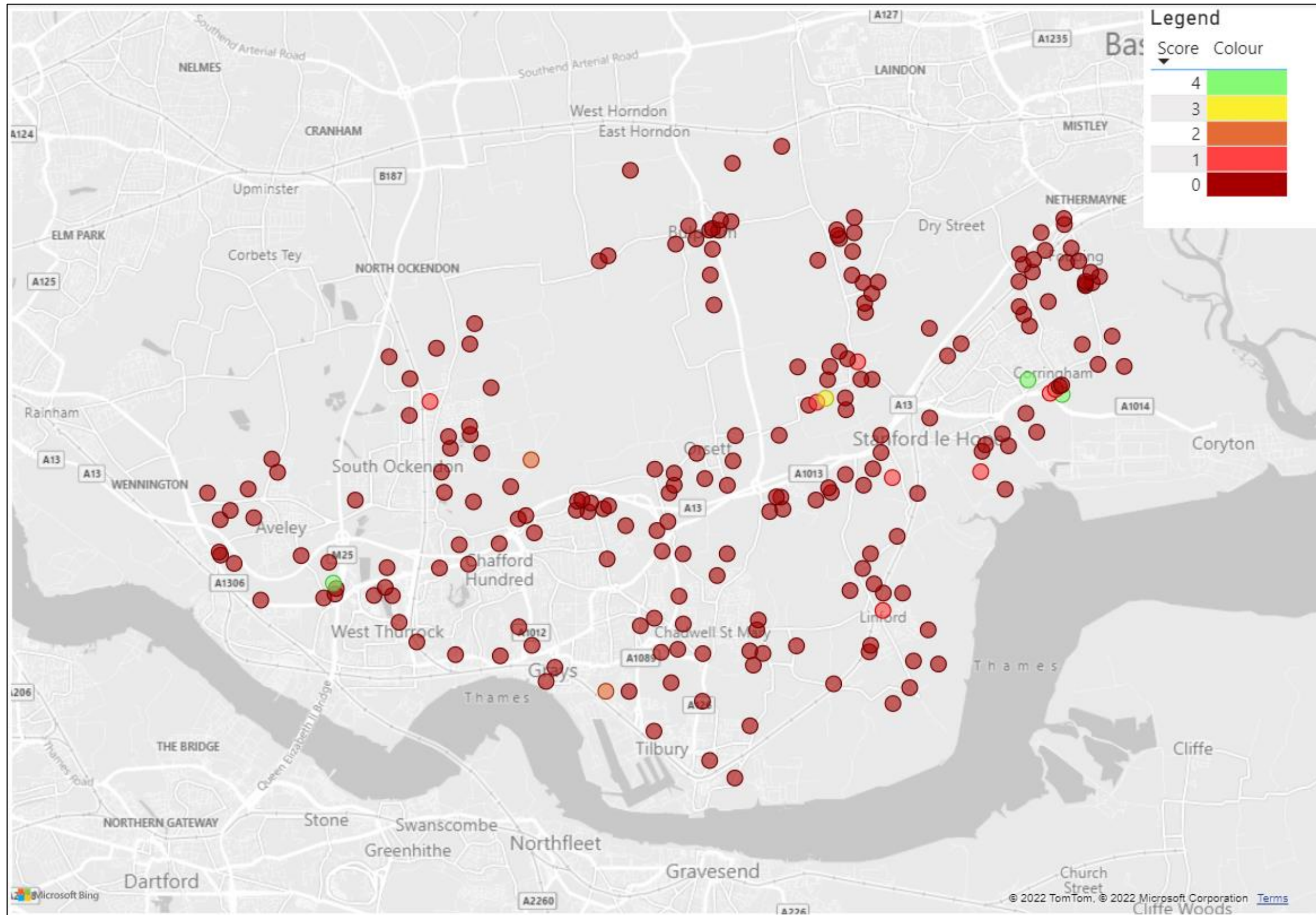
Site Connectivity to Green Open Space >2ha without On-Site Facilities – Walking



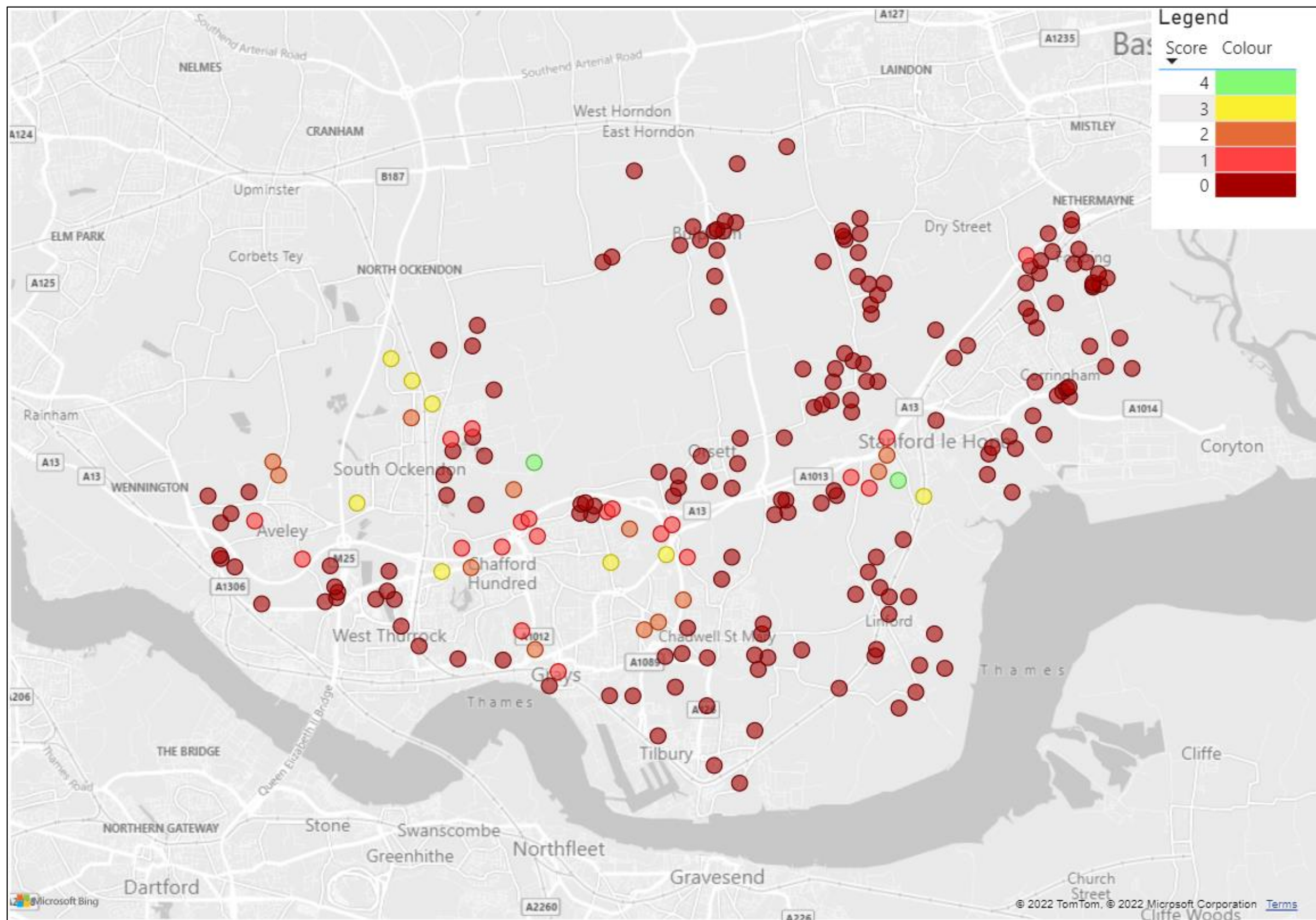
Site Connectivity to Green Open Space >2ha without On-Site Facilities – Cycling



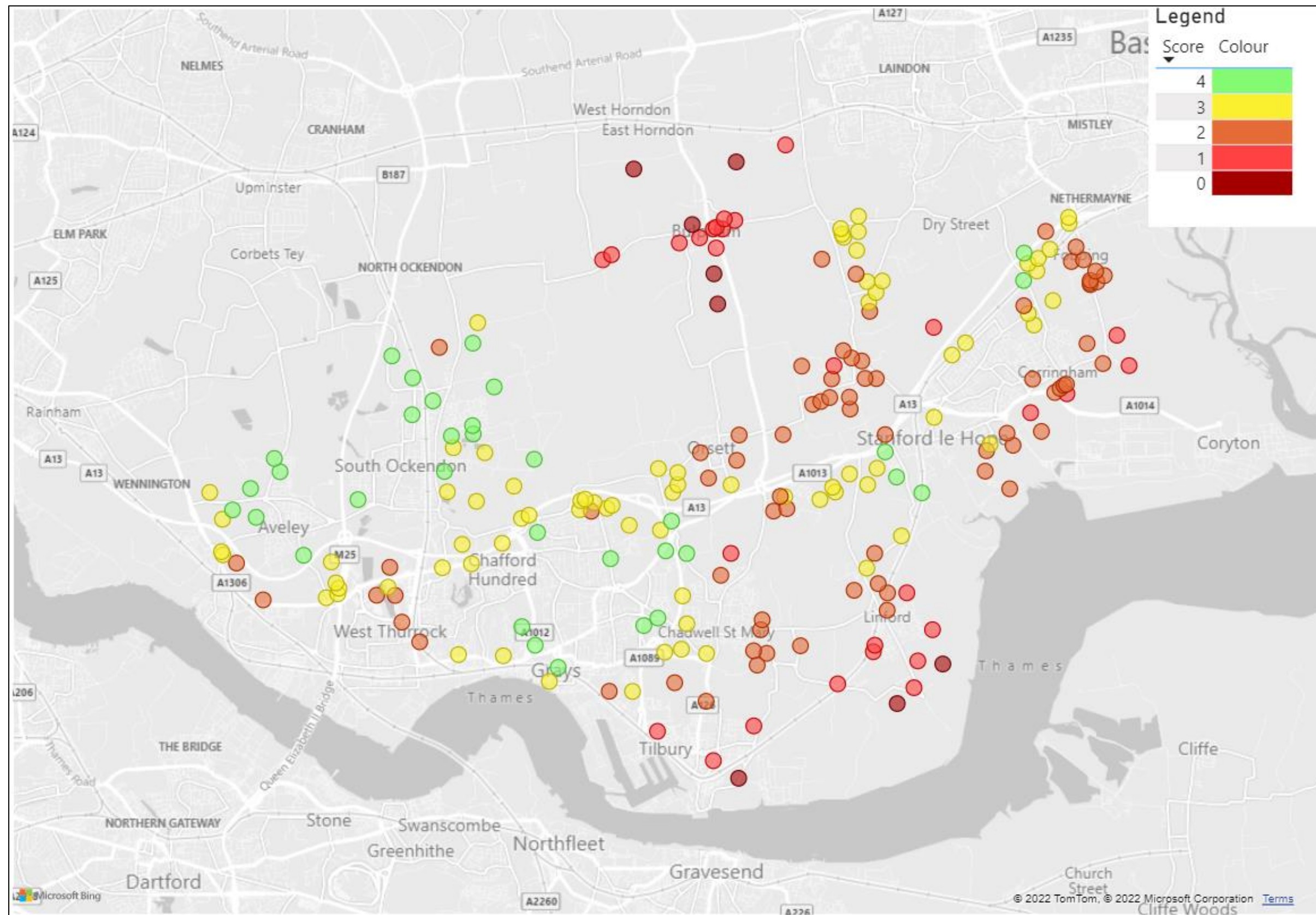
Site Connectivity to Green Open Space >2ha without On-Site Facilities – Public Transport



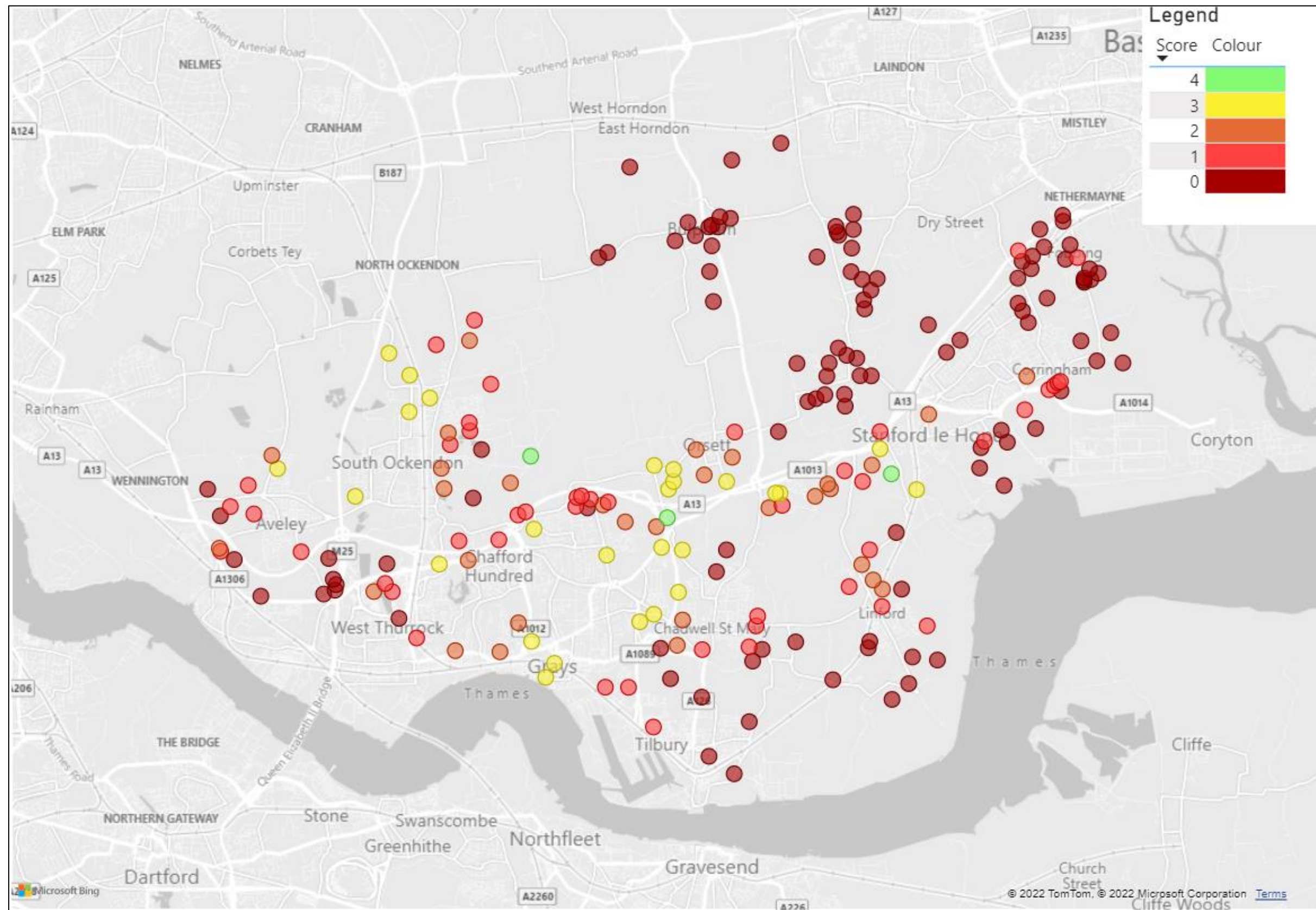
Site Connectivity to Green Open Space >20ha without On-Site Facilities – Walking

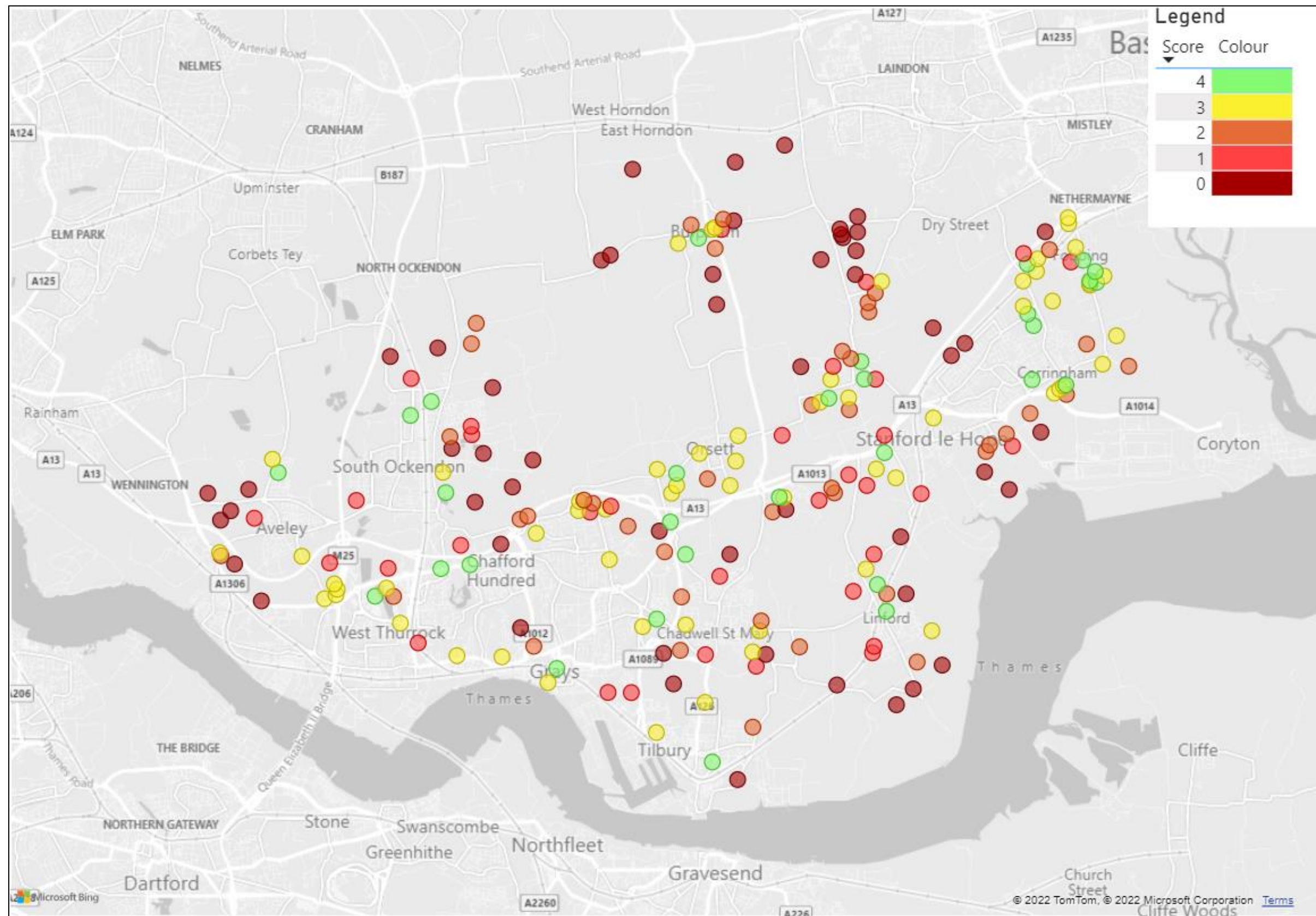


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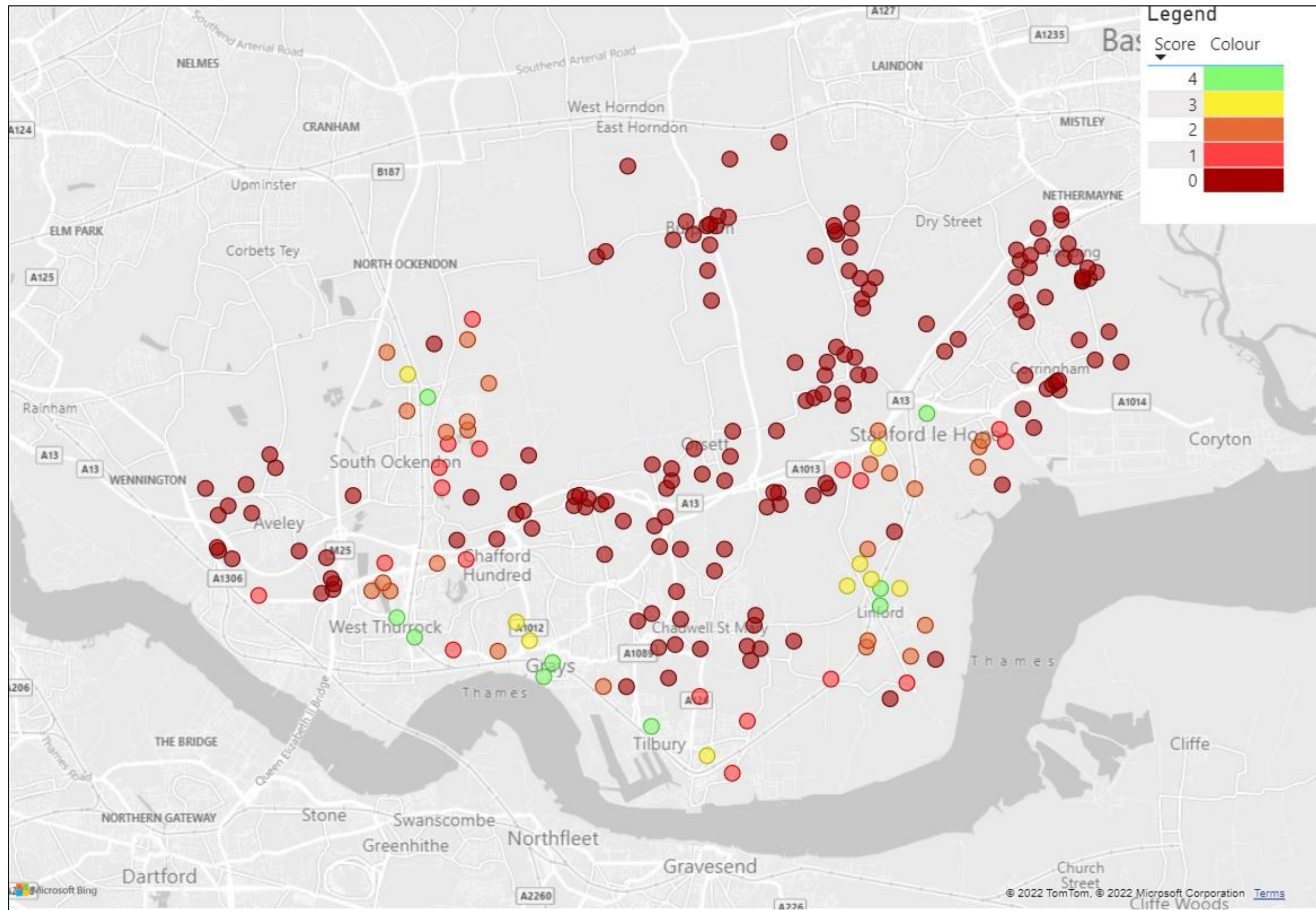


Site Connectivity to Green Open Space >20ha without On-Site Facilities – Public Transport





Site Connectivity to Rail Stations without On-Site Facilities – Walking

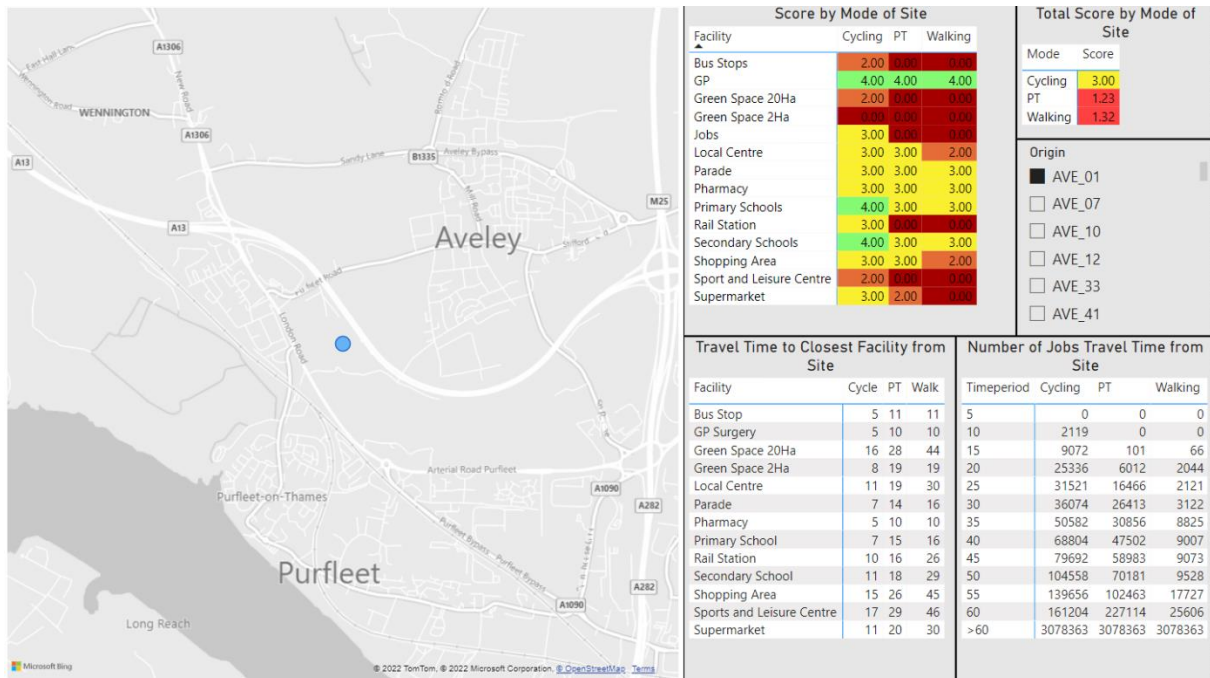


Appendix C Detailed Site Scores – Without On-Site Facilities

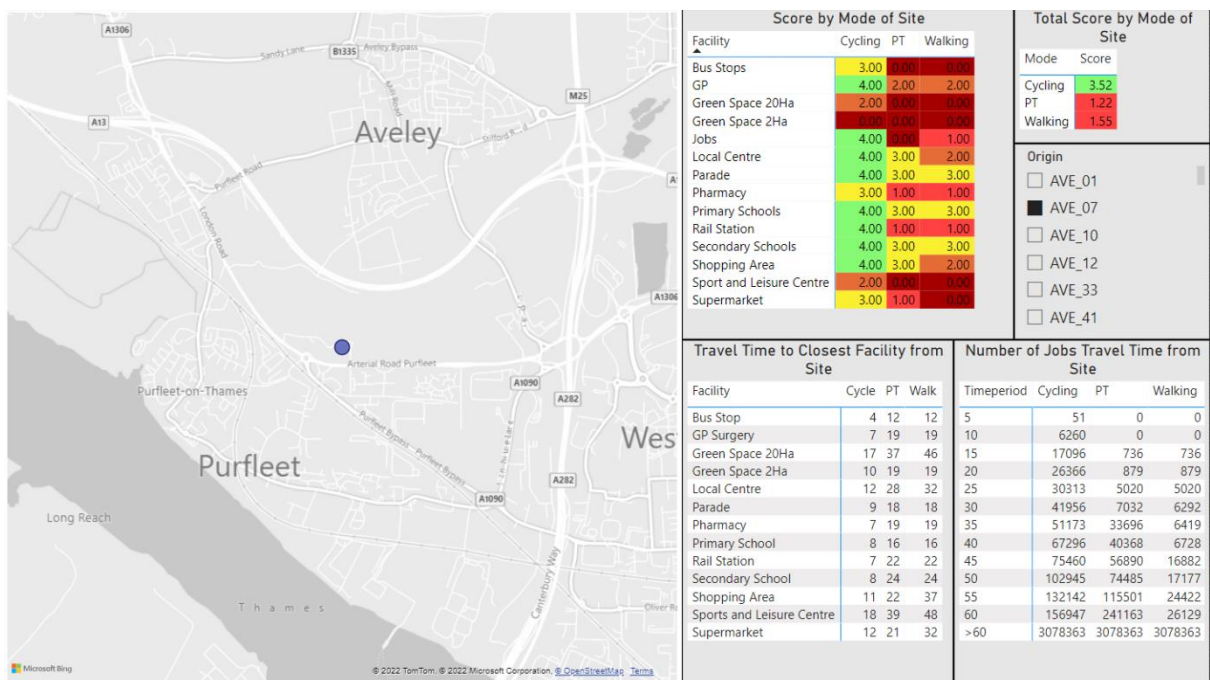
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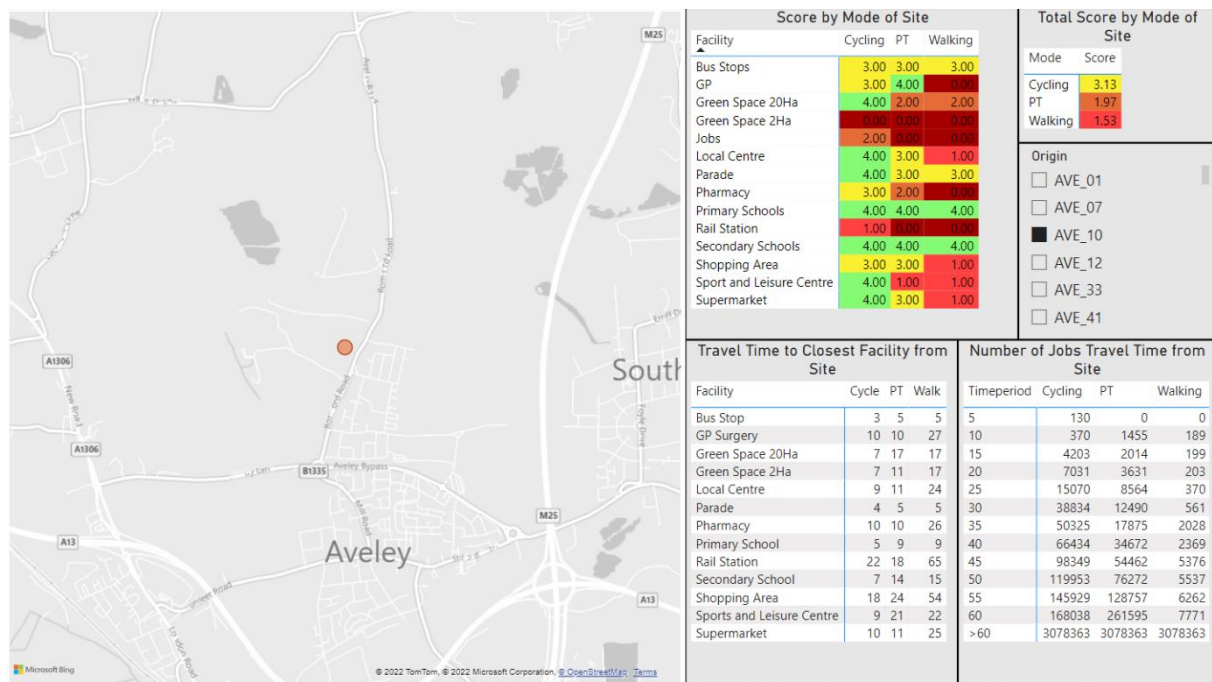


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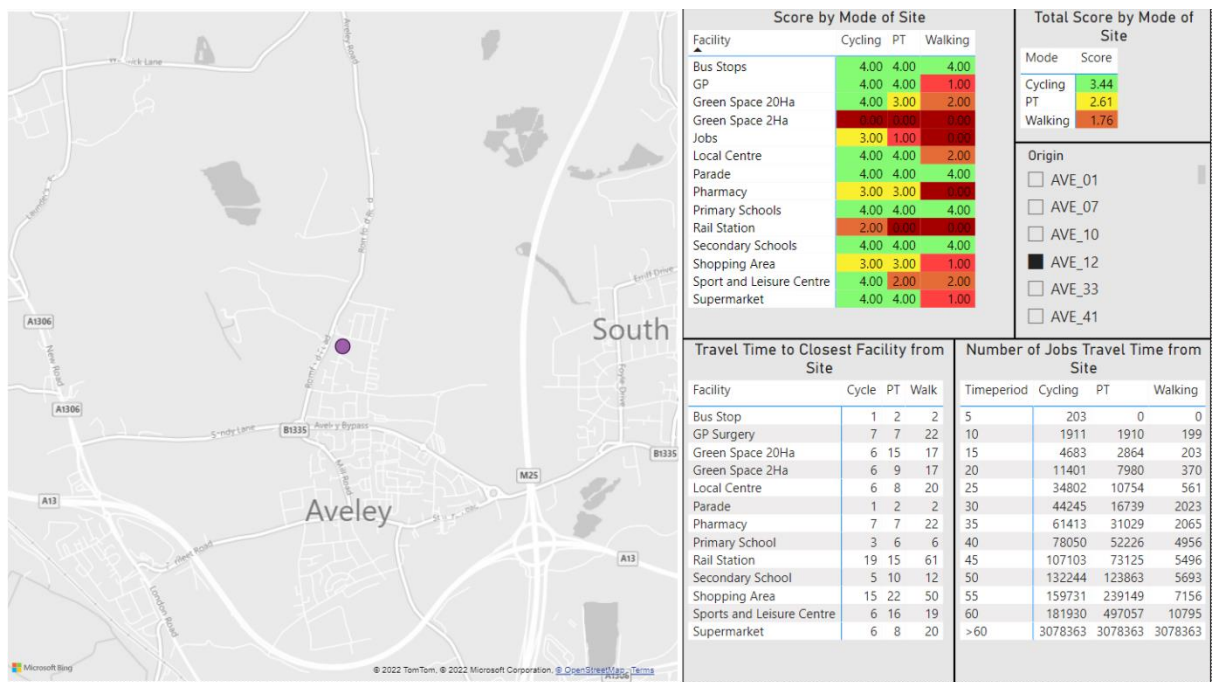


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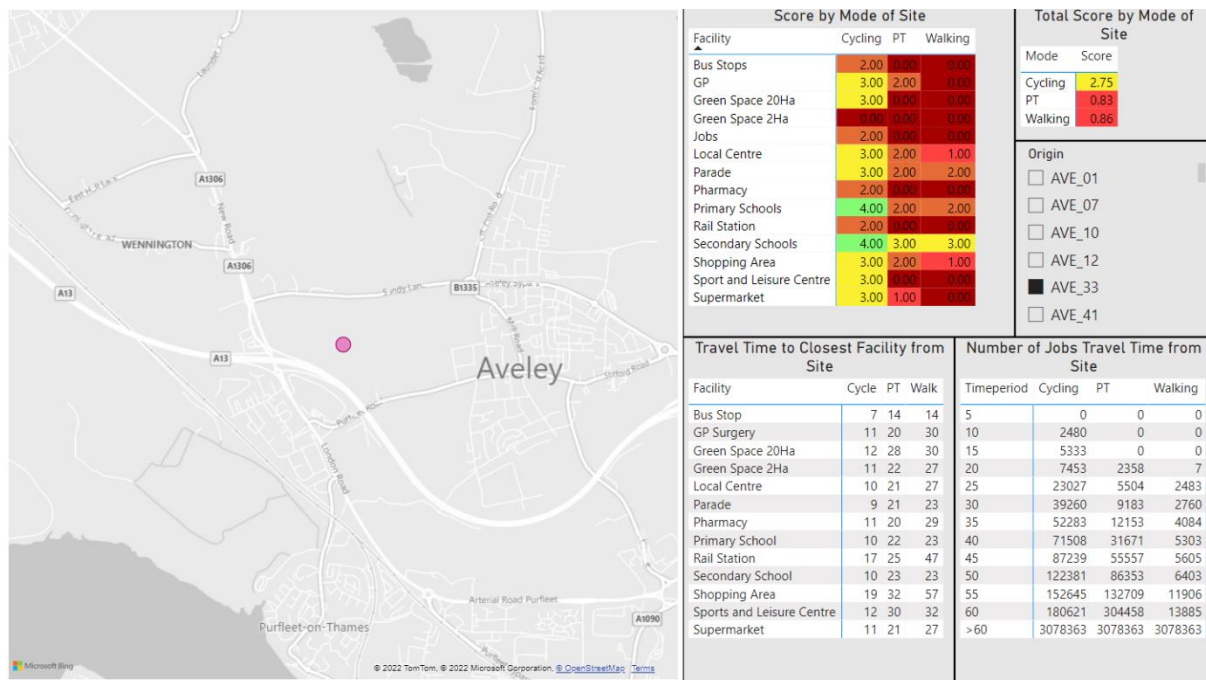
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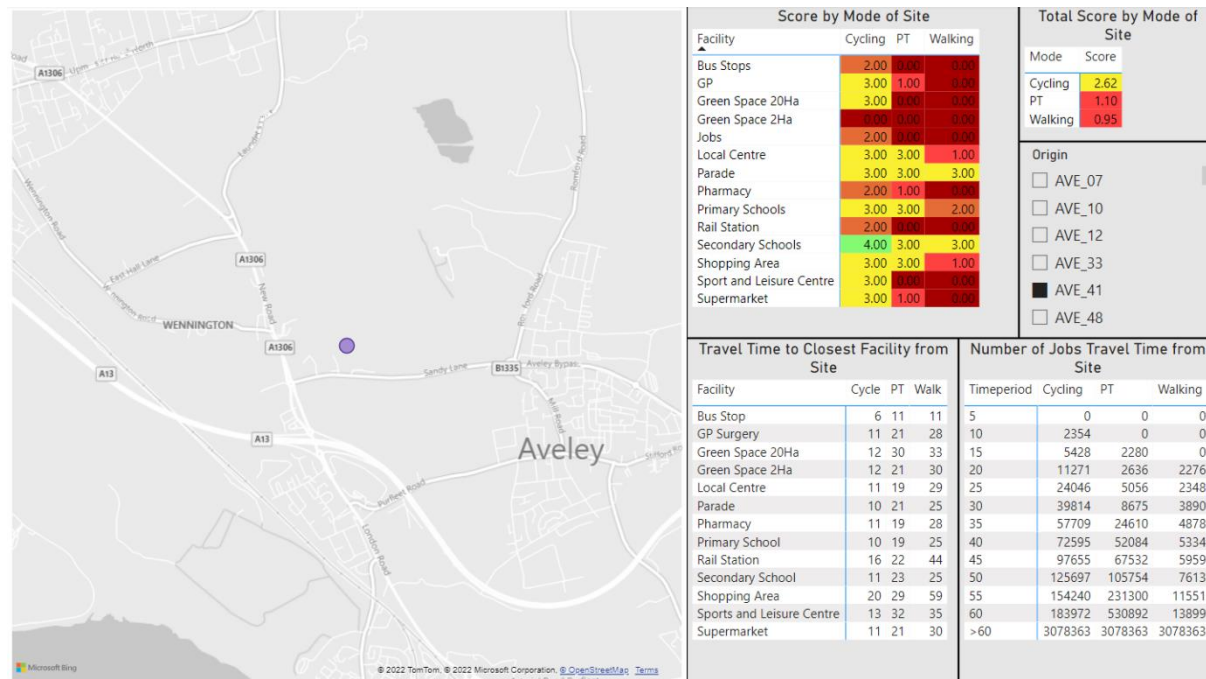
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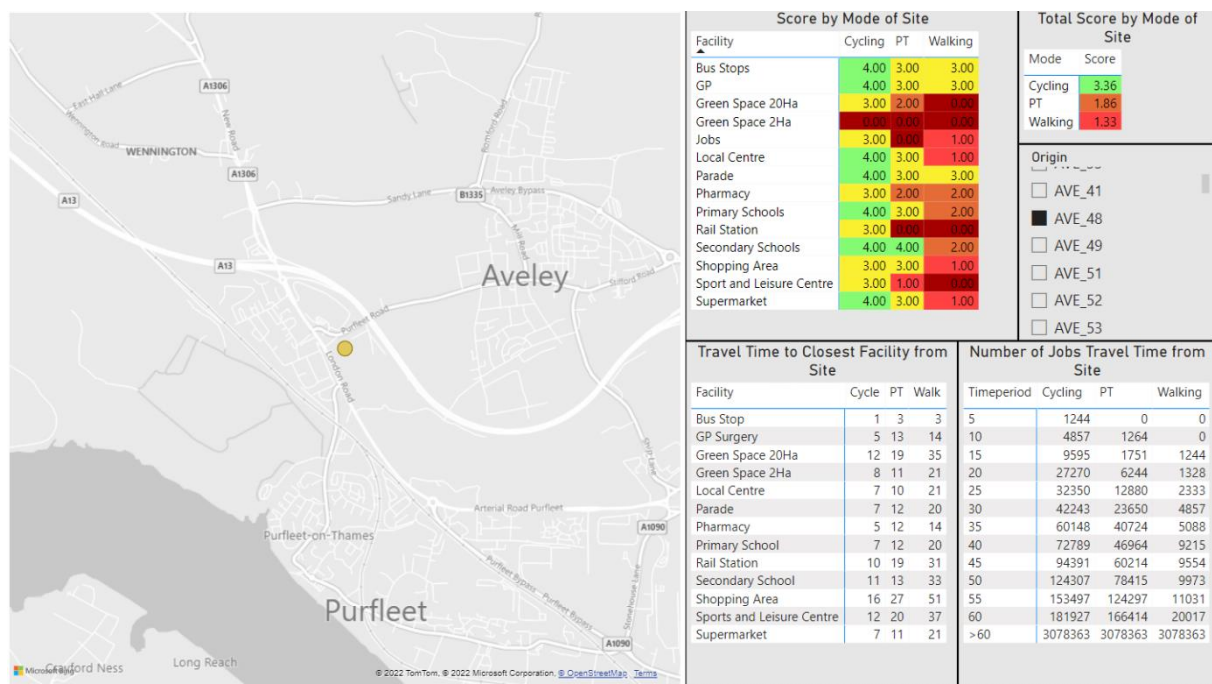


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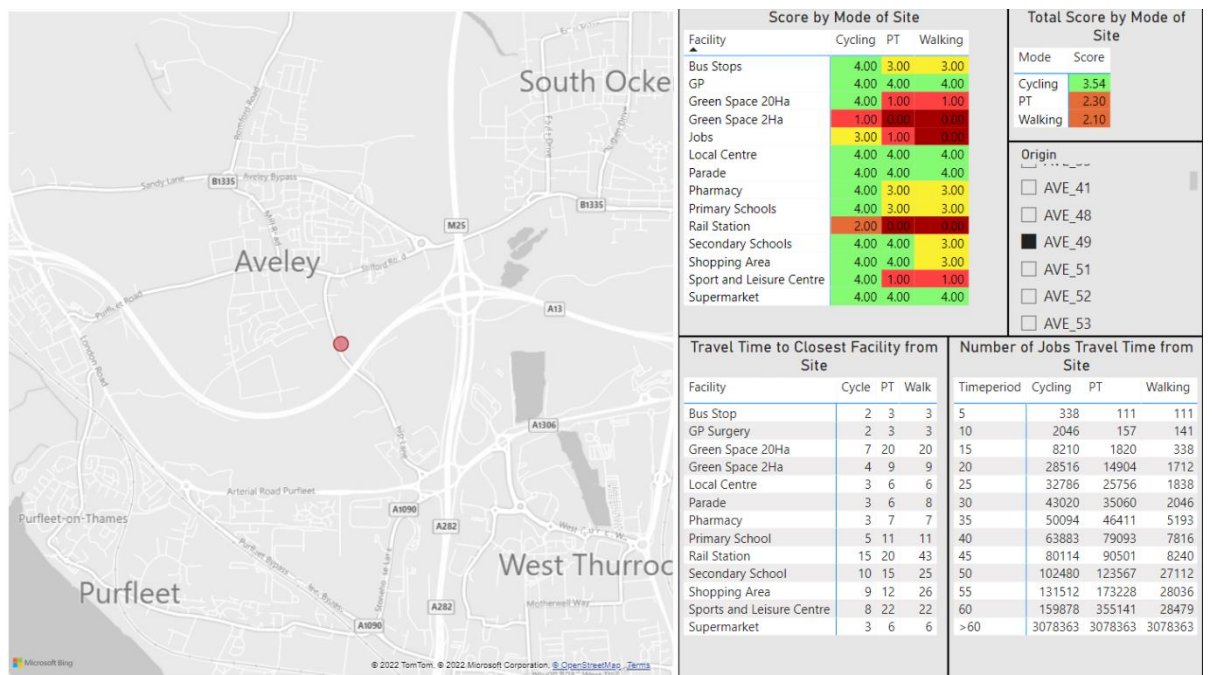


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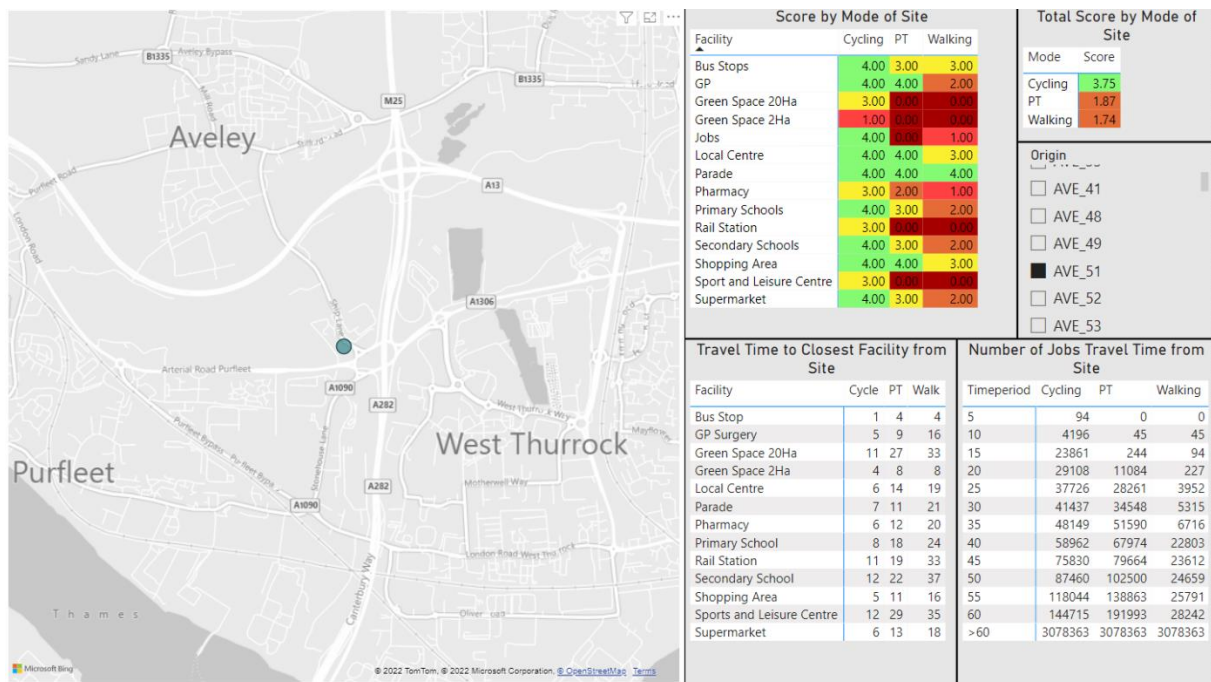
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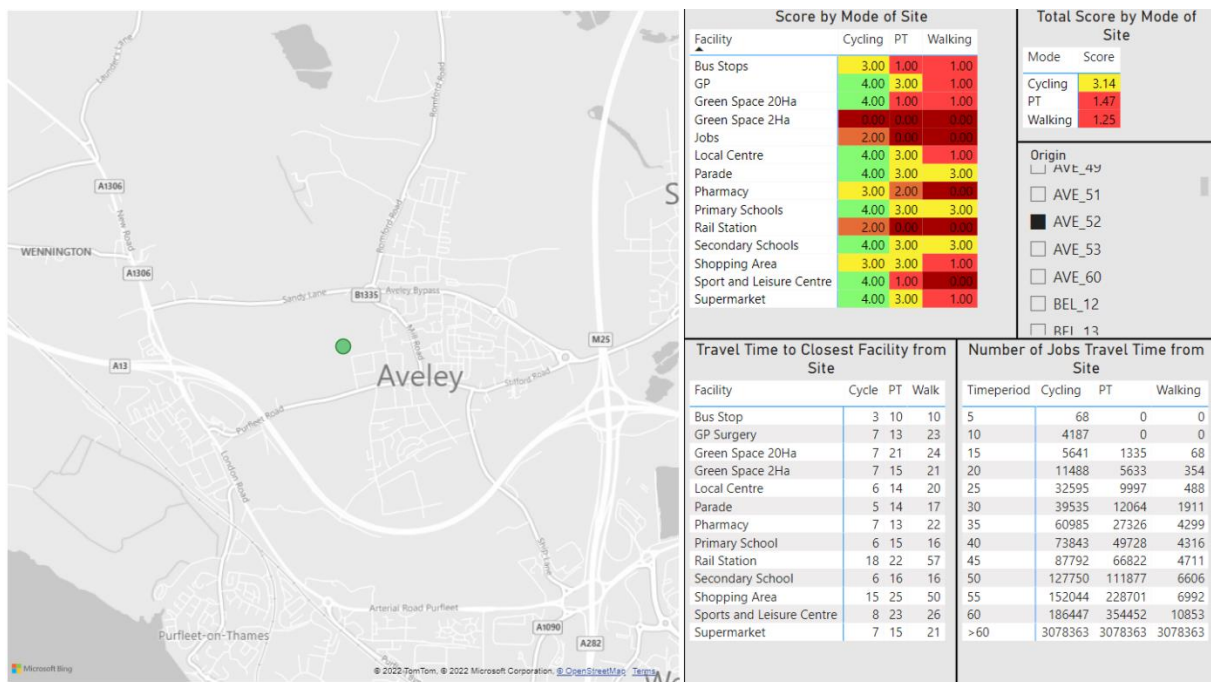
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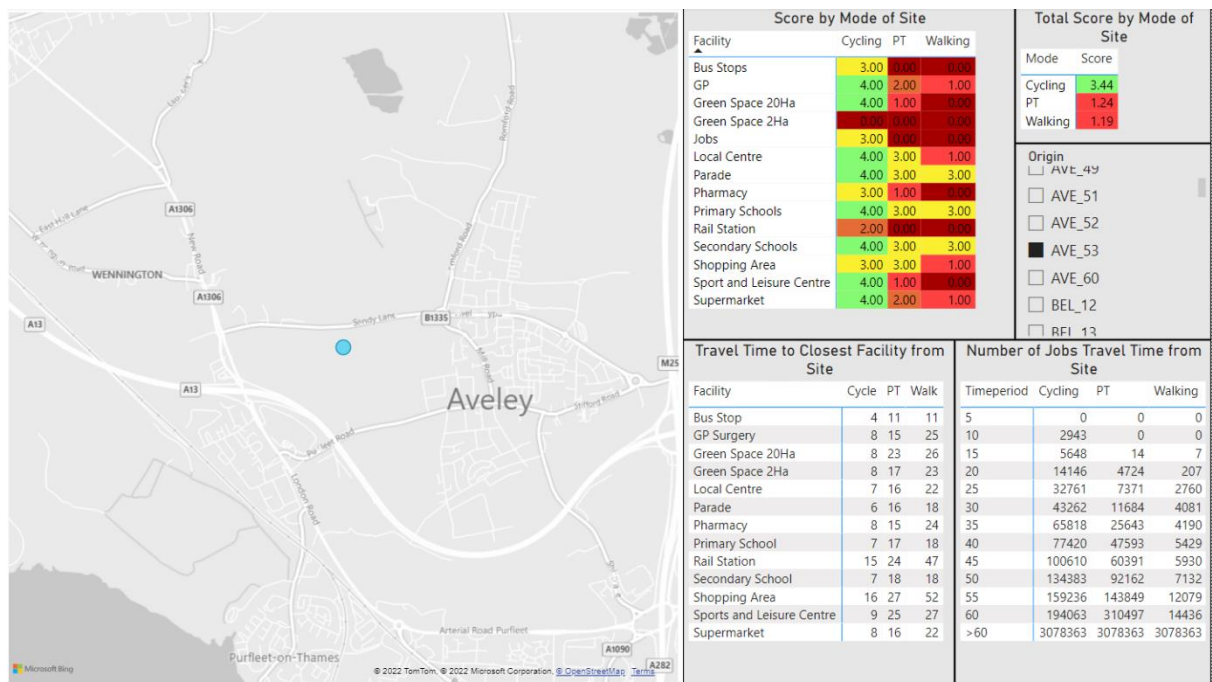
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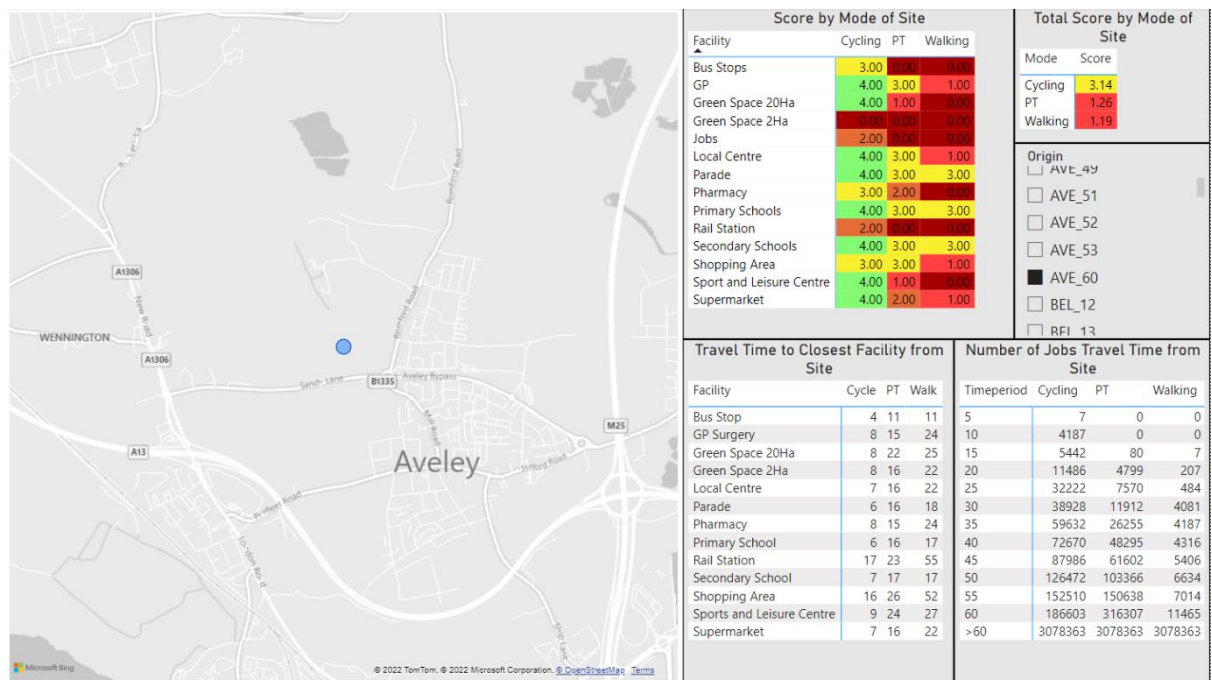
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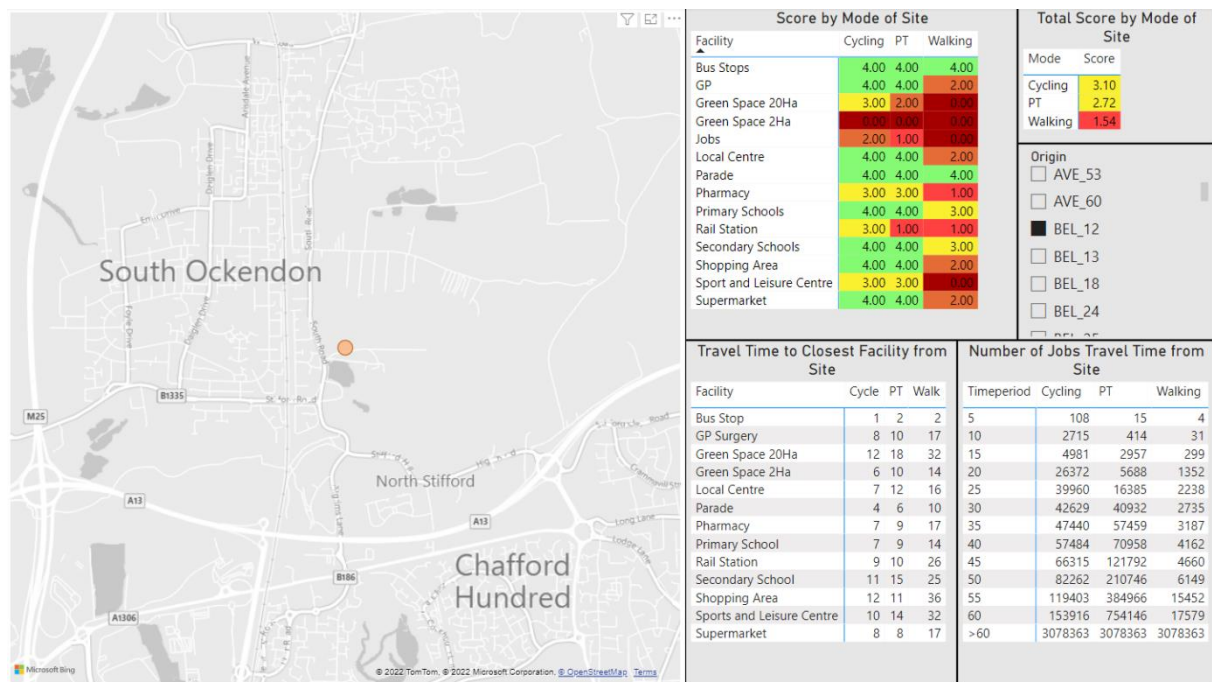


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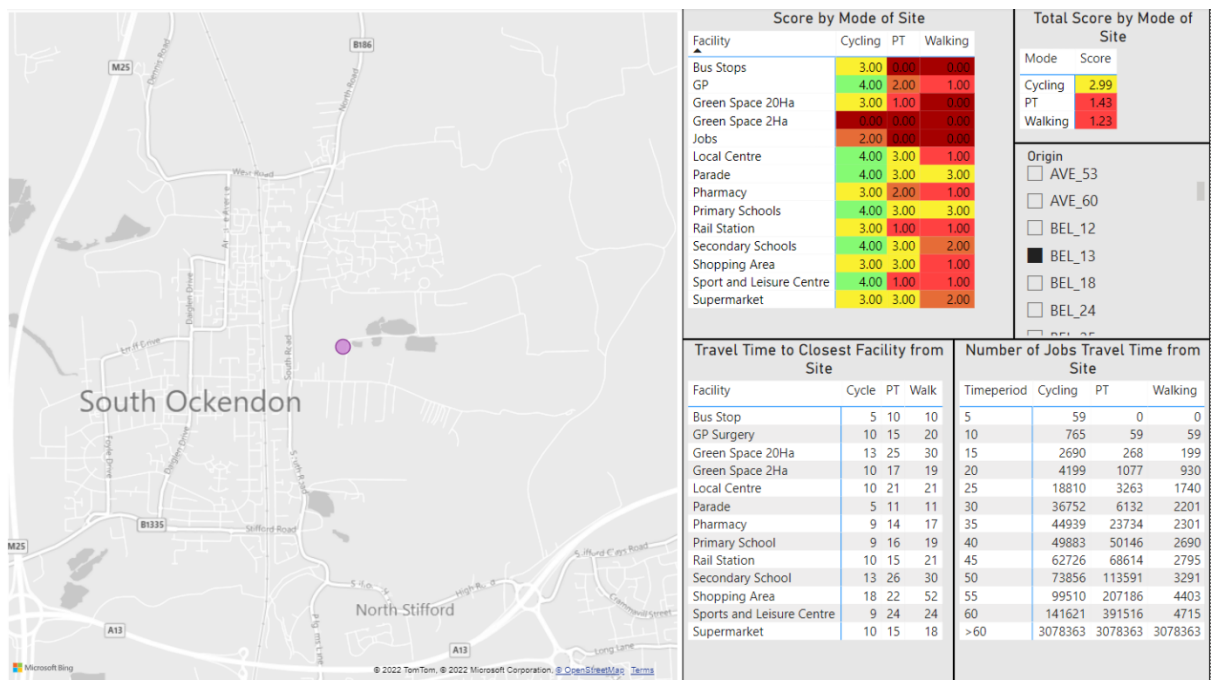


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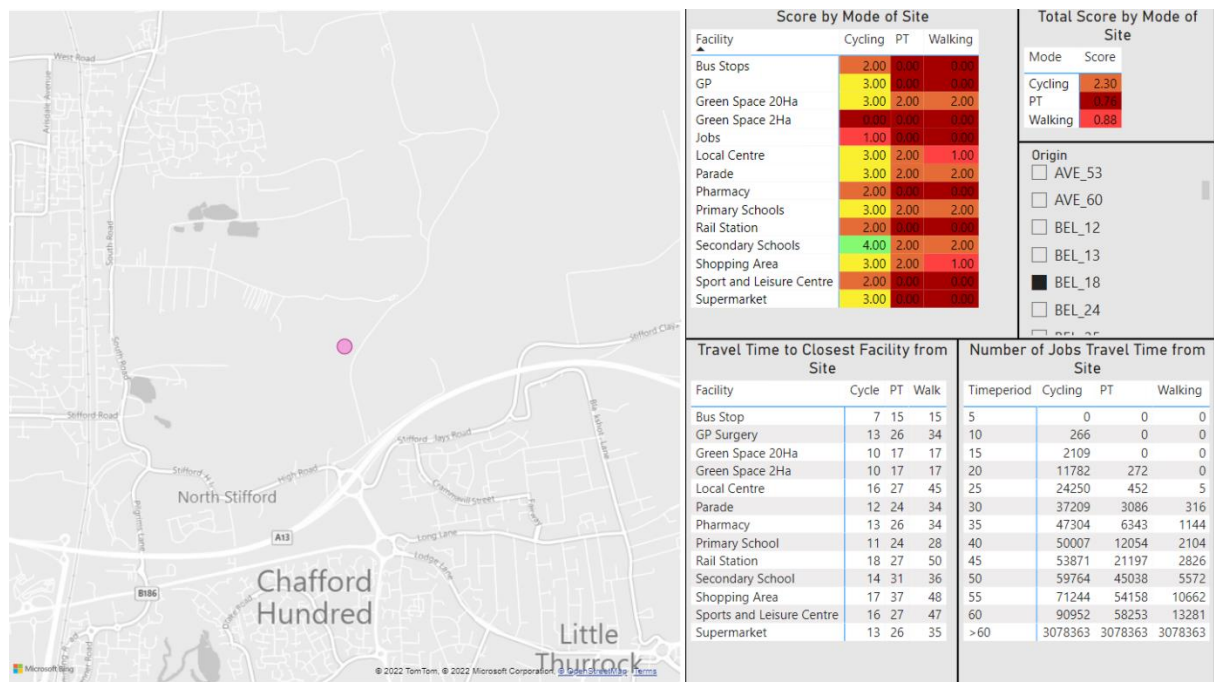
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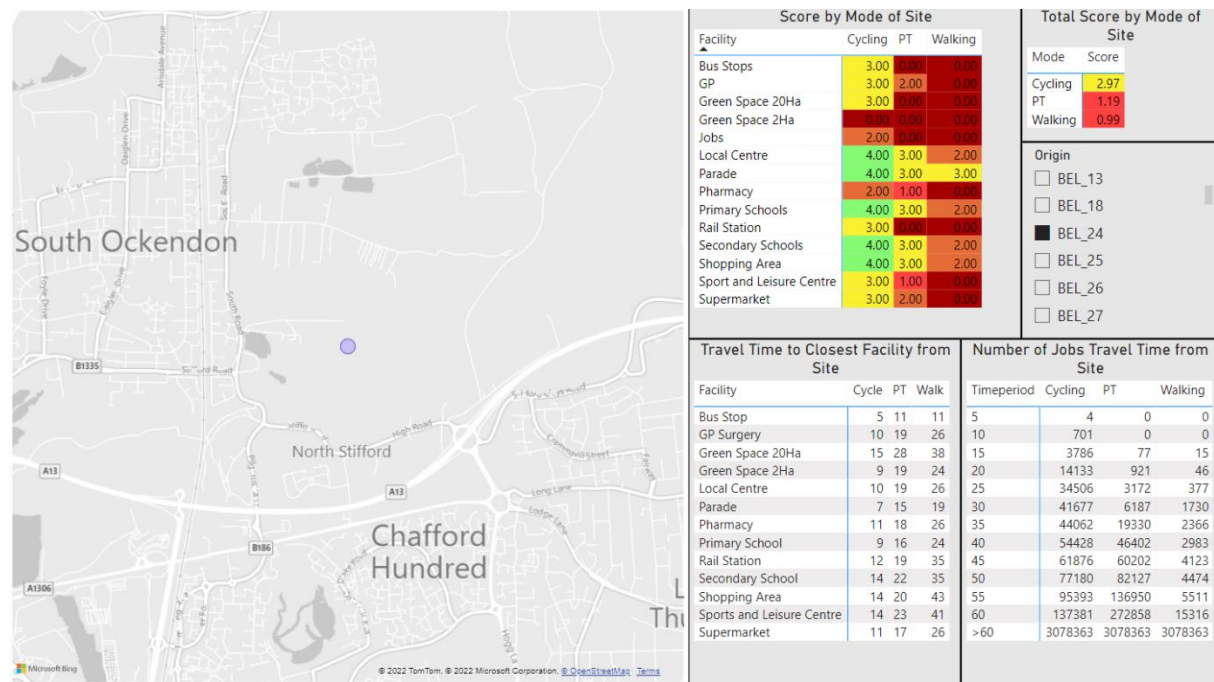
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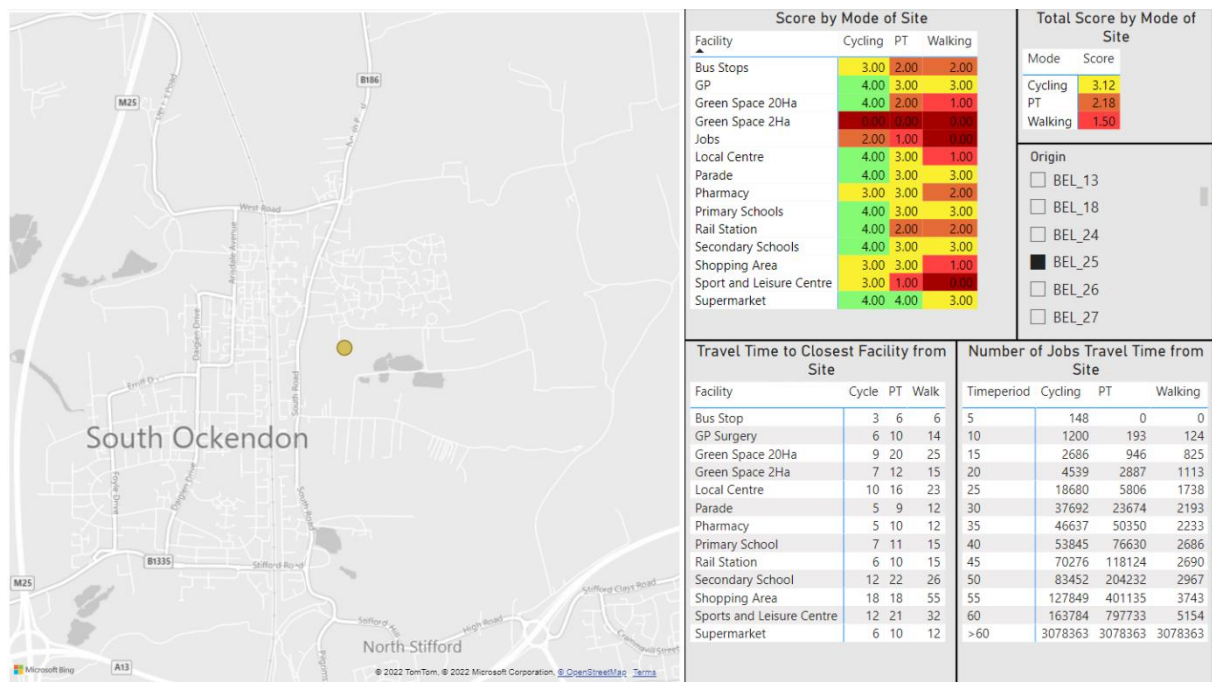


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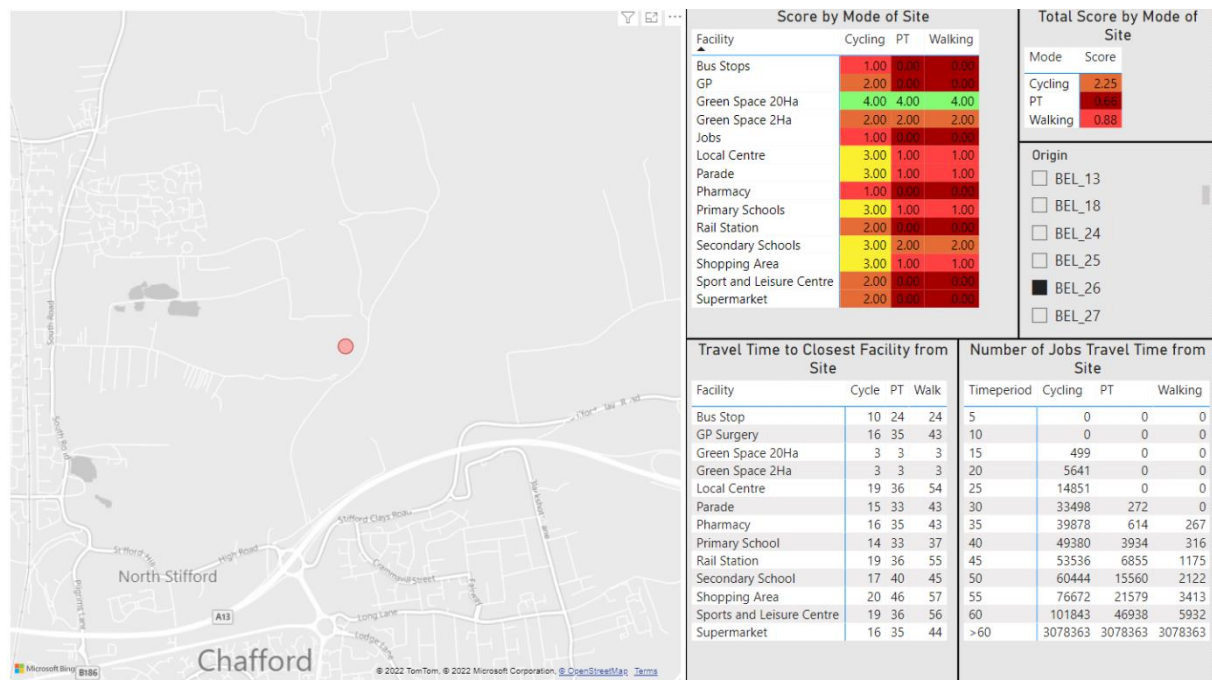


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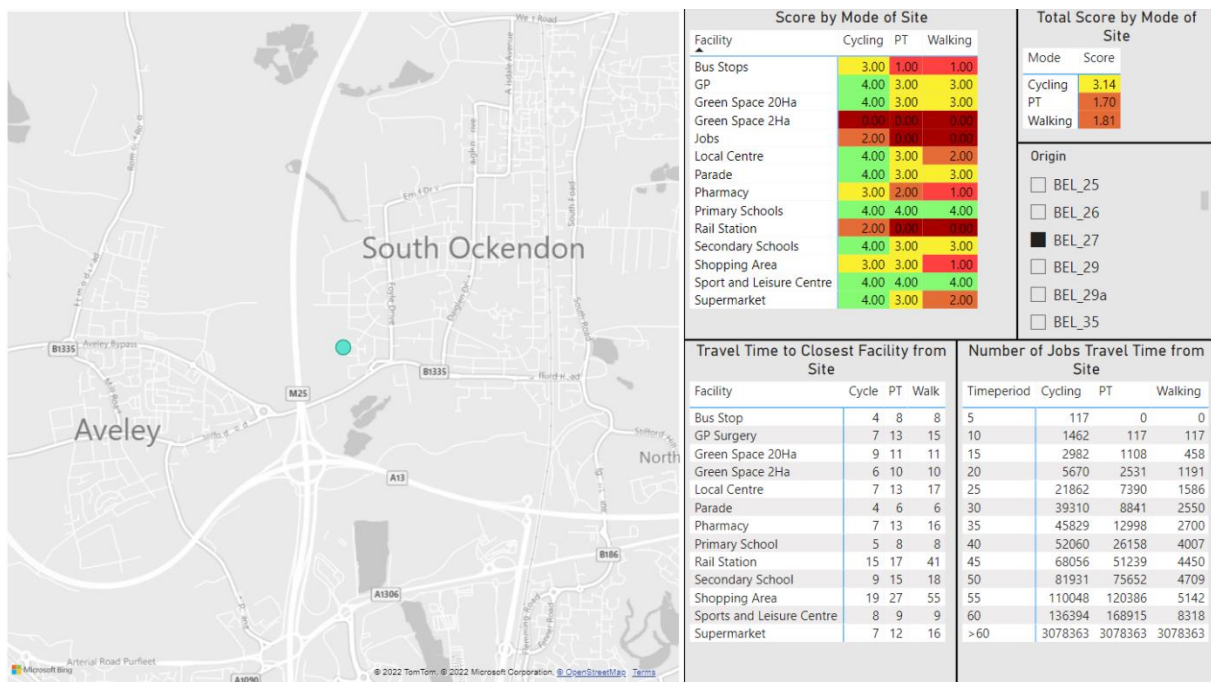
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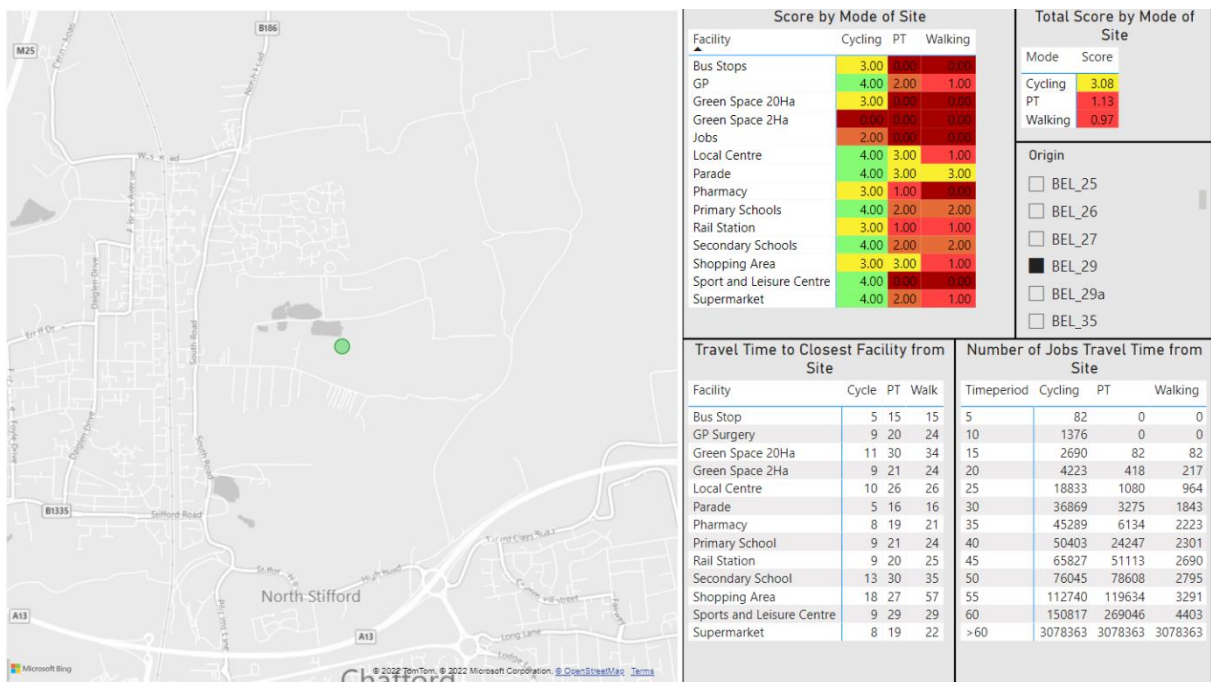
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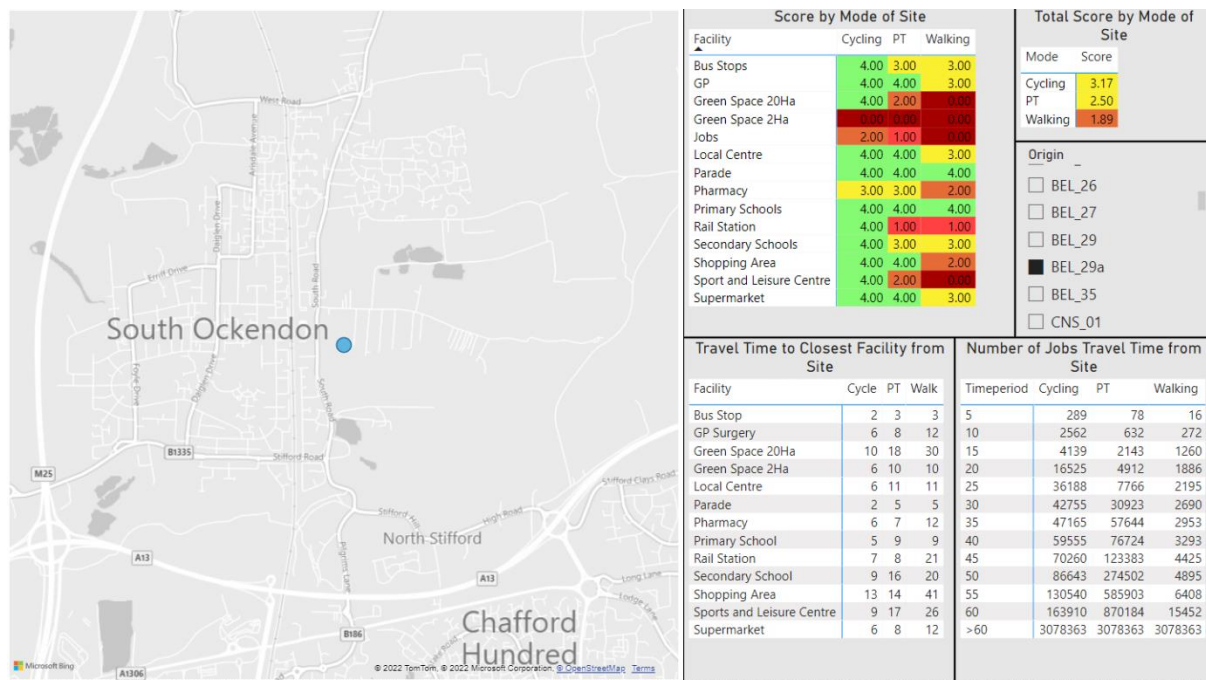
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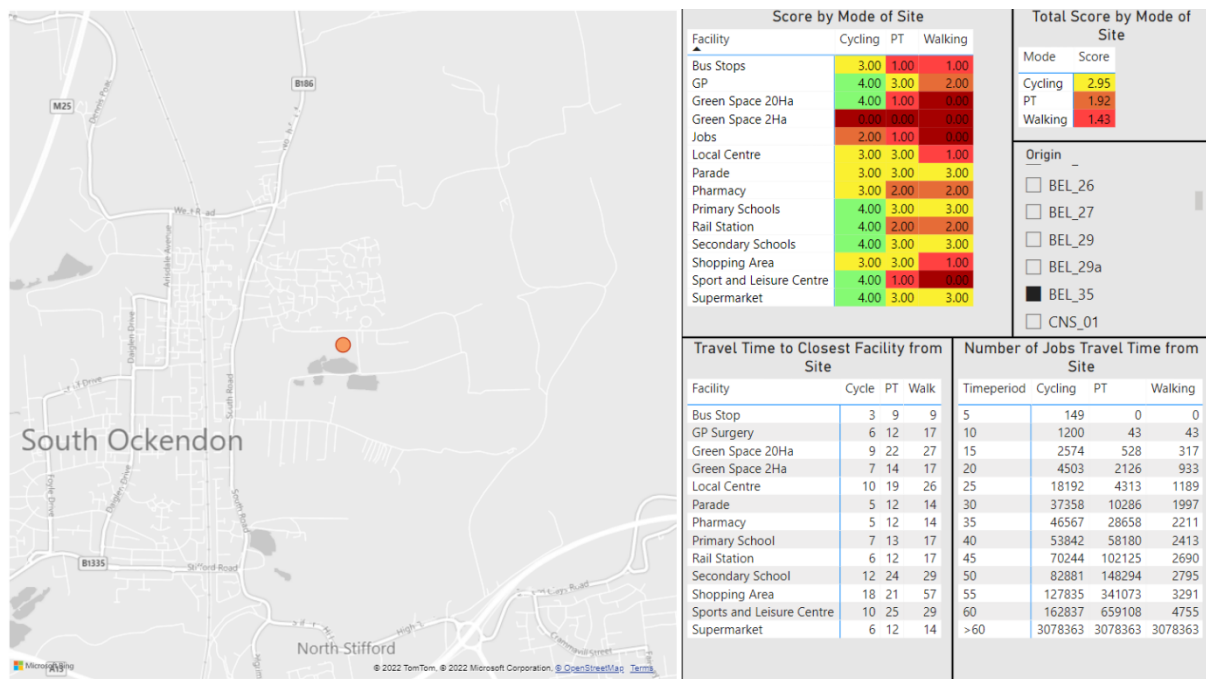
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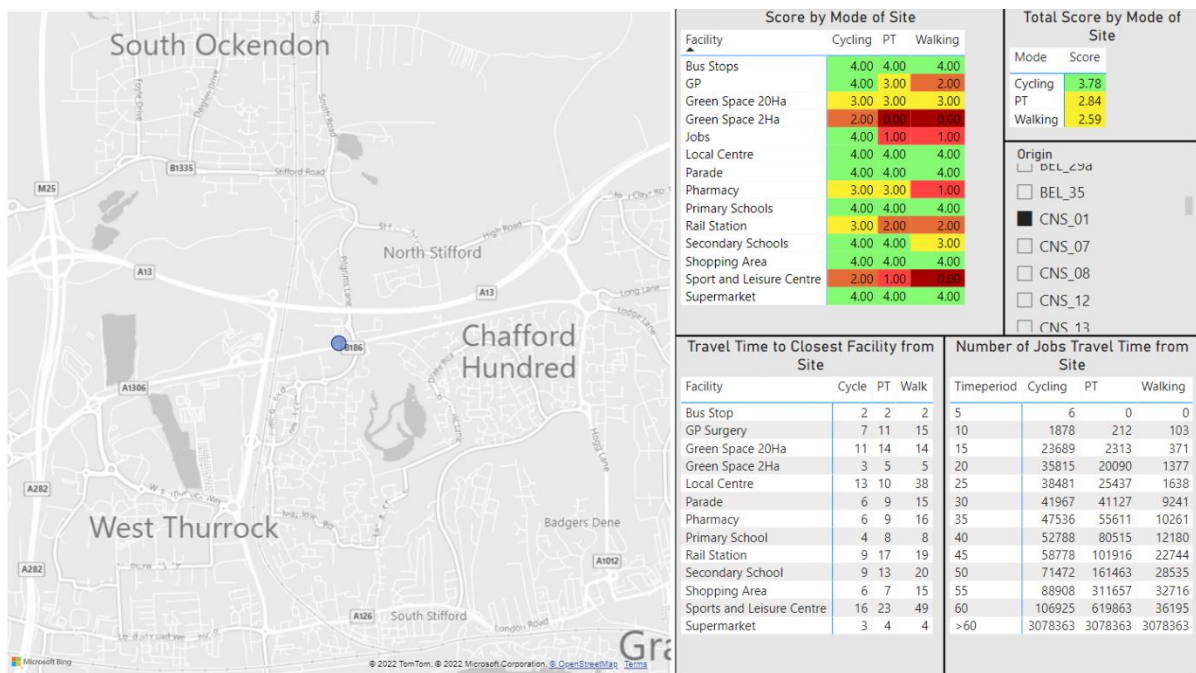
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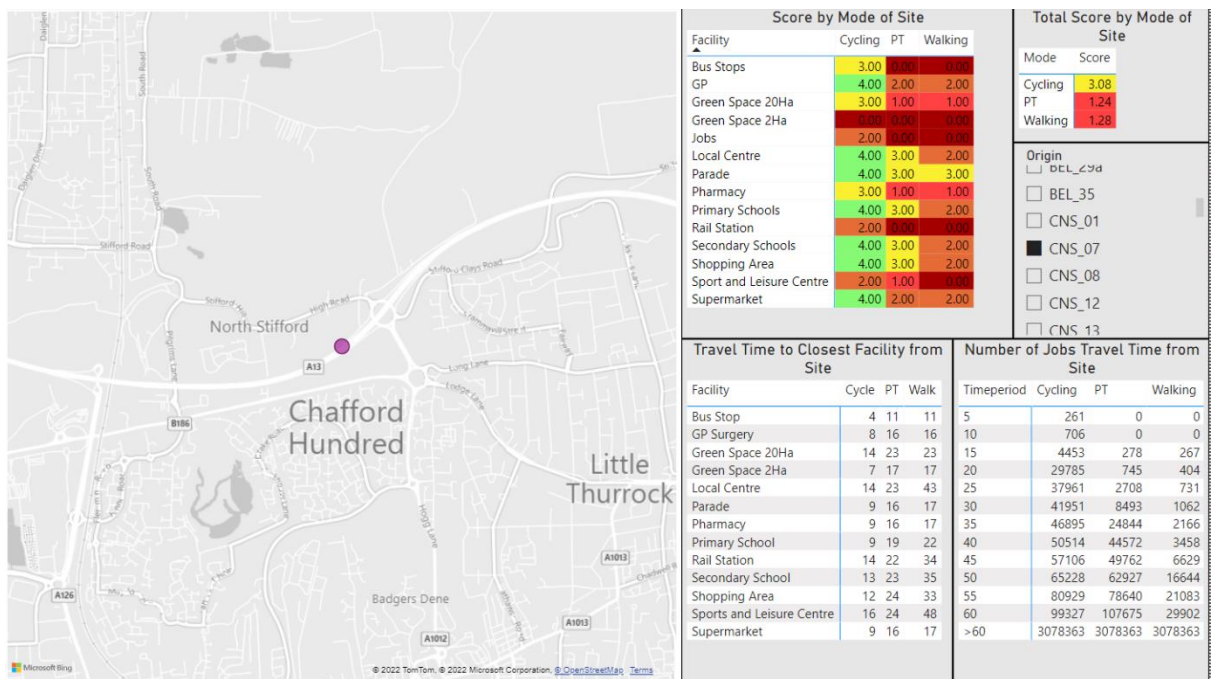
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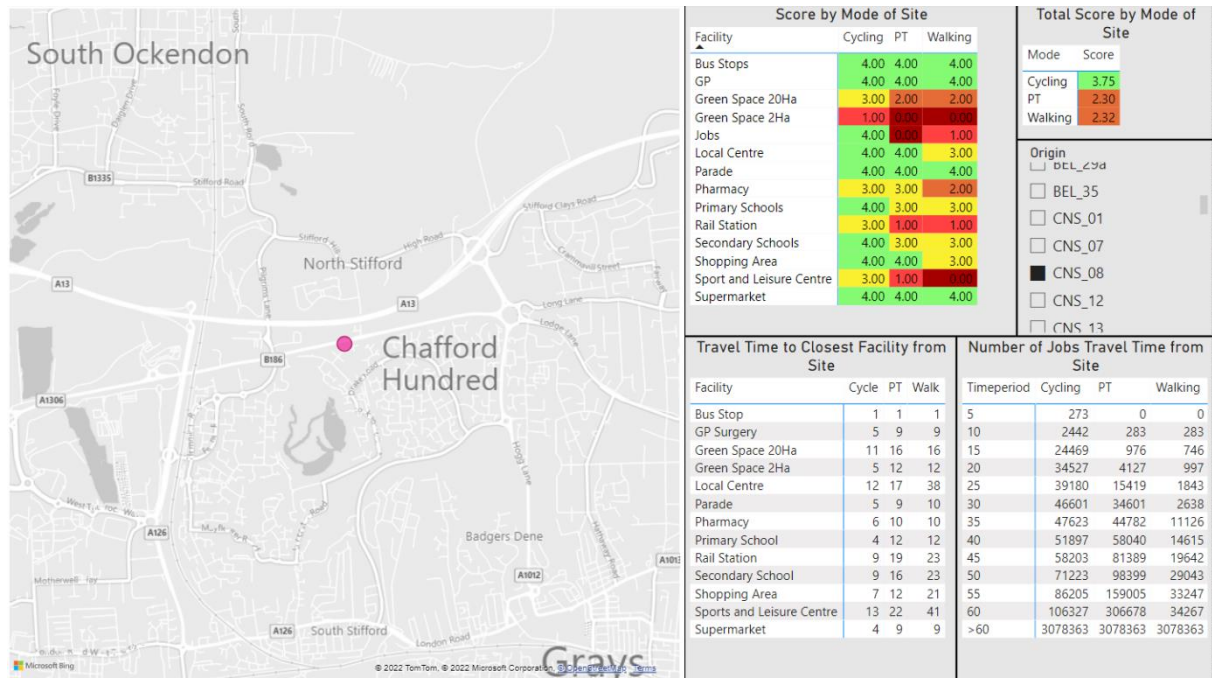
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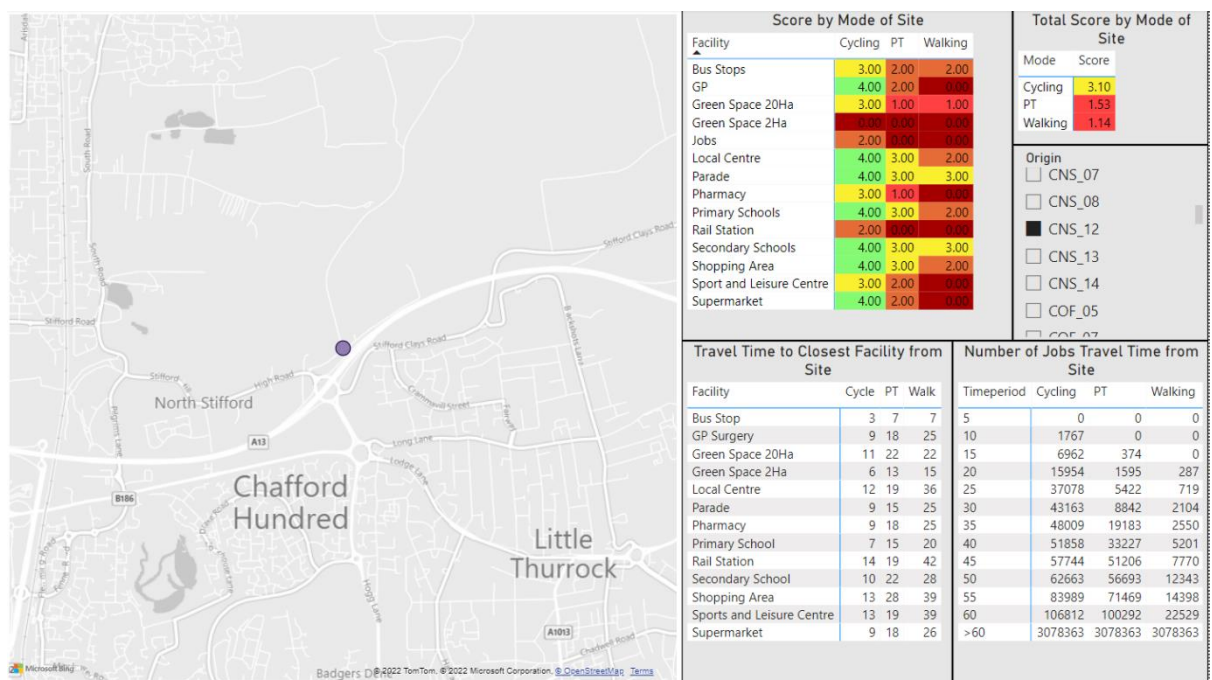
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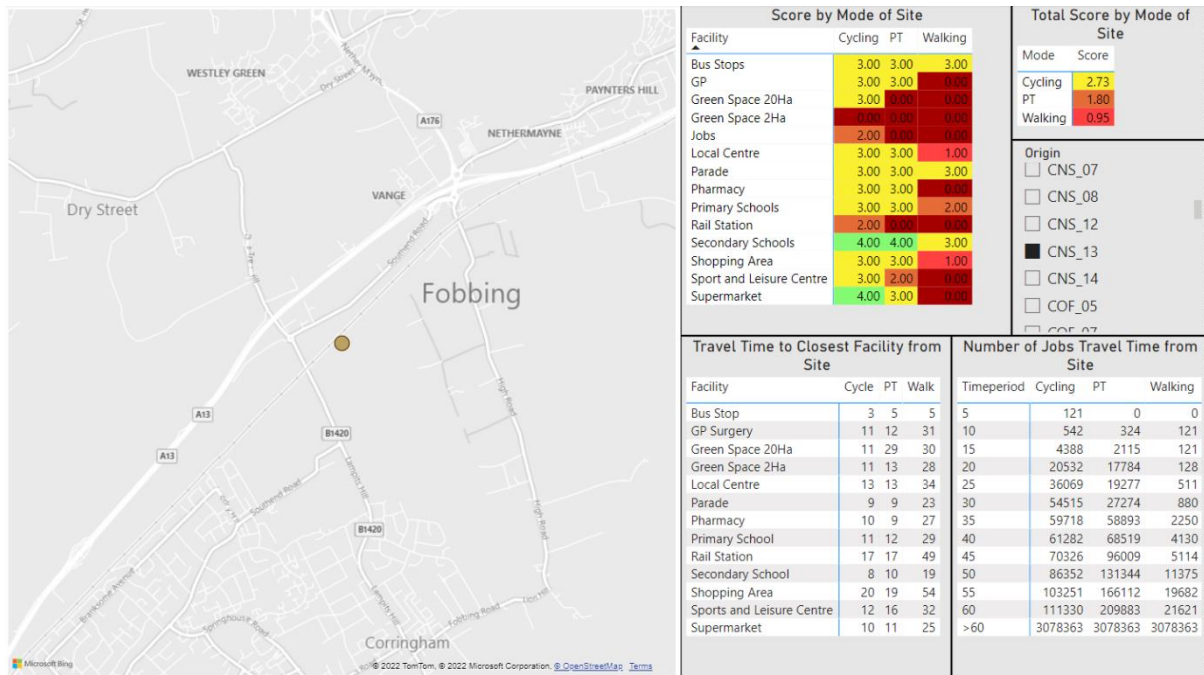
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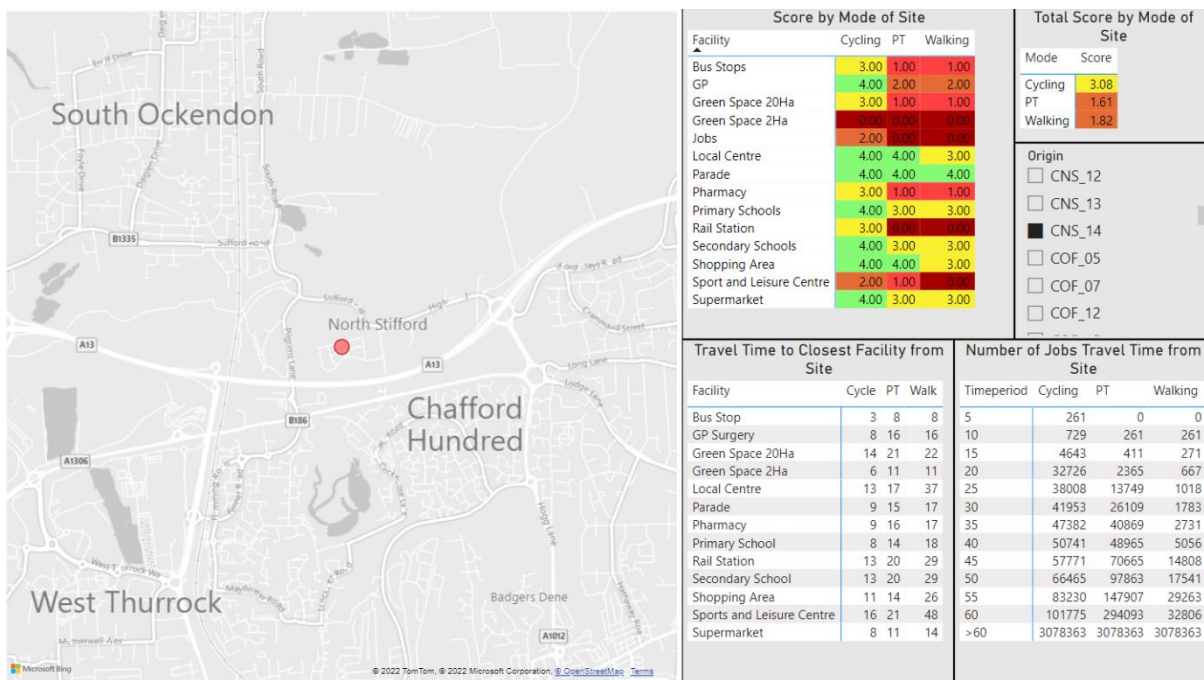
Site Connectivity Assessment

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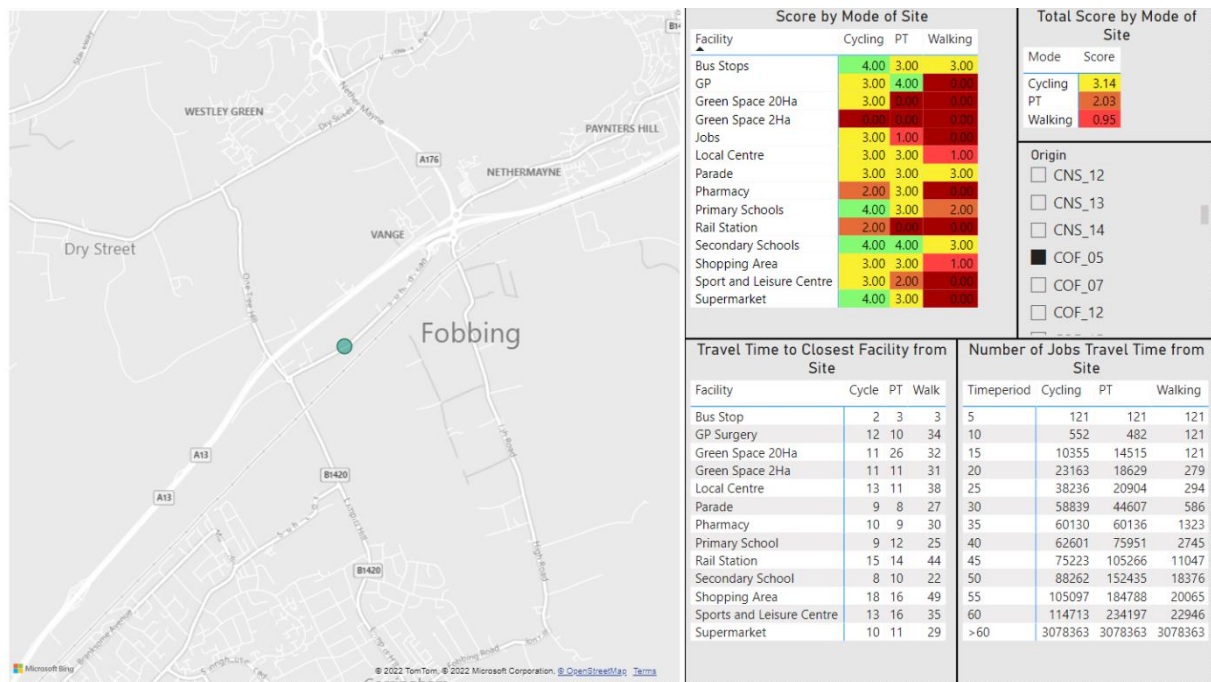
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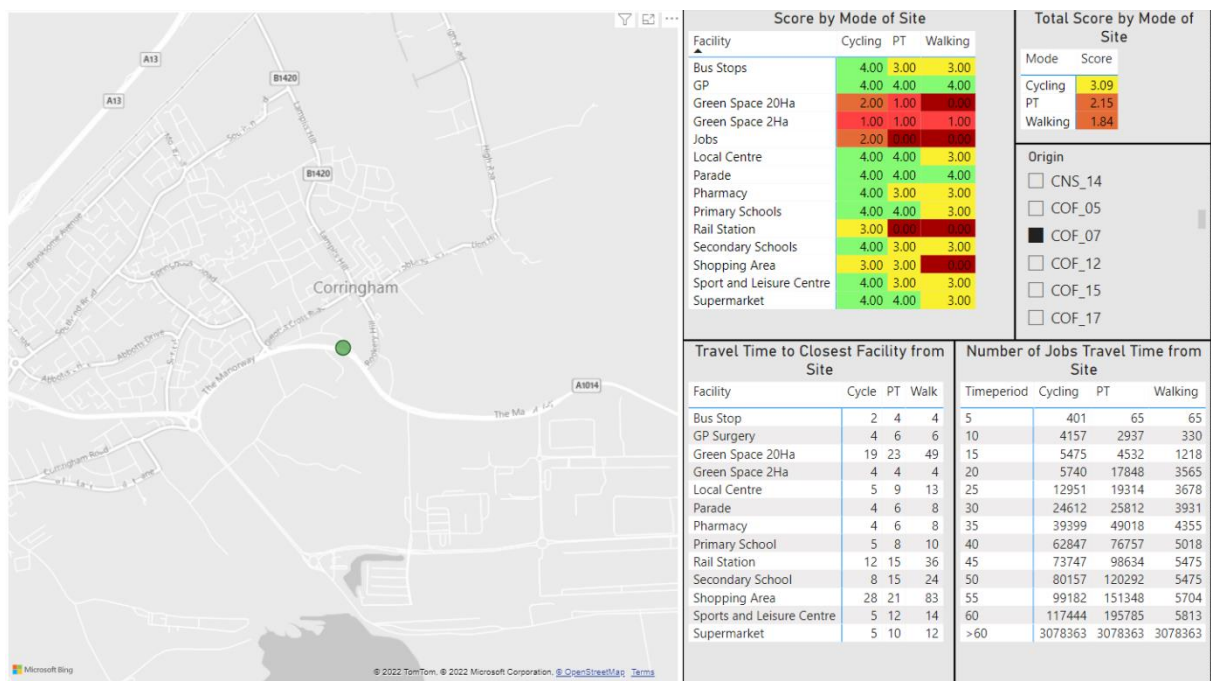
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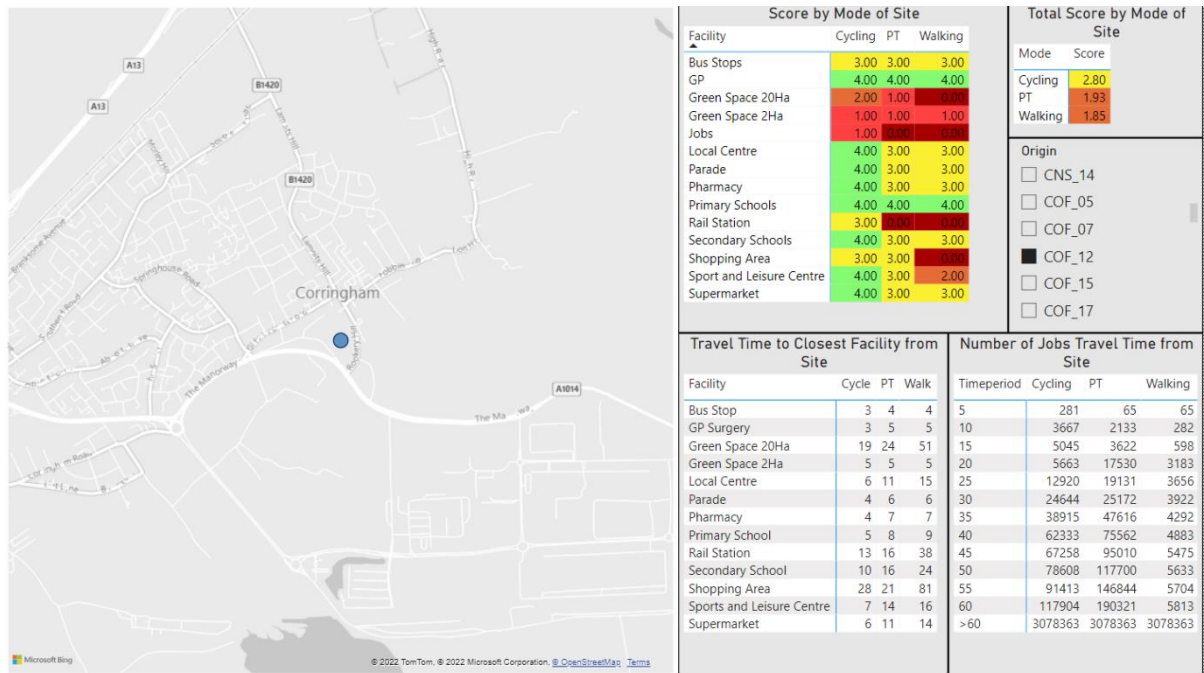
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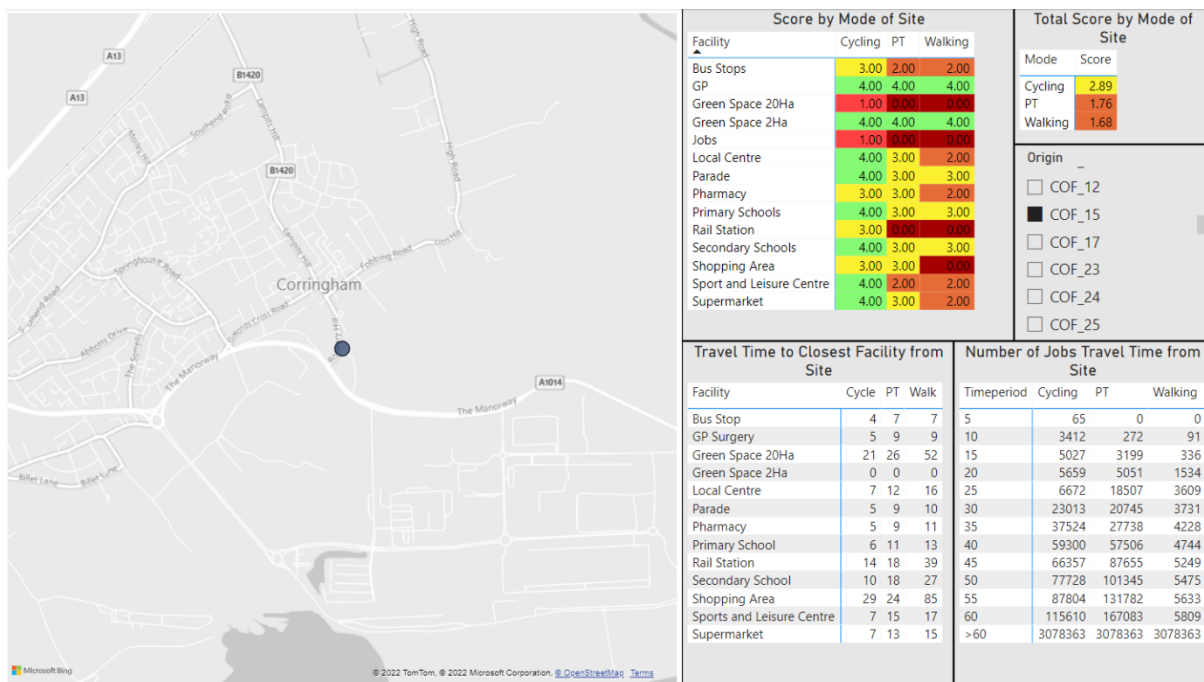
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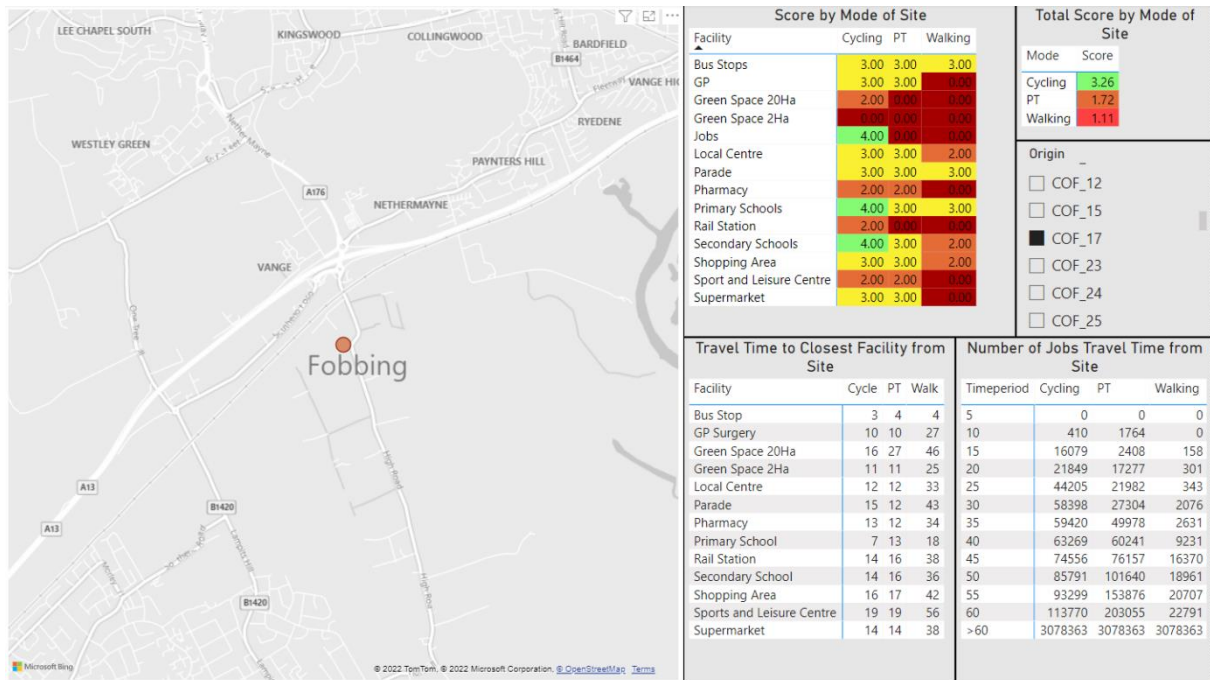
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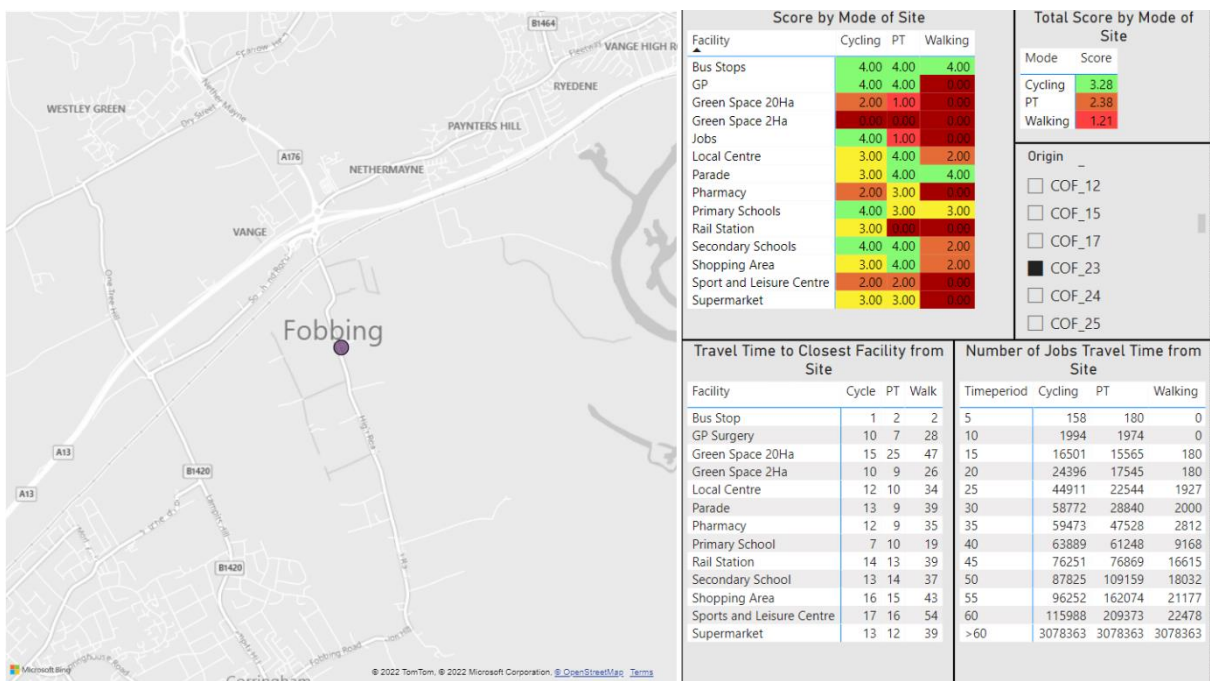
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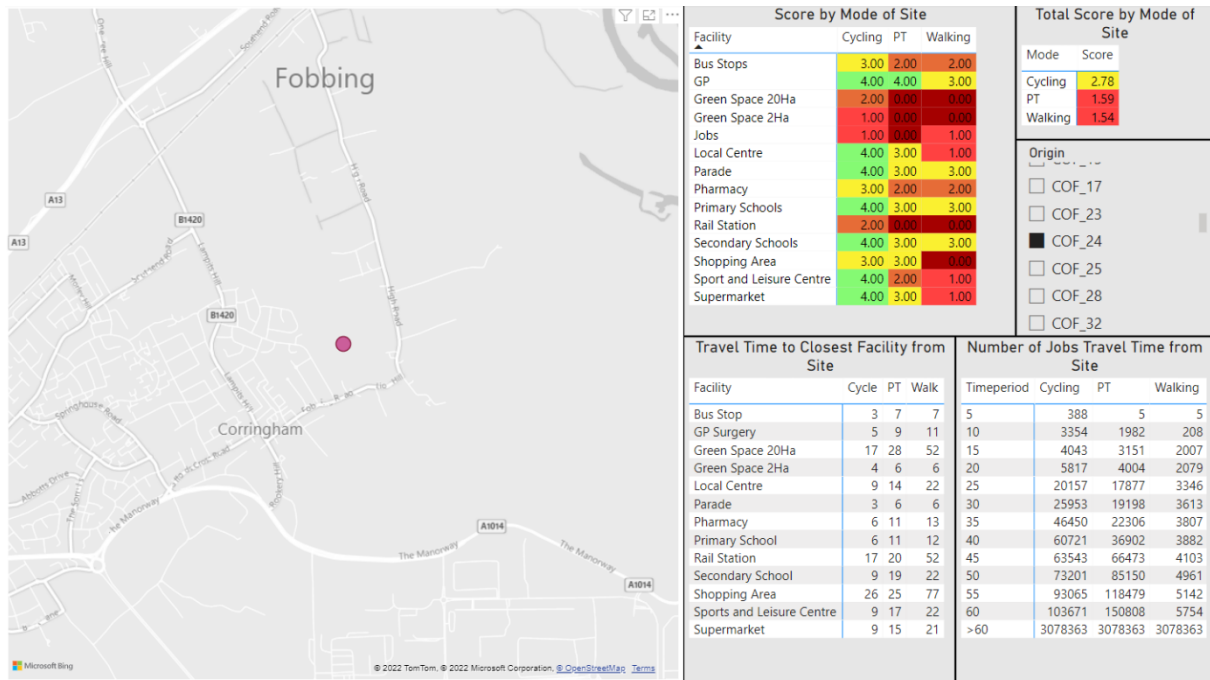
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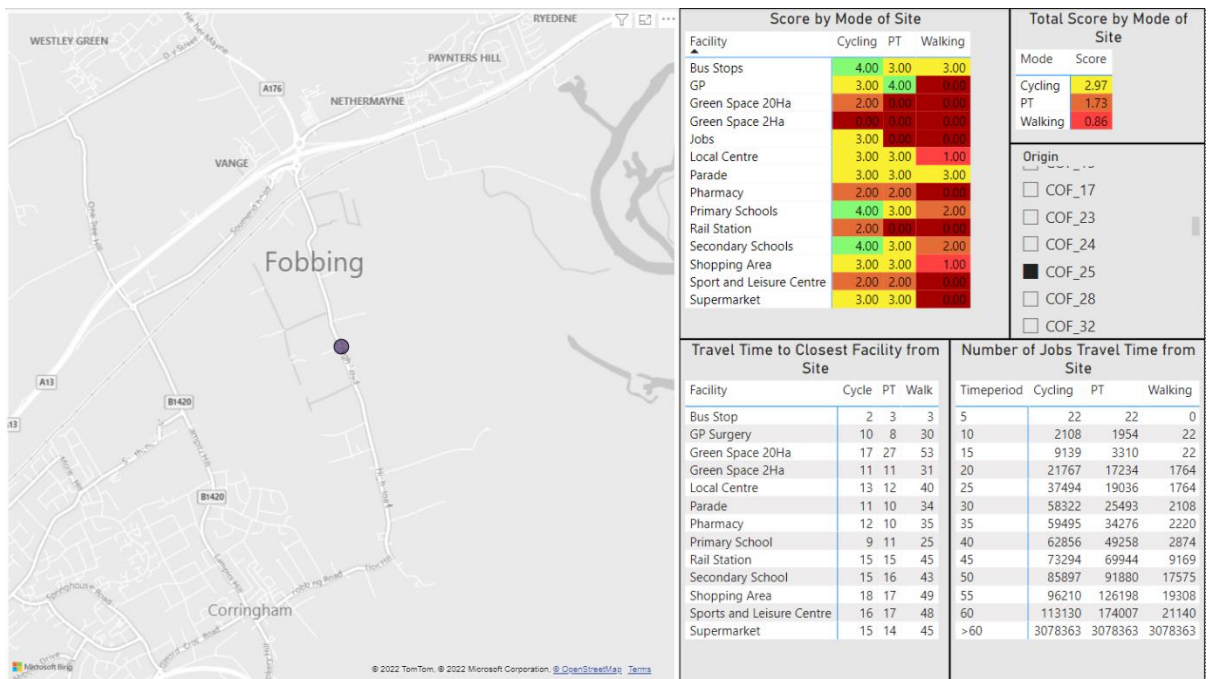
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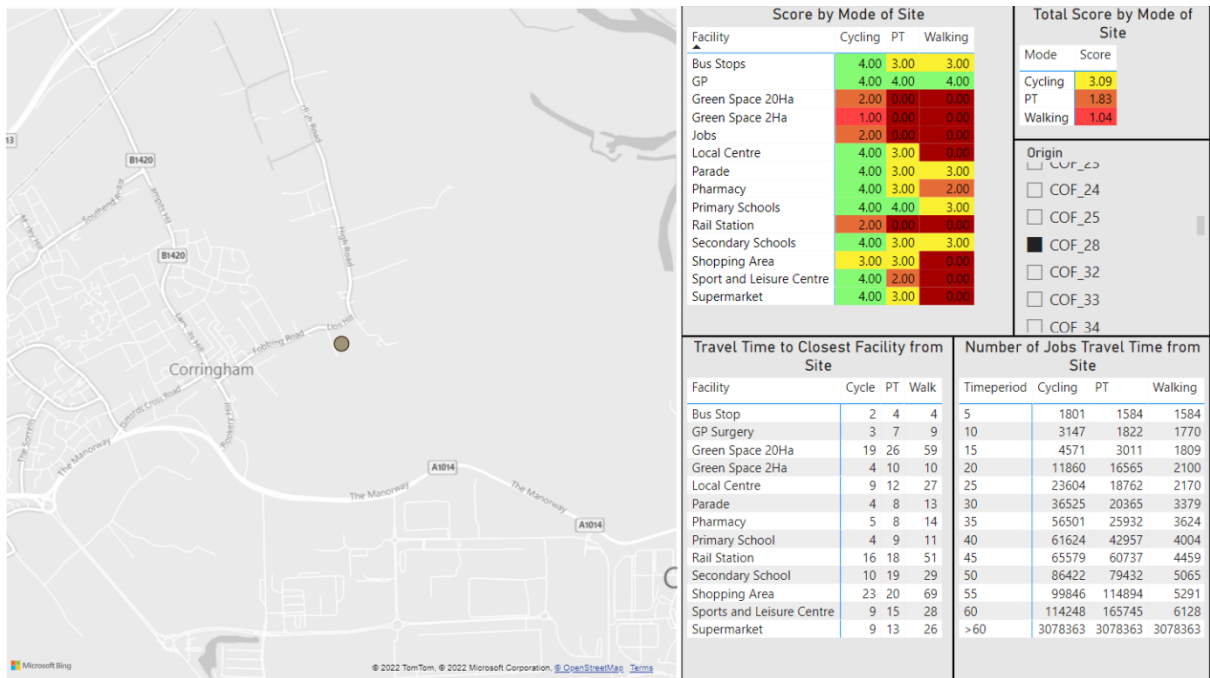
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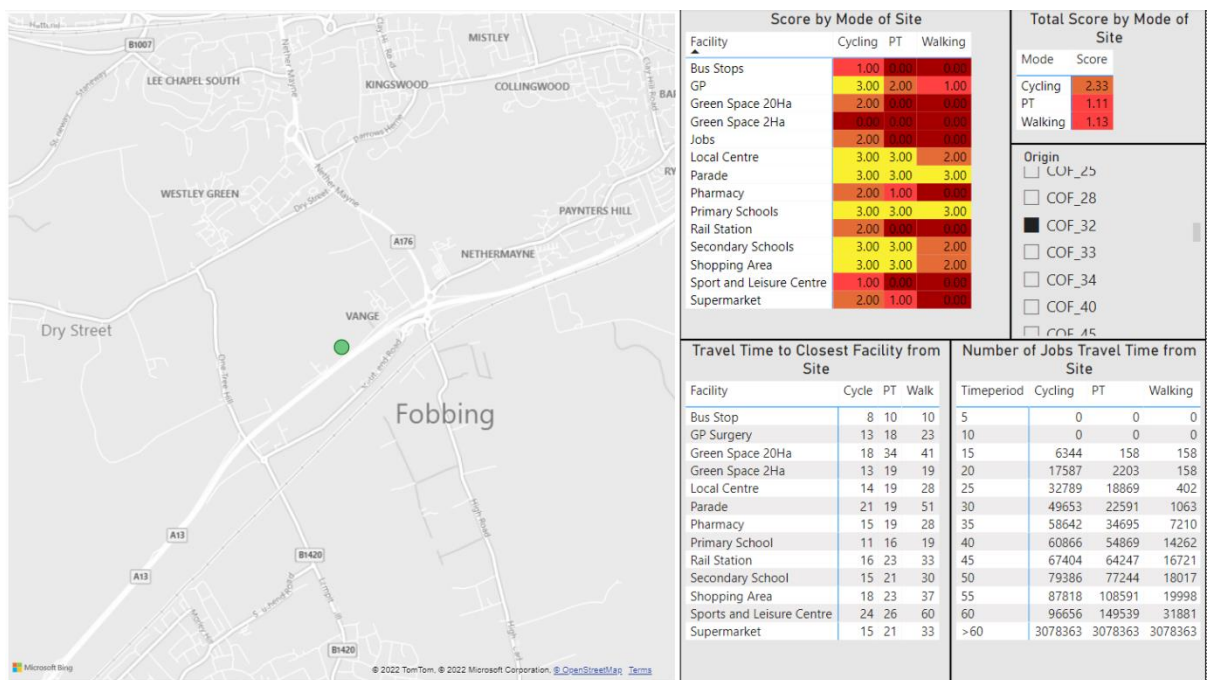
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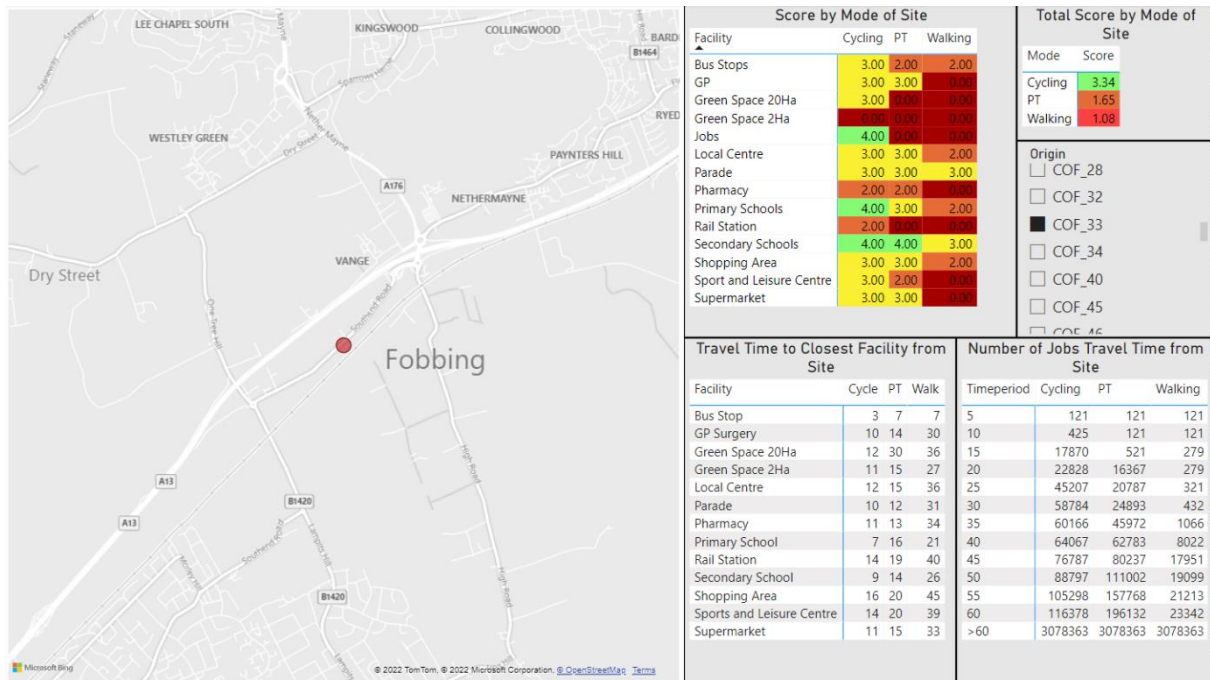
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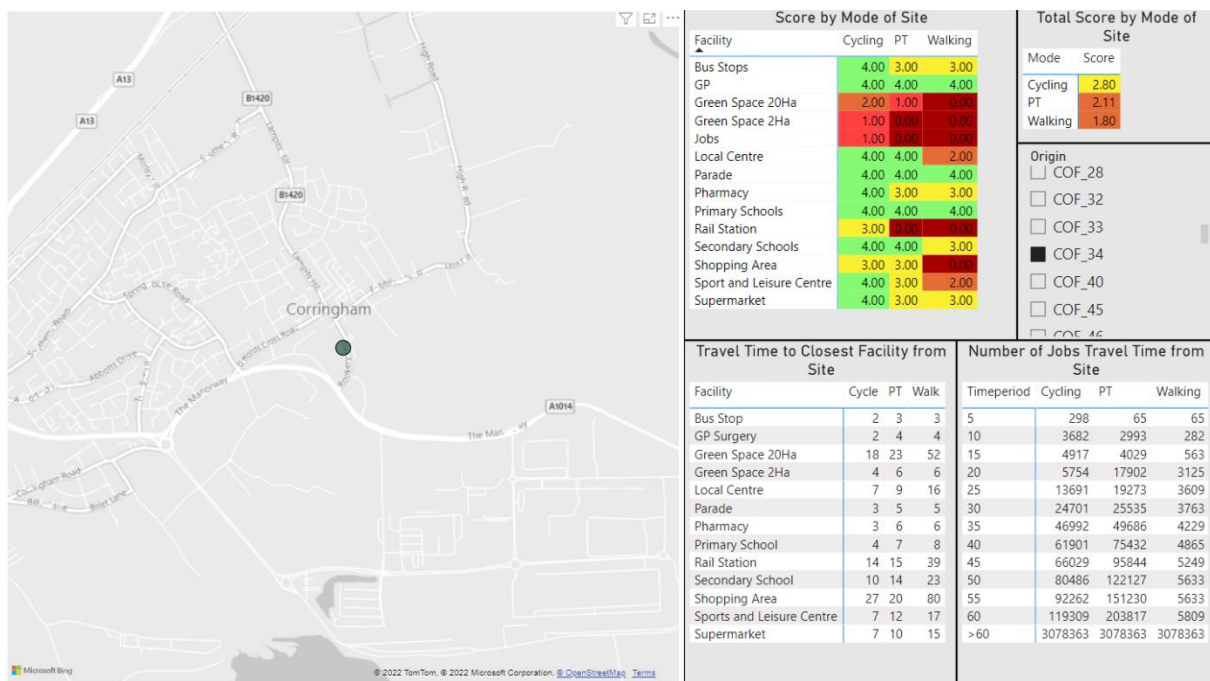
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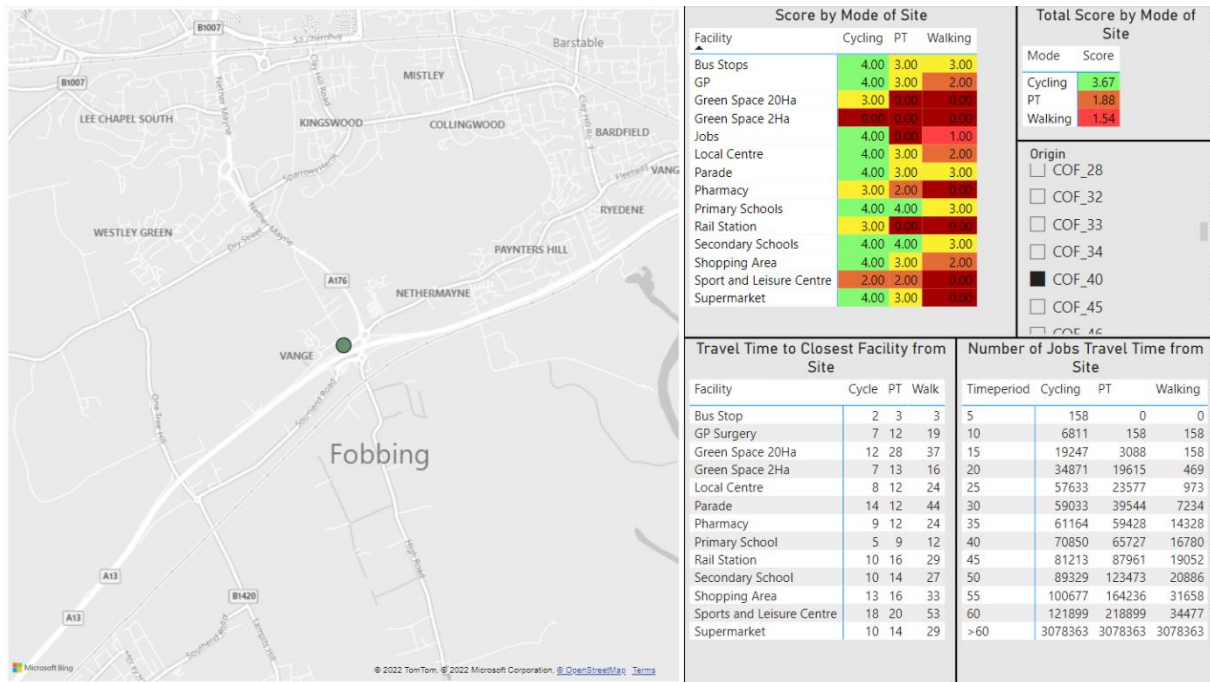
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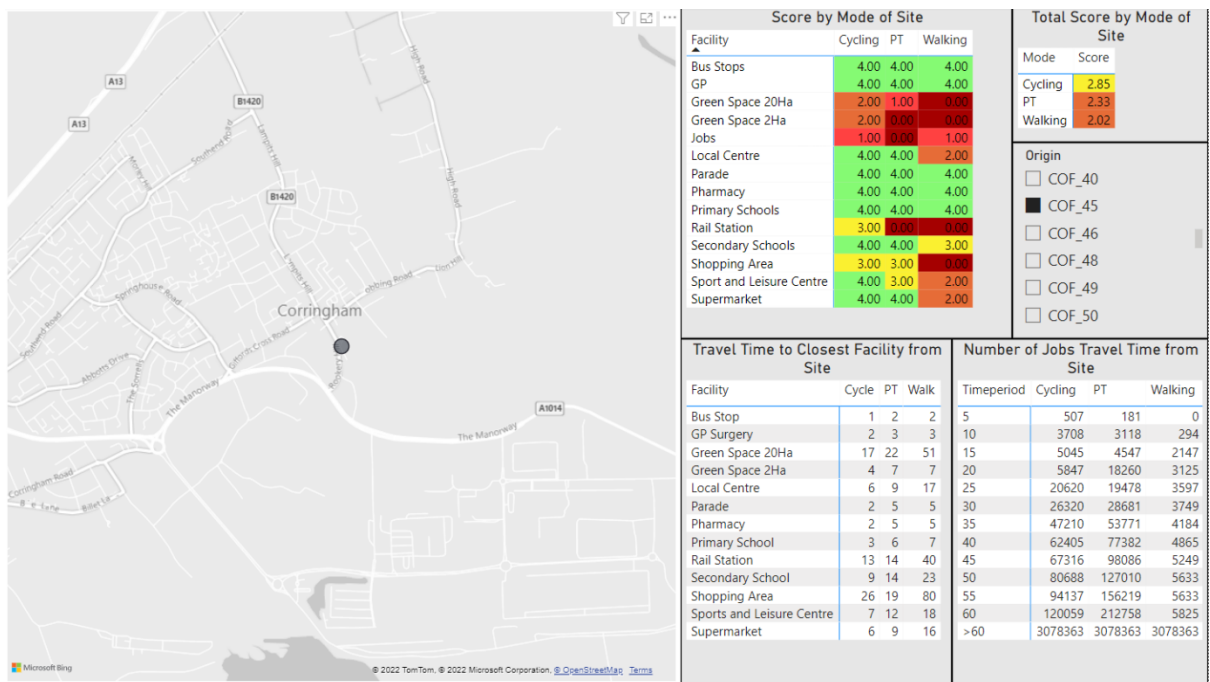
Site Connectivity Assessment

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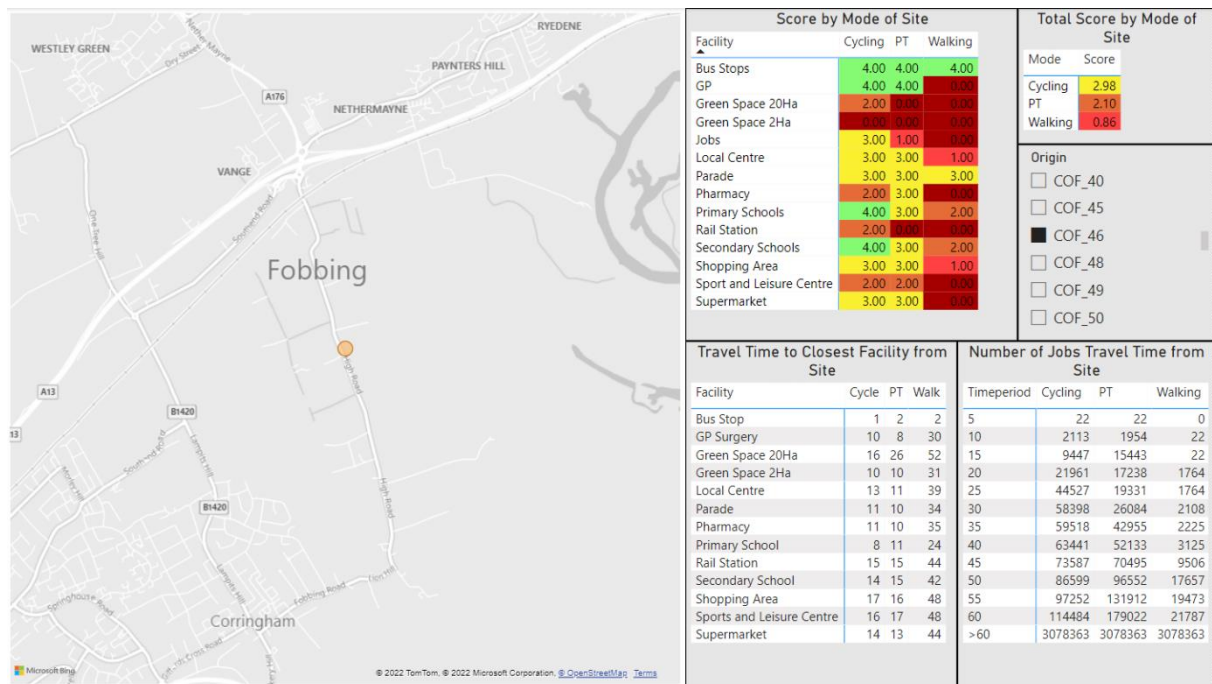
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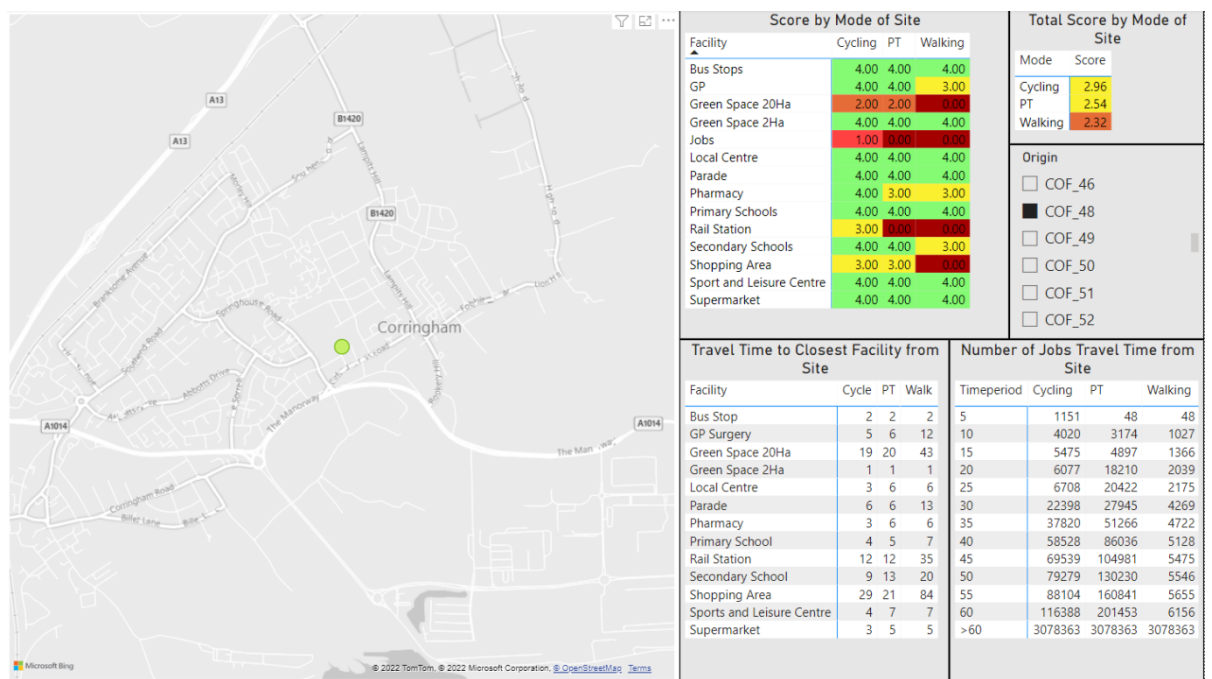
Site Connectivity Assessment

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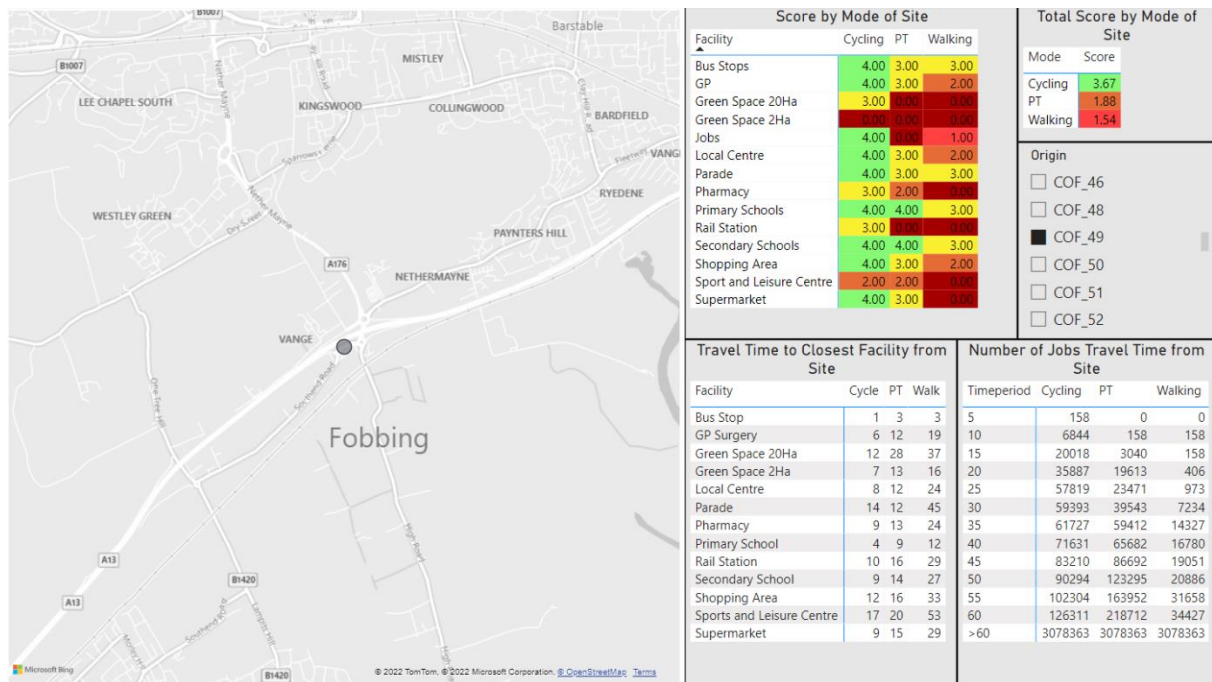
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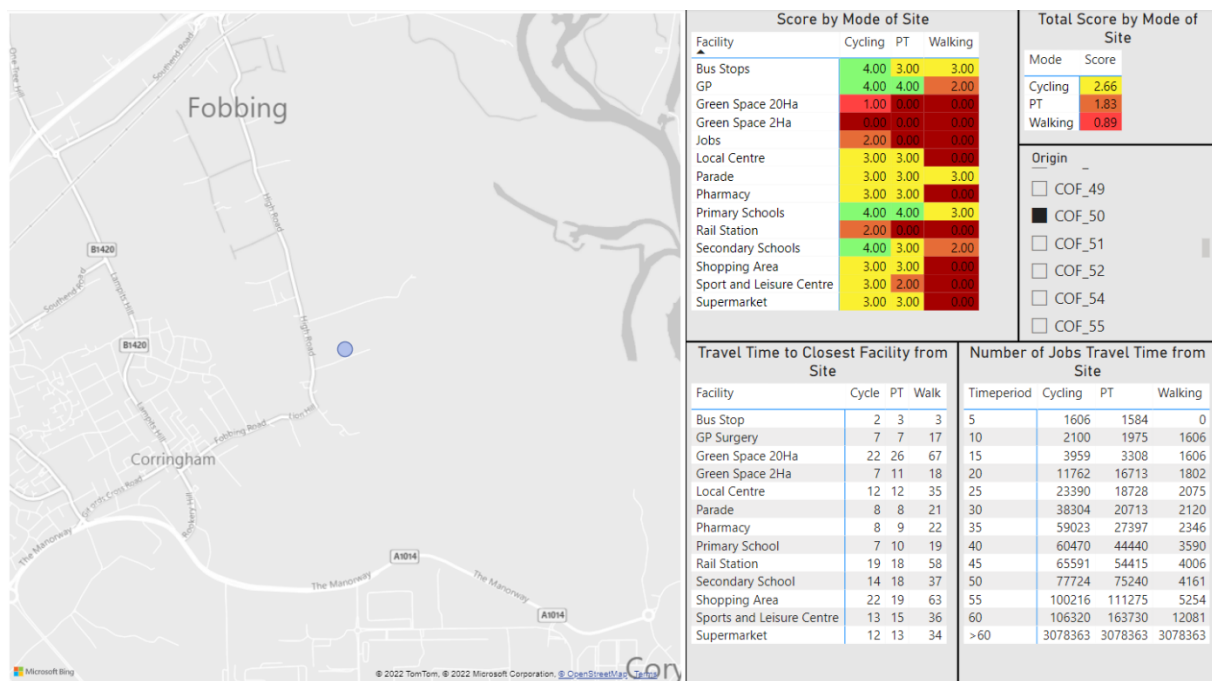
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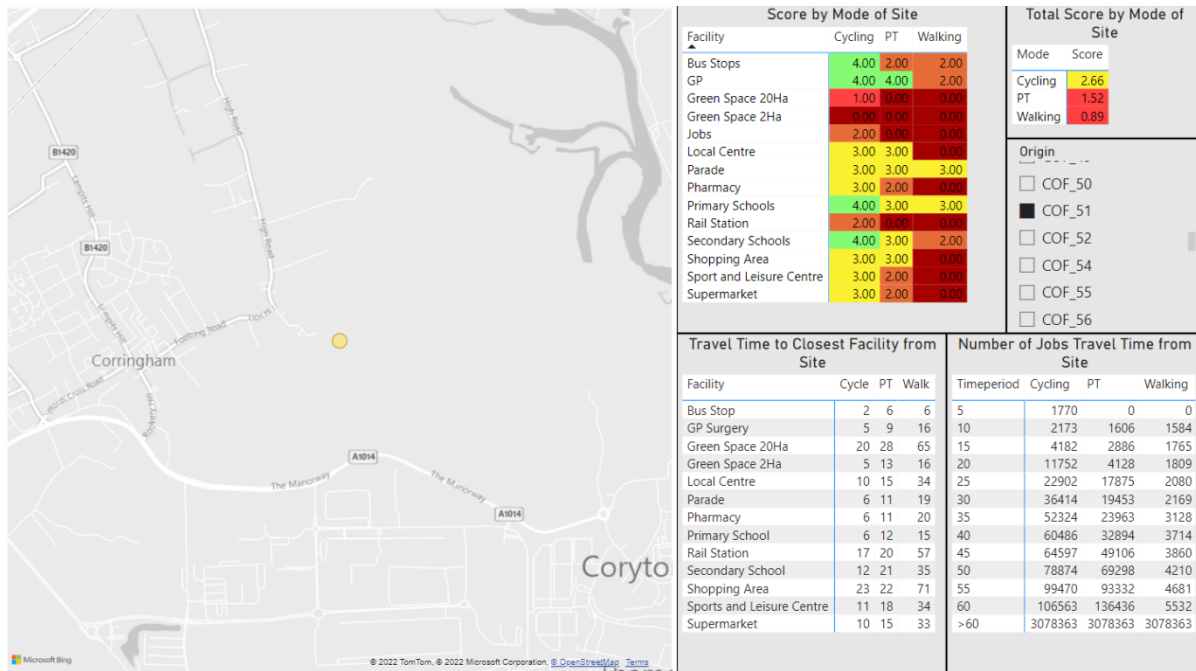
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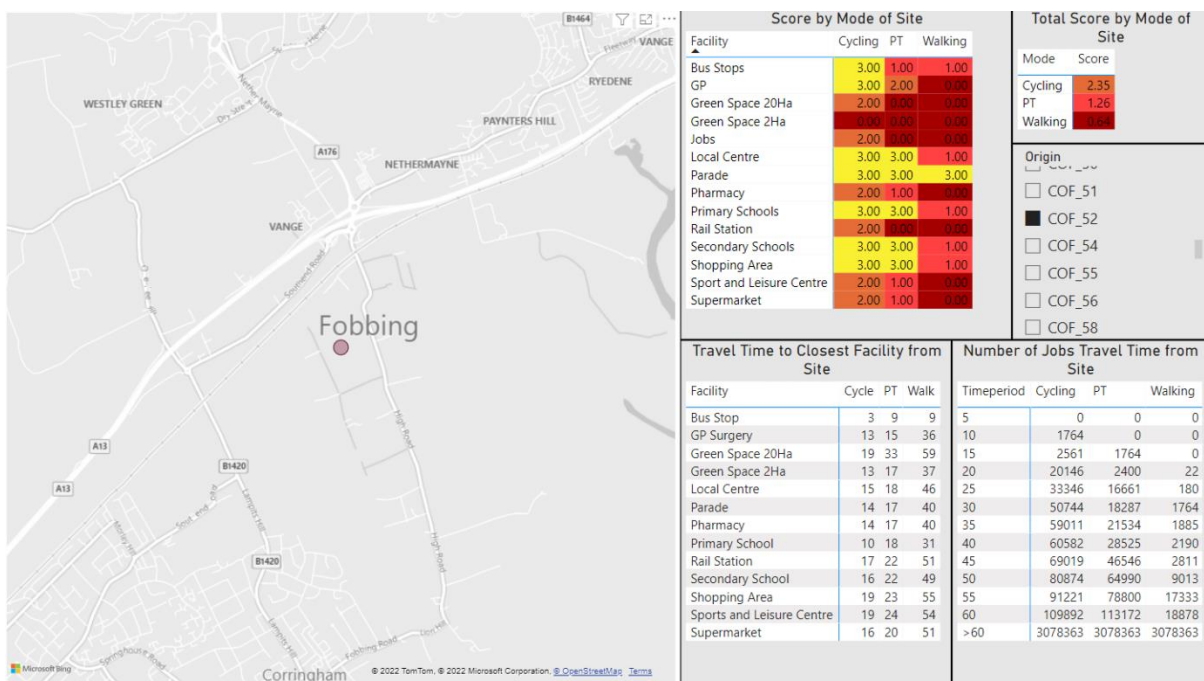
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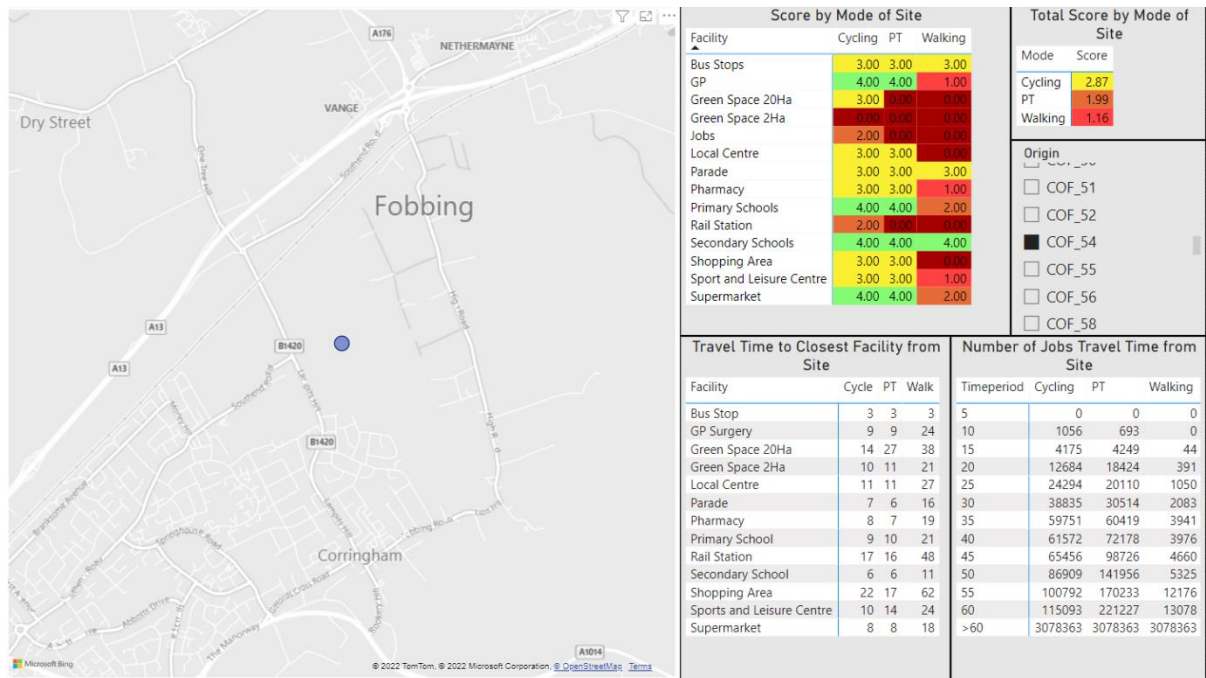
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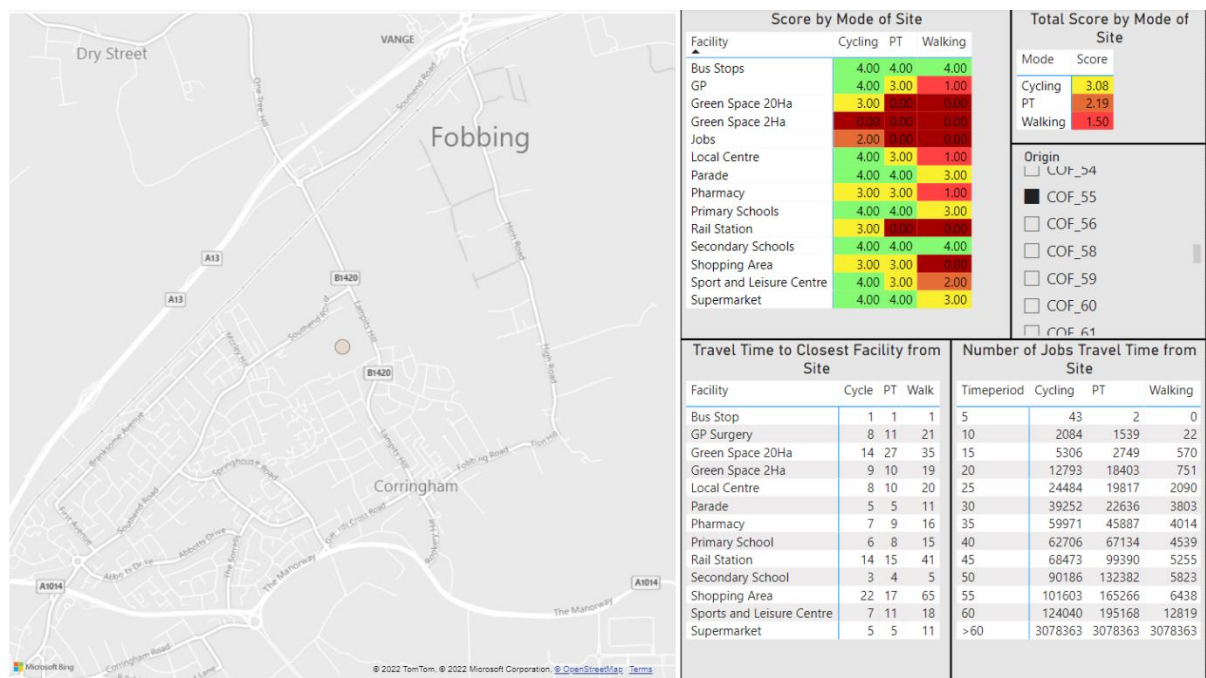
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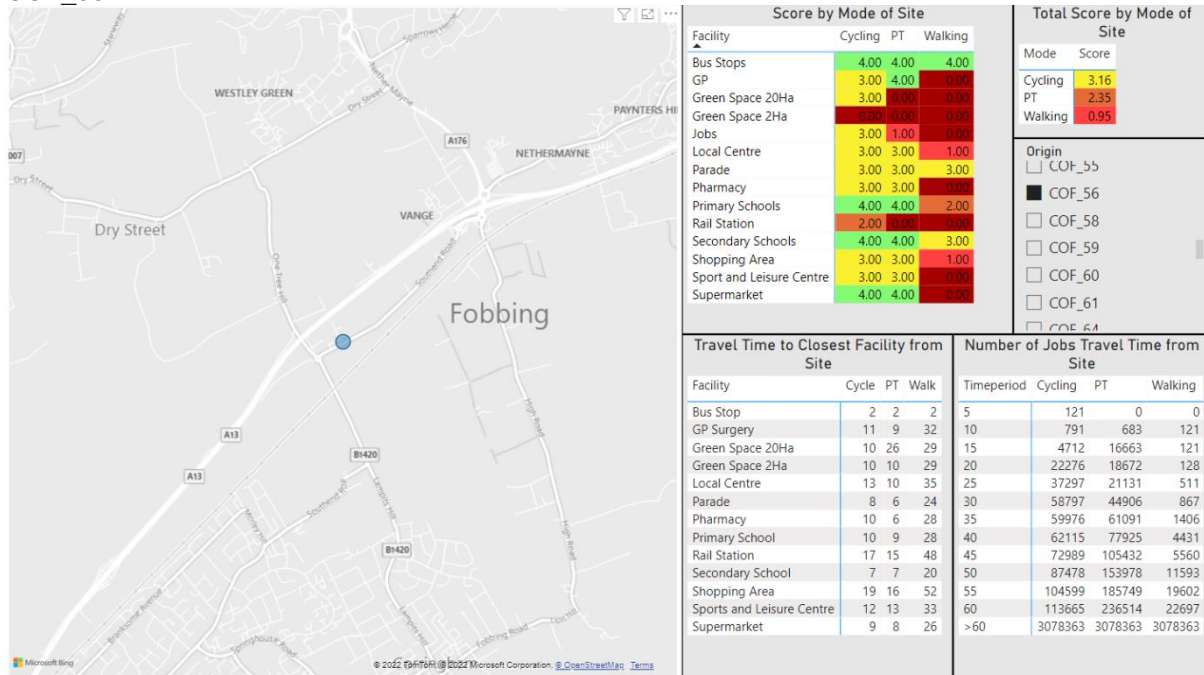
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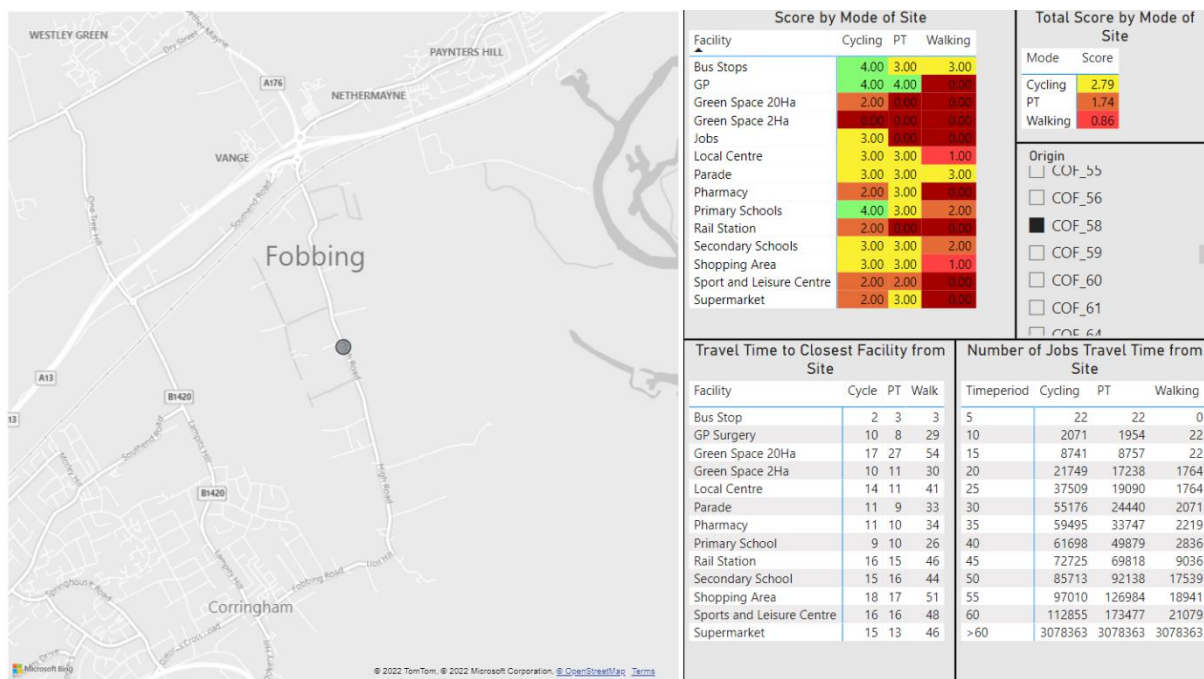
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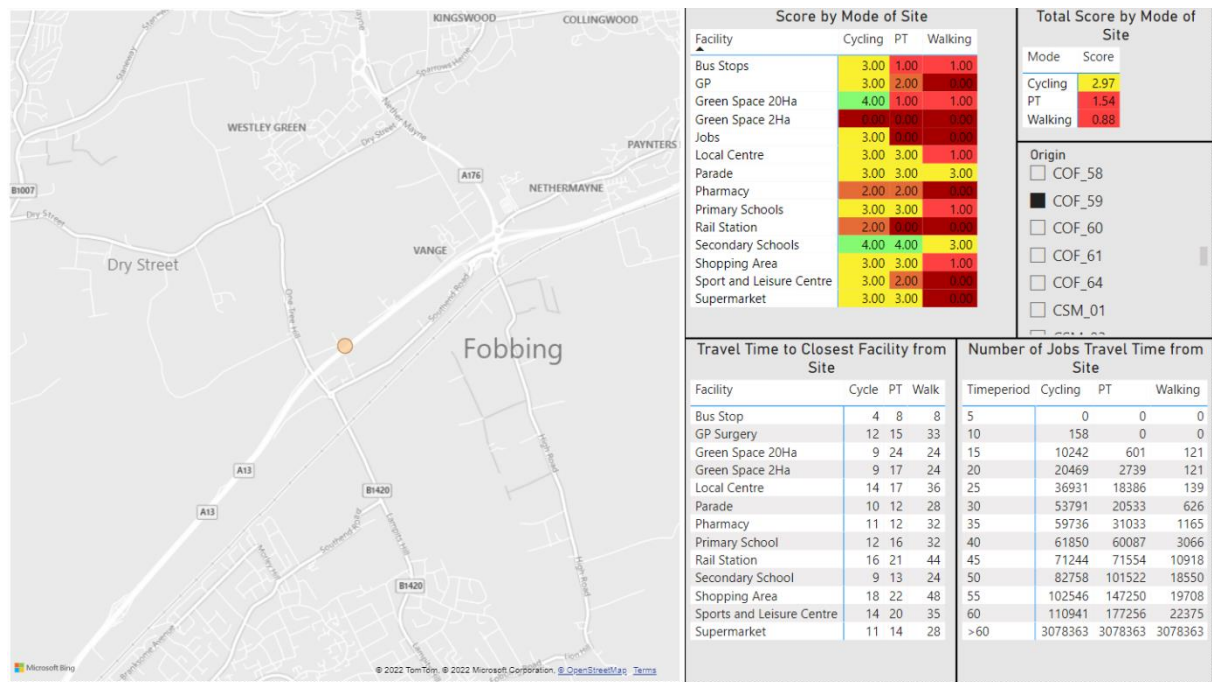
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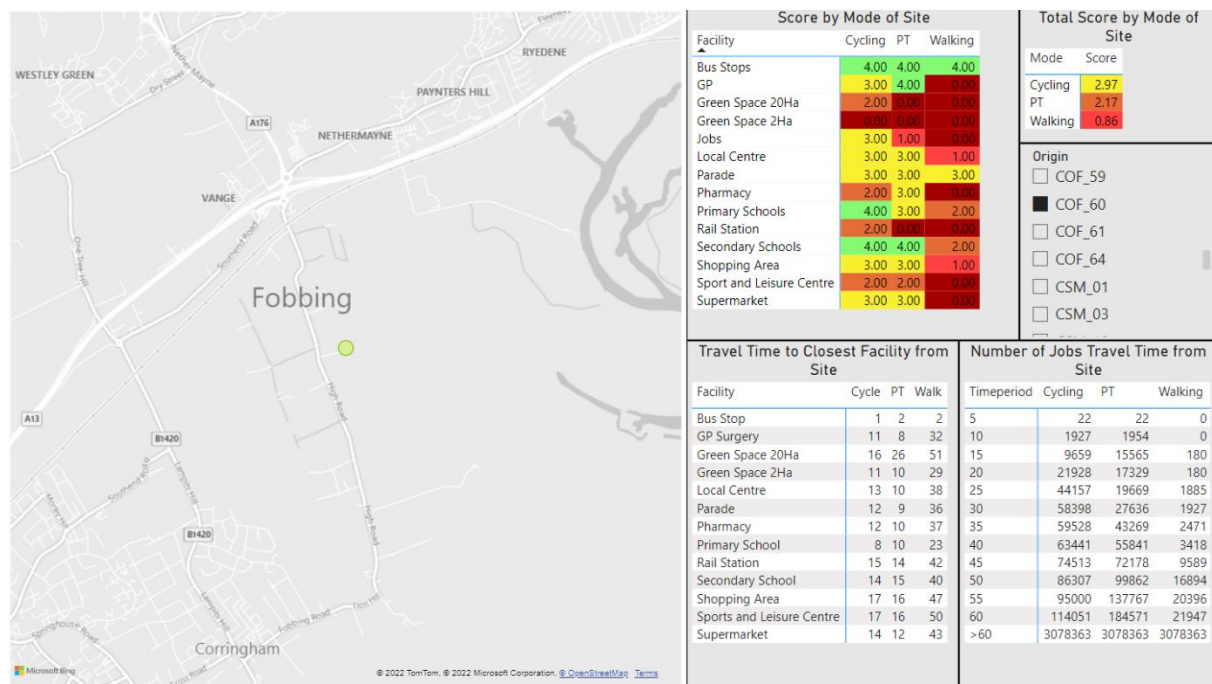
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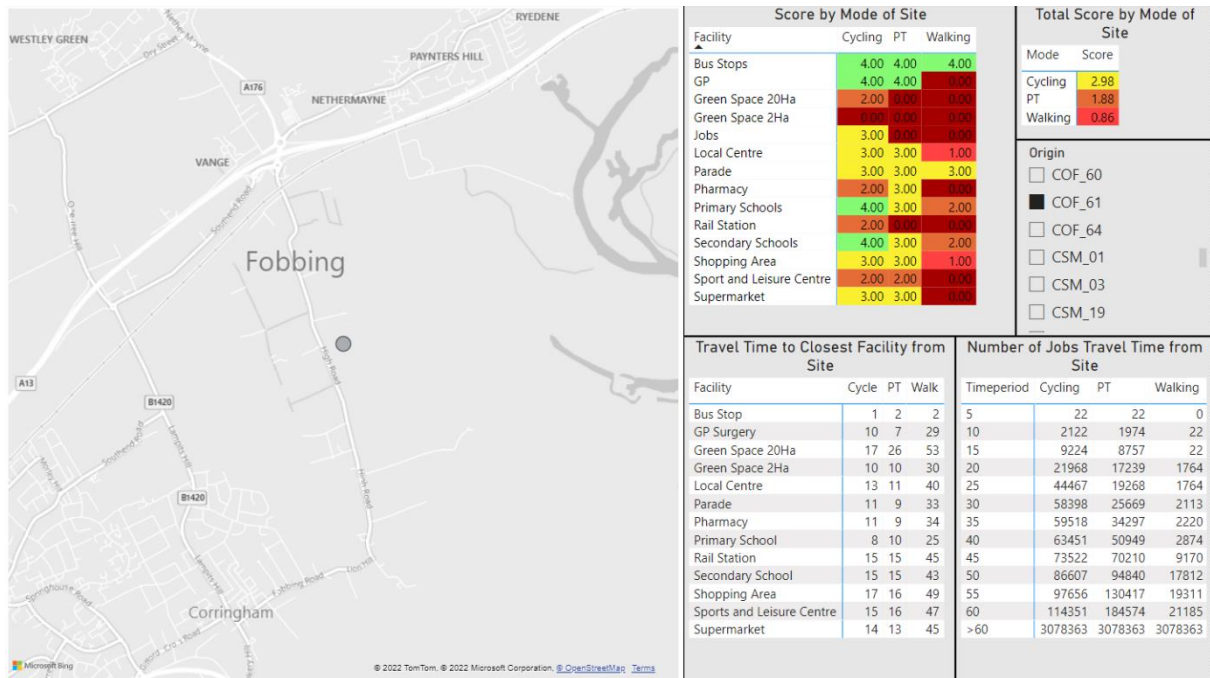
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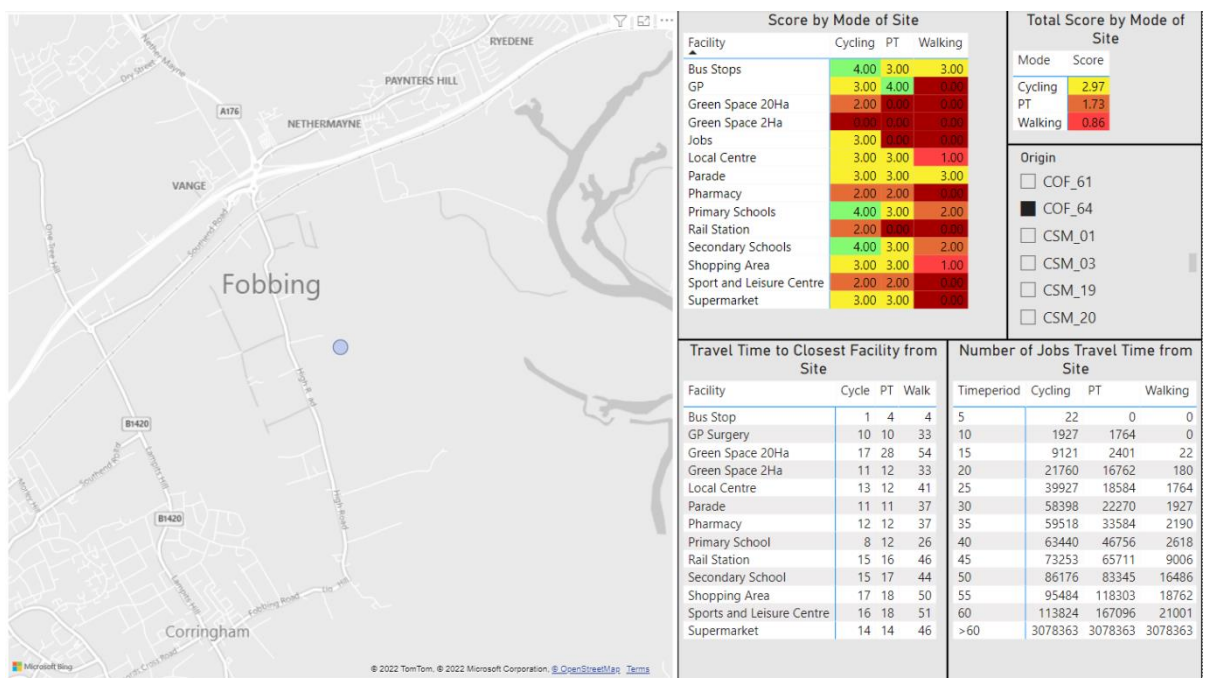
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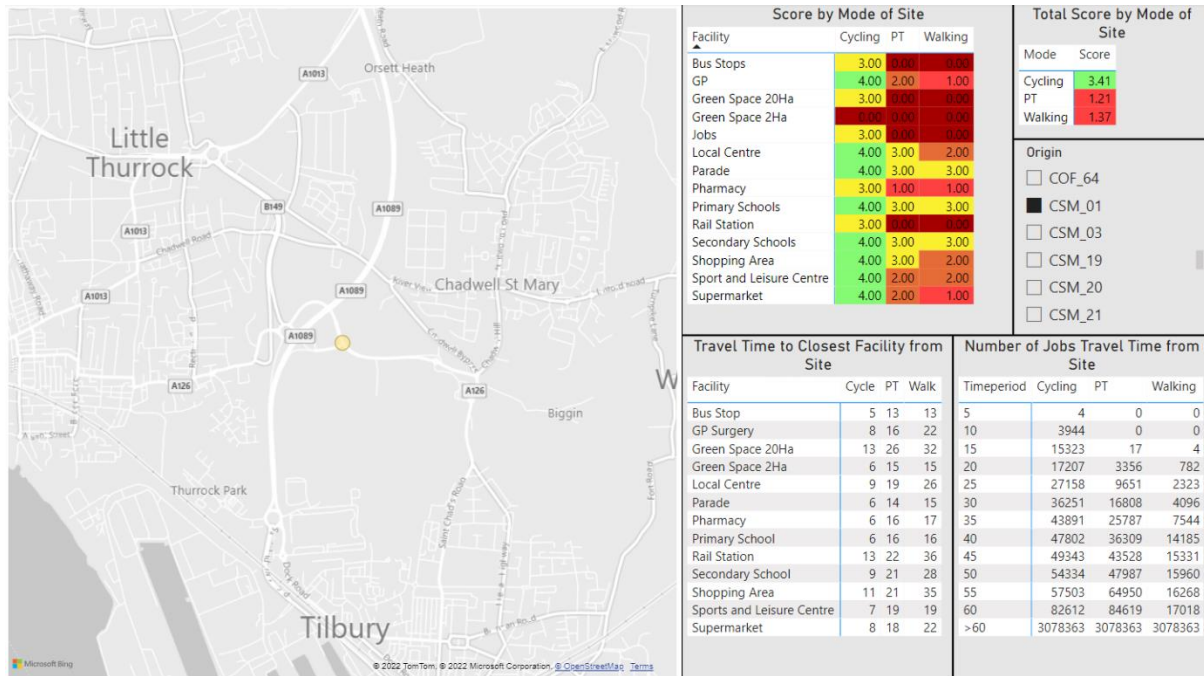
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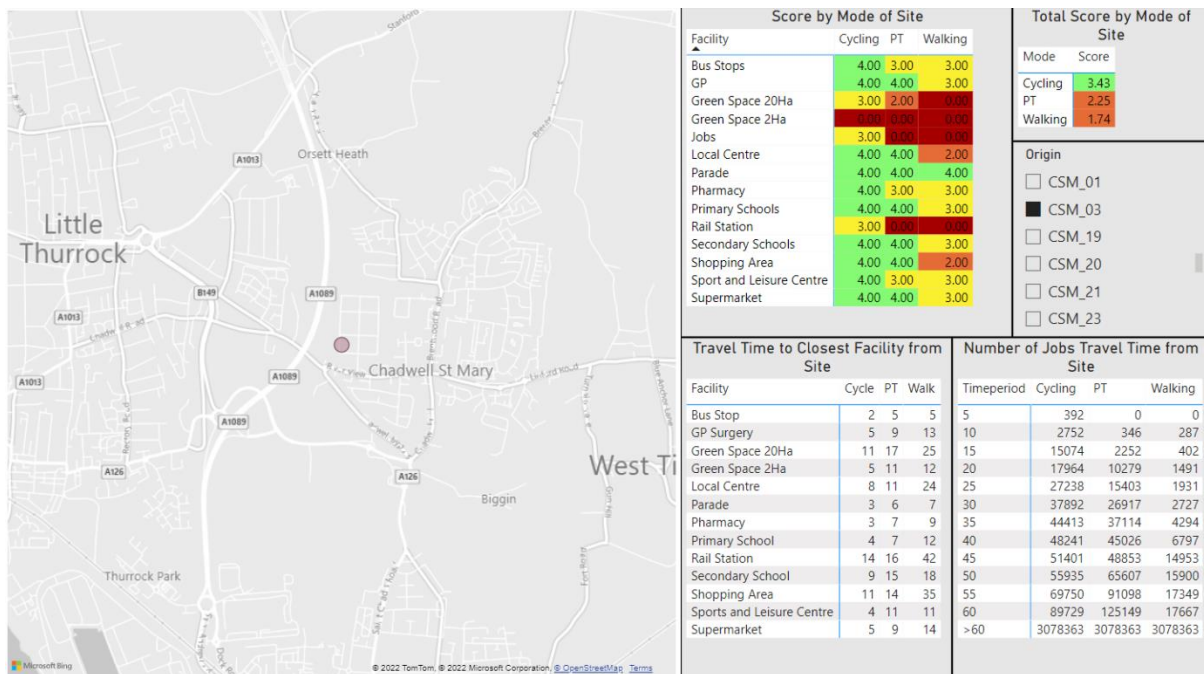
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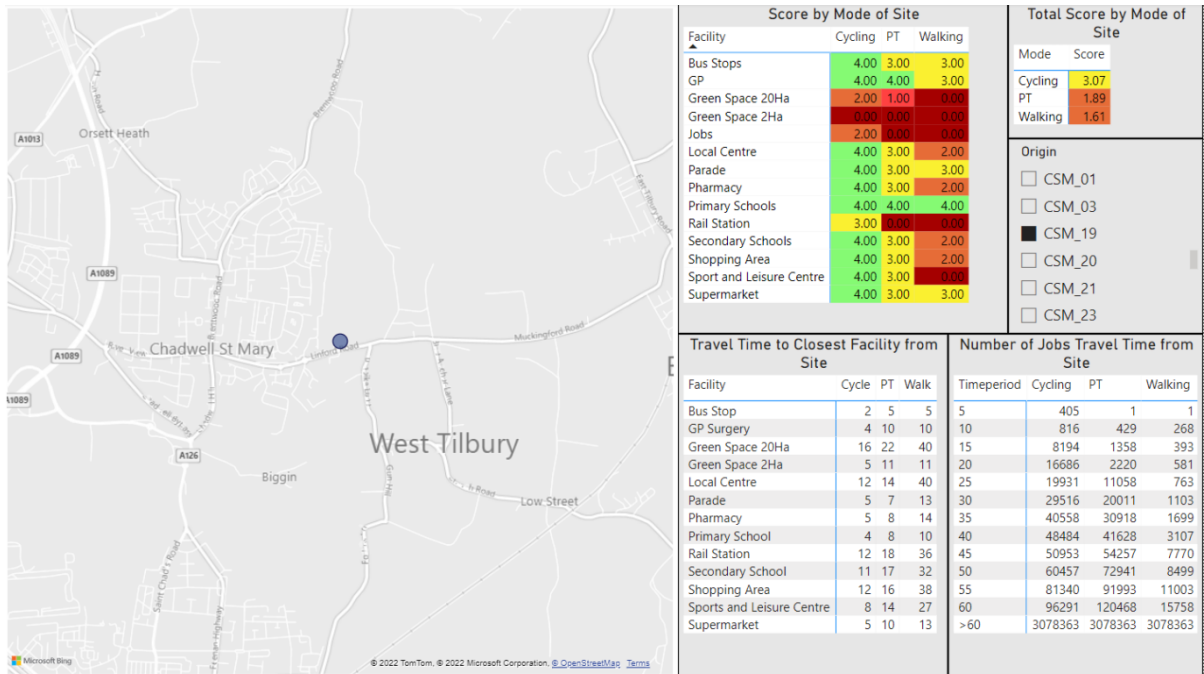
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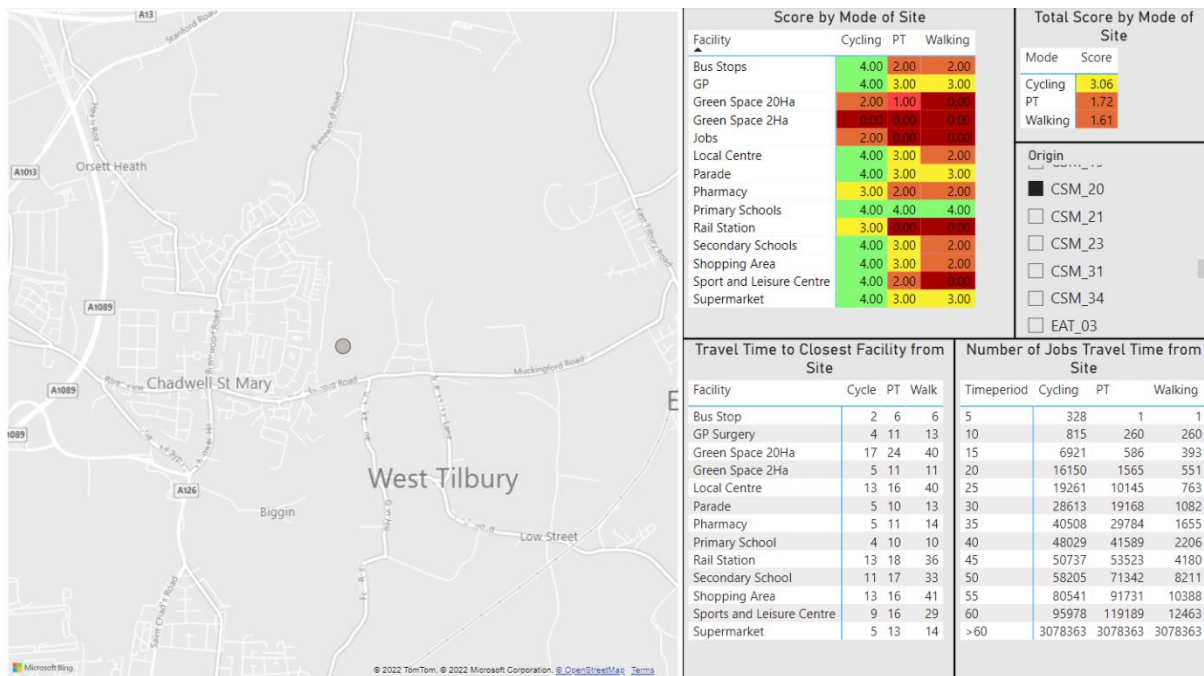
Site Connectivity Assessment

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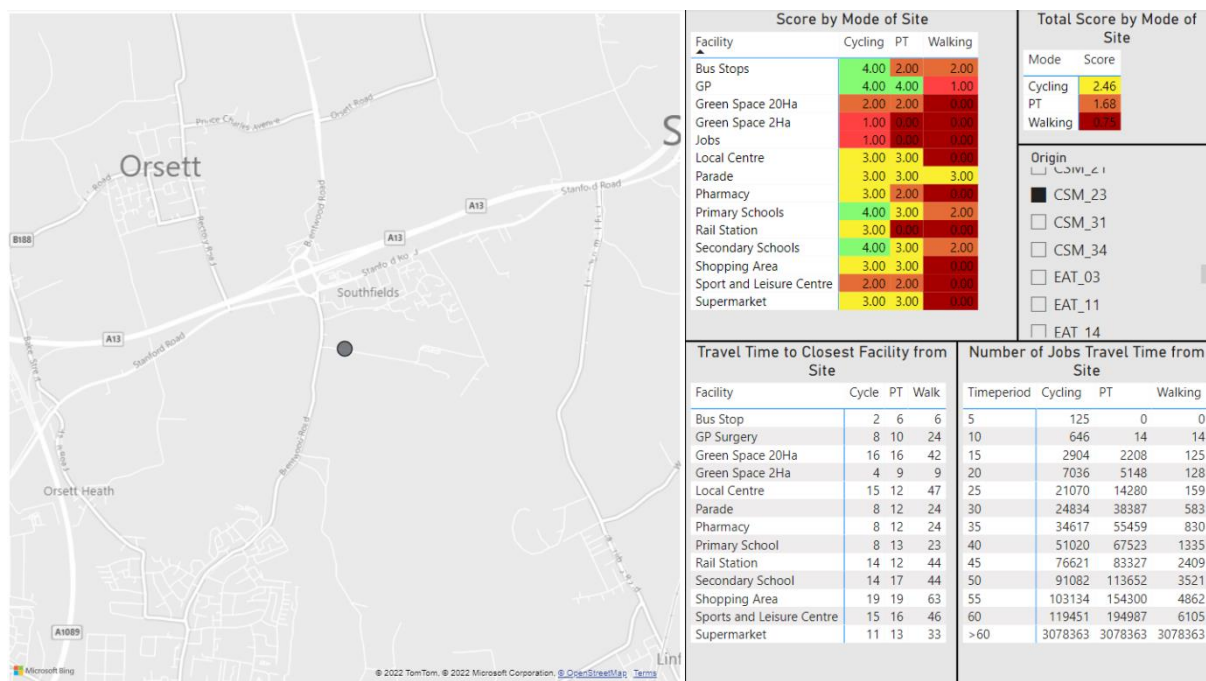
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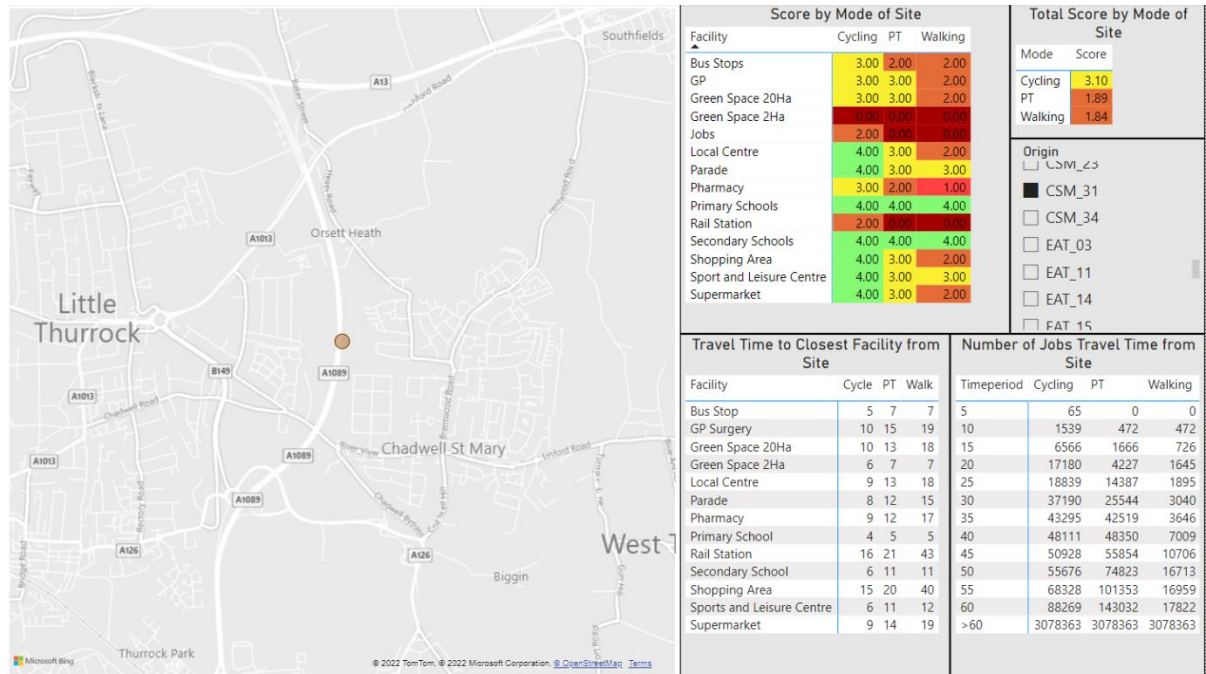
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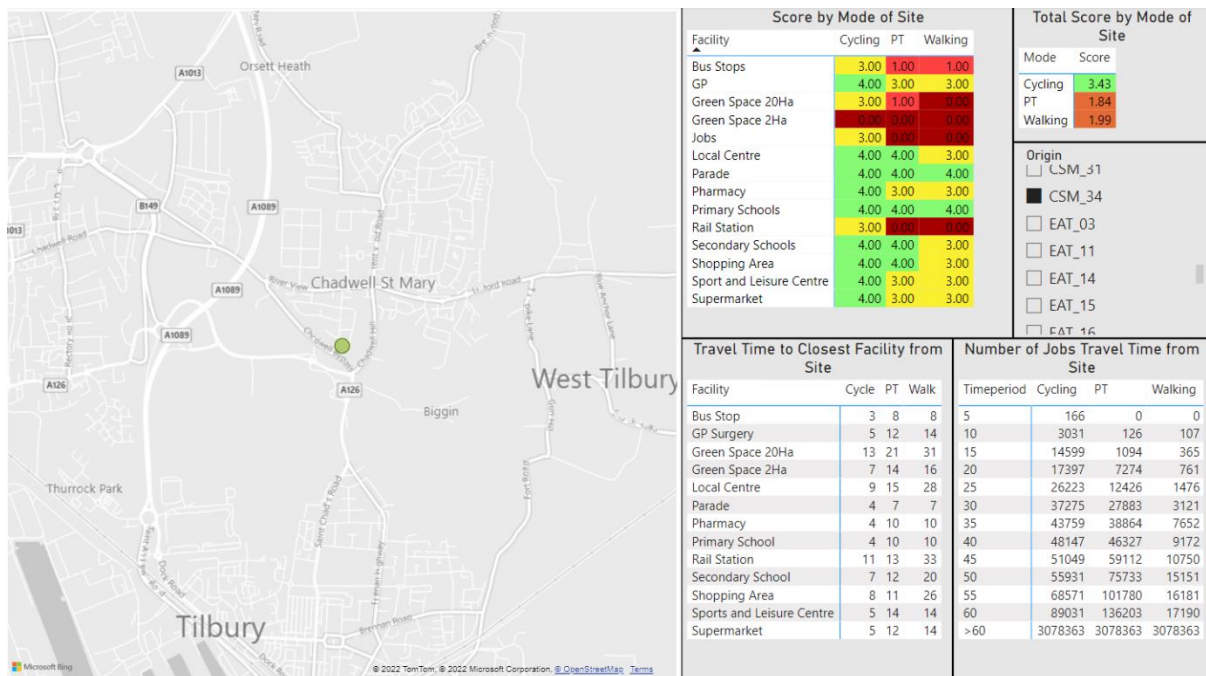
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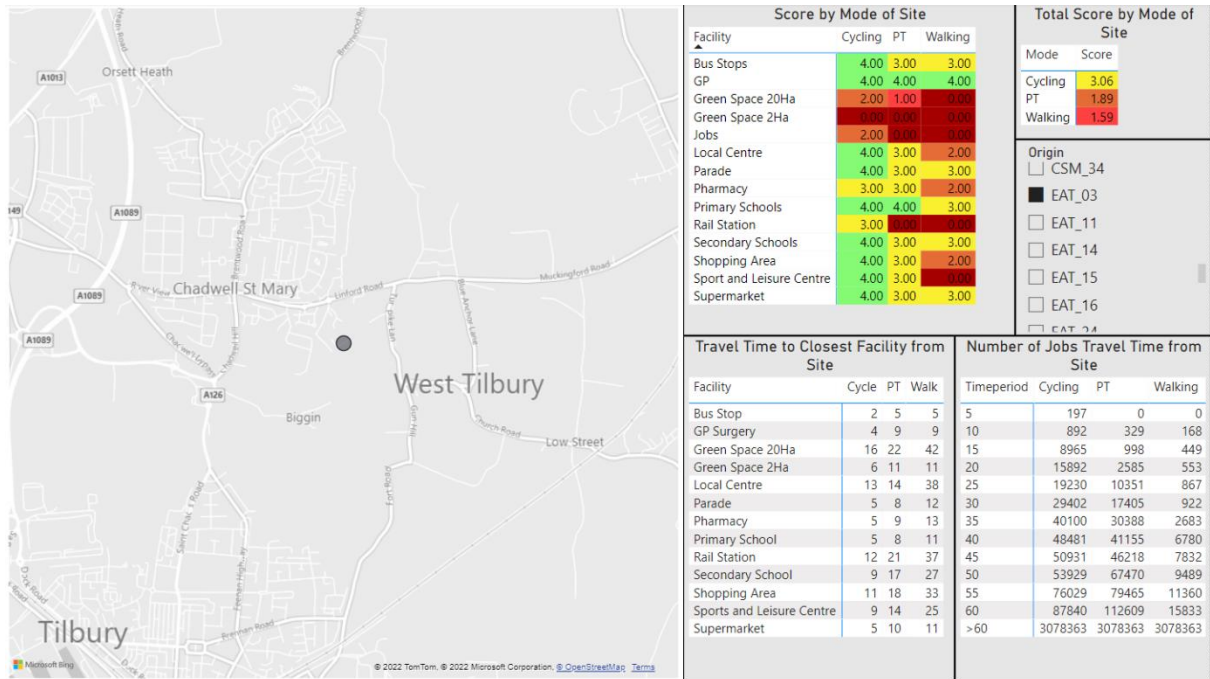
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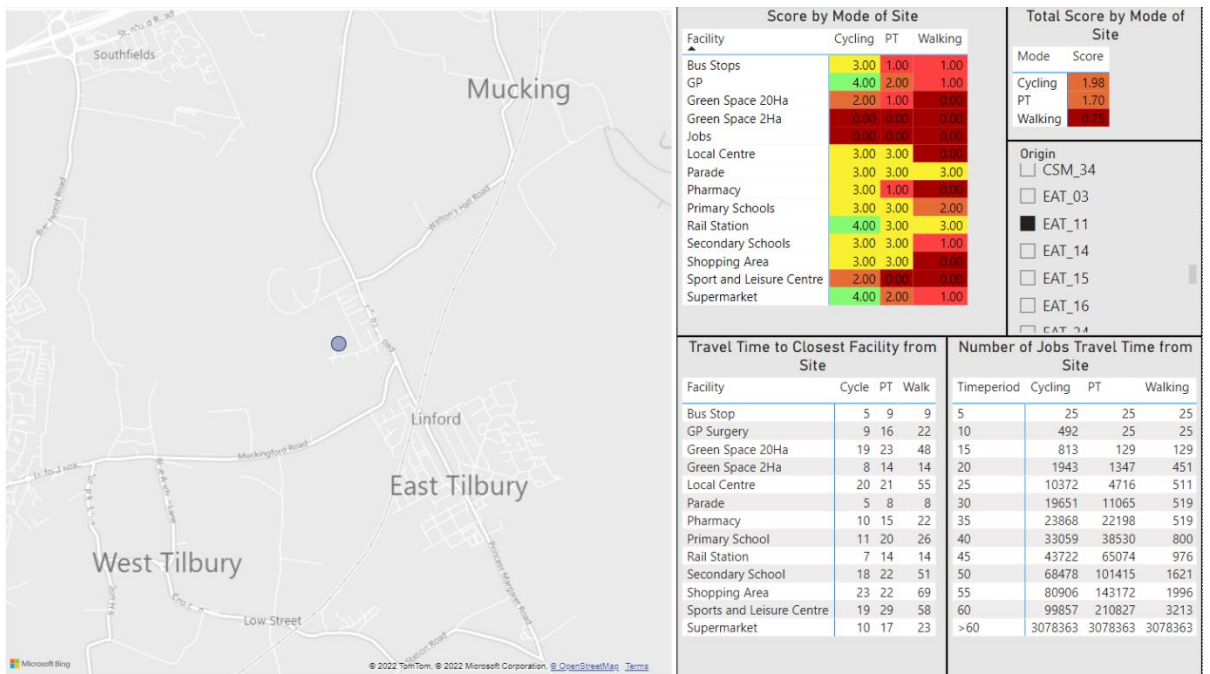
Site Connectivity Assessment

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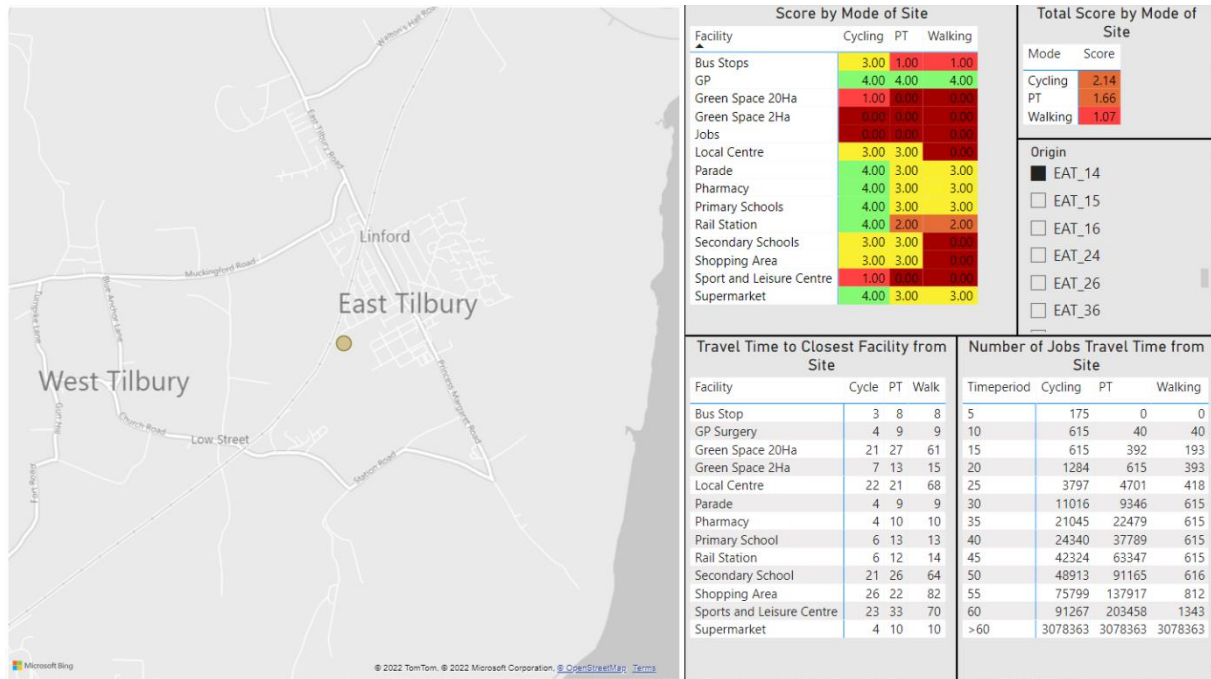
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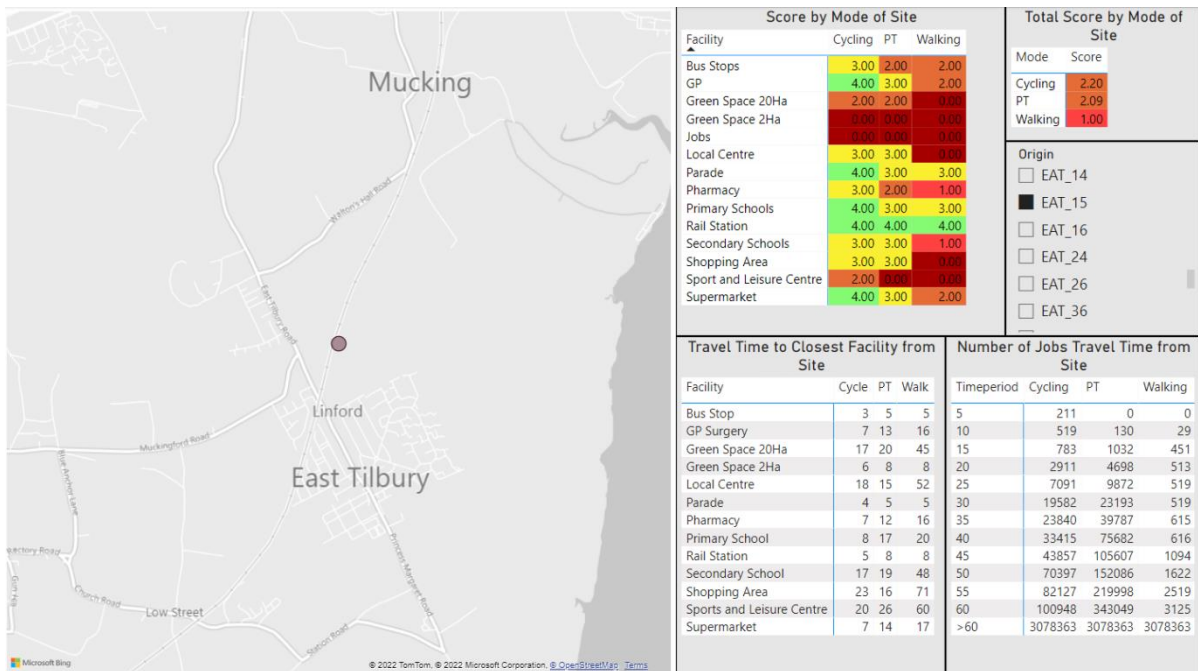
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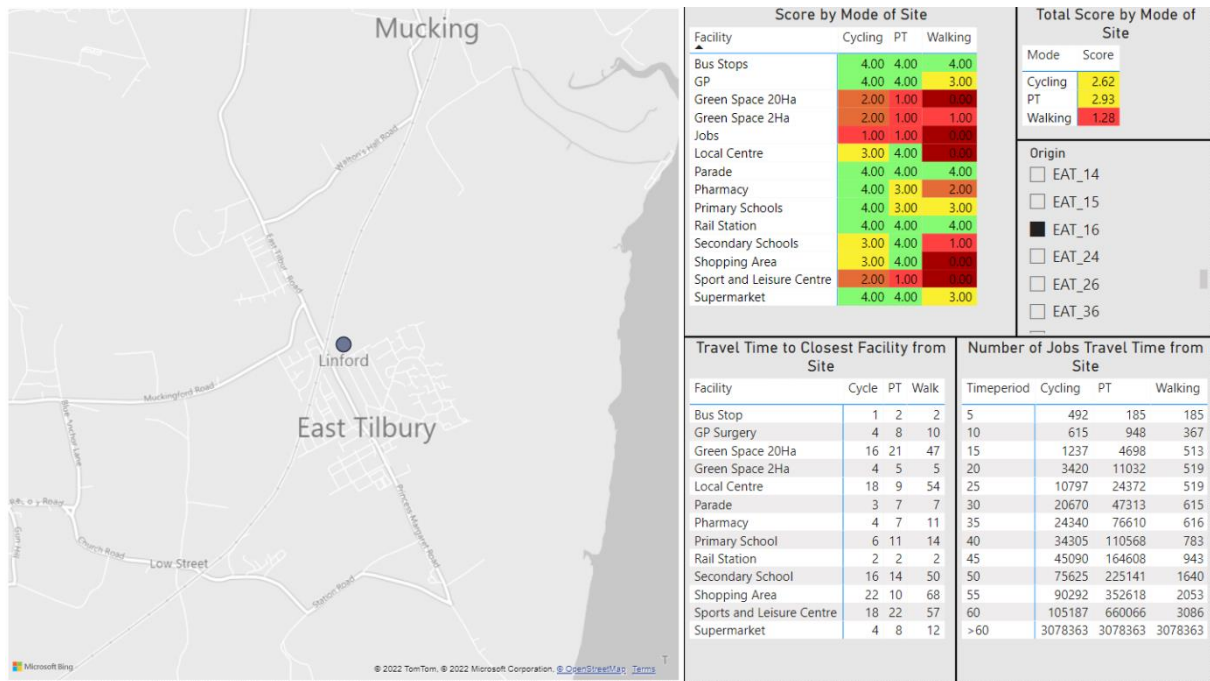


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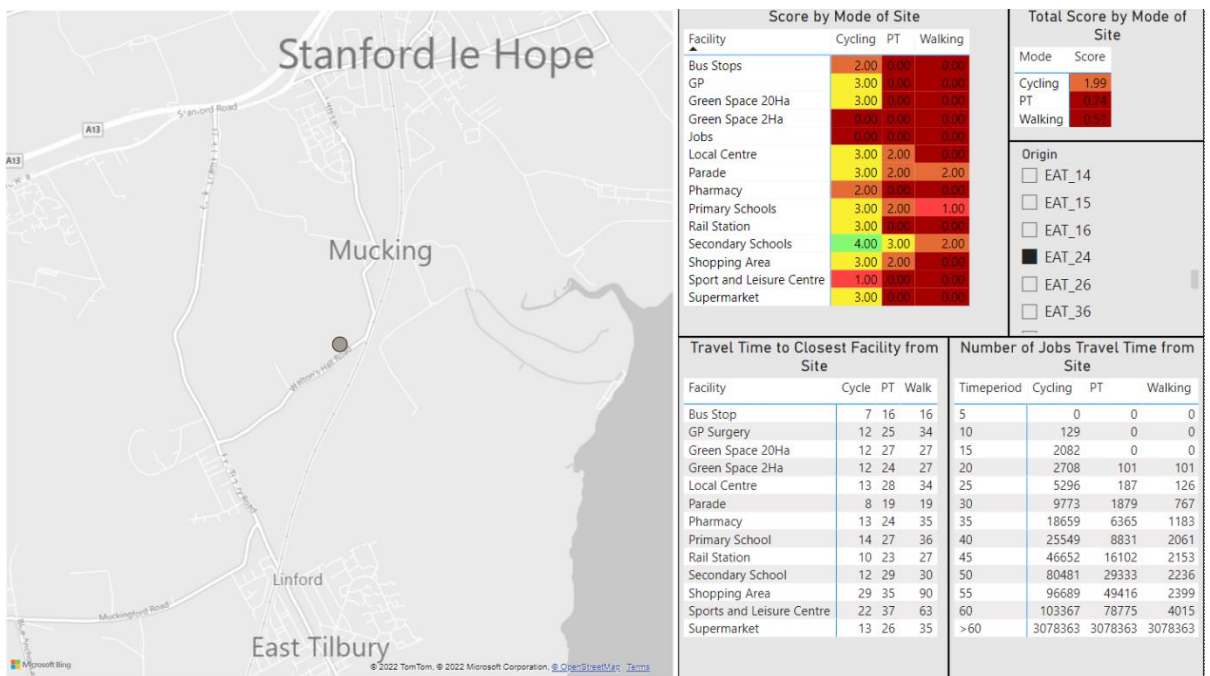


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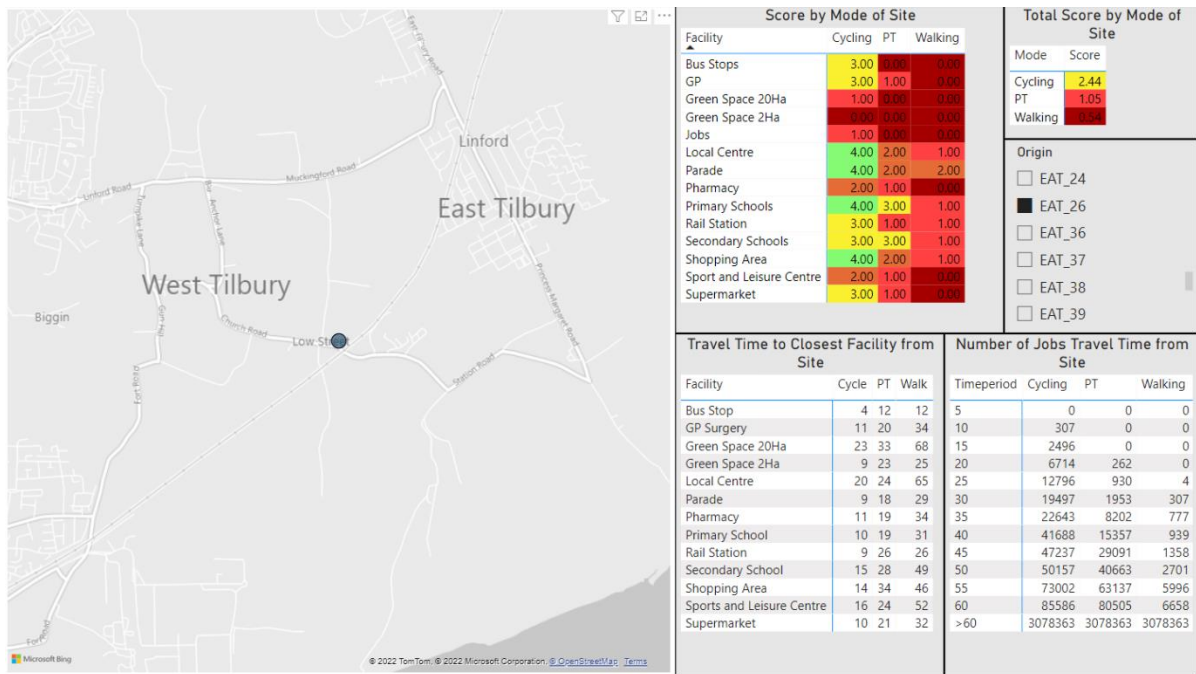


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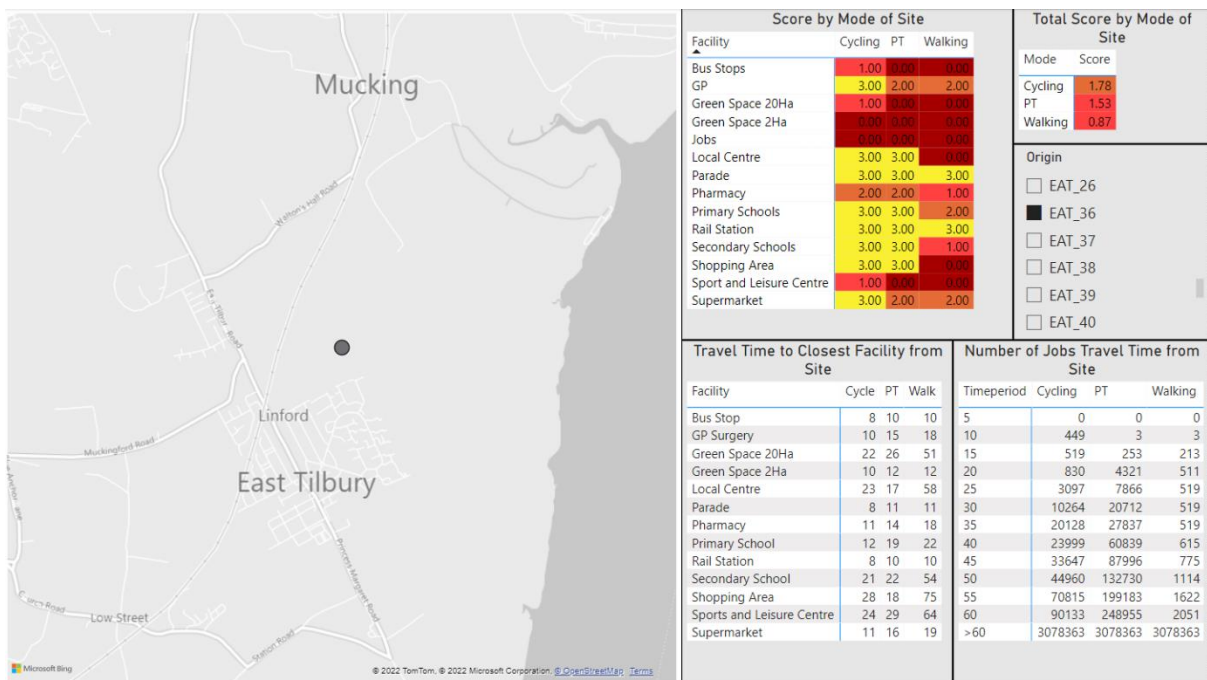


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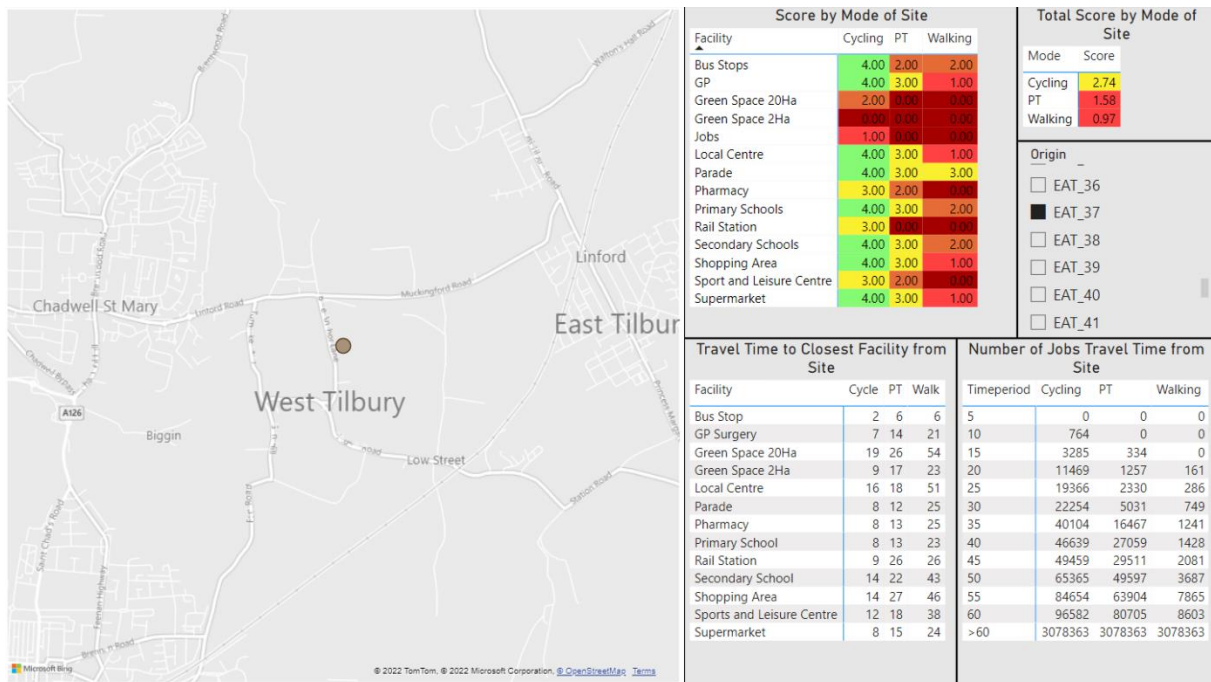
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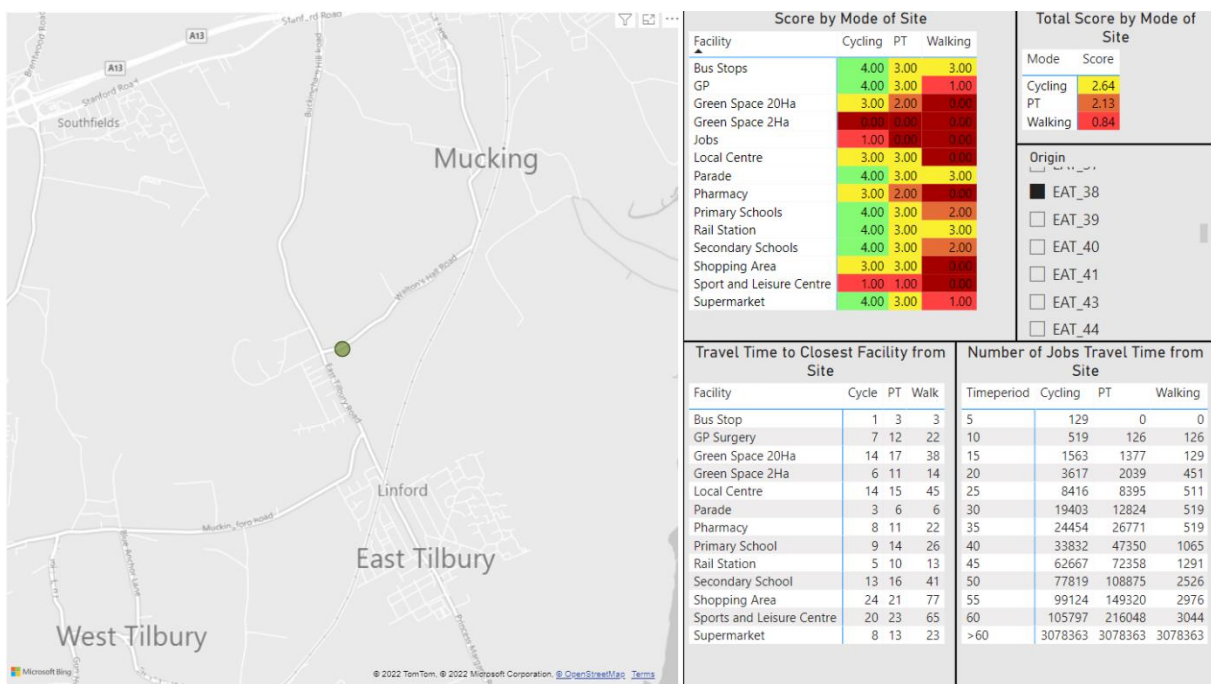
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EAT_37



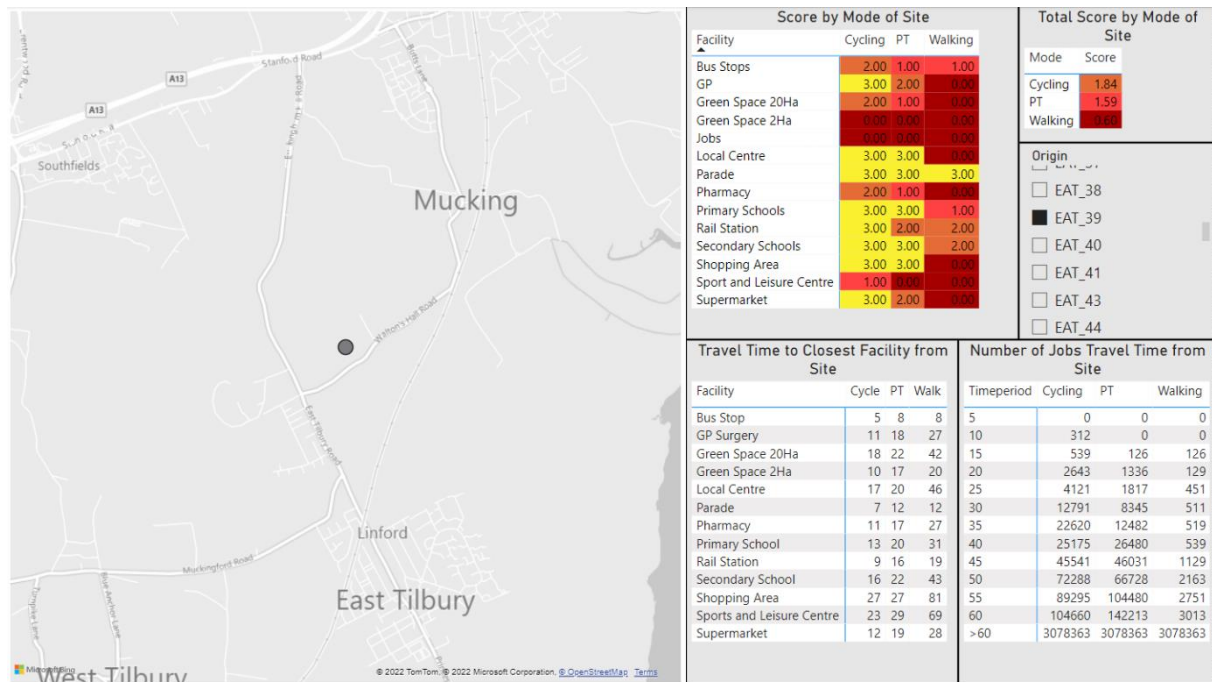
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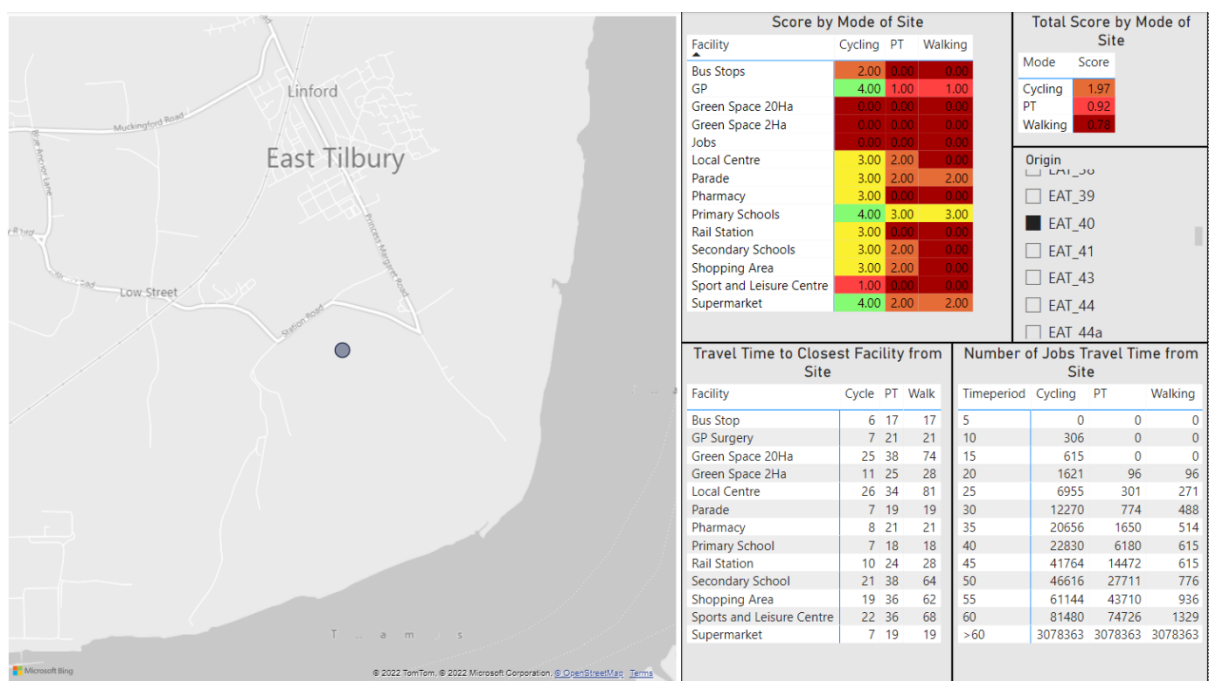
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EAT_39

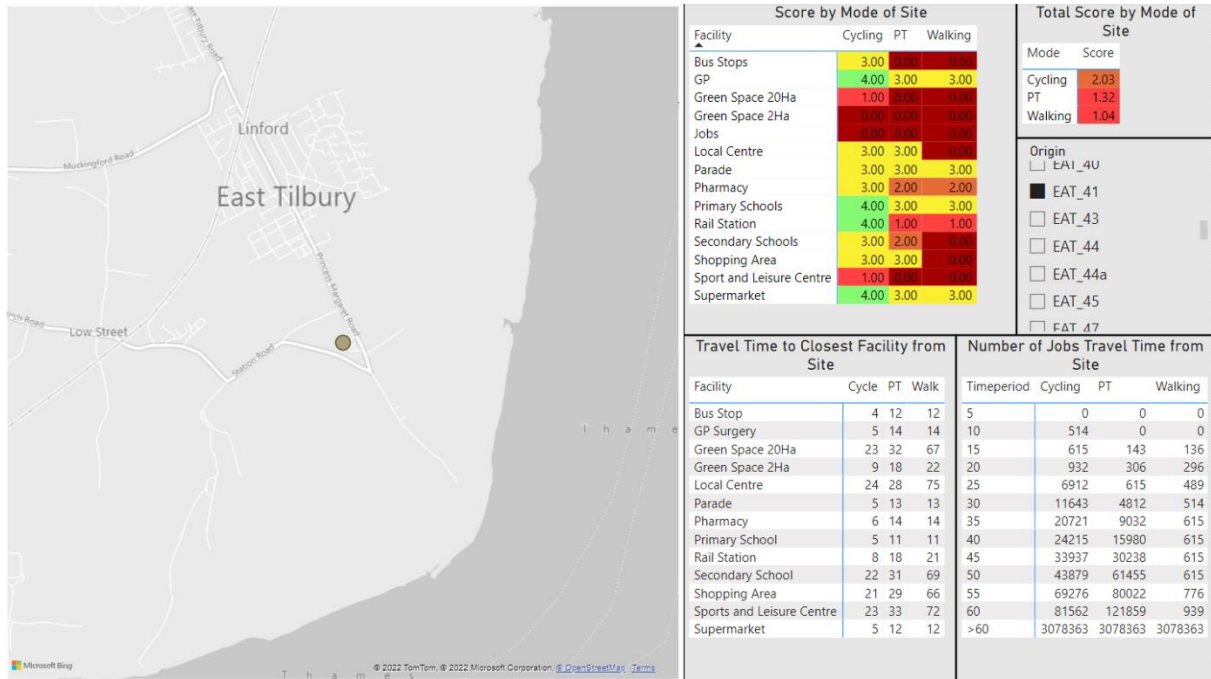


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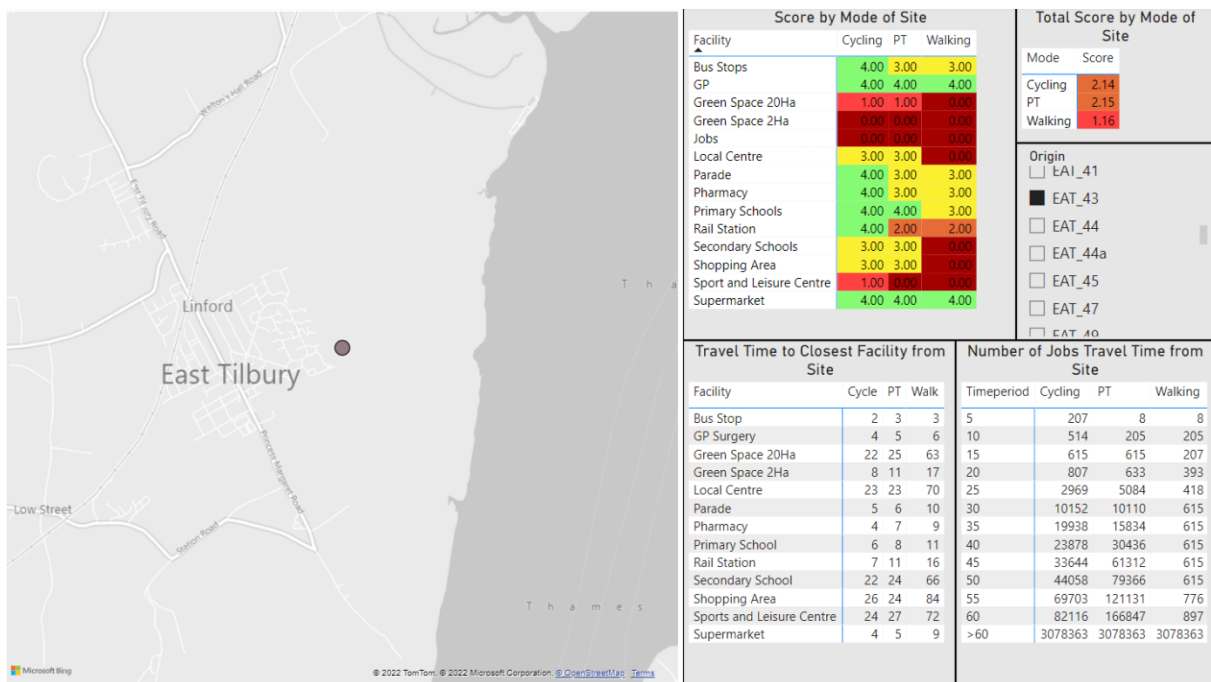


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EAT_41



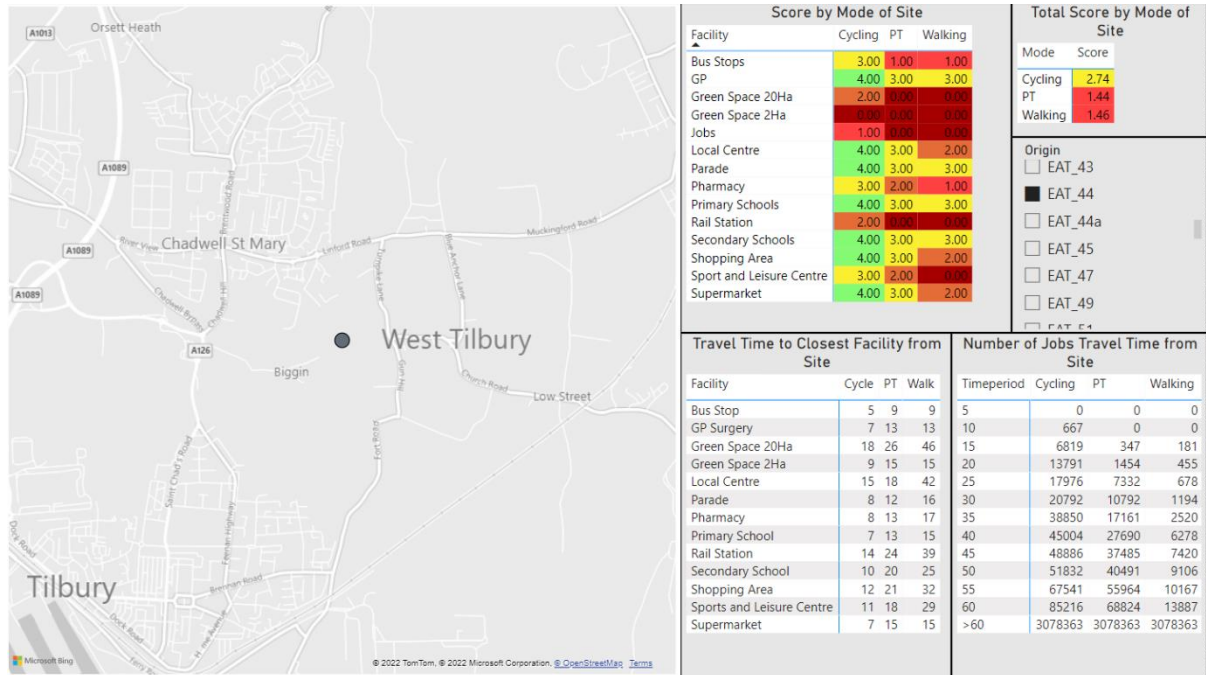
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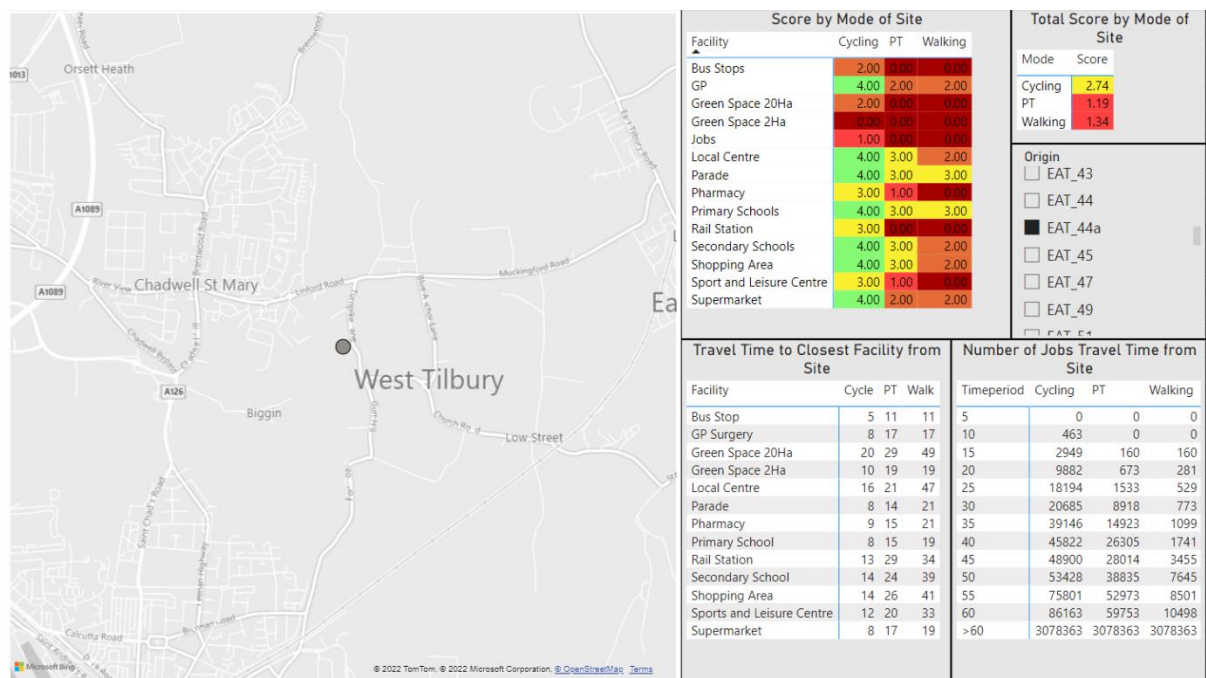
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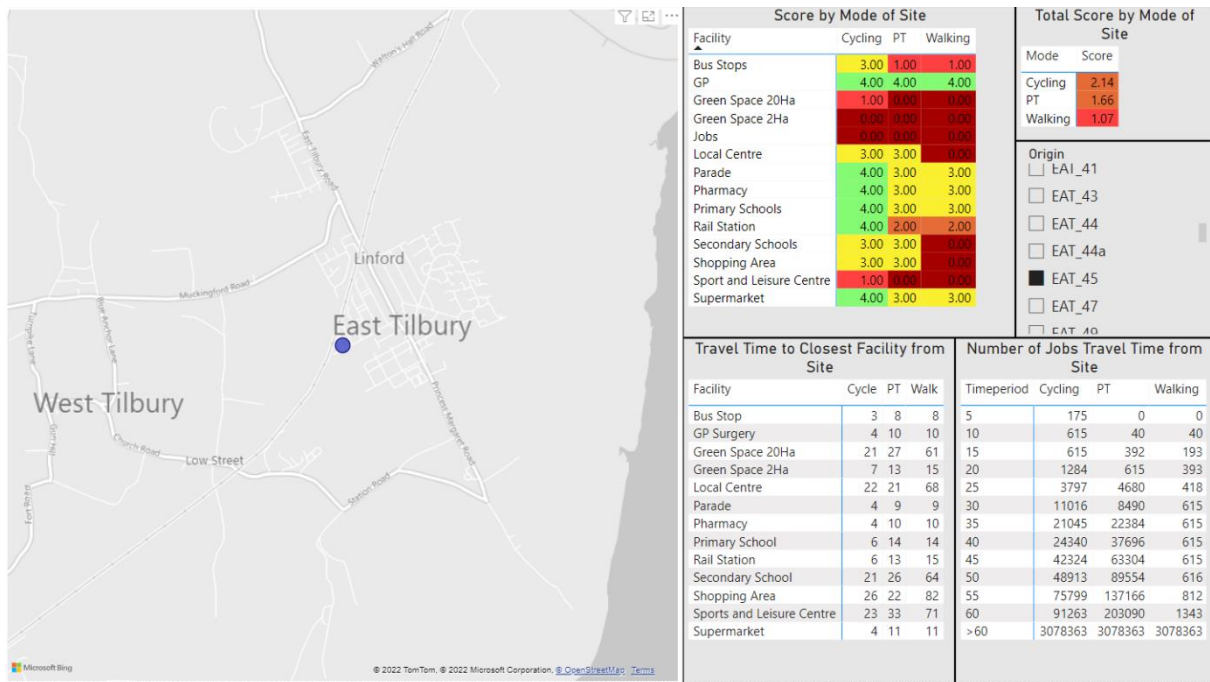
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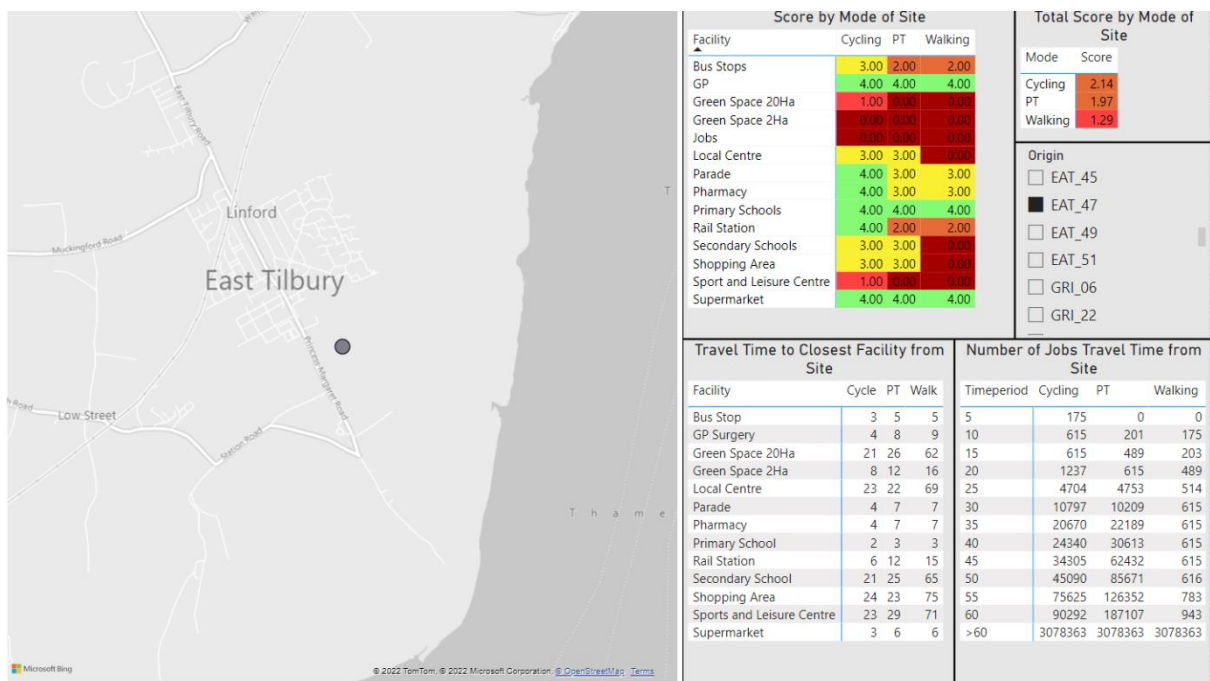
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EAT_45

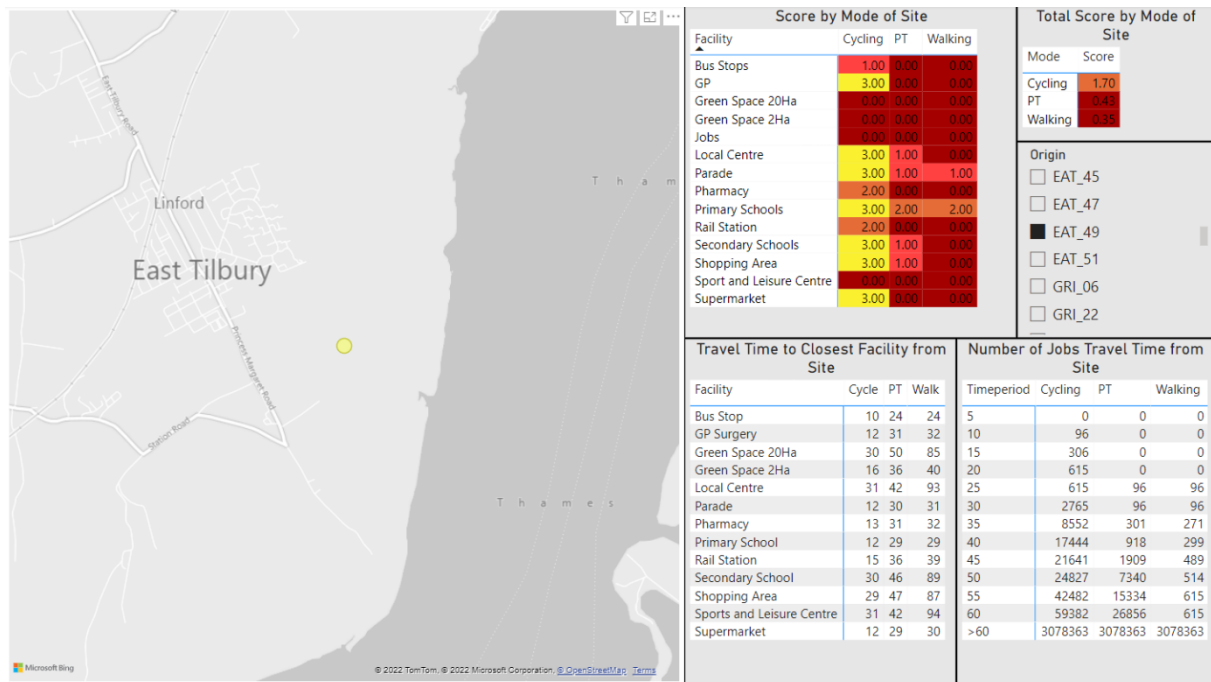


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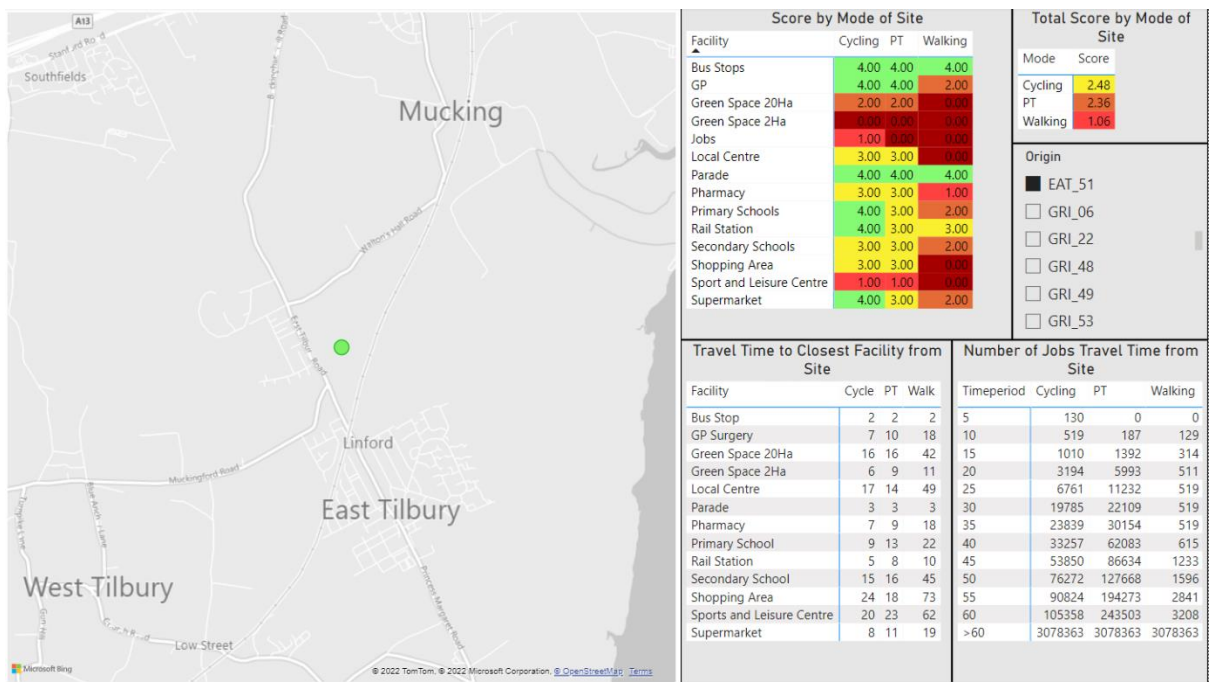


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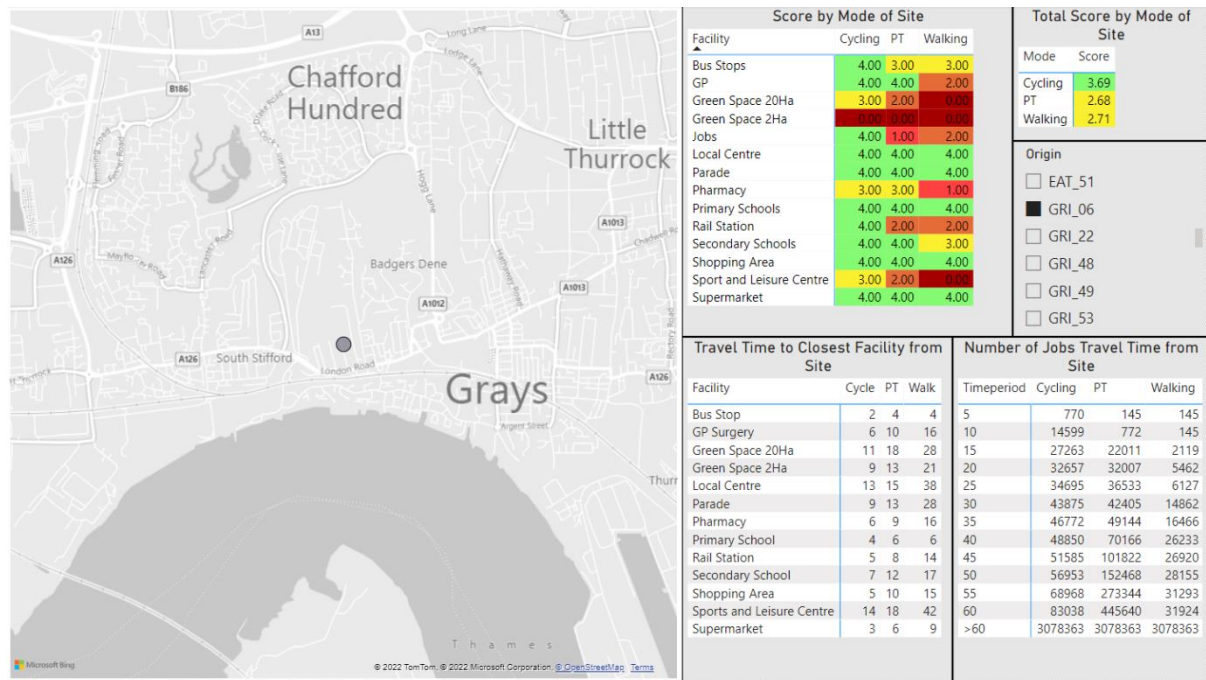
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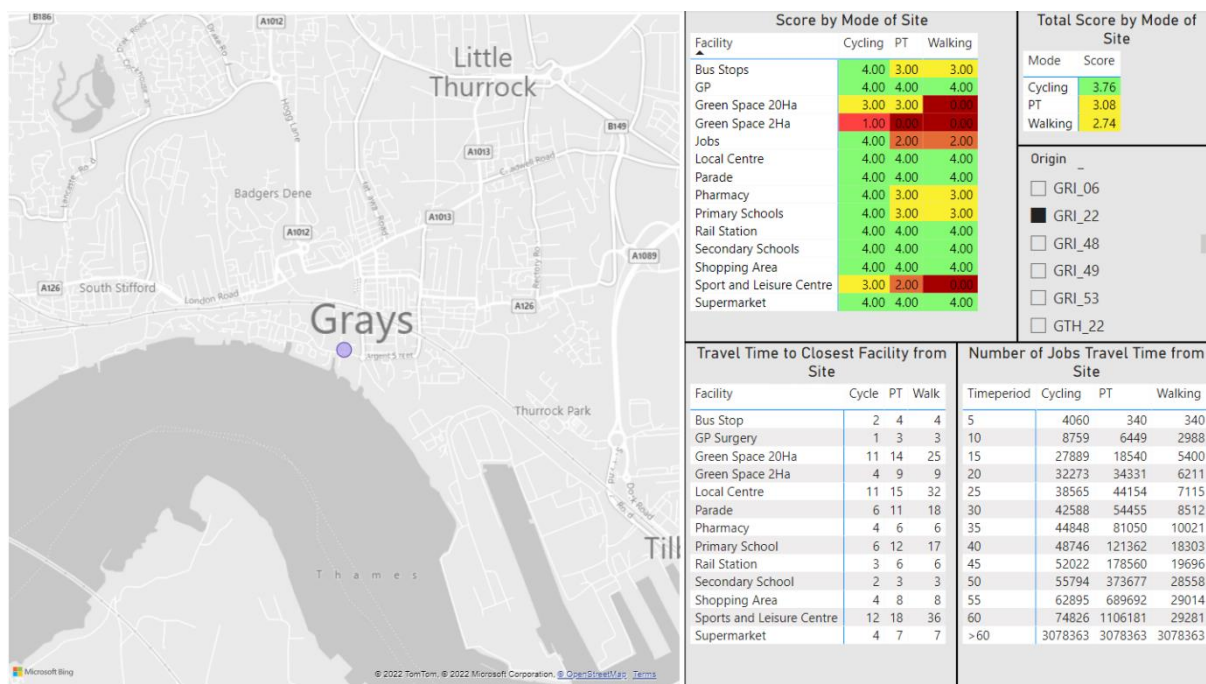
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GRI_06

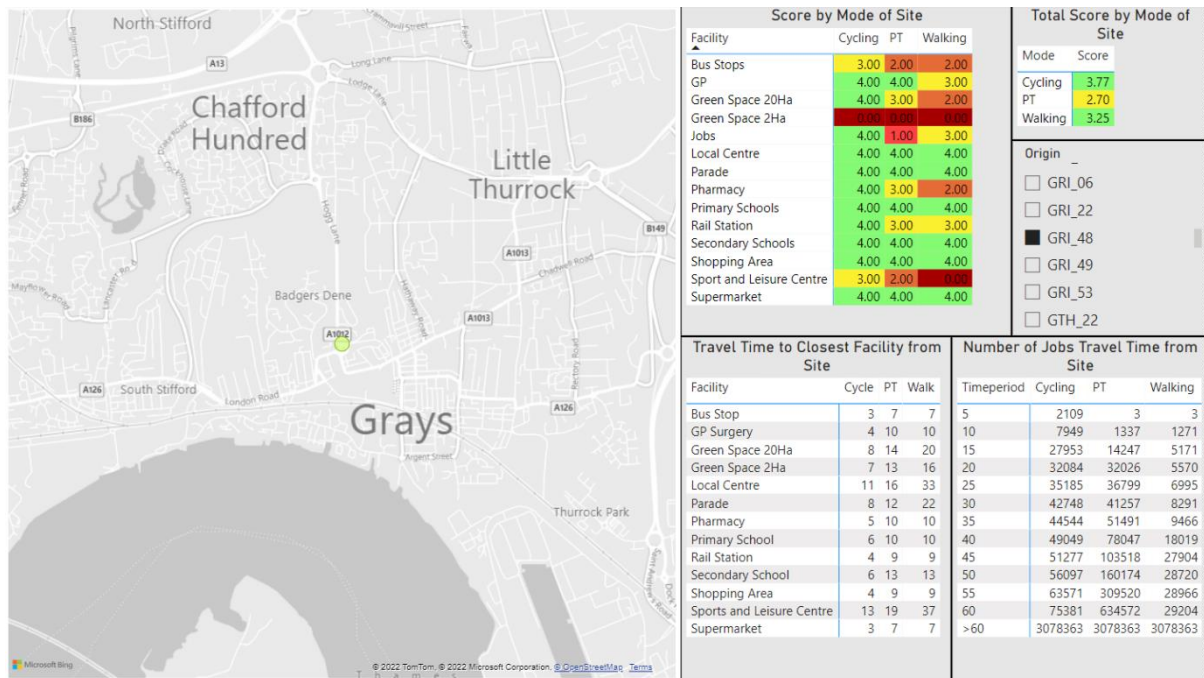


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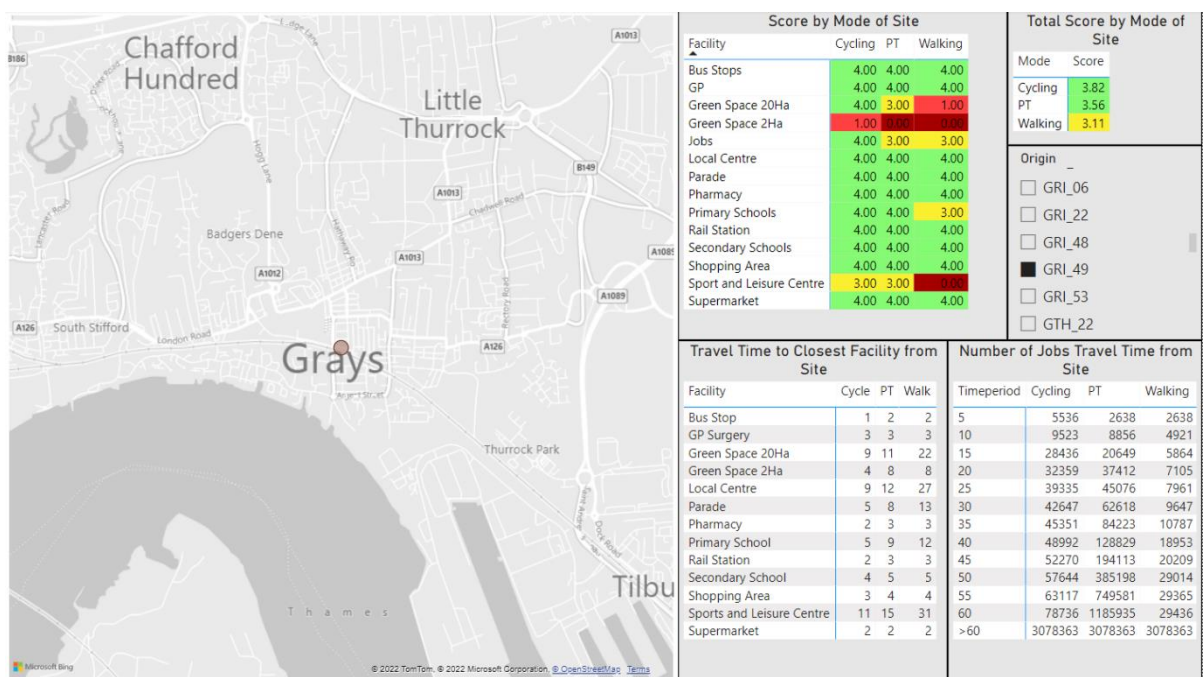


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GRI_48



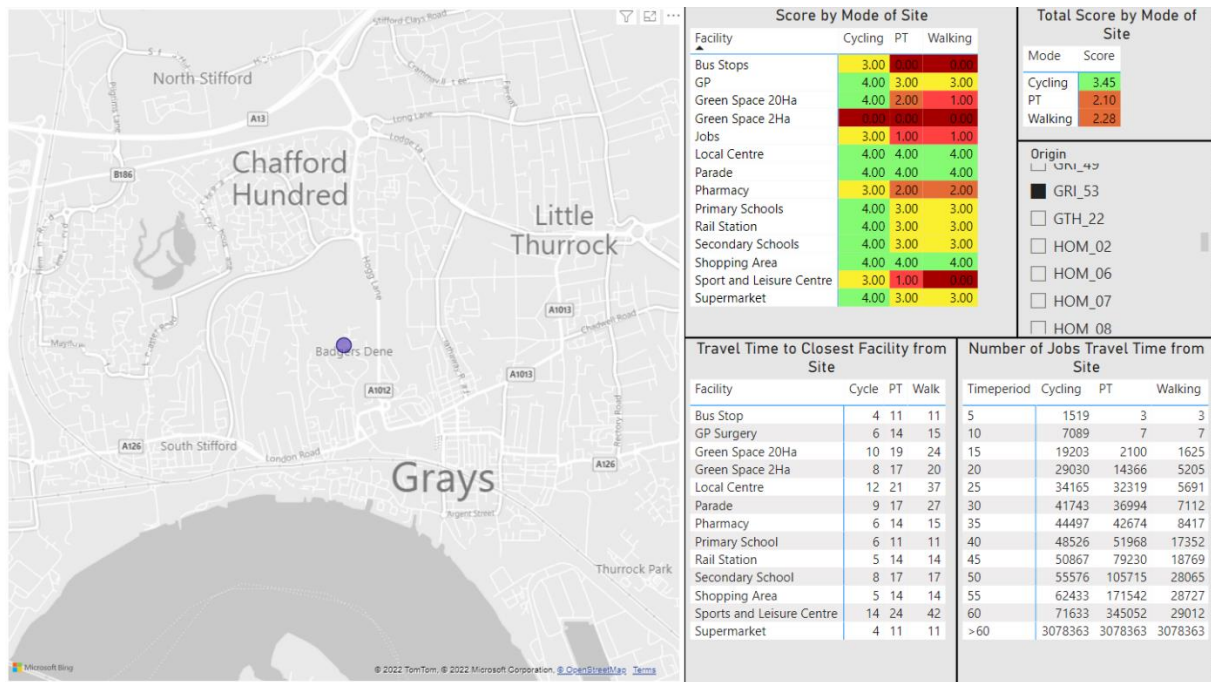
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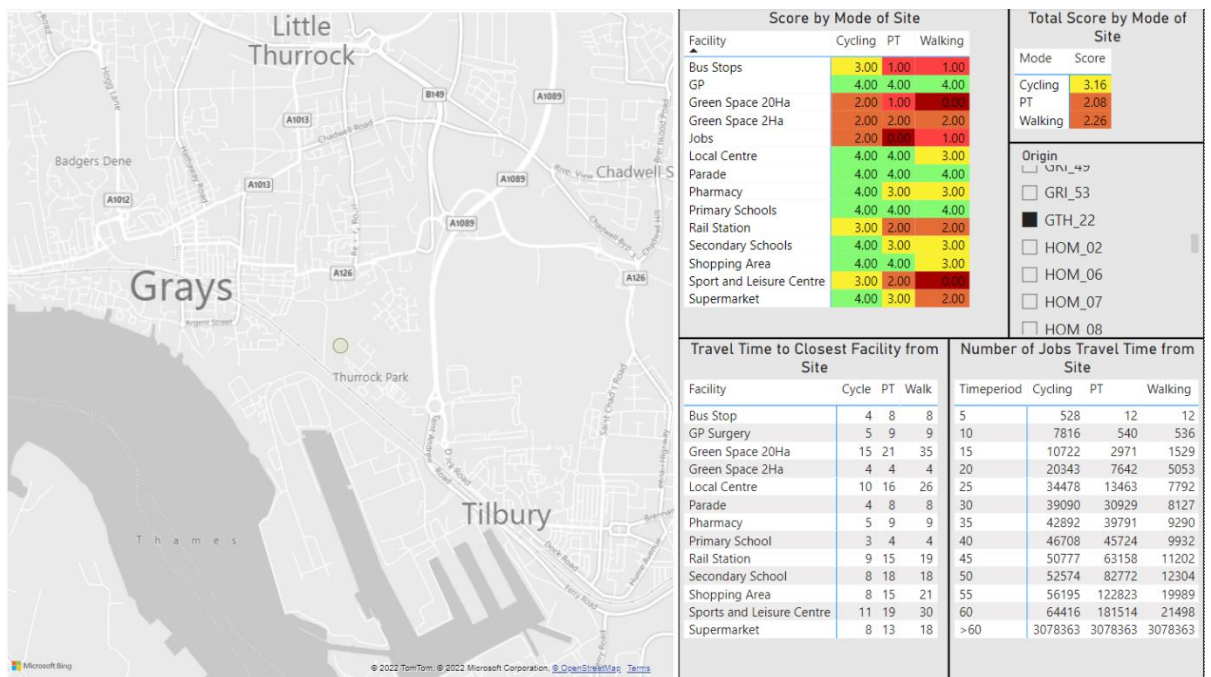
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GRI_53



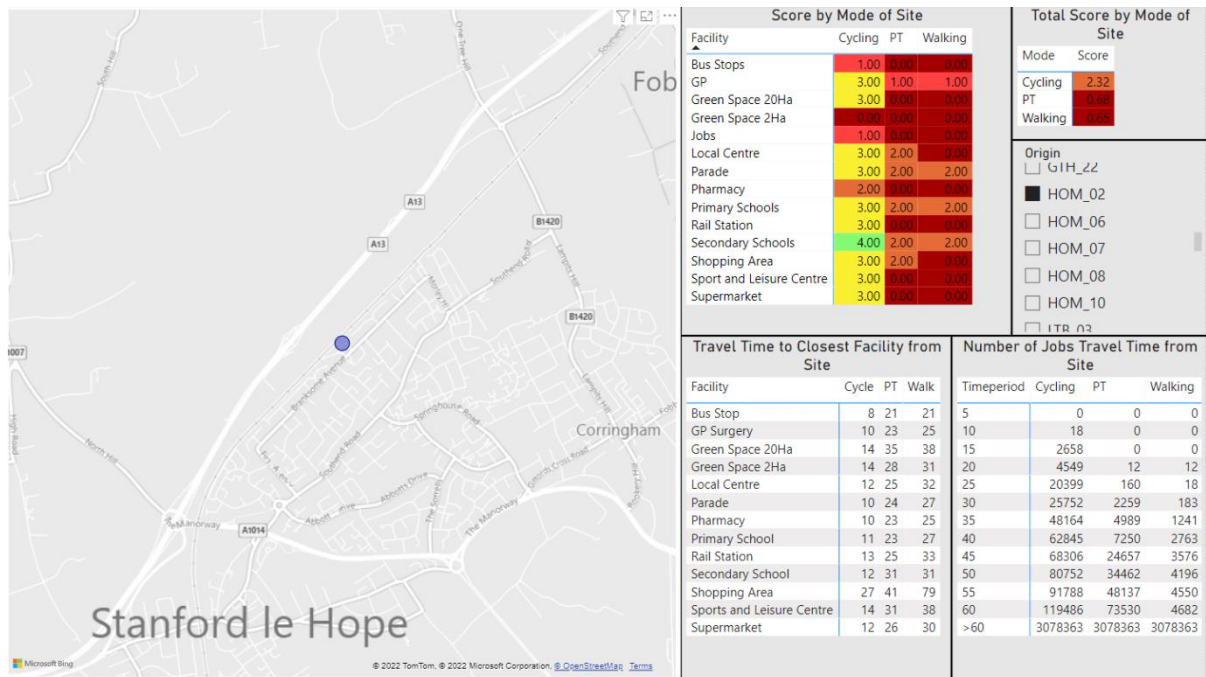
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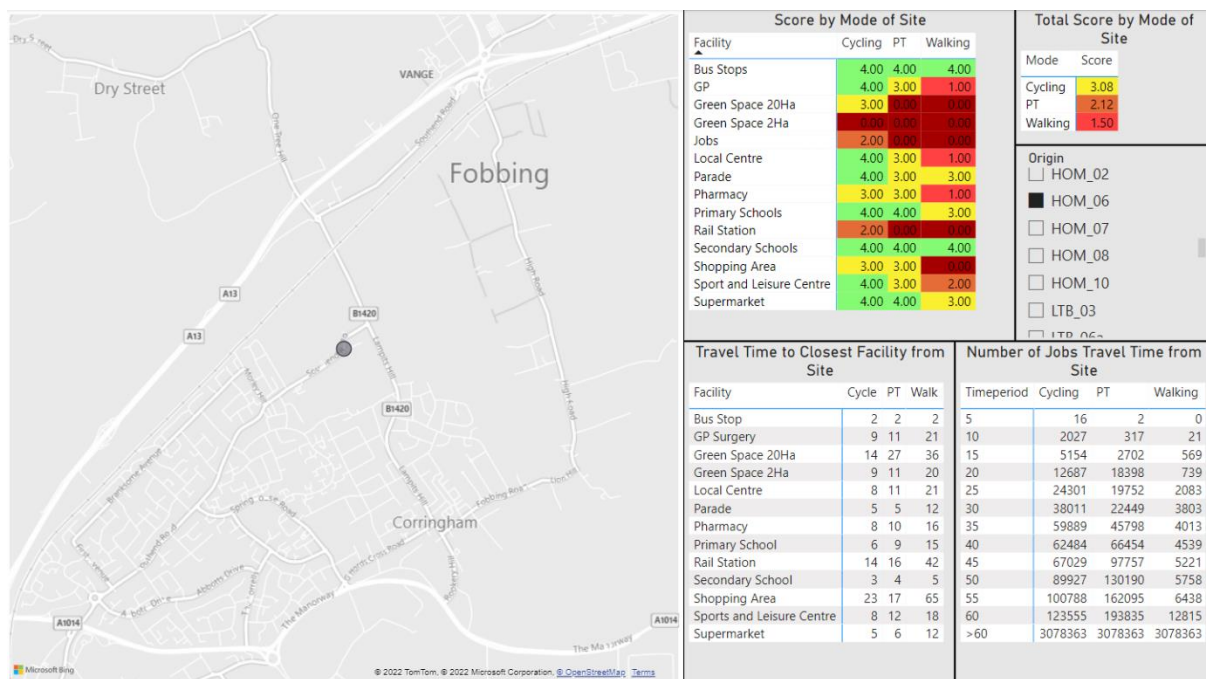
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HOM_02



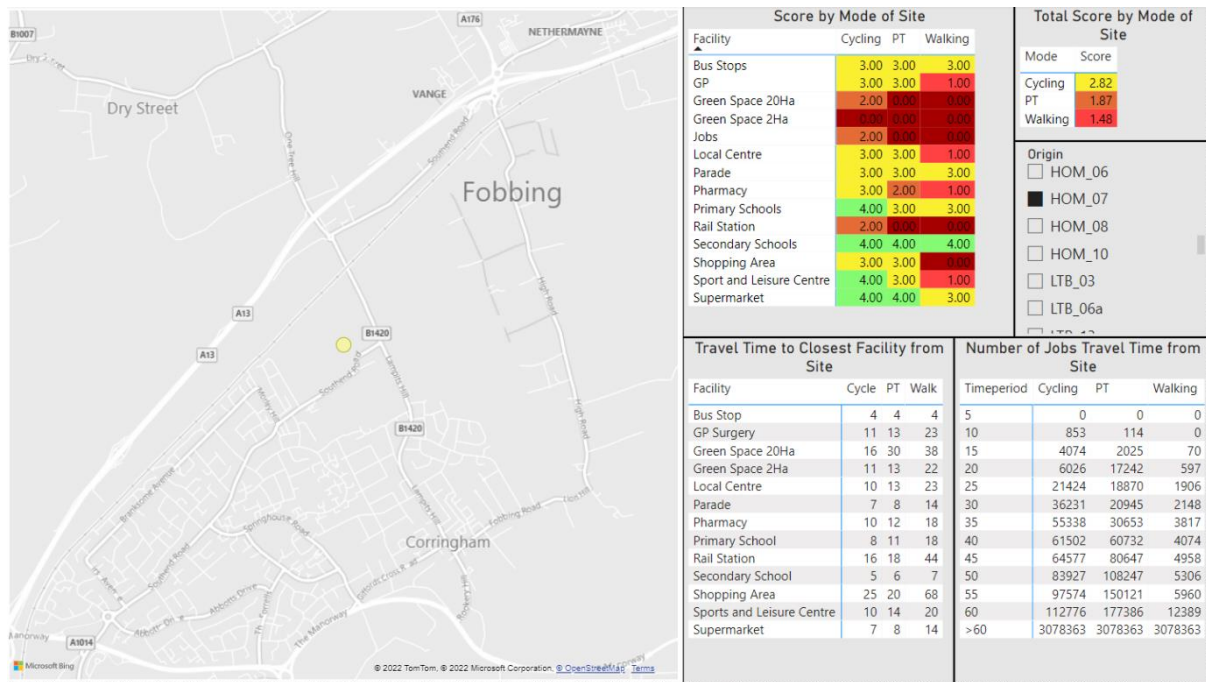
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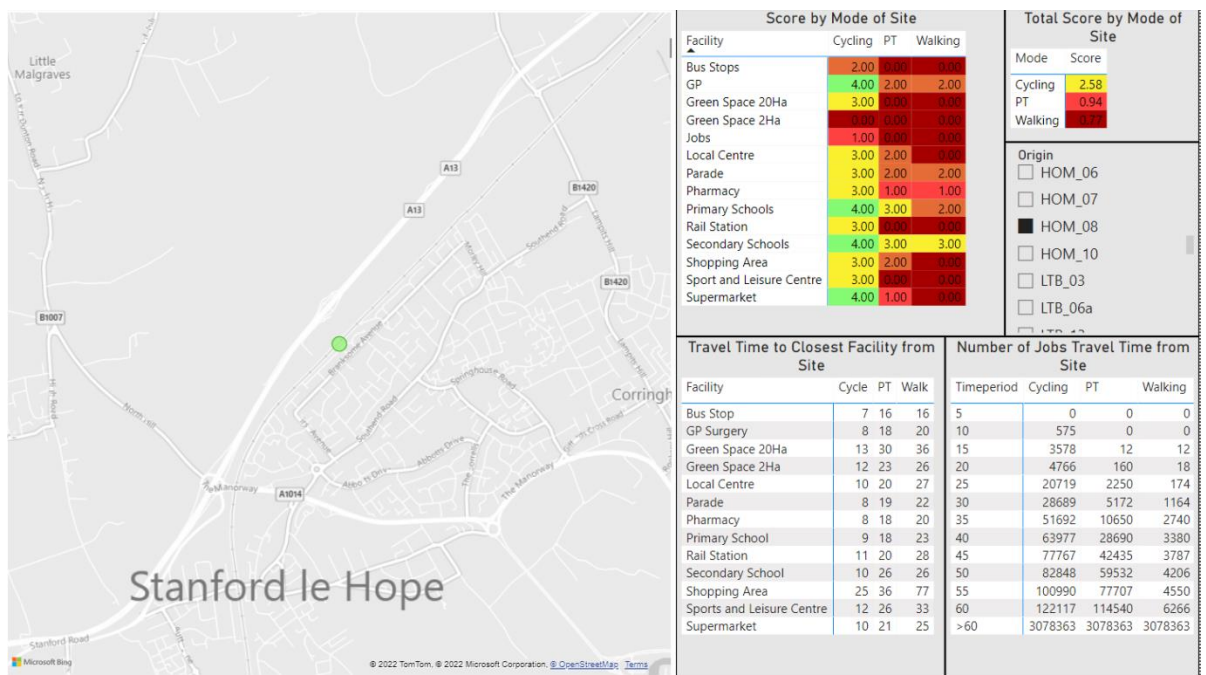
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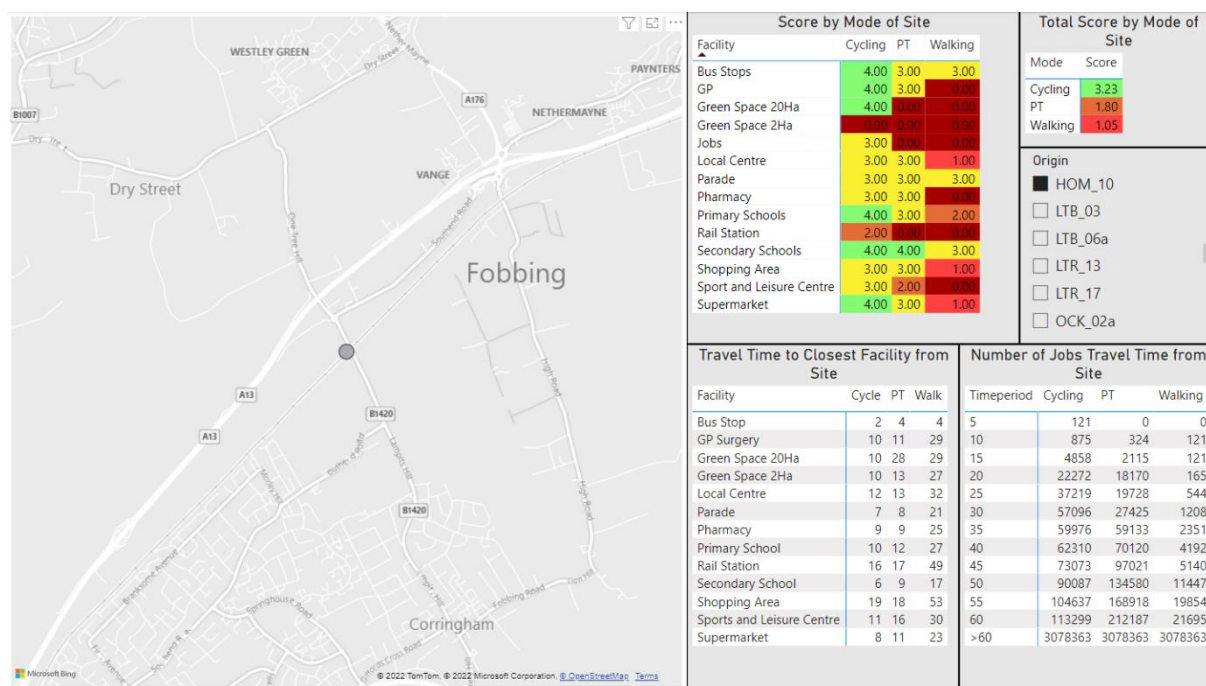
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HOM_08



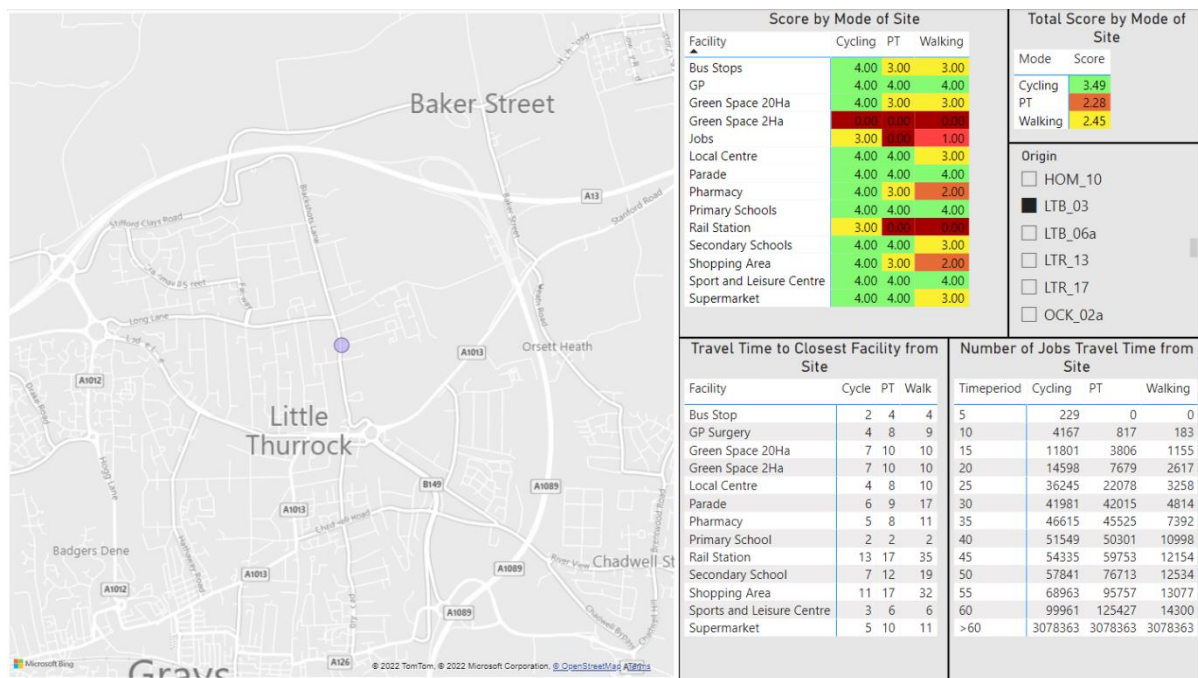
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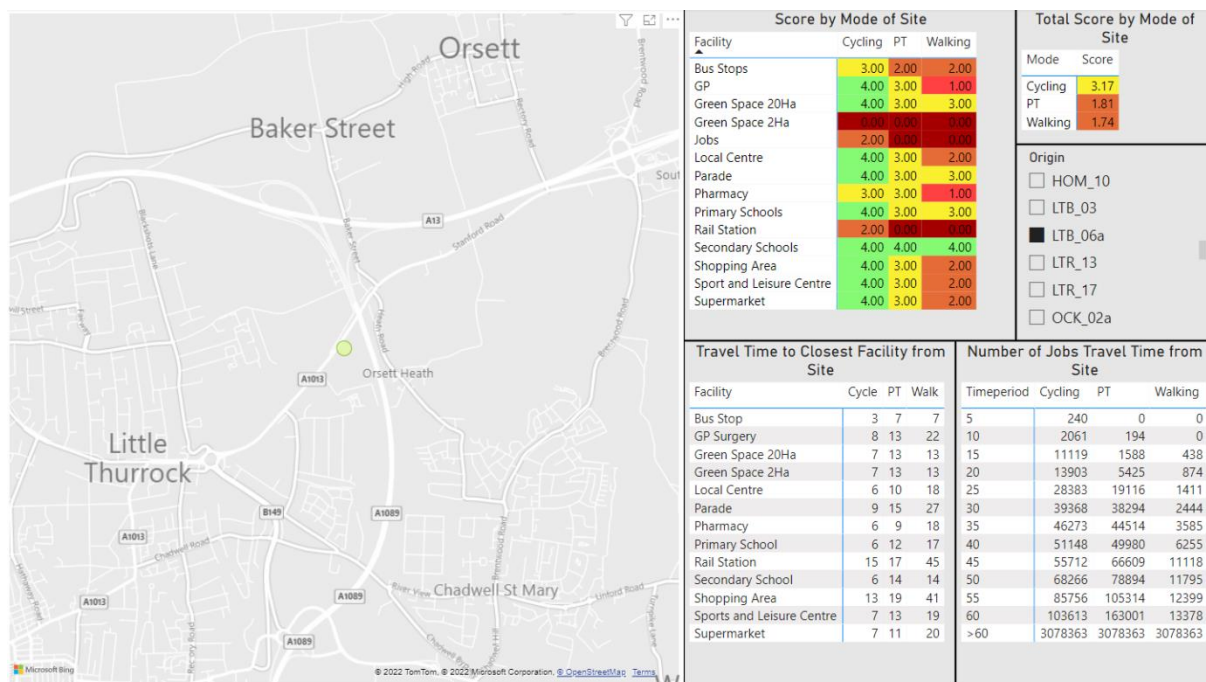
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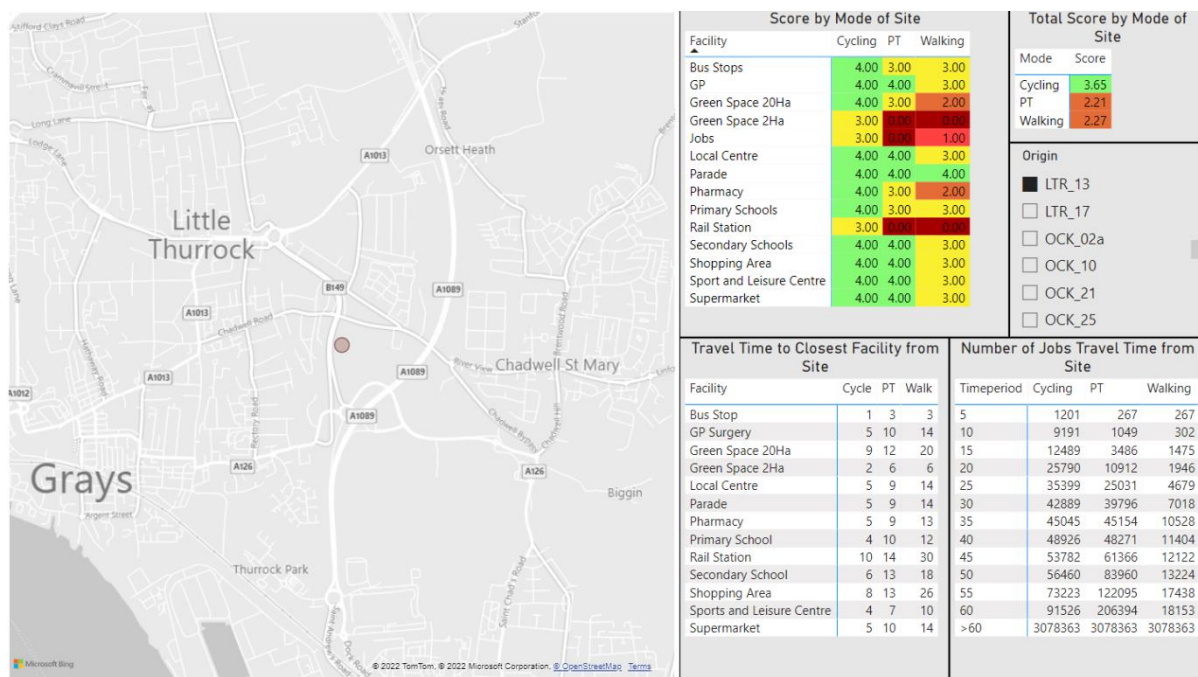
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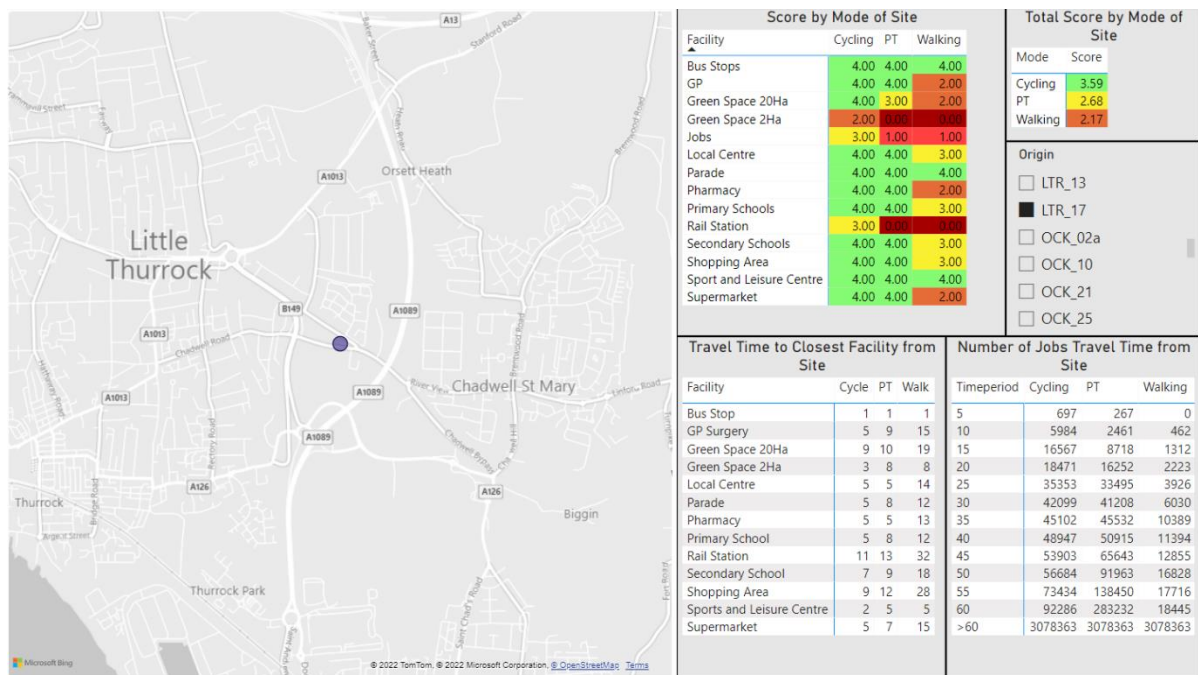
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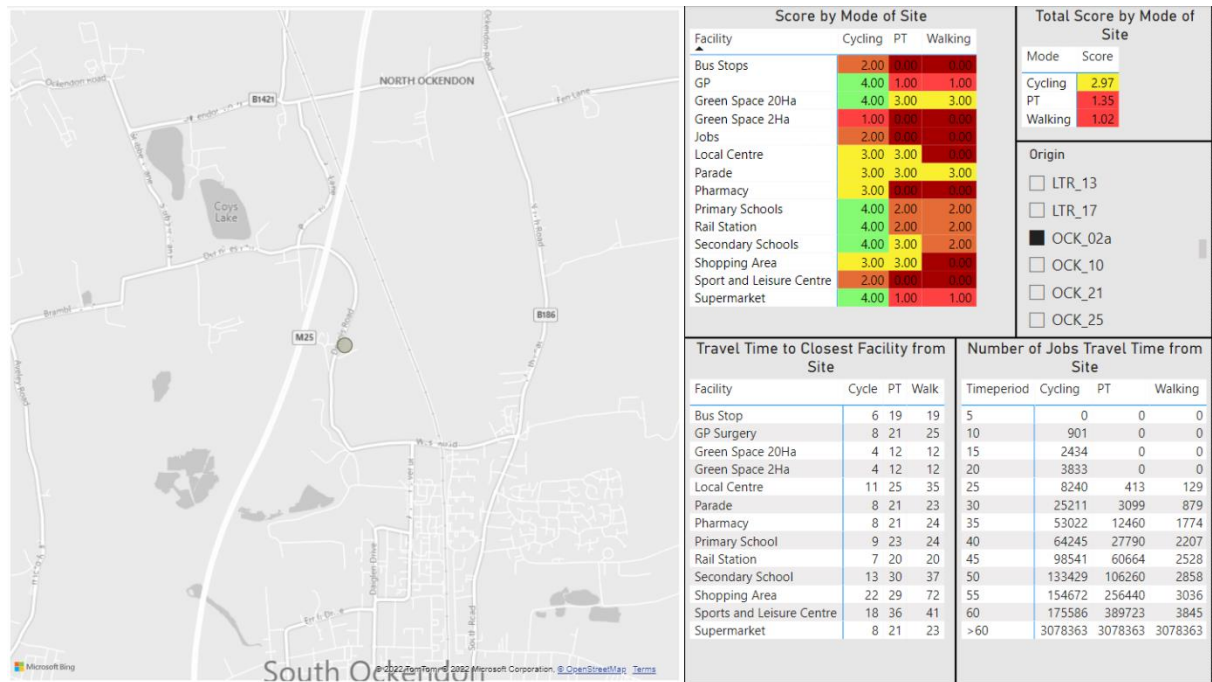
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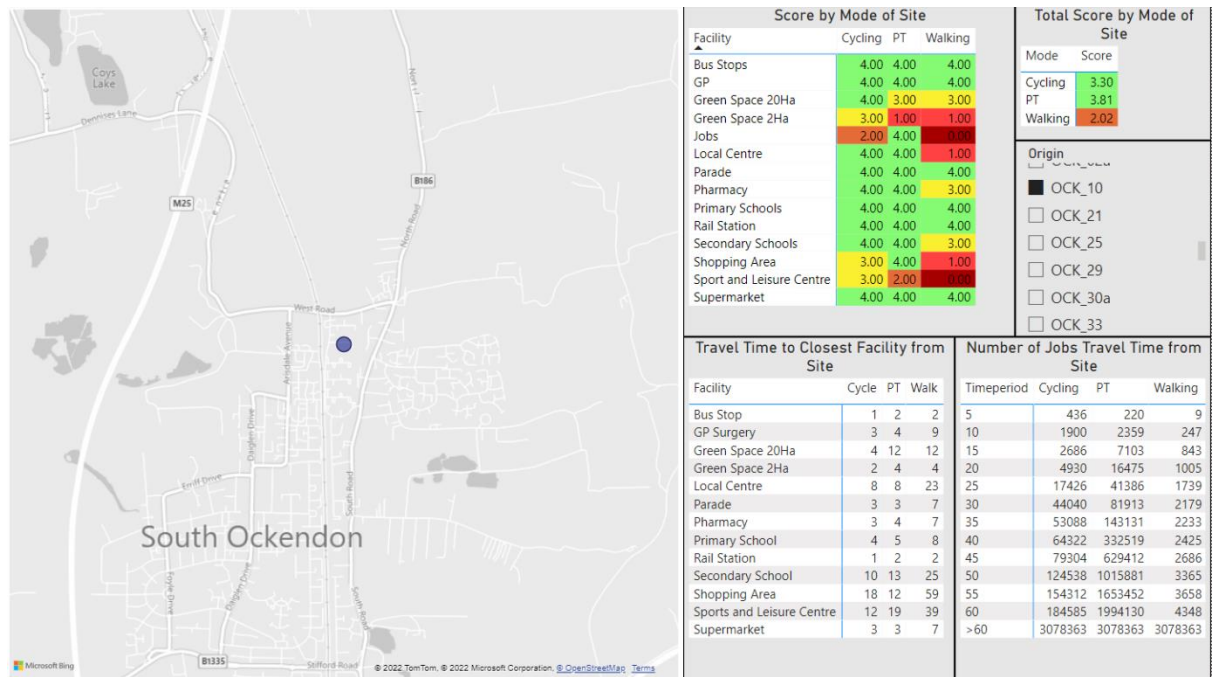
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OCK_02a



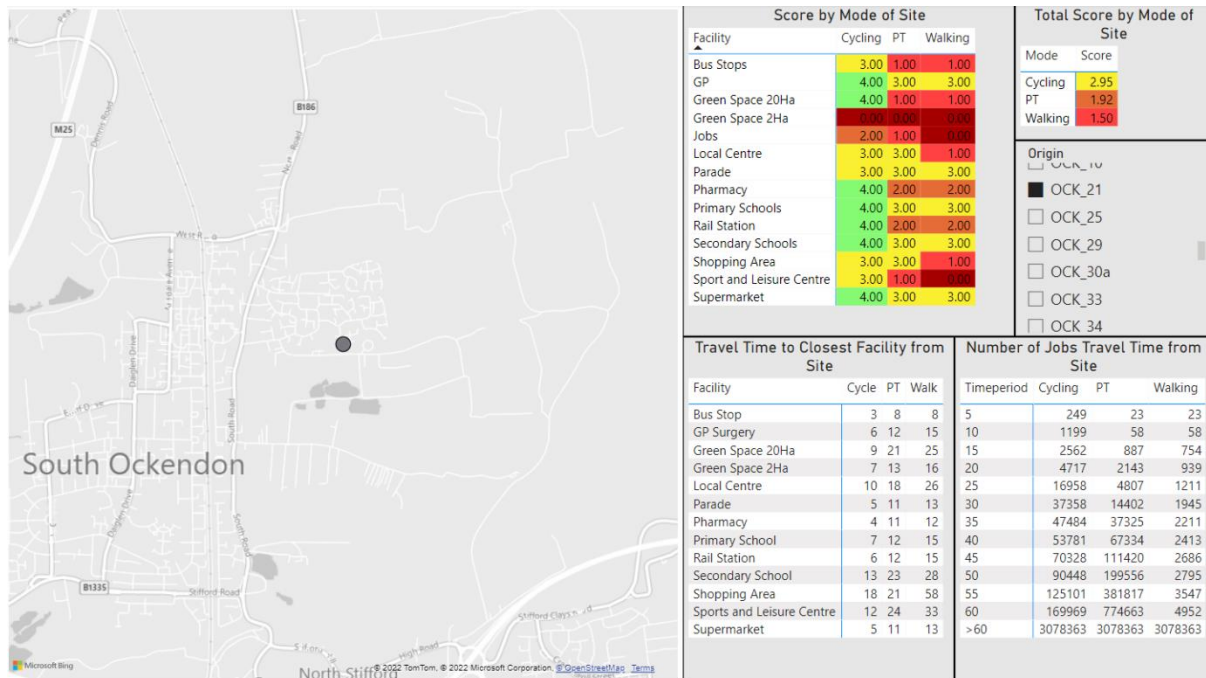
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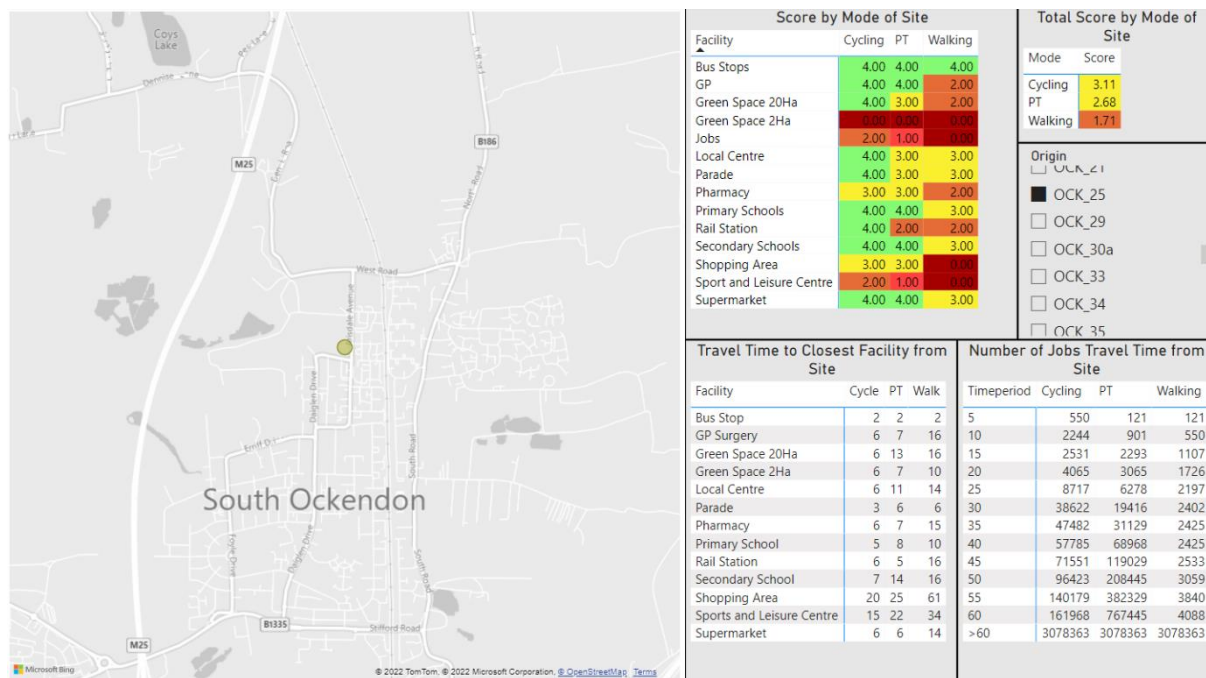
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OCK_21



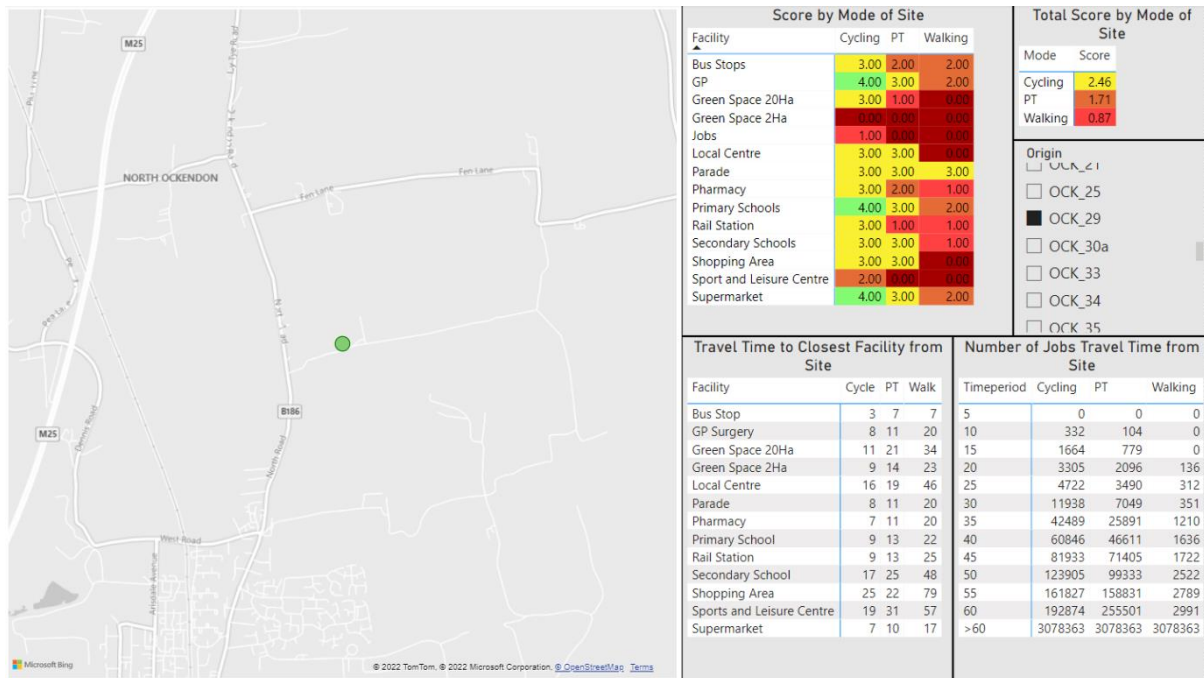
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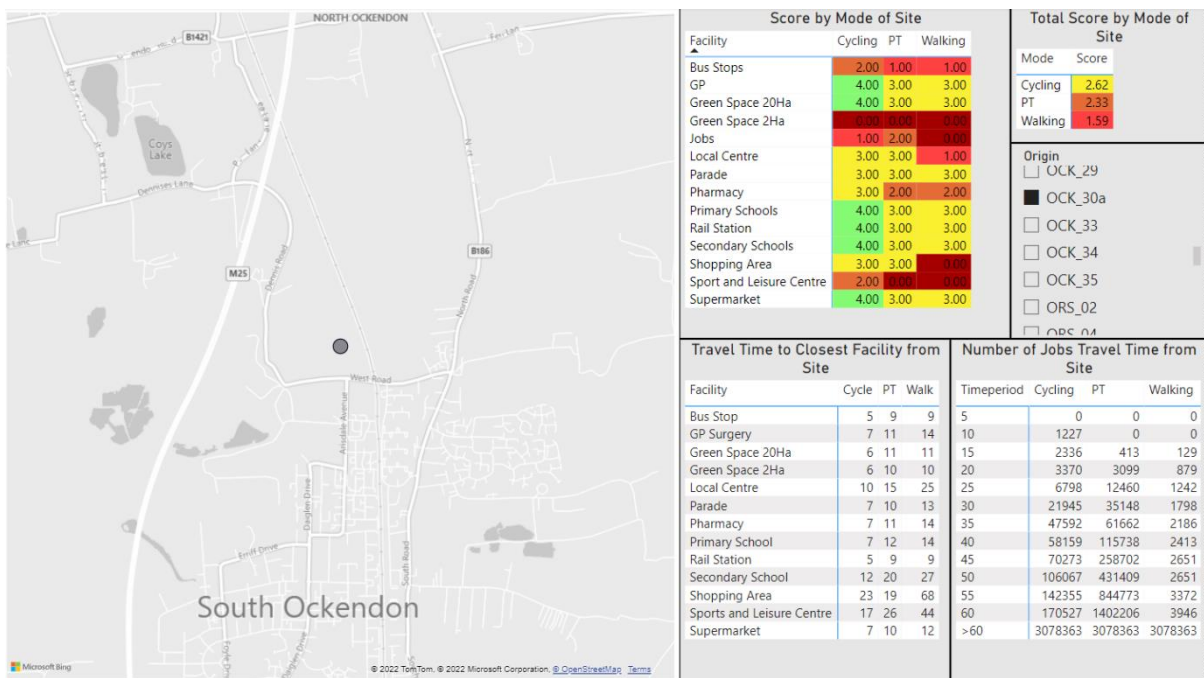
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OCK_29



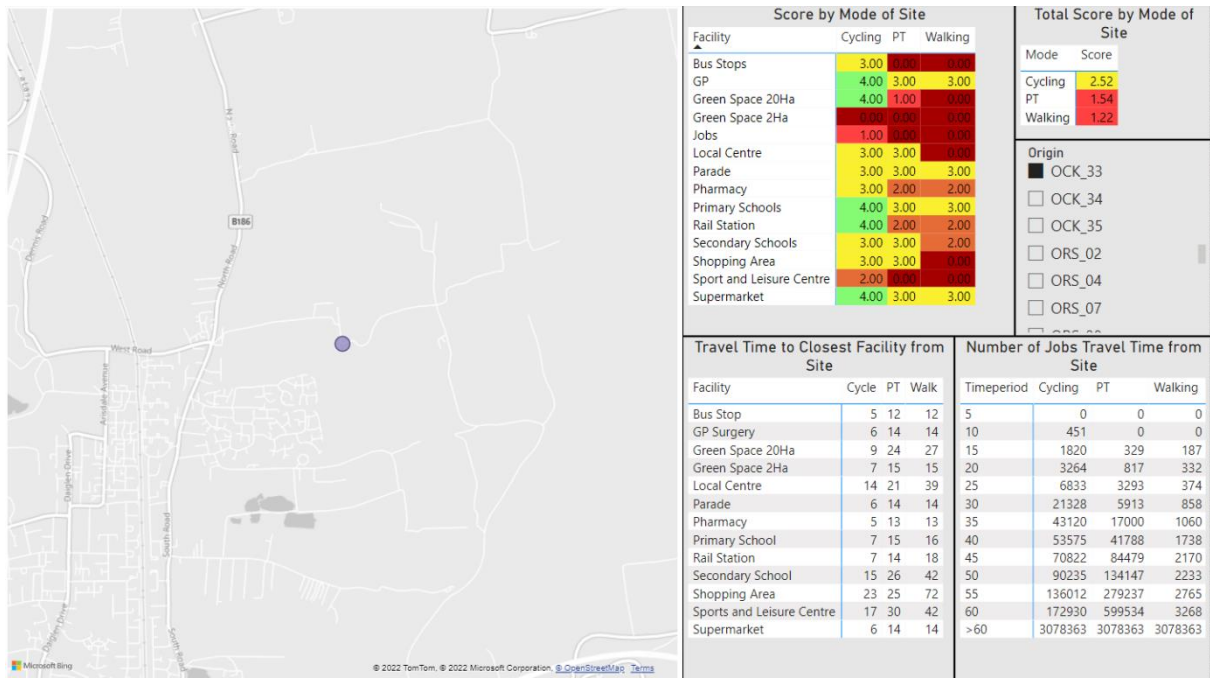
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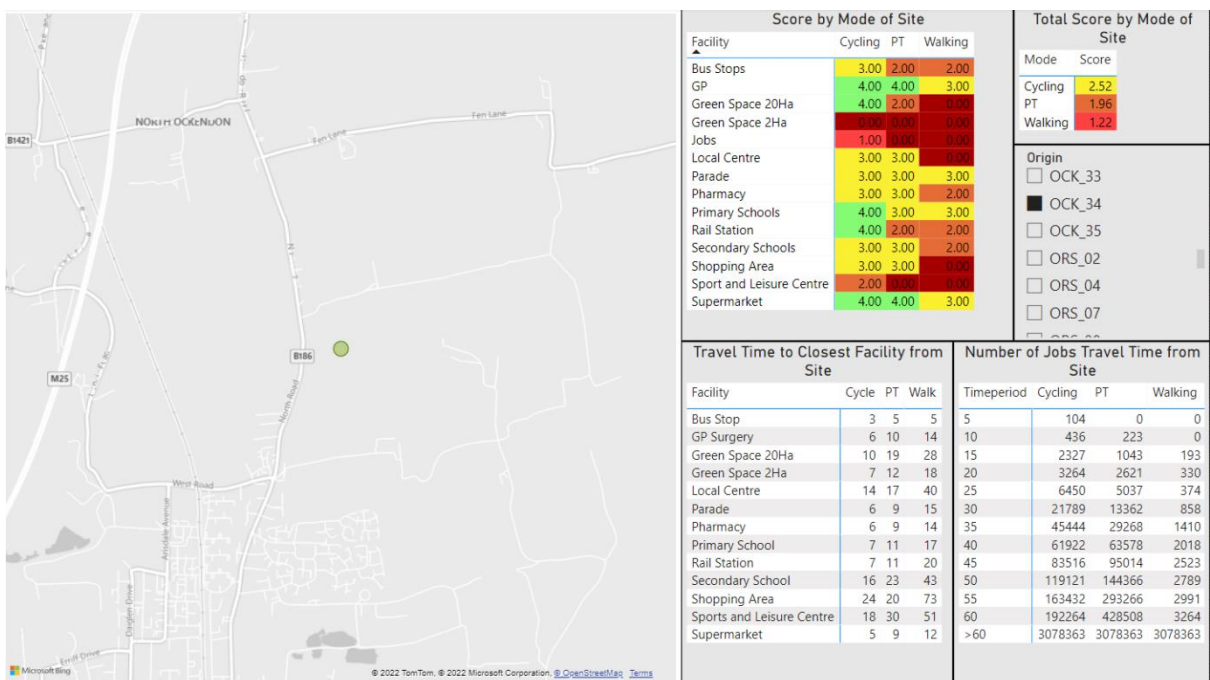
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OCK_33



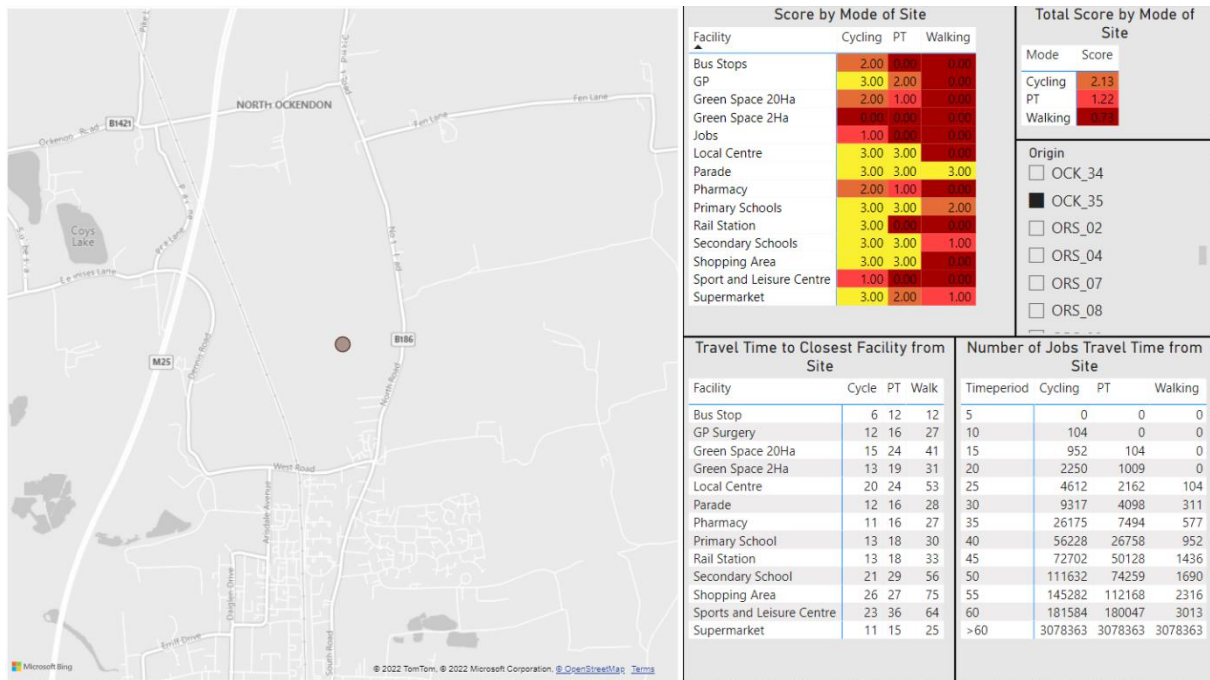
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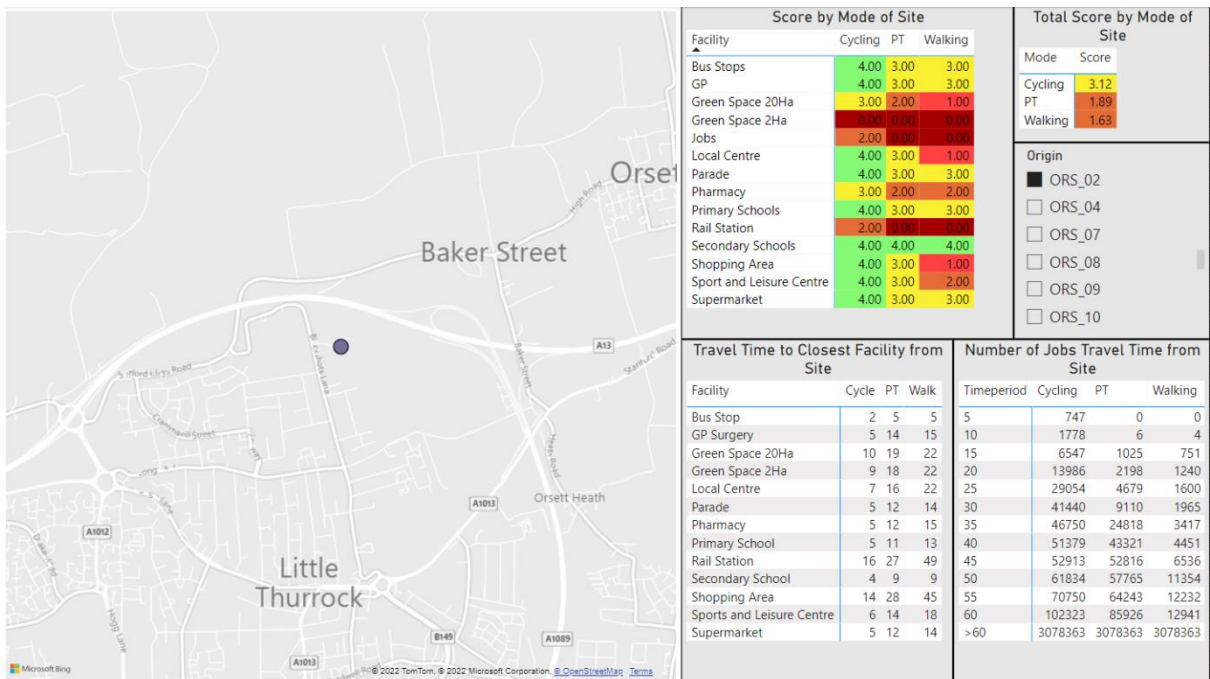
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OCK_35

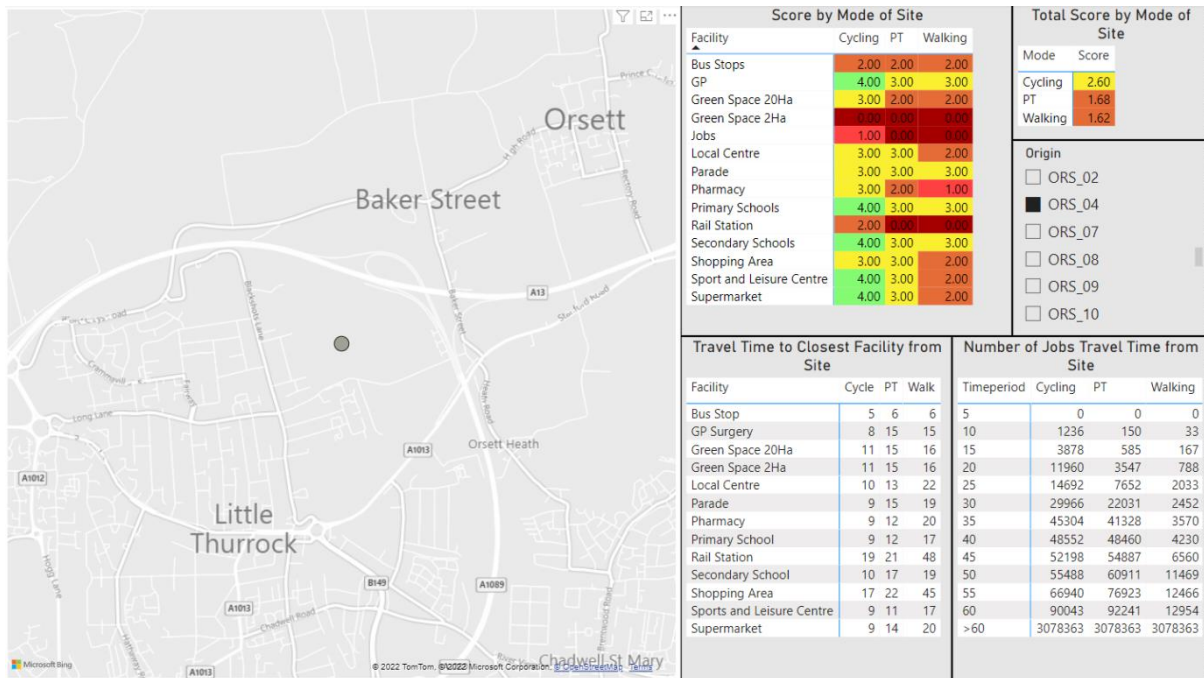


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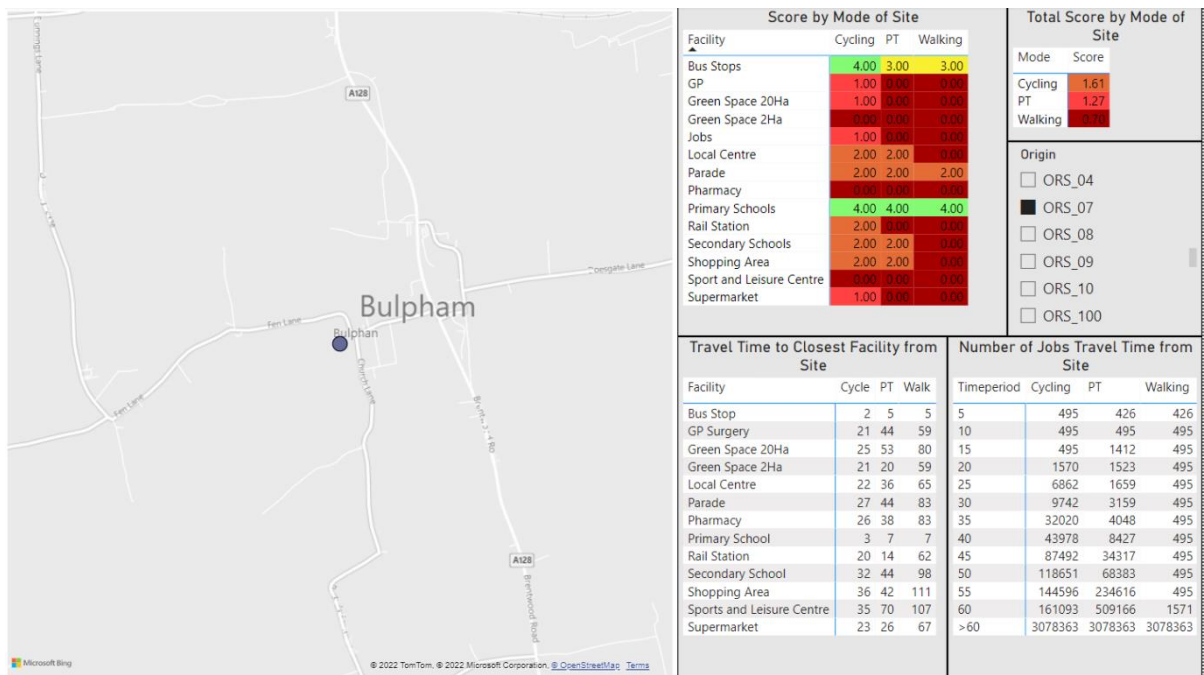


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ORS_04

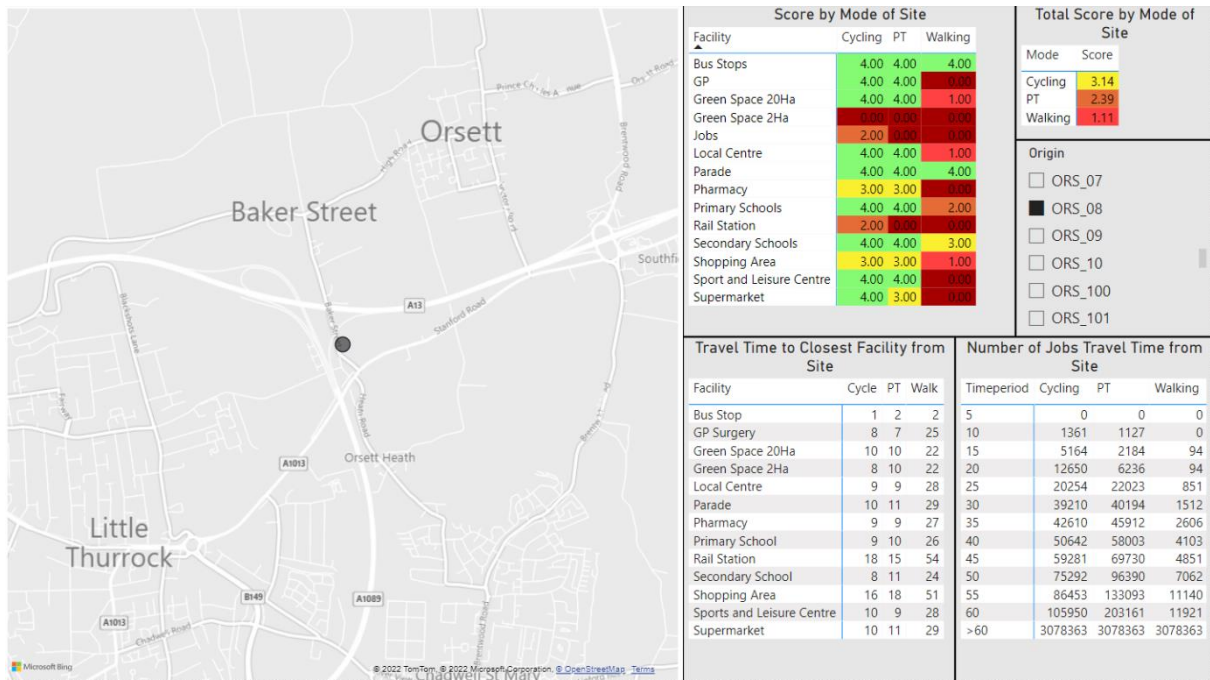


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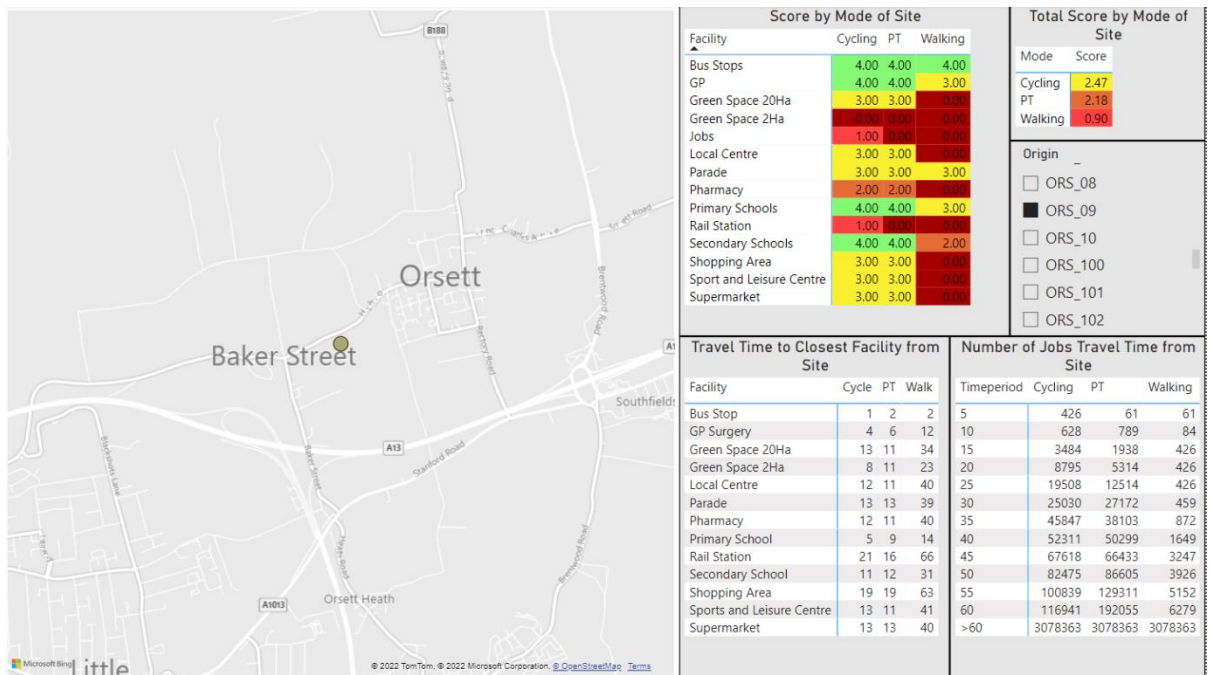


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ORS_08



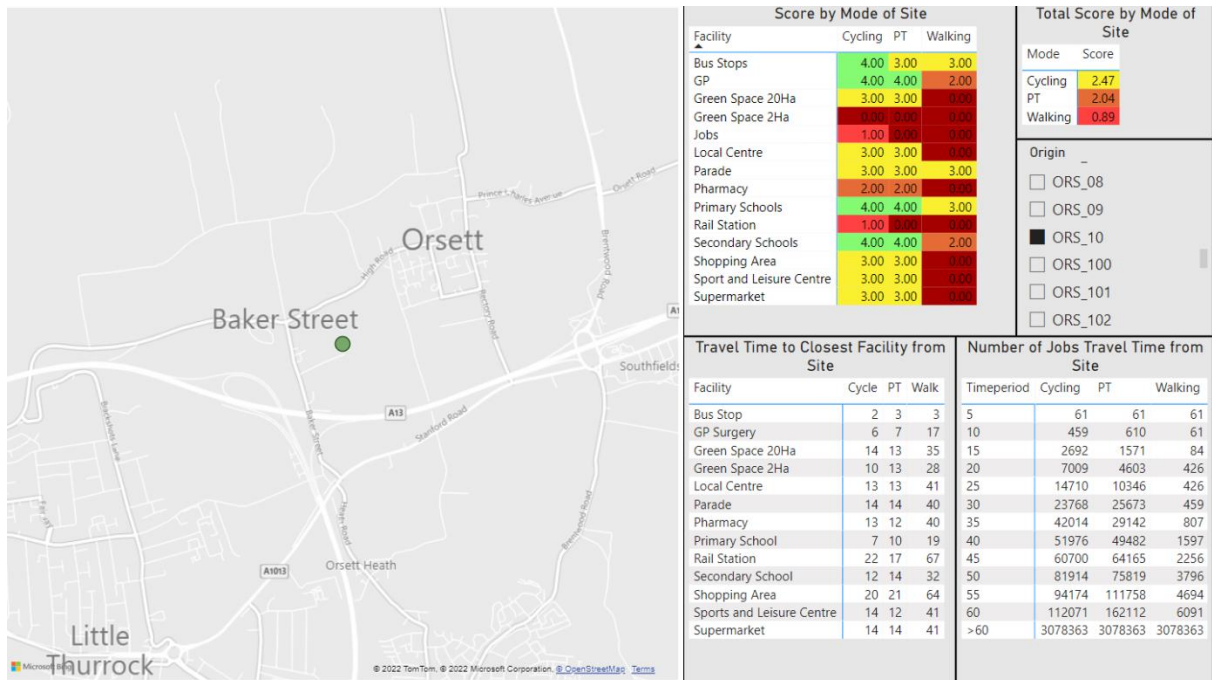
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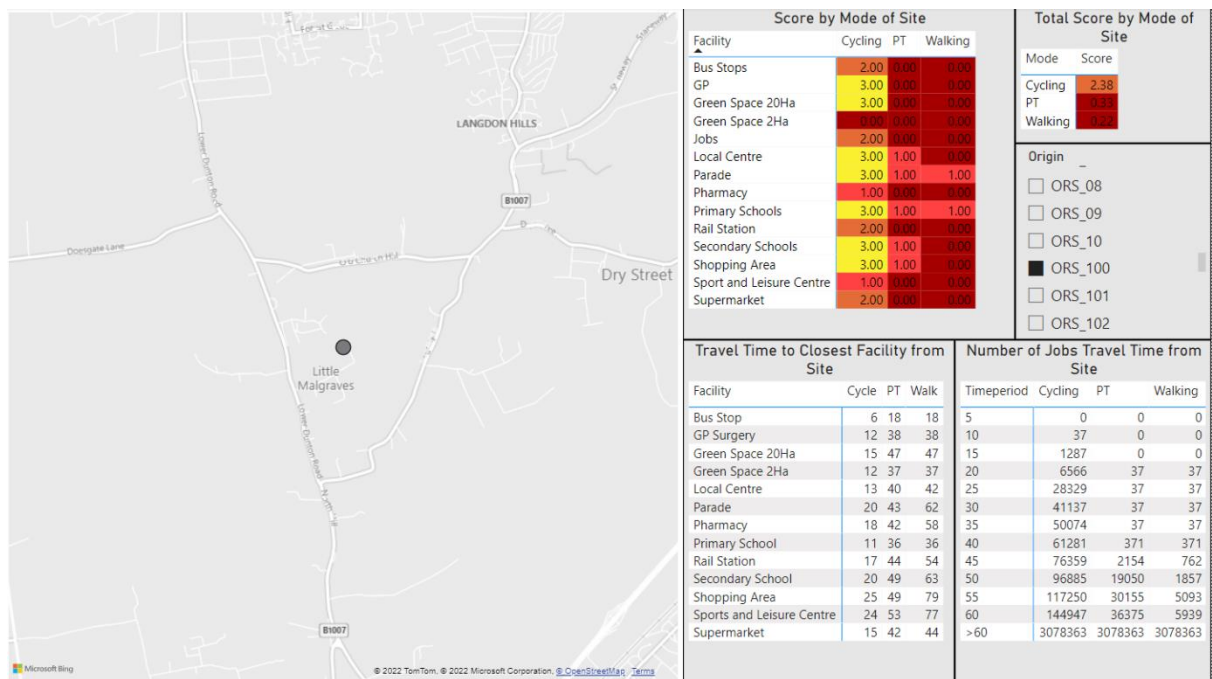
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ORS_10



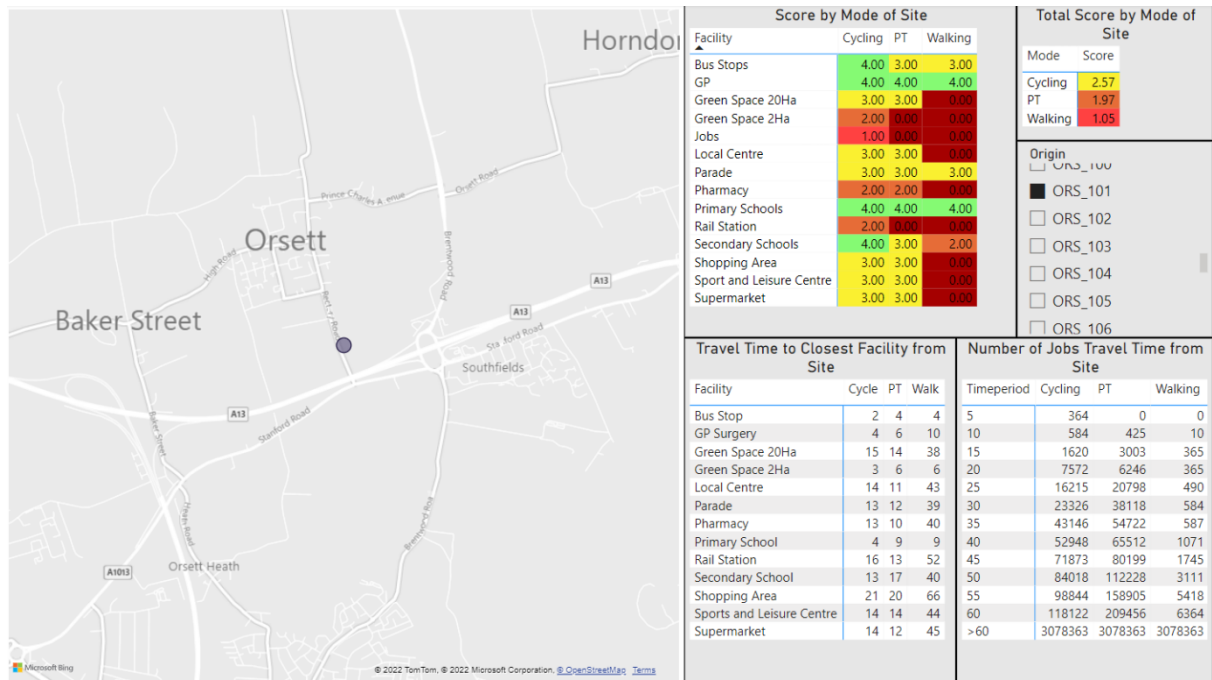
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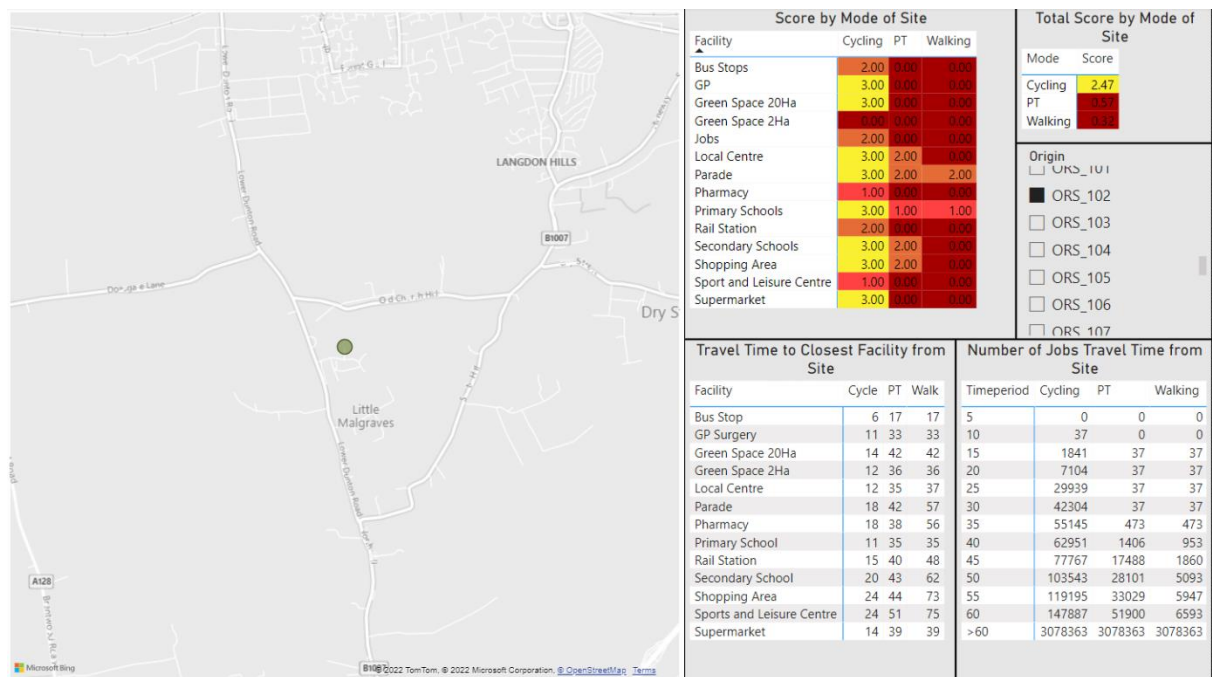
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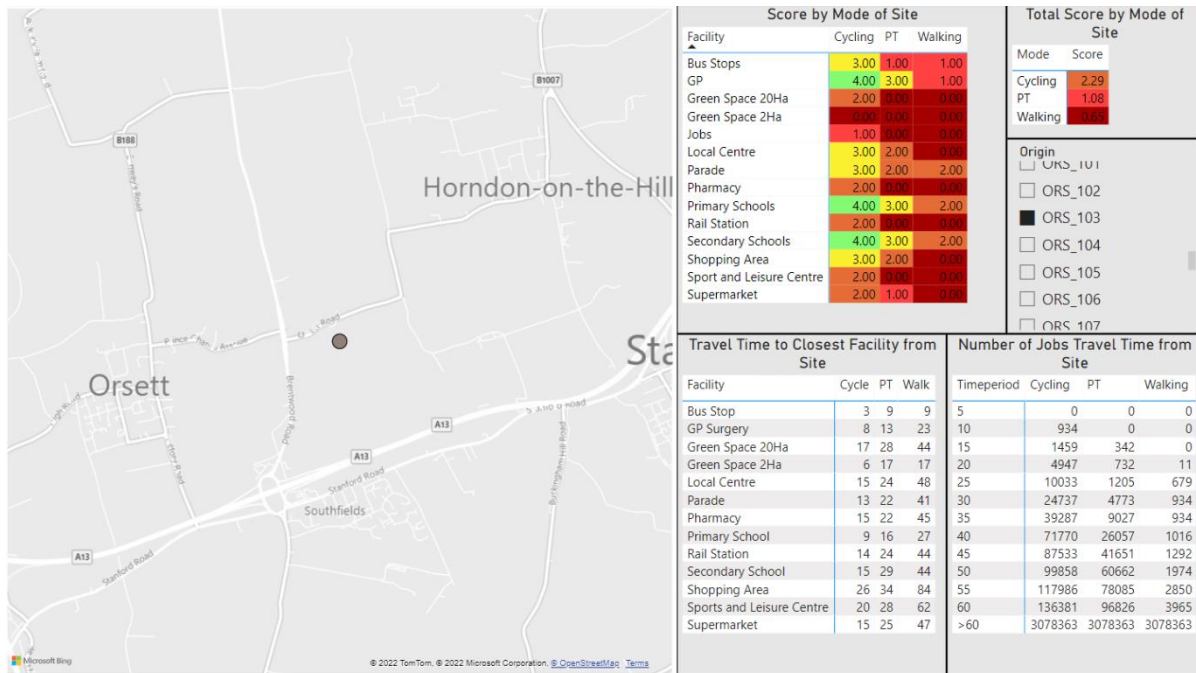


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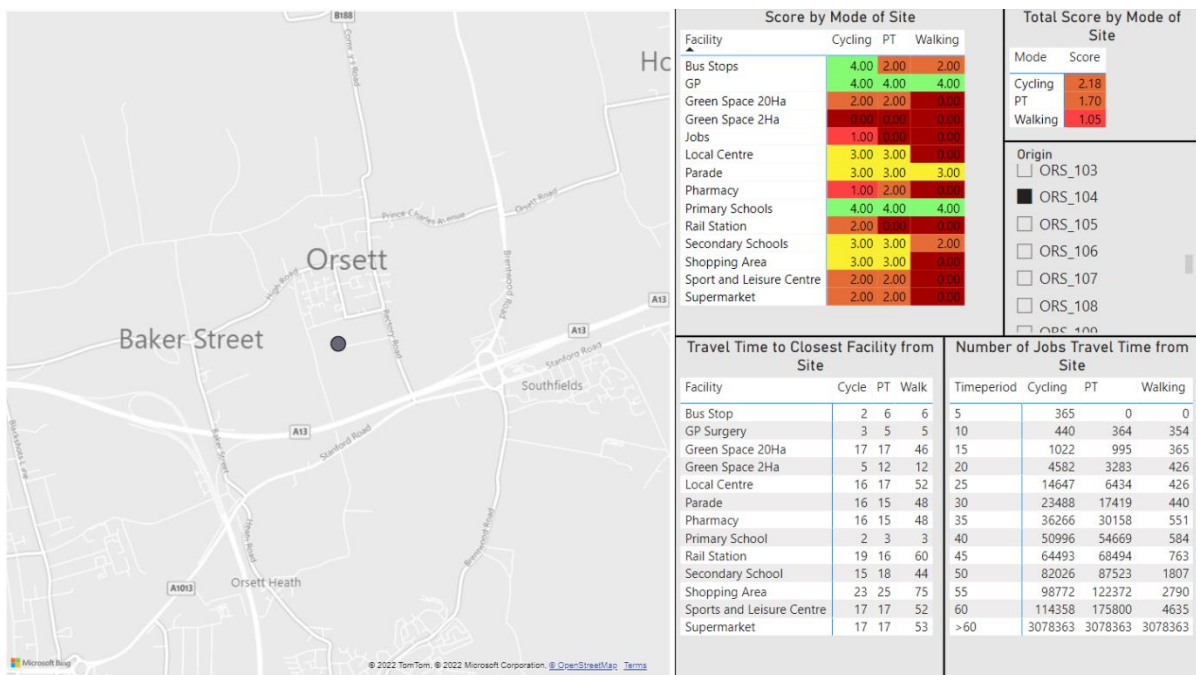


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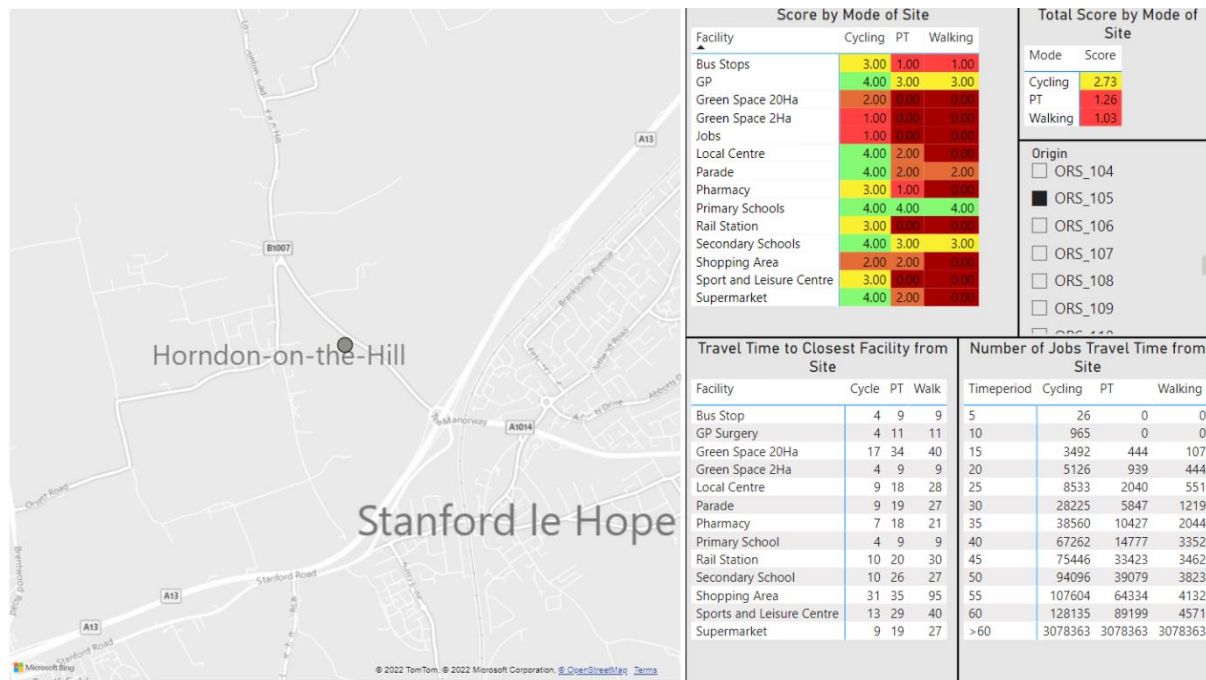
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ORS_104



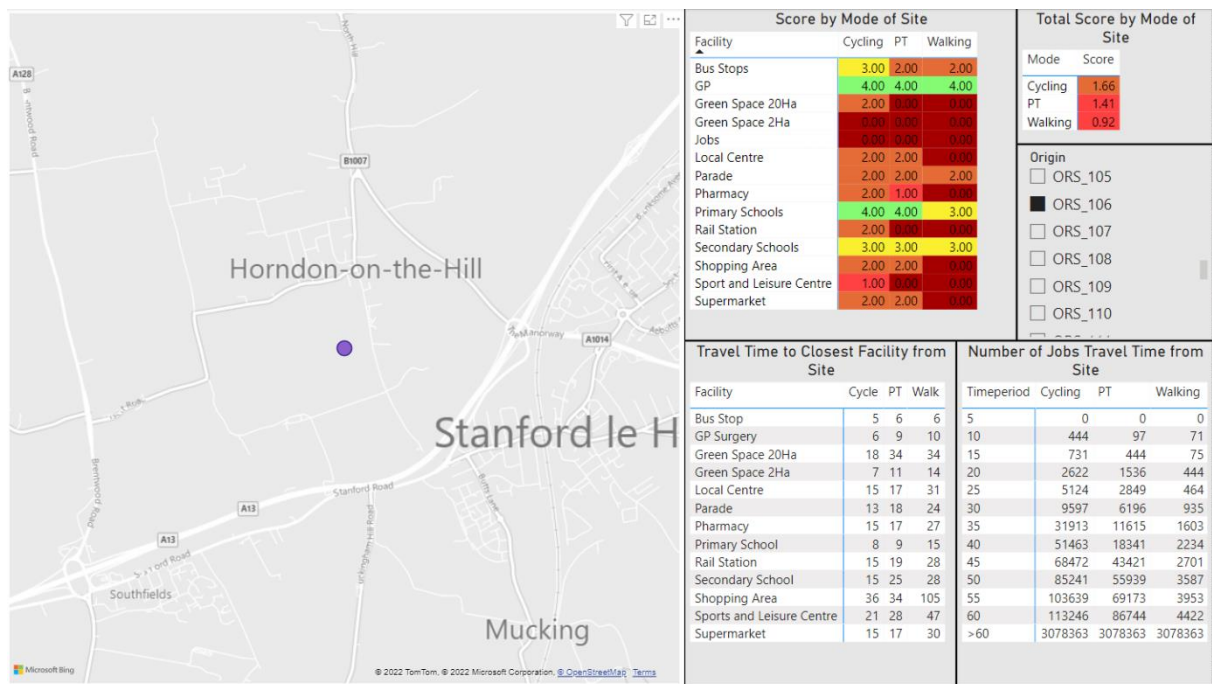
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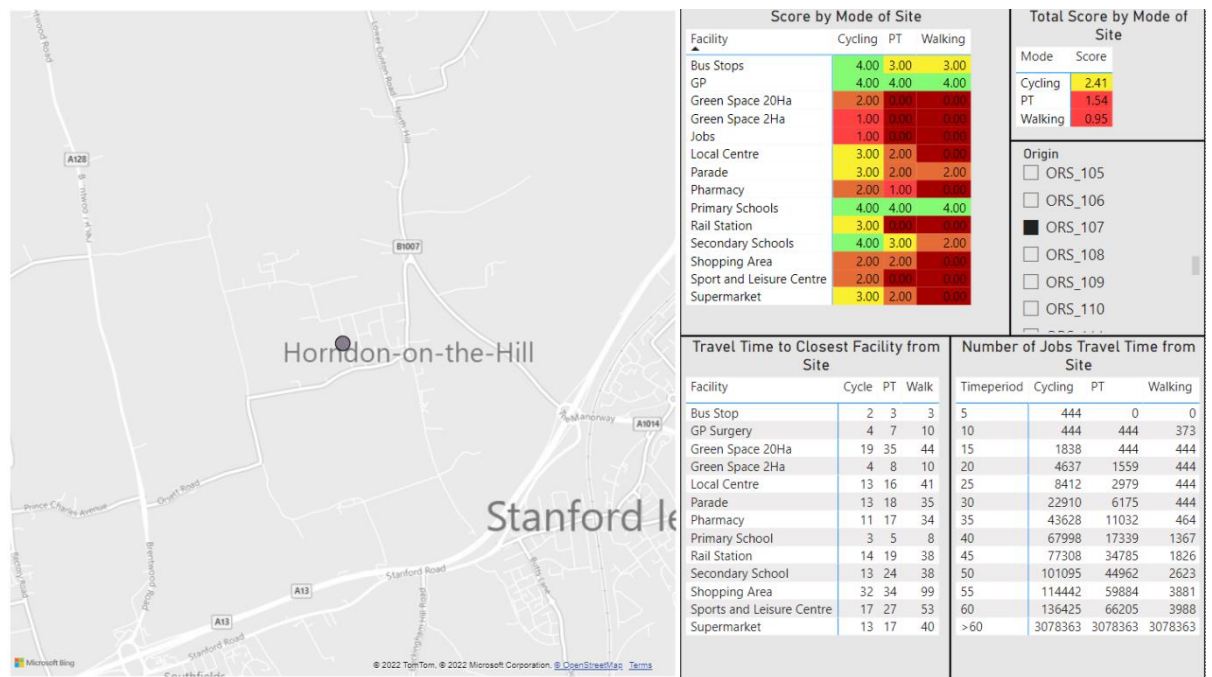
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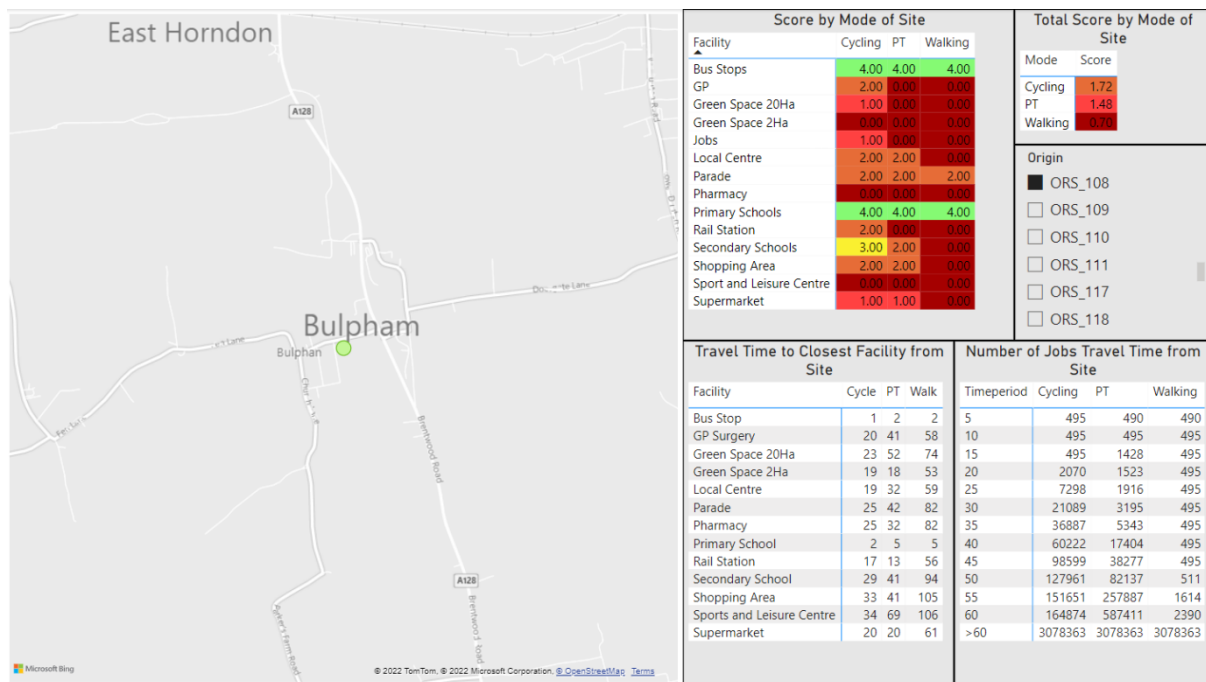


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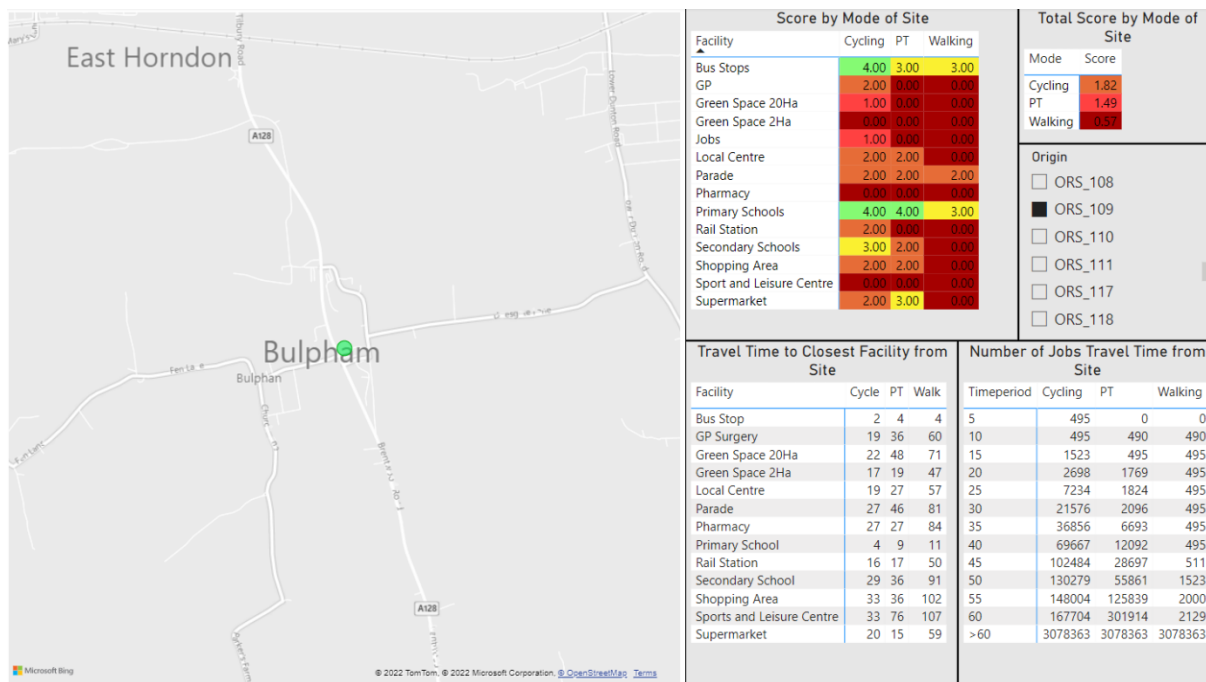


OSR_108

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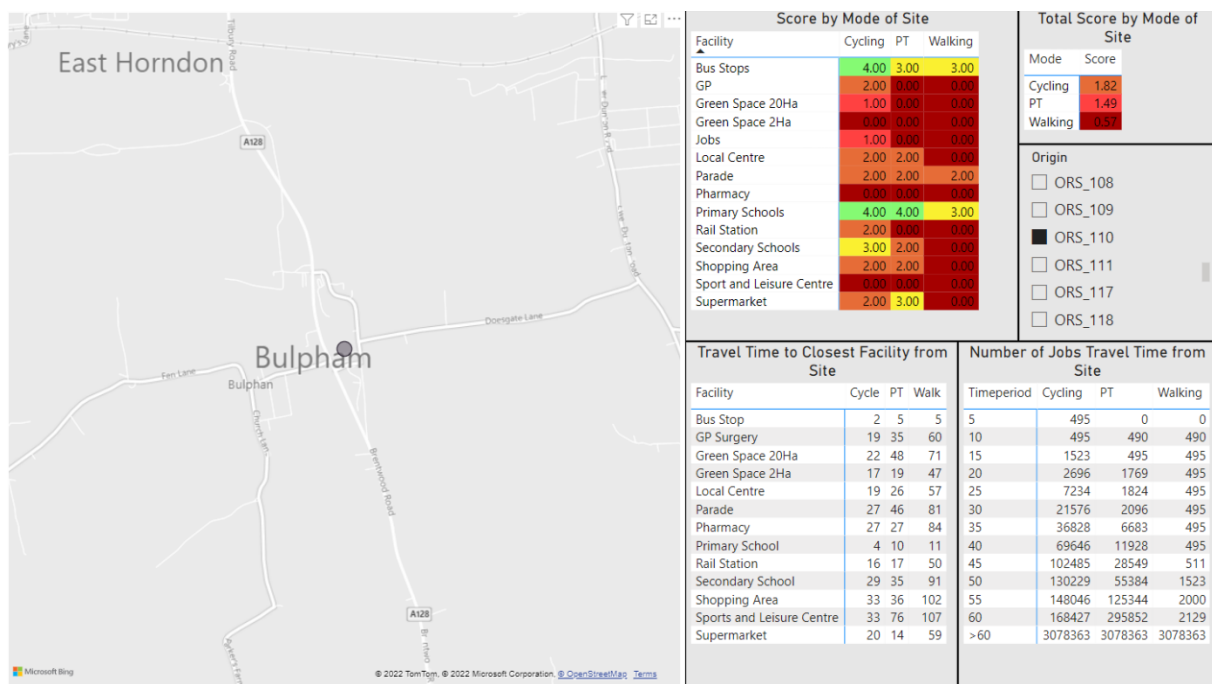


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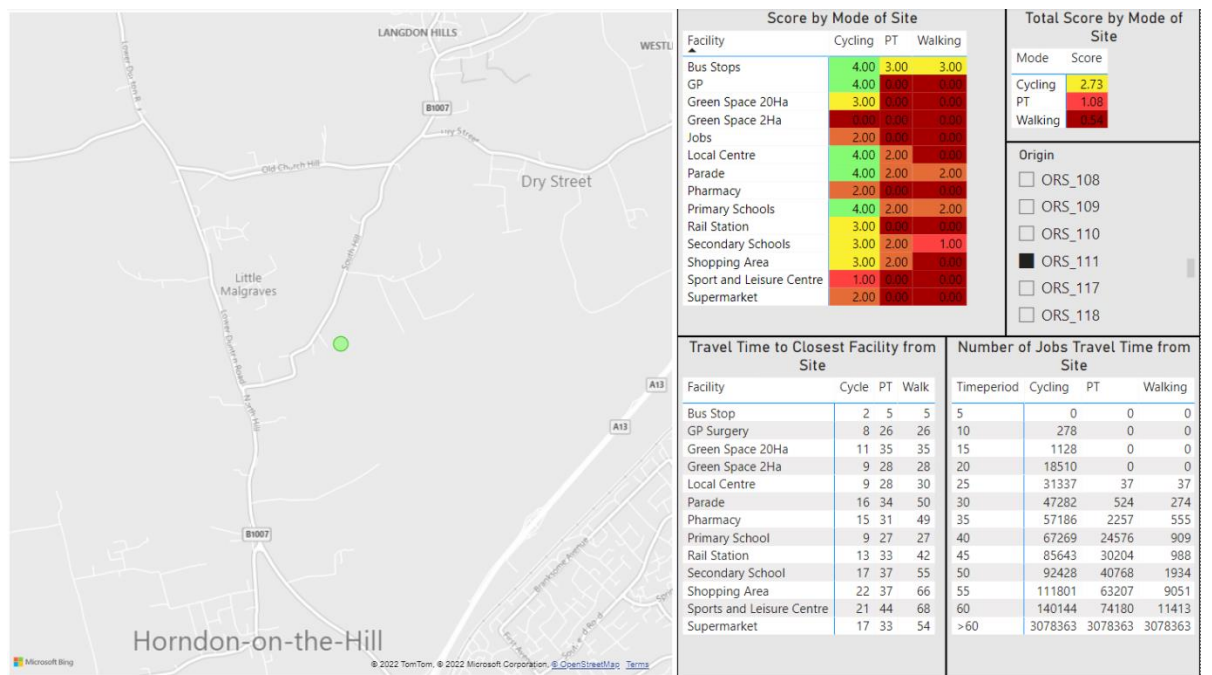


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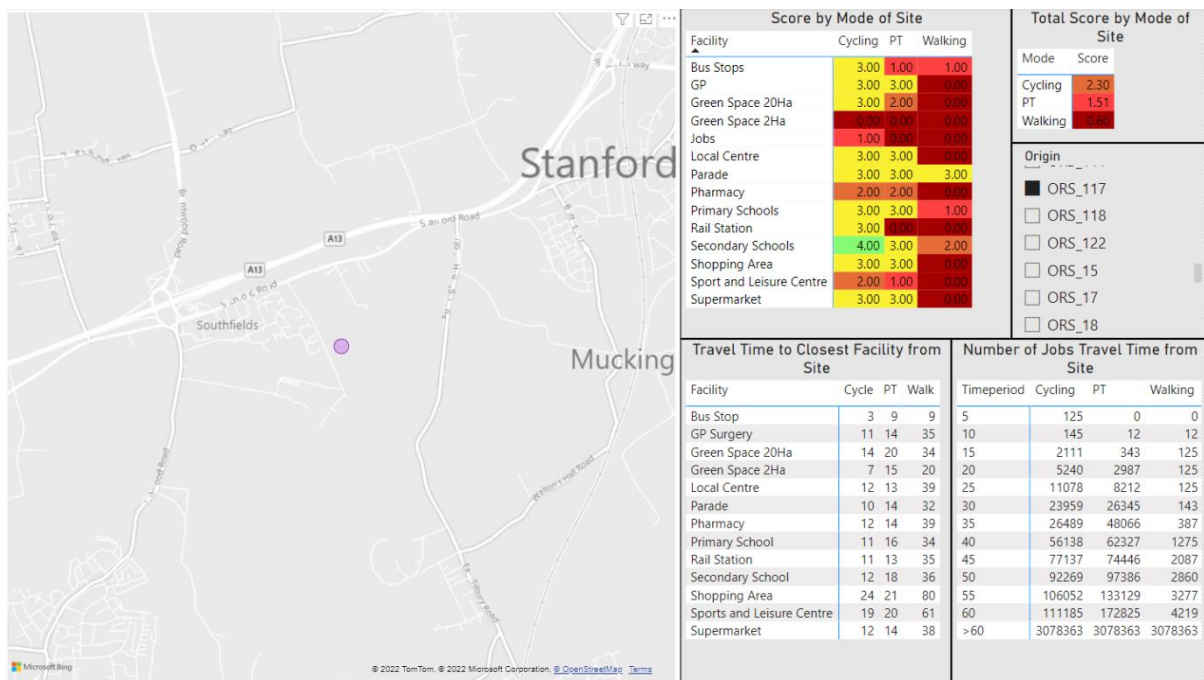
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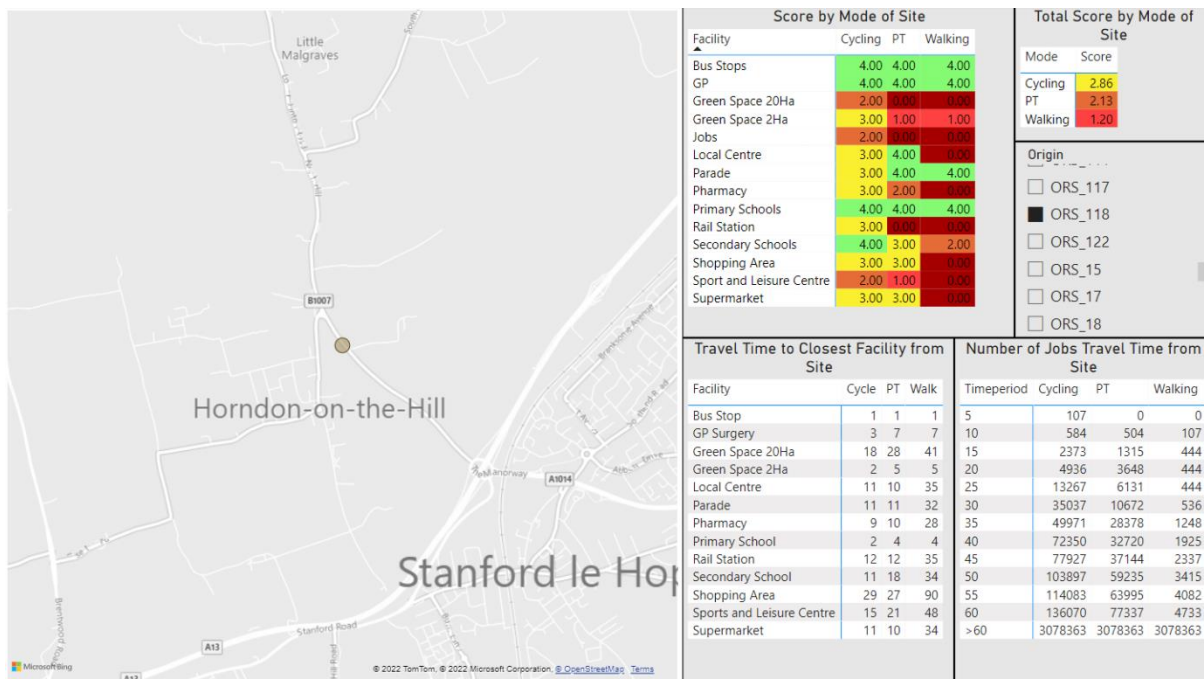
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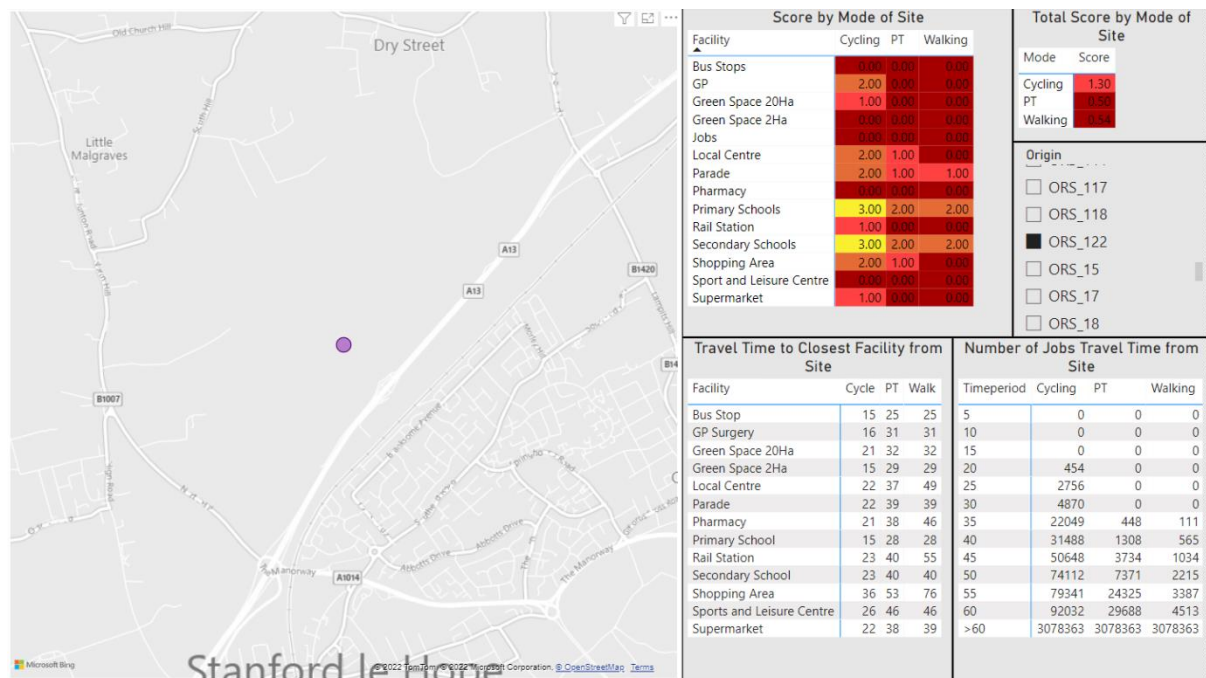
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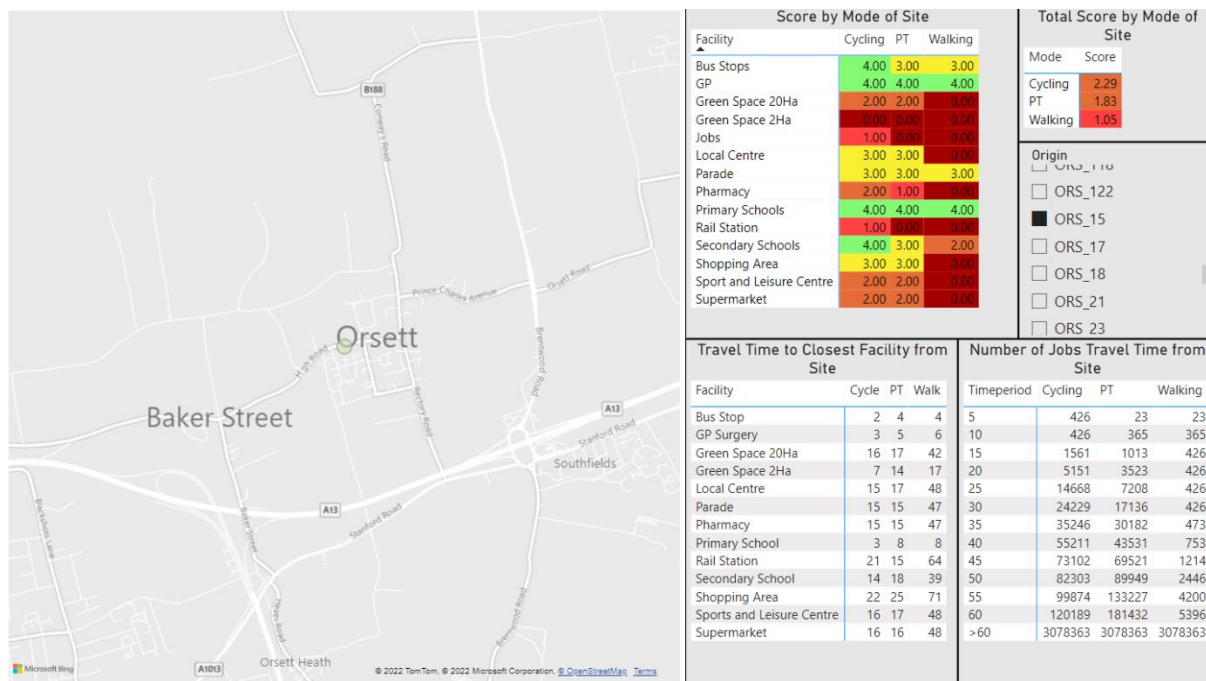
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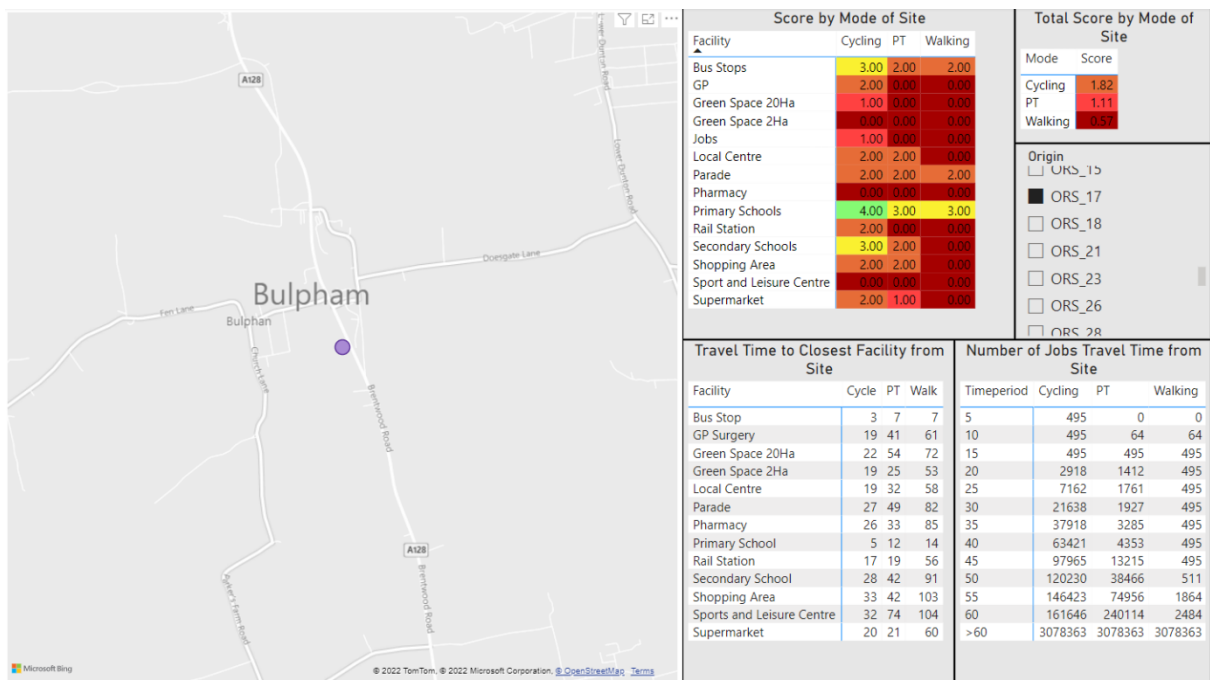
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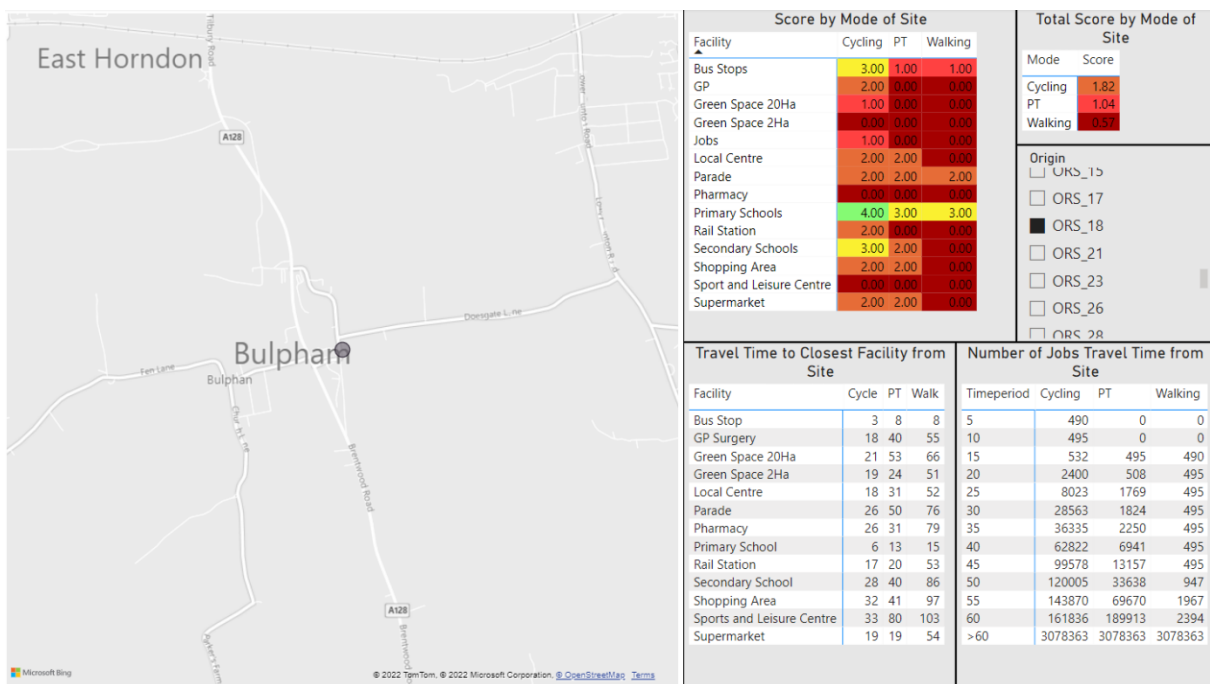
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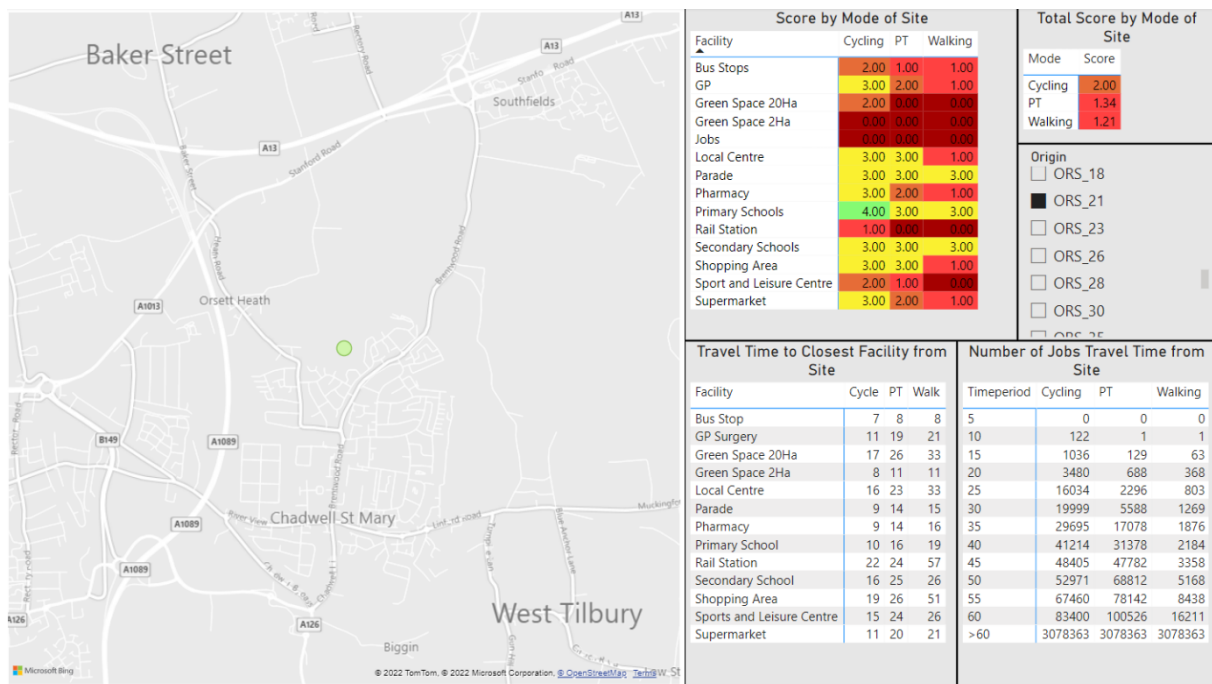
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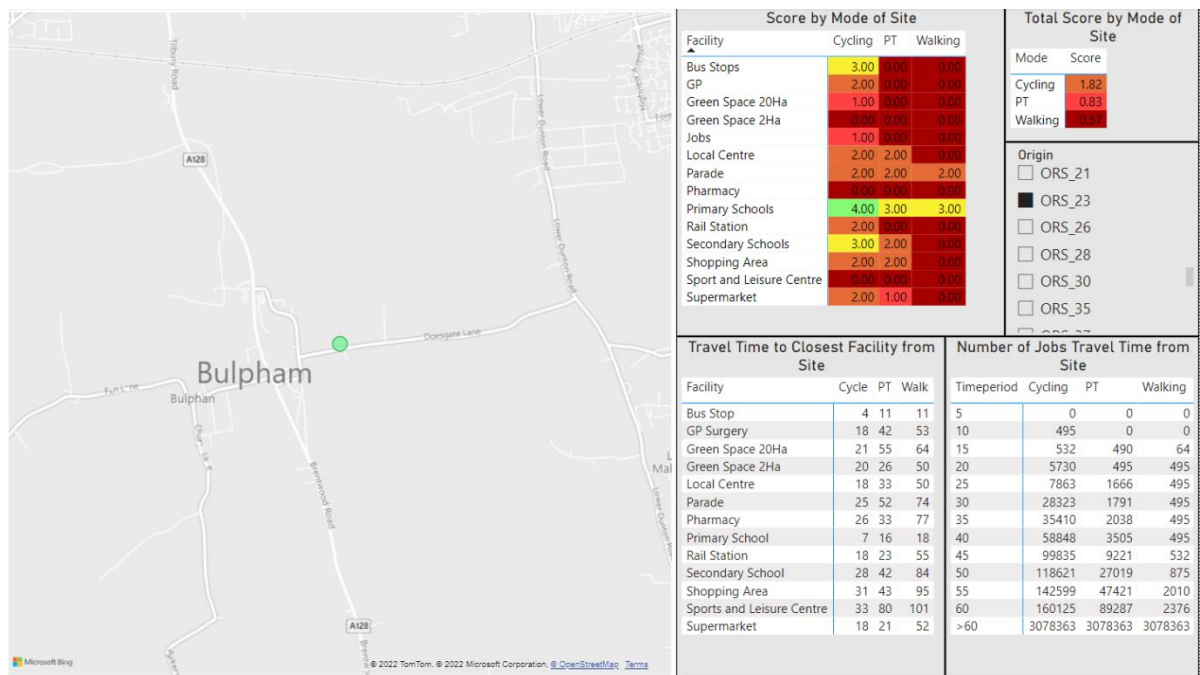
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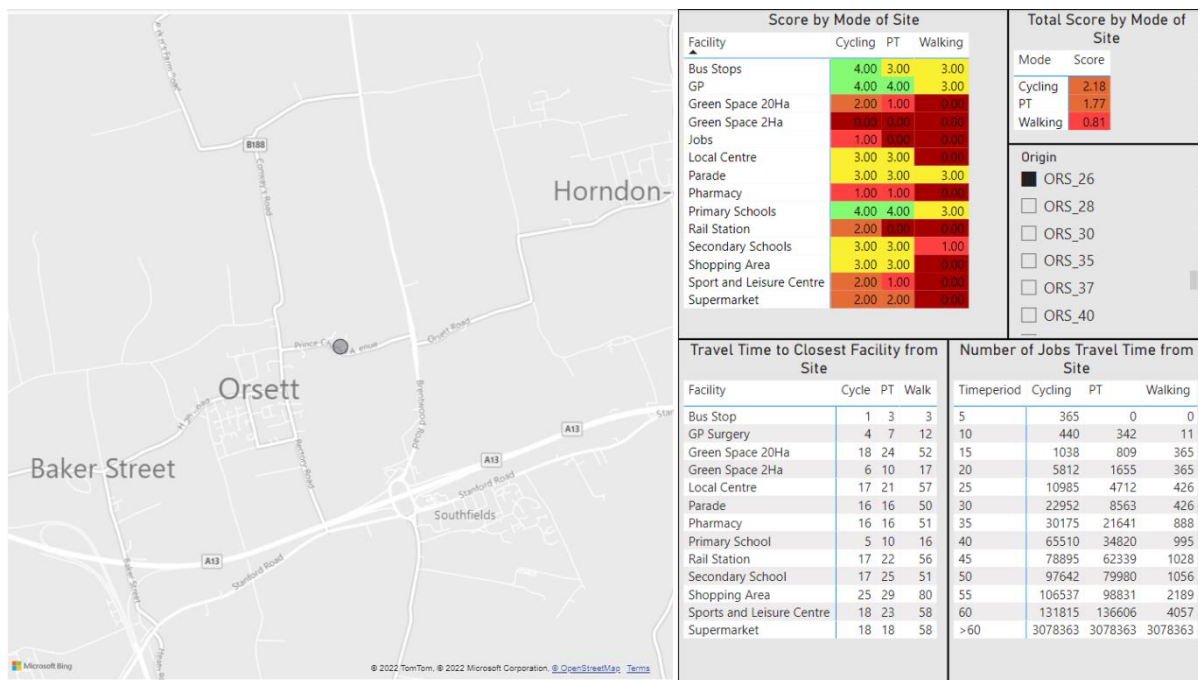
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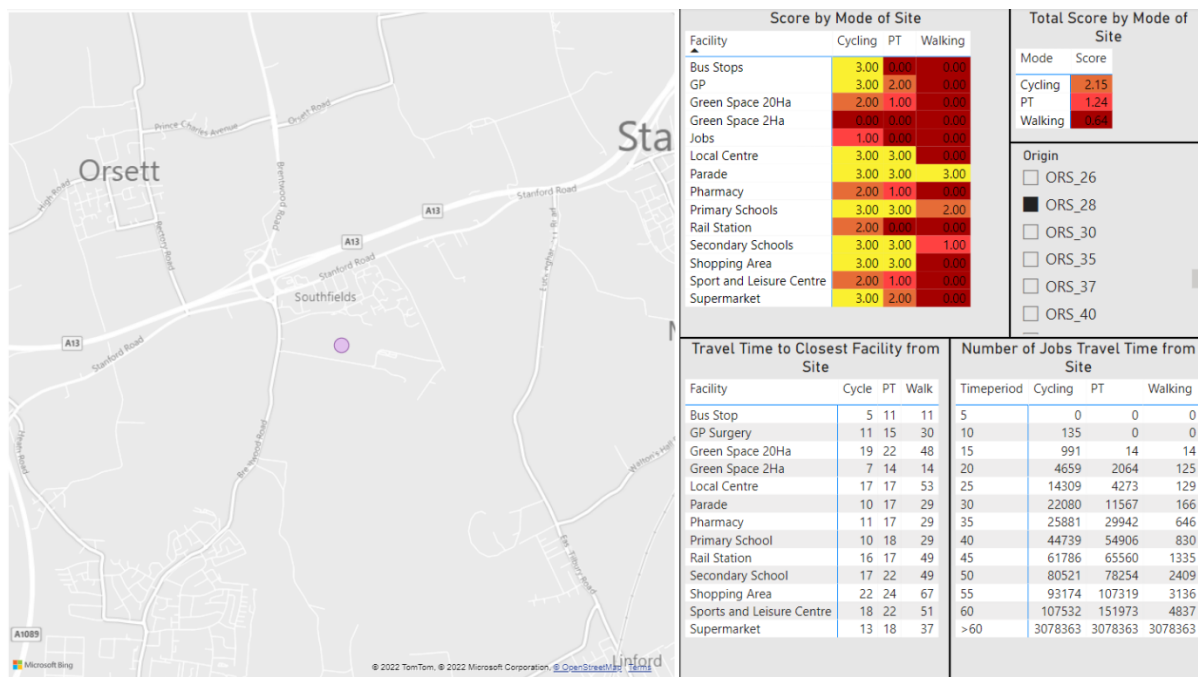
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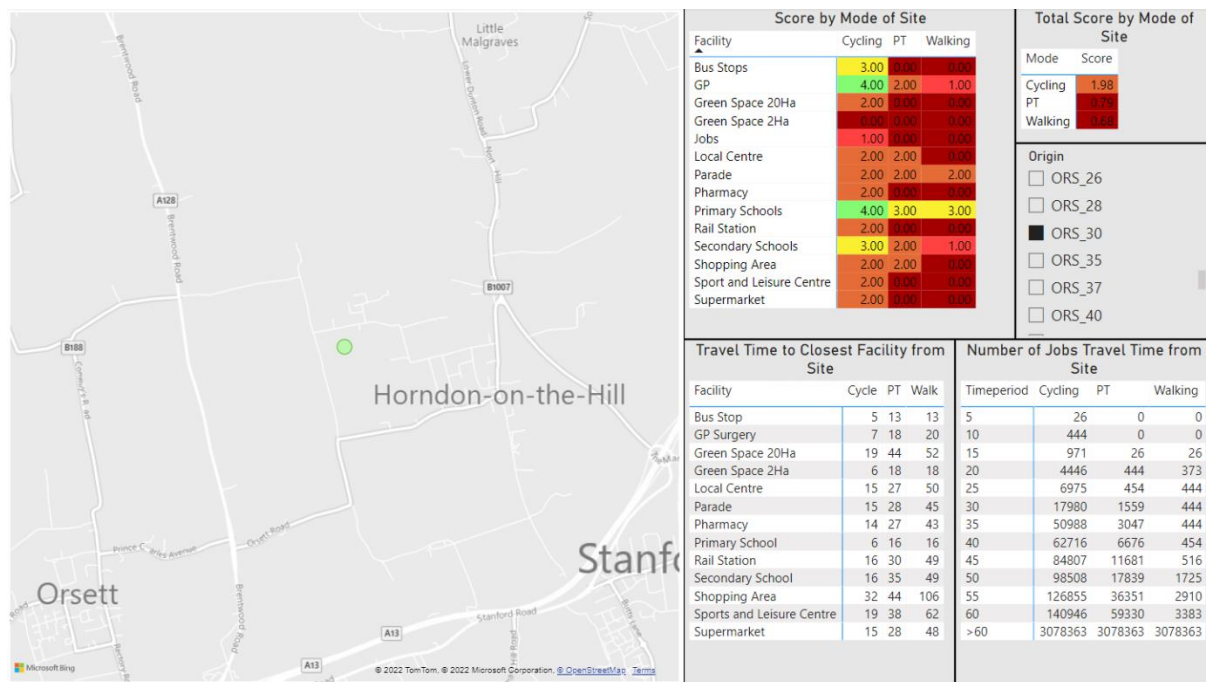


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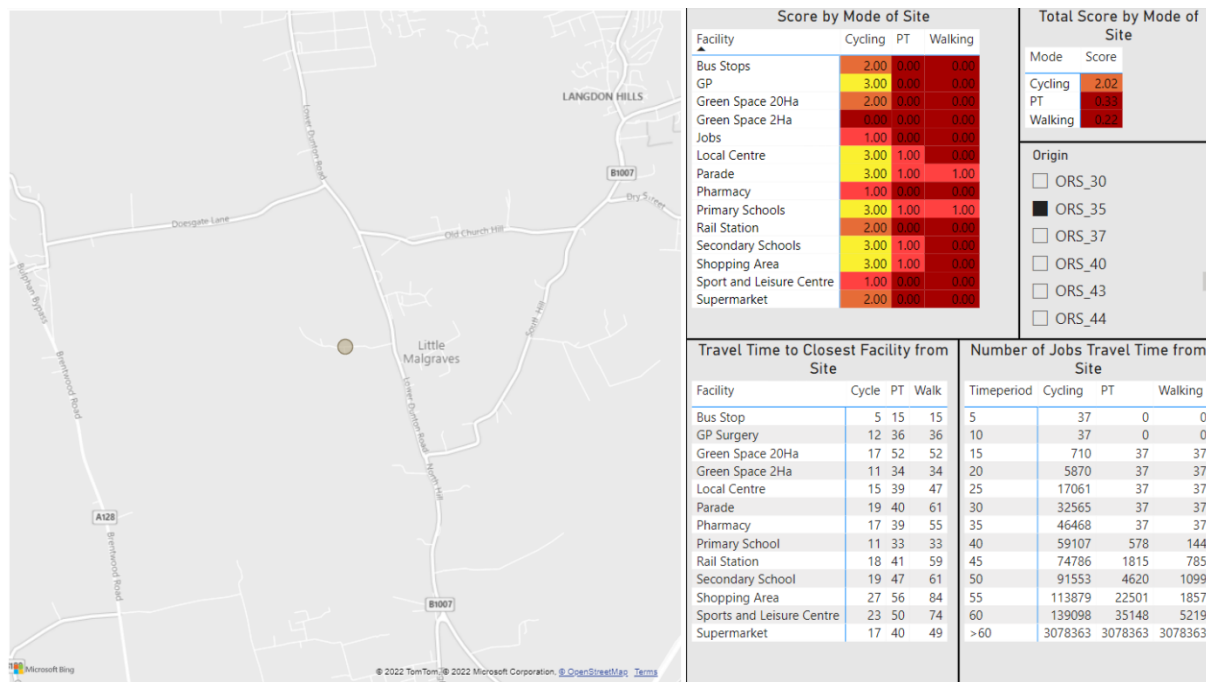


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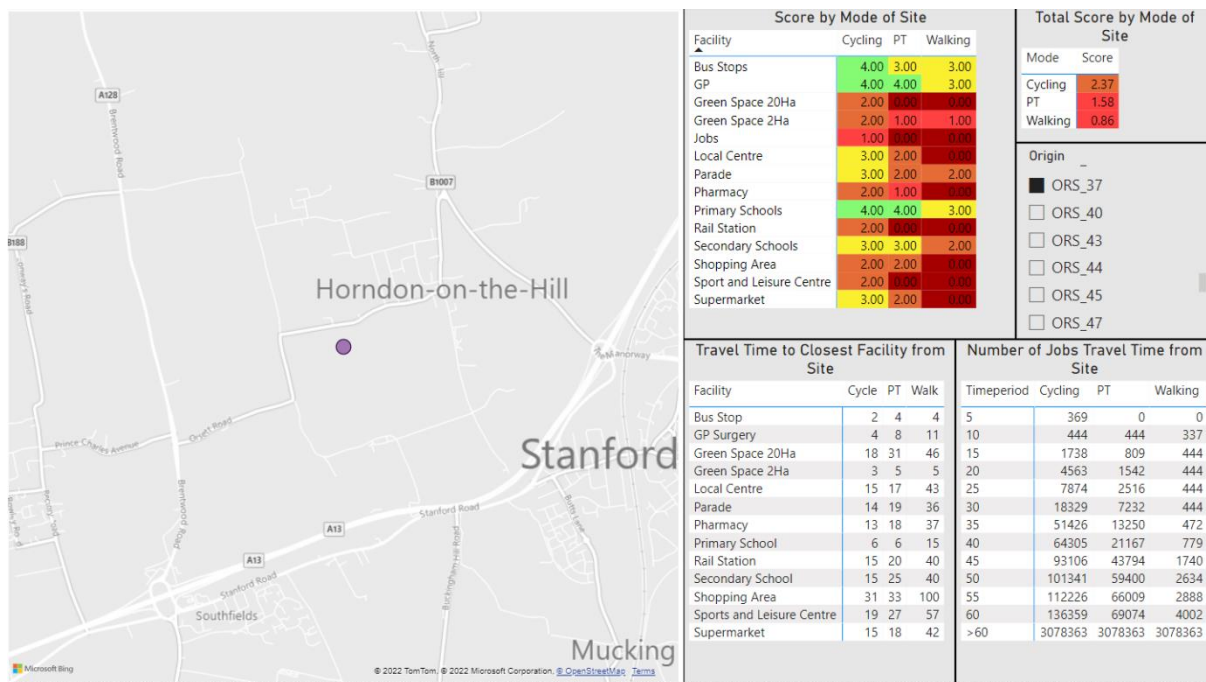
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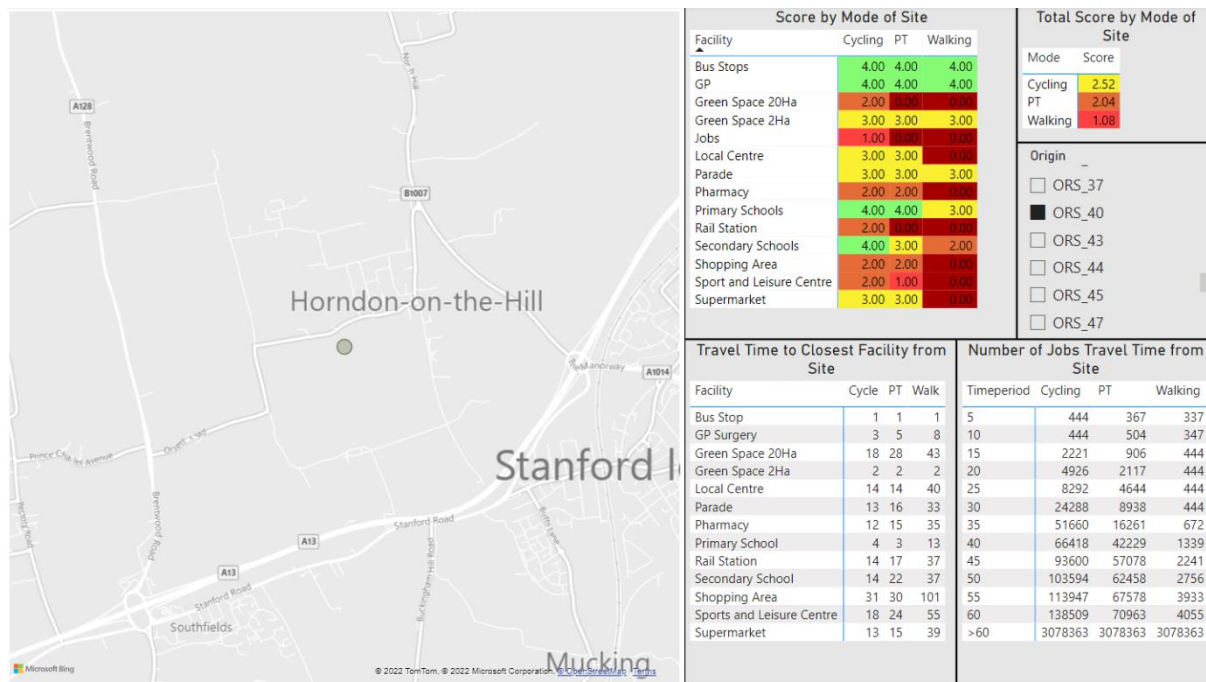
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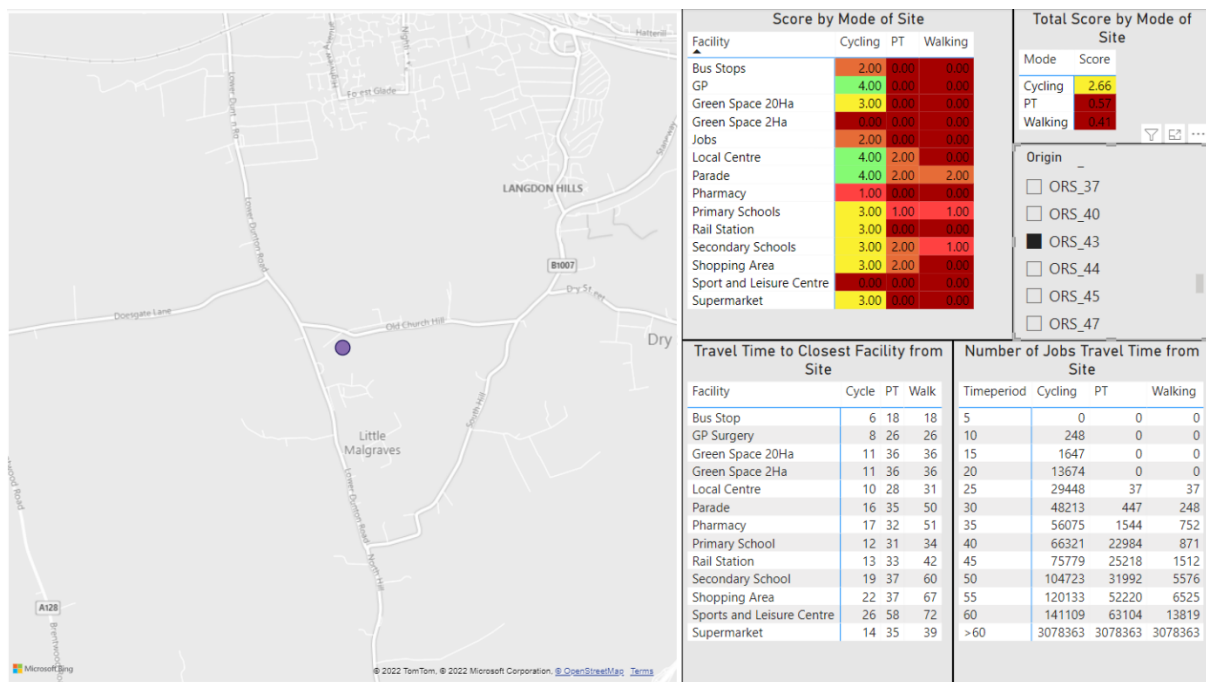
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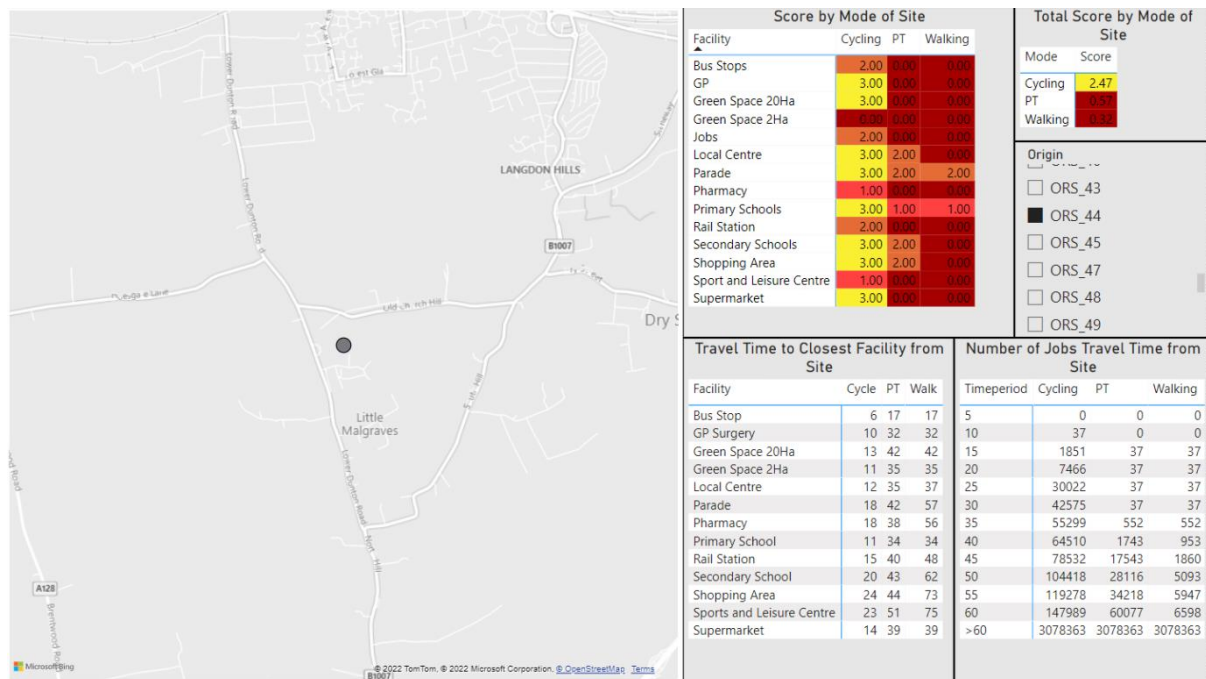
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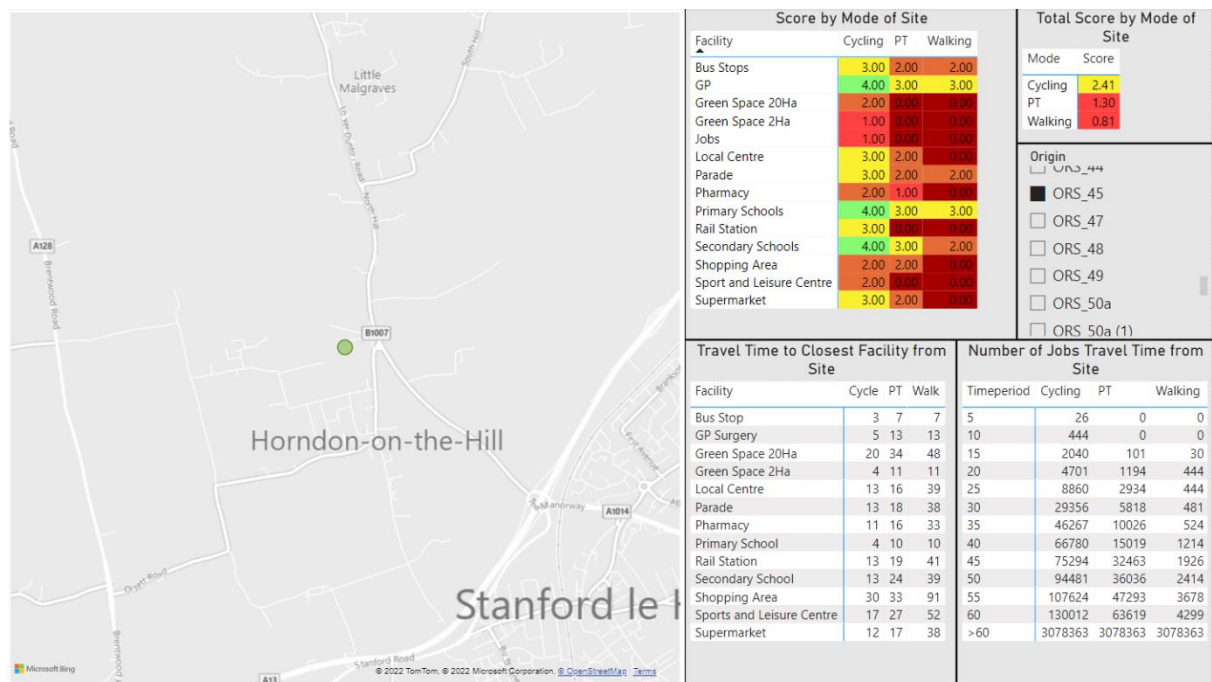
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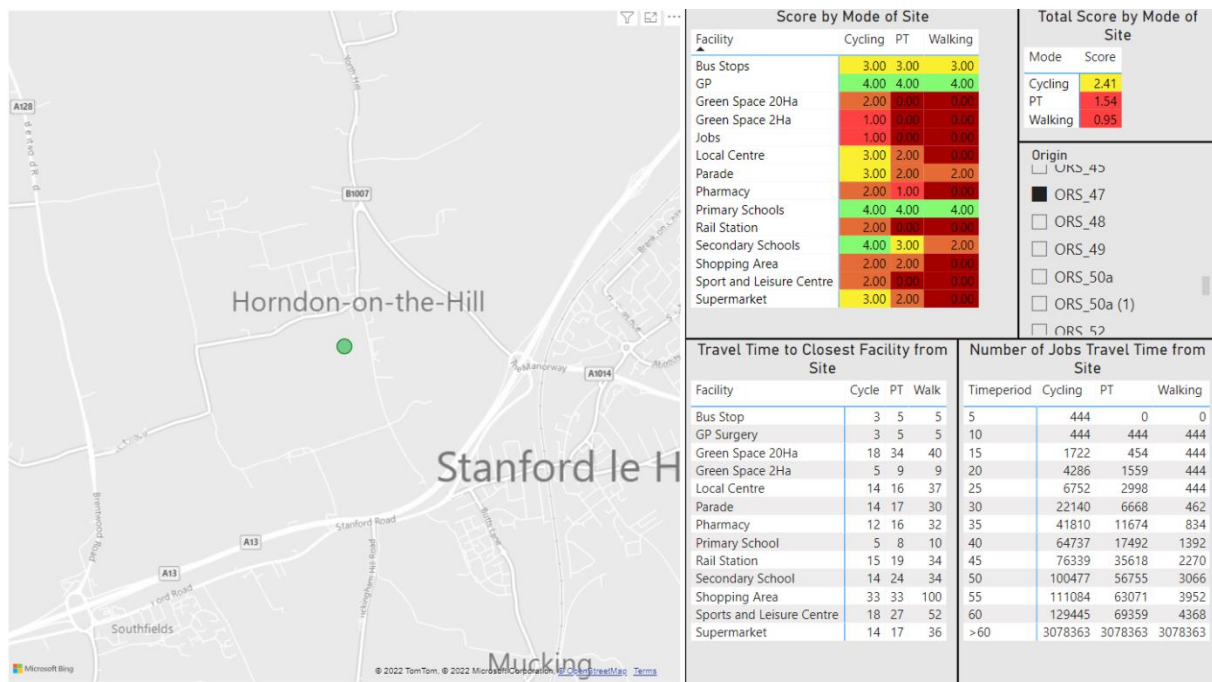
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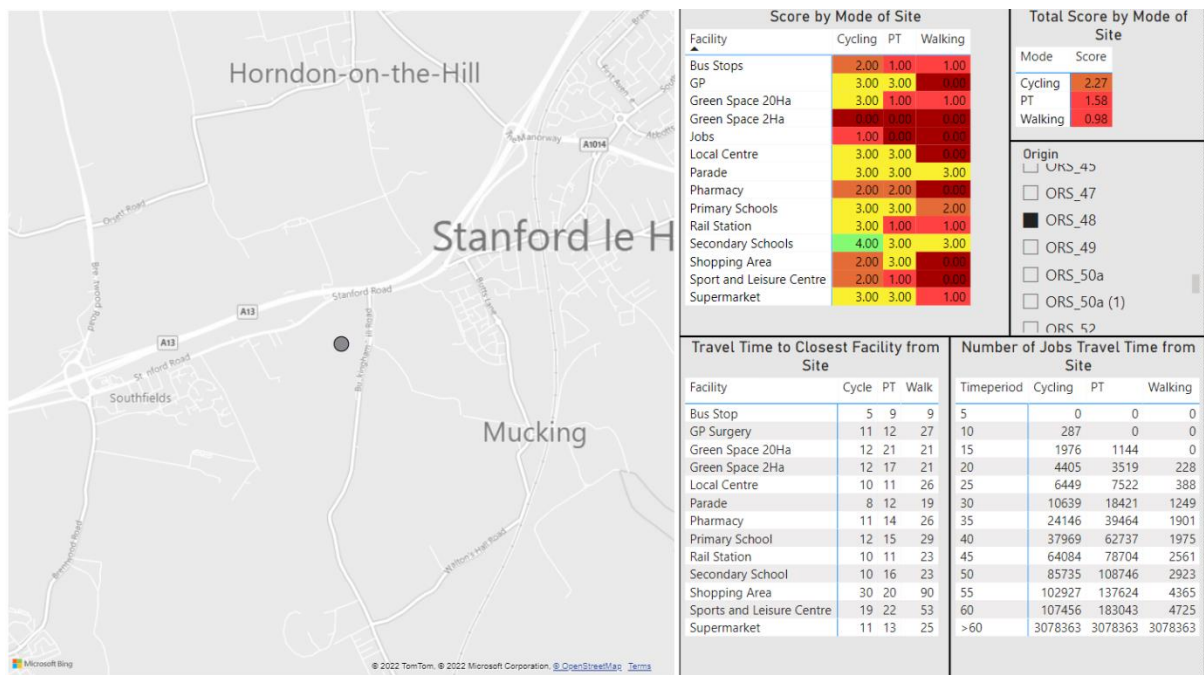
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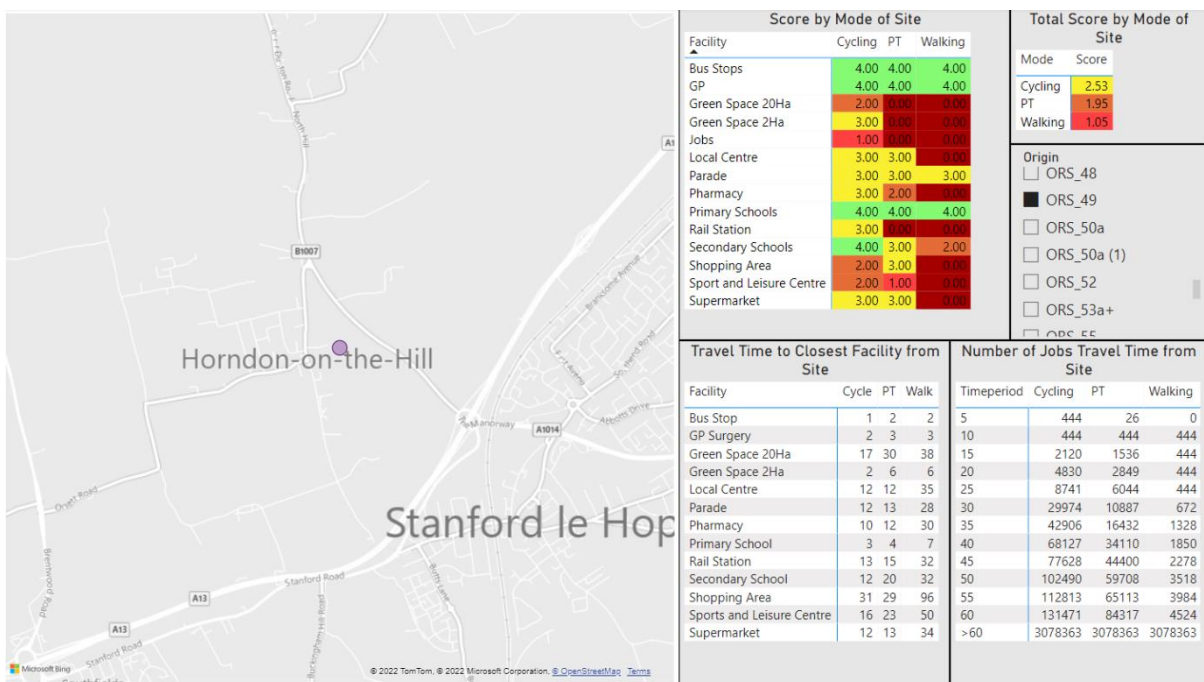
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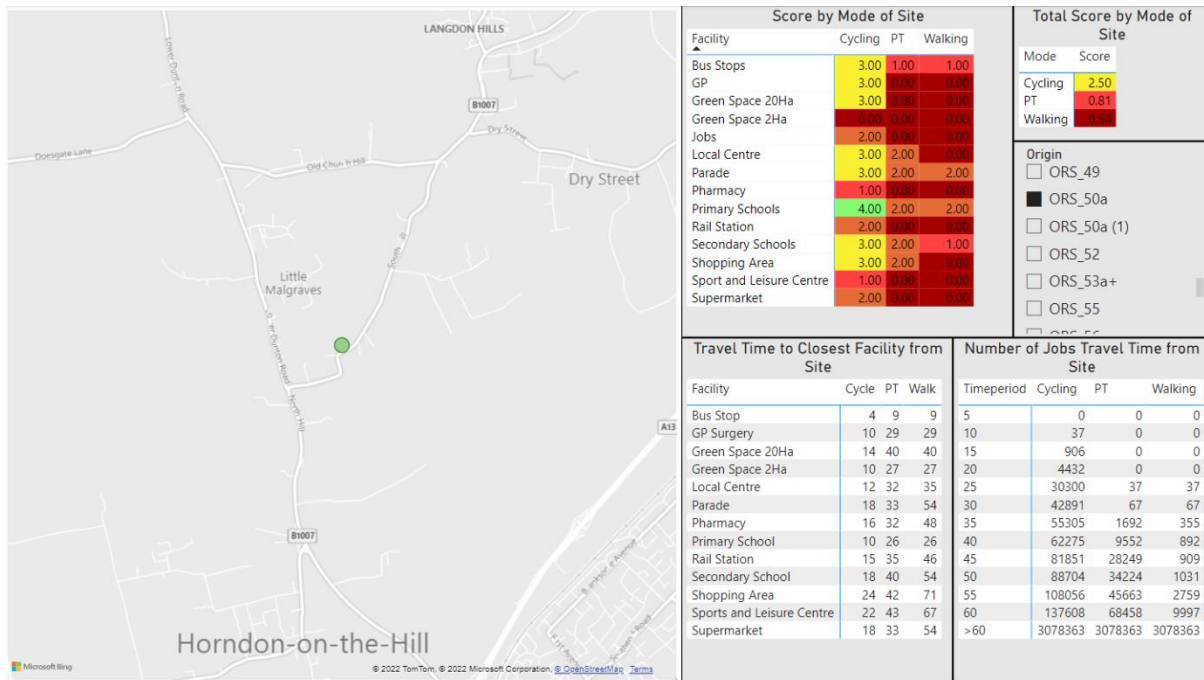
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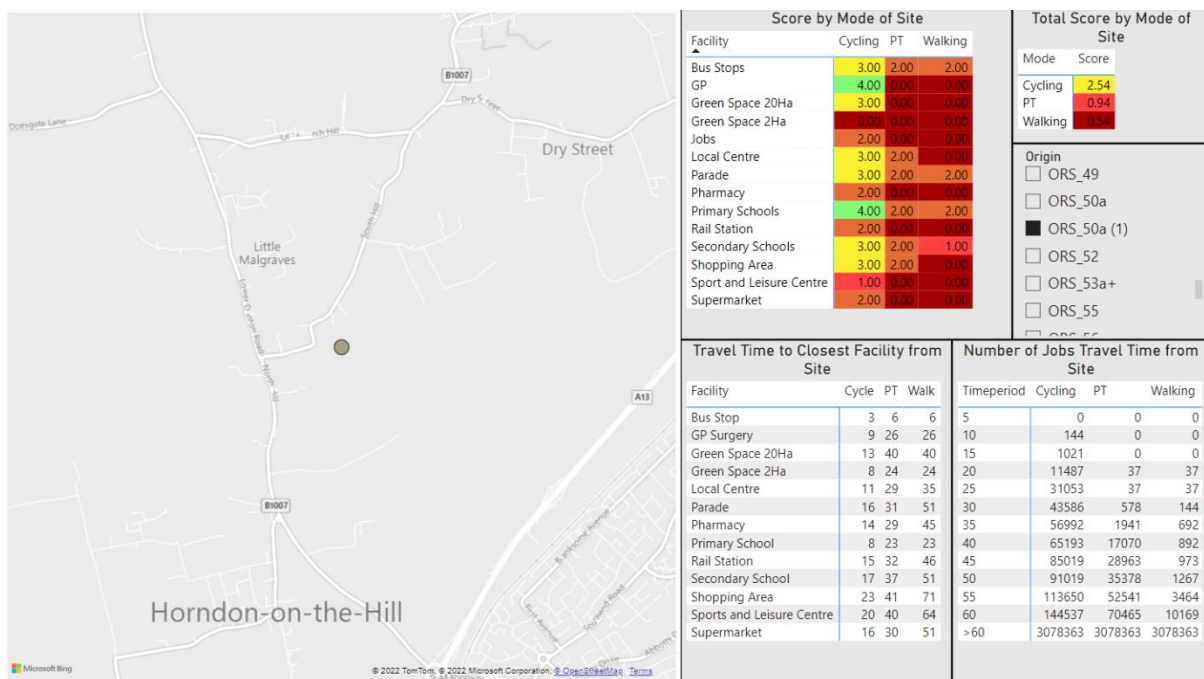
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OSR_50a

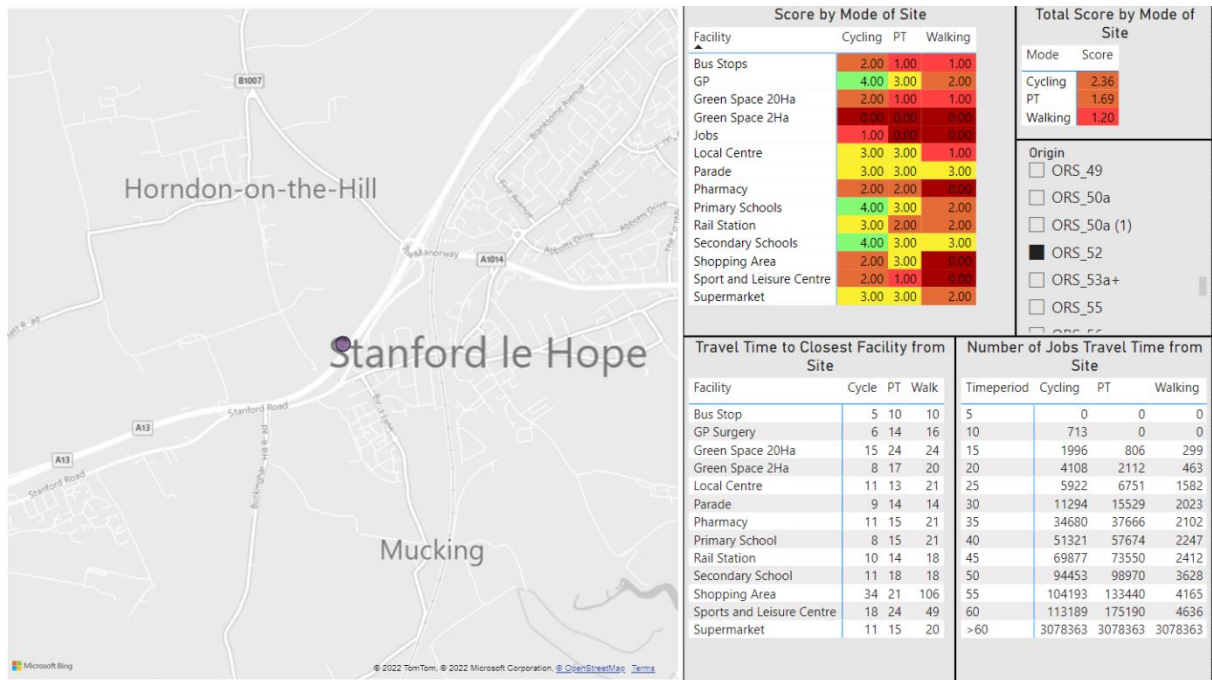


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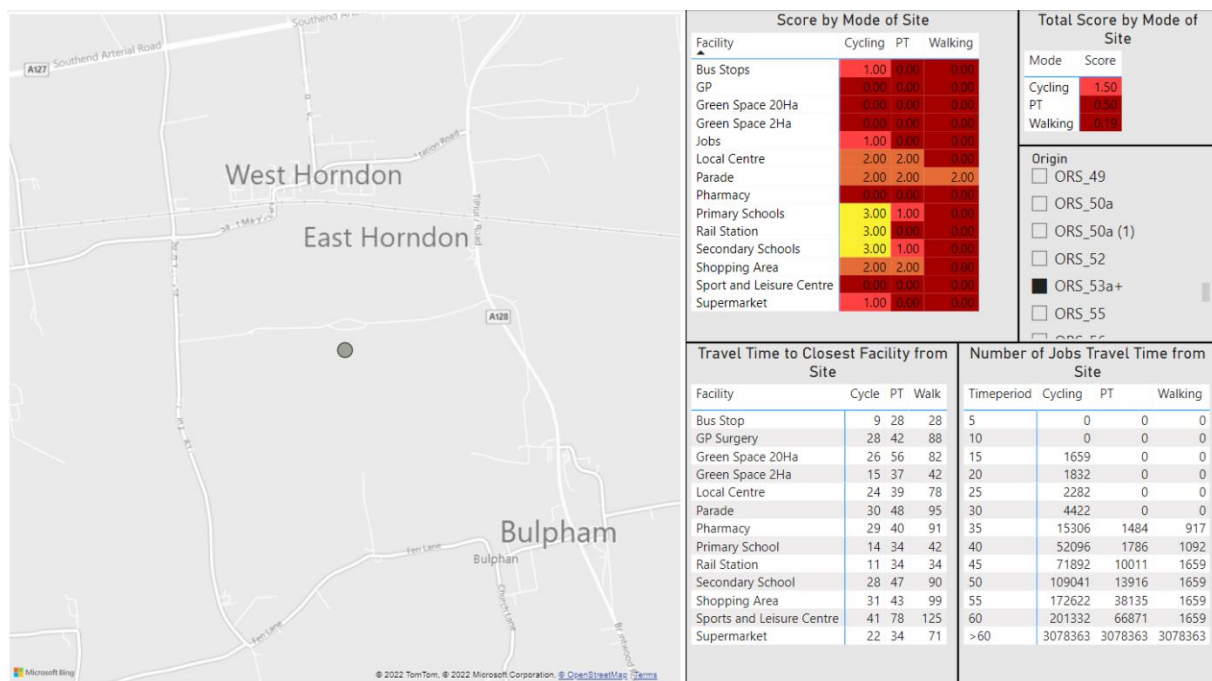


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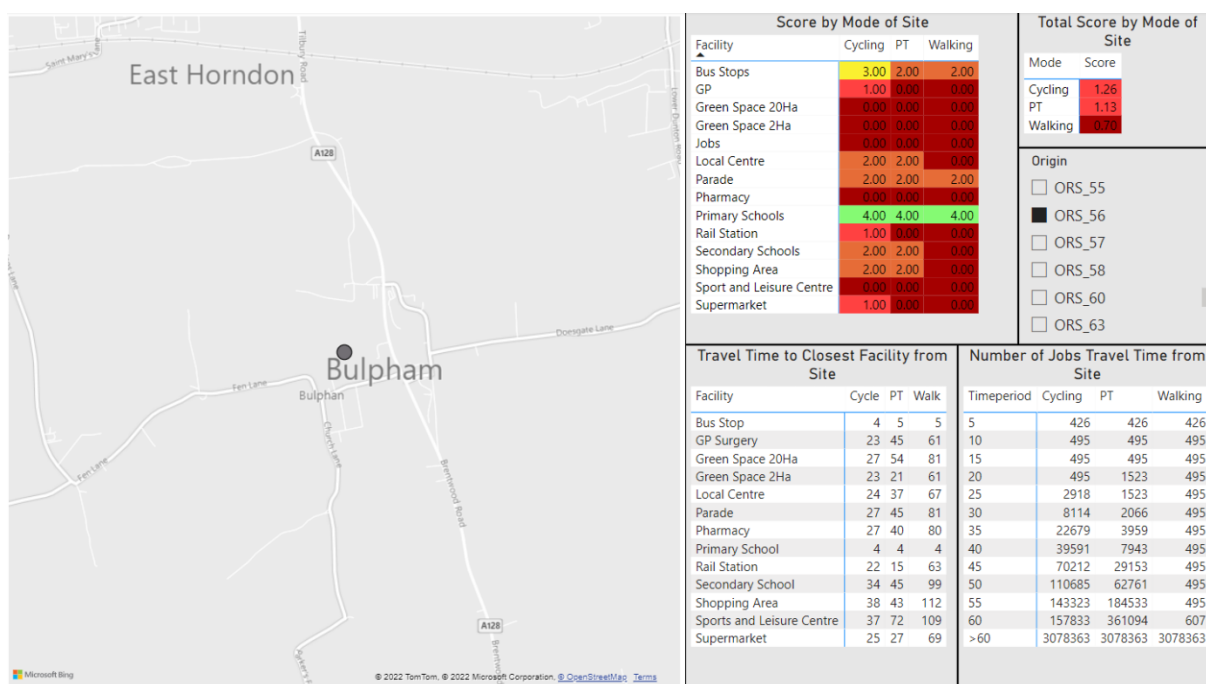
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ORS_53a+



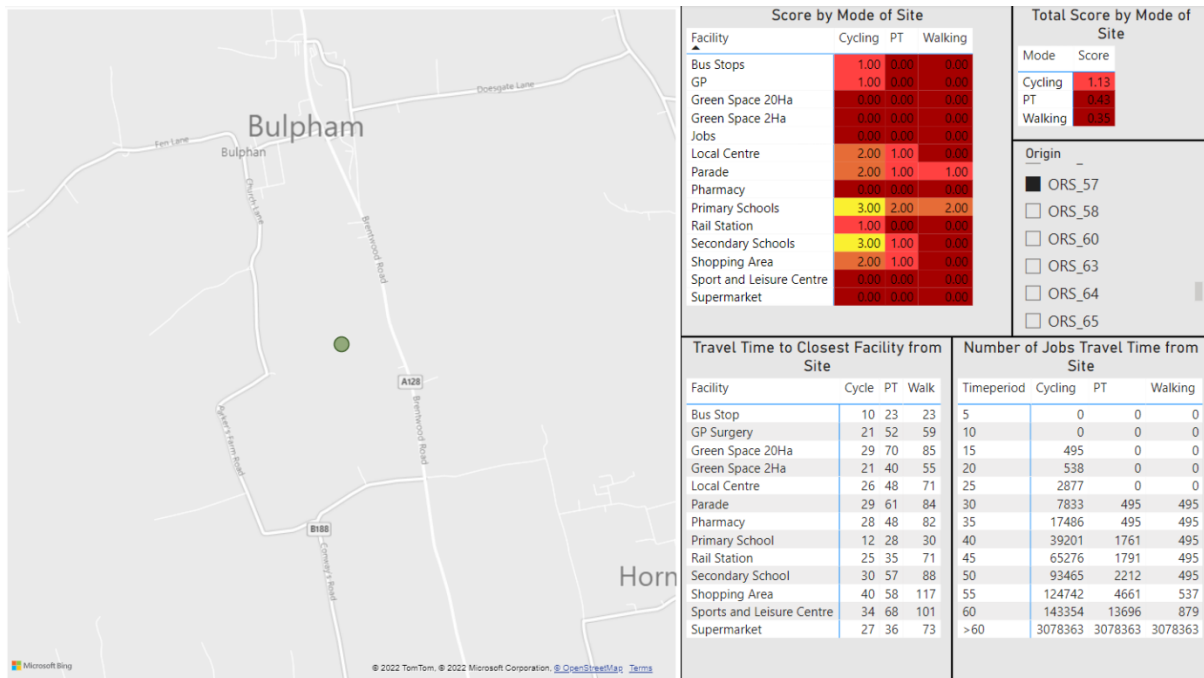
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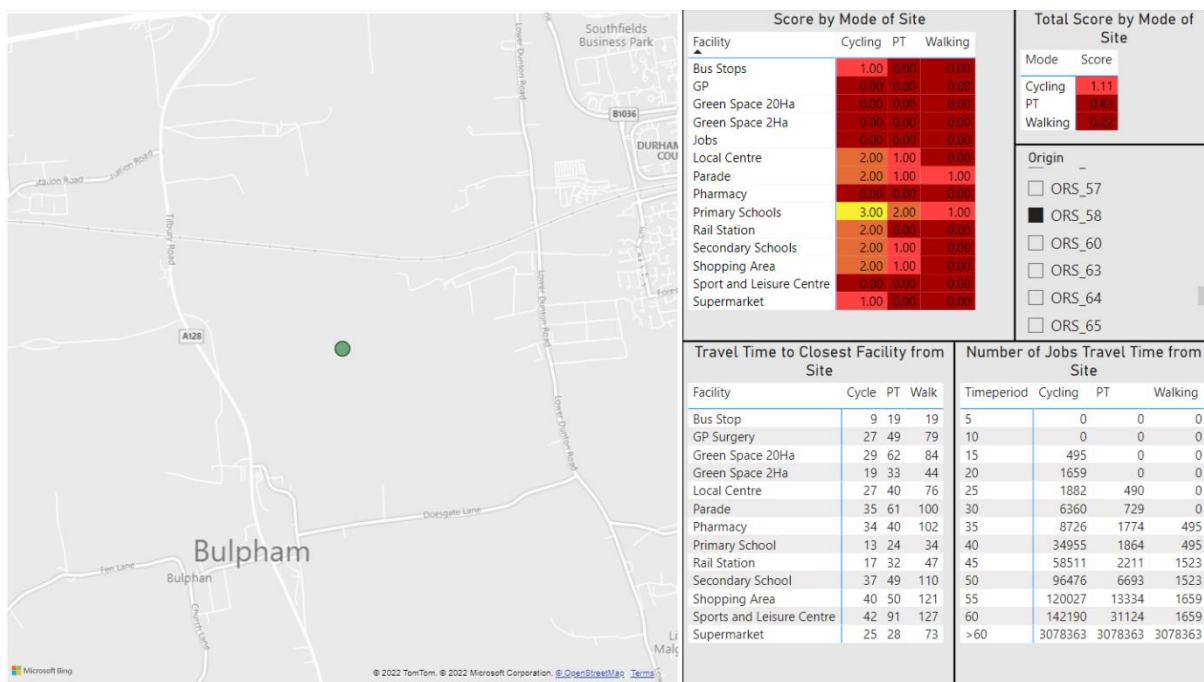
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ORS_57



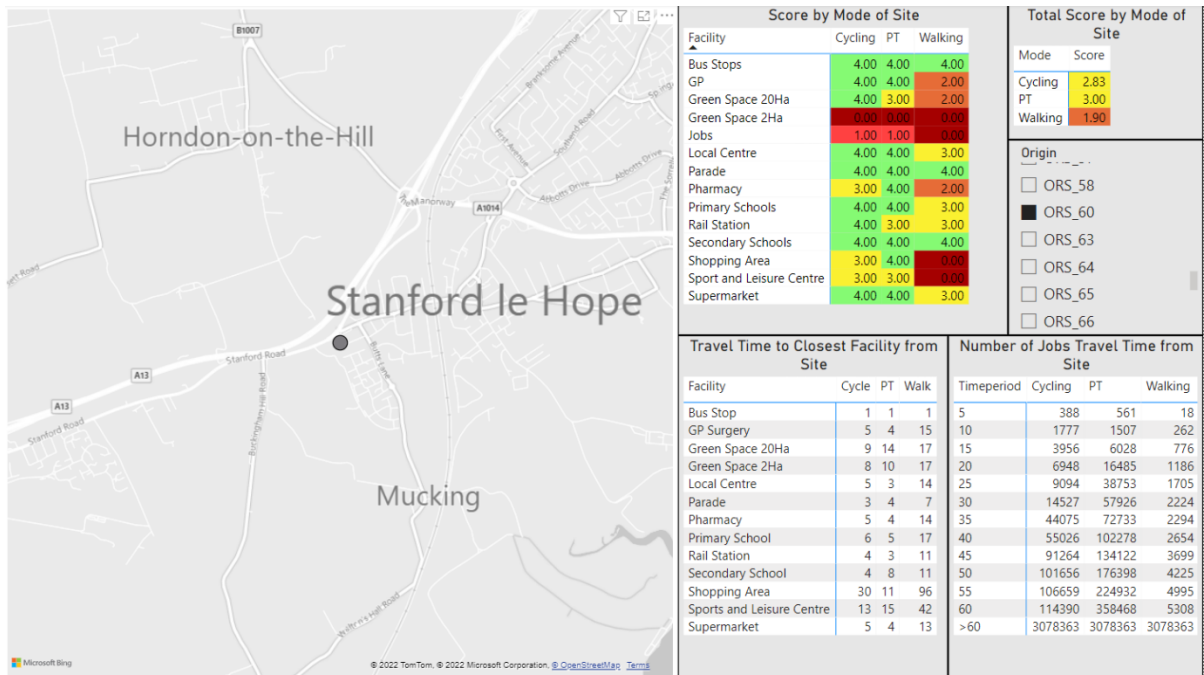
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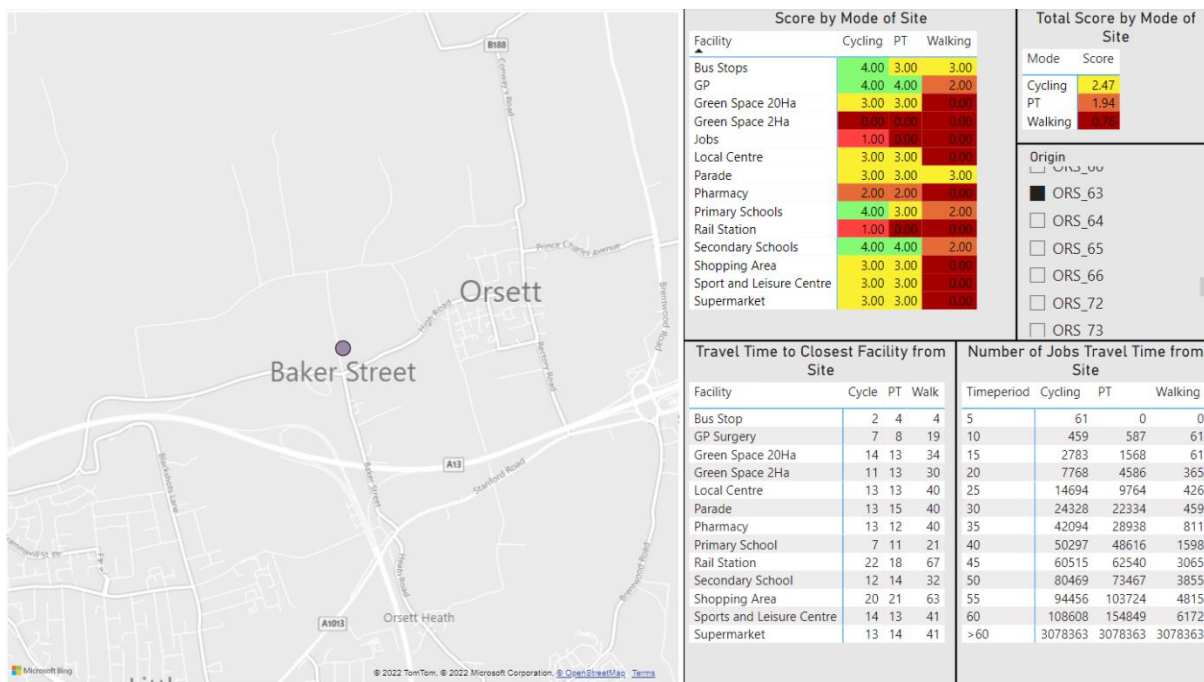
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ORS_60



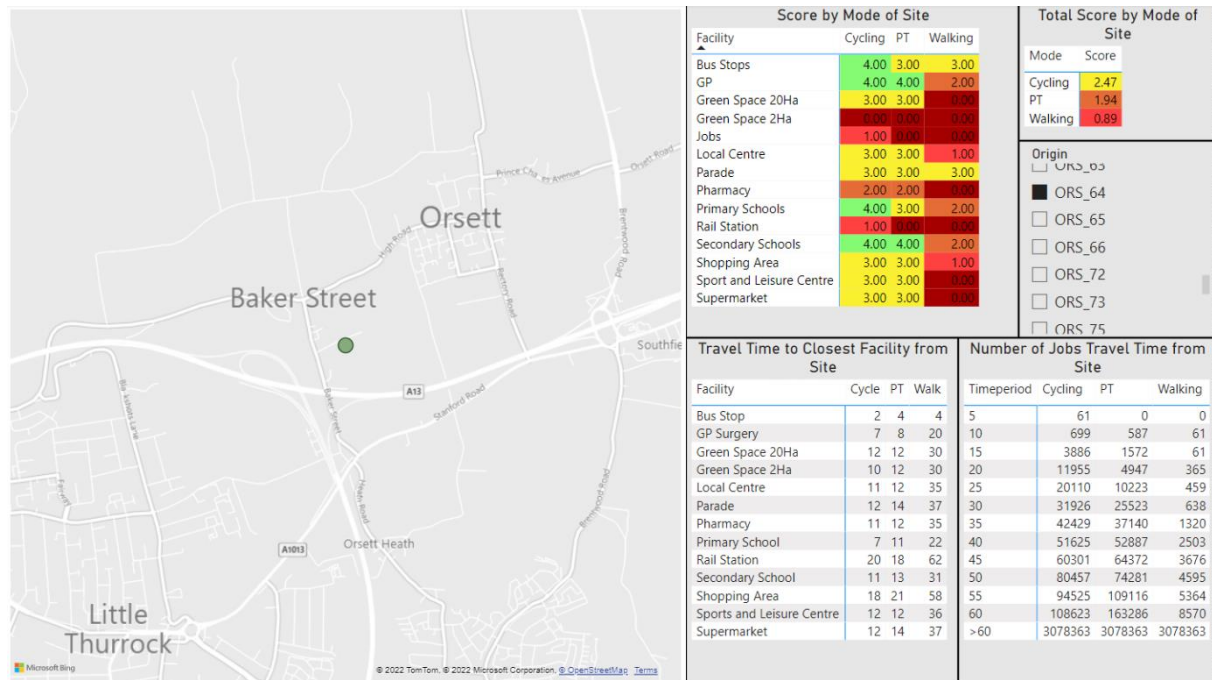
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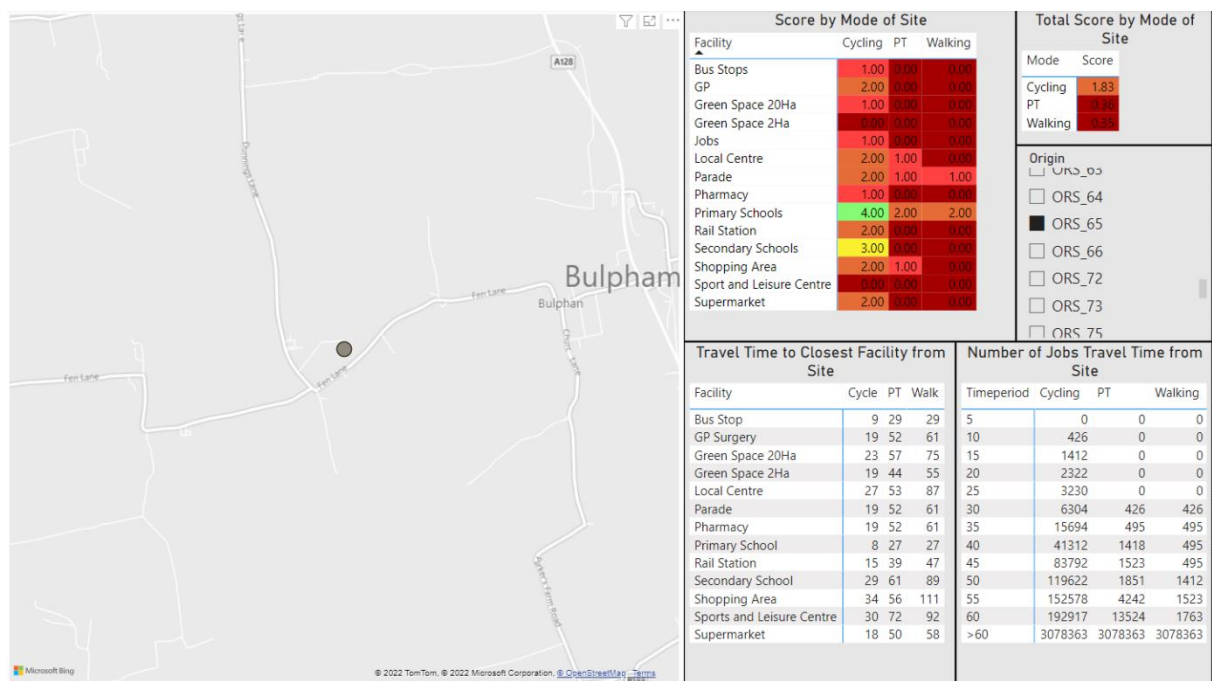
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ORS_64



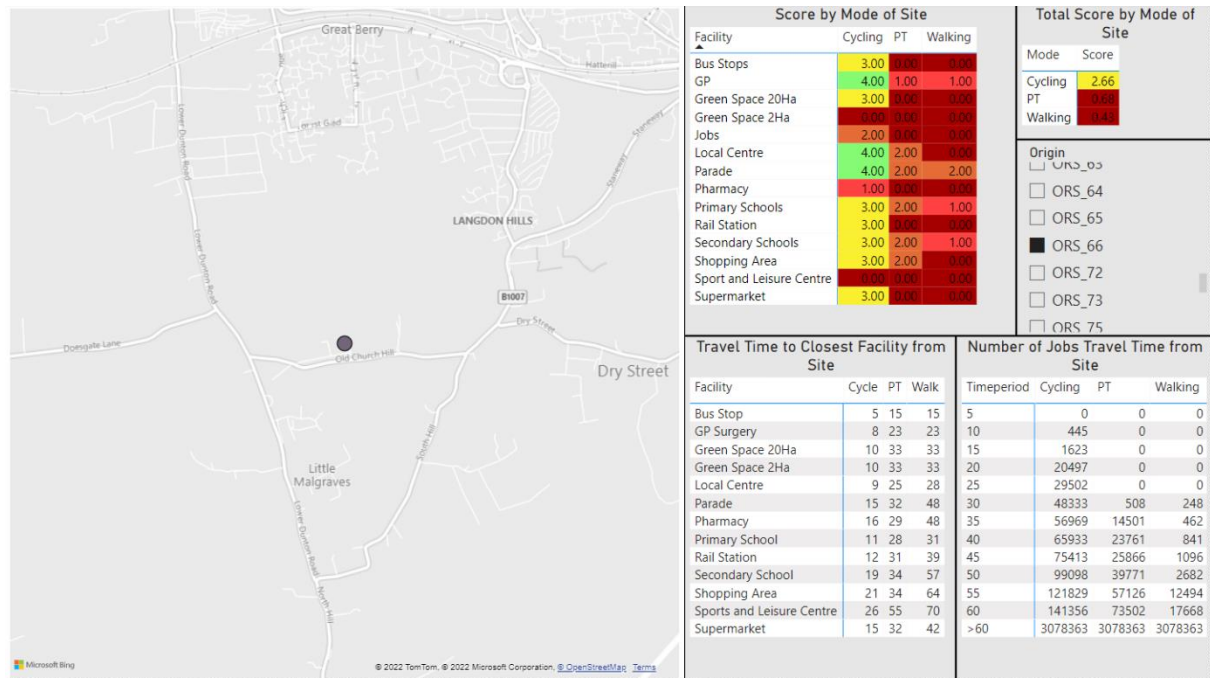
ORS_65



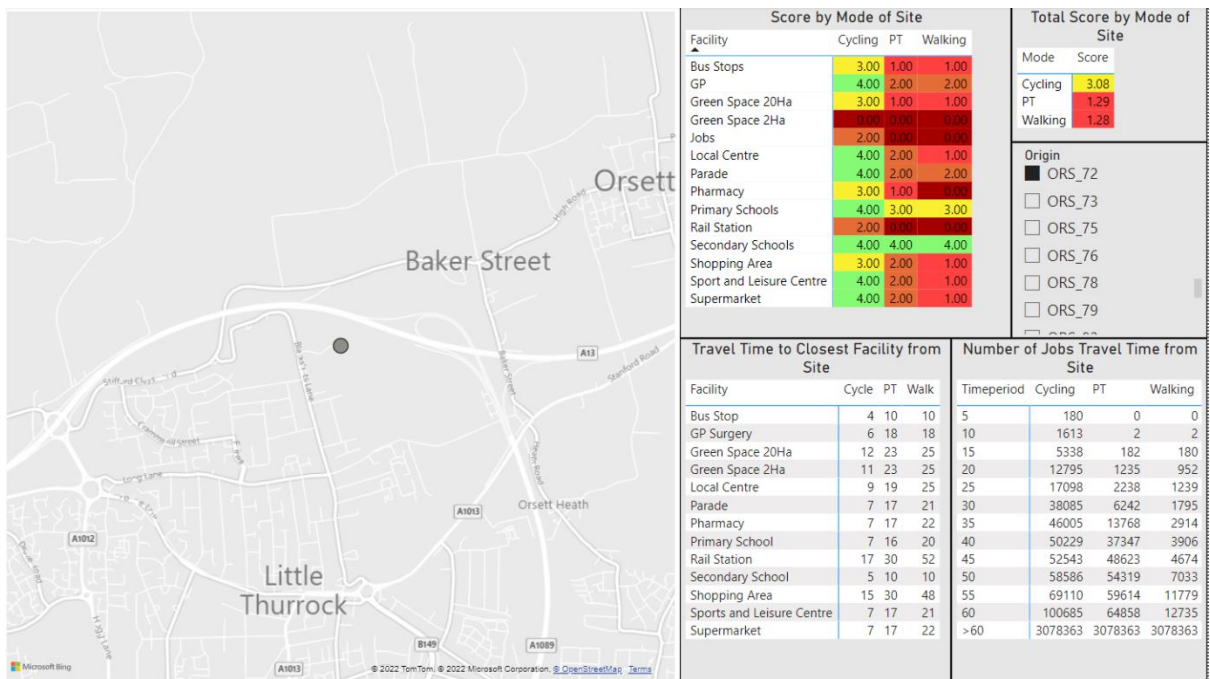
Site Connectivity Assessment

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ORS_66



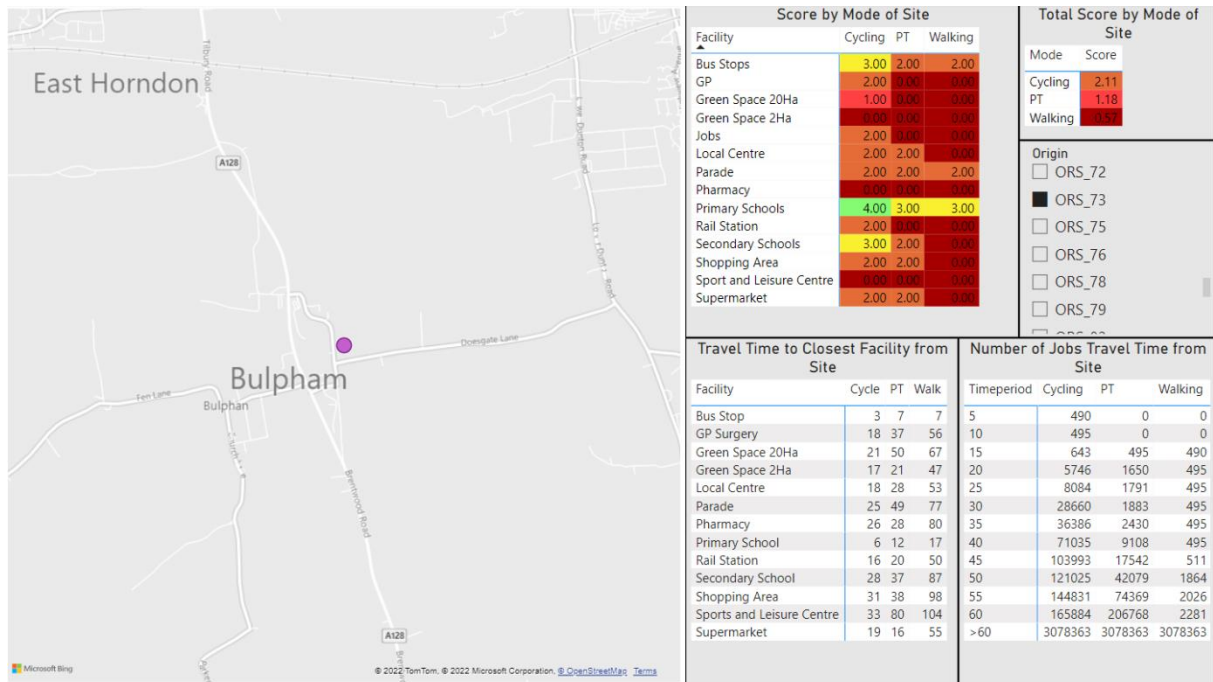
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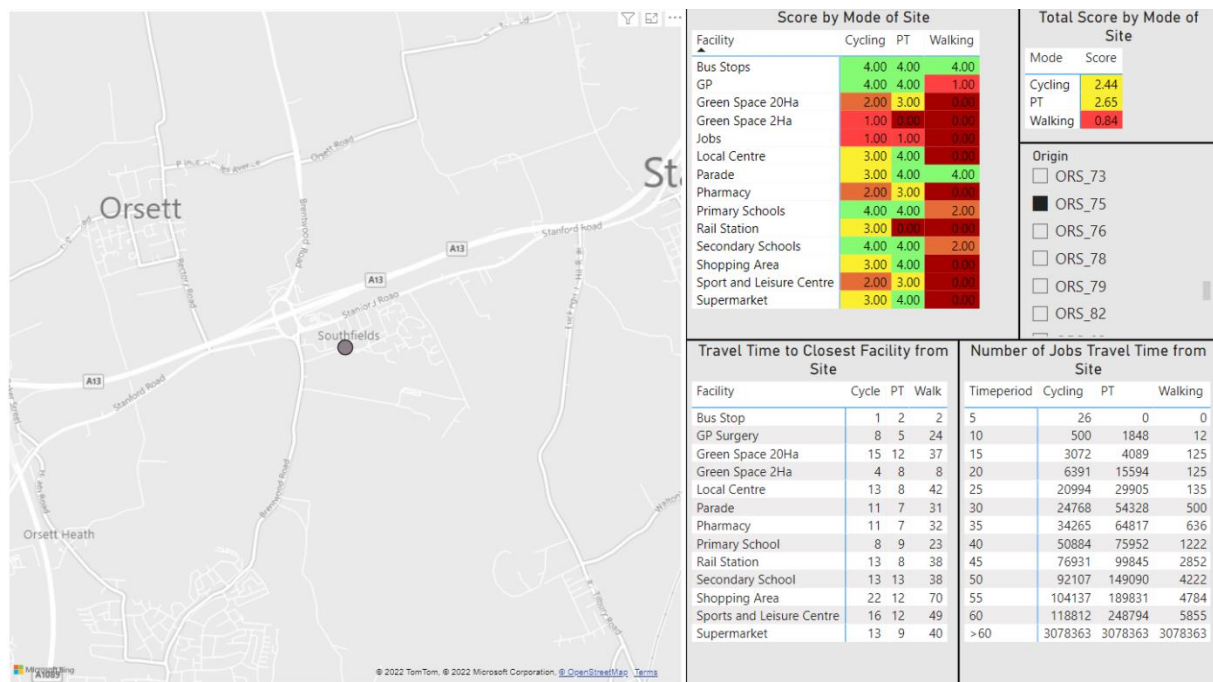
Site Connectivity Assessment

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ORS_73



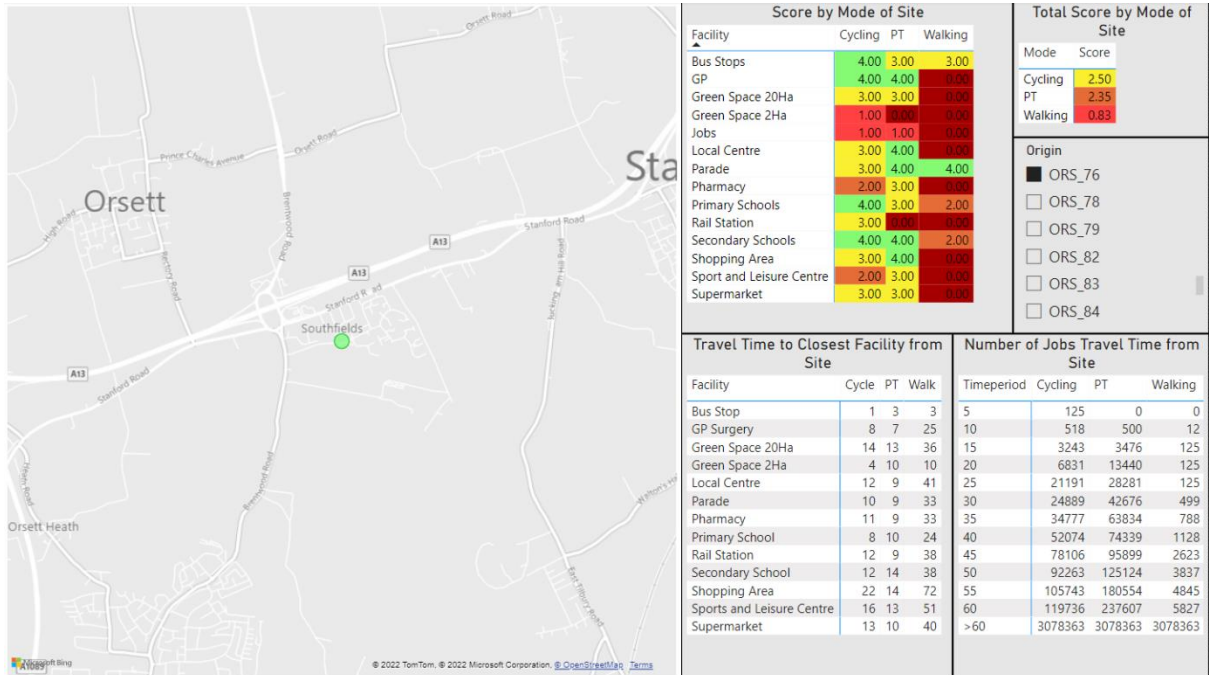
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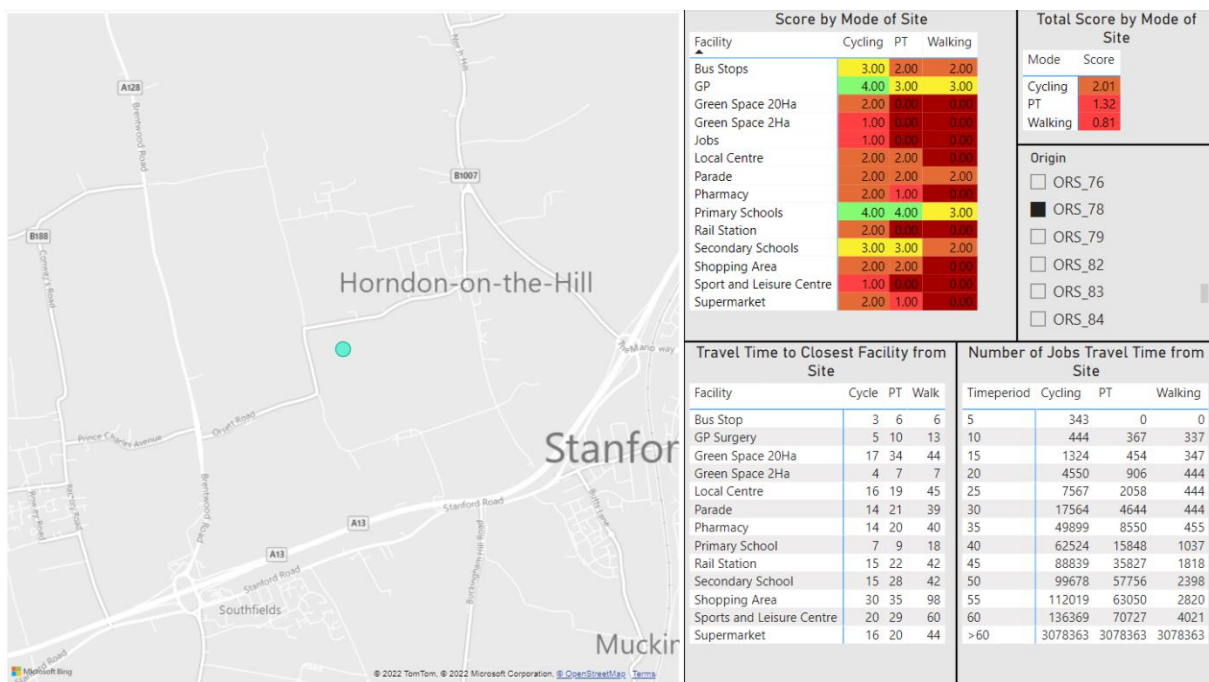
Site Connectivity Assessment

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ORS_76



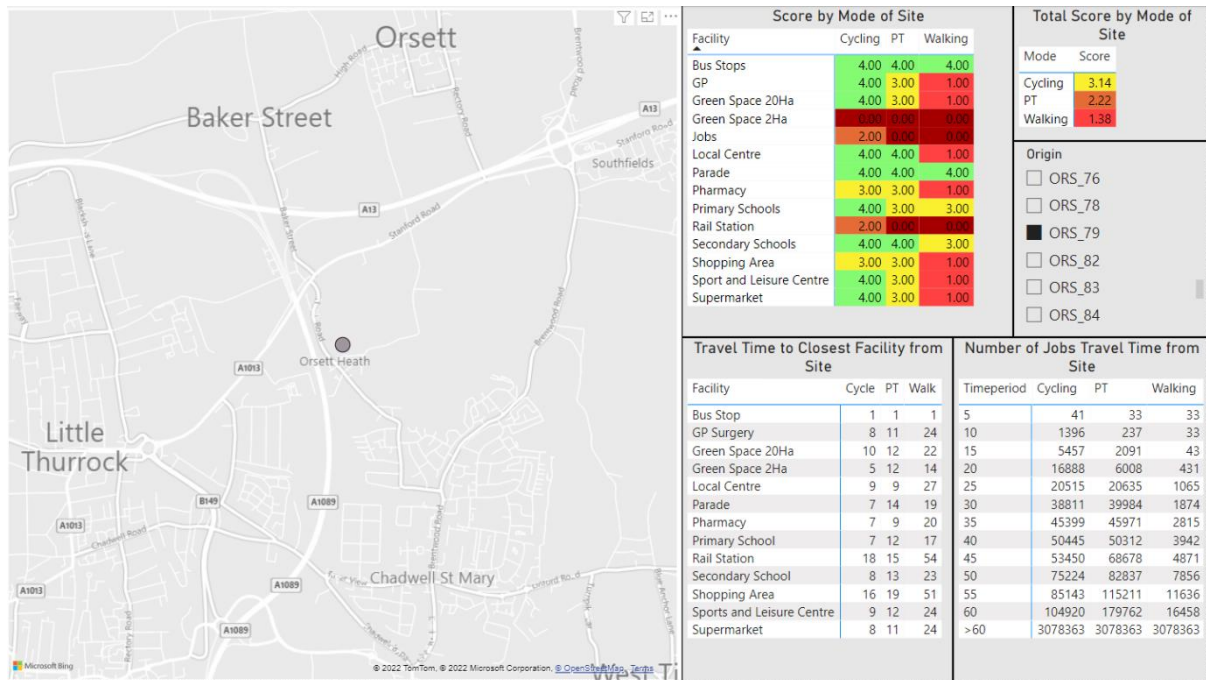
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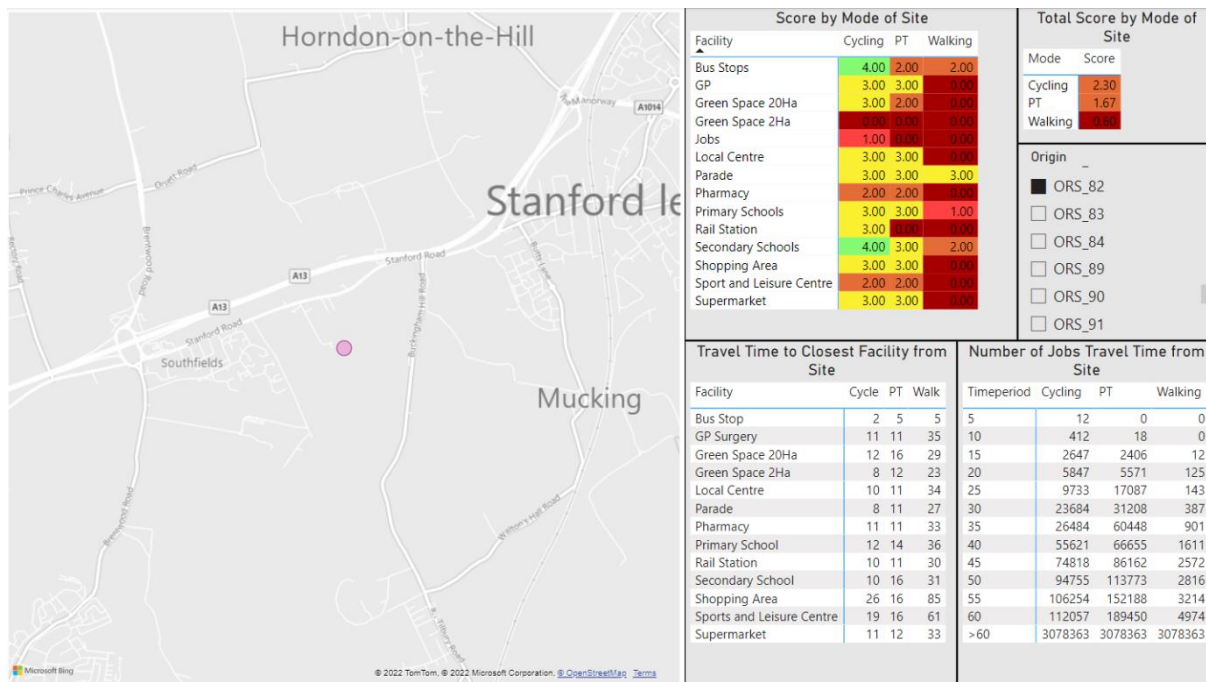
Site Connectivity Assessment

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ORS_79



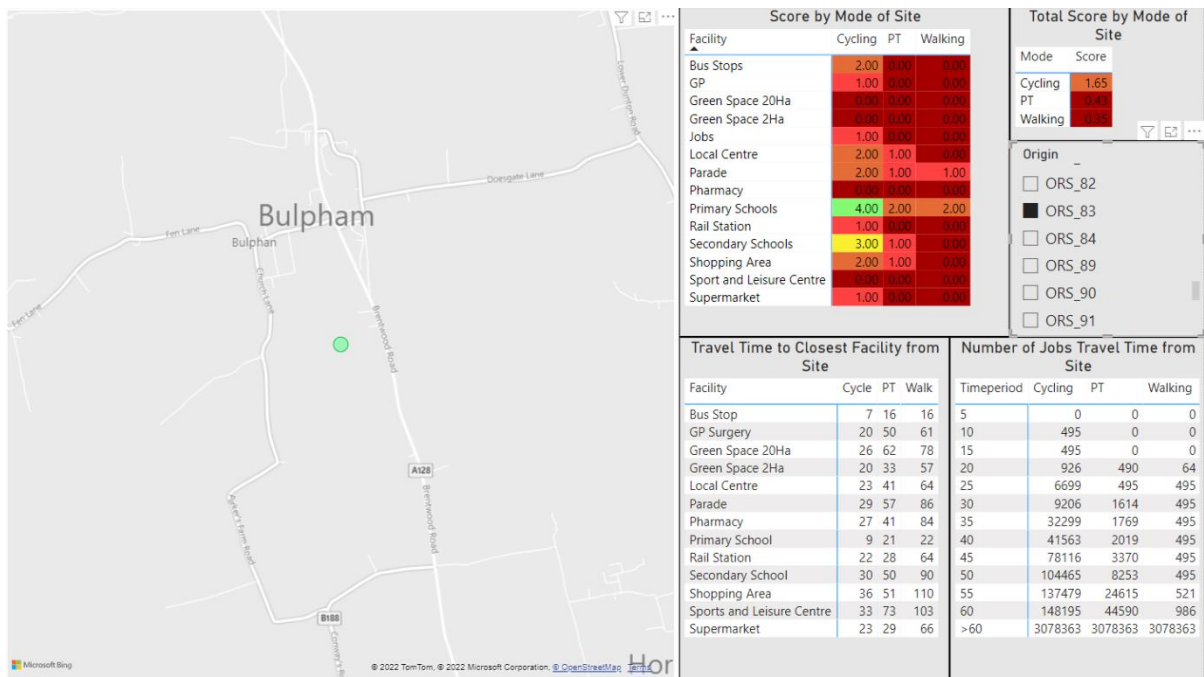
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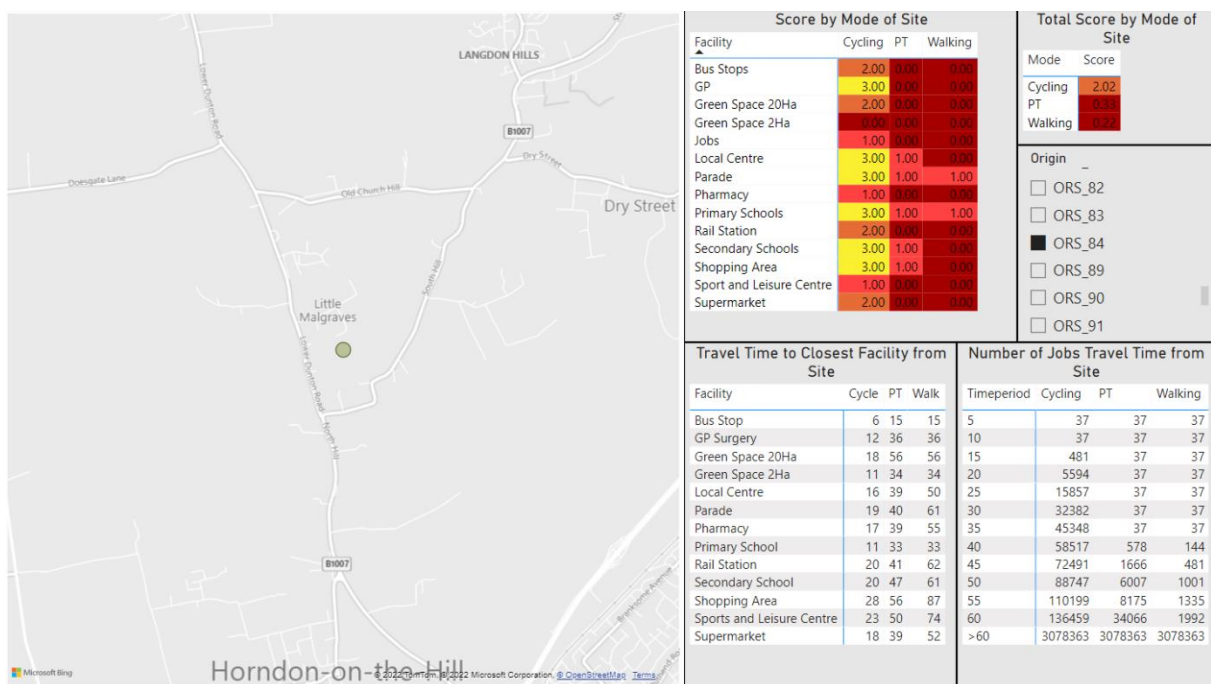
Site Connectivity Assessment

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ORS_83



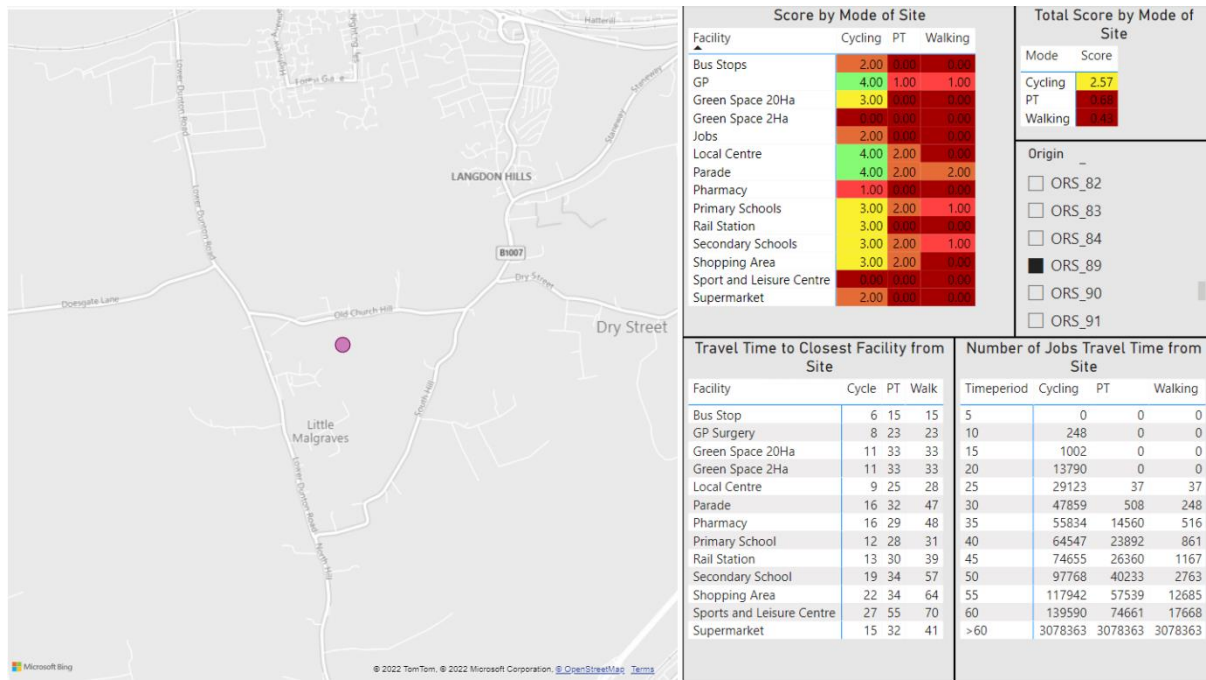
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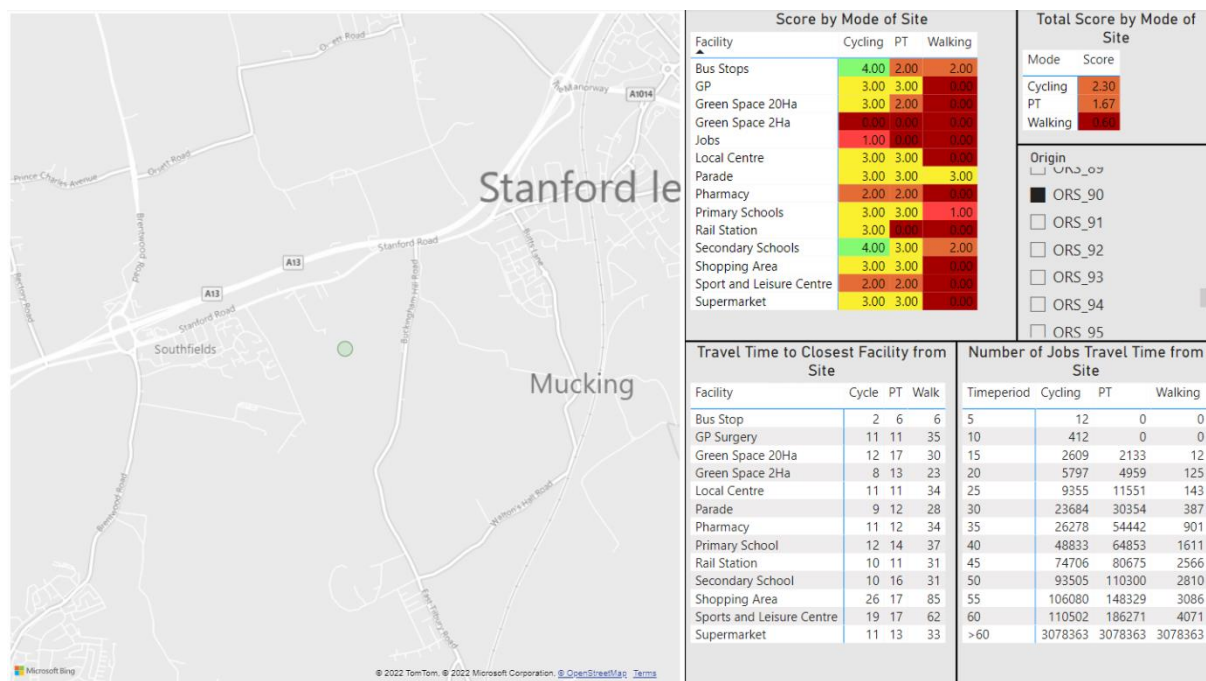
Site Connectivity Assessment

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ORS_89



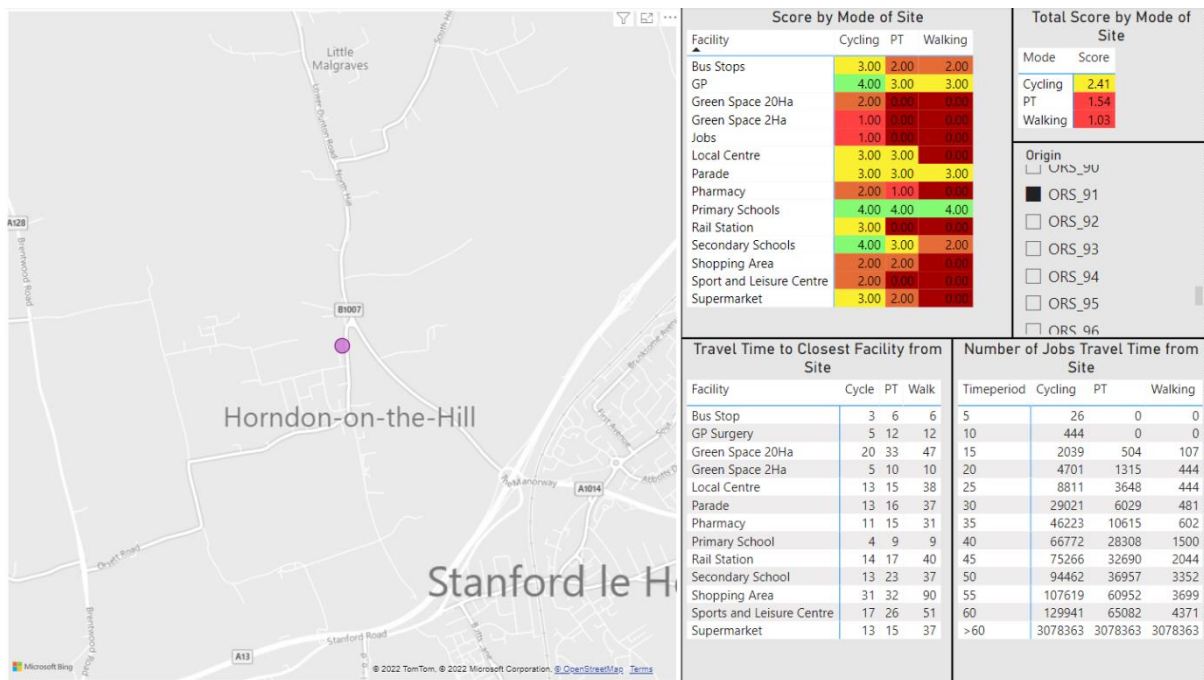
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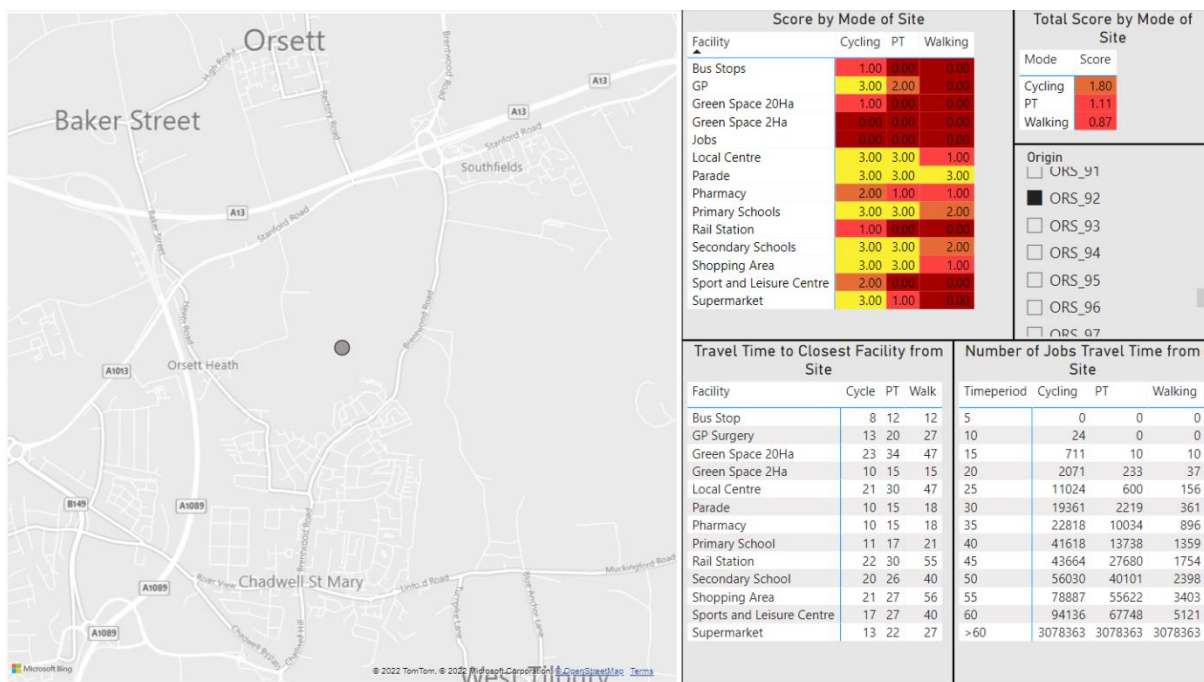
Site Connectivity Assessment

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ORS_91



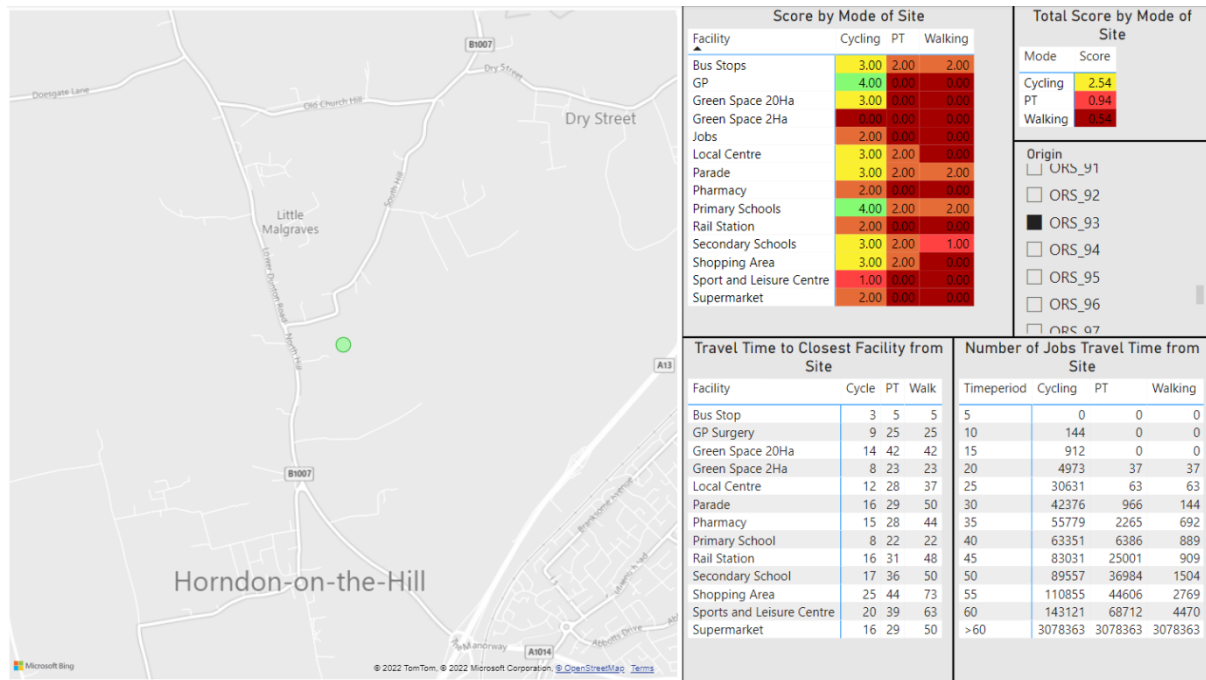
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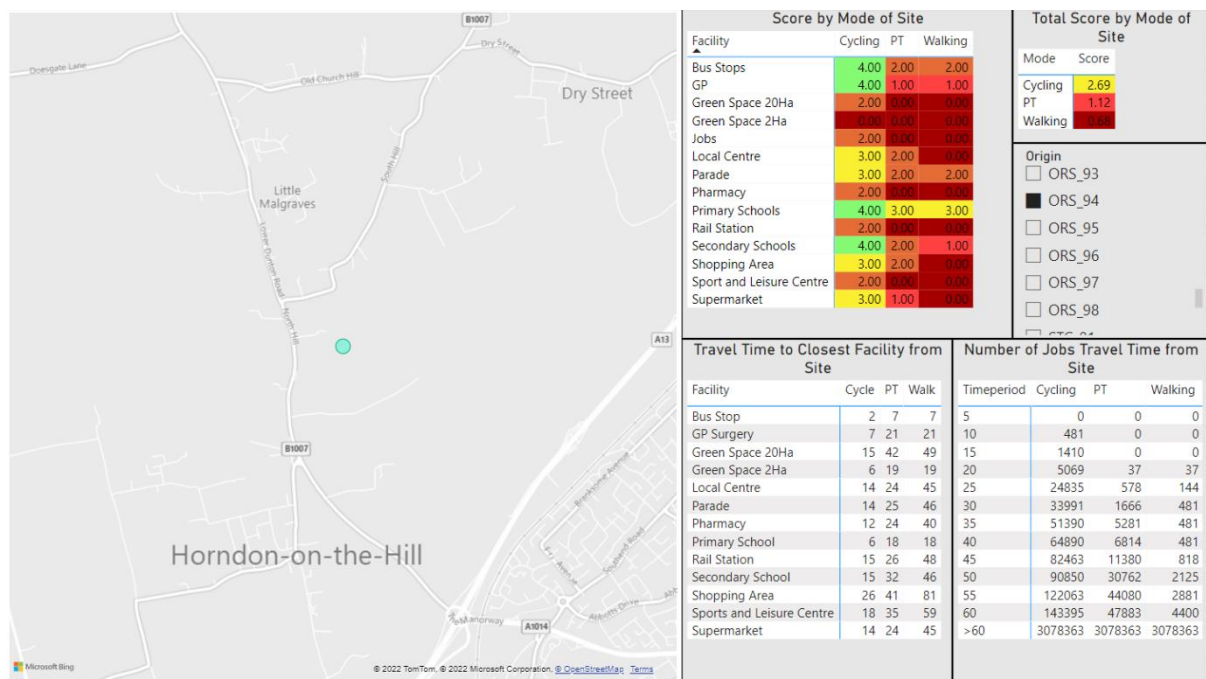
Site Connectivity Assessment

Thurrock Local Plan Regulation 18 Site Appraisals

ORS_93



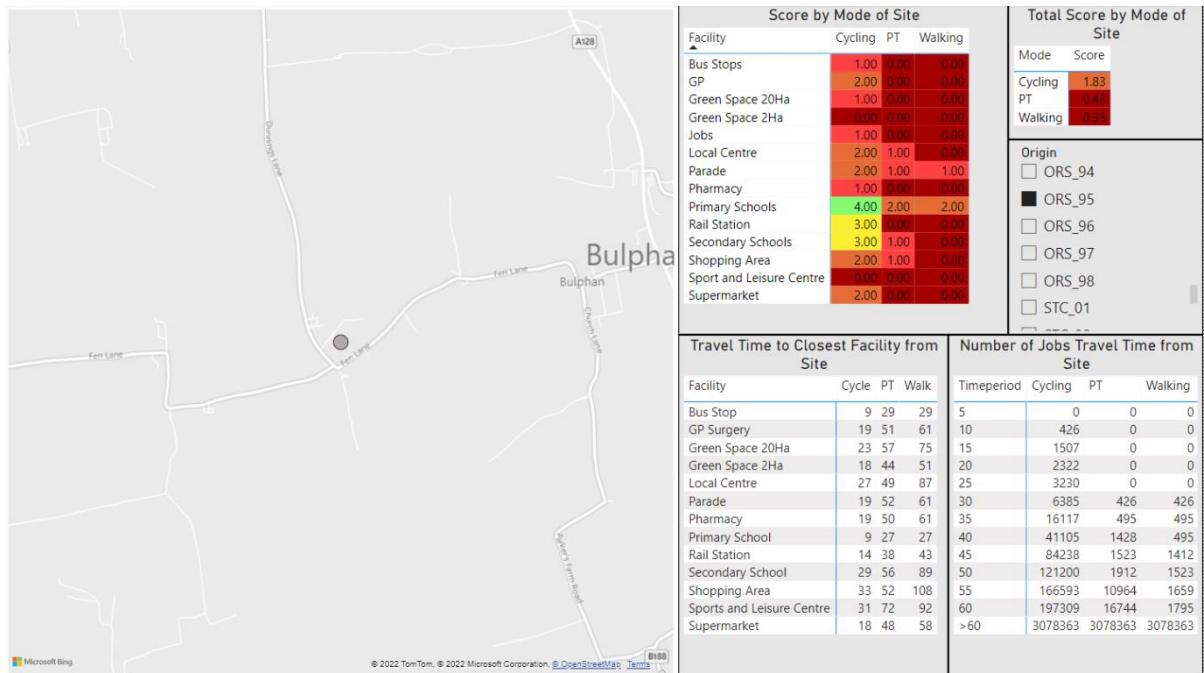
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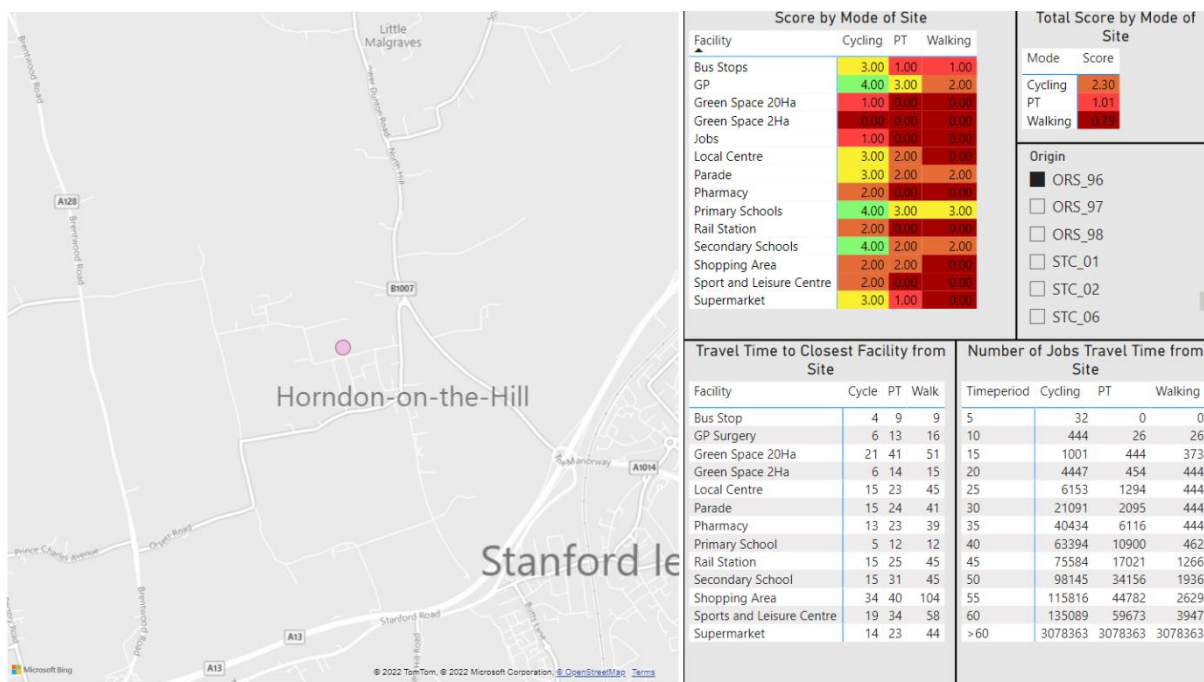
Site Connectivity Assessment

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ORS_95



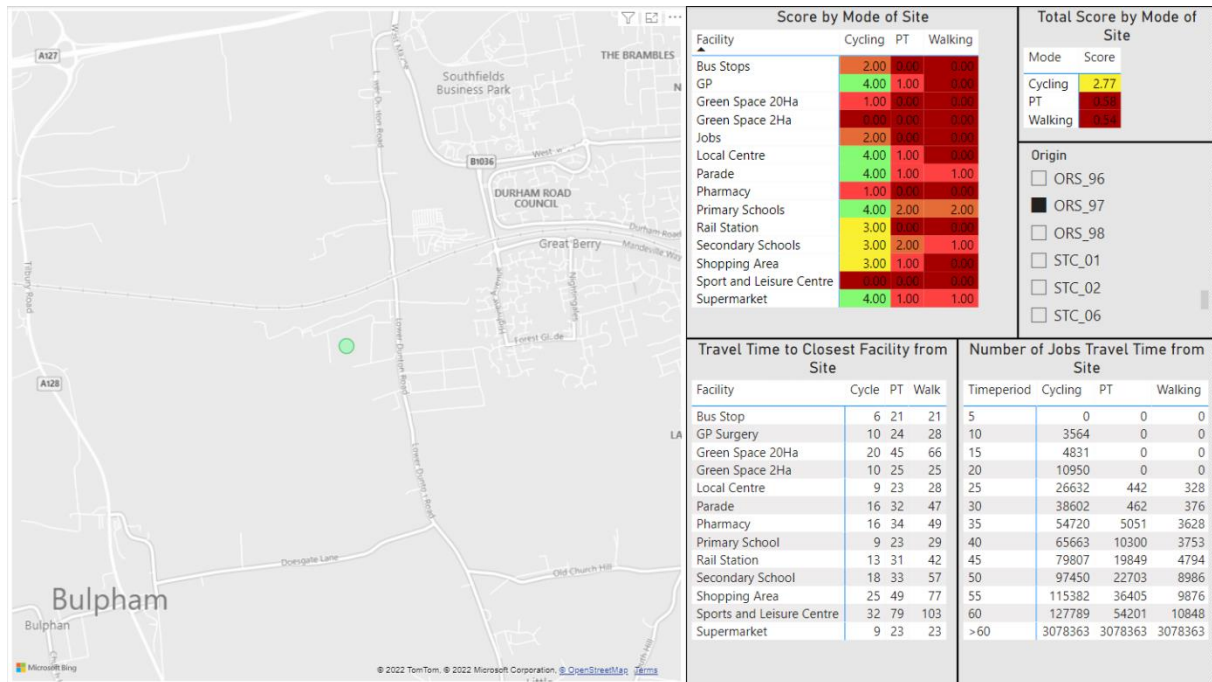
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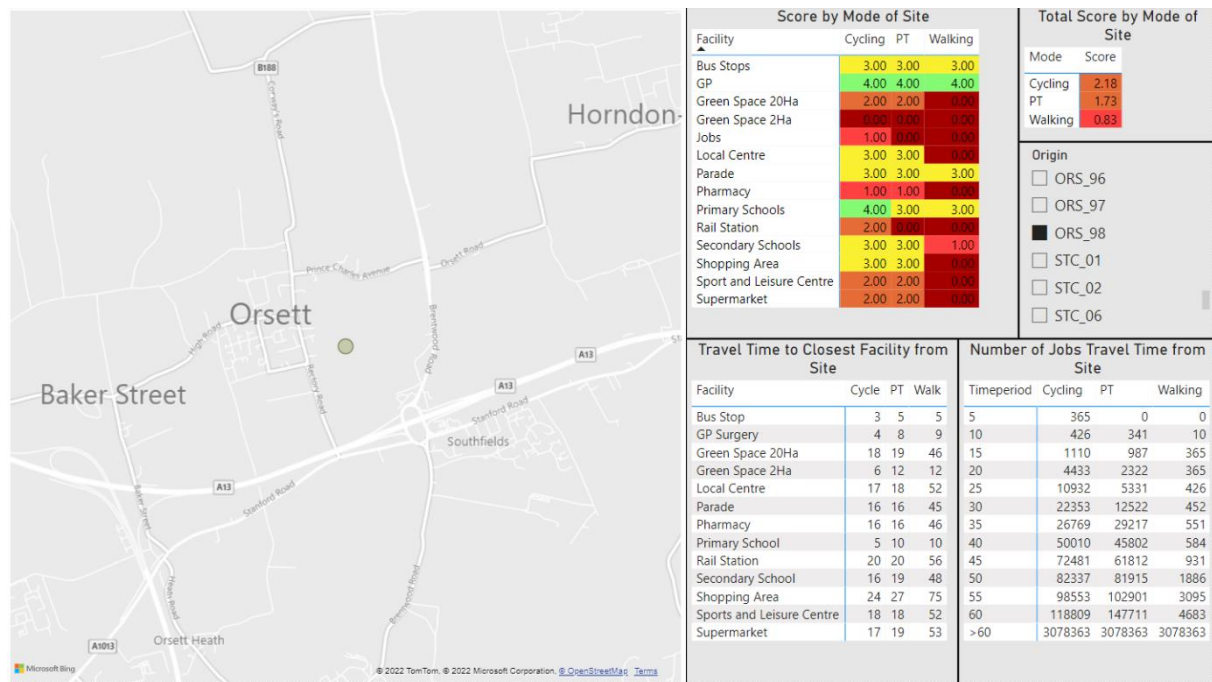
Site Connectivity Assessment

Thurrock Local Plan Regulation 18 Site Appraisals

ORS_97



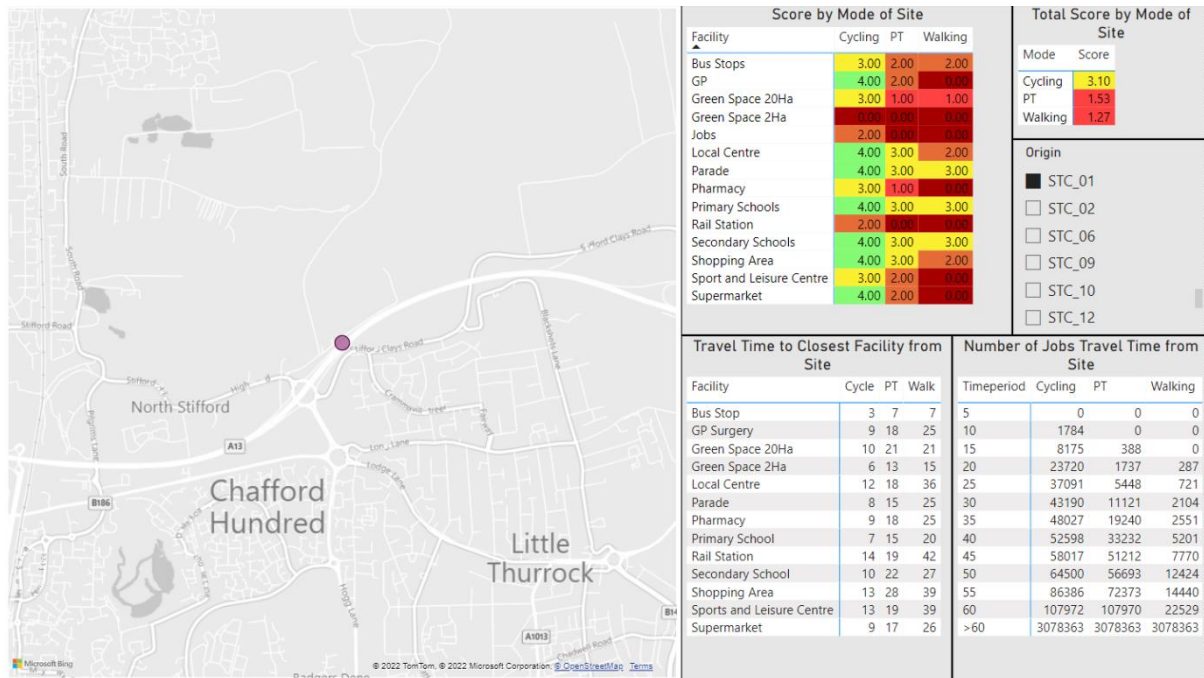
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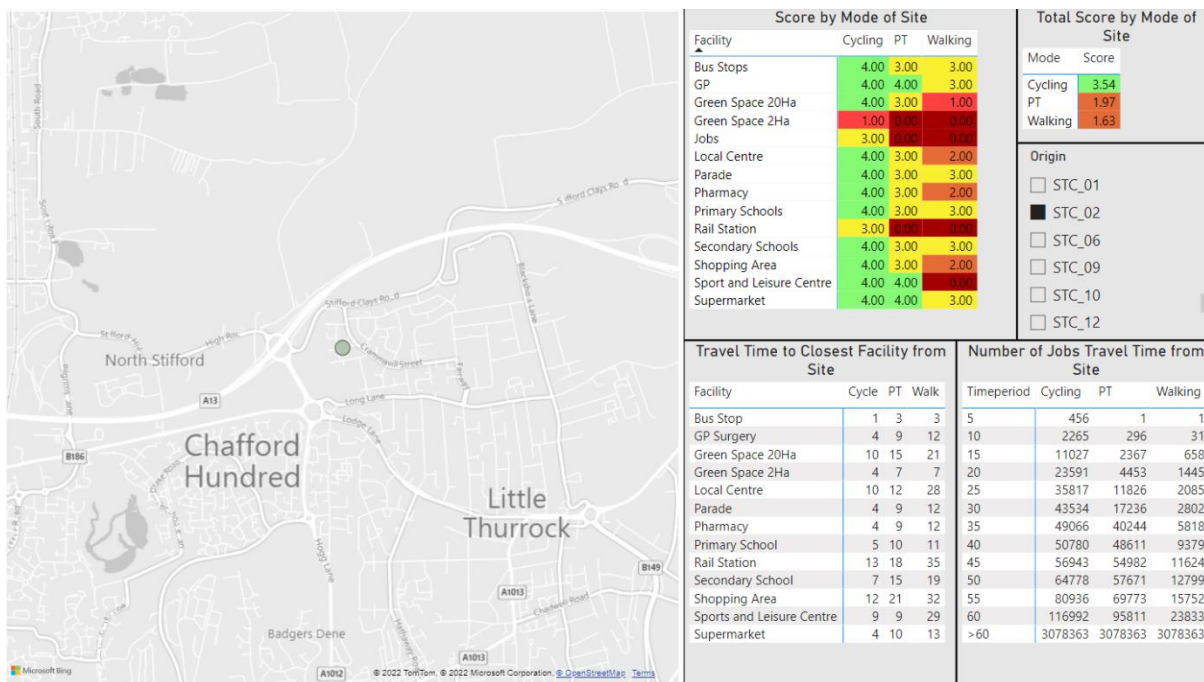
Site Connectivity Assessment

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STC_01



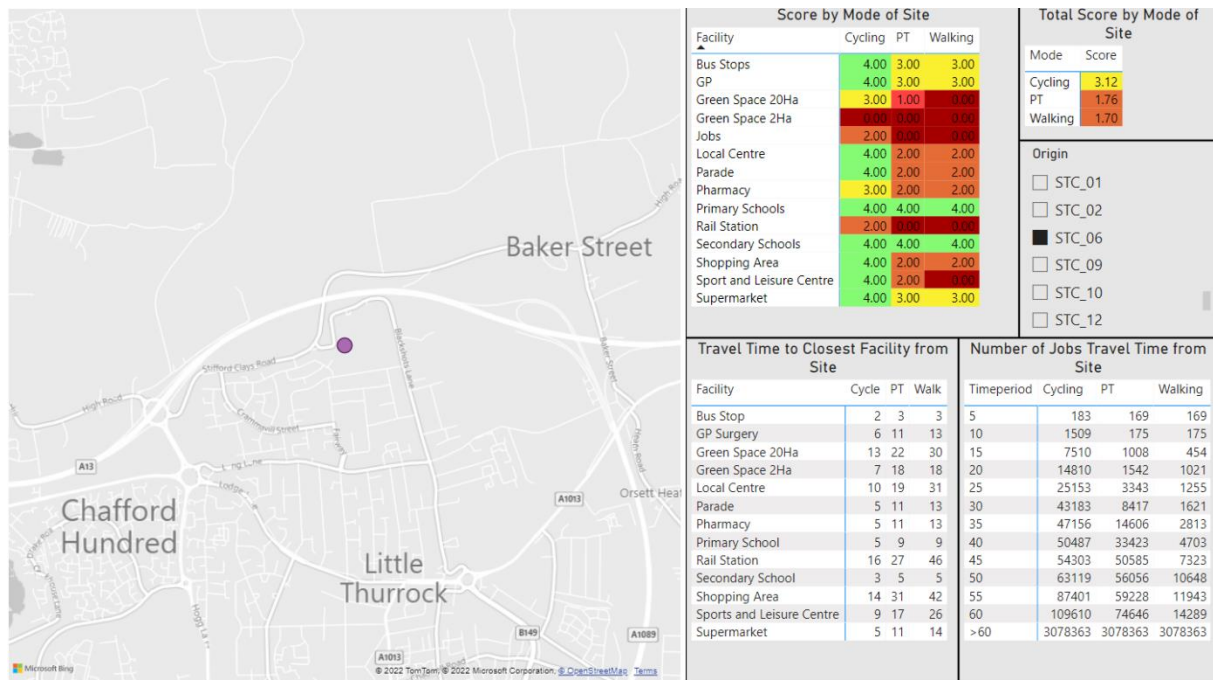
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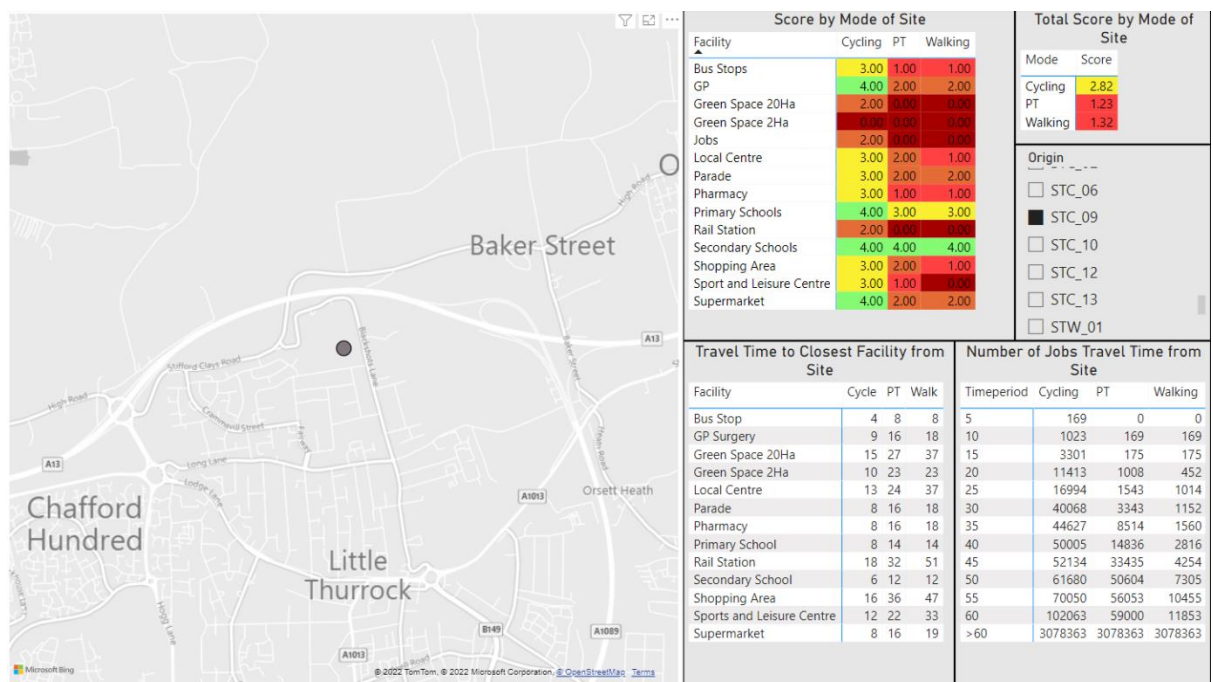
Site Connectivity Assessment

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STC_06

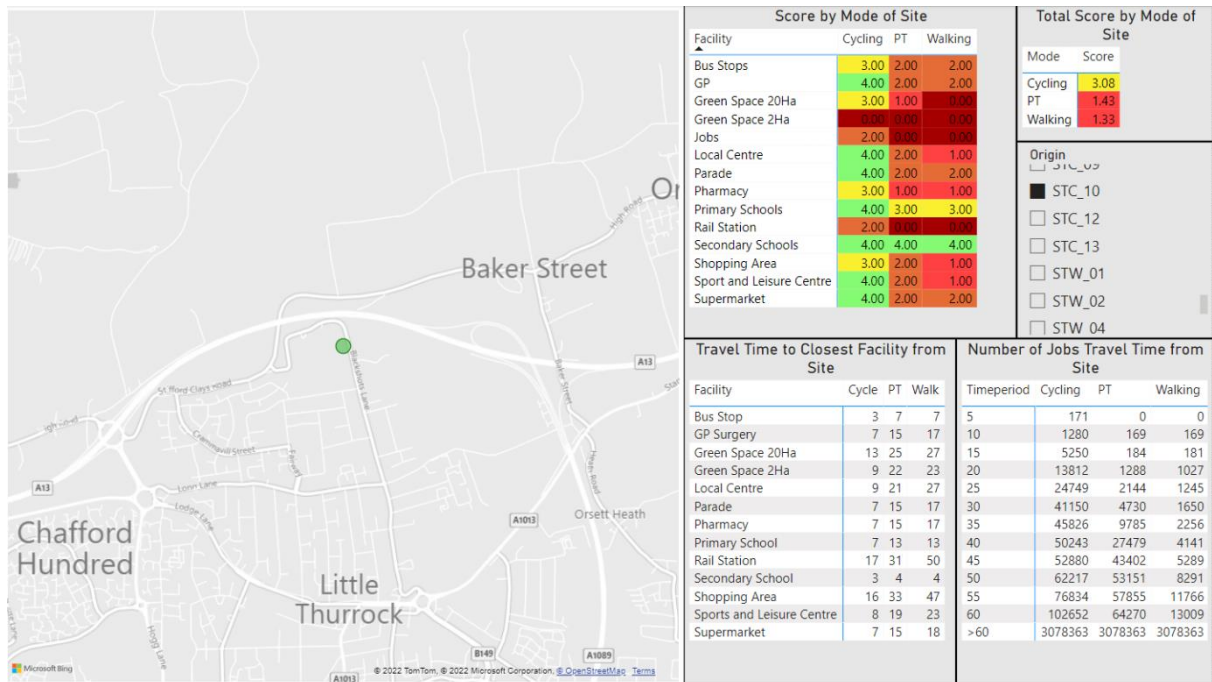


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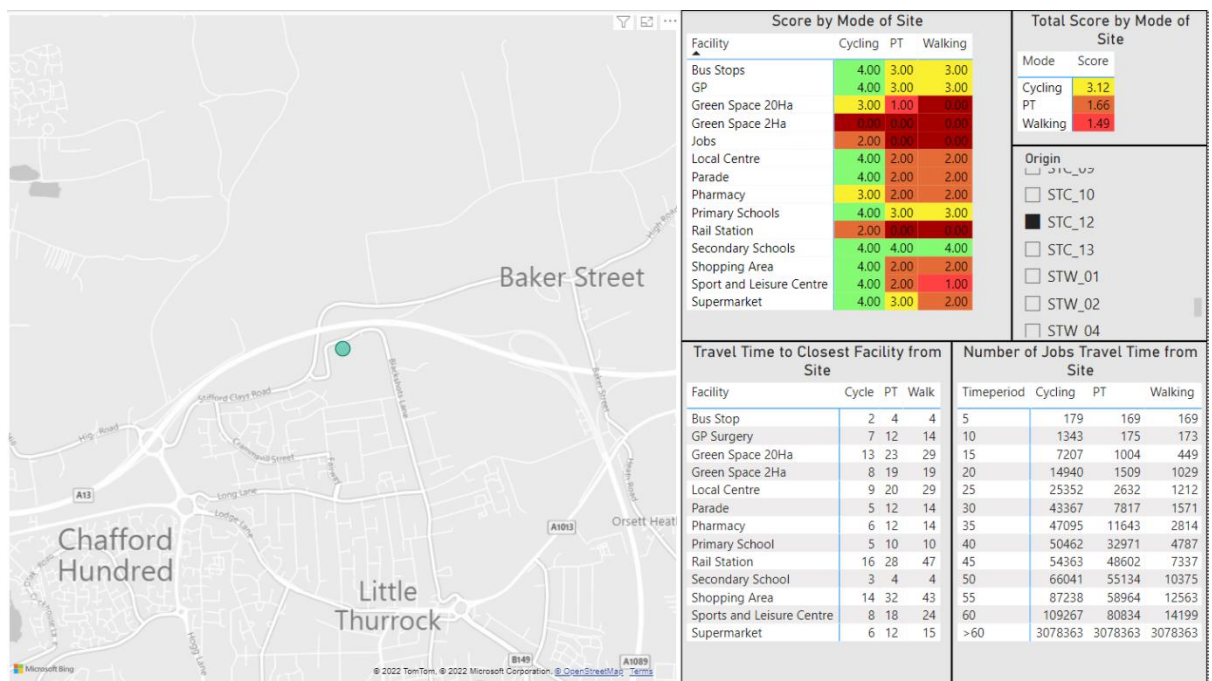


Site Connectivity Assessment Thurrock Local Plan Regulation 18 Site Appraisals

STC_10



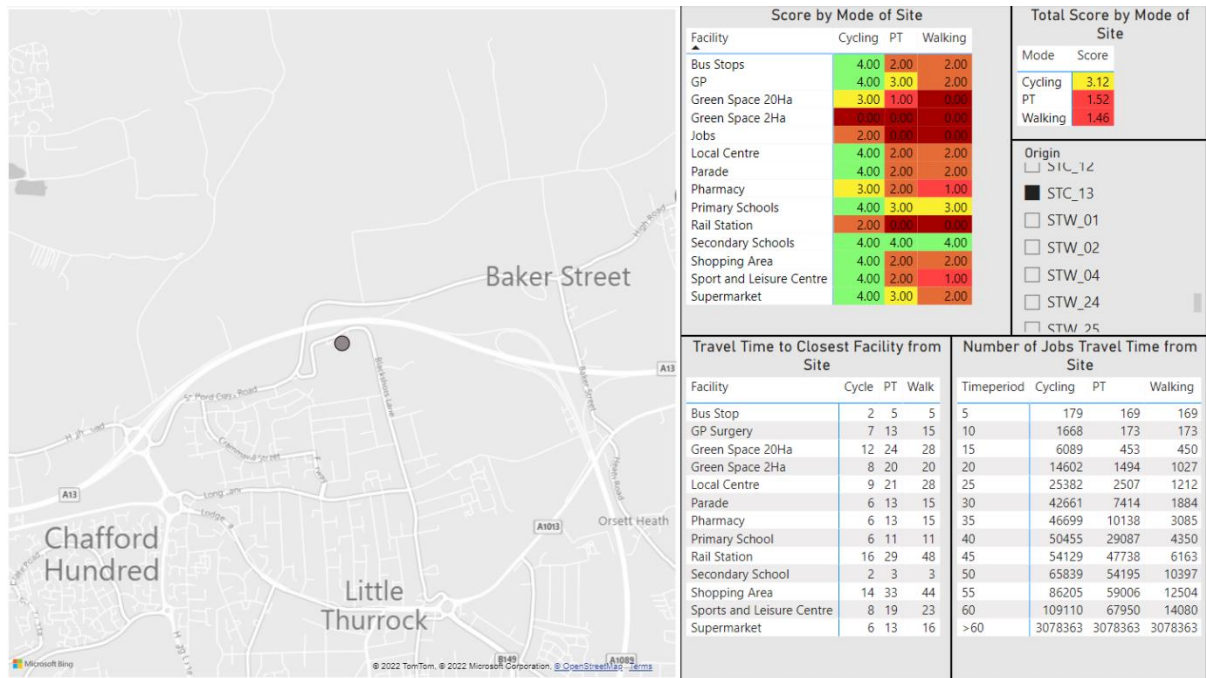
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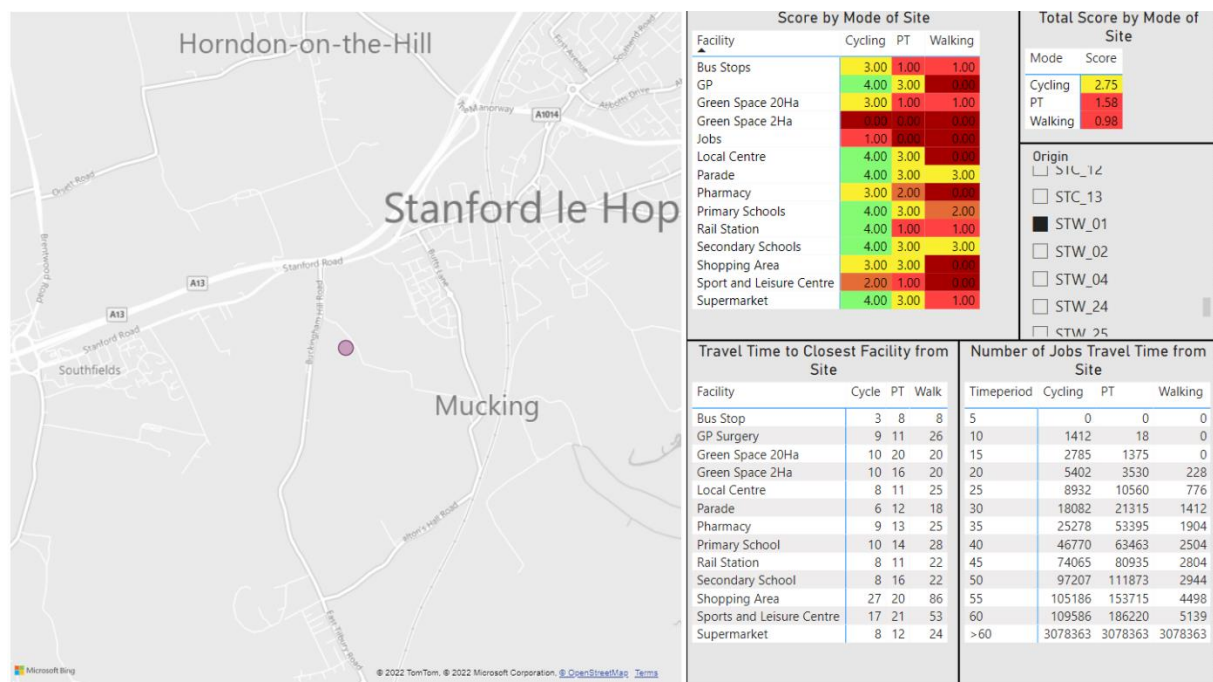
Site Connectivity Assessment

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STC_13

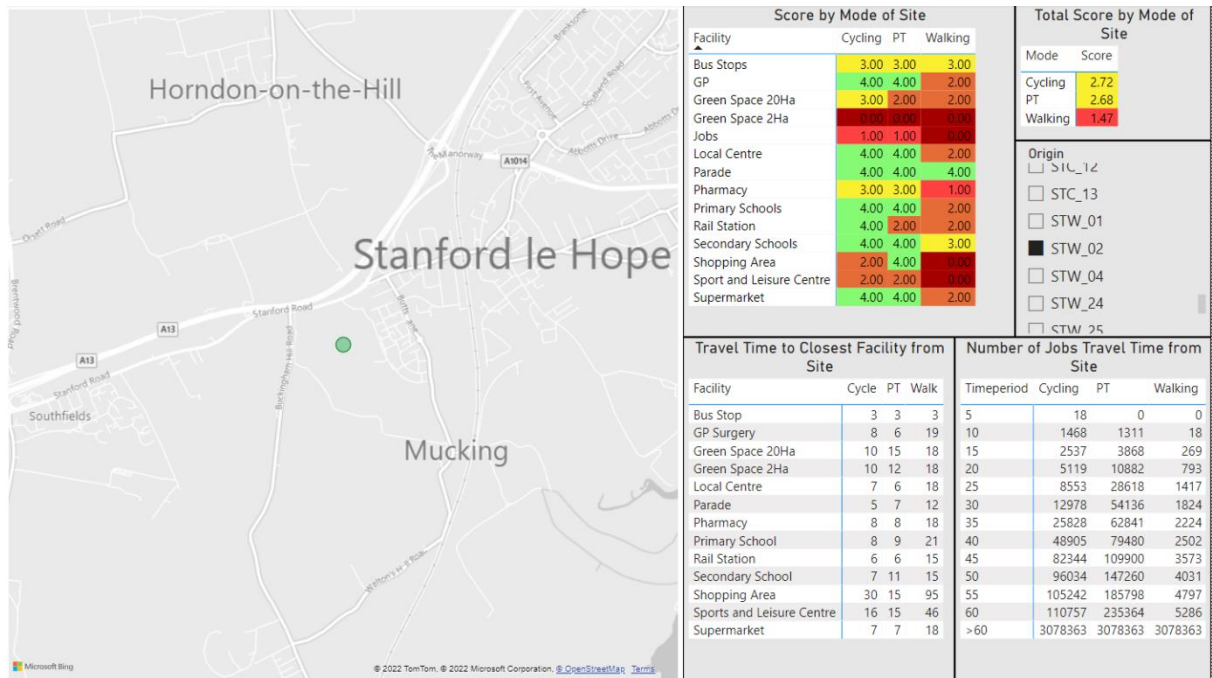


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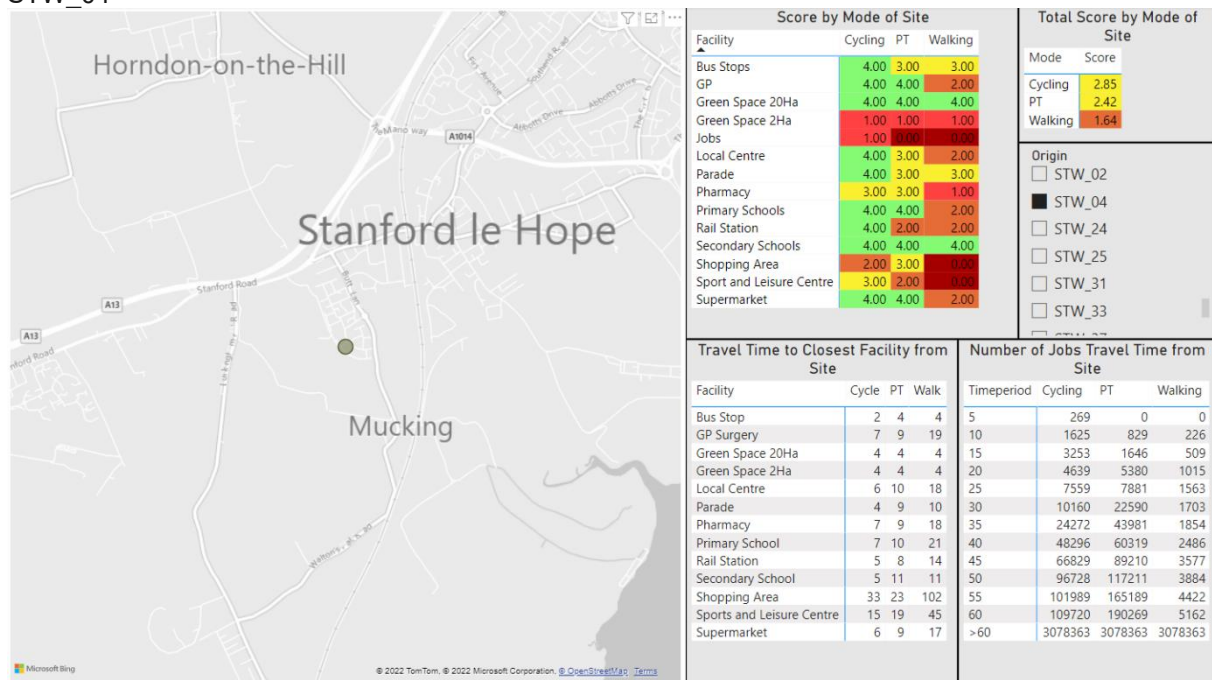


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STW_02

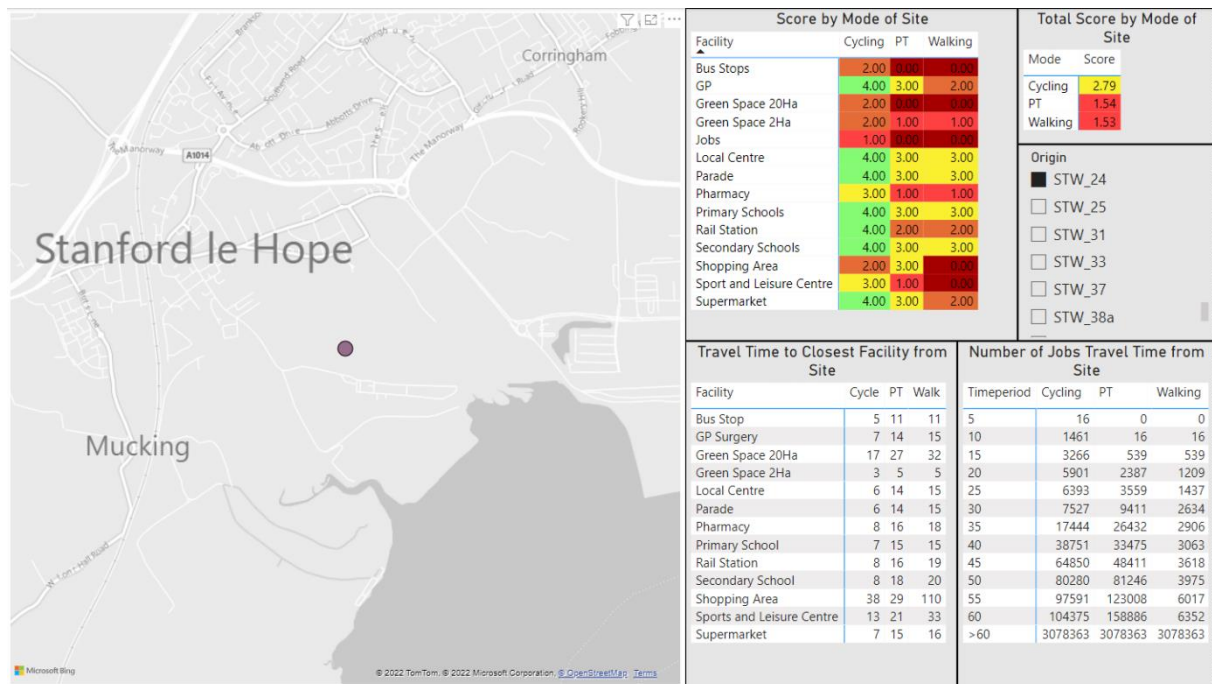


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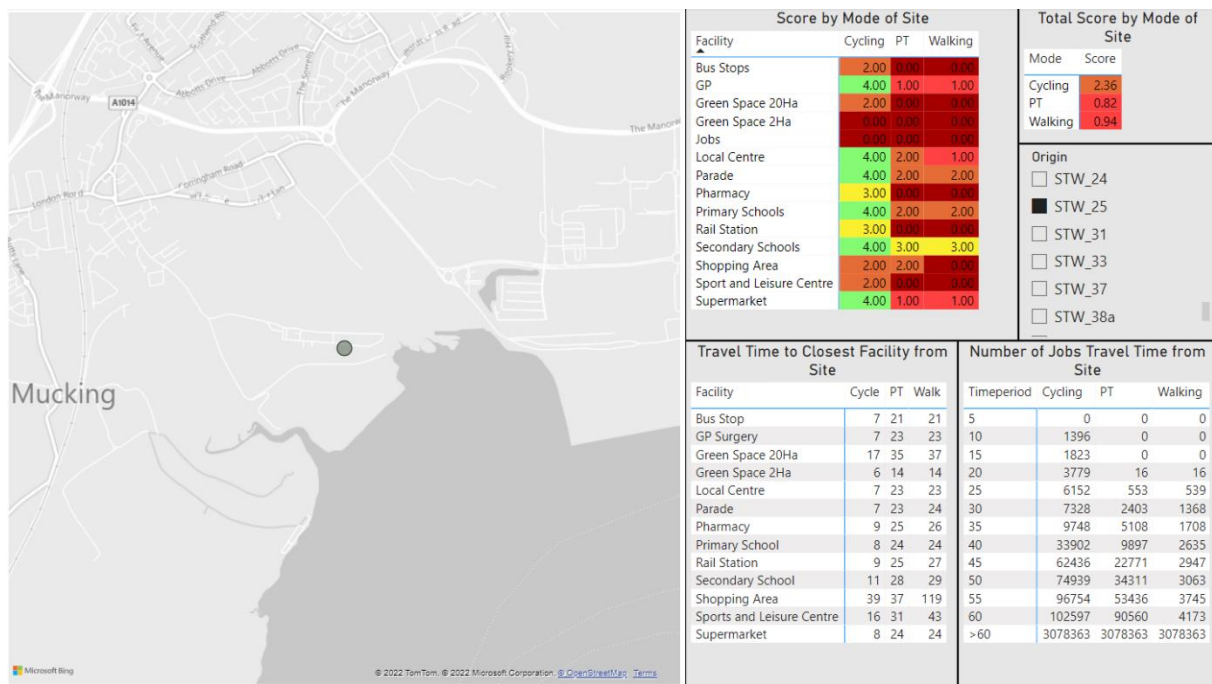


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STW_24



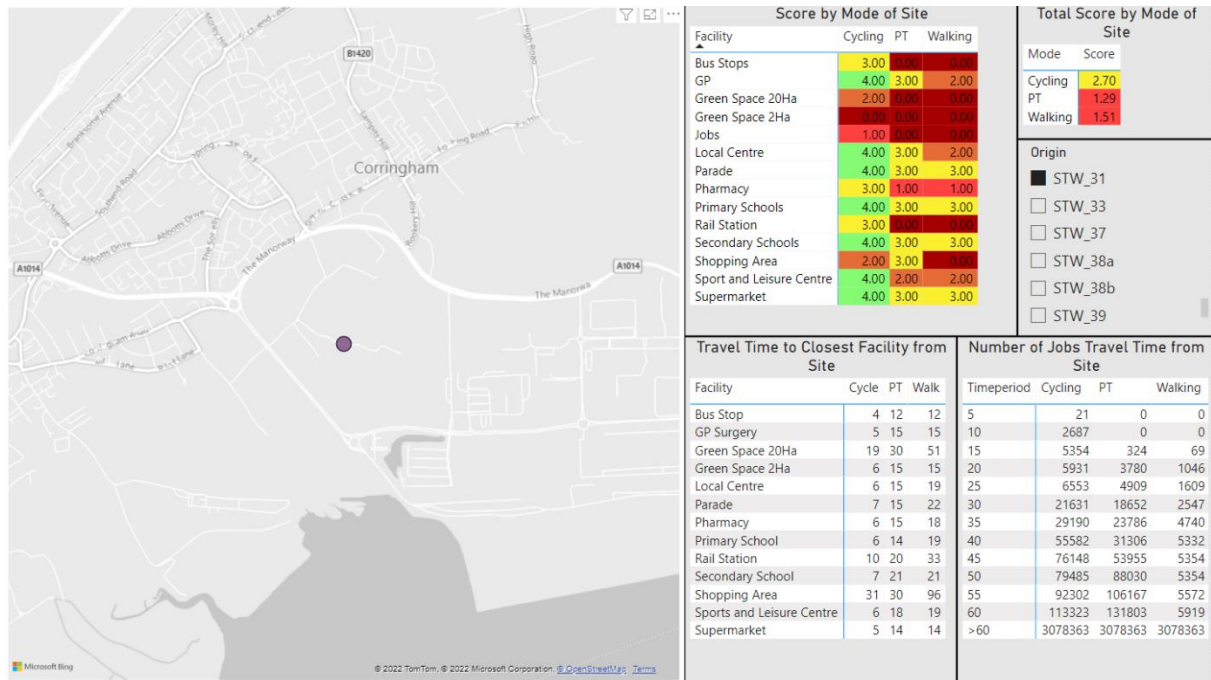
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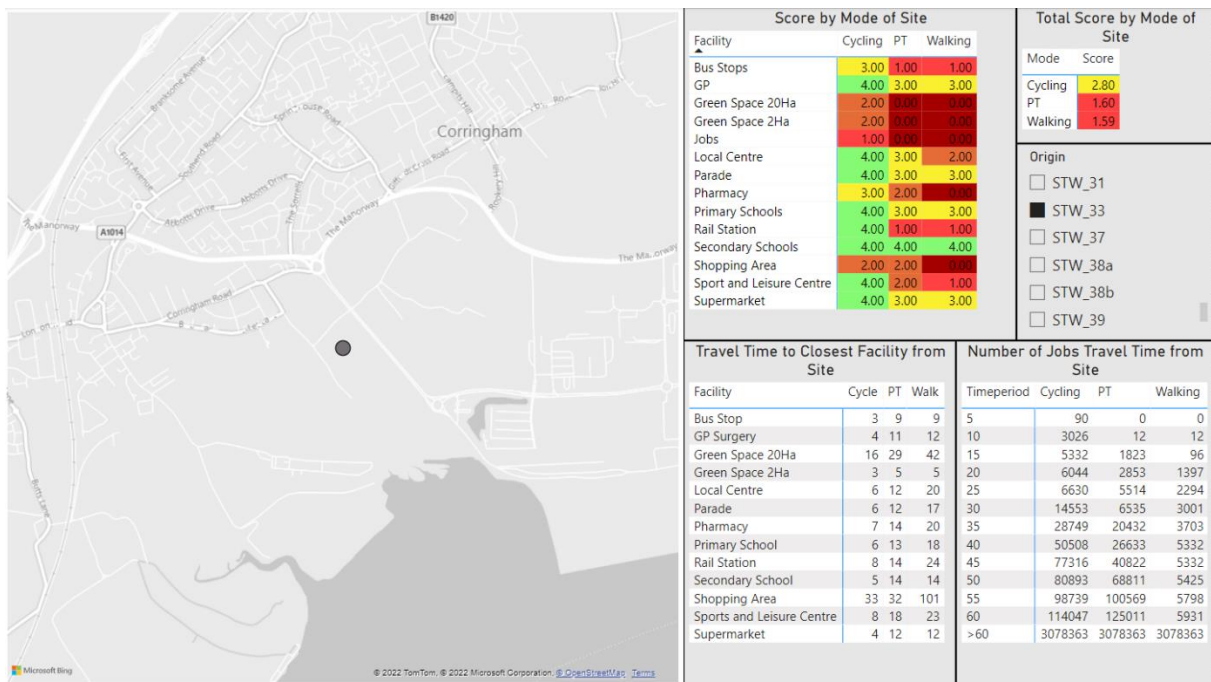
Site Connectivity Assessment

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STW_31



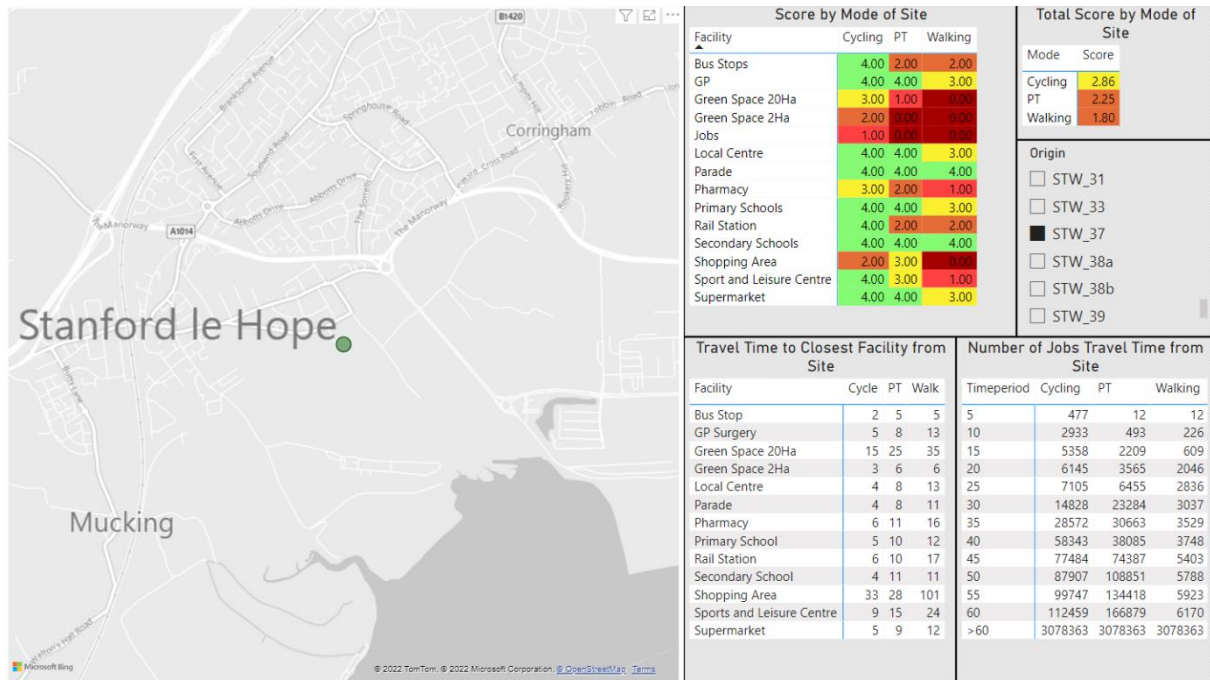
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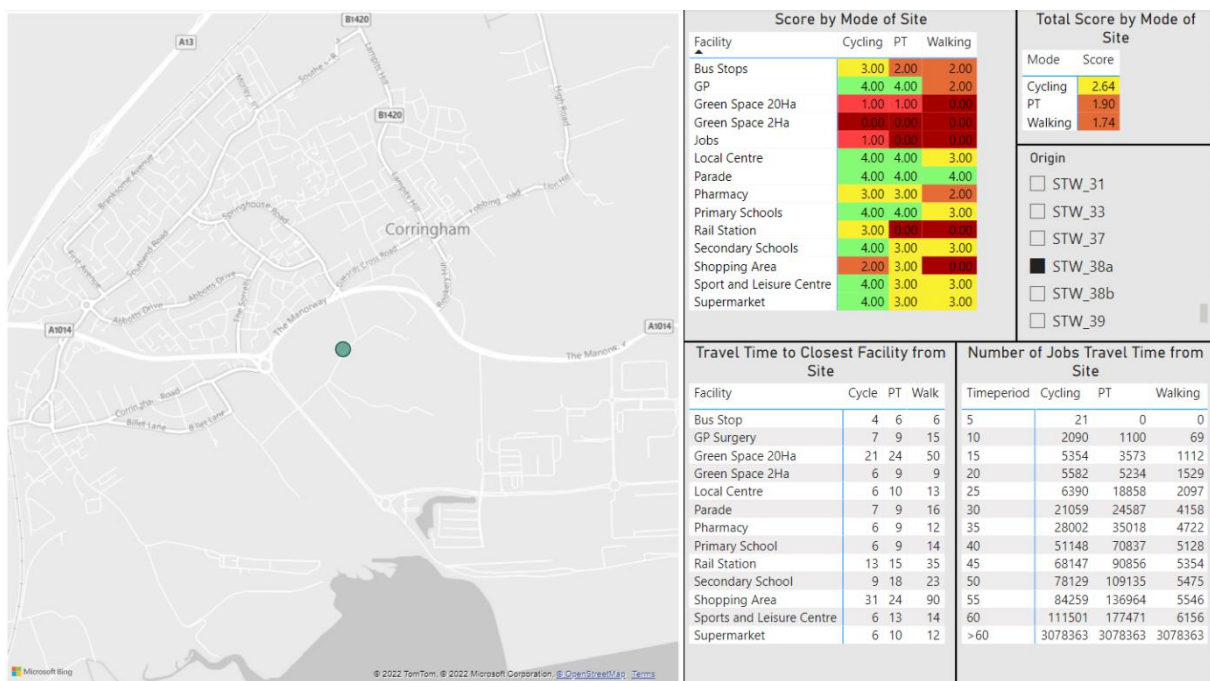
Site Connectivity Assessment

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STW_37

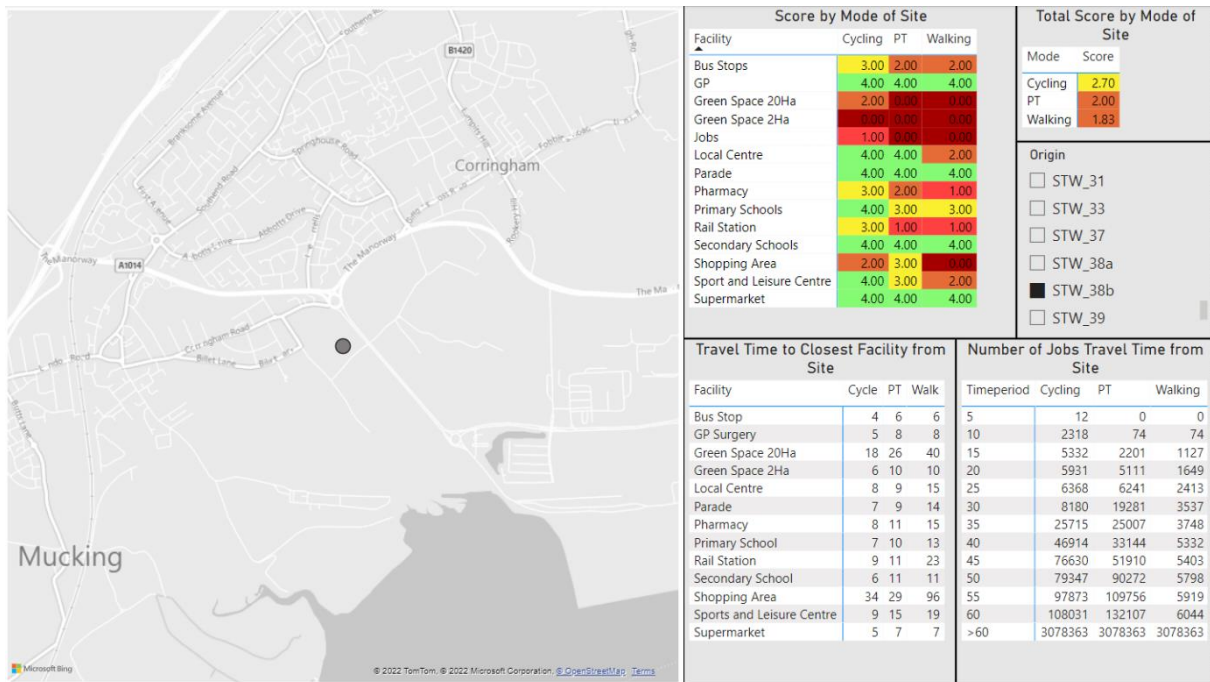


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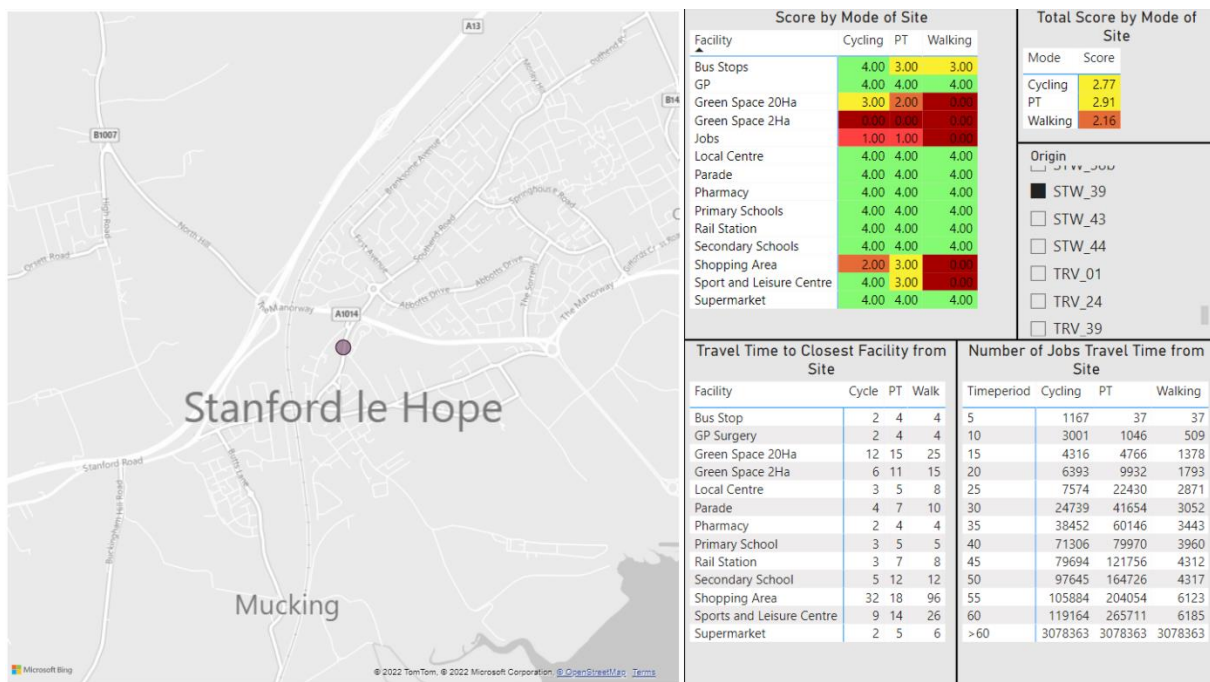


Site Connectivity Assessment
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STW_38b



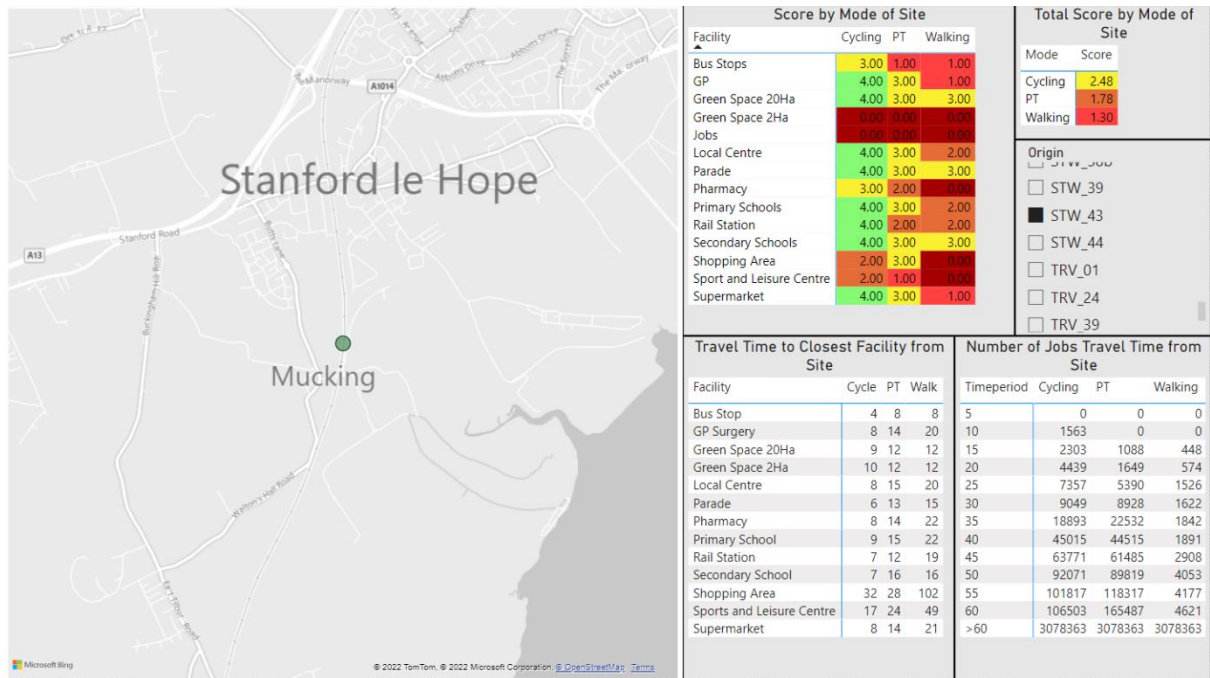
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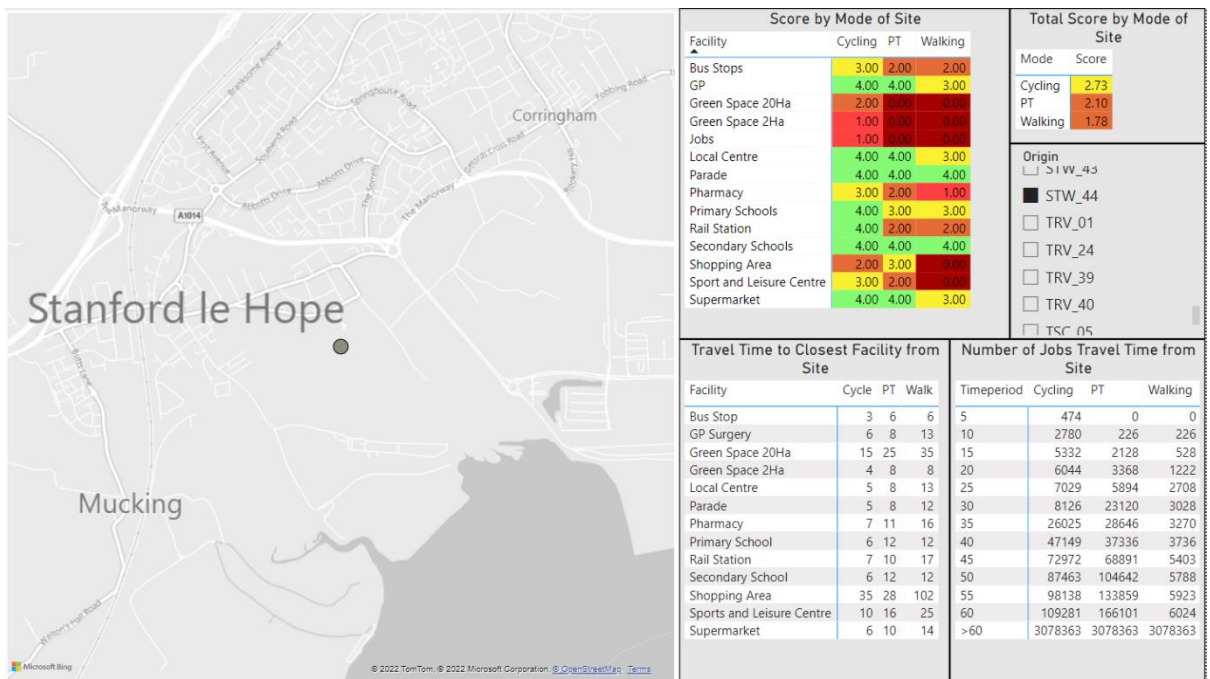
Site Connectivity Assessment

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STW_43



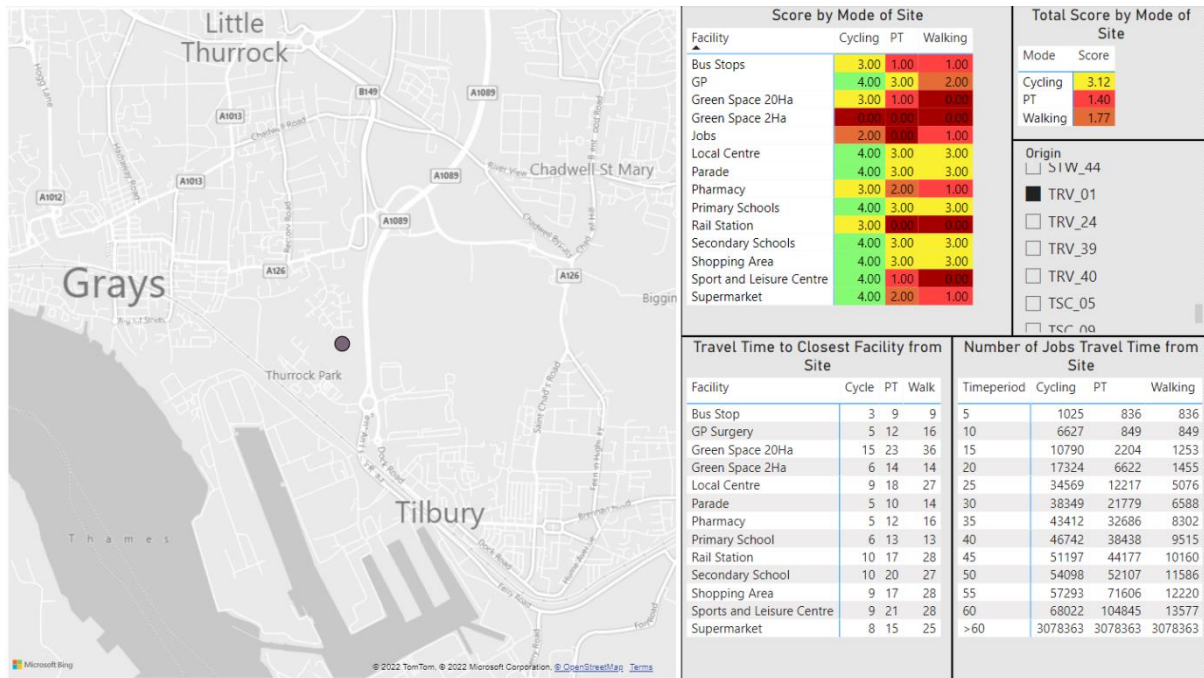
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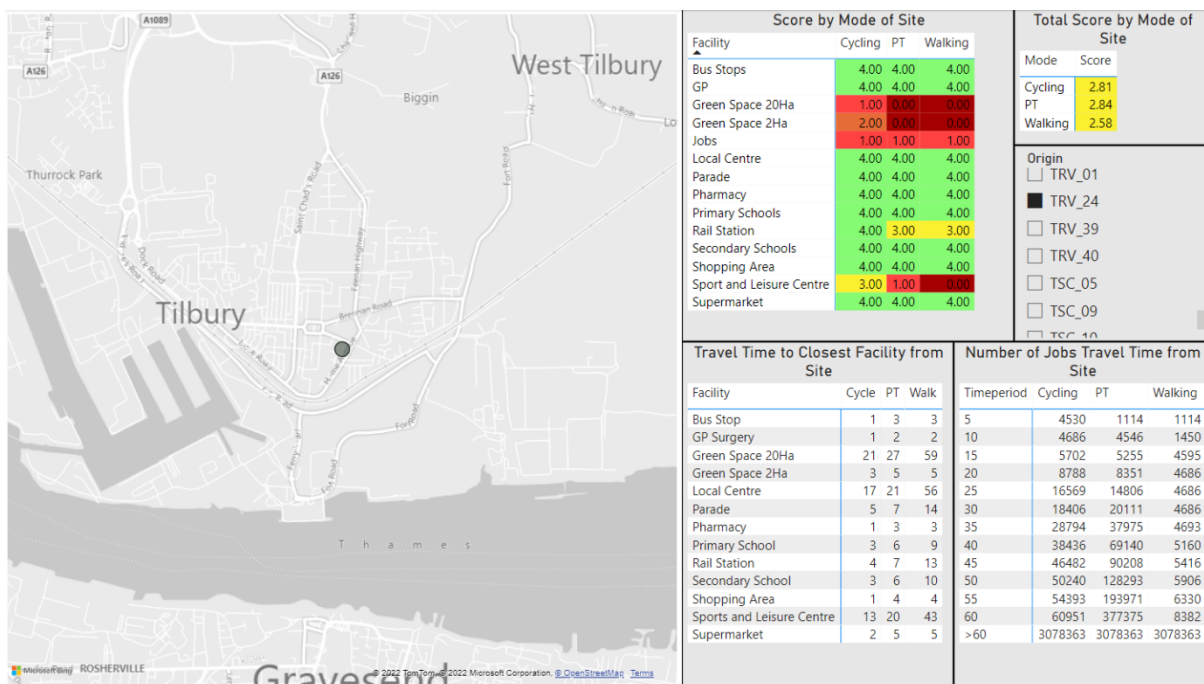
Site Connectivity Assessment

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TRV_01



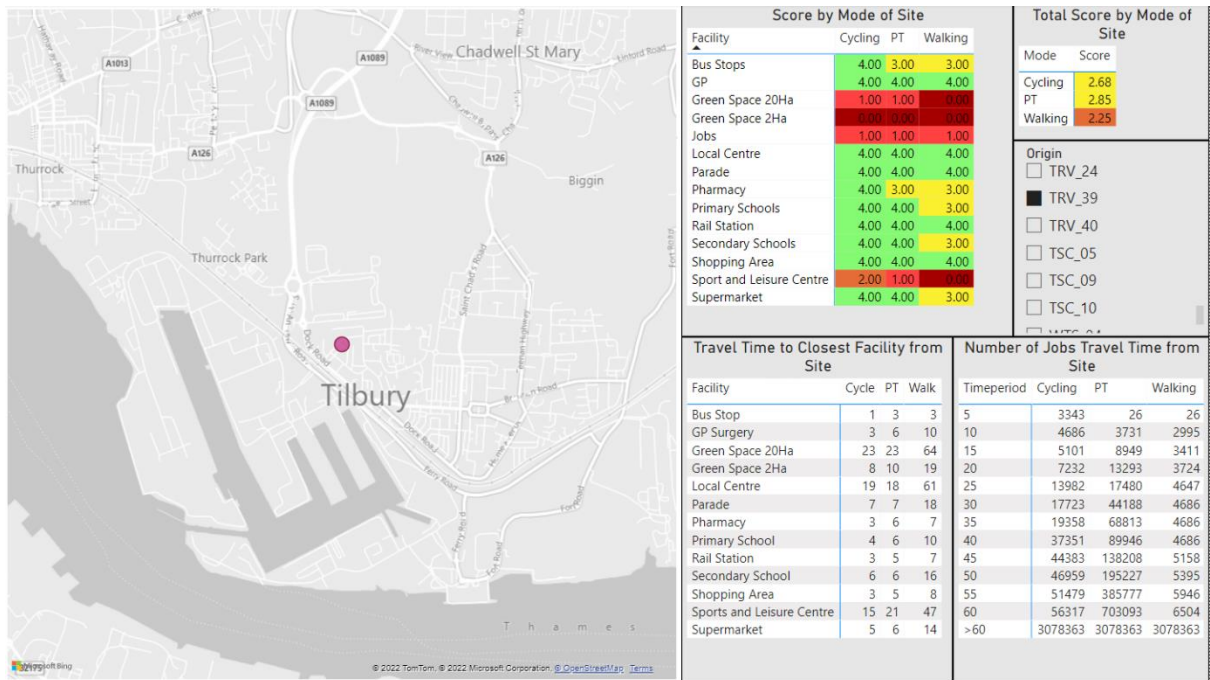
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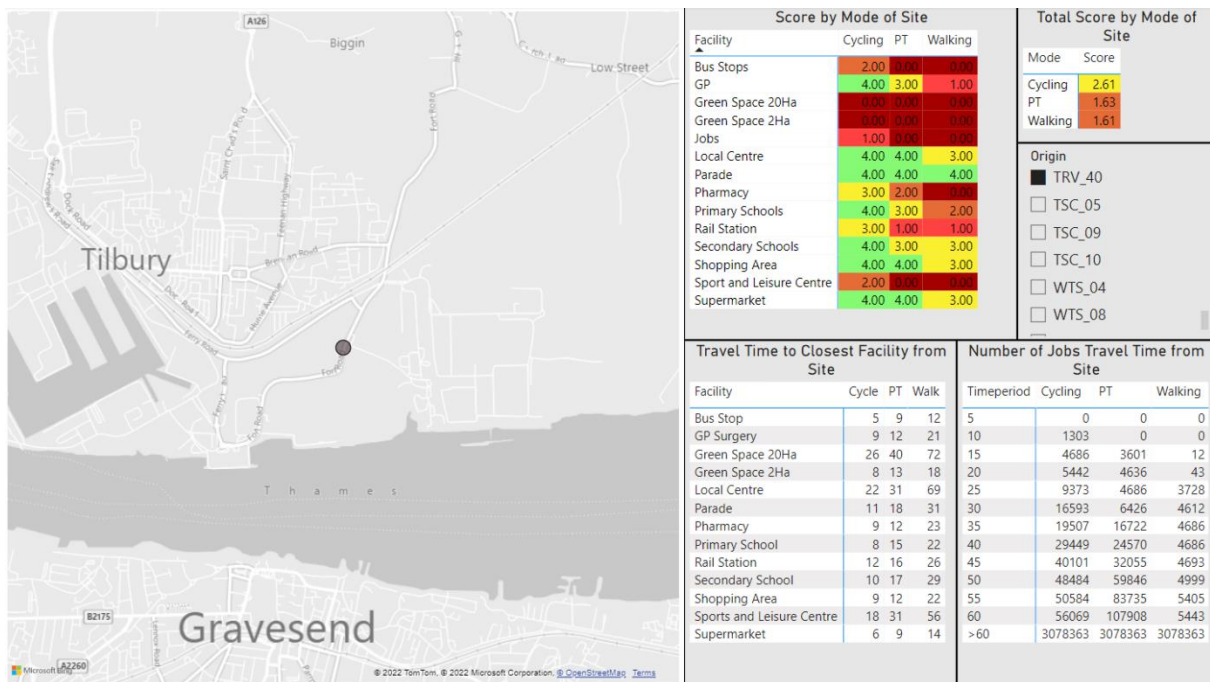
Site Connectivity Assessment

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TRV_39



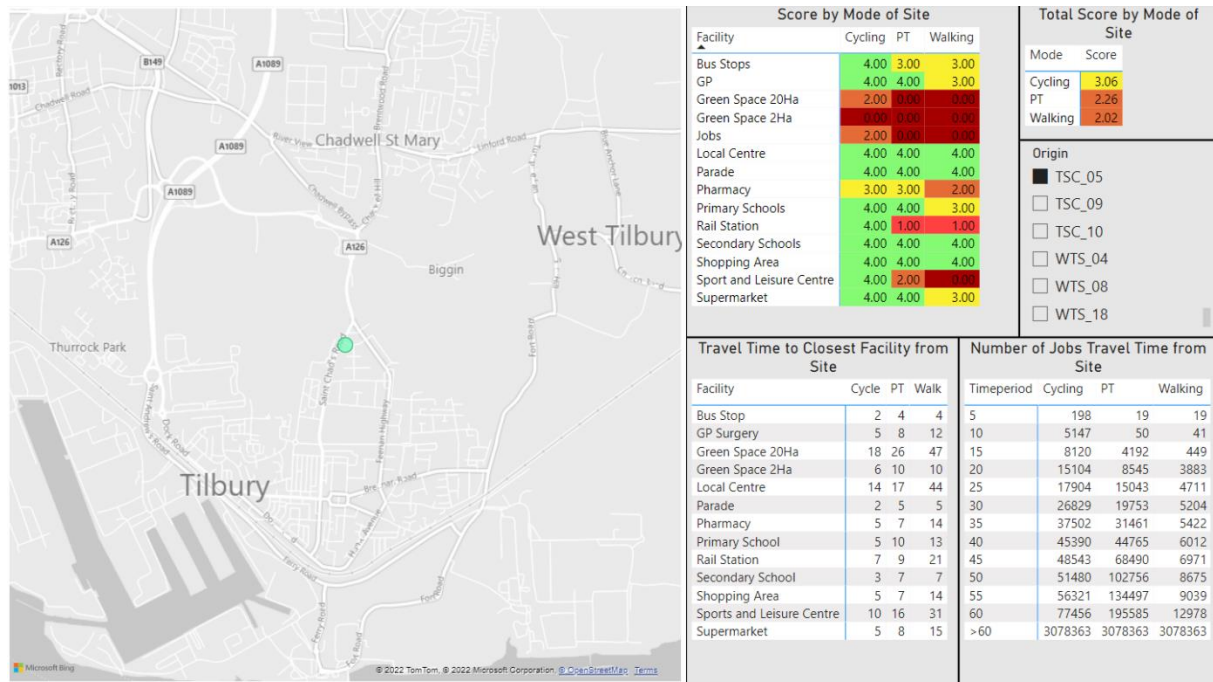
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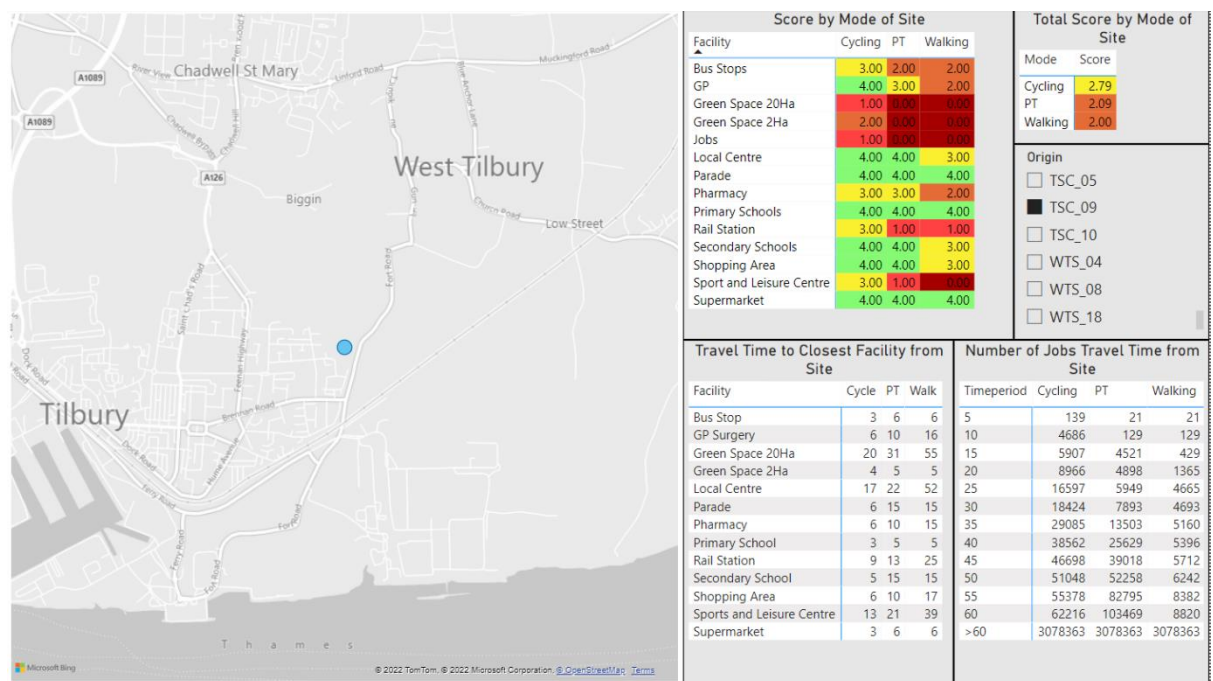
Site Connectivity Assessment

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TSC_05



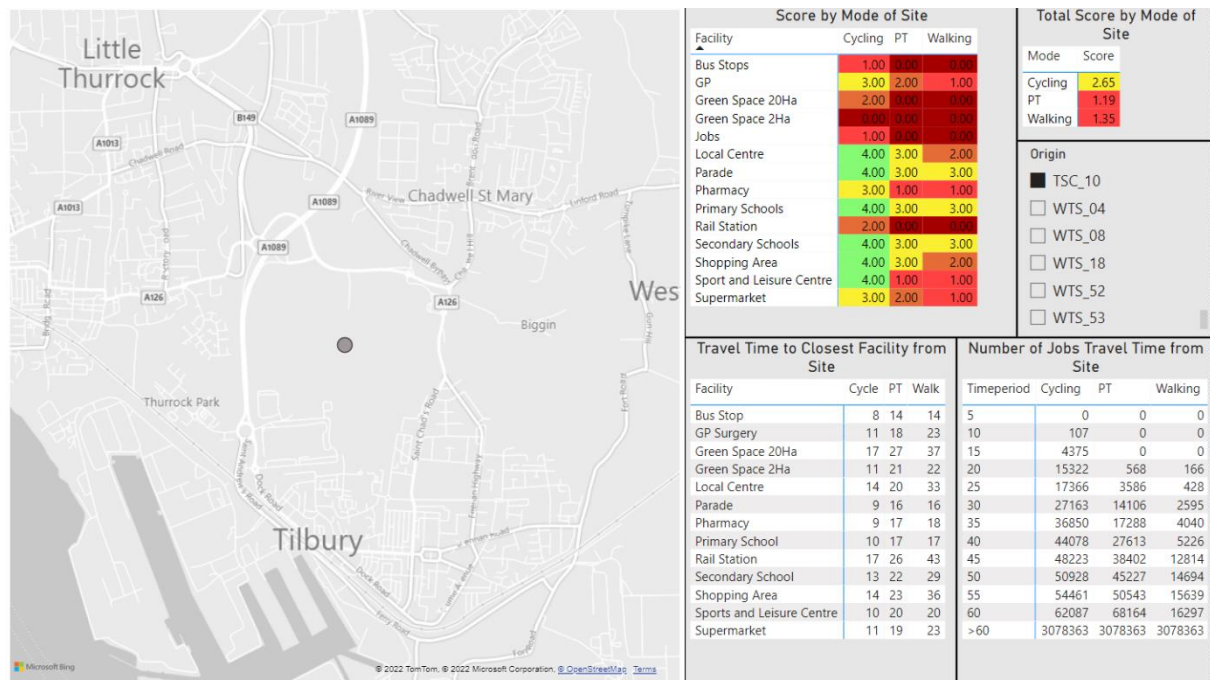
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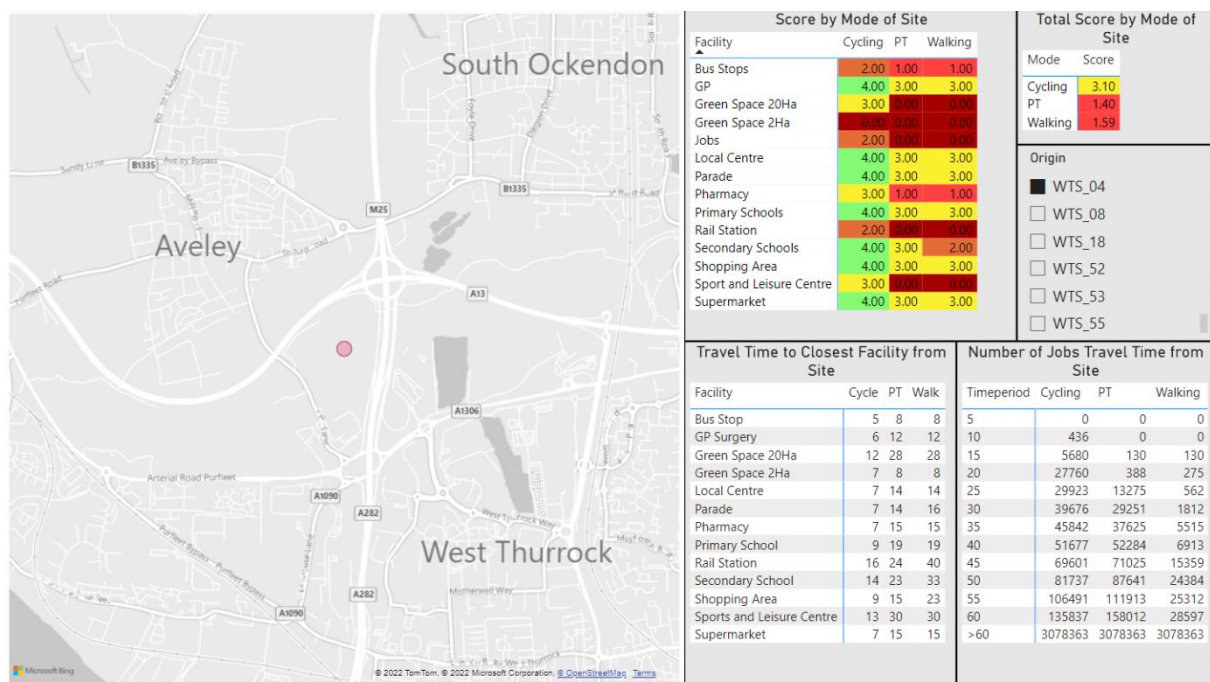
Site Connectivity Assessment

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TSC_10



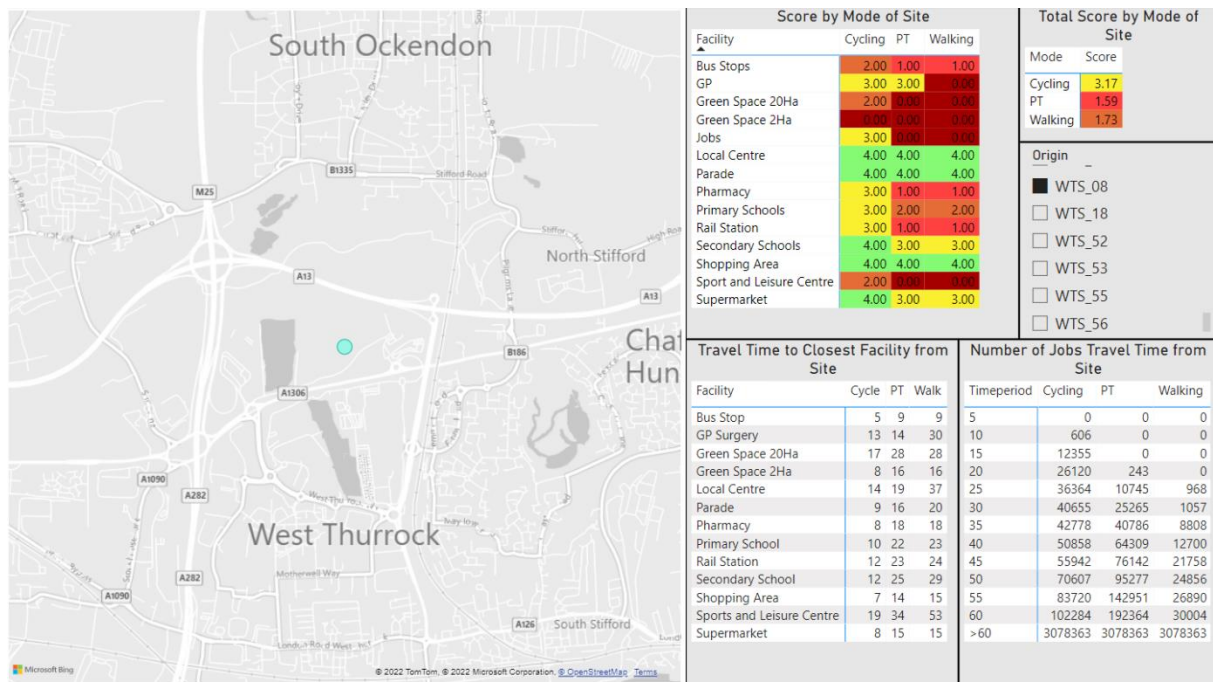
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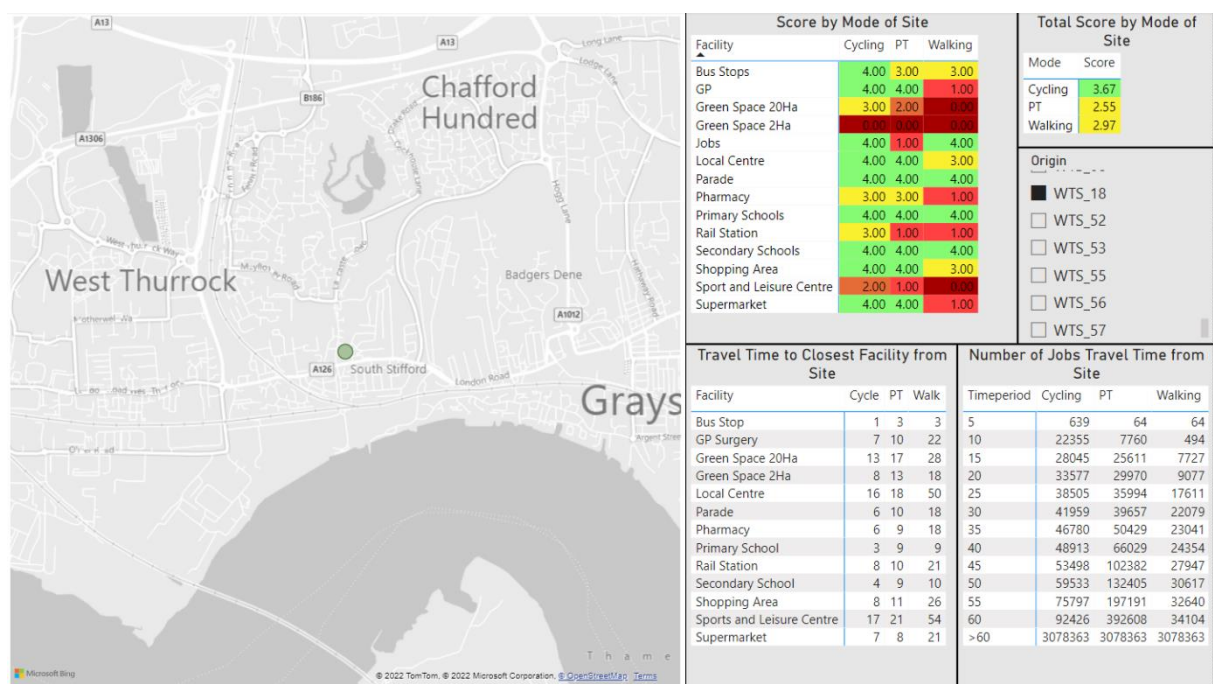
Site Connectivity Assessment

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WTS_08



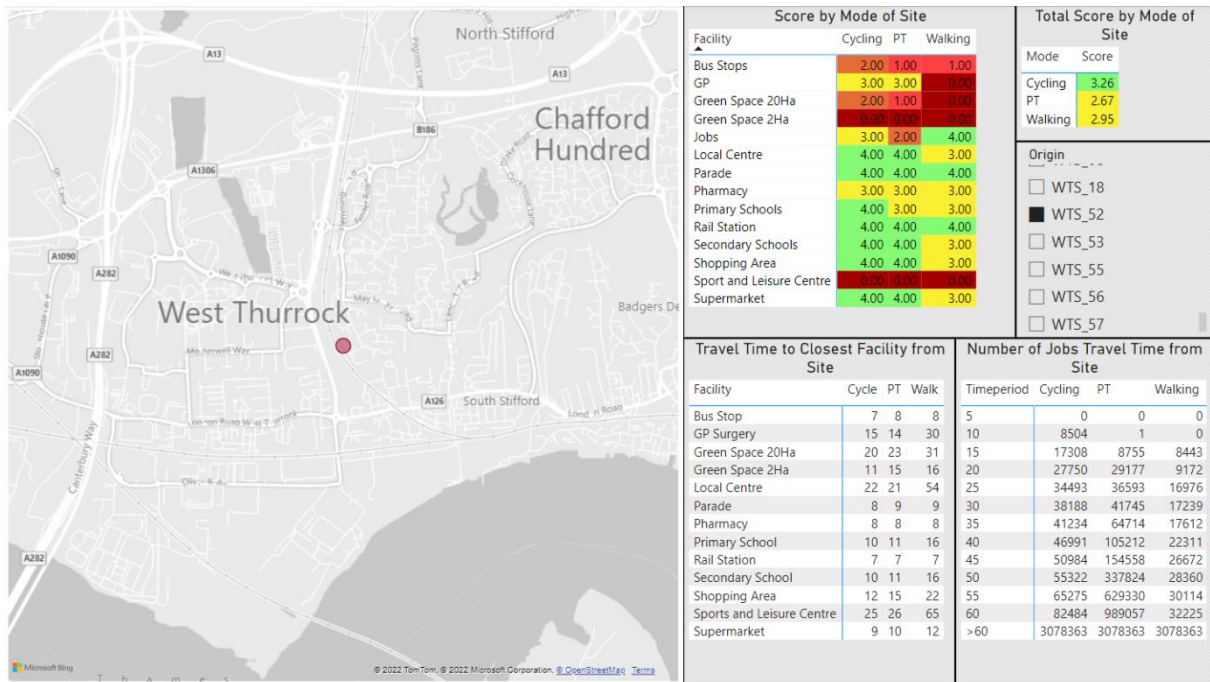
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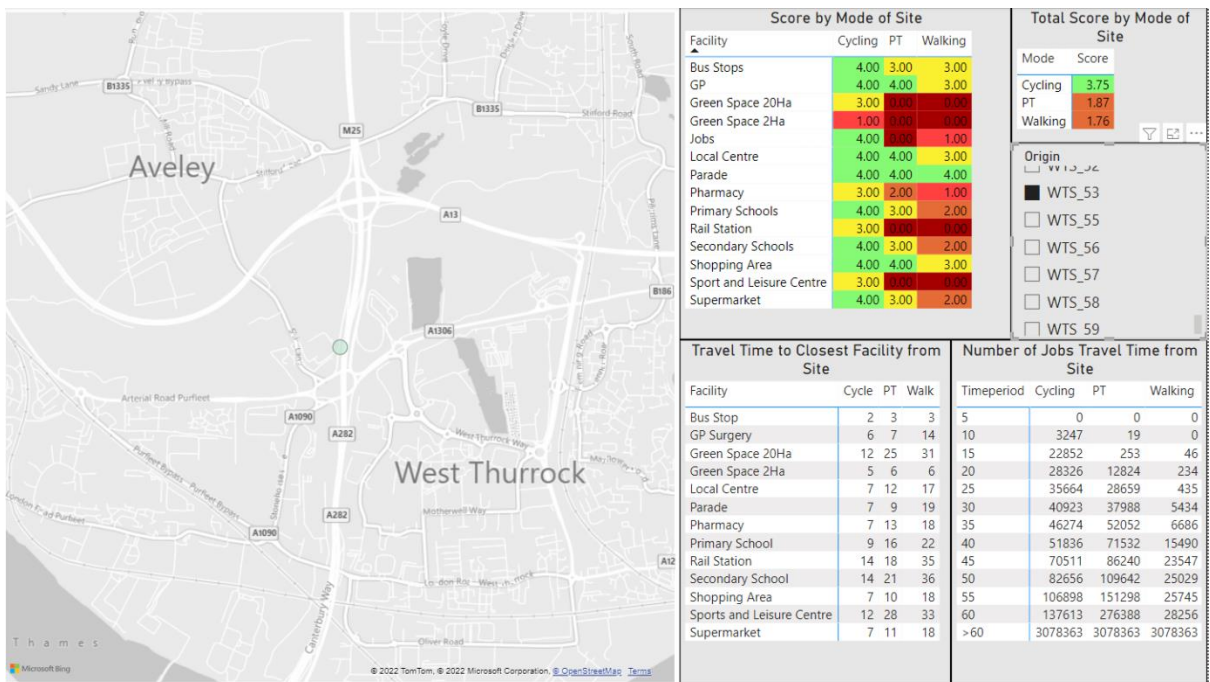
Site Connectivity Assessment

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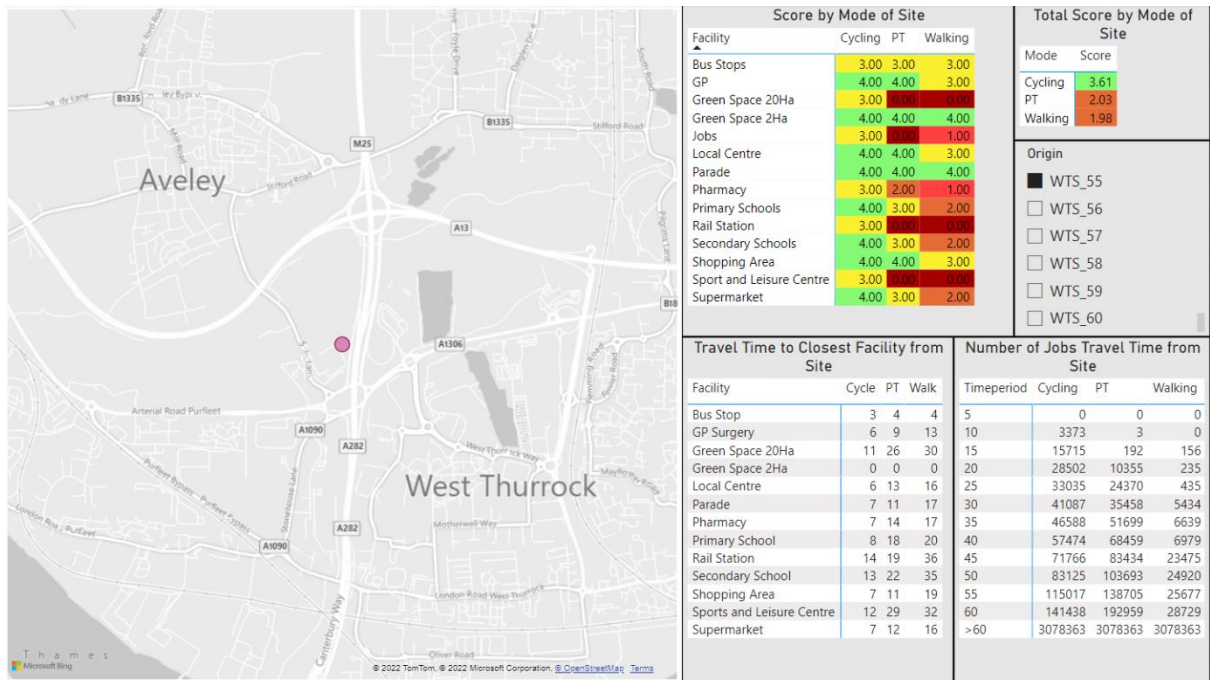
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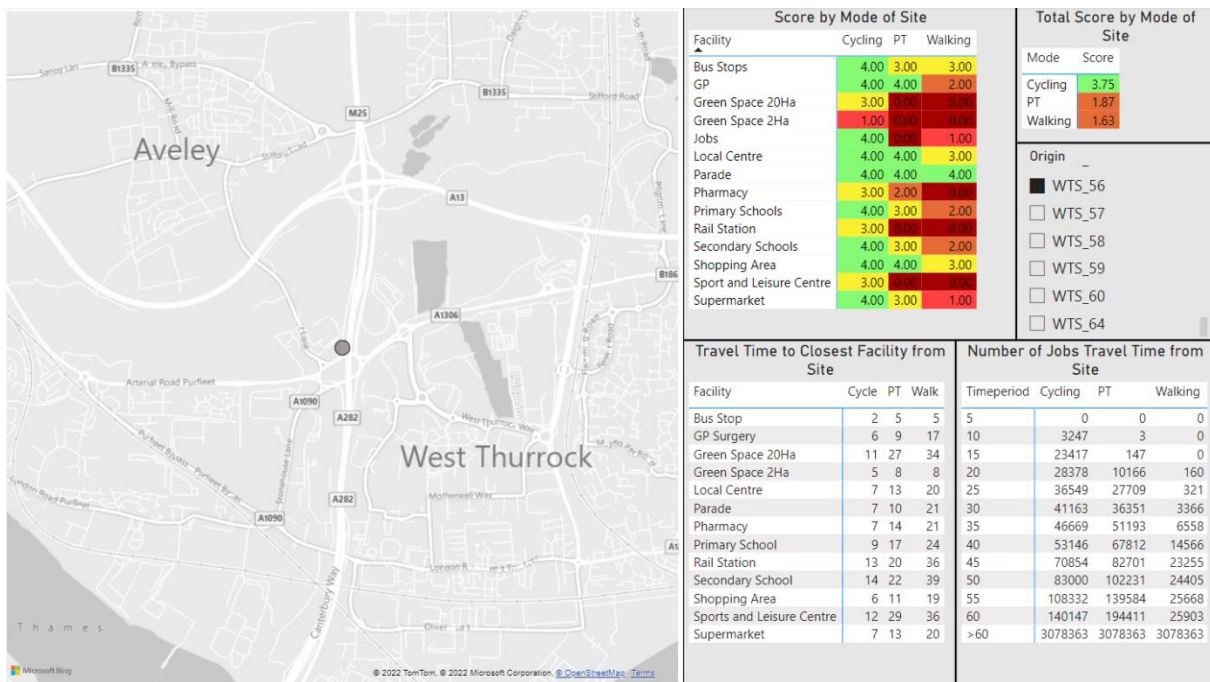
Site Connectivity Assessment

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WTS_55



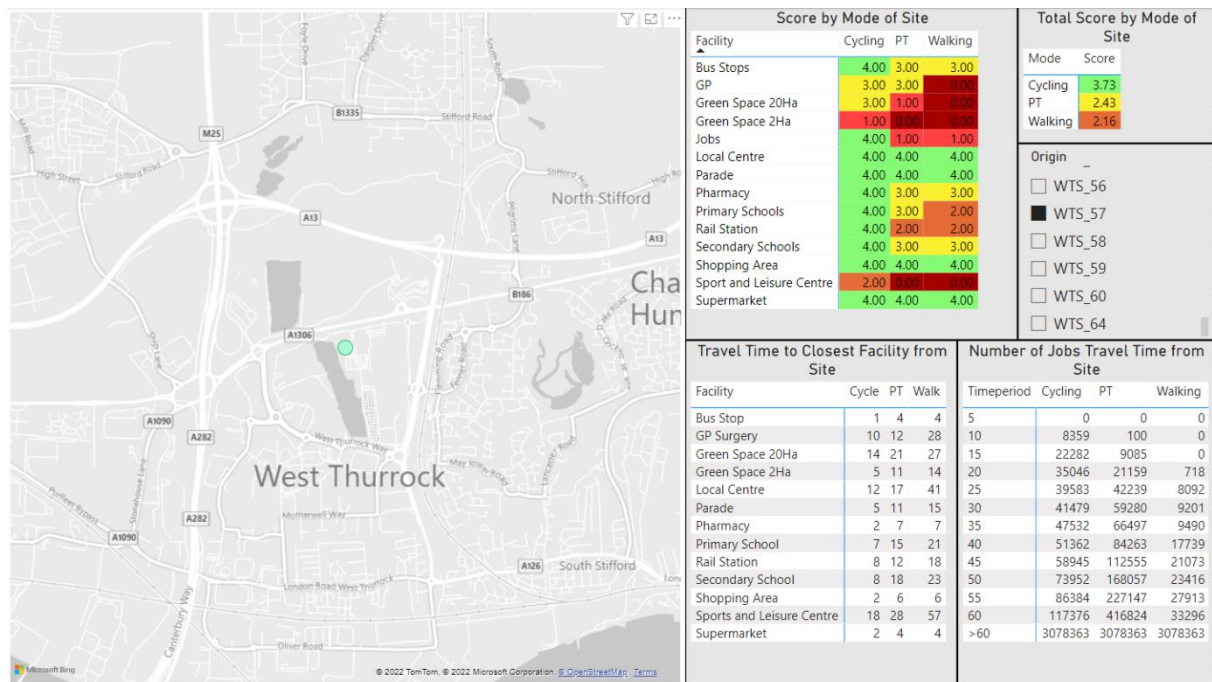
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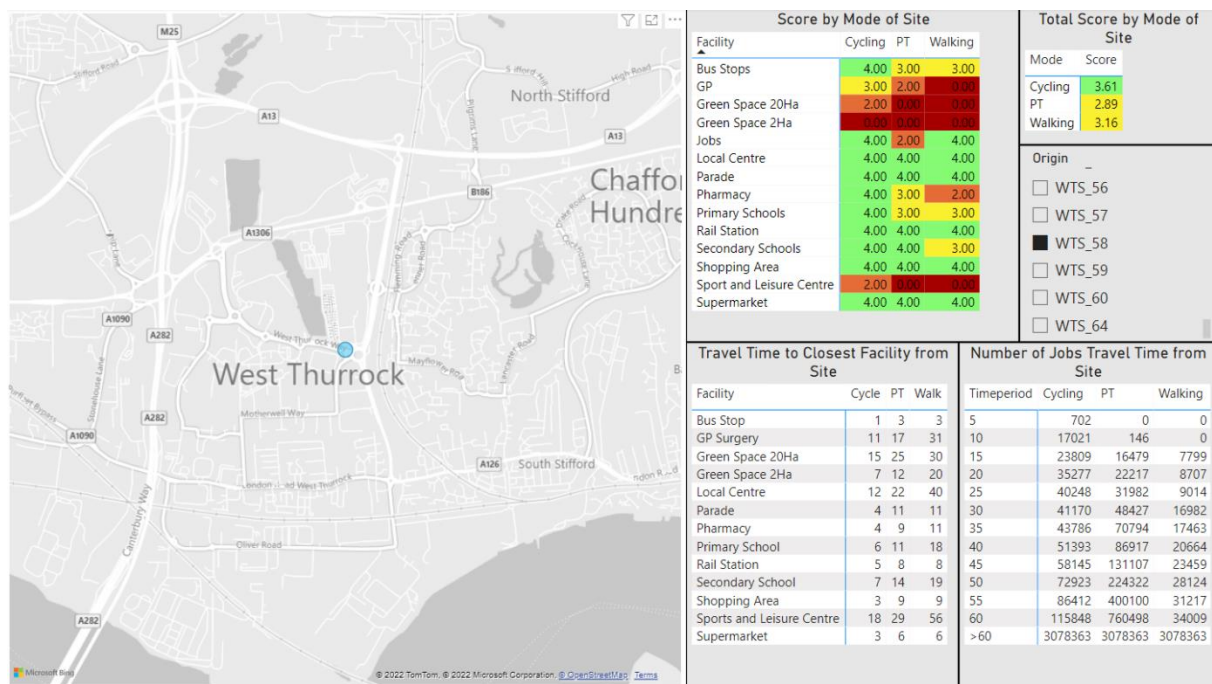
Site Connectivity Assessment

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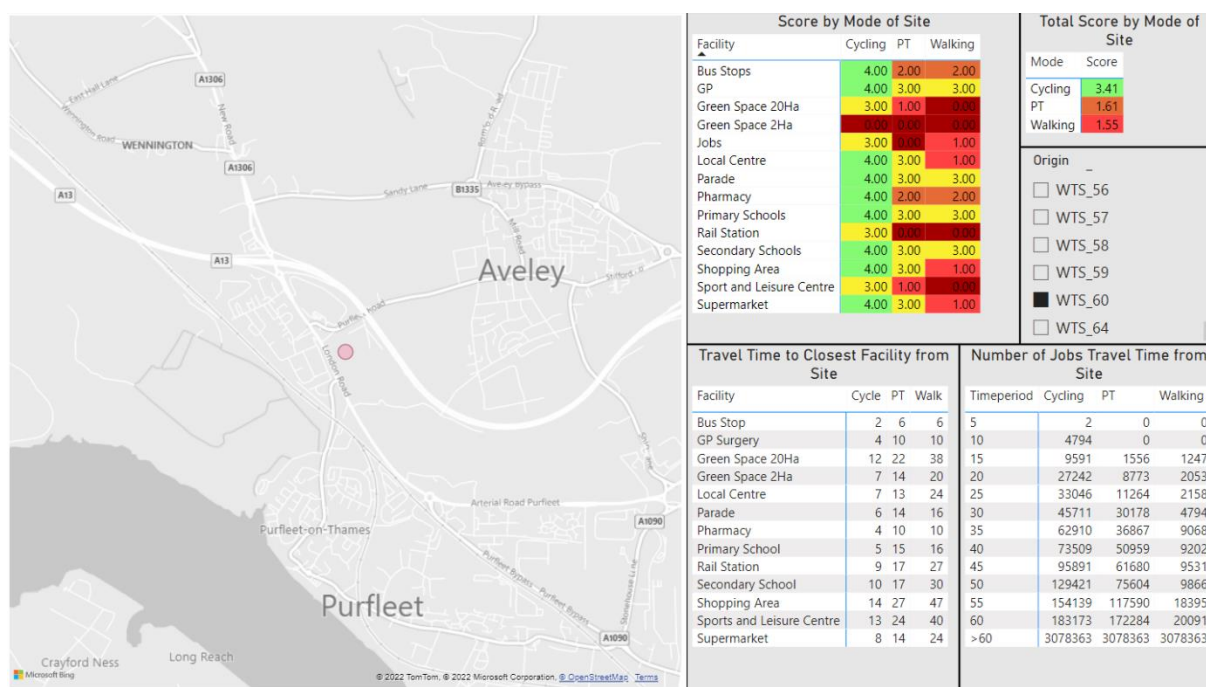
WTS_57



WTS_58

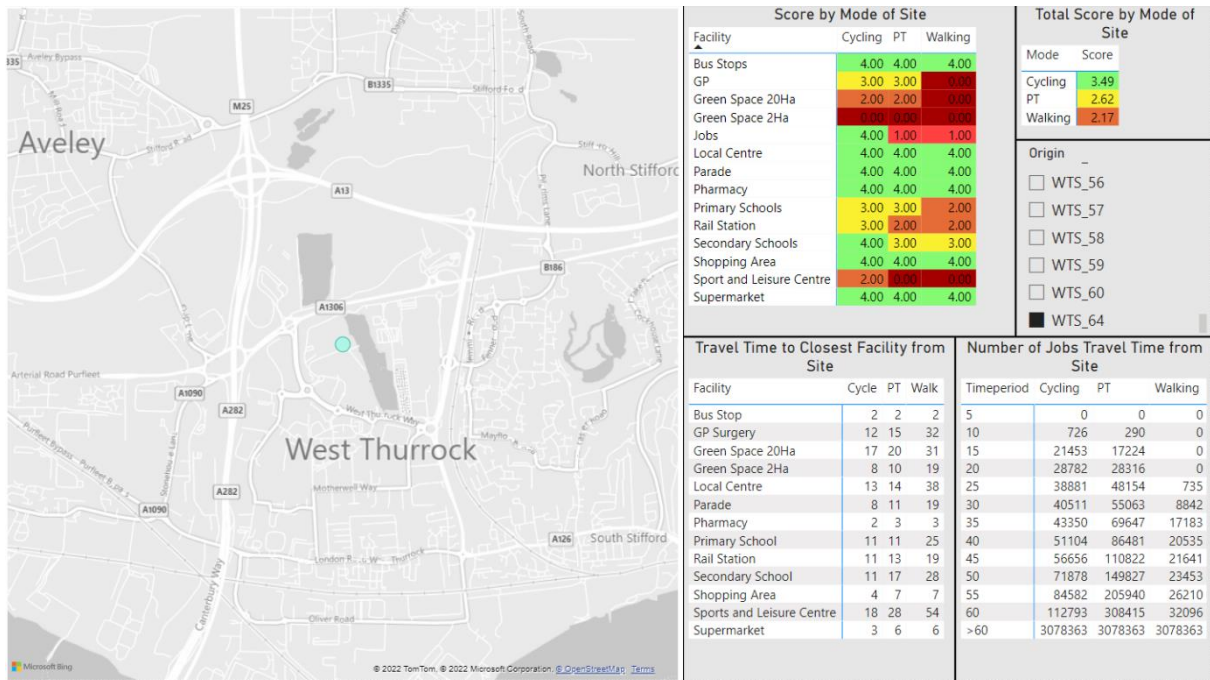


WTS 59



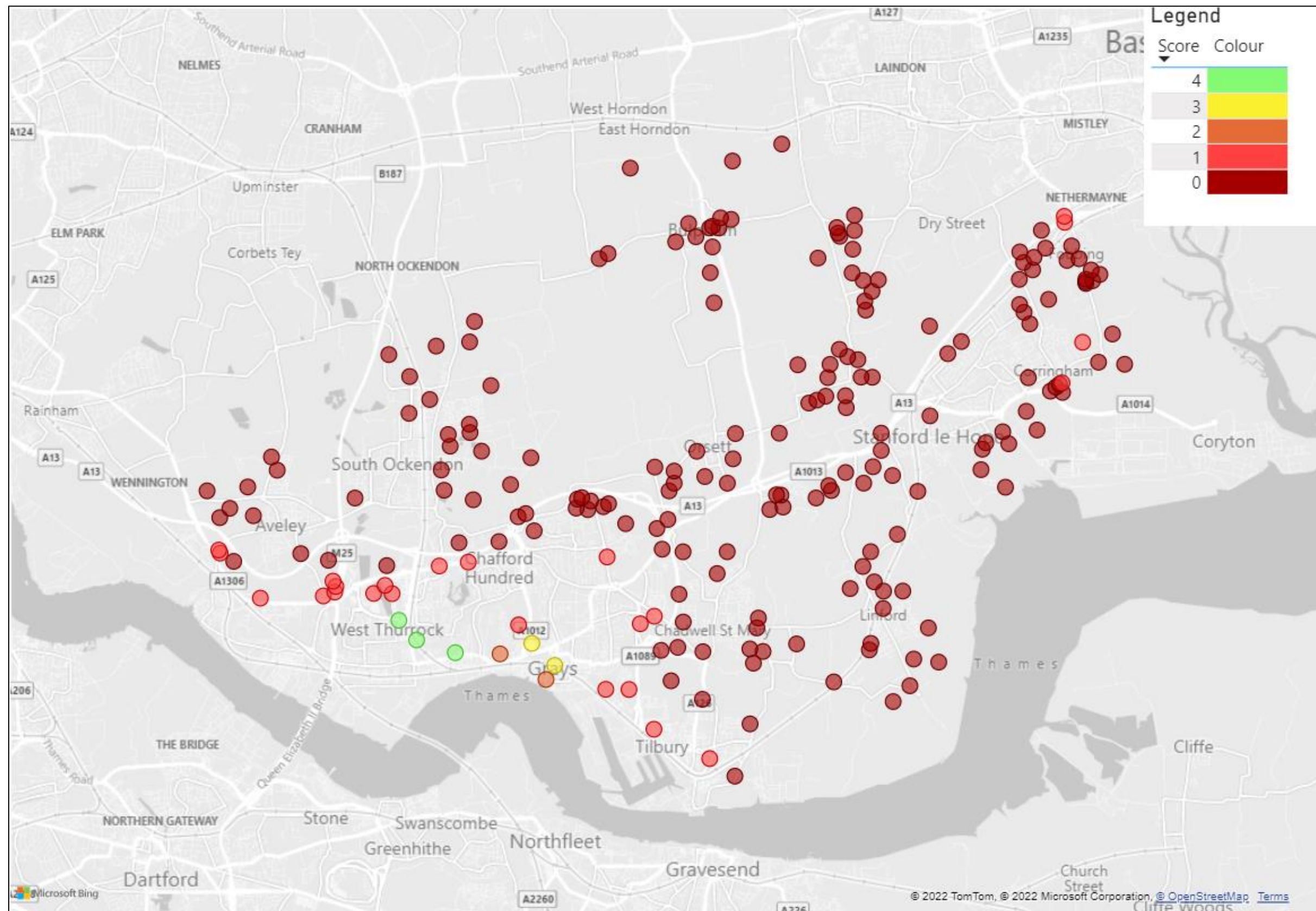
Site Connectivity Assessment Thurrock Local Plan Regulation 18 Site Appraisals

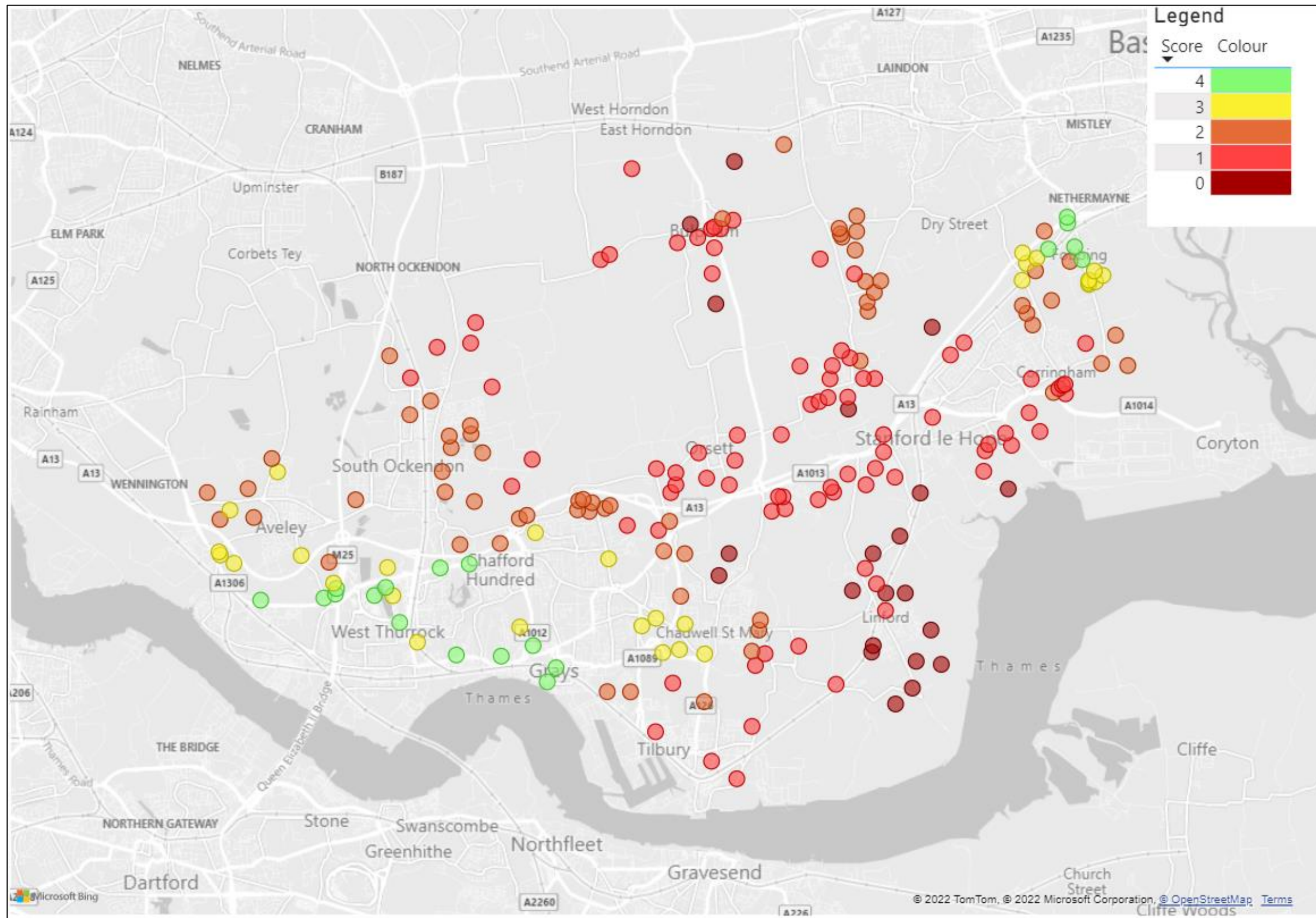
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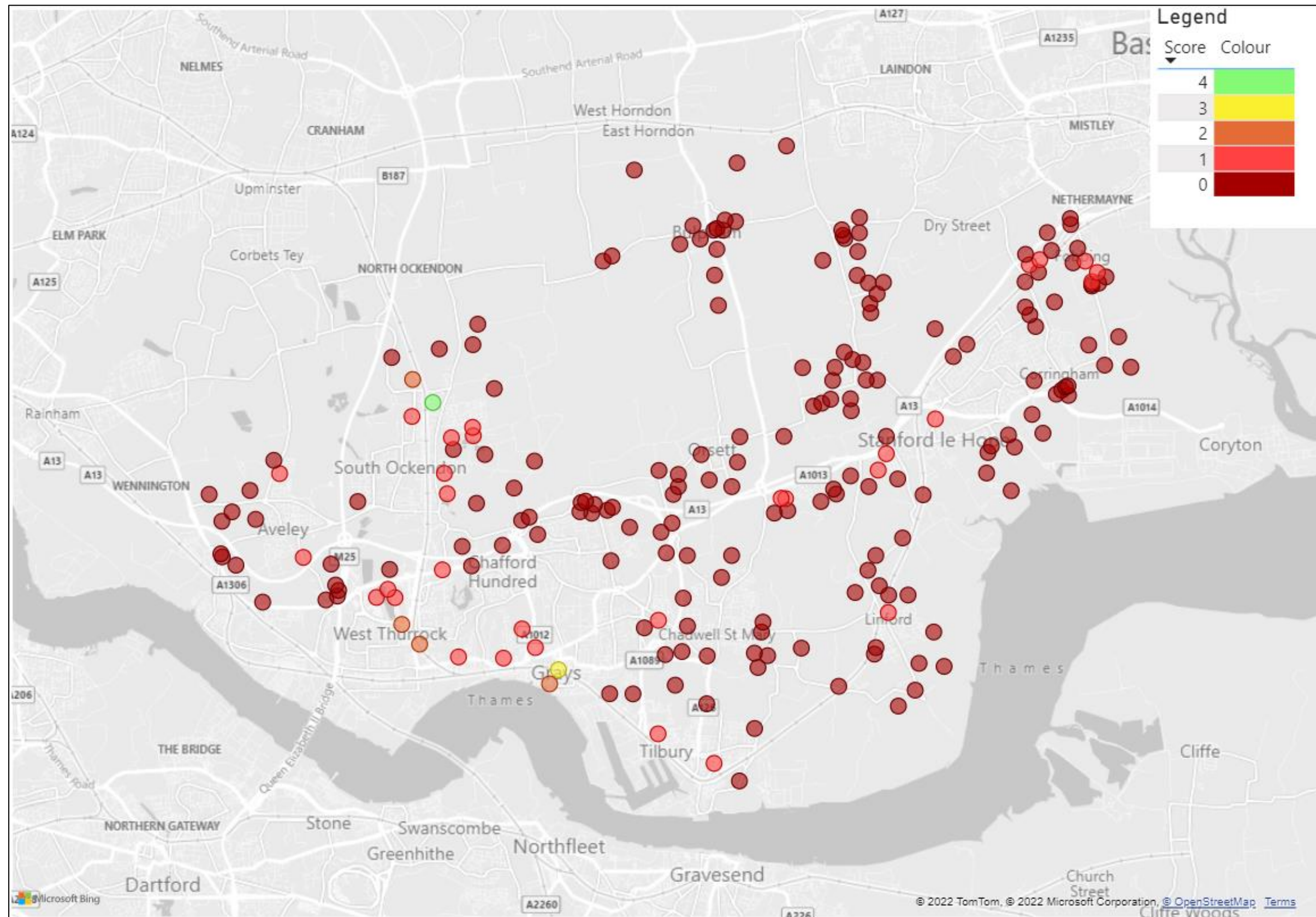
Appendix D Connectivity by Facility Type – With On-Site Facilities

Site Connectivity to Employment with On-Site Facilities – Walking

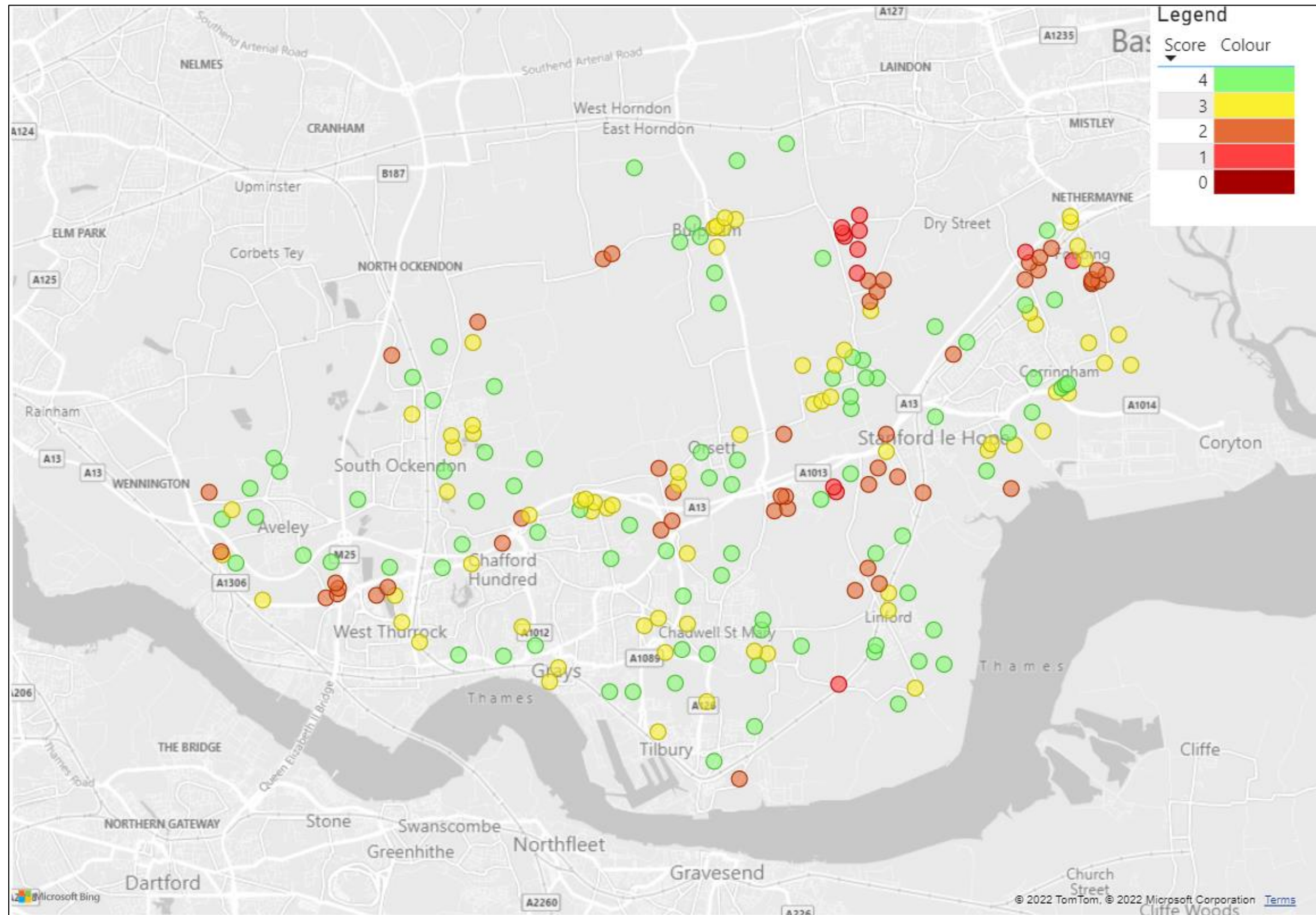




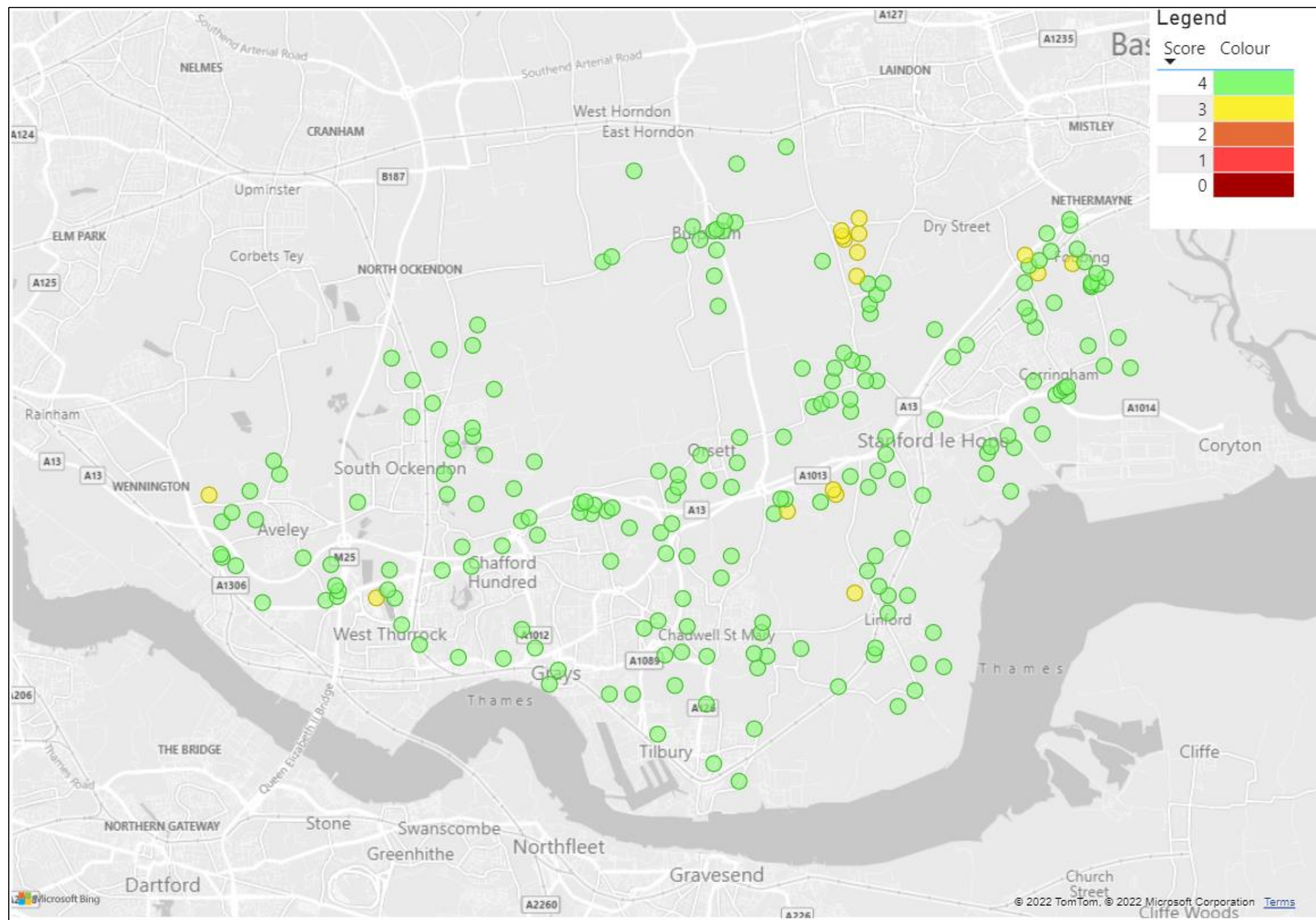
Site Connectivity to Employment with On-Site Facilities – Public Transport



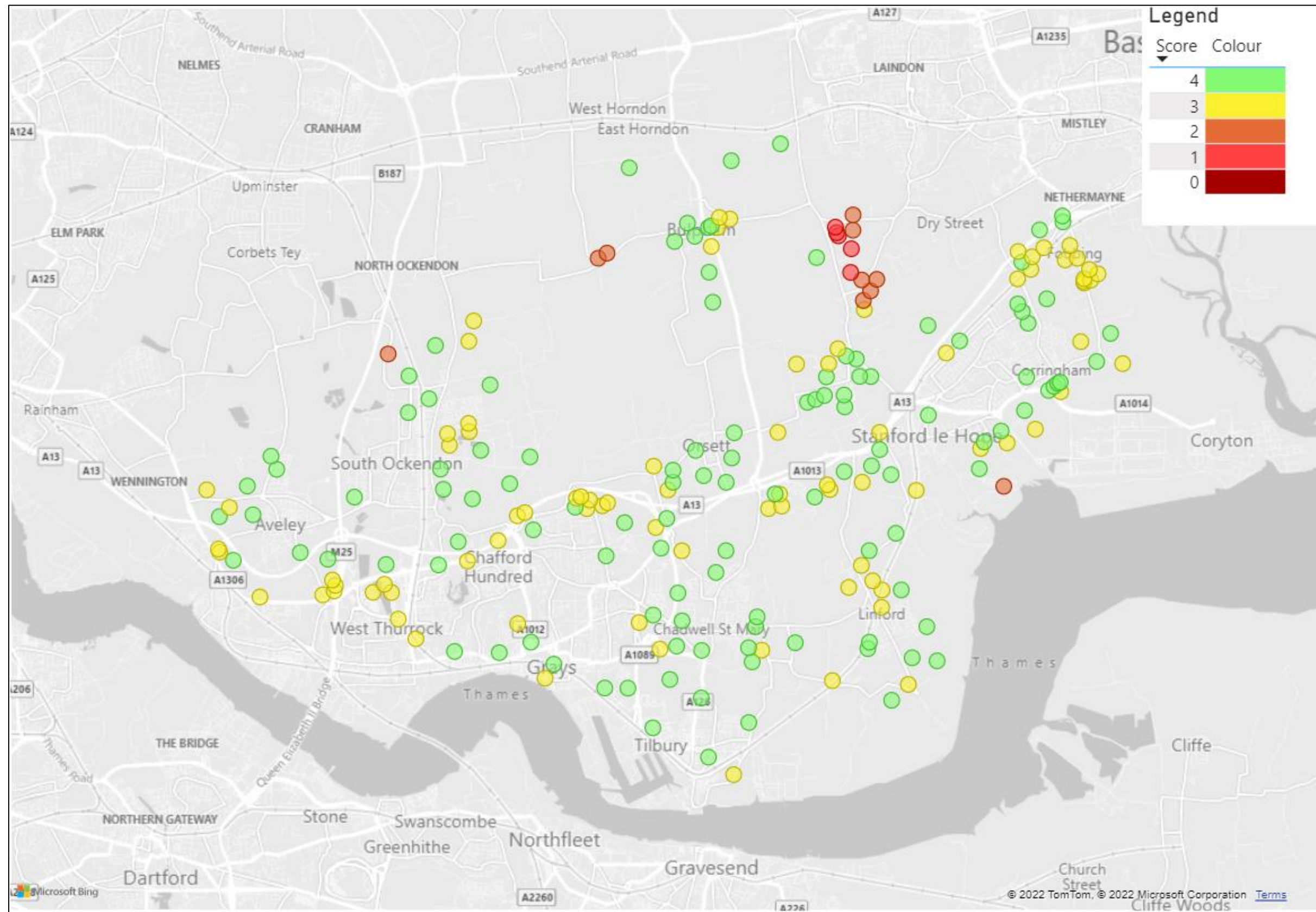
Site Connectivity to Primary Schools with On-Site Facilities – Walking



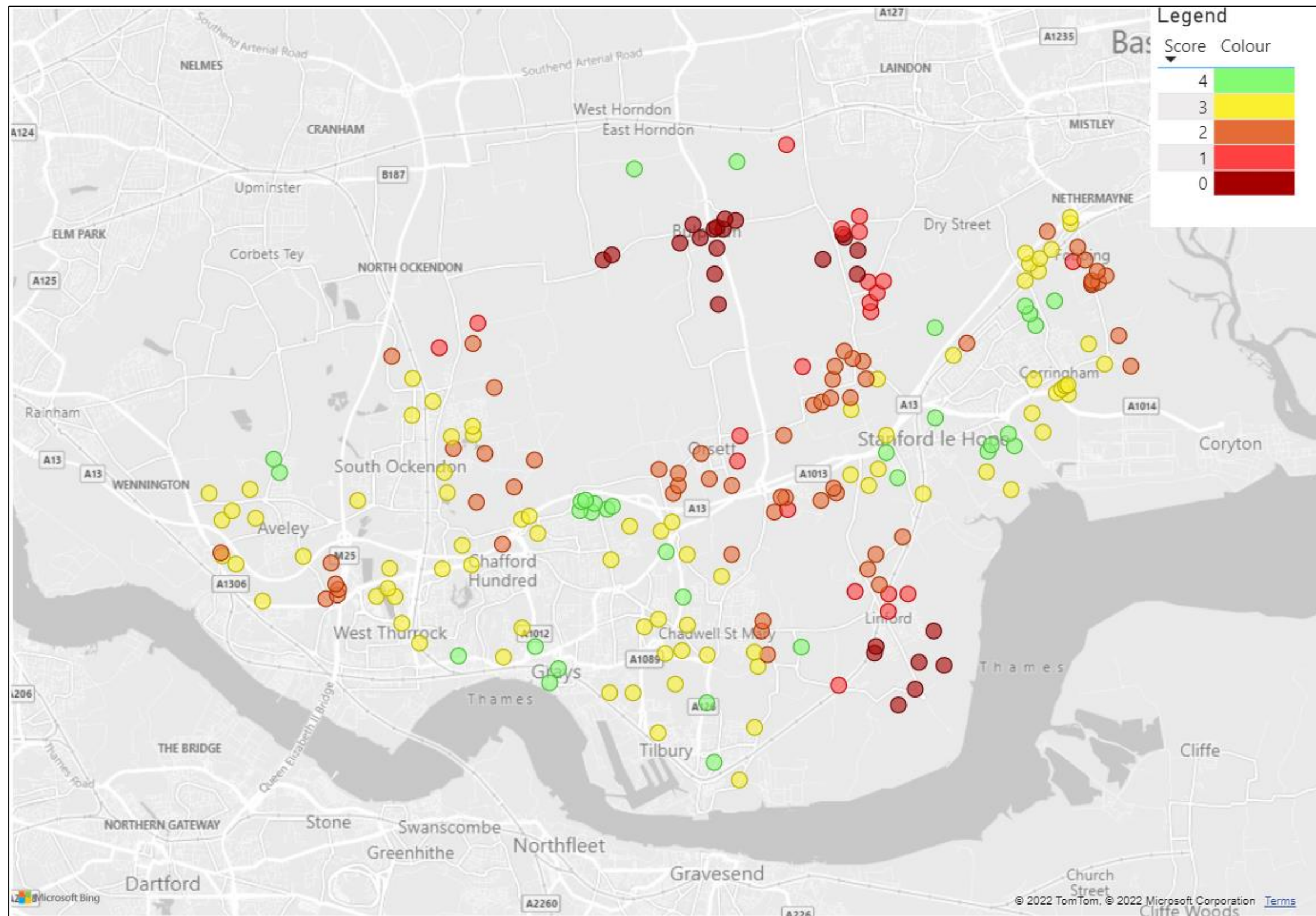
Site Connectivity to Primary Schools with On-Site Facilities – Cycling



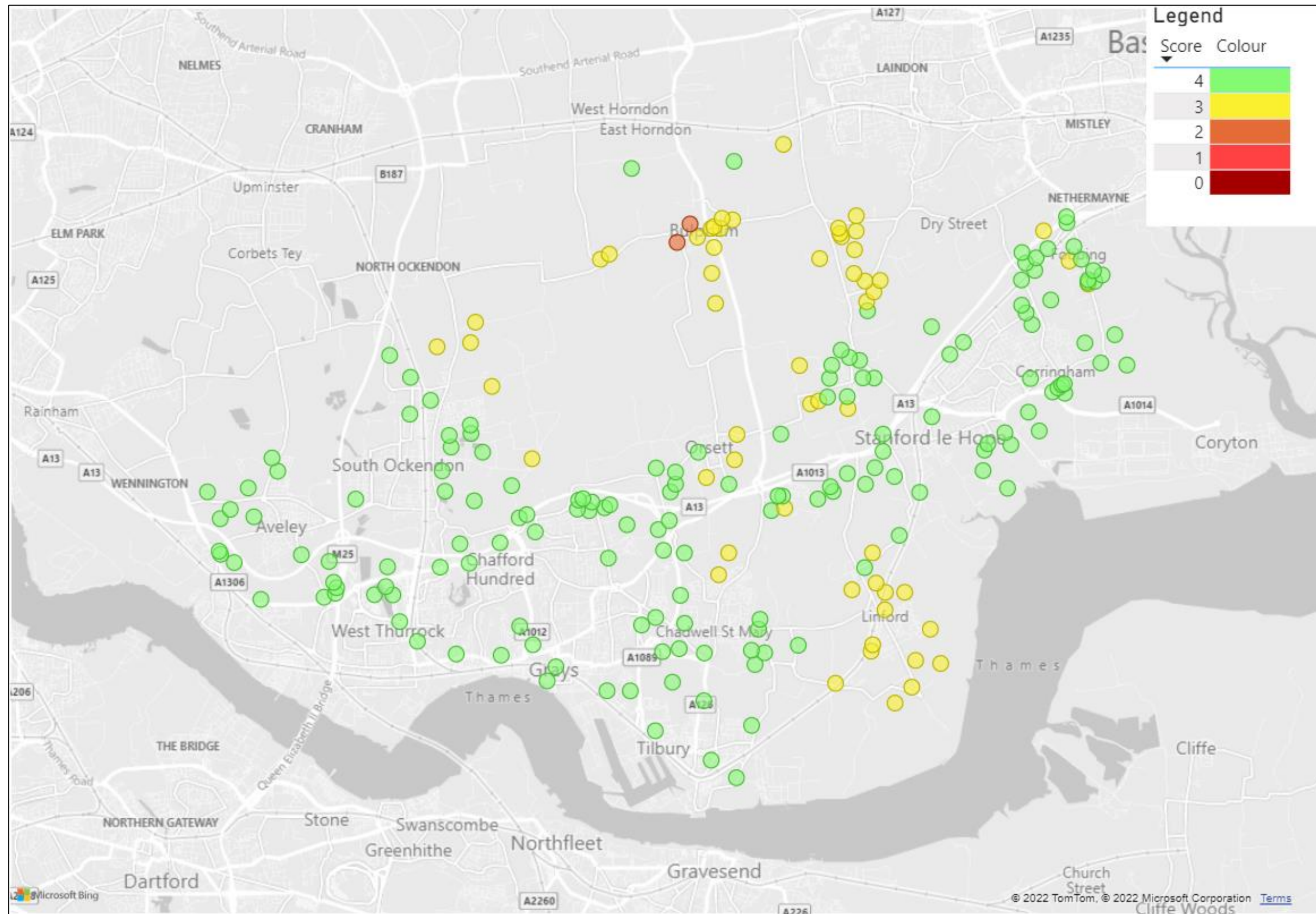
Site Connectivity to Primary Schools with On-Site Facilities – Public Transport



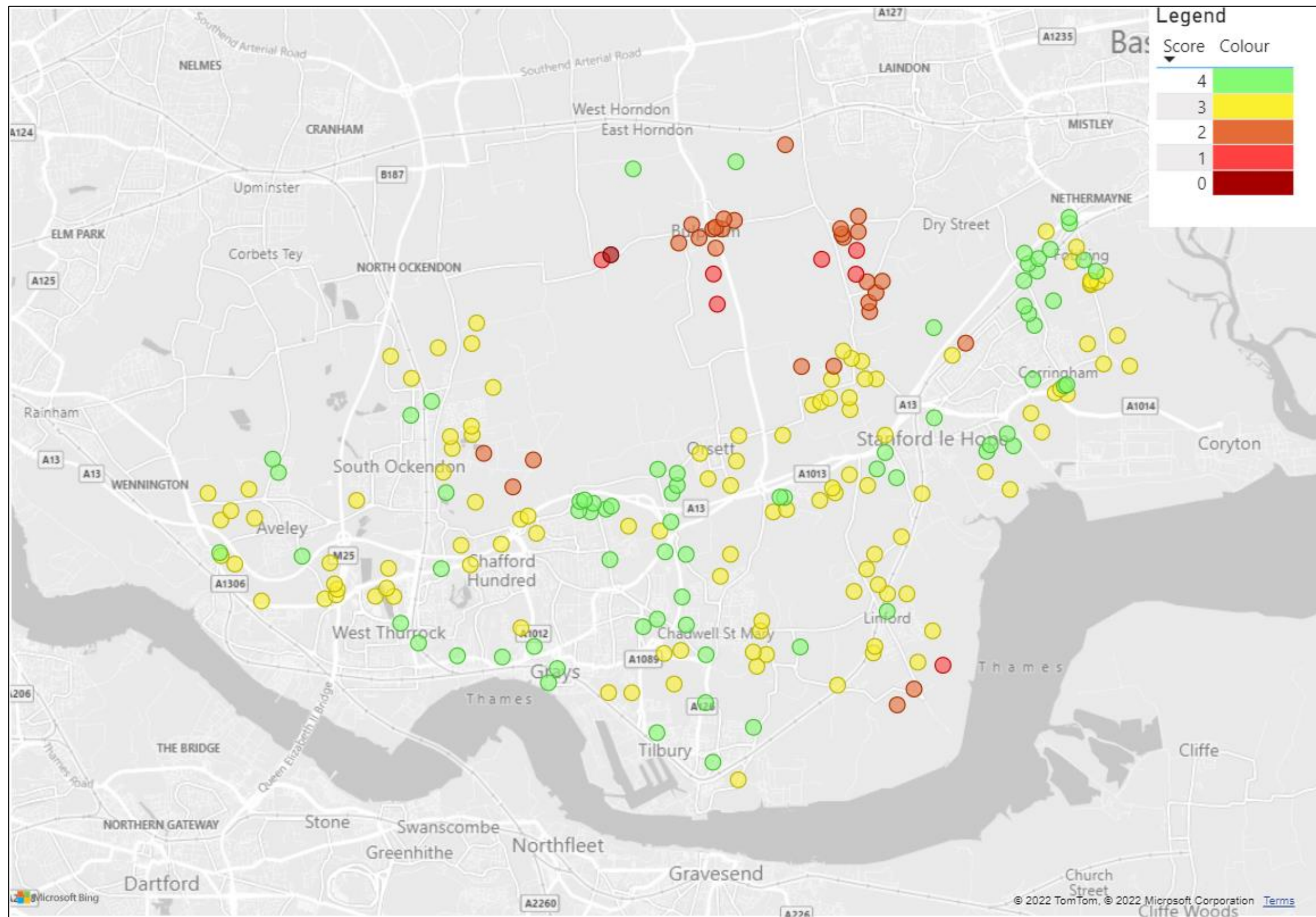
Site Connectivity to Secondary Schools with On-Site Facilities – Walking



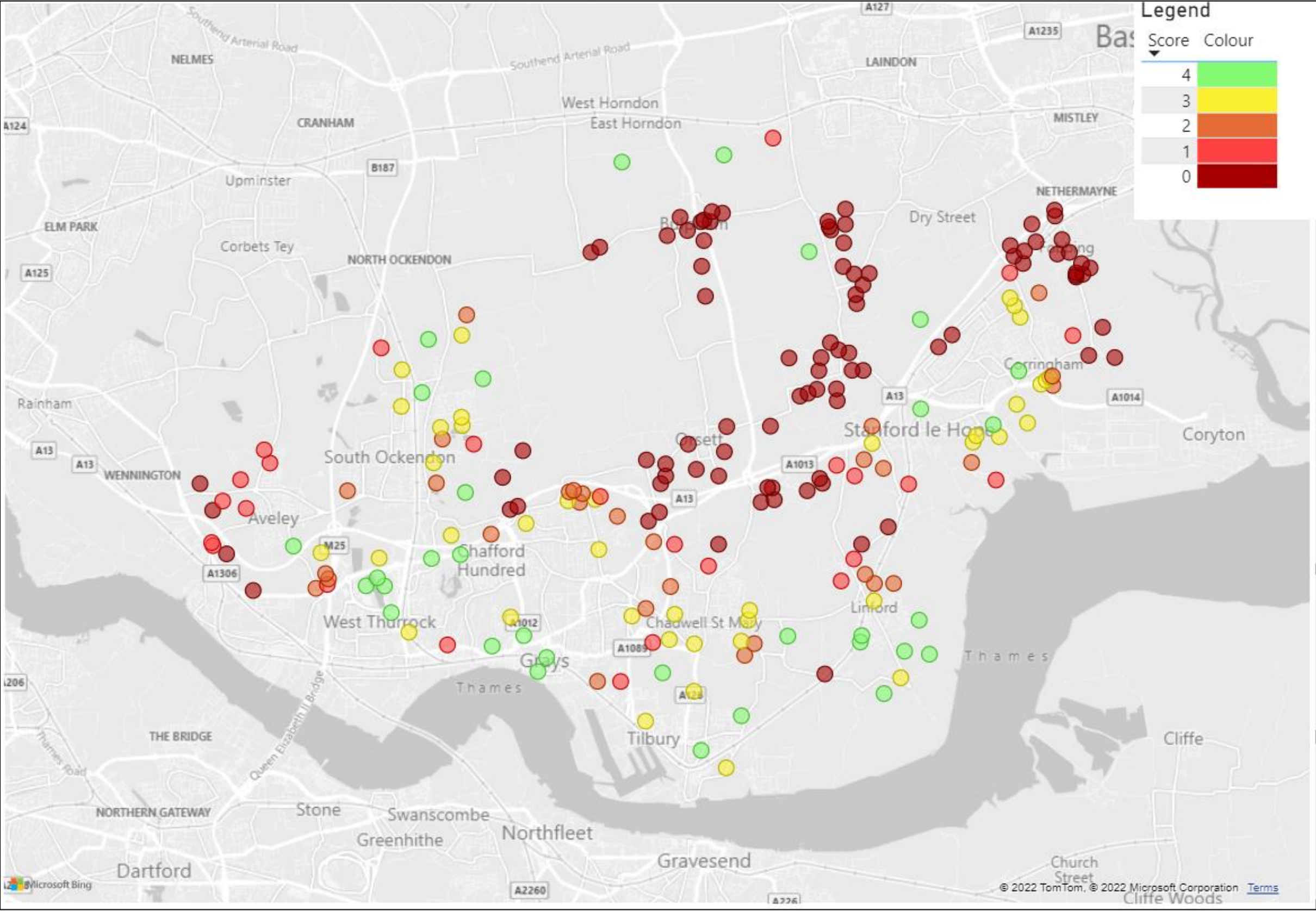
Site Connectivity to Secondary Schools with On-Site Facilities – Cycling



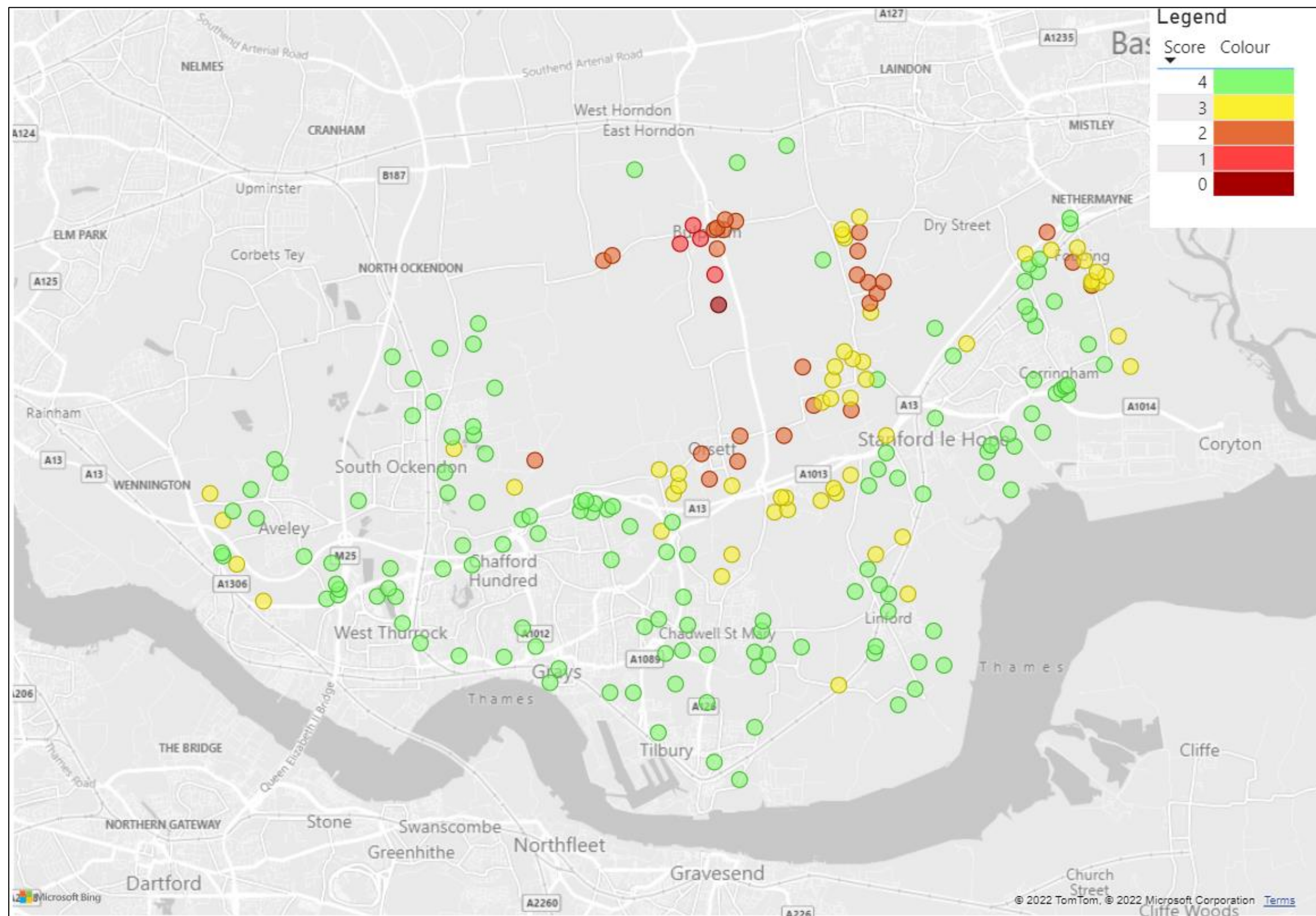
Site Connectivity to Secondary Schools with On-Site Facilities – Public Transport



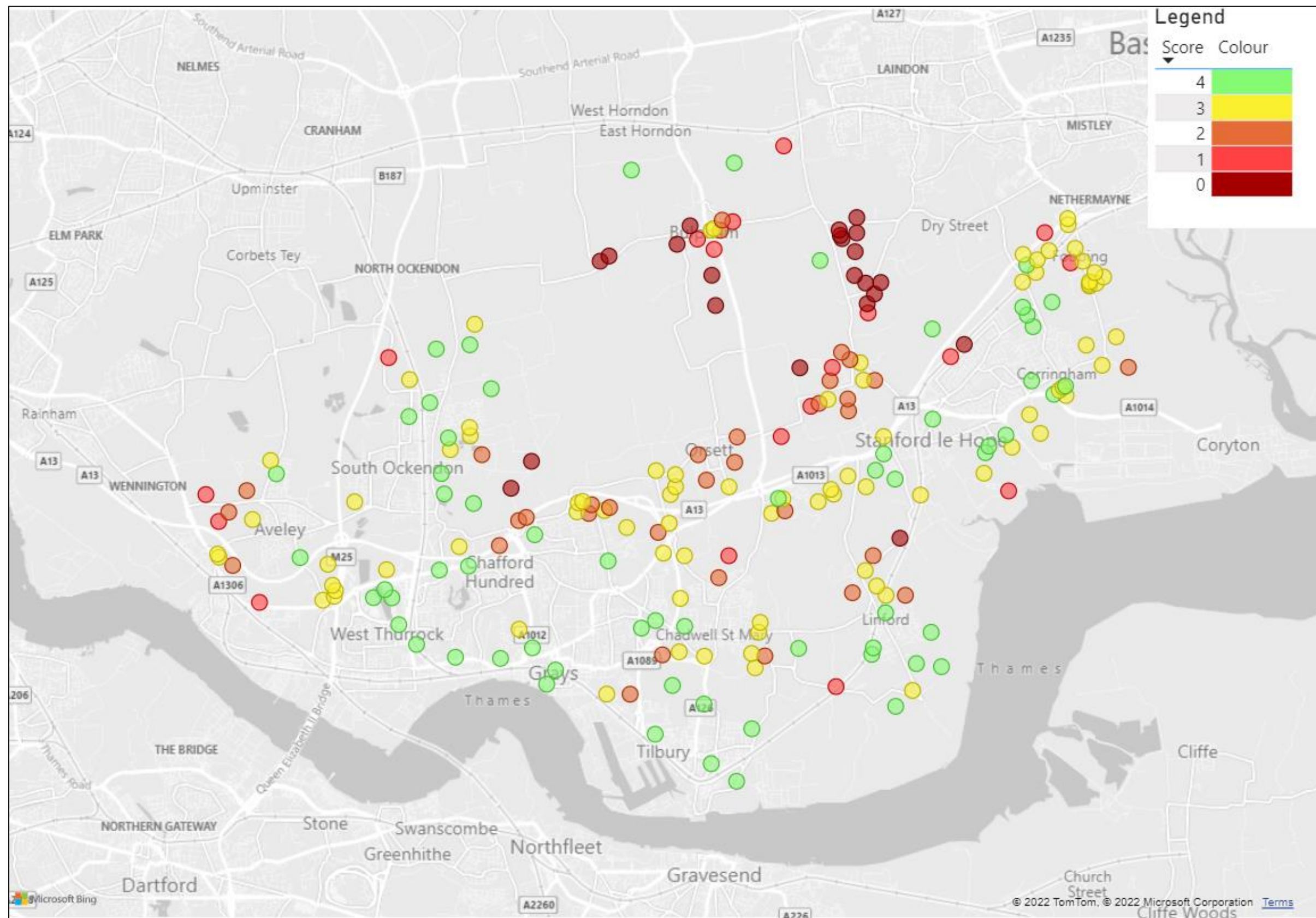
Site Connectivity to Supermarkets with On-Site Facilities – Walking

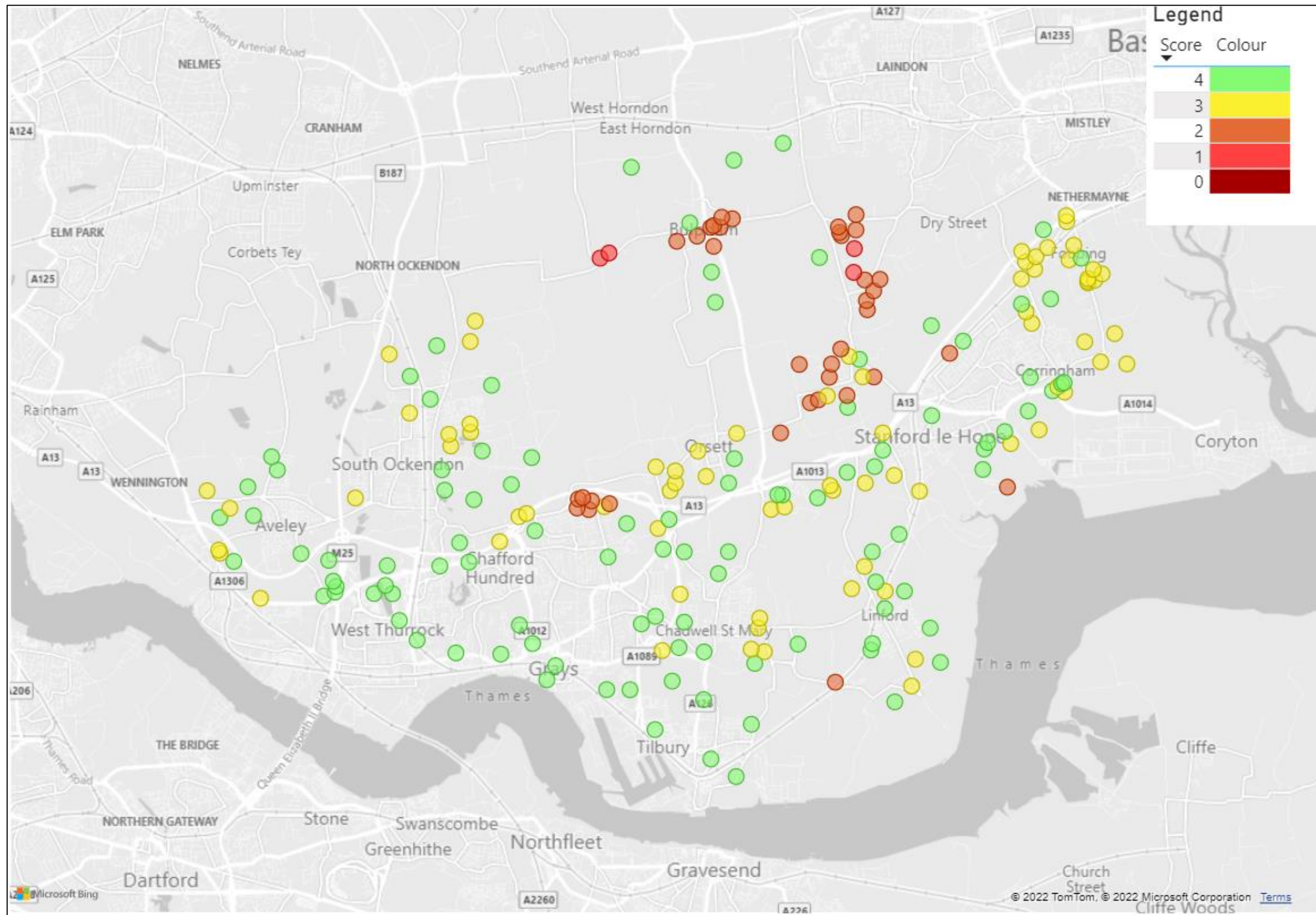


Site Connectivity to Supermarkets with On-Site Facilities – Cycling

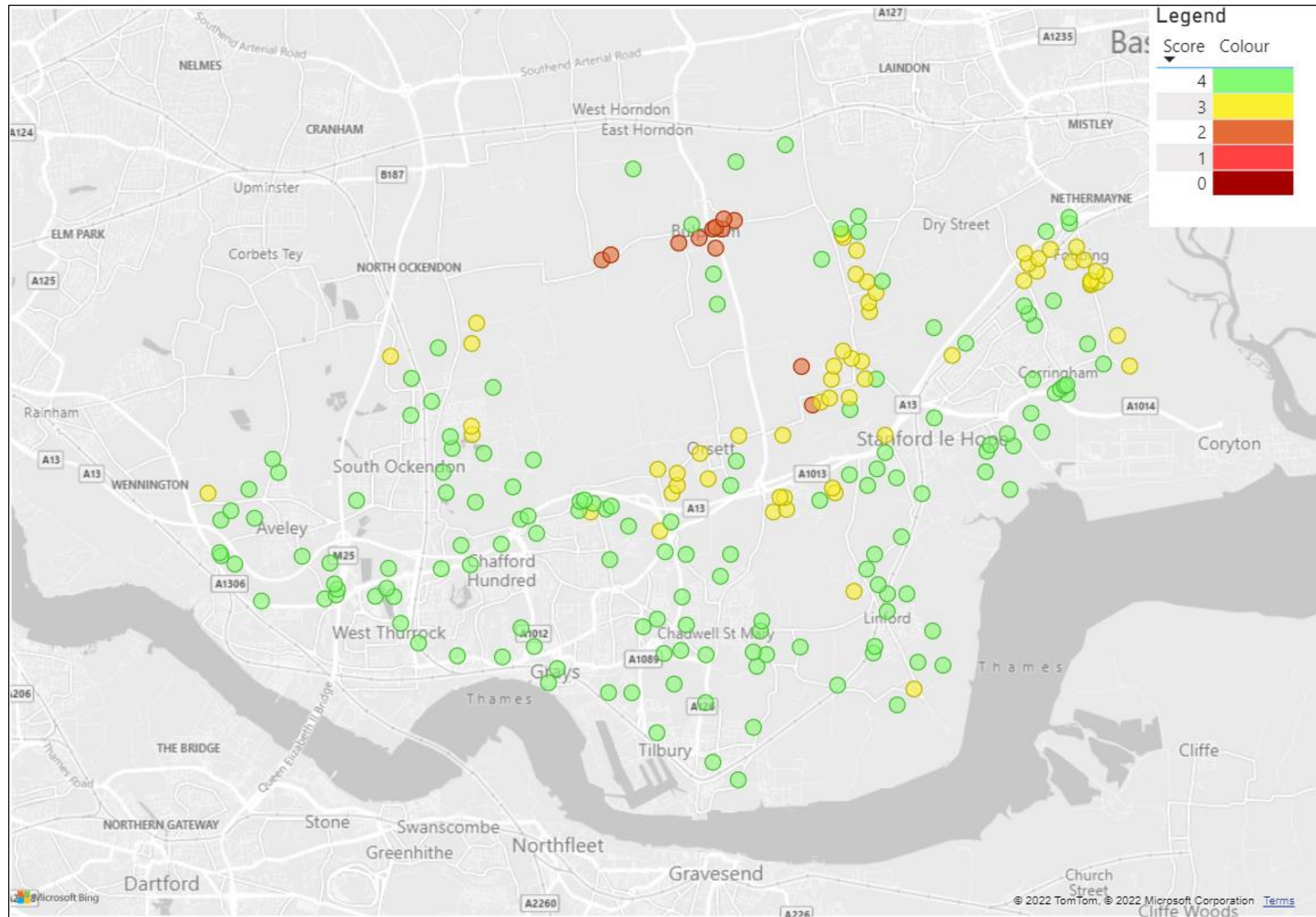


Site Connectivity to Supermarkets without On-Site Facilities – Public Transport

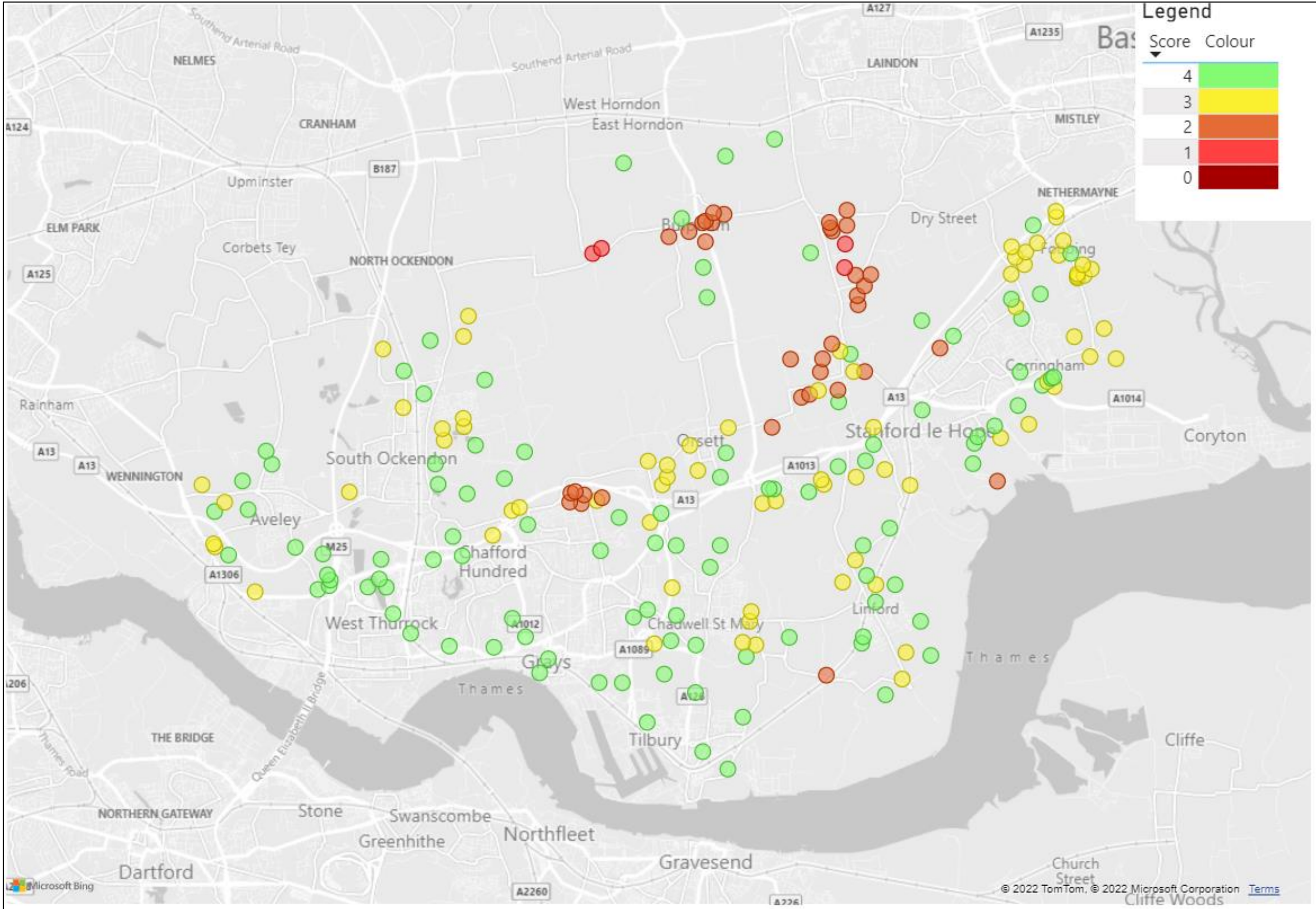




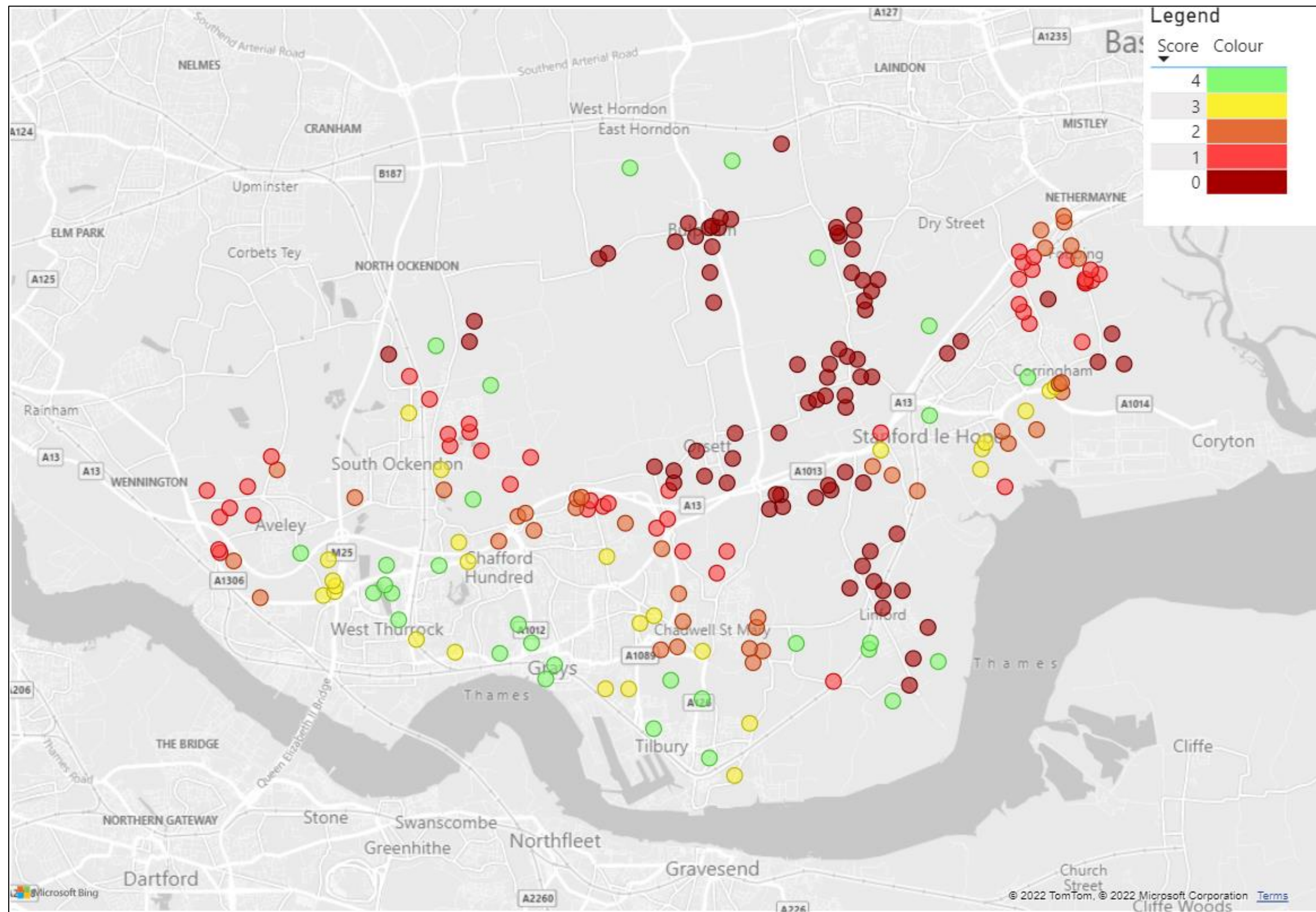
Site Connectivity to Parades with On-Site Facilities – Cycling



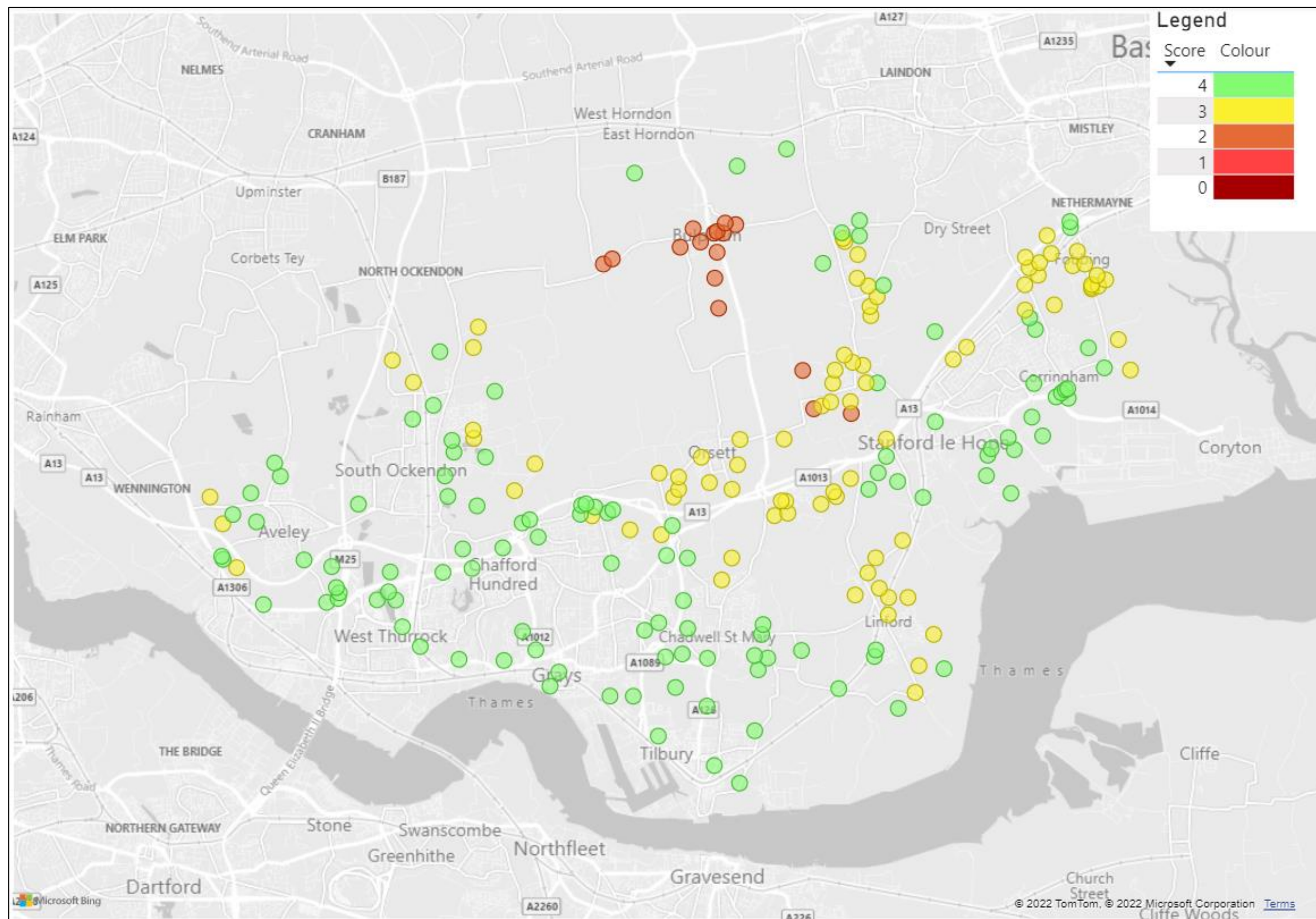
Site Connectivity to Parades with On-Site Facilities – Public Transport



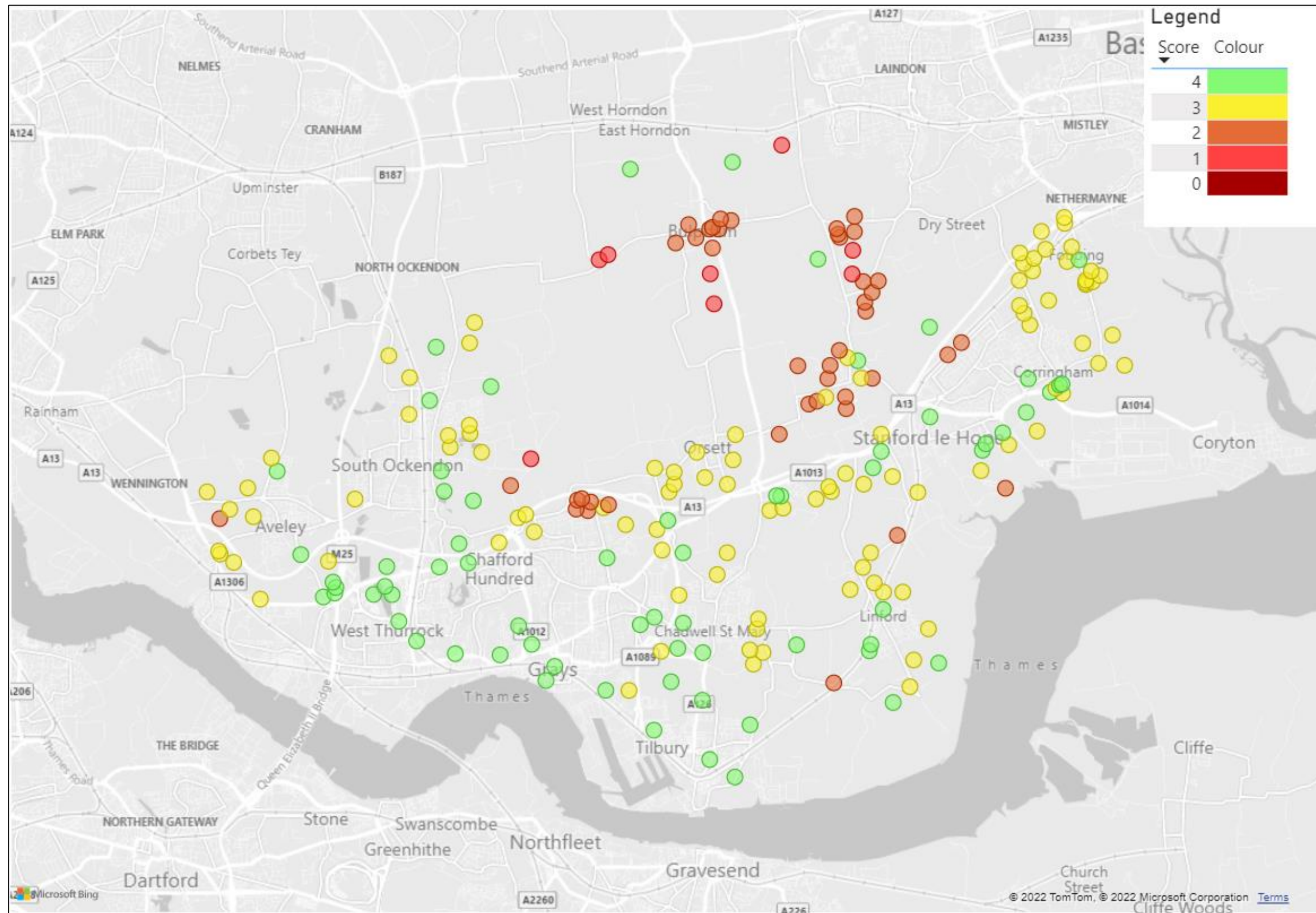
Site Connectivity to Local Centres with On-Site Facilities – Walking



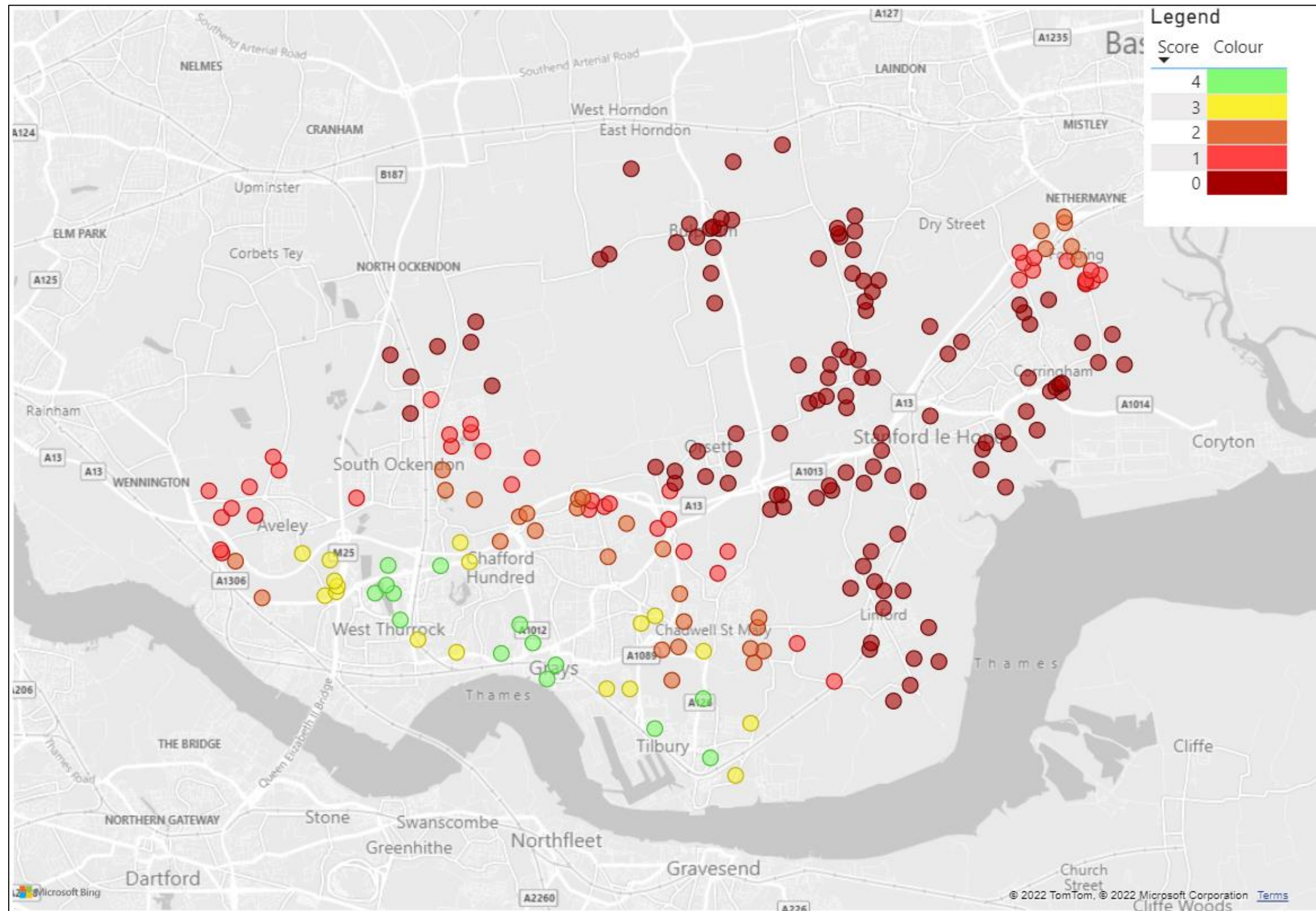
Site Connectivity to Local Centres with On-Site Facilities – Cycling



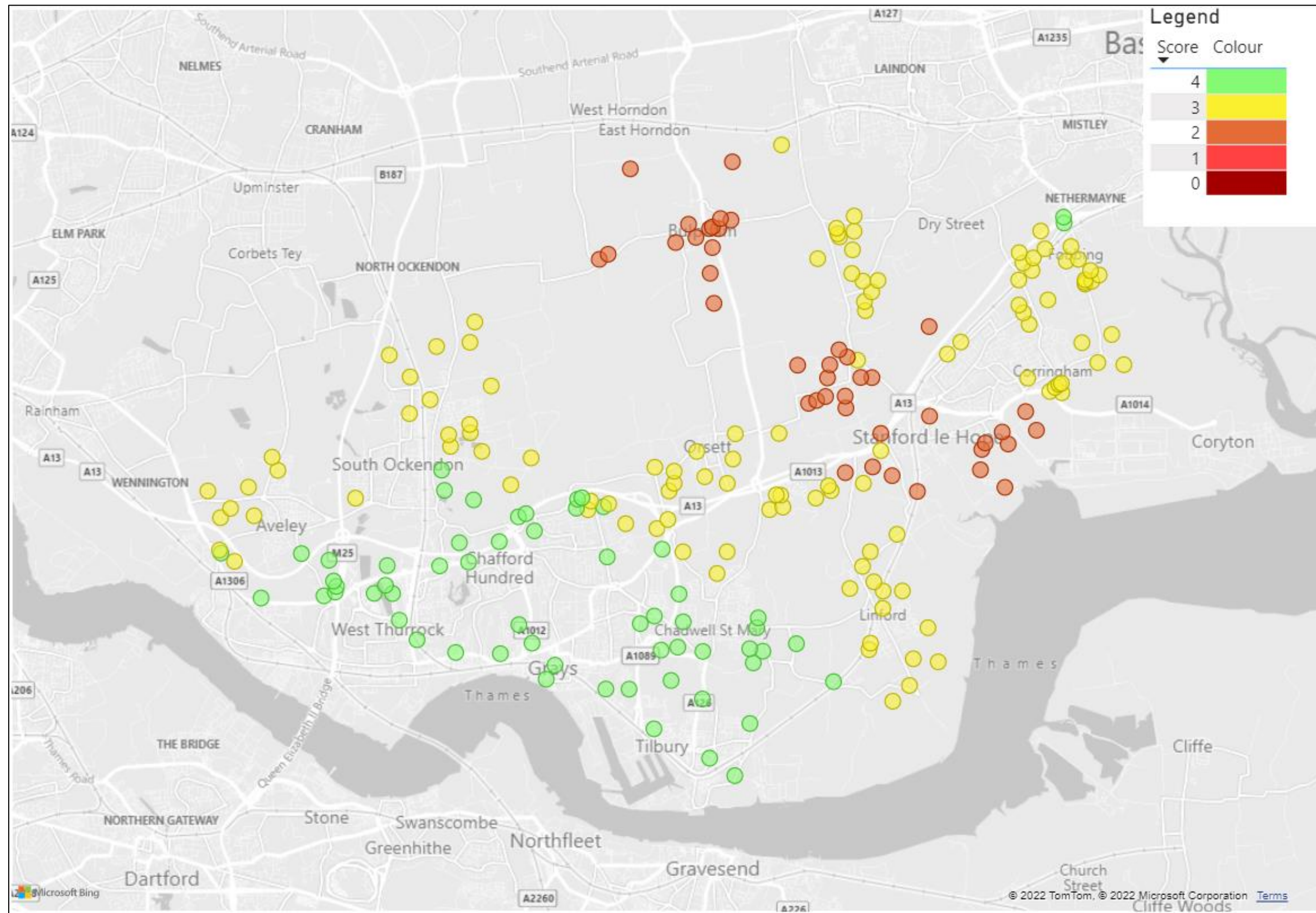
Site Connectivity to Local Centres with On-Site Facilities – Public Transport



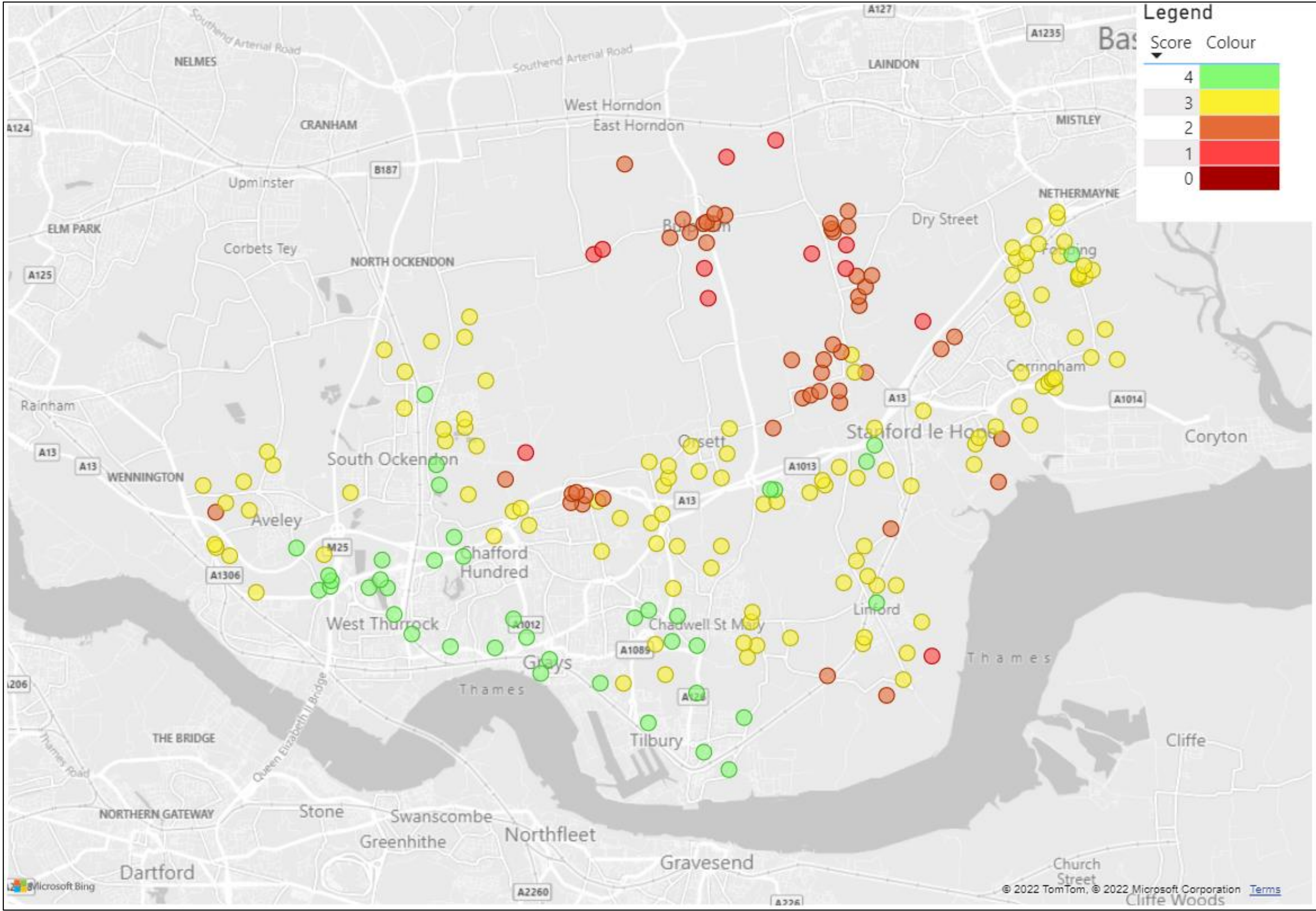
Site Connectivity to Shopping Areas with On-Site Facilities – Walking

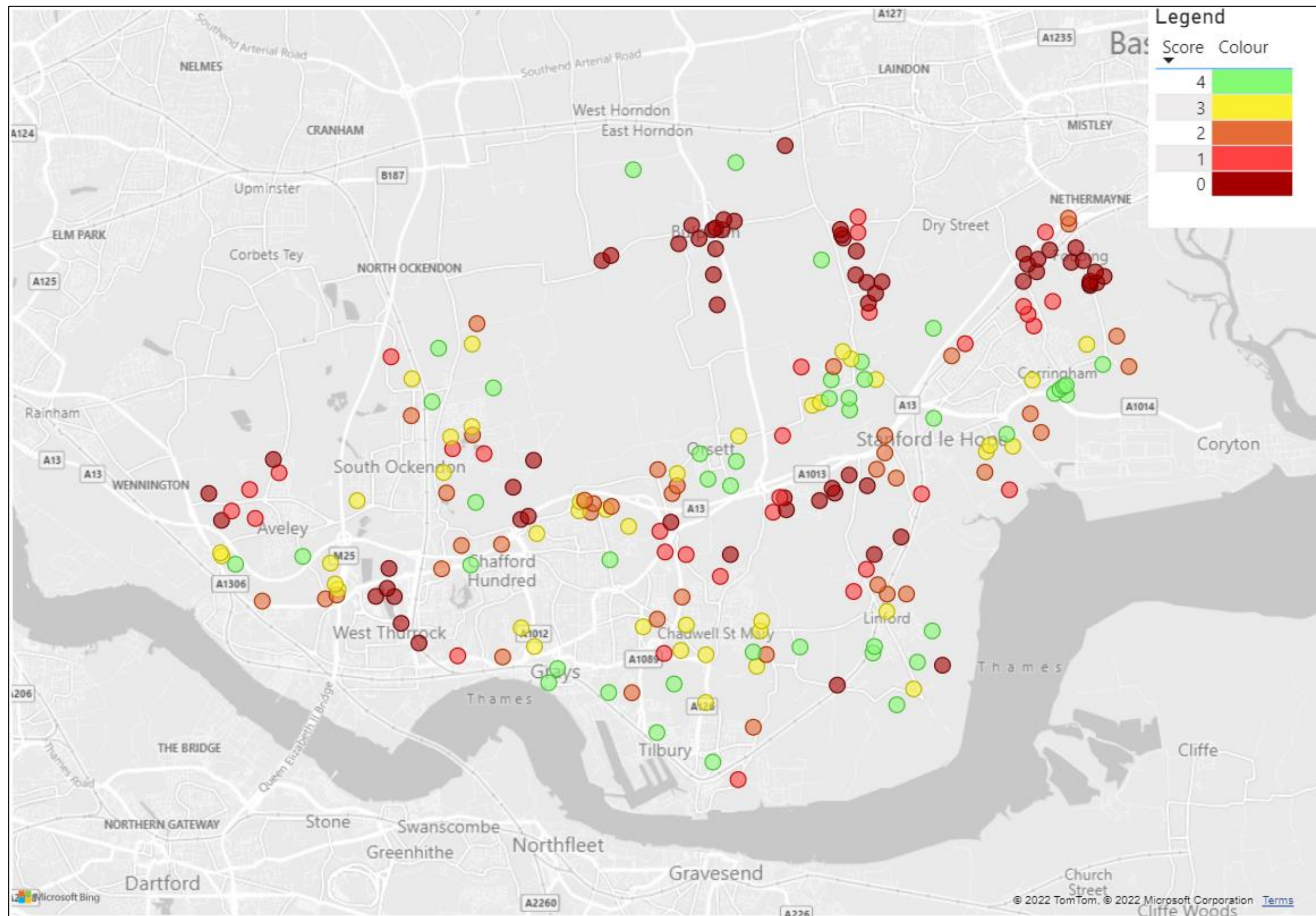


Site Connectivity to Shopping Areas with On-Site Facilities – Cycling

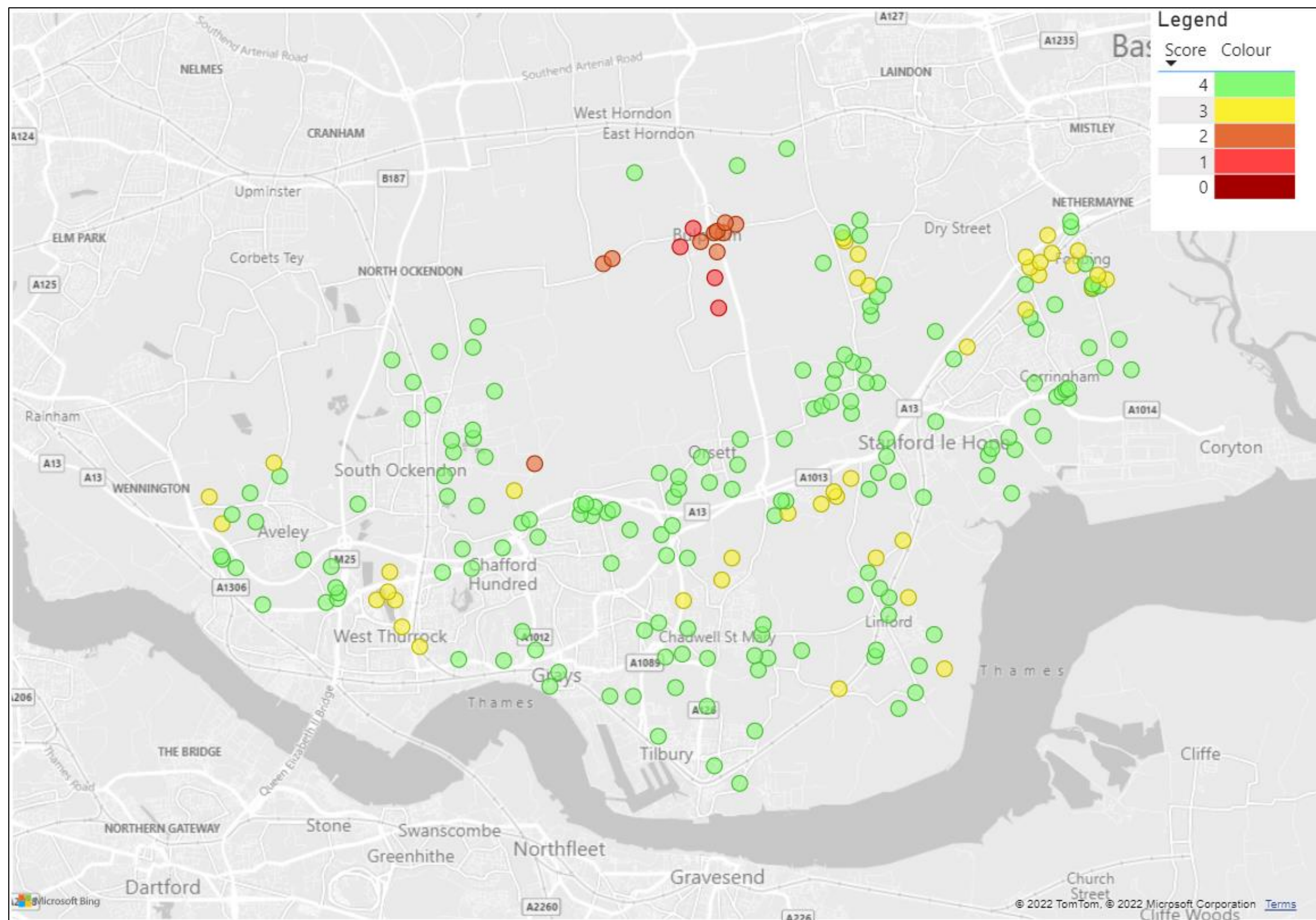


Site Connectivity to Shopping Areas with On-Site Facilities – Public Transport

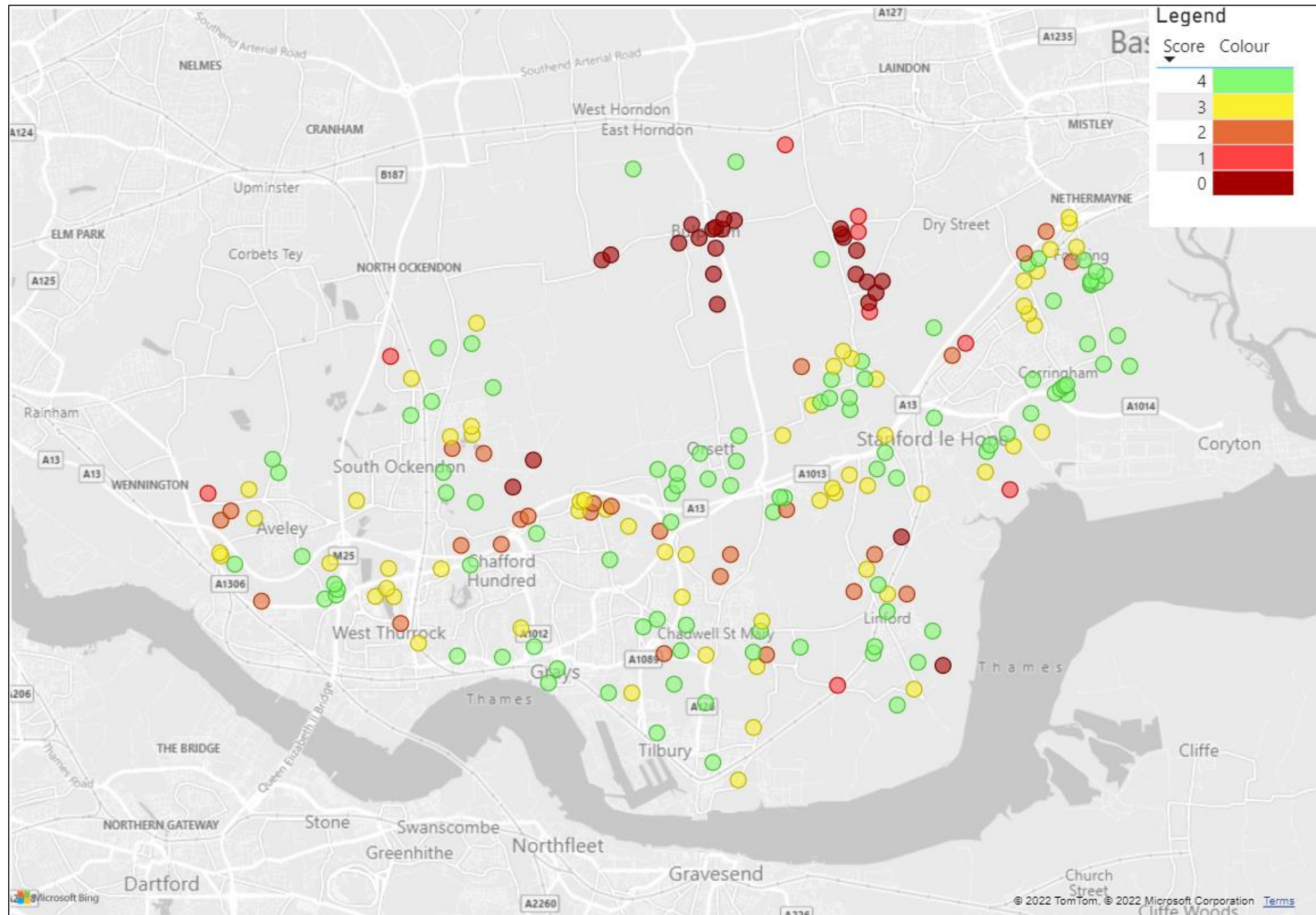




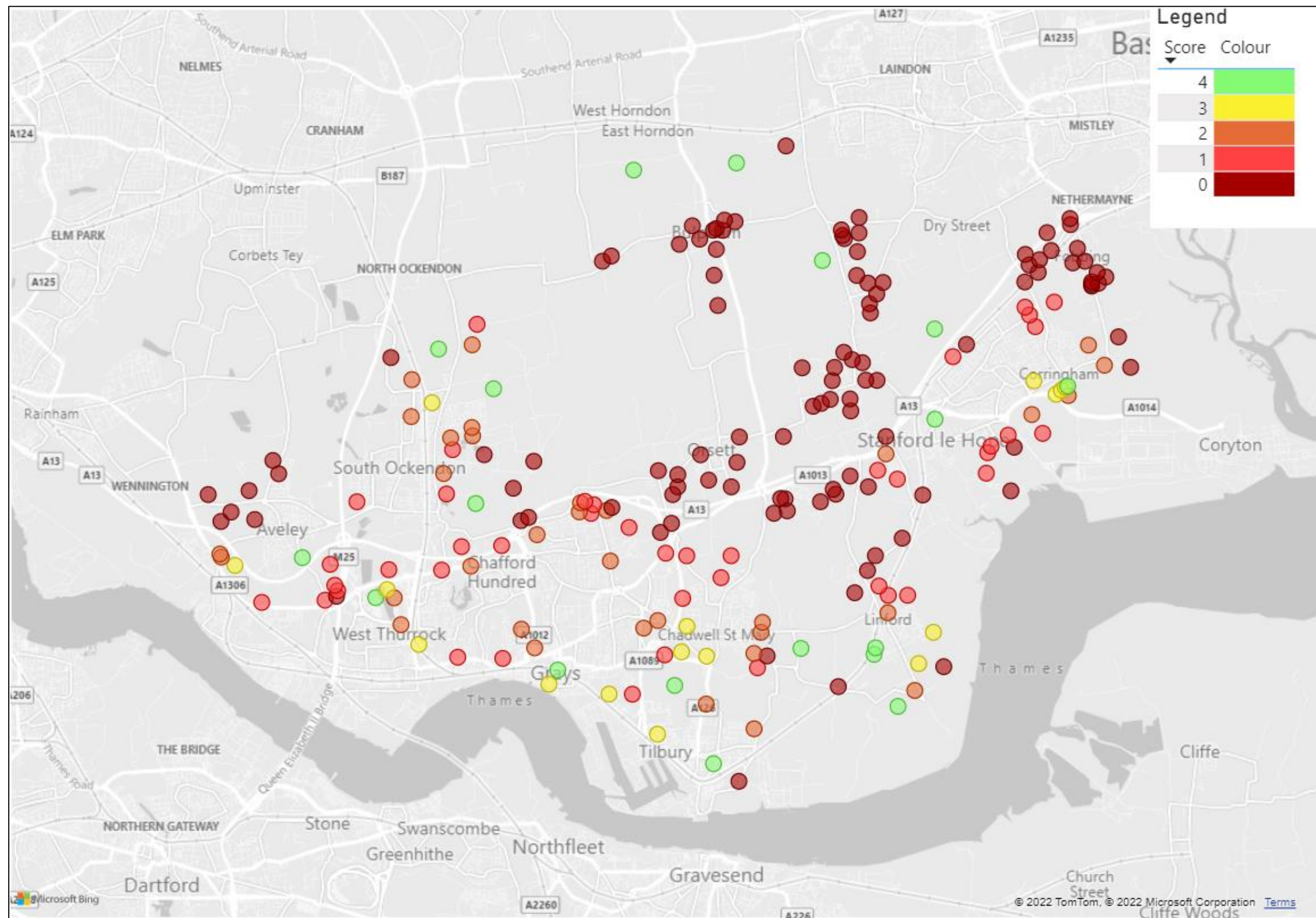
Site Connectivity to GP Surgeries with On-Site Facilities – Cycling



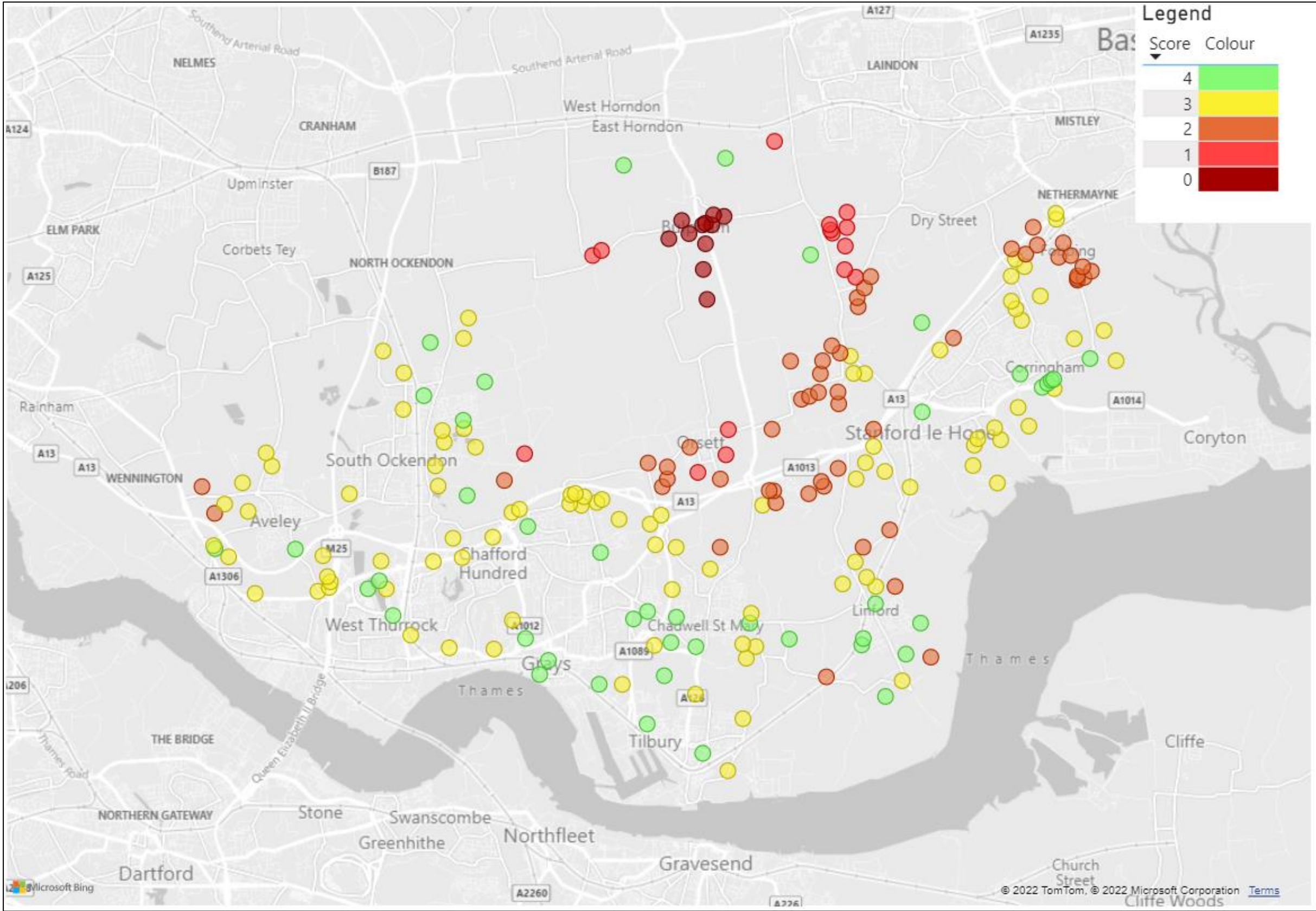
Site Connectivity to GP Surgeries with On-Site Facilities – Public Transport

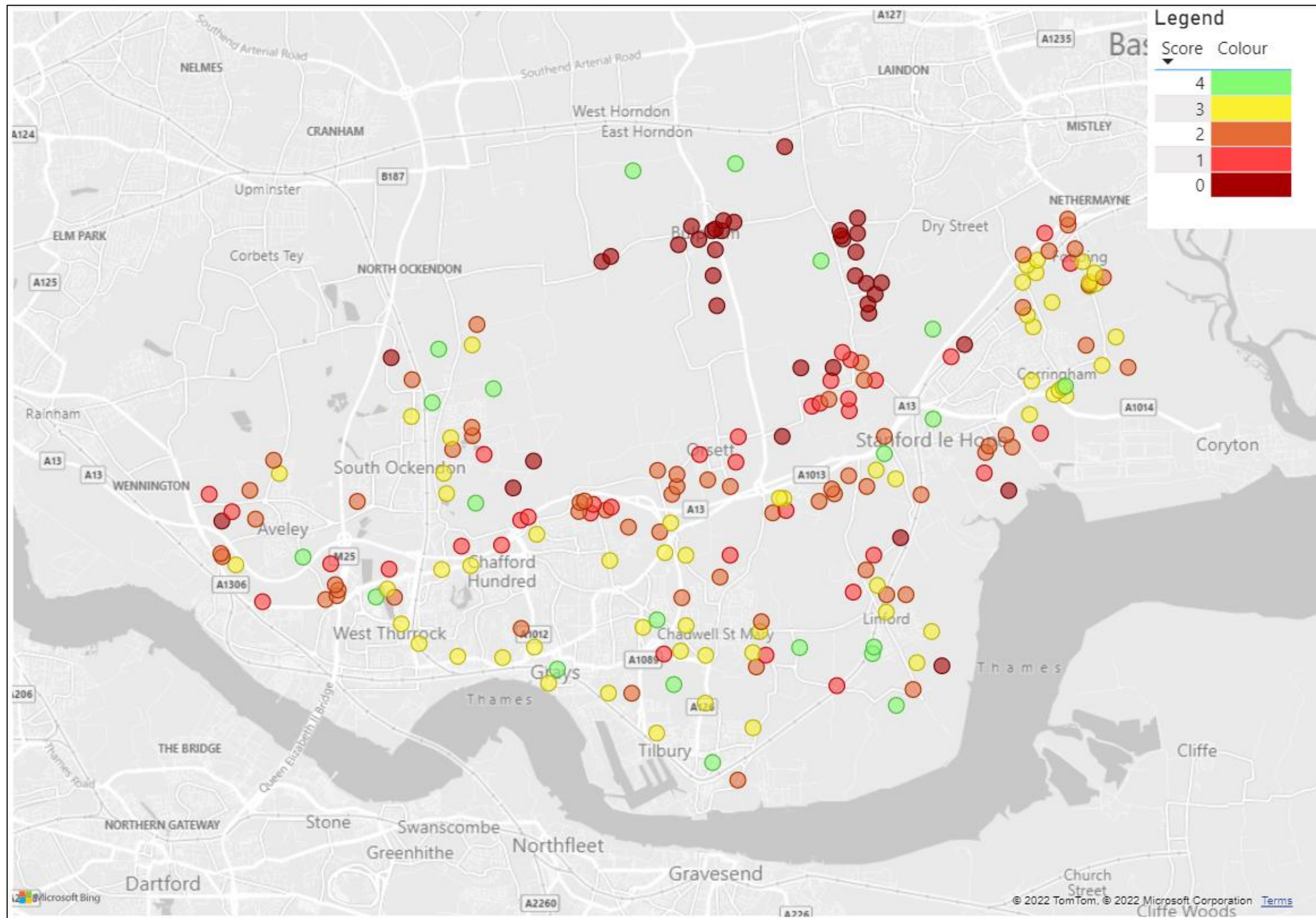


Site Connectivity to Pharmacies with On-Site Facilities – Walking

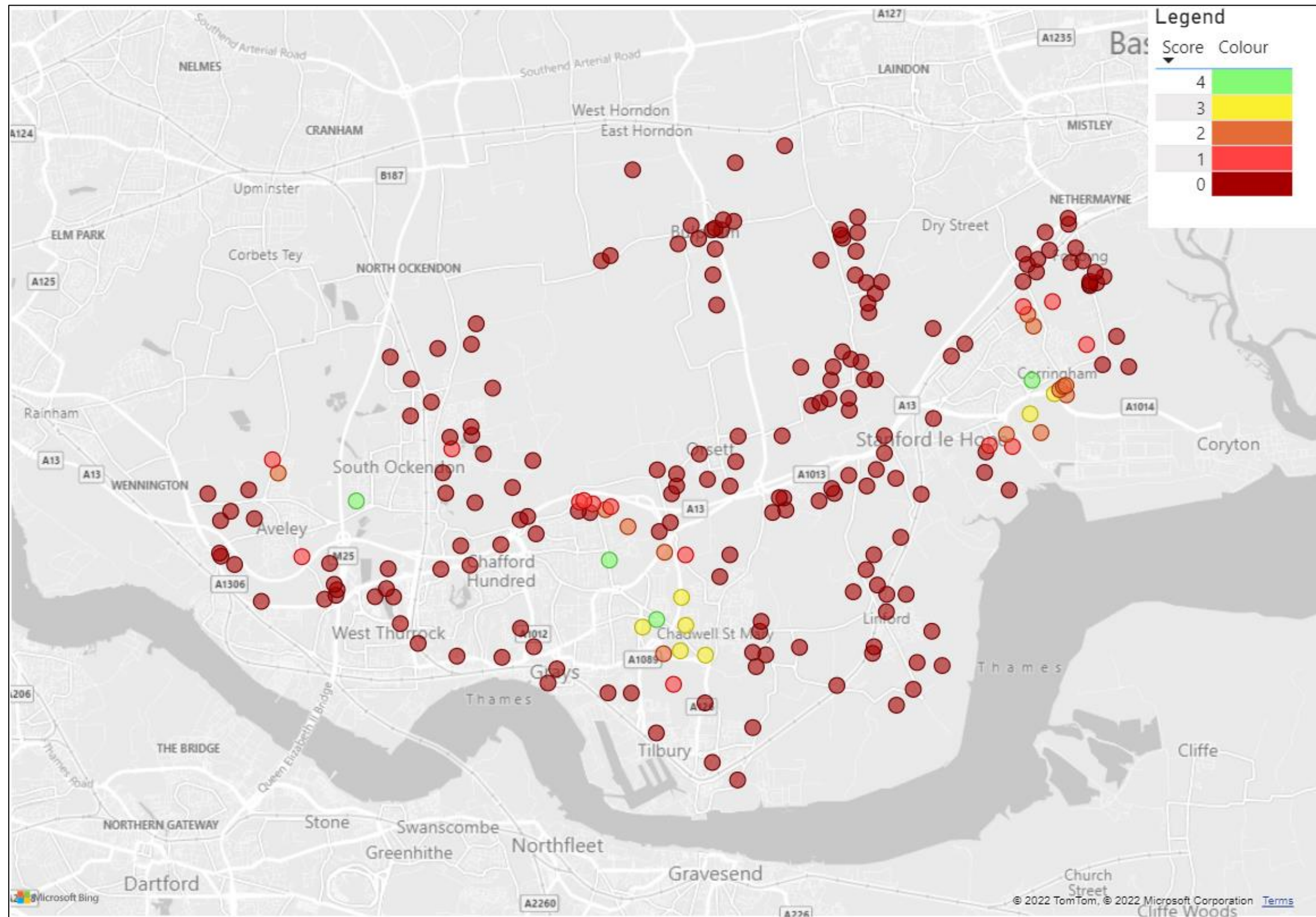


Site Connectivity to Pharmacies with On-Site Facilities – Cycling

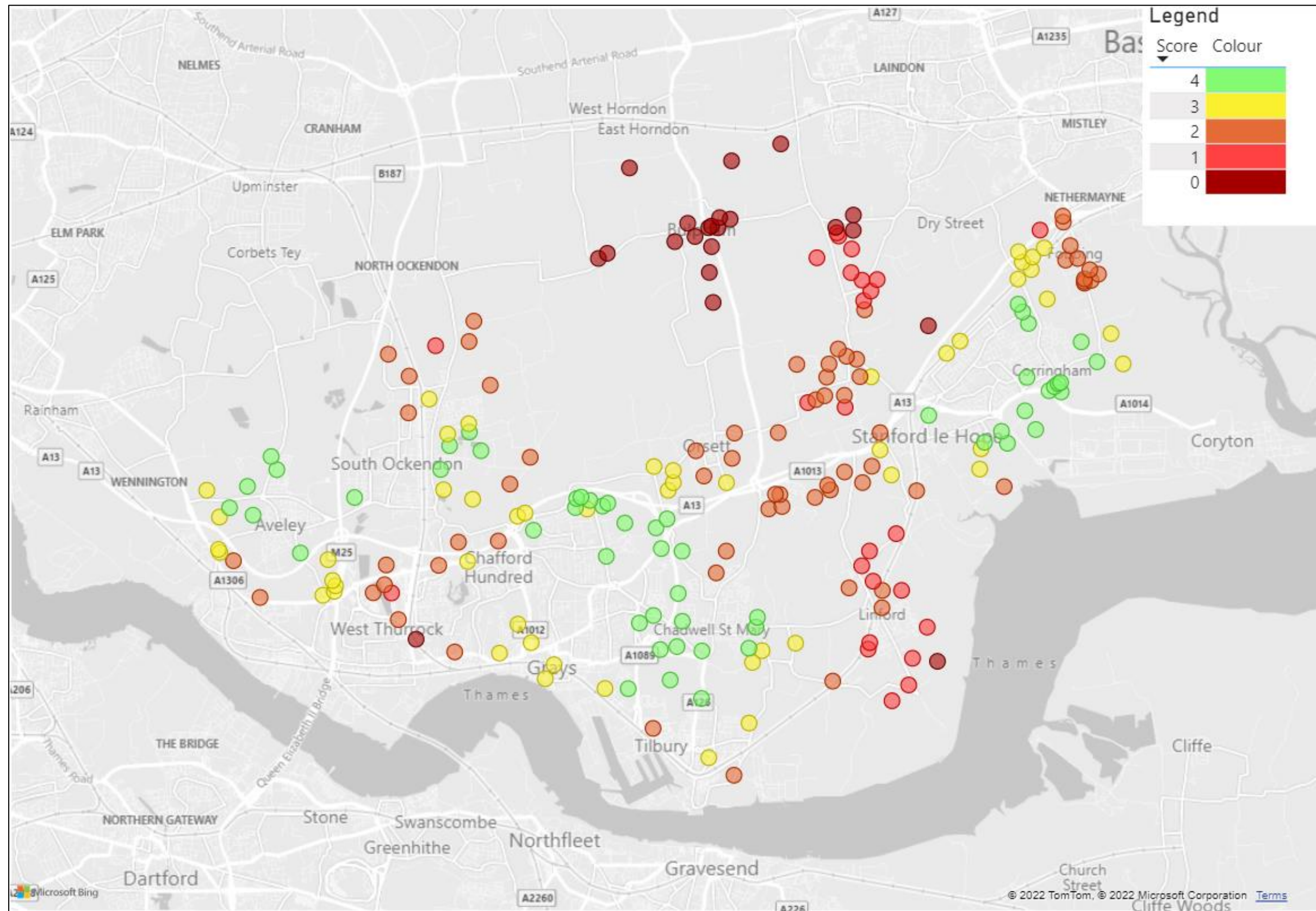




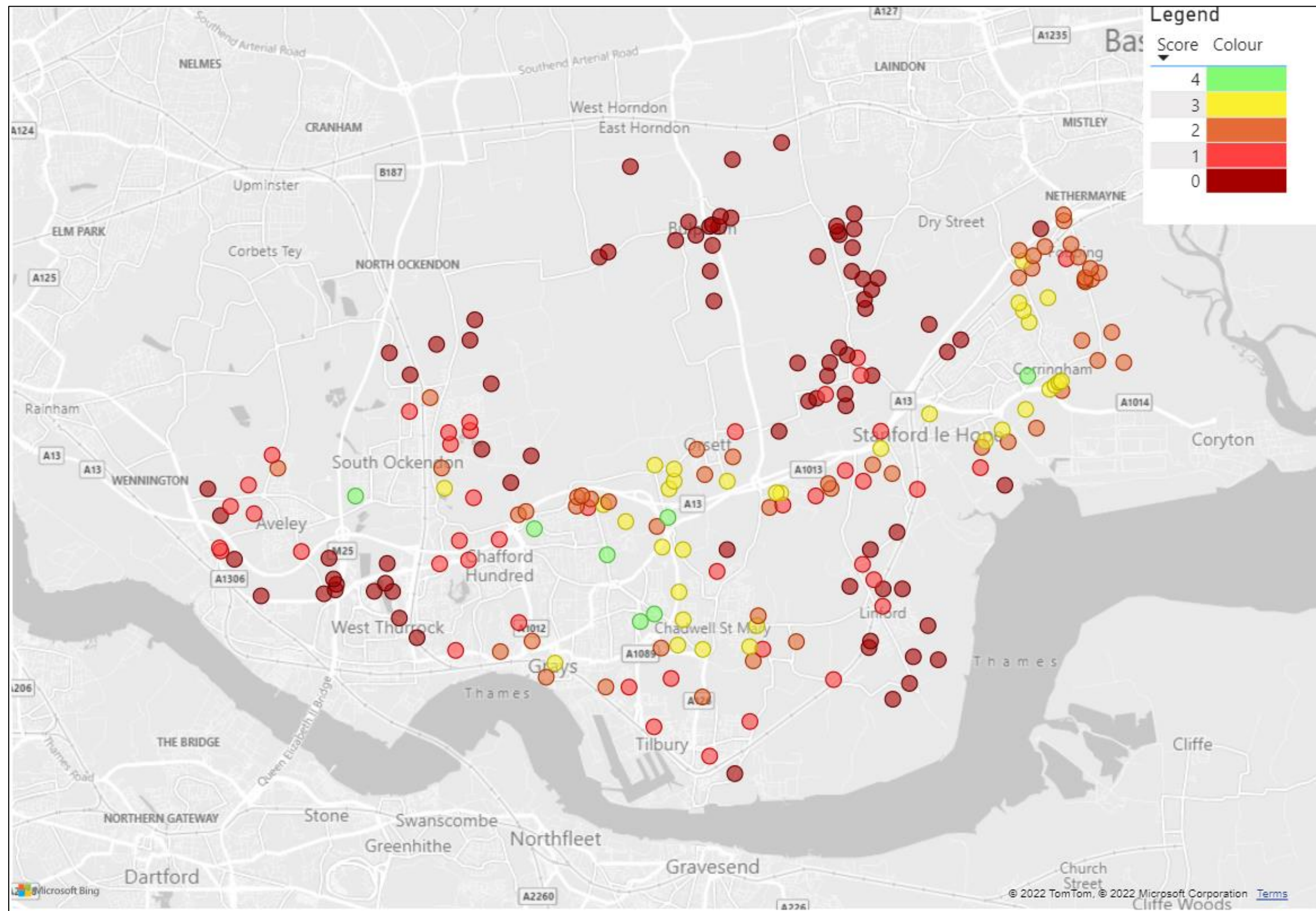
Site Connectivity to Leisure Centres with On-Site Facilities – Walking



Site Connectivity to Leisure Centres with On-Site Facilities – Cycling



Site Connectivity to Leisure Centres with On-Site Facilities – Public Transport

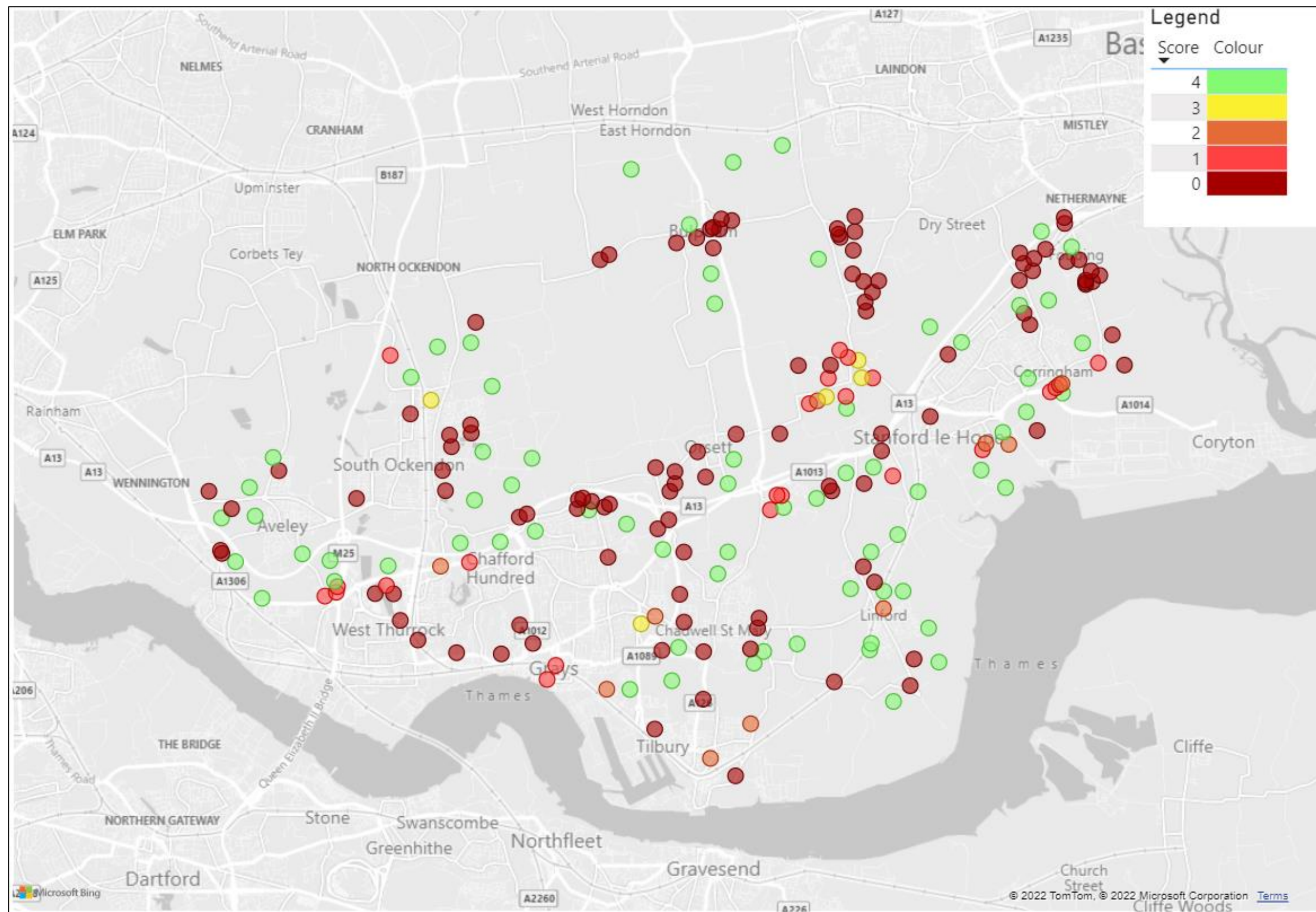


Legend

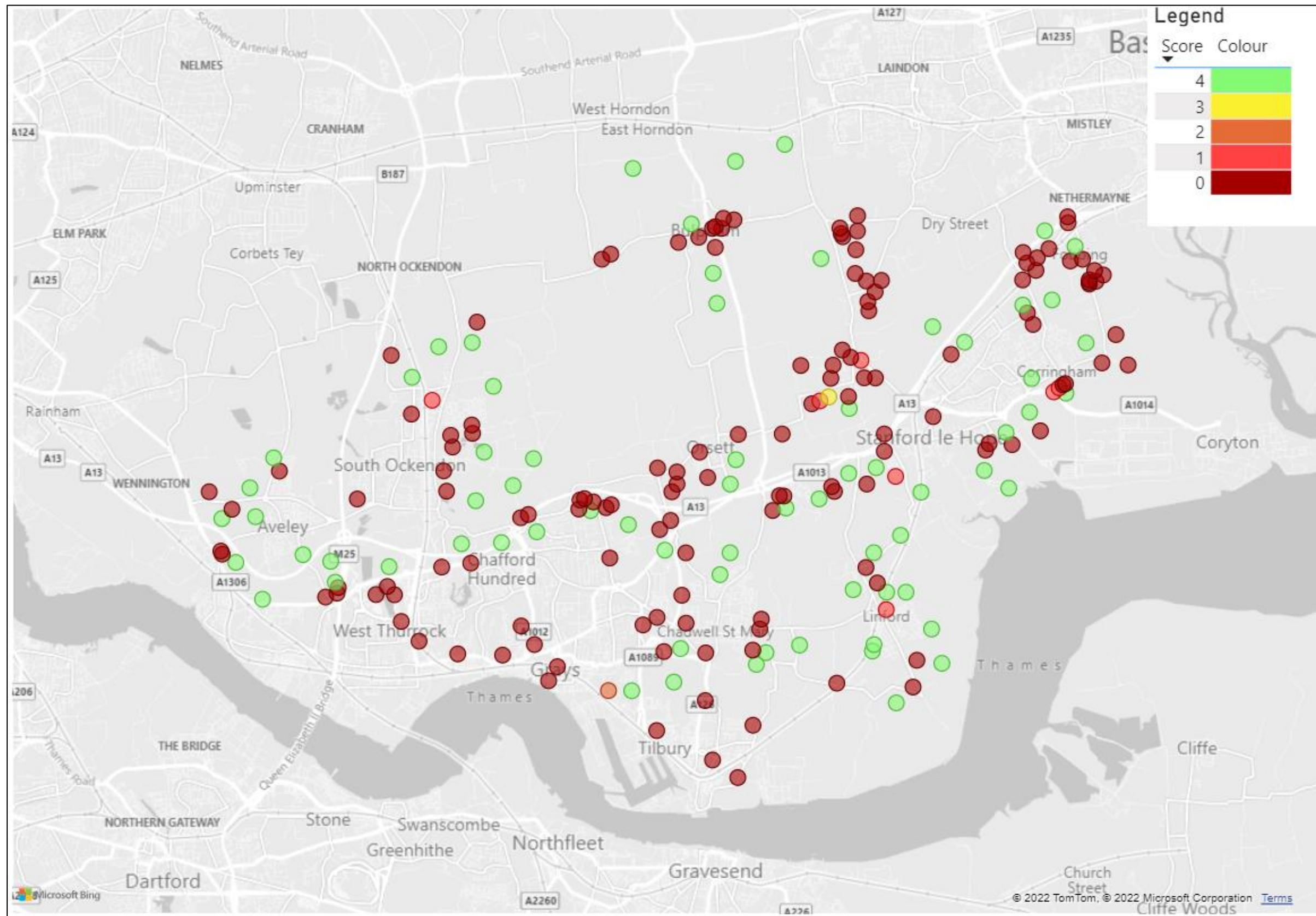
Score	Colour
4	Green
3	Yellow
2	Orange
1	Red
0	Dark Red

The map displays the distribution of 1000 data points across the Basildon area. The points are colored according to their score, with a legend in the top right corner. The map includes labels for various locations such as Basildon, North Ockendon, South Ockendon, West Thurrock, and the River Thames. The data points are concentrated in the central and eastern parts of the map, with a higher density of points in the central area. The color of the points indicates the score, with green representing the highest score (4) and dark red representing the lowest score (0). The map also shows major roads and the River Thames.

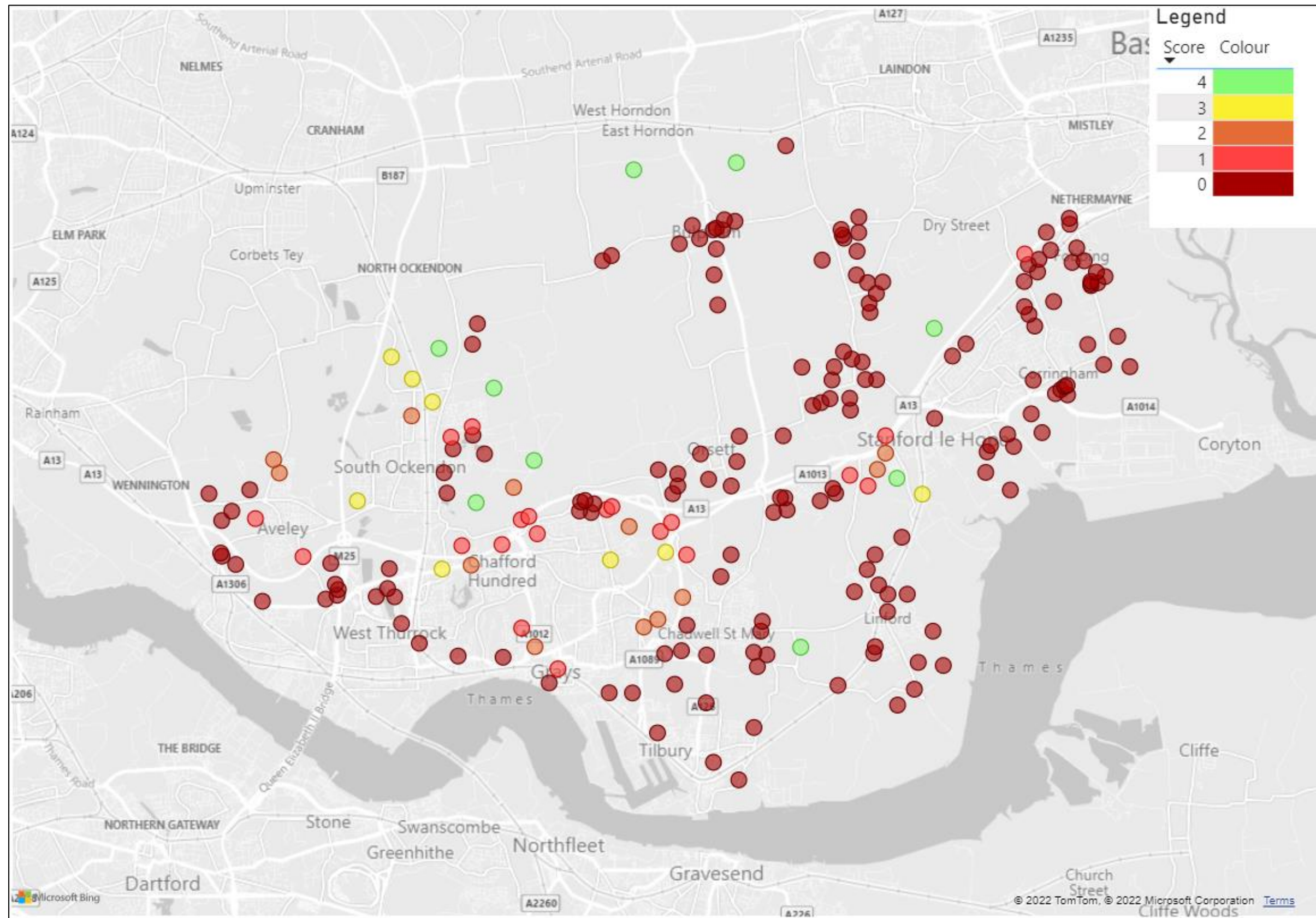
Site Connectivity to Green Open Space >2ha with On-Site Facilities – Cycling



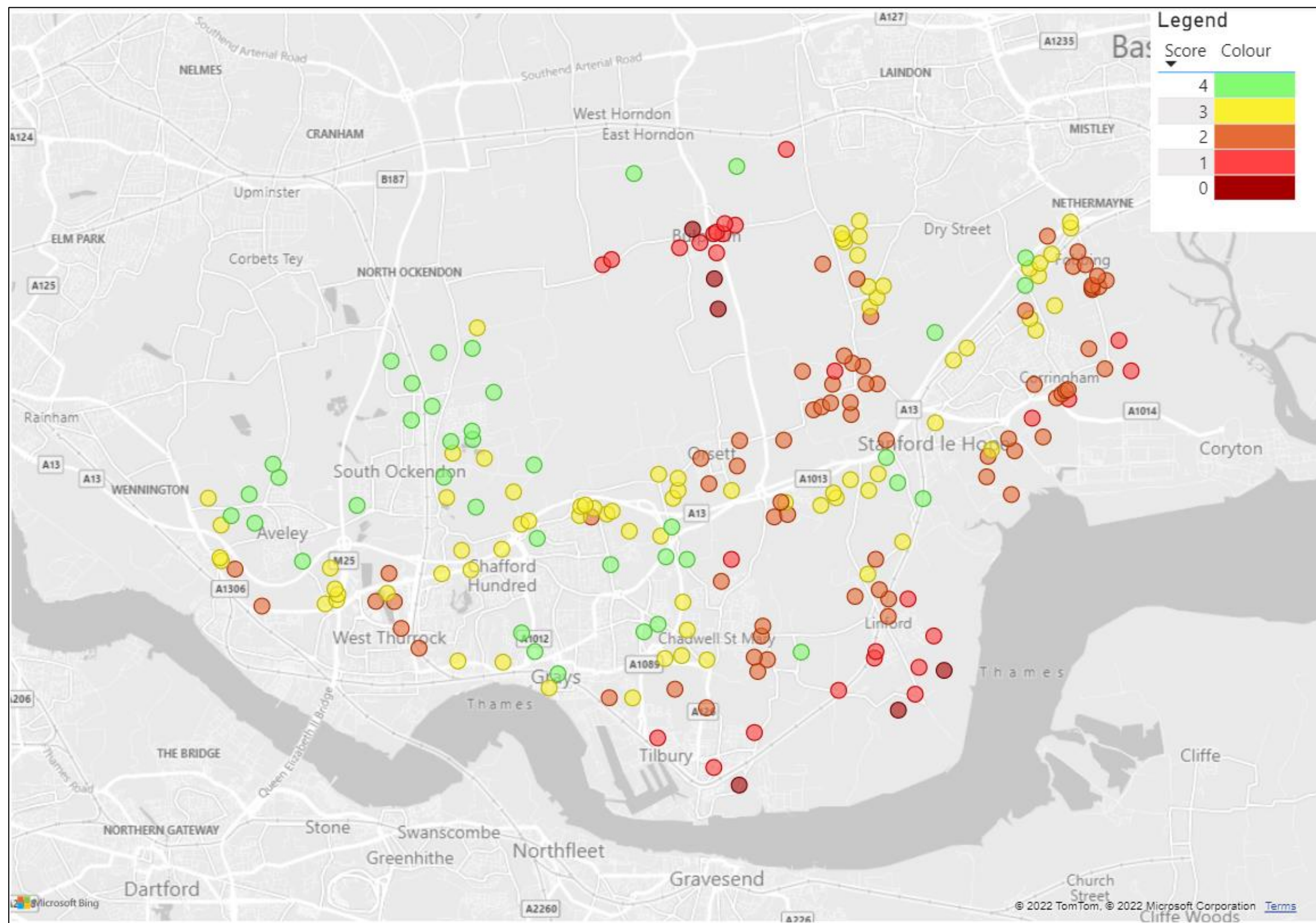
Site Connectivity to Green Open Space >2ha with On-Site Facilities – Public Transport



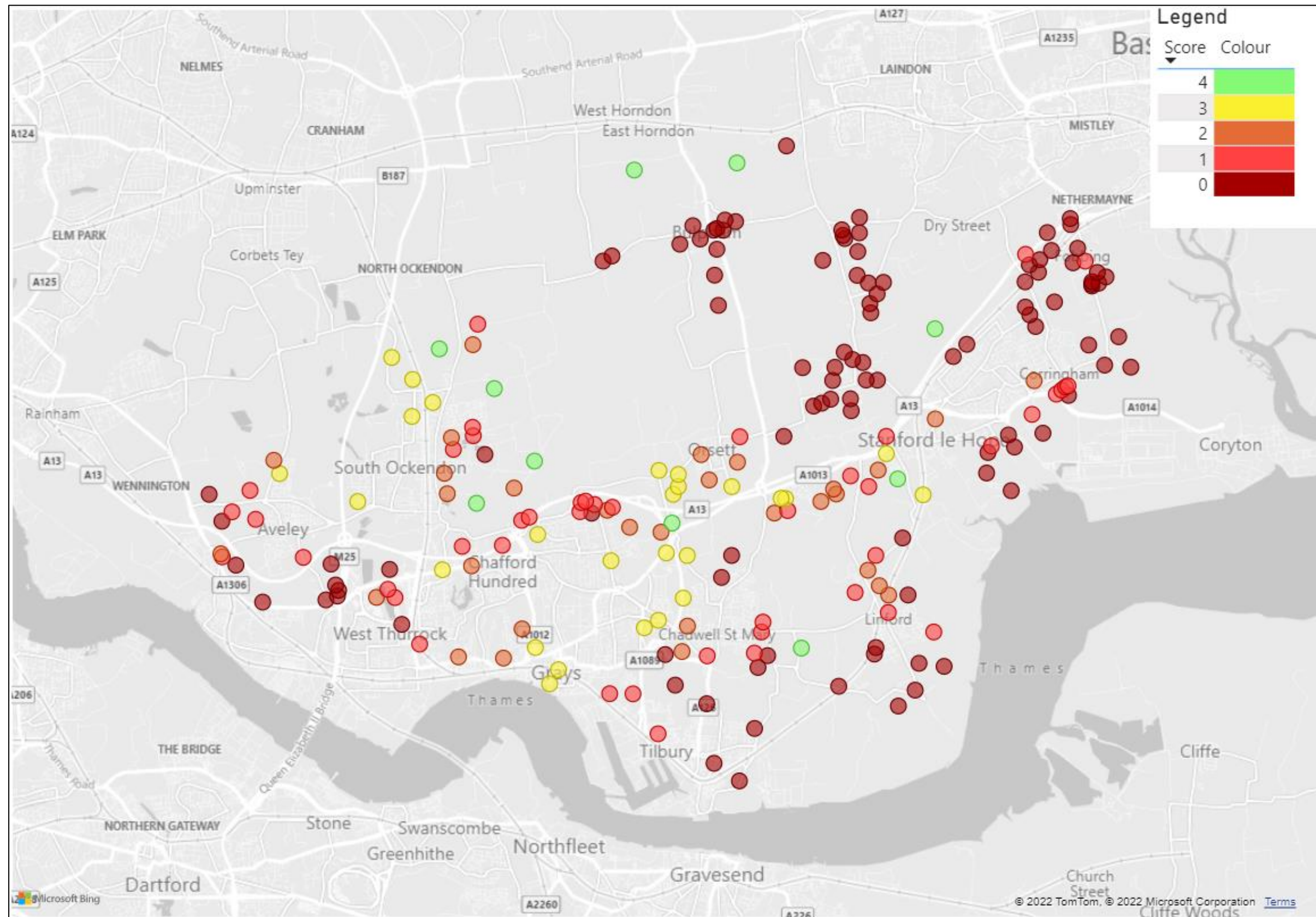
Site Connectivity to Green Open Space >20ha with On-Site Facilities – Walking



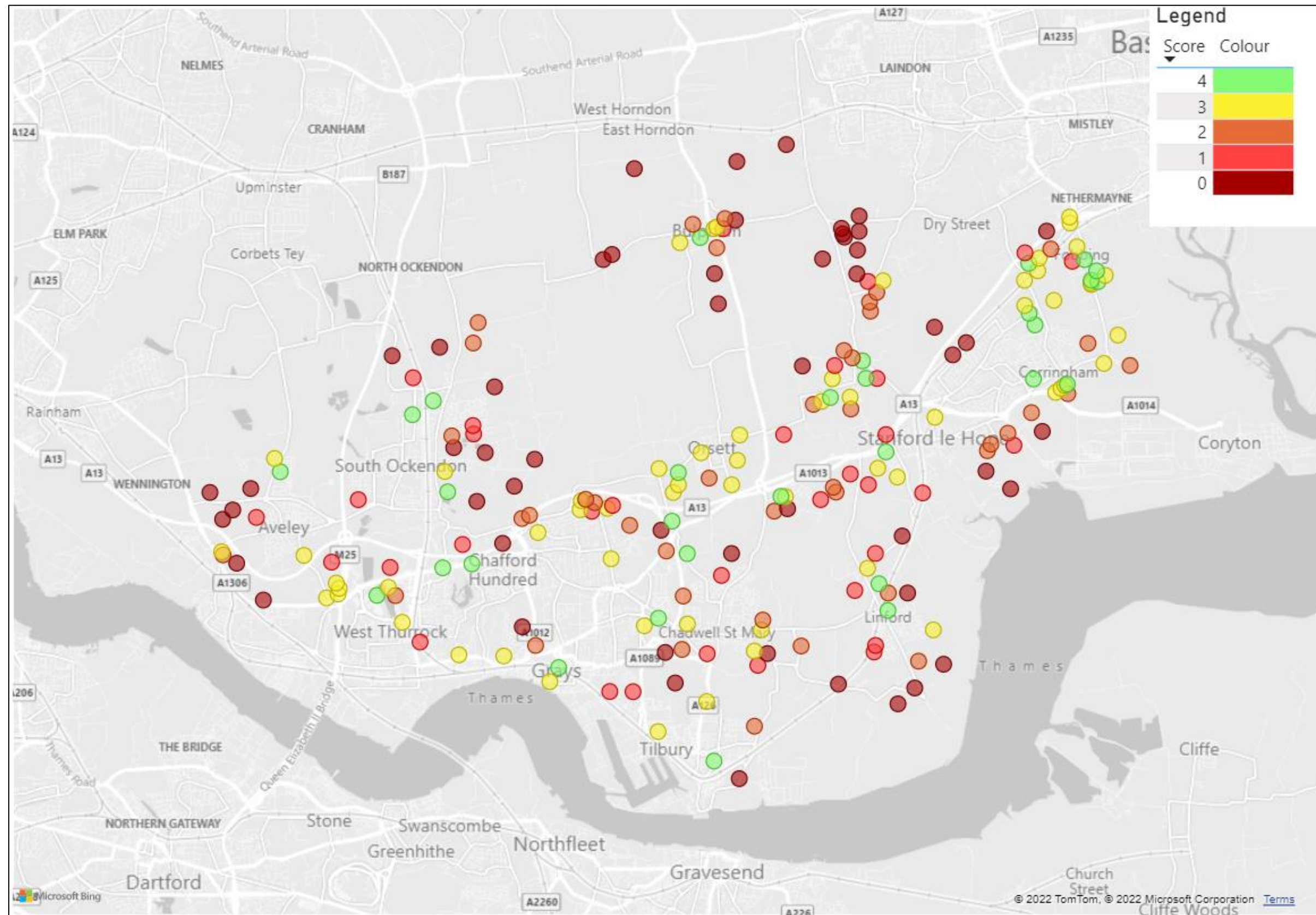
Site Connectivity to Green Open Space >20ha with On-Site Facilities – Cycling



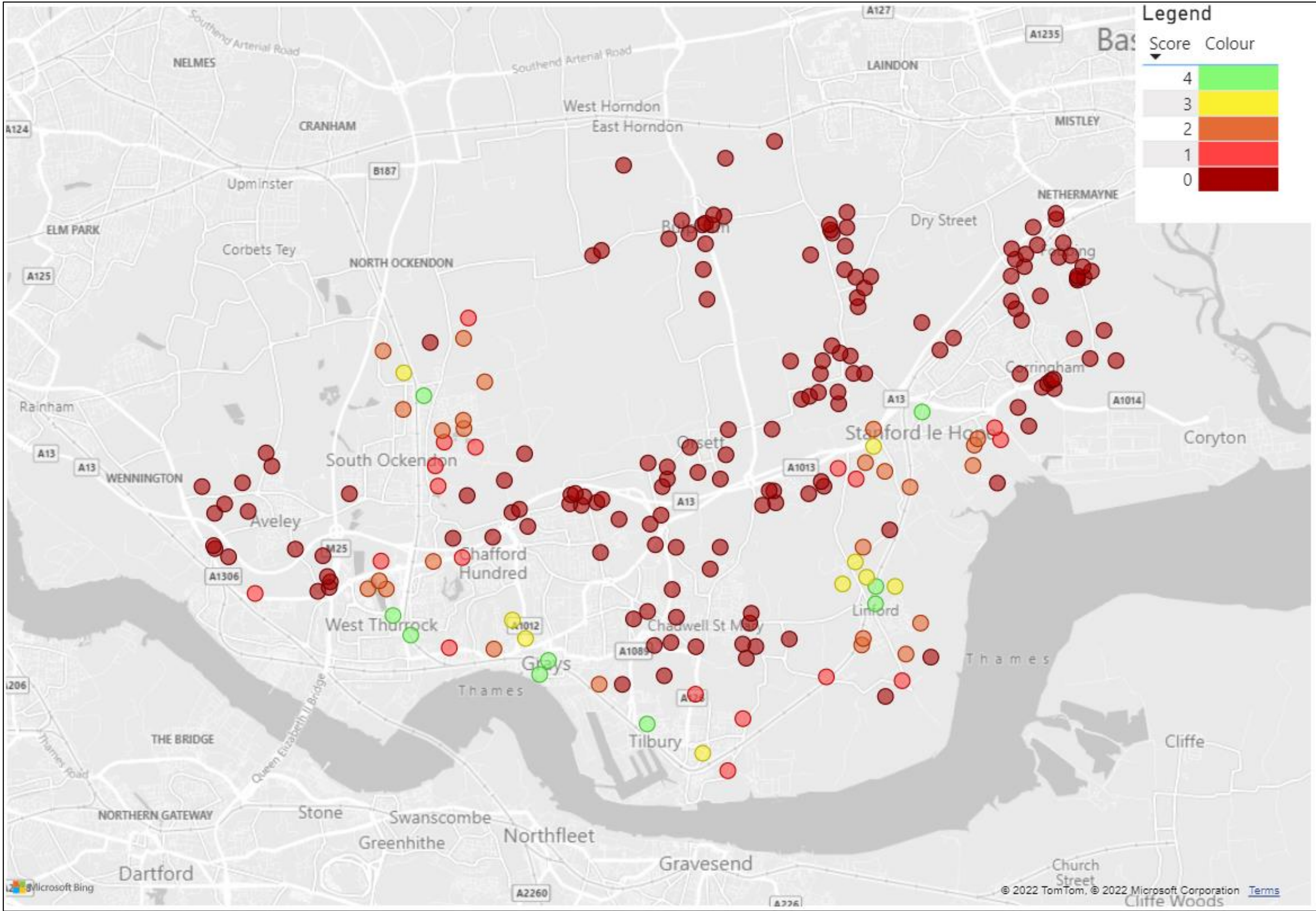
Site Connectivity to Green Open Space >20ha with On-Site Facilities – Public Transport



Site Connectivity to Bus Stops with On-Site Facilities – Walking



Site Connectivity to Rail Stations with On-Site Facilities – Walking

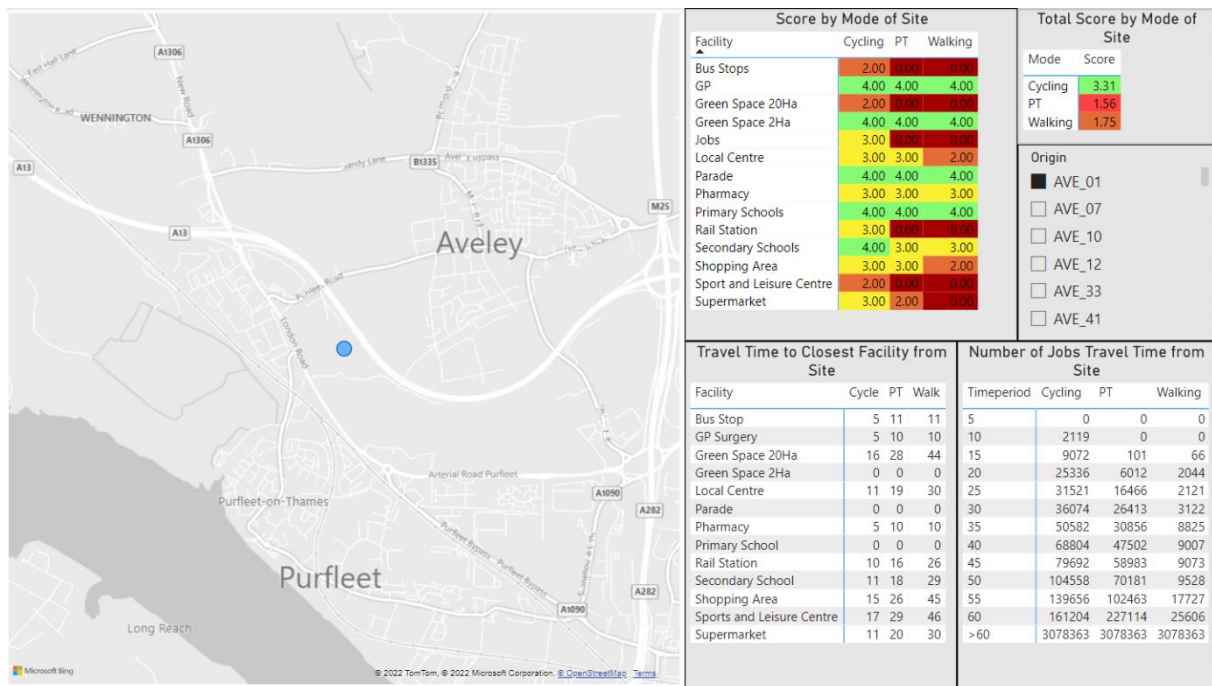


Appendix E Detailed Site Scores – With On-Site Facilities

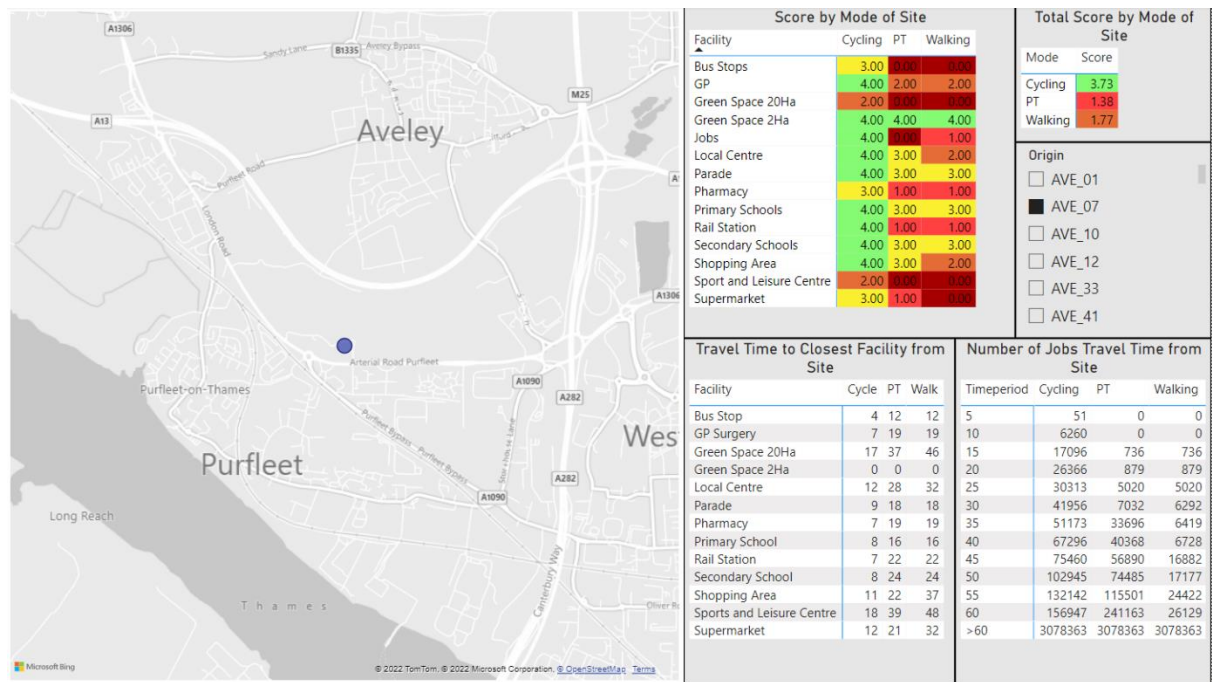
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AVE_01



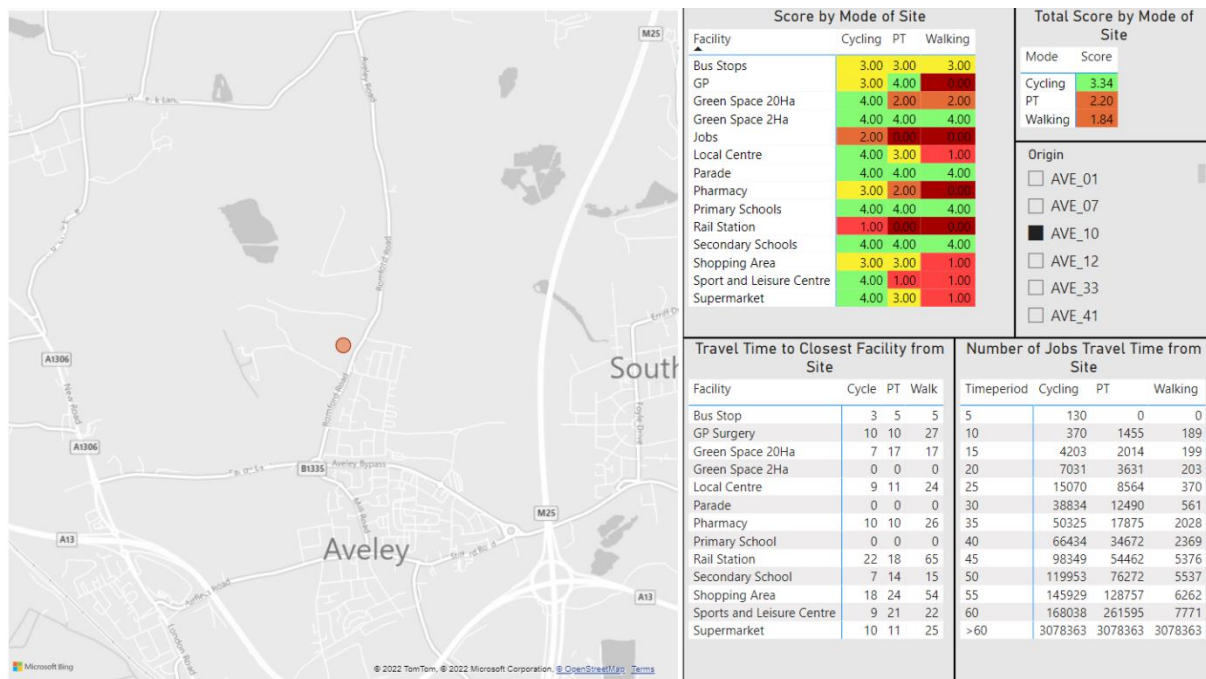
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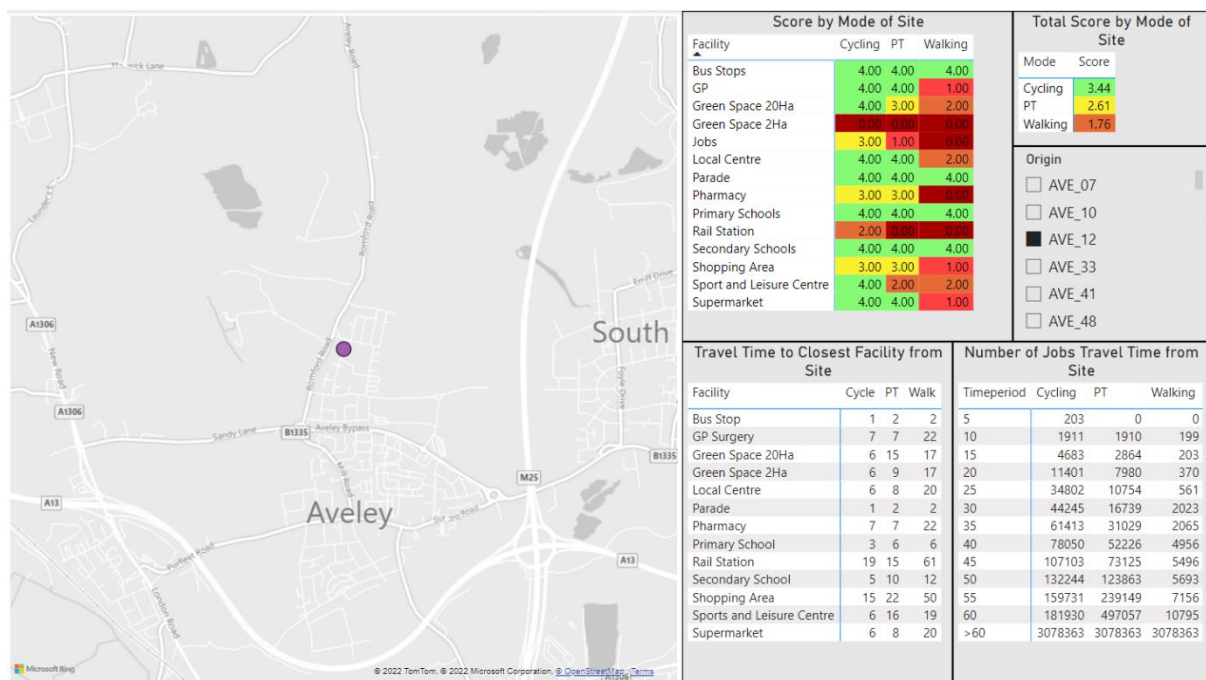
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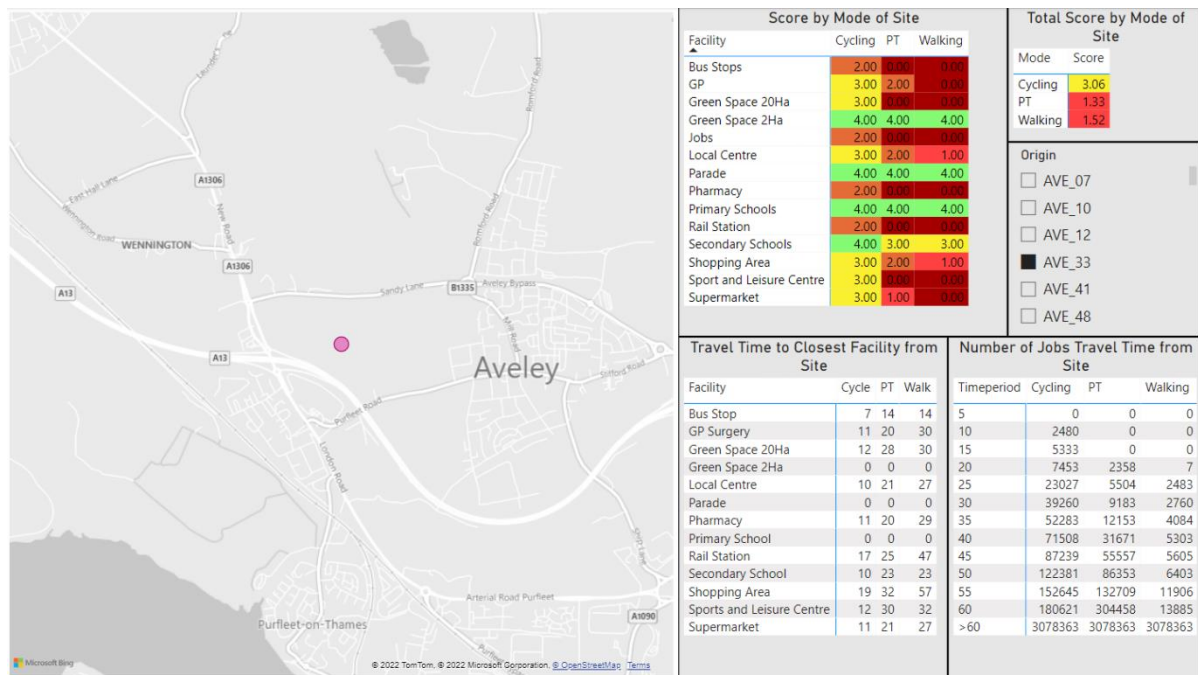


AVE_12

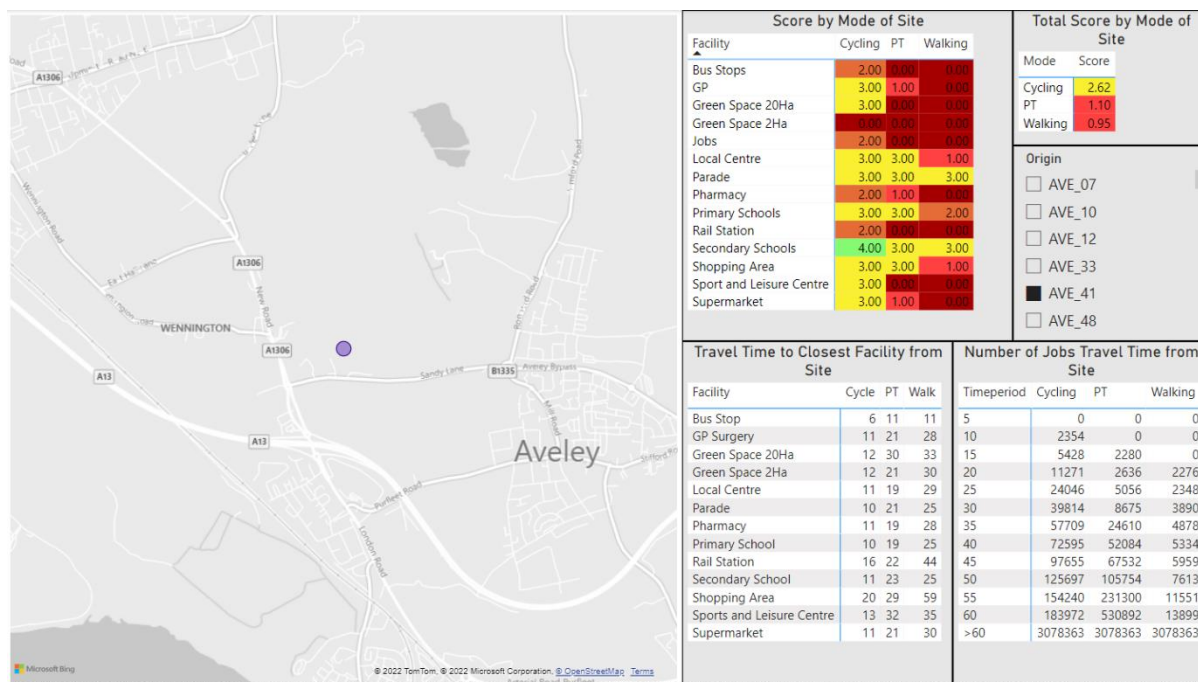


AVE_33

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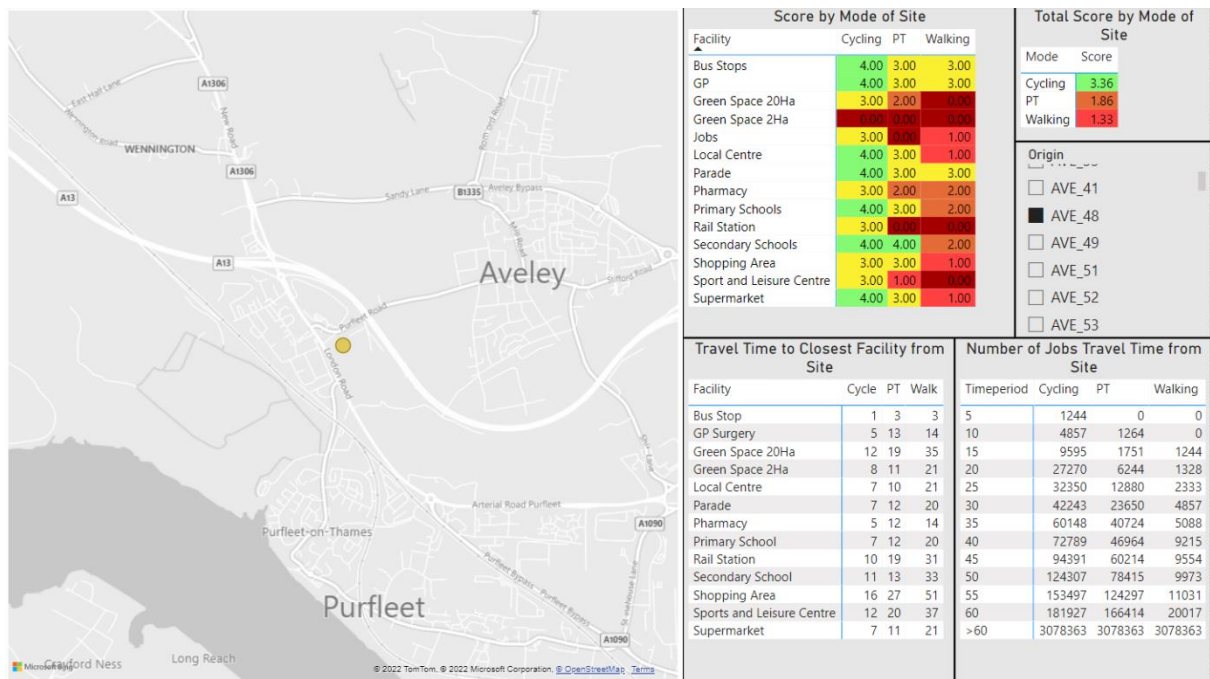


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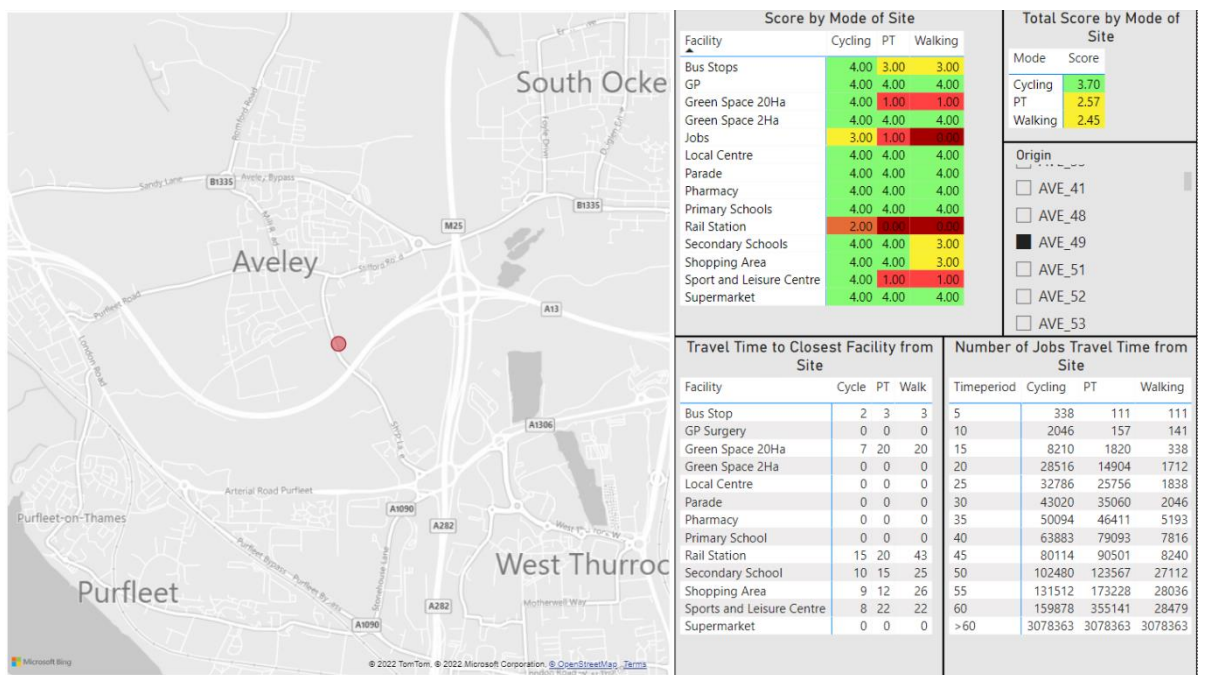


AVE_48

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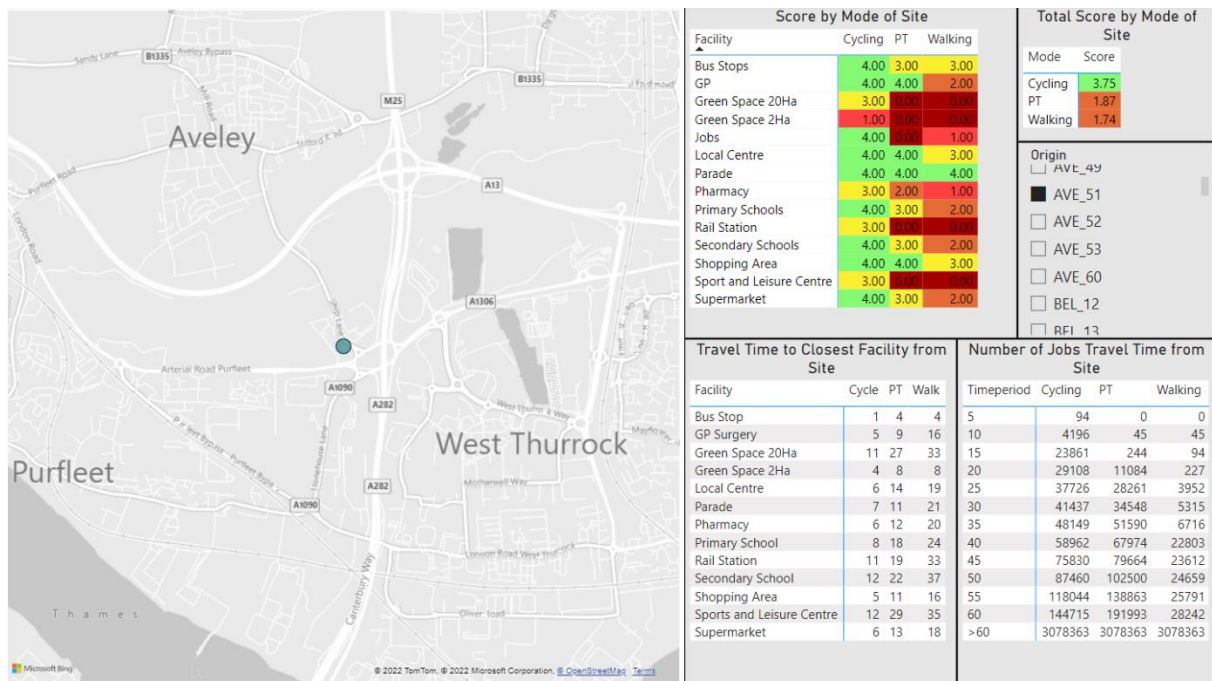
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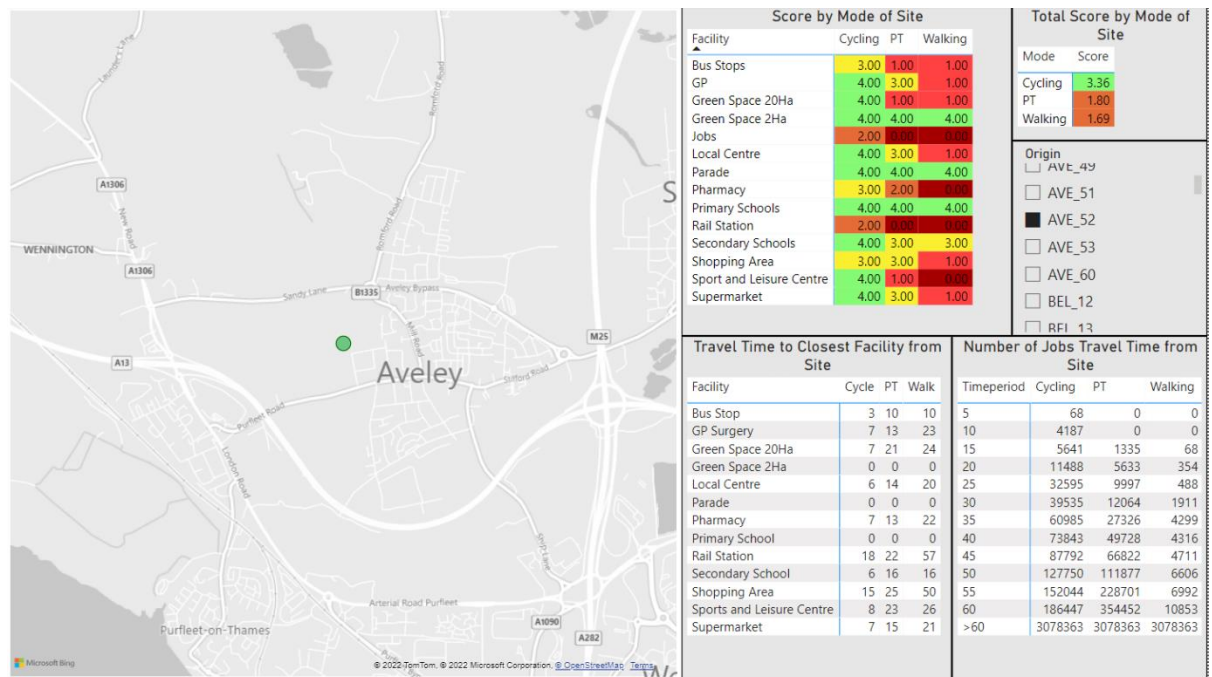
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AVE_51

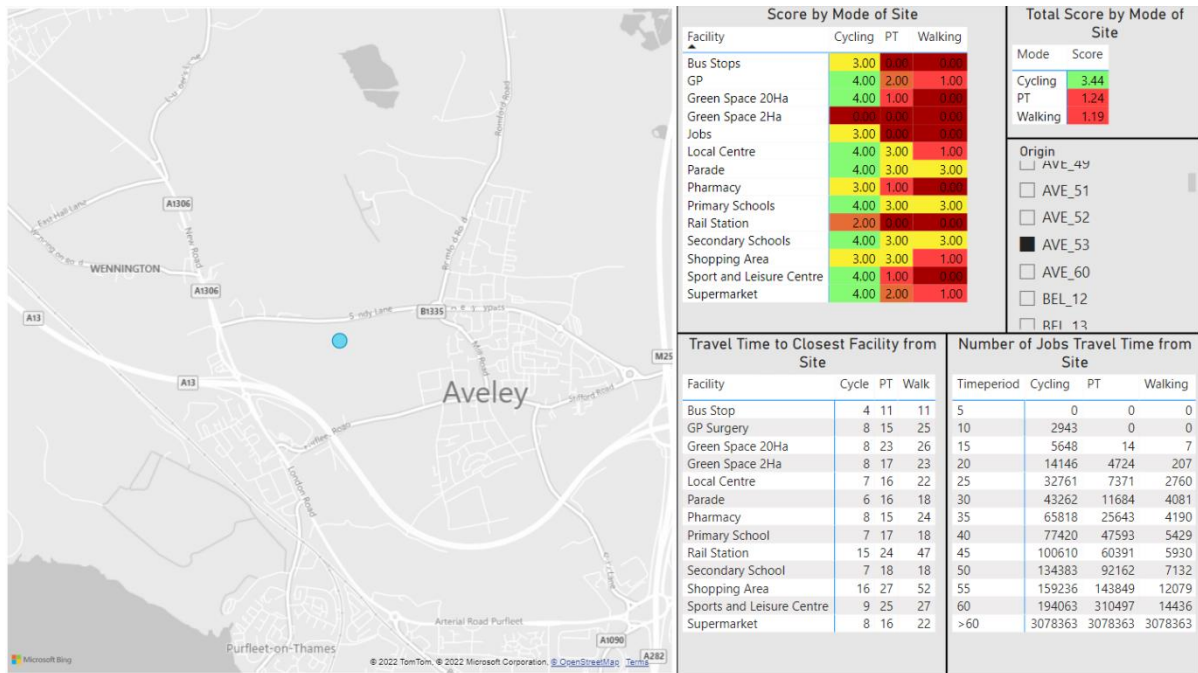


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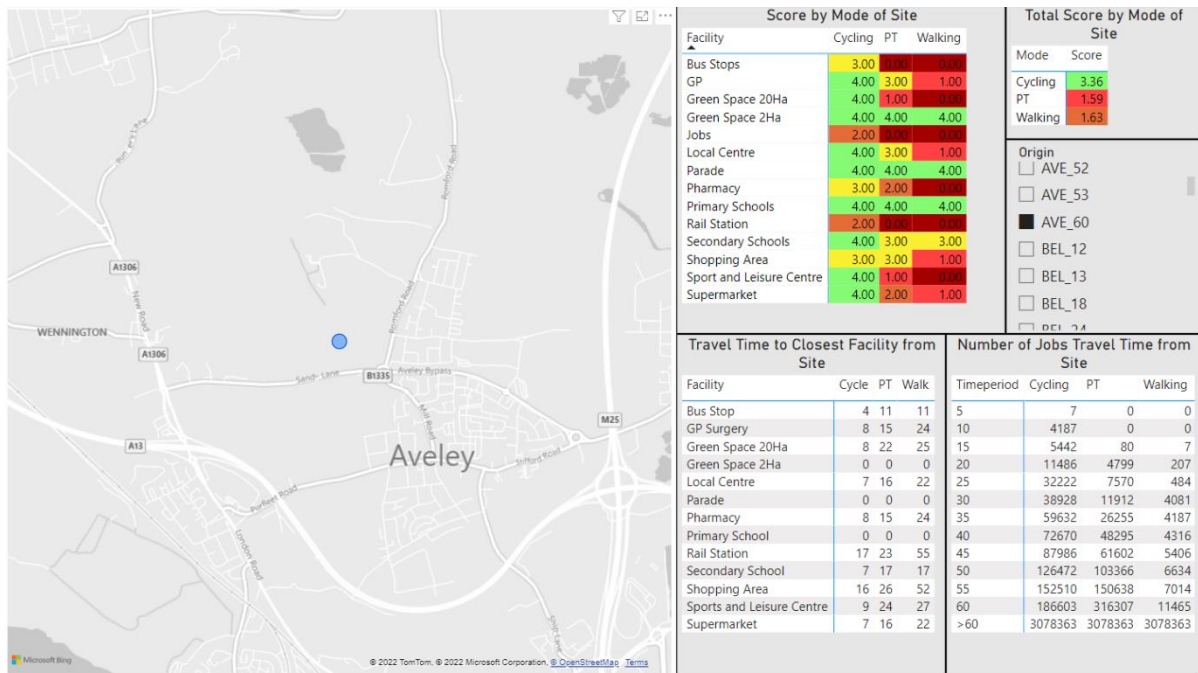


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AVE_53

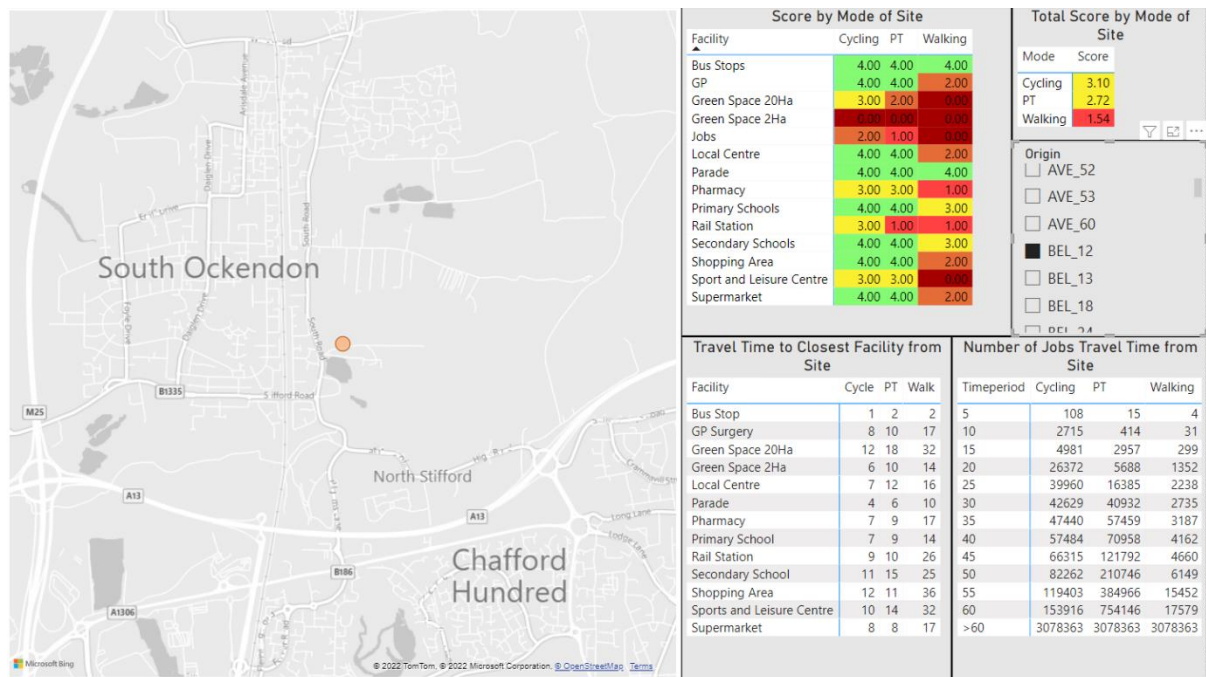


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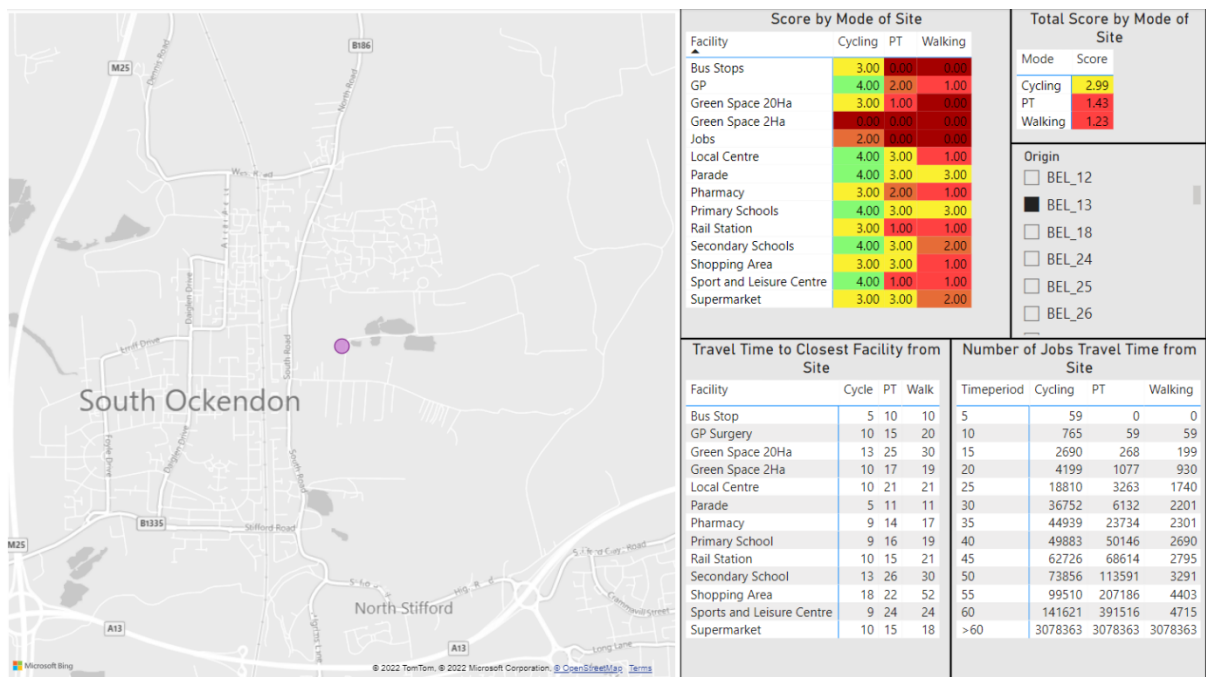


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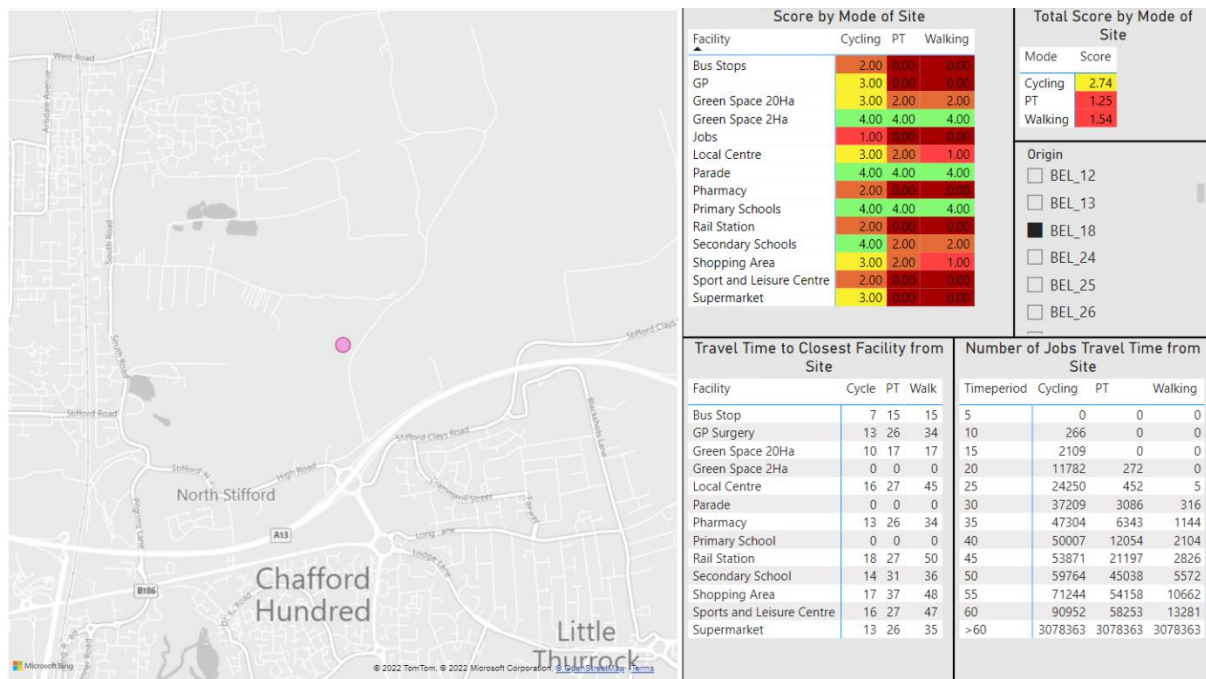


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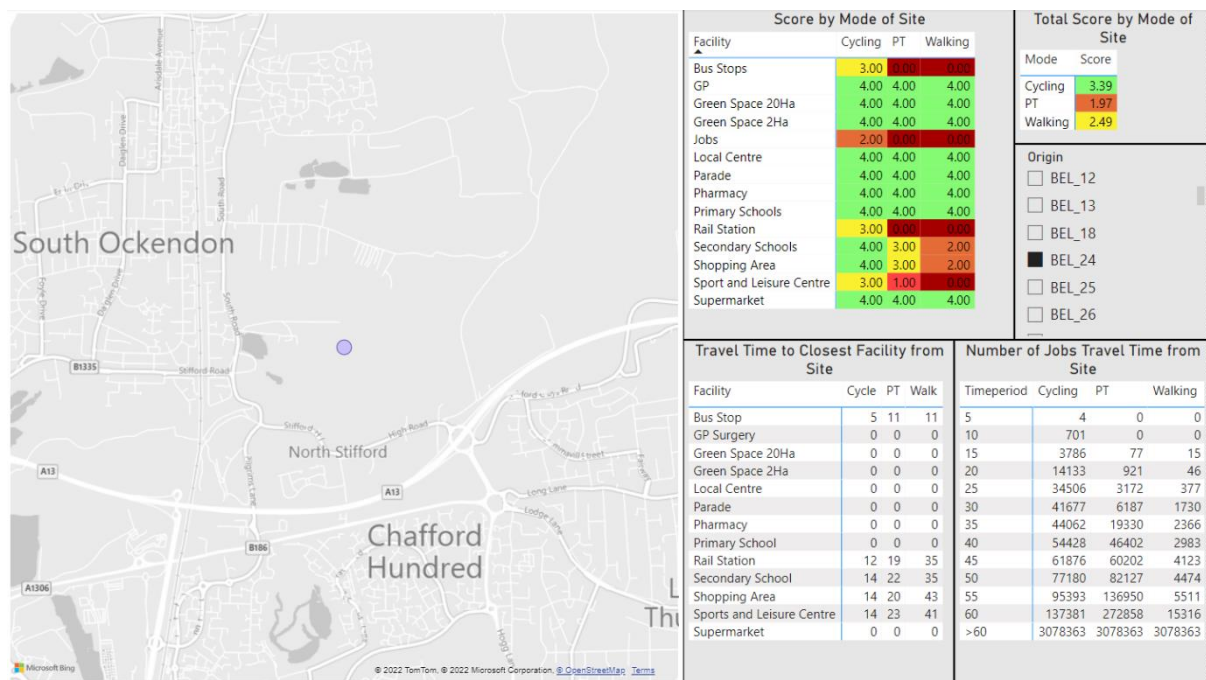


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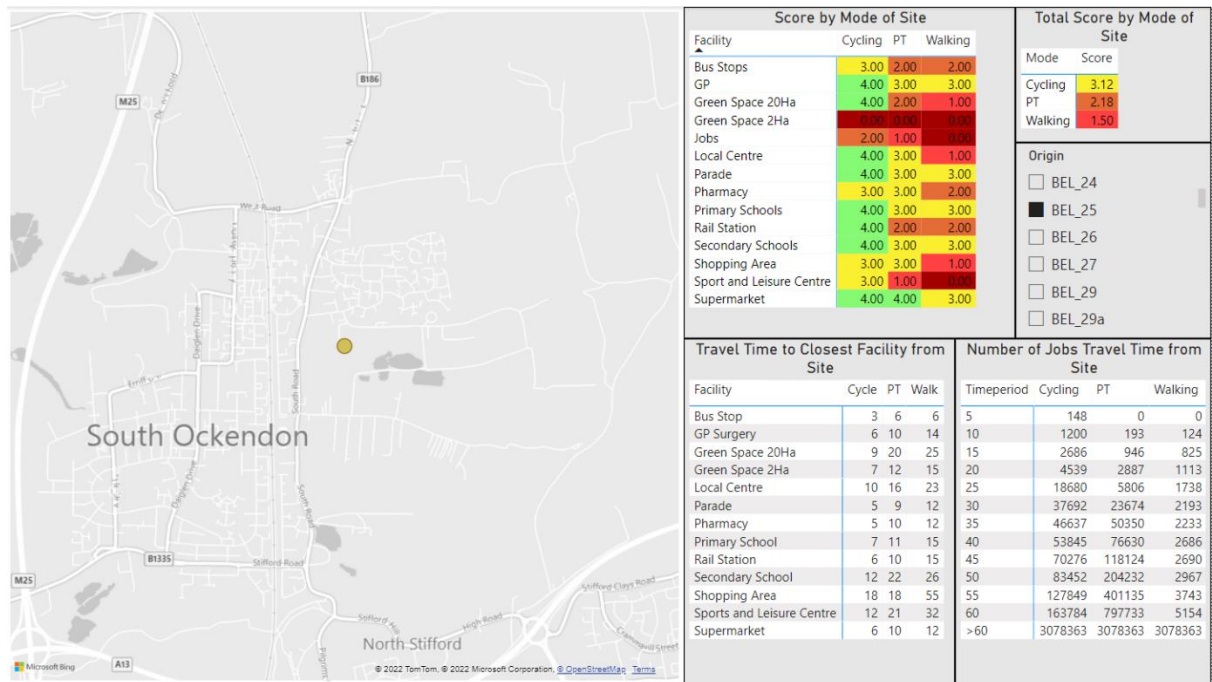


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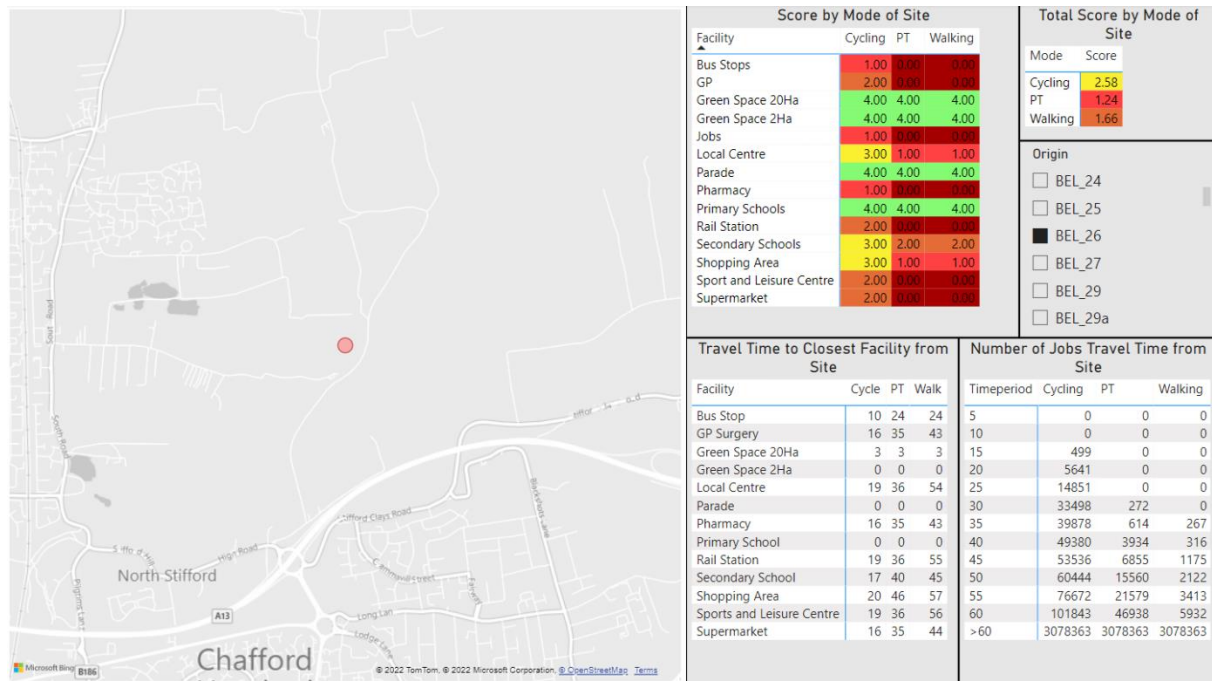


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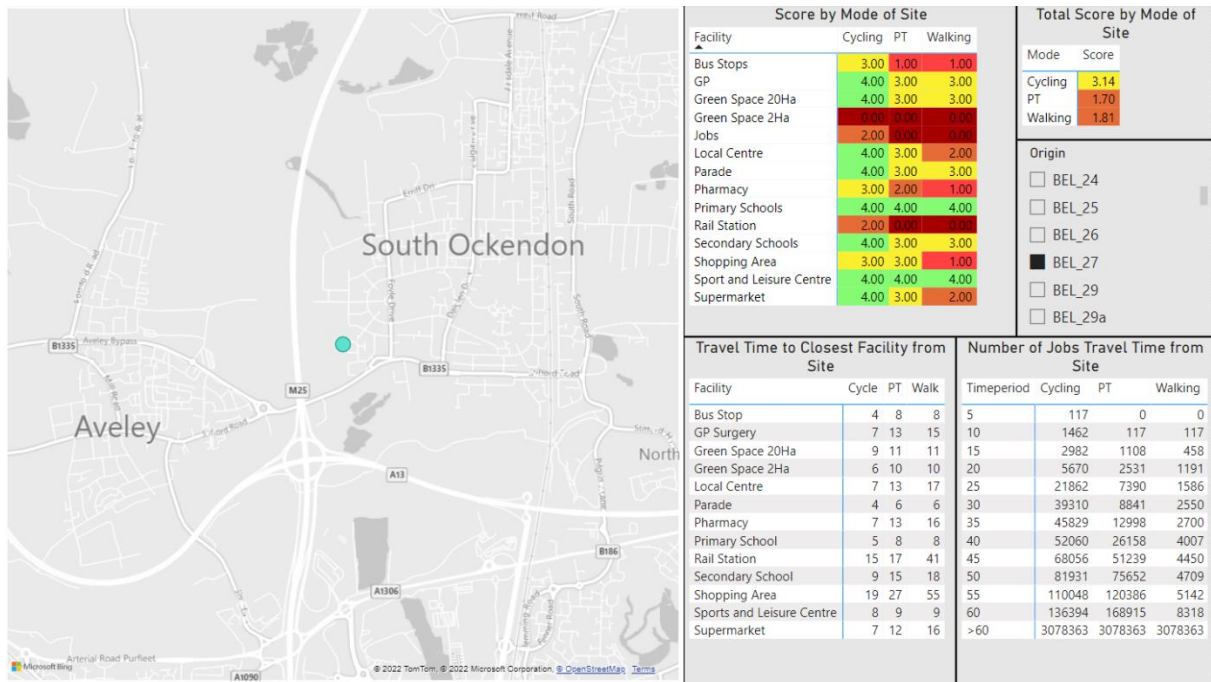


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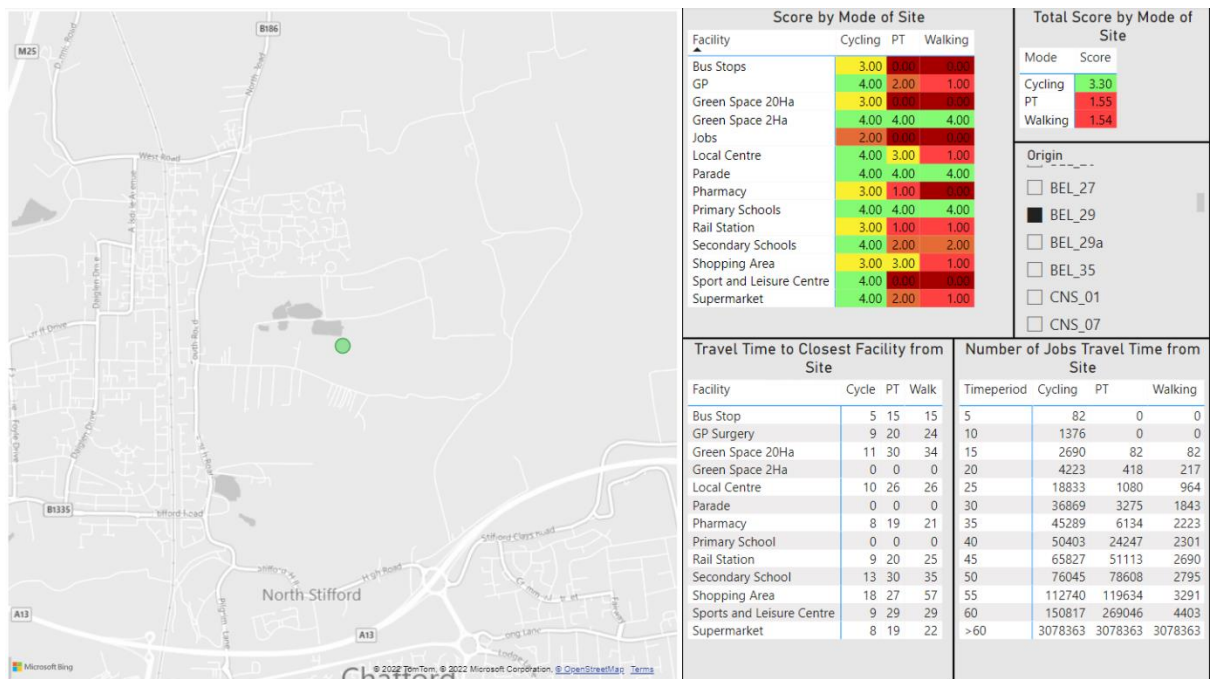


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BEL_27



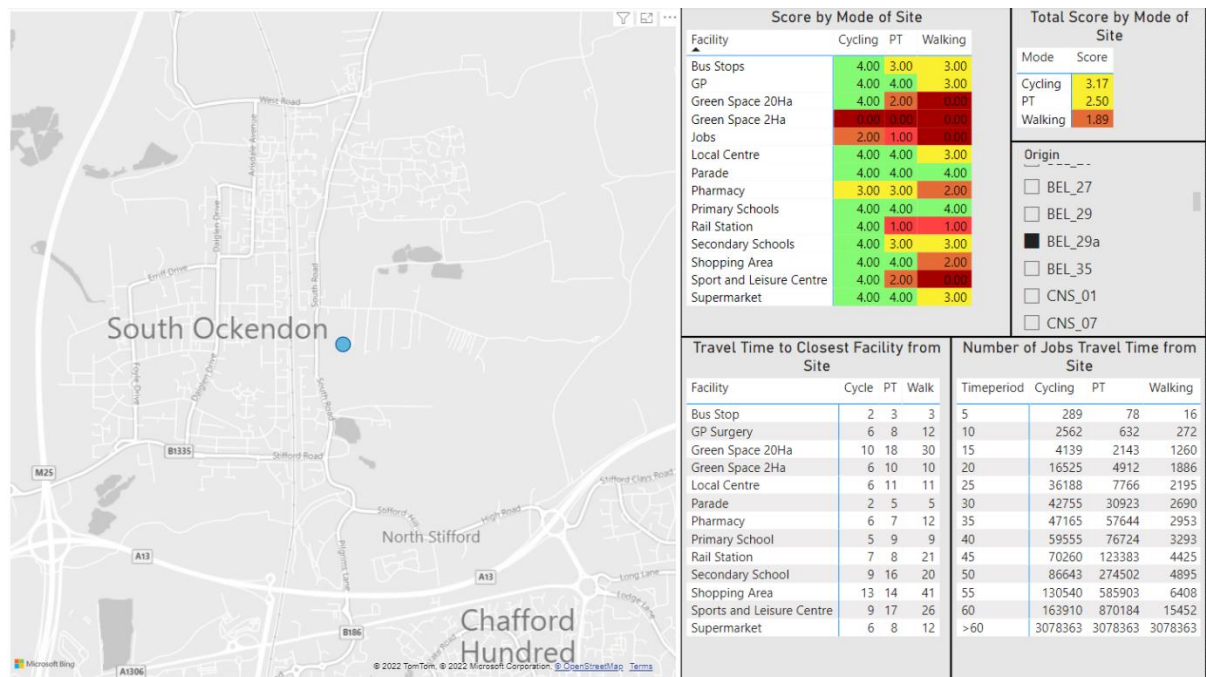
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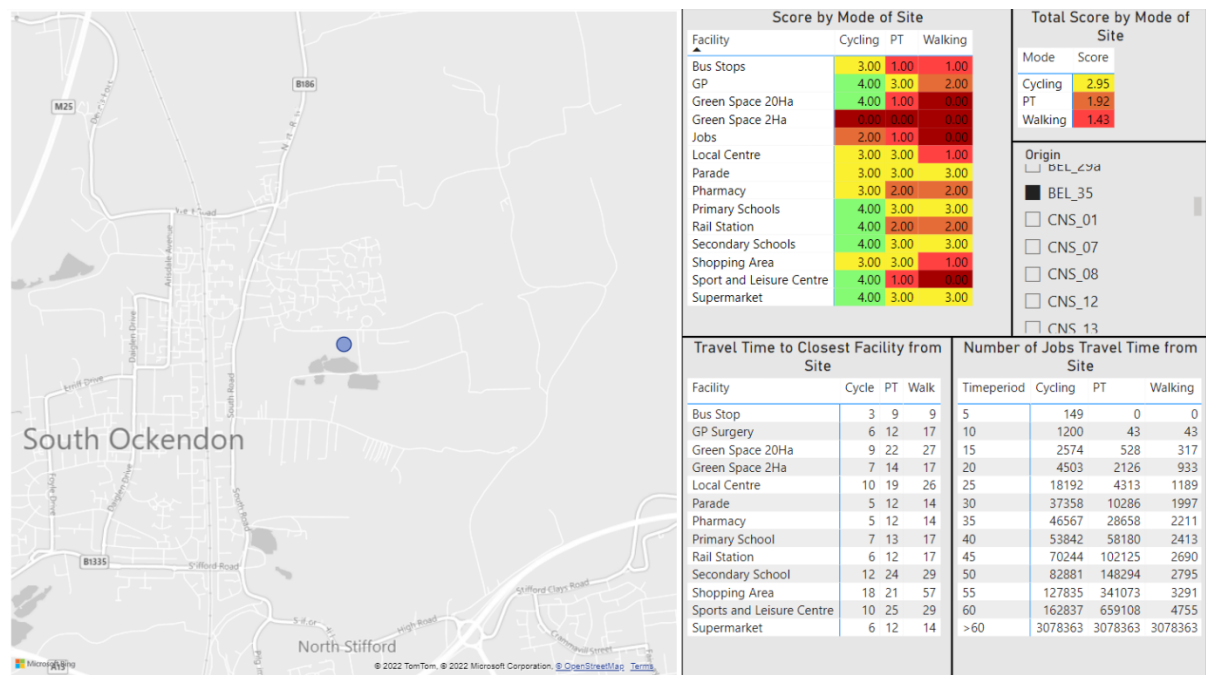
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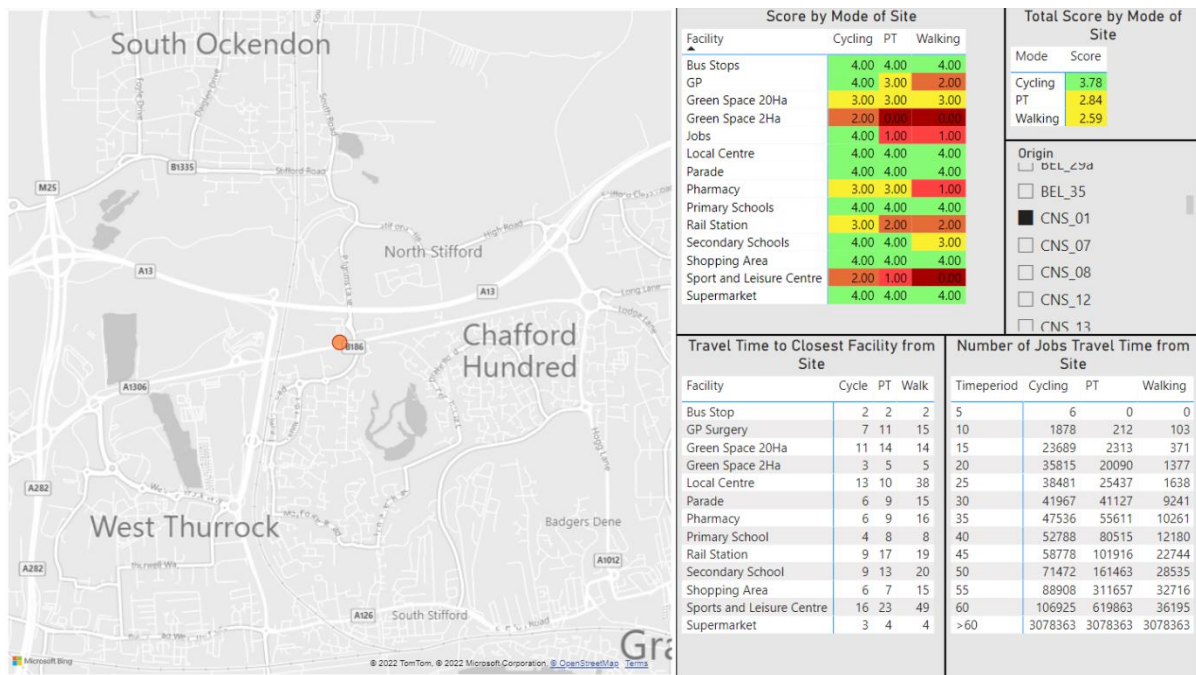
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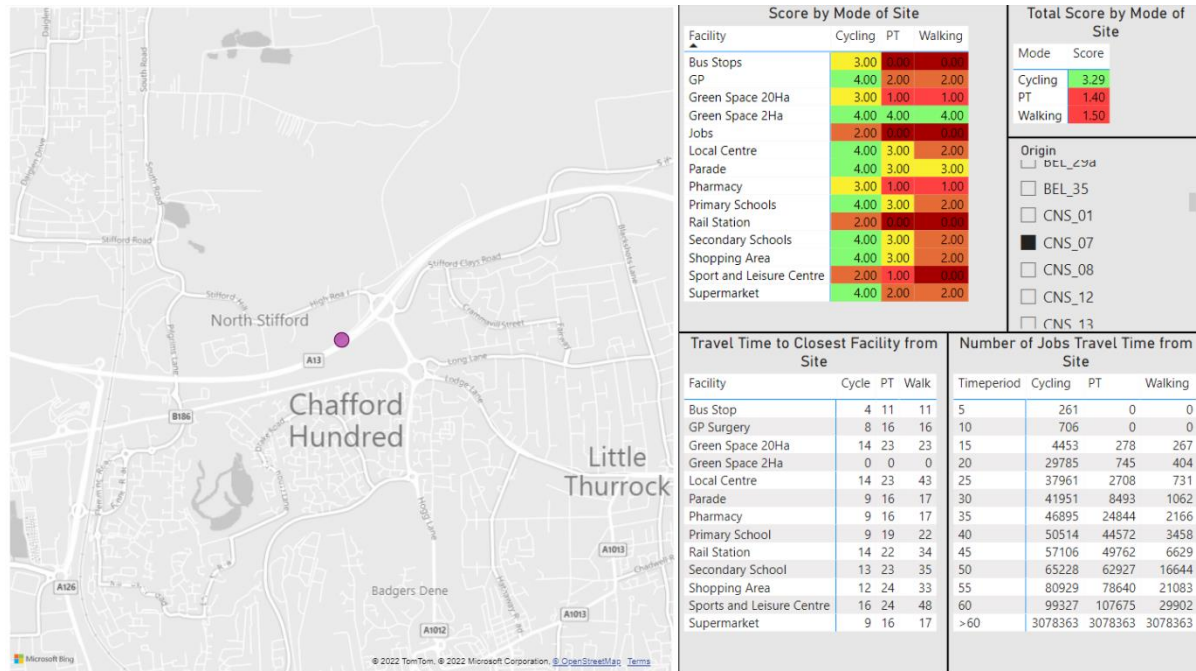
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CNS_01



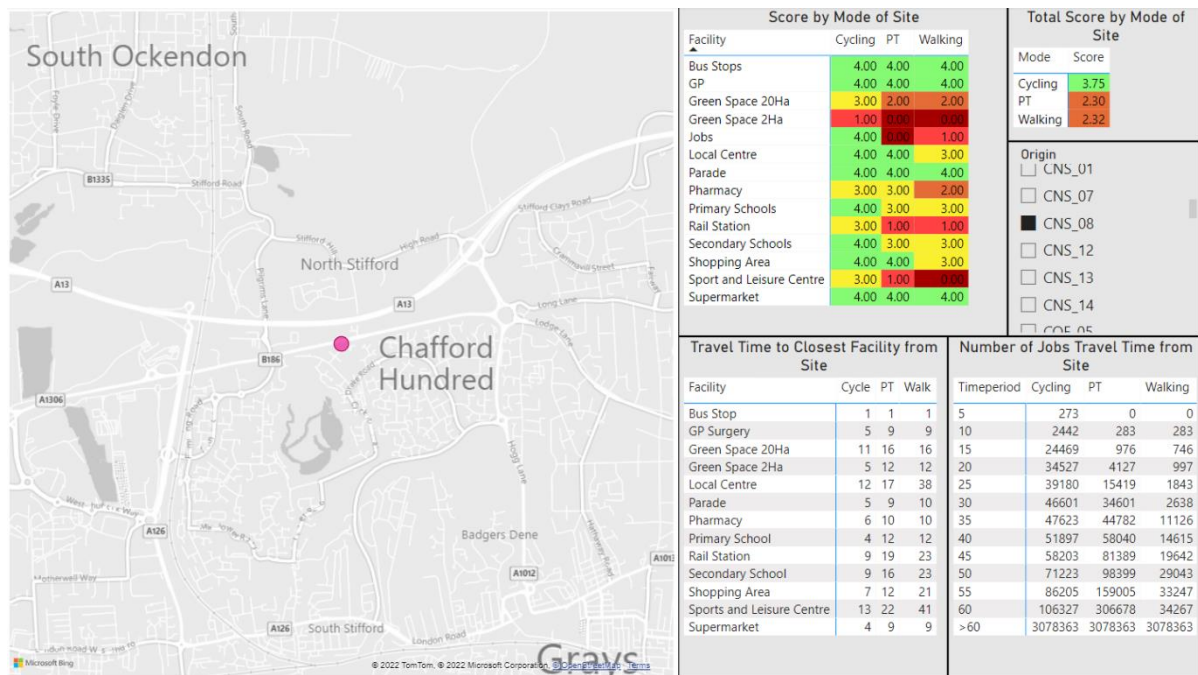
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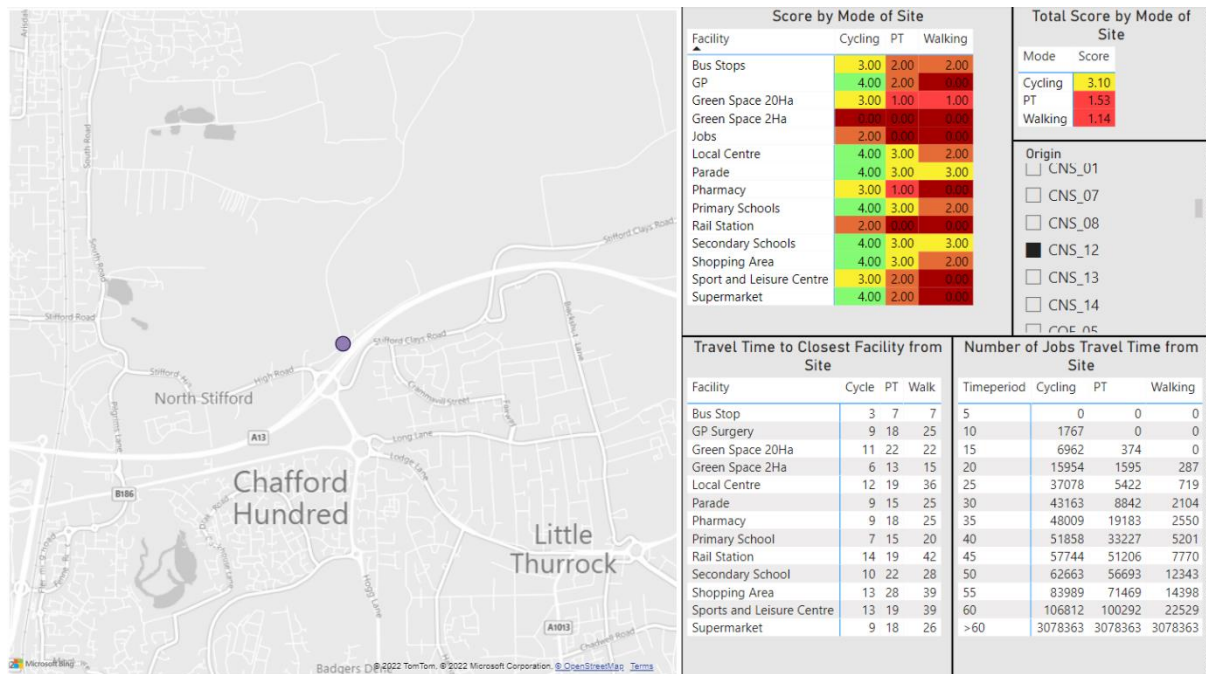
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CNS_08



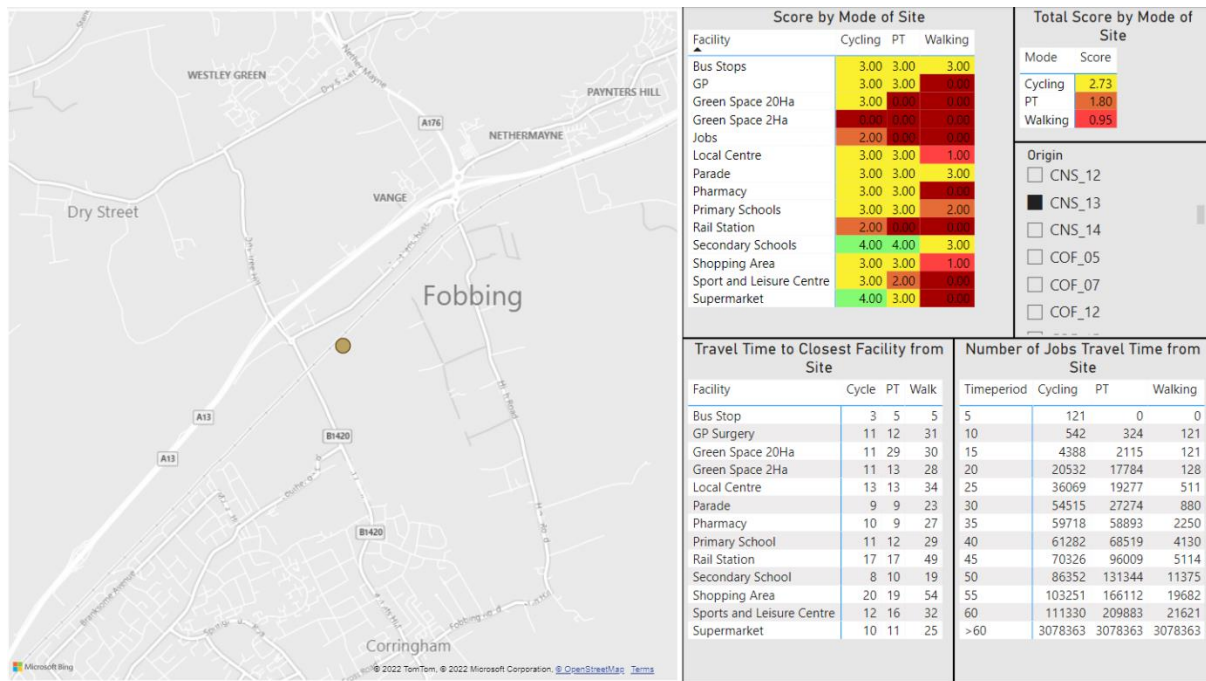
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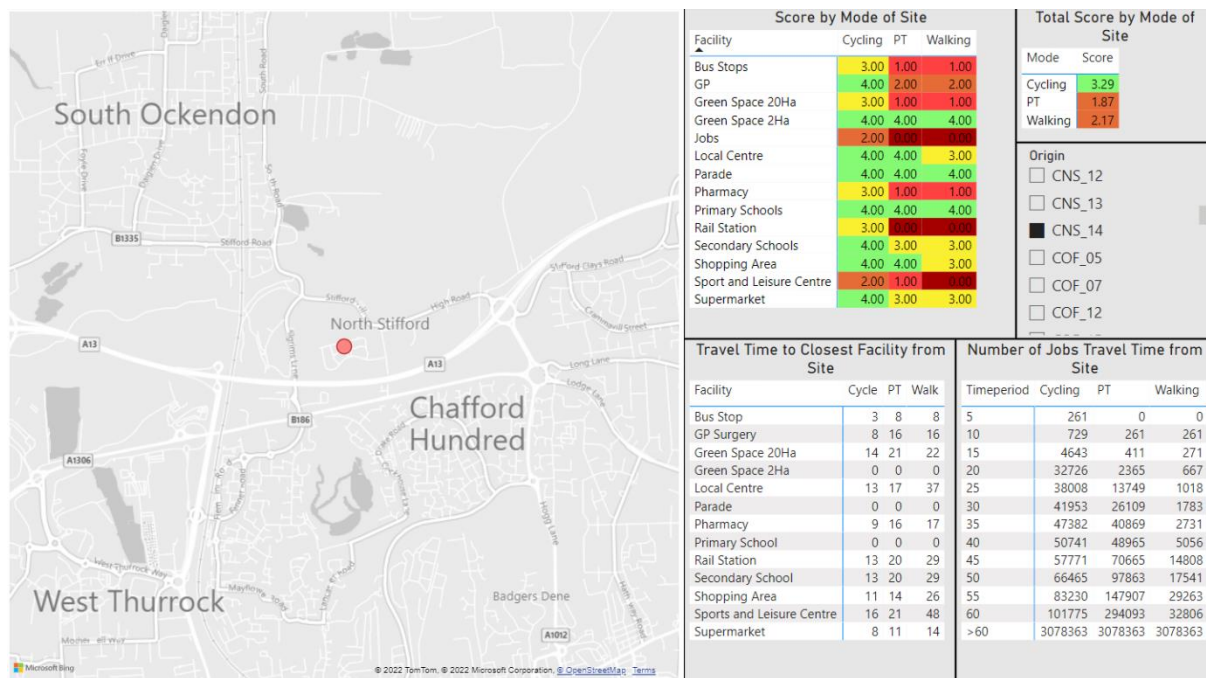
Site Connectivity Assessment

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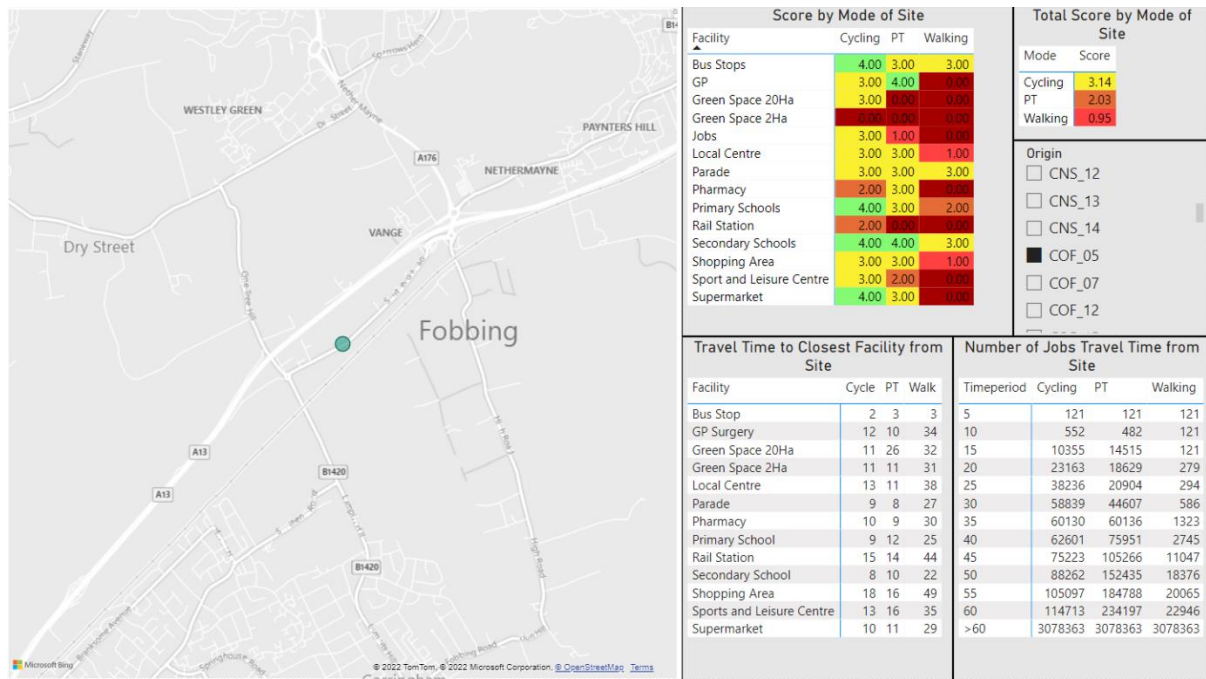
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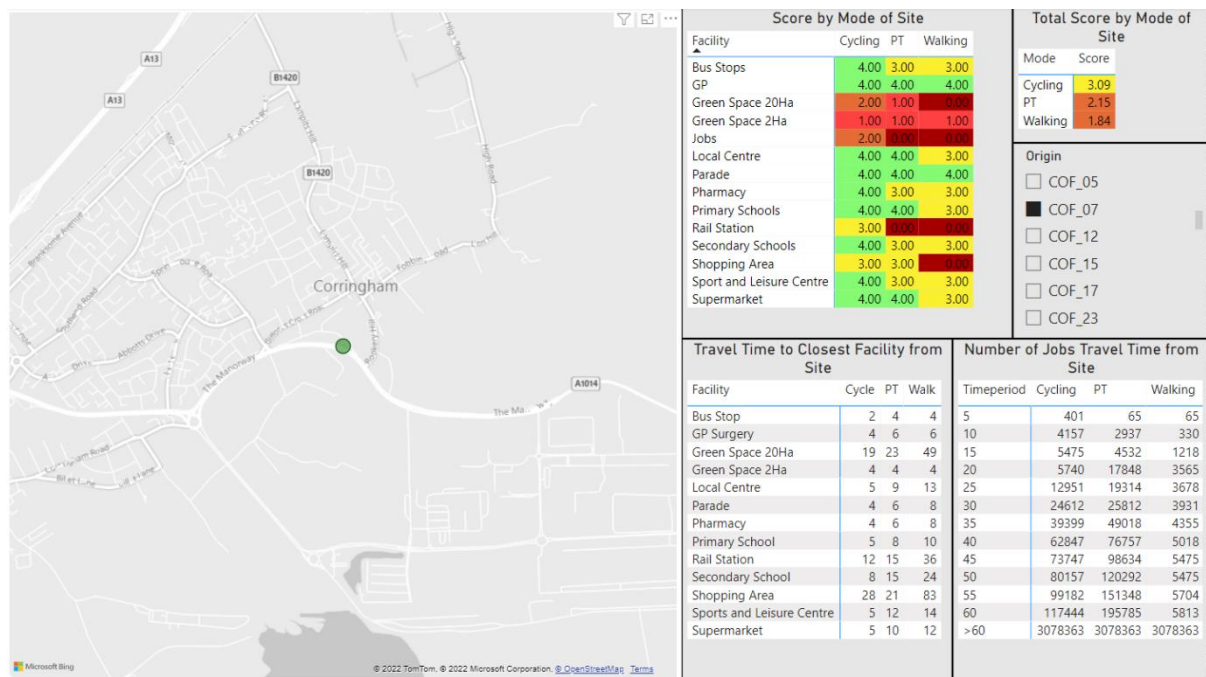
Site Connectivity Assessment

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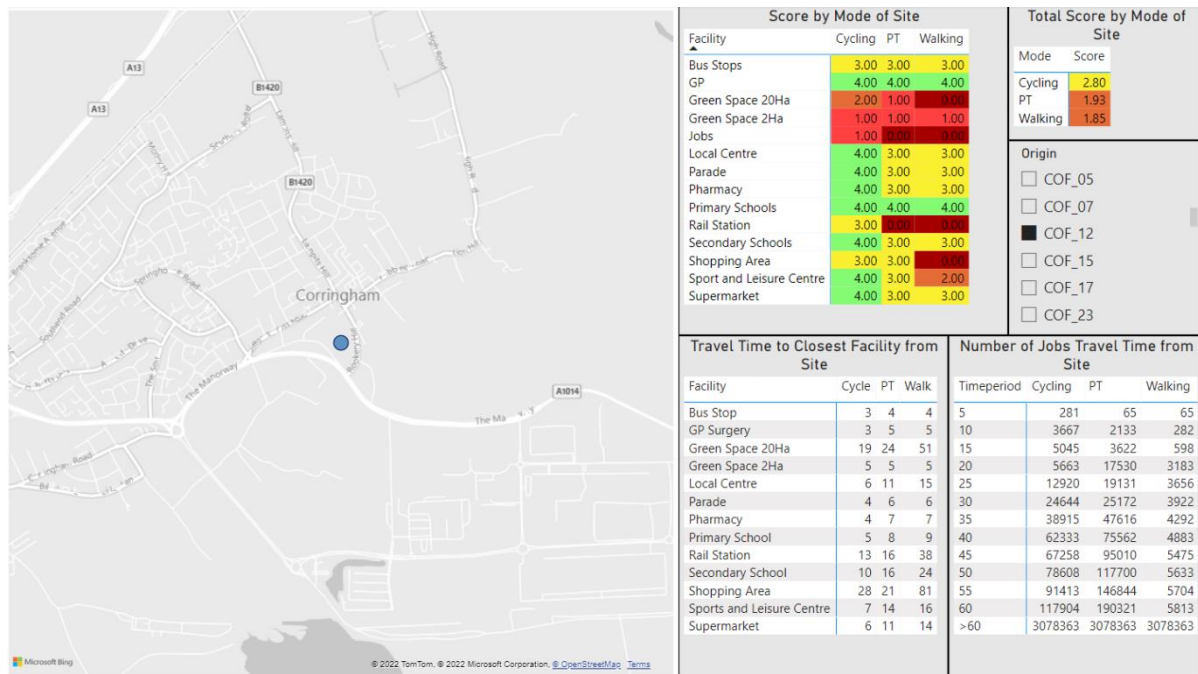
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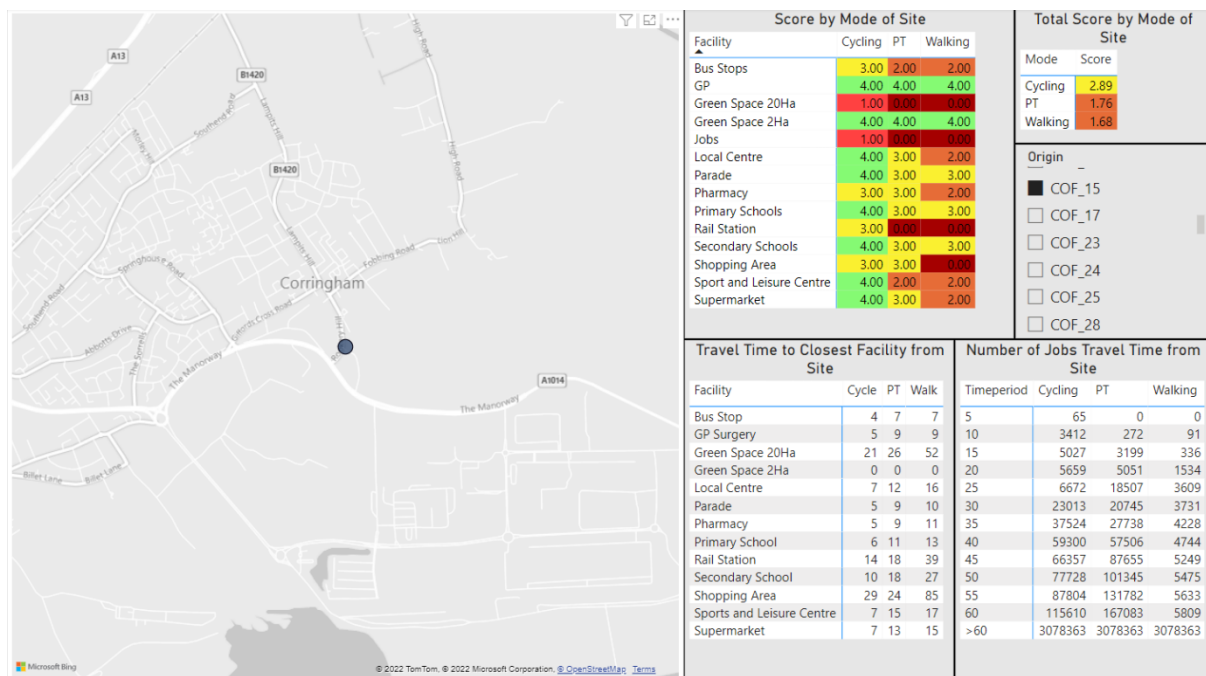
Site Connectivity Assessment

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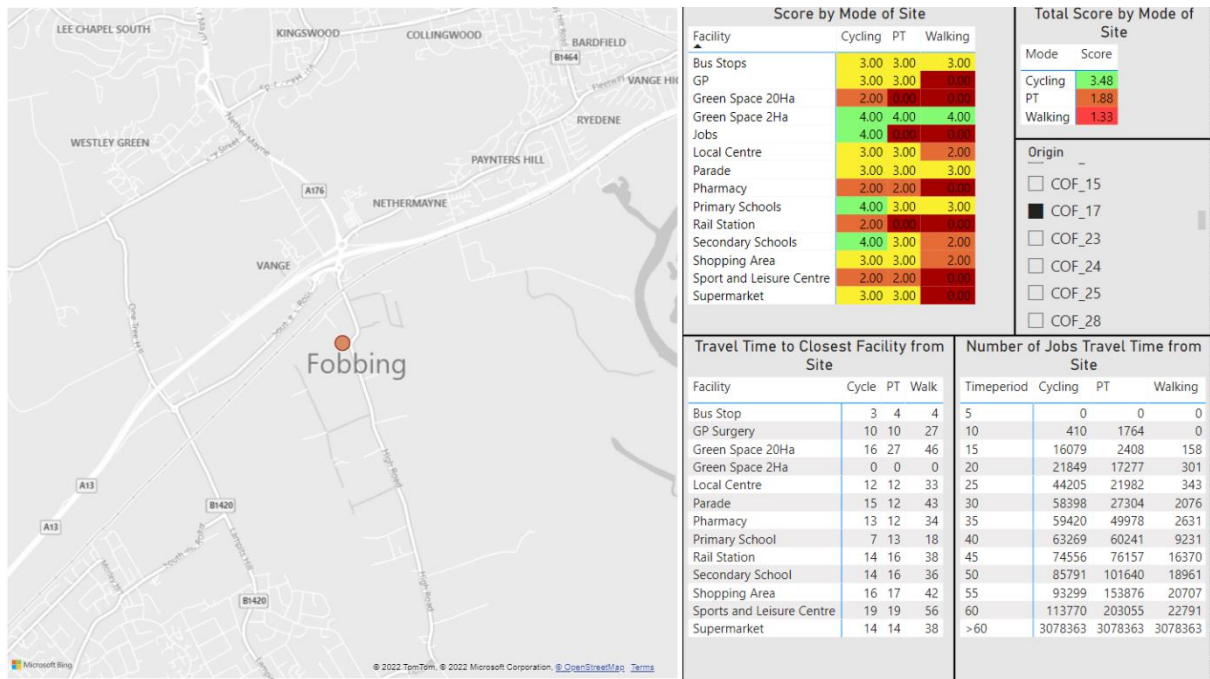
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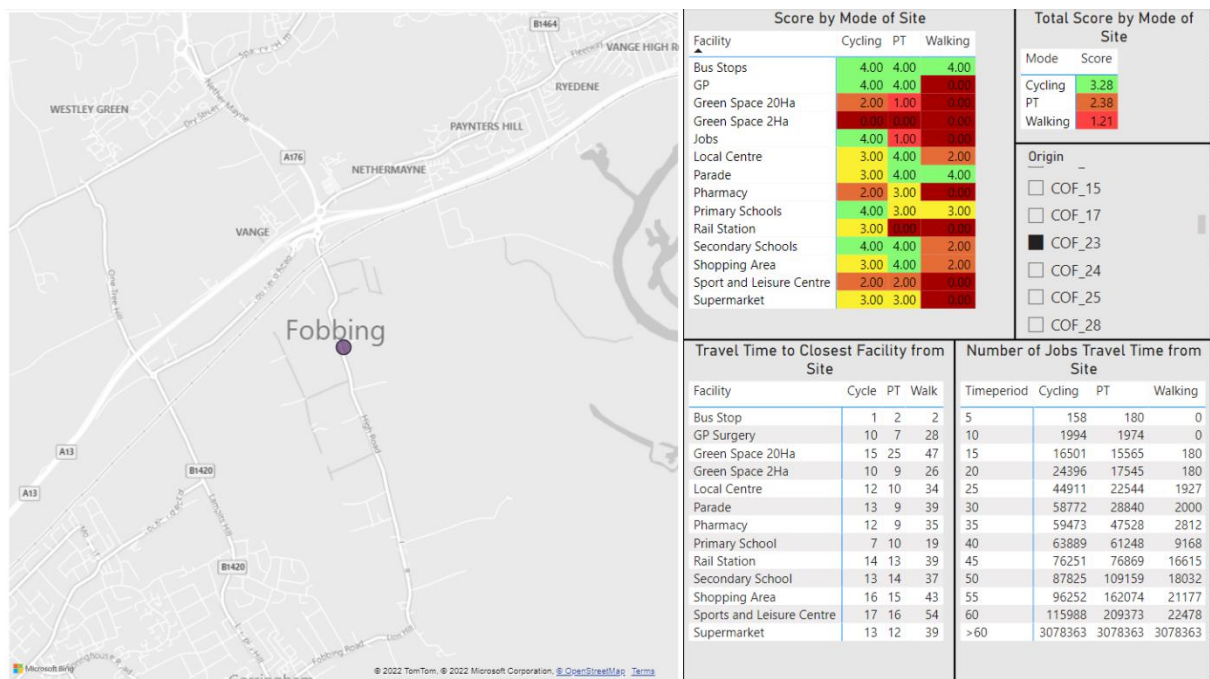
Site Connectivity Assessment

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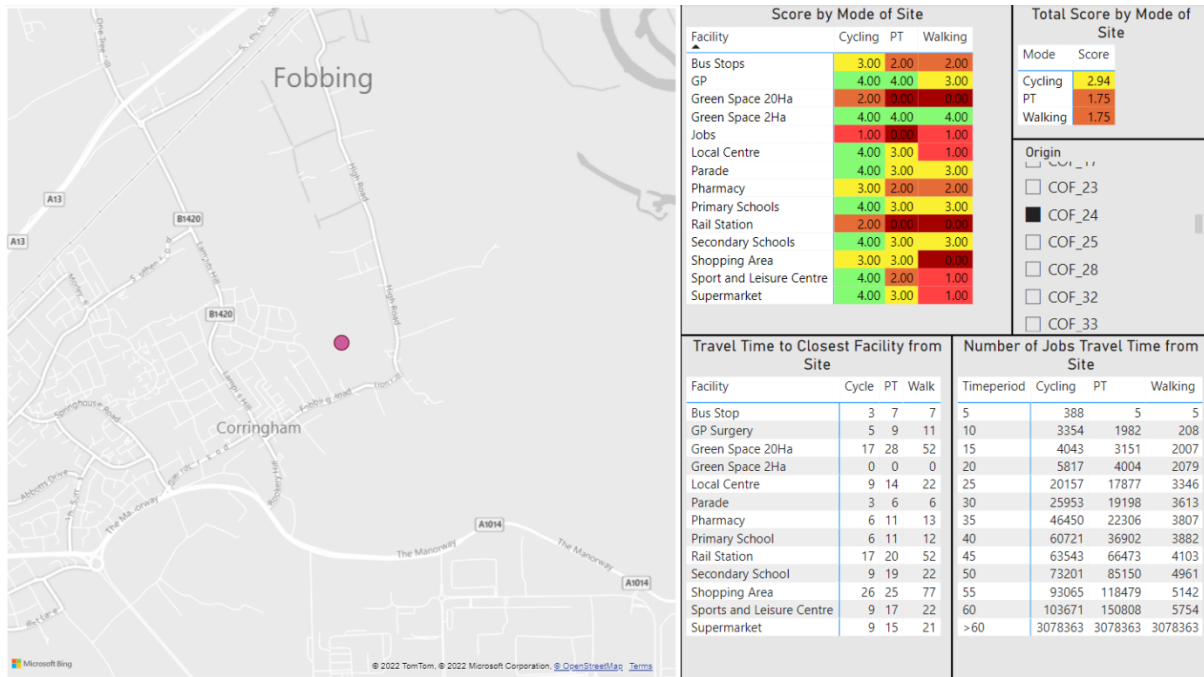
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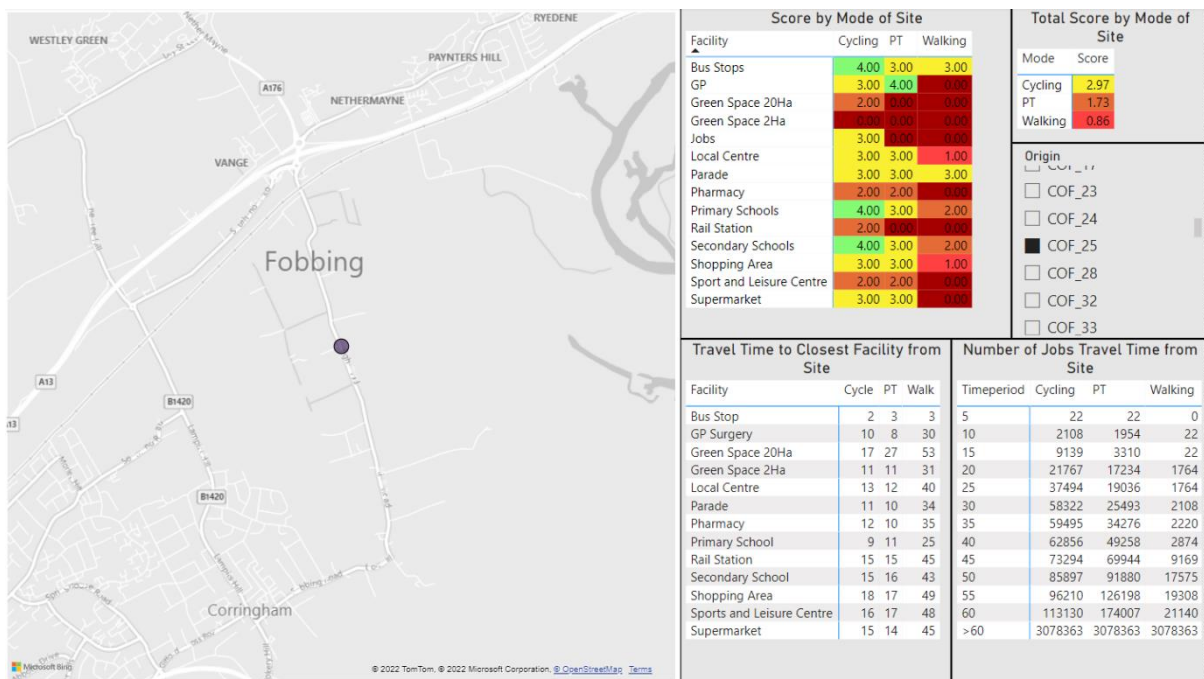
Site Connectivity Assessment

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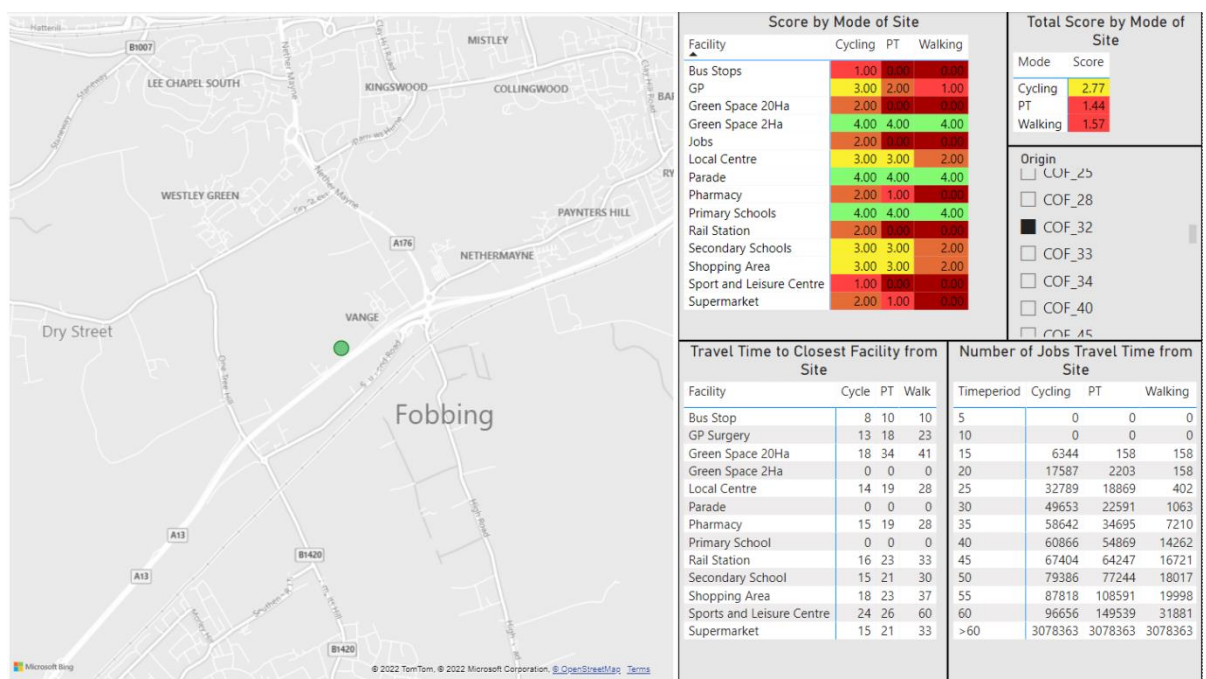
COF_24



COF_25



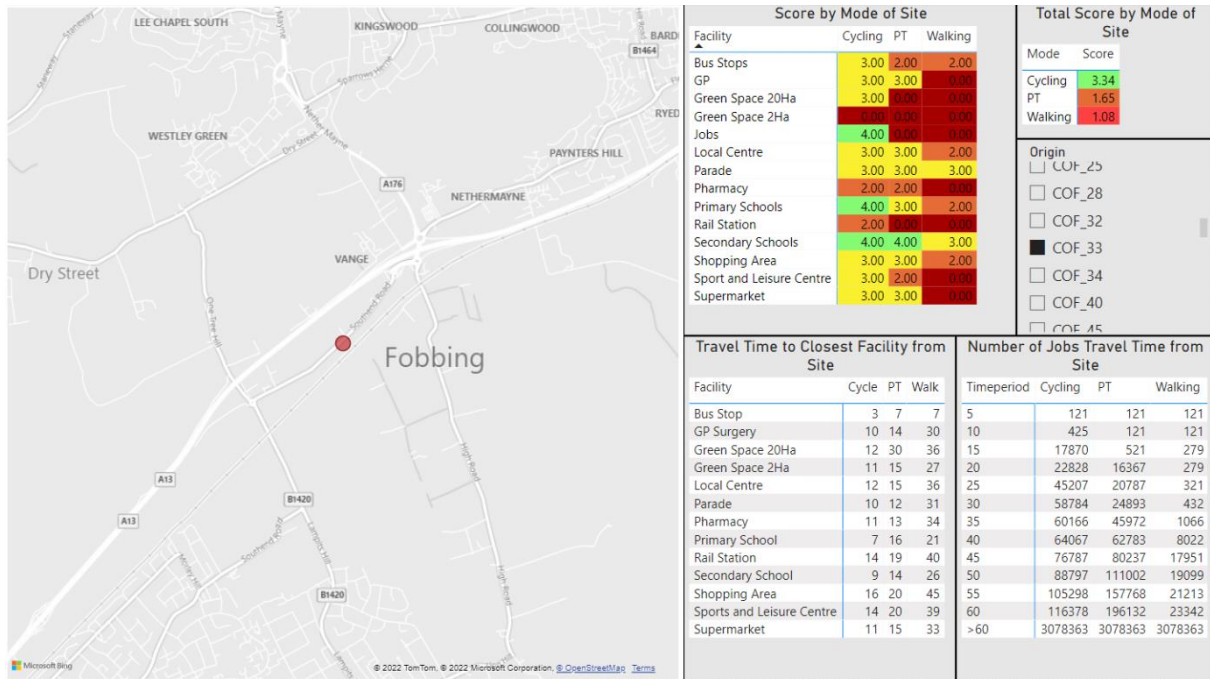
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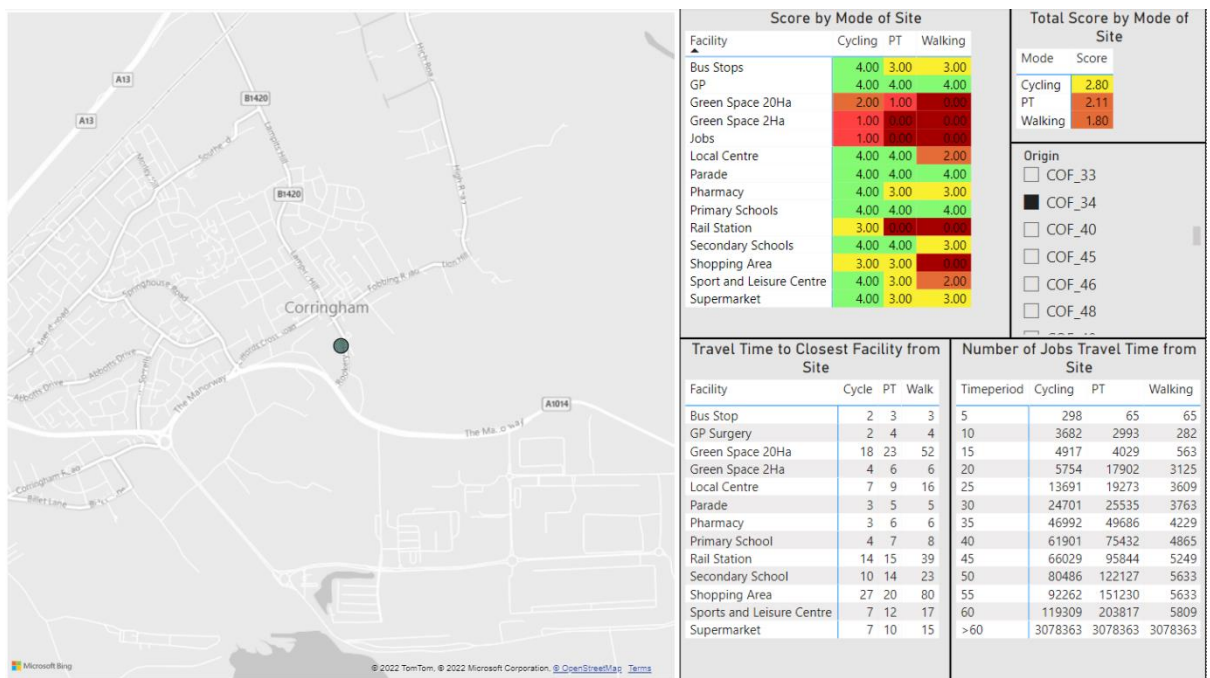
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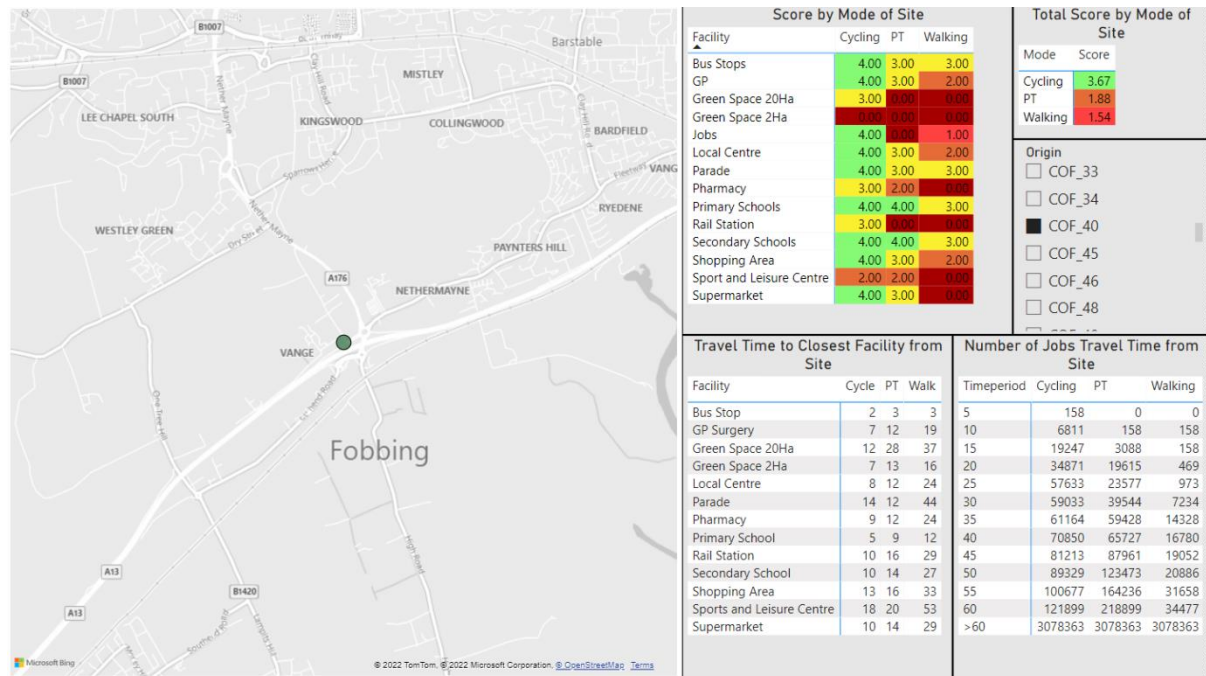
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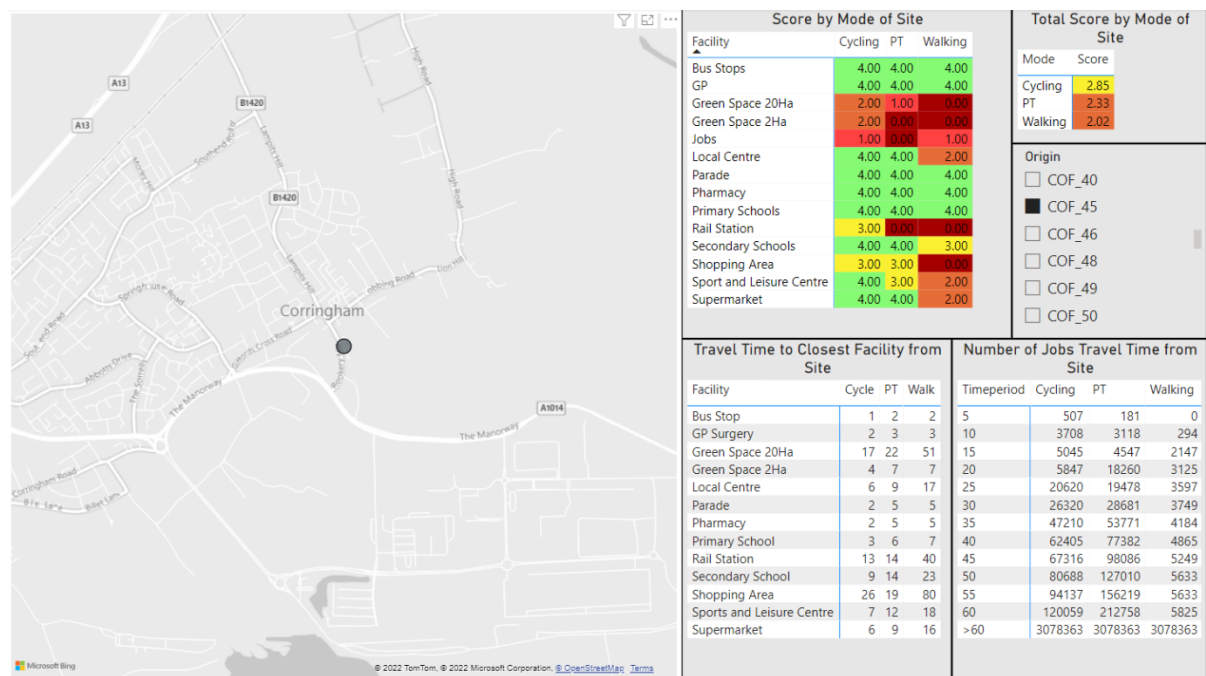
Site Connectivity Assessment

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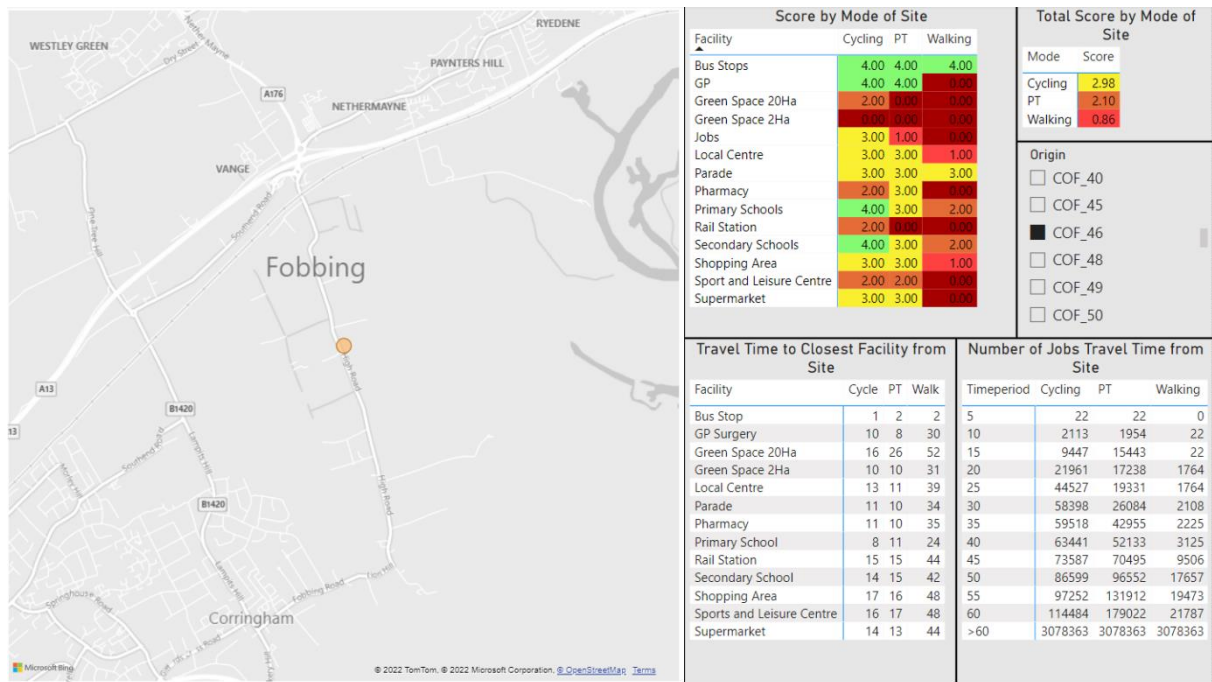
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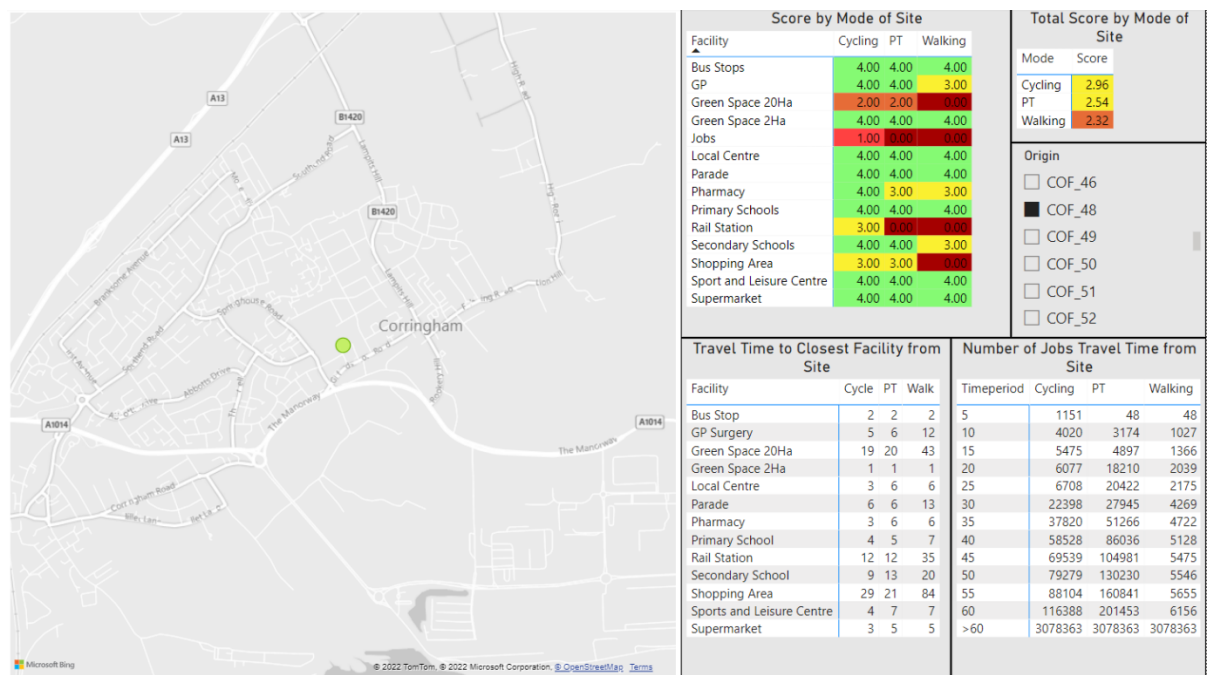
Site Connectivity Assessment

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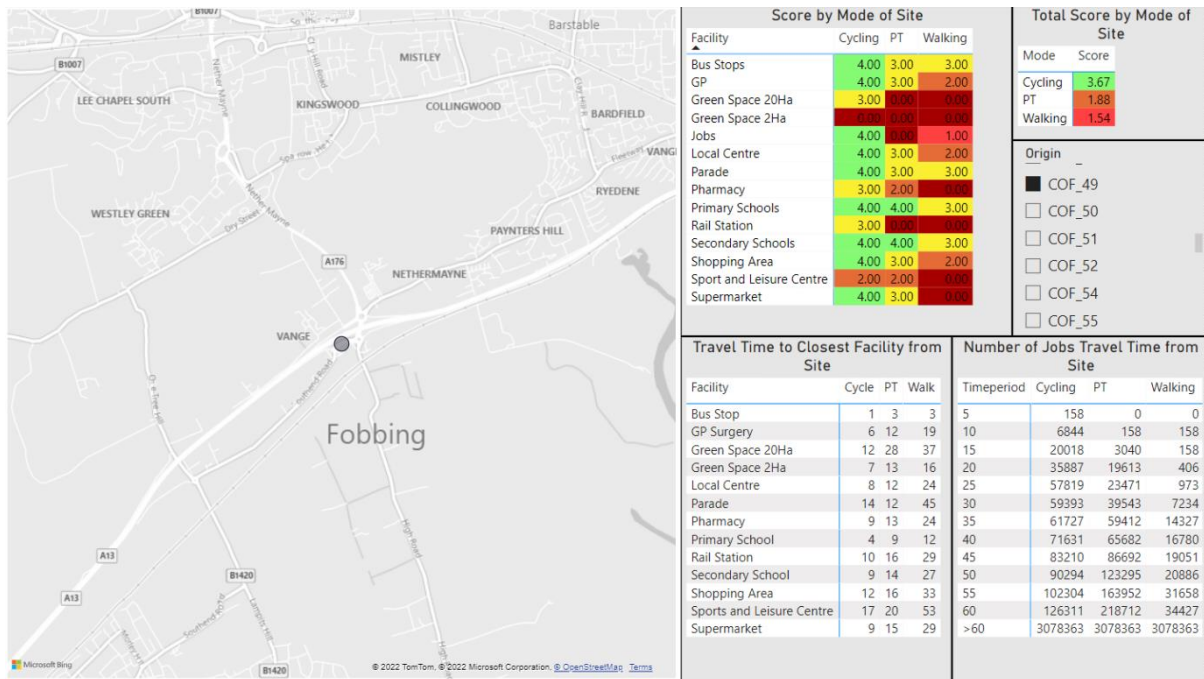
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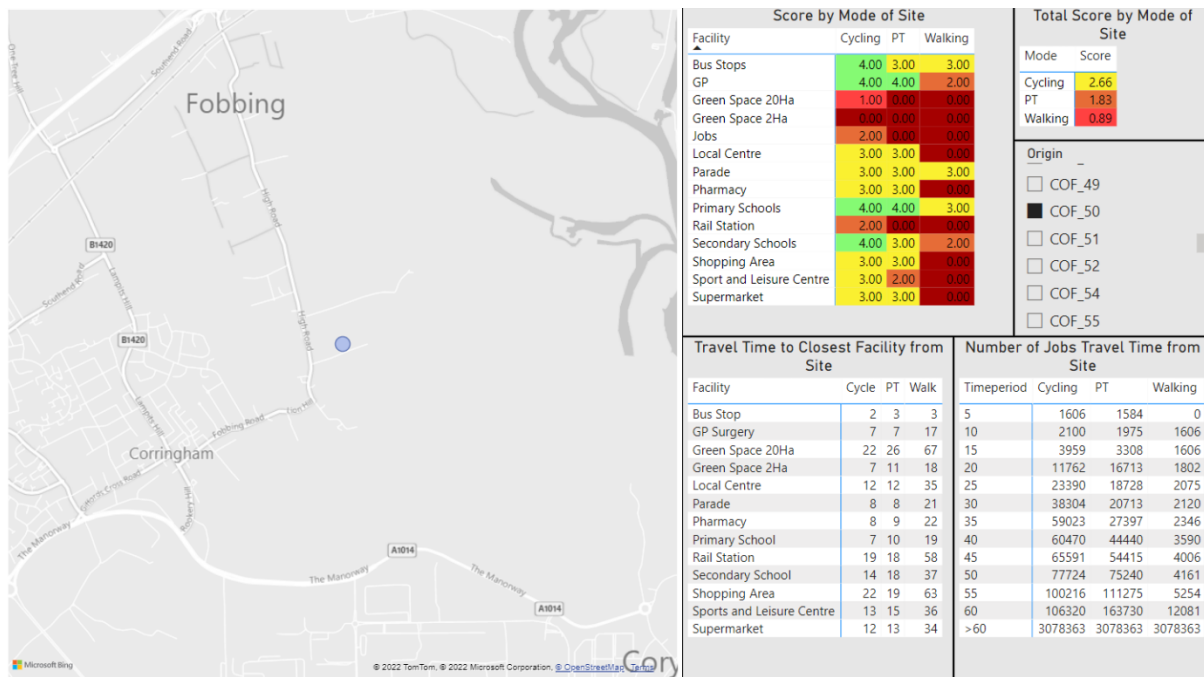
Site Connectivity Assessment

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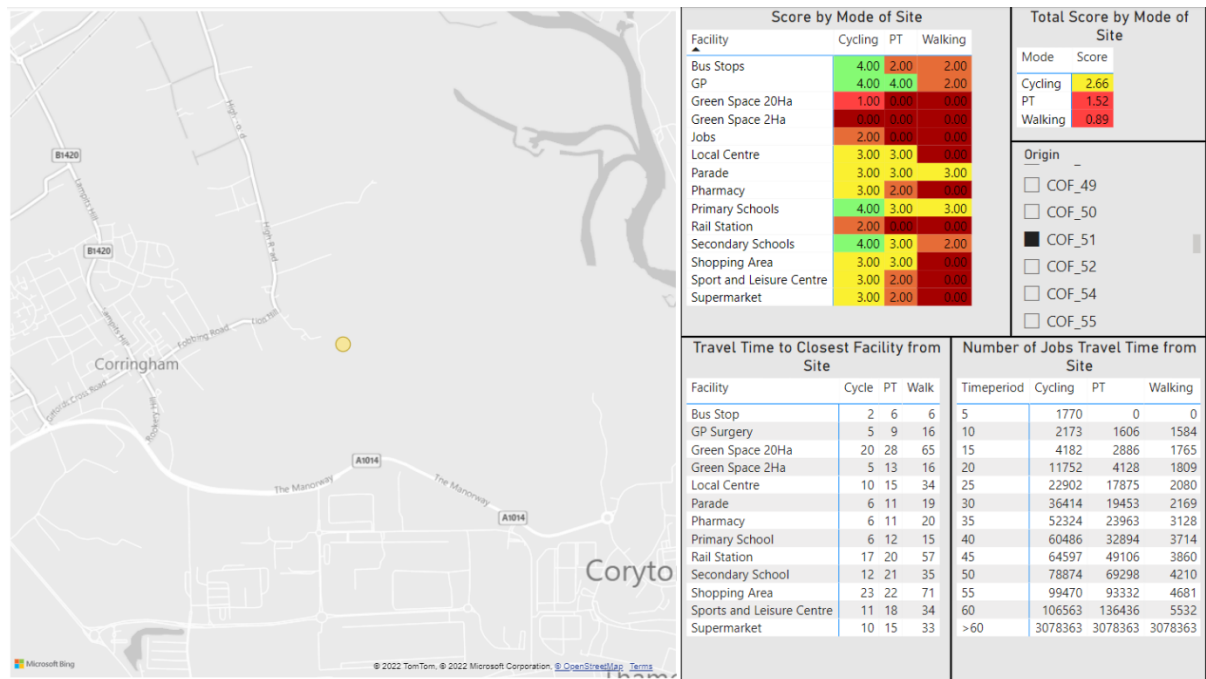
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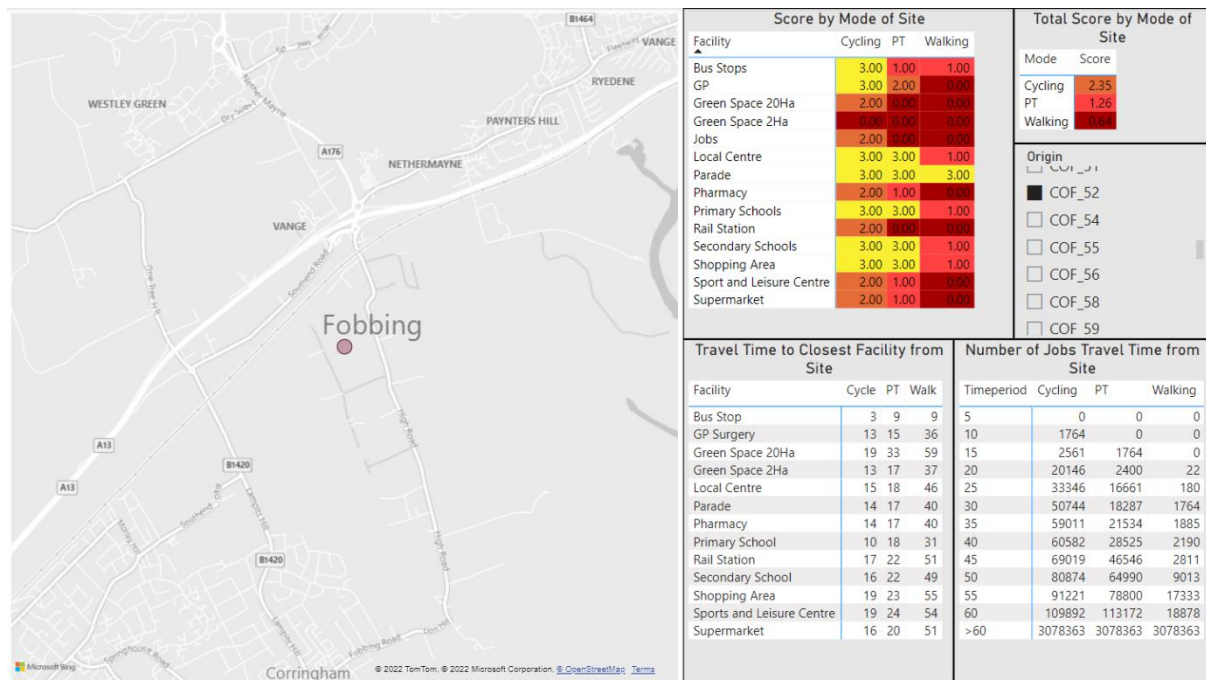
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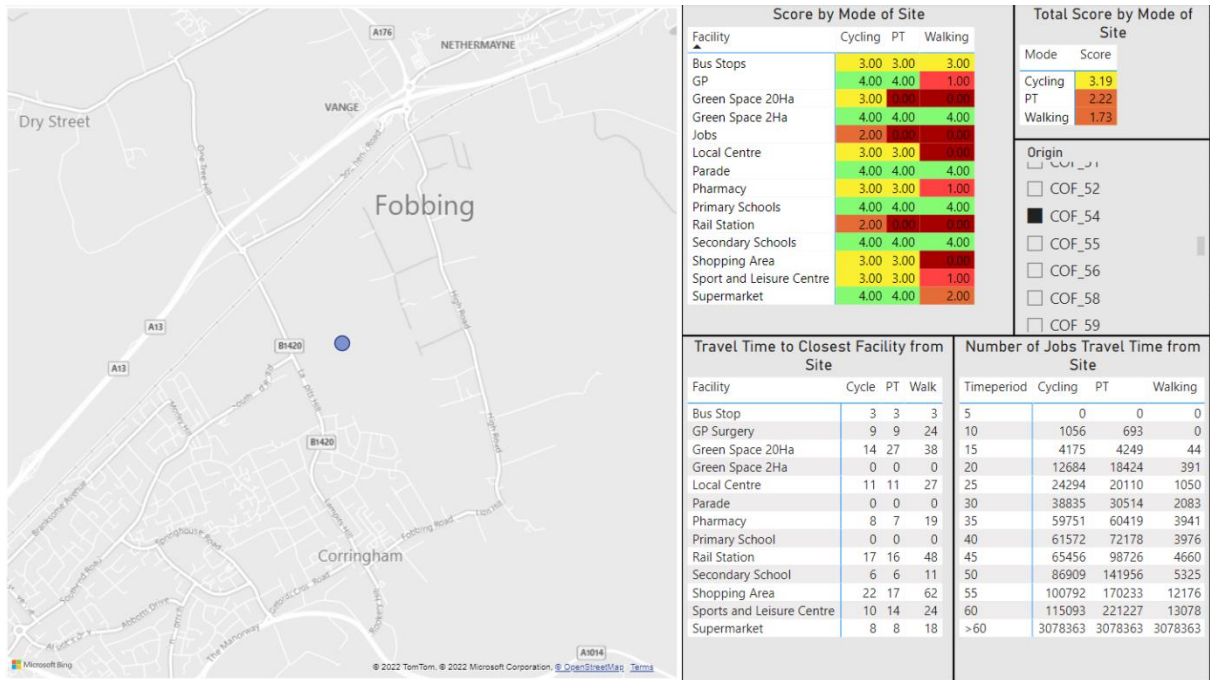
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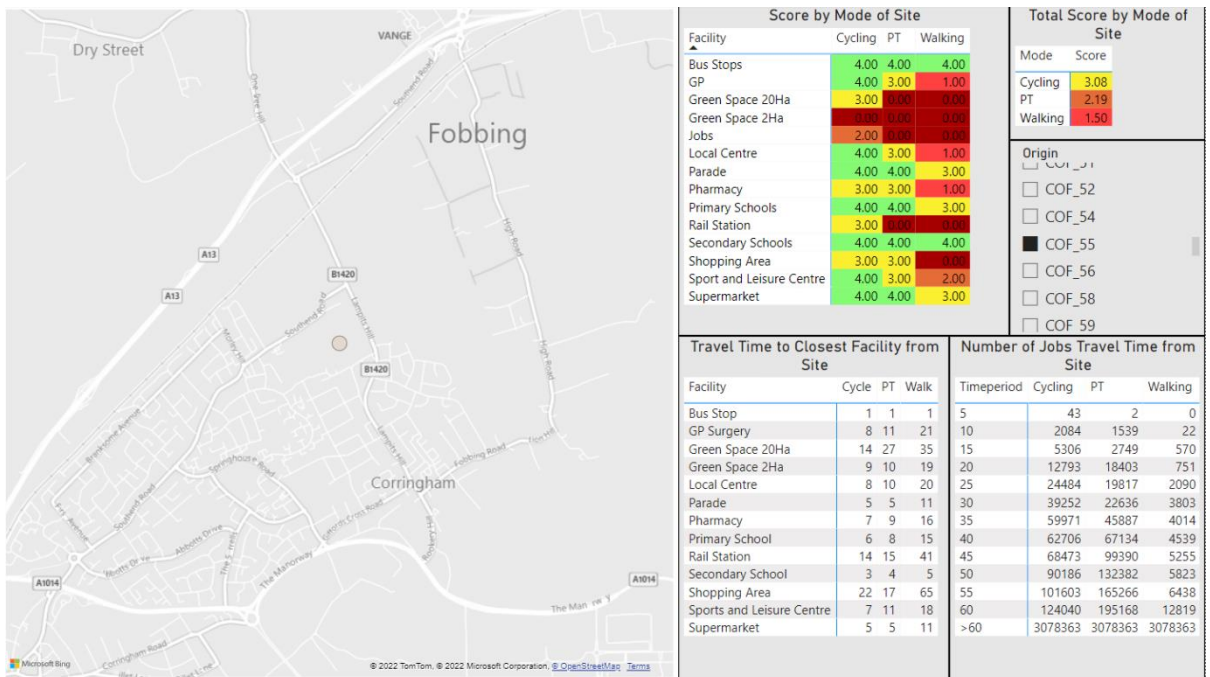
Site Connectivity Assessment

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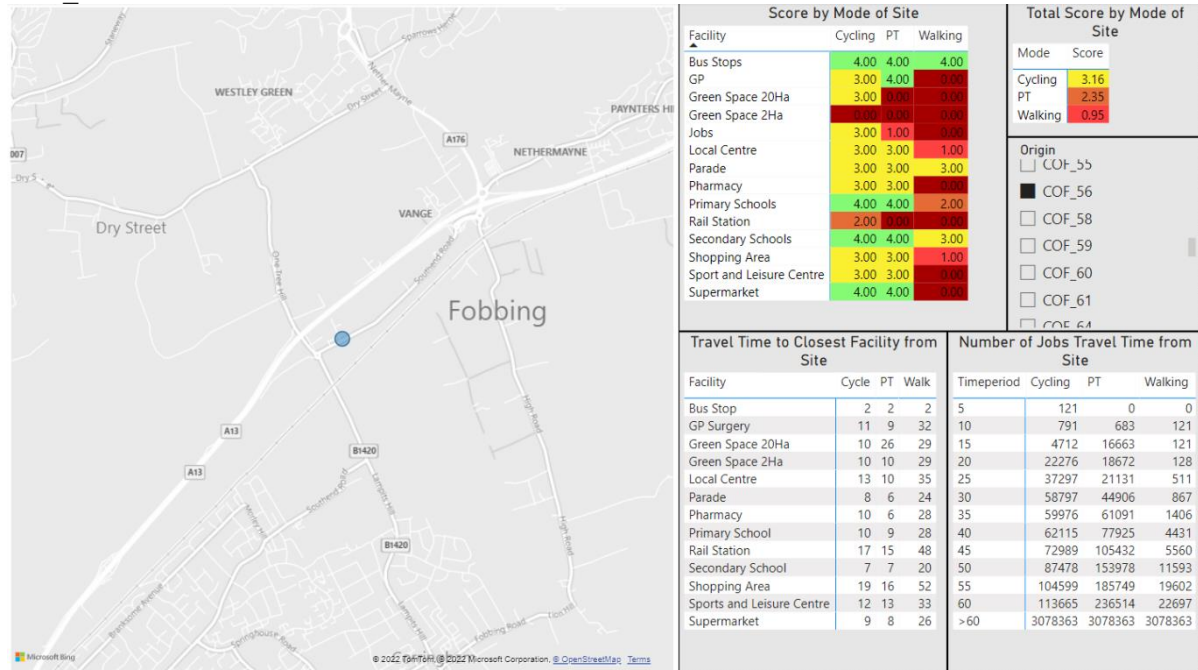
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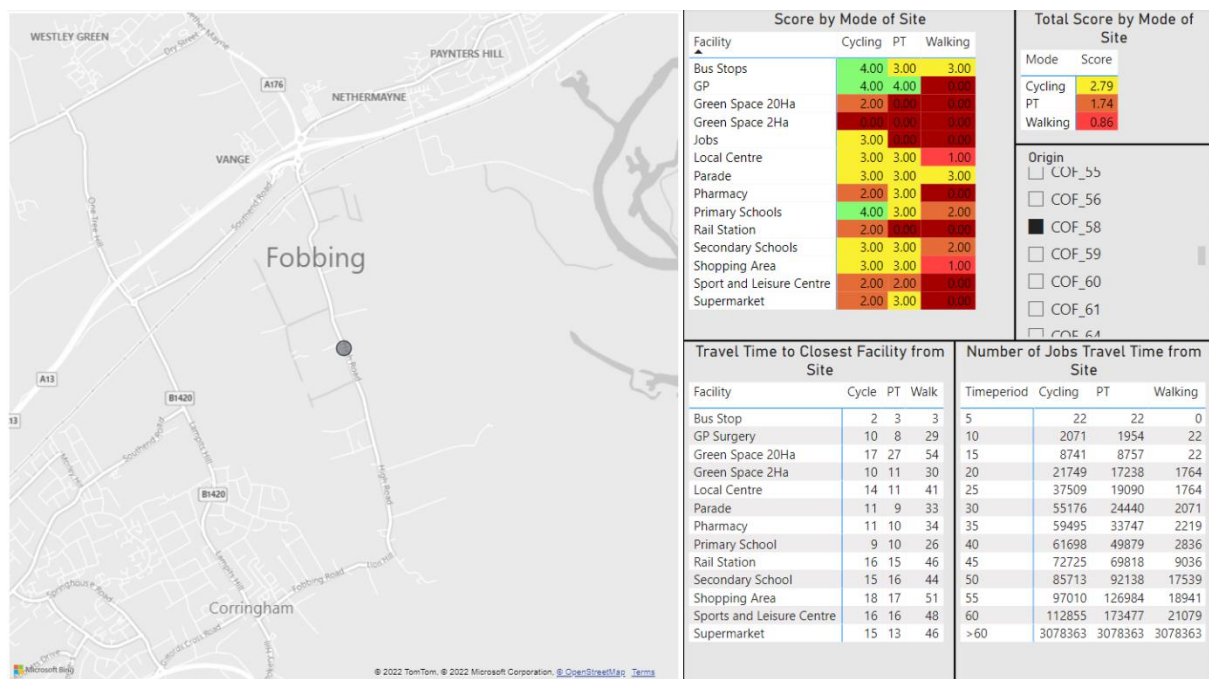
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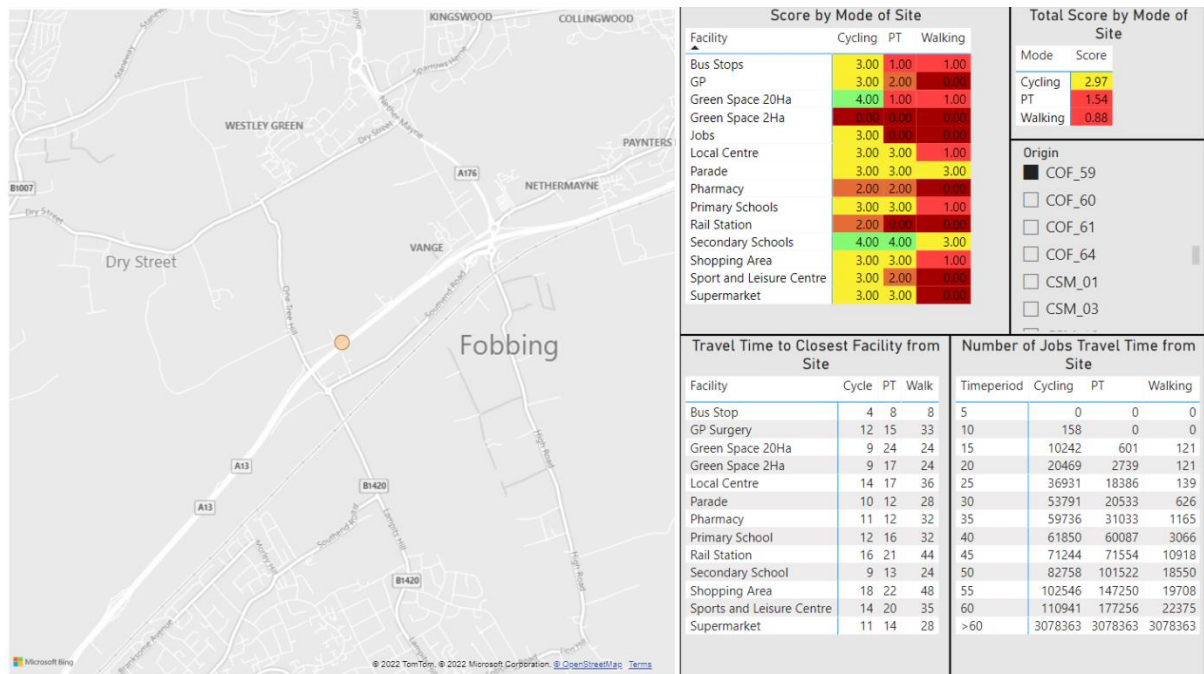
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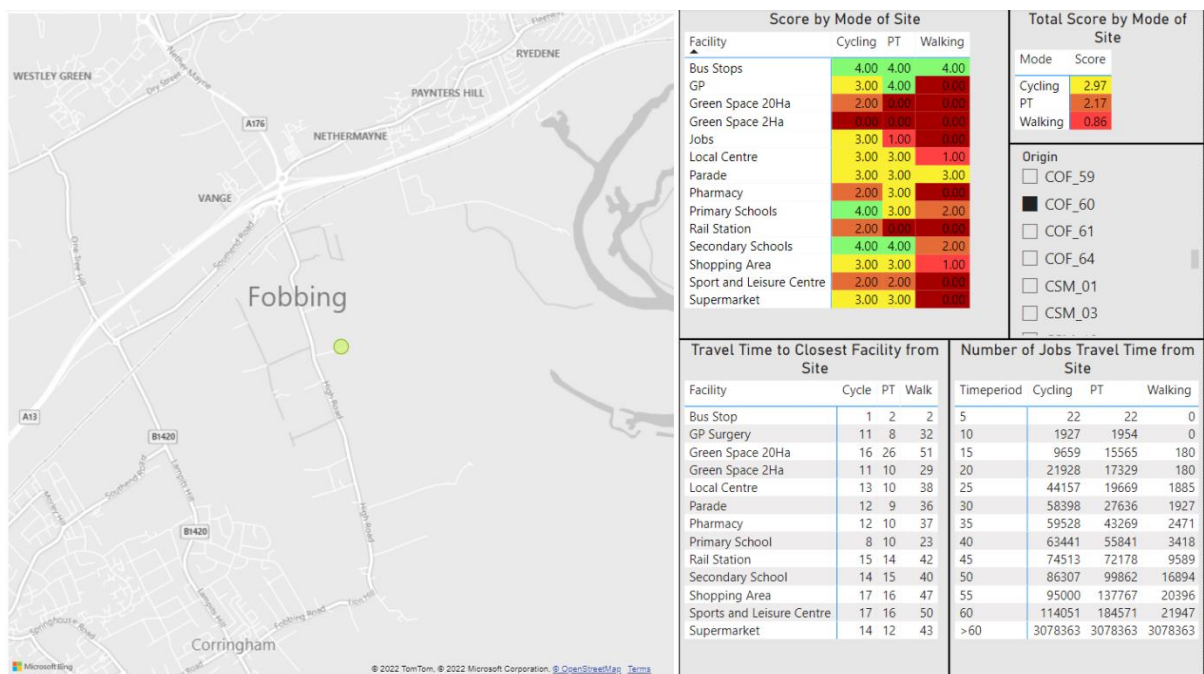
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COF_59



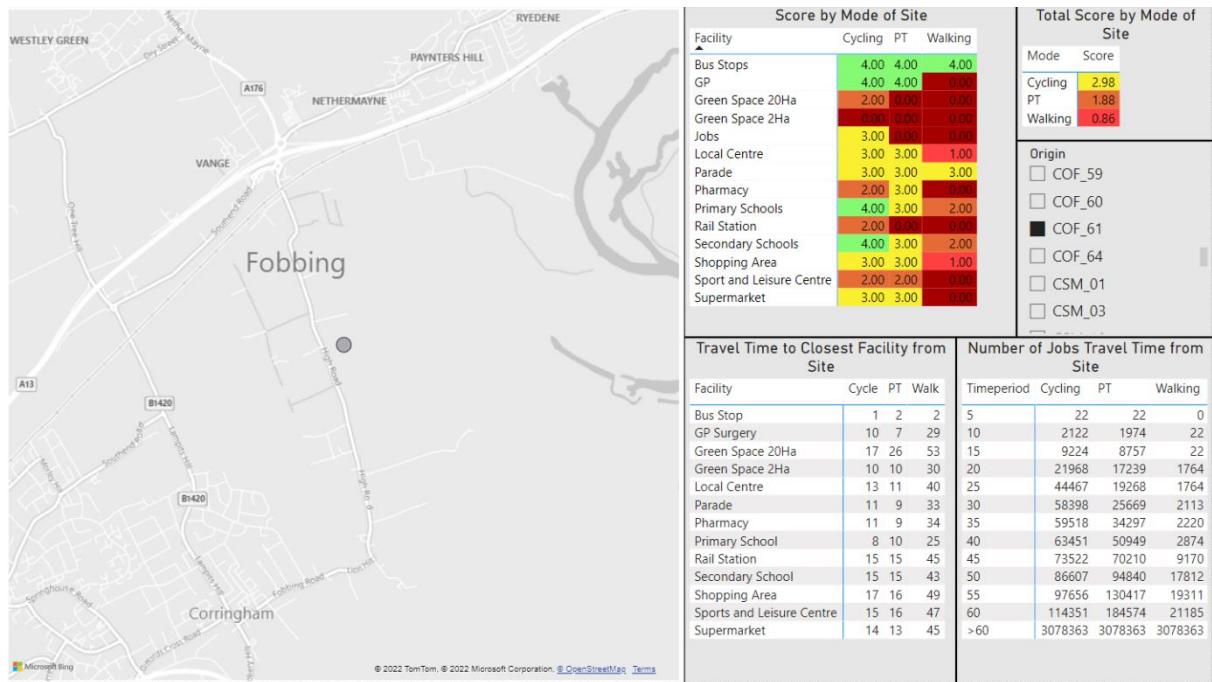
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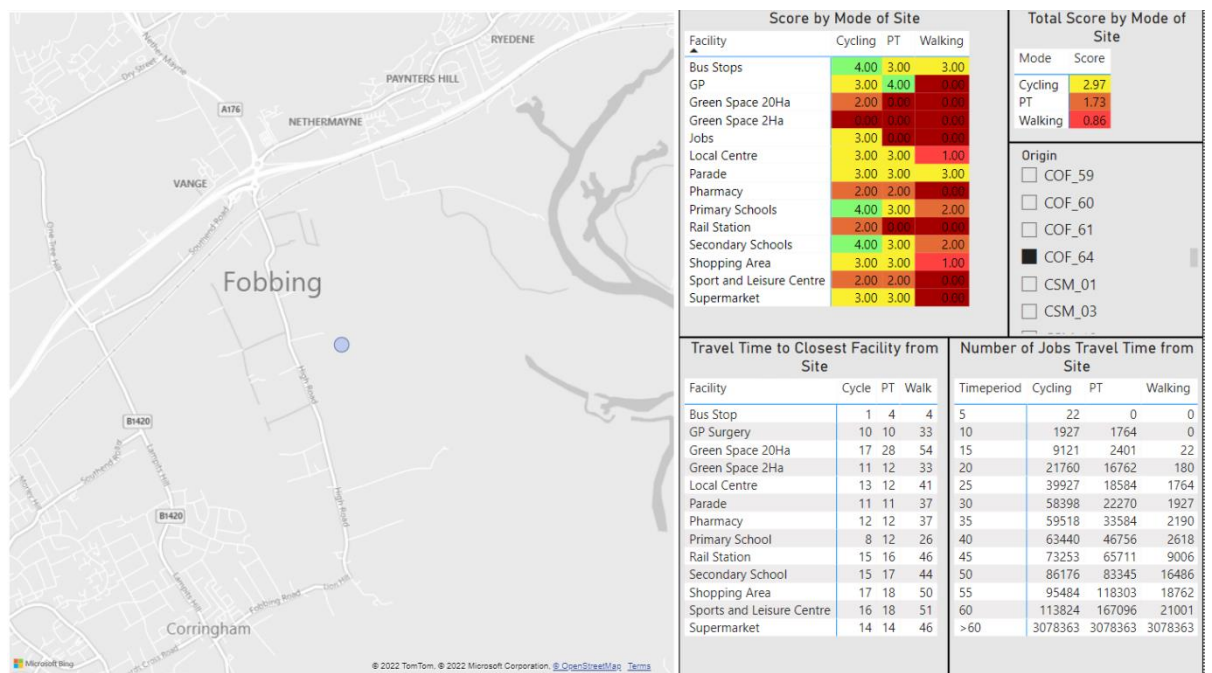
Site Connectivity Assessment

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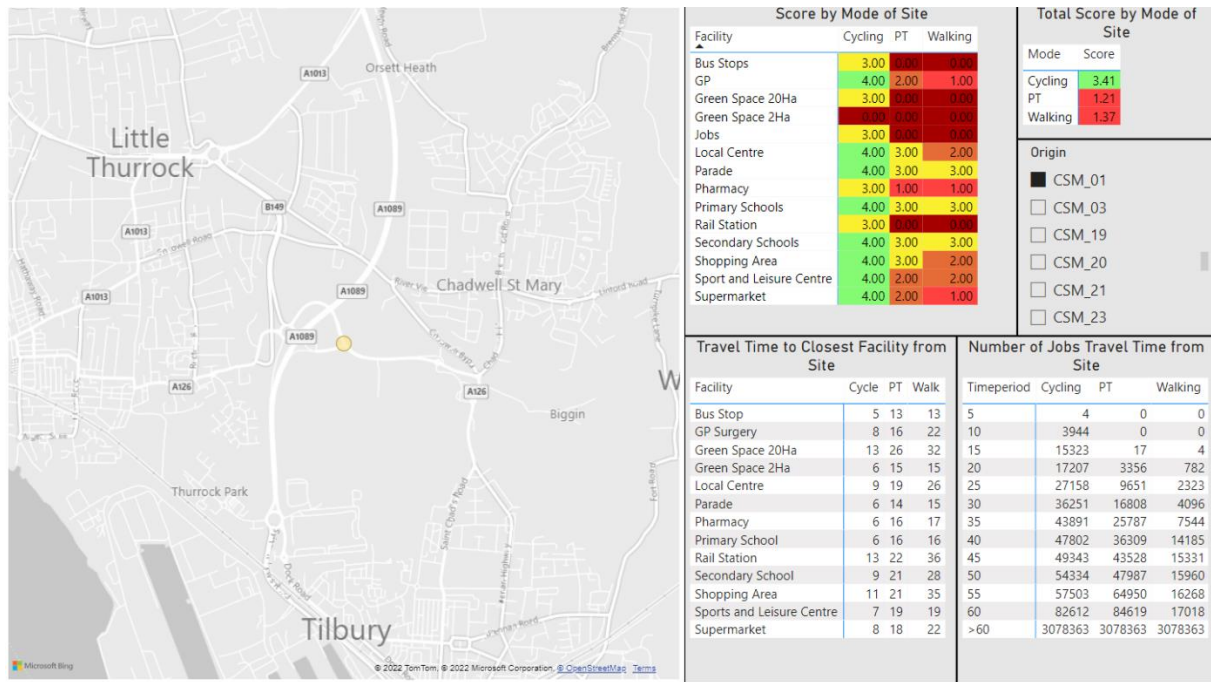
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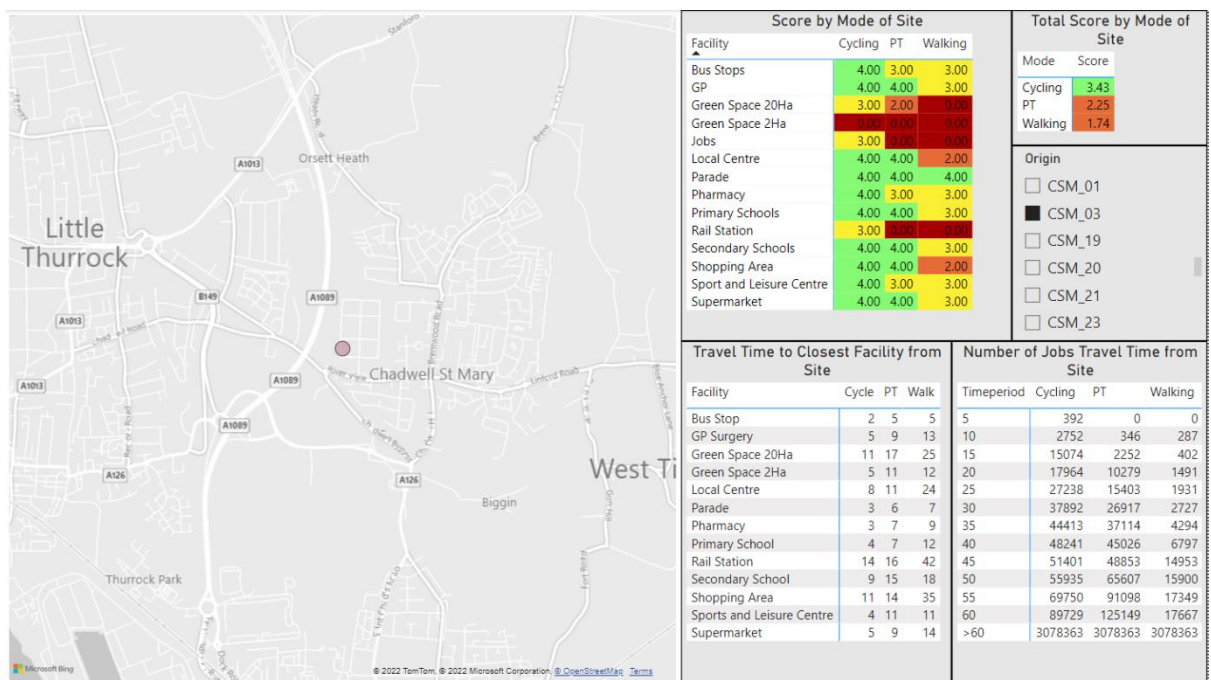
Site Connectivity Assessment

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CSM_01



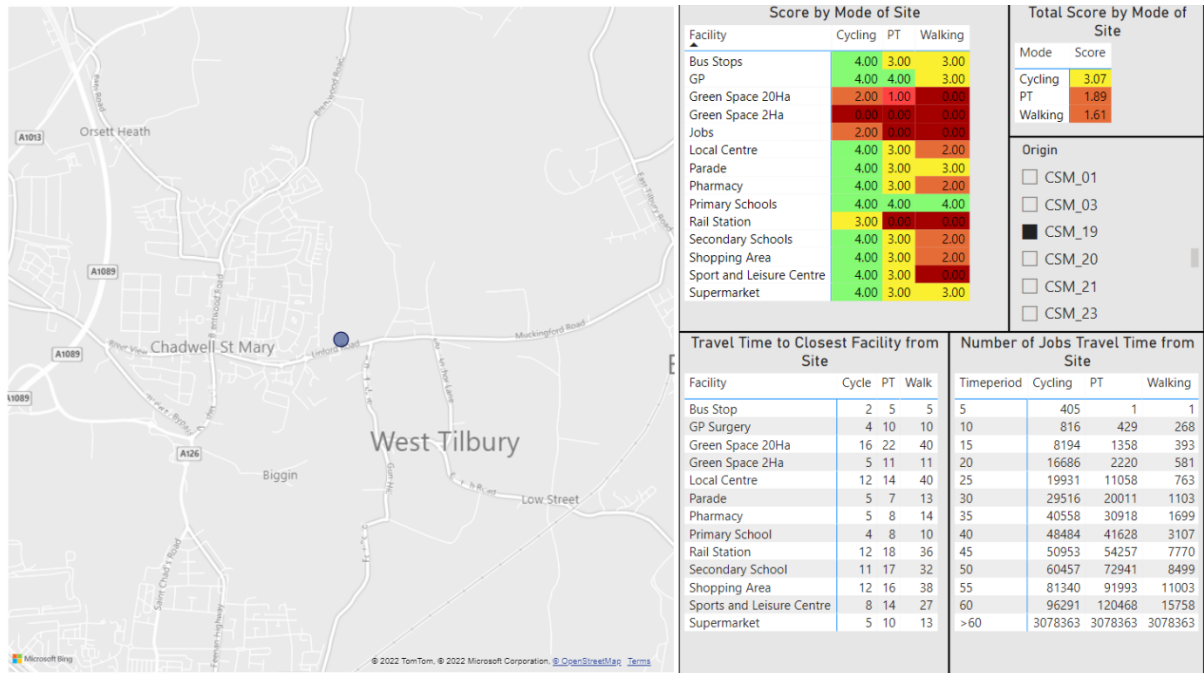
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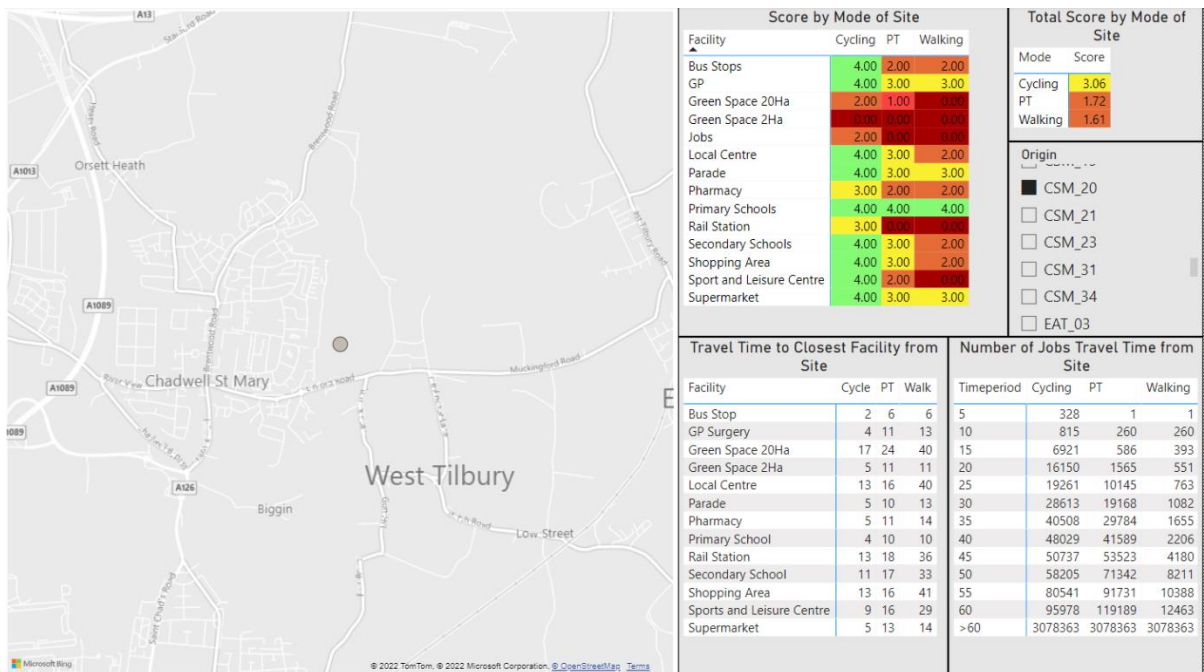
Site Connectivity Assessment

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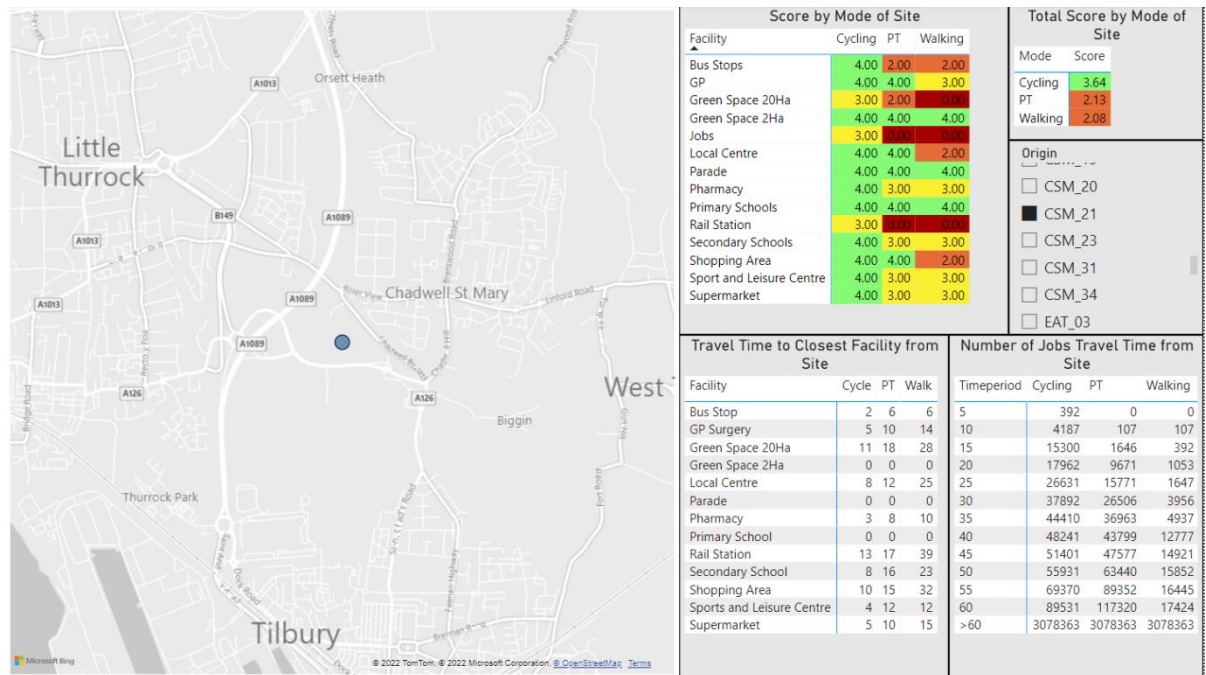
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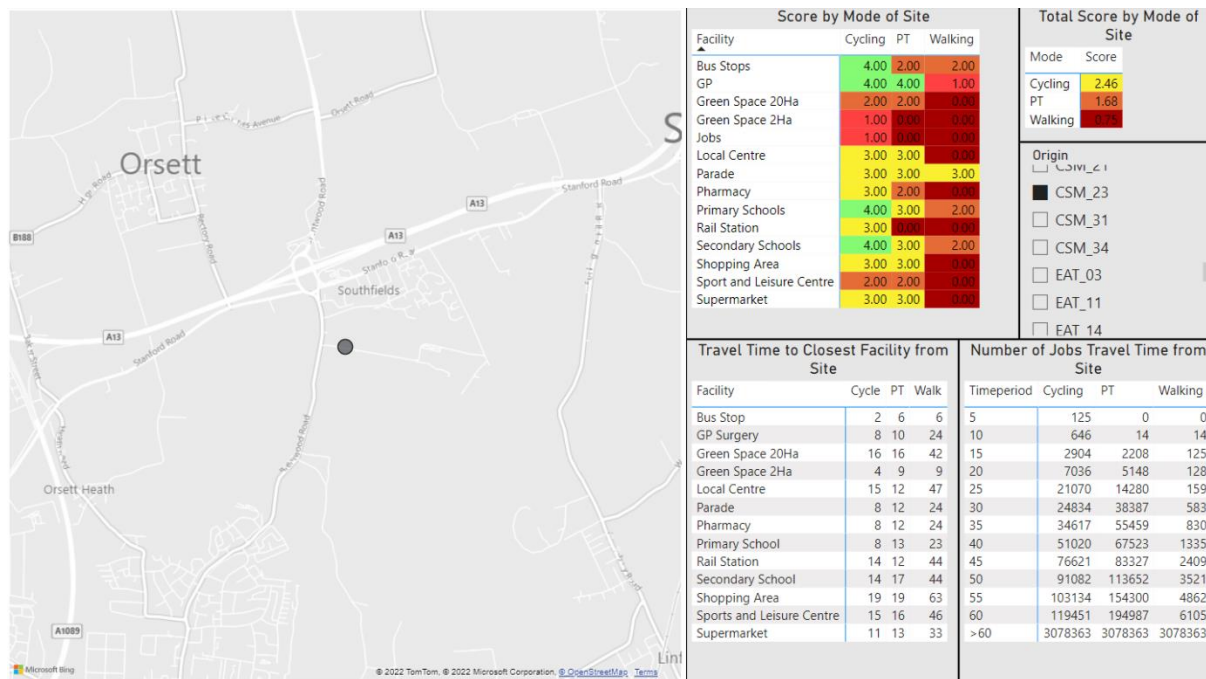
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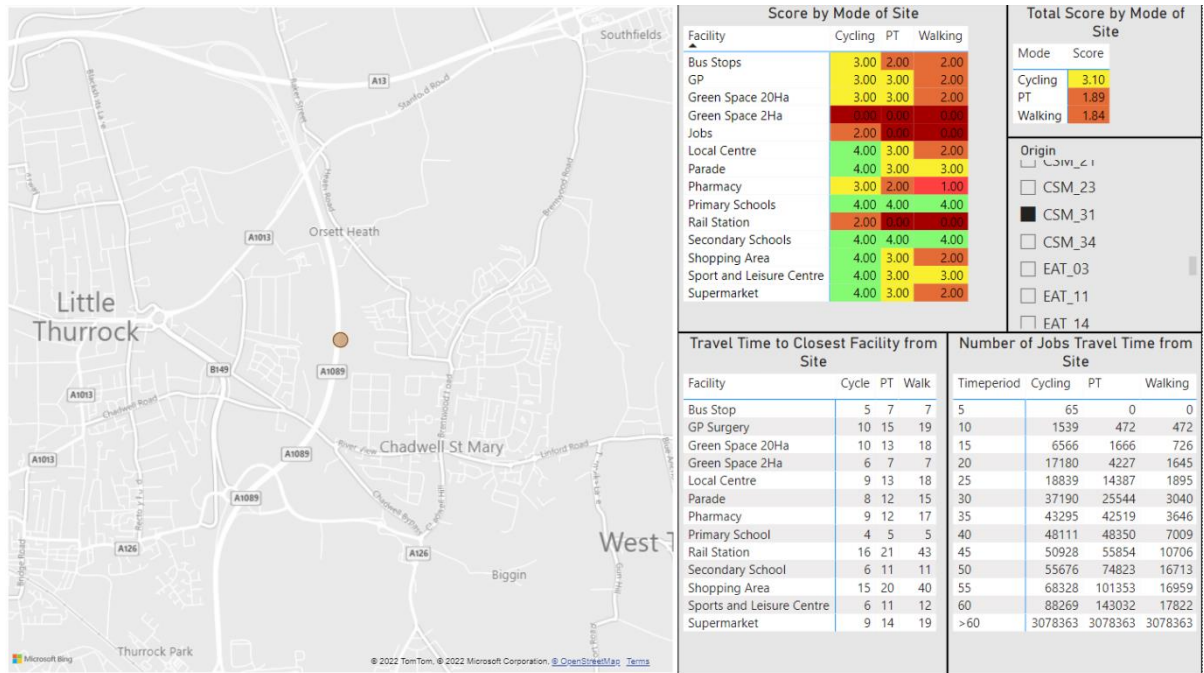
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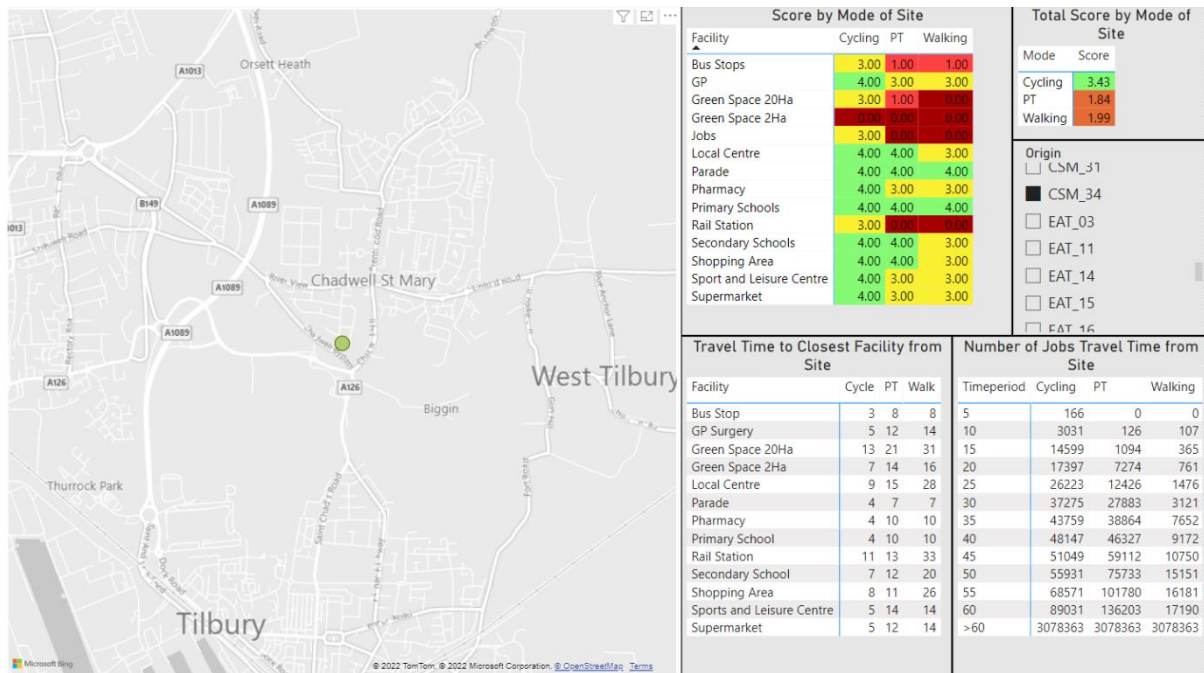
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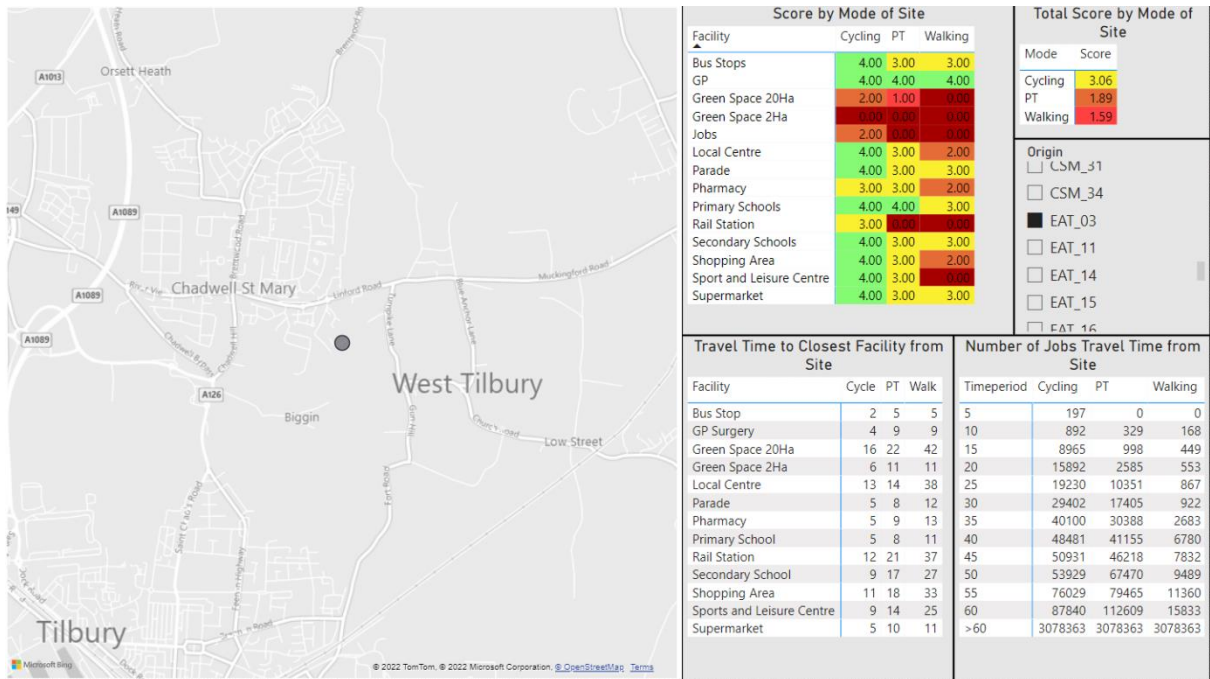
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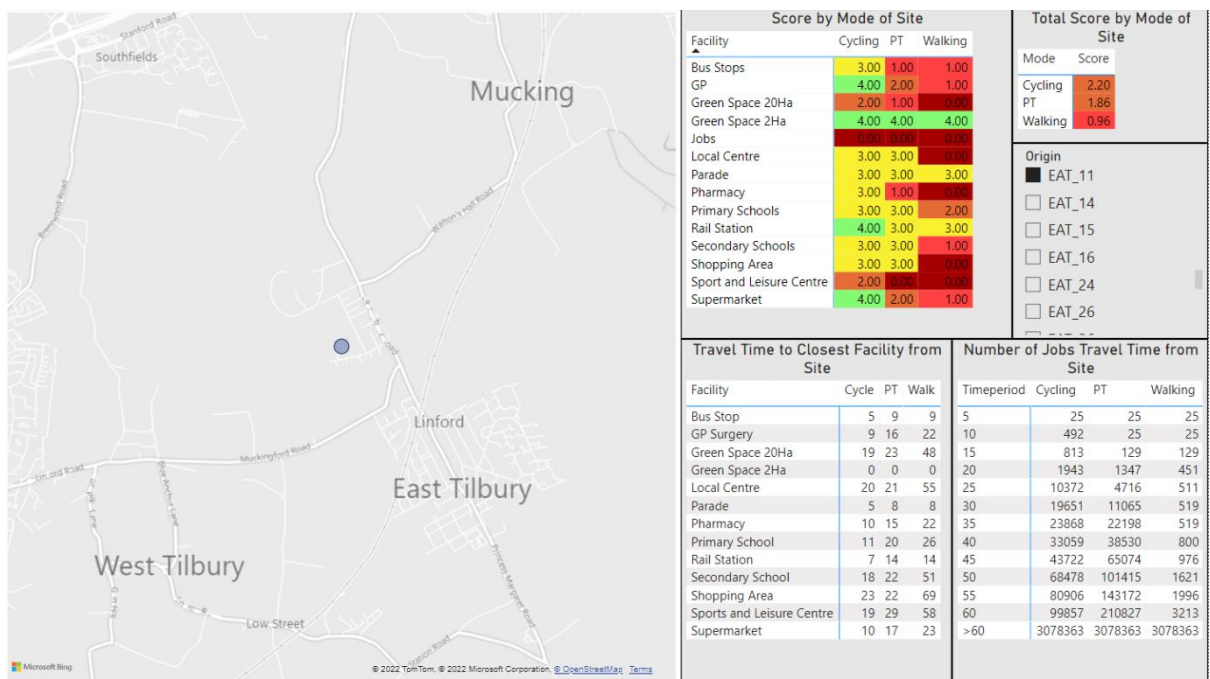
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EAT_03

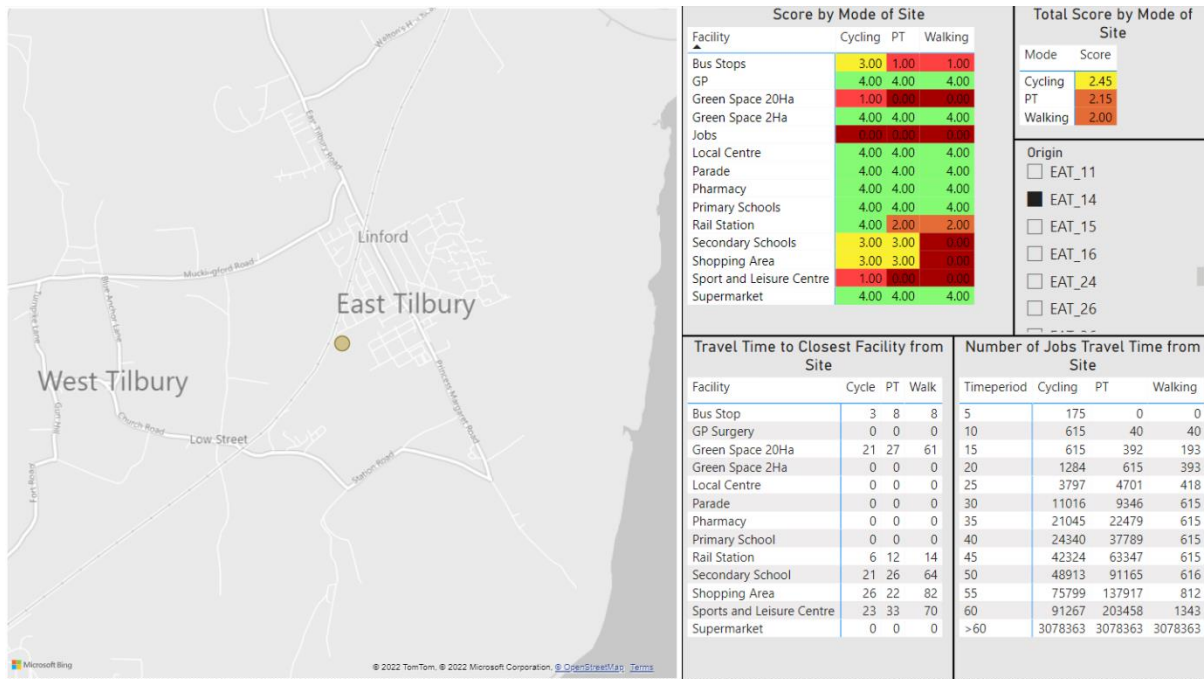


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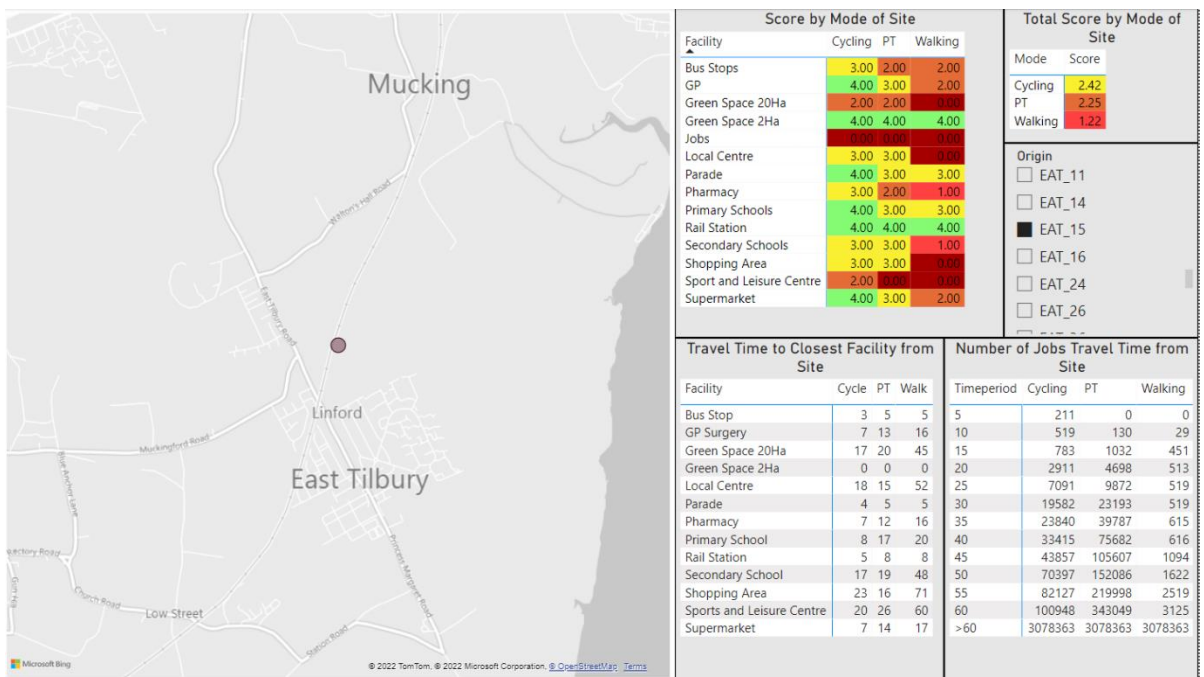


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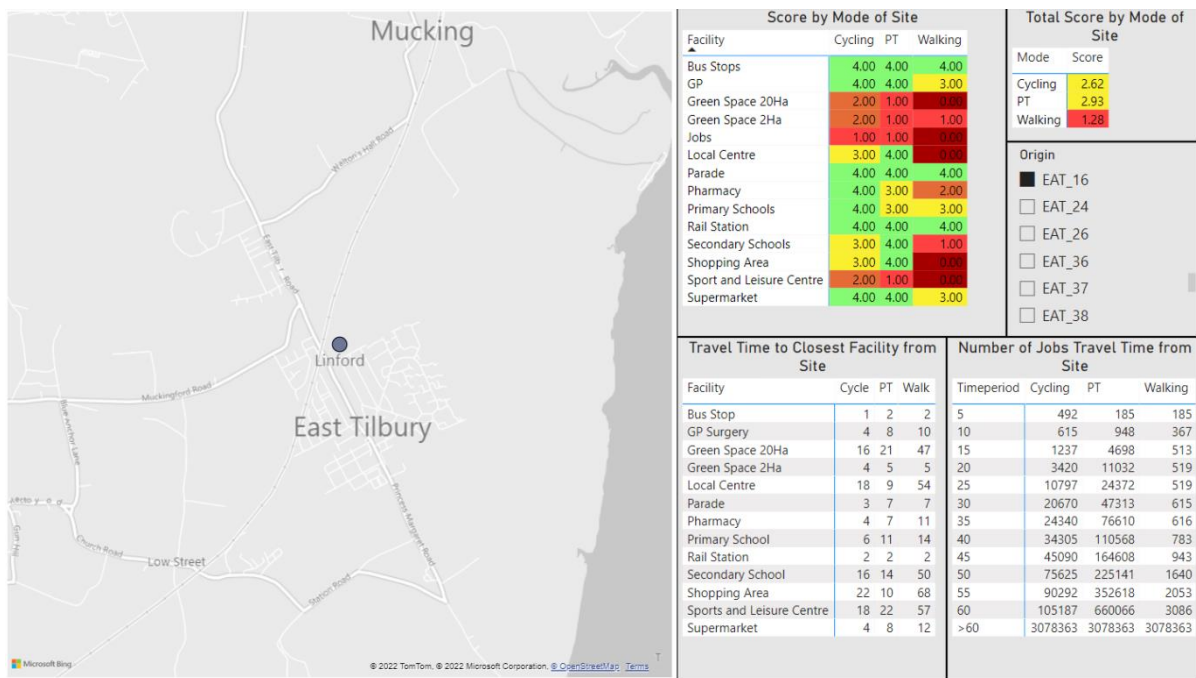
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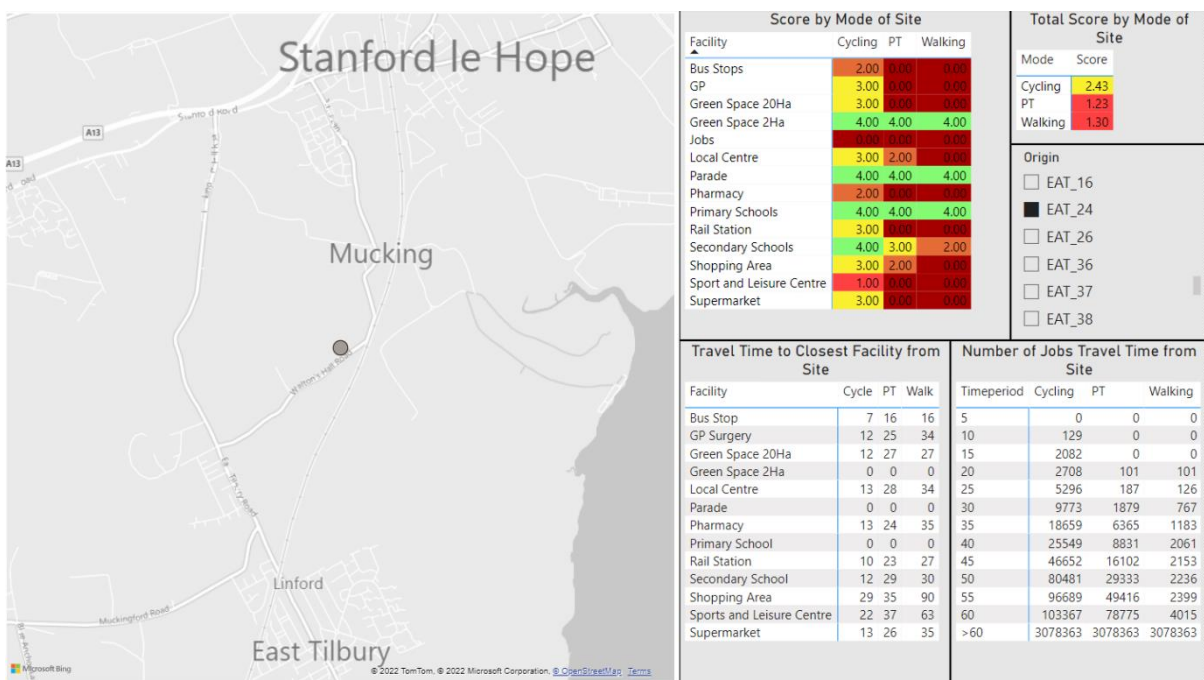
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EAT_16



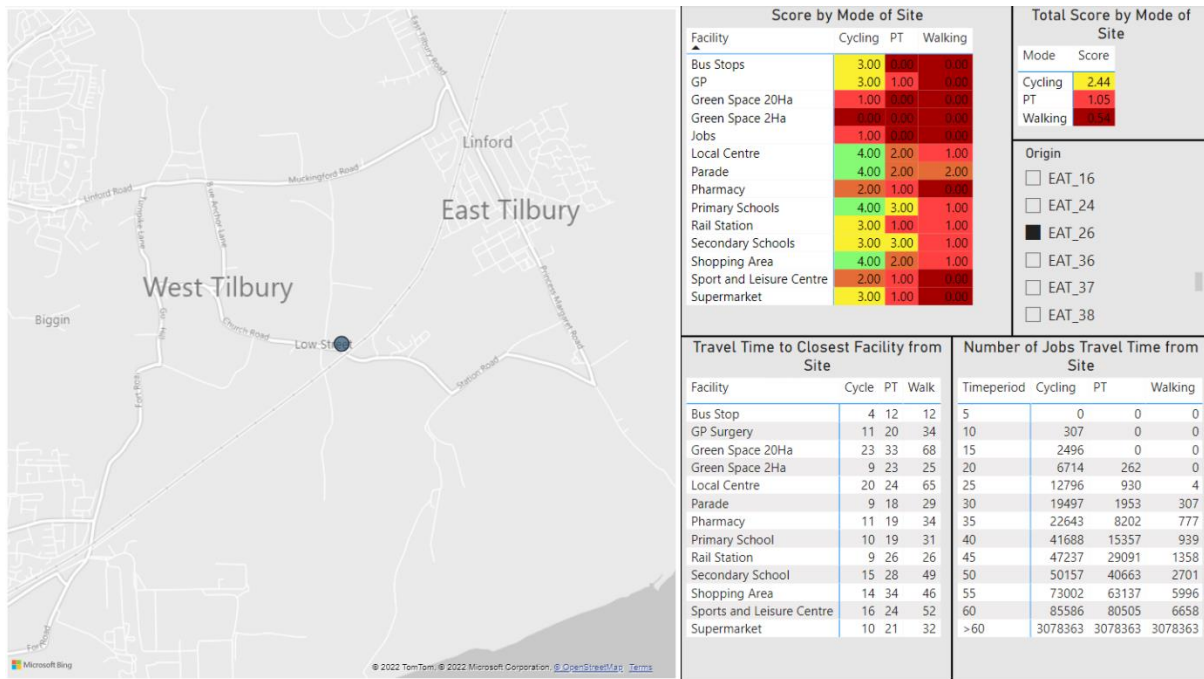
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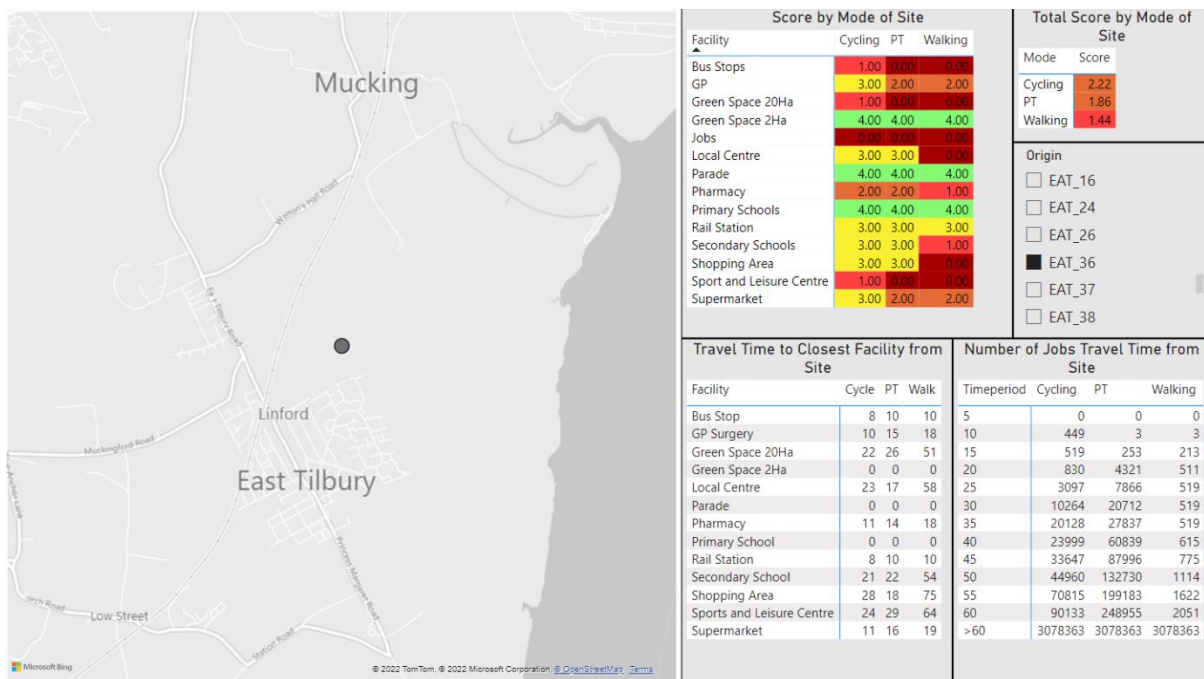
Site Connectivity Assessment

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EAT_26



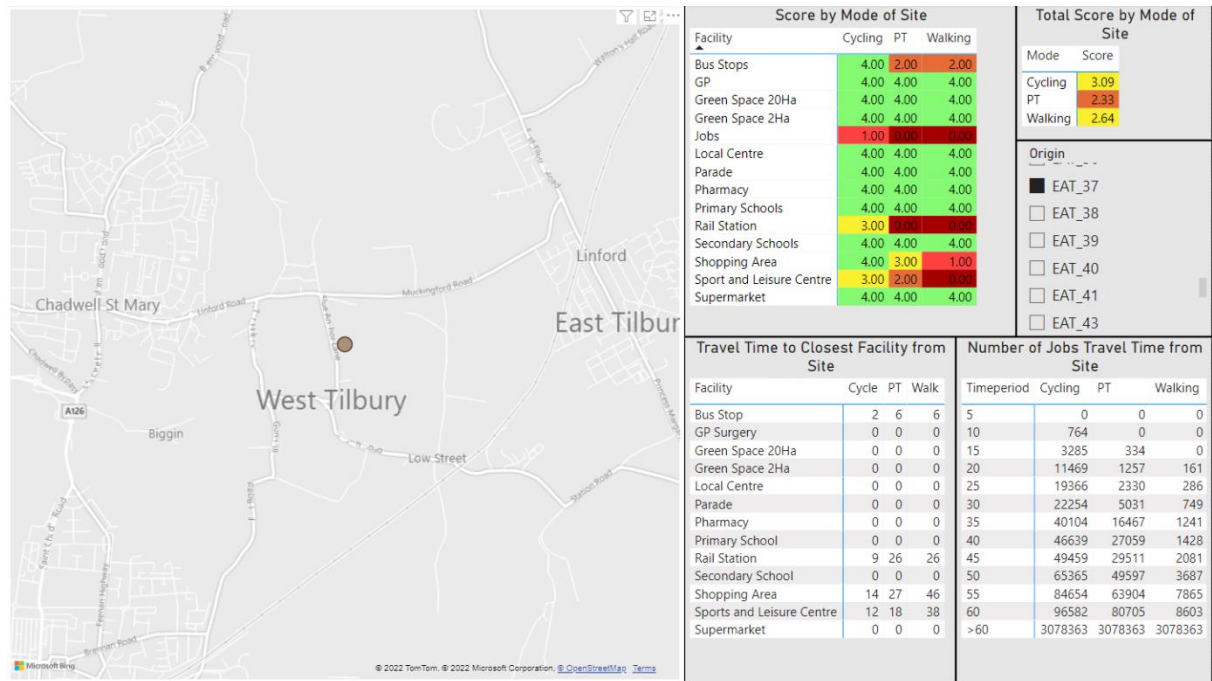
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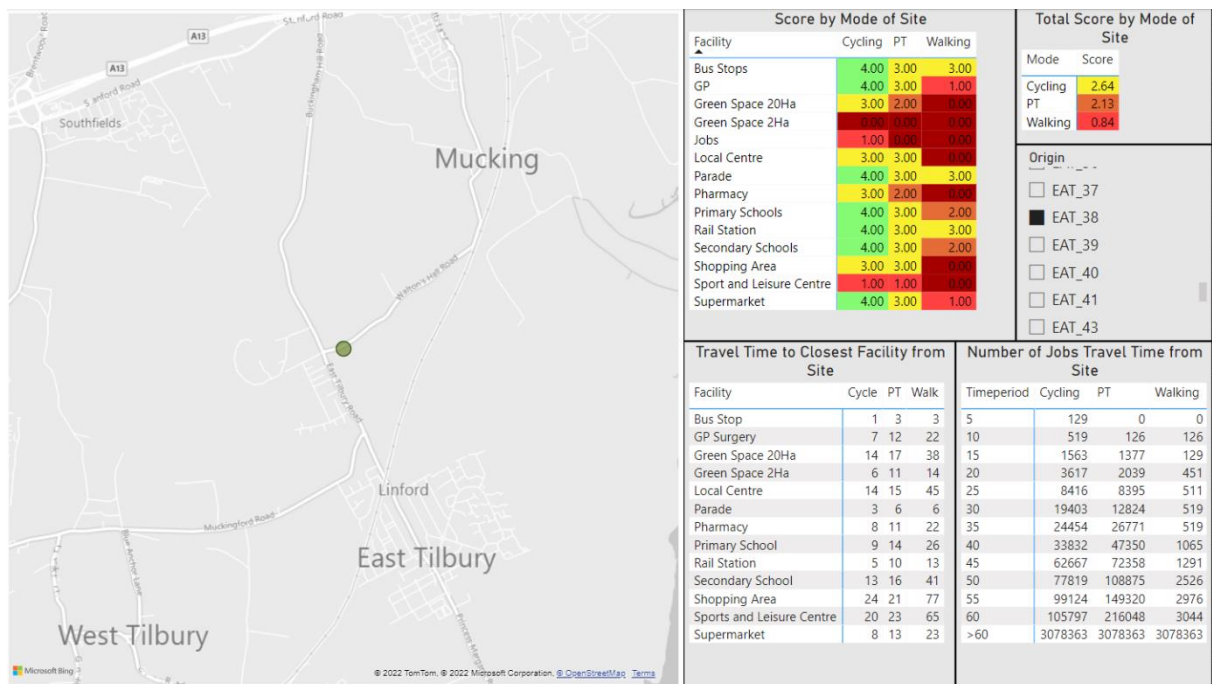
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EAT_37



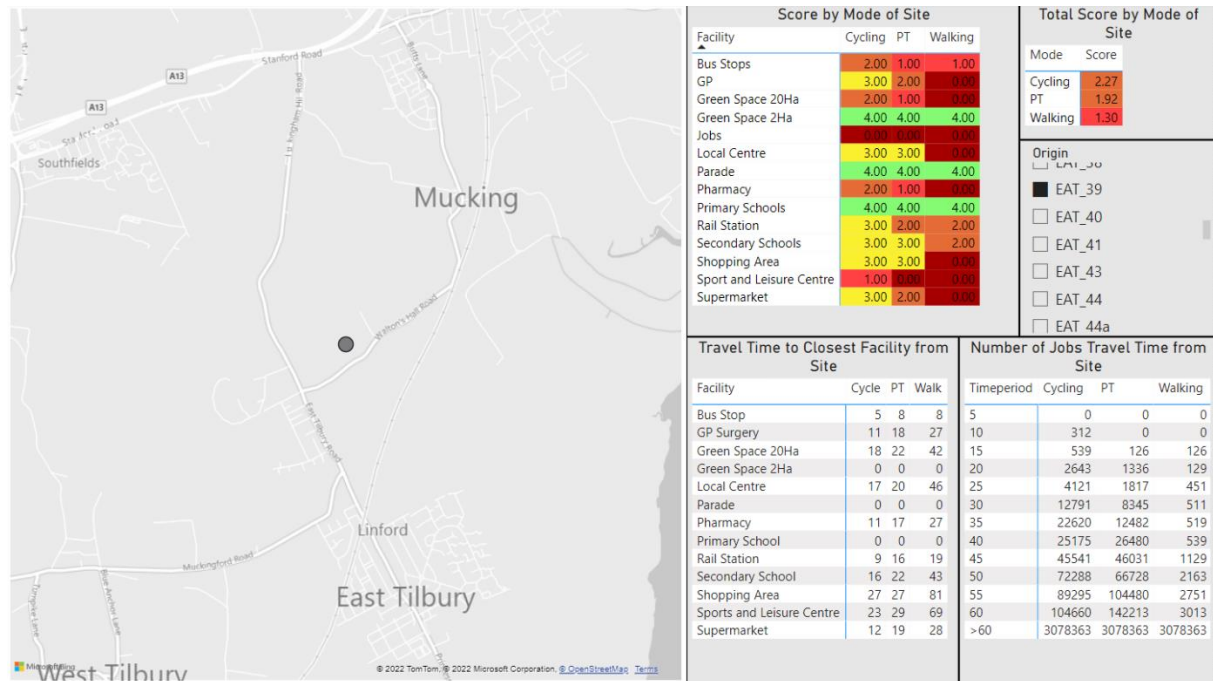
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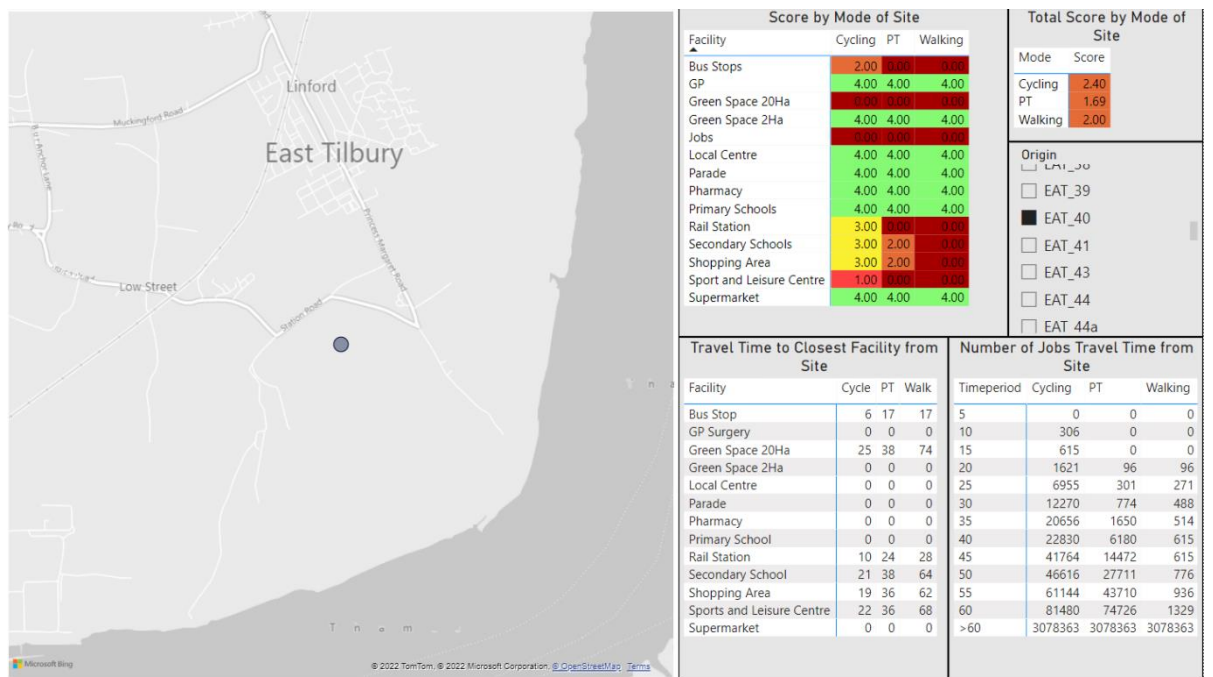
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EAT_39



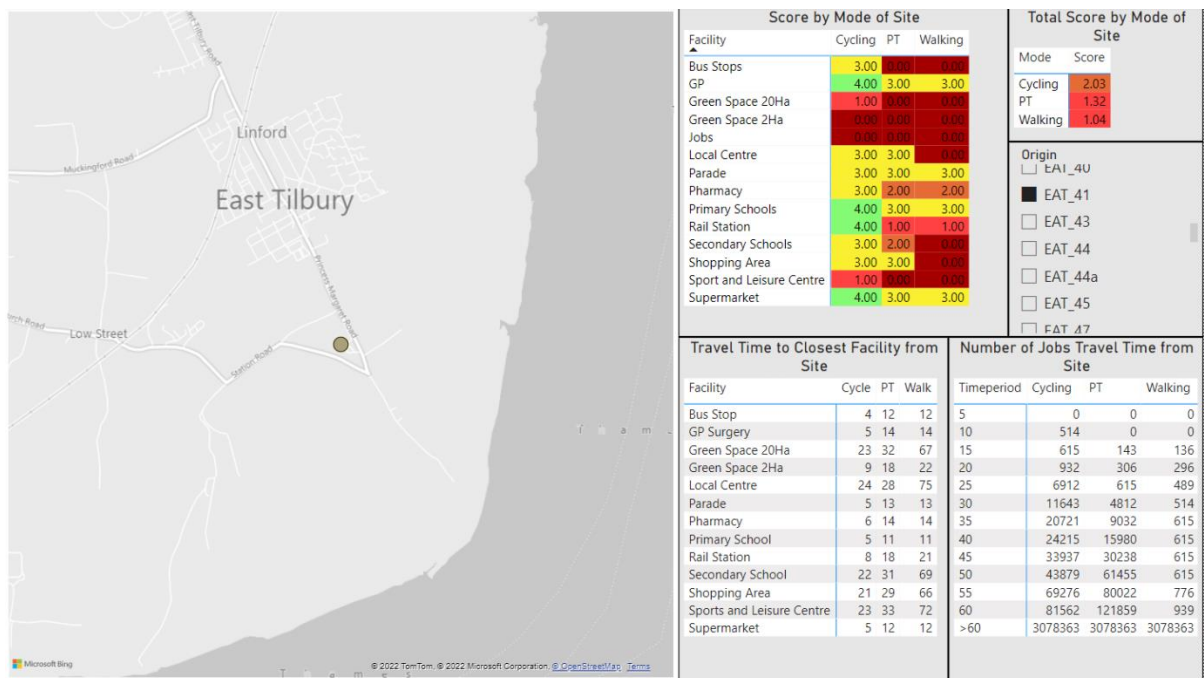
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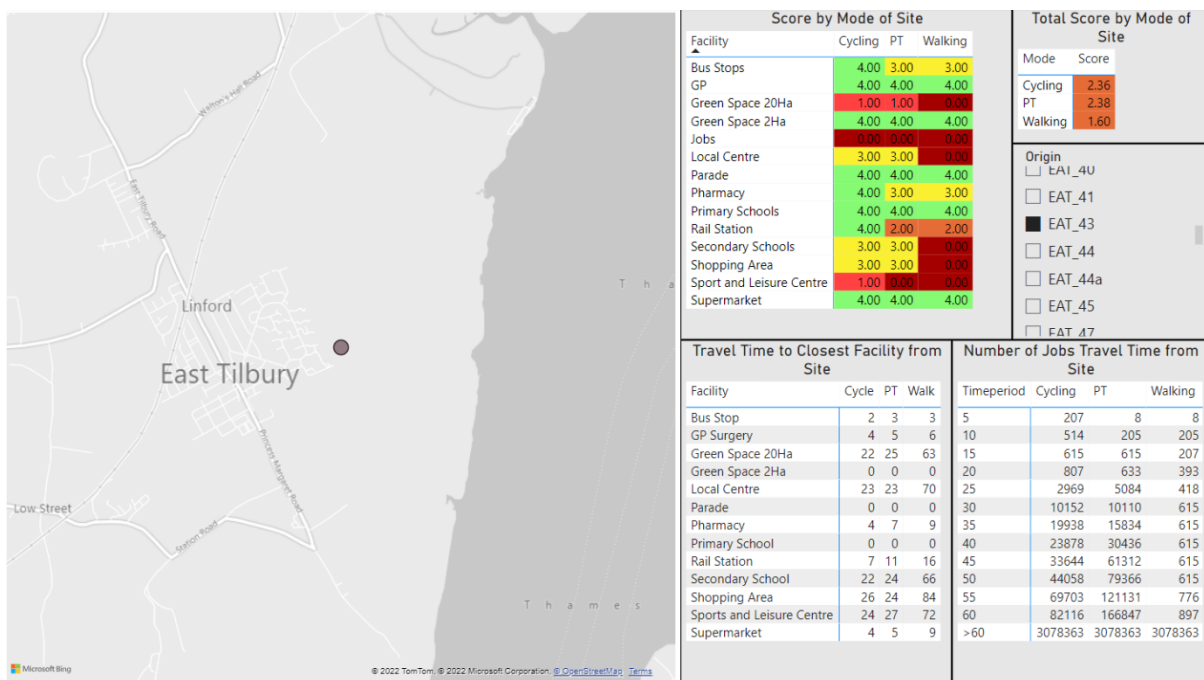
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EAT_41



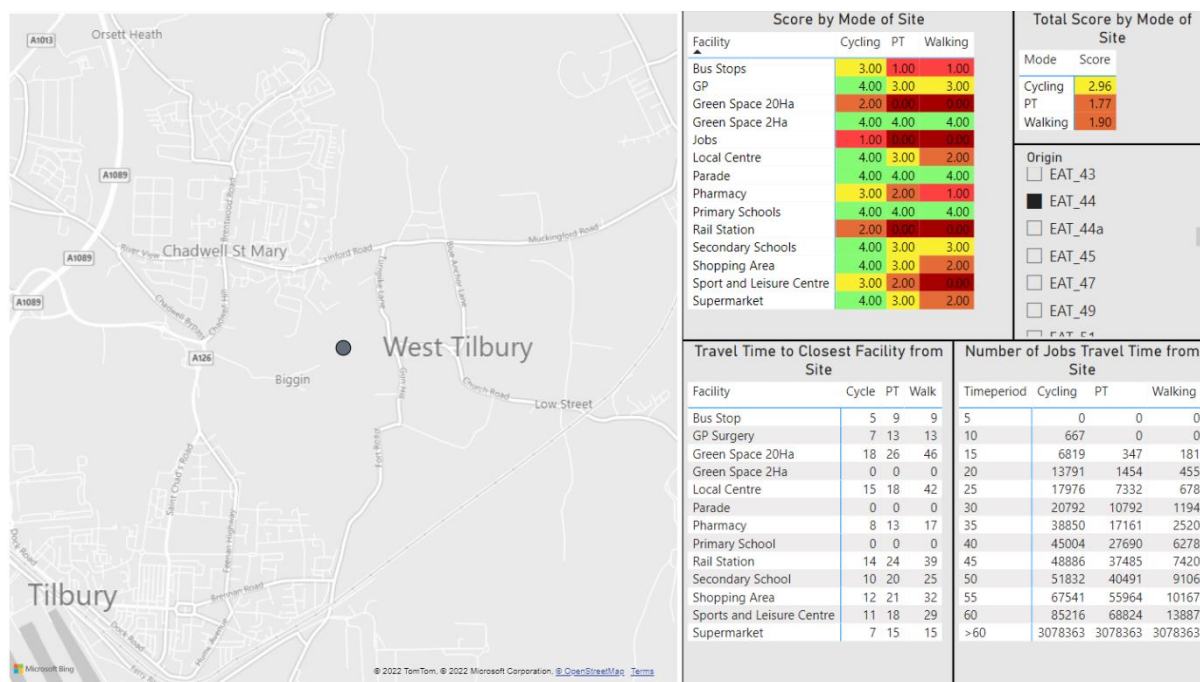
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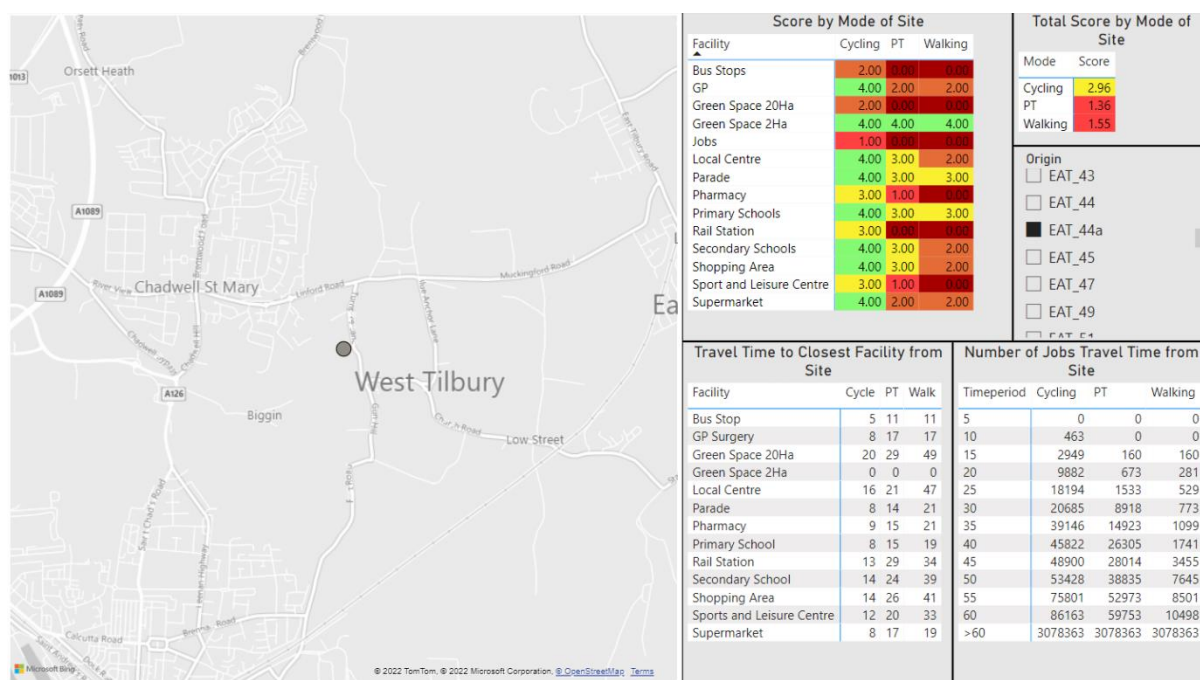
Site Connectivity Assessment

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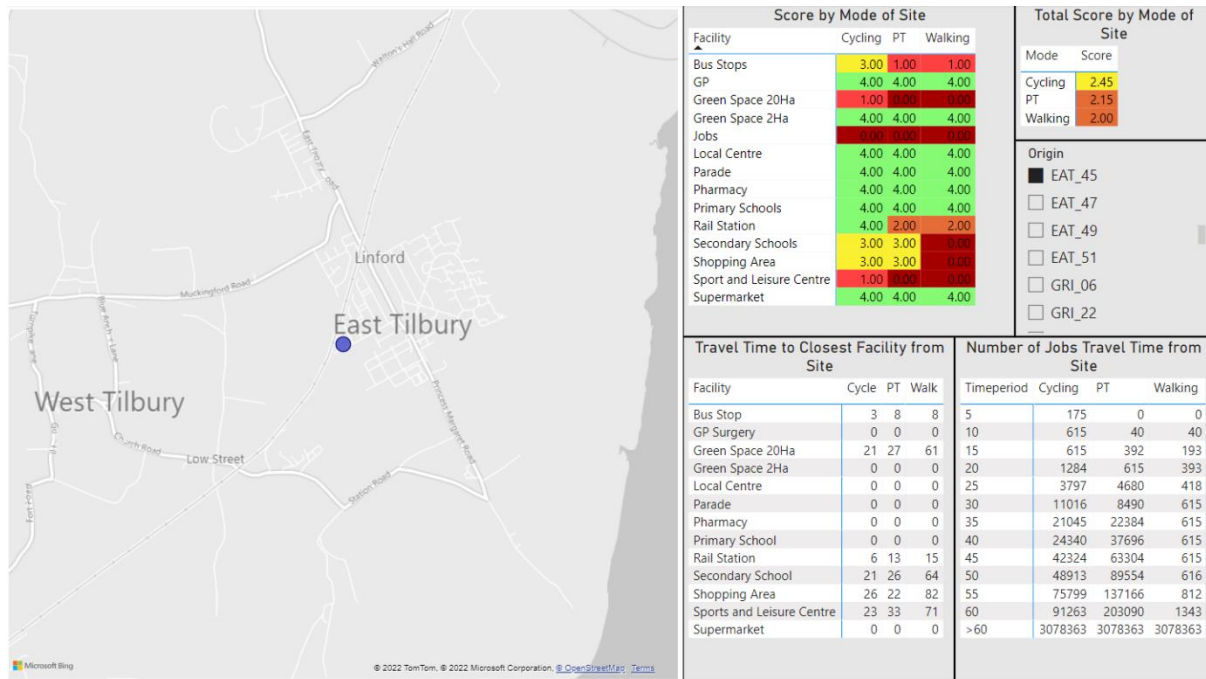
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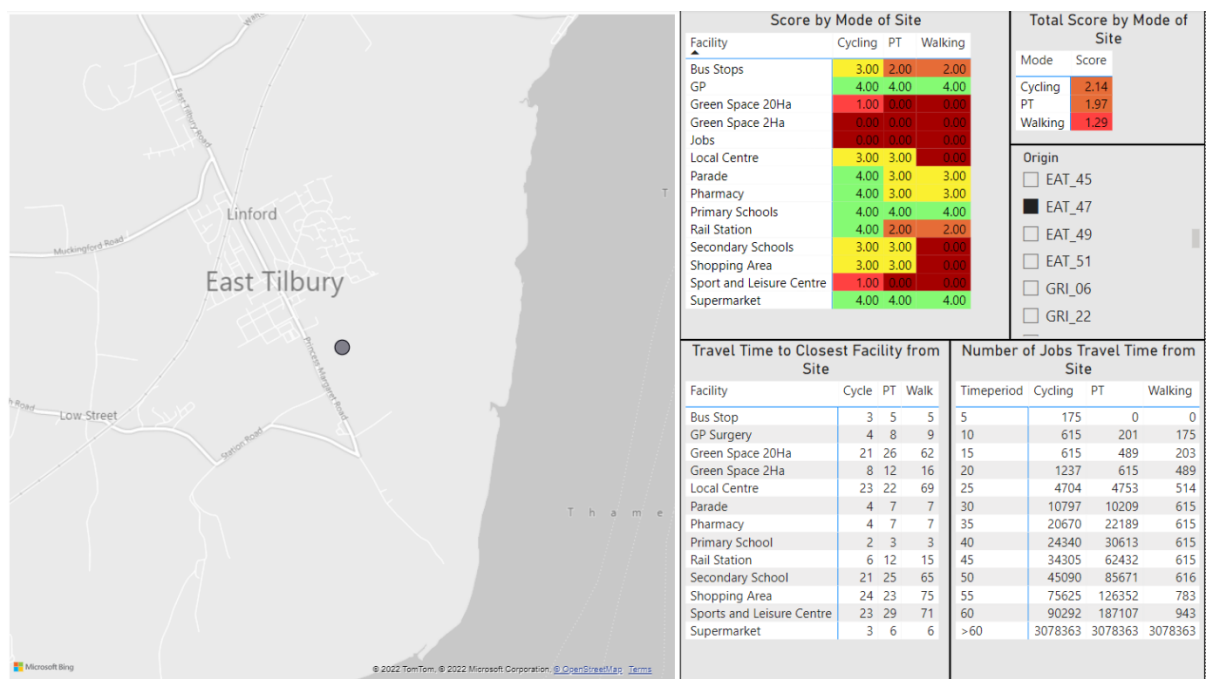
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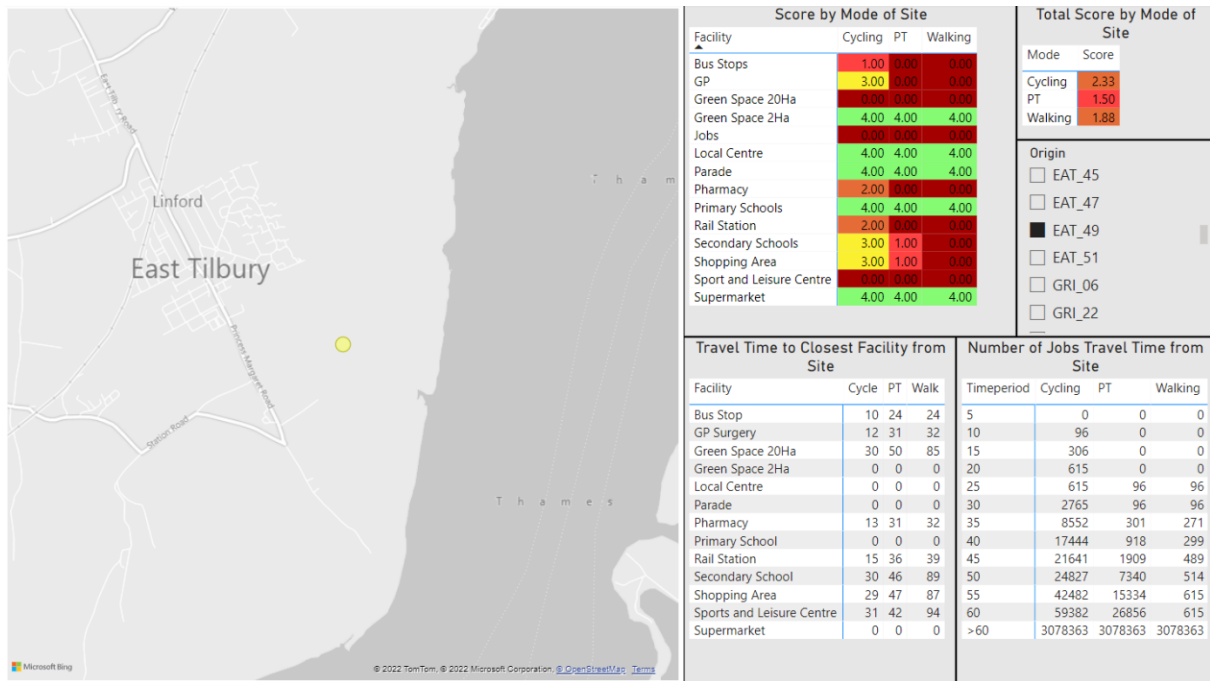


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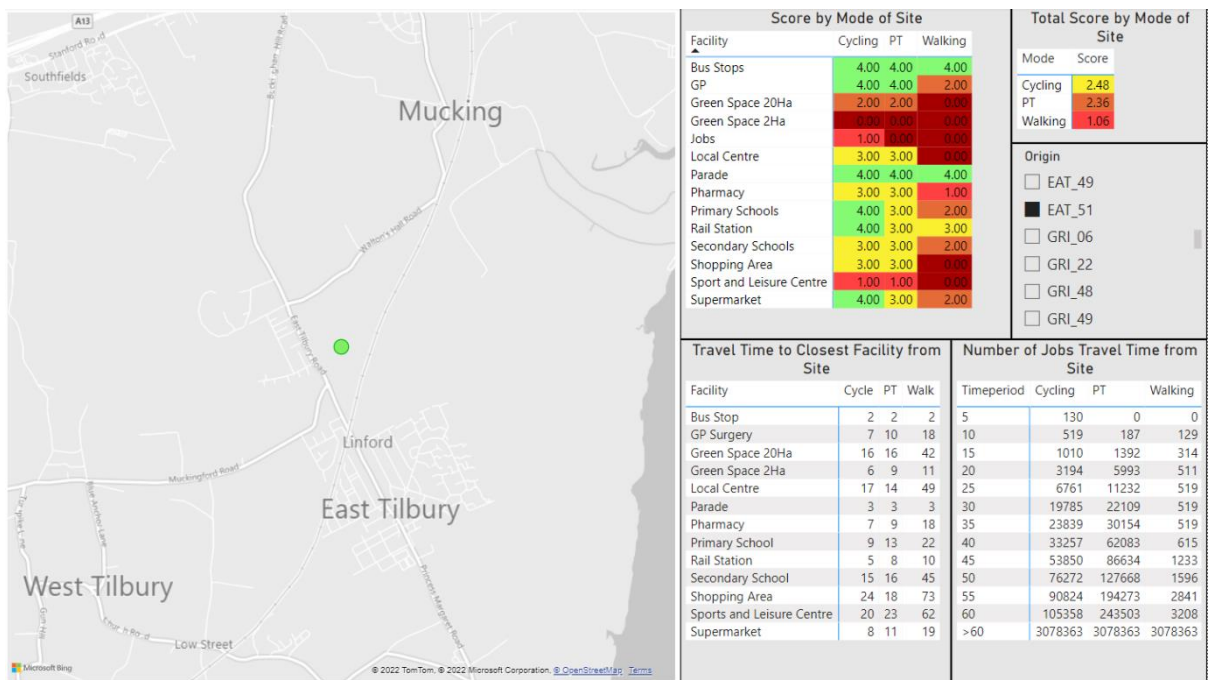


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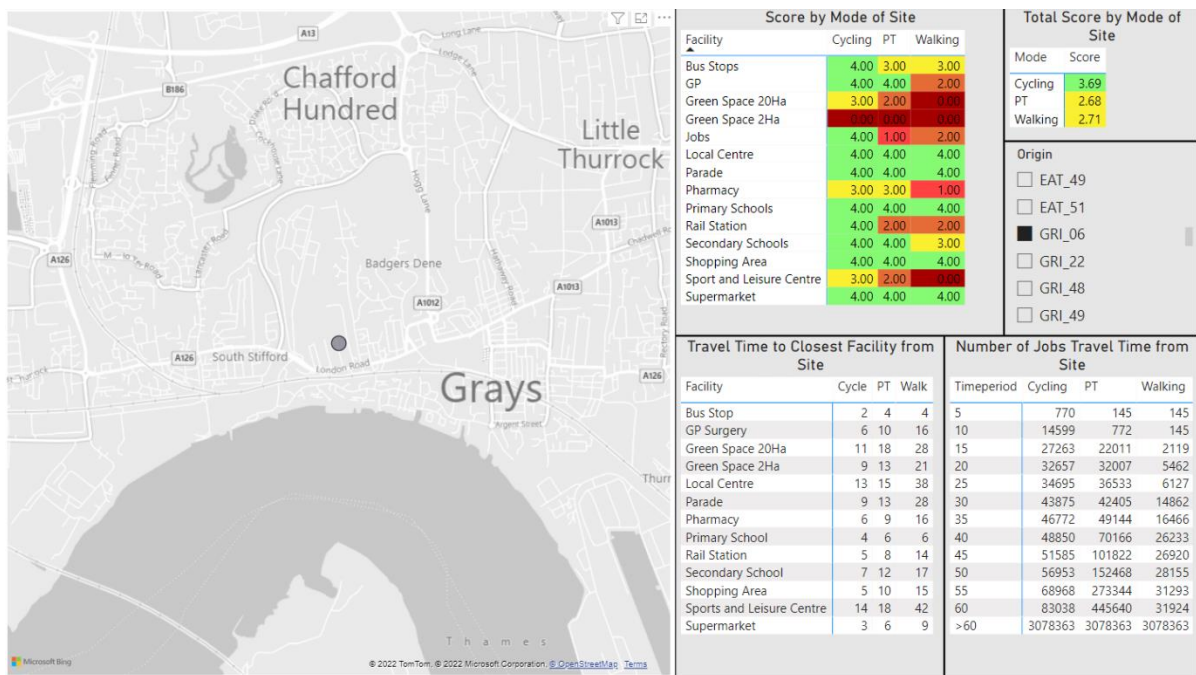
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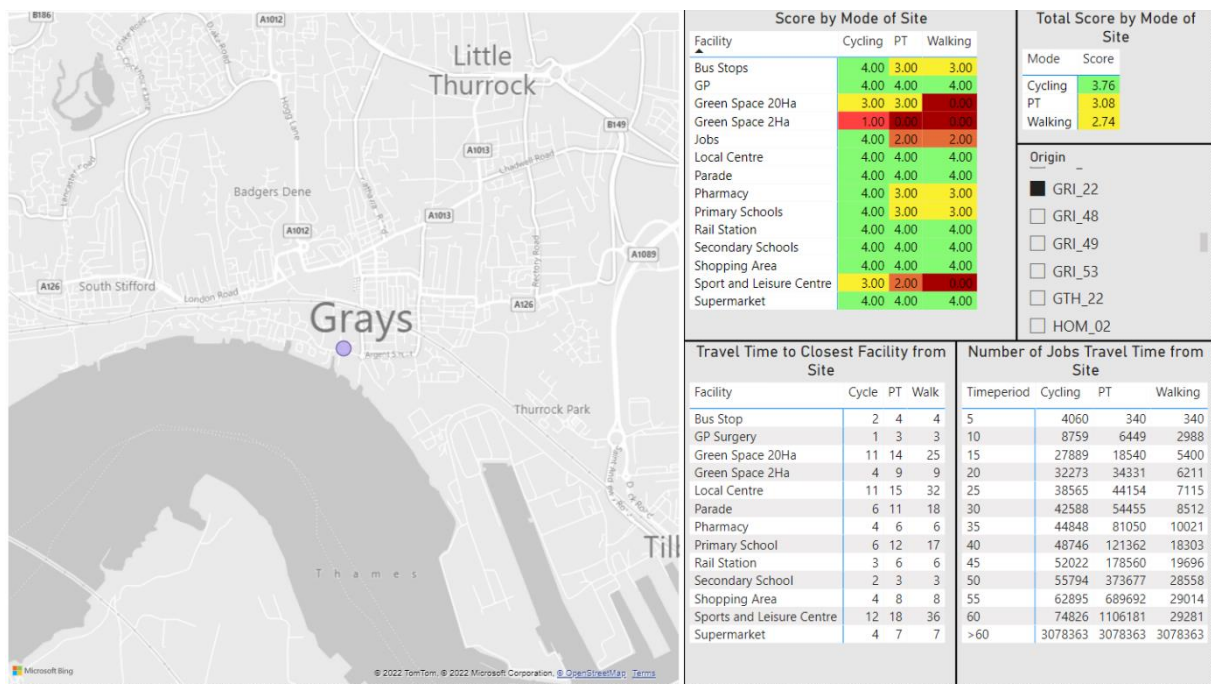
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GRI_06



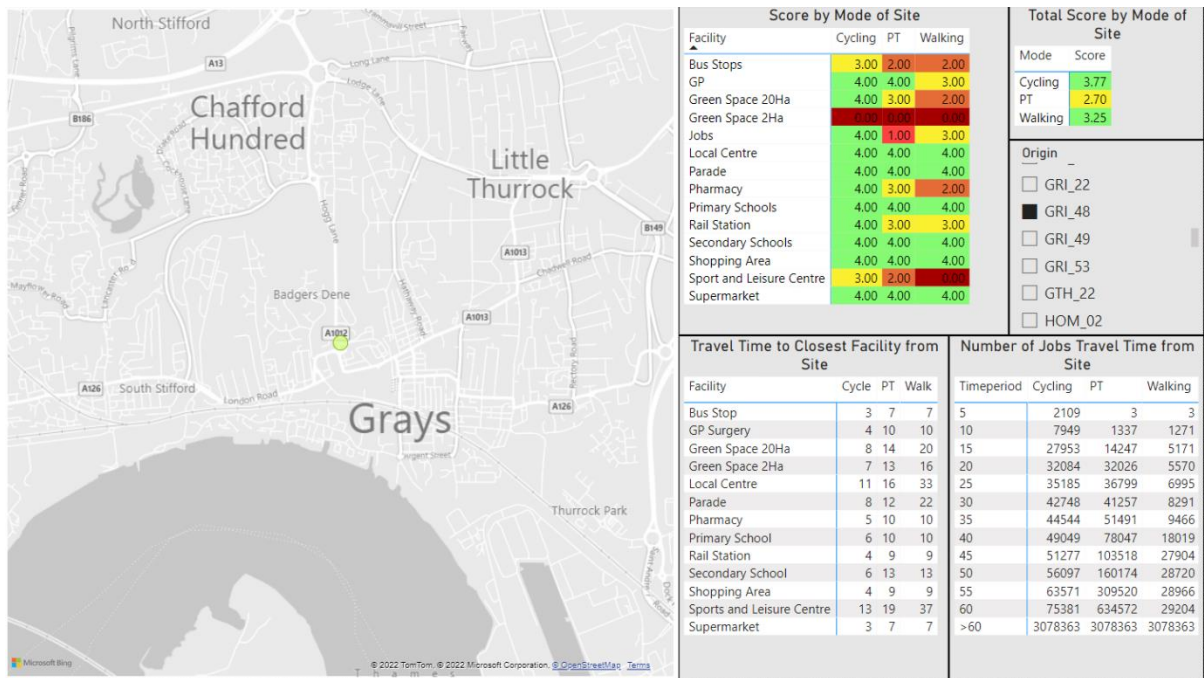
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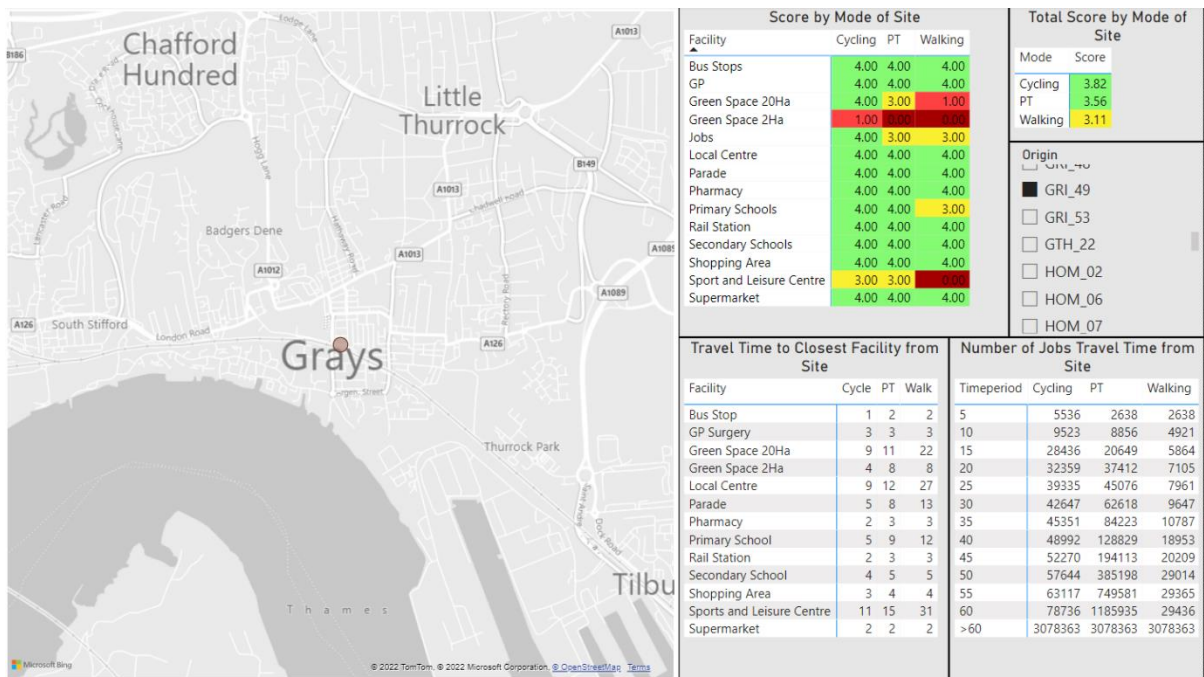
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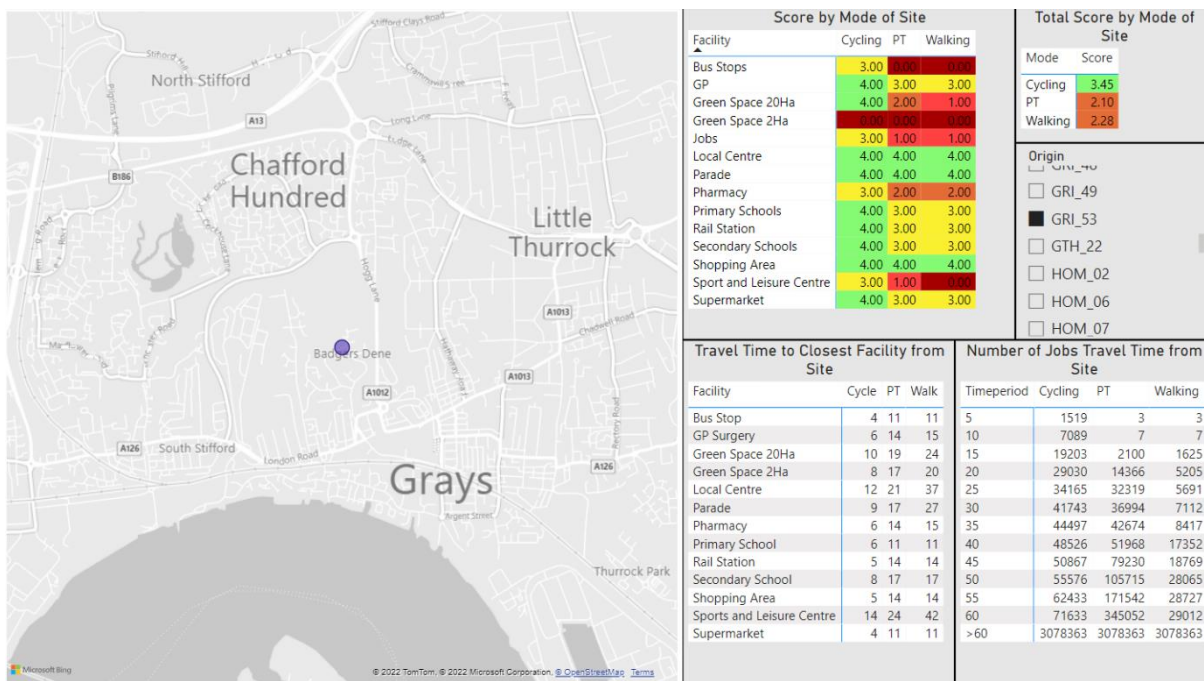
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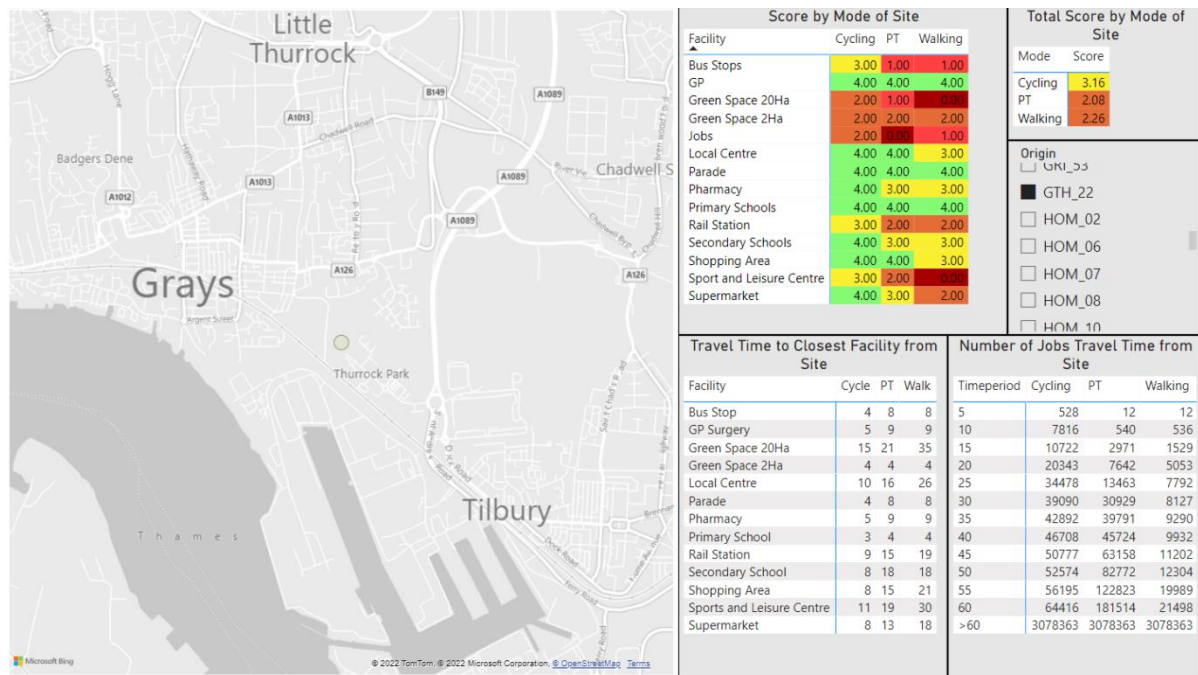
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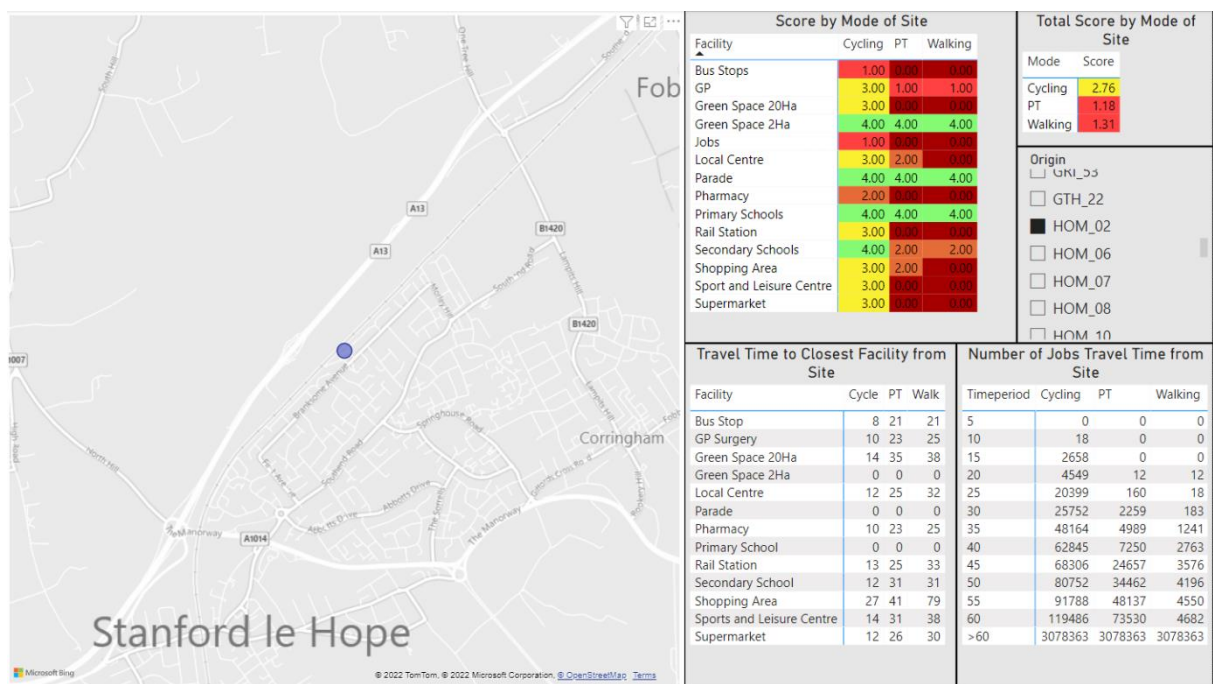
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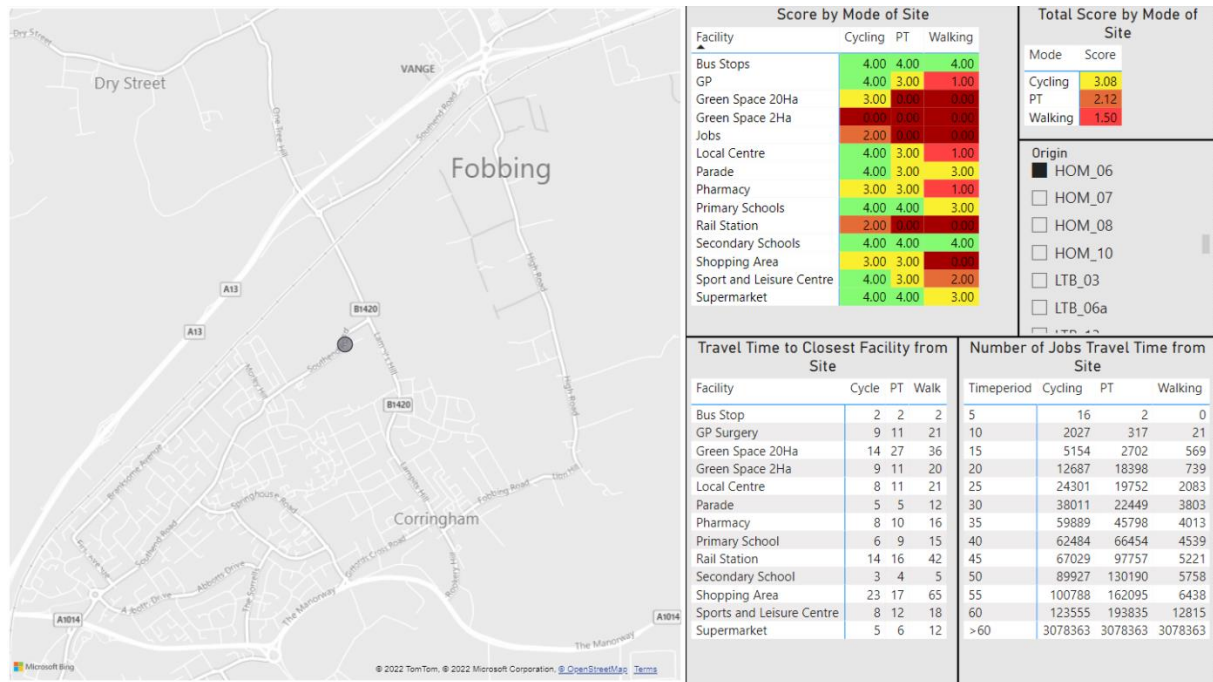
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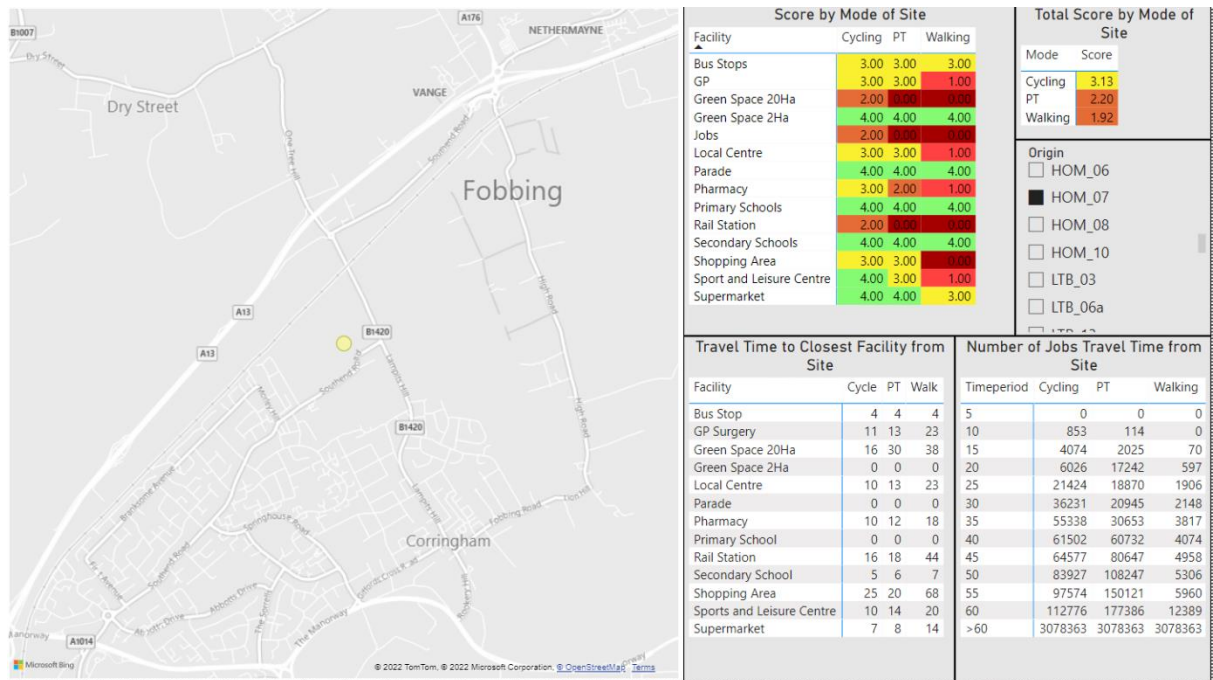
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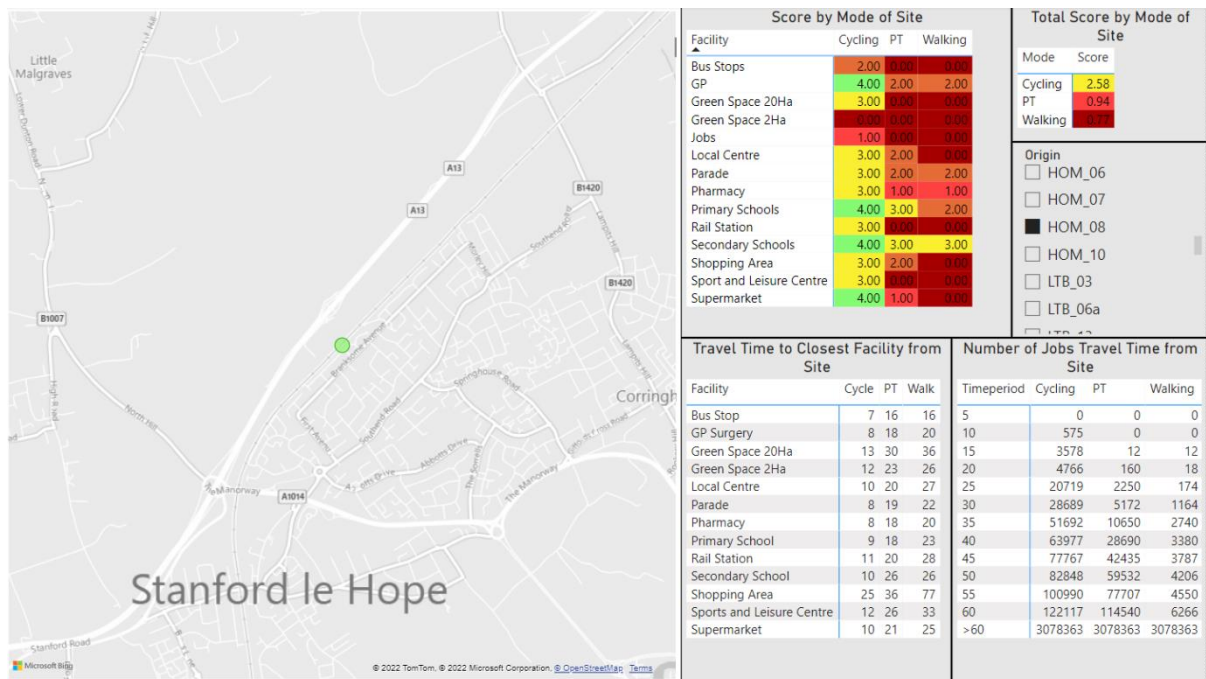
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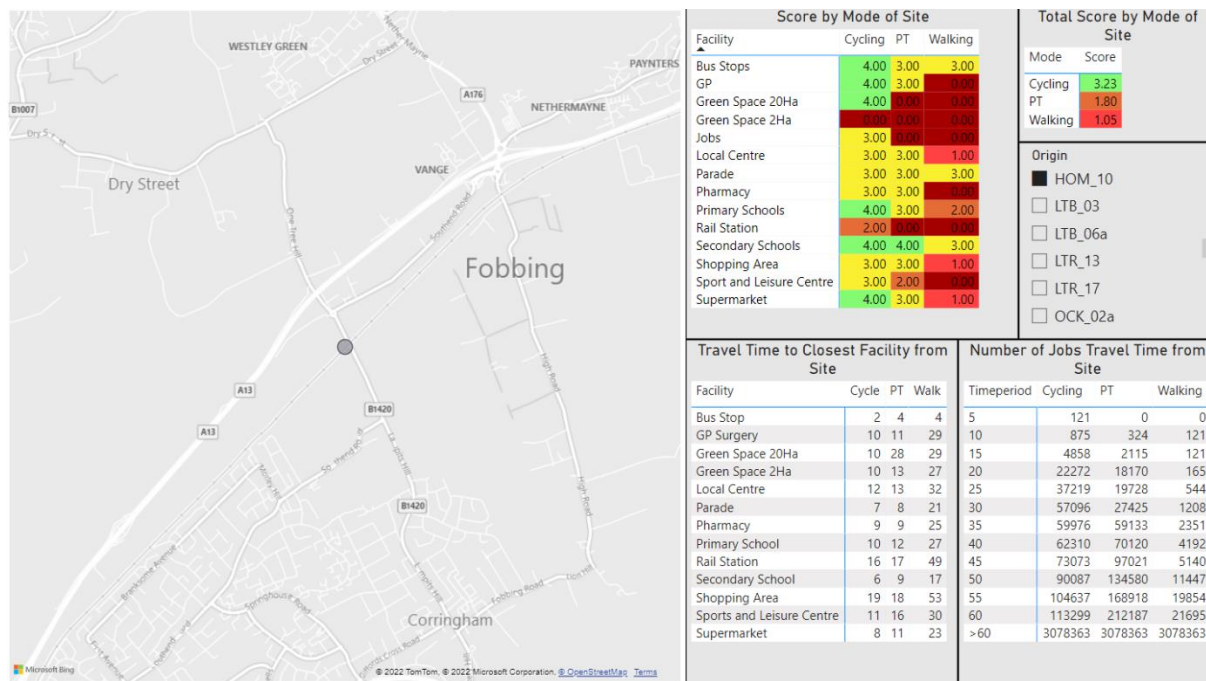
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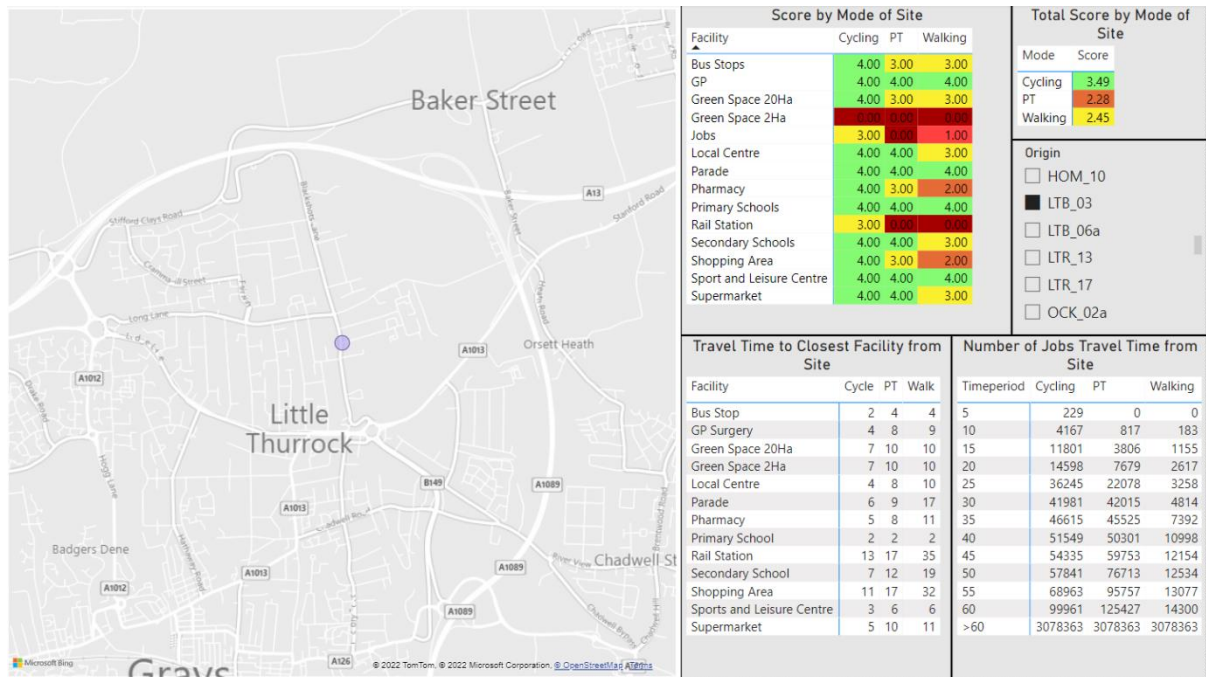


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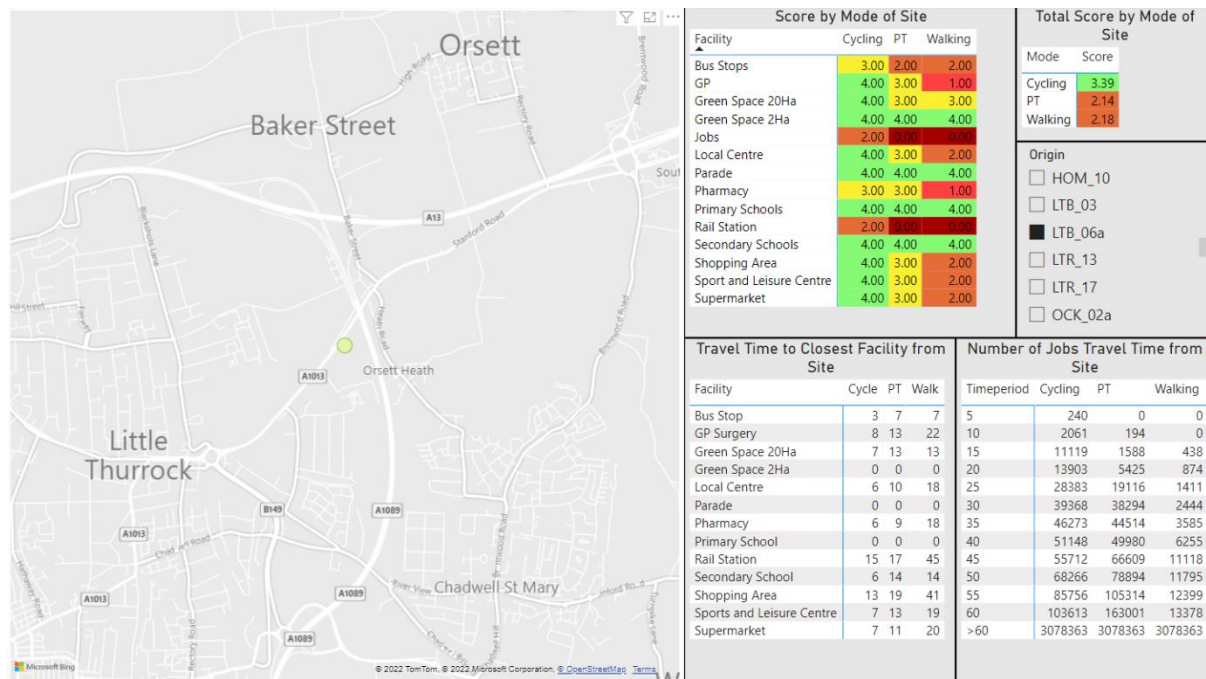


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LTB_03



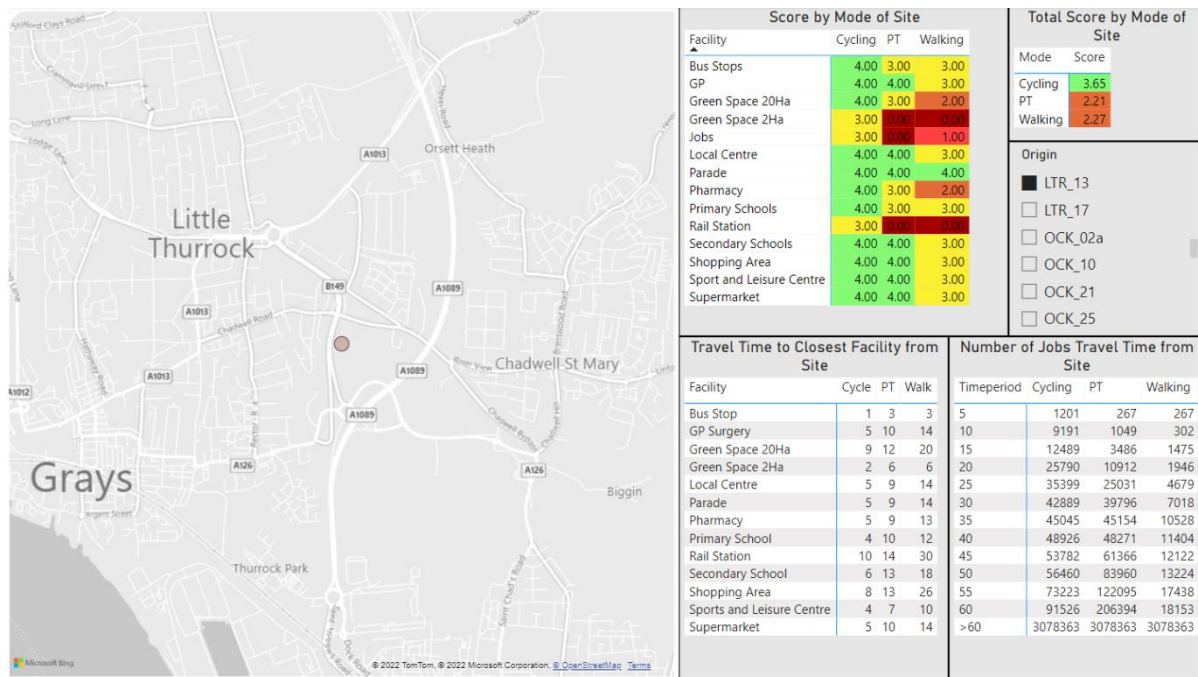
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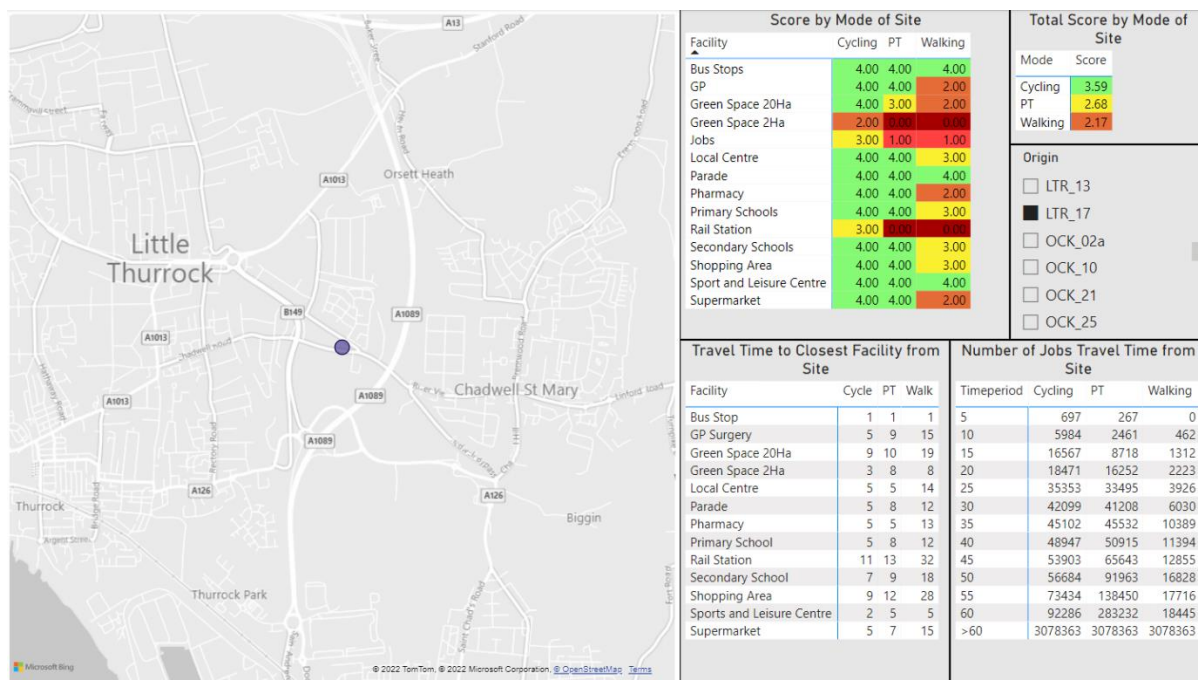
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LTR_13



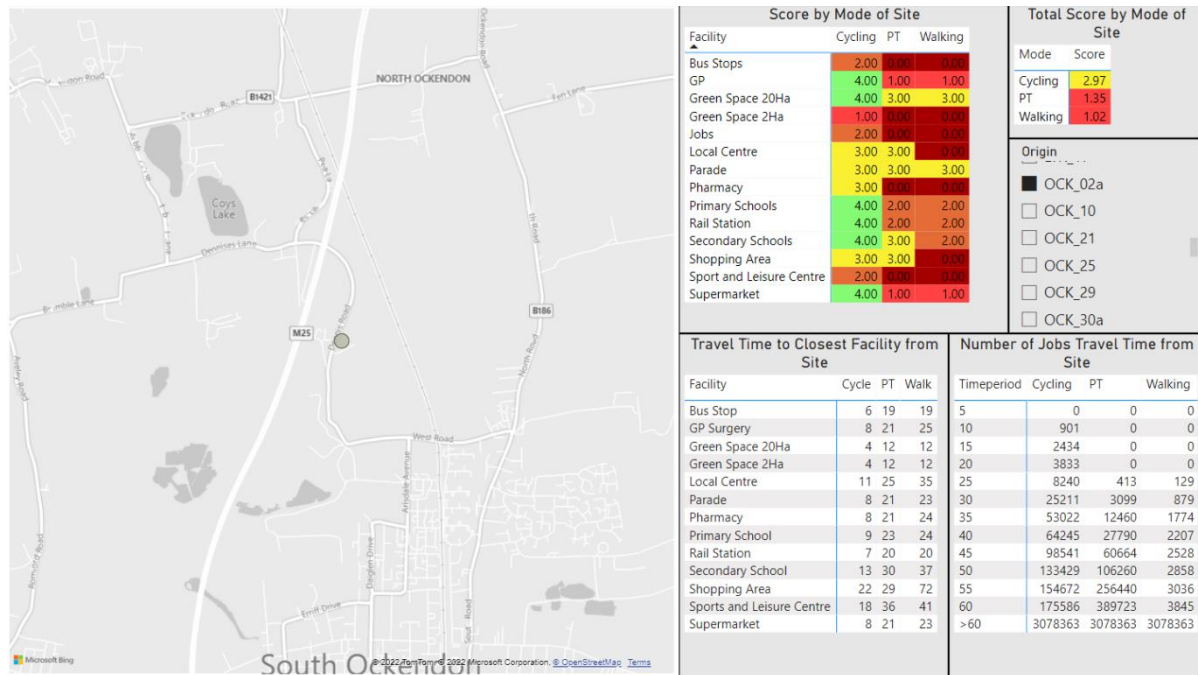
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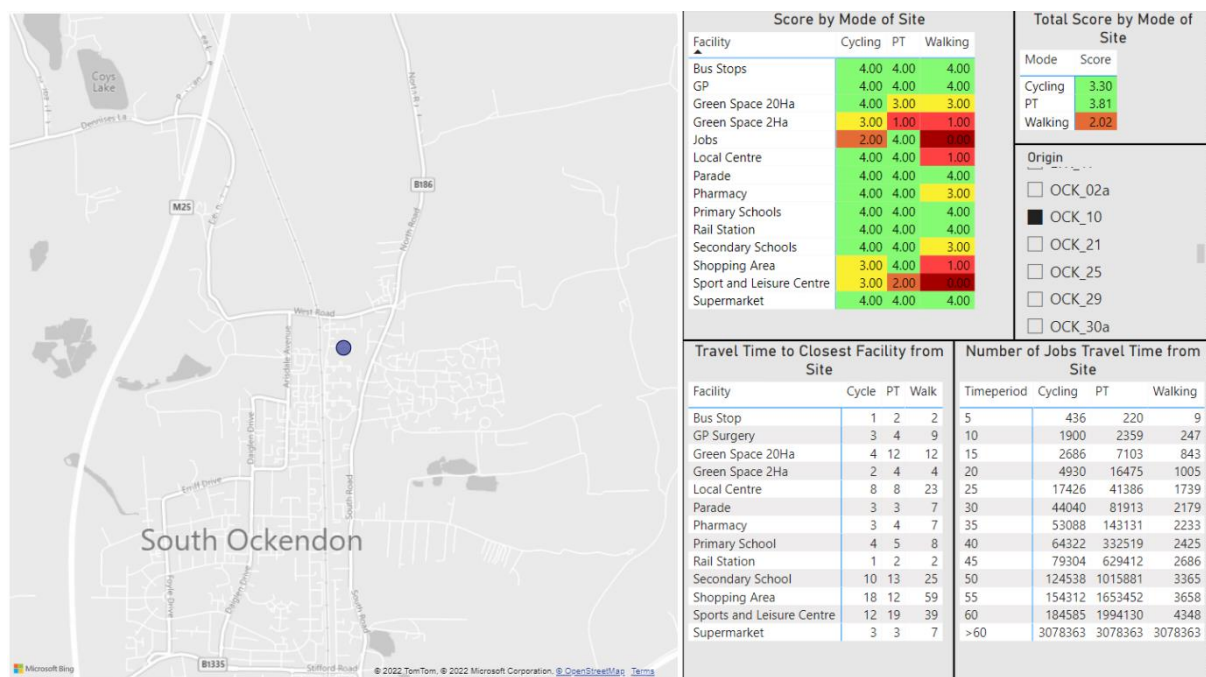
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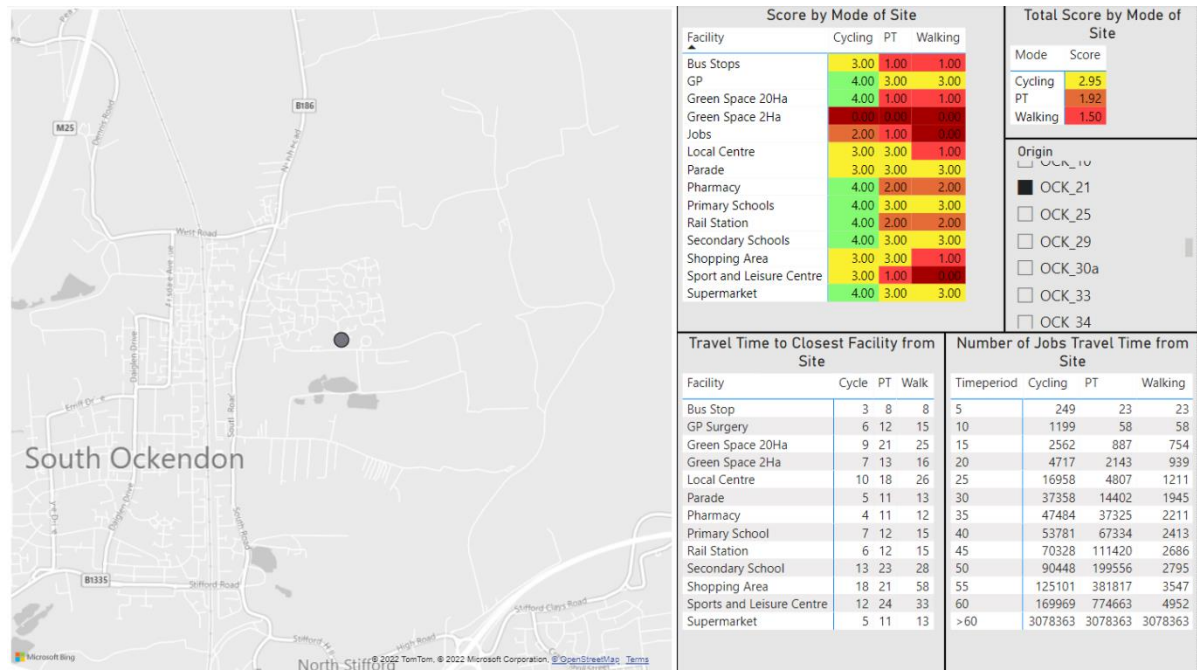


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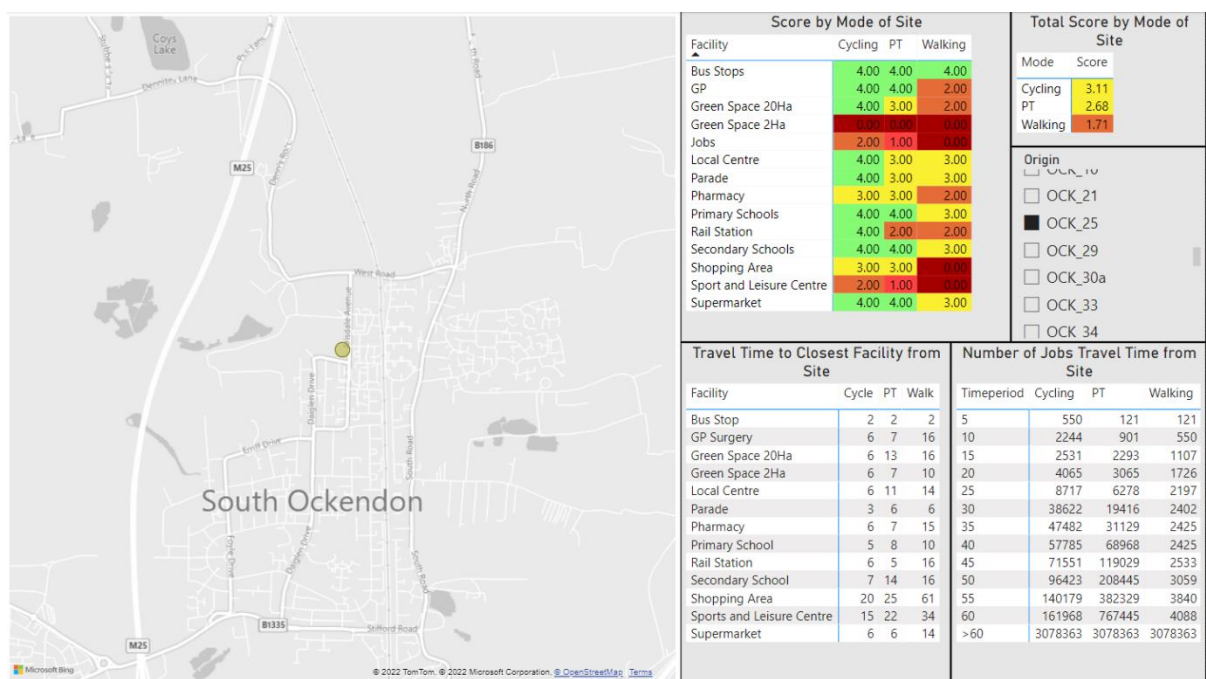


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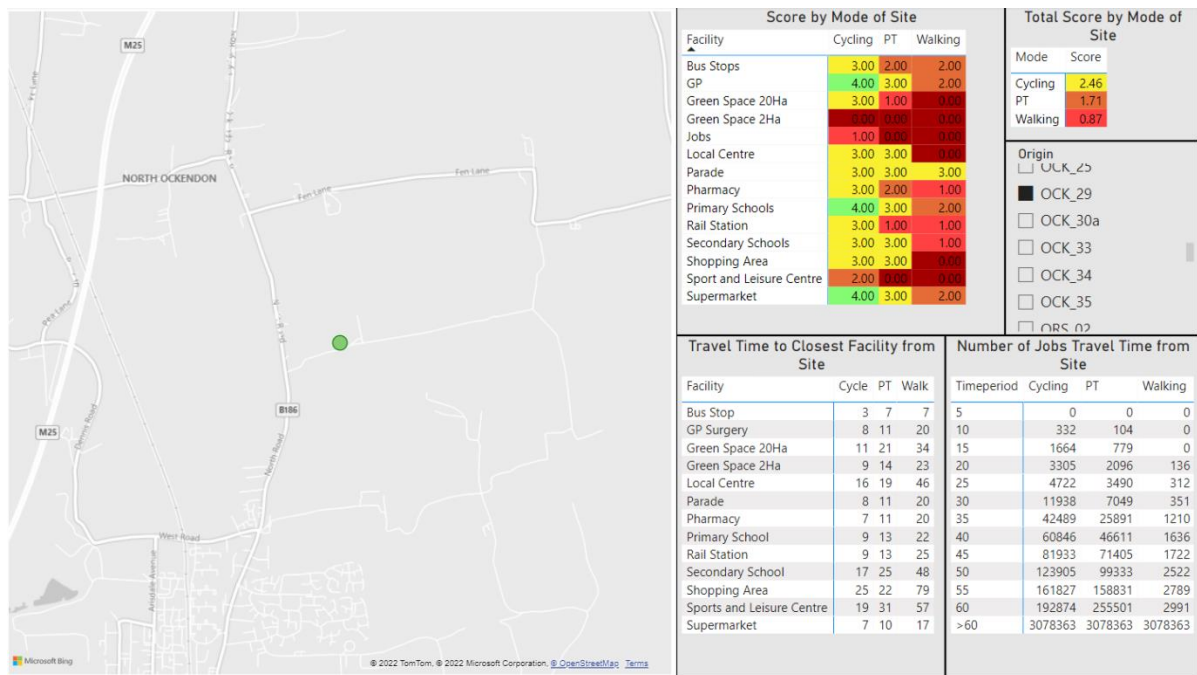
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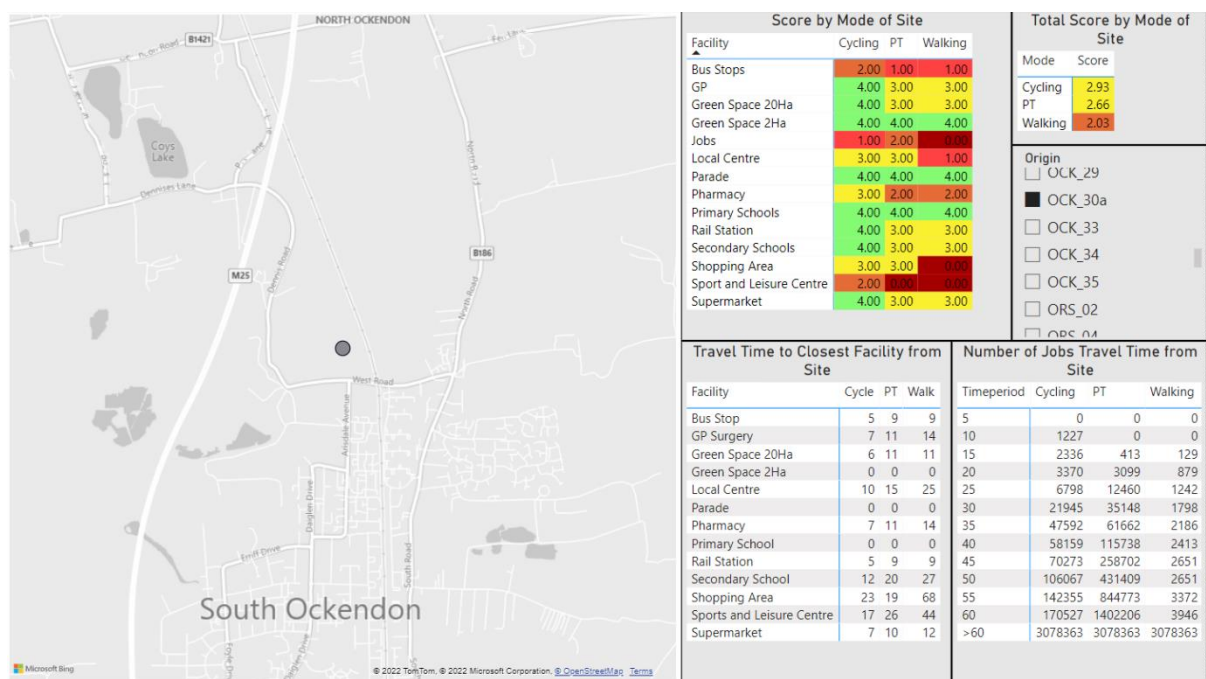
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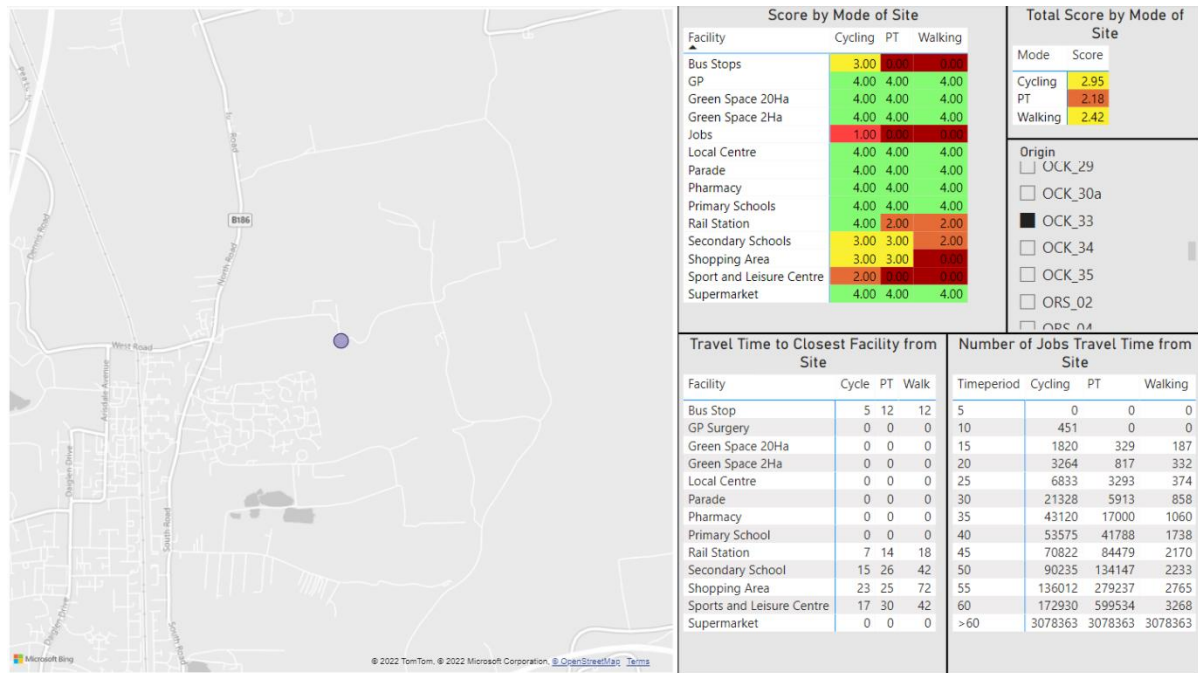
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OCK_30a

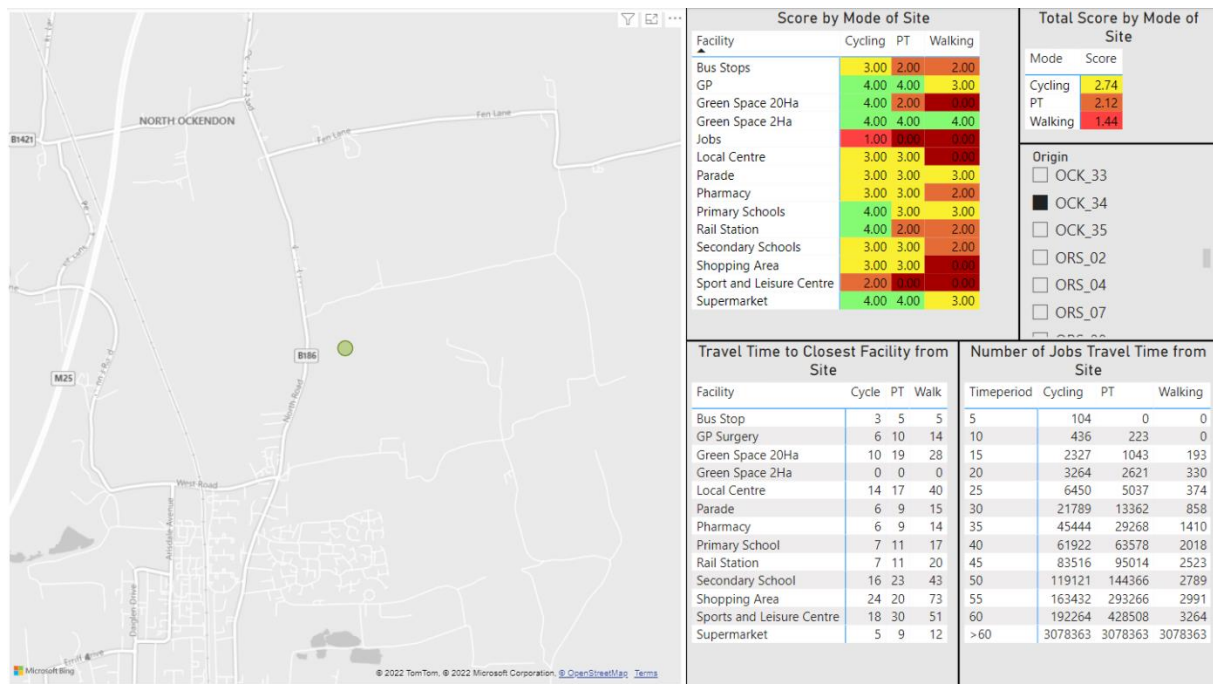


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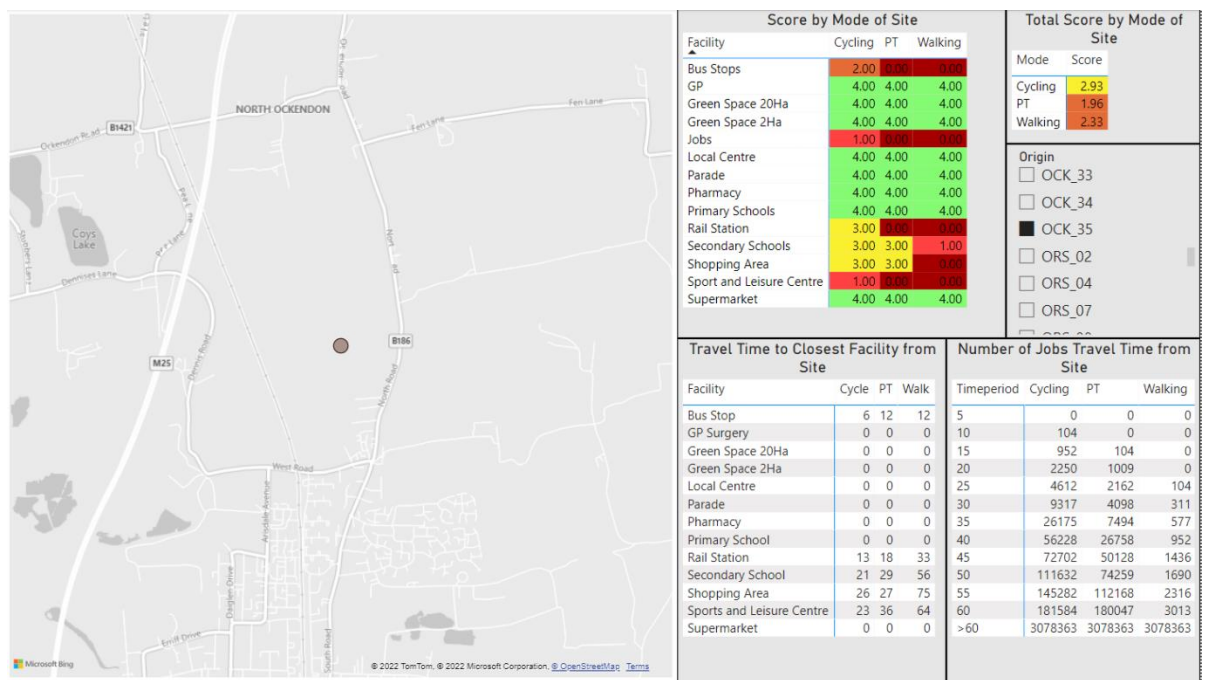


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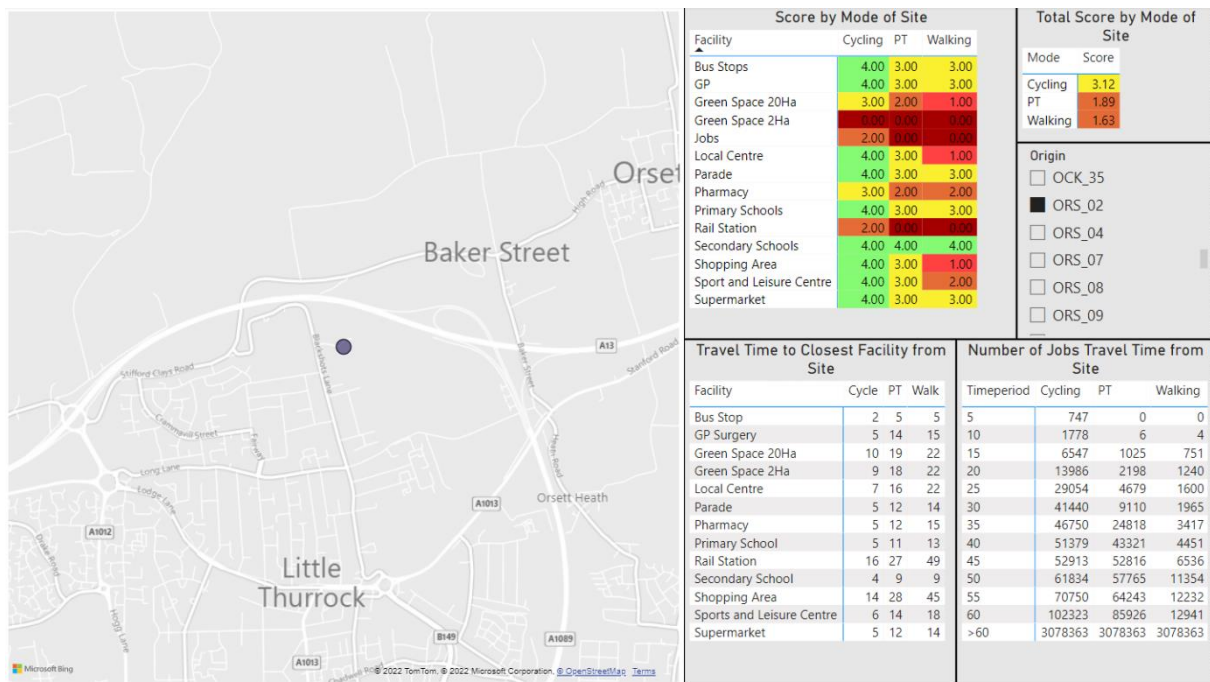


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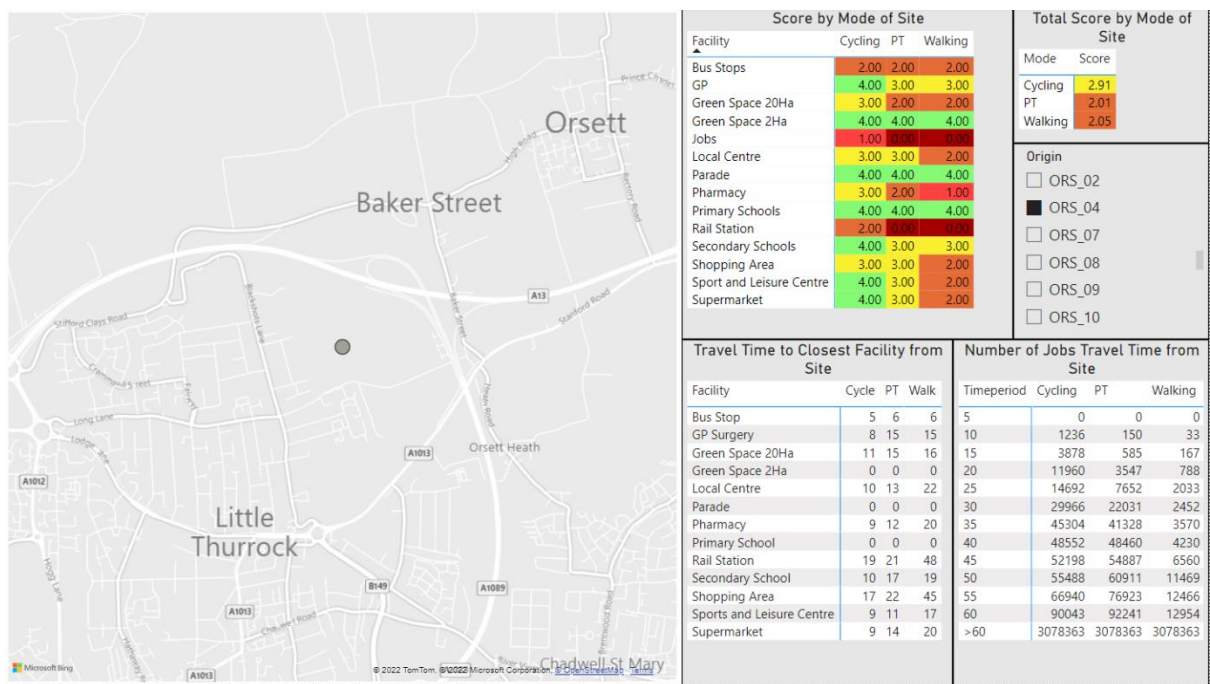


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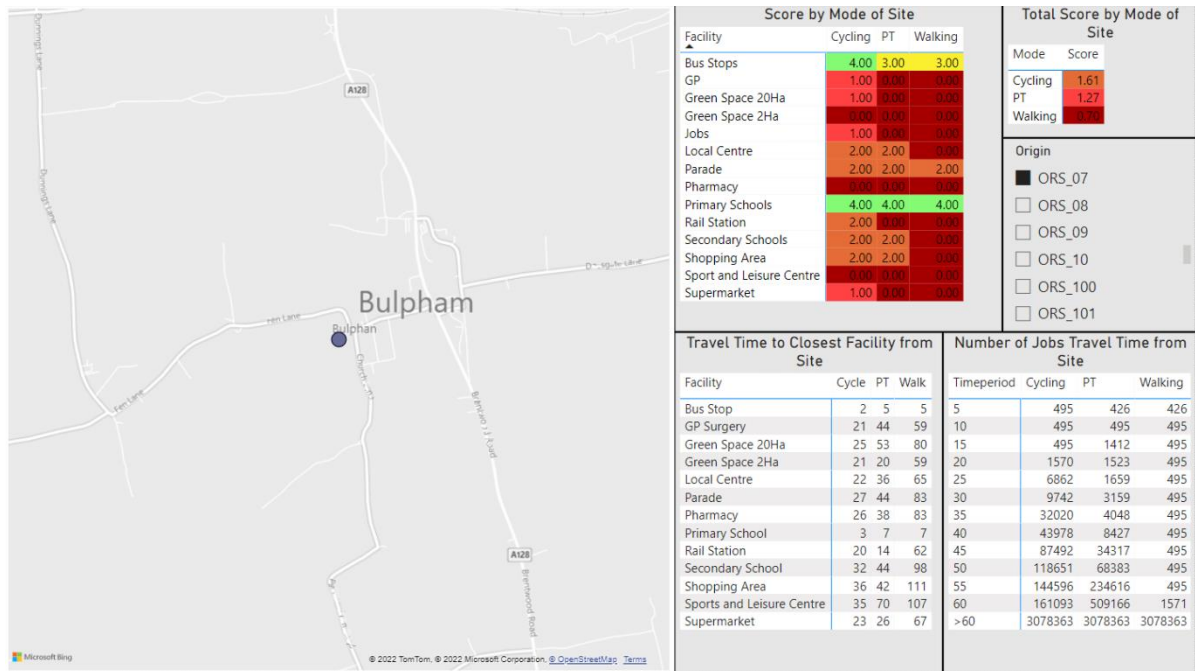
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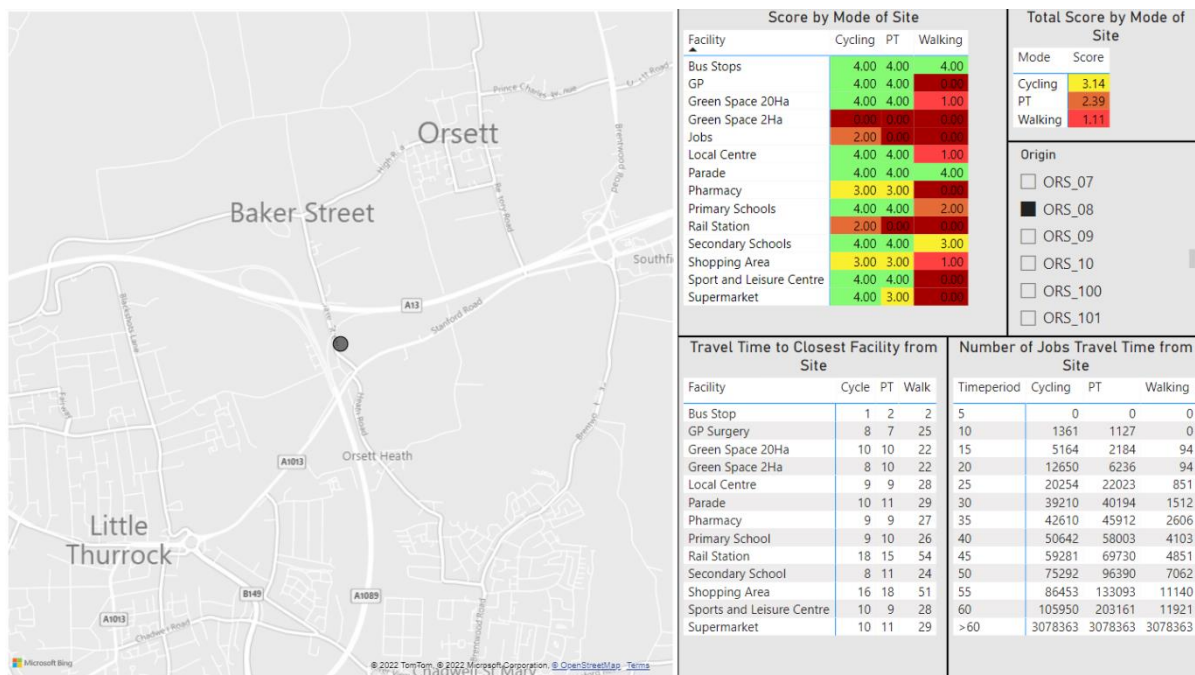
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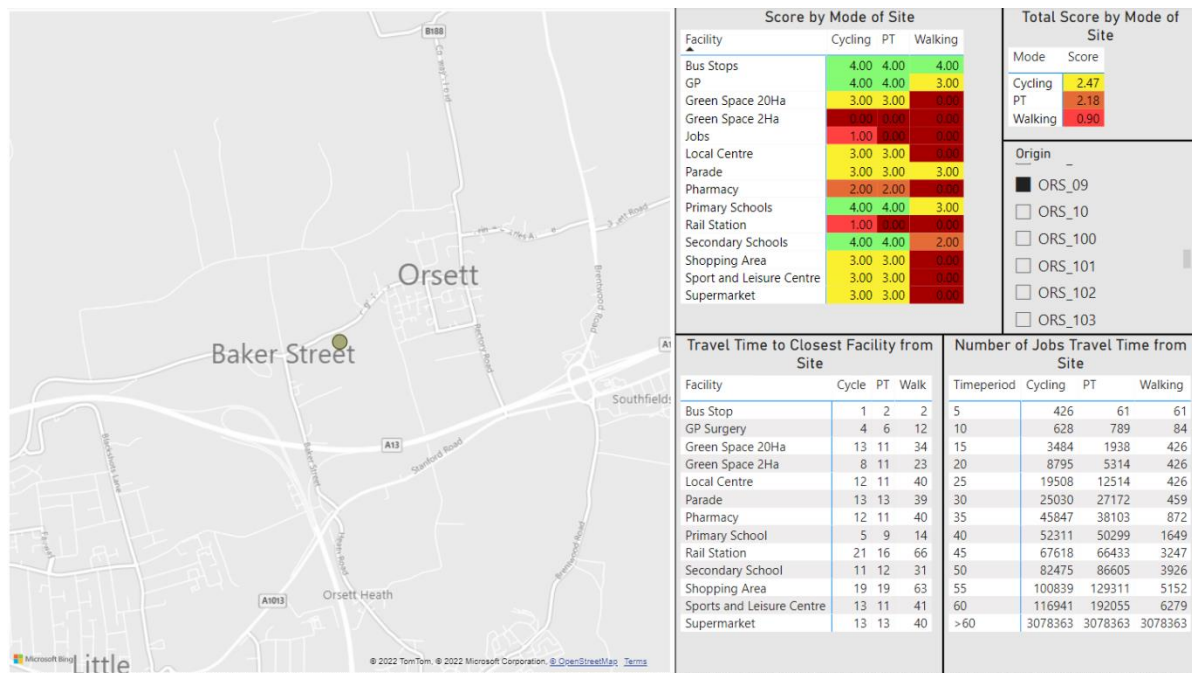
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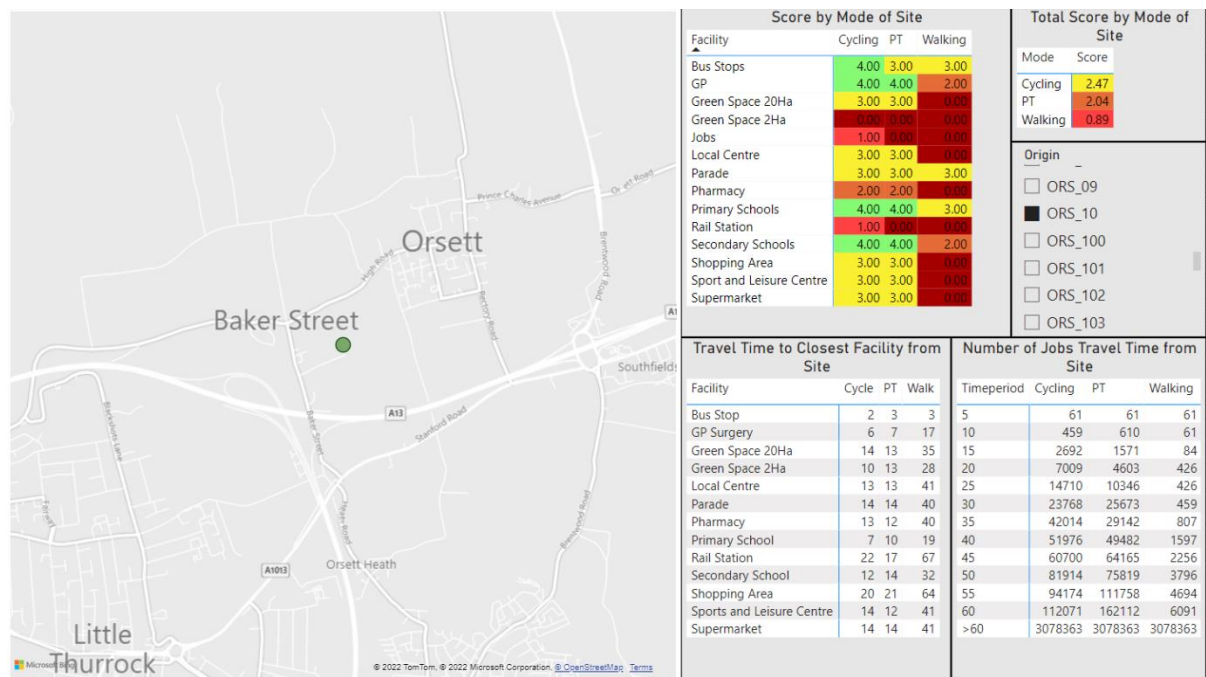
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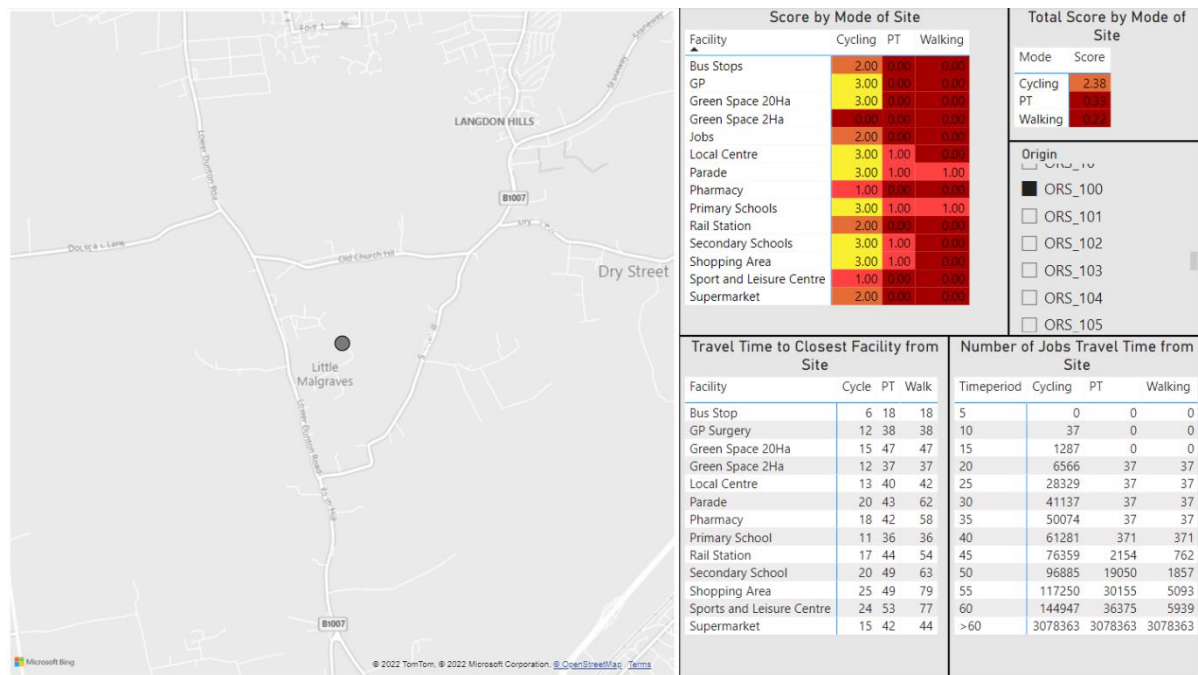
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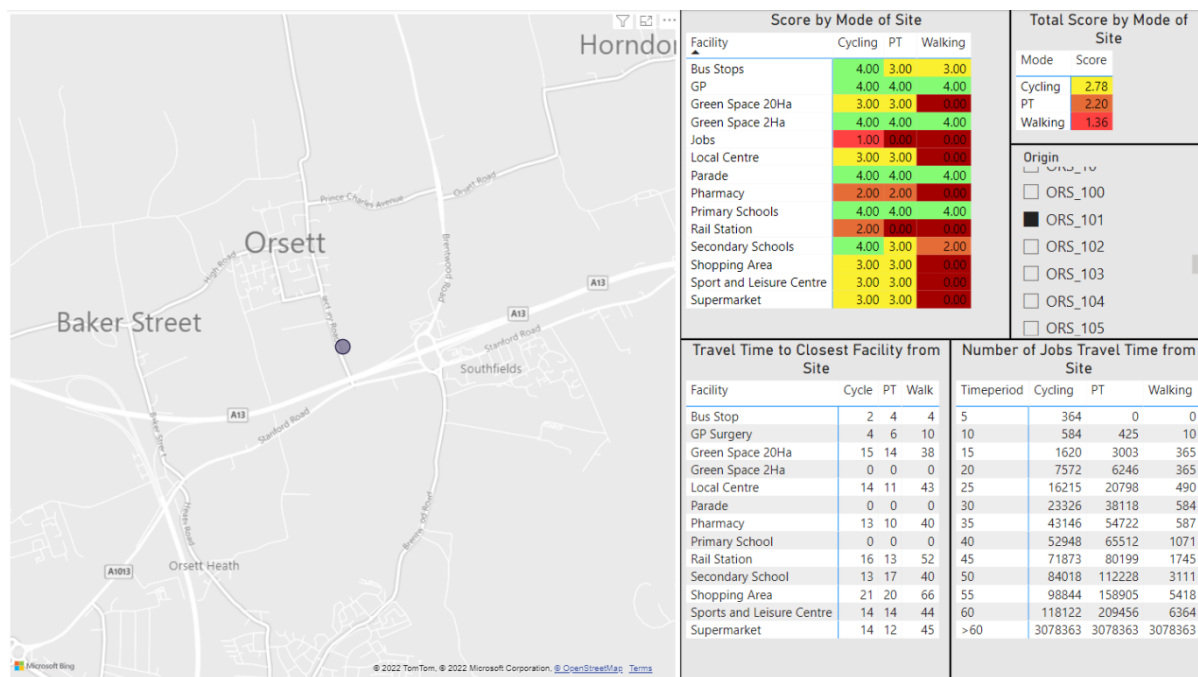
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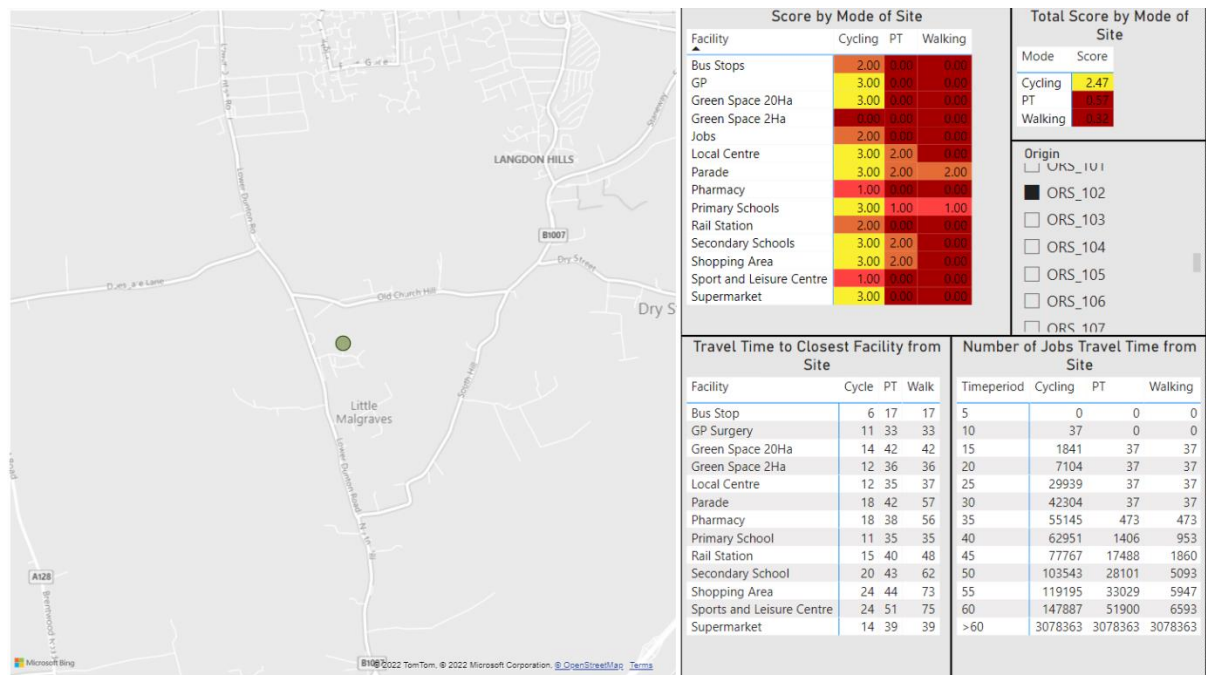
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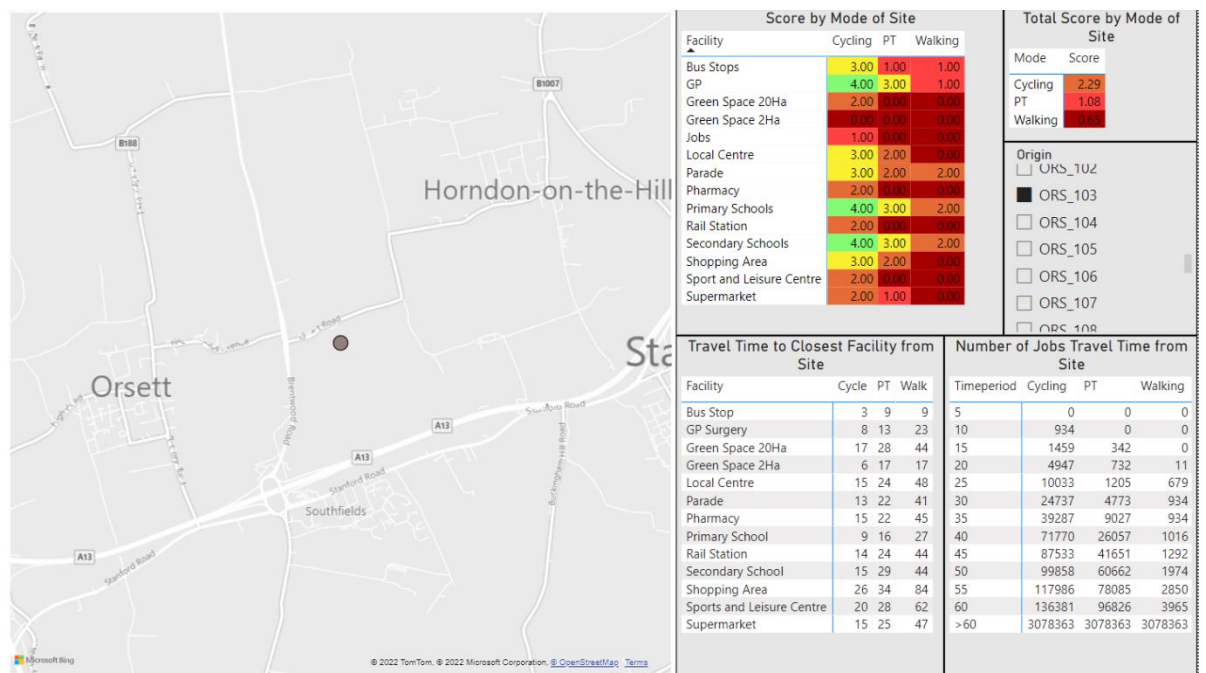
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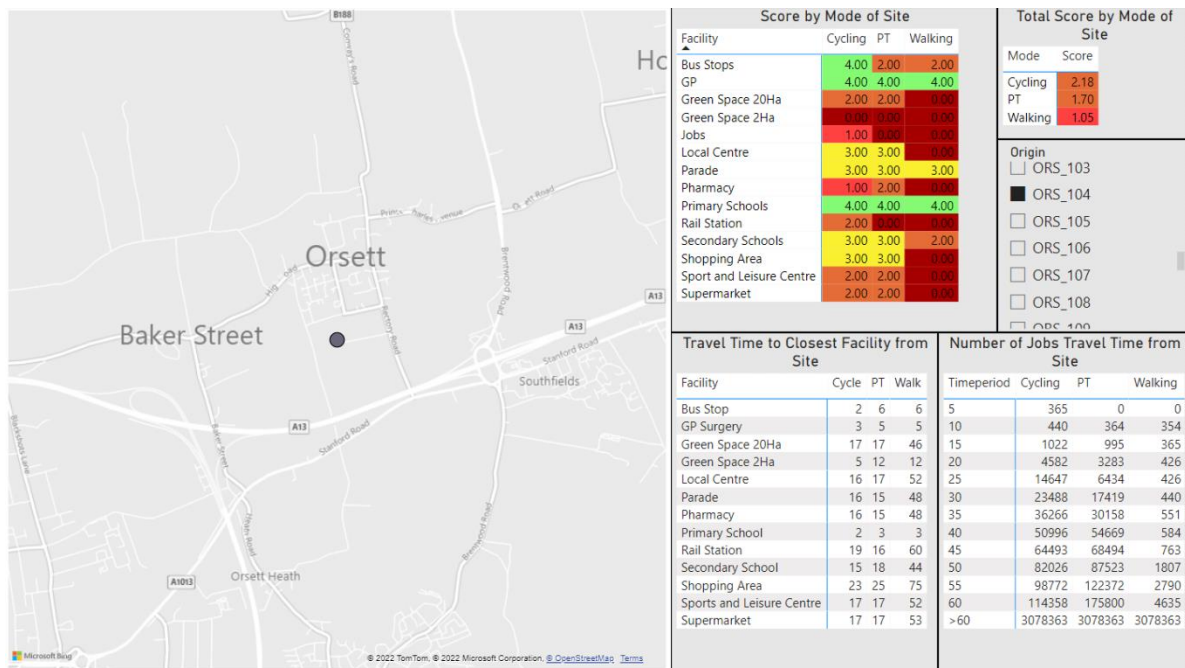
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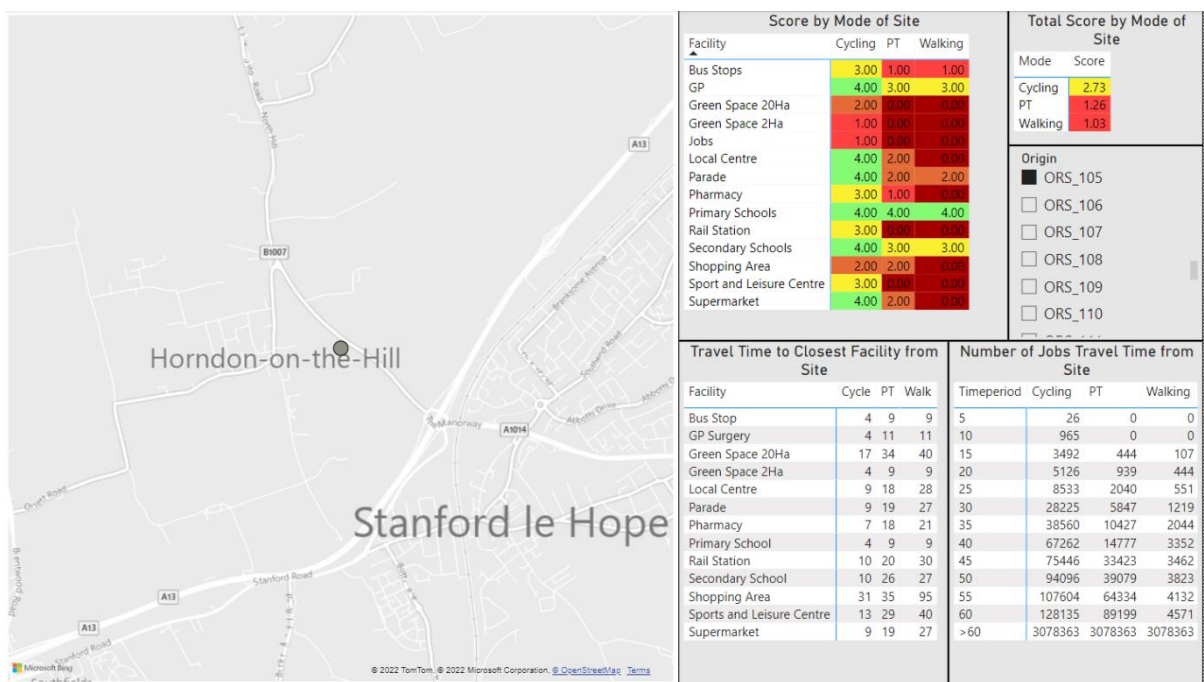
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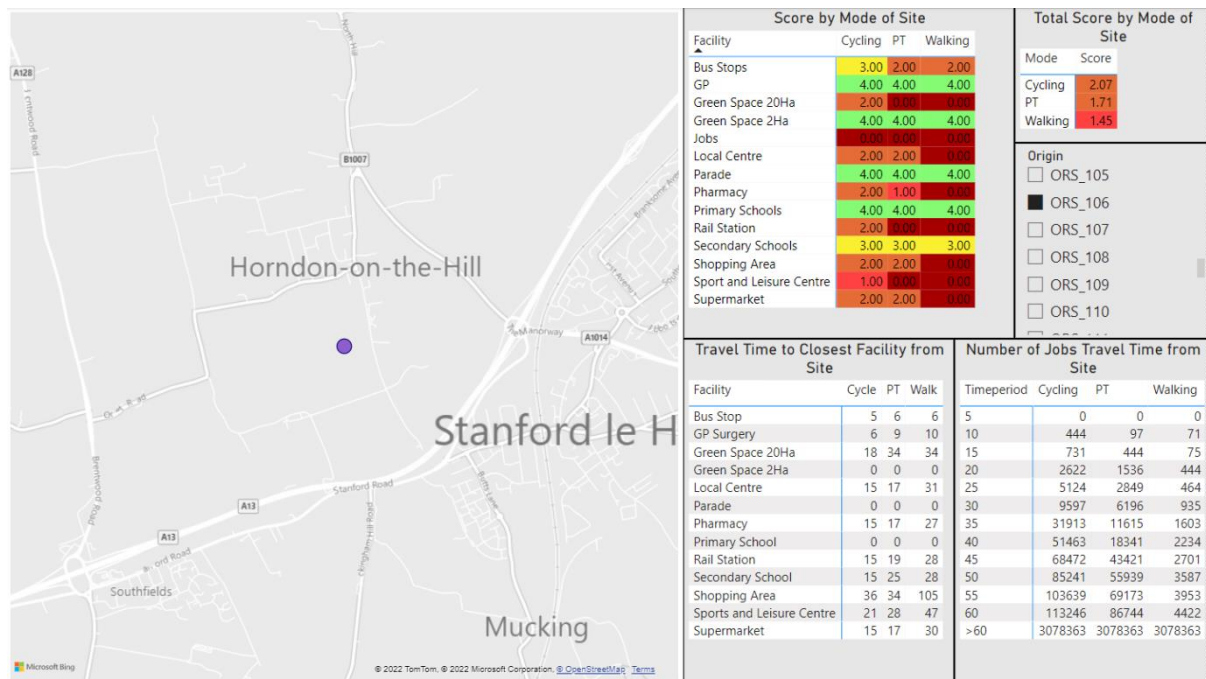
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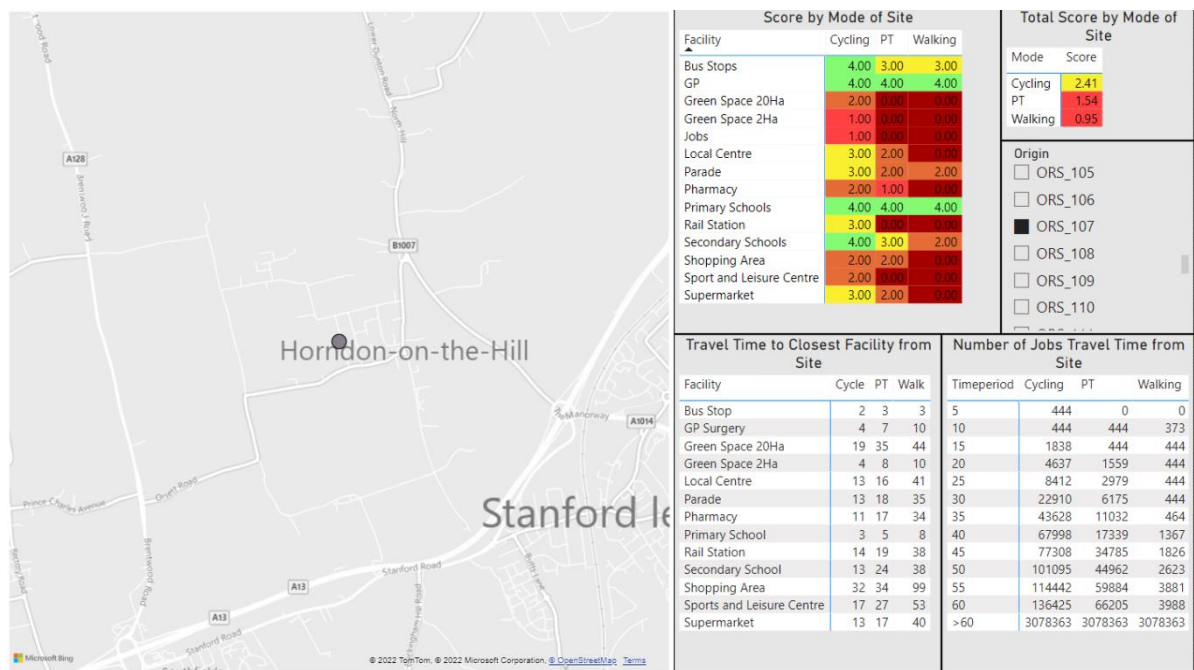
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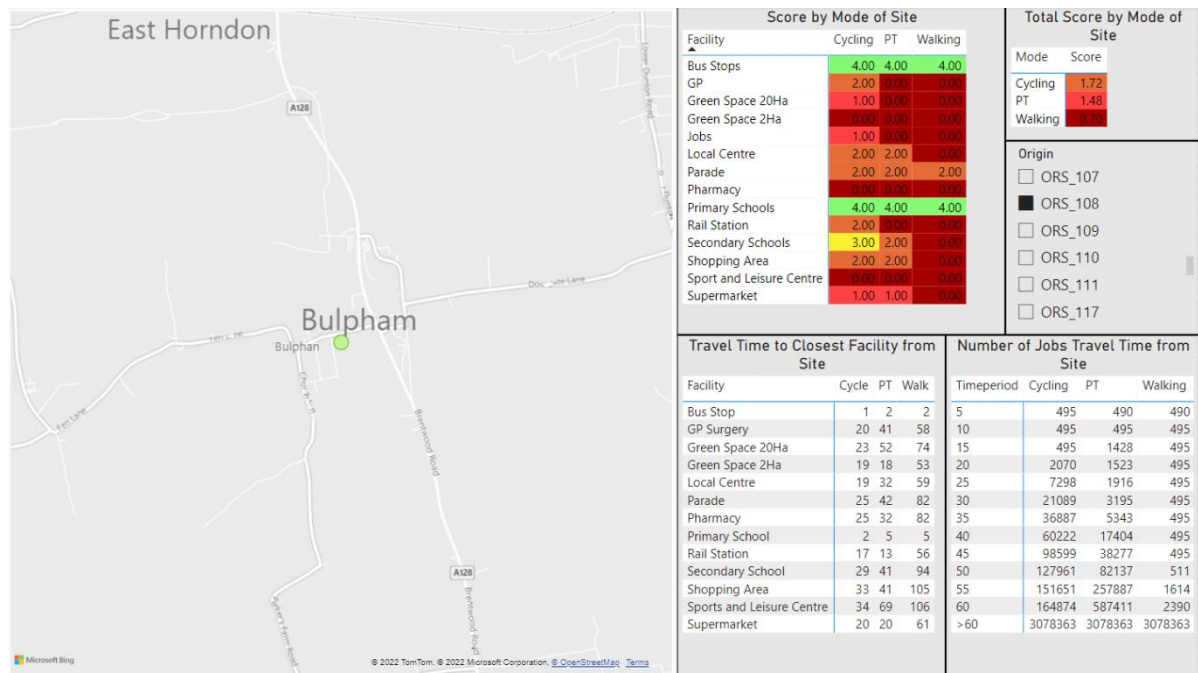


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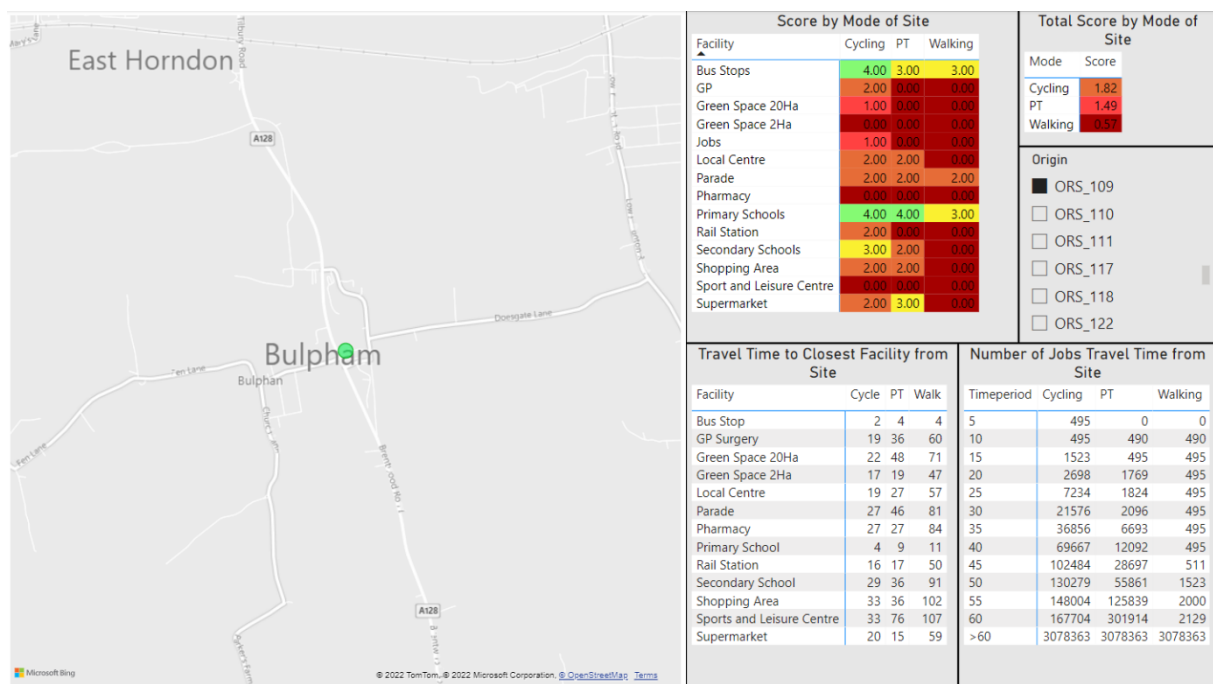


OSR_108

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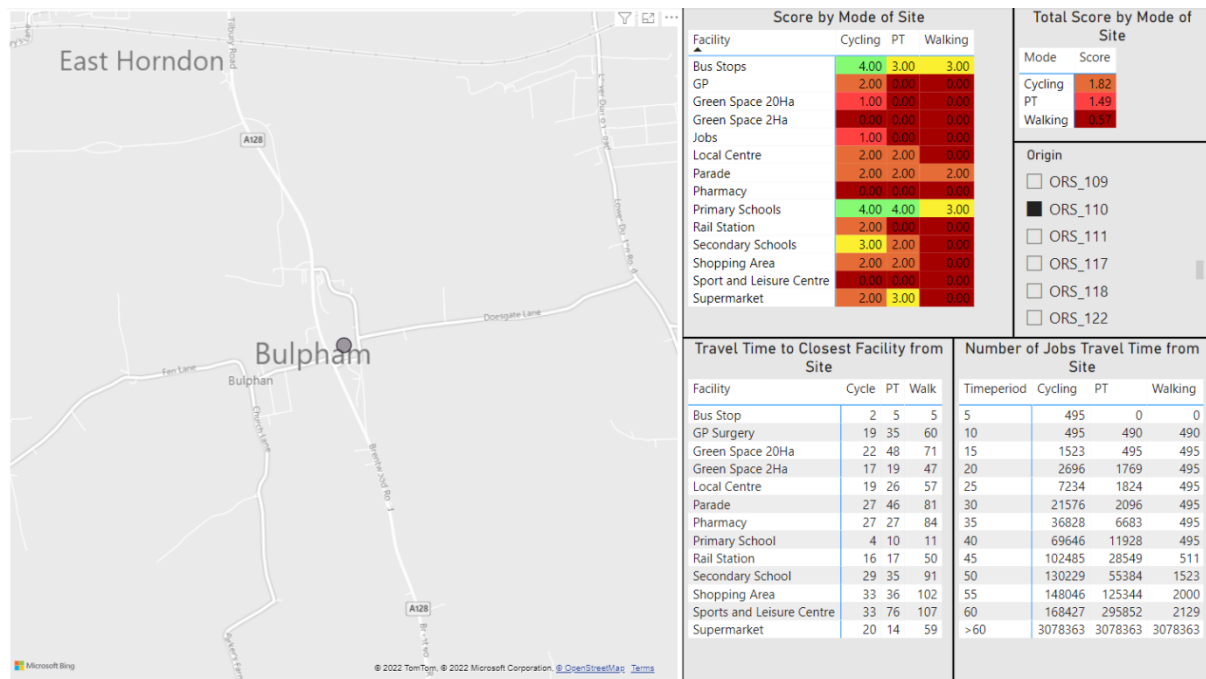
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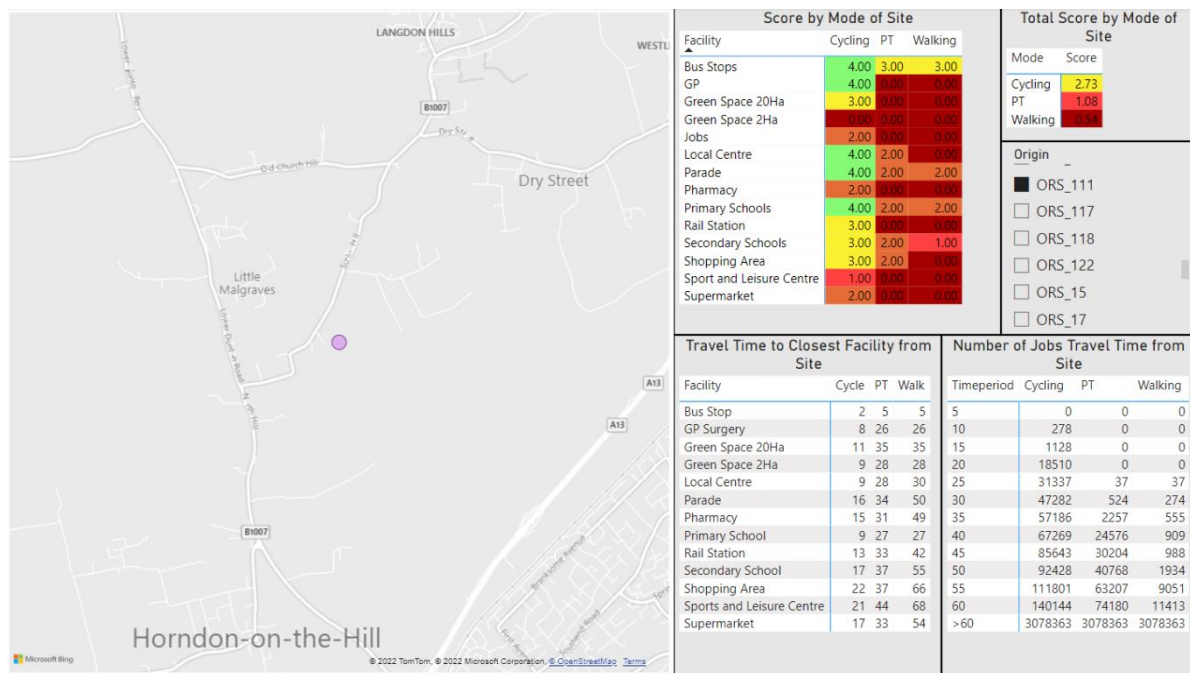
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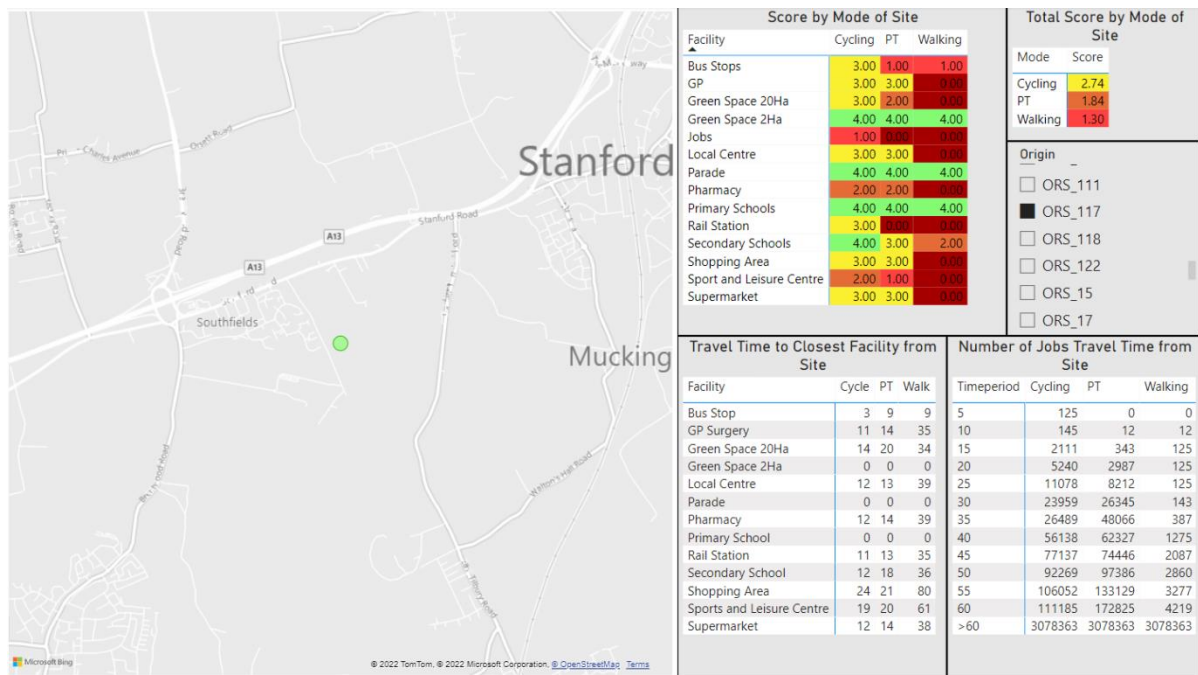
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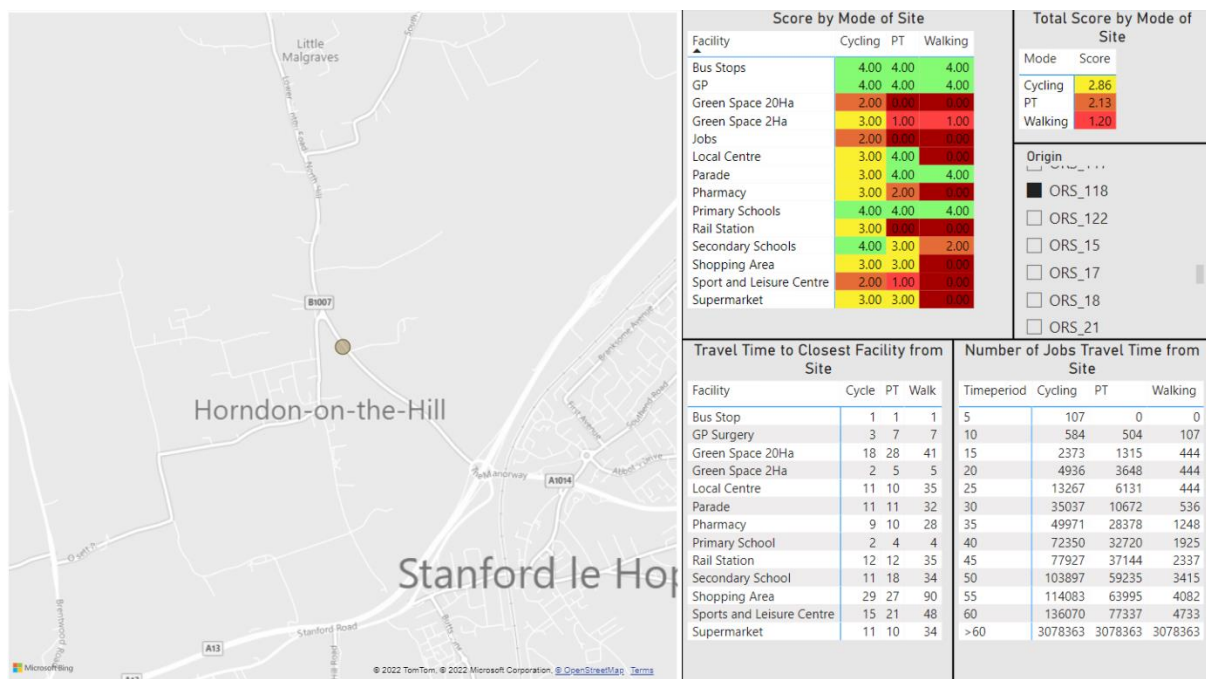
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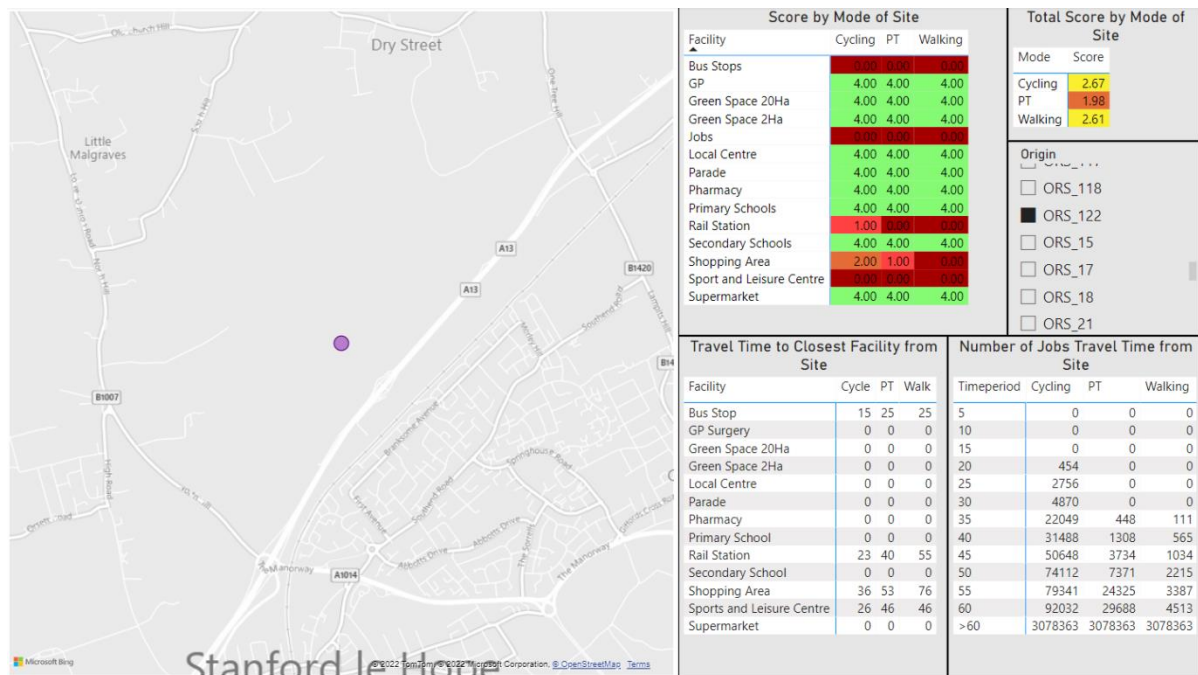


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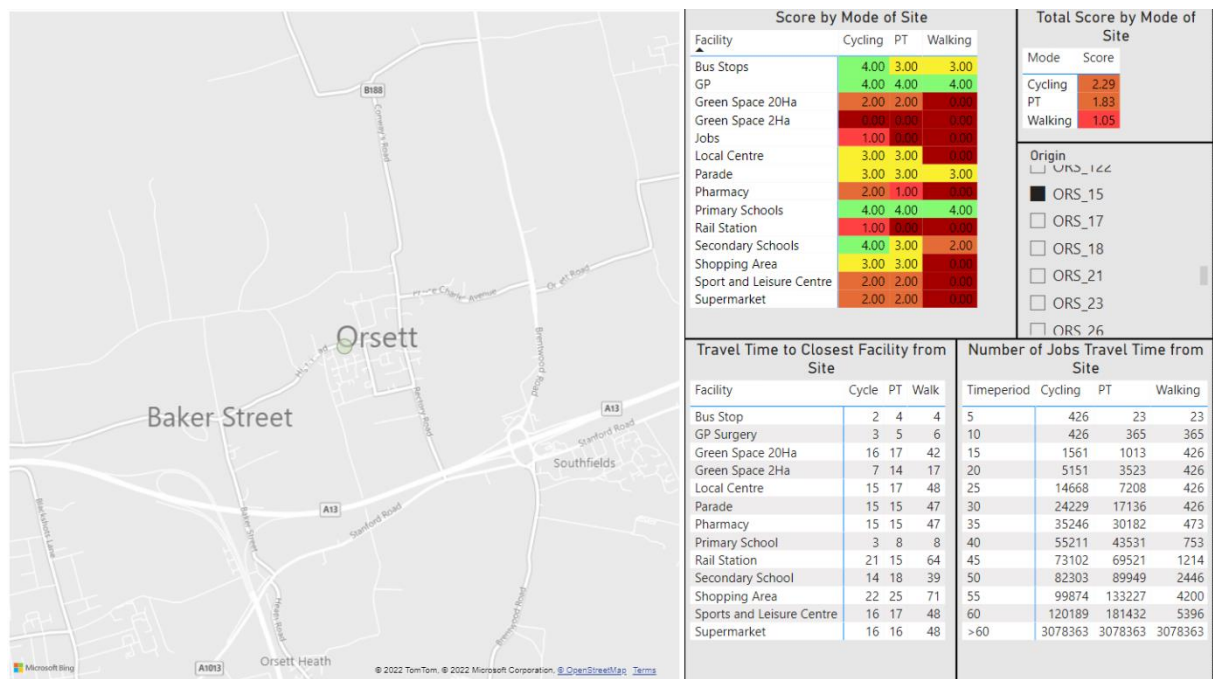


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ORS_122



ORS_15



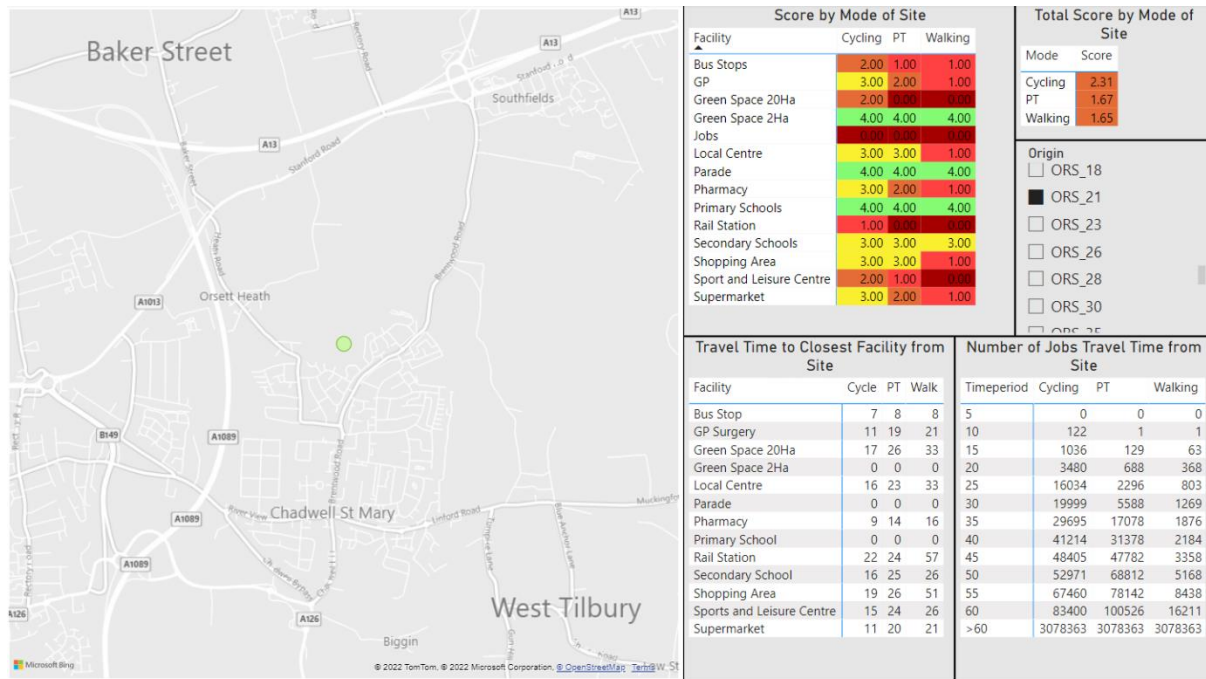
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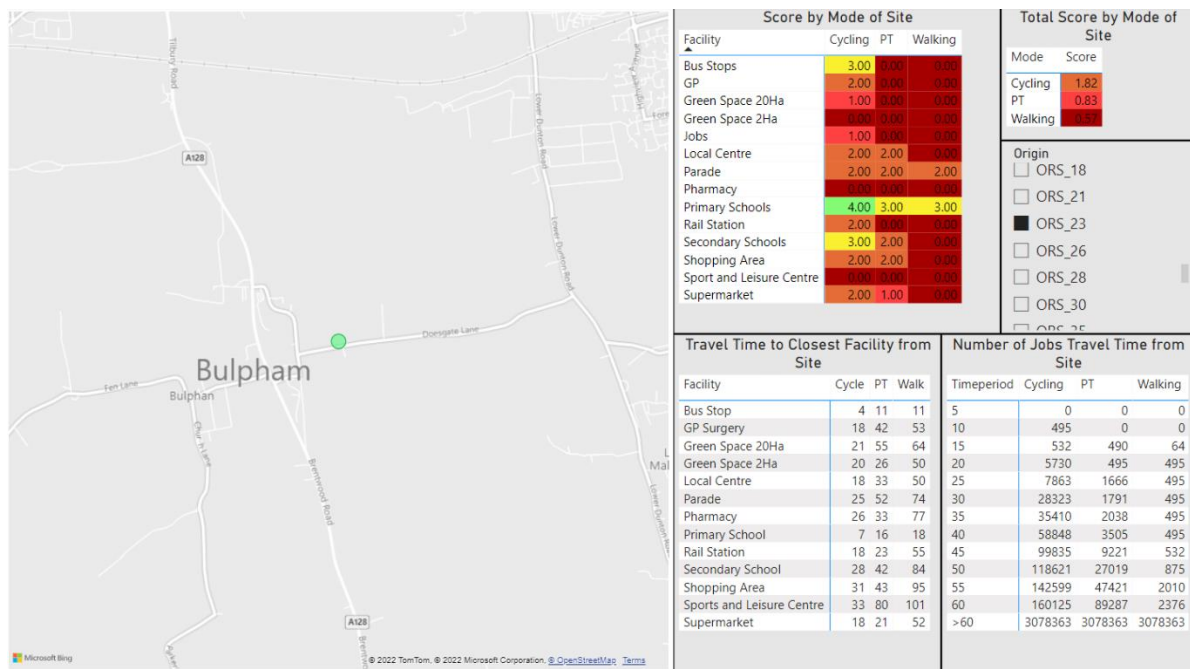
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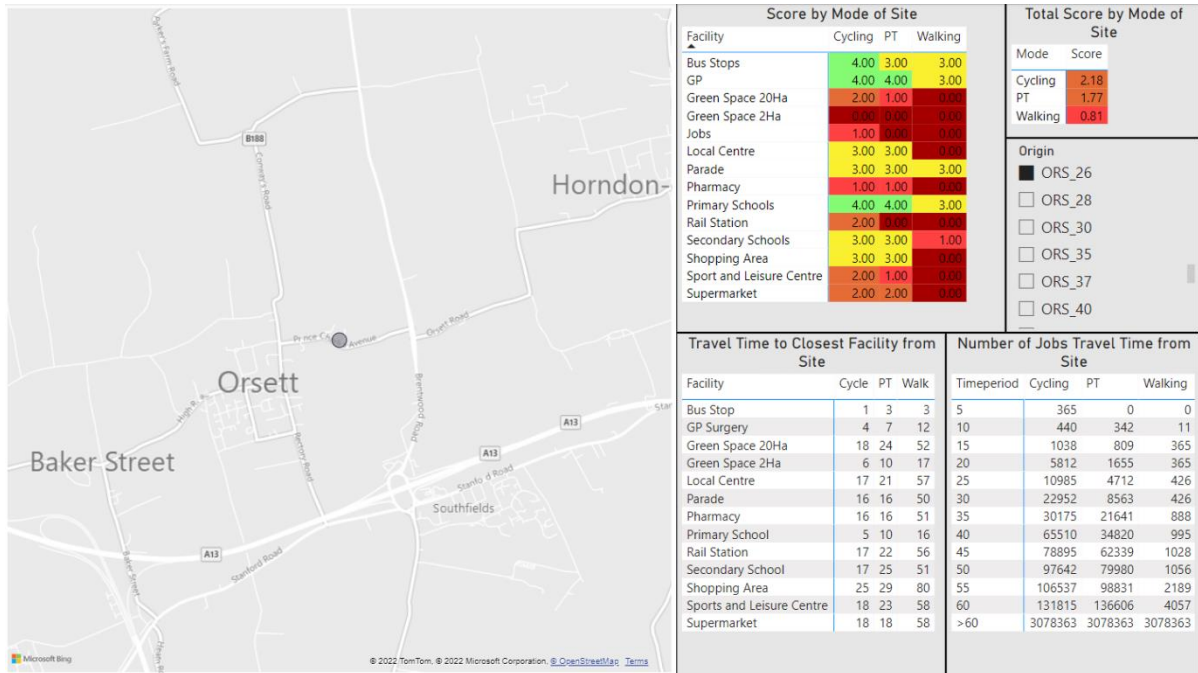
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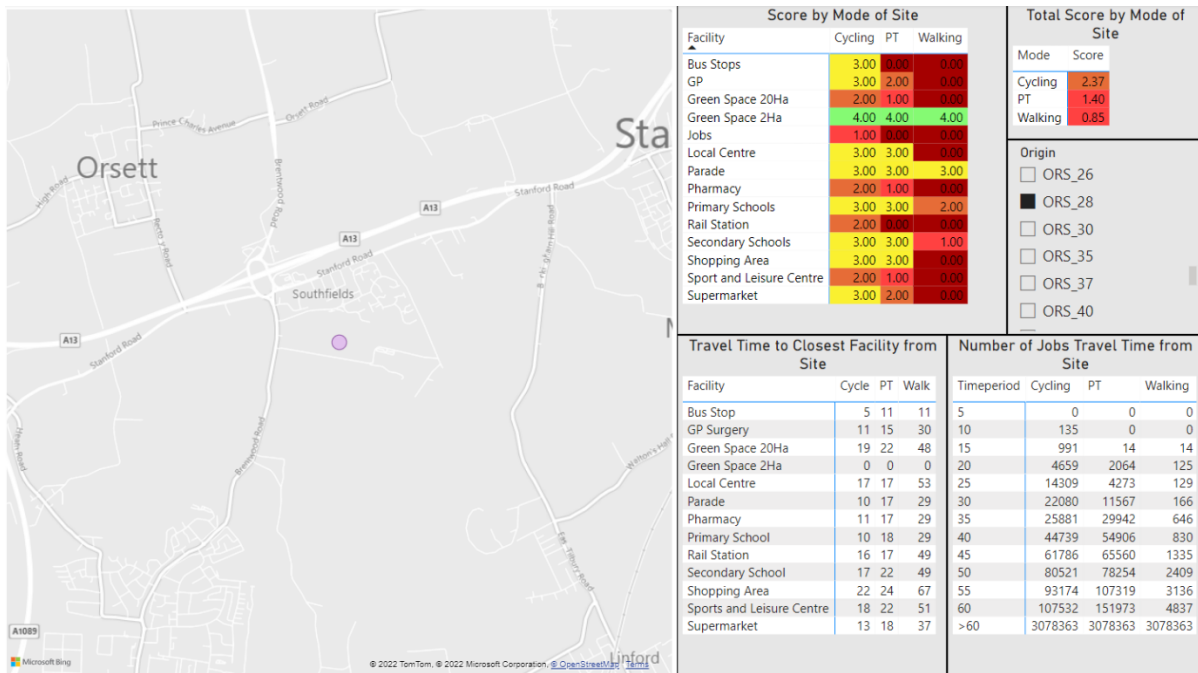
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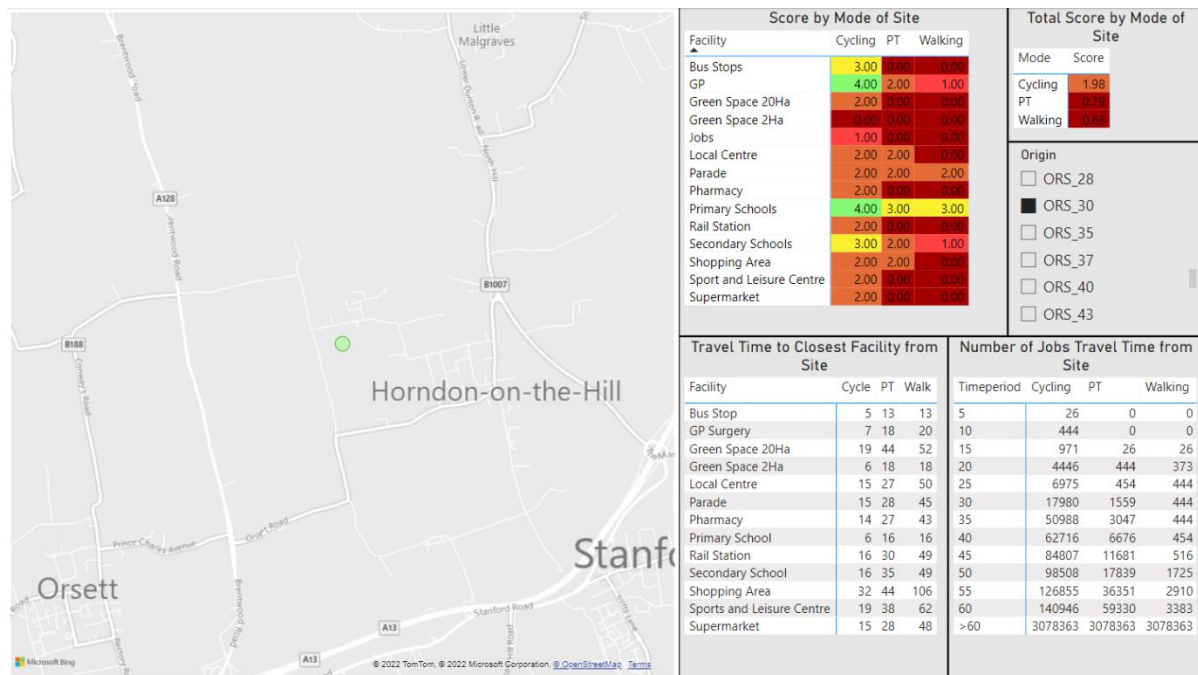
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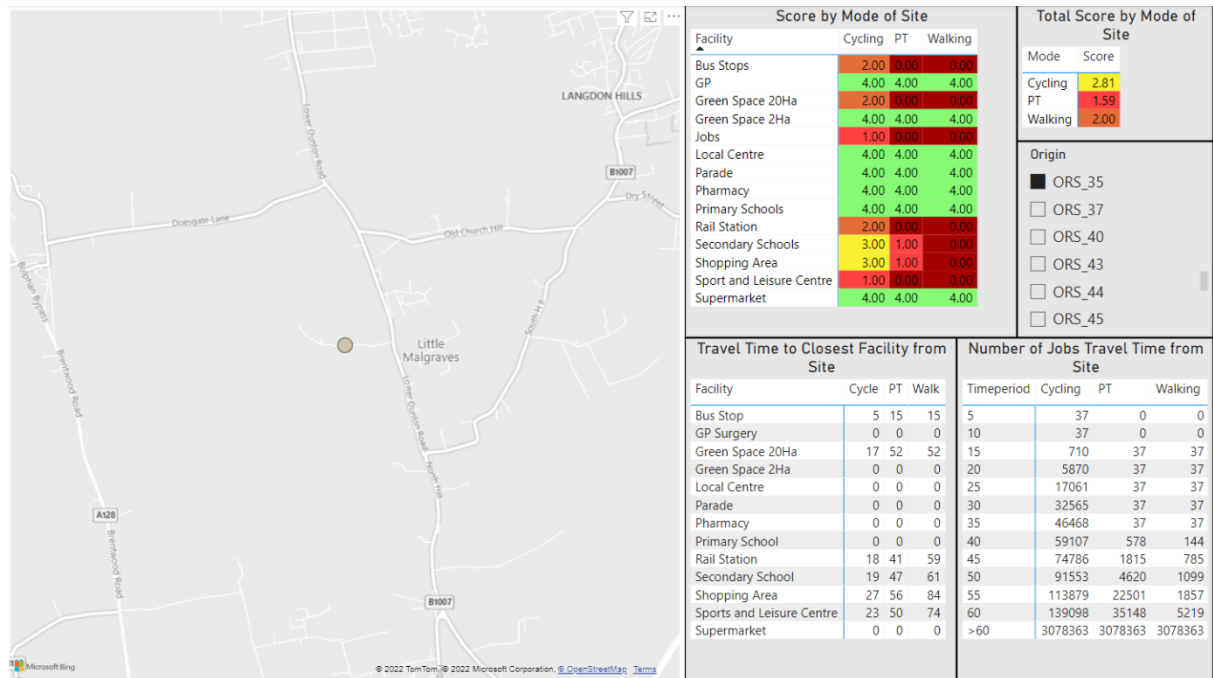
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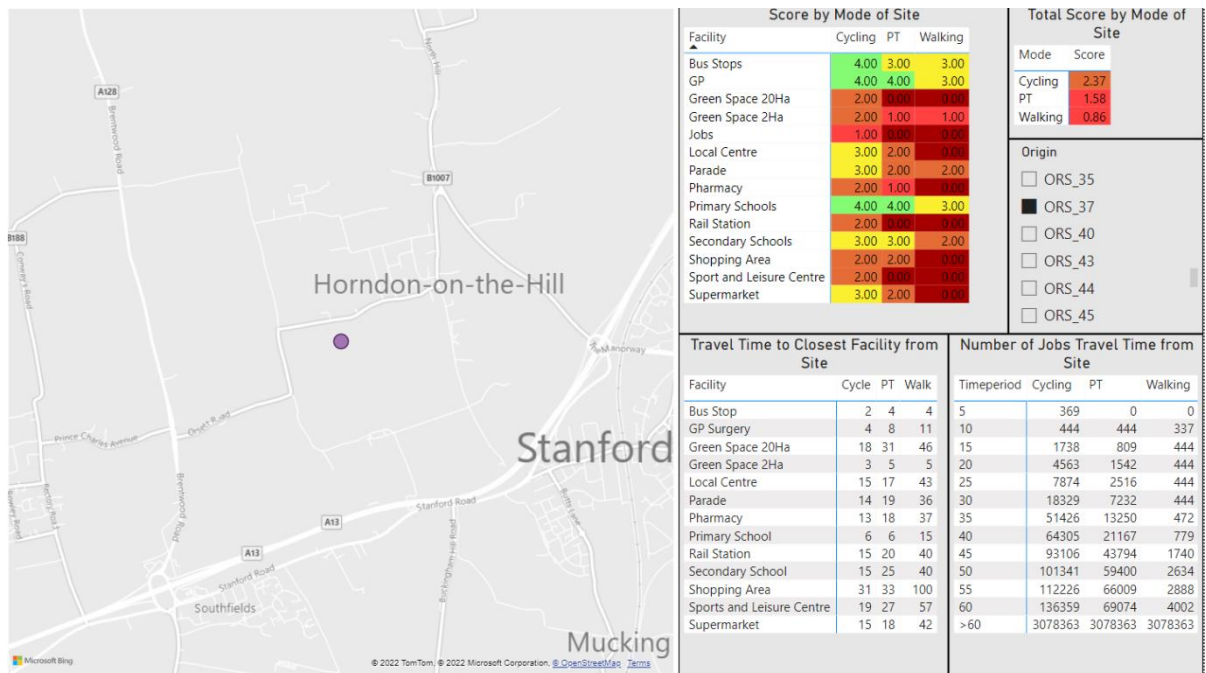
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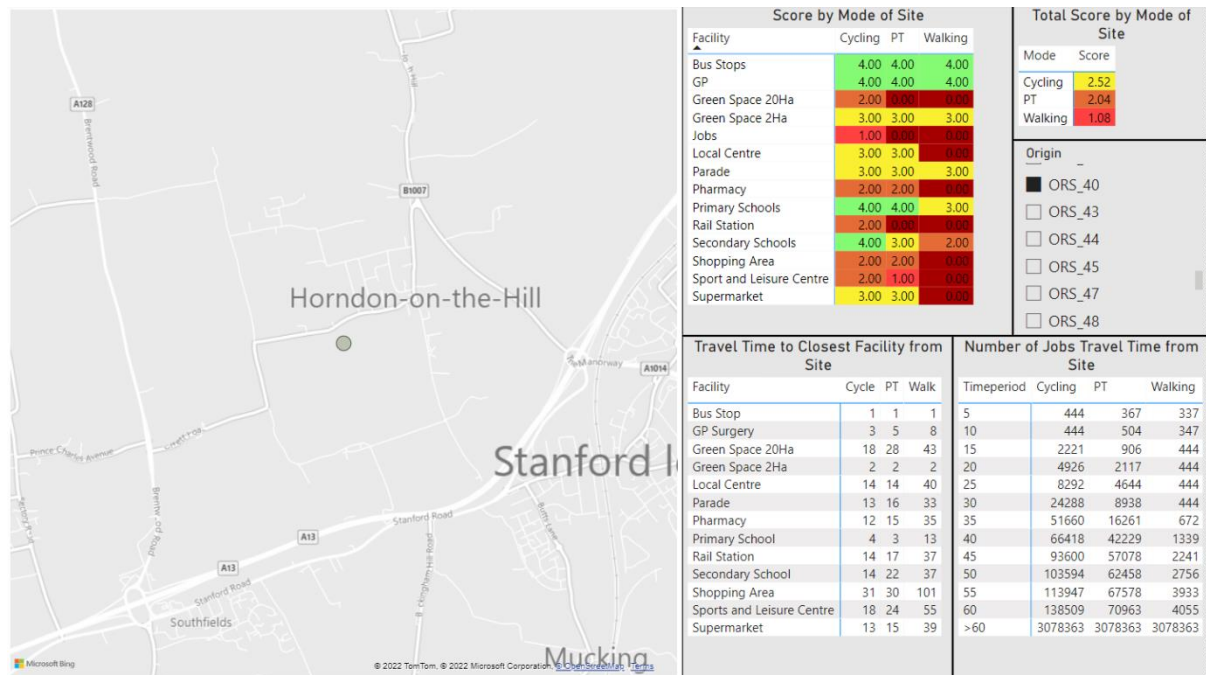
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ORS_37



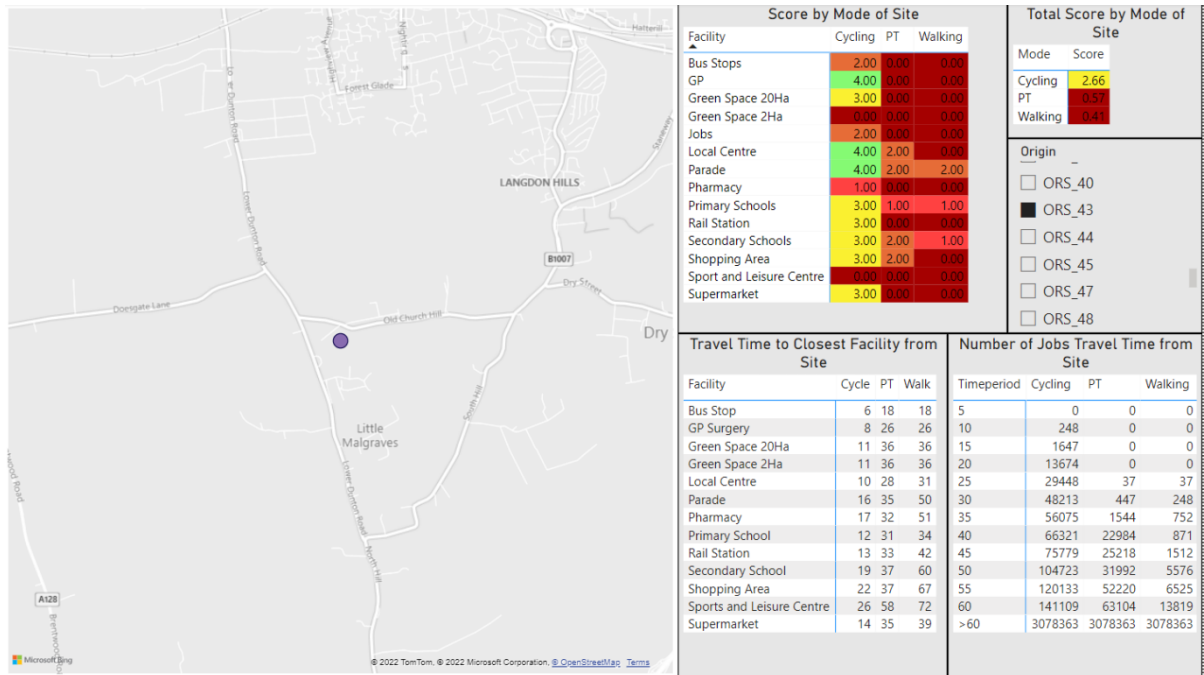
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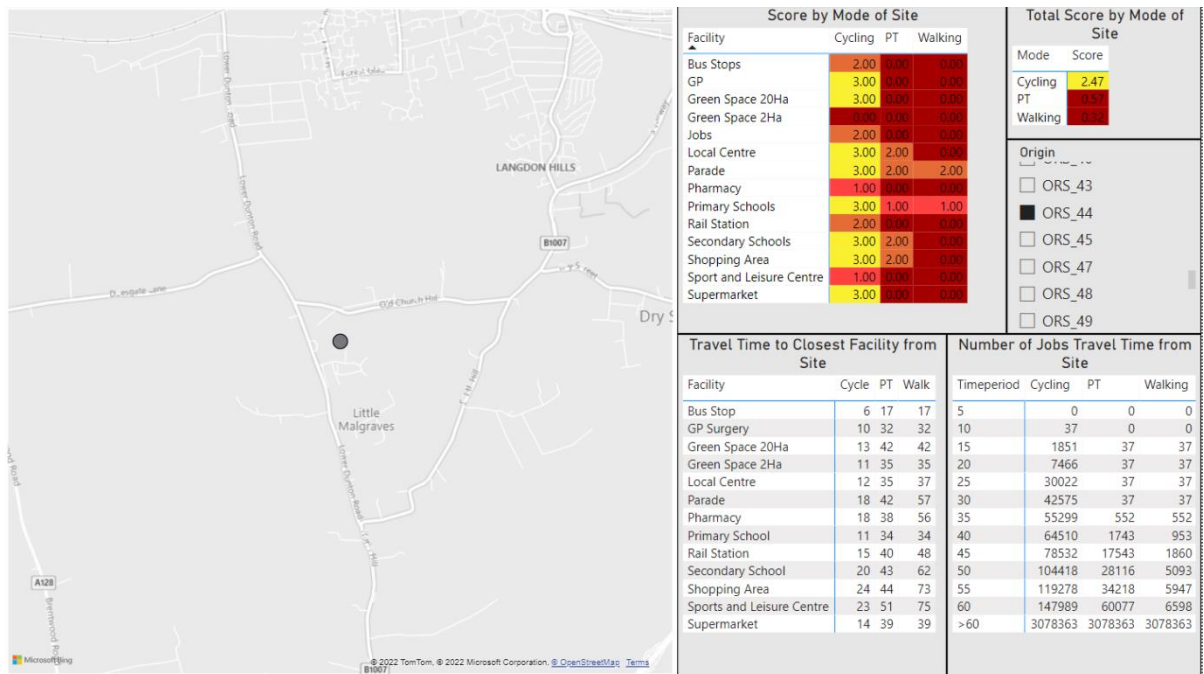
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ORS_43



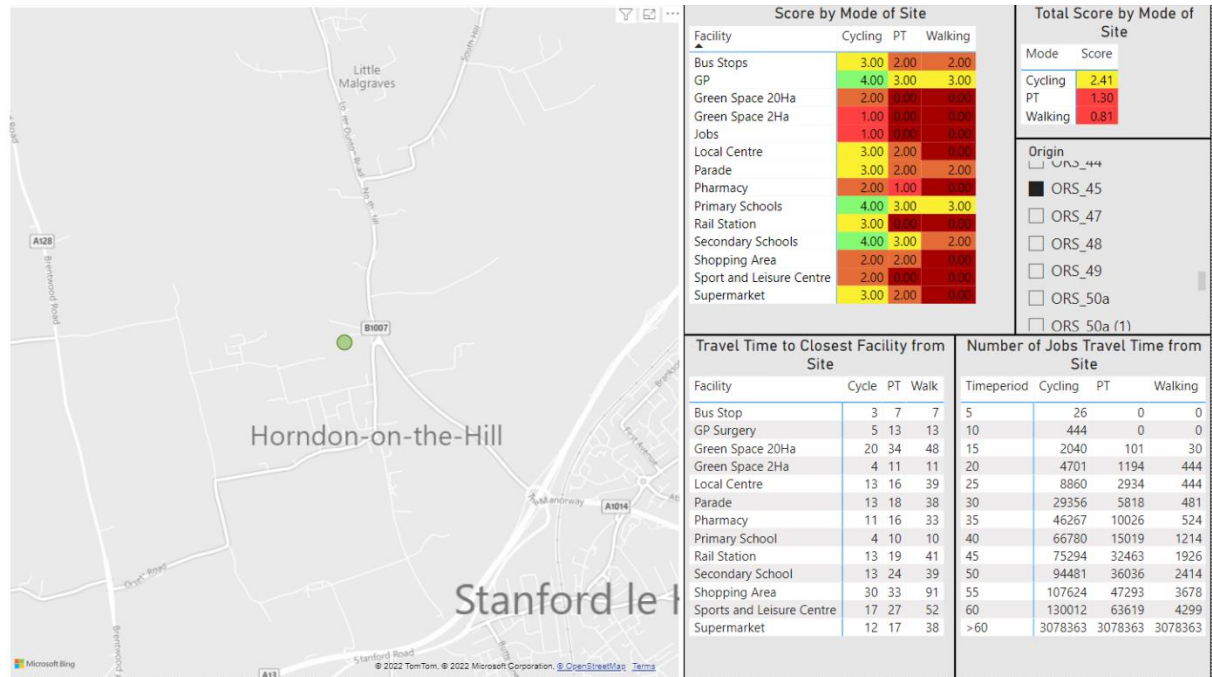
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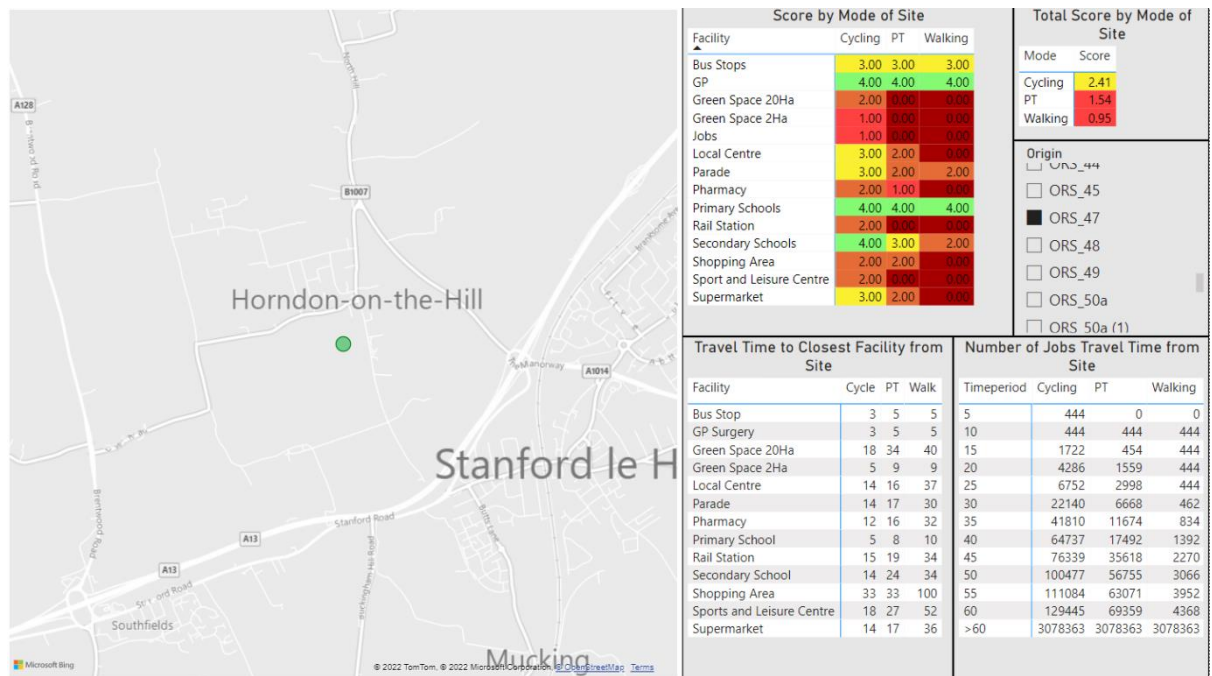
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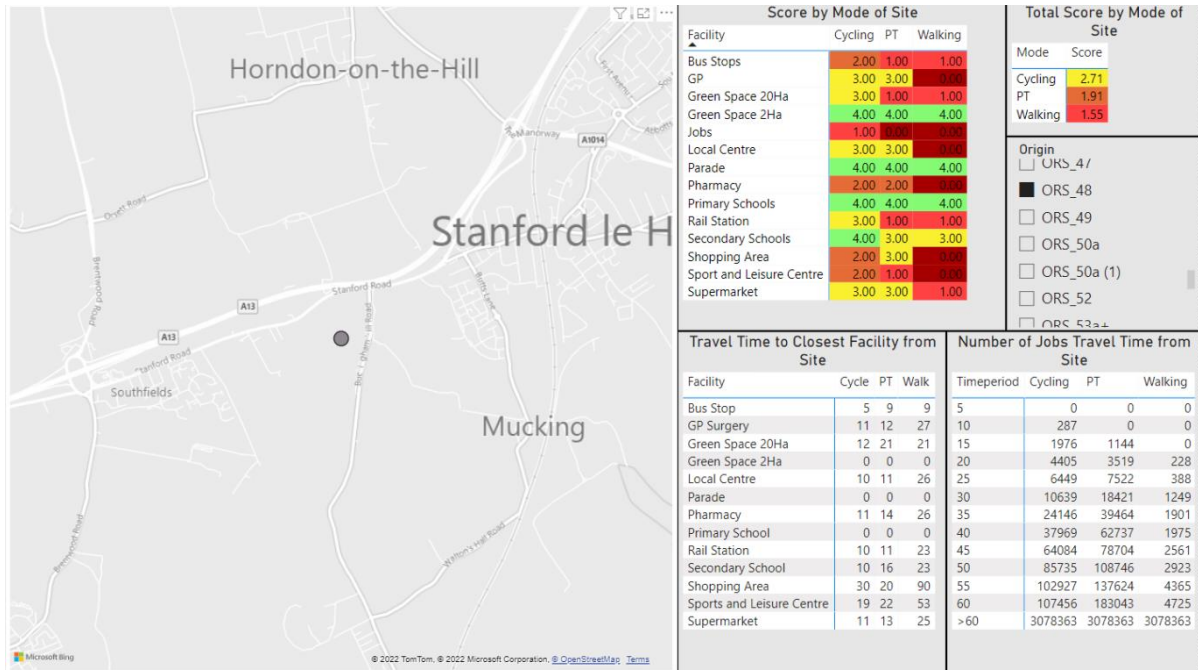
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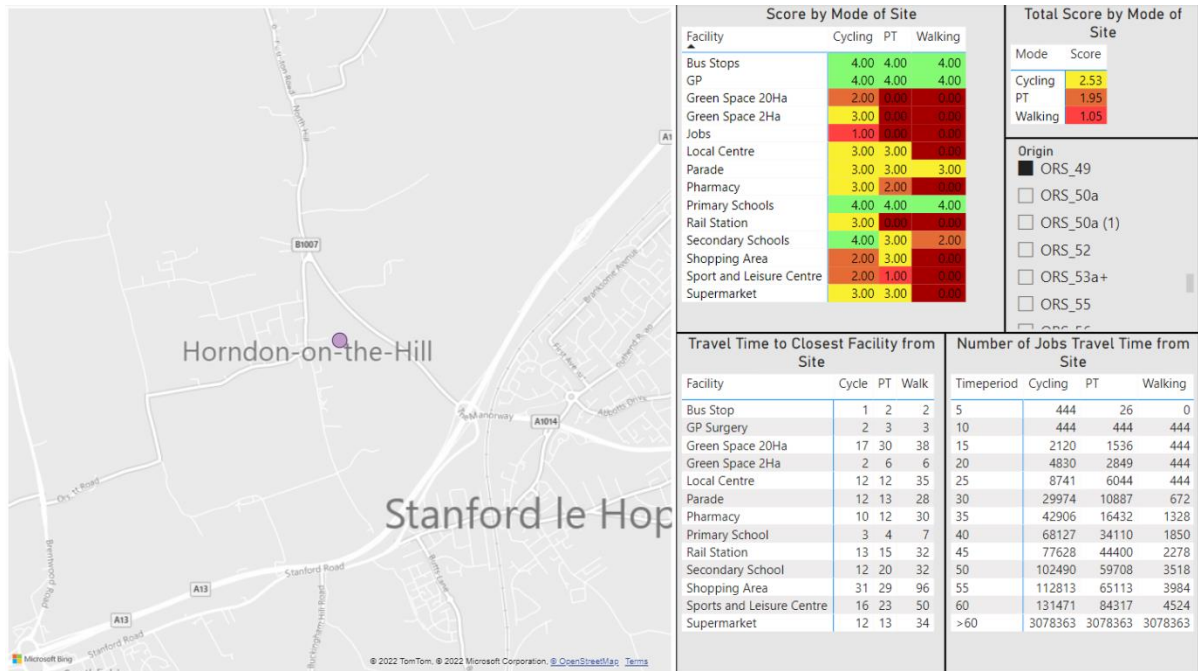
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ORS_48



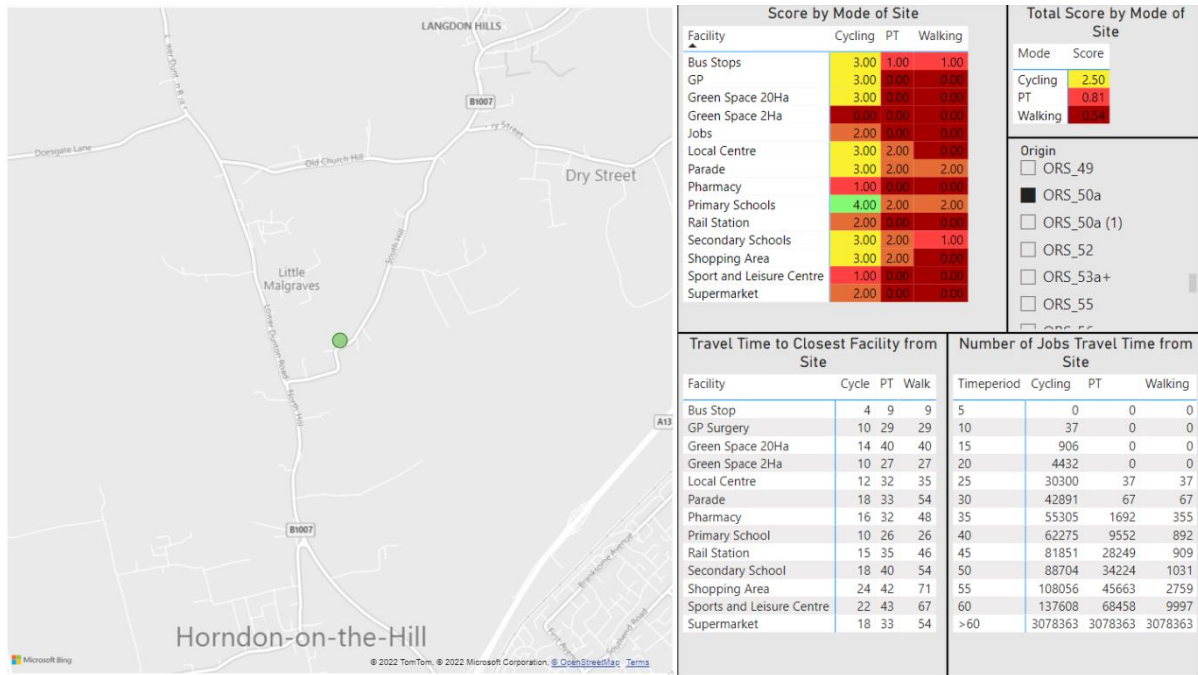
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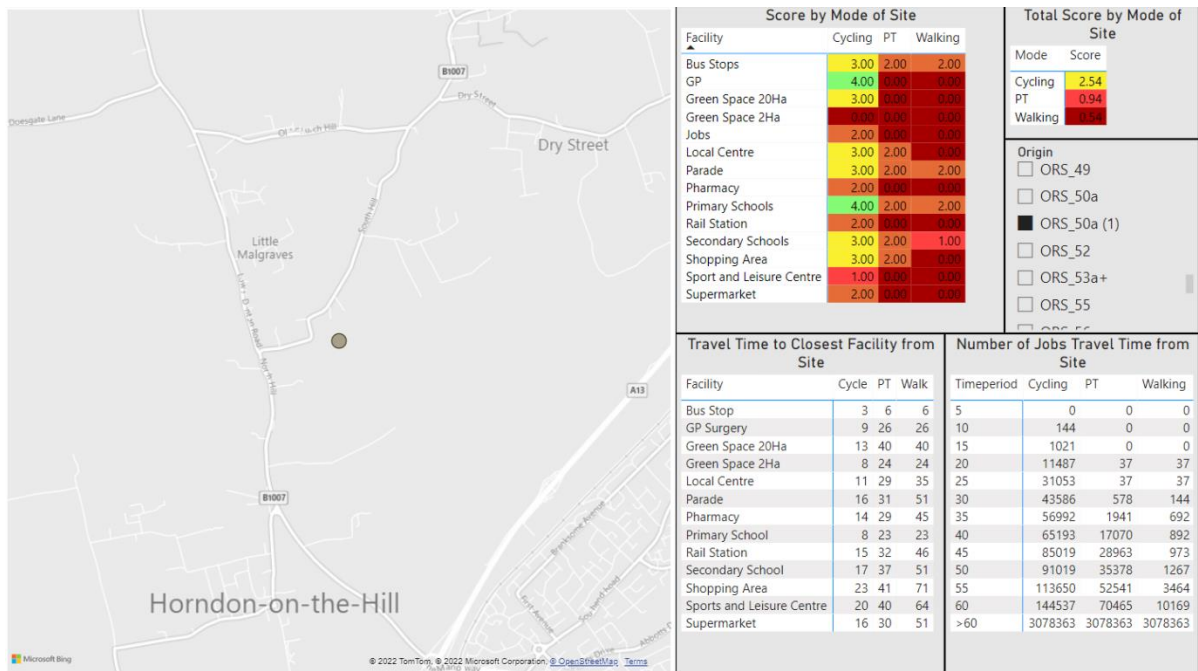
Site Connectivity Assessment

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OSR_50a



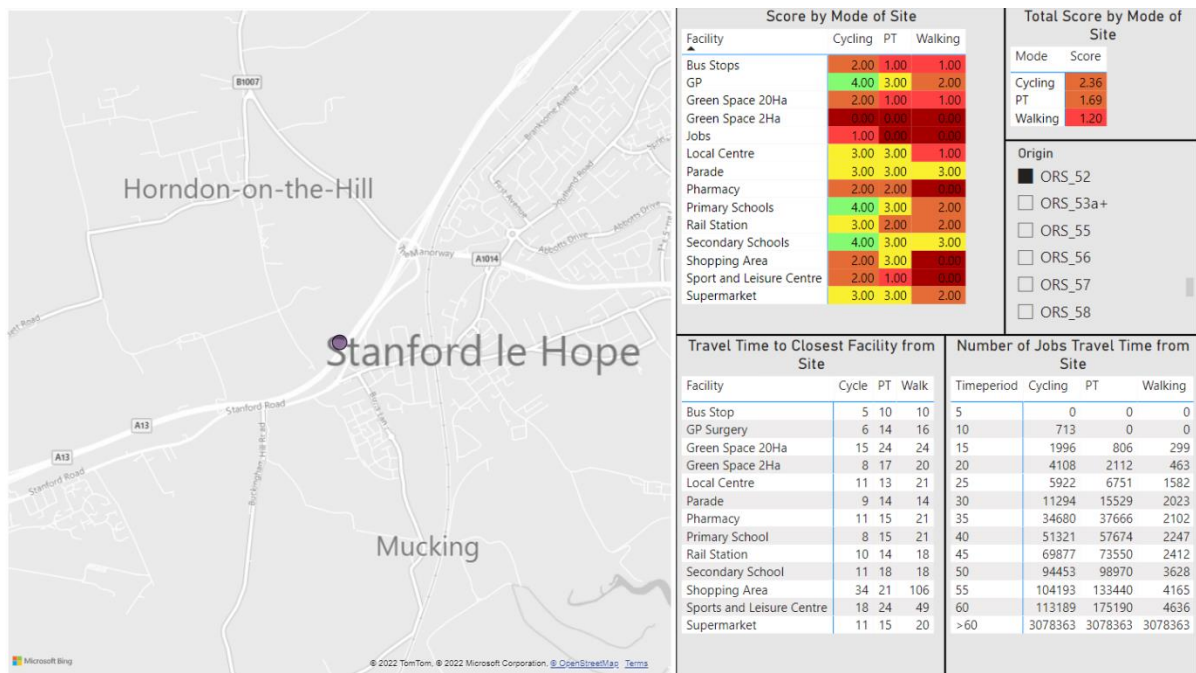
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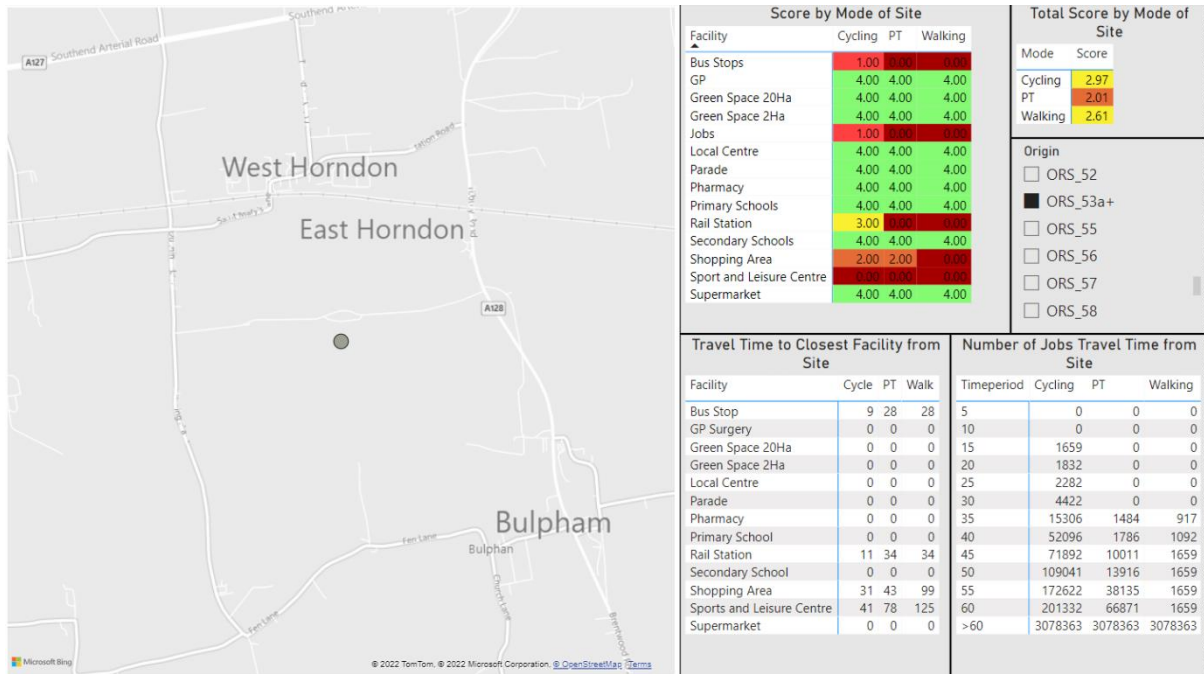
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ORS_52

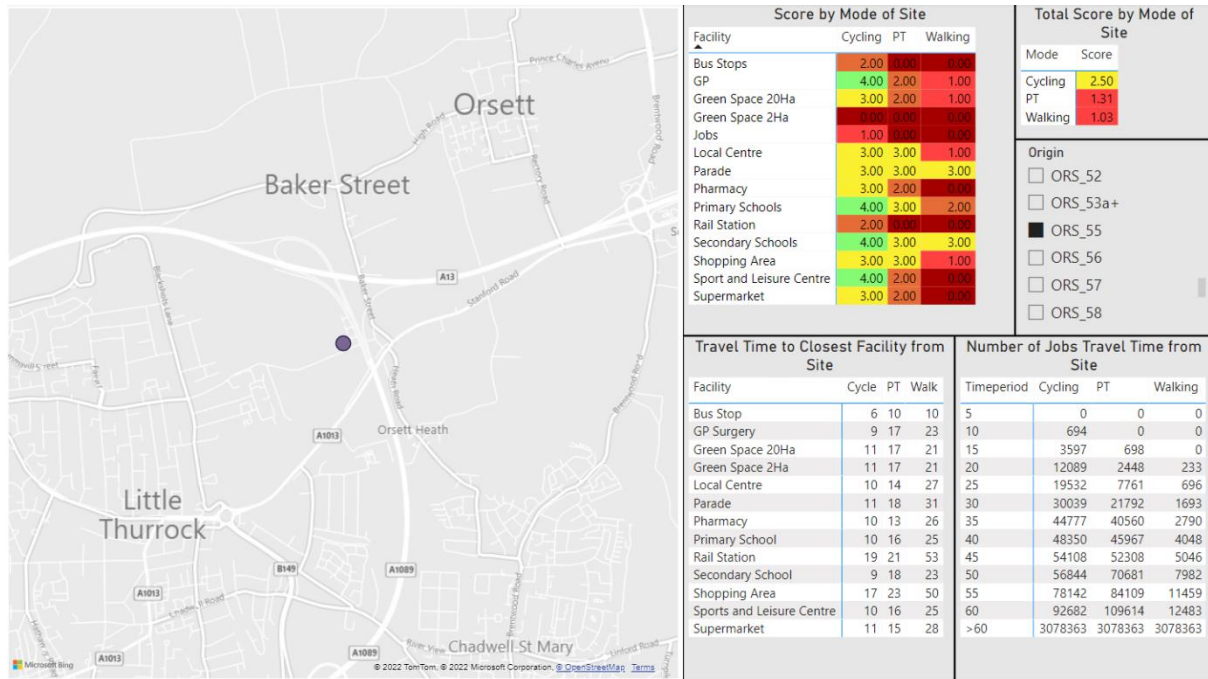


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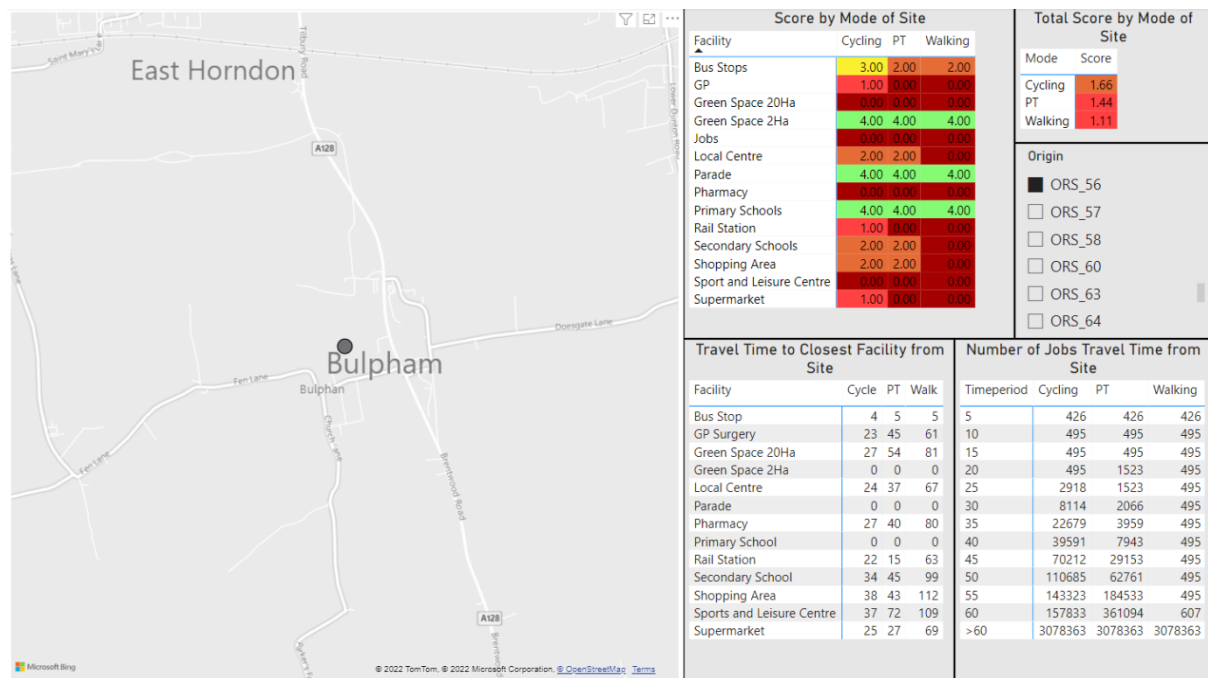


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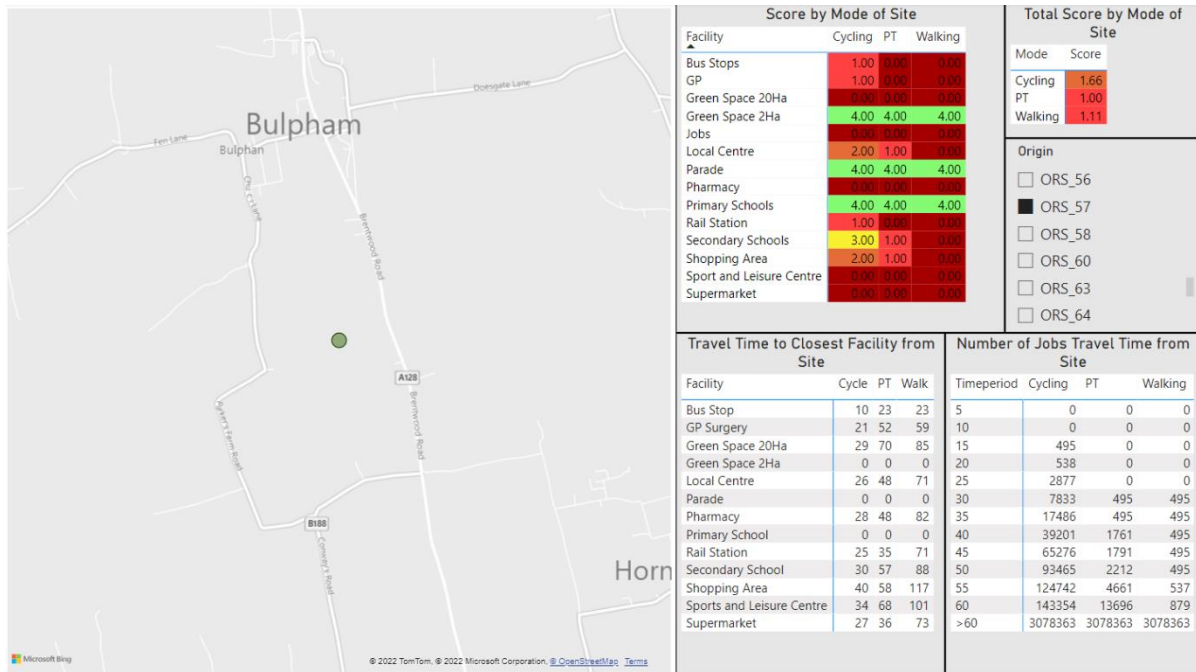


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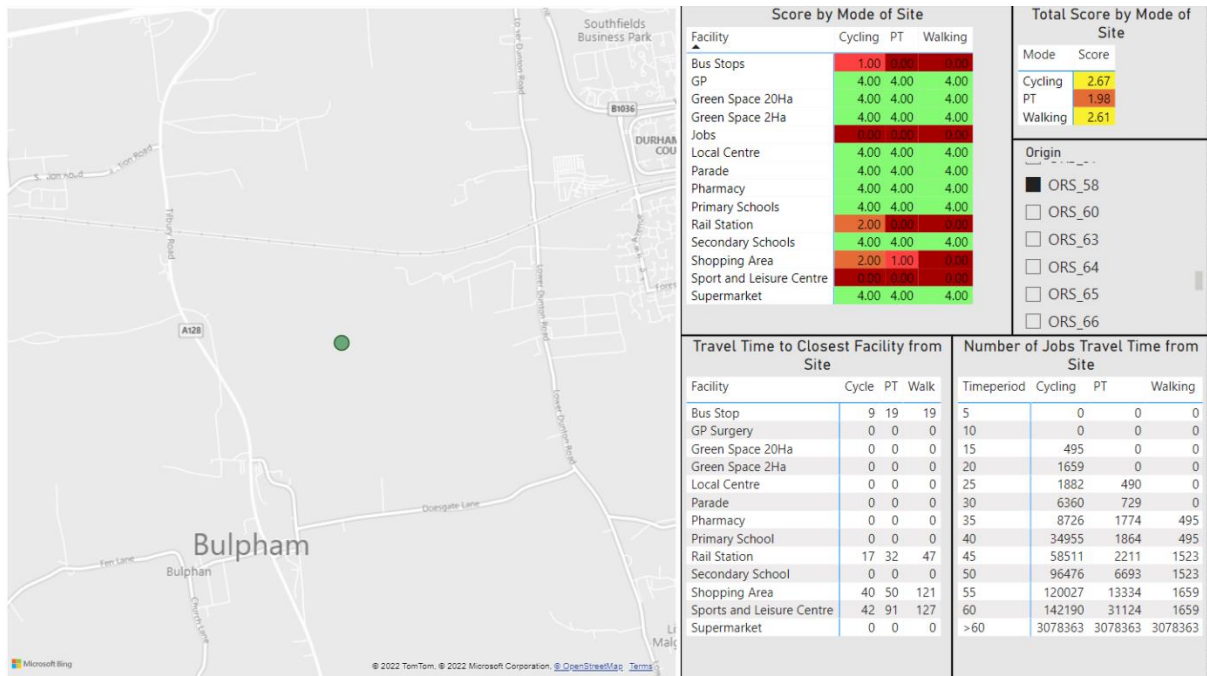


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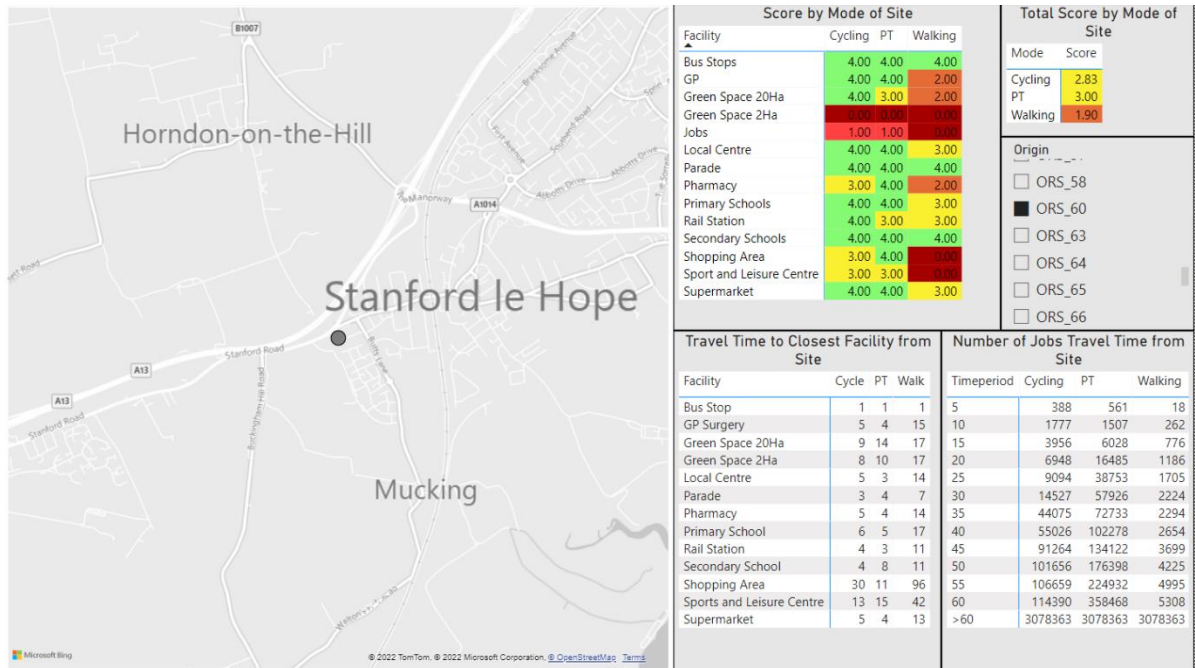
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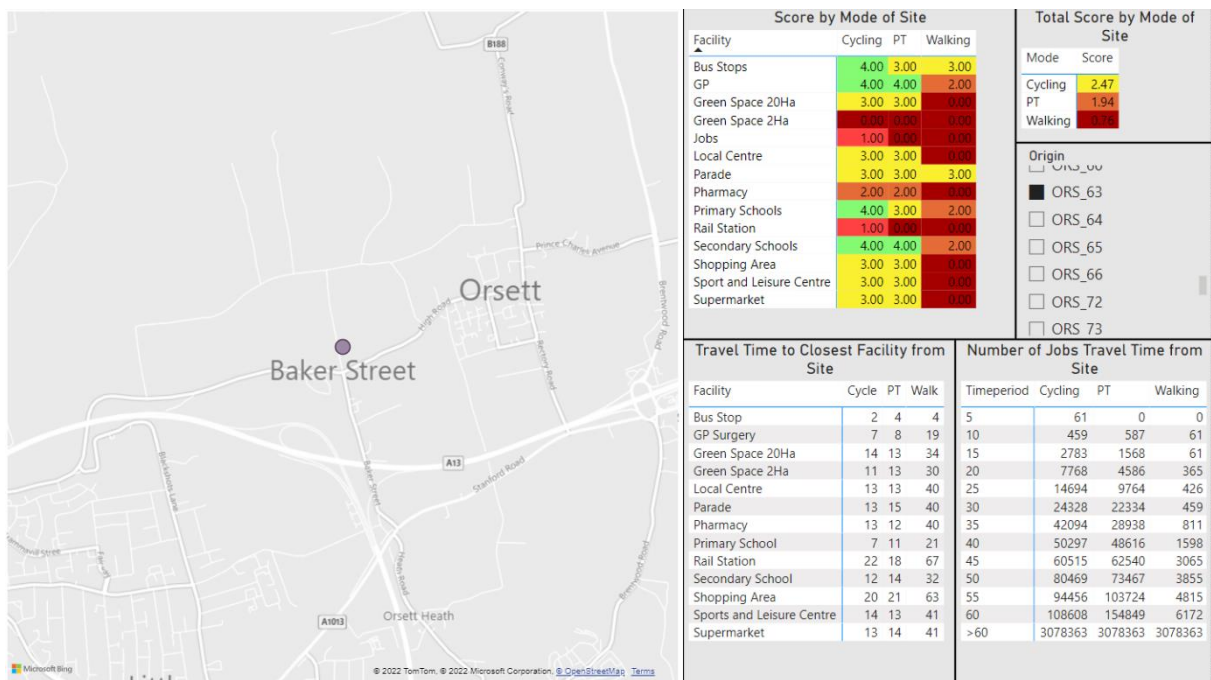
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ORS_60

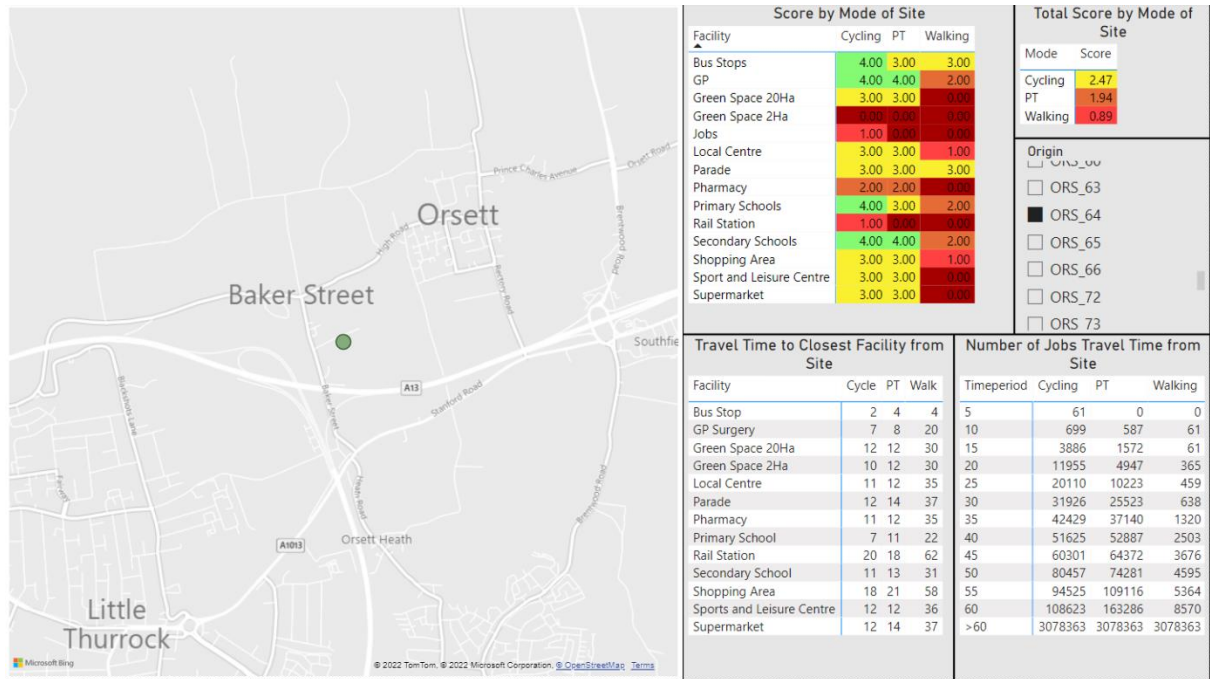


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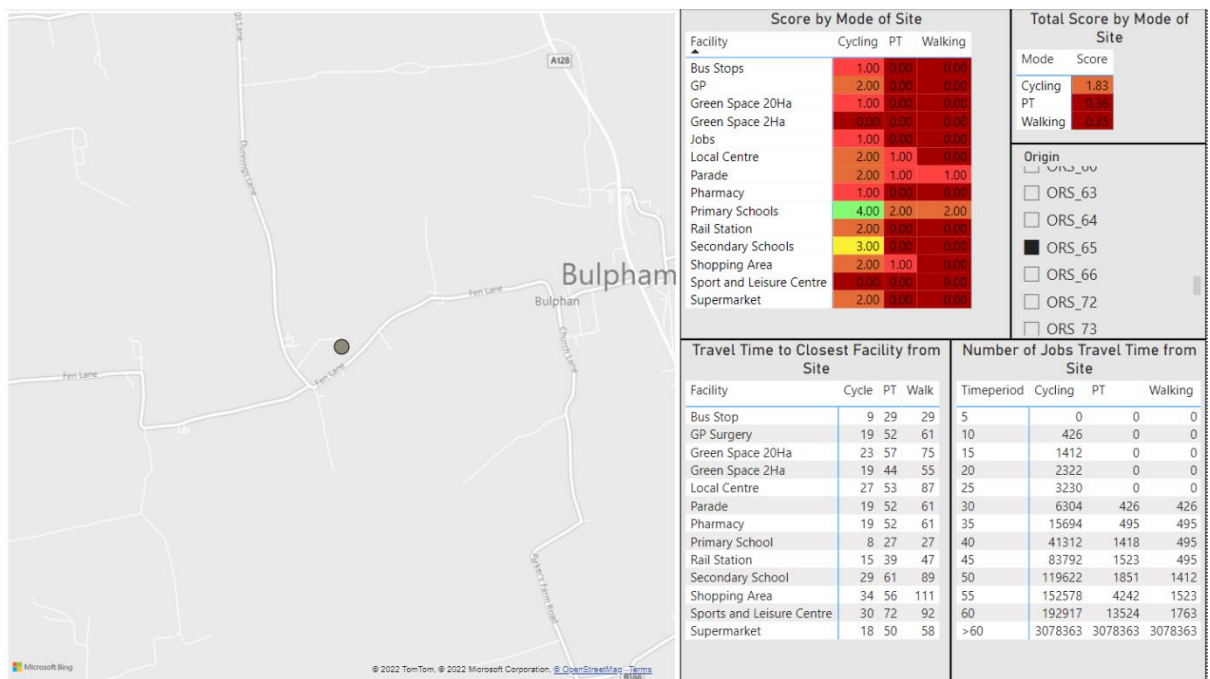


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ORS_64



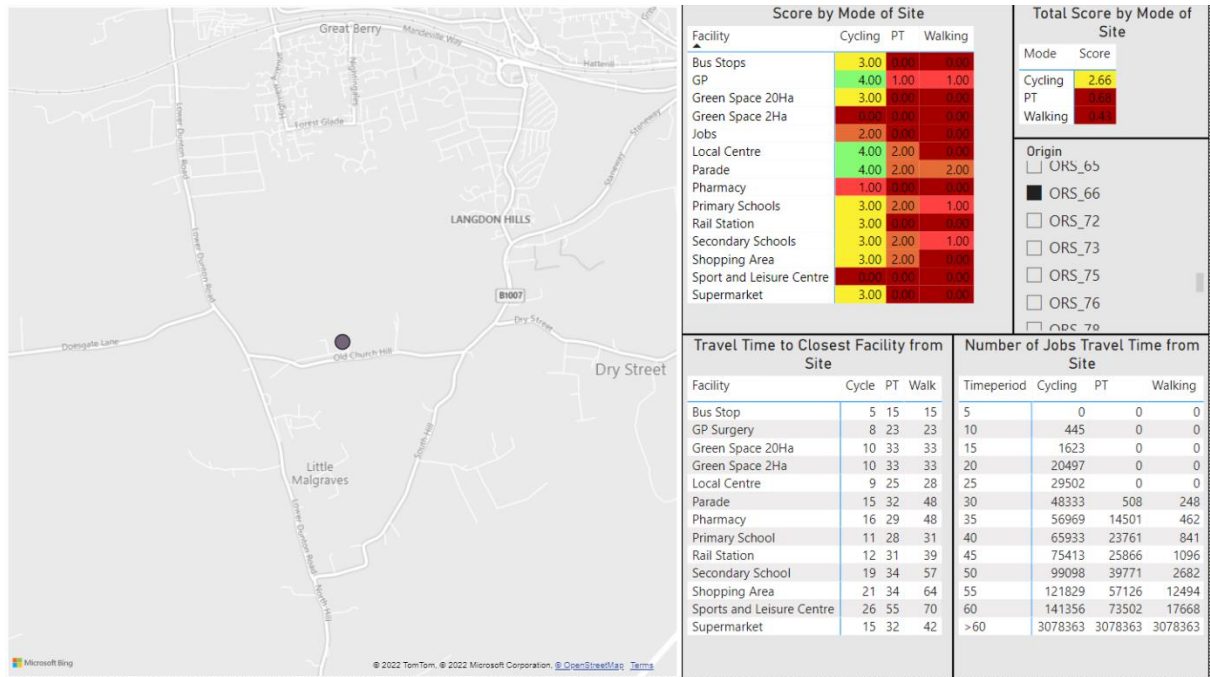
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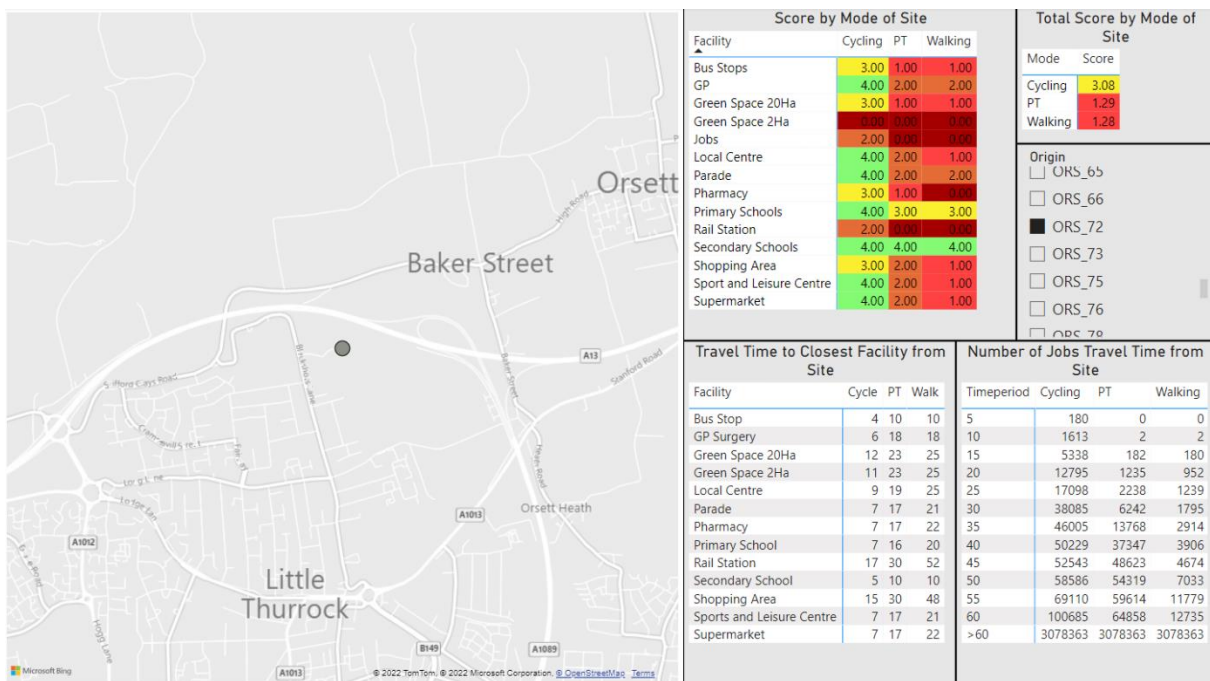
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ORS_66



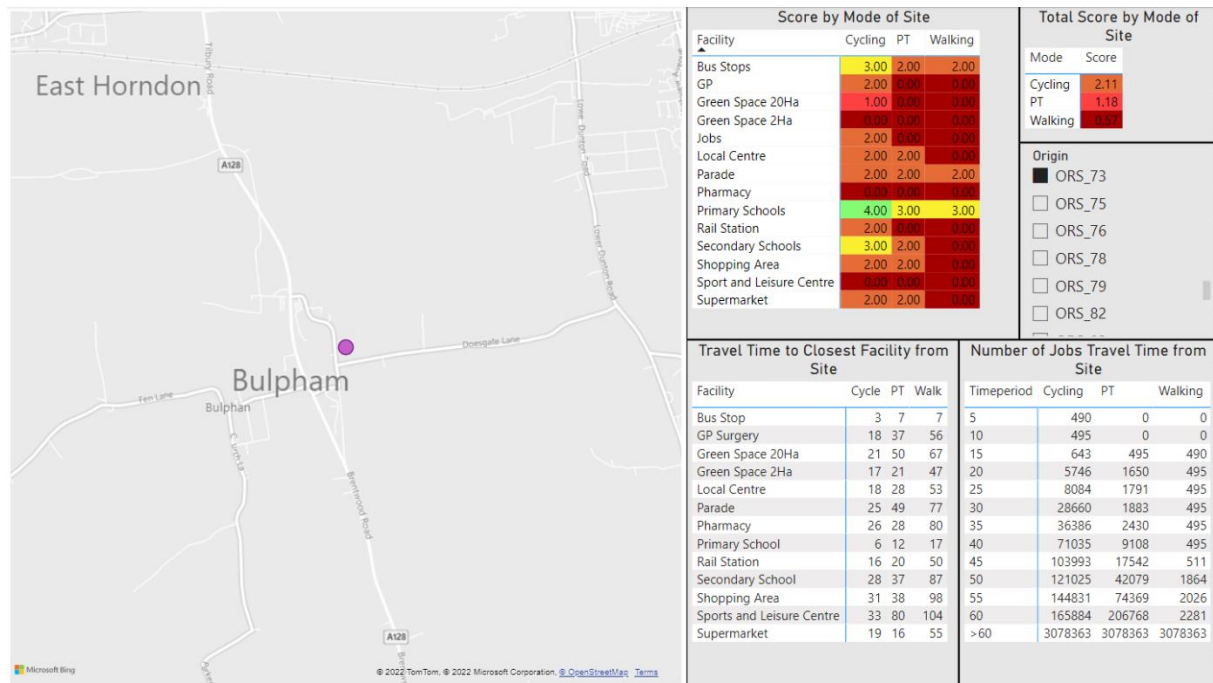
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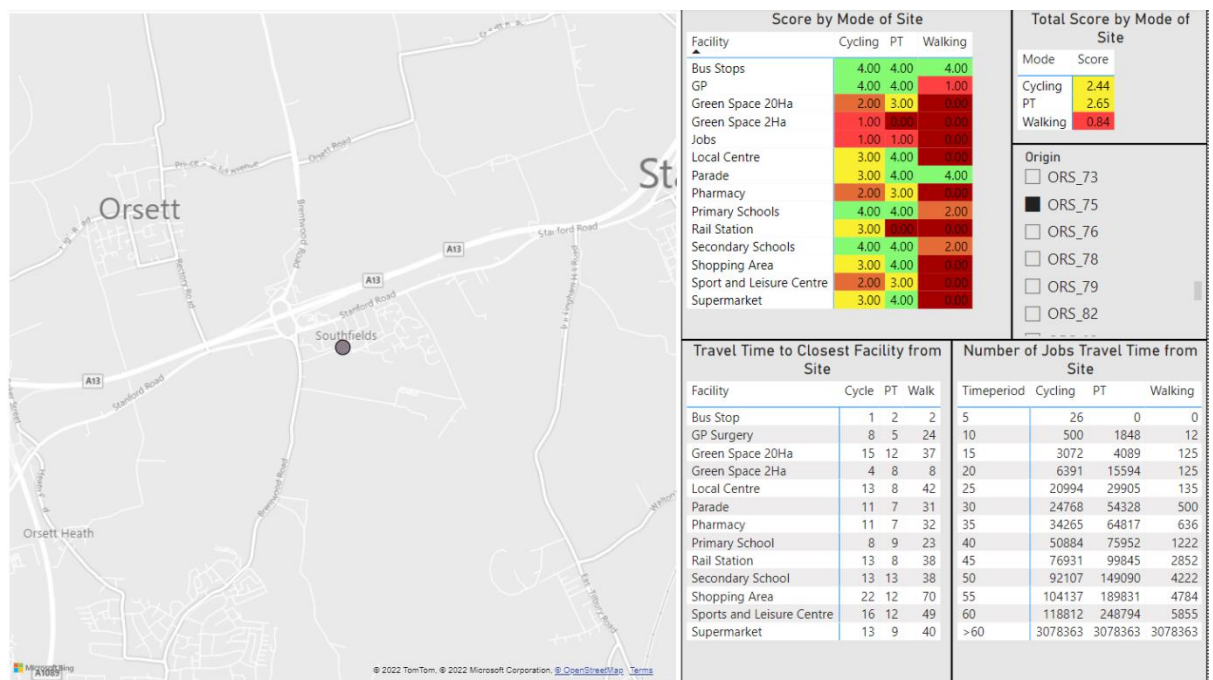
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ORS_73



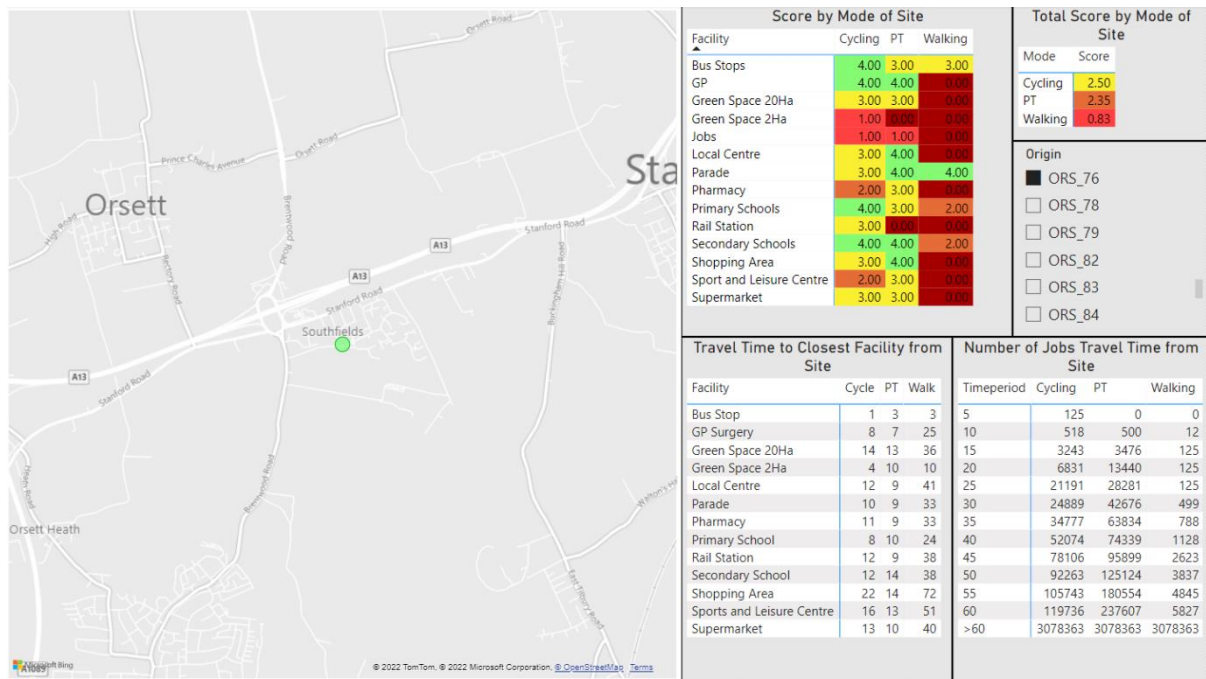
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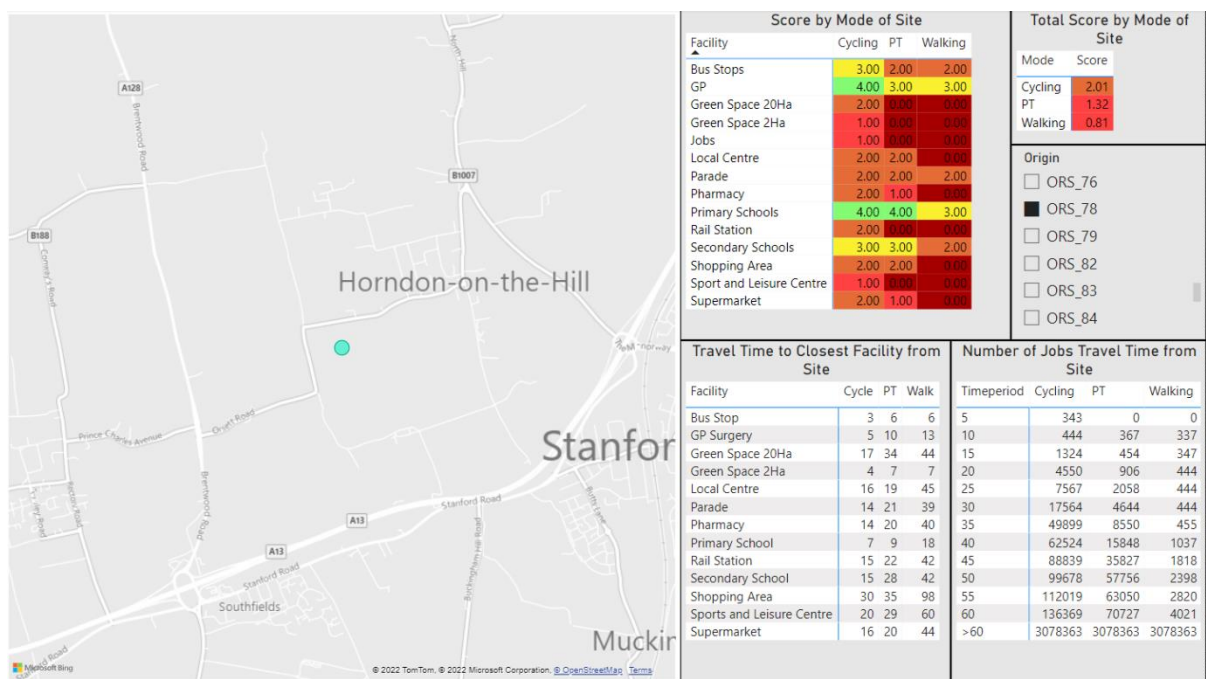
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ORS_76

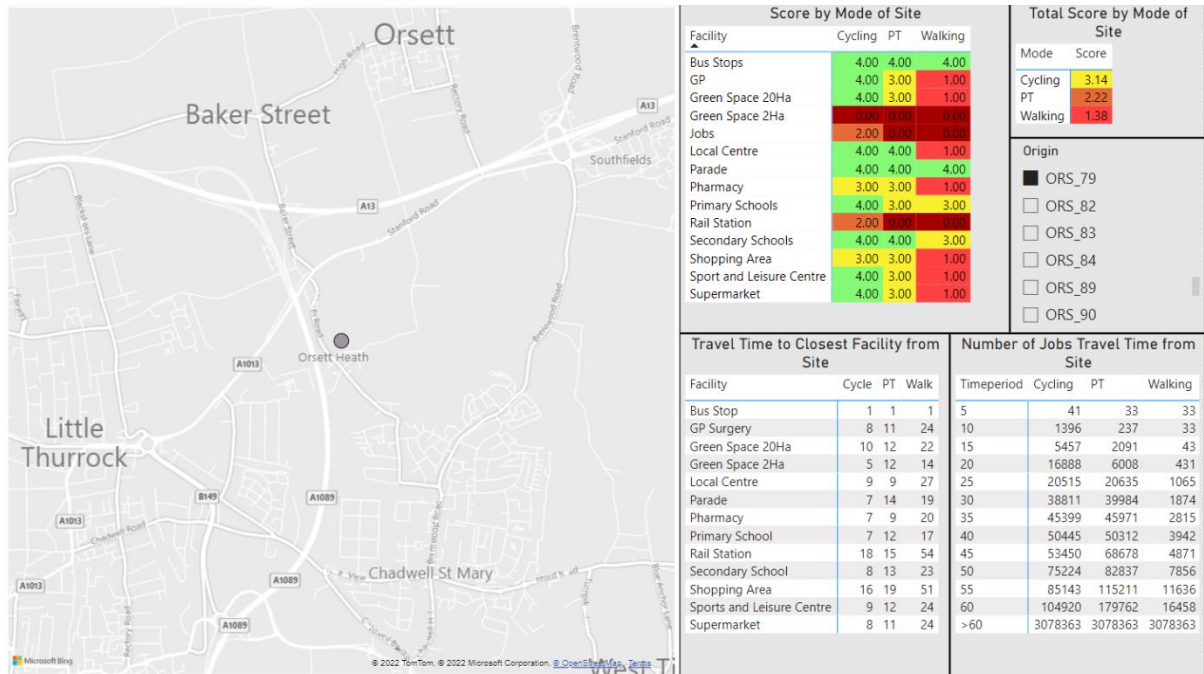


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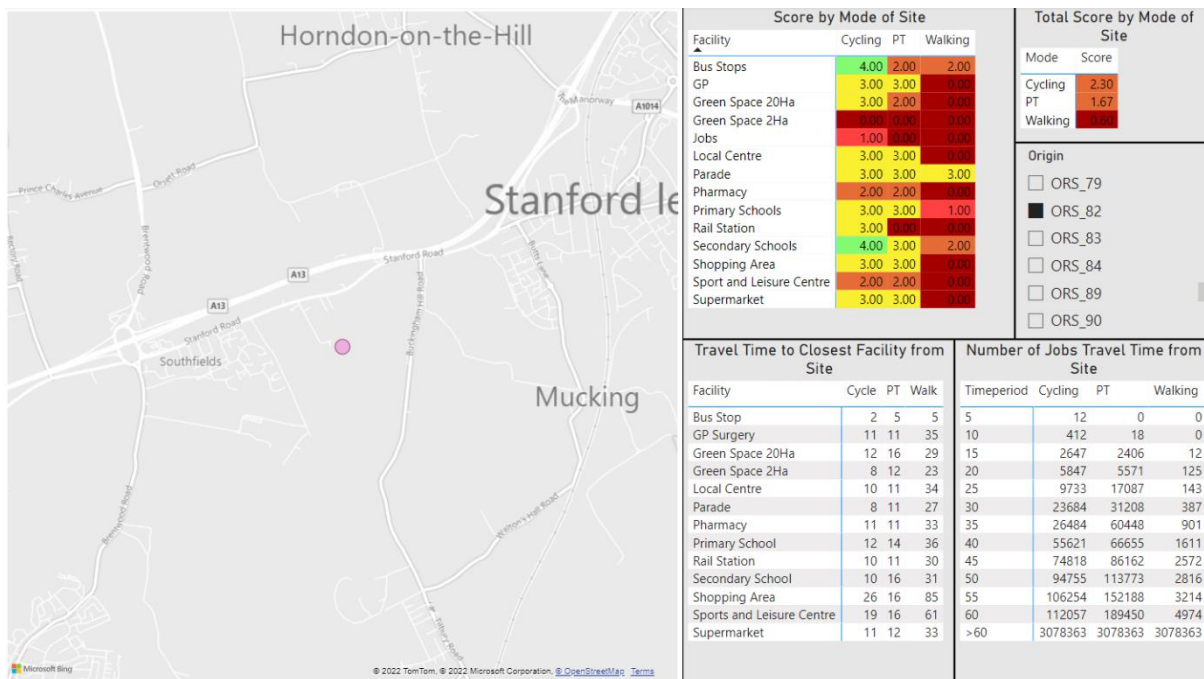


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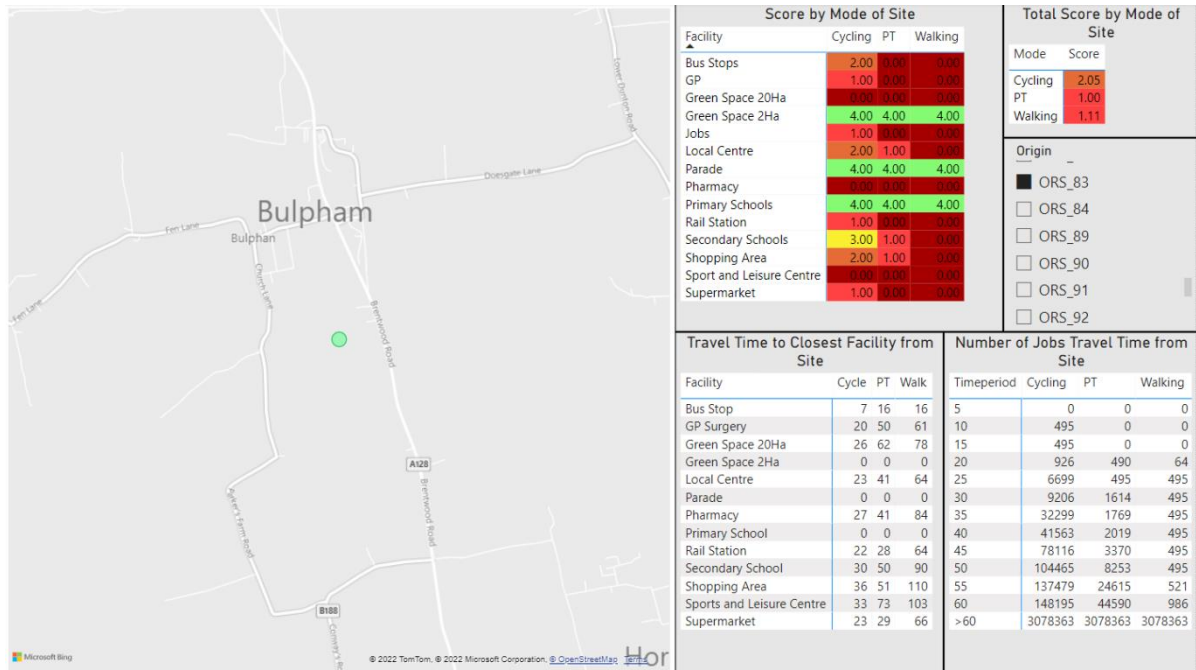
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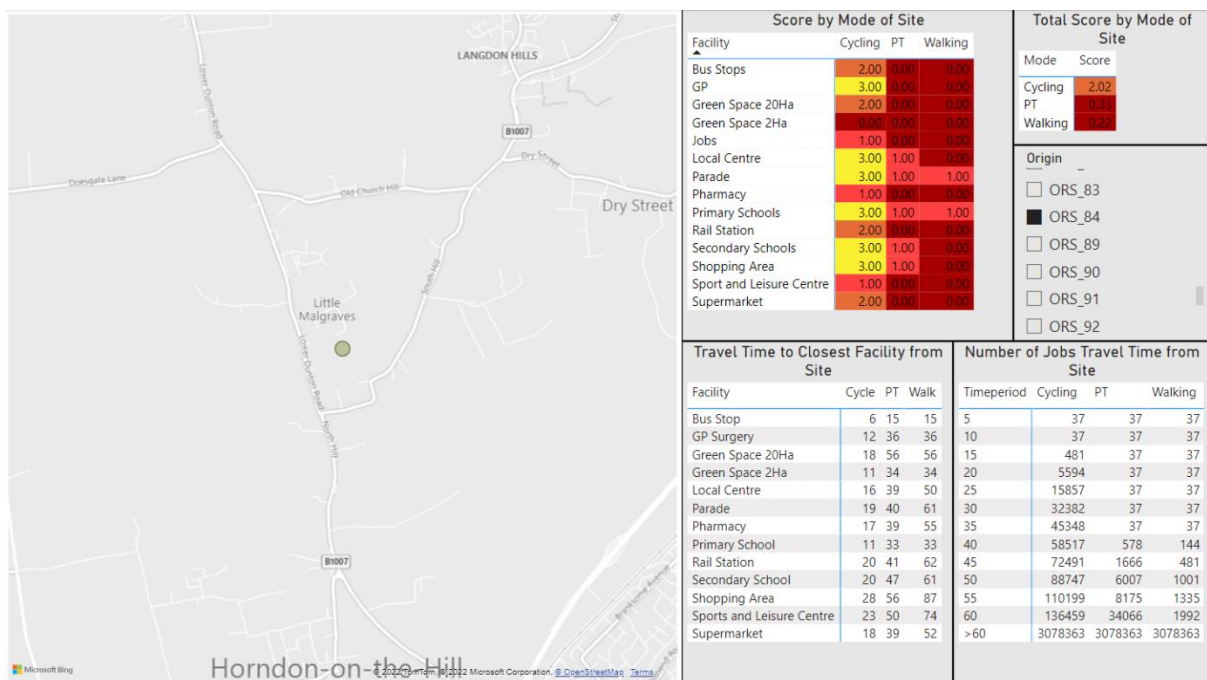
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ORS_83



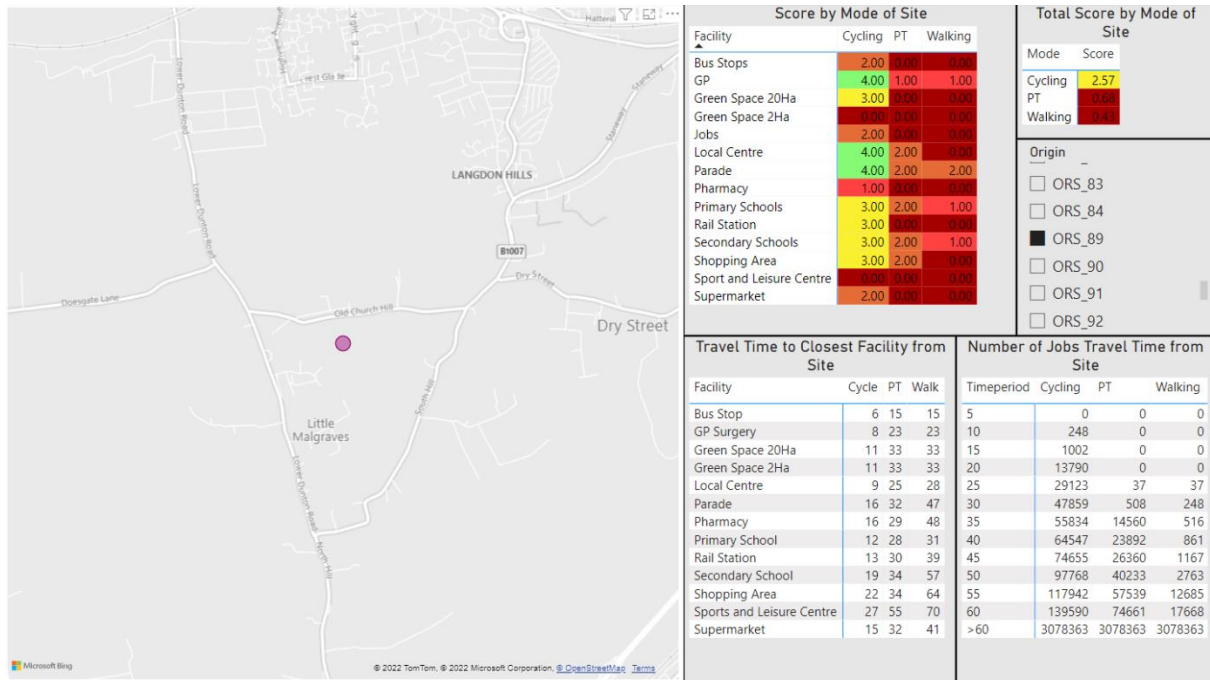
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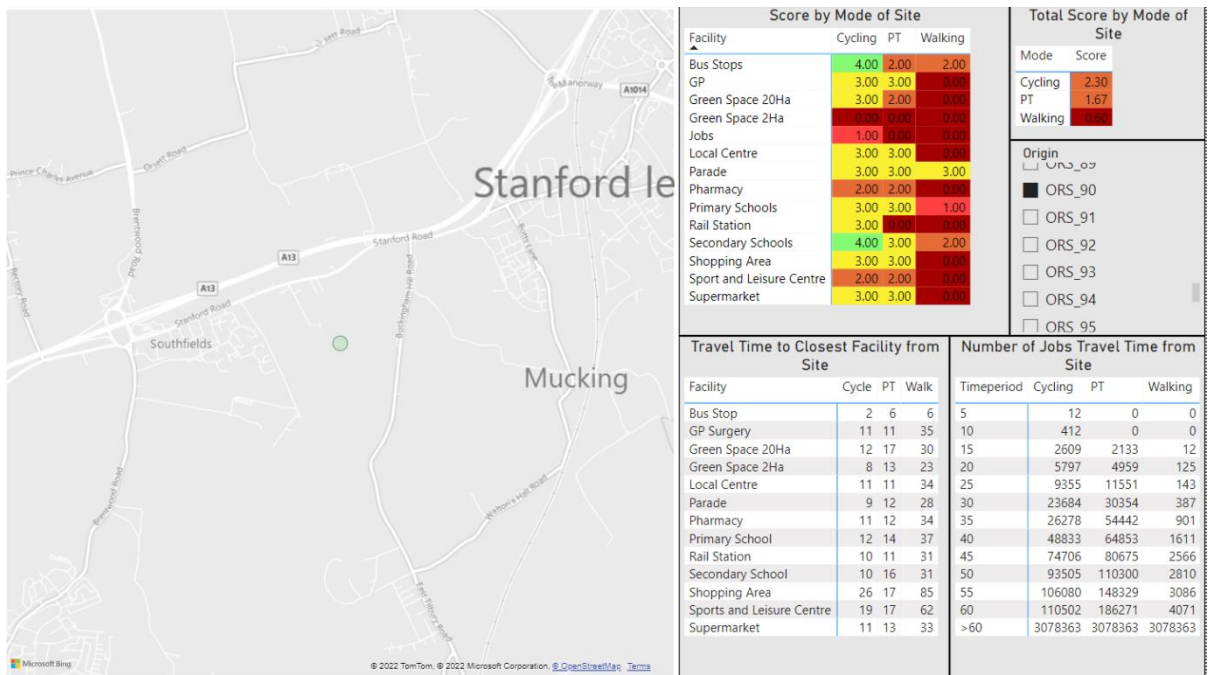
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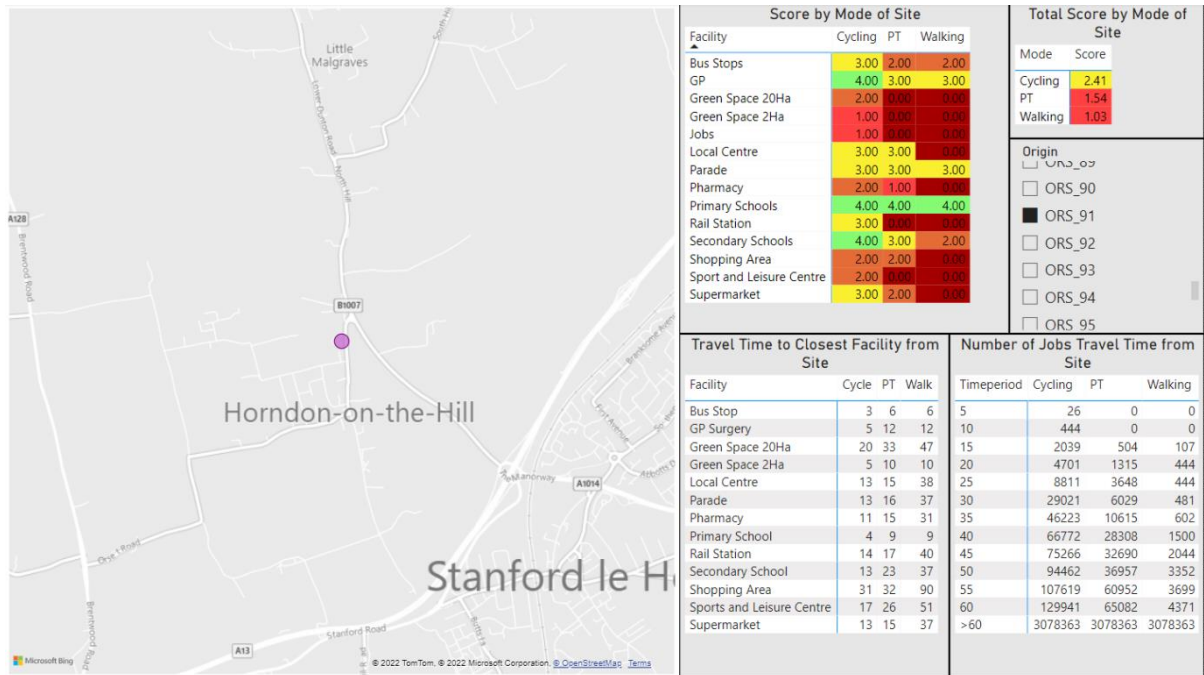
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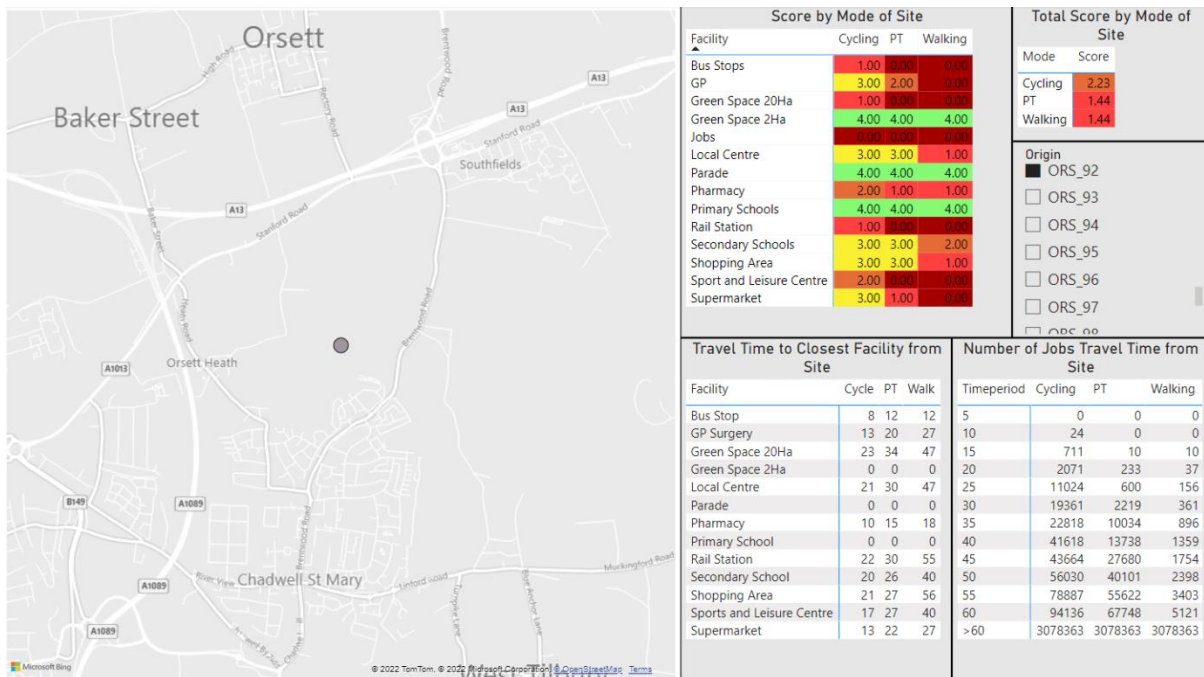
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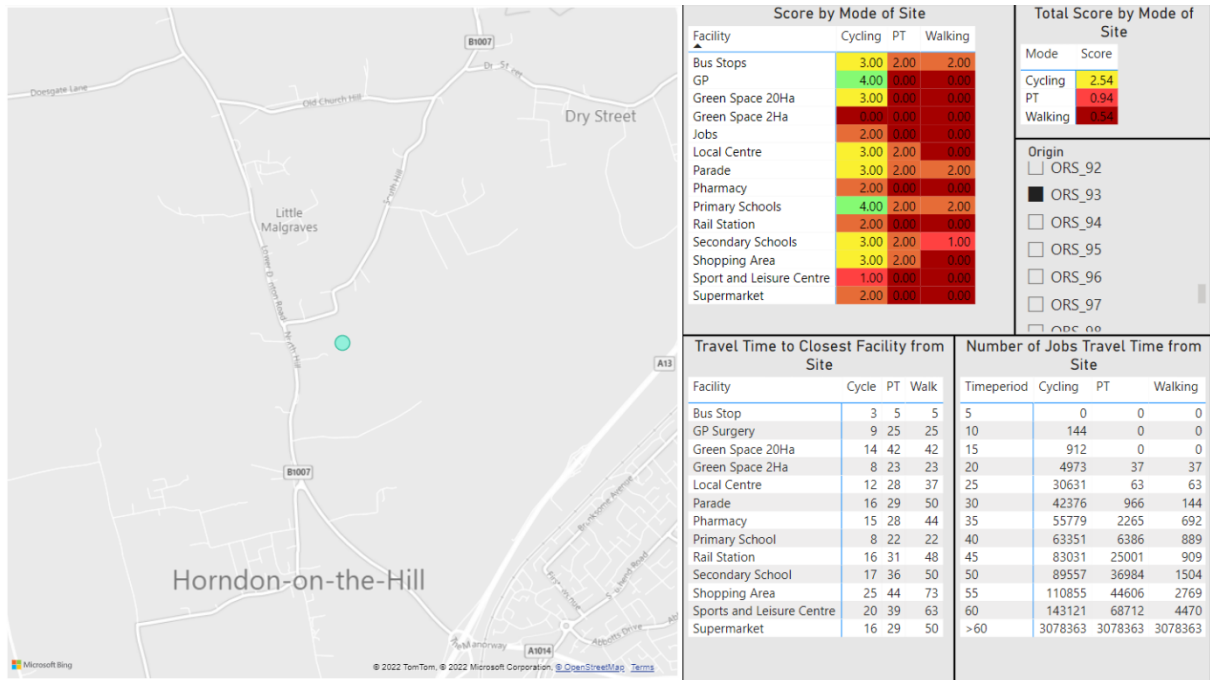
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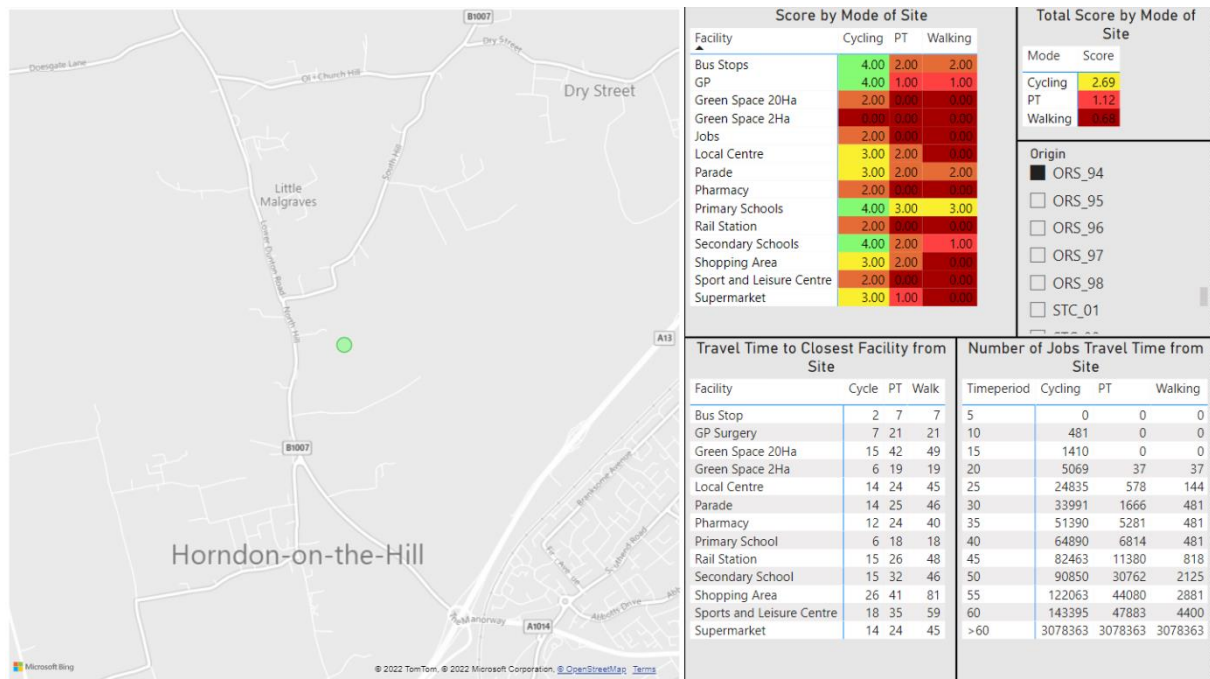
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ORS_93



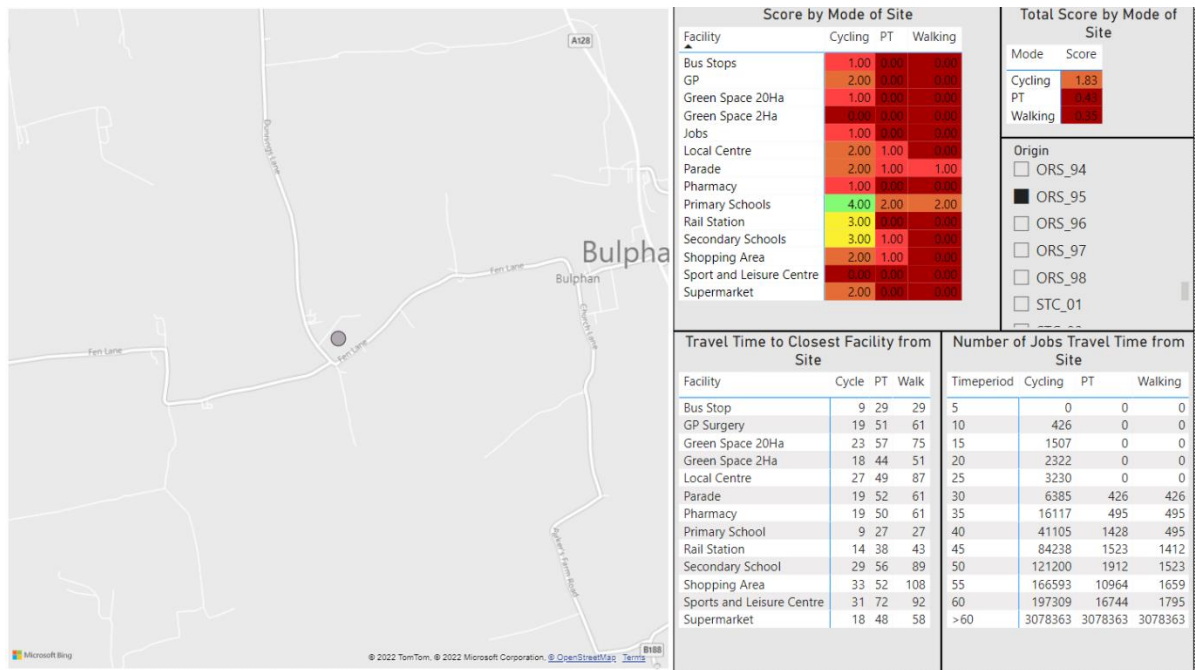
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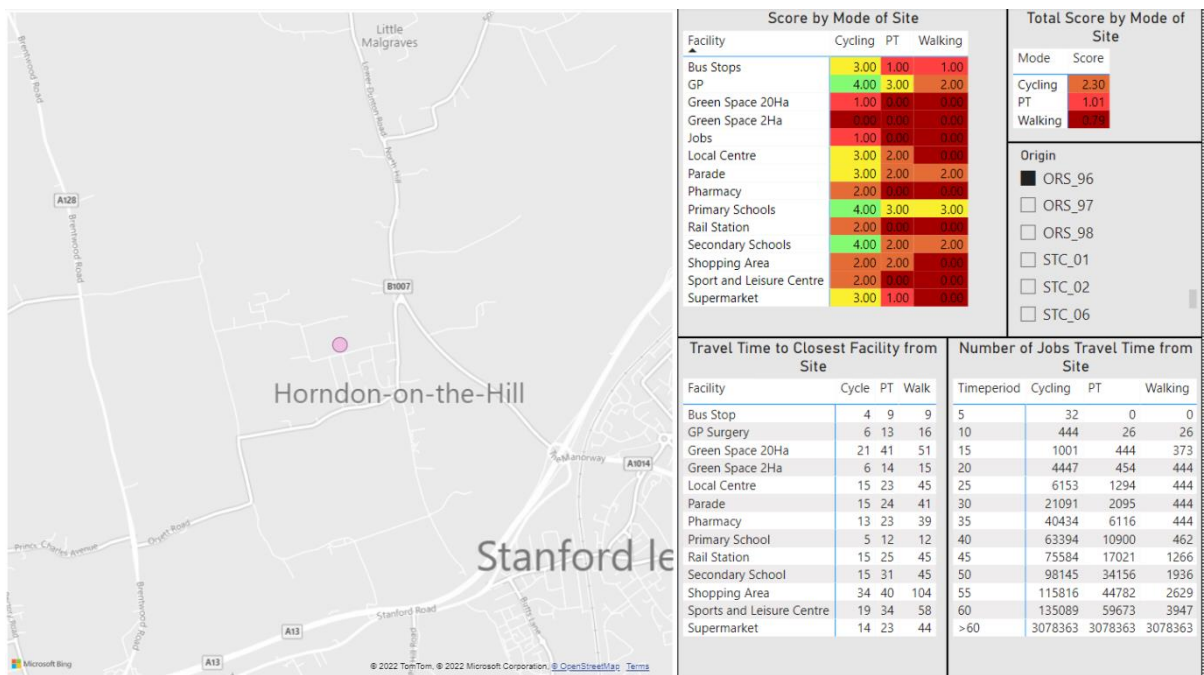
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ORS_95



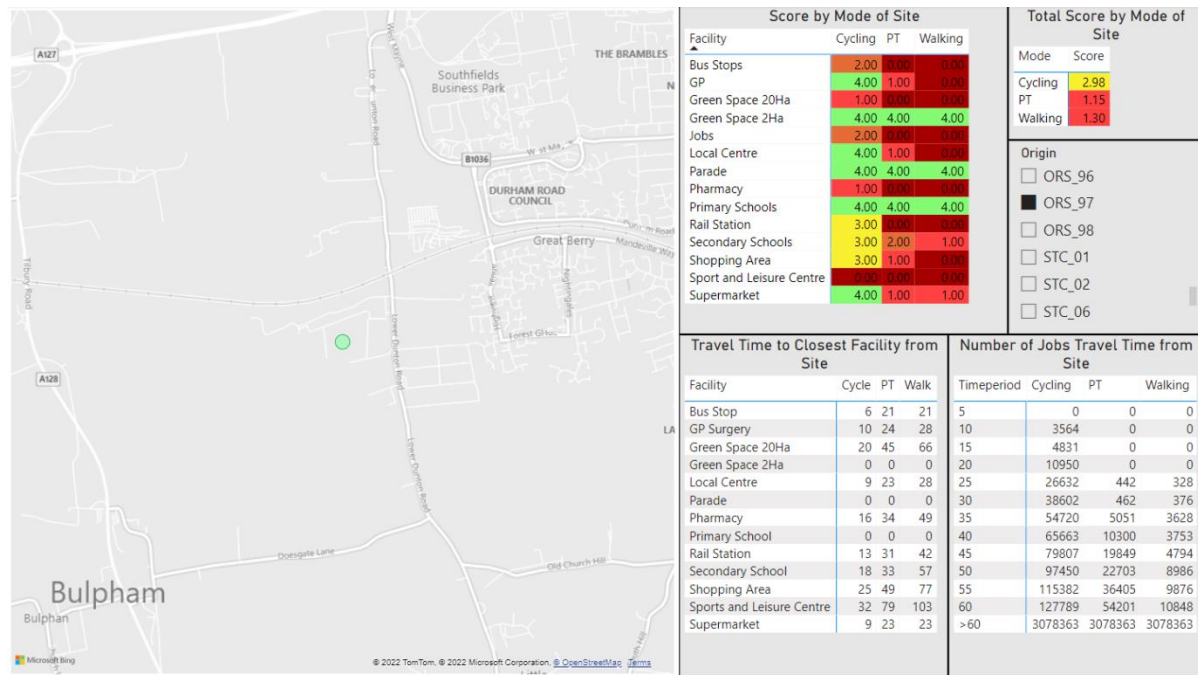
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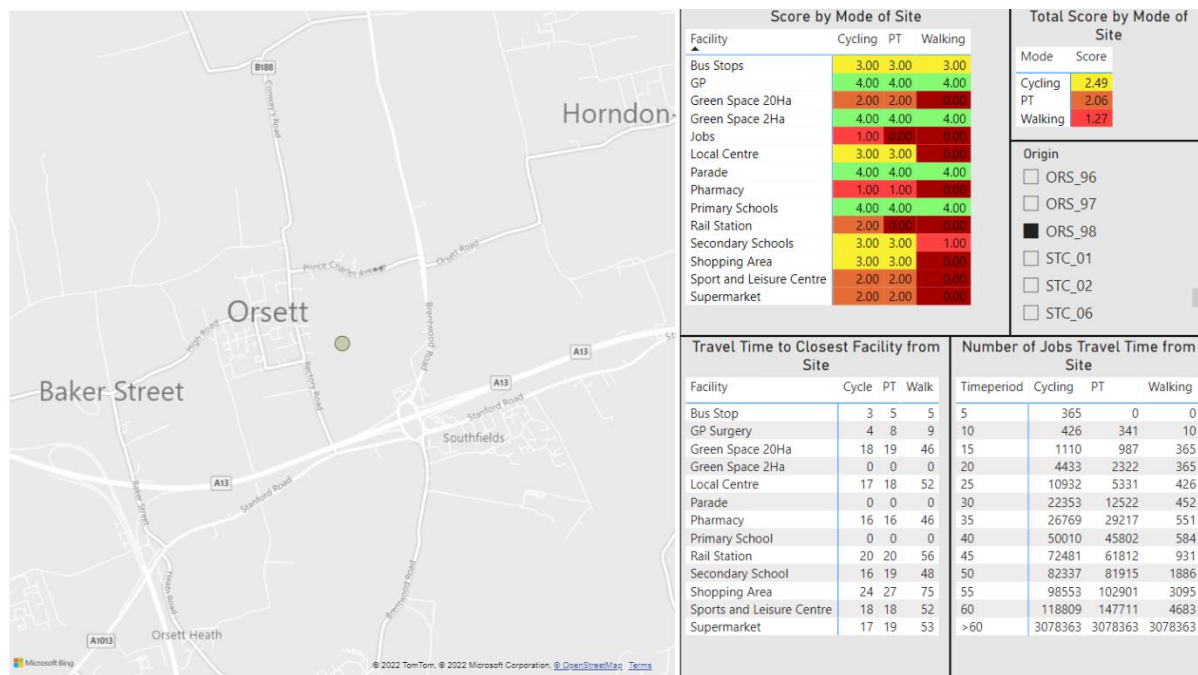
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ORS_97



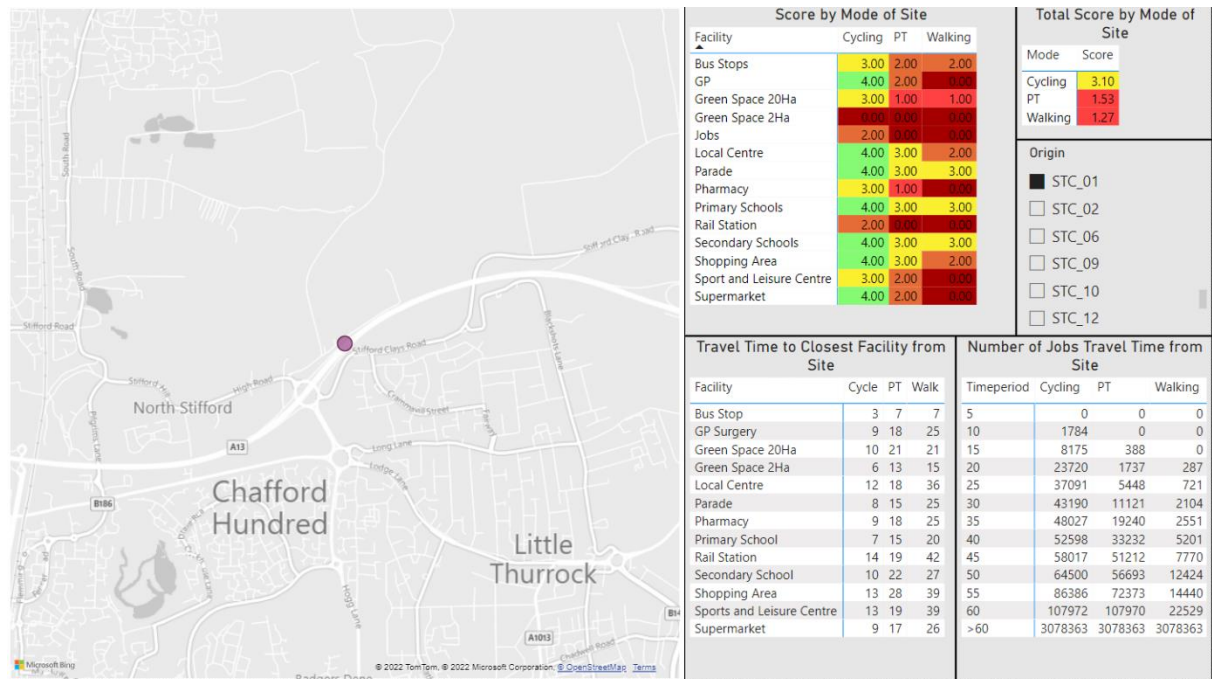
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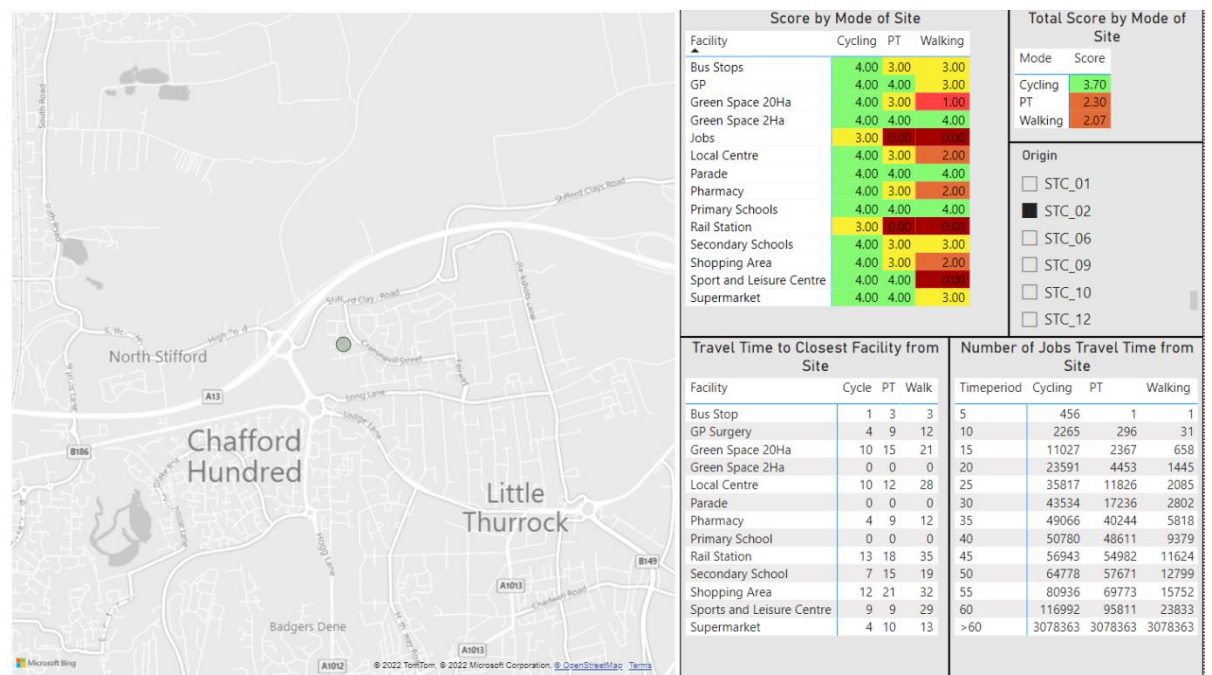
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STC_01



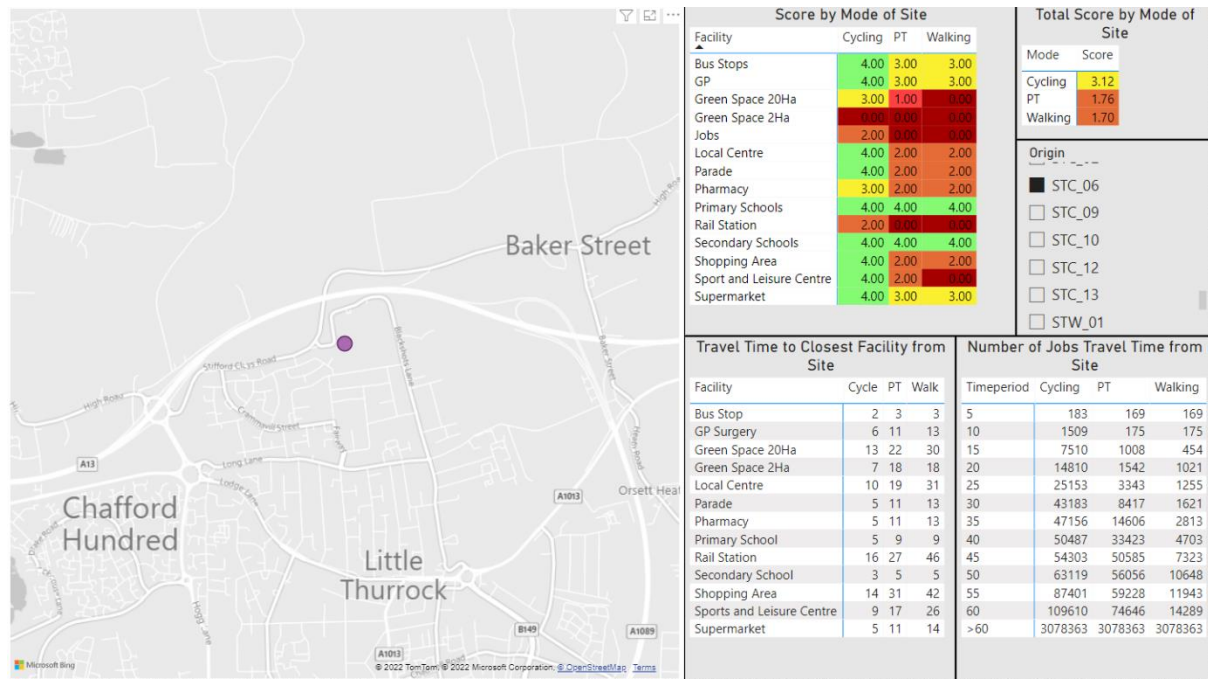
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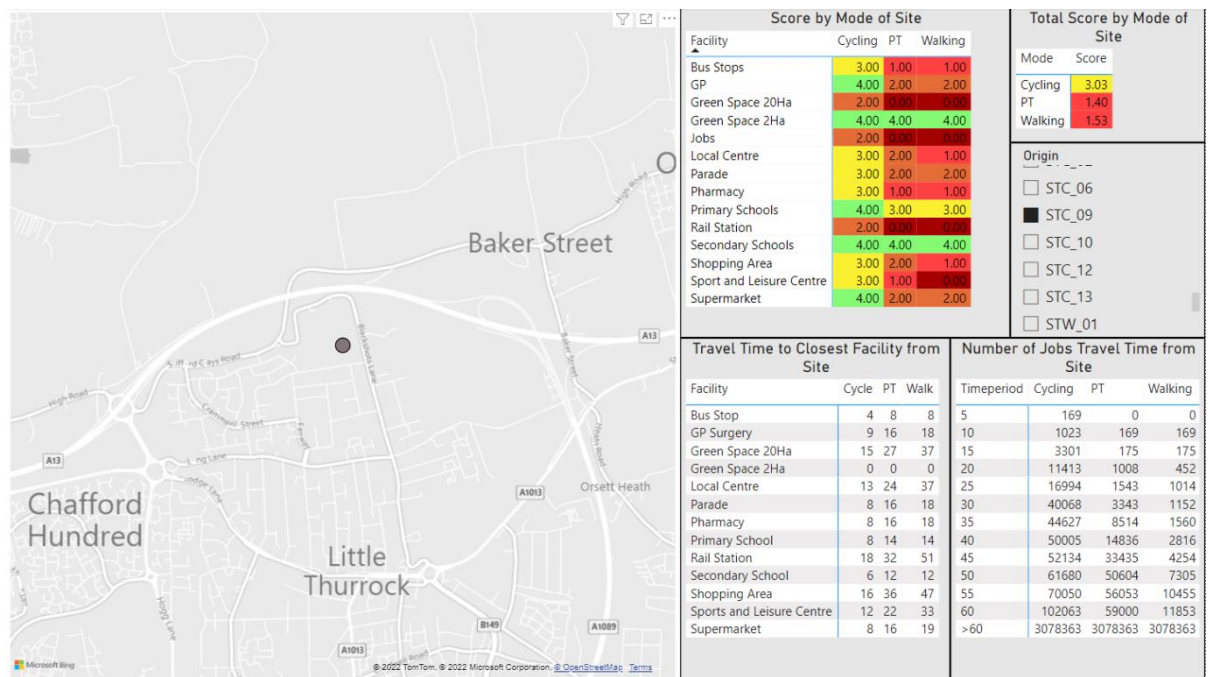
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STC_06



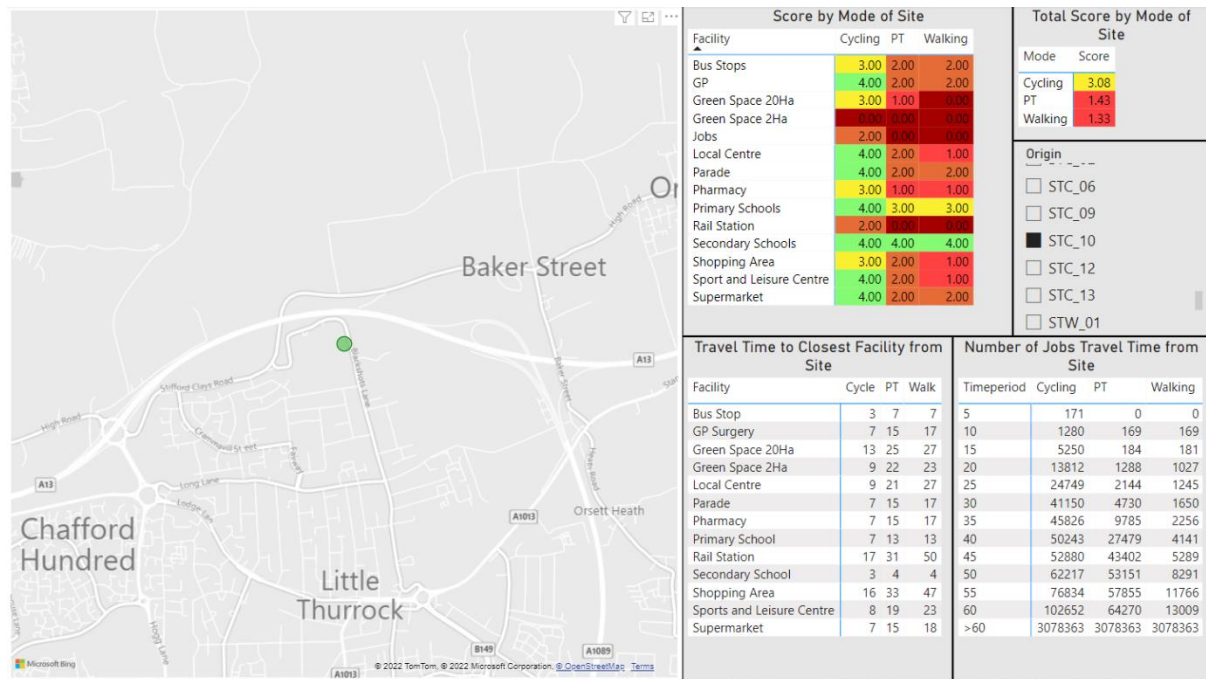
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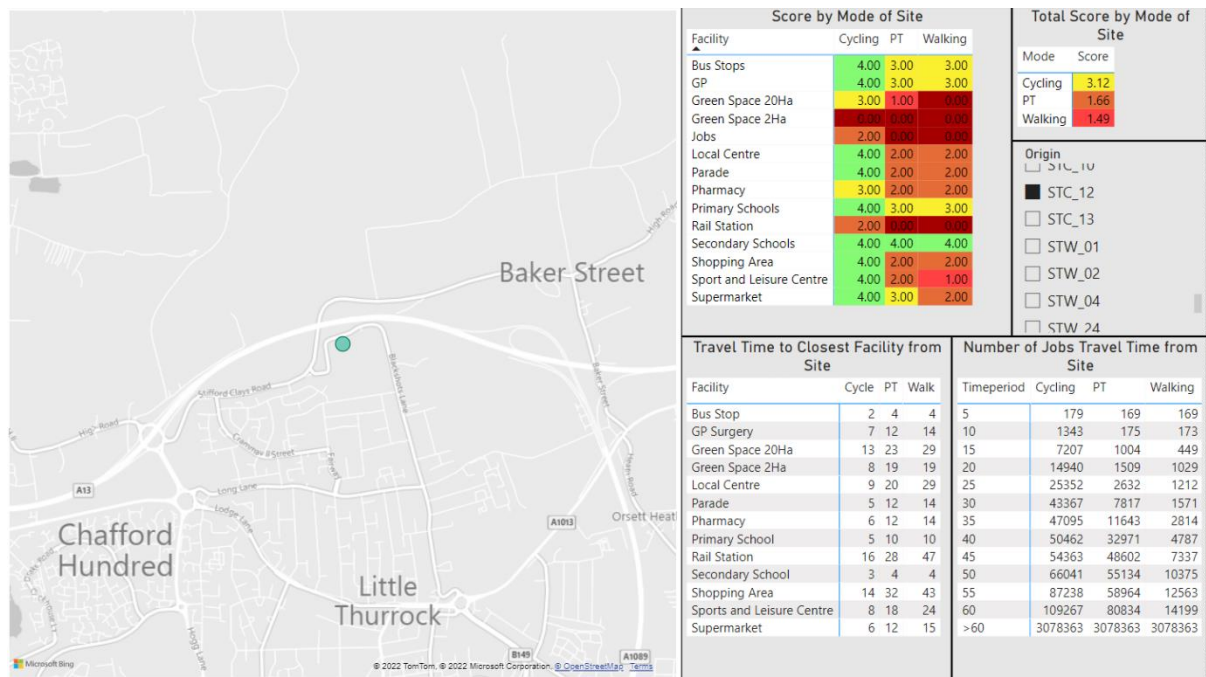
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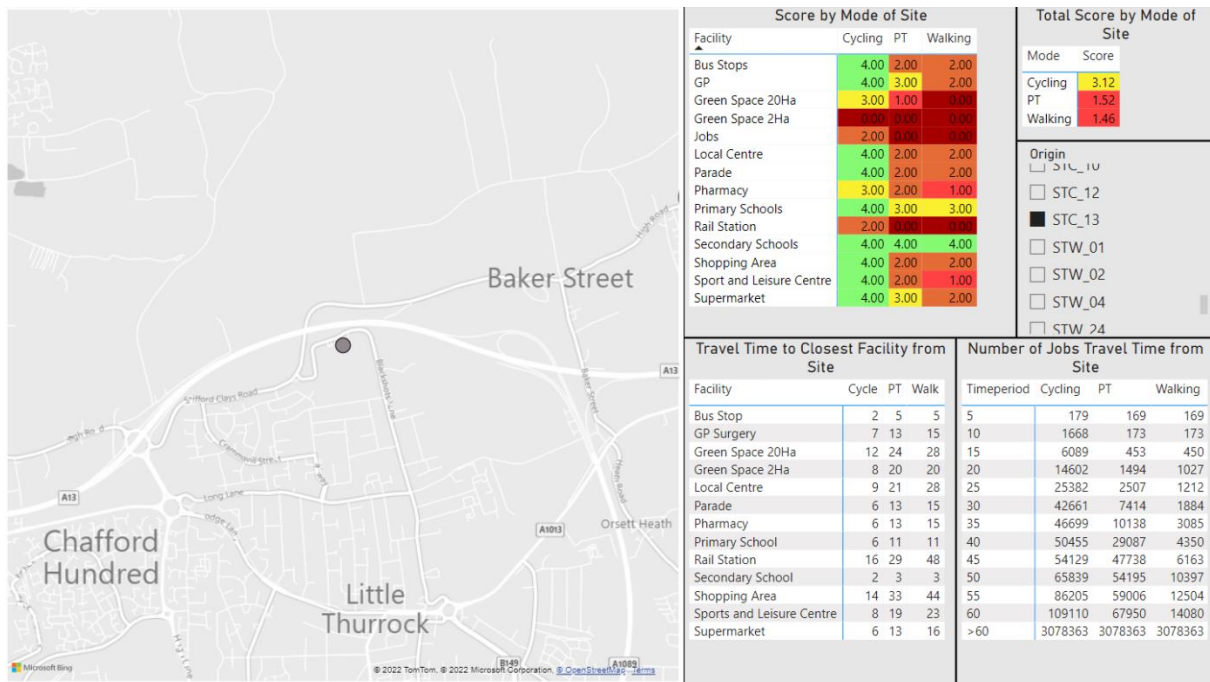
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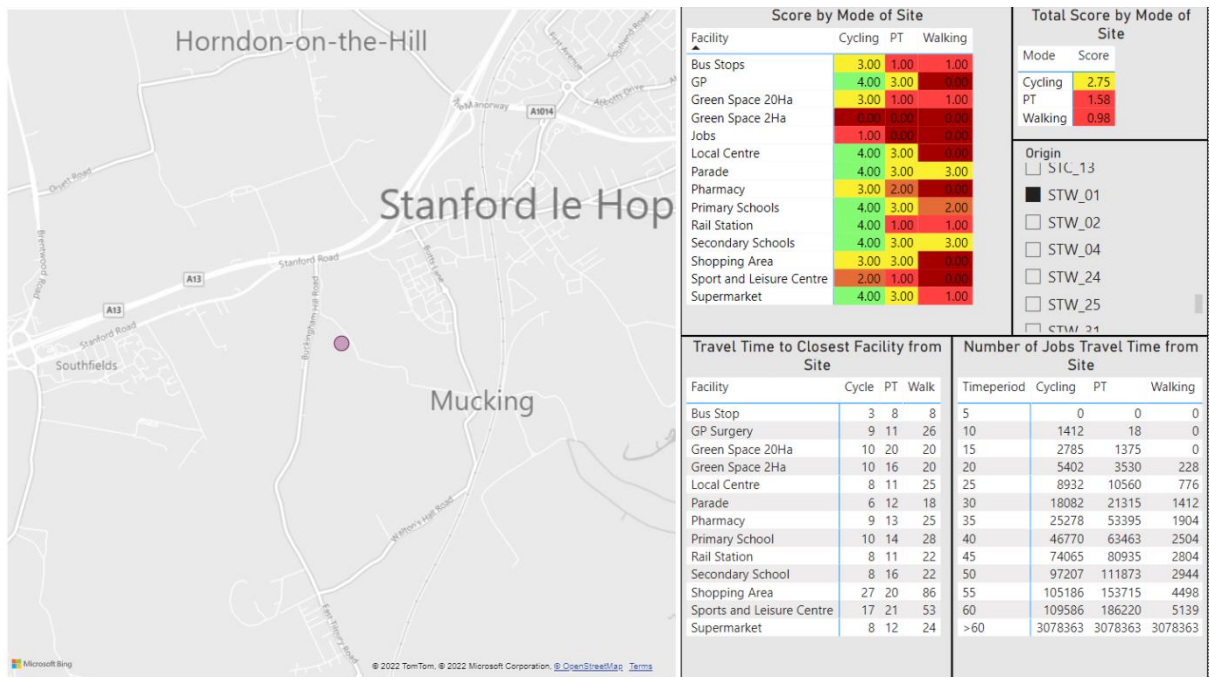
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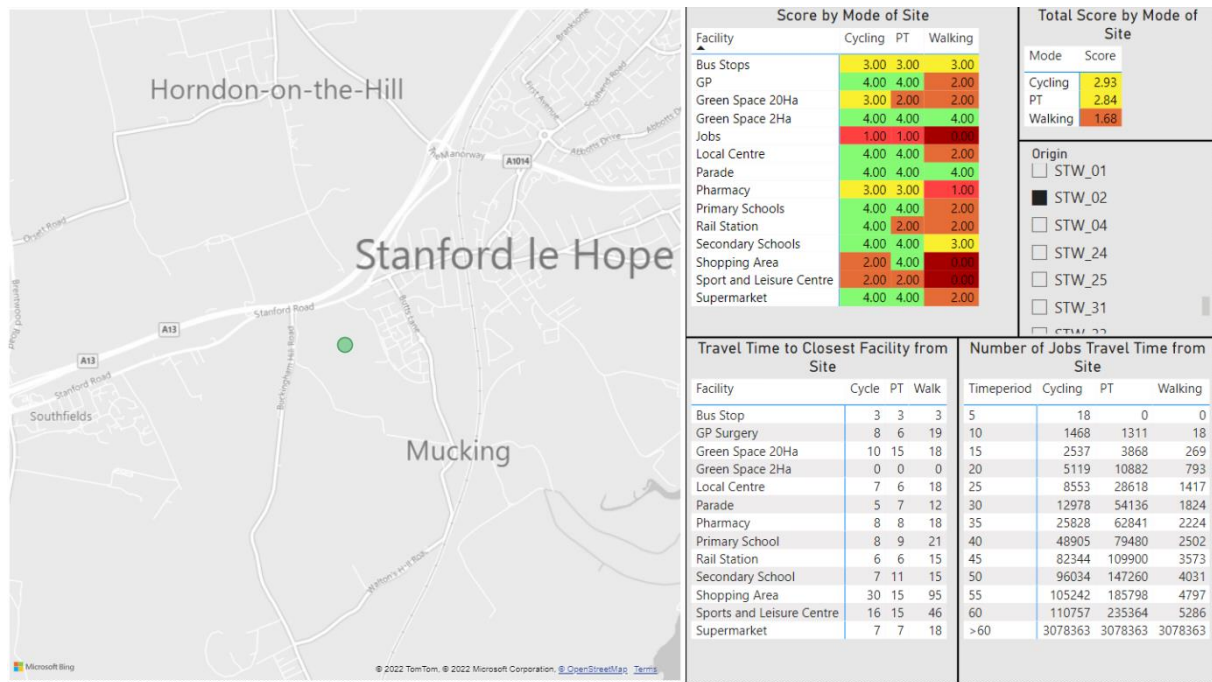
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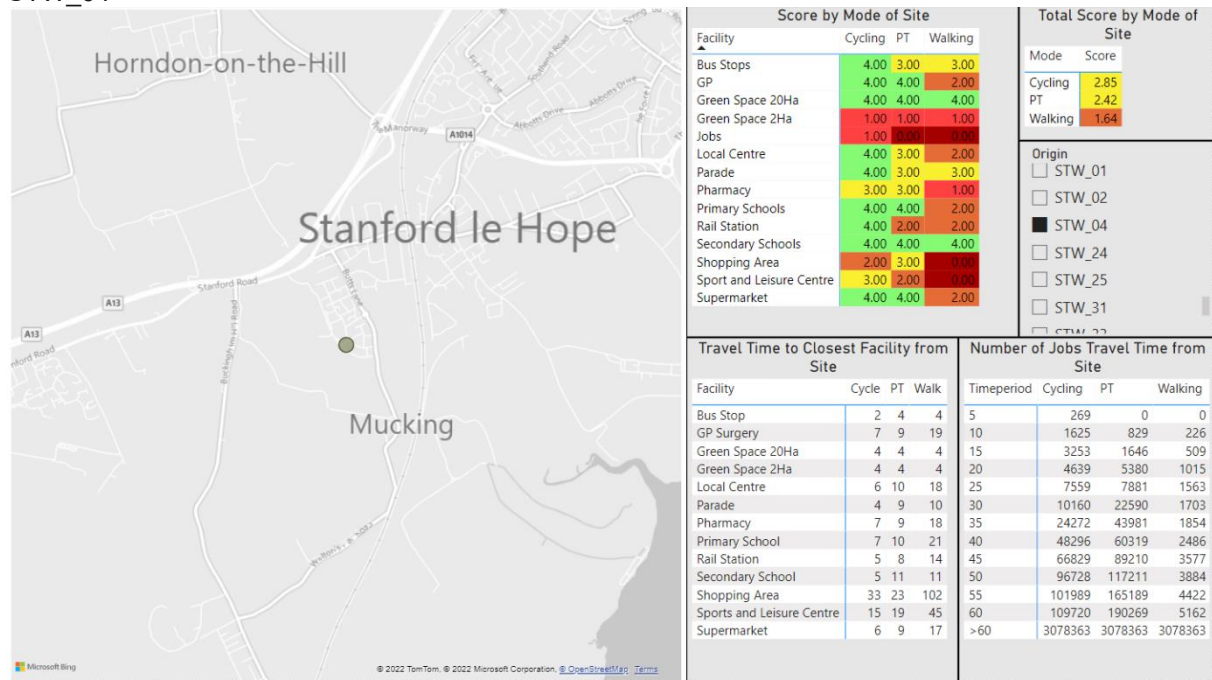
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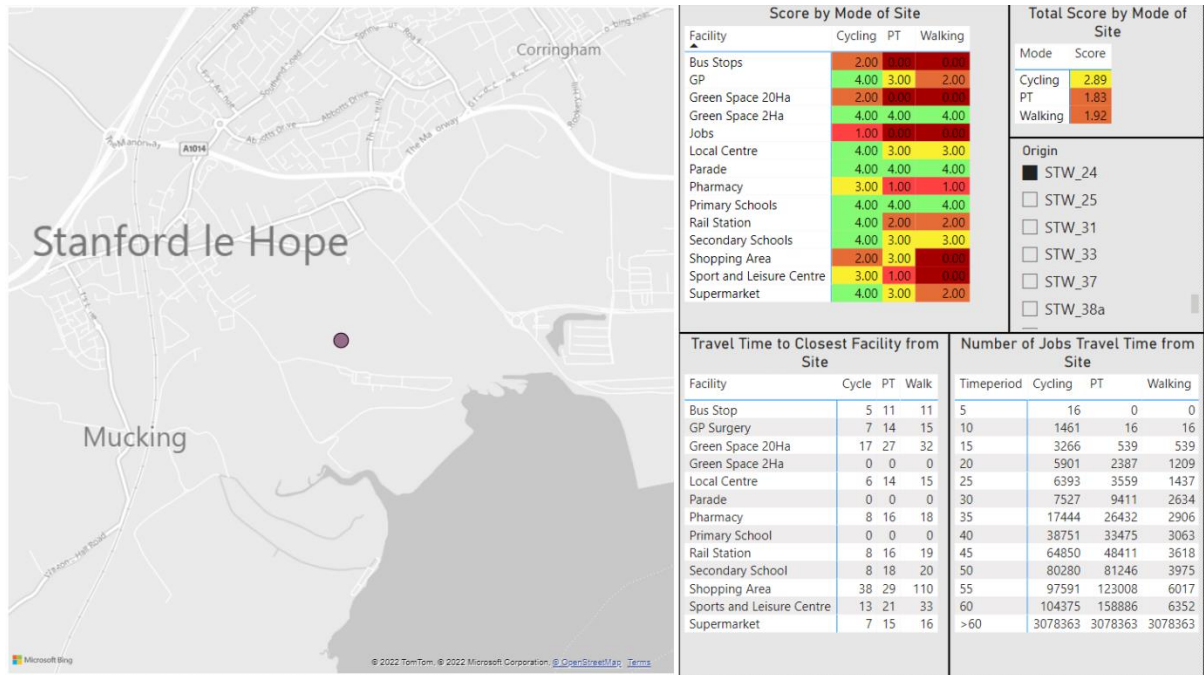


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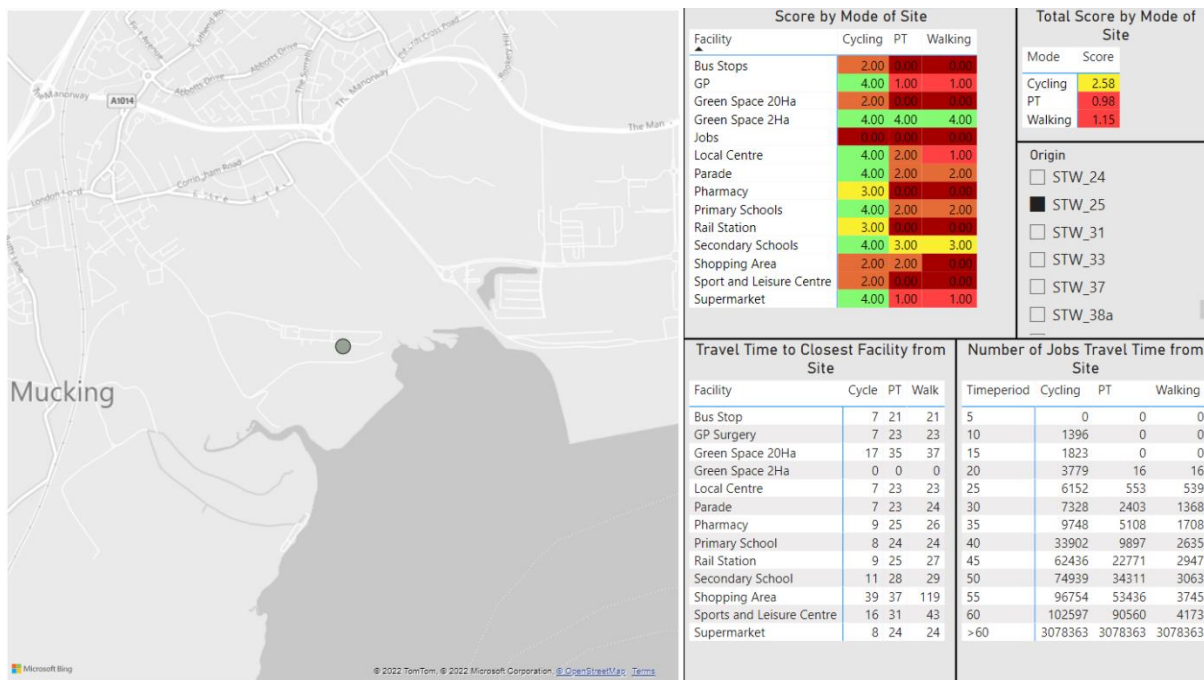


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STW_24



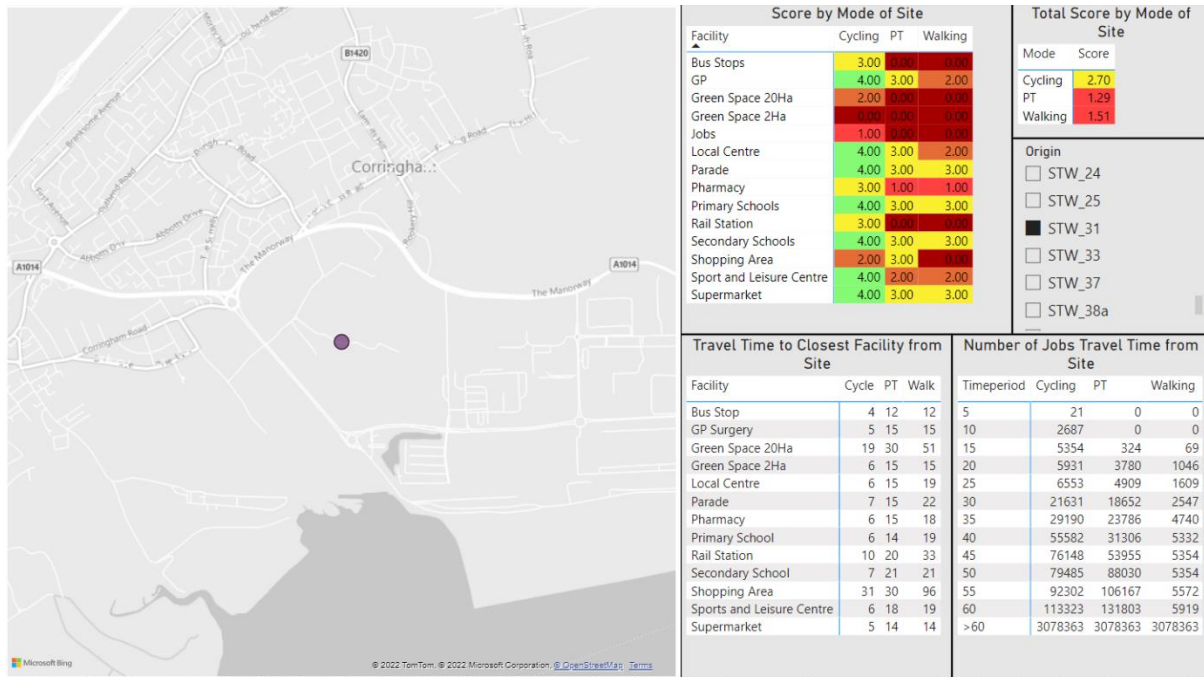
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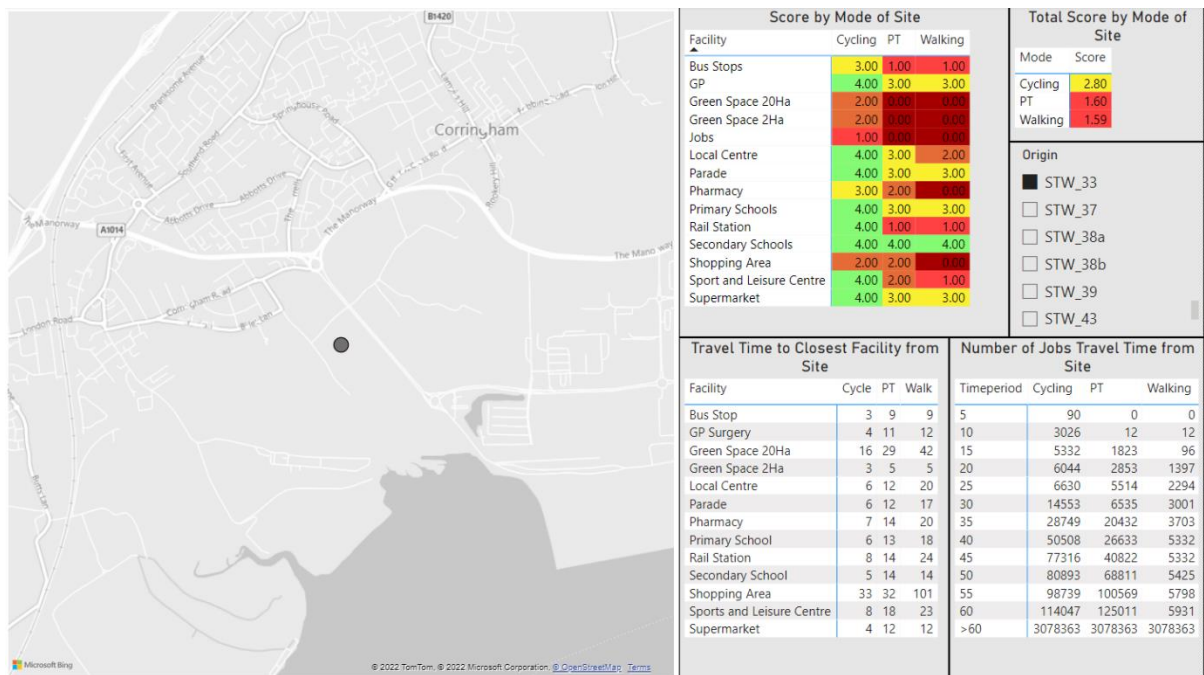
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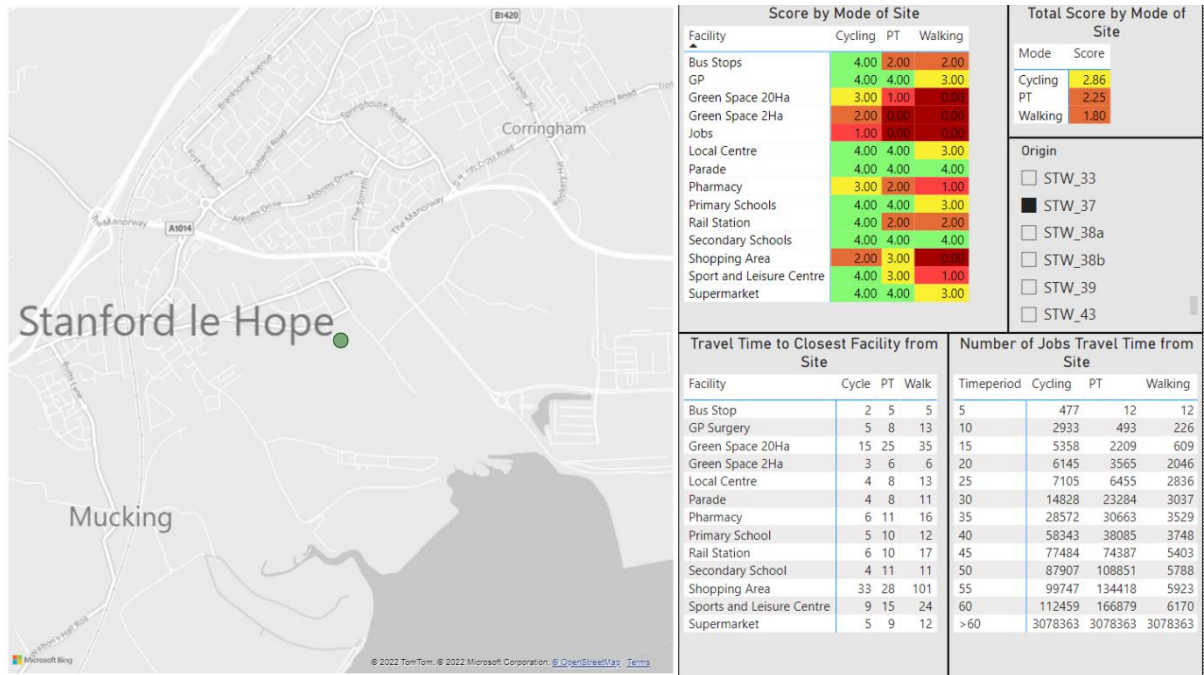
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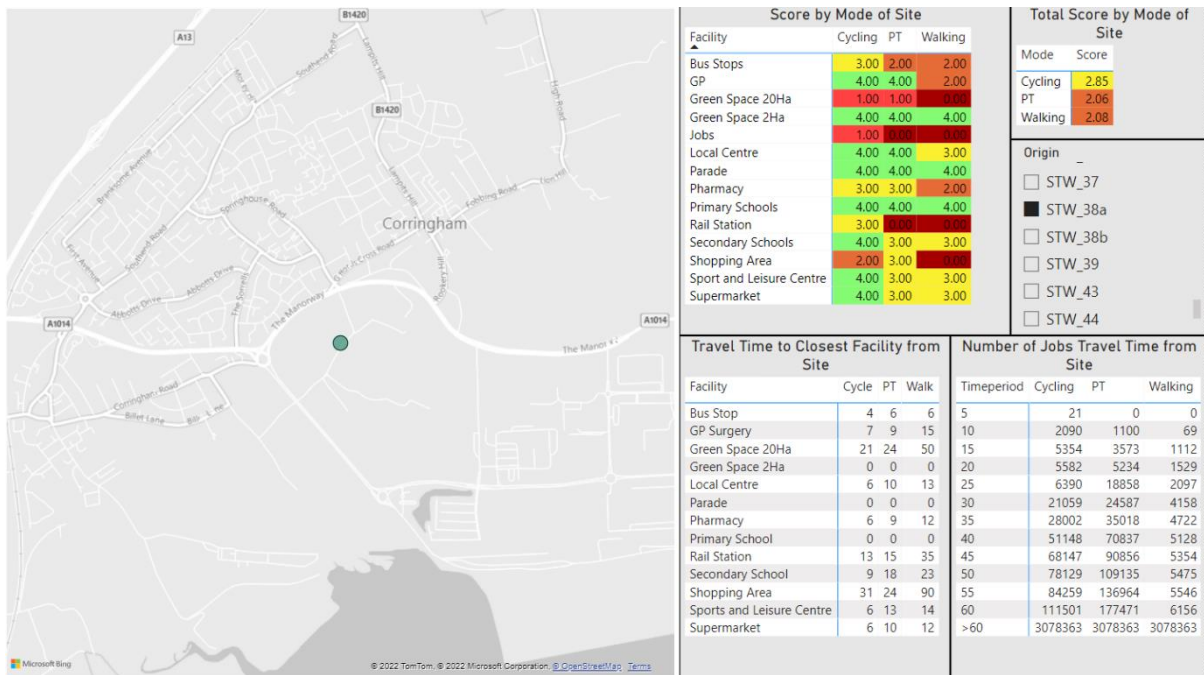
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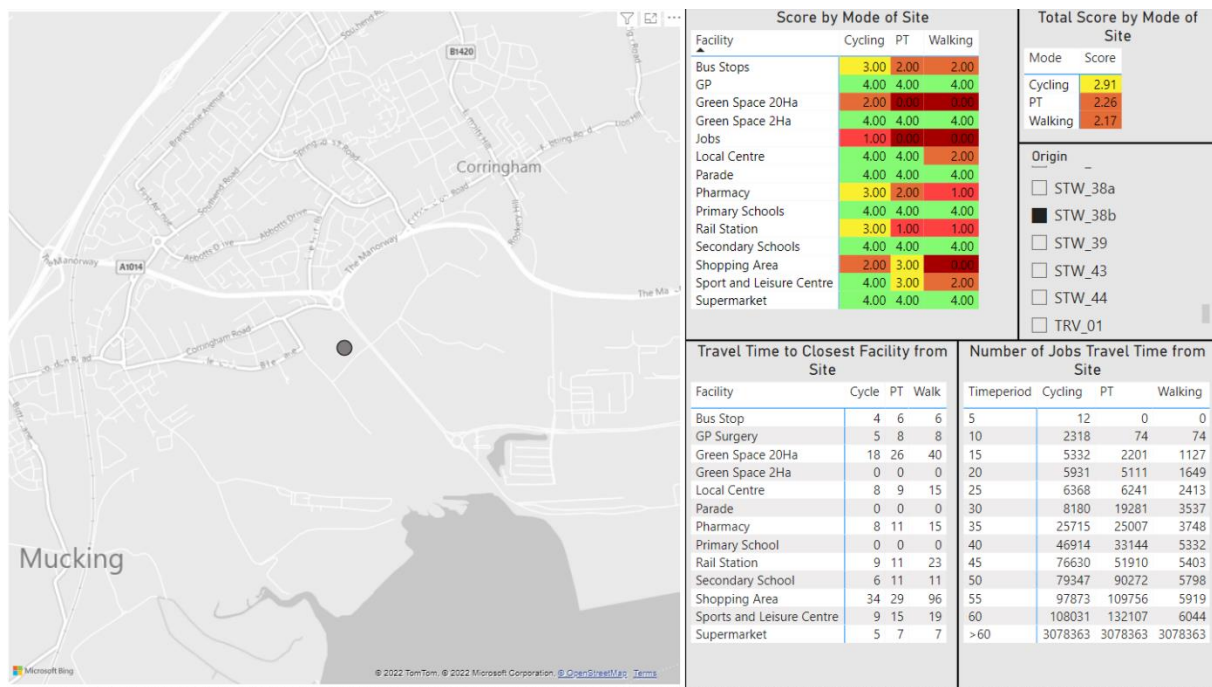
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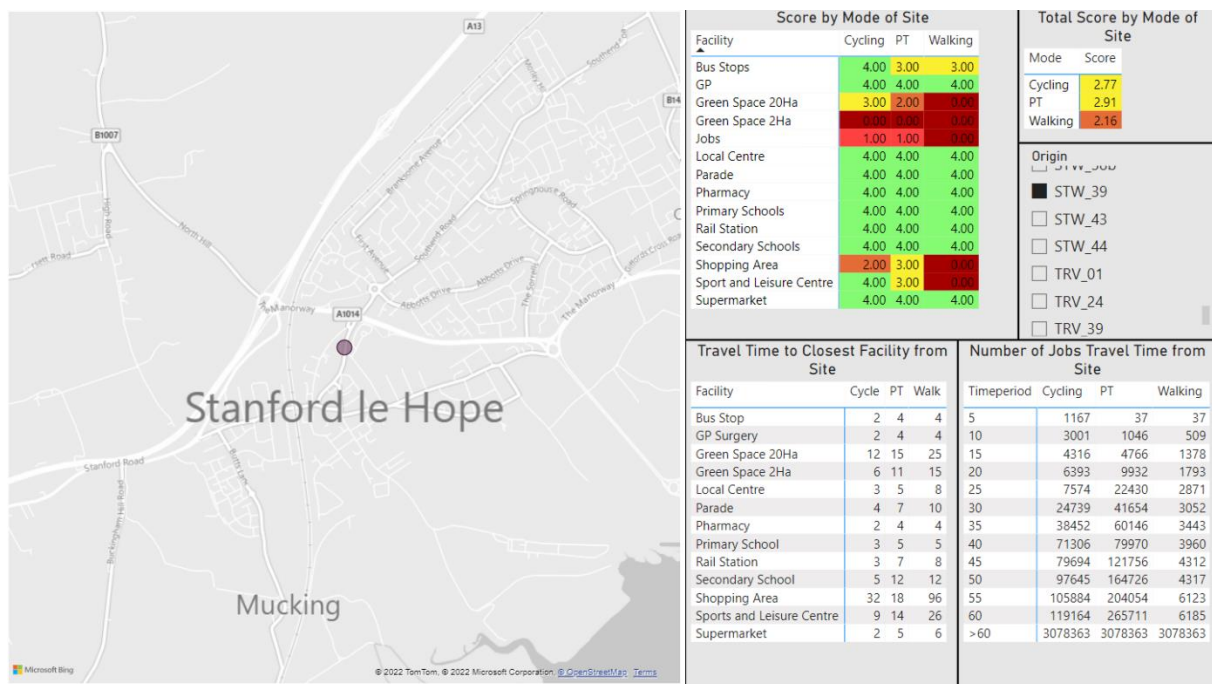
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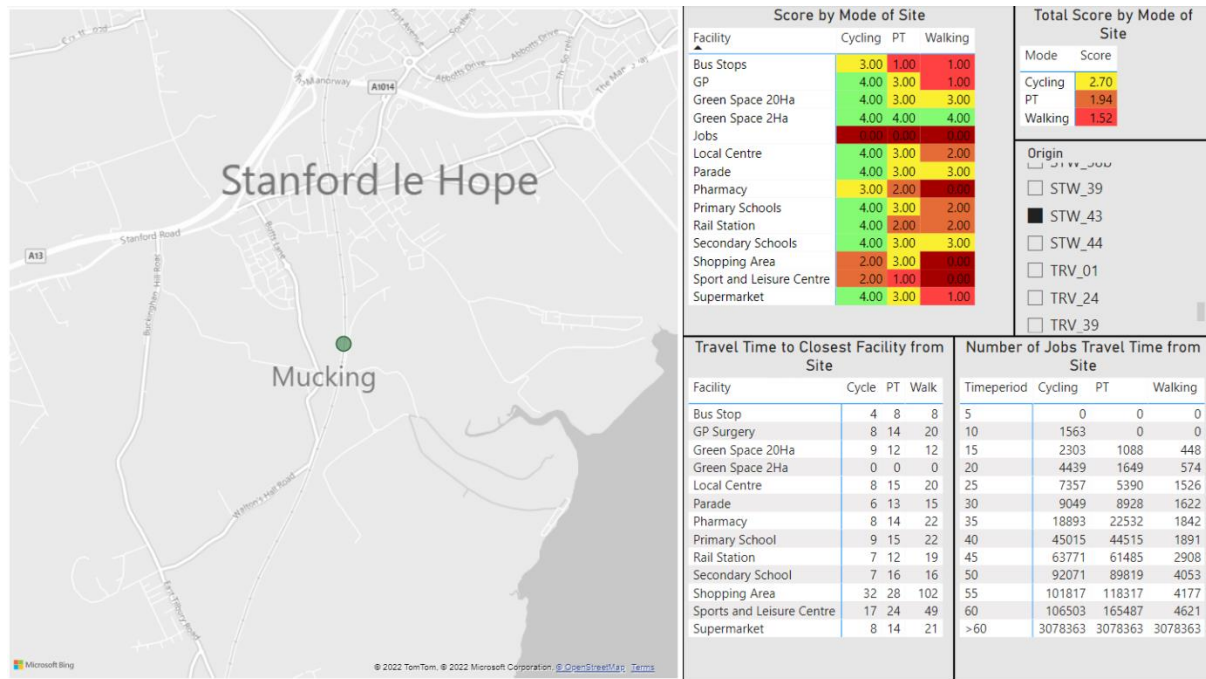


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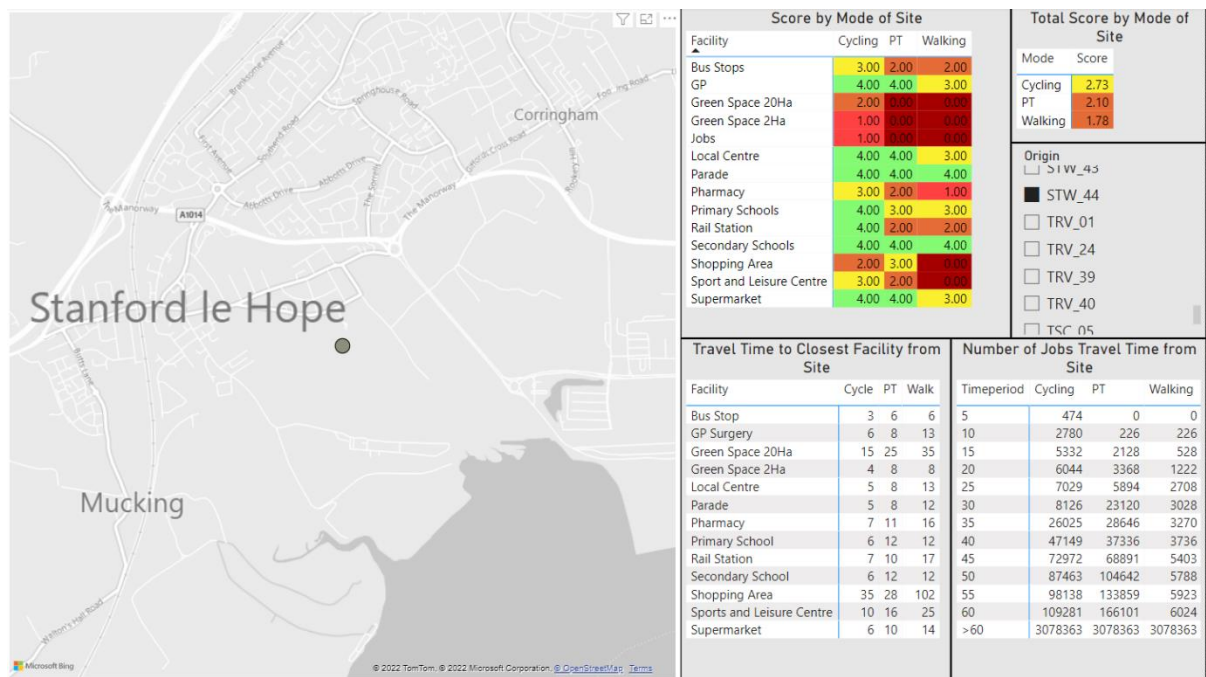


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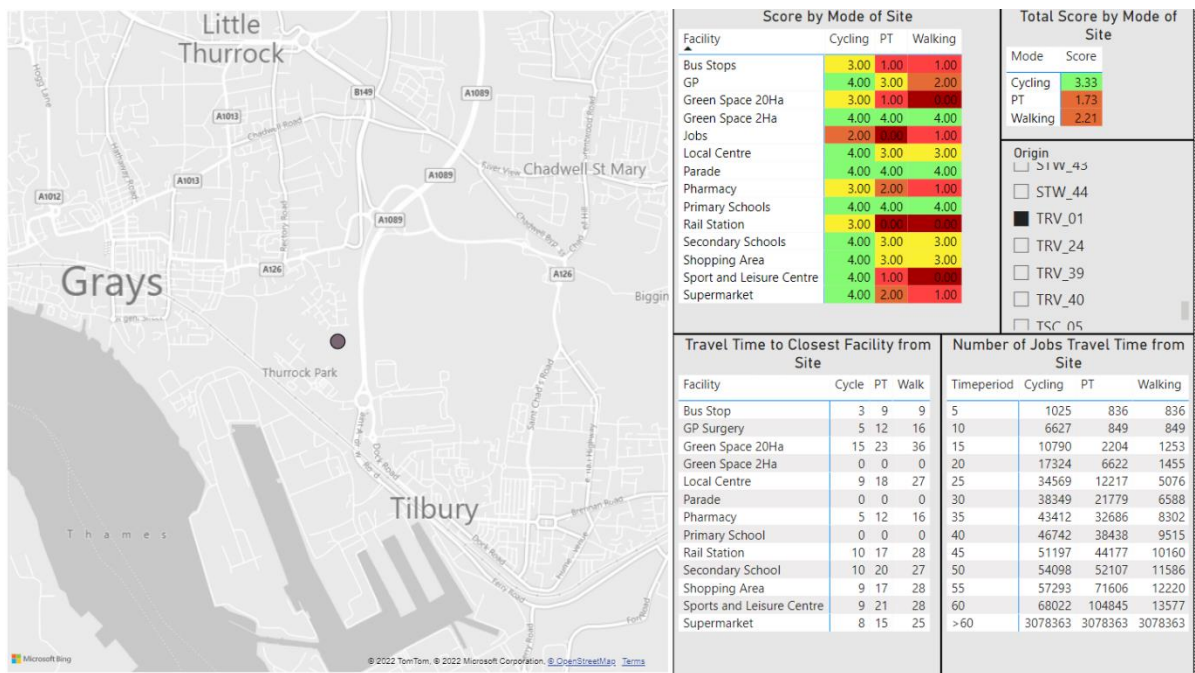
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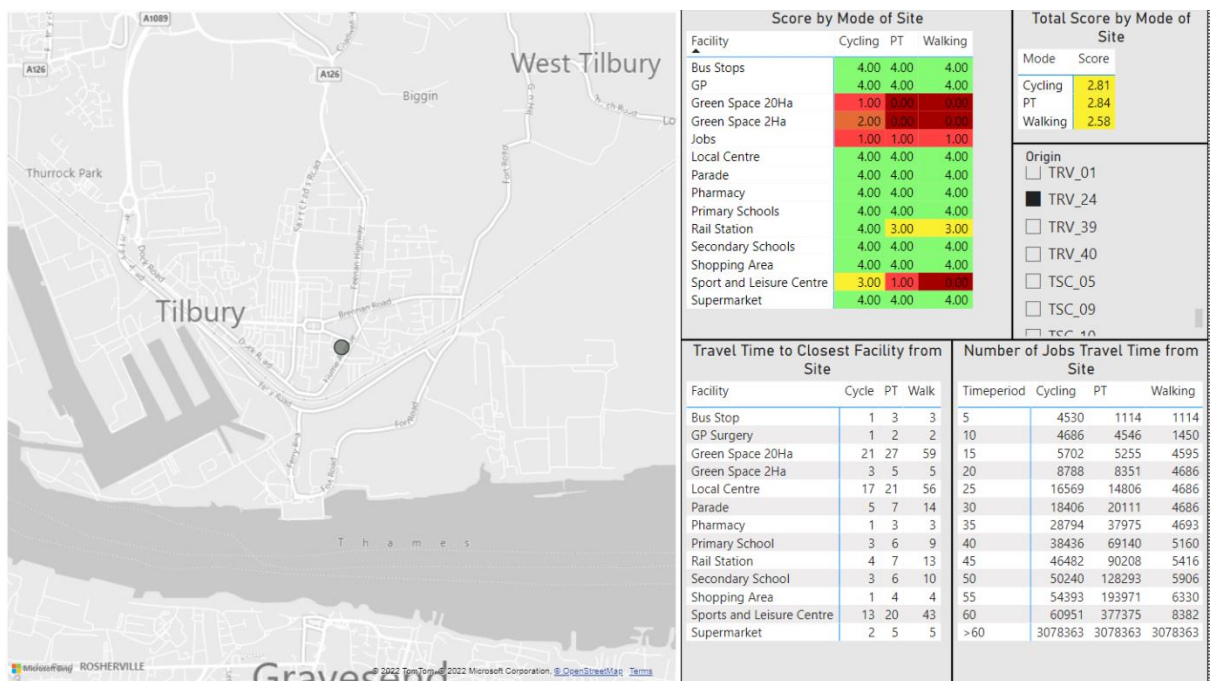
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TRV_01



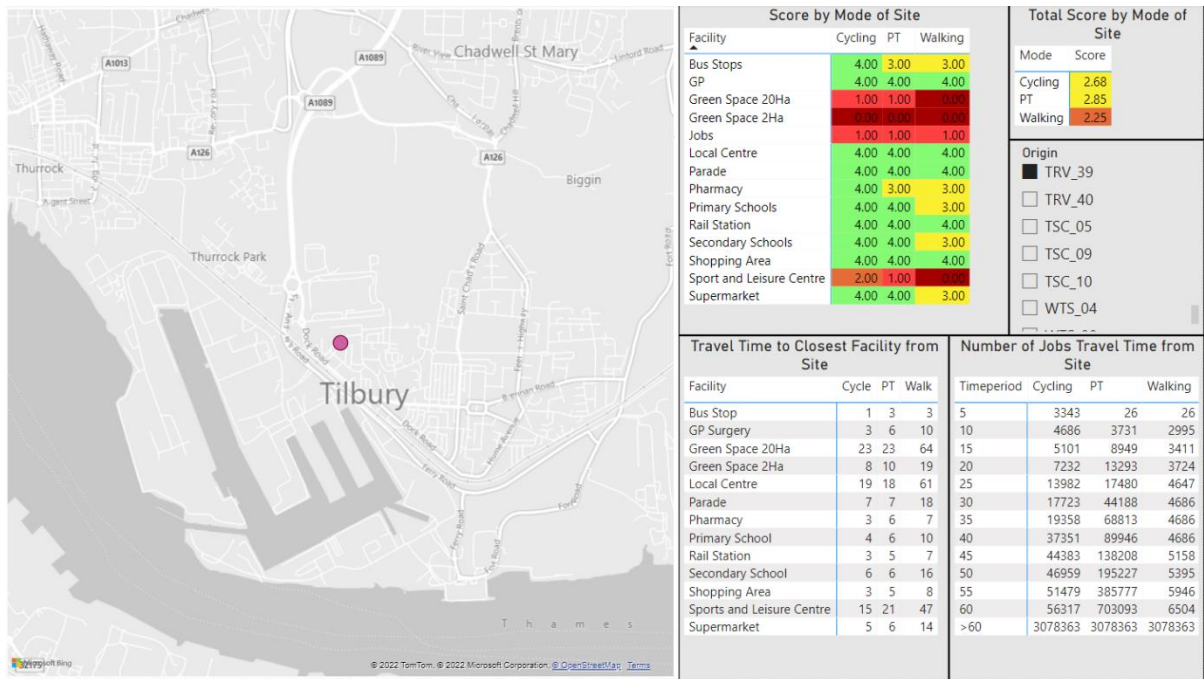
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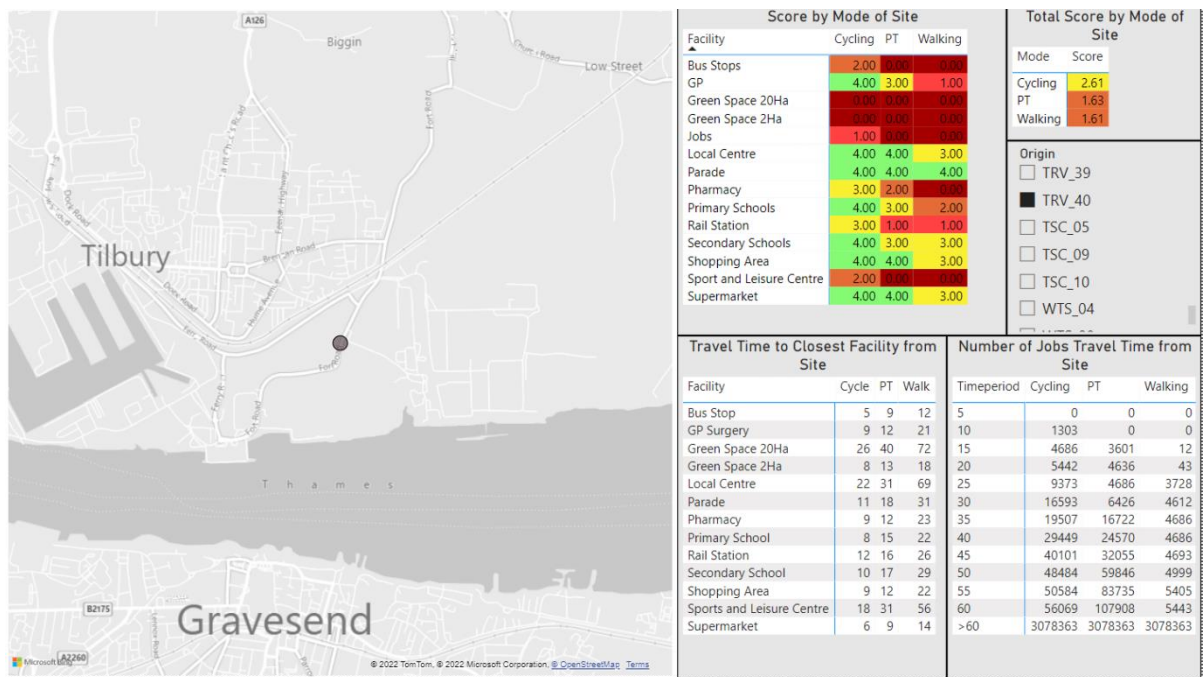
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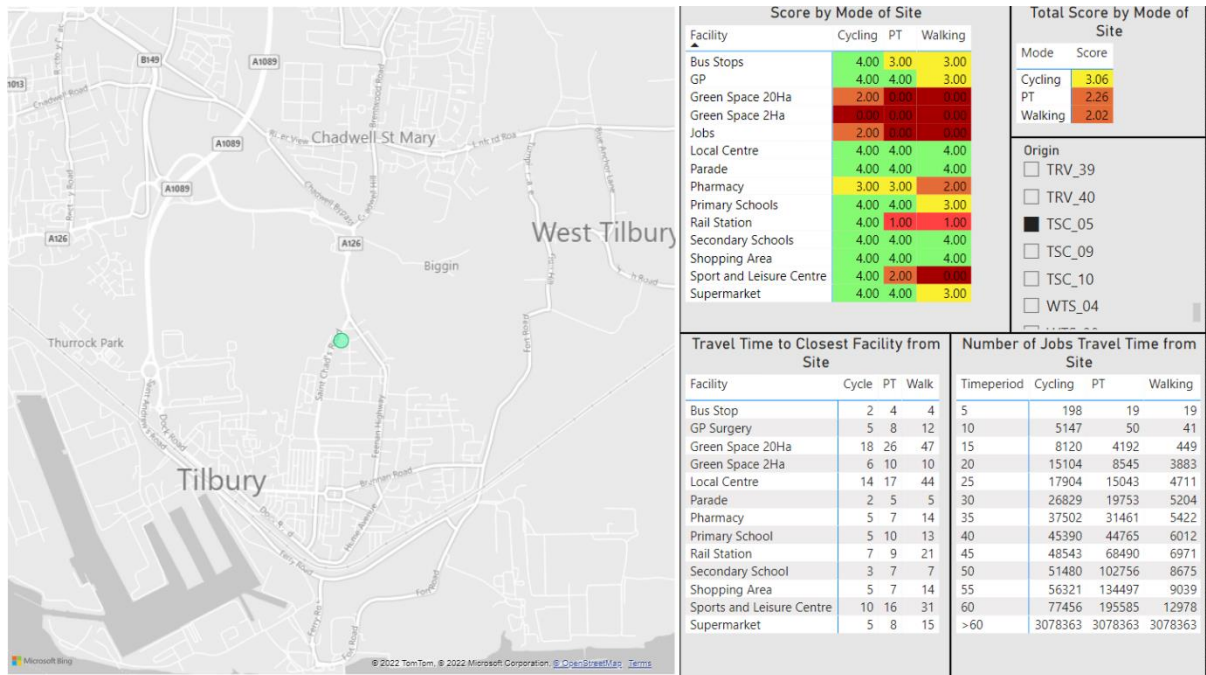
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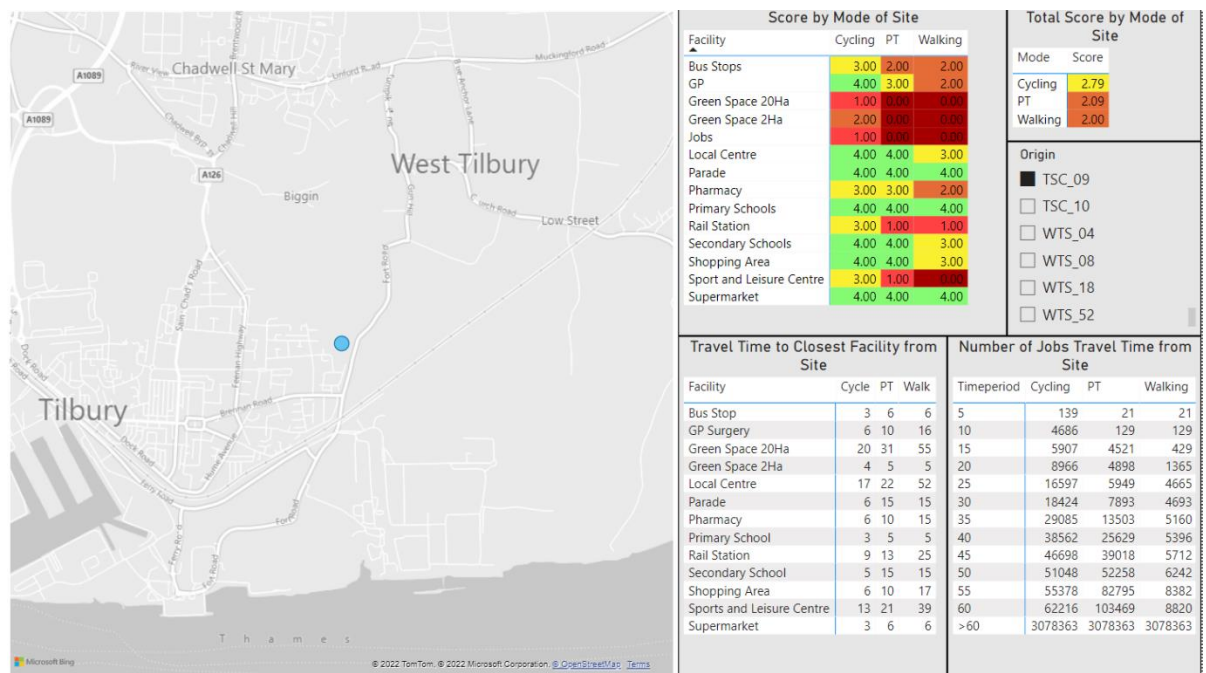
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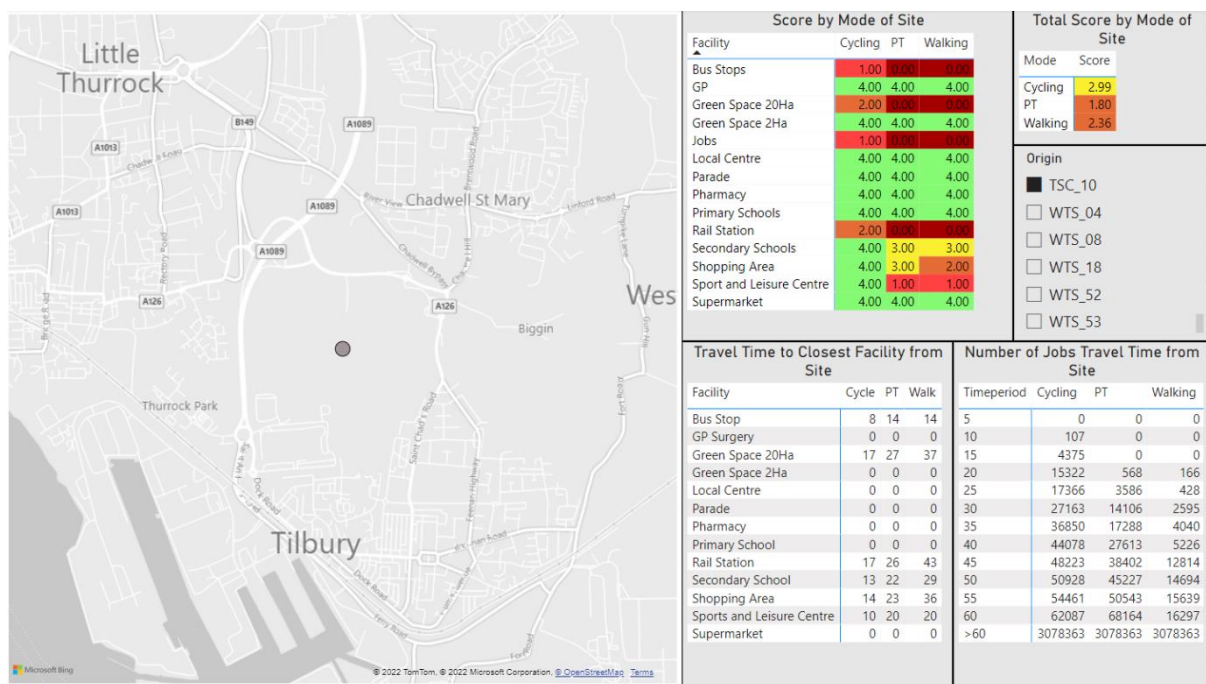
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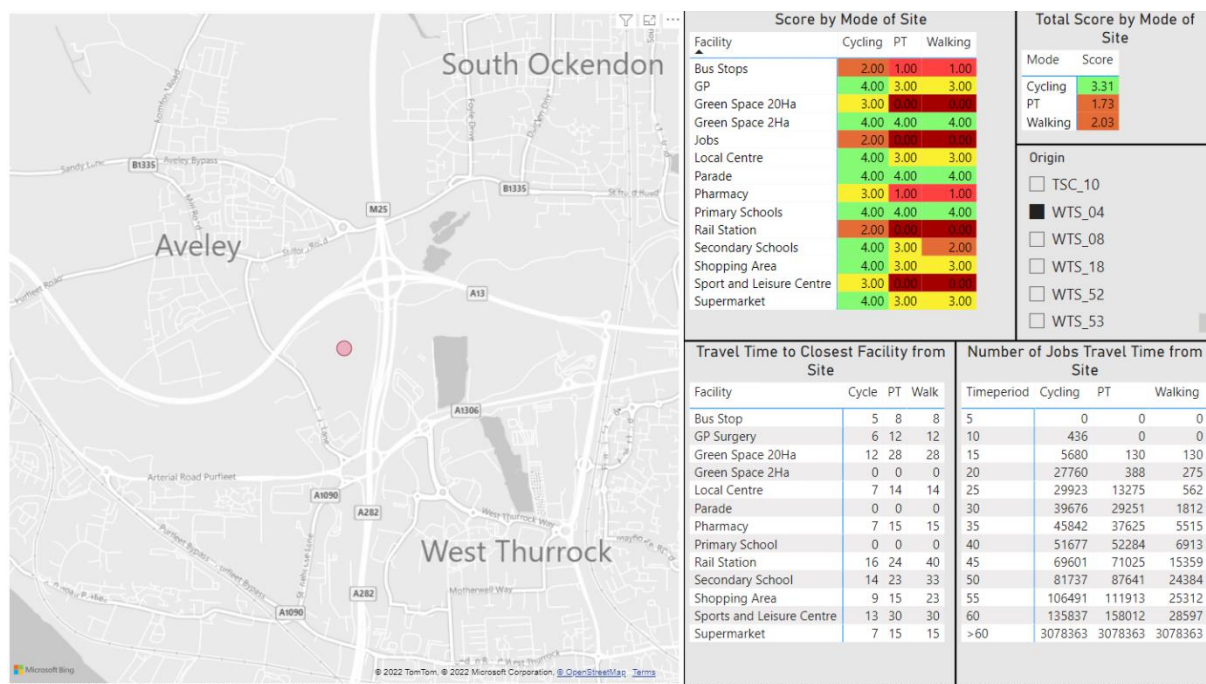
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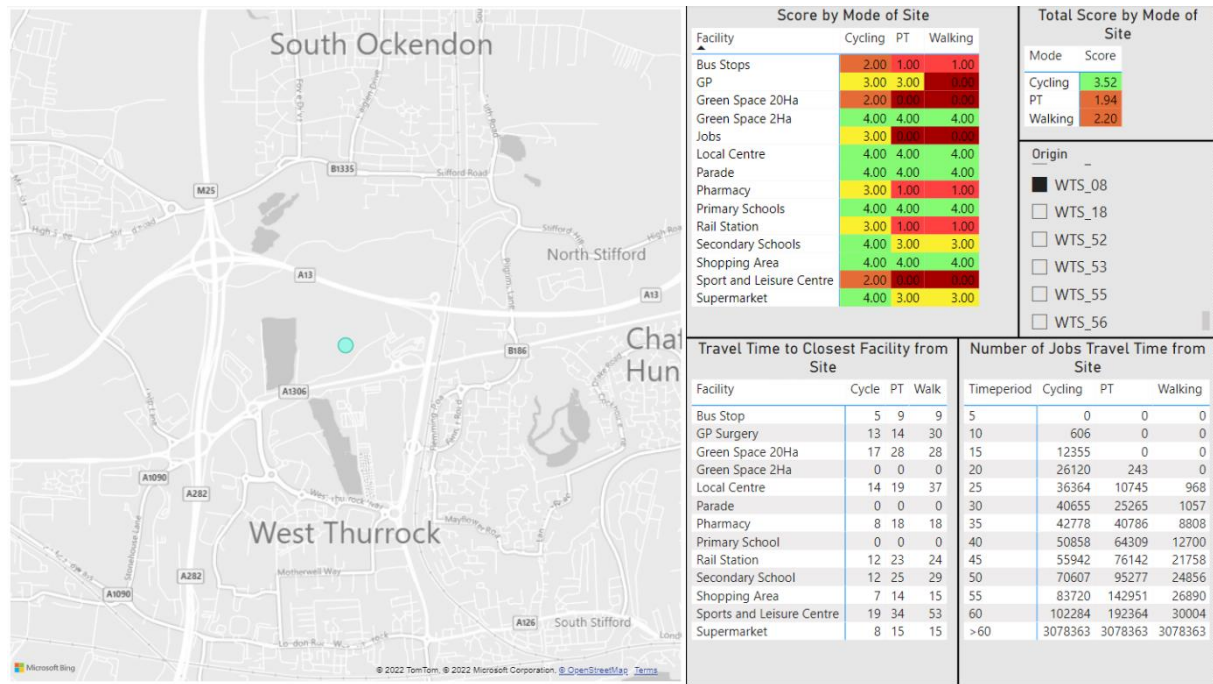
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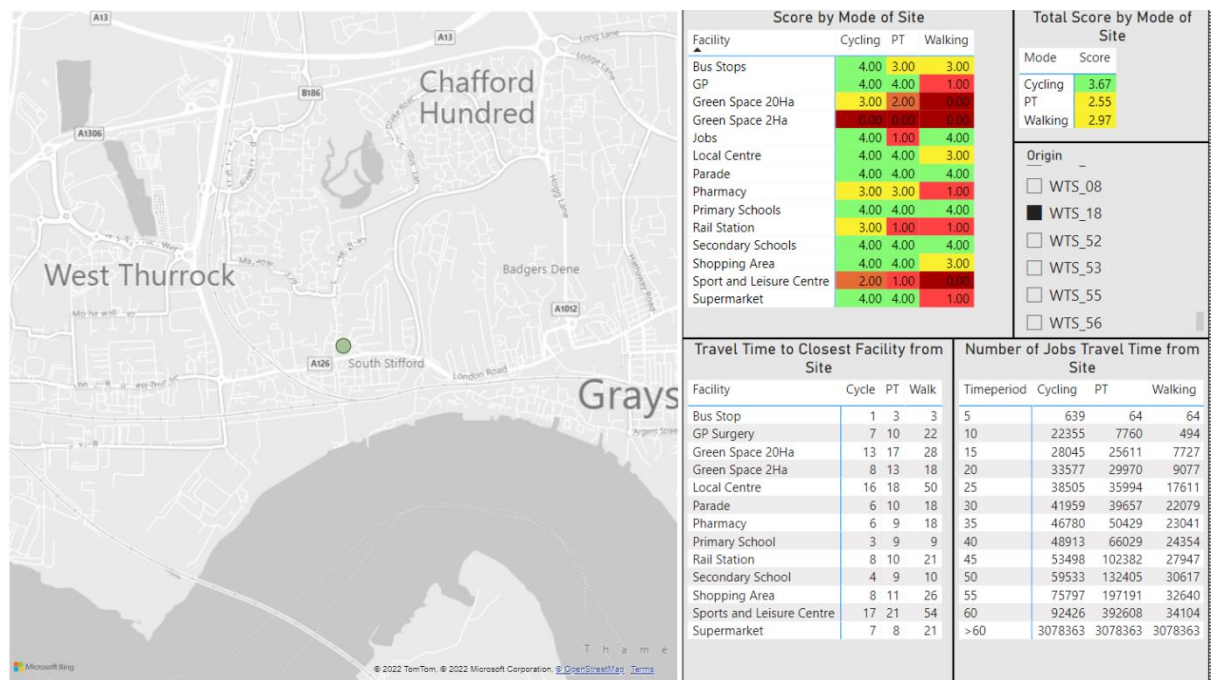
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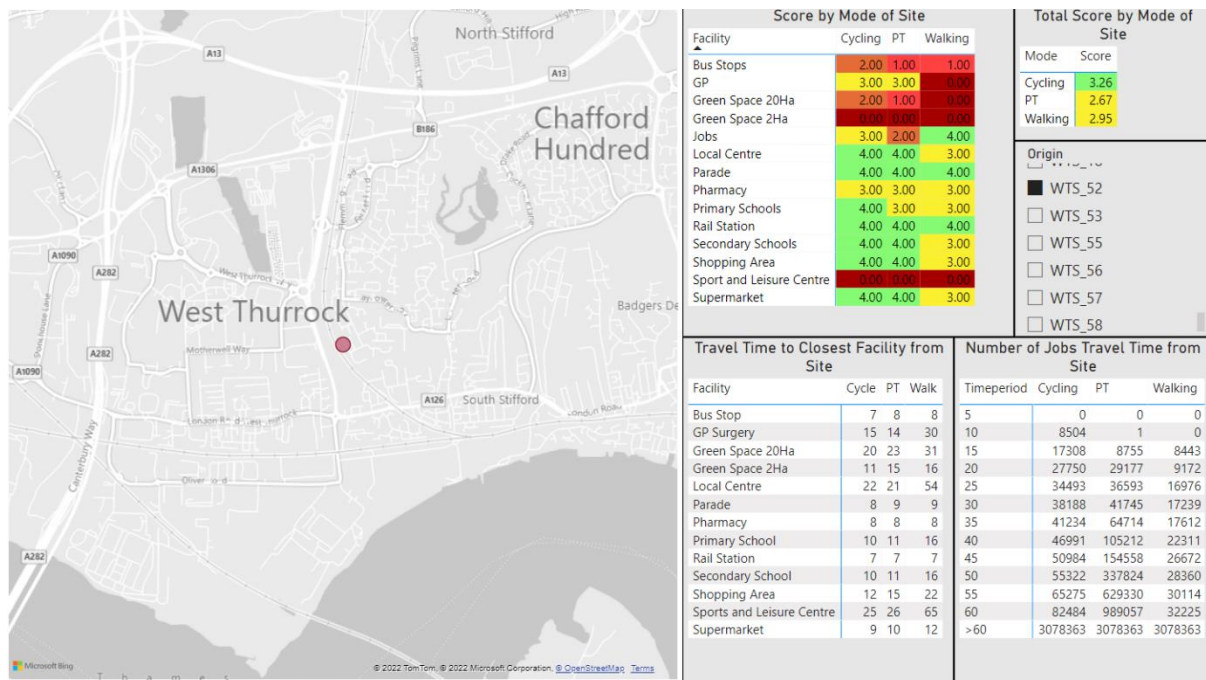
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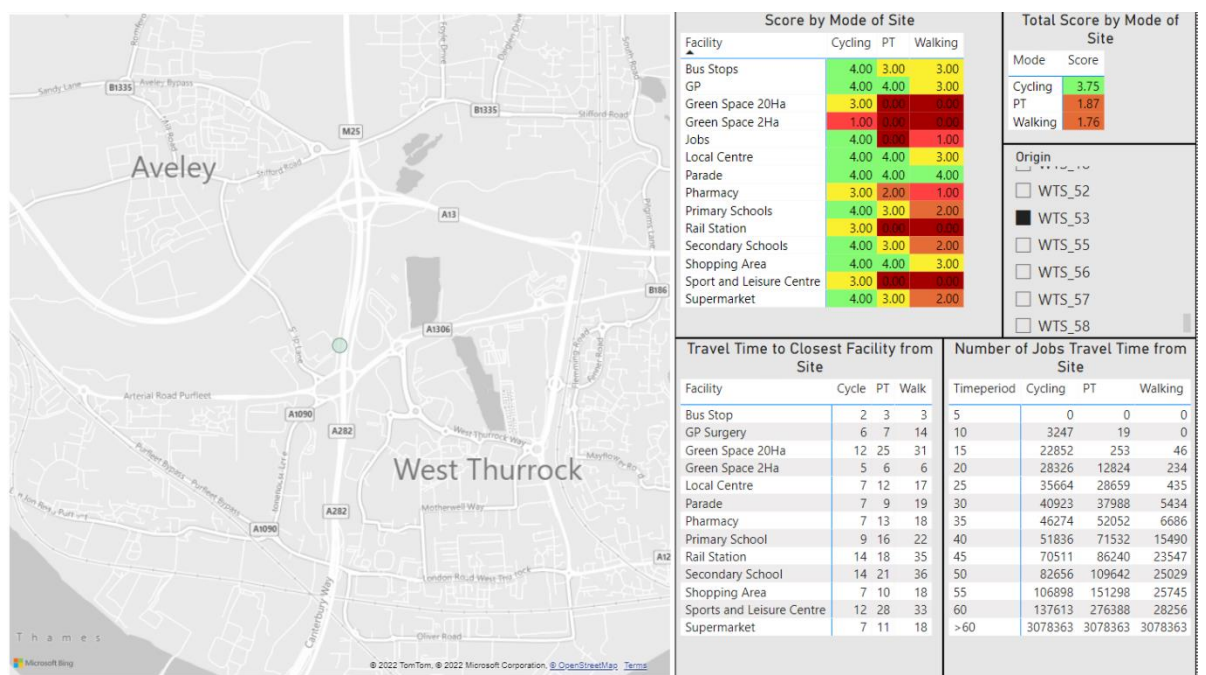
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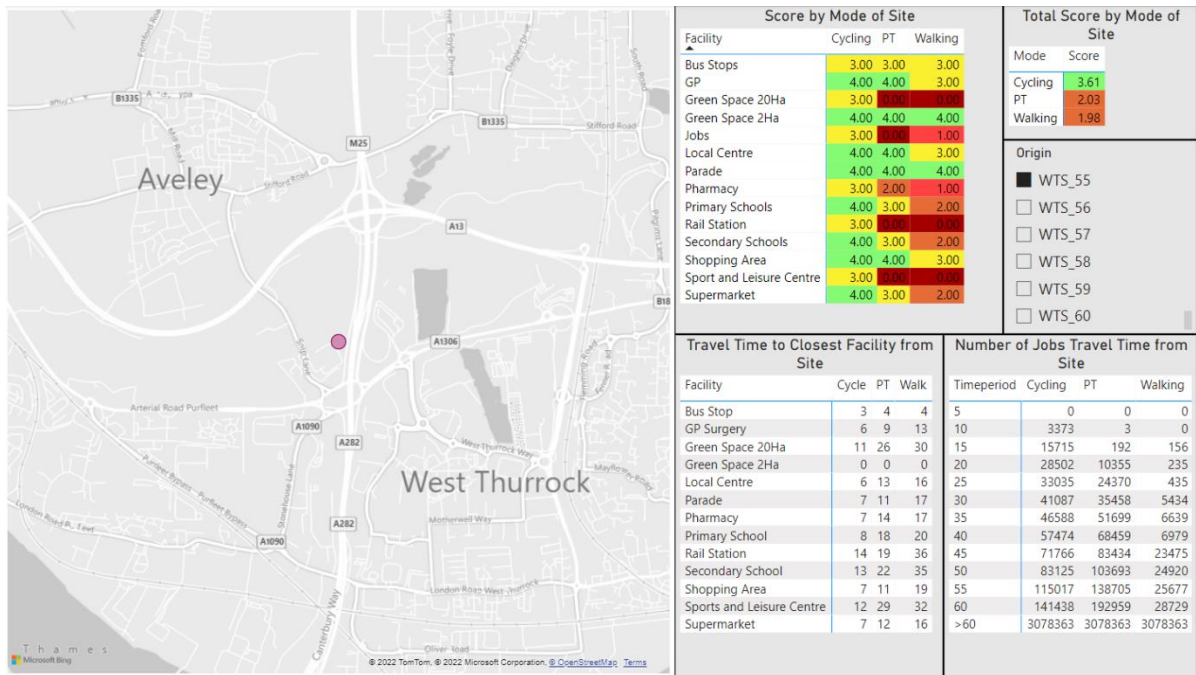
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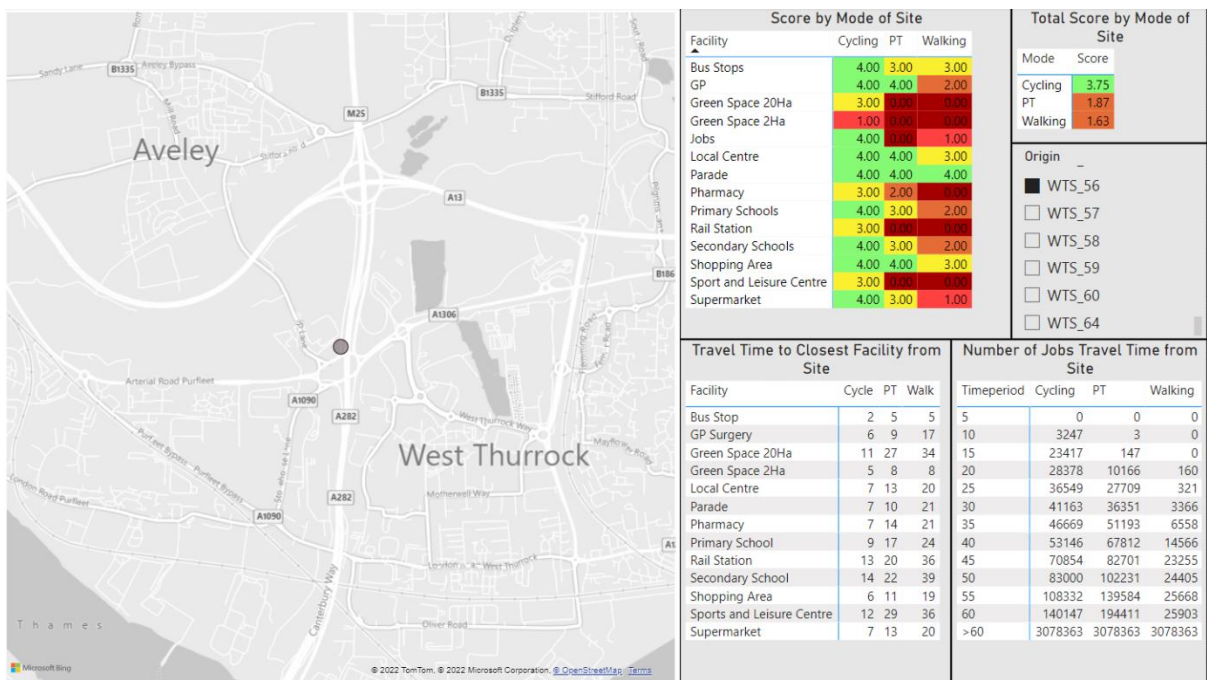
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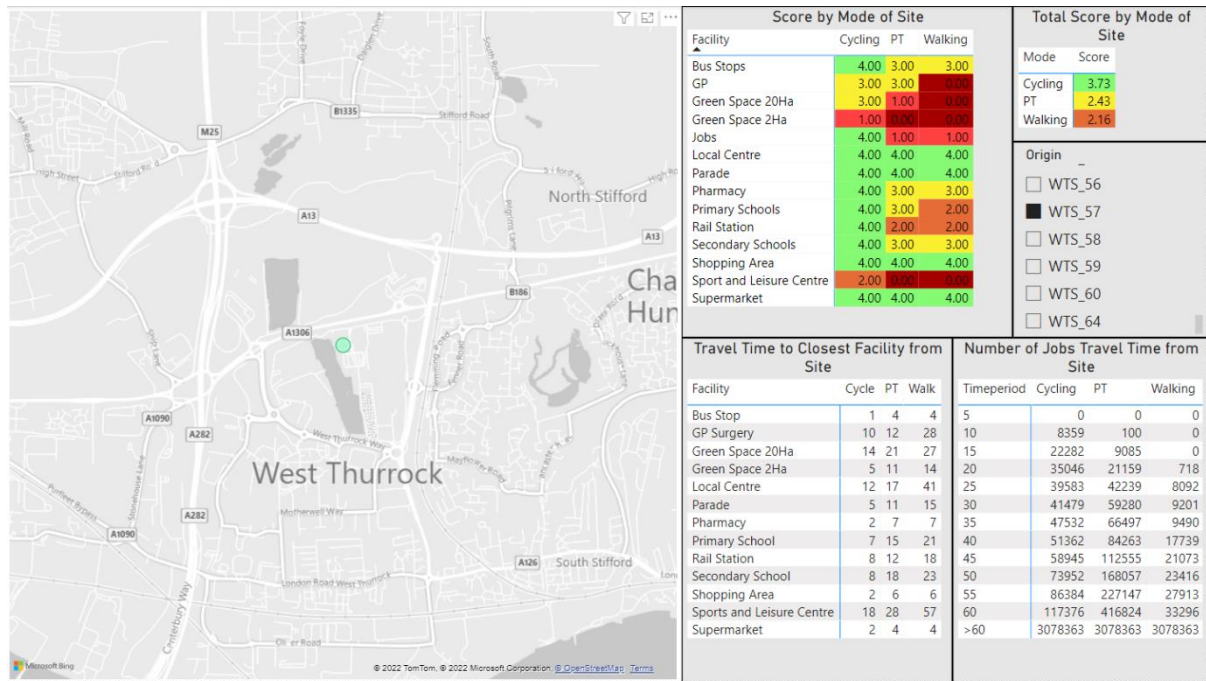
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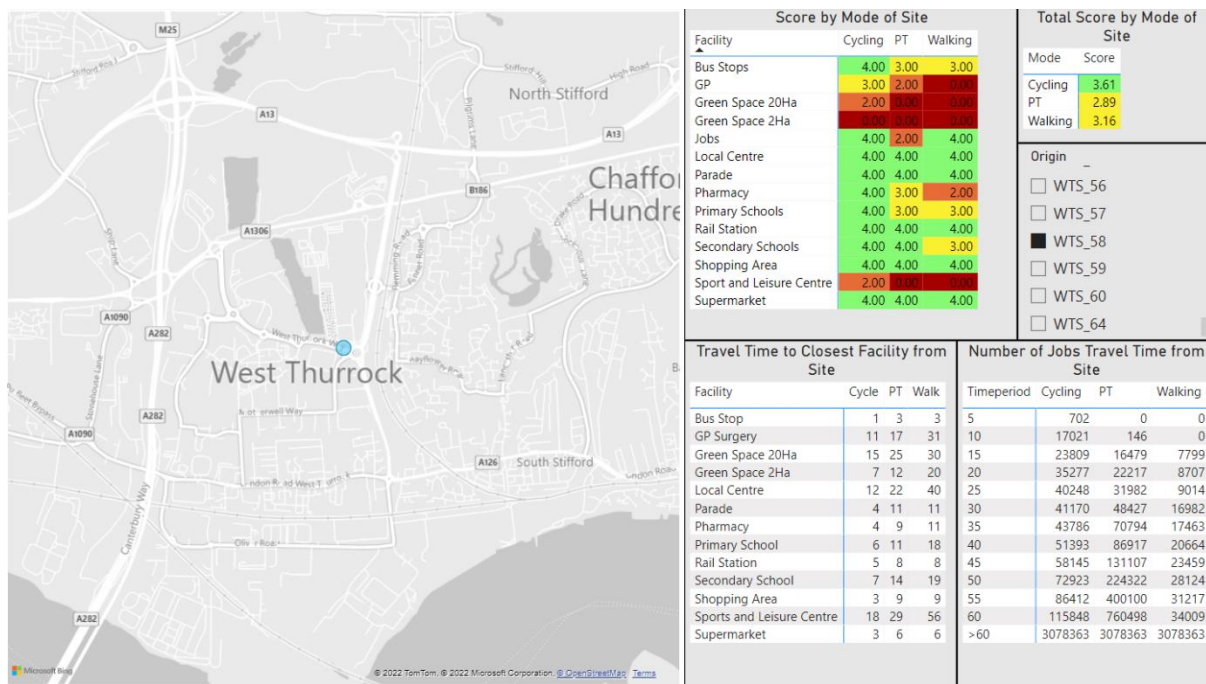
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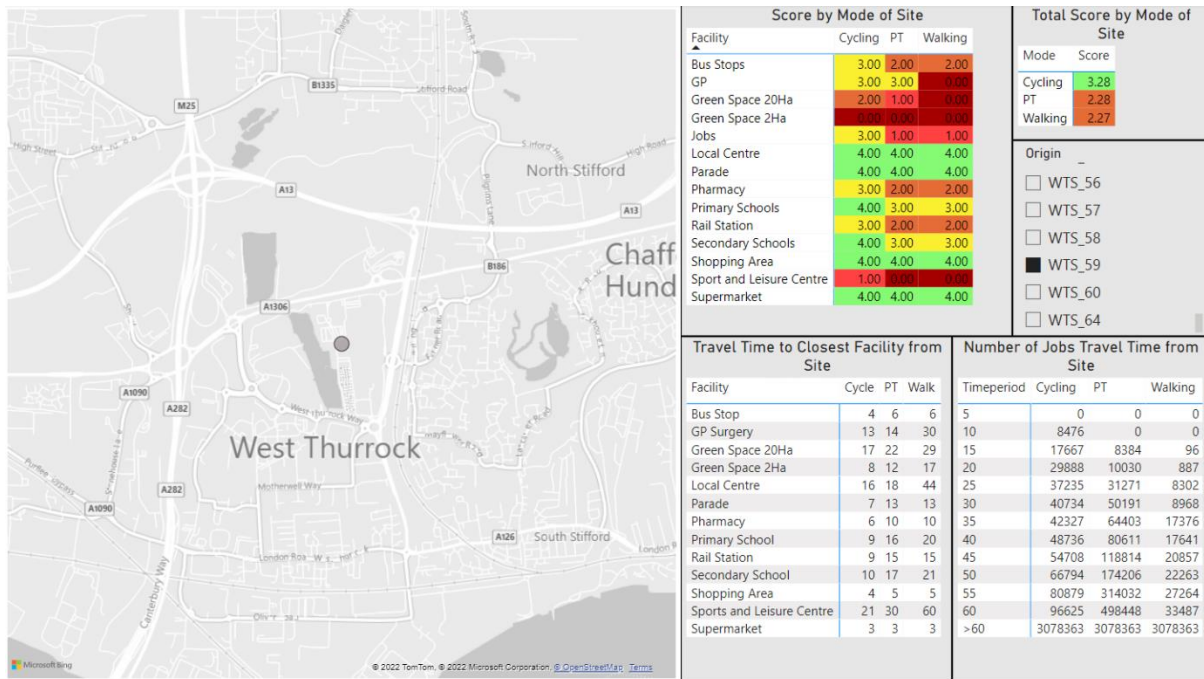
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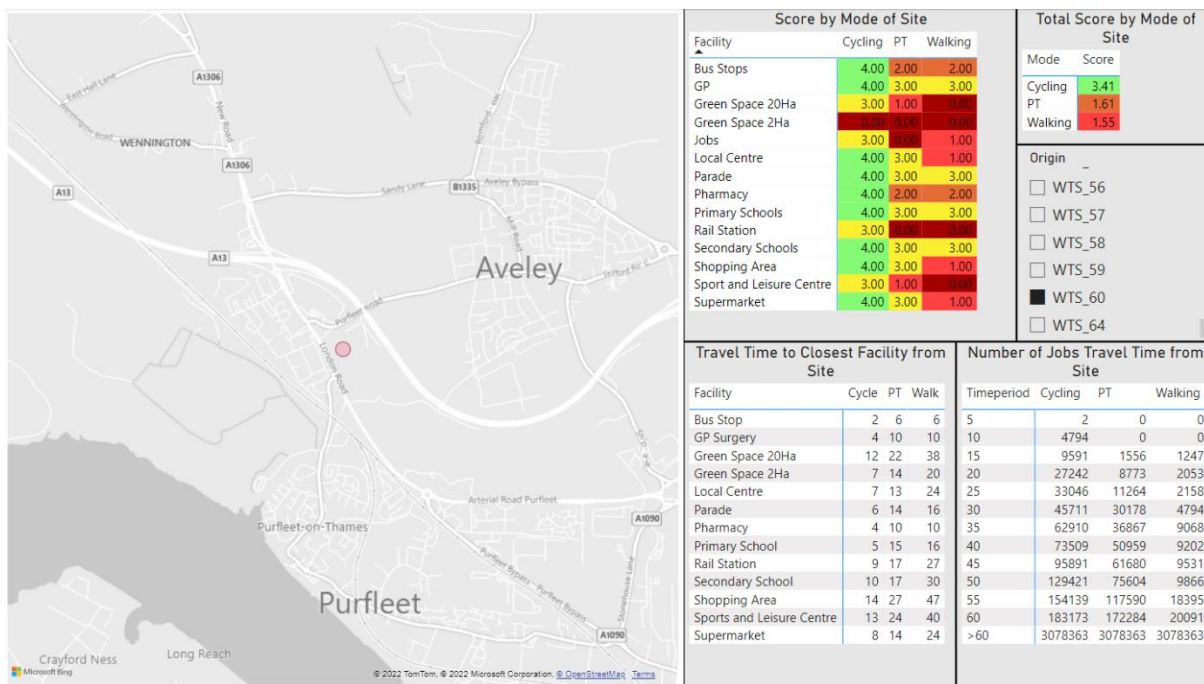
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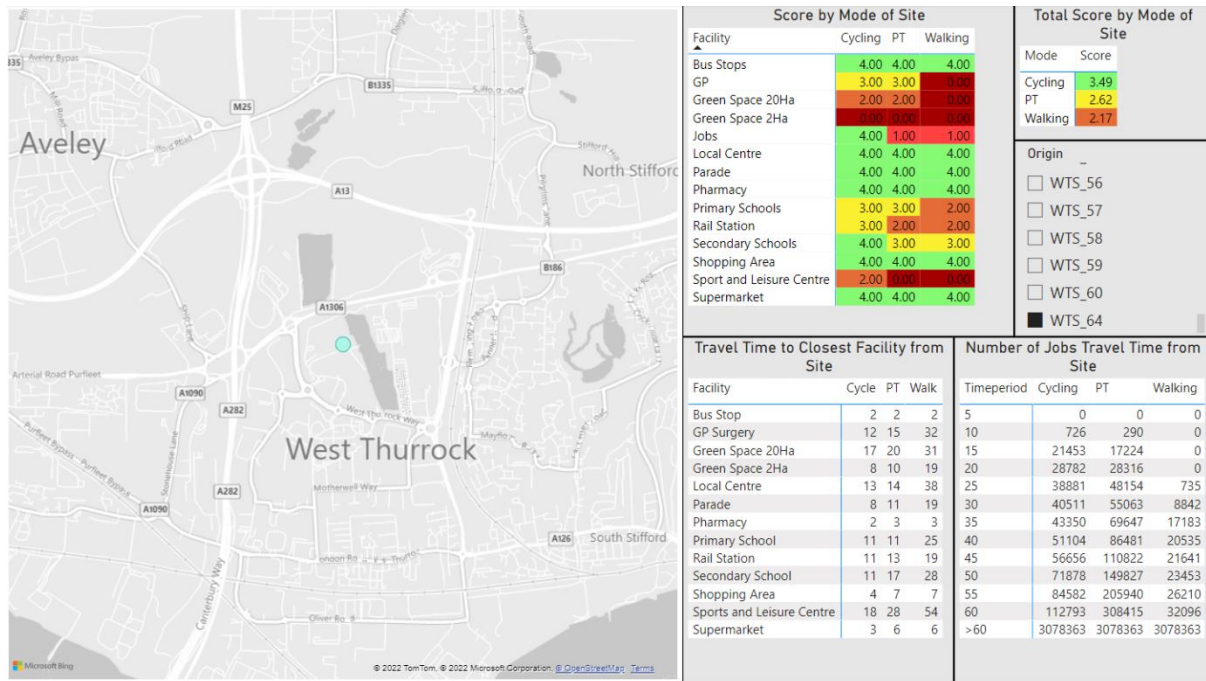
WTS_60



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WTS_64



Appendix F Map of Existing Facilities Used in Assessment

