

**Charnwood Settlement Hierarchy  
Evidence Refresh**

**August 2014**

## Introduction

The National Planning Policy Framework advocates development in locations where the need to travel is minimized and the use of sustainable transport modes can be maximized.

A settlement hierarchy ranks settlements according to the range of services and facilities within them, and is also informed by an understanding of the relationship between settlements, including their role in local employment and housing markets. The purpose of a settlement hierarchy is to guide development so that it is:

- provided in areas with access to the widest range of essential services and facilities where the need to travel is minimized;
- distributed in a way that corresponds with the role and services provided by different settlements and the ability of infrastructure to cope with additional growth, and
- Where facilities are not available within individual settlements, higher order settlements are easily accessible by a choice of transport modes (that do not rely solely on the private car).

To date, Charnwood Borough Council has published the following evidence on its settlement hierarchy:

1. Charnwood 2021: Developing a Settlement Hierarchy for Charnwood (2007)
2. Settlement Hierarchy Review (2008)
3. Service Centre Capacity Assessment (2011)

This previous work has been used to identify the following hierarchy for Charnwood:

Leicester Principal Urban Area Principal Urban Area
Loughborough/ Shepshed Sub-Regional Centre
Service Centres
Other Settlements
Small Villages and Hamlets

The purpose of this report is to review and update where necessary the evidence on the settlements in Charnwood to ensure it is robust when it is considered as part of the examination of the Charnwood Local Plan Core Strategy in autumn 2014.

## National Planning Policy

National planning policy is set out in the National Planning Policy Framework, published in March 2012 and post dates previous evidence studies. The

Framework stresses the need for the planning system to provide sustainable development and defines sustainability as performing 3 roles:

**an economic role** – *contributing to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure;*

**a social role** – *supporting strong, vibrant and healthy communities, by providing the supply of housing required to meet the needs of present and future generations; and by creating a high quality built environment, with accessible local services that reflect the community's needs and support its health, social and cultural well-being; and*

**an environmental role** – *contributing to protecting and enhancing our natural, built and historic environment; and, as part of this, helping to improve biodiversity, use natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change including moving to a low carbon economy.”*

These dimensions need to be taken into account in determining the Settlement Hierarchy for Charnwood.

There is no specific guidance on how to undertake the study of the Settlement Hierarchy. The National Planning Policy Framework (NPPF) does provide some key issues that need to be addressed and in paragraph 158 the NPPF states that:

“Each local planning authority should ensure that the Local Plan is based on adequate, up-to-date and relevant evidence about the economic, social and environmental characteristics and prospects of the area”.

The most relevant aspects of the NPPF in relation to settlement strategy and hierarchy matters include:

- The Core Principle that planning should actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable (para 17)
- Plans and decisions should ensure developments that generate significant transport movement are located where the need to travel will be minimized and the use of sustainable transport modes can be maximized (para 34)
- To promote sustainable development in rural areas, housing should be located where it will enhance or maintain the vitality of rural communities. For

example, where there are groups of smaller settlements, development in one village may support services in a village nearby. (para 55)

- Local planning authorities should avoid new isolated homes in the countryside unless there are special circumstances (examples given in NPPF) (para 55).
- Planning policies should ensure an integrated approach to considering the location of housing, economic uses and community facilities and services (para 70).

## **Methodology**

The methodology that has been used to inform the settlement hierarchy reflects the National Planning Policy Framework. It identifies services and facilities within each settlement, examines local travel to work patterns, and the different roles settlements play in local employment and housing markets. The report contains the following sections:

- Context Charnwood Settlement Pattern
- Services and Facilities Audit
- Access to Public Transport
- Local Housing Market
- National Datasets on travel to work

The key sources of data that have been used in this Settlement Hierarchy Refresh Report are:

- Land and Property Gazetteer for information on services and facilities within each settlement
- Office for National Statistics (ONS) for data on travel to work and employment statistics
- Strategic Housing Market Area Assessment (SHMAA) for information on the local housing market.

The Draft Core Strategy (June 2013) sets out a range of services and facilities which has been used to place each settlement within the hierarchy. Paragraph 4.52 lists those services and facilities that are contained within Service Centres:

- a primary school and good access to a secondary school;
- access to employment opportunities;
- food shops and a post office;
- good access to a doctors surgery;
- a good, regular public transport service to at least one urban centre and reasonable bus access to nearby villages; and
- a good range of recreation, leisure and community facilities

The reason for selecting the above criteria is because, taken together, they provide for the day-to-day needs of a particular community and in general terms, the more facilities and services a particular settlements has, the greater the potential for reducing the need to travel.

Table 1 below provides further information on how settlements in Charnwood have been classified.

**Table 1:  
Criteria used to define Service Centres, Other Settlements and Small Villages and Hamlets**

<b>Settlement Hierarchy Category</b>	<b>Criteria</b>
Service Centre	Minimum 3,000 population. Each of the criteria listed in Draft Core Strategy paragraph 4.52 (see above).
Other Settlements	4 or more key services and facilities (taken from criteria in 4.52) and bus access to a Service Centre, town or City they are generally able to serve some day-to-day needs of people who live there.
Small Villages & Hamlets	Settlements which do not fit within other categories listed above.

This Charnwood Settlement Hierarchy Evidence Refresh August 2014 seeks to apply the criteria listed above against the most up-to-date evidence on services and facilities. It also seeks to refresh contextual, and other national data to check whether the Settlement Hierarchy in the Core Strategy remains the most appropriate.

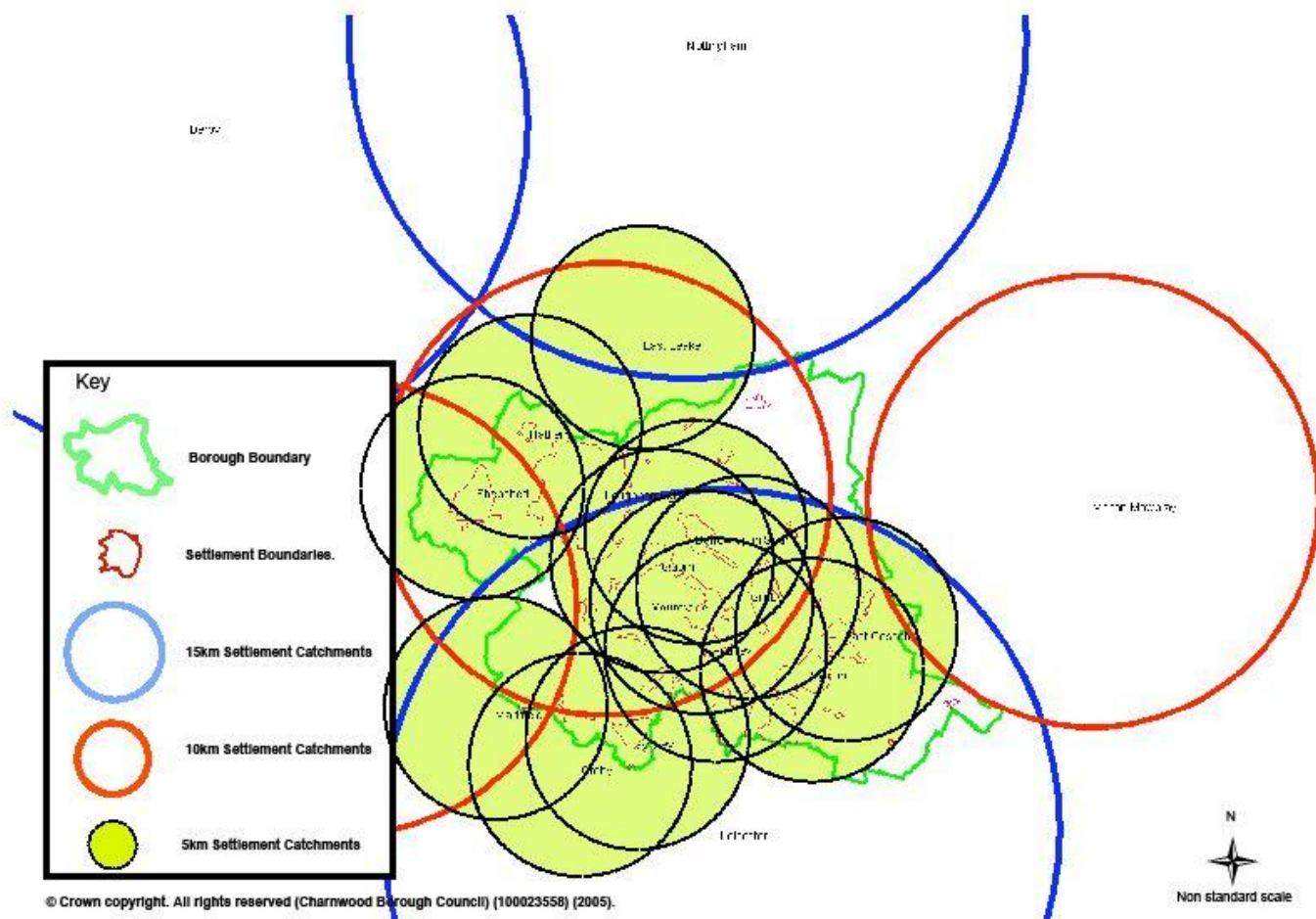
### **Context Charnwood Settlement Pattern**

Looking at the broad distribution of settlements is a starting point to understanding their role and function. Settlements provide a range of services for their residents and for a wider area – typically the bigger the settlement the more services it has and the wider area it serves.

The map below sets out the catchments for the settlements in Charnwood and also in surrounding areas. A 15 km catchment has been drawn around the major urban areas of Derby, Nottingham and Leicester which represents a realistic travel distance for those wishing to make use of their employment opportunities and other facilities in these cities. Similarly a 10 km catchment has been drawn around Loughborough, Coalville and Melton, again representing a reasonable travel distance for those wishing to make use of employment facilities and services within these towns. Finally, the diagram below shows a 5km catchment around the larger villages within Charnwood and in neighbouring areas. East

Leake, Groby and Markfield in adjoining districts are considered to perform a similar function.

The population of Charnwood is generally concentrated in settlements extending along the Wreake and Soar Valleys, and in urban areas around the edge of Leicester, the market town of Loughborough and Shepshed. The only parts of the Borough that would not be located within the defined catchments of both a main urban centre and a local service centre as suggested would be around Wymeswold and South Croxton. However both areas are within reasonable distance of a main urban centre. The map also shows that no part of Charnwood is located within 15km of Derby city centre.



## Services and Facilities Audit

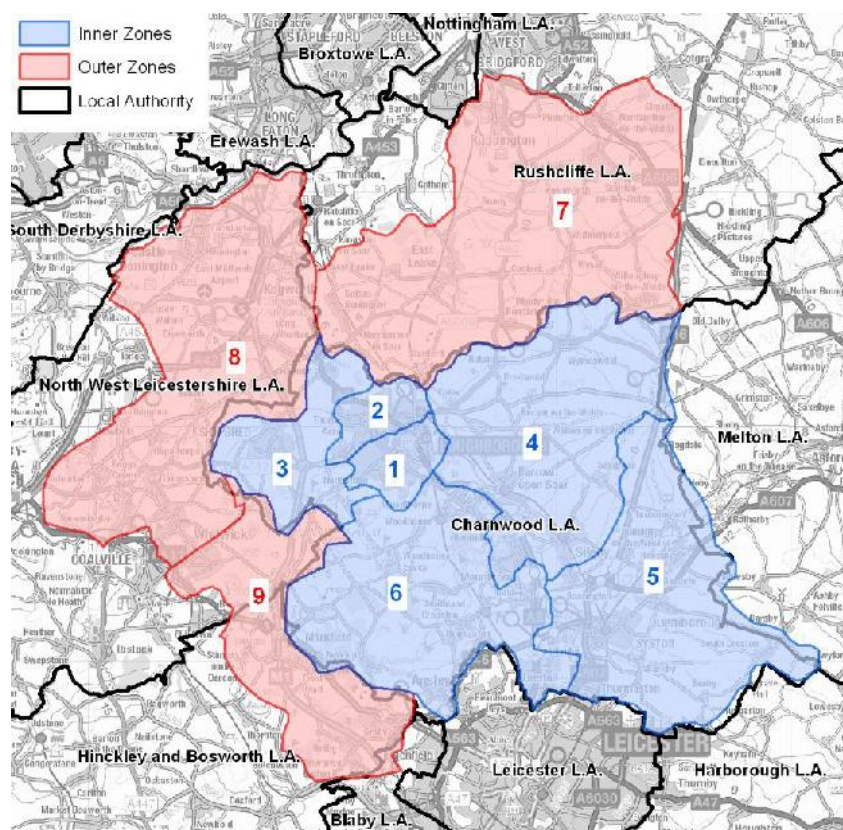
Data on services and facilities has been gathered using the borough council's Land and Property Gazetteer, and is correct as of July 2014. A summary of services and facilities within each settlement is shown at Appendix 1.

It shows that Settlements remain in the correct category as set out in Chapter 4 of the Draft Charnwood Core Strategy June 2013.

### Shopping Patterns

Information on shopping patterns has been taken from the Charnwood Retail and Town Centre Study 2013 Update, Section 6 of which deals with spending on comparisons and convenience goods. The Retail Study divided Charnwood into a number of study zones for the analytical reasons. These zones can be seen in fig 1 below.

**Figure 1:  
Retail and Town Centre Study Survey Zones**



### Comparison Goods

Retention rate refers to the amount of money that is available to spend on retail goods, which is actually spent within a particular survey zone. Within Charnwood, only Loughborough and Thurmaston / Syston retain any degree of

expenditure on comparison goods. North Loughborough retains 18%, south Loughborough 49% whilst Thurmaston Shepshed retains 35% of residents' expenditure on such goods. Remaining areas within the borough have a limited retention of comparison goods expenditure, ranging from 3% in the Soar Valley to 9% in Shepshed.

For the survey zones within Charnwood, the most popular destinations for shopping on comparison goods are either Loughborough or Leicester. Loughborough Town Centre attracts 24.9% of expenditure within the borough area, whilst Leicester<sup>1</sup> attracts 36.5%. The trade draw from residents in Charnwood Borough to Nottingham is more limited relative than the trade draw to Leicester. Derby also exerts only a limited influence over shopping patterns for residents of Charnwood Borough, despite the recent improvements to its retail offer.

### Convenience Goods

The zone with the highest localised retention rate is (Loughborough Central & South), where 82% of residents who live in the zone also undertake food shopping in the zone. There is a good range of supermarkets available to residents in this zone — including two Tesco supermarkets, Sainsbury's and Marks & Spencer Simply Food — which explains the strong performance of this zone. Foodstore provision on the north side of Loughborough is more limited, and many residents in this zone choose to shop at foodstores elsewhere in Loughborough.

This is largely reflective of the location of the foodstores around the Loughborough urban area rather than indicative of any significant deficiency in north Loughborough, and residents in north Loughborough have particularly good access to the foodstores in the town centre, as well as the Morrisons store at Gorse Covert.

Elsewhere in Charnwood Borough, it is positive to note that the Syston & Thurmaston area has a strong localised retention rate, suggesting that residents in this zone are well provided for in terms of foodstores. Key provision in this zone includes the large Asda at Thurmaston, plus Aldi, Tesco and Co-Operative stores within and adjacent to Syston district centre, indicating that there is a good range of consumer choice available to residents of this zone.

Shepshed, has a lower localised retention rate of 36 per cent, indicating that for many residents, the choice of provision in this area — even allowing for the recently-opened Asda store — is not sufficient to meet their shopping needs. It is possible that this figure could improve however once shopping patterns in this area are 'bedded down', given the Asda store only opened relatively recently.

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<sup>1</sup> Includes Leicester City, Fosse Park, and Beaumont Leys.



The localised retention rate has, however, improved from 31% at the time of the 2008 Retail and Town Centre Study.

Other zones within Charnwood Borough have lower localised retention rates, reflecting the absence of any higher-order centres in the zones. As such, the foodstores are (with a couple of exceptions) much smaller stores that cater towards meeting day-to-day shopping needs. The lower retention rates shown here are not a particular cause for concern, but simply reflective of the settlement hierarchy within the catchment area, and the authors of the 2013 Retail Update did not consider any centres or zones have a particular deficiency.

### Retail Findings

The retention rate of retail spending in a particular bears a close relationship with the areas' sustainability, as having provision close to where people live therefore minimises the need to travel. Evidence from the Retail and Town Centre Study 2013 indicates that the most sustainable places in Charnwood in terms of retail provision are in Loughborough and Thurmaston / Syston. Improved convenience retail provision in Shepshed has improved how much retail spending is retained in the town, but 52% of Shepshed's convenience expenditure is spent within Loughborough, and only 36% is retained within the Shepshed.

### **Access to Public Transport**

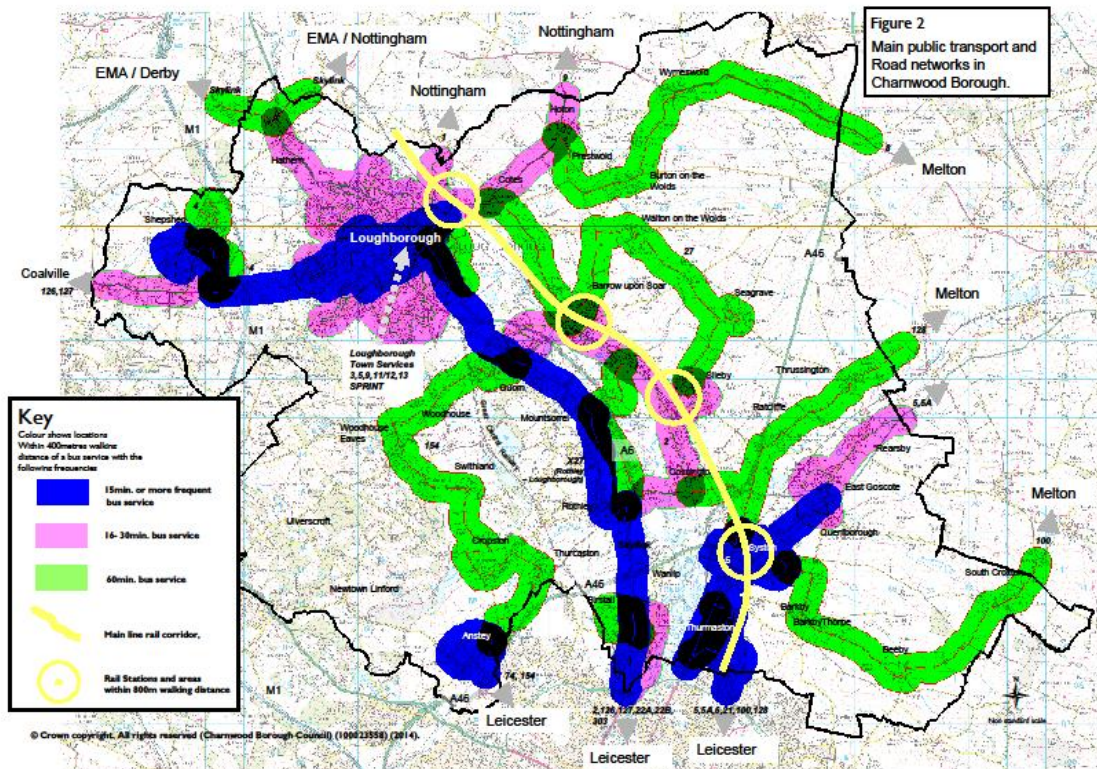
Figure 2 shows the public transport routes within Charnwood, with a 400 metre buffer representing an acceptable walking distance to such provision. This information is correct as of September 2014. The areas of Charnwood with the most frequent bus services are in Thurmaston, Anstey, Syston, Queniborough, Loughborough Shepshed, Birstall, Rothley Mountsorrel and Quorn. Outside of these areas, East Goscote and Rearsby in the Wreake Valley have access to bus services of 15-30 minute frequency, as does Barrow upon Soar, and Sileby.

Loughborough, Barrow upon Soar, Sileby and Syston also benefit from Ivanhoe Railway services linking those towns and villages to Leicester and Nottingham.

Those villages in the Wolds, 'High Leicestershire' to the south east and villages in the Charnwood Forest have less frequent bus services.

Those settlements with at least a 60 minute bus service throughout the day have been identified as having a good regular public transport service, as referred to in paragraph 4.52 of the Draft Charnwood Local Plan June 2013. Public transport provision also features within Appendix 1 which summarizes services and facilities for each settlement within the borough.

Figure 2  
Public Transport Routes



In summary, it the main urban areas in Charnwood, along with those villages along the Soar and Wreake valleys which have access to the most comprehensive public transport access.

### Local Housing Market

Settlements can have a relationship in terms of the role they play in local housing markets.

The most recent evidence on local housing markets is within the Leicester and Leicestershire Strategic Housing Market Assessment, June 2014. This report defined Housing Market Areas by analyzing house prices and rates of change in house prices, household migration and search patterns as well as contextual data such as travel to work areas.

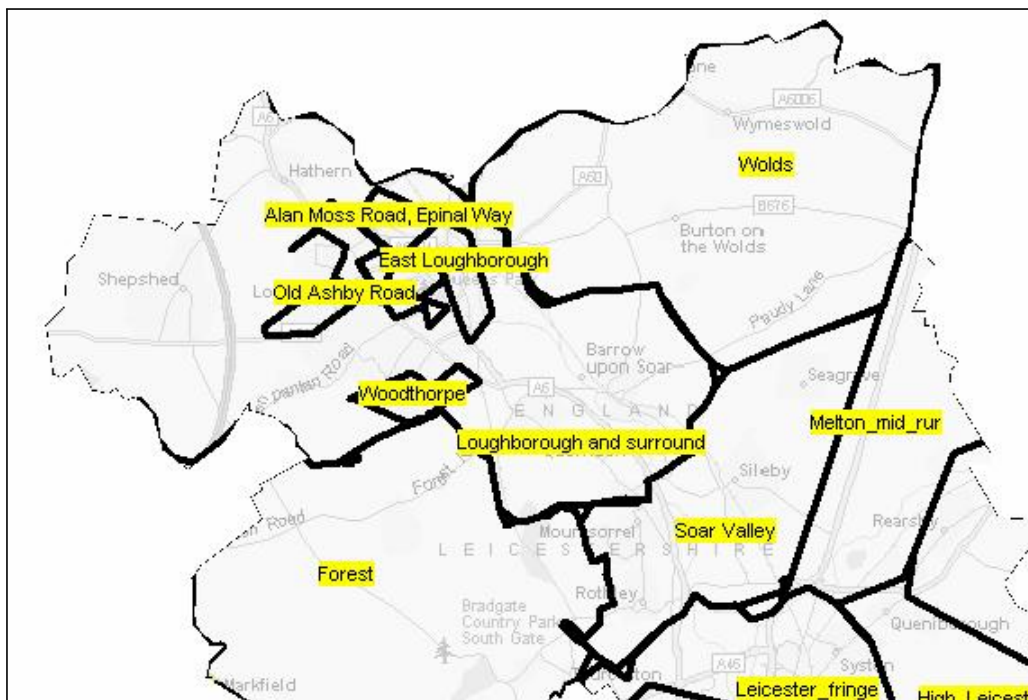
In drawing together the analysis, the SHMAA 2014 defines the Leicester and Leicestershire HMA as including the local authorities of Leicester, Blaby Charnwood, Harborough, Hinckley and Bosworth, Melton, Northwest Leicestershire and Oadby and Wigston.

The SHMA 2014 does not define local housing market below a local authority level owing to a lack of available data at this level. In the absence of more up-to-date data the 2008 SHMA remains relevant. The Strategic Housing Market Assessment (2008) defined Charnwood Housing Sub markets by:

*“a combination of analysis of house prices, patterns of short distance moves, urban morphology and local knowledge”.* (SHMAA 2008 paragraph viii).

These submarkets can be seen below.

### Charnwood Housing Submarkets



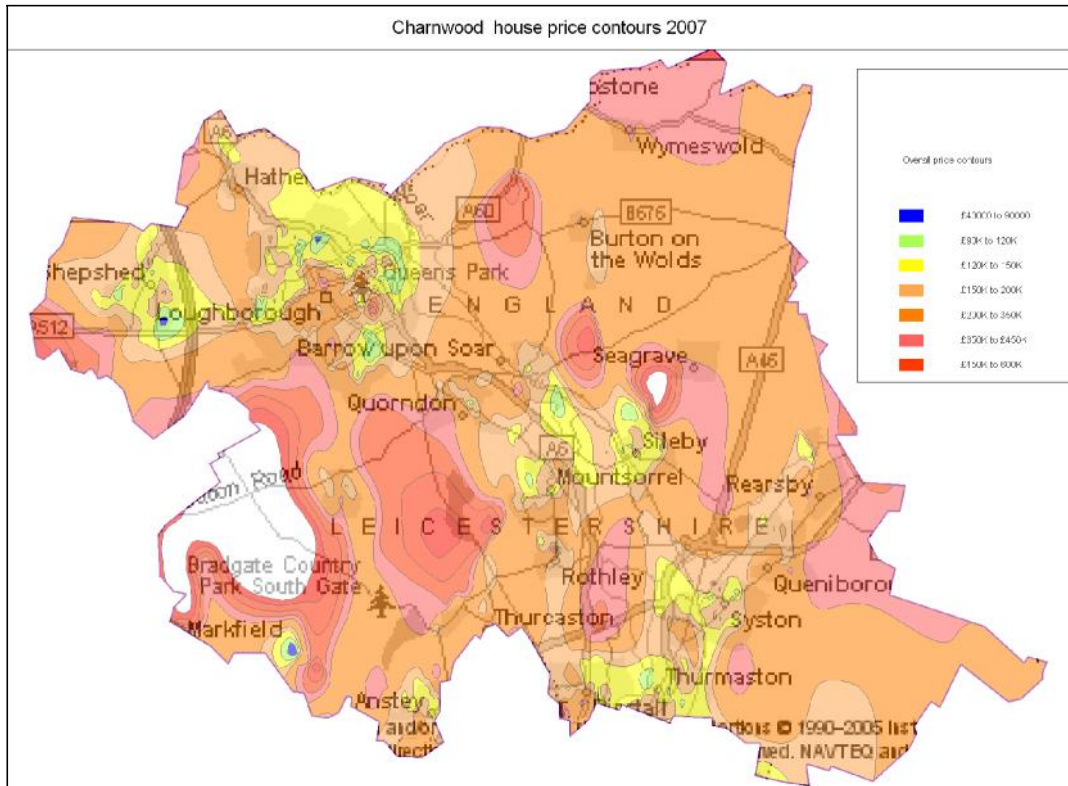
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Settlements on the edge of Leicester have their separate housing submarkets of Anstey, Birstall and Leicester fringe. More rural areas of the borough are divided into larger housing submarkets such as Forest, Wolds and High Leicestershire. A more complicated housing submarket exists around Loughborough: with parts of Loughborough, Quorn, Barrow and Shepshed all identified as being part of the same submarket. Loughborough also contains a number of much smaller submarkets focused around specific major roads within the town.

### Charnwood House Price Contours

House prices are indicator which can used to identify housing submarkets, and can be used to establish whether there are functional links between settlements.

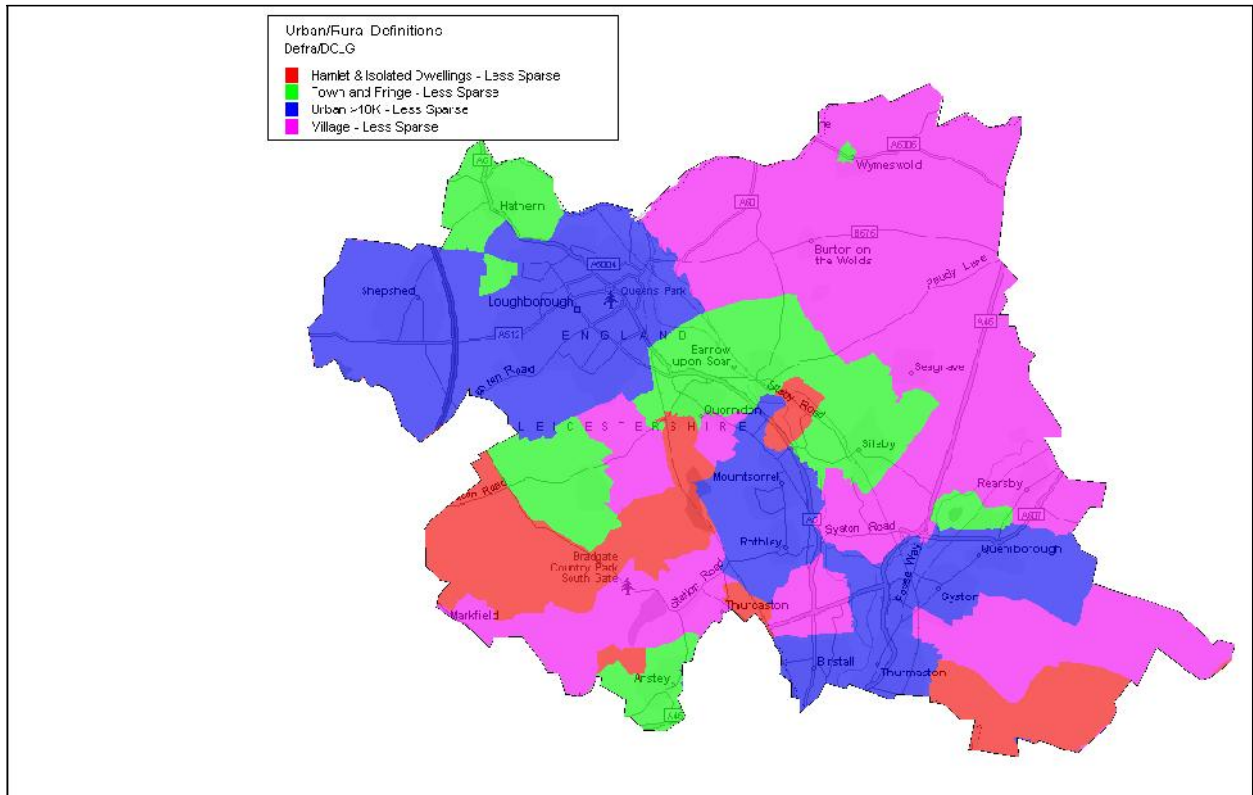
House moves are likely to take place within areas that share the same house price contour, and neighbouring settlements which lie within the same house price contour can play a complementary role to one another. The map below presents house prices across Charnwood.



The SHMAA 2008 indicates that Loughborough and Shepshed house more of the less affluent and smaller households, whereas the wider area is largely home to more wealthy families or executives. The map above shows areas of high value in the rural areas: notably the Wolds and the Forest. Lower priced areas are located within Loughborough Shepshed, small areas in Sileby Mountsorrel, and within the Syston / Thurmaston area.

### Charnwood Urban/Rural Definitions





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The SHMAA 2008 classified settlements into broad urban/rural areas based Defra/ DCLG criteria. Within Charnwood, there are two broad urban areas: one extending from the edge of Leicester, the other being Loughborough / Shepshed urban area.

The SHMAA 2014 reinforces the position that Charnwood forms part of the Leicestershire and Leicestershire Housing Market Area. Information from SHMAA 2008 provides insights into local housing dynamics. It can be seen that Loughborough and Shepshed are in the same housing submarket, as they have similar household make-up and house prices, which are distinct from adjoining areas in the Wolds, the Forest and in the Soar Valley. The SHMAA 2008 also indicates that they form a contiguous, discrete urban area to the north of the borough.

### National Datasets

ONS 2011 Census data *Location of Usual Residence and Place of Work* has been used to understand the travel to work patterns of people in Charnwood; it is also as a measure of how far people travel to work, and therefore a useful indicator of a settlement's sustainability.

The data shows that areas that have the highest proportion of people living and working in the same area are:

1. Lemynton & Hastings (part)
2. Ashby and Part Nanpantan Wards
3. Storer and Part Southfields
4. Shepshed East, and
5. Thurmaston

Another measure is look at the proportion of people living within each middle super output area who work in Charnwood Borough. The data shows that the following areas have the highest proportion living and working in the borough:

1. Storer and Part Southfields
2. Garendon Wards
3. Lemynton & Hastings (part)
4. Part Shelthorpe , Southfields & Hastings
5. Dishley and Hathern

Many areas in the southern part of the borough have low proportions of people working within Charnwood, reflecting the close proximity of Leicester City.

Leicester City is the main destination for work for 13 of the 22 Middle Super Output Area (MSOA) within Charnwood. Of note, is the low proportion of people in Charnwood who work in either Derby or Nottingham. The highest proportion of people who work in Nottingham from any area within Charnwood is 5.6 %. Most areas in Charnwood have fewer than 3% working in either Derby or Nottingham.

ONS 2011 Census Location of Usual Residence and Place of Work data has also been used to examine the relationship between Loughborough/ Shepshed and the rest of the settlement hierarchy. The table below shows the number of residents in each MSOA in Charnwood who work in either Loughborough or Shepshed.

The table below shows that residents in Loughborough or Shepshed MSOA have a high proportion work within Loughborough / Shepshed. The range varies from 54% to 69% for people who live and work in Shepshed or Loughborough.

For MSOA adjoining Loughborough/ Shepshed the proportion the proportion who work in these towns drops off significantly. Although Barrow MSOA and Quorn MSOA abut the Loughborough Shepshed urban area only 26 and 28% of their resident work in either of the two towns. This is even more pronounced in the Wolds and Wreake villages MSOA which adjoin Loughborough/ Shepshed area: only 19% of residents in this area work in Loughborough or Shepshed.

The table below demonstrates Loughborough/Shepshed area is distinct from other parts of Charnwood in relation to the local employment market. There is a high degree of employment self containment within the towns, and therefore a strong degree of interdependence.

## Loughborough / Shepshed Travel to Work Summary Table

MSOA	Proportion who work in either Loughborough / Shepshed
Dishley & Hathern	60%
Lemynton & Hastings (part)	63%
Storer & Part Southfields	69%
Garendon Wards	64%
Shepshed West	54%
Shepshed East	58%
Ashby & Part Nanpantan Wards	66%
Wolds & Wreake Villages	19%
Part Shelthorpe, Southfields & Hastings	59%
Outwoods & Part Nanpantan Hastings Ward	59%
Barrow & Sileby West Ward	26%
Quorn & Mountsorrel Castle Ward	28%
Sileby Ward	20%
Mountsorrel & part Rothley/ Thurcaston Ward	19%
Queniborough & East Goscote Wards	7%
Forest, Bradgate & Part Rothley Thurcaston	17%
Syston West	5%
Syston East	5%
Part Birstall Wanlip & Birstall Watermead Ward	7%
Part Birstall Wanlip & Birstall Watermead Ward	6%
Thurmaston	3%
Anstey	6%

### Summary of Findings

- The publication of the National Planning Policy Framework has not altered the need or scope for Settlement Hierarchy which remains relevant, and is an essential tool in managing growth given the policy imperative to locate growth in areas where the need to travel is minimized.
- Settlement distribution across the borough remains broadly the same as when it was considered in previous Charnwood settlement hierarchy reviews. The population of Charnwood is concentrated in settlements extending along the Wreake and Soar Valleys, and in urban areas around the edge of Leicester, the market town of Loughborough and Shepshed. There are no areas which are truly rural in terms of settlement pattern, as most smaller villages and hamlets are located close to, and services by larger service villages or to urban areas.
- Based on a survey of services and facilities, settlements remain in the correct category as set out in Chapter 4 of the Draft Core Strategy June 2013
- Analysis of public transport provision shows the areas with the most comprehensive services are the urban areas of Leicester, Loughborough and Shepshed and the villages and towns along the Soar and Wreake valleys

- Evidence from the Retail and Town Centre Study 2013 indicates that the most sustainable places in Charnwood in terms of retail provision are in Loughborough and Thurmaston / Syston. Improved convenience retail provision in Shepshed has improved how much retail spending is retained in the town, but 52% of Shepshed's convenience expenditure is spent within Loughborough, and only 36% is retained within the Shepshed.
- The settlements which are the most self contained in terms of travel to work (and by extension the most sustainable) are Thurmaston and within Loughborough / Shepshed
- Travel to work data is not available at a sufficient level of detail to judge the self containment of smaller settlements in Charnwood.
- Latest ONS data reinforces the position that Charnwood forms part of the Leicester travel to work area. Relatively few people in Charnwood have employment outside of Leicester city or Leicestershire.
- The 2014 SHMAA reinforces the position that Charnwood forms part of the Leicestershire and Leicestershire Housing Market Area.
- Information from SHMA 2008 provides insights into local housing dynamics. It can be seen that Loughborough and Shepshed are in the same housing submarket, as they have similar household make-up and house prices, which are distinct from adjoining areas in the Wolds, the Forest and in the Soar Valley. The SHMAA 2008 also indicates that they form a contiguous and discrete urban area to the north of the borough.
- Travel to work, retail and housing market data demonstrate strong functional links between Loughborough and Shepshed. The interdependence between these two settlements is more pronounced than between other settlements within Charnwood.

## **Conclusion**

- Settlements remain in the correct category as set out in Chapter 4 of the Draft Charnwood Core Strategy June 2013.
- The settlement hierarchy based upon the Principal Urban Area, Sub-Regional Centre, Service Centres, Other Settlements and Small Villages and Hamlets, as outlined in the Draft Core Strategy, remains robust in light of the most up-to-date information.



## Appendix 1: Charnwood Services & Facilities by Settlement

	Main Convenience Store (Supermarket)	Convenience Store	Doctors Surgery	Post Office	Recreation & Leisure	Leisure Centre	Community Facility	Secondary School	Primary School	Access to Employment Opportunities	Regular public transport access	Total	Category
Thurmaston	3	2	3	1	8	0	5	1	4	Yes	Yes	6+	PUA
Birstall	2	2	2	1	7	0	6	2	2	Yes	Yes	6+	PUA
Loughborough	11	10	11	6	102	1	34	7	16	Yes	Yes	6+	SRC
Shepshed	3	3	2	2	27	0	9	1	4	Yes	Yes	6+	SRC
Anstey	1	1	1	1	10	0	6	1	2	Yes	Yes	6+	SC
Barrow upon Soar	1	1	1	1	9	0	4	1	1	Yes	Yes	6+	SC
Mountsorrel	2	1	2	1	13	1	5	1	1	Yes	Yes	6+	SC
Quorn	0	1	1	1	19	0	1	1	1	Yes	Yes	6+	SC
Rothley	1	1	0	1	12	0	4	0	1	Yes	Yes	6+	SC
Sileby	2	4	2	1	11	0	9	0	2	Yes	Yes	6+	SC
Syston	3	2	4	1	15	1	8	1	3	Yes	Yes	6+	SC
Barkby	0	0	0	1	1	0	1	0	1	Yes	Yes	4	OS
Burton on the Wolds	0	0	0	0	3	0	1	0	1	Yes	Yes	4	OS
Cossington	0	0	0	0	3	0	1	0	1	Yes	Yes	4	OS
East Goscote	0	0	1	1	6	0	3	0	1	Yes	Yes	4	OS
Hathern	0	0	2	1	8	0	3	0	2	Yes	Yes	5	OS
Newtown Linford	0	1	0	0	6	0	1	0	1	Yes	No	4	OS
Queniborough	0	1	0	1	6	0	2	0	1	Yes	Yes	5	OS
Rearsby	0	0	0	0	4	0	2	0	1	Yes	Yes	4	OS
Thrussington	0	1	0	0	1	0	1	0	1	Yes	Yes	4	OS
Thurcaston	0	0	0	0	0	0	2	0	1	Yes	Yes	4	OS
Woodhouse Eaves	0	1	1	1	1	0	2	1	1	No	No	4	OS
Wymeswold	0	1	0	1	7	0	2	0	1	Yes	No	4	OS
Barkby Thorpe	0	0	0	0	0	0	0	0	0	Yes	No	1	SVH

	Main Convenience Store (Supermarket)	Convenience Store	Doctors Surgery	Post Office	Recreation & Leisure	Leisure Centre	Community Facility	Secondary School	Primary School	Access to Employment Opportunities	Regular public transport access	Total	Category
Beeby	0	0	0	0	0	0	0	0	0	No	No	0	SVH
Cotes	0	0	0	0	0	0	0	0	0	Yes	Yes	1	SVH
Cropston	0	0	0	1	5	0	0	0	0	Yes	No	2	SVH
Hoton	0	0	0	0	1	0	1	0	0	Yes	Yes	2	SVH
Prestwold	0	0	0	0	0	0	0	0	0	Yes	No	1	SVH
Ratcliffe on the Wreake	0	0	0	0	0	0	1	0	0	Yes	No	2	SVH
Seagrave	0	0	0	0	6	0	1	0	1	No	No	2	SVH
South Croxton	0	0	0	0	1	0	1	0	0	No	No	1	SVH
Swithland	0	0	0	0	0	0	1	0	1	No	No	1	SVH
Ulverscroft	0	0	0	0	0	0	0	0	0	No	No	0	SVH
Walton on the Wolds	0	0	0	0	1	0	1	0	0	Yes	No	2	SVH
Wanlip	0	0	0	0	0	0	1	0	0	Yes	No	1	SVH
Woodhouse	0	0	0	0	7	0	1	0	0	No	No	1	SVH
Woodthorpe	0	0	0	0	0	0	0	0	0	Yes	No	1	SVH