

# Hatton Parish Plan

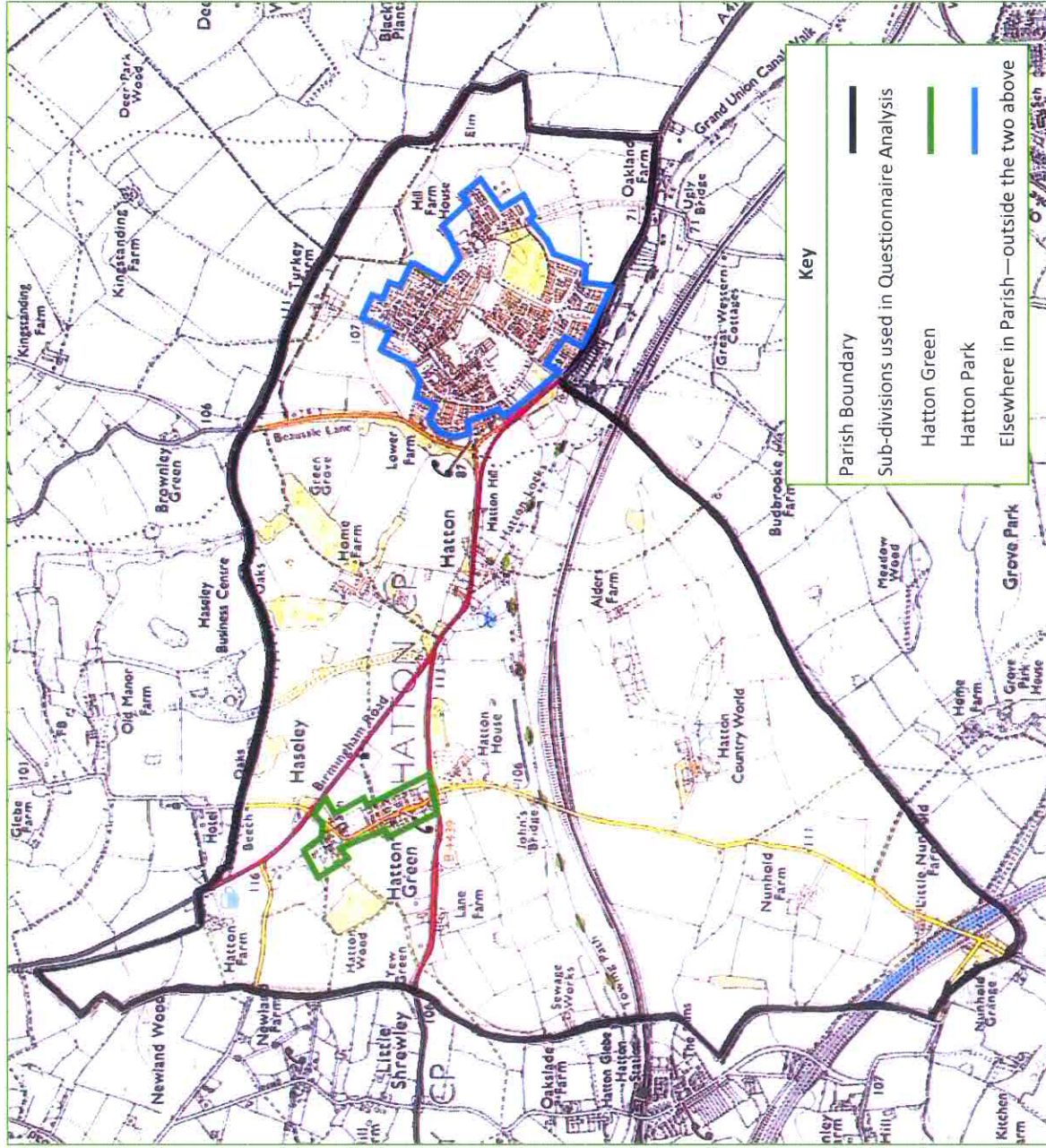




# Contents

	<i>Pages</i>
Message from Chairman of PC	3
Acknowledgements & Introduction	3
The Past Development of Hatton	4-5
Facilities and Activities	6-7
Environment	8-9
Travel and Traffic	10-11
Housing	12-13
Business and Employment	14-15
Safety and Crime Prevention	16-17
Governance	17
Our Vision for the Future	18
The Action Plan	19-23
Addenda, Abbreviations and References	24

**Hatton Parish Plan Steering Group**  
**February 2013**





## Message from the Chairman of Parish Council

In common with most comparable parish councils, Hatton has little direct contact with the community it represents; vacancies are not contested, and there have been no elections in living memory. The Council meetings, although open to the public, are poorly attended.

The Council therefore welcomed the idea of a Parish Plan, from which it would gain a clear indication of the views, wishes and concerns of local residents which would be of great help in its own decision making, and in its negotiations with the District and County Councils.

Although the Council initiated the process and has supported it financially, it was felt important that the Steering Group should be independent and we are most grateful to Graham Harrison for chairing the Group for much of the time.

Martin Le Tocq

Chairman, Hatton Parish Council

## Acknowledgements

The Steering Group would like to thank all residents and businesses who completed the Parish Plan Questionnaire, those people who came to the two drop-in sessions and those who commented on the Draft Plan. We would also like to thank the volunteers from Hatton Park who delivered and collected questionnaires and leaflets. We also thank Hatton Park General Stores, who held a supply of spare questionnaire forms and took in some of the completed ones.

Thanks also go to those businesses that spent time giving us some extra information and particularly those who donated prizes for the prize draw which was to encourage people to send in completed questionnaires. Chris Langford has been particularly helpful in setting up the database for analysis of the questionnaire and for sorting out our many computer problems. We are also indebted to Jason Lessard for posting our various documents on the Hatton Park website.

We are particularly indebted to Hatton Parish Council and the Warwick Rural West Community Forum for funding, mainly towards printing costs.

As Chairman, I would especially like to thank the other members of the Steering Group, namely Laura Bartlett, Janet Harrison, Maggie Langford, Martin Le Tocq, Mel Meadwell, Greg Meadwell, Sabrina Smith and Simon Wilson (who chaired the Group in its early stages). Without their enthusiastic support this Plan might never have come to fruition.

Graham Harrison

Chairman, Hatton Parish Plan Steering Group

## Introduction

### The Process

Parish Plans are important documents. The Parish Council decided in 2009 that one should be prepared for Hatton and an independent Steering Group of nine volunteers was established to produce it.

**Stage 1:** A primary concern was to produce a Plan that represents the views of the community as a whole and not just the ideas of the Steering Group or Parish Council. We therefore began by holding two drop-in sessions in March 2010—one in each of the village halls. At these, people were invited to write their likes, dislikes and suggestions for improvements onto post-its and to stick these onto boards under such issues as housing; transport and communications; crime prevention; local amenities; health and social services; environmental matters; and anything else concerning them. About 100 people made over 300 comments at these sessions.

**Stage 2:** The views expressed were then used to formulate the Parish Questionnaire—a copy of which was delivered to every household and business in the Parish in November/ December 2010. Responses were received from 258 households (31%), 17 businesses, pupils at the school, Brownies and the Youth Club. After analysis, the results were published on-line in March 2012. A summary sheet was also distributed to every household, highlighting the main findings, informing them of where the full analysis could be viewed and inviting comments. Because of the dispersed nature of Hatton, the responses to the questionnaire were analysed by three geographical areas—Hatton Green, Hatton Park and Elsewhere—as shown on the Map opposite.

**Stage 3:** A Draft Plan was then prepared, based on data gathered from this analysis and a variety of other authoritative sources. Copies of the Action Plan, which formed part of the Draft Plan, were distributed to every household in July

2012, together with information about how to view, or obtain a copy of, the full Draft Plan. Comments were requested by September 17th and 16 responses were received.

**Stage 4:** The Draft Plan was amended to take account of the comments received before publication of this final Parish Plan in February 2013. Again the Plan is posted on the internet and a notice to this effect was distributed to all households and businesses, together with information on how to obtain a paper copy if required.

By adopting this process, the Steering Group believes its Plan is representative of the community's views and it has now been passed to the Parish Council for formal adoption.

### Content

The Plan identifies the main features of Hatton, highlights the things that are most precious to its residents and sets out ways to ensure they are conserved. It also highlights the problems that were brought to our attention. At the back is an Action Plan suggesting what might be done to meet the communities' needs and desires.

The Plan will be a vital source of data and information to the Parish Council, and for individuals and organisations active in our community. Its success will depend on co-operation between the Parish, District and County Councils. Most importantly the support and involvement of local residents is essential and will be greatly appreciated. The process of implementation will, of course, be subject to current and future constraints on public spending, irrespective of the merits of some initiatives.

### The Future

This Plan should be seen as the start rather than the end of the process and the Steering Group, together with the Parish Council, will monitor progress over the next 3-5 years. The Plan will be reviewed in due course, possibly in the context of a Neighbourhood Plan, as envisaged in the Localism Act 2012.



# The Past Development of Hatton

## Physical Features

The Civil Parish of Hatton covers approx 530 ha (1,300 acres) and sits astride the south-easterly edge of the Birmingham Plateau, where it falls steeply away into the Avon Valley. The underlying geology is largely Mercian mudstones overlain by glacial sands and gravels. The highest point, near the Falcon Inn, stands at 117.3 m (410 ft) above sea level, whilst the lowest point, opposite the Shell garage is just 71 m (300 ft) above sea level. Natural drainage is by two small streams—one that rises near Little Shrewley and forms the western boundary of the parish as it flows south-westwards to join the River Alne at Little Alne, and one that rises near Home Farm and flows south-eastwards alongside Brownley Green Lane, under the A4177 and alongside the canal to join the River Avon in the Castle Park by Leafield Bridge.

## Historical Origins

The early origins of Hatton are obscure. The name meant Heath Farm in old Anglo-Saxon, so it's possible there has been a settlement since that time, whilst "the 2.5 hides which Nigel de Albigni held at 'Altone' in 1086" might also refer to Hatton. If so, the land must soon have passed to the Earls of Warwick, as by 1166 it was granted by them to Hugh Fitz Richard, who was also known as Hugh de Hatton. This seems to be the first definite reference to Hatton.

## Strategic Location

The parish is strategically located on a direct route between London, Warwick and Birmingham at a point where the climb up from the valley onto the plateau is at its easiest. This places it on an obvious communications route that has been followed by the road, canal, railway and motorway - a factor which has strongly influenced the development of the parish.



## Factors influencing Past Development

Eight events have been significant in shaping the development of the parish, four of them connected with communications:

**1** The first road—described in 1646 as 'the Great Road between Warwick and Birmingham'—wound its way up Hatton Hill to the original village at the top (now known as Hatton Green) and then followed the route of the B4439 to Hockley Heath. This explains why the forge was at the crossroads leading into Hatton Green. The route via Knowle only came to prominence later, but was the first to become a Turnpike, in 1726. Forty years elapsed before the Hockley Road became a Turnpike in 1766. It is possible stage coaches stopped to refresh or change horses after the climb up the hill. Hatton Green was expanded during the 1960s, when a few new houses were built, including those in Starmer Place around 1964.

**2** 1799: The Birmingham and Warwick Canal opened, with its renowned flight of 21 locks, known as 'the stairway to heaven'. Hatton Wharf, with its dry dock and canal workshops (the latter rebuilt in 1899), was built near the top of the lock flight. The workshops provided employment and workers cottages were built along Canal Lane. In 1929 the canal became part of the Grand Union Canal from Birmingham to London and the new company almost immediately set about widening the locks - work which was completed in 1934. Today the canal and the locks are a tourist attraction.



4

**3** 1849: Work commenced on the Hatton Psychiatric Hospital (then termed an Asylum and later named the Central Hospital). Staff housing was built close to the hospital, along the Birmingham Road at the foot of the hill (some of which is in Budbrooke Parish). This effectively added a subsidiary nucleus to the village.



**4** 1852: The Great Western Railway's mainline opened from London to Birmingham, with the famous Hatton Bank - its gradient of 1:95 being amongst the steepest on a British mainline. Hatton Station (actually in Shrewley Parish) even boasted a refreshment room. Today's station is not so grand, but it still provides the village with a reasonable train service to Birmingham and London.



**5** 1923/4: The King Edward VII Memorial Sanatorium opened, primarily for sufferers of tuberculosis. Its location at the top of a hill overlooking a south-facing slope enabled patients to be moved outside in suitable weather to benefit from the sunshine and





fresh air, which in those days was the only treatment available.

- 6** 1982: Hatton Craft Centre opened - a complex of craft units in redundant farm buildings that provided limited employment. Gradually the focus changed from crafts to retailing, other attractions were added and the complex was renamed Hatton Country World in 1991. This change in emphasis added another tourist attraction, boosted the local economy and brought more employment - though not necessarily for local people. It also increased traffic on local roads, notably Dark Lane - once a quiet country lane, now a constant stream of cars.



- 7** 1989: The M40 motorway opened between Birmingham (M42) and Warwick. Two years later it was extended to the M25 and London. The motorway barely touches the parish (just clipping the southernmost corner), but, like the railway, its impact has been significant. Junction 15 (Longbridge) provides easy access to the motorway for local people, but it was also a catalyst for the new Warwick Parkway Station, opened in 2000. This facil-



ity, with its large car park, gives the local community and commuters from further afield easy access to train services to both Birmingham and London.

- 8** 1995: Both hospitals closed, paving the way for the sites to be redeveloped for housing. This development, which comprised many new houses plus conversion of those parts of the hospital that were listed buildings, added some 700 dwellings that now form the new estate of Hatton Park. The first residents moved in in 1998 and this is now the dominant settlement in the parish, dwarfing the original village at Hatton Green.

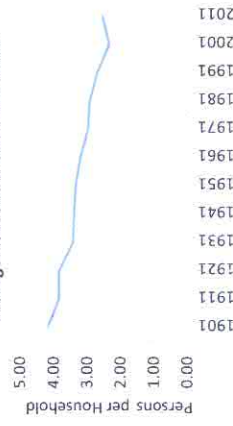
Of these eight events, the canal, the railway, the hospital and the Country World have all helped to make the name of Hatton known well beyond the local district.

### Social Change

These physical changes have been accompanied more recently by two significant social changes.

Firstly, the average household size almost halved during 1901-2011. This means that you now need twice as many homes as you did in 1901 to house an equivalent number of people.

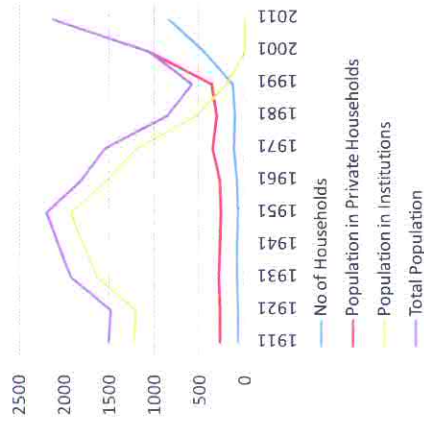
Average Household Size 1901-2011



The population fell by 73% between 1951 and 1991 as the numbers resident in the two hospitals declined. Between 1991 and 2011, however, it grew again by virtually the same percentage, but this time the increase was in private house-

holds, which as a result of Hatton Park rose from 140 to 845—a phenomenal six-fold increase.

Population & Households 1911-2011



This has had a profound impact on the parish, which today comprises three distinct communities—the new settlement of Hatton Park, where 85% of the population now live; the original village of Hatton Green, where 8% live; and various outlying properties where the remaining 7% live.

### Economic Change

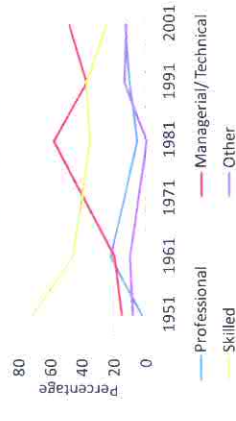
The economic basis of the parish has also changed fundamentally, especially since World War 2.

Prior to then, agriculture was a major employer, whilst service industries were relatively unimportant. Agriculture is still important as an industry, but increased mechanisation has rendered it insignificant in terms of employment. Even as recently as 1961 around 10% of the workforce was engaged in farming, but today it is barely 2%. Manufacturing has also declined, again often through mechanisation, whilst services have grown in importance.

National statistics are difficult to interpret over time because of changes to boundaries and definitions, but the following chart gives some idea of the impact these changes have had on the socio-economic structure of the parish.

The two most notable features are the strong decline in skilled workers and the growth in those occupying managerial and technical positions.

Socio-economic Classification



It is against this background of a constantly changing, evolving community that this Parish Plan has been prepared.





# Facilities and Activities

## Introduction

The wide range of facilities at Hatton would be the envy of many a village. They fall into two categories: those that primarily serve the parish and those that attract custom from a much wider area, but serve the parish incidentally.

The former category includes two Village Halls that host a variety of activities; Holy Trinity Church; The Ferrucumbe School: a children's day nursery; the local village shop at Crimscoote Square, Hatton Park; the 'Hatton Arms' pub; and the sports area and children's playground at Hatton Park. These facilities also attract people from a wider area. For example, the 'Hatton Arms' draws trade from passing boat and road traffic, while some pupils at The Ferrucumbe School come from outside the parish.

The prime example of the latter category is Hatton Country World which, with its Farm Village and the range of retail outlets listed on page 14, relies heavily on trade drawn from across the region and beyond. Nevertheless it also provides a useful recreational and retail facility for local residents.

Just outside the parish are a few further facilities, such as The Falcon Inn, the Shell Garage and shop and another garden centre at Barn Close Nursery.

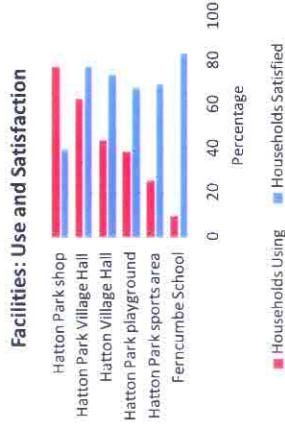
In the past there were other facilities, which have now been lost, such as the post office and shop at Hatton Green, which closed in 1983, and the local police presence in the Police House at Hatton Green. The only surviving Scout/Guide activity is a Brownie pack, which meets weekly at the school—Scouts, Cubs and Guides all having closed in the 1980s. The youth club at Hatton Park was also forced to close recently, due to lack of support, but several youngsters from the Parish now attend the youth club at Honiley.

Today the nearest post offices are at Hampton Magna and Shrewley Common, while the nearest doctors are at Hampton Magna, Warwick

and Claverdon. Most people travel to Warwick or Leamington for their weekly shopping. Some primary-school children living at Hatton Park attend Budbrooke School, whilst older children have to travel to Henley, Kenilworth, Stratford or Warwick for secondary education.

## Use and Satisfaction

The Parish Questionnaire showed the following use and satisfaction with certain facilities.



## Hatton Park Shop

The Questionnaire was circulated just after the shop changed hands, so any dissatisfaction expressed may have arisen from previous experiences. The new owner has since increased the range of products and services, with a good improvement in customer satisfaction. The shop is the most used facility in the Parish and its viability would be greatly helped if residents used it even more. Although within walking distance of Hatton Park residents and only 5 minutes by car from Hatton Green, some people are unsure where it is, so better signing would



help. A post office within the shop would also be a great asset, but this is unlikely in the present economic situation. One interesting suggestion for attracting more customers, though, is to move the post-box to the shop area. Other more ambitious ideas were for a bigger shop, such as a mini-Tesco, Costcutter or Co-op.

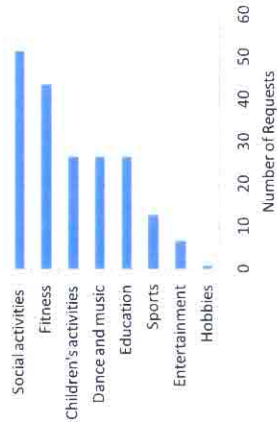
## Village Halls

Hatton is fortunate in having two village halls. The Hatton Village Hall, on the Birmingham Road, is an older building with meeting rooms and a large function hall. Hatton Park Village Hall, on Barcheston Drive, is a new building but also has a good sized function hall and meeting room.

Both halls are supported by local residents, but a large number of users are also from outside the area. Both halls have a website which assists with marketing. It is essential that the halls receive enough support to enable running costs to be covered.

Respondents to the Parish Questionnaire indicated that they would like more organised events in the area, but there is a shortage of people available to organise these.

## Requests for New Activities



When events are organised there are varying levels of attendance, with some being popular and others cancelled due to lack of response. Results also indicate that this could be because people are not aware of what events are avail-





able. Many of the regular events and classes run at the halls are successful, including dance, fitness, martial arts, bridge and bowls. Some residents also attend the varied programme at Shrewley Village Hall.

#### Hatton Park Playground and Sports Area

There is a playground for children from toddler age and a sports area for older children, with a basketball and other courts marked out. These facilities are situated near Hatton Park Village Hall. The playground is used frequently, predominantly by Hatton Park residents.

The Sports area is used less frequently, but again predominantly by Hatton Park residents. This may be because some degree of organisation is needed to arrange teams. The District Council arranges sports events at the hall/sports area in the summer. These have been poorly attended in the past, but attendance was a little better last year. Most people are satisfied with these facilities.

#### The Ferncumbe School



Since only a limited number of households have children of primary school age, it is not surprising that The Ferncumbe School is the least used facility. This statistic is misleading, however, as the school is actually thriving and at capacity, with 127 children. More importantly, it has the greatest satisfaction of all the facilities and an excellent reputation.

The latest Ofsted Report (2009) said: “Pupils thoroughly enjoy their education and they achieve well. ... This is a good school. Pupils are cared for well and their educational, emotional and social needs are met effectively within a strong Christian ethos.”

Although the school is situated in Hatton Green, in 2012 a good half of the pupils came from Hatton Park, with a further 7% from Hatton Green and the rest of the parish. The remainder (around 40%) came from surrounding villages or towns. However, from this year the catchment boundary is having to be re-drawn as the school cannot accept all the children from Hatton Park. Hopefully this will only be temporary, as pressure is expected to ease in a few years' time.

#### Suggested New Facilities

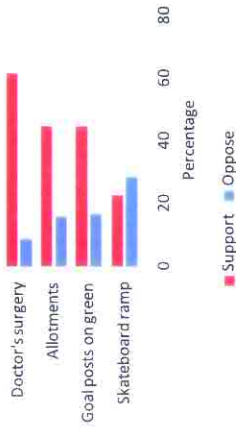
The Parish Plan questionnaire elicited the following reactions to four facilities that had previously been suggested by the community or at the Parish Plan drop-in sessions. As these would all be at Hatton Park, the responses from there are shown separately.

Most favoured would be a doctor's surgery, but enquiries indicate that this would not be possible within the present configuration of local primary care. It should, however, remain a long-term goal. Nearly half of the Hatton Park respondents would also support allotments, if a suitable site could be found, and children at Ferncumbe School agreed with this.

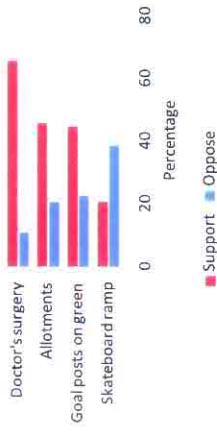
Of the suggested facilities, a skateboard ramp was the only one to arouse more opposition than support, though not surprisingly twice as many children at the school were in favour than opposed and the former youth club was also very keen to have one.

Goal posts on the green are most controversial. Almost twice as many are in favour than against, but opposition is strongest from those living closest to the green. Several people said the green is for everyone, suggesting perhaps some

#### Reactions to Proposed New Facilities



#### Reactions of Hatton Park Residents



misunderstanding about this proposal. A football pitch is not intended, just junior goalposts for the children that already play there. These are easily erected and removed, so it is proposed they are provided for a trial period to see if any problems arise.

Various suggestions or requests were made for additional facilities, such as a chip shop or other take-away, a chemist, a restaurant or cafe and a public house. It was also suggested that the public house could be within a social club as this, together with the restaurant or cafe, would help to unite the community. However, when people were asked for their views on attracting new businesses to the parish a much greater proportion disagreed with more hotels/restaurants and similar facilities.

A further suggestion, made since the questionnaire, is that more sports facilities consistent with the character of the area should be considered as a response to the Olympic legacy—possibly on land by Hatton Park Village Hall.

#### Conclusions and Suggestions

- Demand was expressed for a better shop and the new owner is continuing to make improvements.
- Encourage the two village halls to better promote their activities and co-ordinate where feasible.
- Encourage the promotion of new activities, including new sports facility.
- There is some dissatisfaction with the condition of the playground. This is being addressed.
- The feasibility of providing any of the extra facilities suggested, such as a doctor's surgery or allotments, should be investigated, having regard to the likelihood of their being economically viable.
- Encourage local people to organise community events, such as fetes on the green, or activities for teenagers.





# Environment

## Introduction

Hatton has two villages and a scatter of other houses. Together these provide a broad mix of dwellings, ranging from a few historic buildings to the new estate at Hatton Park, which has a distinctive, unifying character worthy of retention. There is no Conservation Area, nor any designated nature reserve (e.g. a Site of Special Scientific Interest), but there are a few relict Ancient Woodlands and several other locally important wildlife sites.

## The Built Environment

Fourteen buildings within the parish are Listed as being of Architectural or Historic Importance. The two most important are Holy Trinity Church, the oldest part of which dates from the C15th, and the mid-C18th Old Vicarage. These are both Grade II\* buildings, whilst the rest are all Grade II. These comprise the old hospital building at Hatton Park, Hatton House and several others in the Hatton Green area and a few scattered around the parish.

Apart from the top lock-keepers cottage, none of the canal locks and workshops are listed, though all are of interest and the locks have recently received the Transport Trust's Red Wheel plaque.

## The Natural Environment

The landscape around Hatton shows several characteristics of the Arden area, with small woods; small to medium sized fields, many with hedges and hedgerow trees; and some narrow lanes. The most important natural features are the four Ancient Woodlands, namely Green Grove, Hatton Wood, Smith's Wood and a belt



along Brownley Green Lane, and the mosaic of habitats alongside the canal and railway.

The canal corridor is strategically important, since it creates a wildlife corridor, linking other small, fragmented habitats together, and thereby enabling species to migrate in response to environmental changes, especially climate change.

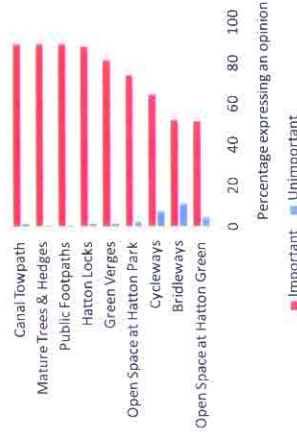


## Importance of Environmental Features

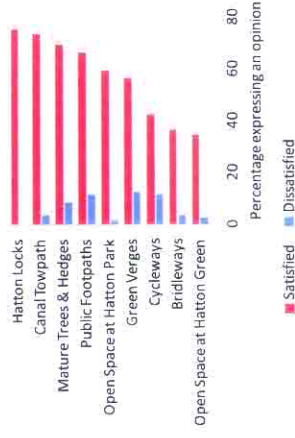
The Parish Questionnaire revealed an overwhelming appreciation of the environment, not least by the then Year 4/5 pupils at The Fern-cumbe School. Residents not only have an extremely high regard for their environment, but by and large they are very satisfied with its condition

The canal towpath and locks; mature trees and hedges; and public footpaths are the most valued features and also the ones with which there

## Importance of Environmental Features



## Satisfaction with Environmental Features



is most satisfaction. A remarkable 100% of the pupils at the school considered the locks to be important.

Those features that are only used by certain groups, such as bridleways and cycleways, are generally considered to be less important. The former, though, are also part of the public footpath network, dissatisfaction with which is often due to paths being churned up by horses. Overall, less importance is attached to green verges and open spaces, but these features are very highly valued by those living near them. This is especially true of the open spaces at Hatton Park, which are considered to be an invaluable part of the environment by three-quarters of those living there.



Dissatisfaction with environmental features is generally very low, but green verges, cycleways and public footpaths all attracted some adverse criticism. Some matters are already being dealt

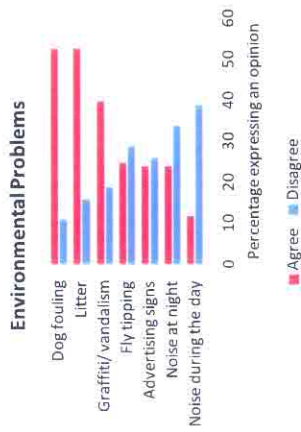


with. For example, resurfacing the canal towpath is continuing towards Hatton Station.

Other issues present a dilemma, as opinions are divided. For example, some people would like to see verges cut more often, while others would like less cutting to allow wildflowers to flourish.

Some residents at Hatton Park were opposed to the provision of picnic tables and benches on the green, but these do not appear to have caused any great problems, such as gatherings of youths that many people thought might happen.

### Environmental Problems

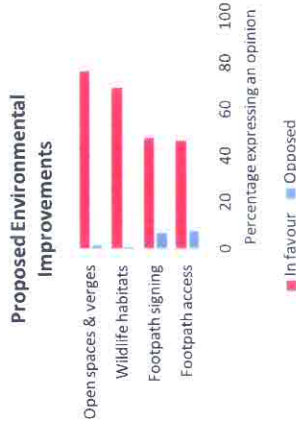


The two big issues are dog fouling and litter, fairly closely followed by graffiti and vandalism. Interestingly, 100% of the school's pupils think dog fouling is a problem. Whilst certain actions, such as providing more dog-fouling bins, might alleviate the situation, ultimately these are issues which can only be addressed by the residents themselves.

Noise is a relative problem—affecting some people, but not others—but it could become of more concern if and when there is any expansion of either Birmingham or Coventry airports.

There is also concern about inconsiderate parking forcing vehicles to drive over grass verges, causing them to be churned up and unsightly.

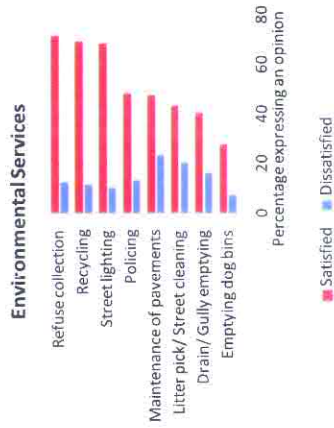
### Proposed Environmental Improvements



In response to four possible environmental improvements, most people favoured improvements to open spaces, verges and wildlife habitats. Again this was endorsed by the children at the school, with 100% of the pupils in favour of improving wildlife habitats.



### Environmental Services



Refuse collection, recycling and street lighting are generally felt to be satisfactory and further improvements are unlikely in the current economic climate.

Views on street lighting, however, are contradictory, with some wishing to see more while others would like to see less to save energy and cost. Since the Questionnaire, the County Council has decided to switch off certain lights at night, and this has now been implemented at Hatton Park.

The greatest dissatisfaction is with the maintenance of pavements, although the footway alongside the B4439 has recently been cleared of vegetation.

This is closely followed by litter picking and street cleaning and there is some concern with gully emptying. These issues will be taken up with the appropriate authority to see how services can be improved.



### Conclusions and Suggestions

- The residents highly value all aspects of the natural environment.
- The canal area is particularly valued by local people.
- Generally there is satisfaction with the condition of most features, but dog fouling, litter, graffiti and vandalism are seen as the main problems.
- Seek the continued improvement of all the facilities along the canal, particularly the towpath to Hatton Station to encourage visitors coming by train to use it to get to Hatton Locks Cafe and the Country World.
- Encourage better protection and management of hedges, trees and woodland in conjunction with landowners.
- Promote tree planting, using native species.
- Encourage people using public footpaths to report any blockages or unapproved diversions to the Parish Council. Seek improved access and signing where necessary.
- Look for ways of improving the condition of roadside verges and pavements and reducing inconsiderate parking on verges.
- Explore the possibility of creating roadside nature reserves.
- Ensure that the open spaces at Hatton Park and Hatton Green are well maintained.
- Extend the cycleway where possible.
- Seek ways to reduce the problems of dog fouling, litter, graffiti and vandalism.





# Travel and Traffic



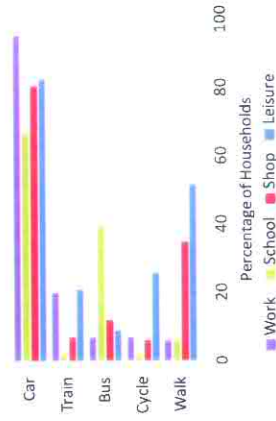
## Communications

There are three main lines of communication—the A4177 from Warwick to Solihull and Birmingham; the B4439 to Shirley and Birmingham and the London-Leamington Spa—Birmingham railway line. Any traffic jam on these roads rapidly becomes a major incident, severely disrupting travel into and out of the parish as the narrow lanes through Beausale or Norton Lindsey are not suitable as alternative routes to Warwick.

## Mode of Travel

The chart shows a great dependence on the car for all journeys, but especially those to work. Most train journeys are either to work or for leisure (sometimes with a car trip to the station), while the bus is used mostly by children going to school. Few people cycle or walk, except for leisure. Despite the car's dominance, the percentages travelling to work by other modes is higher than it was in 2001 (see Business and Employment Section).

### Mode of Travel by Activity



Note: As one type of transport may be used for some journeys, percentages may exceed 100%.

Where people live also affects how they travel. At Hatton Green, for example, it is impracticable to get to work by bus, since there is no morning peak hour service. For other journeys the percentage using the bus is above average, while primary-school children from here often walk to school. Of the older children, 15% travel to

school by train, but probably have a lift to the station.

At Hatton Park almost half walk to the general store, which is the only shop in the parish. A dedicated bus also takes children to The Ferncumbes School, but otherwise buses are little used. For those living elsewhere in the parish a car is essential, as access to public transport is usually poor.

## Train Services

The parish is served by two stations—both situated just outside its boundaries. Warwick Parkway provides an excellent daily service, with two trains an hour to Solihull and Birmingham; or Leamington and London and more at peak times. The new non-stop *Silver Trains* to London only take just over an hour. This brings the area within commuting range, adding to development pressures and inflating house prices. Trains from Hatton station go to the same destinations, but are less frequent with lengthy gaps at certain times of the day. Both stations also have a limited service to Stratford.

## Bus Services

Two significant changes have been made to bus services in the last two years, which, if people were unaware of them, may have affected their responses to the Parish Questionnaire.

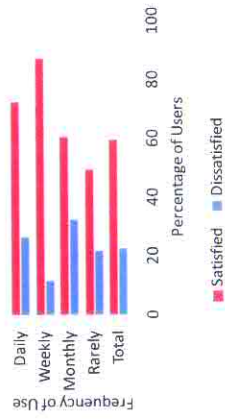
Firstly, the half-hourly No.68 service from Hatton Park now takes a more direct route to Warwick that has roughly halved the journey time and taken a quarter off the time to Leamington, but the service to Warwick Parkway has been reduced.

Secondly, the limited No 60 Flexibus from Hatton Green (and Hatton Park) to Warwick, Leamington and Solihull was replaced last July by one off-peak return journey to either Warwick and Leamington (No 511), Solihull (No 514) or Stratford (No 521) depending on the day of the week.

Just under half of households use the bus,

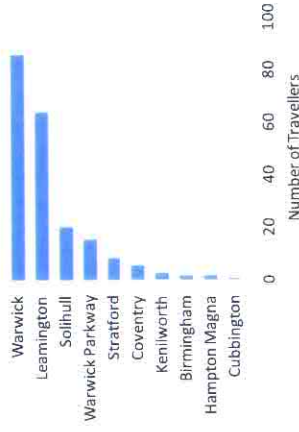
though most do so only rarely. However, some 10% of those living in Hatton Park and Hatton Green use it daily, while 25% of the latter use it weekly. Those living elsewhere in the parish use the bus less frequently, presumably because of their distance from the routes. Just over half of users are satisfied with the bus services, while one fifth are dissatisfied.

### Satisfaction with Bus Services



Warwick and Leamington are the main destinations of bus passengers, but a significant number travel to Solihull and Warwick Parkway (the latter all from Hatton Park).

### Destinations of Bus Users



How the above service changes have affected this pattern is unknown, but there is no longer a bus to Hampton Magna and a reduced service for many to Warwick and Leamington. The service to Hatton Park was originally part-funded by developers through planning agreements, many of which have now expired. Currently the

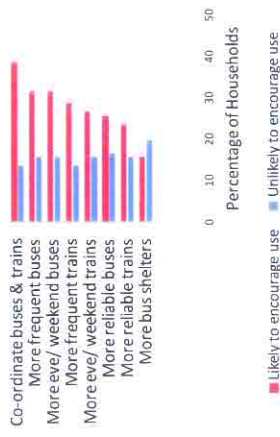


County Council is funding the service, which is not believed to be under threat, but the situation needs monitoring.

### Possible Public Transport Improvements

Nearly half of households feel improvements to bus and train services would not influence how they use them. Indeed, two-thirds of those who rarely or never use the bus said it is unlikely any improvements would persuade them to do so.

#### Reactions to Possible Improvements

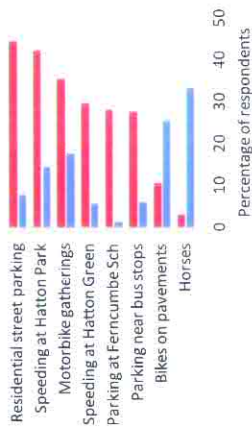


Just under 20% of respondents use the bus regularly (at least once a month) and their top priority is for more evening and weekend buses, followed by better co-ordination of bus and train services. At Hatton Green, where the service is sparsest, the priority is for more frequent buses. Many passengers here are elderly and may not have access to a car, so they need a better service to Warwick in order to travel onwards to medical and other essential facilities. The loss of a direct bus from Hatton Park to Hampton Magna will also make it more difficult to reach the surgery there.

### Traffic Problems

Of the problems listed in the Parish Questionnaire, parking in residential streets, speeding at Hatton Park and the motorcycle gatherings on Wednesday evenings in the summer are of most concern. Other identified problems are the volume and speed of traffic on the A4177 and the congestion and danger this causes, particularly

### Perceived Traffic Problems



by traffic exiting the B4439 onto the A4177 and entering the Haseley Manor, and by vehicles turning right into the Shell garage and Ugly Bridge Lane. Concern was also raised about the B4439/Hatton Green/Dark Lane crossroads, where vehicle speeds and poor visibility combine to create a dangerous junction. A large proportion of Hatton Green residents also said parking outside The Ferncombe School is a traffic hazard. Specific problems for pedestrians are overgrown vegetation, cyclists who do not warn of their approach and poorly marked cycleways.

### Road Safety

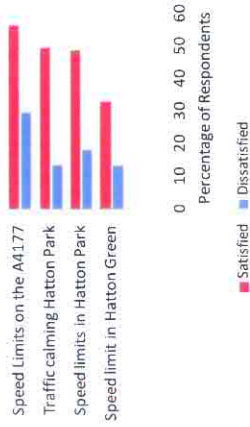
A national review of major road traffic during 2002-4 showed very few roads in the UK to have a higher accident risk than the A4177 (Foundation for Road Safety Research). Indeed, the severity of accidents is almost twice the county average (32% against 18%).

Following subsequent improvements, the accident rate fell from 7.7 a year during 1990-2004 to 7.0 during 2005-11, but despite this 2005 and 2011 were jointly the second worst years. The timing of accidents is also unusual, with the peak day being Wednesday and the peak month May compared to the county norms of Friday and November (just after summertime has ended). The parish also has subsidiary peaks in July, August and October, which together with May coincide with school holidays. Most accidents occur on weekdays between 3.00-7.00 pm

during dry conditions and in daylight. This all suggests a correlation with the Wednesday night motor-cycle gatherings and visitor peaks at the Country World.

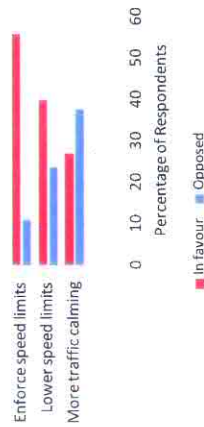
During 2005-11 there were 14 accidents (three serious) at the A4177/B4439 junction; and seven (one serious) at both the B4439/Dark Lane/Hatton Green and A4177/Canal Lane junctions.

#### Reactions to Safety Measures



Opinions on existing road safety measures vary, but respondents considered there should be more monitoring to ensure adherence to speed limits. Speed restrictions along the A4177 and B4439 have subsequently been rationalised to either 40mph or 50 mph.

#### Reactions to Possible Safety Measures



The present traffic calming measures at Hatton Park are not viewed as satisfactory, but more are not required! Further research is needed here. However a need for traffic calming measures in Hatton Green was identified as it is being used as a "rat run" through the village. Pot-holes and flooding were also seen as added dangers.

### Conclusions and Suggestions

- The vast majority of journeys are made by car.
- Buses are mostly used by children going to school, whilst walking and cycling are largely leisure activities.
- Dangerous junctions, parking outside the school and on residential streets, speeding and the summer evening motorbike gatherings were all perceived as problems.
- Locally promote bus and rail services.
- Seek better co-ordination between buses and trains and an improved bus service that better reflects people's needs, especially to Hatton Green.
- The possibility of eligible residents being included in the £50 band for travel tokens now there are far fewer buses has been addressed.
- Seek improvements to the A4177/B4439; B4439/Hatton Green/Dark Lane; and A4177/Canal Lane junctions.
- Calls for a single speed limit along the A4177 and B4439 throughout the Parish have now been largely met.
- Introduce traffic calming measures at Hatton Green and lower speed limits in parts of Hatton Park.
- Look for ways to ease parking problems.
- Discuss the problems arising from motorbike gatherings with those concerned.
- Seek better road maintenance to reduce pot-holes, areas prone to flooding and overgrown vegetation.



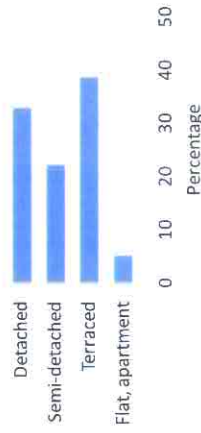


# Housing

## Numbers and Type of Housing

For its size, the Parish has a good variety of housing types. Of 485 houses in 2001 just over a third were terraced houses, around a third detached and a quarter semi-detached. The remainder were flats, maisonettes or apartments, approximately one half of which were purpose built and the other half conversions or shared accommodation. Interestingly, the Census did not record any 'caravans or other mobile or temporary structures' despite the presence of several houseboats on the canal.

### Type of Housing, 2001



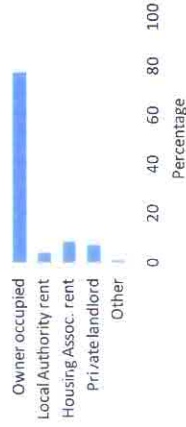
Since the Census a further 360 dwellings have been built, mostly at Hatt on Park. These include a range of housing types, which have further enhanced the housing choice.

One or two respondents to the Parish Questionnaire mentioned the lack of suitable accommodation for the elderly. With just a few bungalows at Hatton Green and no sheltered housing, this is perhaps the one deficiency in the housing stock.



## Household Tenure

### Household Tenure, 2001



In 2001 over three-quarters of dwellings were owner-occupied, with the remainder rented, mostly from housing associations or private landlords. Only a small proportion was rented from the District Council and, with the right to buy, this proportion has most likely fallen further since then.

However, the conversion of the former King Edward VII hospital into flats has increased the rented accommodation.

## Property Prices

This is a contentious issue for many. In 2006 the average house price in Warwickshire was £173,500 compared to £173,000 in England and Wales as a whole. In Warwick District it was approximately £218,000— 25% above the county average (computed from Warwickshire Observatory data, 2007).

Data for the parish are not available, but interpolating from other figures it seems likely that the average house price was at least 10% above the District average.

## Affordable Housing

For potential house buyers the key indicator of affordability is the ratio of house prices to income.

In Warwick District prices were 5.6 times incomes in 2000, but had risen by more than a half to 8.5 times incomes by 2006 (Warwickshire Observatory).



This pushed the goal of home ownership even further away from many prospective purchasers and the subsequent fall in property prices has probably only marginally affected this imbalance.

## New Development

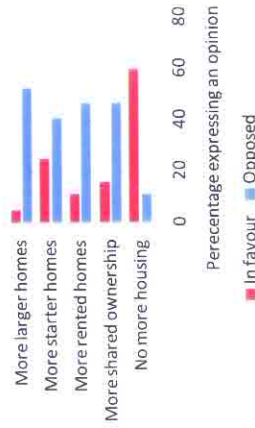
The Parish Questionnaire showed 60% of households to be opposed to more houses, compared to only 11% in favour. Amongst those who would support a few more, most favoured starter homes, shared ownership or rented property, with scarcely anyone in favour of more large homes.



Almost 30% of householders anticipate they, or someone in their family, will move within the next five years, with 11% wishing to stay in Hatton, but 5% fearing they may be unable to do so because of the lack of affordable or suitable housing. In addition, 7% of households said they had relatives who would like to move here.



### Opinions on Housing Needs



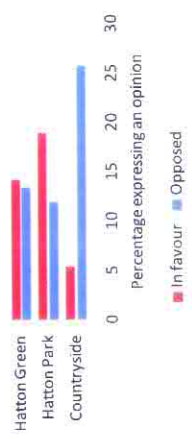
A similar survey in 1992, before the Hatton Park development began, showed 35% anticipating a move, with 21% wishing to stay in Hatton and 19% wishing to return here. Differences between the questions asked make further comparisons invalid, but it is worth noting that a more detailed follow-up to the 1992 survey concluded that only a third of the initial demand might actually be in need of housing, with just half of these definitely in need. Obviously expectations now will not necessarily translate into real moves in the future.

Warwick District Council's Local Plan Preferred Options includes a proposal for 30-80 extra homes within Hatton during 2011-2029—a rate of around 2-5 per year. (Further information can be found in the Preferred Options, Part 2 Section 7 pp 15-34).

Opinions on the occupancy of any new housing are evenly divided, with approximately one third considering it should be restricted to local people, one third considering it should be available to anyone and one third not expressing a view.

Just over two-thirds of respondents declined to say where they think any new houses should be built. Of those who did express a view, Hatton Park would be the favoured location, followed by Hatton Green. There is strong opposition to development in the countryside.

### Opinions on Location of Housing



Surprisingly, this same sequence was expressed by all three parts of the Parish, though with different emphases.

### Green Belt

Opposition to building in the countryside was reinforced by views about the Green Belt.



The Green Belt policy is set out in the National Planning Policy Statement 2012. Currently the entire Parish lies within the West Midlands Green Belt. Hatton Park was developed under the special provisions of DoE Circular 12/91: Redundant Hospitals in the Green Belt, which was subsequently cancelled by Planning Policy Guidance Note 2. The provisions of this Circular only permitted development on the 'footprint' of the former hospitals.

However, the Local Plan Preferred Options contains a proposal to redraw the boundaries to exclude any settlement where further housing is to be built.

### Sustainability

Despite the considerable number of houses built during the past 20 years, Hatton is still too small to be a sustainable community. Hatton Park especially is very much a dormitory settlement—the only facilities being a small shop, village hall, sports area, playground and bus service.

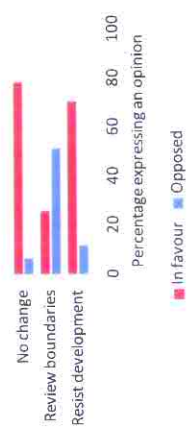
Residents have to travel outside the parish for most of their needs, such as shops, post office, doctor, dentist and in some cases schools as well. Most households rely heavily on their cars.

### Conclusions and Suggestions

- There is significant opposition to further housing.
- There is strong support for retaining the Green Belt and resisting any development within it.
- The Parish has a wide range of housing types, except perhaps accommodation for the elderly.
- Most houses are owner-occupied.
- The ratio of house prices to incomes puts many properties beyond the means of potential buyers.
- If acceptable sites could be identified, starter homes, self build or accommodation for the elderly should be considered.
- Objections have been made to the Local Plan Preferred Options, which proposes 30-80 new dwellings in the parish during 2011-2029.
- Any future development should be in accordance with Green Belt policy and contribute to, rather than exacerbate, sustainability.



### Opinions on Green Belt



A large majority of respondents want to see the Green Belt remain as it is and believe that proposed development within it should be resisted. However a sizeable minority consider there could be some review of boundaries.



## Business and Employment

### Local Businesses

For such a small community, there is a surprisingly wide range of businesses in the parish, or within a kilometre of its boundary. Most are located at the Country World, Hatton Locks and Hatton Technology Park (formerly Numhold Business Centre) — which has the latest generation of high speed internet access.

Businesses within the Parish include:

- Hatton Country World
- Garden Centre and Farm Shop
- The Fashion Outlet Store
- Antiques and Interiors Centre
- Gift and other independent shops (approx. 15)
- Restaurant and Cafe
- Hatton Farm Village
- Hatton Locks
- Canal and River Trust offices (c60 employed)
- Hatton Locks Cafe
- Hatton Technology Park
- Hatton Country World Children's Nursery
- Translation services
- Overseas property investments
- Land development services
- Exhibition services
- Electrical contractors
- IT services
- Stockbroking, investment & finance
- Landscape and Planning services
- Acupuncture clinic
- Educational Services
- (Note: There is some turnover of businesses and this list is just indicative of the range.)
- Hatton Auto Care
- Hatton Park Shop (general store)
- The Hatton Arms (restaurant & public house)

Although not commercial businesses, employment is also provided by The Ferrncombe School and the Village Halls.

Some people are self-employed or engaged in micro-businesses, whilst just outside the parish Haseley Office Centre, the Falcon Inn, Haseley House B&B and the Shell Filling Station offer

further employment opportunities.

Most of the businesses within, or just outside, the parish are small or medium sized enterprises and many have only recently been established. We did not ask how many people they employ, but the Canal and River Trust apart, the numbers are not great.

### Other Employers

Beyond the immediate area, but still within easy travelling distance, a much wider range of jobs can be found in Warwick and Leamington, whilst for those seeking specialised employment Coventry, Solihull and Birmingham are only 10, 12 and 18 miles away respectively.

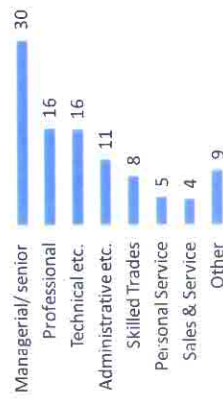
### Qualifications

The 2001 Census showed that just over a third (38%) of 16-74 year olds in the parish held qualifications at degree level or higher, whereas 14% had no qualifications.

### Occupations

The 2001 Census also gives the following breakdown of occupations for the parish.

#### Occupation by Percentage, 2001



This shows that most residents held responsible jobs, with almost a third being managers or senior officials and a further third in professional or technical positions.

The 2011 Census will provide up-to-date data on occupations when it is published, but informed opinion suggests there will have been little

change in the overall pattern since 2001.

### Incomes

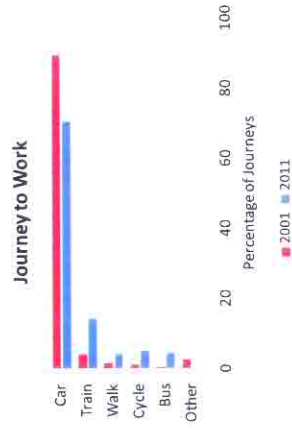
Data for 2006 from the Warwickshire Observatory suggest that average earnings in Warwick District were 8% above the national average, at £25,700 per annum. Information on earnings is not available for the parish, but for household incomes it falls within the top quintile for the county at £40-55,000 per annum. The actual figure is likely to be towards the lower end of this range, but even this is 18% above the District average.

### Unemployment

Unemployment tends to be low. In 2001 it stood at 2.3% compared with 2.5% in Warwick District as a whole. Later figures are not available, but given the current economic circumstances it is almost certainly higher now, though there is no reason to believe it is disproportionately so.

### Journey to Work

The chart compares the mode of travel to work in 2001 (data from Census) with that of 2011. Slight differences in definitions preclude strict comparison, but the chart clearly demonstrates the dominance of car travel.



However, it appears car dependency may have decreased slightly, whereas travel by other modes has increased. Possible reasons for this are an increase in two people working in households with only one car, greater concern for the





environment and health and improved public transport, or longer journeys being made by train. Nevertheless, 96% of the households responding to the Parish Questionnaire use a car to travel to work.

### Sustainability

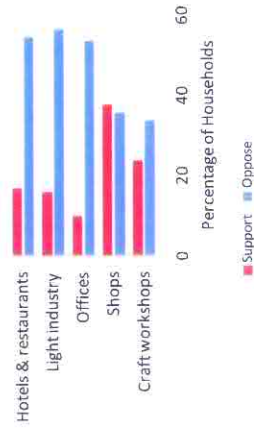
Clearly it would be unrealistic to expect a small village like Hatton to be self-sufficient in employment, as the number and range of jobs is never likely to match the size of the workforce and the skills available. Nevertheless, with occupiers of the business units coming from as far as 30 miles away and many residents travelling to jobs in Coventry, Birmingham and beyond, it is clear that in terms of journey-to-work the parish is nowhere near sustainable. Hatton Park is best described as a dormitory settlement.

Indeed, it is questionable whether local businesses employ many local people, but perhaps they do offer seasonal or weekend work.

### Future Development

It is clear from the reactions to proposed future developments that there is strong opposition to more offices, light industry and hotels and restaurants. Opinions are more evenly divided over the need for more craft workshops, whilst slightly more respondents would favour more shops than would oppose them.

#### Reactions to More New Businesses



Roughly half of respondents to the Questionnaire would be opposed to further commercial development in either of the two villages, whereas only 17% would favour it. Opposition to further development in the countryside was weaker, however, with just 36% opposed compared with 28% in favour. However, this is likely to conflict with Green Belt policy.

Given the number of vacant units in the various business centres in and around the parish, there does not appear to be any immediate need for further business premises.

The Local Plan Preferred Options proposes:

- to enable the growth of appropriate rural businesses and diversification of the rural economy; and
- to protect existing employment land and buildings from changes to other uses unless there is evidence that it is not suitable to accommodate projected needs.

### Business Concerns

We did not produce a separate Business Questionnaire, but we did invite businesses to complete the relevant sections of the Parish Questionnaire and to let us know of particular concerns they have.

Seventeen businesses (80% of those contacted) gave some response, as follows:

- The worst environmental problems are fly tipping (35%), litter (29%) and dog fouling and advertisements (24%) each.
- Signing/ advertising of businesses could be improved, but clutter should be avoided.
- Satisfaction with environmental services is highest for refuse collection and drain/gully emptying (18% each), but lowest for maintenance of pavements (24%) and street lighting (18%).
- The vast majority (94%) travel to their businesses by car, with 12% using the train.
- The biggest traffic problem is parking outside

The Ferncombe School (35%), followed by motor-cyclists (29%) and traffic on the A4177 (24%).

- The A4177/B4439 and B4439/Hatton Green/Dark Lane junctions were both identified as dangerous.
- Concern was also expressed about the condition of the road surface along Dark Lane and the lack of gritting in bad weather.
- Most (53%) are satisfied with the speed limits along the A4177, but 24% are dissatisfied, with some saying traffic needs generally to be slowed down.
- A third would favour lower speed limits and would like to see better enforcement.
- Regarding further commercial development, almost half would like to see more craft units, whilst around a quarter would favour more offices, hotels and restaurants, preferably outside the two villages. Light industry would be least favoured.
- Experience of crime, though different to that of householders, was relatively low, with just two reports of shop-lifting, two of fraud and one of burglary.
- Almost half would like to see improved street lighting and more policing, with almost as many in favour of more activities for young people.

Apart from experiencing shop-lifting and fraud, the views of businesses very much mirror those of the community as a whole.



### Conclusions and Suggestions

- There is a good range of local employment opportunities.
- The range of employment opportunities is broadened by the proximity of Warwick and Leamington.
- Commuting to Coventry, Solihull, Birmingham and beyond is relatively easy.
- Most people are engaged in professional or service businesses.
- Unemployment is relatively low.
- Whilst it is unreasonable to expect a small parish to be self-sufficient in employment terms, the journey-to-work is clearly unsustainable, with Hatton Park a dormitory settlement.
- There is a desire for more shops, but strong opposition to most other new businesses.
- Opposition would be strongest to further commercial development in either of the two villages, but less strong to development in the countryside.
- Surveys suggest there are sufficient empty business units at present and more are not needed.
- Any future development should be in accordance with Green Belt policy and contribute to, rather than exacerbate, sustainability.
- Any new business should be self-sustaining and not adversely affect existing businesses.





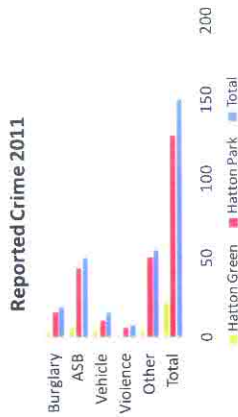
# Safety and Crime Prevention



## Crime Rates

Safety and security are concerns for almost everyone.

The incidence of reported crime in Hatton Parish from January to December 2011 is shown by the following chart:



(source: [www.police.uk/overview/?q=Hatton, Warwickshire CV35, UK](http://www.police.uk/overview/?q=Hatton, Warwickshire CV35, UK))

Further details of location and classification of incidents are available on this site.

'Elsewhere in the Parish' is not separately identified.

(It should be noted that these are actual crime figures and as such cannot be weighted to reflect the difference in size between Hatton Green and Hatton Park.)

## Background

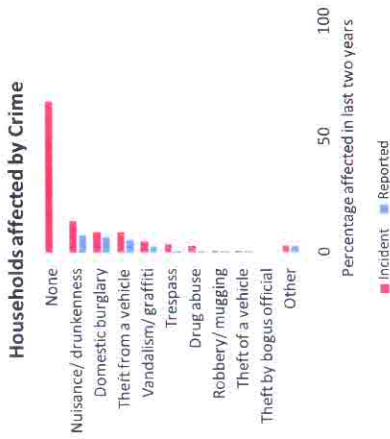
Hatton Parish is part of the Warwick Rural West Safer Neighbourhoods area, which is staffed by a PC and two PCSOs. Every three months policing priorities are discussed, set and reviewed at the Community Forum; this is a public meeting ([www.warwickshire.gov.uk/warwickruralwestforum](http://www.warwickshire.gov.uk/warwickruralwestforum)).

Crime rates are generally lower than local and national averages.

## Analysis of Data

Both Police data and the Parish Plan Questionnaire indicate a significantly higher rate of all crimes (except those classified 'other') in Hatton Green compared to Hatton Park.

The chart below shows the percentage of households affected by crime in the two years prior to the survey in 2011.

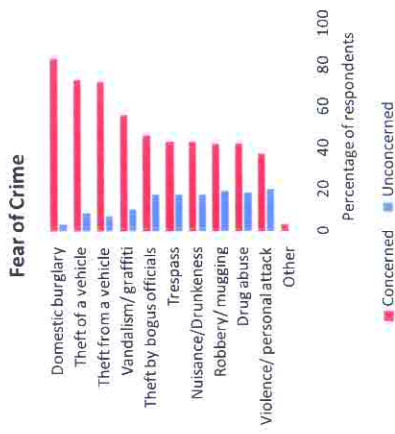


It should be noted that 19% of respondents did not reply to this question, and some reported more than one category of crime.

66% reported no experience of crime and if nuisance/drunkenness, which not strictly a crime, is excluded, this figure rises to nearly 80%.

## Fear of Crime

Fear of crime is disproportionate to the incidence; this is generally the case, and many possible explanations exist, including the sense that it is beyond an individual's control.



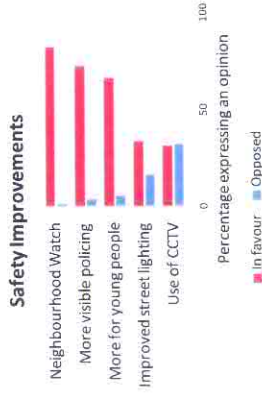
In a survey of Warwick District in 2006 (Warwickshire Observatory), 58% said they were worried or fairly worried about burglary, 39% about car theft and 35% about physical attack. The comparable figures from the Parish Plan Questionnaire were 84%, 74% and 38% respectively.

Whereas fear of physical attack seems much the same, fear of burglary and car theft appears to be much higher. This might suggest people feel more vulnerable to the first two crimes in a small rural parish. Alternatively it could suggest a genuine increase in the fear of these crimes between the two surveys.



### Proposed Safety Improvements

Opinions were sought on five possible improvements to safety and security and the results were:



### Neighbourhood Watch

A scheme is operating successfully on Hatton Park and it is hoped will soon cover the whole estate. A new scheme covering Hatton Green and Hockley Road is now also operational.

### More Visible Policing

With only three staff covering the four wards of Warwick Rural West, this will be difficult to achieve, and it is likely that their time is better

spent acting on information received, e.g. through the Neighbourhood Watch Scheme.

### Activities For Young People

There is one youth club at Honiley, which attracts youngsters from Hatton and is supported financially by Hatton Parish Council. The Council could also be approached for support for other sporting and recreational activities for young people. The limiting factor is the lack of volunteer support to run clubs and activities.

### Street Lighting

Where residents feel that improvements will help reduce crime, they can bring this to the notice of the Parish or District Councils. However there is a conflict here with those who suggest reduced lighting and switching lights off at night to save energy and costs.

### CCTV

This had little support and could only be set up on the initiative of individuals, organisations or businesses.



### Conclusions and Suggestions

- Fear of crime is high, though the incidence is relatively low, especially for serious crime.
- Residents want effective Neighbourhood Watch schemes and more visible policing.
- Further support and publicity for Neighbourhood Watch, through which residents may receive advice on local patterns of crime, vigilance and the precautions they can take; being more actively involved in crime prevention may help to reduce the fear of crime.
- Encourage greater involvement with the Community Forum, where decisions about local policing are made and the parts played by the local Councils in crime prevention are discussed.
- Encourage residents to be vigilant in protecting their property.
- Parents of teenage children may consider becoming involved with the youth club, or starting other activities for young people.
- Improved lighting and/or CCTV might be considered in areas of recurrent problems, e.g. Hatton Park Village Hall.

### Conclusions and Suggestions

- Everyone in the Parish is notified of the Annual Parish Forum, but despite the criticisms about the Council very few people actually attend to express their views.
- Encourage people to attend the District Council's Rural West Community Forum, which is advertised on the Council's website.
- Seek to re-establish the Parish Council's website and consider other means of communication, such as a parish newsletter, newspapers and e-mails.
- Consult further on establishing a separate Parish Council for Hatton Park.

Poor communication and lack of consultation were the themes of many comments. A number of people from Hatton Park feel the Parish Council seems to be a closed shop, with Councilors living in other parts of the Parish, but taking decisions that don't reflect what people want at Hatton Park.

### Separate Parish Council for Hatton Park?

Views on whether there should be a separate Parish Council for Hatton Park were more or less equally divided between those in favour, those against and those undecided. Support was strongest at Hatton Green, whilst opposition was strongest from those areas outside the two villages.

The Parish Questionnaire included three questions designed to assess respondents views about their local authorities and elected representatives.

### Satisfaction with Councils and Elected Representatives

Overall, slightly more people are satisfied with their Councils than are dissatisfied, though satisfaction is lower at Hatton Park than in the rest of the parish. Similar levels were expressed about responses received from elected representatives to issues raised with them.

Opinions about elected representatives were sharply divided, with MPs attracting the highest levels of both satisfaction and dissatisfaction.

## Governance



## Our Vision for the Future

Our vision is for a prosperous, safe, healthy, thriving community living in an attractive environment.

... .. a community that cares for people of all ages.

... .. a community that respects and cares for its environment, both built and natural.

... .. a community that moves towards being more sustainable.

... .. a community that enjoys a safe, secure and healthy way of life.

To achieve this we need to pursue the following five objectives.

1. To support facilities and activities which meet the needs of the community.
2. To conserve and enhance the natural environment.
3. To pursue safe, accessible means of travel for all the community.
4. To keep Hatton an attractive place in which to live and work.
5. To create a pleasant community and one in which people feel safe.



# The Action Plan

## Objective 1: To support facilities and activities which meet the needs of the community.

Community Views	Responses and Ideas	Actions Required	Priority/ Timescale	Leader & Partners	Resource Implications
<b>Village Halls</b>					
Residents suggested numerous activities, mostly for the village halls.	Some suggestions already exist, so effective publicity is needed both for events and regular activities. Seek ways to increase scope of activities.	Consider Parish Council newsletter, Community Diary Planner, use of websites. Encourage local people to organise and support community activities and events. User reports to Committees/ Trustees.	On-going	HPC VHC	Volunteers to run/organise. Possible printing costs
Lack of activities for children and young people.	Revive Hatton Park Youth Club. Explore supervised use of school field.	Seek volunteers to organise. Consult with school.	Year 1	HPC, PPSG School Head	Volunteer/ Organiser
<b>Retail Facilities</b>					
Requests for an improved shop (since the Questionnaire survey improvements have been made) Provision of a post office at Hatton Park. Suggested move post box near to shop.	The shop would benefit from increased patronage. Post office unlikely in the present economic climate.	Periodically review situation. Consult on the suggestion to relocate the post-box to Crimscore Square.	On-going	PPSG Village shop HPRA	Not known
<b>Doctor's Surgery</b>					
Request for a doctor's surgery at Hatton Park.	A surgery is unlikely in the current circumstances, but should remain a long-term goal.	Explore possibility of an outreach surgery at Hatton Park Village Hall, or transport to a local surgery.	Medium Years 2-3	HPC, HPVH, Local practices	Cost of Village Hall Administration costs
<b>Sport and Recreation</b>					
Conflicting views about junior goal-posts on the green at Hatton Park.	Seek a compromise.	Propose time-limited trial and then review. Consider five-a-side pitch on the Sports Area as an alternative.	Year 1	HPC	Cost of goal-posts Volunteers for supervision and monitoring
Dissatisfaction with condition of Hatton Park playground.	Some improvement has already taken place. Seek a compromise.	Ensure on-going maintenance. Continue to search for a suitable site.	On-going	WDC, HPC, HPRA	Unknown
Conflicting views about provision of allotments.	Follow up the community's suggestions and further ideas.	Seek residents' views and explore opportunities.	Medium Years 1-2	HPC, WDC	Cost of land, facilities and administration
Encourage the promotion of new activities, including new sports facility.			On-going	HPC, WDC, HPRA	Cost of facilities Volunteers to run/organise
<b>Monitoring</b>					
	Ensure all facilities are sufficient for local needs.	Periodically review.	On-going	HPC	Administration costs



## Objective 2: To conserve and enhance the natural environment.

Community Views	Responses and Ideas	Actions Required	Priority/Timescale	Leader & Partners	Resource Implications
<b>Landscape and Wildlife</b> Residents highly value the natural environment with its wildlife habitats of woods, mature trees, hedges, open spaces and the canal.	These features should be conserved and where possible improved or created. All hedges, trees and woods should be well managed and Ancient Woodland conserved.	Liaise with landowners. Raise awareness of threats through publicity, possibly involving the school. Consider forming a Local Nature Group. Promote tree planting using native species.	Medium/High and on-going	PPSG, HPC Land owners, School, CRT, WWWT, FE, LAs	Volunteers, planting and other unknown costs
<b>Open Spaces, Public Rights of Way and Roadside Pavements and Verges</b> Open spaces should be well maintained and where necessary improved.	Use posters, newsletters and websites to highlight problems and encourage reporting.	Monitor WDC contracts and report as necessary. Review mowing schedule with flora and habitat conservation in mind.	Medium/High and on-going	PPSG, HPC, LAs, HPRA	Cost of remedial action and management
The condition of public rights of way is very important to residents.	Use posters, newsletters and websites to highlight problems and encourage reporting.	Report obstructions and signage problems to WCC Footpath Officer. Periodically review the Definitive Footpath Map.	Medium On-going	PPSG, HPC, LAs, Land owners	Cost of remedial action and management
Some dissatisfaction regarding overgrown pavements, danger from overhanging hedges and parking on verges.	Use posters, newsletters and websites to highlight problems and encourage reporting.	Monitor and report overgrowth, overhang and vehicle obstructions to the appropriate authorities. Review mowing schedule with conservation of flora in mind.	Medium Years 2-3	HPC, WCC, PPSG or Local Nature Group, LAs, WWWT	Volunteers
<b>Canal</b> Considered a very important asset by the community.	Ensure the continued maintenance and improvement of the canal environment. Look for more recreational and educational facilities and encourage tourism.	Engage with the new Canal and River Trust regarding towpath maintenance and upgrading to Hatton Station. Explore habitat enhancement and more facilities such as seating, tables and information boards. Raise issue of cyclists riding too fast on towpaths in breach of Code of Conduct.	Medium On-going	HPC, CRT	Cost of material and labour
<b>Energy Conservation</b> Conflicting views on whether or not street lights should be switched off at night to save energy as well as costs.	The County Council has now decided to switch off certain lights and this has recently been done at Hatton Park.	Residents opinions should be monitored.	On-going	HPC, WCC, HPRA	Minimal



### Objective 3: To pursue safe, accessible means of travel for all the community.

Community Views	Responses and Ideas	Actions Required	Priority/ Timescale	Leader & Partners	Resource Implications
<b>Roads</b>					
Concerns about speeding traffic along main roads and through the villages.	Speed restrictions on the A4177 and B4439 have now been rationalised.	No further action required. Consider 20mph limit and 'Children Playing' signs on some residential areas at Hatton Park. Explore village gateways/ other traffic calming measures where appropriate.	High Year 1 and onwards	HPC, LAs, HPRA	Implementation costs
Concerns about dangerous junctions.	Seek improvements at A4177/B4439; B4439/Hatton Green/Dark Lane; and A4177/Canal Lane junctions.	Consult with Highways Authority (WCC).	Medium Years 1-5	HPC, WCC	Implementation costs
Complaints about parking in residential streets and outside Ferncumbe School.	Identify areas with inconsiderate parking.	Publicise problems and explore appropriate solutions. Discuss problem with school governors and head.	Medium Years 1-5	HPC, School, Land owners, LAs, HPRA, NW	Volunteers and other unknown costs
Danger from flooding and pot-holes.	Better maintenance on worst roads.	Liaise with Highways Authority.	On-going	HPC, WCC	Limited funds
<b>Public Transport</b>					
		Monitor rail timetable changes and seek to maintain service.	On-going	HPC	Minimal
Request for better co-ordination of bus and rail services.	Difficult to achieve, as co-ordination at one station means lack of it at another.	Explore the possibility of community transport to connect with certain trains.	On-going	HPC, WCC, Rail operator	Cost of Community Transport
Few people use the bus but those that do would appreciate a better service.	Funding may be reduced, but this is a vicious spiral, as fewer buses mean less use. For some the bus is an essential lifeline.	Continue to work with the bus operator and WCC to maintain/ improve the service.	Urgent Year 1 onwards	HPC, WCC, Bus operator	Not Known
Increase the value of Travel Tokens for eligible residents.	Due to reduction in bus services, Hatton Green is now included in the £50 band.	No further action required.		WDC	
<b>Pedestrians and Cyclists</b>					
Danger crossing A4177 and B4439.	Seek possible improvements.	Raise issue with Highways Authority.	On-going	HPC, WCC	Not Known
Poorly defined cycle lanes & conflict between pedestrians and cyclists.	Cyclists should warn of their approach. Lane markings need to be maintained.	Publicise conflicts and raise lane markings with Highways Authority.	On-going	HPC, WCC, HPRA	Minimal
<b>Noise</b>					
Noise and other nuisance from motor-cycle gatherings.	Seek to reduce nuisance from motor-cycle gatherings at Hatton Country World.	Maintain pressure on police to cover the motor-cycle gatherings. Discuss possible solutions with Hatton Country World and motor-cyclists.	High Year 1	HPC, HCW, Motorcyclists	Unknown (probably minimal)
	Noise from M40.	Liaise with Highways Agency re eventual resurfacing of M40 with low-noise surface.	High	HPC	Unknown
	Aircraft noise.	Monitor proposed developments at Birmingham & Coventry Airports.	High	HPC, WDC, Airport Authorities	Unknown



**Objective 4: To keep Hatton an attractive place in which to live and work.**

Community Views	Responses and Ideas	Actions Required	Priority/ Timescale	Leader & Partners	Resource Implications
<b>New Housing</b>					
There is significant opposition to any more housing.	The Local Plan Preferred Options is proposing 30-80 extra houses in Hatton during 2011-2029.	The Steering Group and the Parish Council have objected to the Local Plan Preferred Options, putting forward the community's views. Monitor progress of Local Plan.	On-going	PPSG, HPC, HPRA, WDC	None
Some might accept a few starter homes or shared/ rented accommodation, but not large houses.	Further assessment of local housing needs may be required.	Lobby to ensure any further housing is on a small scale, strictly meets local needs and is sustainable.	Urgent	PPSG, HPC, HPRA WRCC	Volunteers Cost of housing survey
Any new houses should be within the existing villages, not the open countryside	Search for any suitable small sites.	Seek amendment to Local Plan Preferred Options so that employment land can be used for housing where the local community supports this.	Urgent	PPSG, HPC, HPRA, WDC	None
<b>New Commercial Development</b>					
There is also strong opposition to further commercial development, but if there is any it should be self-sustaining and not adversely affect existing businesses.	Existing business centres currently have several vacant units, so there is no immediate need for further business premises. The Local Plan Preferred Options proposes to enable the growth and diversification of rural businesses.	Resist further development unless it is sustainable, accords with Green Belt policy and brings real benefit to the community.	Urgent	PPSG, HPC, HPRA, WDC	None
There is some support for more shops, but nearly equal opposition.	More shops are unlikely to be viable.	Periodically review the situation.	On-going	HPC	Minimal
<b>Green Belt</b>					
There is very strong support for retaining the Green Belt, keeping the boundaries as they are and strongly resisting development outside the villages.	The Local Plan Preferred Options identifies Hatton Parish as one of the villages for growth and proposes to redefine the Green Belt boundaries to exclude such villages and the sites identified for development.	Argue for preservation of the Green Belt. Objections have been made to the changes proposed in the Local Plan Preferred Options. Urge the Parish Council to continue to put forward the community's views.	Urgent	PPSG, HPC, HPRA, WDC	None



### Objective 5: To create a pleasant community and one in which people feel safe.

Community Views	Responses and Ideas	Actions Required	Priority/ Timescale	Leader & Partners	Resource Implications
<b>Neighbourhood Watch</b>					
Fear of burglary and car crime is high and most people want an effective Neighbourhood Watch Scheme.	Schemes are now operational at both Hatton Park and Hatton Green.	Continue to promote and support Neighbourhood Watch Schemes through co-ordinators, websites etc.	On-going	NW, HPC	Volunteers Other unknown costs
<b>Community Forum</b>					
Residents would like more visible policing.	Policing priorities are set and reviewed at the Rural West Community Forum.	Publicise meetings (open to public) and encourage participation.	On-going	HPC, LAs, Police, NW	Unknown
<b>Unsocial Behaviour</b>					
Residents are concerned about vandalism and graffiti and want more activities to occupy young people.	Look for ways to combat these problems. Seek ways to encourage adults to become involved with activities for young people.	Report incidents to PCSO and raise more general issues at Community Forum. Promote more activities for young people. Seek swift removal of graffiti.	On-going	HPC, NW, HPRA, WDC	Unknown
Dog fouling (particular concern of school children) and litter are seen as big problems.	Use posters, newsletters and websites to draw attention to the problem. Some places lack litter bins, e.g. King Edward VII area.	Report problems to WDC's Dog Warden. Provide more dog bins, litter bins and ensure regular emptying.	On-going	HPC, HPRA, WDC	Cost of bins and emptying. Other unknown costs
<b>Troublespots</b>					
Some support for improved street lighting, but mixed views about use of CCTV.	Identify trouble spots.	Consider CCTV or additional lighting at places of recurrent crime or unsocial behaviour.	On-going Years 1-5	HPC, WDC, Police, NW, HPRA	Cost of equipment, installation and maintenance

### Governance

Community Views	Responses and Ideas	Actions Required	Priority/ Timescale	Leader & Partners	Resource Implications
<b>Parish Status</b>					
Views on a separate parish council for Hatton Park are equally divided between those in favour, those against and those undecided.	Three options: leave alone, sub-divide parish into wards, or create two separate parishes. Any changes would need further consultation with residents.	Review in conjunction with cycle of elections to Parish Council.	Low On-going	HPC, HPRA	Unknown
<b>Communication and Engagement</b>					
Poor communications were the theme of many comments about the Parish, District and County Councils.	Seek ways to raise awareness of all meetings open to the public (including those on specific issues) and to communicate decisions taken.	Develop Parish Council website (in hand). Move towards a single website for all local organisations. Consider producing a Parish newsletter, in paper form or email.	High On-going	PPSG, HPC, HPRA, NW, WDC Rural West Forum, WCC	Costs of establishing and maintaining websites. Administration and printing costs.



## Addenda

The following matters arose during the course of preparing the Plan and were considered by the Steering Group.

### Additional Representations

An additional 80 points were raised after publication of the Draft Plan. We have tried to incorporate those of general interest and not controversial into the Plan.

The following, however, were felt likely to be too specific for inclusion, outside the scope of the Plan or requiring further consultations:

- Provision of high-speed broadband.
- School buses picking up in Charingworth Drive.
- Tyre tracks in Smith's Covert.
- Exclusion of Hatton Park from Warwick Cheap-day Travel Tickets.
- Unadopted access roads at Hatton Park.
- Parking on Charingworth Drive in the vicinity of the King Edward VII flats.

### Offers of Assistance

Two offers of assistance were received, one from the District Council's Environmental Services to say they would be pleased to work with the community on addressing the problem of dog fouling and the other from a resident offering help with young people's activities. These will be acted upon in due course.

### Other Factors

Two significant factors emerged during the course of preparing the Plan, namely publication of the District Council's Local Plan Preferred Options and the introduction into the planning system of Neighbourhood Plans.

The Steering Groups reactions to these were:

### The Local Plan Preferred Options

The District Council published its Local Plan Preferred Options in May 2012. This includes provision for a further 30-80 houses in Hatton during

2011-29. The Steering Group is at pains to stress that this proposal does not form part of the Parish Plan. Indeed, to accord with the majority view of residents, an objection has been made to the proposal.

### Parish Plan or Neighbourhood Plan?

Part way through our process, the Localism Act, 2011 paved the way for local communities to prepare Neighbourhood Plans—the distinction between the two being that Neighbourhood Plans will be part of the statutory Development Plan, whereas Parish Plans will not.

We considered the advantages and disadvantages of switching to a Neighbourhood Plan for Hatton, the main ones being:

Advantages of a Neighbourhood Plan

- Carries more weight as part of the statutory Development Plan.
- Gives local communities more say over what development should occur where.

Disadvantages of a Neighbourhood Plan

- Must accord with the Local Plan, so we would have to delay our Plan until the District Council has produced its Plan, which would render some of our work abortive.
- May require a referendum, in which case a majority in favour would be needed for adoption. This would be costly and cumbersome.

Since the proposal for more development at Hatton suggested in the District Council's Local Plan Preferred Options runs counter to the views of most residents, we concluded it would be difficult to produce a Neighbourhood Plan to accord with the emerging Local Plan and at the same time command support from the majority of residents.

## Abbreviations

CRT	Canal and River Trust	PC	Police constable
FE	Forest Enterprise	PCSO	Police Community Support Officer
HCW	Hatton Country World	PPSG	Parish Plan Steering Group
HPC	Hatton Parish Council	VHC	Village Hall Committees
HPRA	Hatton Park Residents Association	WCC	Warwickshire County Council
HPVH	Hatton Park Village Hall	WDC	Warwick District Council
LAS	Local Authorities (i.e. Warwick District and Warwickshire County Councils)	WRCC	Warwickshire Rural Community Council
NW	Neighbourhood Watch	WWT	Warwickshire Wildlife Trust

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