Selby District Council Local Plan Background Paper:

Settlement Hierarchy

January 2021

Contents

Introduction

What is a Settlement Hierarchy?

1.1 A settlement hierarchy involves identifying and grouping together settlements that perform similar roles. It identifies the functions of settlements in terms of their housing, economic and commercial offers, as well as the scale of services and facilities already present within settlements. The settlement hierarchy will help to inform the spatial strategy for the Local Plan by ensuring that levels of growth reflects the sustainability of settlements.

1.2 It is the role of this paper to group the settlements in a hierarchy by their relative sustainability in terms of available services and infrastructure, the spatial strategy will then examine in further detail their ability to accommodate development.

1.3 This approach will be used to ensure that the Local Plan spatial growth strategy focuses housing and economic growth in the most sustainable areas. This is all done with the aim of ensuring the vitality of the district's towns and villages supporting and rural communities by encouraging sustainable development, whilst helping to support and local services and facilities.

National Planning Policy and Guidance

1.4 In para 8 of the 2019 NPPF it states that sustainable development must be achieved through 3 overarching objectives;
- Economic (by ensuring that sufficient land of the right types is available in the right places and by identifying and coordinating the provision of infrastructure),
- Social (to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provide, with accessible services and open spaces) and
- Environmental (protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity).

1.5 Other sections of the NPPF which relate to the choosing of a settlement hierarchy and the spatial dimensions of plan making are;
- Para 15 which states that; 'Succinct and up-to-date plans should provide a positive vision for the future of each area; a framework for addressing housing needs and other economic, social and environmental priorities'.
- Para 20 which states that; 'Strategic policies should set out an overall strategy for the pattern, scale and quality of development'
- Para 77 which states; 'In rural areas, planning policies and decisions should be responsive to local circumstances and support housing developments that reflect local needs.'
- Para 78 states that; 'Planning policies should identify opportunities for villages to grow and thrive, especially where this will support local services. Where there are groups of

smaller settlements, development in one village may support services in a village nearby'.

- Para 82 states that; 'Planning policies (for the economy) should recognise and address the specific locational requirements of different sectors. This includes making provision for clusters or networks of knowledge and data-driven, creative or high technology industries; and for storage and distribution operations at a variety of scales and in suitably accessible locations'.
- Para 84 states that; 'Planning policies (for the rural economy) should recognise that sites to meet local business and community needs in rural areas may have to be found adjacent to or beyond existing settlements'.
- Para 133 states that; 'The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence'.
- Para 155 states that; 'Inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk'.
- Para 170 states that; 'Planning policies should contribute to and enhance the natural and local environment by protecting and enhancing valued landscapes and sites of biodiversity or geological value'.

Profile of the District

1.6   The District of Selby covers 59,931 hectares, 19,252 hectares of which is designated as Green Belt, these are located in two main belts along the borders with Leeds and York. 5,418 hectares of the District is designated as natural environments that have some level of special protection, such as SSSI's and SINC's. The total population as of mid-year 2019 was 90,620, with 19% of the population (17,926) being over the age of 65. The largest settlements in the District are the towns of Selby (22,490), Sherburn in Elmet (7,110) and Tadcaster (5,962).

1.7   Reflecting the rural character of the district, well over half the remaining population of the district (45,000 residents) live in the other 76 settlements that range from large villages such as Barlby and Brayton which have a few thousand residents each and act as supporting settlements to the main town of Selby, to small hamlets such as Lead and Little Fenton which have a very small number of dwellings. When producing a settlement hierarchy for the plan, all of these settlements and the socio-economic interactions between them must be considered.

1.8   The economy of Selby has 36,000 jobs, 10,000 of which are part time. Manufacturing is the largest sector at 12%, unemployment is below the national average there is a high level of commuting to work outside of the district, in particular to Leeds and York. The largest concentrations of land used for employment are located around the towns of Selby and Sherburn, there are other major employers located at Drax power station. Throughout the District there is a lot of brownfield land that has been previously used for coal mining, aviation and power generation that is well suited for the location of other types of employment.

1.9   Selby is well located in terms of transport connection to places outside of the district; the M62 runs through the south of the district providing road links to Manchester and Hull, whilst the A1(M) skirts the western boundary, large parts of the district are served by A roads which

connect to these motorways such as the A64, A63 and the A19. There are regular train services to York, Hull, Leeds and London Kings Cross which stop at train stations in Selby, Sherburn in Elmet, Church Fenton, South Milford and Ulleskelf.

1.10   However there are limitations in the existing infrastructure, which make it difficult to travel around the district itself such as the constraining factor of canals, rivers and railcrossings, as well as limited public transport to many of the rural areas of the District. The connectivity between the three towns in the district is also limited as there are no A roads between them.

Existing Core Strategy Settlement Hierarchy

1.11   The existing settlement hierarchy is set in the 2013 Core Strategy and specifically policy SP2-The Spatial Development Strategy. This sets the Town of Selby as the Principal Town with the focus for new housing, employment, retail, commercial, and leisure facilities. Accordingly, in policy SP5-The Scale and Distribution of Housing, Selby is given by far the most housing development (3700 dwellings).

1.12   The other towns of Sherburn in Elmet and Tadcaster are designated as Local Service Centres where growth takes place appropriate to the size and role of each settlement, these towns receive much less housing growth in policy SP5, 790 and 500 dwellings respectively. A further 18 villages were chosen as 'Designated Service Villages' (DSV's) where additional residential and small scale employment growth to support rural sustainability was to take place.

1.13   The 40 secondary villages were suitable for small scale development within the development limits including conversions, replacement dwellings, redevelopment of previously developed land, filling of small linear gaps in otherwise built up residential frontages, and conversion/redevelopment of farmsteads. All other settlements were not to receive allocated development or development limits and were classed as being the countryside.

1.14   The 2008 Yorkshire and Humber Regional Spatial Strategy (Y&HRSS) chose Selby as a principal town and stated that it should be the main local focus for housing, employment, shopping, leisure, education, health and cultural activities and facilities. The strategy also stated that other towns could be included, provided they meet certain conditions, including that they provide employment, community facilities and services for local and surrounding populations.

1.15   The 2004 Y&HRSS Settlement Study Report informed the 2008 Strategy and identified Selby as having the role of a Principal Service Centre, as being a stand alone settlement, as having the functions of an employment centre and as being less prosperous. Tadcaster and Sherburn In Elmet were identified as being stand alone settlements and were given the role of Local Service Centres. They were identified as having the functions of employment centres, commuter settlements and Tadcaster was also identified as a tourist centre. Both settlements were classed as prosperous.

1.16   The DSV's and Secondary Villages were chosen by methods described in Core Strategy background papers 5 & 6. Paper 5 considered the relative sustainability of villages, with a particular examination of;

- Population size, which provides a broad indication of the local market and need for services, together with the potential for developing local communities and community groups
- Availability of basic local services,
- Accessibility to larger service centres by public transport, including principal towns (Selby and other towns outside the District), Sub - Regional Centres (York), and Local Service Centres (Sherburn in Elmet and Tadcaster), and
- Availability of local employment opportunities within a short commuting distance.

1.17 Paper 6 considered how to place the assessed villages in the hierarchy, with a particular examination of;
- Relative Sustainability (examined in background paper 5)
- Groundwater Source Protection Zones
- Waste Water Treatment Capacity
- Agricultural Land Classification
- Highway Network Constraints/Public Transport
- Biodiversity
- Form and Character
- Landscape Sensitivity
- Flood Risk
- Land Availability/Residential Site Potential

Why Produce a New Settlement Hierarchy?

Change in services and infrastructure
1.18 Settlements may have lost or gained services and infrastructure since they were placed in the 2013 Core Strategy settlement hierarchy and these will need to be reviewed. These include the closure of post offices and public houses, bus and rail services have also changed since that time.

1.19 The importance of certain types of services and infrastructure has shifted since 2013; it could now be argued that the availability of high speed broadband is more important than a regular bus service. This is in large part because the nature of commuting for employment is changing, with the 2020 Covid 19 pandemic accelerating a shift to home working. This reduces the importance of the proximity of populations to places of employment and increases the importance of communication services such as high speed broadband.

Growth since the last plan
1.20 The populations of settlements have changed since the last plan, with a degree of growth for almost all settlements. However, some settlements (for a variety of factors) have grown more than others and it will need to be assessed, based on a settlements population relative to others in its tier of the hierarchy, whether this changes a settlement's position in the hierarchy.

Methodology

Consultation

2.1   The Issues and Options report for the new Local Plan went out to a 6 week public consultation from 24 January to the 6 March 2020. The document asked a specific question relating to the settlement hierarchy, the responses to this question are summarised in table 2 below.

Table 1: Responses to the Issues and Options Consultation

Issues and Options Question	Summary of responses
Question 8: Settlement Hierarchy	Part a of this question asked what services and facilities are important for villages to contain and common themes amongst the responses were: • For identifying where planned development should be allocated the minimum facilities requires should be a primary school and a local shop. • All villages need top quality 4G and 5G mobile service, also superfast broadband. • If a village is to be anything other than a 'dormitory' one thinks of at the least, a general shop / convenience store, community hall, post box, possibly a school, public house and local employment. • A village should have as a minimum, a primary school, a doctor's surgery, shops, a village hall, leisure facilities, footpaths and a playing field. • Good public transport with fast and frequent services every day of the week Part b of this question asked if a different approach should be taken to the settlement hierarchy and common themes amongst the responses were: • The interaction of amenities between villages should be considered where relevant, such as schools and doctors, that may be unsustainable at an individual village level. • In order for the smaller villages to be sustainable and attractive places to live the plan should allow for some growth in housing and associated facilities. • The Core Strategy Settlement Hierarchy does not take account of paragraph 78 of the NPPF sufficiently to promote housing growth in the rural settlements of the District. • Villages should be considered individually and not linked with other villages, in order to maintain their individual identities and qualities and to achieve a proportionate amount of growth. • Villages need to be identified in clusters as they already interact physically and economically and for services. • The current hierarchy is not achieving the numbers required. • For sustainability reasons, the majority of development must be located in those settlements with adequate local services.

2.2   It can be seen from the responses to the issues and options consultation that there are a wide range of contrasting views on the issue of the settlement hierarchy. However common themes do emerge, such as the need to have basic services in the villages such as a general shop, a school, a doctors and a village hall. The interaction between villages in terms of service use should be considered, but the individual characters of villages should also be maintained.

2.3   The responses to the consultation therefore gives the Council plenty of information to use in the review of the settlement hierarchy for the Local Plan.

Deciding What Makes a Settlement Sustainable

2.4   When choosing a hierarchy there are multiple aspects which can be used to determine how sustainable a settlement is and therefore where in the hierarchy it is placed. Each of these aspects will be examined in turn and we will describe how they will be used to formulate the settlement hierarchy.

Services

2.5   A population's ability to access services such as shopping, health and education is important for maintaining their quality of life. Long distance travel to access these services is undesirable because this inevitably involves increased car use and pollution, therefore services within the settlement will be considered when judging its sustainability. The services included in this assessment are listed in table 3, they have been compiled from a parish services audit and from internet searches. Convenience stores, primary schools, GP's and village halls/ community meeting rooms are also classed as key services which residents will need on an almost daily basis.

Table 2: Services Identified Per Settlement (key services in bold)

Village Hall/ Meeting Room	Youth Club/ Centre
Post Office	Leisure centre/ Gym
Convenience Store	Playing Field/ Play Ground
Supermarket	Sports Facilities
Bank	**Doctor Surgery/ Medical Centre**
Public House	Dental Surgery
Restaurant/café/ Takeaways	Opticians
Hotel/ Guest House/B & B	Frequent Bus Service
Petrol Station	Railway Station
Nursery/ Pre-School Group	Care/ Nursing Homes
Primary School	Industrial/Business Area
Secondary School	Place of Worship
Special needs School	Library

2.6   Towns at the top of the hierarchy are expected to have a wide range of services such as banks, supermarkets, hairdressers, restaurants, secondary schools, as well as the key services, which serve their population and those of the surrounding rural areas. Villages are expected to have some or all of the key services such as convenience stores, primary schools, GP's and pubs which will serve their residents and the residents of the smaller nearby villages.

Existing Population

2.7   The amount of people that already live in a settlement is a major factor in deciding its place in the hierarchy, higher populations demand and attract greater types and amounts of employment and services, than smaller ones. The same is true of transport infrastructure and public space. Settlements with bigger populations have a greater capacity to absorb development than smaller settlements, whose character, infrastructure and services may be overwhelmed by receiving the same amount of development as a larger settlement.

2.8   The population statistics used have been taken from ONS mid 2019 data for parishes. However for the purposes of choosing a hierarchy we are only concerned with the populations of the actual settlements, therefore in some cases we have estimated the settlement populations based on the number of residential buildings, multiplied by the average household size for that parish.

2.9   This has been done in the cases of Selby Barlby and Osgodby and Brayton, whose populations have been moved (further explained in para 3.7). It has been done for Ulleskelf and Church Fenton Airbase, which are distinct settlements but occupy the same parishes and it has been done for the smaller settlements, where some parishes have a larger dispersed population, but a smaller population who actually live in a group of buildings which could reasonably be recognised as a settlement.

Transport Infrastructure

2.10   People need good transport infrastructure to exercise, socialise, work, and to shop for goods and services. Road infrastructure for car access is key to this and the District benefits from having two motorways and several A roads running through it, a settlements proximity and access to these connections will be considered in the hierarchy methodology.

2.11   Ideally the transport infrastructure in settlements will be designed to reduce the need to travel by car, in order to reduce harmful effects on the environment and to boost public health. Therefore the presence of a train station, a frequent bus service and being on a dedicated cycle path will also be considered as beneficial in the hierarchy methodology.

Number of Residential Properties

2.12   The number of residential properties (as of the 1st of April 2020) has also been considered, as this is another strong indicator of a size of a settlement and its ability to attract and sustain services. The number of residential properties often correlates with the population size, however settlements with larger family homes will have more residents per house than settlements with a larger proportion of flats and smaller terraced houses and bungalows.

Form of the Settlement

2.13   The form of a settlement is how its buildings are arranged along roads and natural features such as rivers and hills. Settlements can be nucleated (focussed around a central point such as shops or a church), linear (arranged along roads) or dispersed (groups of buildings spread out over a wider area, with no recognisable centre).

2.14   In terms of deciding the settlement hierarchy, the form of the settlement comes into play in when looking at the lower parts of the hierarchy. In some parishes in the District, there may be a lot of buildings, but they are so dispersed that it is difficult to decide where the central

settlement is, this would move the settlement further down the hierarchy and settlement with a nucleated or linear form would be moved up the hierarchy.

The 2020 Local Plan Settlement Hierarchy

3.1   Having considered the current planning policy on the settlement hierarchy, the profile of the district, the way previous hierarchy was chosen and the responses from the most recent public consultation, it has been possible to create a new settlement hierarchy for the Local Plan to the year 2040.

3.2   A settlement's place in the hierarchy has been informed by all the factors described in the methodology section and a full analysis of the sustainability of each settlement can be seen in appendix 1. The justification for the structure of the hierarchy, the placement of settlements within that hierarchy and the linking of certain settlements is explained in this section. A summary of the hierarchy, the populations of the settlements and the level of service provision can be seen in table 4.

Linking of Settlements

3.3   In the Core Strategy settlement hierarchy, several designated service villages were linked. These included Barlby & Osgodby, Byram & Brotherton, Eggborough & Whitley and Monk Fryston & Hillam in each case the first named larger village, which usually has the greater range of facilities and employment opportunities, was regarded as the dominant village. This was done because they were closely related and share facilities such as schools.

3.4   Responses to the Issues and Options consultation indicated that we should still be taking account of the service provision in a network of nearby settlements, but yet still try to maintain the character of each individual settlement. In this sense having a physical barrier such as a road or river in between two linked settlements is a positive thing as it helps separate the two settlements, as long as there are ways for residents to easily access the other linked settlement. Table 3 looks at each pair of settlements in turn and considers whether they should still be linked.

Table 3: Linked Villages Justification

Settlements	Reasons for Linking the Settlements
Barlby & Osgodby	• Villages very closely situated but physically separated a short distance by the A19, there is a pedestrian walkway over this. • Residents share key services such as the pubs and schools.
Byram & Brotherton	• Villages very closely situated but physically separated a short distance by the A1246, there is a pedestrian walkway over this. • Residents share key services such as the pubs and schools.
Eggborough & Whitley	• Residents of both villages share a school in Whitley. • Train station sites in between the villages. • Industrial estate situated between the villages. • Main bodies of both settlements separated by about 500m by the M62 motorway and Kottingley and Goole Canal, however there is pedestrian and vehicle access above and below these obstacles.

Monk Fryston & Hillam	• Villages very closely situated and separated only by a 50-metre field. • Residents share key services such as the pubs and schools.

3.5 Given the existing circumstances in the villages described above, it is proposed to maintain the links between these villages. Having looked at other villages in the District there are no other pairs or trios of villages that match these criteria and so no other linked villages are proposed.

Structure of the Settlement Hierarchy

3.6 Settlements in the new settlement hierarchy have been grouped and ranked into 5 tiers, with all other settlements being classed as being in the Countryside. This section of the paper explains why settlements have been ranked and grouped into these tiers and also explains any exceptions to this. This is supplemented by basic information on population and services found in table 4 and more detailed information on all the aspects described in the methodology can be found in appendix A.

Principal Town

3.7 The 'Selby Urban Area', as defined in the Local Plan proposals map, is the same area as was defined in the 2013 Core Strategy. It consists of the built area of the parish of Selby as well as the northeastern part of the parish of Brayton along Doncaster Road and the southwestern part of the parish of Barlby up to the Greencore Factory. The statistics for the Selby Urban Area therefore contain the combined number of residents, buildings and services for these areas.

3.8 It has been decided to continue with the Selby urban area designation because for all intents and purposes the combined parts of these parishes function as a single settlement. The services in this area such as schools, health centres and shops are shared closely by the residents. The urban form between the parishes of Selby and Brayton is continuous in the Doncaster Road area until south of Baffam Lane. The populations on either side of the Ouse are very close to each other and have a strong link between them in the form of the A19 Toll Bridge. A distinct break between the village of Barlby and the Selby urban area does not occur until north of the Greencore Factory on Barlby Road.

3.9 It is still the case in 2020, as it was in 2013, that the Selby urban area is far larger (at over 21,000 residents) and has far more prominence than any other settlement in the District. It has more than double the population of the next largest settlement (Sherburn in Elmet) It has 25 different types of services and 183 services in total with 19 of these being key services.

3.10 The Selby Urban Area is the centre for transport infrastructure in the District with a railway station and several lines connecting to the rest of the country. It has a high number of bus routes running 7 days a week and there are multiple A roads leading north, south, east and west. Physical constraints to future development include large areas of flooding in and around the town and a level 2 strategic flood risk assessment will determine where the least vulnerable areas are for future development.

3.11   The Selby Urban Area is still the prime focus for housing, employment, leisure, education, health, local government shopping and cultural activities in the district and therefore should be placed alone at the top of the hierarchy.

Local Service Centres

3.12   The second tier in the hierarchy is given to the settlements of Sherburn in Elmet and Tadcaster, these settlements are grouped in the same tier because they have similar characteristics in terms of populations and services;

- they have between 7,850 and 6,000 residents,
- they have between 3500 and 2850 properties,
- they have between 22 and 24 different types of services,
- they have between 72 and 74 services in total,
- they have all 4 types of key services,
- they have between 7 and 8 total number of key services,
- they have between 3 and 5 bus routes with between 14 and 17 services a day.
- Sherburn has a railway station that it shares with South Milford.

3.13   Both of these settlements have some small areas of physical constraints to future development, including flooding along the river Wharfe in Tadcaster and to the south east of Sherburn in Elmet along the Bond Ings.

3.14   These settlements do not have the same level of population, services or infrastructure capacity as Selby, so cannot be classed alongside it in the hierarchy but they do have significantly more than any other settlement, and they maintain their purpose of serving their residents and residents of the surrounding villages with a multitude of services. They are therefore placed in the second tier of the hierarchy.

Tier 1 Villages

3.15   It is proposed in this plan that the former Designated Service Villages tier be split into 2 tiers to reflect their sustainability and size.   These villages are now referred to as Tier 1 and Tier 2 villages. The 7 different Tier 1, or most sustainable, villages have been chosen based on a range of characteristics;

- they have between 2,000 and 4,300 residents,
- they have between 800 to 1900 residential properties,
- they have between 11 and 16 different types of services,
- they have all 4 types of key services,
- they have between 5 and 8 of the key services in total,
- they have a range of bus services and routes.

3.16   To be classed as a tier 1 village a settlement has to have all four types of key service, have more than 10 services overall and have a population of more than 2,000. These characteristics ensure that residents of these villages and surrounding smaller villages have a satisfactory range of nearby essential services. The populations of these villages are also large enough to ensure the overall long term survival and expansion of this service provision.

3.17   Some of these settlements have areas of land that subject to physical constrains including flooding, but they still all have unconstrained areas for future development.

Tier 2 Villages

3.18   The 16 Tier 2 villages have been chosen and grouped based on a range of characteristics they have in common;

- they have between 750 and 2,100 residents,
- they have between 300 and 900 properties
- they have between 7 and 15 different types of services
- they have between 7 and 20 total services
- they have between 1 and 4 different types of key services
- they have between 1 and 5 total key services
- they have 1 to 2 bus routes

3.19   To be classed as a Tier 2 village a settlement must have at least 800 residents, it must have at least 7 different types of services and have at least 2 key services. Exceptions to this rule have been made for Wistow which has only one key service (a primary school) but has a population of 1300 and has 10 different services and Ulleskelf, which has just under 800 residents but does have 2 key services and 9 different services overall.

Smaller Villages

3.20   There are 35 settlements that occupy the fifth tier of the hierarchy, designated as the smaller villages. These settlements have been chosen and grouped based on a range of characteristics they have in common;

- They have between 90 and 800 residents
- They have between 40 and 330 properties
- They have some level of service provision
- They have no more than 2 key services
- The form of the settlement occupies a relatively contiguous area, or is made up of various blocks of buildings which are close enough together to constitute a settlement.

3.21   In order to be classed as a smaller village, a settlement must have less than 800 residents, must have less than 2 key services and they must have no more than 10 total services overall, there are two exceptions to this and these are explained below.

3.22   The overall number of services can vary widely in these settlements and in some cases this is because these services are spread out in other areas of the parish. This is the case with the village of Bilborough, where the services that are available at the Bilborough top service station on the A64, more than half a kilometre south of the village, make up the majority of the available services. Drax also has a high number of services, but a third of these are sports facilities.

Settlements in the Countryside

3.23   Any settlements not in these 5 tiers are designated as settlements in the countryside. These settlements are very small in terms of number of properties and residents – with all having populations of less than 250 and more commonly less than 100 residents.

3.24   The sizes of these populations cannot attract or support any significant service provision and instead rely upon services in nearby settlements, as a result the level of service provision of these settlements is very poor to non-existent, with most having no services at all and a few having just one service.

3.25   The built form of these settlements is often dispersed and broken up into linear patterns along roads throughout their parish, leaving very few opportunities for infill development.

Table 4: The 2020 Settlement Hierarchy

2020 Local Plan Settlement Hierarchy	Settlement	Active residential properties (As at 01/04/2020)	Settlement Population (ONS- Mid 2019)	Number of Different Services	Total Services	Number of Different Key Services	Total number of Key services
Principal Town	Selby Urban Area[1]	9557	21981	25	183	4	19
Local Service Centre	Sherburn in Elmet	3521	7854	22	72	4	8
Local Service Centre	Tadcaster	2819	5979	24	74	4	7
Tier 1 Village	Barlby & Osgodby[2]	1879	4322	16	30	4	7
Tier 1 Village	Brayton[3]	1355	3117	12	14	4	5
Tier 1 Village	Byram and Brotherton	1065	2161	11	19	4	6
Tier 1 Village	Eggborough & Whitley	1476	3329	16	23	4	5
Tier 1 Village	Hemingbrough	849	2040	12	17	4	4
Tier 1 Village	Riccall	1108	2396	16	20	4	5

[1] Includes the areas of Brayton and Barlby & Osgodby parishes described in para 3.7

[2] Excludes the areas of Barlby & Osgodby parish as described in para 3.7

[3] Excludes the areas of Brayton parish described in para 3.7

2020 Local Plan Settlement Hierarchy	Settlement	Active residential properties (As at 01/04/2020)	Settlement Population (ONS-Mid 2019)	Number of Different Services	Total Services	Number of Different Key Services	Total number of Key services
Tier 1 Village	South Milford	1245	2846	12	17	4	5
Tier 1 Village	Thorpe Willoughby	1509	3176	11	15	4	5
Tier 2 Village	Appleton Roebuck	342	907	8	9	2	2
Tier 2 Village	Camblesforth	697	1538	10	12	3	3
Tier 2 Village	Carlton	891	1988	15	17	4	5
Tier 2 Village	Cawood	712	1663	11	20	3	3
Tier 2 Village	Church Fenton	599	1510	10	14	3	4
Tier 2 Village	Cliffe	593	1460	7	7	3	3
Tier 2 Village	Escrick	412	1128	13	19	3	4
Tier 2 Village	Fairburn	417	851	7	9	2	3
Tier 2 Village	Hambleton	888	2048	11	14	3	3

2020 Local Plan Settlement Hierarchy	Settlement	Active residential properties (As at 01/04/2020)	Settlement Population (ONS-Mid 2019)	Number of Different Services	Total Services	Number of Different Key Services	Total number of Key services
Tier 2 Village	Hensall	366	842	12	15	2	2
Tier 2 Village	Kellington	420	974	9	9	2	2
Tier 2 Village	Monk Fryston & Hillam	744	1755	14	19	4	5
Tier 2 Village	North Duffield	562	1374	11	14	4	5
Tier 2 Village	Ulleskelf	318	786	9	9	2	2
Tier 2 Village	Wistow	530	1323	10	13	1	1
Smaller Village	Barkston Ash	164	377	8	9	2	2
Smaller Village	Barlow	323	788	6	5	2	2
Smaller Village	Beal	328	753	6	9	1	1
Smaller Village	Bilbrough	57	152	10	12	2	2
Smaller Village	Bolton Percy	141	373	8	8	1	2

2020 Local Plan Settlement Hierarchy	Settlement	Active residential properties (As at 01/04/2020)	Settlement Population (ONS-Mid 2019)	Number of Different Services	Total Services	Number of Different Key Services	Total number of Key services
Smaller Village	Burn	53	123	4	4	0	0
Smaller Village	Burton Salmon	136	375	4	3	2	2
Smaller Village	Chapel Haddlesey	215	465	5	4	2	2
Smaller Village	Church Fenton Airbase	192	417	0	0	0	0
Smaller Village	Drax	90	200	12	17	1	1
Smaller Village	Hirst Courtney	155	356	3	3	0	0
Smaller Village	Kelfield	69	202	4	3	1	1
Smaller Village	Kirk Smeaton	80	172	9	8	2	2
Smaller Village	Little Smeaton	203	455	2	3	0	0
Smaller Village	Saxton	101	239	7	9	2	2
Smaller Village	Skipwith	72	209	3	3	1	1

2020 Local Plan Settlement Hierarchy	Settlement	Active residential properties (As at 01/04/2020)	Settlement Population (ONS-Mid 2019)	Number of Different Services	Total Services	Number of Different Key Services	Total number of Key services
Smaller Village	Stillingfleet	98	243	5	5	1	1
Smaller Village	Stutton	127	297	5	4	1	1
Smaller Village	Thorganby	174	433	7	7	1	1
Smaller Village	Towton	99	227	1	1	0	0
Smaller Village	West Haddlesey	180	398	4	3	1	1
Smaller Village	Womersley	50	115	5	6	1	1
Smaller Village	Biggin	137	295	1	1	0	0
Smaller Village	Birkin	53	122	2	2	0	0
Smaller Village	Colton	87	235	5	5	0	0
Smaller Village	Cridling Stubbs	40	92	2	1	1	1
Smaller Village	Gateforth	103	264	1	1	0	0

2020 Local Plan Settlement Hierarchy	Settlement	Active residential properties (As at 01/04/2020)	Settlement Population (ONS-Mid 2019)	Number of Different Services	Total Services	Number of Different Key Services	Total number of Key services
Smaller Village	Healaugh	235	615	3	2	1	1
Smaller Village	Heck	118	269	5	4	1	1
Smaller Village	Kellingley	69	159	1	1	0	0
Smaller Village	Little Fenton	180	409	0	0	0	0
Smaller Village	Lumby	140	322	1	1	0	0
Smaller Village	Newland	142	397	0	0	0	0
Smaller Village	Newton Kyme	92	229	4	5	0	0
Smaller Village	Ryther cum Ossendyke	87	222	3	2	1	1
Smaller Village	South Duffield	182	515	0	0	0	0

Appendix 1: Full Survey of Settlements 2020