

Hatton

A New Community for South Warwickshire

SOUTH WARWICKSHIRE LOCAL PLAN
ISSUES AND OPTIONS SUBMISSION
DESIGNING FOR SCALE

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Hatton New Community

The optimal solution for future growth

We are pleased to present a plan for an innovative and bold new community on land within the Hatton Estate which exhibits a rare combination of existing sustainable transport infrastructure, which is in perfect proximity to the towns of Warwick and Leamington Spa and which already has a thriving micro-economy and community.

Hatton New Community offers an exciting opportunity for a proper 21st Century strategy of bringing forward new homes of identity, character and beauty, with a level of infrastructure that will both support the community and enhance the potential of the region from day one.

Hatton New Community will be a **highly-sustainable, transport-hub location for growth**, offering significant improvements to the policy of allocating further 'identikit' houses on the relatively unsustainable edges of existing settlements.

Hill Residential are delighted to be working in partnership with the Arkwright Family to present our vision for a new community at Hatton and to deliver an exemplary scheme that will enhance opportunities for the South Warwickshire area and beyond.

Hill Residential's vision is to be the UK housebuilder that is most trusted to create exceptional homes and sustainable communities.

This vision is behind the extraordinary growth that we've seen since Hill was formed, and our proposals for Hatton reflect this. They also reflect what we actually deliver - fantastic homes that also give people what they need to lead rich and fulfilling lives, in a way that is sustainable - both for the planet and for their local area.

The new community at Hatton lies critically within the Warwick/Leamington Spa/A46 growth corridor which with its central location, great university and exceptional transport links is destined to be at the very forefront of the Midlands' drive to reclaim its position as "The Innovation Region", as described by the Midlands Resilience Commission last year.

Development in this location will become a catalyst for economic and social growth that will spread into the wider West Midlands. Provision of a well-connected, exemplary development at Hatton will help to expand the pool of innovators and entrepreneurs that the region needs if it is to protect the livelihoods of its communities for the next century in an increasingly competitive global environment.

The Hatton Estate offers a unique single-owner landholding of 648 acres with geo-spatial relationships with surrounding cities, towns and villages. Moreover, development here can be achieved without adversely affecting the lives of those who live nearby.

Hatton and its locality already has excellent existing transport infrastructure that will offer a realistic and appealing option for residents to move around using

- Hatton Railway Station to Warwick, Leamington Spa, Stratford and Solihull
- Either Hatton Station or Warwick Parkway to London and Birmingham
- Towpaths links to Warwick and Leamington Spa by foot or bike
- Better bus routes for local access

It also has an existing thriving employment hub at the Hatton Technology Park that has proved a successful incubator for local start-ups. Hatton Country World is widely recognised as a leisure destination with a community environment encompassing successful business and enterprise that can be nurtured and incorporated into the new community marketplace. The Hatton Arms, adjacent to the famous Hatton Locks, is a country pub providing an established and excellent culinary offering.

All this combines to indicate that Hatton New Community is the smart location for growth and innovation in the South Warwickshire Local Plan; one that will become a major District asset and desirable destination for sustainable living in the future.

Introduction to Hill & Hatton

The best opportunities for sustainable growth in the area

This planning submission is made on behalf of Hill Residential Ltd (Hill) to the South Warwickshire Local Plan (SWLP) Issues and Options Consultation for land at Hatton in South Warwickshire.

This builds on previous submissions made by the Arkwright Family, who are now working with Hill to promote this site through the local plan process, believing it to be one of the best opportunities for accommodating large-scale sustainable growth in the plan area.

Our submission is a strong fit with the five pillars of tackling climate change, designing for beauty and quality, promoting well-being, improving connectivity and increasing biodiversity.

Through considered design work and scheme development, we have increased the scale of the new community to around 4,500 dwellings which will support a secondary school on site, enhancing its sustainability and making the most of the existing facilities at Hatton Country World which will form the centre of this new place.

We have explored the potential for improved walking and cycling connectivity to the two stations, Hatton and Warwick Parkway, and onward into Warwick and Leamington, utilising the existing canal towpath network which makes this a unique opportunity to enhance facilities for local needs.

Together with the extensive range of employment and activities already taking place at Hatton Country World, Hatton Technology Park and nearby at Hatton Locks, the creation of a new community at Hatton will help to meet local housing requirements in a pattern of growth that is sustainable, beautiful and accessible and which is capable of accelerated delivery due to advanced infrastructure already being in place.



■ View from Hatton Arms to Hatton Site



The strategic location for smart, innovative growth

Hatton fits this bill

Hatton is a strategic location that can accommodate future growth in South Warwickshire next to one of the last under-exploited railway stations on the whole length of the Birmingham to London Line, with an existing rural business community and successful visitor destination that provides a unique platform to create a vibrant new community.

The location of Hatton is consistent with the Government's approach to development around transport hubs, including the potential of stations on lines serving major conurbations, in this case the strategic Birmingham-Leamington / Chiltern Line to London Marylebone as well as the Stratford Line.

The existence of a successful visitor attraction with extensive facilities that can form a ready-made centre, all in single ownership and under the stewardship of a family that lives in and is heavily invested in the area, gives it extra credibility and genuine commitment to achieving a true legacy development.

The site was promoted through the previous Local Plan, although at a time when the spatial strategy was focussed on urban extensions. It was then put forward informally to the Government's Garden Communities Programme, recognising that it was running ahead of the Local Plan review. The current Issues and Options Consultation Stage of the South Warwickshire Local Plan (SWLP) means that the timing for promoting Hatton New Community is now apposite.

From the climate emergency to Brexit, with the backdrop of the Covid-19 pandemic, 2023 presents a new set of challenges but also many opportunities for South Warwickshire. Coventry has been a recent UK City of Culture (2021) and the Commonwealth Games was held in Birmingham in 2022. A new industrial revolution is underway with the transition to electric vehicles meaning radical change at JLR with its research bases in Coventry and Gaydon, the development of the Battery Industrialisation Centre and prospects of a Gigafactory on the Coventry Airport site.

The digital transformation has also been supercharged with a high proportion of people now having migrated to working from home requiring the necessary infrastructure to sustain superior bandwidth and IT support.

Enormous strides are being made in the technology enabling that to happen, and in a wide range of electech sectors that the Midlands can exploit. Leamington is home to 10% of the UK's computer game developers and is growing its reputation as 'Silicon Spa'.

Strategic economic plans from the Midlands Engine to the Coventry and Warwickshire LEP recognise the strong road, rail and broadband connectivity the area has to offer, with a particular focus on the A46 corridor. There are two strong universities on the doorstep with relevant research specialisms which support the existing strengths of the sub-region in advanced manufacturing, engineering and digital sectors.

At the same time, Warwick continues to suffer from poor housing affordability with a ratio of house price to earnings of 10.7*, placing it in an area of very high demand as defined by the Letwin Review. Its affordability ratio has worsened by 42.6% since 2013, with recent delivery of 27.1%** affordable housing against a 40% policy requirement. This reflects the economic performance of the area, which has been significantly better than the UK average, yielding over 10 years a 19% increase in jobs, a 40% reduction in unemployment and a 13% increase in Gross Value Added (GVA).

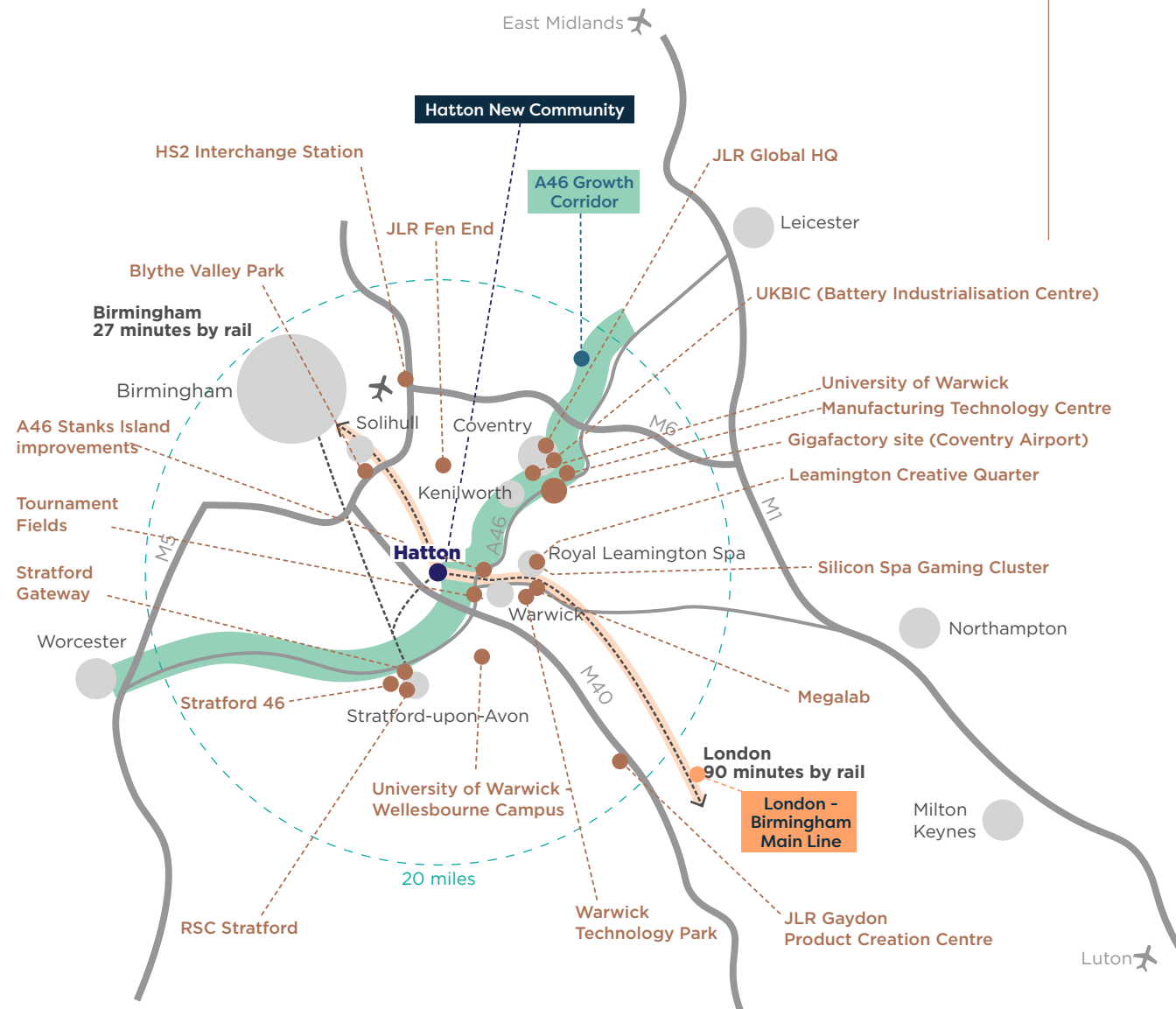
These factors combine to support the provision of more housing choice in locally and sub-regionally accessible locations, particularly where high capacity broadband is on offer to support home working and the creation of small and medium sized enterprises.

Hatton fits this bill.

Sources for info:

*Housing affordability in England and Wales: 2021, Office for National Statistics

**Authority Monitoring Report 2020/2021, Warwick District Council



Hatton at the hub of Midlands innovation and the A46 growth corridor

A place prepared for growth

A visit to Hatton is the best way to experience the opportunity offered by this unique entrepreneurial landscape.

The Arkwright family has turned the 262-hectare Estate into a thriving success. With circa 15 tenants across 17,000 sqft of floorspace, Hatton Technology Park is the southerly anchor on the site and provides further scope for employment expansion into additional outbuildings, barns and adjoining land, all of which will benefit from high-speed internet.

Sustainable rail, retail, leisure, technology, education and employment are usually the last uses to arrive for new communities. **Not at Hatton, where these come first.**

Hatton Shopping Village and Hatton Adventure World (together Hatton Country World), Hatton Station, Hatton Locks and its Tea Rooms and the Hatton Arms (part of the Hatton Estate) add to the sustainable and active mix of businesses already operating on or around the site.

All these uses sit within a landscape of clearly defensible boundaries, shielded by the rail and canal corridor, and the M40, creating a natural canvas into which a new community can be seamlessly and sensitively integrated, judiciously maximising the value of local rail infrastructure and existing facilities, for the many.

The Hatton Estate is an attractive Warwickshire landscape, the topography of which means that most areas are not visible in a wider context. It is capable of absorbing significant growth without impacting on neighbouring settlements.

Existing facilities on the site provide a ready-framework into which new homes can be sustainably inserted, allowing the new community to develop and mature at a faster rate than new-build elsewhere.

Hatton estate's unique historical evolution





The case for a new settlement

The SWLP Scoping Consultation 2021 indicated that the two Districts may need to find land for as many as 35,000 new homes, based on the standard method and a plan period from 2021 to 2050. The SWLP Issues and Options Consultation is supported by the Coventry and Warwickshire Housing and Economic Development Needs Assessment (HEDNA) (November 2022). The HEDNA is not based on the standard method (which uses 2014-based projections), and instead uses the initial outputs from the 2021 census, this approach would result in the two districts needing to find land for more than 48,000 homes over the same period (2021-2050).

The priority will always be to make best use of urban land within existing settlements but there is recognition of the likely need for urban extensions and potentially new settlements, which could offer a more sustainable, beautiful and logical solution.

Key features



Highly

sustainable

with established leisure facilities and employment



Strategic scale and

single ownership



Up to

4,500+

homes to support a secondary school



Accessible to

two stations



Opportunity to create

pedestrian and cycle

links to Warwick and Leamington

The Preferred Options Consultation identifies five growth options, including Option 1 'Rail Corridors'. This option was the most popular from the scoping consultation exercise in 2021; it could achieve the greatest modal shift away from car use and provide a stimulus for investment and improvement of train services. Hatton meets this criteria by providing access to not just one, but two mainline stations by foot/cycle.

The reality is that the plan will contain a mix of growth options to deliver the most sustainable forms of development across the two Districts.

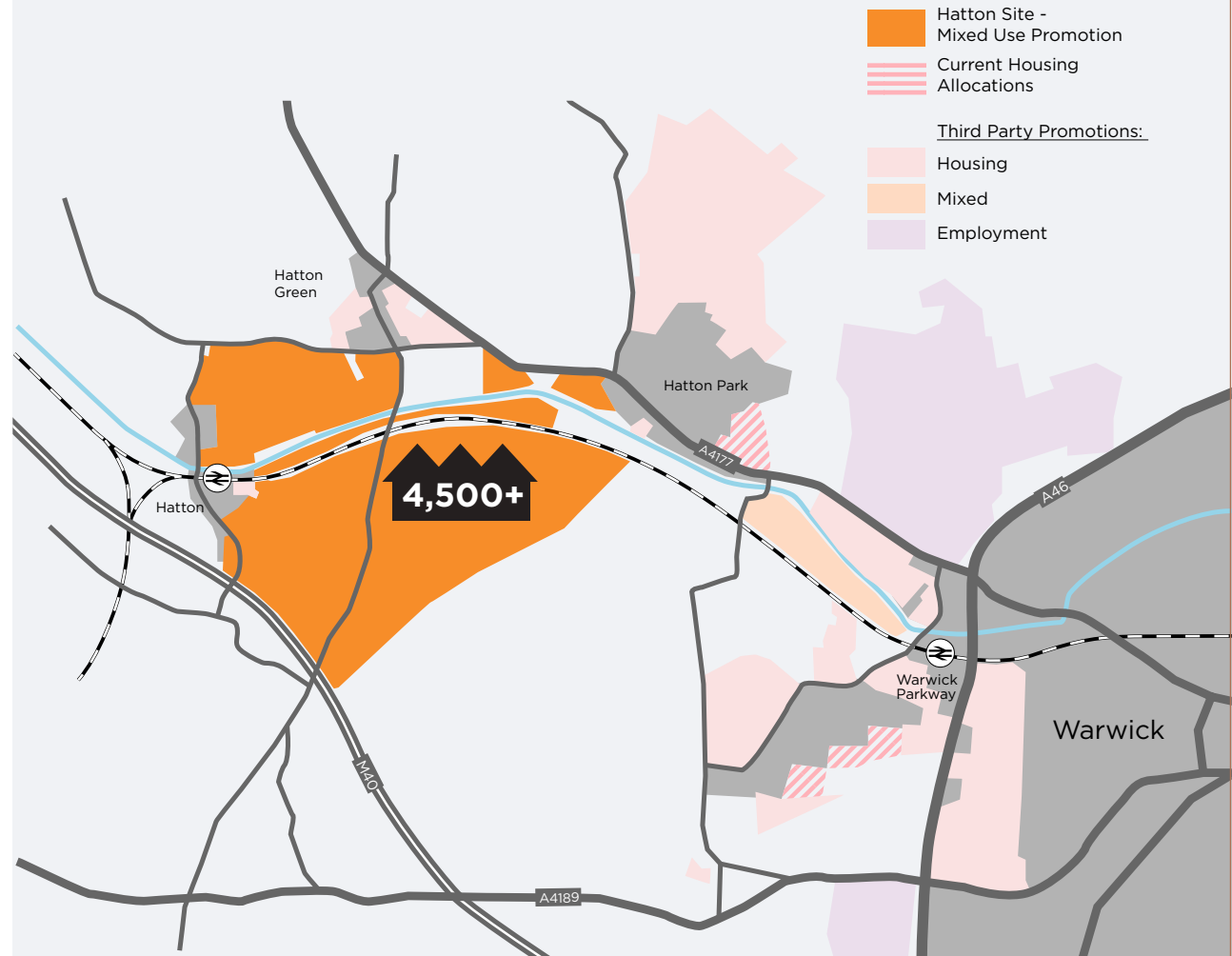
We believe that there is a strong case for a new settlement along the rail corridor through Warwick District, with the volume of evidence suggesting that the preferable location is at Hatton.

In formulating the five growth options, consideration has been given to various locations across South Warwickshire, including 32 'main settlements' as well as 22 smaller settlements. In addition, consideration has also been given to 7 potential broad locations for large scale new settlements.

We have reviewed all Call for Sites submissions and identified Hatton as the largest site within a single and deliverable land ownership that is being promoted along the rail corridors.

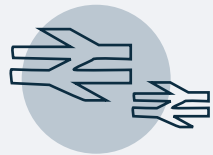
We have also looked at the sites being promoted between Hatton and Warwick to consider the more local site context (see plan opposite). These would benefit from growth at Hatton to render them more sustainable, as part of a clustered approach.

Taken as a whole, these factors all indicate, conclusively, that a new settlement at Hatton is the smart choice for Warwick District and SWLP.



Local site context and other promoted sites

Additional features



Hatton is the largest new settlement proposal in a rail corridor location (see plan to right) and compares favourably to other options along the Stratford and Birmingham lines.



The site offers an advantageous alternative / addition to further SUEs in Warwick District, in context of the likely scale of need.



Scale of land ownership at Hatton creates an opportunity for a phased new community of 4,500 dwellings supporting a secondary and primary schools.



The existing Hatton Country World, Hatton Shopping Village and Technology Park provide a wide range of facilities enabling the formation of a new local centre and community from day one.



There is potential to significantly enhance canal side recreation and pedestrian/cycle routes along the corridor into Warwick and Leamington.



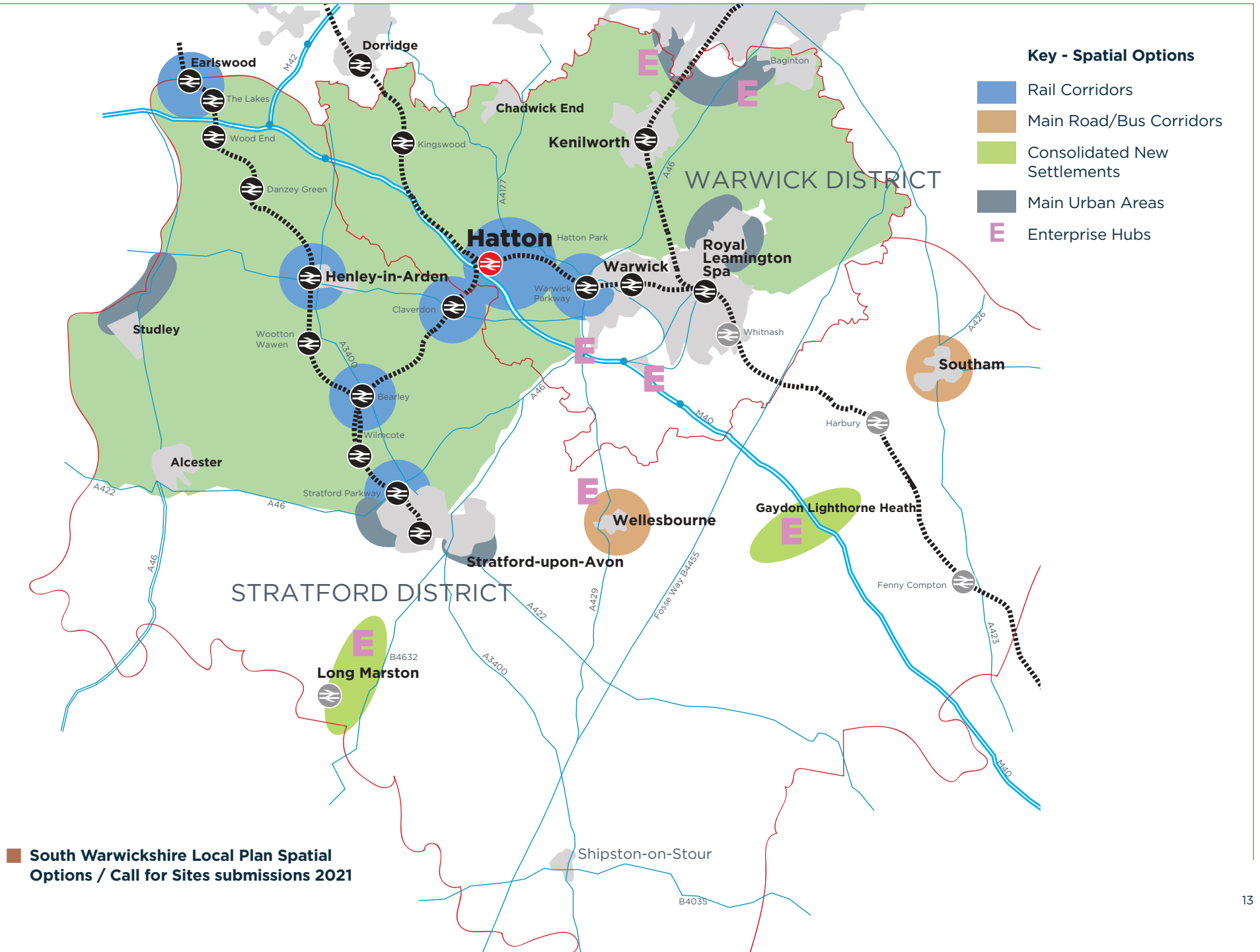
Biodiversity net gain and Green Belt mitigation can be achieved through compensatory improvements to environmental quality and accessibility.



Local site context shows Hatton as suitably connected in relation to adjoining settlements and existing allocations.



This is an opportunity to create a place that connects individual parts of Hatton whilst maintaining separation from Warwick, with the M40 providing a strong southern boundary to Stratford District.



The unique history of growth and evolution

HATTON
TECHNOLOGY PARK



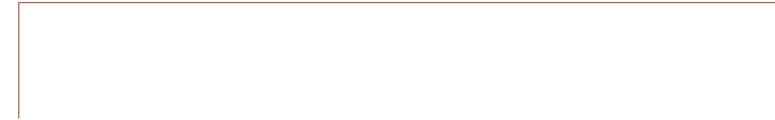
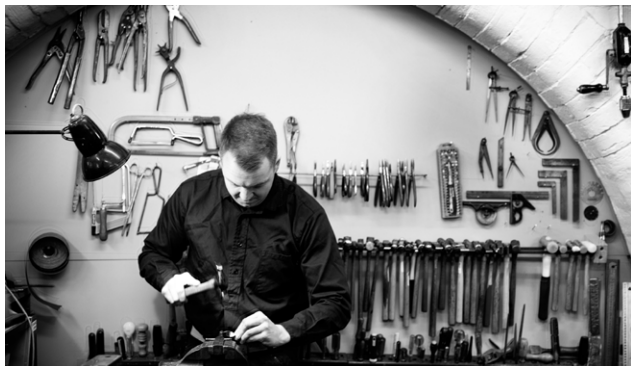
New settlement criteria

The Issues and Options Consultation (at page 48) states that for a new settlement to be considered:

“it is imperative to establish the minimum number of homes necessary to deliver and sustain new infrastructure and ensure a viable development, from both a financial and community perspective. Discussions with infrastructure and service providers are ongoing but initial feedback has provided the following thresholds for three key facilities as set out in Table 3. Other facilities and services would be provided onsite. These figures are minimum figures, and the likeliness is that there will need to be a greater number of homes to ensure that new settlements are viable and can sustain new infrastructure.”

SWLP Table 3 - Infrastructure Thresholds

Primary School	1,000 - 2,000 homes
Secondary School	4,000 - 5,000 homes
Railway Station	6,000 homes



Our initial work on educational demand suggests that 4,500 homes would generate demand for around 900 secondary places, warranting a 6 form entry secondary school.

This scale of settlement would also generate 1,300 places at primary level, warranting three 2-form entry or two 3-form entry schools.

There would be potential for an all-through school and we have started to explore with officers different ways of delivering educational provision given the innovative approaches taken locally in both south Leamington and Kenilworth.

It is important to recognise the unique circumstances that the historic growth and evolution of the Hatton Estate has with regard to its special ability to form the location for a new settlement.

Compared to other SWLP submissions, land being promoted by Hill already contains many of the key ingredients necessary for a new settlement, and even features some items that would be more typically expected in a settlement of larger scale - such as access to two train stations.

Furthermore, in new settlements starting from scratch, the funding phasing and delivery of community infrastructure lags significantly behind housing delivery, leading to criticism of dormitory estates and soulless places.

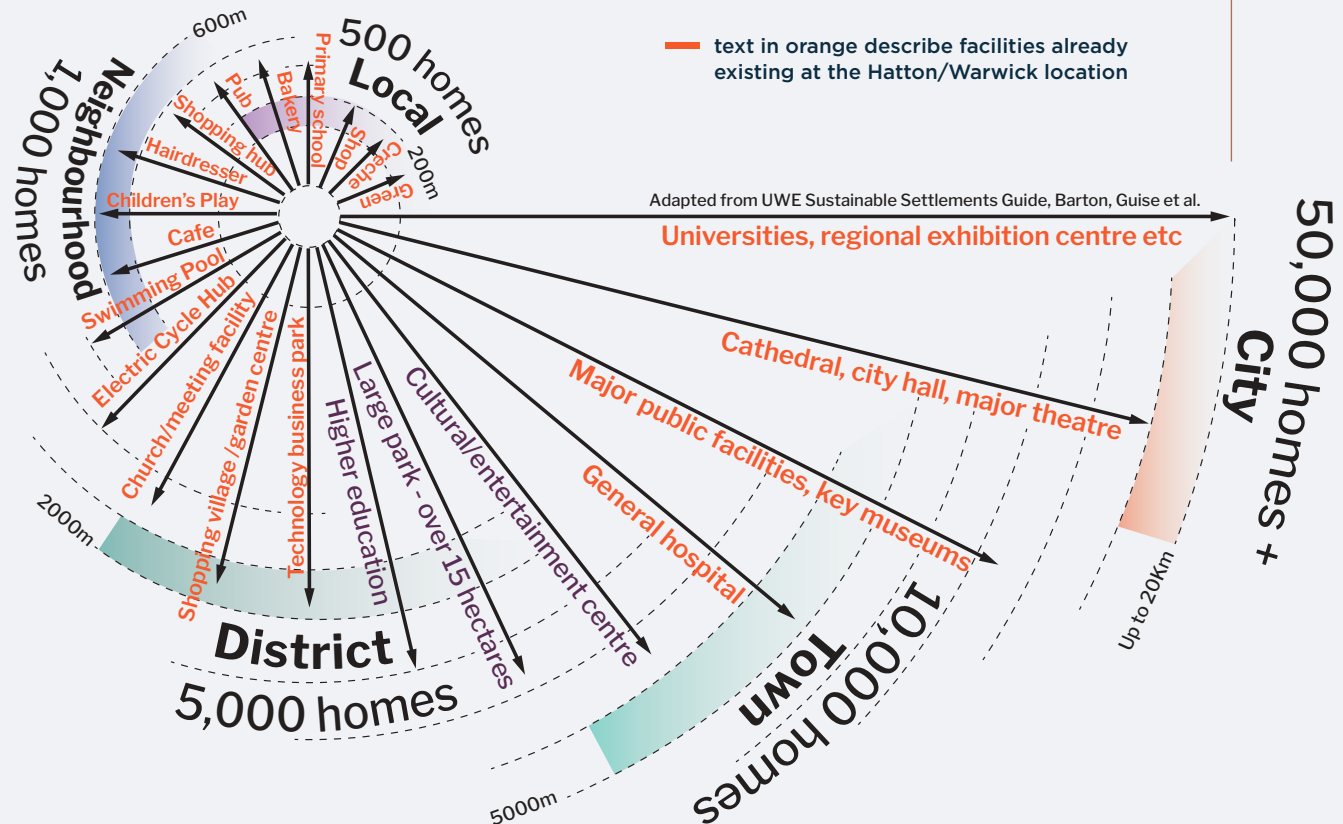
The village pub, swimming pool, children's nursery and soft play, along with the psychological draw of an established visitor destination, ensure that Hatton, along with critical railway infrastructure and landscape assets, is pre-disposed to the creation of a sustainable place, and one (with the benefit of a new secondary school), that can make a valuable contribution towards the provision of facilities of benefit to neighbouring villages.

The Hatton Estate benefits from excellent connectivity along the tow path (foot/cycle) and Birmingham Road (bus/cycle).

Development in this location will be well-contained within the landscape and once allocated, will not contribute towards coalescence with Warwick.

The emerging masterplan ensures that existing settlements at Hatton Green and Hatton Station will retain their character and individuality, whilst benefitting from enhanced facilities on the doorstep.

Existing facilities on the site provide a ready-framework into which new homes can be sustainably inserted, allowing the new settlement to develop and mature at a faster rate than new-build elsewhere.



■ **From neighbourhood to city: the basic ingredients of social life**
 Source: *Cities for a small country*, Richard Rogers and Anna Power

What Hatton will deliver

Hill is committed to ensuring deliverability and bringing forward development at Hatton that meets or exceeds the sustainability requirements the Local Plan is seeking to achieve.

We believe that Hatton offers a unique and exciting development promotion and this submission sets out what makes Hatton different.

We are able to achieve growth at **scale**, at a level greater than most sites in the district and with the potential to deliver benefits to adjacent promotions in locations such as Hatton Park and Hatton Green through our on-site commitments to delivering a secondary school, employment and access to existing infrastructure and facilities, should these sites also come forward.

Hatton will create **added value** to Warwick and Leamington by facilitating potential improvements to the local cycle network, affording more people access to the countryside and improving links to Hatton and Warwick Parkway Stations.

The unique location within easy reach of two railway stations, the Grand Union Canal and Hatton Country World will afford a new standard in the **quality of living**, where clean air, open space and good schools will sit alongside modern conveniences and attractive and flexible new homes.



A single ownership of
648
acres



Growth potential for up to
4,500+
homes



Existing & new employment up to
3,000+
jobs



New facilities for
education
2 new primary schools,
secondary school and nursery

Movement and connectivity

- Internalisation and localisation of trips and carbon reduction
- Active Travel as the primary movement network which will be achieved through sustainable (and public) transport improvements including secure cycle storage at stations, access to the cycle network, real-time-travel information, increased bus movement, wayfinding and the provision of enhanced local facilities

Leveraging existing assets

Giving community development a head start with existing facilities at Hatton Shopping Village + Country World :

- 17 independent shops
- Ambition for a farm shop
- Garden centre
- Nursery for 100 children
- Swimming pool & soft play centre
- Escape Rooms
- Extensive grounds with farm animals & activities

Technology Park

- Over 17,000 sqft of existing floorspace
- 15 existing tenants and approximately 250 staff working in IT solutions to Automotive PR
- Potential increase in scale by over 1ha/ 30,000 sqft
- Focus on automotive, design and wellness

Hatton Locks & Hatton Arms

- Major leisure attraction
- Opportunity to improve experience
- Excellent pub and restaurant to meet and catch-up

Education

- Establishing internalisation behaviours early
- Phasing primary provision as need arises
- Secondary on site 6FE (initially 4FE)
- Potential for through school

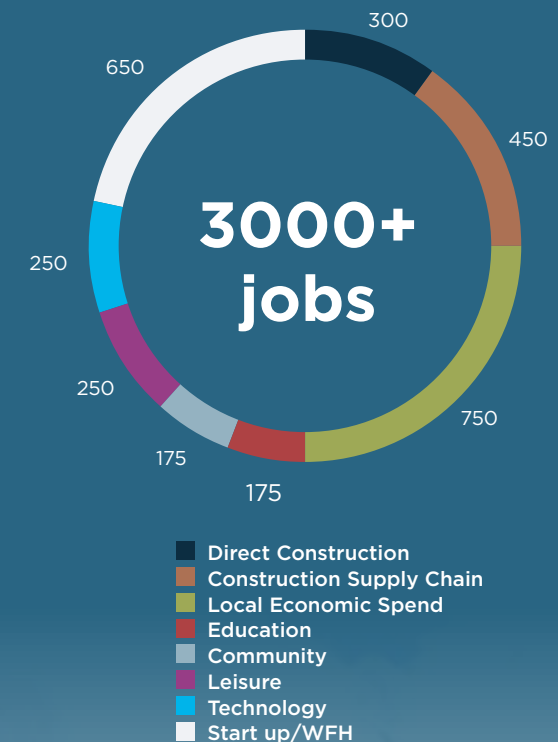
Environmental enhancement and landscape management

- Habitat preservation/creation - Woodlands and wet grassland
- Encouraging ecological diversity, green corridors and connectivity
- Long term stewardship model, management and funding strategy
- 10% Biodiversity Net Gain

Hill & Arkwright partnership

- Land, expertise and capacity to deliver at new community scale
- Focus on early community creation, health and well-being
- Committed to net zero carbon and biodiversity net gain
- Legacy delivery and appropriate long-term stewardship model

Potential Employment at Hatton by sector



Making a place at Hatton

Scaled to deliver supporting infrastructure

The five pillars of the SWLP present a strong foundation for the creation of sustainable, quality and healthy places in South Warwickshire.

As set out in the Government's Building Better, Building Beautiful Commission, these need to be located in the right places to ensure that they will be successful and lasting for the long term.

Hatton as a location, contains all the necessary ingredients for the creation of an exemplary new settlement.

Our masterplan has been created to recognise the best assets the local landscape has to offer, the fantastic linear features of the canal and green streets, and takes a respectful approach to the existing settlements at Hatton Green and Hatton Station which will be set to benefit from improved access to landscape and facilities provided by the development whilst retaining their individuality and character.

We have developed an approach around the creation of key clusters that correspond to the existing uses on the site, linking these together via a network of streets and spaces and working carefully with existing trees and hedgerows, topography and views, and ensure that the new settlement feels at home in the landscape.

To the existing clusters at HCW and the Technology Park, will be added a new community and education cluster, focused on a secondary school and providing a range of education, recreation and sporting facilities.

As set out in the section on beauty and character below, we have made reference to local typologies of built form and place, and consider that the new settlement at Hatton will feel a natural part of the Warwickshire landscape.

An individual, quality place and not a pastiche.

Education & community hub

- 6FE Secondary School
- (up to) 3FE Primary School
- Sports Pitches
- Adult Education
- Community Facilities

1



Technology & employment hub

- Shared Workspace & Café
- Fibre Meet-me Room
- Community IT Support
- Incubator Development Services
- Live-work Opportunities

2



Established retail & leisure hub

- Community Retail
- Nursery
- Swimming Pool
- Rural Activities
- Recreation and Play
- Cycle Hub

3



Creating Country life

- Rural streets and lanes
- Links to Shakespeare's Way
- Strategic 'gift' of the linear park
- Continued functioning of HCW
- Self-grow, self-determine and steward

4





Illustrative Masterplan

- Mixed use/community
- Employment
- Medium density residential
- Schools
- Higher density residential
- Low density residential



Fit with the Local Plan

The emerging Local Plan's vision is guided by five overarching principles, themselves supported by twelve sustainability themes and 36 commitments.

Hatton will deliver on all five of the overarching principles through a combination of the site's promotion by leading home builder Hill, the legacy approach to community and land management by the Arkwright Family who have owned and operated Hatton Country World since its inception, and the location of the site, within easy reach of two railway stations, providing local and strategic connectivity.

Hill is committed to Hatton becoming a beautiful, as well as a healthy place, providing opportunities for work locally, doorstep green, education, recreation and access to nature.

This will be achieved sensitively with respect to existing communities and the environment, maximising land efficiency, sustainability and in a manner that is low or zero carbon.

The five pillars

of the vision of the South Warwickshire Local Plan



Climate resilient and net zero

Adapting to the effects of climate change and mitigating against its causes, while avoiding any further damage that might arise from development



Healthy, safe and inclusive

Enabling everyone to enjoy safe and healthy lifestyles with a good quality of life



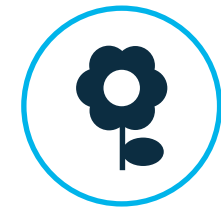
Well-connected

Ensuring that development is physically and digitally connected, provided in accessible locations and promotes active travel



Well-designed and beautiful

Creating spaces where people want to be, which respect and reflect the existing beauty and heritage of the area



Biodiverse and environmentally resilient

Strengthening green and blue infrastructure and achieving a net increase in biodiversity across South Warwickshire



A climate resilient Hatton which will achieve net zero

Adapting to the effects of climate change and mitigating against its causes, while avoiding any further damage that might arise from development



We have included a draft sustainability strategy overleaf, that contains measures that we consider could be delivered at Hatton to ensure it comes forward as a zero-carbon community with exceptional levels of environmental sustainability.

Hill is leading the house building industry with the adoption of low and zero carbon building models and the scale of growth at Hatton will afford us the flexibility to improve on our own very high standards.

The 2025 Future Home Standard (FHS) will require every new home in England to produce 75% to 80% less carbon emissions (it 'will also be a 'zero carbon ready' standard, switching off fossil fuels and becoming zero carbon as the grid decarbonises) than those currently being built.

A steppingstone to that target came into place, with homes built from June 2022 required to deliver 31% less carbon emissions than necessary under previous regulations. In advance of these policy and regulatory changes, Hill Residential, along with partners in 2020 adopted and trialled a range of certified Passivhaus and Active Homes project research and development schemes. Each example is achieving the 75% to 80% reductions, in low through to high density homes and apartments.

During 2022, we developed solar form design guides and Passivhaus Playbooks. In 2023 we will further develop this knowledge into Residential Pattern Books to enable us to create the appropriate low carbon pathways, to achieve 2025-2030 transition strategies.

Currently, all our homes are designed to optimise water usage of 105 litres per person per day (lpppd) and we have also delivered homes in Cambridge that achieve 100lpppd.

In parallel we are developing a better understanding of whole life carbon and circular economy strategies which will inform the homes we build at Hatton.

We are future-proofing new schemes and homes through climate change, adaptation, and resilience strategies. This includes public realm sustainable urban drainage systems (SuDs), subterranean engineered solutions and green (brown) roofs to mitigate surface water flooding risks - in response to the predicted transitional and physical climate change risks.

We are also committed to deploying varying forms of Modern Methods of Construction (MMC) as we progress towards the introduction of the FHS from 2025 and our voluntary net zero pathway commitments as set out in our 2030 Roadmap.

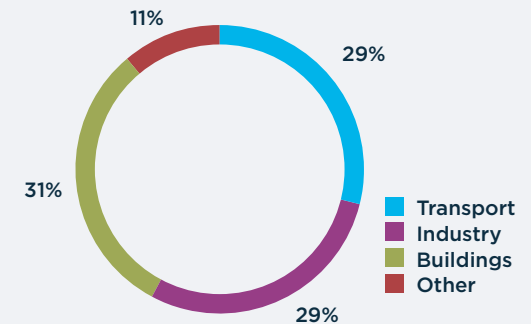
A path to net zero

The UK's target of reducing carbon emissions to net zero by 2050 means new developments are key opportunities to demonstrate the holistic and innovative approach required to achieve a net-zero development.

The development will endeavour to meet the actions set out by Warwick District Council following the Council's pledge to become carbon-neutral by 2030. To achieve this, all aspects of creating a new community will need to be considered, but there are three key areas in which development can make the most impact: buildings, transportation and construction. Collectively, these represent the three largest producers of carbon within the UK economy.

Energy Demand

New developments can make significant contributions towards achieving net zero through building design & construction & travel initiatives associated with new communities.



Source: BP, Equinor, IEA, Barclays Research. Data shown for 2019



A path to net zero

A whole-place life cycle approach to carbon reduction (including net zero operational carbon) will be adopted at Hatton, pursuing net zero for embodied carbon and a reduction in energy demand such that the needs of the development can be generated on-site.

Internalisation of trips, localisation of facilities and the provision of employment infrastructure on site will all contribute to this whole-place approach to achieving a sustainable community at Hatton.

The role landscape and green and blue infrastructure can significantly add to the success of this ambition through planting for heat reduction, trees for carbon sequestration and re-use of water on-site.

It is intended that the approach to net zero will evolve with the promotion of Hatton through the emerging SWLP policies and discussions with key stakeholders and the district councils.

Whole-place sustainability

Route to Net Zero:

Reduce embodied carbon heading towards whole life carbon from 2030



Reduce energy demand



Maximise renewable energy



Offset any residual emissions

= Net Zero

Key Deliverables:

Homes

- Low Energy Demand
- Energy Production
- Energy Storage
- Encouraging lifestyle change

Transport

- Reduce Travel Need
- Walking & Cycling Infrastructure
- Integrated Transport Connections
- Zero-Emission Vehicles and charging infrastructure

Construction

- Materials Charter
- Reduce Delivery Miles
- Local Labour
- Off-site Construction

Landscape

- Carbon Capture
- Water Re-use
- Heat Reduction
- Food Production
- Doorstep facilities - stay local

Proposed sustainability strategy

A. Environmental Sustainability

The environmental sustainability strategy at Hatton could comprise of the following measures (inter alia):

Natural environment



A1. Protection of existing landscape features, habitat protection and enhancement implemented through a Green Infrastructure Strategy.



A2. Creation of a 'Canal Park' including new 'productive landscape', green corridors and biodiverse habitats



A3. Provision of safe open space amenities accessible to the public such as sports, recreation and play areas.



A4. Minimising light and air pollution that can cause harm to the natural environment through a considered lighting strategy and air quality management.

Movement and Transport



A5. Creating walkable neighbourhoods with good cycling and pedestrian routes. Electric bikes and scooters could also provide sustainable modes of transport and can already be rented at HCW.



A6. Supporting effective and efficient public transport (bus and rail) and encouraging emerging alternative shared transport opportunities.



A7. All homes and facilities will be located within easy walking distance of a bus stop. Doorstep green/play facilities will be located within easy walking distance of any home.



A8. Every home will be enabled with a car charging point and all properties will be provided with easy access to communal car charging points.



A9. Improvements to wider transport network will be considered with required highways improvements at key junctions on the network.



A10. Shared parking such as car clubs and travel plans for non-residential buildings, overall ensuring everyday needs are met by easy access to public transport or shared use facilities and use of footpaths and cycle routes

Energy use within buildings



A11. Ensuring energy efficiency of new buildings through improvements to fabric insulation and air tightness as per the latest Building Regulations and evolving Future Homes standards.



A12. Masterplan and detailed design of the scheme to optimise good daylighting and natural ventilation in homes; the need for cooling buildings will be designed out and incorporated into the early stages of design.



A13. Low energy lighting and energy efficient appliances will be specified for all building types, public realm and communal spaces.

Renewable Energy



A14. We will explore a holistic model such that renewable energy for electricity and heating could be generated from on-site measures.



A15. In addition, solar hot water (SHW) panels and photovoltaics (PVs) could be integrated in the design of all new homes to contribute towards the overall energy demand.



A16. Overall the energy can be made available to the new community through a green energy supplier.



A17. All non-residential buildings will be designed to exceed excellent rating standards in alignment with BREEAM (Building Research Establishment Environmental Assessment Method).

Waste recycling



A18. On a site wide scale, a waste recycling strategy will also be considered as part of the masterplan design.



A19. Domestic measures such as recycling facilities for all households, storage of recyclable waste from commercial premises and compost bins for household gardens and community allotments will be provided.

The five pillars



Water efficiency and utilities



A20. The proposals at Hatton will be supported through a well considered drainage strategy that utilises surface run-off from green areas and recycled to provide non-potable water supply to existing residents. Grey water recycling can provide means for a non-potable water supply. Sewage treatment strategy will also need to be considered.



A21. Water Harvesting will also form a critical part of the water and drainage cycle. Opportunities on a site wide scale will include multi-functional sustainable drainage systems, rainwater harvesting and use of permeable paving; this will be used for maintenance of landscaped areas and public realm. Use of low water consumption modes such as low flow fittings and aerator shower heads in residential buildings along with intelligent water control systems in non-residential buildings will provide means for water harvesting and recycling.

Construction choices and materials



A22. Choice of materials will form an essential part of the strategy to responsibly use natural resources. Housebuilders will be required to consider use of local materials and suppliers as much as possible, materials with low environmental impact, use of reclaimed materials and those that are durable. Efforts will be made to maximise the use of lime based products and other carbon capturing materials.



A23. During construction, a good waste management strategy will aim to reduce the waste that construction materials generate, re-use waste materials where practical, recycle materials which can be re-used and dispose any remaining waste in a responsible manner.



A24. Through a robust Environmental and Construction Management Plan and Considerate Construction Scheme, off-site construction methods will be maximised where practical in order to reduce waste of construction materials, ensure improved quality and less impact to the natural environment. However this will be balanced alongside the carbon footprint related to transportation and effect on local skilled labour. We want to ensure that all constructions have to be validated through a carbon calculator to achieve the net zero carbon ambition of the development.

B. Social Sustainability

The social sustainability strategy could include:

Inclusive Community



B1. Development at Hatton will provide the necessary catalyst to enable the existing facilities at Hatton Country World to be better accessed and shared by many. The quantum of growth will allow improvements to the access network, and the critical delivery element of a new secondary and primary school of major benefit to the surrounding communities.



B2. A wide mix of new homes will be provided from discounted first-time-buyer market houses, subsidised second time buyers with growing families, family housing with generous gardens, special needs housing and downsizer homes. All new homes will be built to Nationally Described Space Standards (NDSS) and Building Regulations Category M4 (2) standards to ensure they are built for life and adaptable.

Affordable Housing



B3. Policy compliant affordable new homes will be provided and available to the local community and this will include rented and shared ownership homes. Appropriate integration of affordable housing within the masterplan will also be central to ensuring that the masterplan can cater to a broad spectrum of socio-economic backgrounds. We will seek to ensure all affordable homes will be built to Lifetime Homes Standard.



B4. Provision of truly affordable housing through a Self-build programme could also form a key element of the overall provision.



B5. Provision of live/work units located close to transport and network routes (e.g. Hatton Station) can provide mixed use housing typologies, where part of the building is work-space and part residential. This could be necessary with lifestyle changes following the recent pandemic. This will support agile lifestyle through reducing the need to travel, allowing more time to be spent with family, a work life balance and greater participation in community life.



B6. Provision of extra care living will ensure positive integration of the ageing population to try to better combat loneliness into the existing and new communities.

Education Provision



B7. The development will provide serviced sites for the provision of 2 primary schools and a new secondary school. This will ensure the development supports local education provision. Schools will be well connected to public transport facilities and local community and delivered as part of upfront phasing where supported by catchment and capacity.

Community Facilities



B9. The development will provide and support local facilities for the villages of Hatton Station, Hatton Green and Hatton Park, as well as the new community itself. Facilities of integrated health, well-being and fitness hubs could be provided alongside those already at HCW, providing access to healthcare at the doorstep. This will also ensure that the new community contributes to the existing community's needs.

Information technology



B10. To support a flexible lifestyle, all new homes and facilities on the development will be supplied with "full fibre/ Fibre to the Premises" (FTTP) broadband ISP or 5G network, based on availability. Wireless hotspots will also be considered in key locations as are already provided at Hatton Technology Park.

Health and well-being



B11. Physical, mental and spiritual health and well being of all will be at the heart of the social sustainability platform for Hatton.

To enable this to happen, access to green space and healthy recreation will form the main theme of the masterplan. Canal Park, central green streets, sports provision, play areas, streets and spaces will be designed to encourage social interaction. Alongside the above, doorstep green and pocket parks along with footpaths, cycle routes and health trails for all ages will foster a sense of communal health and well being and will bring residents together with the existing community along with providing biodiversity net gain.

Hatton Country World



B12. The existing Hatton Country World could include opportunities for community farming/ allotments in addition to an organic Farm Shop. HCW is located where one of the two new primary schools are proposed, the existing swimming pool and at the intersection of green corridors; this will represent the environmental, social and economic hub of Hatton.

C. Economic Sustainability

The economic sustainability strategy will encompass the measures below:

Diversify and strengthening the local economy



C1. To develop a truly sustainable community, job creation within the development and integration with the wider area is essential. Hatton will be a mixed use development.

We will work with the local community to understand the local needs and develop a flexible plan that will generate significant numbers of local jobs and apprenticeship opportunities through the lifespan of the construction of the development and further beyond.

Sustainable food provision



C2. Existing PYO activity at HCW could be expanded to provide opportunities for community allotments, community farming and an organic Farm Shop sourcing food from nearby locations which would generate a model of sustainable food provision.

Creating and sustaining value



C3. Lastly to enable Hatton as a new community to become a success, consideration will be given to the value of the development, both for those developing it and mainly for those who will occupy it.

Hatton could provide an opportunity to create an inspiring 21st century net zero carbon model community held up as best practice in Warwickshire and beyond.

Hill wishes to work with WDC to make this an exemplary award winning scheme for South Warwickshire and one that we can be proud of.

To enable this to happen, collaboration will be crucial from conception through delivery to promoting a greener lifestyle for those who live in and around Hatton. Over time this will lead to a long term market value uplift for the community and the wider area as a whole.



A healthy, safe and inclusive Hatton

Enabling everyone to enjoy safe and healthy lifestyles with a good quality of life

The masterplan for Hatton is being developed to create a place that will offer an enhanced quality of life for people and nature.

100% of our projects apply the Building Healthy Life (BHL) standard, ensuring that these embody the principles set out in the NHS Health New Town design series and result in places that are healthier to live-in, raise children and enjoy life.

Furthermore, we are committed to making the place-creation process an inclusive experience. Our partnership with Women in Construction (WiC) has been expanded beyond Cambridge to East Anglia, London, and Bristol.

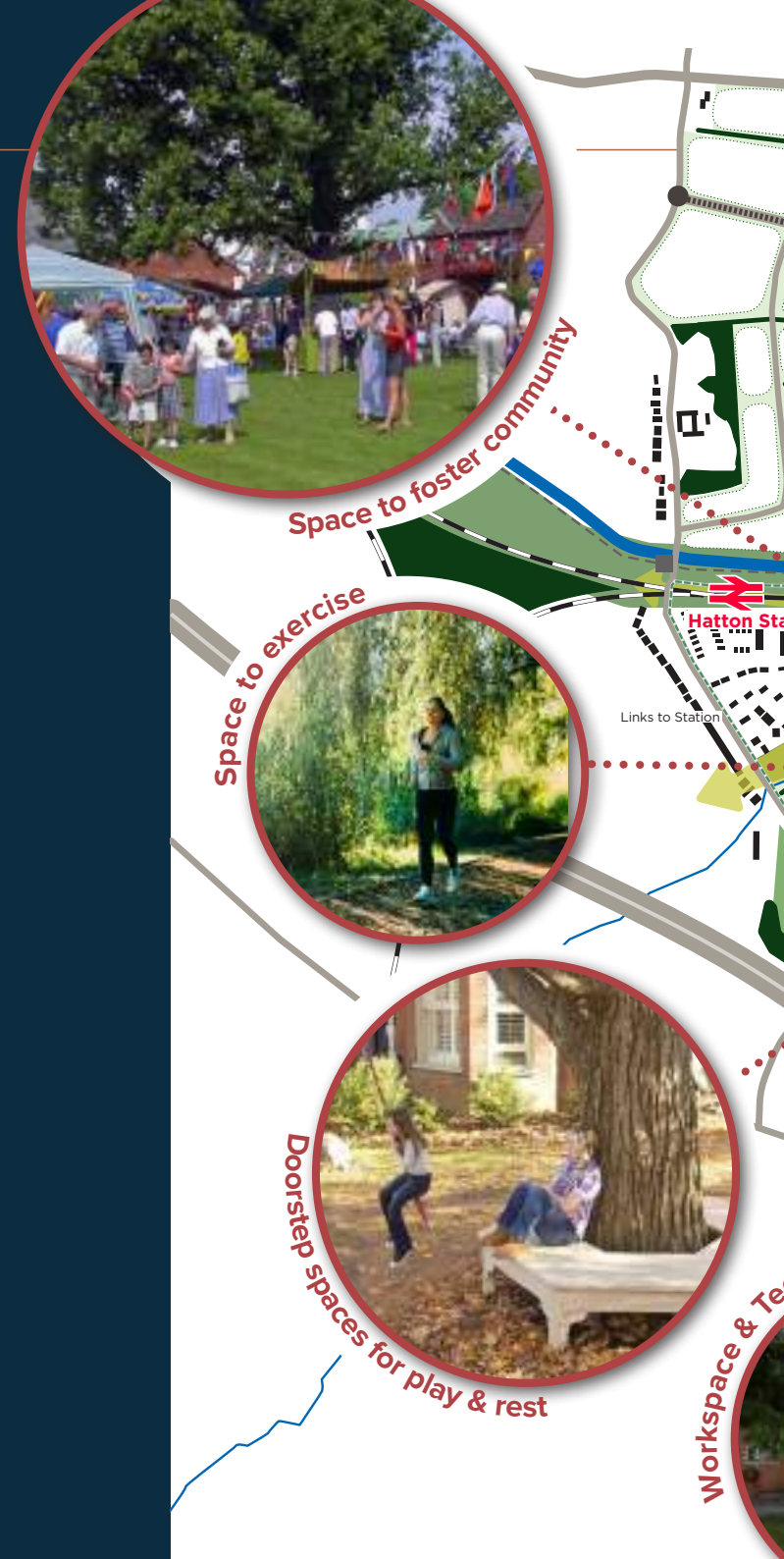
In 2022 we set up the Hill Academy which has been designed to open routes into the business for those who may not have the means or wish to achieve a degree qualification.

This encourages career changers; the long-term unemployed or ex-offenders and provides them with a platform to help creating communities.

In response to the homelessness crisis, in 2019, Hill made a Foundation200 pledge to gift £15m towards the donation of 200 Solohaus (modular homes) to people in need.

Since 2020, 52 homes have been installed free of charge in a range of locations in England. To date, 134 of the 200 homes have been allocated. During 2023, in collaboration with local authorities and charities, Solohaus homes are committed (subject to planning) in the City of Bristol, London boroughs, the Midlands and additional sites across the South of England.

We anticipate that we will be able to bring these initiatives to bear on the development of a new community at Hatton, ensuring that in addition to a range of house types, we will contribute a wide spectrum of housing tenures to the delivery of new homes for the citizens of South Warwickshire, enabling them to live healthy, affordable and successfully lives, and promoting Hatton as a community with a reputation for equal opportunity, and inclusive growth.





Pub & Restaurant



Community growing spaces



Orchard and natural greens



Retail & Leisure



Formal sports



Space to roam



Public Space



Technology Park



- Natural Park Spaces
- Natural Open Space
- Growing/Allotments
- Fields
- Woodland & hedgerows
- Hatton Country World
- Education
- Employment
- Retail, Food, Community, Leisure
- Sports
- New Homes
- Central Village Lane
- Dark Lane Recreational Route
- Connecting Neighbourhood Street
- Internal Secondary Lanes
- Towpath including access points to Hatton New Community
- Key axis and access to station
- Community Spaces

The five pillars



Quality of life on your doorstep

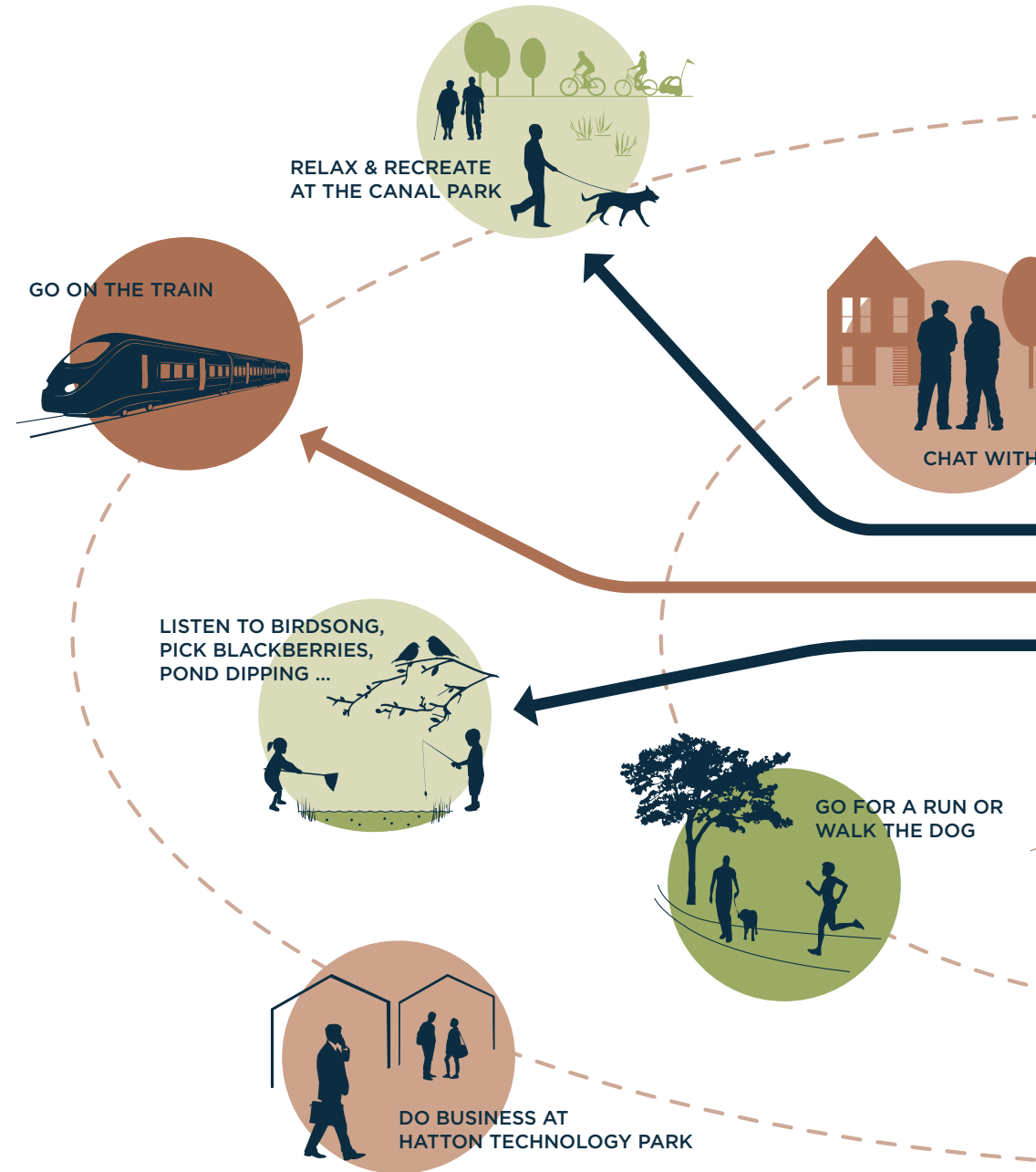
Achieving 'doorstep green' means maximising the ability of every new resident to enjoy the landscape from the moment they step outside their front door. This is an essential pathway to health, encouraging active travel, well being and helping to engender community spirit which can be a powerful tool in avoiding the creation of lonely places.

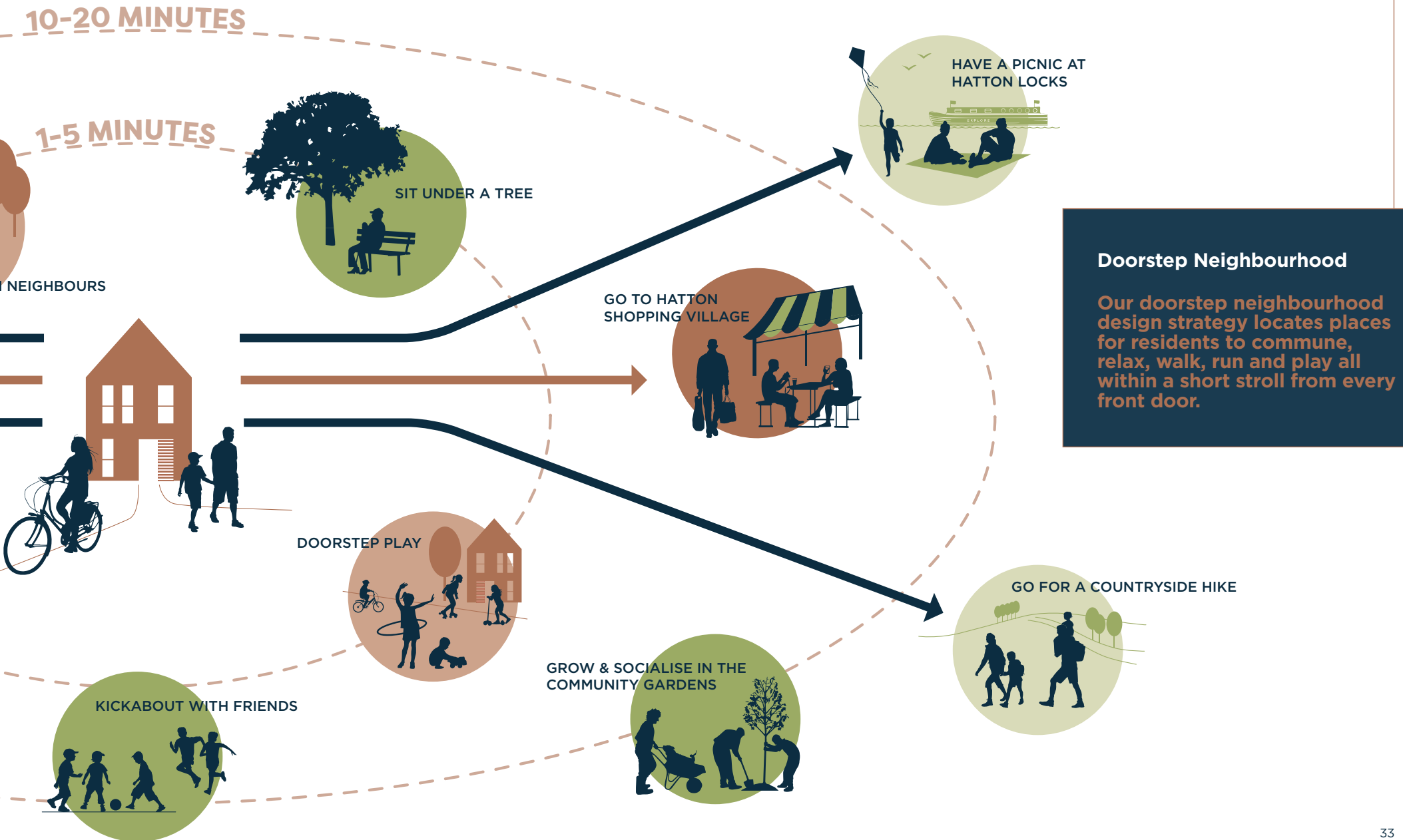
It also means maximising views onto countryside and access to a wider network of routes where making the sustainable choice of movement is not just common sense or environmentally 'switched-on', it's also the most pleasant and rewarding choice to make.

The integration of landscape at Hatton, whether by embracing and connecting with adjacent spaces, creating places for play and exploration, or via the continuous connected routes that link sport and recreation to businesses and education, will transform perceptions of homes and housing into a new leisure and recreation focused landscape, meeting tech-adopter aspirations, and demonstrating a better way for South Warwickshire growth and living for generations.



Doorstep green at the Hill development at The Avenue, Saffron Walden, Essex







A well-connected Hatton

Ensuring that development is physically and digitally connected, provided in accessible locations and promotes active travel

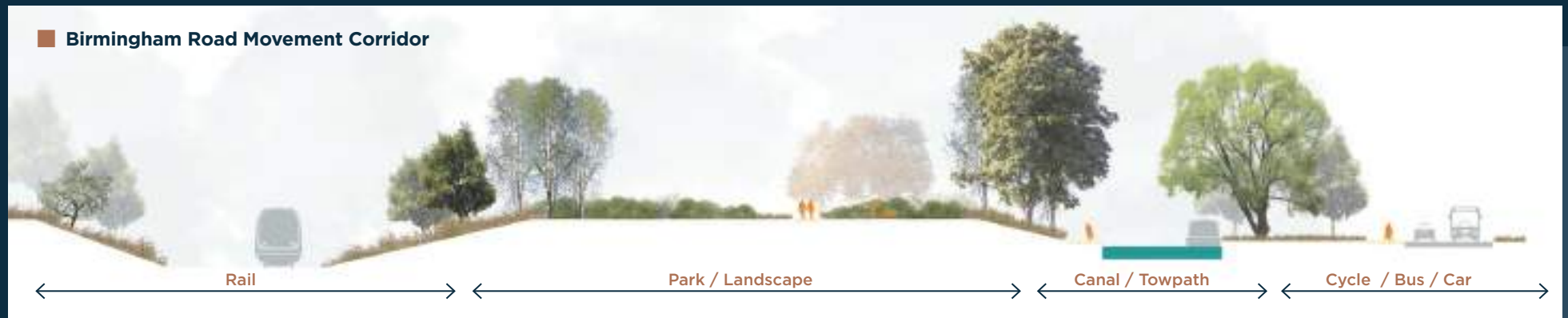
We are assessing movement proposals at Hatton based on a development scale of 4,500 homes, and using the Warwick and Leamington Wide Area (WLWA) Paramics model based on the 2037 Local Plan.

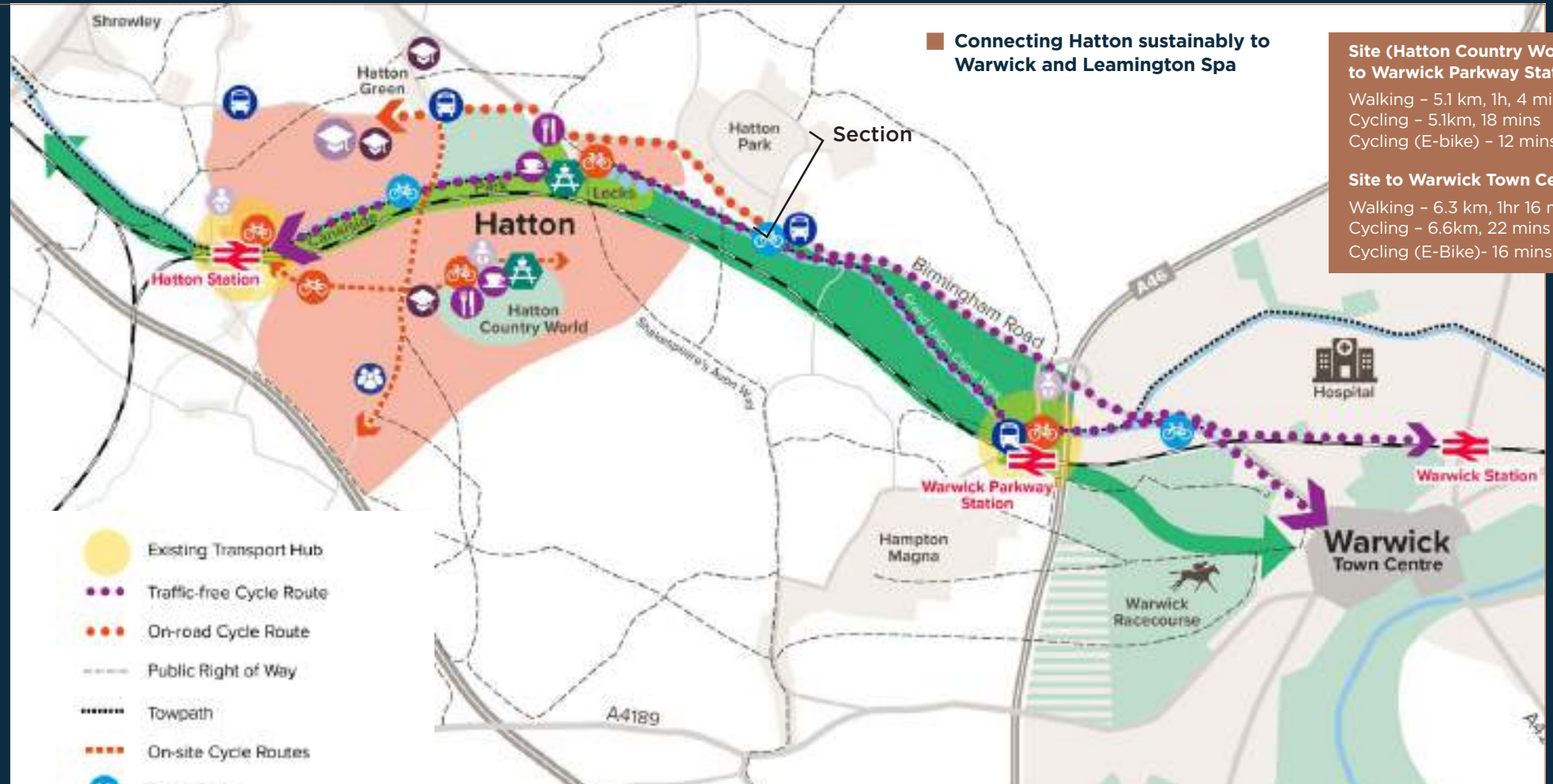
Against this benchmark we are working with Warwickshire County Council (WCC) to design a set of bespoke trips rates which take into account the internalisation of movement to account for the various land uses provided as part of the scheme. The strategy provides a mix of uses to reduce the overall need to travel off site.

This will be complemented by our emerging masterplan which is focused on creating an inviting environment including community space, public realm and active travel routes where people want to spend their time as well as accessing the local services and facilities on site.

We believe that by applying a design-led approach, we will be able to demonstrate internalising of day-to-day trips within the local community, however there will still be demand for some off site trips and measures are proposed to provide opportunities for these trips to be made by sustainable modes through:

- Excellent, accessible rail links provided by both Hatton and Warwick Parkway Stations
- The exceptional potential of the Grand Union canal towpath as an active travel corridor
- Promoting development focused on health and well-being through sustainable movement.
- Investigating opportunities for Demand Responsive Transport (DRT) benefiting surrounding settlements and reducing car trips.
- Connecting to and facilitating routes to enable travel by the higher intensity travel modes – walking and cycling, followed by shared and public transport, whilst maintaining access and movement by private vehicles.
- Accommodating commuter active travel along the local road network.





Internalisation of movements

Internalisation refers to:

The trips generated within Hatton New Community that will both begin and end within the development boundary

Development at Hatton will enhance the existing range of shops and services and leisure facilities, and provide additional employment space, primary and secondary education along with mobility hubs, including open space. These all contribute to the internalisation of trips.

By design, this anchoring and internalising of day-to-day trips within the local community will be maximised on site.

In strategic developments across England and Wales it is a common objective to assess what proportion of daily trips can be “internalised” within the new or extended community. Trip internalisation can be maximised by designing in accordance with the 15 minute neighbourhood principles. The result being more resilience, lower carbon emissions and thriving communities supporting local business, greater interaction and a sense of place that prioritise active travel and micro-mobility.

What will be provided to encourage Internalisation?

- Local Employment & Office space;
- Home working facilities including broadband and local shops / cafés for lunches;
- Co-working Hub providing access to hotdesks, Wi-Fi, and other office equipment.
- Education including two primary schools, a secondary school and a Day Care;
- Shopping (physical & online);
- Supermarkets/Convenience Stores including home delivery;
- Health: An on-site pharmacy and surgery;
- Leisure: an array of leisure facilities ensuring that the first choice for the majority of recreation and sports activities will be within the village itself.
- Greenspaces: parklands, attractive footpaths, jogging routes and places for dog walking;
- Pub: A new local pub will be a focal point for socialising, food and entertainment;
- Community Hubs / Recreational activities;
- Allotments: For residents to grow their own flowers, fruit and vegetables.





Viable size for a self-sustaining community

New communities become self-sustaining when infrastructure, such as schools, mobility hubs, open space, leisure facilities and work hubs and workplaces for instance are included within the design and mix of the masterplan. This is of equal importance to roads and other infrastructure and should be provided as part of a site becoming commercially self-sufficient.

Hatton New Community is the optimal location to provide such a self-sustaining community, and work has been undertaken to establish a threshold where growth can be provided without incurring detriment to the external movement networks.

New and independently located communities such as at Hatton are capable of becoming self-sustaining communities in their own right, in contrast to bolt-on developments to existing urban settlements. In designing such a development from its very inception, inclusive places to live and work can be created.

Through the design of the site, the new community at Hatton will allow for levels of internalisation beyond that of established small settlements of a similar size, and act as a new destination for day-to-day needs supporting existing residents in the surrounding villages.

Policy guidance is changing to reflect these trends of internalisation all levels.

More emphasis is now being placed on meeting climate change targets and this means reducing carbon emissions, thus reducing the need to travel and increasing sustainable travel uptake for new developments where growth must occur.

There is now ample expression in Government policy to this effect, and the July 2022 update to DfT Circular 02/2013 “The Strategic Road Network and the delivery of sustainable development” states at paragraph 12 that:



“New development should be facilitating a reduction in the need to travel by private car and focused on locations that are or can be made sustainable. In this regard, recent research on the location of development⁶ found that walking times between new homes and a range of key amenities regularly exceeded 30 minutes, reinforcing car dependency. Development in the right places and served by the right sustainable infrastructure delivered alongside or ahead of occupancy should have no significant impact on the SRN.”



A truly cyclable place

The development of Hatton as a new community will create a great opportunity to enhance local cycling infrastructure and help to embed cycling within every scale of the development, creating a friendly cycling environment and building on the attraction of local cycle routes such as Dark Lane.

The development can help reset behavioural patterns associated with cycling through the implementation of a comprehensive cycling infrastructure consisting of a strategic hierarchy of routes, parking, storage, hire and repair.

Not every route in Hatton will be cycle priority, but all routes should support cycling at some level. A network of secure cycle parking areas should be connected by dedicated neighbourhood cycling routes, as well as a priority cycle highways. This should afford commuter cyclists safe and high-speed links to public transport interchanges and the wider cycle network, with a connection to Sustrans Routes 41 and 52 with connection to Rugby, Kenilworth and Stratford-upon-Avon.

Easy access to secure cycle storage should be provided to all homes as well as key destinations such as Hatton Station and HCW. Cycling should become the easiest and most affordable means of transport from front door to destination.

This could be further supported by neighbourhood cycle centres, as well as a bespoke local Hatton cycle hire scheme consisting of volunteer/donor bicycles managed by a Community Development Trust.

Hierarchy of Cycle Infrastructure

1. Regional routes

Leisure & commuter routes between towns & villages



2. Town highway

Fast, segregated routes through the community, connecting to the regional route



3. Neighbourhood connector

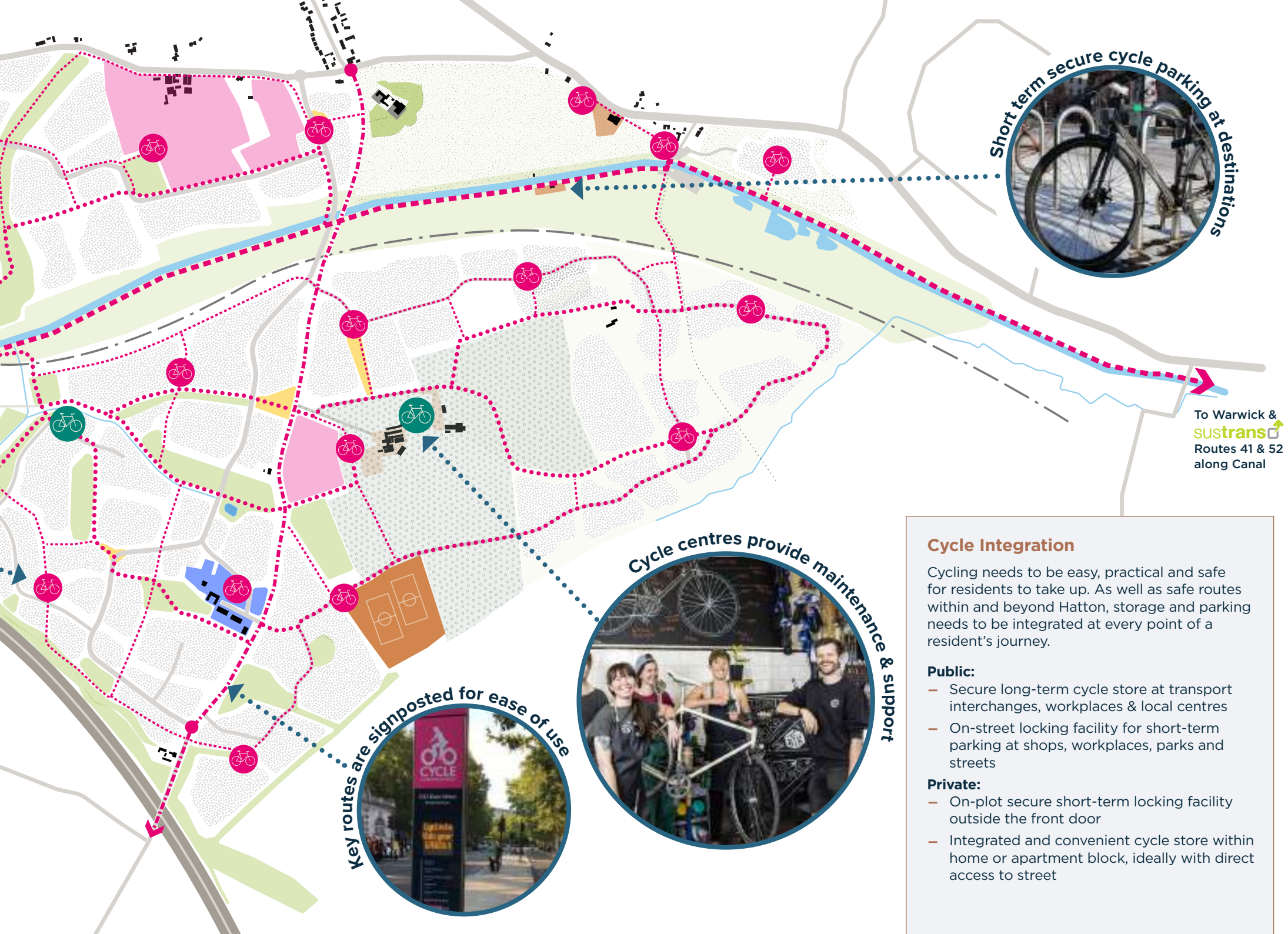
Quick, internal main cycling routes linking the main destinations on segregated lanes



4. Local street integration

Connecting internal routes integrated within the road design - priority for the bicycle is designed into the street





Short term secure cycle parking at destinations



Cycle centres provide maintenance & support



Key routes are signposted for ease of use

To Warwick &
sustrans
 Routes 41 & 52
 along Canal

Cycle Integration

Cycling needs to be easy, practical and safe for residents to take up. As well as safe routes within and beyond Hatton, storage and parking needs to be integrated at every point of a resident's journey.

Public:

- Secure long-term cycle store at transport interchanges, workplaces & local centres
- On-street locking facility for short-term parking at shops, workplaces, parks and streets

Private:

- On-plot secure short-term locking facility outside the front door
- Integrated and convenient cycle store within home or apartment block, ideally with direct access to street

The five pillars



Dark Lane

As part of ‘making a place at Hatton’, a number of primary transport spines will be provided which will be key to the delivery of internalised movement at Hatton.

These will serve a range of purposes and will depart from the traditional hierarchy of a road and vehicular based system where the most important routes and streets are allocated for cars and pedestrians and cyclists come second.

Hatton will be different (and better).

We are struck by the character and attractiveness of Dark Lane as the central north-south avenue that runs through the site. This is already a popular cycling route and In our emerging masterplan the rural nature of this route will be preserved and become the primary spine by which means sustainable transport (primarily walking and cycling with some use by buses) will be promoted as first in the hierarchy of users.

Thus, an approach of ‘streets for people’ will characterise the masterplan, ensuring the leafier and most attractive routes will benefit those choosing the most sustainable mode of movement.

Enhancements are proposed for Dark Lane through the diversion of the Lane over the canal to provide additional space to create an active travel link.



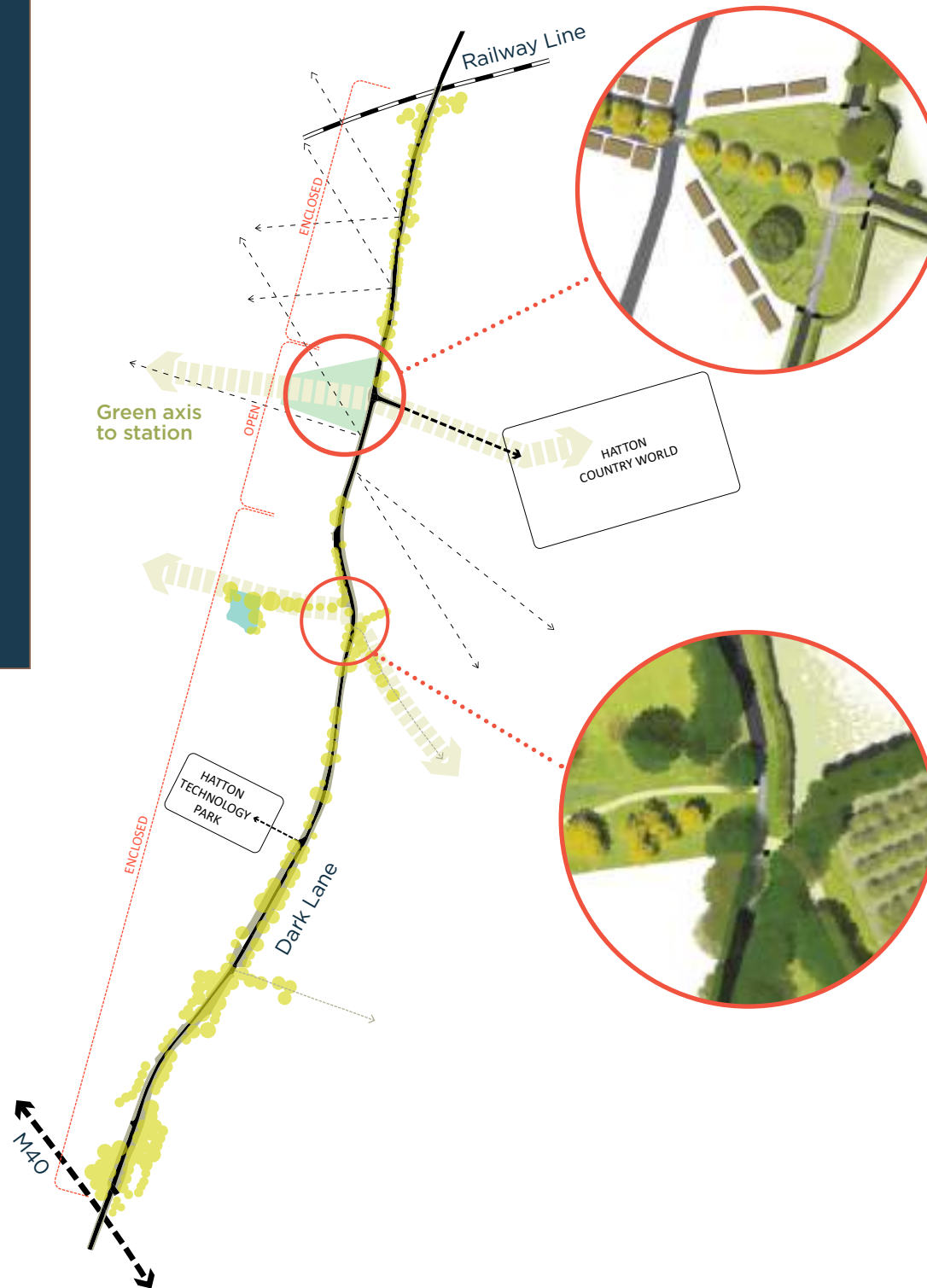
- Simple devices to discourage use as a main through route
- Additional planting to increase enclosure and visually narrow road
- Signage/ ‘gating’

- Creation of a strong green axis between Station and Hatton Country World
- Creation of ‘village green’ at Hatton Country World entrance
- Change of road surface through green to highlight entrance and slow traffic

- End of PROW and enhancement of green corridor
- Create easy and safe crossing point for pedestrians change of surface and narrowing of road

- Enhance existing vegetation to retain sense of green tunnel enclosure signage

- Retain Dark Lane character
- **Enclosed** to North and South
- **Open** at Country World entrance... potential for demonstration phase on Village Green
- Enhance structure planting along lane ... to break long views
- Placemaking interventions at key crossing points



Village Green

- Village Green at entrance to Hatton Country World
- change in road surface to Dark Lane through Green - slows traffic at junction

Footpath Crossing

- key junction of green corridor and existing PROW
- reducing road width and introducing new material at junction to help reduce vehicle speed and prioritise pedestrians/cyclists crossings

■ **Dark Lane Character**



Station Road

Station Road is a quiet street serving slightly more than 100 homes. With limited footpaths, two narrow bridges across the canal and railway, there is currently limited space for segregated infrastructure for pedestrians and cyclists, however, this can be transformed through a shared surface arrangement.

Treatment of the central street section where this runs through the community and past Hatton rail station, will become a focus for public realm improvements at the interface with the station which will include safe, secure and convenient cycle storage, making this a cycleable destination.

This would re-characterise a minor section of the main street within the hamlet as a safe refuge for priority road users, where vehicular access would remain, but adding signage to indicate that more vulnerable road users should be afforded priority. This will provide a home zone feel to the area and will enhance the gateway to the village and rail station as well as enhanced public realm and connectivity to the new community.

This would also link north of the railway to a secondary access to development at Hatton via the railway underpass along the canal towpath which itself could be subject to environmental improvements.

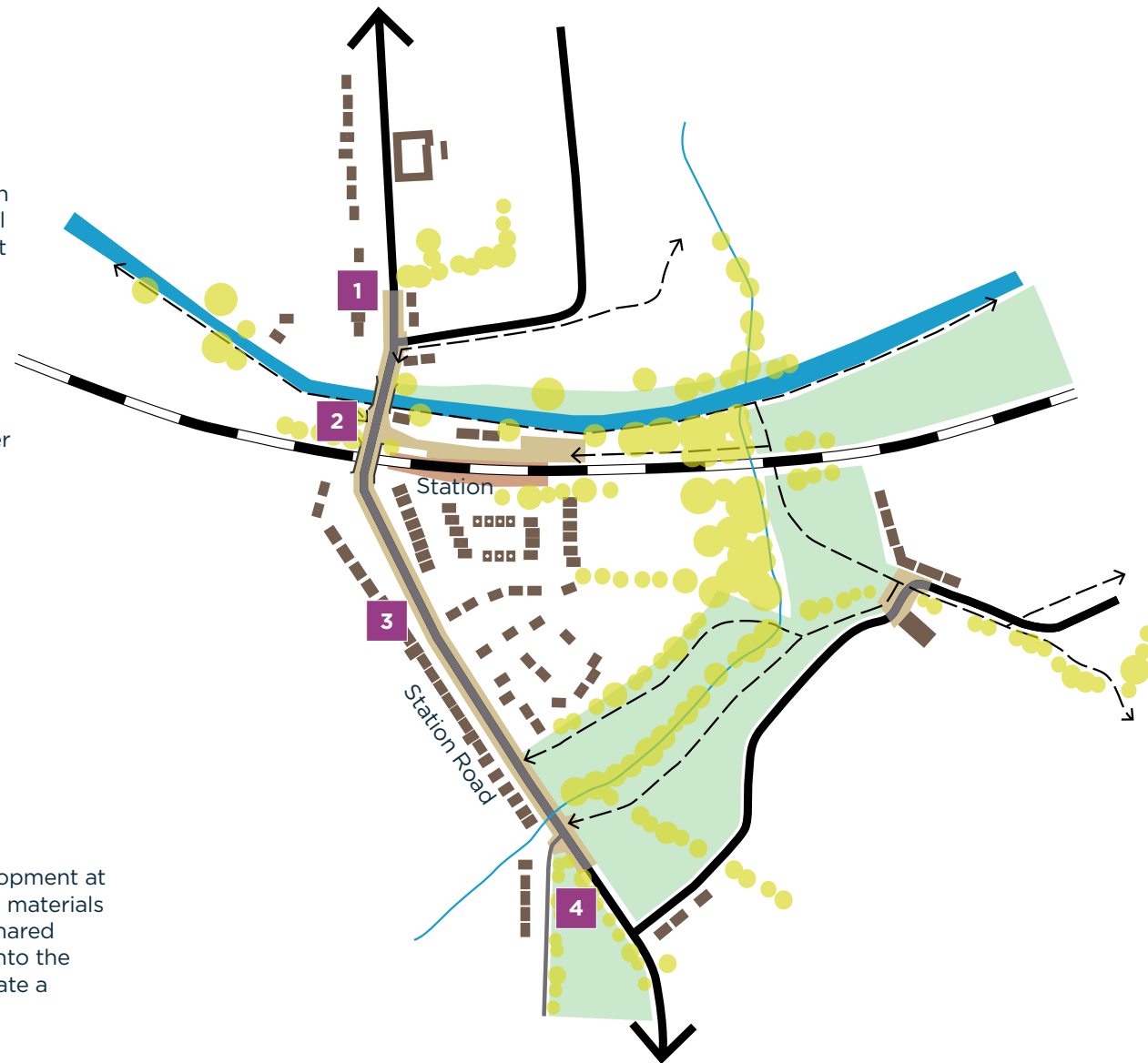


— Beginning of shared surface area announced from north via change of material and new development frontage

— Public realm outside of station highlighted by signage and further material changes/ lighting etc.

— New template for a shared village street where priority is afforded to the most vulnerable users and speeds are reduced

— Linkage to new development at Hatton by connecting materials and signage for the shared surfacing eastwards into the development to indicate a change of priority



The five pillars



Canal Towpath

With access to Hatton Station secured off Station Road, and north-south sustainable movement achieved along Dark Lane, the third major movement corridor unique to the site is the existing towpath along the Grand Union Canal which provides a connection to Warwick Parkway rail station, Warwick town centre and part of the journey onward to Leamington Spa.

Within the ownership of the Canal and River Trust (CRT) and running much of its length through a conservation area, the towpath presents a particularly picturesque asset to the new development at Hatton.

Hill and the Arkwright Family have been encouraged by WDC to engage the CRT in discussions, considering the upgrading of this route to present an improved walking and cycling experience connecting both railway stations and affording an off-route access corridor into Warwick and Leamington from the site.

Direct interventions will be limited to access points and connections where these sit on Hill-controlled/Arkwright land, providing ramped and improved surfacing onto the towpath, but the site promotion includes an ambition for engagement with the CRT to see additional cycling and leisure infrastructure provided along elements of the route that engage more directly with the development.



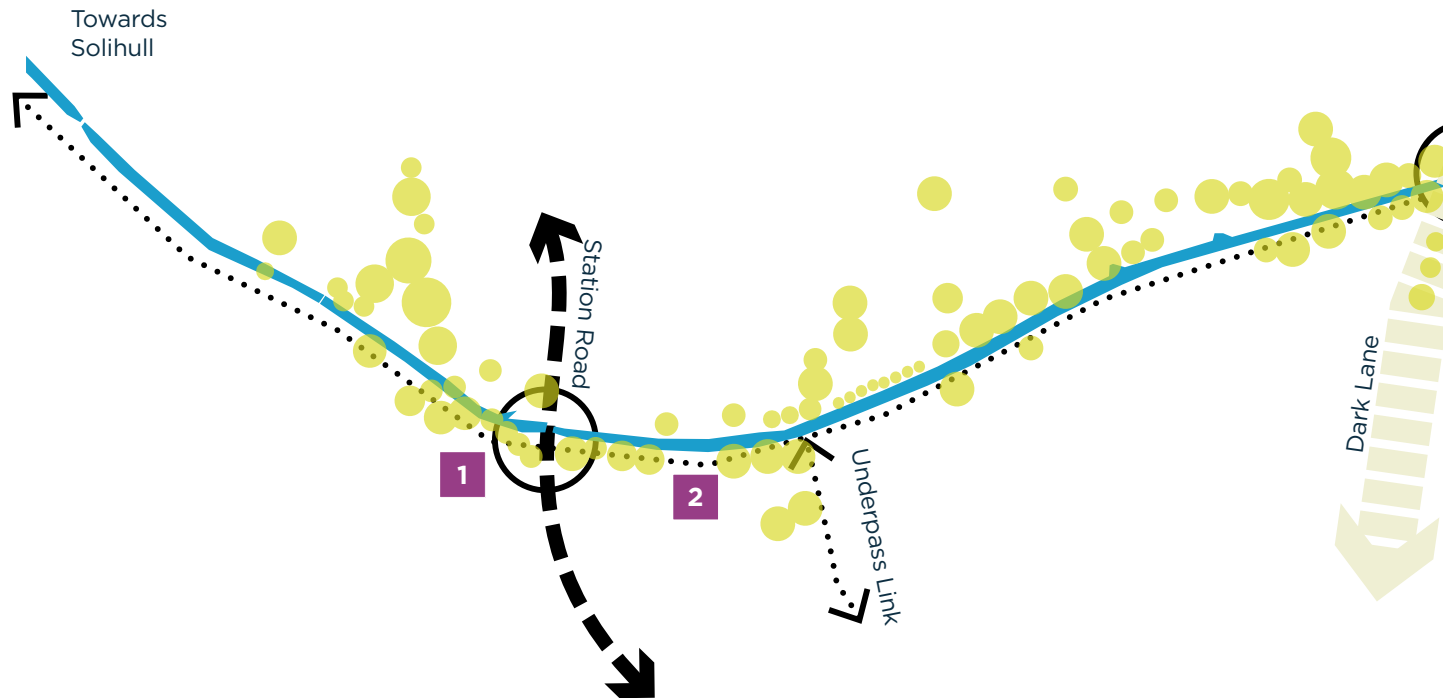
1

- Upgrades required to signage, access ramp and steps to towpath



2

- Narrow pathway to be upgraded to support cycle path





- Good width of route adjacent to Hatton Locks and near to tea rooms



- Existing pathway at Hatton Locks is already good quality and does not require significant improvement



Self-sustaining with internalisation of trips



2 adjacent stations with a 3rd along active travel corridor



Situated with access to world-class jobs



A well-designed & beautiful Hatton

Creating spaces where people want to be, which respect and reflect the existing beauty and heritage of the area

Quality design that is sustainable, beautiful and appropriate for Hatton will be a key driver for Hill and we take pride in the fact that we build homes to suit the needs of our future residents and for the South Warwickshire landscape in which they will be built.

Our existing consultant team of Urban Place Lab, Turley and Vectos, have an intimate knowledge of the site and a strong understanding of the best of the South Warwickshire vernacular.

We looking forward to working at Hatton with a number of award-winning architects and our wider network of consultants who share the existing team's vision and determination to achieve the best outcome for this new community.

We anticipate collaborating with local designers, as well as a number of our existing trusted parties to arrive a quality of place for Hatton that is unique and diverse, and brings something new to the South Warwickshire landscape without resorting to a pastiche.

Our approach to housebuilding is to prioritise quality in all that we do, with excellent customer service and beautiful, modern homes that will delight our customers for generations. We craft our homes around our customers' needs and the demands of modern living. Beautiful design is central to every single home we build – because our customers are individuals, so too are our award-winning designs.

In the past 22 years Hill has won more than 460 industry titles, including WhatHouse? Housebuilder of the Year twice and Best Medium Housebuilder at the Housebuilder Awards in 2021 and 2020.

After a successful 2020, during which we won a number of the industry's most coveted awards, in 2021 we won Best Design for three storeys or fewer for the Davenport Villas at Mosaics, Oxford at the Housebuilder Awards. These stunning homes were also crowned Best Family Home at the prestigious Evening Standard New Homes Awards and were also highly commended in the Best out of London Home category. We won Best Home, Best Sustainable Development and Best Medium Housebuilder (Silver) at the WhatHouse? Awards 2021.

We are looking forward to adding new homes built at Hatton to this portfolio of national best practice for which Hill has become increasingly renowned.

Part of this approach will be the creation of a masterplan and house types that are unique to Hatton.

These will apply the best of local vernacular to places and buildings, learning from the wealth of architectural styles and heritage that populate Warwick and Leamington Spa and which also characterise outlying towns such as Henley-in-Arden (outside of the District but within the area of the SWLP) smaller villages and architectural set pieces such as Packwood House.

Furthermore, we will be guided by the findings of the Government's Building Better Building Beautiful Commission (BBBBC) that requires an approach to achieving beauty at the three scales of location, place and building. It also sets out ambition for place stewardship, much along the lines that the Arkwright Family has applied to the curation of the Hatton Estate over two centuries.

This extends to the landscape as well as built form, creating green spaces, treed avenues as well as hard spaces and requires a long-term approach to vision in common with the landscape planners (and planters) of the greatest of Britain's estates.

■ Cascading scales of achieving beauty



● Beauty in the Macro

● Beauty in the Micro

Examples from the portfolio of award winning unique developments delivered by Hill



1 Davenport Villas at Mosaics, Oxford

2 The Avenue was sympathetically designed to reflect the surrounding architecture of the popular medieval town of Saffron Walden.

The five pillars



Our approach to the design of great places, cascades from macro to micro ... from location to place and building

Creating people places

Successful places reflect the needs of the community; providing residents and visitors alike with the homes, facilities and amenities to foster rewarding lives and experiences. A key requirement is also to create interest and identity, and places that go beyond life's basic needs, offer a much richer experience for those fortunate enough to live in or visit such destinations.

The design principles for Hatton have at their heart the creation and extension of a real community. Hatton will be able to deliver much needed affordable homes to help young people and lower income households, integrated seamlessly throughout to help foster an inclusive community. The approach is not one focussed solely on houses and parking spaces, it is aimed at creating the spaces for life to unfold and innovate; whether that is in the garden, house, front door, street, footpath or park.

This approach aims to provide the variety of features found in traditional villages, with small greens and squares dotted throughout, seating areas and focal points, integrated with existing trees and hedgerows, and streets designed for play or social events, where car use is secondary.

These incidental spaces are supplemented with a diverse range of large natural green spaces within the extensive landscape surrounding and within the new community, from wetland-habitat, through to natural parkland.

Masterplan transect showing variation in the spatial design, character and density



Local centre positioned midway along the axis between the station and Hatton Shopping Village.

Tree lined avenue fronted by more formal building forms inspired by Leamington Spa's Regent Grove and Warwick's High Street

Improvements to pedestrian/cycle access to Hatton Station along Station Road



Creating meaningful green spaces with rich biodiversity

A village green open space at the highest point. A place for views, orientation and the community to come together.

Higher residential density located along axis of key destinations and in proximity to the station and district centre

The large park offers views across the countryside and towards Warwick

- Mixed use
- School
- Higher density
- Medium density
- Low density



Hatton Shopping Village

Lower residential densities located towards the western edge creating a transition to the countryside with a strong village character inspired by local examples

Shakespeare's Way integrated into the placemaking design as a rural country lane

Good placemaking and street character examples in the local area



1



2



3

- 1** Dense high street with subtle variation in width, Henley in Arden
- 2** Formal tree lined avenue with central footpath, Leamington Spa
- 3** Tight village street with variation and interest, Norton Lindsey



Character and quality

The designs for the new community will seek to integrate with and enhance local character by drawing upon the design quality found within and close to Hatton.

The overall site layout is structured to provide a rich mix of streets and spaces with a strong local character acting as a unifying thread throughout. Neighbourhoods, like their residents, must not be homogeneous and monotone, but respond to each aspect, edge and location in a considered manner that reflects the locality.


Local house typologies and materials will be applied in a way that supports innovative character and interest, and clearly relates to key local characteristics found in the area. House and street designs will be balanced and building features drawn from local precedents.

Boundary treatments, landscape and street design are possibly even more important to character and quality than the architecture, especially in more rural settings, as these are what the eye is drawn to first. The rich and abundant landscape already present, will be retained and supplemented by new planting and natural features, to enhance the biodiversity and create a natural, verdant setting supporting the notion and creation of a neighbourhood community.

Home offices can be integrated above garages or within larger garden spaces, offering a degree of separation between the work and home environment




Nodes and small spaces integrate features to create character & provide places for residents to rest, meet or simply sit away from their home for a break!



Green edges can offer natural recreation space and potential for productive landscape



Parking is predominantly off-street to maintain the rural character and to reinforce the streets and lanes as spaces for people



The edge of the development offers the opportunity to provide sculptural landscape features for contemplation, seating & views



House frontages are not repetitious, with boundary treatments and driveways providing variation to suit the setting and house type




Retained and new tree belts & hedgerows maintain the rural character and enhance the biodiversity of the site

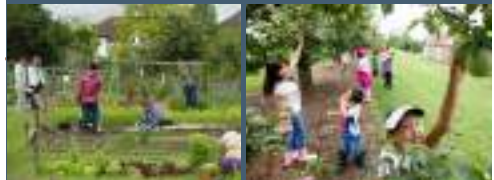
Links to countryside



Connections provide direct routes to surrounding areas and green space as well as the village centre; promoting walking and cycling, rather than car use



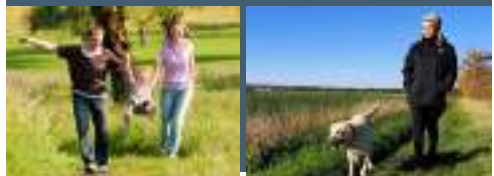
Community orchard & food growing areas are located for ease of access to the edges of the new neighbourhoods



The streets and lanes should present as a public space rather than a road dominated by cars. Materials are to be informal and not over-engineered or include unnecessary markings and signs.



Green space and landscape surrounds and permeates through the development, offering an unbroken loop for walking/running/cycling; connecting homes to nature.



The framework of the existing hedgerow landscape is retained for development with a mature backdrop from the outset.

Good placemaking and street character examples in the local area



- 1** Spatial features to define spaces and transition, Packwood House
- 2** Informal village character using variation in set backs and landscape, Bridge End, Warwick
- 3** Creating street enclosure with walls and varying building forms, Bridge End, Warwick



A biodiverse & environmentally resilient Hatton

Strengthening green and blue infrastructure and achieving a net increase in biodiversity across South Warwickshire



Hill has set itself and is on target to achieve an objective of 20% Biodiversity Gain in 2022 and thereafter 5% incremental uplifts to meet 30%:2025 – far in advance of the COP15 agreement.

With a legacy of family and countryside stewardship over generations, both Hill and the Arkwright family are committed to seeing the landscape and ecology of Hatton evolve and improve, delivering biodiversity net gain through the following:

- Maximise the opportunity to bring the Canal into greater community appreciation through the creation of a canal-side recreational meadow and nature park and improved green links connecting to the tow path.
- Further enhance the strong network of hedgerows, woodlands and defensible boundary features contributing to Green Belt enclosure.
- Copses, ponds and streams are to be retained and enhanced with new grassland and woodland and improved habitat connectivity throughout the site.
- Re-imagine and commit to doorstep play and recreational opportunities throughout the community spaces with the creation of 'outdoor rooms' for active and passive activities.
- Undertake and enhance community engagement with nature through the provision of educational, play and fitness trails along green routes – 2, 5, and 10k leisure runs.
- Create a network of neighbourhood orchards to restore this priority habitat and allotments to provide community food production.
- Ensure the creation of new connected woodland habitat to buffer M40 and railway line routes.
- Focus on the enhancement of lower quality habitats and creation of a gain in biodiversity throughout the community spaces.
- Commit to delivering a series of green spaces connected to existing communities at Hatton Green and Hatton Station offering shared benefits to both new and existing residents.
- Undertake community involvement in habitat and open space management with education at the heart of stewardship.



Landscape and Biodiversity Strategy

- Hatton House Historic Parkland - Protected and Enhanced for Biodiversity
- Restoration of Historic Hedgerows
- New Woodland as Buffer to M40
- Streamside Wet Meadow
- Canalside Nature Reserve
- New Woodland to Connect Existing Copses
- Neighbourhood Sports Pitches
- Canalside Recreational Meadow
- Shakespeare's Way Green Route
- Play/Nature Trails
- Green Corridor - Active Travel Routes
- Central Community Parkland
- Neighbourhood orchards - Priority Habitat
- Hatton Country World
- Neighbourhood Allotments

Key Features



30ha

of publicly accessible meadow and parkland



15ha

of community woodland, orchards and allotments



20km

of new footpath, cycle and play/educational trails



The 'Big Gifts' of park and more

Living at Hatton is about expecting more

Cycling and walking are safe and easy choices



Hatton House

Grand Union Canal

Hatton Station

Hatton Station Village

Neighbourhood Centre

School

District Centre

A productive landscape for healthy lifestyles



As a destination, the community at Hatton already boasts more attractions on the doorstep than many comparably sized towns and villages can lay claim to.

The injection of a new community drawn from (among others) automotive innovators, entrepreneurs, along with early adopters, self-builders and others, will allow this to develop on a new level, where access to workspace, landscape, countryside and greenspace will reach superlative heights.

One of the biggest new 'gifts' at Hatton will be the canal-side park. Stretching from Hatton Locks to Hatton Station, this linear green space will become a sub-regional haven for biodiversity net gain, informal sport and recreation, as well as nature conservation and ecological mitigation.

Linking the two railway stations of Hatton and Warwick Parkway, the park will firmly establish the new community and all its features on the sustainable map of destinations in the region, opening up railway access to Hatton Country World and the expanded technology park.

Across the masterplan, a network of green spaces will knit the development into the surrounding countryside and allow users and visitors of the canal towpath and locks, access into a systems of green loops, paths and grids that criss-cross the site opening up new countryside, spaces and greens for wider enjoyment.

Beyond the park, local growing spaces will seamlessly mesh with green space, linking with established practices and operations at Hatton Country World, and further embedding this much-loved facility at the heart of a new generation of South Warwickshire residents in a connected, sustainable development concept with unique appeal and superlative environmental credentials.



Added value of Hatton

We consider Hatton to offer value greater than many other housing promotions in the SWLP by virtue of its relationship to Warwick and Leamington. Potential exists for the creation of a virtuous relationship between town and country, with enhanced access to Warwick and Leamington offering educational, healthcare and cultural benefits to the community at Hatton, and via the same links, Hatton providing a new platform for affordable country living with excellent access to attractive countryside, work-from-home infrastructure, local schooling and shopping facilities with a focus on local produce.

New anchor tenants at Hatton Shopping village include the British Garden Centre and discussions are ongoing with potential operators of a farm shop providing domestic produce.

Beyond this, key tenants to support an active and health lifestyle include the electric cycle shop (with opportunities for cycle hire) the Everyone Active swimming pool and a range of specialist healthcare practitioners including chiropractor, osteopath, acupuncturist, masseur, physiotherapist and an energy healer.

Taken in conjunction with the Technology Park and the major attraction of Hatton Locks (the Stairway to Heaven) this array of local retail and service businesses will allow investment into the project to be focused on other aspects including adopting low and zero carbon technologies, sustainable transport provision, and creative models of affordable housing, custom and self-build that elude developments starting with a blank sheet.

1 Hatton Locks

2 Hatton Shopping Village

3 Hatton Country World



Co-benefit of location between Hatton and Warwick

A win-win for Warwick and Hatton



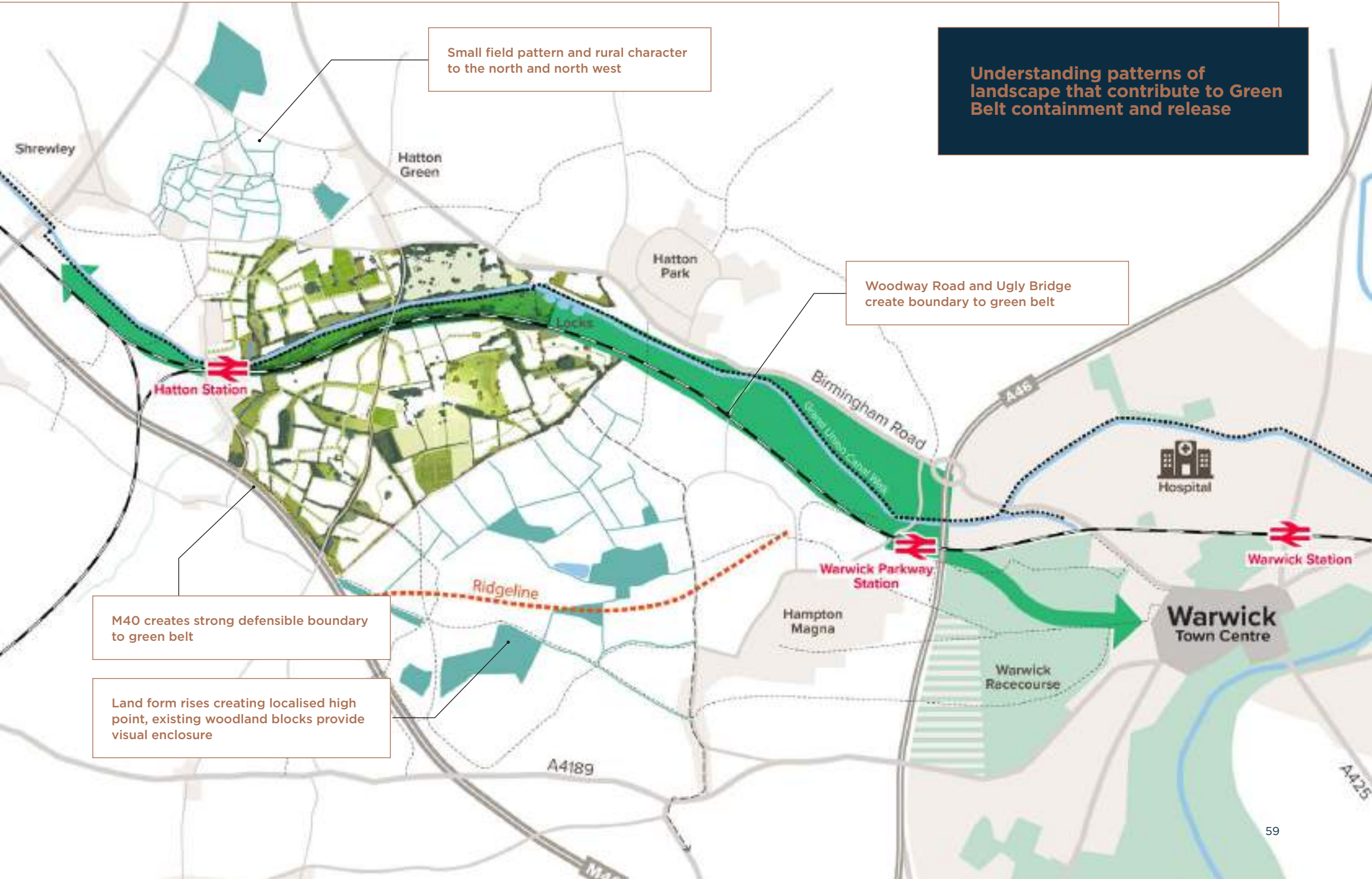
Exceptional circumstances

The NPPF makes clear that changes can only be made to the Green Belt through the local plan process and where exceptional circumstances have been fully evidenced and justified, having fully explored all other reasonable options for meeting identified need, including brownfield land, optimising density and the assistance of neighbouring authorities.

In this case, those tests have yet to be undertaken but we can start to identify the exceptional circumstances that could justify removal of land at Hatton for a new settlement, including:

- The likely scale of housing need far exceeding what can be found in the urban areas and non-Green Belt locations, which will warrant consideration of peripheral urban locations and/or new settlements currently located in the Green Belt.
- NPPF para 144 urges that the need to promote sustainable patterns of development is taken into account when reviewing Green Belt boundaries, which would need to be weighed against the harm to Green Belt by way of removal.
- Hatton can be shown to be a sustainable option for accommodating a new settlement, which can be relatively self-contained whilst providing excellent public transport and active travel links to Warwick Parkway and Hatton Stations for links to Birmingham, Leamington and Stratford, and by foot or cycle into Warwick town centre, for higher order needs.
- Our Green Belt and landscape analysis shows that the site is well contained visually with a strong defensible boundary to the M40, with the railway and canal to the north.
- Whilst development in this location would create a sustainable new development between Hatton Station, Hatton Green and (at a slight distance) Hatton Park, the character and individuality of these existing settlements would remain in place, yet within enhanced reach of additional benefits serving the wider community.
- The site is of a scale that can provide for biodiversity net gain and offset Green Belt loss through compensatory improvements to environmental quality and accessibility.
- Beyond the area of the core proposal, there are areas of contained landscape which hold the potential capacity to absorb further growth.

Understanding patterns of landscape that contribute to Green Belt containment and release



Small field pattern and rural character to the north and north west

Woodway Road and Ugly Bridge create boundary to green belt

M40 creates strong defensible boundary to green belt

Land form rises creating localised high point, existing woodland blocks provide visual enclosure

■ Hill development at Foundry Field in Burnham Market, Norfolk



Governance

We believe that new communities should have a say in how they are run, when and where they grow, and that value created in the community should be recycled for the greater good.

The proposed new community at Hatton will benefit from a substantial head-start, having a meaningful role in the future and growth of the place.

Nearby Hatton Park has already expressed an interest in becoming a devolved parish, potentially leaving the Arkwright Estate, Hatton Green and Hatton Station as an autonomous parish with the opportunity for a self-governing structure already from the early days of the project.

Alternative structures also exist which are well aligned to the long-term stewardship model and historic land-ownership of the estate by the Arkwright family. This notion of stewardship is echoed in the Building Better, Building Beautiful Commission recommendations as a pathway to achieving beauty and design quality and is a keen fit with the Hill model of placemaking.

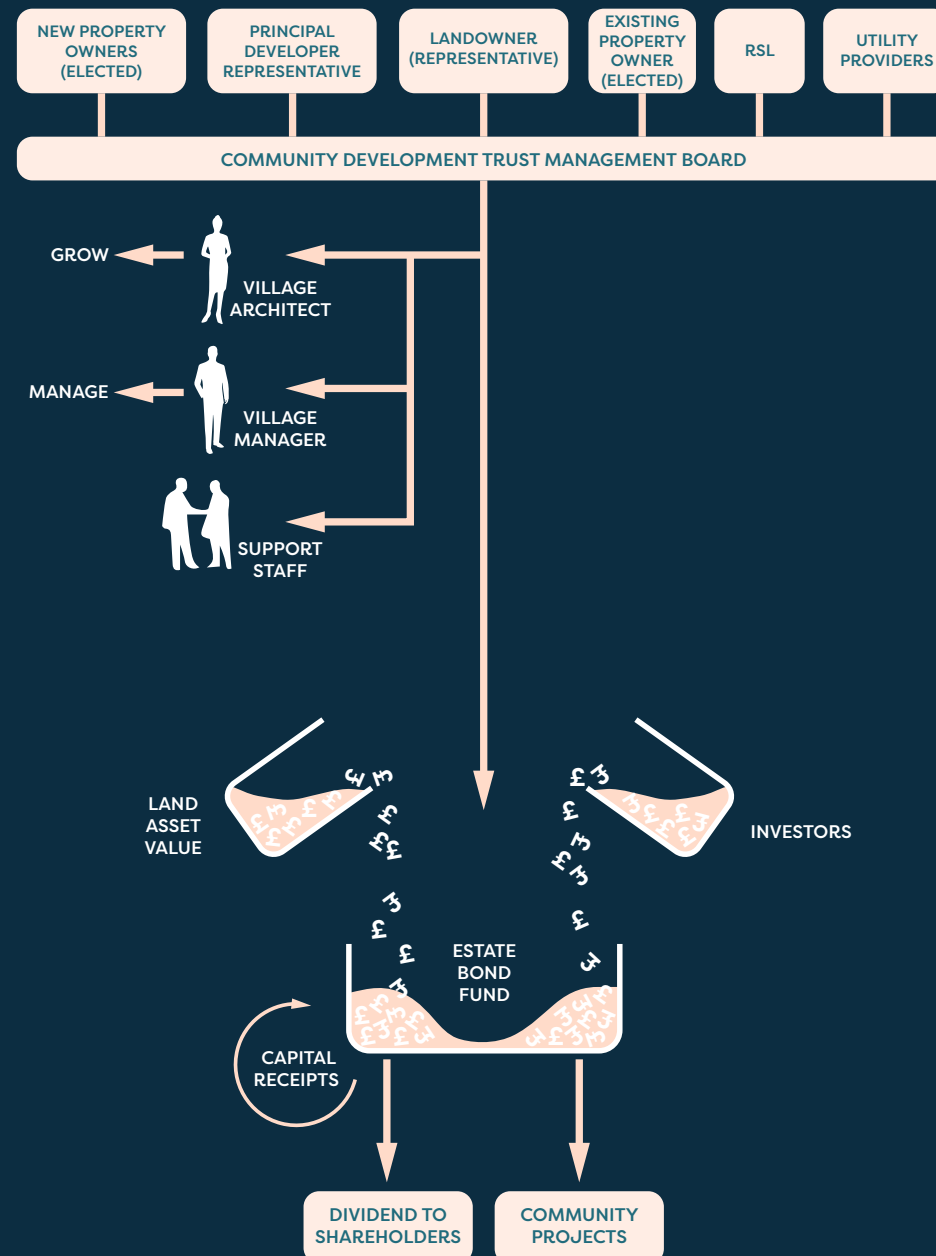
The notion of a site-specific Community Development Trust has echoes of Sir Richard Arkwright's Cromford Mill and village development in Derbyshire, where, following the traditional estate model, innovation around community invested housing and local currency were adopted with the purpose of recycling receipts into the local area.

Land at Hatton could follow a similar model with representatives of the community sitting on a development board and engaging staff (volunteer or employed) assisting in the management of the design process, maintenance, events and community stewardship.

A variety of models exist to deliver this, with the community taking a greater or lesser role on the board. The greater the role and level of commitment shown by the community, the greater the return.

Potential exists for individual property owners to become bond or shareholders, incentivising investment in the community, and increasing local cohesion and loyalty to the place.

This can further increase housing affordability, with the CDT holding bonds in individual properties via shared ownership, ensuring that increased in home values are captured and retained in the community as a whole.



Conclusion

We believe that the model of new development promoted by Hill on Arkwright family land for the Hatton New Community wholly aligns with the SWLP Issues and Options consultation.

The scale of available land, alongside the single land-ownership of the Site is unique in the plan context with its proximity to not one, but two rail stations (Hatton and Warwick Parkway).

Hatton will deliver:

- Up to 4,500 new homes and up to 3,000 jobs (new and existing)
- New facilities for education, including 2 new primary schools, a secondary school and a nursery
- Opportunity to create pedestrian and cycle links to Warwick
- Significant areas of green spaces, including 30ha of publicly accessible meadow and parkland; 15ha of community woodland, orchards and allotments; and 20km of new footpaths, cycle and play/educational trails
- The existing Hatton Country World, Hatton Shopping Village and Technology Park providing a wide range of facilities enabling the formation of a new local centre and community from day one.
- An opportunity to create a place that connects individual communities whilst maintaining separation from Warwick and with the M40 continuing to maintain a strong southerly boundary towards Stratford District.

The vision for Hatton and the accompanying Illustrative Masterplan have been prepared to align with the five pillars of the SWLP which aim to create a South Warwickshire which is: climate resilient; healthy, safe and inclusive; well-connected; well-designed and beautiful; and, Biodiverse and environmentally resilient.

Offering far more than a conventional green field site, the multi-decade hard work of the Arkwright family to create a bustling rural hub at Hatton Country World now presents a template for new community creation that is infrastructure led and which will result in healthier living, beautiful homes in a carefully stewarded landscape setting, with zero-carbon lifestyles in close proximity (by sustainable means) to both Leamington and Warwick.

In partnering with Hill, the Arkwright family have joined forces with one of the UK's award-winning house builders, itself a family business with a reputation for quality and environmental excellence as well as for demonstrating a true commitment to creating community.

We look forward to further demonstrating the environmental, engineering and place capability of Hill and Hatton New Community over the continued emergence of the SWLP.

We consider that Hatton should be included as a new settlement allocation and a fundamental constituent of the vision for a future South Warwickshire.





■ Hill development at The Avenue
in Saffron Walden, Essex

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The Power House, Gunpowder Mill,
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■ Hill development at Foundry Field
in Burnham Market, Norfolk



Hatton *A New Community for South Warwickshire*