

Station Road

M40



RESERVED SITE CONTEXT PHOTOGRAPH 10: VIEW EAST FROM STATION ROAD

Distance: 36m

Residential properties on Elmdene Close

Station Road



RESERVED SITE CONTEXT PHOTOGRAPH 11: VIEW EAST FROM STATION ROAD

Distance: 5m

Residential properties on Elmdene Close

Residential properties on Station Road



RESERVED SITE CONTEXT PHOTOGRAPH 12: VIEW EAST NEXT TO PROPERTIES ON ELMdene CLOSE FROM PERMISSIVE PATH

Distance: 43m

LAND AT HATTON,
WARWICKSHIRE

RESERVED SITE CONTEXT
PHOTOGRAPHS: 10 -12

RECOMMENDED VIEWING
DISTANCE: 20CM @A1

DATE TAKEN: APRIL 2016

PROJECT NUMBER: 25809

**BARTON
WILLMORE**



RESERVED SITE CONTEXT PHOTOGRAPH 13: VIEW EAST FROM HATTON GLEBE BRIDGE ON STATION ROAD

Distance: 332m



RESERVED SITE CONTEXT PHOTOGRAPH 14: VIEW SOUTH FROM LONG DISTANCE WALK-GRAND UNION CANAL WALK

Distance: 111m



RESERVED SITE CONTEXT PHOTOGRAPH 15: VIEW SOUTH FROM PROW W41

Distance: 0.54km

LAND AT HATTON,
WARWICKSHIRE

RESERVED SITE CONTEXT
PHOTOGRAPHS: 13 - 15

RECOMMENDED VIEWING
DISTANCE: 20CM @A1

DATE TAKEN: APRIL 2016

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**BARTON
WILLMORE**



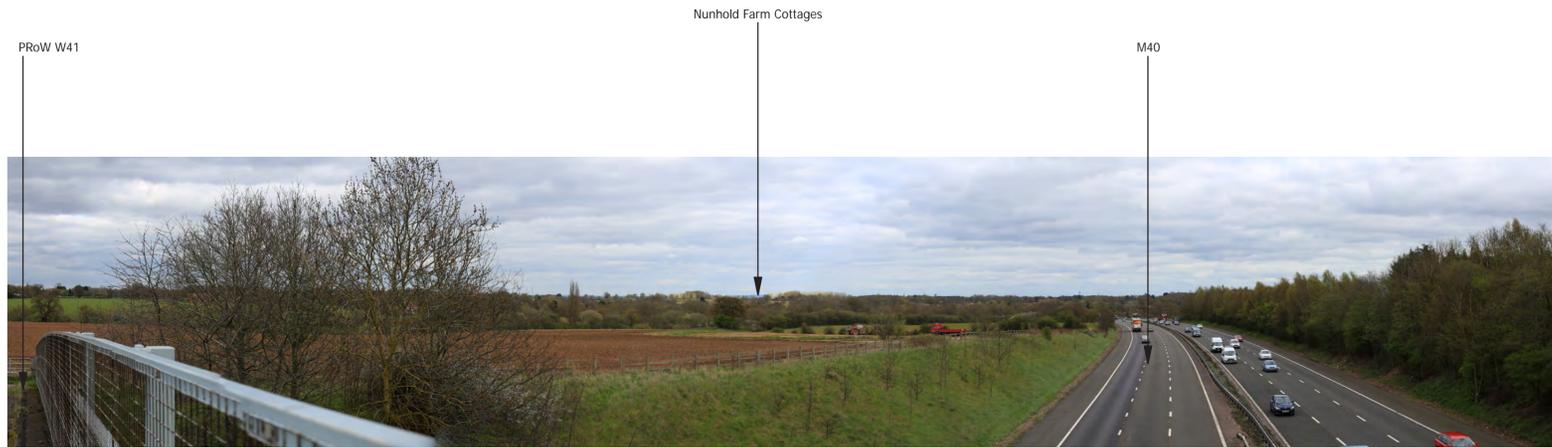
RESERVED SITE CONTEXT PHOTOGRAPH 16: VIEW SOUTH FROM HOCKLEY ROAD (B4439)

Distance: 0.8km



RESERVED SITE CONTEXT PHOTOGRAPH 17: VIEW EAST FROM HOCKLEY ROAD (B4439)

Distance: 0.94km



RESERVED SITE CONTEXT PHOTOGRAPH 18: VIEW EAST FROM PROW W41

Distance: 1.06km



RESERVED SITE CONTEXT PHOTOGRAPH 19: VIEW EAST FROM PROW W40, NEAR PINLEY ABBEY FARM

Distance: 1.03km

LAND AT HATTON,
WARWICKSHIRE

RESERVED SITE CONTEXT
PHOTOGRAPHS: 16 - 19

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**BARTON
WILLMORE**

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.

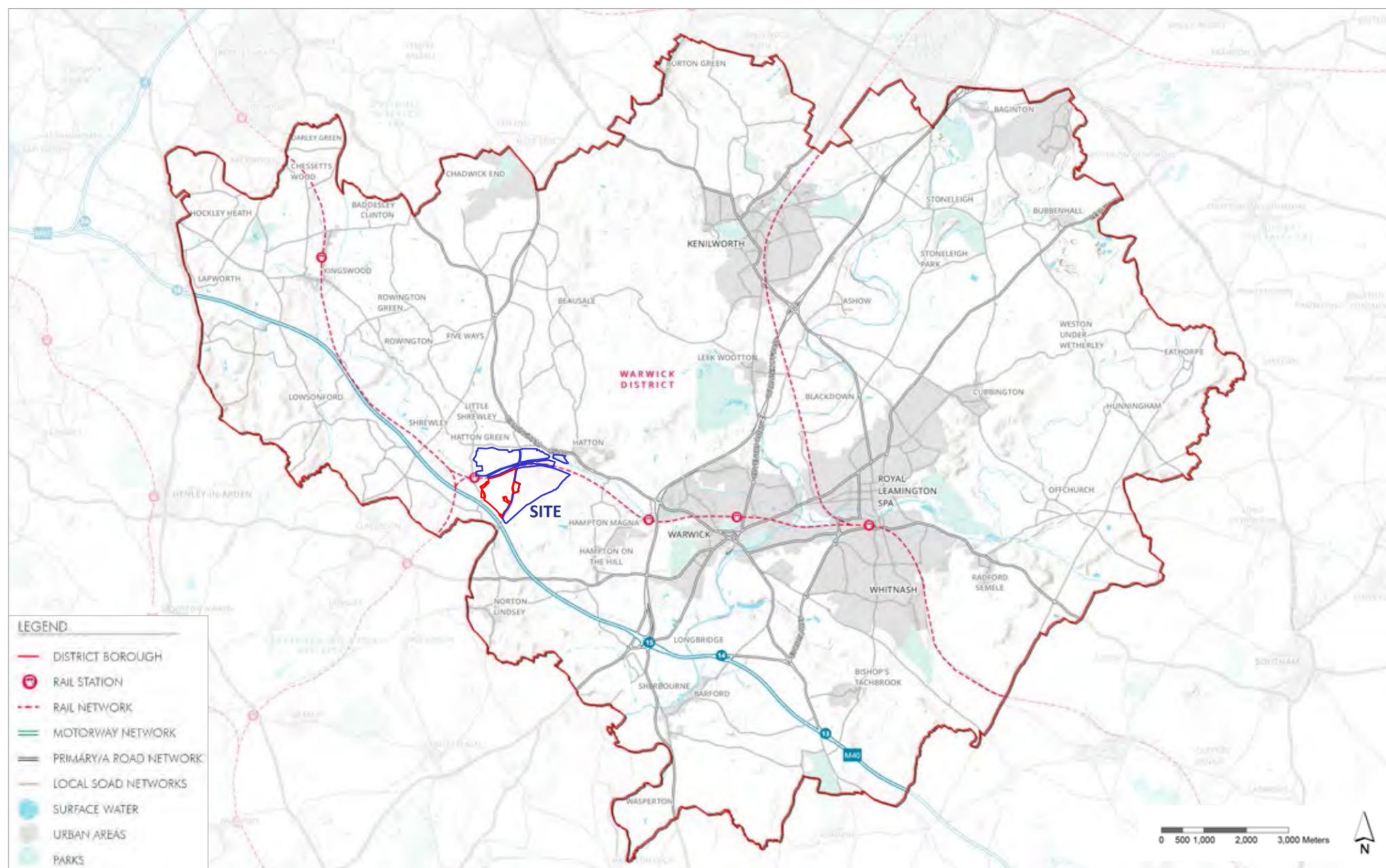


Figure 1. THE SITE IN CONTEXT.

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.

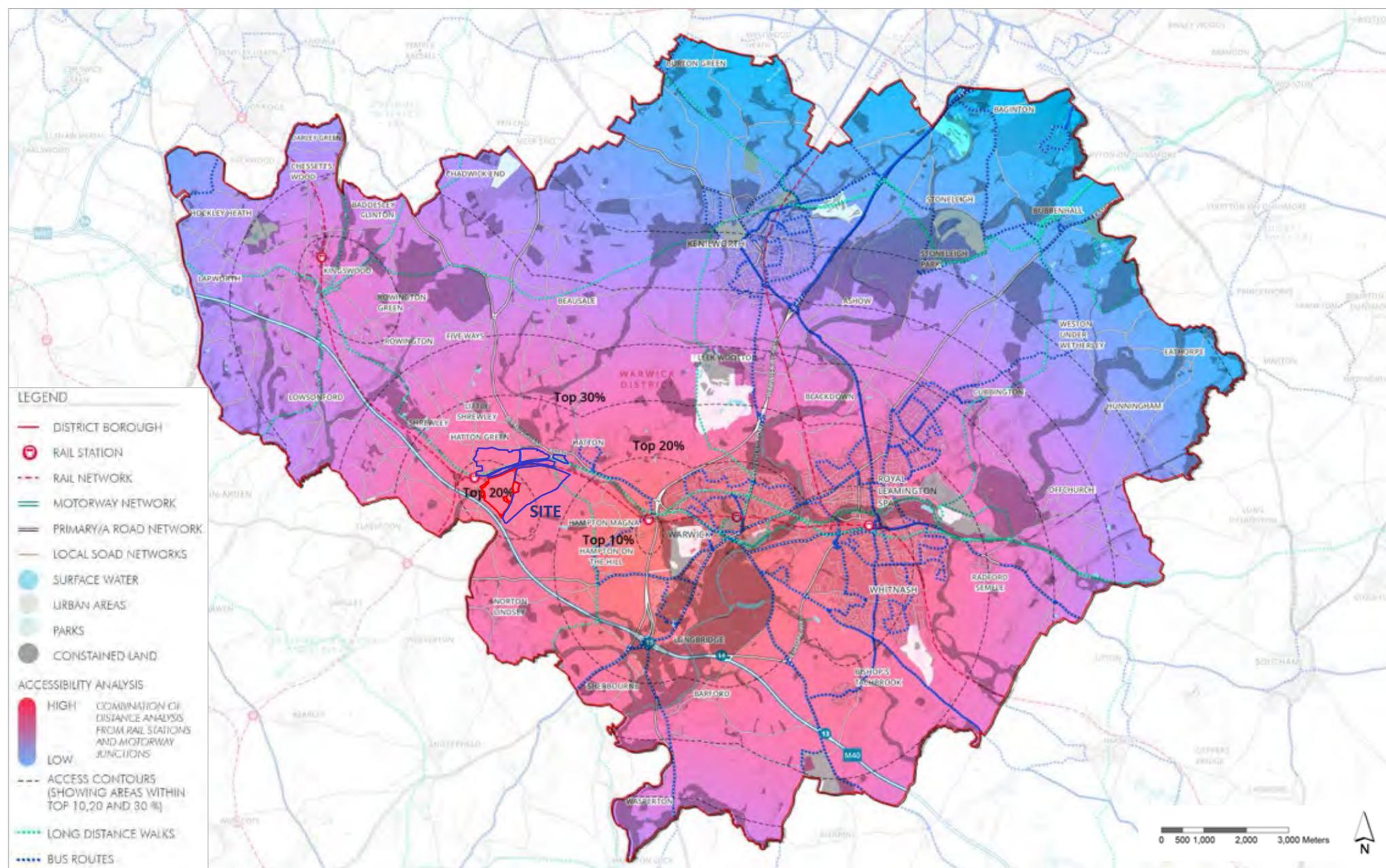


Figure 2. DISTRICT ACCESSIBILITY.

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.

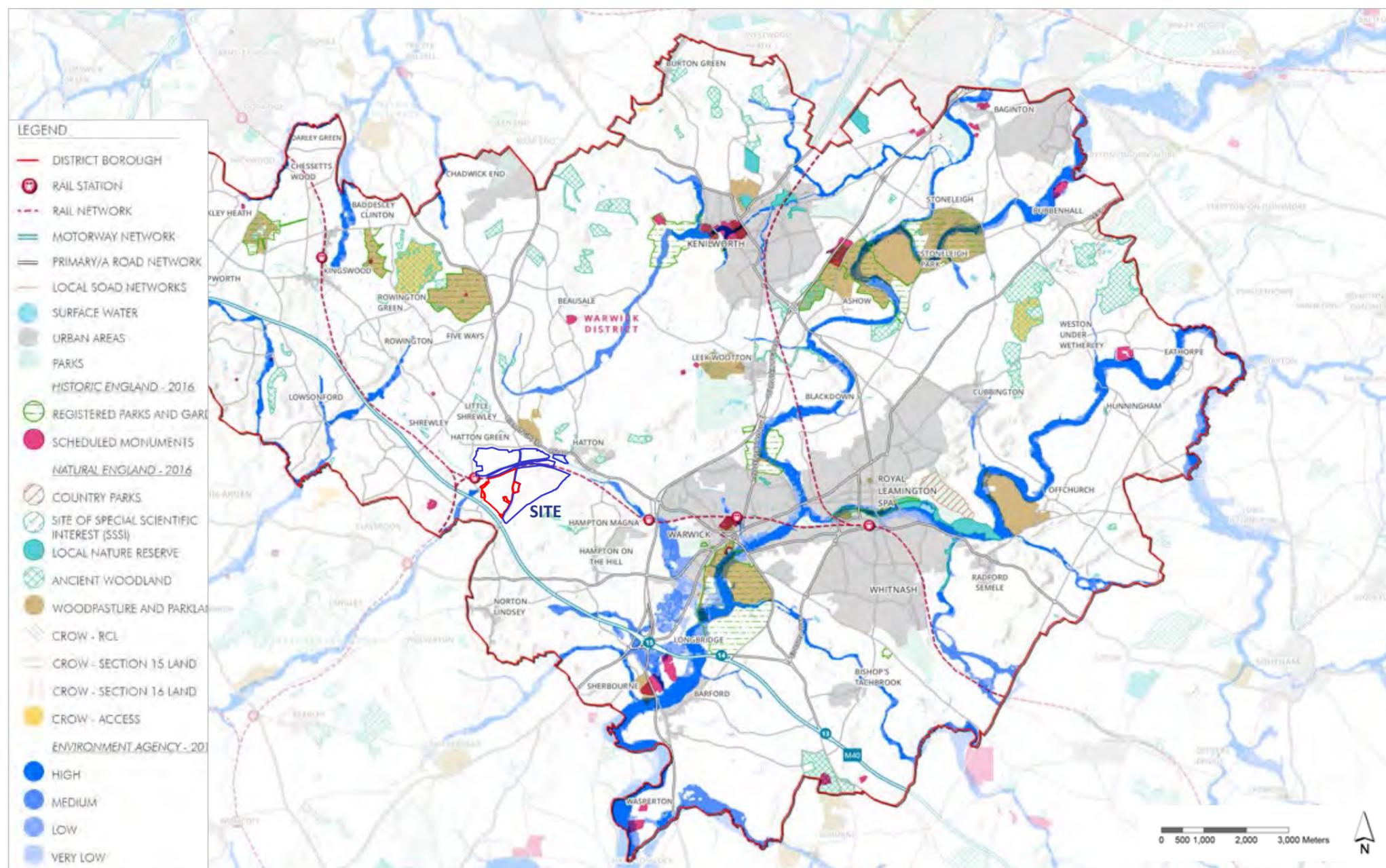


Figure 3. ENVIRONMENTAL CONSTRAINTS ACROSS THE DISTRICT.

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.

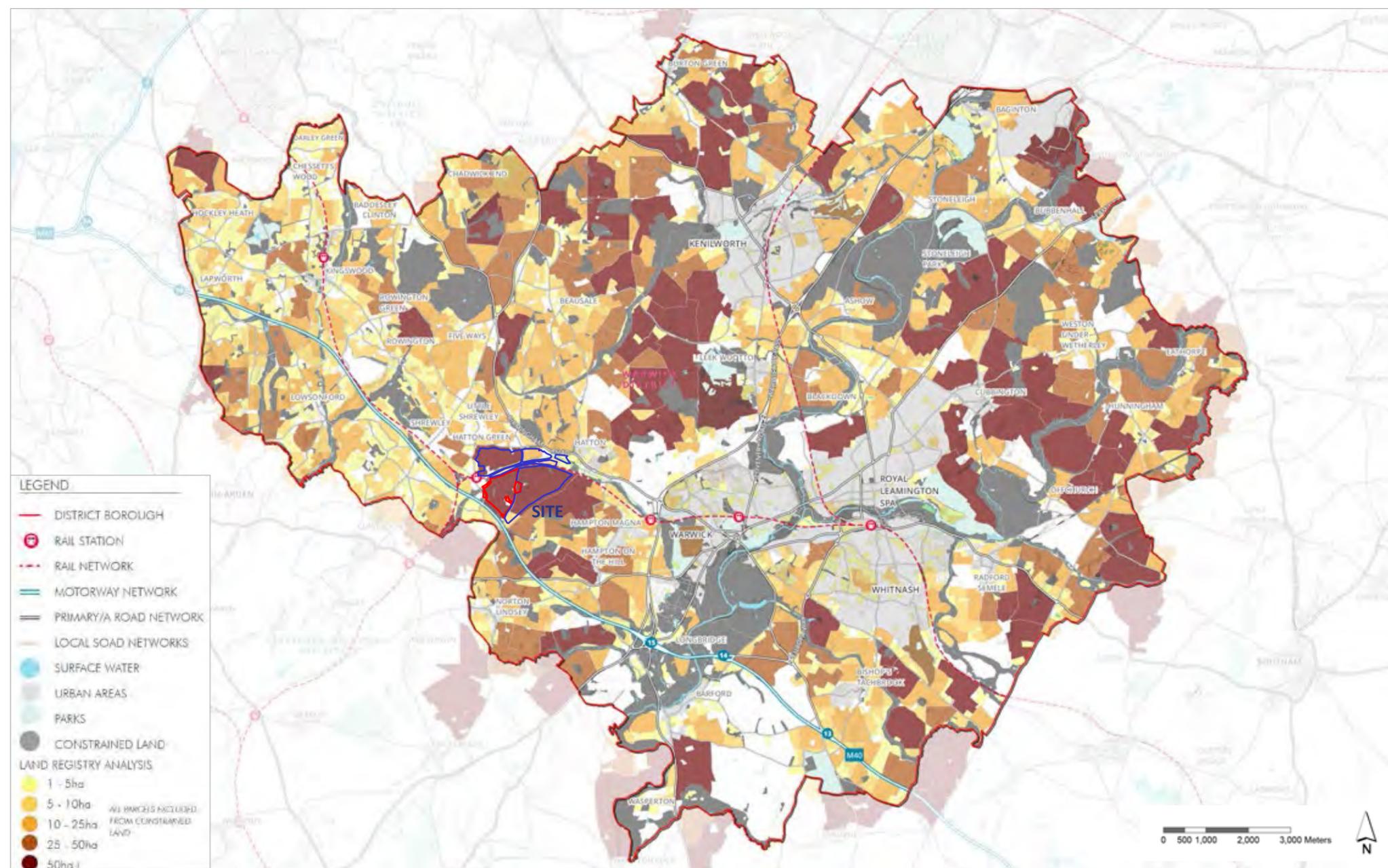


Figure 4. STRATEGIC LAND PARCELS ACROSS THE DISTRICT.

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.

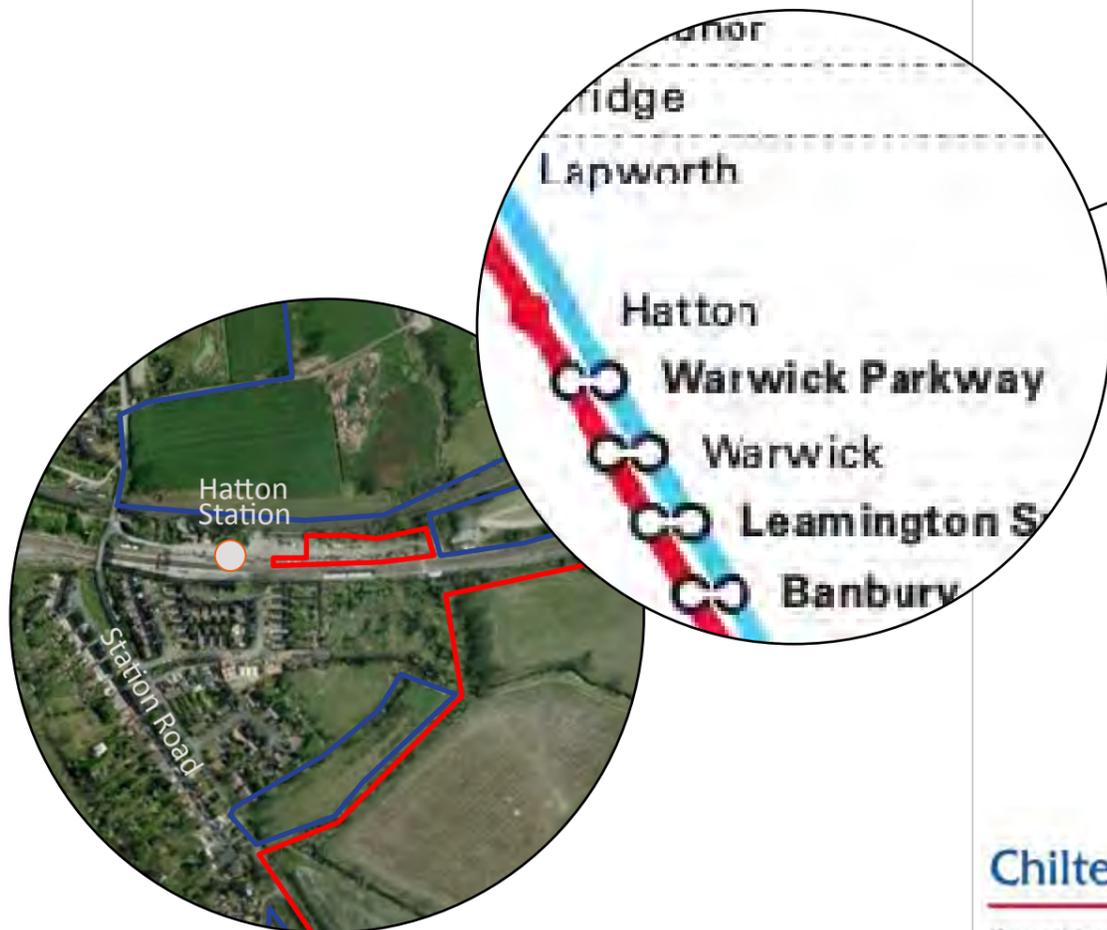


Figure 6. STATION LAND OWNERSHIP DETAIL

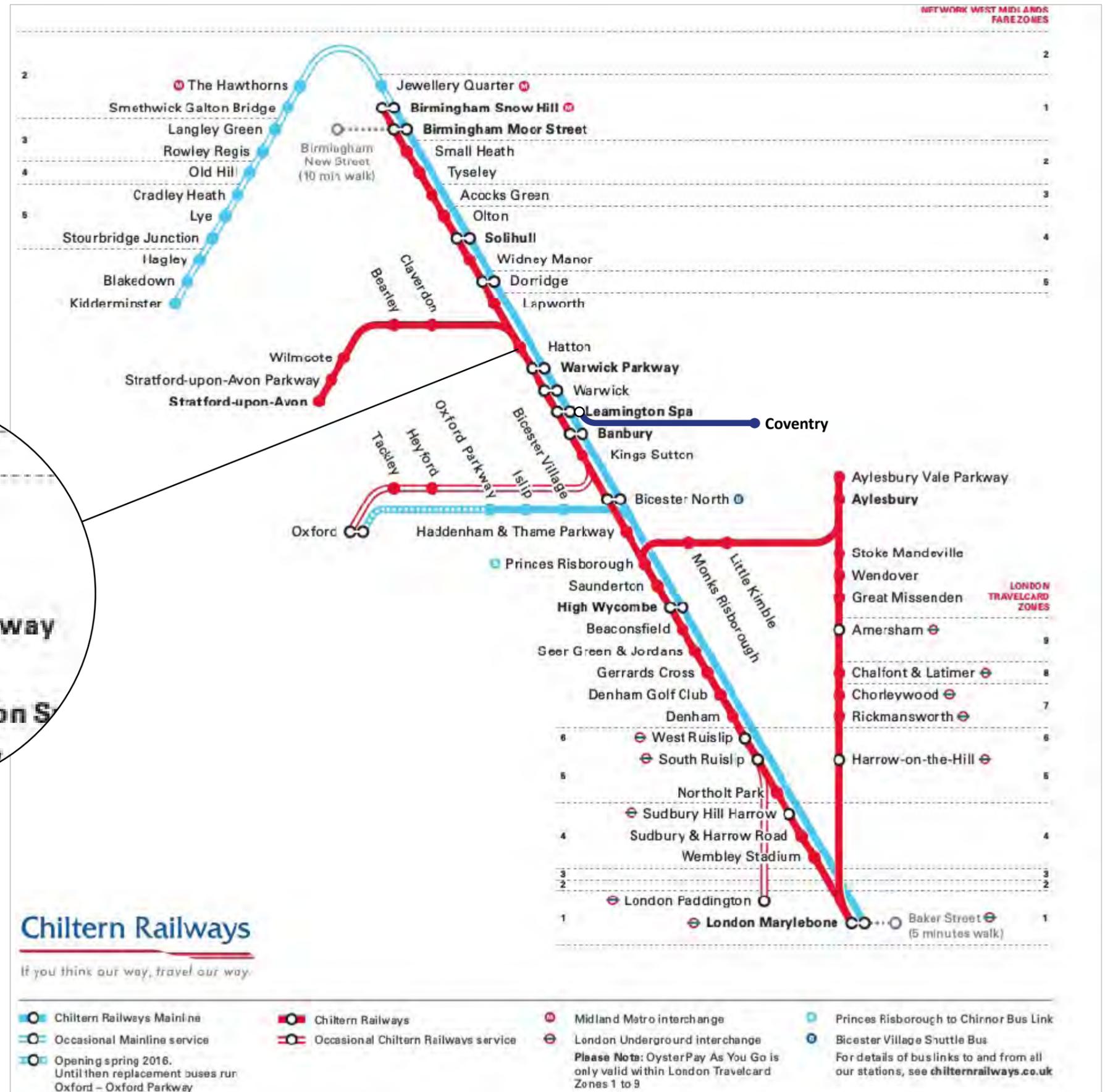


Figure 7. LOCAL AND STRATEGIC RAIL CONNECTIONS.