

# TECHNICAL NOTE

**Job Name:** Land at Hatton Station, Warwickshire  
**Job No:** 34829/5502  
**Note No:** TN004  
**Date:** 2 November 2016  
**Prepared by:** Neil Bateman/Marc Rennie  
**Subject:** Examination in Public Representations – Transport

## 1. Introduction

This Technical Note has been prepared in order to provide an understanding of the transport opportunities in developing up to 1,200 dwellings on land at Hatton Station, Warwickshire (the site).

Peter Brett Associates LLP was appointed by the landowner in 2015 to assess the transport aspects of this site and provide this overview. The site is located in Hatton, west of Warwick, with opportunities to access the site via the A4177 Birmingham Road, B4439 Hockley Road, Dark Lane and Station Road.

This Technical Note has been prepared to support the forthcoming Examination in Public in support of this site and provides the following information:

- key development transport opportunities,
- capacity of the network,
- sustainable access, and
- vehicular access.

## 2. Key Development Transport Opportunities

A summary of the key opportunities arising from development of up to 1,200 dwellings on land at Hatton Station are summarised below:

- opportunity to provide a mix of uses, including primary school and further employment, to add to the existing retail, nursery and employment (Hatton Technology Park) uses and to support the local community and reduce the need to travel off-site,
- access options via A4177 Birmingham Road, B4439 Hockley Road, Dark Lane and Station Road
- within a reasonable walking and cycling distance of Hatton Railway Station,
- within cycling distance of Warwick Parkway Railway Station and potential to improve public transport services to this key local interchange,
- opportunities to provide public transport services to Warwick and/or Leamington town centres, which could improve accessibility for Hatton Park, and

### DOCUMENT ISSUE RECORD

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- in accordance with the principles of the National Planning Policy Framework (NPPF), providing development in locations that are, or can be made, sustainable and maximising the potential to travel by sustainable modes of transport.

### 3. Capacity of the Highway Network

There are a number of route options for those travelling to and from the proposed development by car, whether using the A4177 Birmingham Road towards Warwick, the A46 and the M40 at Junction 15, to the south towards Stratford-upon-Avon via Dark Lane, or to the west via the B4439 Hockley Road to access the M40 at Junction 16. This provides flexibility in route choice for essential car journeys and also provides resilience within the wider transport network to enable future residents to travel to and from the site if incidents occur elsewhere.

Based on Journey to Work (by car) data that has been extracted from the 2011 Census, it is anticipated that c. 66 per cent of traffic from the development will travel east towards the A46, of which c. 50 per cent would travel in to Warwick District. Approximately 16 per cent would travel south (via Dark Lane) with the remaining 11 per cent of trips travelling northwest; 8 per cent of journey to work trips will be retained within to local employers.

Traffic counts (from the Department for Transport) show that are 10,815 vehicles per day using the A4177 Birmingham Road in proximity to the site; this typically equates to c. 1,000 two-way trips during the morning and evening peak hour. The A4177 Birmingham Road in proximity to the site could be considered as UAP<sup>1</sup> road as it is 50mph and has only a few points of access off it. This would have a two-way link capacity of 2,450 vehicles per hour based on guidance contained in TA79/99<sup>2</sup>. This shows that there is residual link capacity to accommodate likely development traffic for up to 1,200 dwellings at Hatton.

Whilst the A4177 Birmingham Road is anticipated to have sufficient link capacity to accommodate traffic from the development (this will be confirmed through the Transport Assessment at the appropriate stage), the need for off-site highway improvements at local junctions will be assessed and discussed with Warwickshire County Council during the Transport Assessment process in accordance with Draft Local Plan Policy 'TR2 Traffic Generation' and 'TR3 Transport Improvements' in the Draft Local Plan. Measures could include additional improvements to supplement the £1.4 million funding that Warwickshire County Council has secured for the A4177 Birmingham Road/A46 junction improvements which are understood to be required for the proposed Kings Hill development.

The need for off-site highway works will be proportional to the impact of residual car trips on the local road network from the development and the need for such works will be considered alongside improvements to public transport and infrastructure for walking and cycling to ensure a sustainable approach is maintained.

The proposed development site provides an opportunity to support the delivery of transport improvements along the A4177 Birmingham Road corridor and local improvements to junctions to provide safe vehicle movement and access for sustainable modes. A review of available Personal Injury Collision (PIC) data, recorded over the most recent five-year period (using [www.crashmap.co.uk](http://www.crashmap.co.uk)), indicates that a cluster of six incidents were recorded at the junction of the A4177 Birmingham Road and the B4439 Hockley Road. The realignment of the junction could provide an opportunity to address and improve safety for local road users at this location.

It is considered possible to increase the capacity of the A4177 Birmingham Road/B4439 Hockley Road junction by converting it into a conventional roundabout. Potential highway improvement measures will be discussed with the highway authority at the appropriate stage and will be subject to relevant design and testing.

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<sup>1</sup> Urban All-Purpose Road: An all-purpose road within a built up area, either a single carriageway with a speed limit of 40 mph or less or a dual carriageway with a speed limit of 60 mph or less.

<sup>2</sup> TA79/99 Traffic Capacity of Urban Roads.



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### 4. Sustainable Access

#### Rail Stations

In April 2016, the then Communities Secretary announced a programme of development of railway stations and surrounding land that will deliver thousands of new homes and jobs and significantly boost local growth.

A new agreement between Network Rail and the Homes and Communities Agency will see them working with local councils to trail blaze development opportunities across England's railway stations for housing and businesses. This initiative could deliver up to 10,000 new properties on sites around stations in the coming years.

The site, located next to Hatton Railway Station, would represent an opportunity for the District Council to be involved in this government initiative.

The government recognises that rail stations are a hub of communities and should be making the most of their unique potential to attract investment and opportunities, bring people closer to rail stations and to develop sites that have space for new homes. As such, they are making available £3 billion for developers to bring forward schemes and £1.2 billion for the Starter Homes Fund.

In assessing the Local Plan, Sustainability Appraisal (SA) Objective 2 is to identify whether policy enables a range of sustainable transport options. Indeed, the SA states that improvements to sustainable transport modes will help to improve accessibility. This measure, along with improvements to pedestrian routes and the delivery of housing, employment and community facilities/services has the potential for a long-term positive cumulative effect on transport and accessibility.

Hatton Railway Station provides services to Warwick, Leamington Spa, Stratford-on-Avon, Solihull, Birmingham stations and London. Hatton Railway Station includes a car park for 48 vehicles and storage for 12 bicycles. Hatton Railway Station is within walking distance of the entire site. The average journey time between Hatton and Birmingham Snow Hill is 35 minutes.

Regular services operate to and from Warwick Parkway; which also includes a car park for 589 vehicles and storage for 18 bicycles. There are typically two to three trains per hour from Warwick Parkway to Birmingham Snow Hill, and vice versa, during weekday peak periods. The average journey time from Warwick Parkway to Birmingham Snow Hill is 40 minutes and 30 minutes from Birmingham Snow Hill to Warwick Parkway. From Warwick Parkway, there are also two to three trains per hour to London Marylebone, and vice versa, during weekday peak periods; the average journey time between Warwick Parkway and London Marylebone is 1 hour 30 minutes.

The potential to provide improved connections (via new bus services) to Hatton Railway Station and a lead into Warwick Parkway could result in increased patronage and support for improved non-car mode access to the stations. In addition, it is important to note that the Warwickshire County Council *Strategic Transport Assessment* (2011) states that the Council is working with Chiltern Railways and Network Rail to bring forward proposals to extend the station car park at Hatton.

Discussions with Network Rail/Chiltern Railways could also determine whether an improved frequency of service to/from Hatton Railway Station would be warranted as a result of development, further increasing the attractiveness of the site.

#### Bus Services

New, improved and viable public transport services will be provided to support the development of up to 1,200 new homes. A potential service could provide links between Hatton and Warwick Parkway Railway stations, Hatton Park, Warwick town centre and the existing Hatton community.

The potential service will be considered as a transport infrastructure element of an integrated network in accordance with the adopted Warwick Local Plan Saved Policies 'DP6 Access', 'DP7 Traffic Generation' and 'SC3 Supporting Public Transport Interchanges' saved policies in the current local plan and Draft Local Plan Policy 'TR1 Access and Choice'.

A potential future bus service for the site could be to extend the existing 68 bus service which serves Warwick Parkway Railway Station. This would utilise patronage on the route and make



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best use of the existing vehicle fleet. Alternatively, a new, standalone service could be procured and routed to enable interchange opportunities with existing services. The public transport options will be explored through consultation with stakeholders and in liaison with the public transport team at Warwickshire County Council.

In this respect, the proposed development site will support the 'DP6 Access', 'DP7 Traffic Generation' and 'SC3 Supporting Public Transport Interchanges' saved policies in the adopted Local Plan.

Supporting the delivery of a new bus link along the A4177 Birmingham Road will accord with the principles identified in the Draft Local Plan of supporting rural shops and services in Hatton and the 'Overarching Policy SC0: Sustainable Communities' and 'TR1 Access and Choice' in the respect of ensuring access and circulation are inclusive and provide for a choice of transport modes, including public transport, cycling and walking in accordance with Policy 'TR1 Access and Choice' in the Draft Local Plan. This also demonstrates how the opportunity to travel to and from the development by sustainable modes could be maximised, in accordance with NPPF paragraph 17 (11<sup>th</sup> bullet point) and paragraph 34.

### Walking and Cycling

The development of up to 1,200 dwellings will support the provision of a primary school, local centre and other local land uses. This is supported further by existing jobs (c. 400) in proximity to the site on the Hatton Estate and the forthcoming food store. The provision of key amenities that lie within acceptable walking and cycling distances of future dwellings reduces the need to travel off-site and supports the viability of local businesses. This accords with the principles of supporting local shops in rural areas identified in the Draft Local Plan, as well as creating sustainable developments and inclusive communities.

Development will be designed on integrated place making and Manual for Streets principles which help to create walkable and safe environments enabling access to local destinations within the development.

The location of the proposed development site also provides an opportunity, more widely, to explore potential cycling links along local canal towpaths, improvements to walking/cycling facilities on the A4177 Birmingham Road or for the A4177 Birmingham Road/A46 junction to improve cycle access towards Warwick and Warwick Parkway railway stations. Provision of secure cycle storage at local stations will also be explored and the wayfinding for cyclists considered as part of such proposals. All such improvements will aim to integrate with local communities.

The proposals will also support Policy 'HS1 Healthy, Safe and Inclusive Communities' in the Draft Local Plan, particularly points D and E:

*"The potential for creating healthy, safe and inclusive communities will be taken into account when considering all development proposals. Support will be given to proposals which:*

- d) contribute to the development of a high quality, safe and convenient walking and cycling network;*
- e) contribute to a high quality, attractive and safe public realm to encourage social interaction and facilitate movement on foot and by bicycle;"*

## 5. Vehicular Access

It is considered that short sections of Dark Lane could be widened, if required, or managed through traffic signals and shuttle operation, to accommodate development traffic

Secondary accesses could also be provided by creating new link off Dark Lane and Station Road, which will also help to provide route choice for those living in the development and provide direct access to Hatton Railway Station.

All opportunities to provide access to the site will be explored with the highway authority. Discussions will involve consideration of capacity on the local road network and potential improvements on the local road network that the development could help to deliver.



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It is considered likely that, as a result of development, improvements will be required at the junctions of Dark Lane/B4439 Hockley Road and the B4439 Hockley Road/A4177 Birmingham Road.

### 6. Conclusions

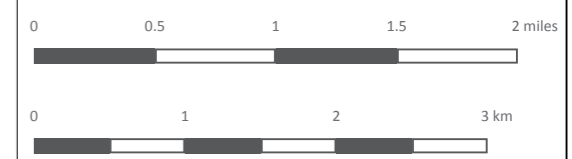
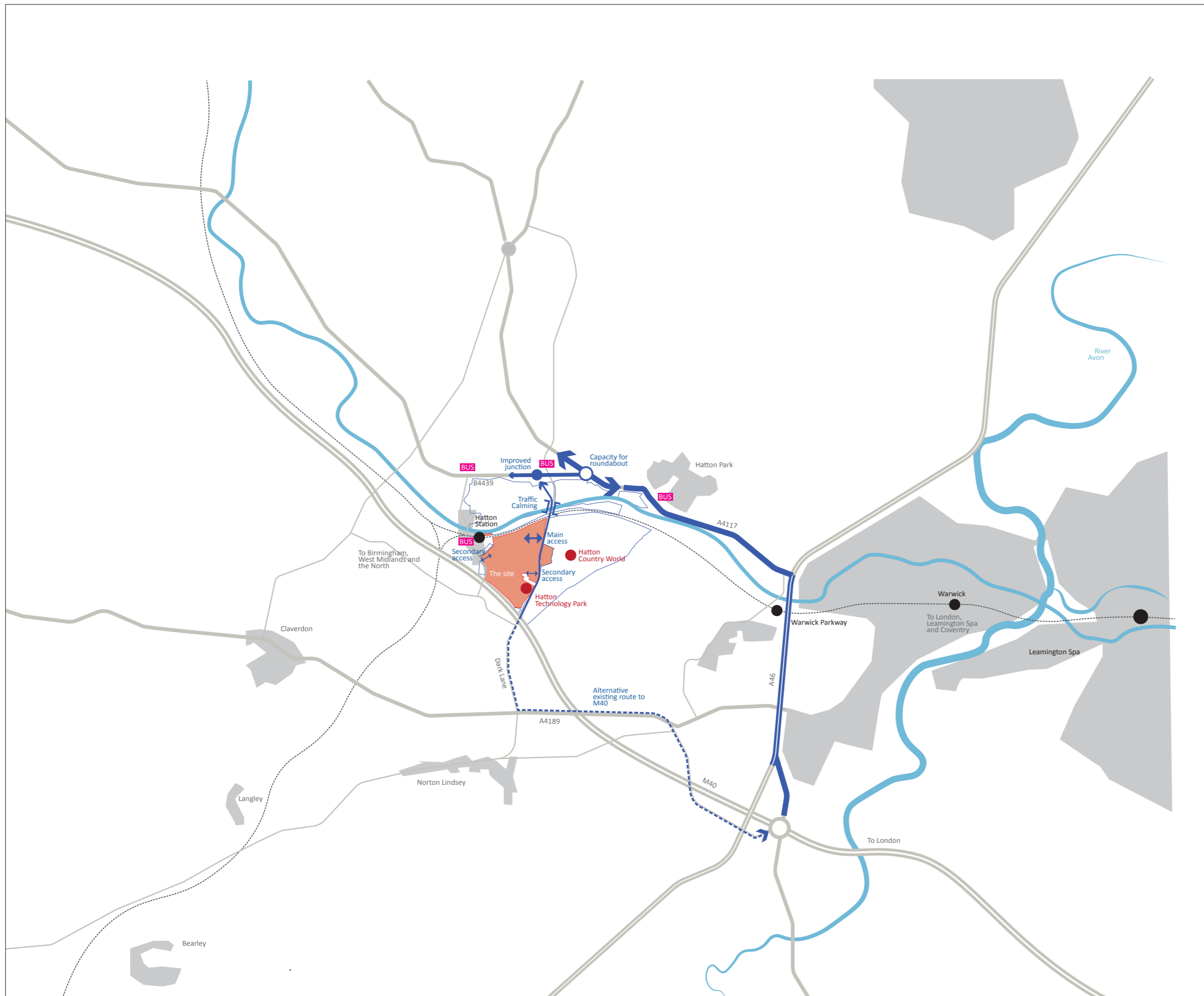
The key conclusions from this study are provided below:

- there are a number of opportunities to reduce the need to travel to/from the site by delivering a mixed use scheme,
- the site is well located in terms of development near rail stations, especially Hatton Railway Station, in accordance with national and local policy,
- there is likely to be residual link capacity on the A4177 Birmingham Road to accommodate development traffic during the peak hours and there is route choice for essential car trips,
- there are committed highway improvements in the locality and the potential to supplement these in due course, and
- there are realistic options to provide public transport improvements to maximise the opportunity to travel by sustainable modes in accordance with the NPPF.

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## Appendix A – Local Transport Network





Project  
**Land at Hatton Station**  
**Warwick**  
 Drawing Title  
**Local Transport Network**



Date	Scale	Drawn by	Check by
03.11.2016	-	S.G	D.S.
Project No	Drawing No	Revision	
25809	Ai19	-	

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<b>Hatton Estate</b>	
<b>Tenants and Employees Numbers Total</b>	<b>412</b>

<b>Name</b>	
Coco & Kate Bridal	3
Hatton Furniture (Pryor)	5
John Garland-Taylor	3
Meadow Boutique/D Smith	2
Adara Beauty / Lorraine Burkett	6
A Wright	1
Lorna Loves /Zak Zanettou	2
The Sweet Shop @ Hatton /Bloxham	5
Art of Glass	3
Lindifae/Karen Byng	2
Granite Transformations/Jason Ball	3
T Flanagan, Antiques Lower	3
Edinburgh Woollen Mill	5
Brantano	3
Farm Adventure/Catering/our Shops *	145
Self Employed/ Sub contractors *	12
Hopes & Dreams Day Nursery	6
Society of Practicing Vets (SPVS)	3
	<b>212</b>

\* of which 75 full time inclusive of 7 full time sub/self employed Equivalent

<b>Name</b>	
<b>HCW Other Sites/Misc</b>	
Estate Office inc in HCW total	0
SCCU Limited	5
Oxygen Accountancy/Palmer	3
Bryan Mallett	1
Titterton	3
Alan Wright	1
Paul Ellis	1
Richard Gormley	1
Peter Selby	1
John Kingston	1
Village Maintenance	1
Hatton Arms Pub *	50
	<b>68</b>

\* of which 28 are full-time Equivalent

<b>Name</b>	
<b>Hatton Tehnology Park</b>	
Intex Projects Limited	16
Chamber & Cook Midland Ltd	6
Bradley Design Associates Ltd	25
Multilec	3
Gardener Financial Management	4
Contour Education Service Ltd	4
Meteor Works / Lee Prescott	2
Torque Agency Group Ltd	5
Warks Acupuncture	4
Imac Ltd	5
Davis IT	5
Jonathan Lee Design Services Ltd	30
HIT Training Ltd	3
Core Health and Wellness	20
	<b>132</b>



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## Javid: Speech to Conservative Party Conference 2016

Sajid Javid, Secretary of State for Communities and Local Government, speaking today at Conservative Party Conference at The ICC, Birmingham said:

*(Check against delivery)*

Today I want to talk to you about housing.

It's a huge issue for our country ...

... and it's one that our new Prime Minister is determined to do something about.

As your new Communities Secretary, this is my number one priority.

But before I talk about that, I want to start by paying tribute to many of you in this room ...

... our excellent Conservative councillors and local leaders.

Working at DCLG, I am more aware than ever of the huge amount of work you do.

You are often the unsung heroes.

You give up your time, your sleep, your shoe leather...

Sometimes it must feel like you're giving up your sanity!

And you do it not because you seek riches or rewards, but because you want to make your community a better place.

Well I want you to know that I recognise the hard work you do and I appreciate it enormously.....Thank you.

I'd also like to thank my brilliant ministerial team:

Gavin Barwell, Marcus Jones, Andrew Percy & Nick Bourne, and our superb PPS's Rebecca Harris and Rebecca Pow – thank you for all you do.

Over two months ago, Theresa May, gave her first speech as Prime Minister outside 10 Downing Street.

She made it clear that our priority as Conservatives must be to ensure that Britain is a country that works not just for a privileged few, but for everyone of us.

She is absolutely right.

And if we truly want to achieve this, then building more homes is critical.

The first house I remember living in was 107 East Street, Bedminster, Bristol.

Well, I call it a house.

It was really just a small flat above my parents' shop.

All seven of us – me, mum, dad and my four brothers – squeezed into two bedrooms.

A while back a charity worker told me in a Select Committee that, by modern standards, I was “homeless”.

Anyway, my point is that having a safe, secure home is so important.

It's not just a place to rest your head.

It's a place to live your life.

A place to call your own.

Over the last six years we've made a lot of progress.

My predecessors at DCLG – Sir Eric Pickles and Greg Clarke – did a huge amount of work.

Massive investment in housing.

A wholesale reform of the planning process.

New legislation.

Right to Buy for housing association tenants and so much more.

And the results are there for all to see.

Since 2010:

\* Annual housing starts have gone up some 30 per cent.

\* Almost 300,000 affordable homes have been provided in England.

\* More than 330,000 households have benefited from schemes like Help to Buy and Right to Buy.

And we have doubled the housing budget to more than £20 billion over the next five years!

That money is allowing us to embark upon the largest Government backed house-building programme since the 1970s.

So I'd like to pay tribute to my predecessors for all the hard work they did.

But let's be honest with ourselves...there's still a long, long way to go.

Far too many young people can't get a foot on the housing ladder.

Many are being forced to live back with mum and dad, as rents soar faster than wages.

Here in Birmingham, in 1997 the average house price was around 3 times the average income.

Last year it was more than 5 times.

One and a half million households contain at least one adult who says he or she wants to buy or rent their own home ...

... but simply can't afford to do so.

Harold MacMillan put it best, more than 90 years ago:

*“Housing is not a question of conservatism or socialism,”* he said.

*“It’s a question of humanity.”*

Tackling this housing shortfall isn’t about political expediency.

It’s a moral duty.

And it’s one that falls on all of us.

Not just in Parliament, but in business, in local government and in our communities.

I’m not afraid to stand up and say that this country has not built enough homes.

We’ve got to be honest about it.

In the last year of full records, we managed to deliver more than 170,000 additional properties across England.

It’s a not a bad number but it’s far fewer than we need.

We need to do much better.

Everyone agrees we need to build more homes.

But too many of us object to them being built next to us.

We’ve got to change that attitude.

So my message today is very clear: it’s time to get building.

The big developers must release their stranglehold on supply.

It’s time to stop sitting on landbanks, delaying build-out: the homebuyers must come first.

Almost 280,000 planning permissions were issued over the last twelve months

...

... I want to see each and every one of those homes built as soon as possible.

Local leaders must be prepared to make difficult calls, even if they’re unpopular.

And so must MPs and councillors.

Of course, there are valid reasons to oppose some planning applications.

If they're in the wrong place, or there's not enough infrastructure, or they're just plain ugly ...

But all of us have a duty to think about the long-term consequences of every decision we make.

As elected representatives, we are here to take the right decisions – not the easy ones.

Ultimately, we have a responsibility to build more houses.

A responsibility, not just to our constituents, but to the next generation.

It is for that reason that we are going to take unprecedented steps to open up the market.

First, today we are opening a massive £3 billion Home Builders Fund.

This major package will help us build more than 225,000 new homes and will create thousands of jobs up and down the country.

It will help us get more SMEs building, encourage custom-builders, and allow developers to build the infrastructure needed to support new housing.

Second, we will pilot a new initiative: Accelerated Construction on public land.

We will take Government-owned land and partner with contractors and investors to speed up housebuilding.

We will create new supply chains using offsite construction.

And we will encourage new models of building to make houses that people want, more cheaply and at pace.

These measures will allow us to get started on 15,000 homes by 2020.

We will get more homes built, more quickly.

Third, we will bring forward a package of measures to encourage urban regeneration and to build on brownfield land.

We want to radically increase brownfield development and bring life back to abandoned sites.

That means delivering high quality housing for families, bringing new energy to our high streets and town centres ...

... abandoned shopping centres being transformed into new communities ...

... and increasing density of housing around stations to build homes that people want to live in.

These three initiatives are just the beginning.

We will publish a Housing White Paper later this year, with further significant measures ...

... all helping us towards our ambition for a million new homes by 2020.

But, this is action here and now.

And it shows we mean business.

We are a party that is willing to take difficult decisions, make the hard calls, in order to build a better Britain for everyone.

If we choose popularity over progress today, we are betraying the voters of tomorrow.

But we need to remember that it's not simply houses we're building.

It's homes.

It's places for people to live, to grow, to raise a family.

We're not just putting roofs over heads, we're creating communities.

And that's why it's so important that as we build these communities we don't just impose our will from Westminster.

That's why I'm proud to be continuing with our ambitious devolution agenda.

Having elected Mayors will help put power firmly in the hands of local people, exactly where it belongs.

And there can be no better candidate right here in the West Midlands, than our very own Andy Street.

Congratulations on your nomination, Andy – we're backing you every step of the way!

Andy is the perfect candidate, because he understands the local area, the local economy and local communities.

Labour, on the other hand, don't have a clue what communities are all about.

And they don't support home ownership.

And they certainly are not capable of getting the houses we need built.

Let's look at their record:

Under Labour, housebuilding fell to levels not seen since the 1920s!

Under Labour, in one twelve month period, just 75,000 houses were started.

Under Labour, average house prices almost doubled compared to average wages.

The truth is, under Labour, targets were missed, waiting lists grew longer and more and more homes stood empty...

... And they have the audacity to lecture us about housing policy!

But there's a difference between them and us.

They want a society that's dependent on the state, rather than a state that serves society.

That's why they've always opposed the Right to Buy.

Of course, it's very easy to dismiss home ownership as a bourgeois aspiration from the comfort of your multi-million-pound Islington townhouse.

Emily Thornberry, remember her?

The champagne socialist Shadow Foreign Secretary who cringes when she sees the English flag?

She already owns at least three houses, worth nearly £4 million in total.

And yet she wants to stop working people from owning the homes that they've grown up in, raised families in and want to grow old in.

The hypocrisy is quite something.

But you have to remember that Labour are the party of dependence.

They always have been.

They always will be.

So I say to all Conservatives – let's get Britain building.

Let's build the houses that the people of Britain deserve today.

Let's build the homes that our children and grandchildren will need tomorrow.

Let's build on the legacy of Macmillan and Thatcher.

Under our Prime Minister, Theresa May, let's build the houses we need to ensure that Britain is a country that works for everyone.

ENDS

Posted on 3 October, 2016



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## Press release

# Regeneration of stations set to deliver thousands of new properties and jobs

**From:** Department for Communities and Local Government (<https://www.gov.uk/government/organisations/department-for-communities-and-local-government>), Department for Transport (<https://www.gov.uk/government/organisations/department-for-transport>), Homes and Communities Agency (<https://www.gov.uk/government/organisations/homes-and-communities-agency>), The Rt Hon Greg Clark MP (<https://www.gov.uk/government/people/greg-clark>) and The Rt Hon Patrick McLoughlin MP (<https://www.gov.uk/government/people/patrick-mcloughlin>) + others

**First published:** 10 April 2016

**Part of:** Rail network (<https://www.gov.uk/government/policies/rail-network>) and House building (<https://www.gov.uk/government/policies/house-building>)

A massive programme of development of railway stations and surrounding land will deliver thousands of new homes and jobs and significantly boost local growth.



Up to 10,000 homes to be built around rail stations  
Three local authorities come forward with ambitious proposals for first sites  
Regeneration of sites will revitalise town centres

A massive programme of development of railway stations and surrounding land will deliver thousands of new homes and jobs and significantly boost local growth, the Communities Secretary announced today (10 April 2016).

A new agreement between Network Rail and the Homes and Communities Agency will see them working with local councils to trailblaze development opportunities across England's railway stations for housing and businesses.

The ambitious initiative could deliver up to 10,000 new properties on sites around stations in the coming years. Government wants to hear from at least 20 local authorities to take the scheme forward.

York, Taunton and Swindon councils have come forward with proposals to spearhead the new initiative and have identified railway sites that could be pooled to deliver housing and other locally-led regeneration.

Drawing on the example set by the transformation of Birmingham New Street, Manchester Victoria and London Kings Cross, government will bring together high-calibre technical expertise and local knowledge to increase development opportunities that exist throughout the entire rail estate.

Communities Secretary Greg Clark said:

“ We’re determined to fire up communities and back local business so they build much needed housing and create thousands of jobs. Rail stations are a hub of communities, connectivity and commerce and should be making the most of their unique potential to attract investment and opportunities.

With record numbers of people travelling by train, it makes sense to bring people closer to stations and develop sites that have space for thousands of new homes and offices.

This new initiative will bring about a step change in development and ensure we go further and faster in putting these rail sites to good use.”

Transport Secretary Patrick McLoughlin said:

“ We are delivering the biggest programme of rail improvements since the Victorian age and have seen the transformation of stations such as Birmingham New Street, Manchester Victoria and London Kings Cross.

As a one nation government we are determined to ensure further opportunities are grasped to put stations at the heart of wider community regeneration. This will help deliver thousands of new homes and jobs and deliver a substantial return to the taxpayer.

I’m pleased to see that exciting visions for regeneration at Swindon, Taunton and York are being developed, with the potential for hundreds of additional homes and new businesses. I look forward to seeing how Network Rail and the Homes and Communities Agency’s excellent work on these projects develop.”

Local areas are best placed to understand and identify the opportunities that exist within their communities. The Homes and Communities Agency and Network Rail will now work with councils on the opportunities they see and any plans already in place to explore how government can support them to deliver locally-led regeneration and development schemes quickly.

The government has ensured housing and home ownership is a key part of its long-term economic plan and is making available significant investment for new housing including £3 billion for developers to bring forward schemes and £1.2 billion Starter Homes Fund.

The first places to come forward with ambitious proposals to regenerate around stations are:

## **York, North Yorkshire**

Proposals suggest that land at York Central station can support up to 2,500 homes. Housing would be key to creating a sustainable new community and would include Starter Homes and community facilities. Around 100,000m<sup>2</sup> of office and commercial space for private sector firms could also support more than 6,600 jobs in industries such as professional services. Housing and office regeneration around the station could add £1.16billion to the local economy.

## Taunton, Somerset

Regeneration at Taunton station could provide a significant increase in commercial spaces and homes in an underused site on the edge of the town centre. Remodelling of the station layout and car park, supported by the Local Growth Fund would complement this development. This would create a vibrant gateway to the town and strong links to the town centre. This would provide a significant boost to the local economy of one of the South West's key urban centres, and provide significant residential and commercial growth.

## Swindon, Wiltshire

The area around Swindon station could provide opportunities to boost housing in the town by creating homes and commercial opportunities taking advantage of the benefits brought by the Great Western Electrification Programme. Swindon has ambitious plans for the regeneration of its town centre and also the revitalisation of leisure opportunities to the north of the station. The redevelopment of land around the station would help to maximise and enhance these opportunities.

## Further information

The government is committed to increasing housing supply and helping more people achieve their aspiration of home ownership.

Since 2010, 291,000 people have now purchased their home with the help of a government backed scheme including Help to Buy, Right to Buy and shared ownership.

The government has doubled investment for 2018 to 2019 to £8 billion to deliver more than 400,000 affordable homes. This includes:

- £4.1 billion for 135,000 Help to Buy: Shared Ownership homes
- £2.3 billion towards delivering 200,000 new Starter Homes, which will be available at 20% discount to young first-time buyers
- £1.6 billion for 100,000 affordable homes for rent
- £8.6 billion to extend the Help to Buy: Equity Loan scheme to 2021 – supporting 145,000 families into new homes

Government, National Rail, Homes and Communities Agency and London and Continental Railways can support places to deliver locally-led schemes quickly. In order to release land for regeneration Network Rail will need to satisfy the Office of Rail and Road that it will not be required for the railway.

Since 2010, 291,000 people have now purchased their home with the help of a government backed scheme including Help to Buy, Right to Buy and shared ownership.

## Office address and general enquiries

2 Marsham Street  
London  
SW1P 4DF

Contact form <http://forms.communiti...> (<http://forms.communities.gov.uk/>)

General enquiries: please use this number if you are a member of the public 030 3444 0000

## Media enquiries

Email [press.office@communities.gsi.gov.uk](mailto:press.office@communities.gsi.gov.uk)

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