

LAND AT HATTON STATION

CONCEPT STUDY



1 - A STRATEGIC LOCATION IN THE MIDLANDS

WARWICK DISTRICT

This submission gives consideration to the promotion of land at Hatton Station as a new settlement on the basis of a deliverable landholding located at the confluence of a number of key transport nodes anchored by a mainline railway station.

The production of this document has examined the evidence base prepared by Warwick District Council (WDC) and seeks to question the position taken by WDC that appropriate opportunities for transit orientated development (TOD) do not exist in the District beyond the areas identified in the Submission Draft Local Plan.

In support of the assumption that deliverable sites do exist, which could strengthen the District's housing supply, as well as reinforce the delivery of housing supply of neighbouring Districts, this document provides mapping evidence considering the relative ranking of transport hubs and their accessibility, the configuration of strategically scaled land parcels, and the position of environmental constraints for the District as a whole.

This leads to the conclusion that land at Hatton Station is suitable, available and deliverable and that it should be considered alongside the suggested allocated sites in the Local Plan as a reserve site with capacity for the safeguarding future development land at scale.

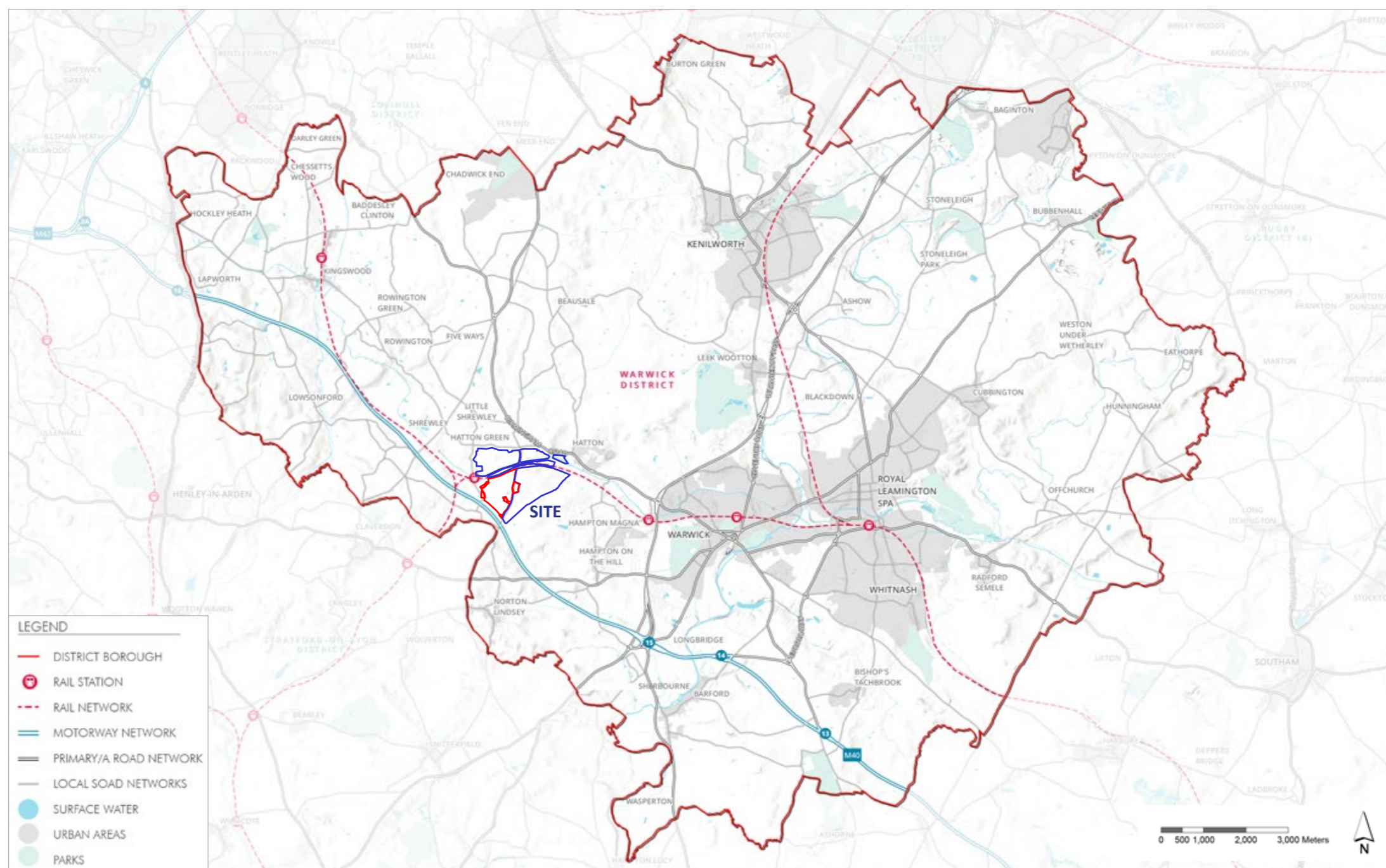


Figure 1. THE SITE IN CONTEXT.

2 - WARWICK DISTRICT ACCESSIBILITY ANALYSIS

A combination of analysis of transport provision and wider accessibility picks out a 'hot' corridor of connected transport hubs in the west of the District not considered within the Consultation Draft Local Plan. These increase in accessibility to railway stations and motorway junctions the closer land moves to the urban centre of Warwick.

Whilst not taking issue with the promotion and identification of urban extensions which concur with the Plan, the performance of Hatton in the top 20% of transport locations in the District has not been given sufficient consideration and as a sustainable location, the Site warrants inclusion in the Plan.

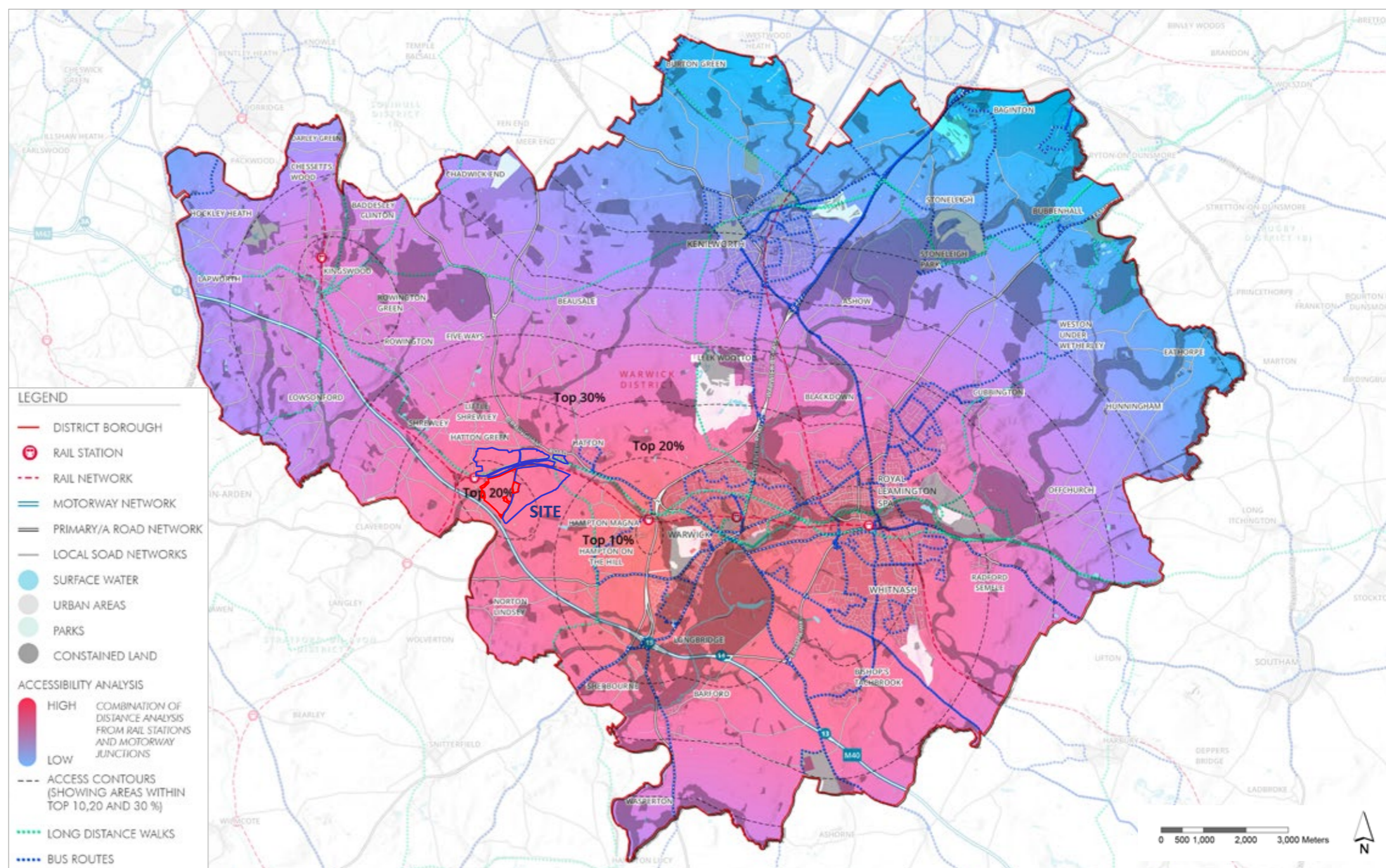


Figure 2. DISTRICT ACCESSIBILITY.

3 - WARWICK DISTRICT ENVIRONMENTAL CONSTRAINTS ANALYSIS

Analysis indicates that environmental constraints are highest around urban areas in the District. In particular flooding, registered parks and gardens, and woodland and parkland is most concentrated around the current distribution of settlements. Land at Hatton in comparison is devoid of these priority constraints, and offers additional opportunities for environmental enhancement and improved biodiversity.

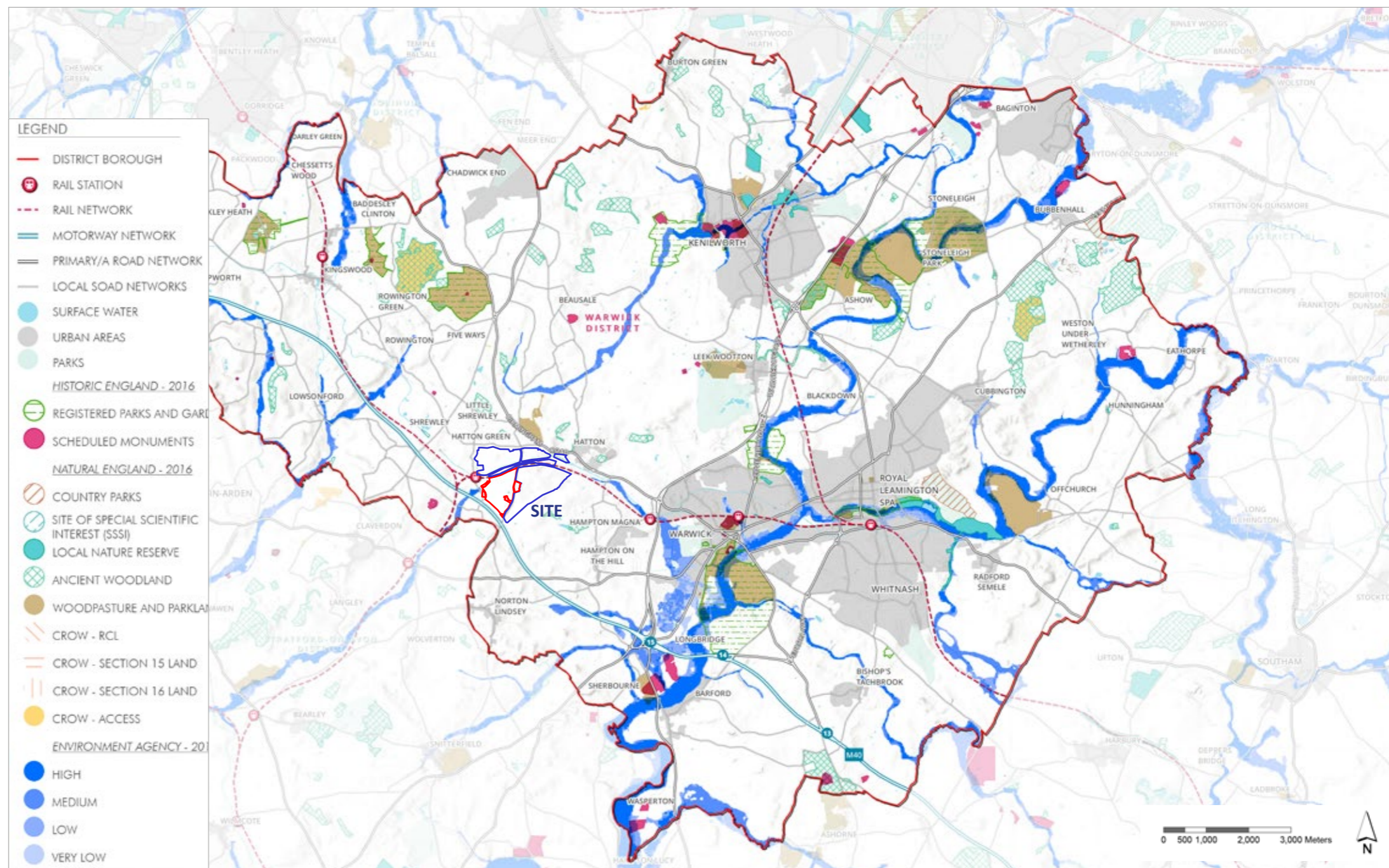


Figure 3. ENVIRONMENTAL CONSTRAINTS ACROSS THE DISTRICT.

4 - WARWICK DISTRICT LAND REGISTRY ANALYSIS

The NPPF assessment of deliverability is defined by land that is available now, offers a suitable location for development and has a realistic prospect of development.

The analysis opposite, identifies that Hatton occupies a unique position in the District in that it provides a strategic scale development opportunity, adjacent to key infrastructure contained within limited, and controlled land ownerships.

Although there are a number of additional strategic parcels in the District, Hatton is the only site of scale with railway infrastructure.

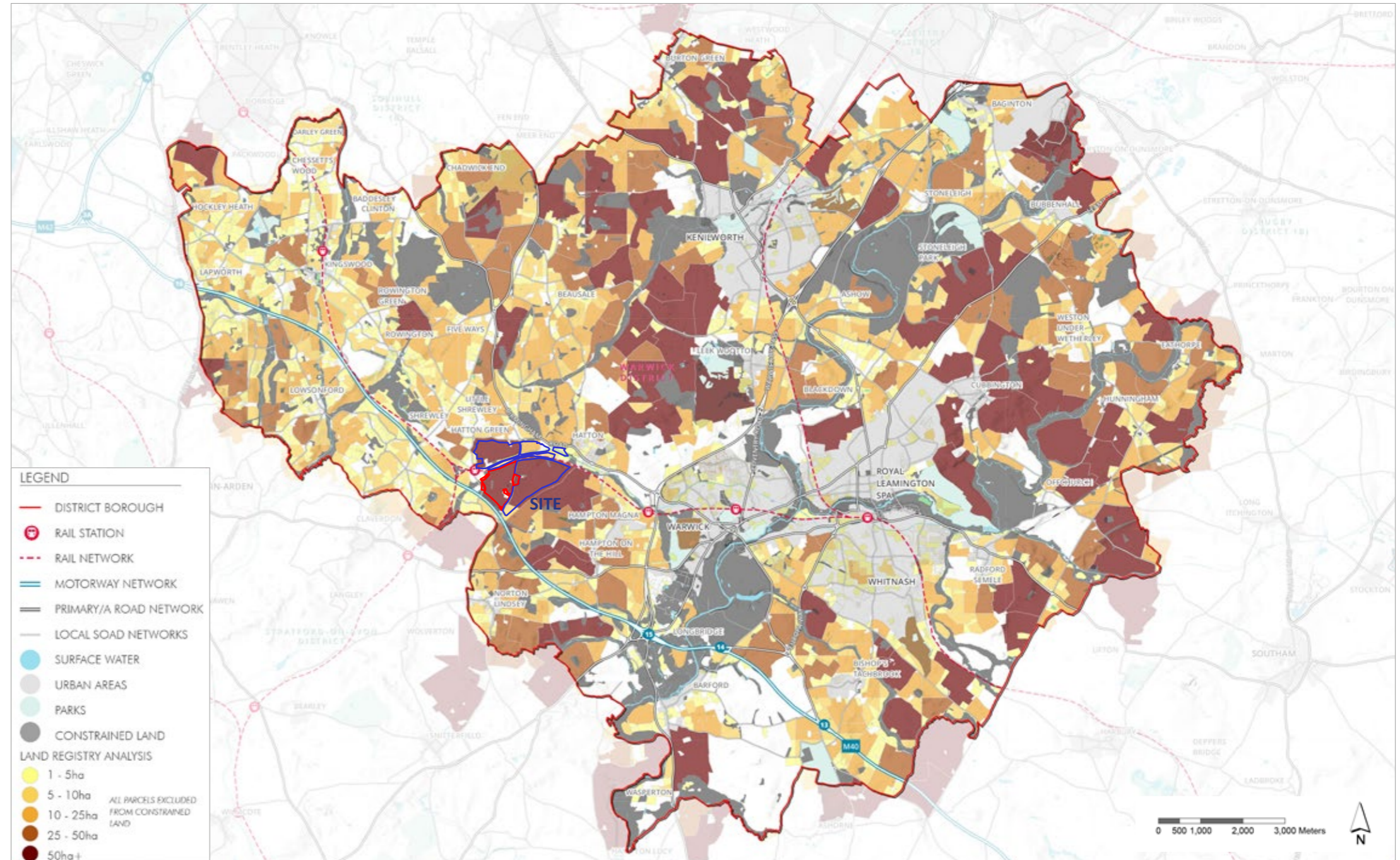


Figure 4. STRATEGIC LAND PARCELS ACROSS THE DISTRICT.

5 - STRATEGIC LOCATION IN THE MIDLANDS ENGINE FOR GROWTH

Located at a critical intersection of the Midland Mainline and Chiltern rail routes, Hatton Station and the surrounding land occupies a sustainable opportunity for growth, held in a single ownership or control, within the 'engine' of Britain's automotive heartland.

The site benefits from links to Warwick, Leamington Spa, Solihull and Birmingham, as well as London Marylebone (including Tube and London Overground), Stratford, Banbury and Oxford. All these locations are readily accessible from the potential hub at Hatton which affords a rare opportunity to return to the success of the railway village typology.



Figure 5. STRATEGIC CONNECTIVITY.

6 - A WELL CONNECTED SITE POTENTIAL COMMUTER HUB

Hatton is the only railway station along the London-Birmingham line not to have been developed out.

It presents an opportunity to capitalise upon a unique grouping of local economic activities around a hub to create an alternative to urban extensions elsewhere in the District.

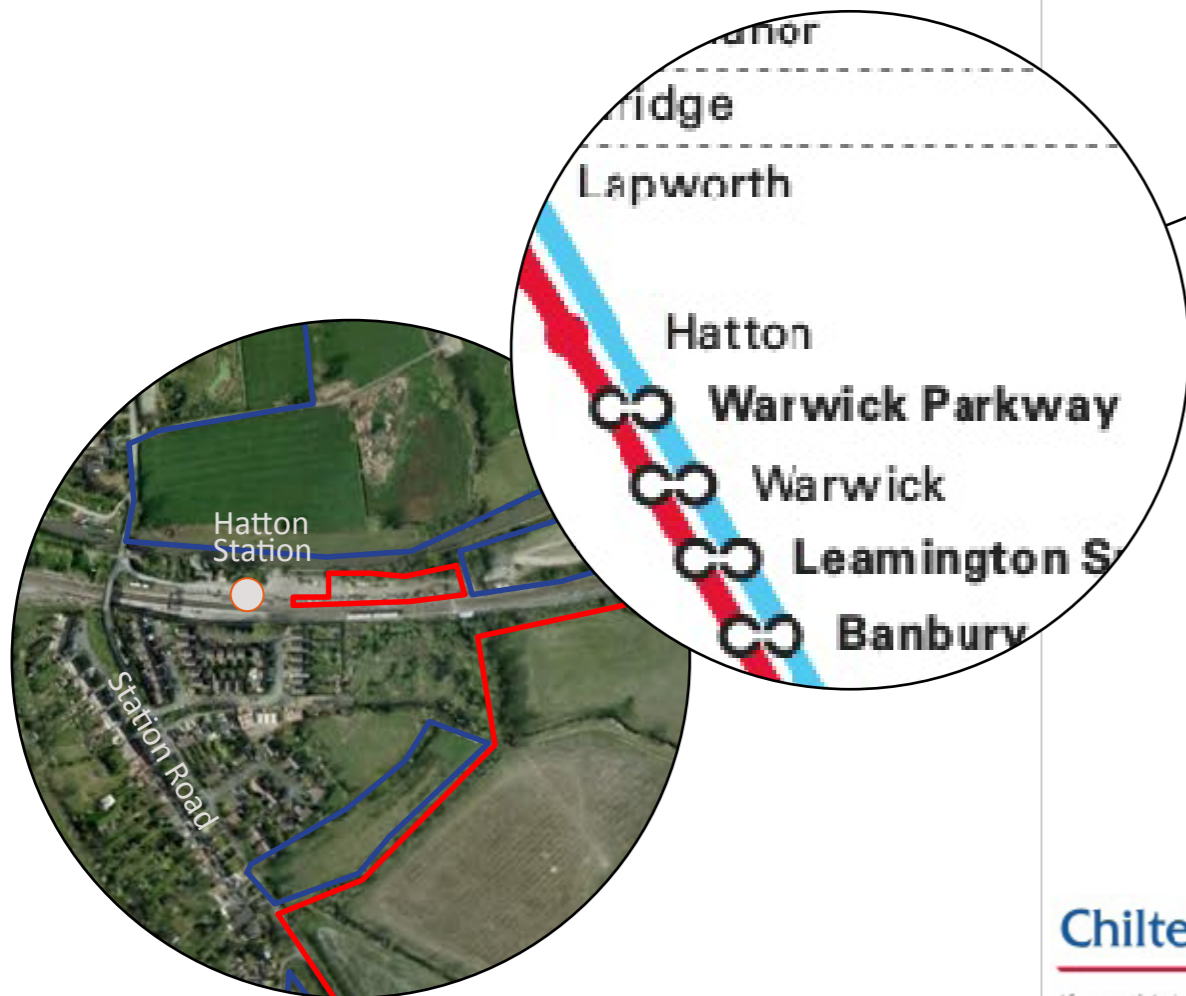


Figure 6. STATION LAND OWNERSHIP DETAIL

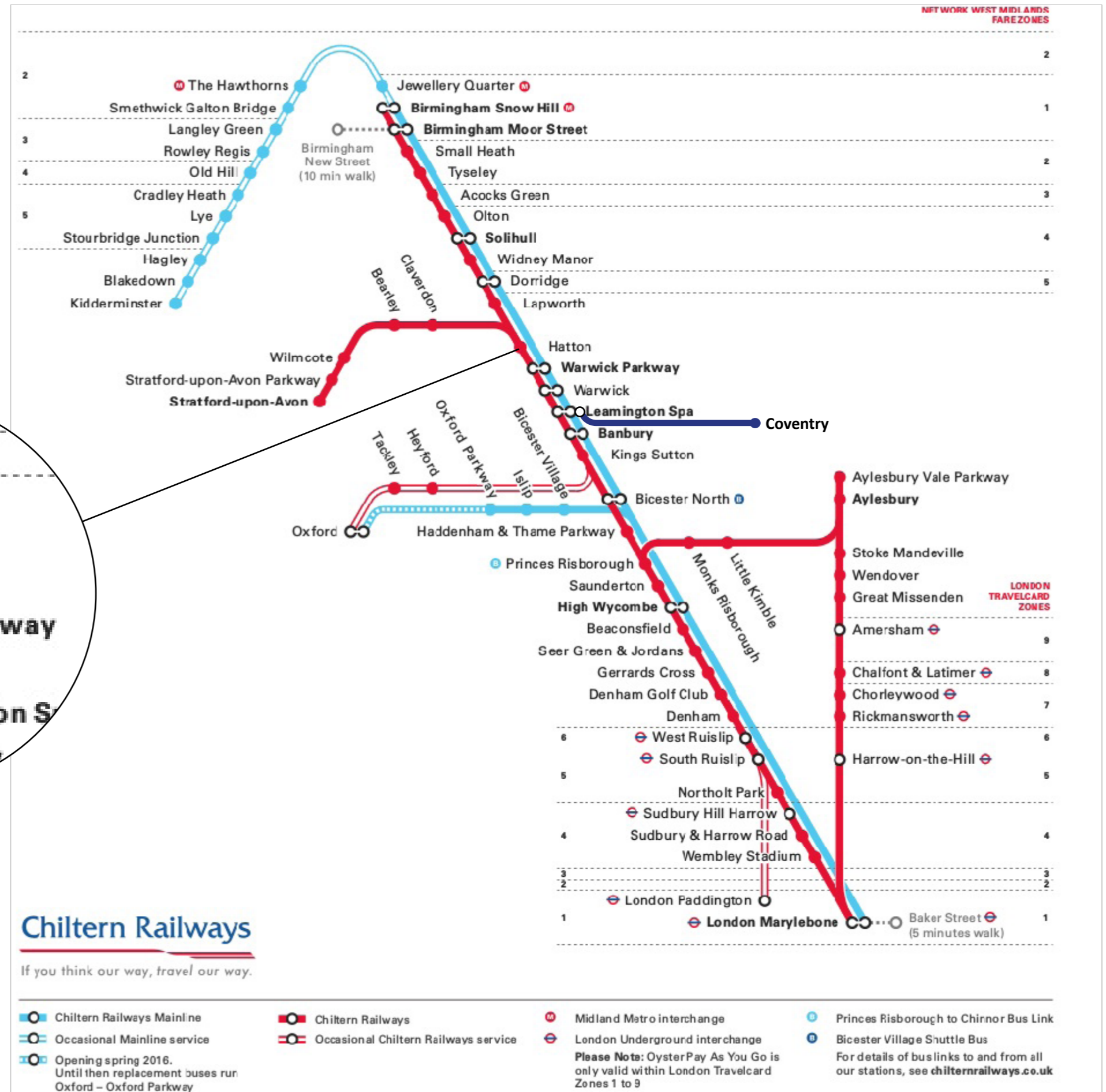


Figure 7. LOCAL AND STRATEGIC RAIL CONNECTIONS.

7 - ADDRESSING THE HOUSING SHORTAGE IN THE LOCAL CONTEXT

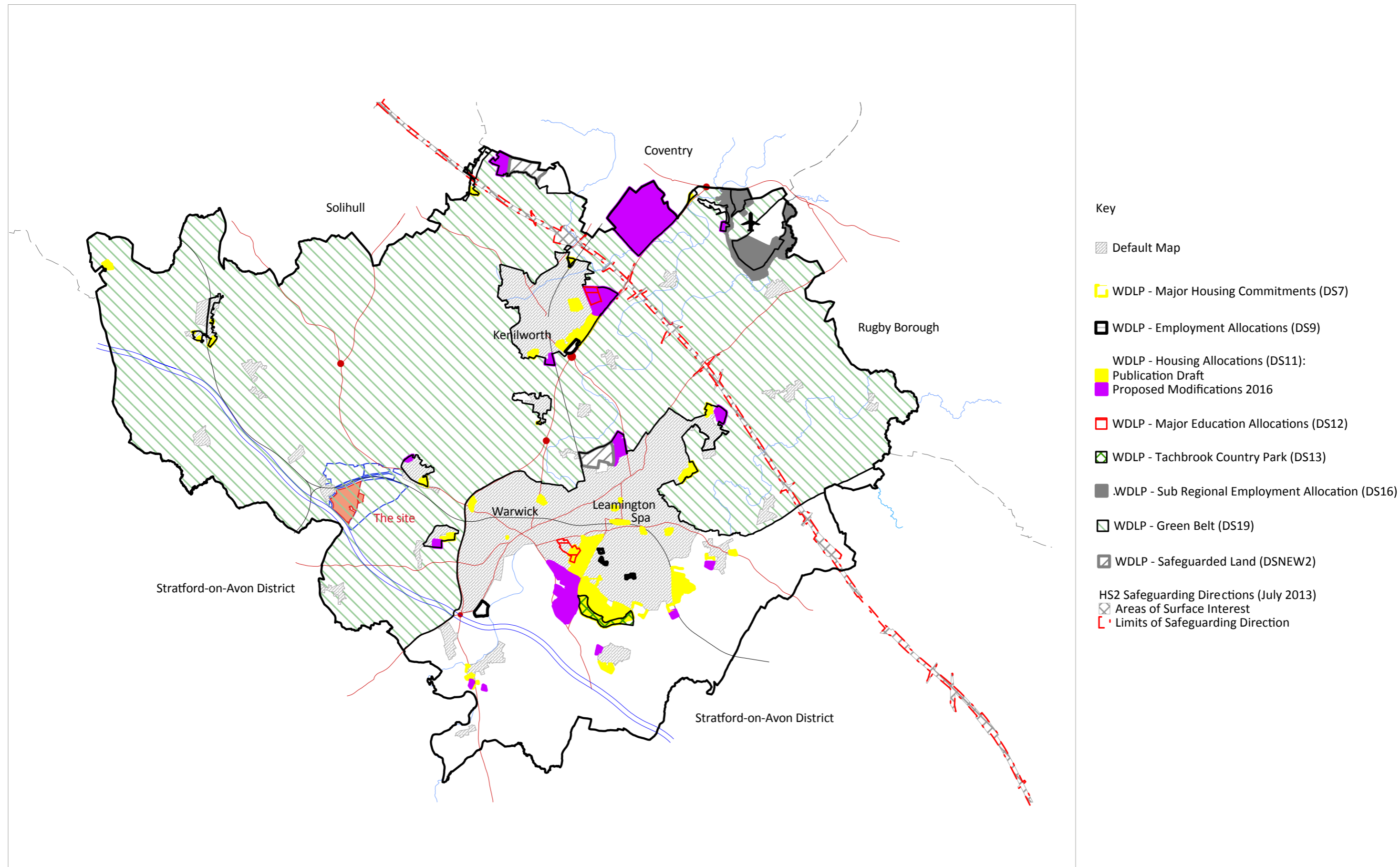


Figure 8. WARWICK DISTRICT LOCAL PLAN HOUSING ALLOCATIONS AND PROPOSED MODIFICATIONS.

8 - THE LOCAL CONTEXT

At the intersection of the 'great highways' of rail, road and canal, land at Hatton responds to the focusing of the three links of the Chiltern Mainline, M40 Motorway and Grand Union Canal in a local context adjacent to schools, economic drivers and the urban fringe but with the infrastructure benefits of a far larger location, capable of growth and expansion in the future.

Key:

WDLP - Housing Allocations (DS11):

- Publication Draft
- Proposed Modifications 2016
- Existing Secondary School

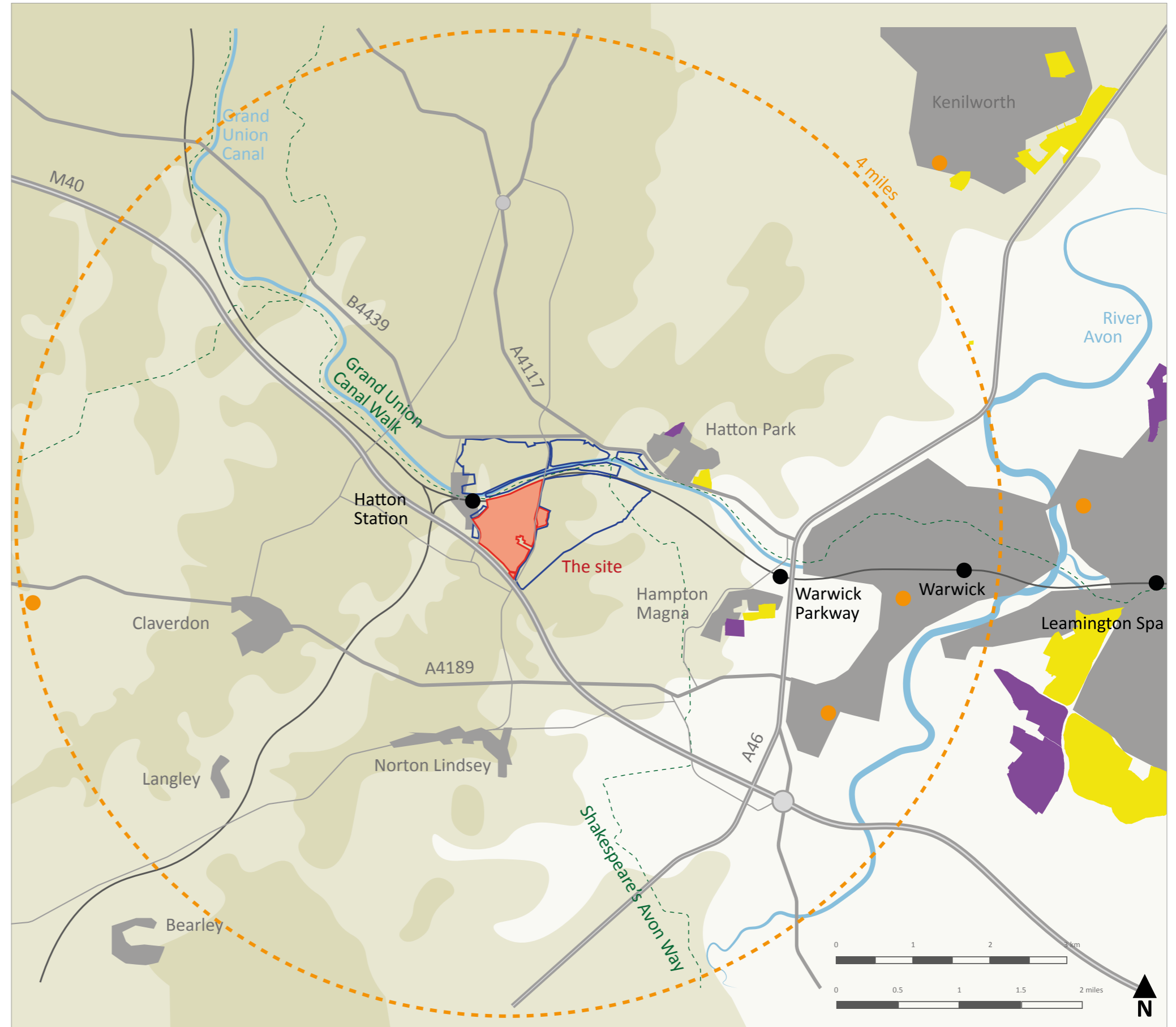


Figure 9. LOCAL CONTEXT.

9 - VIEWS

Land at Hatton is largely contained by topography and existing vegetation. Short-range views can be used positively to create links to local landscape while land with longer views can be preserved as open landscape.

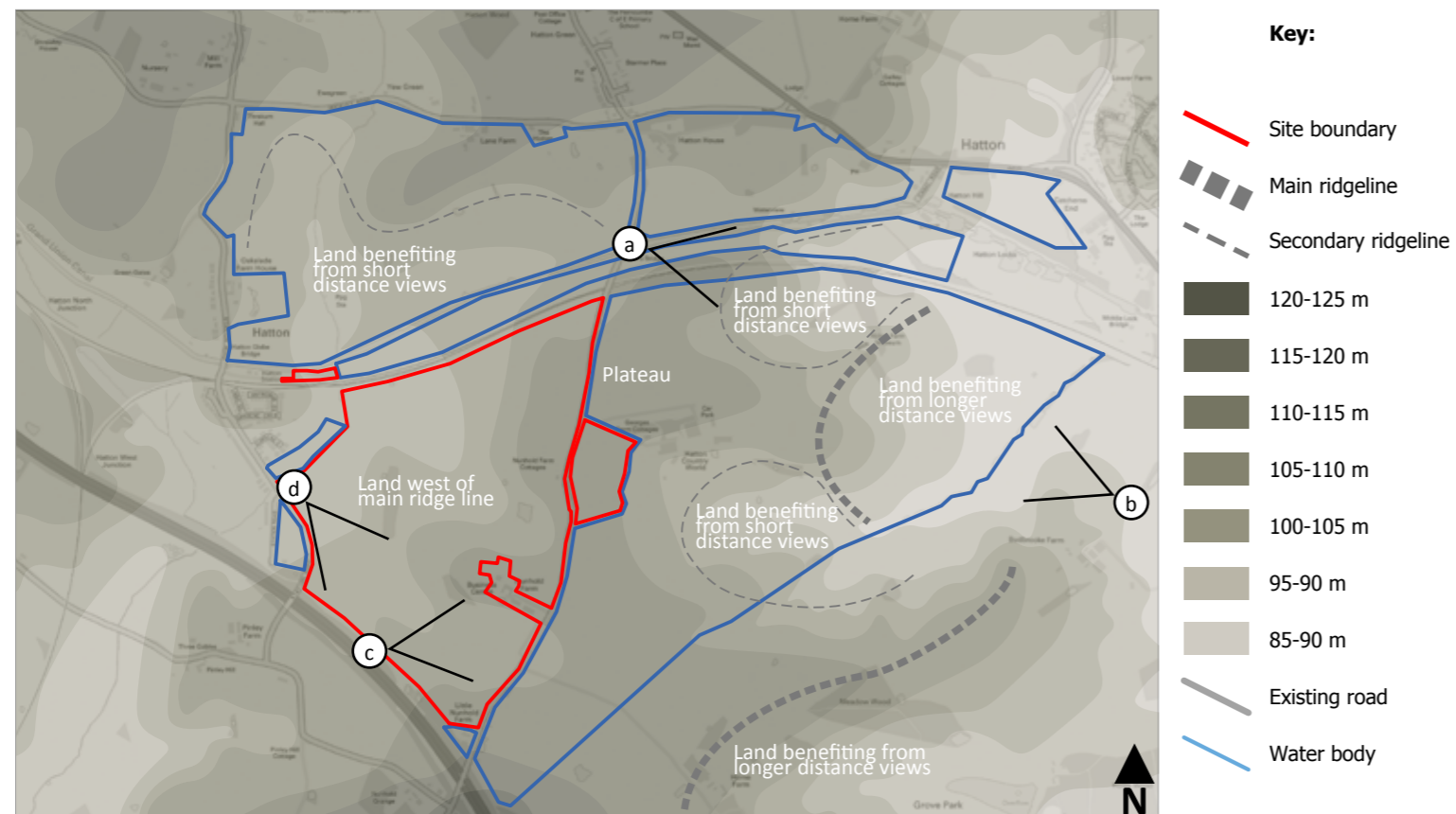


Figure 10. KEY VIEWS.



(a) North - view from the Railway



(b) East - view from Woodway



(c) South - view from the M40



(d) West - view from Station Road

10 - TOPOGRAPHY AND LANDSCAPE STRATEGY

Enclosed by rolling topography, as well as the defensible boundary of the M40, railway and the canal, land at Hatton benefits from natural landform and continuity of ownership to enhance the setting of new development at this location, maximising the sustainability of existing infrastructure and leveraging off the local economic hubs at the Hatton Technology Park and Hatton Country World in a manner that is sensitive and respecting of the local landscape.

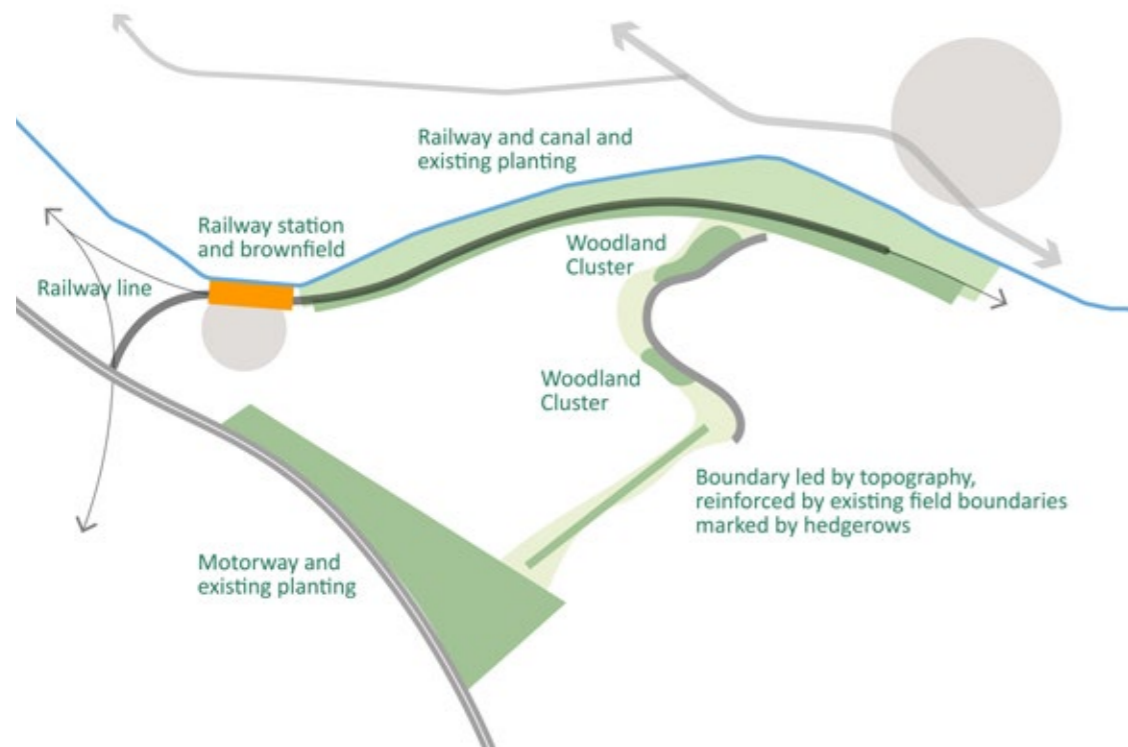


Figure 11. DEFENSIBLE BOUNDARIES DIAGRAM

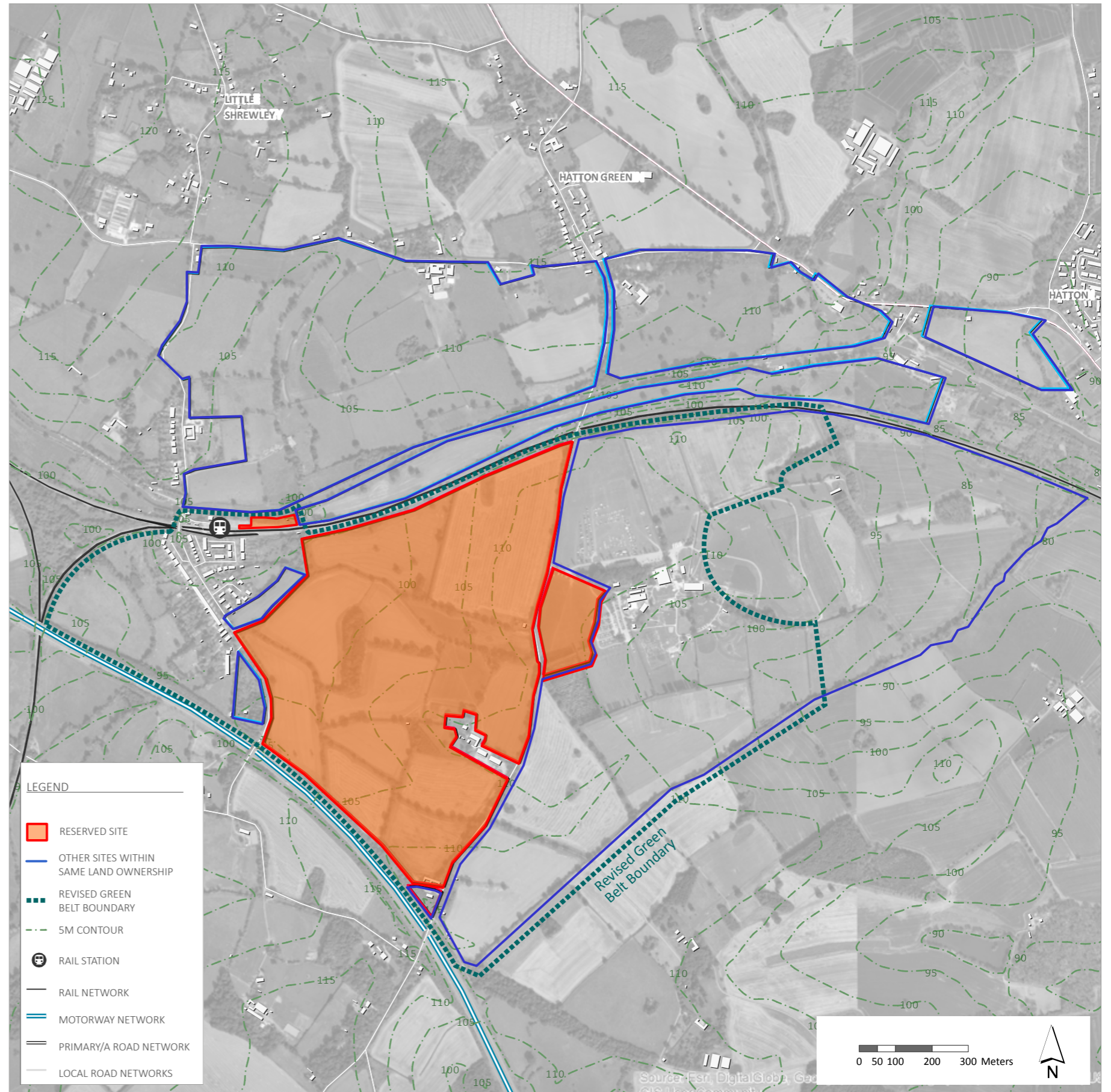


Figure 12. THE RESERVED SITE AND LOCAL TOPOGRAPHY.

11 - OPPORTUNITIES AND CONSTRAINTS

The site benefits from an enclosed landscape structure and simple field boundary patterns without environmental constraints.

- Key:**
- Reserved Site
 - Adjacent sites within same ownership
 - Green Belt
 - Woodland
 - Urban area
 - Existing building
 - Existing road
 - Public right of way
 - Water body
 - Railway
 - Hedgerow
 - ▲ Listed Building
 - Local Economic Hub/Key Focus

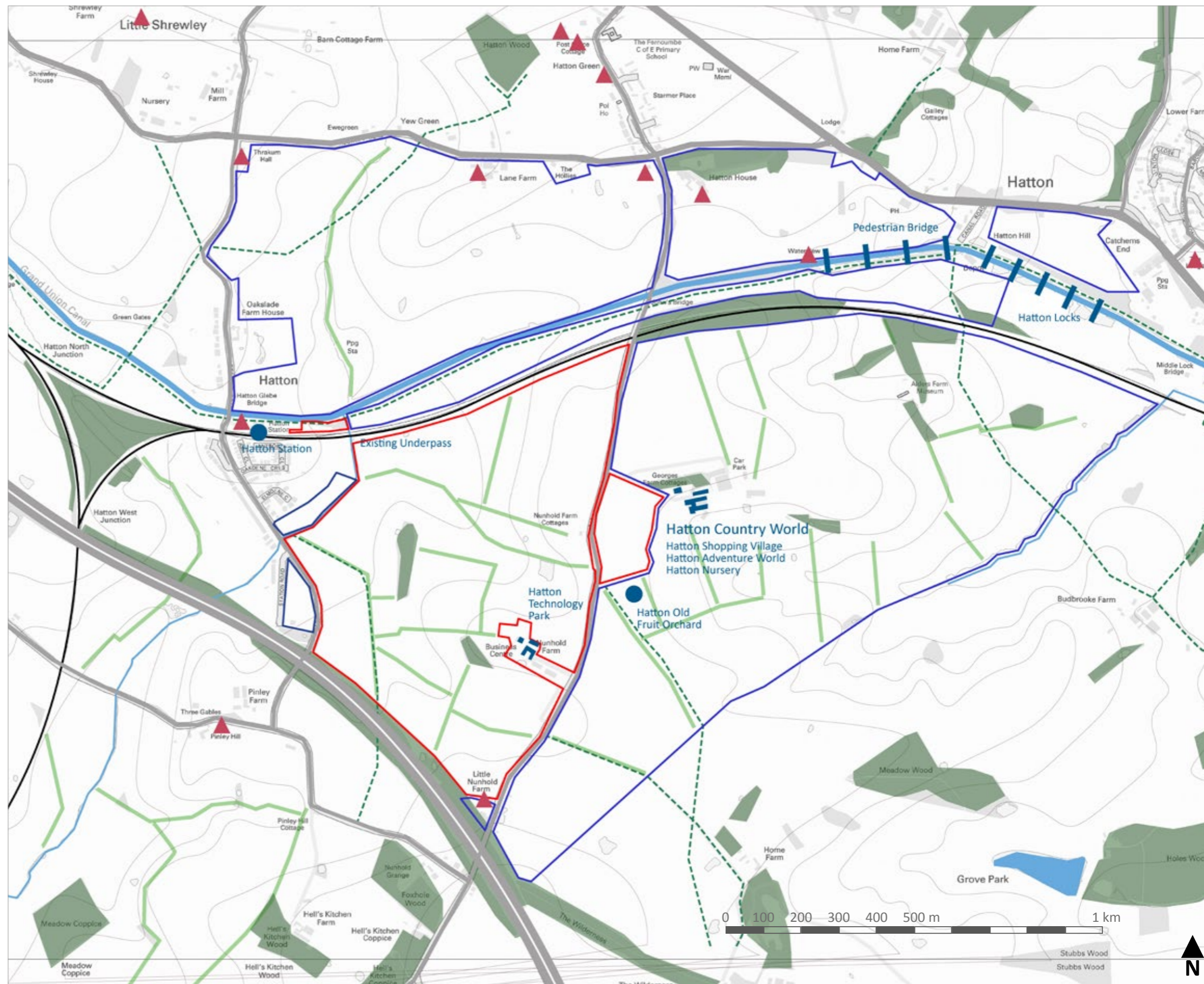


Figure 13. THE LOCAL ENVIRONMENT.

12 - ON-SITE EXISTING FACILITIES

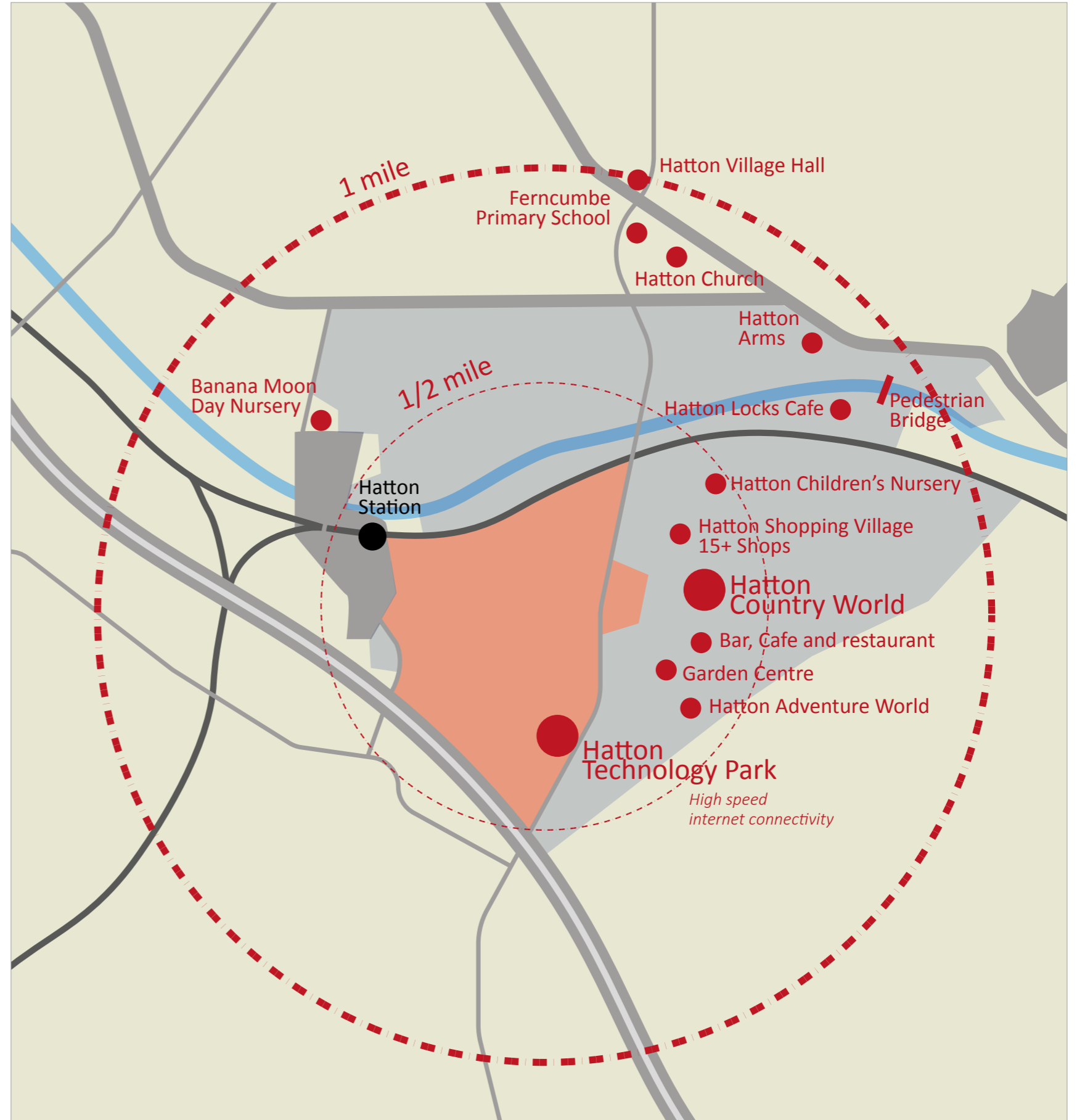


Figure 14. AN EXISTING WALKABLE CENTRE, CLOSE TO SERVICES AND FACILITIES.

The Site sits in the top 20% of accessible locations within the District. It is located in a loop of transport interchanges of road and rail and with additional benefits of access to a wider strategic transport network. Land at Hatton Station features under-utilised infrastructure, primed for sustainable development.

The road network local to the Site consists of the B4439 Hockley Road and the A4177 Birmingham Road to the north, Dark Lane, Station Road to the southwest and the A4189 and M40 to the south:

- the A4177 provides a primary route between the M42/M6 to the northwest (via other A roads) and the A46 around the western edge of Warwick;
- the B4439 provides a local link standard road between Shrewley to the west and the A4177;
- both Dark Lane and Station Road are local rural standard roads.

Immediate access to the Site is possible from the A4189 off Dark Lane and from the A4177 Birmingham Road via a

proposed upgraded junction (traditional roundabout) linked to the B4439 Hockley Road. Direct frontage access is obtainable from the local network using Station Road in the west and Dark Lane along its entire length in the east.

Both Station Road and Dark Lane feature 3 bridges over the canal, railway and M40 Motorway which would require improvements as part of highway infrastructure as a consequence of the proposals.

Specific improvements will be required to the Dark Lane/B4439 Hockley Road junction (capable of delivery within highway land/promoted land ownership) and the B4439 Hockley Road/A4177 Birmingham Road.

Access to the M40 motorway (Junction 15) is available from both the A4177 via A46 (4.9 miles) and the A4189 (4.2 miles).

Access to Hatton Station is available from Station Road within the existing settlement, and via a proposed access through the Site.

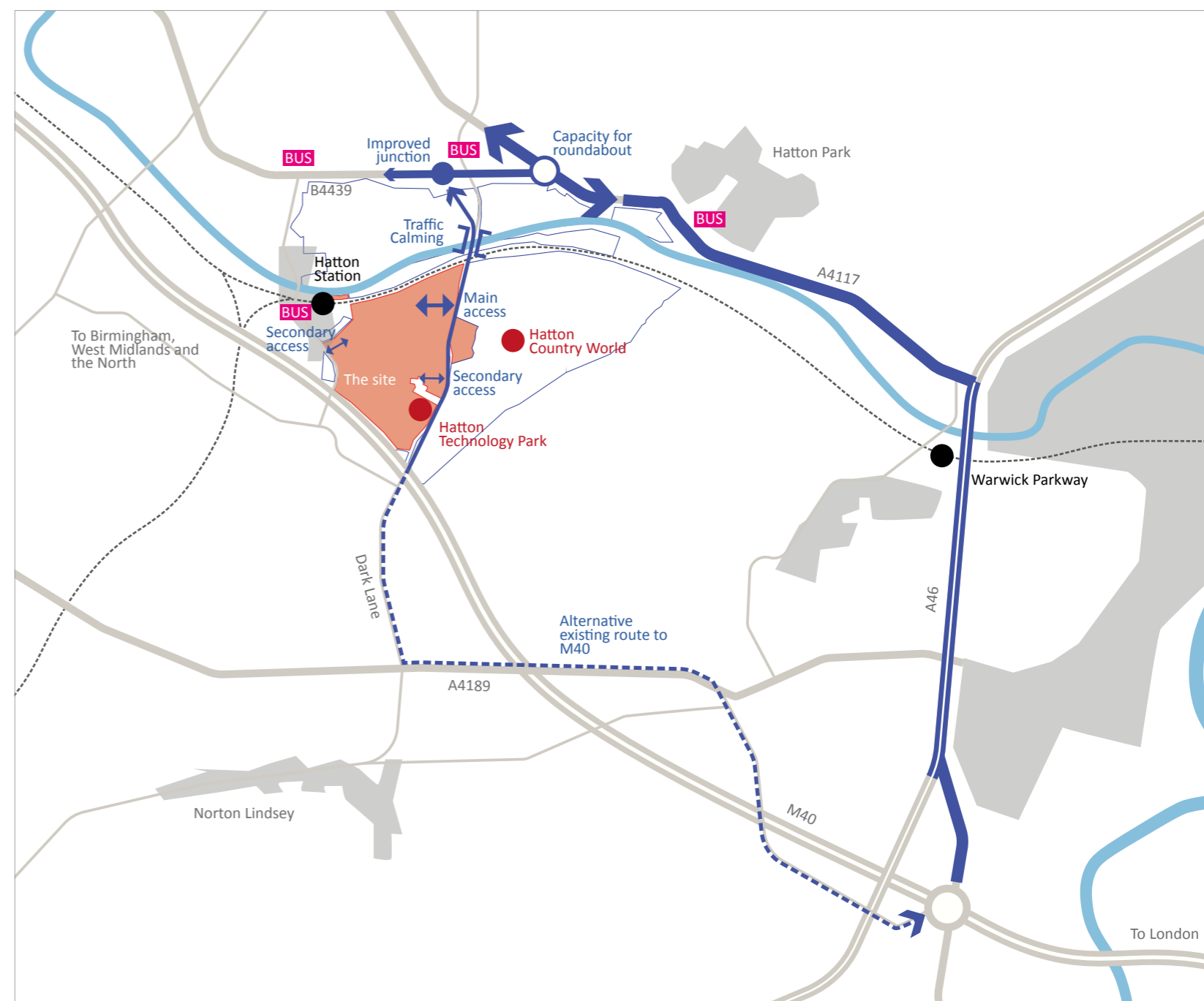


Figure 15. LOCAL TRANSPORT NETWORK

14 - ACCESS TO THE STATION

Hatton Station can be accessed from the Site for pedestrians and cyclists via the existing underpass and land adjacent to the Station entrance approached from the east. Access is also obtainable along Station Road from the south at the entrance to the settlement. Extensive land exists under control which is suitable for the provision of Station parking facilities in support of the enhanced sustainability of the Station as a transport hub. However it is anticipated that the majority of residents will access the Station on foot or cycle.

Development opportunities exist at Hatton Station which may include commercial opportunities for Station facilities such as a café and convenience retail to further support the existing settlement and activity and surveillance at the Station.

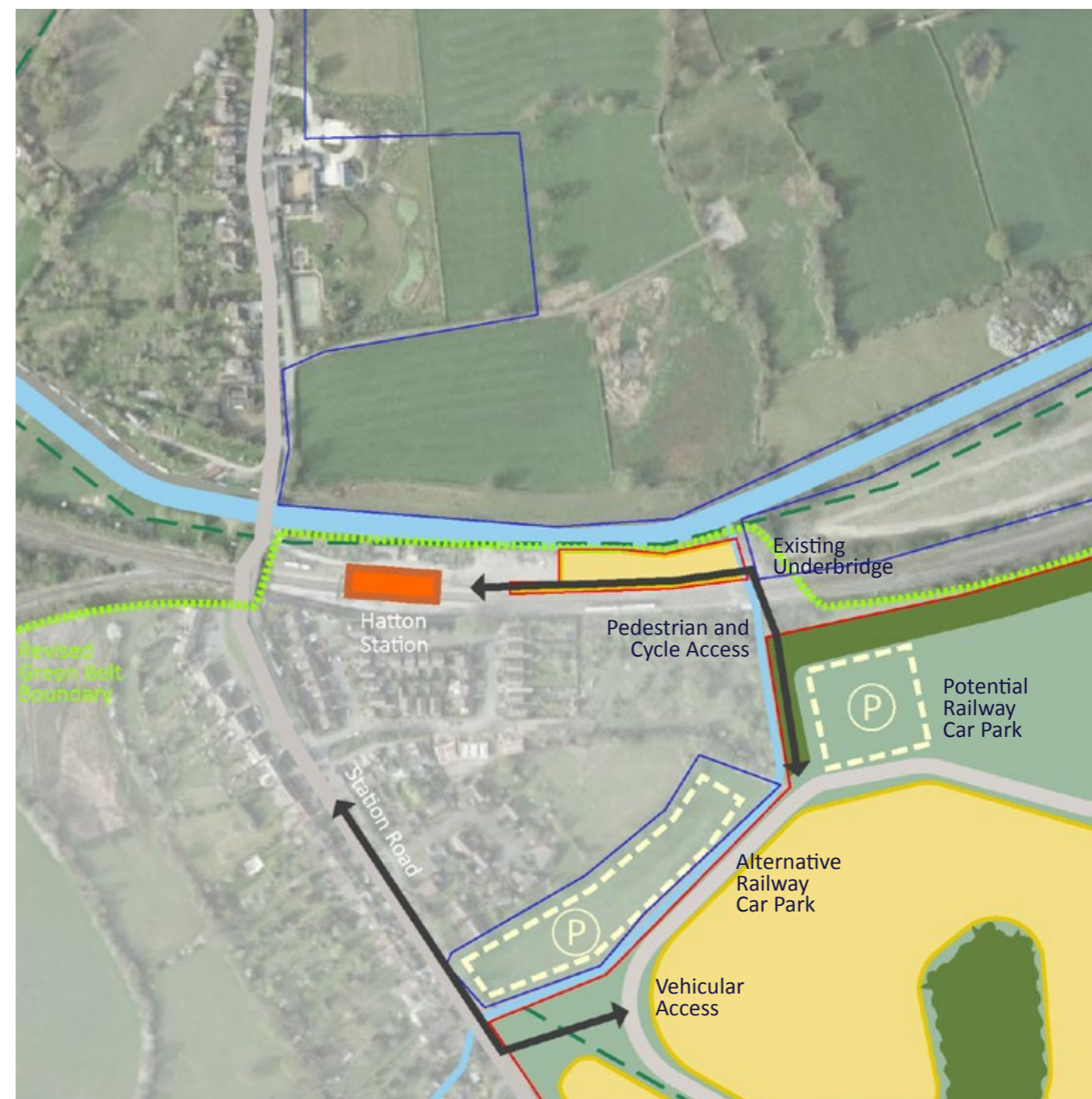


Figure 16. STATION ACCESS DETAIL.

15 - CONCEPT PLAN

The creation of a new 'spine' that links Hatton Country World, via a new primary school to Hatton Station, integrated within a new transport loop will reinforce the local economic association and significance of these currently somewhat isolated assets.

The existing children's nursery, hedgerow network and topography can combine to create the armature of a new place, at one with its surroundings and with access to employment opportunities that make this a destination of choice.

- Key:**
-  Reserved site
 -  Adjacent site within same ownership
 -  Reserved site - indicative development area
 -  Safeguarded sites
 -  Retained and Enhanced Centre
 -  Proposed new school
 -  Employment Area
 -  Green Areas and Sports Ground
 -  Existing road
 -  Indicative new road
 -  Potential Railway Car Park
 -  Woodland
 -  Potential for new access
 -  Public right of way
 -  Spine road
 -  Water body
 -  Revised Green Belt Boundary

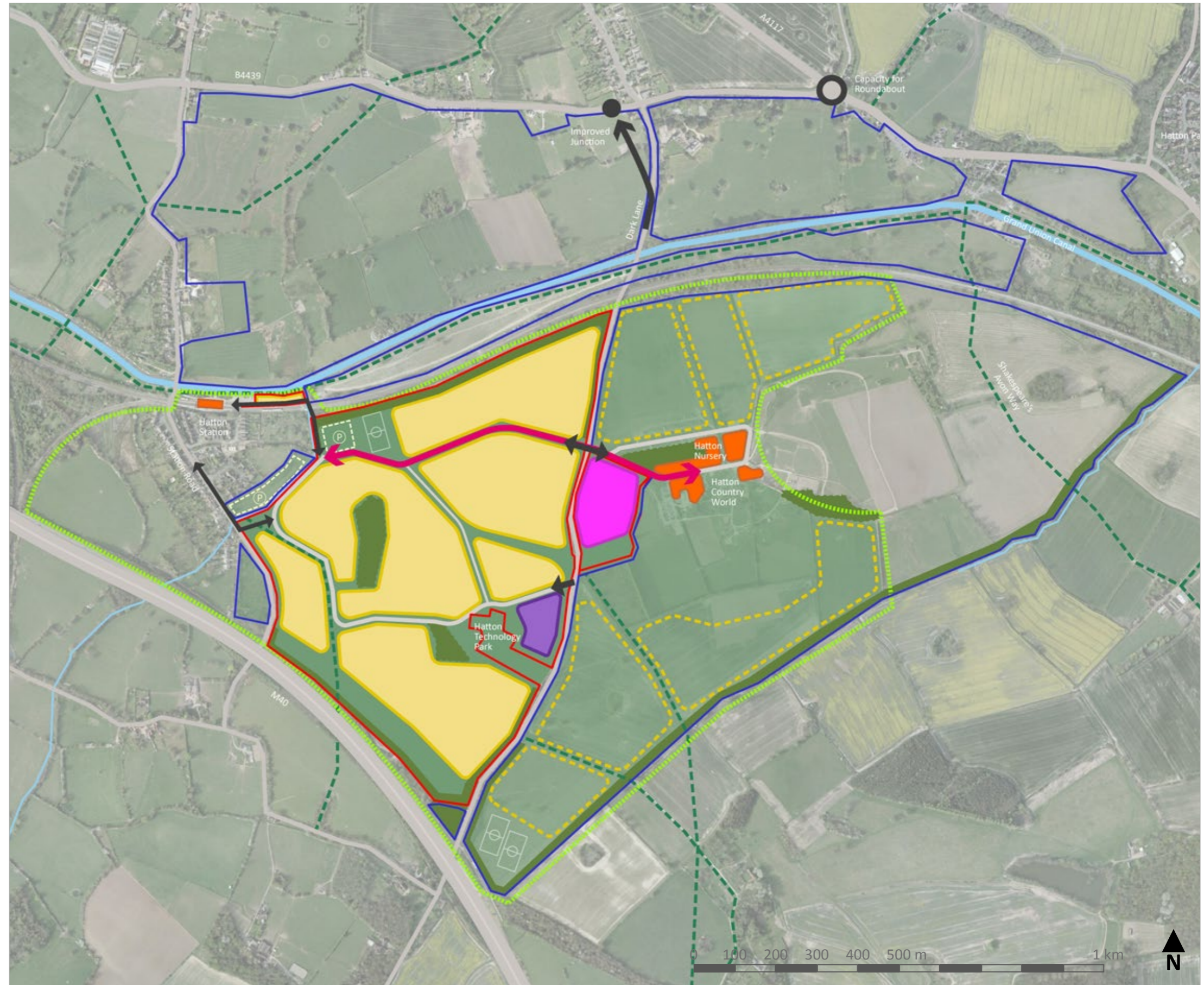
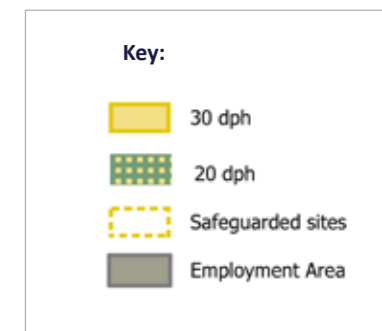


Figure 17. CONCEPT PLAN.



YEAR 0-10 - RESERVED SITE

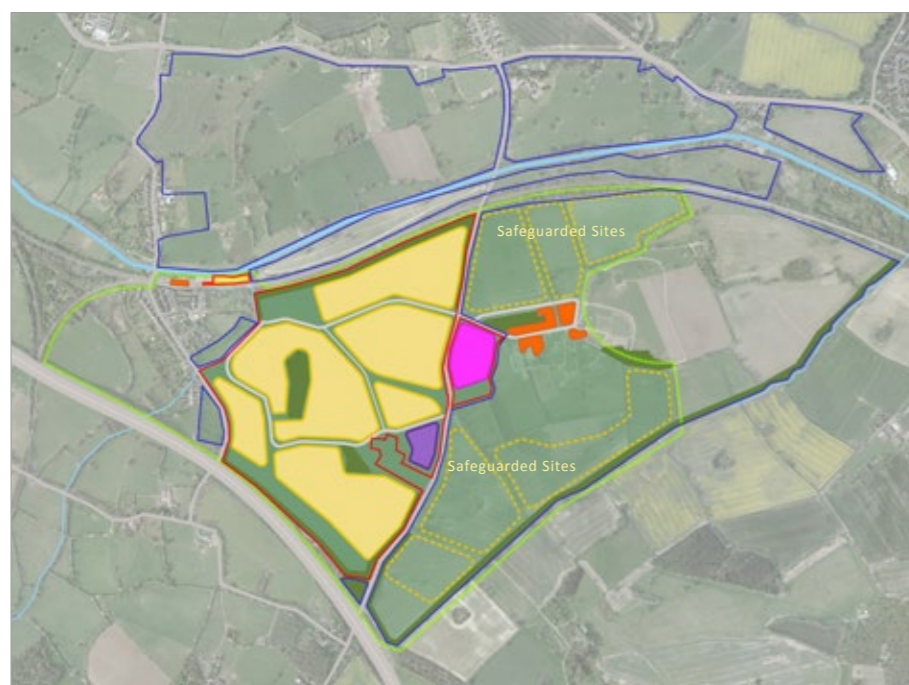


Figure 18. PHASE 1

Development Area:
101.40 Ac / 41.04 Ha

School:
10 Ac / 4.05 Ha

Indicative Density:
30 dph

Employment:
3.07 Ac / 1.24 Ha

TOTAL NUMBER OF UNITS: 1231

YEAR 10-15



Figure 19. PHASE 2

Development Area:
41.80 Ac / 16.92 Ha

Indicative Density:
30 dph

Potential additional number of units (year 10-15): 507

TOTAL NUMBER OF UNITS: 1739

YEAR 15-20



Figure 20. PHASE 3

Development Area:
58.89 Ac / 23.83 Ha

Indicative Density:
20 dph

Potential additional number of units (year 15-20): 351

TOTAL NUMBER OF UNITS: 2090