

## **Melton Borough Council Pre-submission Local Plan**

Representations by ***GADDESBY COMMUNITY GROUP***

For the following reasons I do not consider the Plan to be justified, effective or consistent with national policy.

### **General in relation to Gaddesby**

#### **1. Rural hub or settlement?**

In the original draft plan Gaddesby was deemed to be a “rural supporter.” A rural supporter is identified by a clear scoring methodology. Attached is a copy of the scoring methodology, role and function of settlements, role and spatial analysis together with the scores themselves taken from the Melton Local Plan Settlement Roles and Relationships of April 2015 (MLPSRR).

It will be seen that the criteria used were much more extensive and sophisticated than the four used in the latest draft plan and that Gaddesby was very much at the lower end of the rural supporter range of 10 to 20 points with 12. Why the change?

Not only therefore has Gaddesby been “upgraded” but also it is proposed to assign to Gaddesby a greater proportionate increase in housing than any other village (see 4 below).

Of the four current criteria comments are as follows:

- Primary school – agreed.
- Access to employment opportunities – not agreed for the reasons set out in 8 and 9 below.
- Fast broadband – not accepted – see 10 below.
- Community building – agreed.

Therefore Gaddesby does not enjoy the requisite three out of the four criteria to qualify as a rural hub and should therefore be classed as a rural settlement. The methodology now proposed is unacceptable as being simplistic and unsound.

The criteria should include more day to day facilities in the methodology such as food shop, GP surgery, library, post office, primary school and pub. Not many rural villages will have employment facilities, those that do should be higher up the hierarchy and receive more development, and that facilities such as a food shop and doctors surgery are just as important as broadband in reducing the need to travel. There should also be more differentiation between the settlements, perhaps a return to the Primary and Secondary Services Centres previously proposed.

## **2. Housing needs survey**

A housing needs survey has not yet been carried out by Melton Council. Apparently the Council are to carry this out in the New Year (2017). If so how can it be said that there is a need for housing in Gaddesby?

## **3. Existing permissions currently un-built**

The Council have taken into account the 14 permitted dwellings at GADD1 but have not taken into account the 5 houses for which permission has been granted on Ashby Road (12/00530/FUL) and the one further dwelling at The Hall (15/00826/FUL). Accordingly, in reality Gaddesby has already been allocated 6 houses which, when added to the 55 houses allocated in the draft plan, takes the total allocation to 61 new houses. This cannot be sustained or justified for the reasons set out in these representations.

## **4. Natural growth**

At Appendix 2 of MLPSRR it will be seen that over the period 1994 to 2014 on average one new house was built in the village every year. On the assumption that this continues an additional 20 houses will be built over the life of the Plan.

## **5. Percentages**

If one looks at paras 4.2.21 and 22 of the draft Plan it will be seen that Gaddesby has a markedly higher percentage of proposed housing than any of the other villages. There are currently 158 houses in the village itself. An increase of 61 would be a 38.6% increase and would clearly change the nature of the village. When the additional 20 houses likely to be built from “natural growth” are included, this pushes the figure up to an increase of 51.2%. The calculation by estimated population of the villages at 4.2.21 and 4.2.22 of the draft plan is unsound. It is the number of houses which is material.

## **6. Highways**

The A607 is already a very busy road as it leads to the Hobby Horse roundabout and the A46. Both these roads are over capacity certainly. It is not unusual to be queuing from Syston/Queniborough/East Goscote all the way to the Hobby Horse. The junction between Gaddesby Lane and the A607 is very dangerous and one sometimes has to wait minutes to join the A607.

In addition, Rearsby Lane (which connects Gaddesby Lane to Ashby Road) is a busy, narrow and winding road which is already unsuitable for the existing traffic burden placed on it.

If the 61 (or more) houses were to be built this is likely to add another 120 plus cars to the mix. This impact has not been assessed by the Plan.

## **7. Weight limit**

There is a weight limit throughout Gaddesby of 7.5 tonnes, which demonstrates how minor the roads are into the village.

## **8. Buses**

The suggestion that the 100 bus service can be used to get to work is incorrect. The 100 bus service runs very infrequently and does not run at all on Sundays or bank holidays. Gaddesby is the closest settlement in the borough to Leicester and it is there that most people go to work rather than to Melton. We called a village meeting to discuss the plan and 74 villagers attended, when we asked for a show of hands not one indicated that they work in Melton. The only suitable bus to Leicester leaves Gaddesby at 07.49 and the last bus leaves Leicester at 17.10. In other words it is impossible to use the bus to attend work full-time in Leicester. Further Leicestershire County Council will review the contract next year (2017) and there is a risk that it will be withdrawn.

## **9. Employment**

The suggestion that there is access to employment opportunities is incorrect and requires re-assessment because of the lack of public transport. There is minimal employment within Gaddesby itself.

## **10. Broadband**

Gaddesby's phone exchange has been "upgraded" in 2016 as part of the "super-fast" Leicestershire program. It has added support for Fibre to the Cabinet broadband. There isn't a lot of choice of provider; the majority of residents are using BT.

This broadband service is sold as "up to" 56Mbps download speed, which is more than adequate for an average modern home. The actual delivered speed at the time of writing is 20Mbps, or 40% of the advertised maximum, which is the same as the pre-upgrade ADSL offering. Given this failure to perform under the existing load of the village and surrounding areas, any additional load is likely to make the service deteriorate further. Many existing residents have not yet upgraded to fibre broadband, which means that, when they do, this would increase the load further thereby reducing the actual delivered speed further.

In the neighbouring village of Queniborough, the broadband speeds can be over double the delivered speed in Gaddesby.

## **11. The School**

Only in 2014 did the school intake increase to 25 each year from 15. Years 2, 1 and reception are therefore already at capacity. The catchment area for the school includes Barsby, South Croxton, Ashby Folville and almost to Queniborough and attracts pupils from further afield. Within 4 years the school will be at capacity and, therefore, there is no requirement to fill spaces with new families coming into the village. Having only recently been substantially extended, it is unrealistic to suggest that the school will be capable of further expansion in the short/medium term.

### **Specific to GADD2**

#### **1. Highways**

The Site is opposite the newly expanded primary school and the village hall. At school drop off and collection times cars are parked nose to tail along the school side of Ashby Road making the road all but impassable and impossible for those trying to emerge from the Site.

The village hall is occupied every weekday by a playgroup which is frequented by, on average, 25 to 30 children at any one time who are also dropped off and collected. In addition at certain other regular times cars are parked nose to tail on Ashby Road opposite the Site. All this traffic makes the road dangerous to both motorists and pedestrians. Attached are various photos taken on 1 December 2016 at about 8.30am. Ashby Road is a busy road, which is narrow and has a sharp bend adjacent to the Site which will make it impossible to see traffic coming round the bend for vehicle exiting the Site. Ashby Road is totally unsuitable to service the existing traffic let alone the increased traffic that the proposed development would generate. In addition if one looks at the permissions granted but un-built on Ashby Road (see 3 above) a further 19 houses will potentially be serviced by Ashby Road which is already very busy. On the assumption that each house has 2 cars this makes a further 38 vehicles using the Ashby Road regularly. Highways issues have not been assessed when considering the Site.

The school have recognised the problem and the potential danger but clearly do not know how to deal with it – see the attached letter from the Head Teacher to parents dated 24 November 2016.

Without proper assessment there is no evidence to show how the Site can be satisfactorily accessed and the impact this will have on the surrounding road network.

## **2. Flooding**

A large part of the Site is subject to flooding. Those who walk regularly on the footpath across the Site can confirm that in wet weather most of the Site is subject to standing water. It is at the bottom of a hill.

As it is, the village hall and the school have to pump their soil waste to the west of the site to the pumping station near to the Cheney Arms public house to join the waste from the rest of the village. All of the Gaddesby village waste is then pumped east towards Ashby Folville. The existing sewage system is very old and lacks the capacity to cope with the extra demand which any development would place upon it.

If the Site were to be developed surface water is likely to cause Gaddesby Brook to flood threatening to cause damage to properties in the vicinity including the Primary School and Village Hall. Whilst at Appendix 1 of the Local Plan it is proposed that a policy requirement ensuring mitigation measures against flood risk are provided at GADD2, further investigation into surface water and foul drainage solutions is required before the Plan progresses any further. Without such investigation and supporting evidence it cannot be said that the allocation of the site has been properly justified in accordance with the requirements of the Framework.

## **3. St Luke's Church**

This sits at the top of Church Lane. It is a Grade 1 listed building. It is thought to be the most important church in the County from an archaeological perspective. If the Site were to be developed this would interfere with the setting of this wonderful building. The Site provides the only long view to and from the Church. The impact of development upon the Church's setting has not been properly assessed in the accompanying assessment for the wider site. Without having regard to this potential impact, the Plan has the potential to conflict with national policy which states that where a proposed development will lead to substantial harm to a designated heritage asset it should be refused consent, unless it can be demonstrated that the substantial harm or loss is necessary to achieve substantial public benefits that outweigh that harm or loss. Further that where a development will lead to less than substantial harm, this harm should be weighed against the public benefits of the proposal. Without a robust heritage assessment, the public benefits balancing exercise cannot be undertaken and the presumption in favour of sustainable test cannot be properly applied.

## **4. Ridge and Furrow**

The Site is ridge and furrow and constitutes a heritage asset. This also does not seem to have been taken into account and its loss assessed.

## **5. Ecological impact**

The site is in close proximity to a number of Local Wildlife Sites (LWS), including the Gaddesby Brook. In Appendix 1 of the Local Plan, the Council is proposing a policy requirement “that there are no adverse impacts on the nearby LWS located in proximity of the eastern boundary.” With regard to biodiversity impacts, national policy states that the planning system should minimise impacts on biodiversity and provide net gains in biodiversity where possible and that local planning authorities should set criteria based policies against which proposals for any development affecting protected wildlife sites will be judged. Gaddesby Brook contains Otters and also White Clawed Crayfish which are protected species. In order to comply with national policy, further information about the likely ecological impact of the development of GADD2 needs to be provided so a judgement about suitability of the site for development can be made.

## **6. Previous assessments**

GADD2 was the subject of an SHLAA assessment – MBC/016/13. The site was assessed and rejected as being undeliverable and undevelopable. No further site assessment has been carried out. The failure to properly assess the site clearly demonstrates that the proposed allocation is not based on robust evidence or been appropriately considered against alternative sites within the village or elsewhere in the Borough. This is a fundamental shortcoming in the preparation of the Local Plan which as a result means the allocation of the site is not ‘justified’ or consistent with national policy, as required.

## **7. Visual Impact**

In defining a site to provide 30 dwellings, the Council has drawn up arbitrary site boundaries without justification; these are not defined or contained by physical features, for example by a hedgerow or surrounding development. The site’s northern and eastern boundaries are exposed, meaning the proposed housing development is likely to have an adverse visual impact on the wider countryside, therefore, failing to meet the ‘environmental’ element of sustainable development (the Council’s assertion in the accompanying wider site assessment that the site is “well hidden” is considered to be inaccurate). Furthermore, the site is considered to be out of character with the surrounding development which extends along Ashby Road and Church Lane and is linear in nature. The likely adverse impact of the proposed allocation upon the character of the settlement and surrounding landscape has not been properly considered through the site assessment process.

## **Specific to GADD3**

### **1. Previous assessment**

GADD3 was the subject of an SHLAA assessment – MBC/017/13. This site was also rejected as being undeliverable and undevelopable. No further site assessment has been carried out. The failure to properly assess the site clearly demonstrates that the proposed allocation is not based on robust evidence or been appropriately considered against alternative sites within the village or elsewhere in the Borough. This is a fundamental shortcoming in the preparation of the Local Plan which as a result means the allocation of the site is not ‘justified’ or consistent with national policy, as required.

### **2. Highways**

Site Appendix 1 of the Melton Local Plan states the following with regard to GADD3:

*“The site is situated in the northern edge of the village and therefore slightly detached from the limited services that the village provides. Its access via either of two well-connected roads and the proximity to the bus stop makes this site a suitable allocation for housing.”*

The two roads in question, Rotherby Lane and Pasture Lane, are both unsuitable for more than the occasional vehicle, and certainly not suitable for any heavy vehicles such as buses and lorries. The main access for properties at this end of the village is Pasture Lane for traffic approaching from Melton Mowbray, or Gaddesby Lane/Rearsby Lane, via Main Street and Park Hill from Leicester. Main Street is often reduced to a single lane with overflow parking of pub patrons, and also from the vehicles belonging to residents of Main Street without off-road parking. These roads are not “well-connected” and are in fact highly restrictive, dangerous in some weather conditions, and are not effective to support additional residences.

Park Hill is exactly what it says - a steep hill. Vehicles naturally speed down the hill (it can be difficult to keep to the speed limit due to the steepness). By the same token vehicles ascending tend to speed to be able to get up the hill. There is only one narrow footpath which is on the opposite (west) side to the main body of housing at Paske Avenue and Barrow Crescent and indeed GADD3. Therefore when walking children to school, Parents have to cross the road to the footpath which is dangerous due to the speed of the traffic and due to the fact that it is on the brow of a steep hill. There are also a number of concealed entrances along Park Hill. See 9.4.18 of the 2016 draft plan.

### **3. The bus service**

The bus service also currently uses Paske Avenue to turn around and head back down the hill to continue its route. This creates a traffic danger, as Paske Avenue is a narrow road, which often has many vehicles parked on it due to the housing and the children's playground, and really is unsuitable for large vehicles such as buses.

### **4. Ground Quality & Drainage of Existing Properties**

The ground on GADD3 plot is clay heavy, and as a result there is a lot of surface water retention and runoff from fields. This affects a number of properties, and any new development in the area will undoubtedly have a negative knock on effect on the other existing properties. There is no mention of attempting to improve drainage facilities for existing properties, and existing drainage of the land could be called ineffective in areas, so any additional load would also be ineffective without improvement. This has not been properly assessed.

### **5. Visual impact**

GADD3 would have an adverse visual impact on the entrance to and exit from the village and on the wider countryside. As one reaches the top of Park Hill it is clear that one has reached open country. This would not be the case if the development were to be built. The site is considered to be out of character with the other development, which extends along Pasture Lane. The likely adverse impact upon the settlement and surrounding landscape has not been properly assessed.

### **6. Ecological impact**

National policy states that the planning system should minimise impacts on biodiversity and provide net gains in biodiversity where possible and that local planning authorities should set criteria based policies against which proposals for any development affecting protected wildlife sites will be judged. There is a pond on the GADD3 site which is understood to be habit for protected wildlife (newts). In order to comply with national policy, further information about the likely ecological impact of the development of GADD3 needs to be provided so a judgement about suitability of the site for development can be made.







## Appendix 1: Village Performance

Village Name	Train (5 points)	Direct bus route to neighbouring towns and cities (5 points)	Regular local bus service (3 points)	Primary School (3 points)	Convenience store (3 points)	Post Office (3 points)	General Medical Practice (3 points)	Pharmacy (3 points)	Village Hall (3 points)	Petrol Station (2 points)	Dentist (2 points)	Secondary School (2 points)	Public House, café, bars and restaurant (2 points)	Library (2 points)	Take away (2 points)	Crèche (2 points)	Garage services (2 points)	Newsagent (2 points)	Hairdresser (2 points)	Tea shop (2 points)	Chemist (2 points)	Farm shop (2 points)	Butchers (2 points)	Bakery (2 points)	Sports & Leisure facilities (1 point)	Optician (1 point)	Cemetery (1 point)	Place of worship (1 point)	Garden Centre (1 point)	Civic Amenity facilities (1 point)	Non Convenience Retail (1 point)	Gift shop	Equestrian shop	Boarding kennels	Grocery	Deli shop	Care home	Kitchen fitter	Large employment site employing 100+ (5 points)	Medium employment site employing 50+ (4 points)	Small employment sites employing 15+ (3 points)	Other employment sites (employment not already counted as a service) (2 points)	Total										
Bottesford	5	5	6	3	3	3	3	3	3	2	2	2	2	2	2	2	2	2	2	2	2	2	7	1	1	1	1	1	1	1	1	1	1	1	1	1	1	5	4	3	2	69											
Asfordby		5	6	3	3	3	3	3	3				2	2	2	2	2	2	2	2	2	2	2	2	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	5	4	3	2	44									
Long Clawson			3	6	3		3	3	3	2			2			2	2						2	2	2	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	5	4	3	2	39								
Waltham		5	3	3			3	3	3				2							2				1																	5	4	3	2	28								
Asfordby Hill		5	3										2									2		6			1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	5	4	3	2	25							
Wymondham		5	6	3	3			3					2											1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	5	4	3	2	24					
Somerby			3	3	3	3	3	3	3				2											1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	5	4	3	2	23				
Frisby on the W.		5	3	3	3				3				2											1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	5	4	3	2	22				
Stathern			3	3	3	3			3	2			2											2			1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	5	4	3	2	22			
Croxton Kerrial			3	3	3	3	3		3																2		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	5	4	3	2	21			
Scalford			3	3	3				3				2				2			2								1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	5	4	3	2	20		
Harby			3	3	3				3	2			2											1			1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	5	4	3	2	18			
Hose			3	3	3				3				2				2							1			1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	5	4	3	2	18			
Old Dalby			3	6					3							2								1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	5	4	3	2	18			
Knipton			3		3	3			3				2											1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	5	4	3	2	16			
Kirby Bellars		5							3				2										2		1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	5	4	3	2	15			
Nether Broughton		5							3				2				2										1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	5	4	3	2	15		
Buckminster			3	3	3																			1			1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	5	4	3	2	13		
Gaddesby			3	3					3				2															1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	5	4	3	2	12	
Great Dalby			3	3					3				2															1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	5	4	3	2	12	
Plungar			3			3			3				2															1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	5	4	3	2	12	
Sewstern			3	3					3				2															1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	5	4	3	2	12	
Ab Kettleby		5		3									2															1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	5	4	3	2	11	
Burton Lazars		5							3																			1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	5	4	3	2	11	
Hoby		5							3				2															1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	5	4	3	2	11
Thorpe Arnold		5							3															1			1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	5	4	3	2	11		
Queensway			3										2																																		5	4	3	2	10		
Twyford			3						3				2															1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	5	4	3	2	10	
Ashby Folville			3						3				2															1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	5	4	3	2	9	



# Gaddesby Primary School



Ashby Road, Gaddesby, Leicester, LE7 4WF  
Telephone: 01664 840253 E-mail: [office@gaddesby.leics.sch.uk](mailto:office@gaddesby.leics.sch.uk)  
Website: [www.gaddesby.leics.sch.uk](http://www.gaddesby.leics.sch.uk)  
Headteacher: Mr Leigh Fox

Thursday 24<sup>th</sup> November 2016

Dear Parents and Carers,

Gaddesby Primary School sees itself very much as part of the community and we need your help to support us in several areas as our school continues to thrive.

As always the school grounds remain open and available to you for use during school holidays, evenings & weekends and we know many of you enjoy the space with your families. We wholeheartedly encourage you to continue using the school grounds, which can be accessed via the gate in the main school car park, but please use them responsibly. We have recently had an incident where it was necessary to involve the police when children were reported to be climbing on the roof of the building. We have since applied anti-climb paint to the building in the hope of preventing a repeat of this dangerous stunt. Should you spot any such behaviour within the school grounds, please let us know. You can reach us on 01664 840253 or alternatively please report it to the local police.

We are also conscious that as our school continues to grow, safe parking is becoming ever more of an issue. We are working with parents and the community on ways to improve this and would welcome any constructive suggestions you may have. If at all possible, please could we all try to leave a safe area around the entrance to the village hall car park at drop off and pick up times to help keep the children safe by easing congestion. We would like to encourage families to car share where possible or alternatively to park a little further away from school and enjoy a walk through the village in the mornings and at the end of the school day.

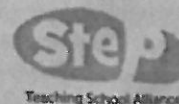
The school remains a central part of the Gaddesby community and we see it as key to work alongside parents and local residents to ensure our school site remains safe & secure and parking in and around the site remains safe for drivers as well as pedestrians. We are interested in parent's views of parking and traffic around the school and have attached a consultation document. We would be grateful if you could complete this and send it back to us as soon as possible.

On a slightly different note the school is very keen to recruit an additional community governor and we ask for your help in identifying local community figures who may be interested. Unfortunately, community governors cannot be parents of children currently attending the school but parents of past pupils are eligible to apply. We are looking for a member of the local community who is keen to support the school and to work with us as the school grows in the coming years. In particular we are looking for someone who has experience of local business or human resources. If you are interested or know anyone who might be interested please get in touch using the contact details above.

Yours Sincerely

Leigh Fox  
Headteacher

Peter Wardman  
Chair of Governors





1. School Bus

Is there a school bus available from your village to Gaddesby School?

If so, do you use it? Yes/No

If not, why not? \_\_\_\_\_  
\_\_\_\_\_

If a school bus doesn't currently run from your area would you be willing to pay for a service? Yes/No

2. A "kiss and drop" scheme has been adopted at other schools and is proving successful.

This scheme would enable parent/carer to drop their child/children at a designated point outside of the school gate without the need to park. The child/children would then be escorted by a member of staff into the school grounds.

If this was made available would you use it? Yes/No

3. If school was able to operate a "walk to school scheme" from a designated point i.e Cheney Arms where two members of staff walk a group of children to school would you use it?

Yes/No

4. If there was a drop off/pick up service on the outskirts of the village serviced by a mini bus would you use it?

Yes/No

5. If changes could be made to current pick up/drop off time arrangements is this something you would be interested in?

Yes/No

6. Would you consider parking further away from the school and continuing your journey on foot?

Yes/No

7. Do you think the creation of a Parent Charter Scheme would be beneficial? This scheme could be created by the children to increase awareness and safety for all parents/carers when driving/parking near to the school and surrounding village.

Yes/No

Above are a few ideas but we would really like to hear your suggestions:

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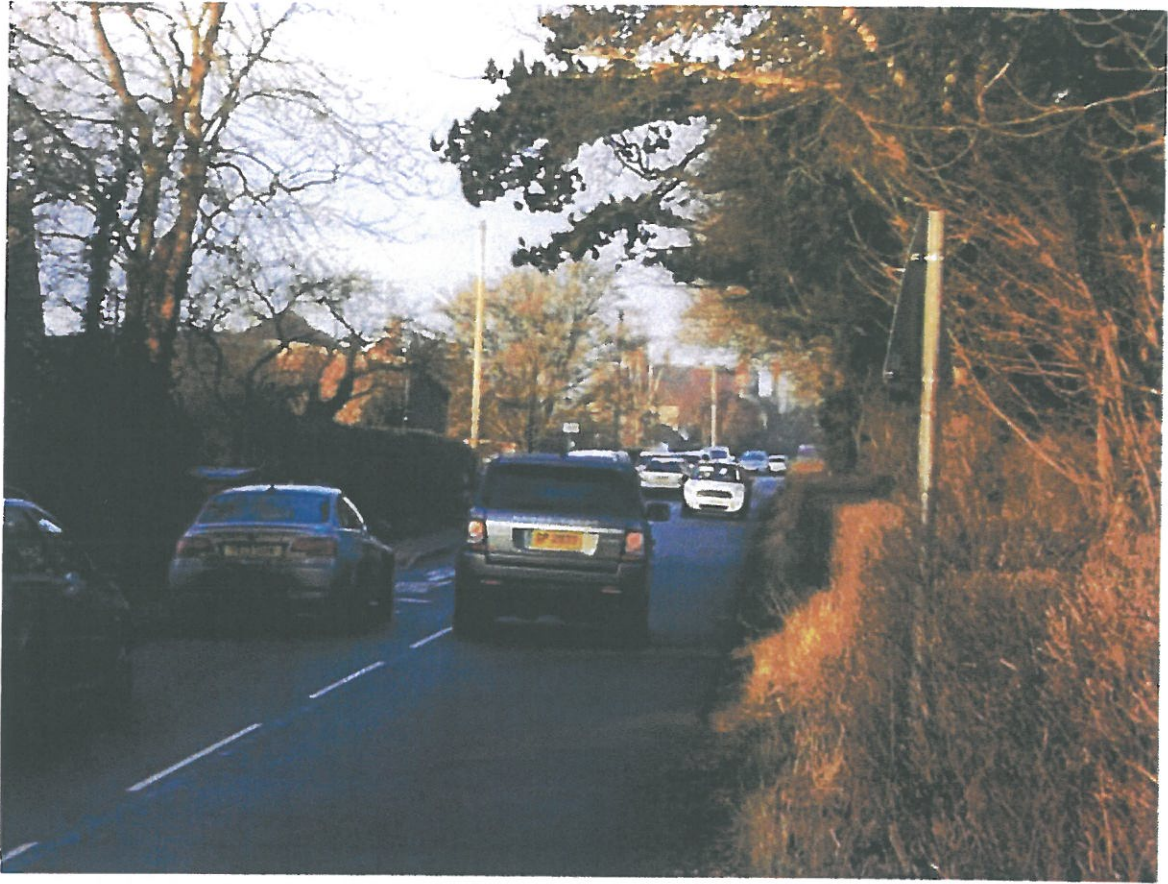














April 2015

# Melton Local Plan Settlement Roles, Relationships and Opportunities



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

Melton Local Plan



*The Borough's Future*



establishing a settlement's ability to accommodate further growth. Travel to work is considered to be the main source of vehicle movements.

5.12 The Table at Appendix 1 indicates the services and facilities' for each community and in doing so allows a score to be generated through the methodology set out in Table 3 below:

**Table 3: Scoring methodology**

<p><b>Access to Public Transport</b>  Max. 5 points</p>	<p>Train – 5 points Direct Bus route to neighbouring towns and cities – 5 points Regular local bus service 3 points  (Six days a week)</p>
<p><b>Employment</b>  Max. 5 points</p>	<p>Large employment site employing 80+ - 5 points Medium employment site employing 40+ - 4 points Small employment sites employing 15+ - 3 points Other employment sites – 2 points (employment not already counted as a service)</p>
<p><b>Essential Services</b> 3 points  Max. 18 points</p>	<p>Primary education/Early learning Convenience store/General store GP facility Pharmacy Post Office Community building/village hall</p>
<p><b>Desired services</b> 2 points  Max. 22</p>	<p>Newsagent Butchers Bakery Public House Café/restaurant Take away facility Library Petrol station/garage services Dentist Secondary school Crèche Hairdressers</p>
<p><b>Other Services</b> 1 point  Max. 6 points</p>	<p>Church/faith building Optician Non Convenience retail Garden Centre Leisure/Sports facility Civic Amenity facilities</p>

5.13 Using this formula a settlement will be scored against the level and quality of the service provision in that village. This enables a systematic approach in considering and comparing the sustainability of a settlement. Where a village has more than one of the same service





(i.e. Public house/Restaurant, church, café etc.) it only attracts the score once (no double counting) this allows some flexibility within the service provision in the event that one closes as the scoring will not be affected adding a robustness to the scoring system.

5.14 The results of the application of this scoring system and list of services, infrastructure and employment identified for each settlement are set in Appendix 1.

5.15 Four groups of settlements have been devised based upon comparing settlements through this method. These settlement roles are set out in Table 3 below:

**Table 4: Role and Functions of Settlements**

Main Urban Area	Melton Mowbray
Primary Rural Service Centre (score 28-69)	Villages that are capable of acting as a local service centre in rural areas. It has a level of services identified as 'essential', supported by services that are 'desired'. It will have good access to public transport and opportunities to access employment. They are capable of serving basic day to day needs of the residents living within the village or close-by.
Secondary Rural Service Centre (score 21-25)	A village that is well connected to Towns and Primary Service Centres. It has a regular bus service to nearby Towns and Cities as well as a regular local service. They will have a level of 'essential' services mixed with those that are 'desired' to support and attract residents from neighbouring settlements. Residents are generally drawn to the nearby towns and cities for the majority of their retail, leisure and employment needs.
Rural Supporter (score 10-20)	Rural villages which provide some services to meet every day to day needs locally. Services may be shared with neighbouring service centres offering support in retaining those services. Generally have a good access that can be gained through cycling, walking and public transport. Residents generally travel to attractions to meet their basic needs but enjoy a tranquil environment.
Rural Settlement (score 0-9)	Small villages and hamlets that have very little or no services.

5.16 Settlements falling within the 'Rural Settlement' category will generally not be considered sustainable to accommodate significant growth. However there may be exceptions; if development proposed would bring about a positive change through increasing the level of service provision, meet an identified public local need, has a fully adopted neighbourhood Plan that identifies some growth or that development would outperform current Building Regulations in the way it is constructed, managed and performs (endorsed by certified body such as BREEAM or Sustainable Codes). These will be matters for the Local Plan to consider in seeking to establish a suitable policy framework.



### 13.0 Settlement Roles and Spatial Analysis:

13.1 Overall this type of analysis suggests that development above trend in Melton Mowbray has the greatest possibility to realise most of the Local Plan objectives. Other evidence has suggested that significant infrastructure investment is needed in the Town and an uplift in growth is likely to be necessary to fund this. Table 12 sets out a high level commentary for each of the roles based on Table 11 and draws on some of the challenges and opportunities identified through previous sections of this report.

**Table 12: Role and Spatial Analysis**

Settlement Role			Commentary
Main urban Area			As the Main Urban Area, Melton Mowbray has the greatest opportunity to meet housing need and economic needs of the Borough in accordance with the objectives. Traffic congestion is a known issue and evidence suggests that significant interventions will be needed to address this. An increase in development could have the potential contribute significantly to funding transport infrastructure. An uplift in growth, could also have the potential to provide a local increase in customers for the town centre which would enhance its vitality and long term sustainability. Employment land is constrained new provision would be best placed in close proximity to existing and planned housing and Melton Mowbray has the best chance of achieving this. Melton Mowbray has the best chance to diversify and grow the economy, through the ability to access the largest pool of workers, connections with education and existing employment offer. A better performing Melton Mowbray would reduce the need to travel in the Borough and therefore has a number of associated environmental benefits.
Above Trend	Continue Trend	Below Trend	
Primary Rural Service Centre			New homes in these locations would clearly support a local need for housing and assist with sustaining local jobs and services. If connections and the frequency of public transport within Melton Mowbray and other major centres such as Grantham, Nottingham, Oakham and Leicester were improved this would be of significant benefit to these communities. However these locations do already have relatively good connections and have grown significantly in the past and without a significant volume of new development in these locations, i.e. directing development away from Melton Mowbray it is unlikely that an uplift in development would enhance these communities further to a level that they assist further in realising the Vision and Objectives for the Borough. An uplift in development may mean that in some aspects they could compete with Melton Mowbray for certain types of development, particularly retail and services and employment which could be at the expense of Melton Mowbray Town Centre and the economic prosperity of the town. Overall it is concluded that these places are already successful communities, and allowing them to grow at a rate similar to that achieved in the past is likely to ensure their success is continued. However these places are mainly located to the north and west of the Borough with no community fulfilling this role in the east or south.
Above Trend	Continue Trend	Below Trend	
Secondary Rural Service Centre			New homes in these locations could support a local need for housing and assist with sustaining local services and potentially improving them. This could potentially result in a reduction in travel. If connections to major centres and Primary Rural Service Centres were improved this could also be of benefit to these communities. These locations have not grown significantly in the past. An uplift in development if supported by or well connected to small scale economic development could contribute to the regeneration of rural economy. A reduction in development is likely to have negative consequence particularly in terms of access to services and facilities. Overall a small uplift in housing in these communities could contribute to achieving the vision for the Borough if it led to positive effects on the services and the rural economy. This is perhaps particularly the case to the south and the east of the Borough.
Above Trend	Continue Trend	Below Trend	
Rural Supporter			New homes in these locations could support a local need for housing. Whilst a number of services and economic opportunities are prevalent in some of these locations their offer is limited when compared with the rural service centres. They therefore rely very much on the rural service centres or major centres to meet their day to day needs. If connections to rural service centres and major centres were improved this could also be of benefit to these communities. Overall any significant uplift or decrease from the trend is likely to have limited effect on the Local Plan objectives. However given the scale of development spread so thinly it is unlikely that this could generate significant benefits beyond providing new
Above Trend	Continue Trend	Below Trend	





