

Hampton-in-Arden Parish Council

Neighbourhood Plan - 2023-2037

Pre-Submission Draft

February 2023



Hampton-in-Arden Parish Neighbourhood Plan 2023-2037

Pre-submission Draft

DRAFT

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FORWARD

Your Plan for Hampton-in-Arden

Just over two years ago the Parish Council commenced a process of seeking the views of residents and businesses on a range of aspects of local parish life. This enabled us to commence an update of the first **Hampton-in-Arden Neighbourhood Plan** which was adopted in **2017**. It was felt that an update was required, not just because of the passage of time which suggested an update was due, but also because in 2019 the parish boundary was changed to embrace the whole of Catherine de Barnes which hadn't been part of the previous consultation exercise. In addition, Solihull Metropolitan Council was in the process of updating its own Local Plan, and it was felt that our Neighbourhood Plan needed to try and move in step.

Neighbourhood Plans are important as they give guidance to builders, designers, developers, homeowners and businesses on what sorts of new developments might be acceptable in the parish and give both the parish and the local authority a framework against which to assess any new planning applications. They create an opportunity for local opinion to influence planning decisions. A Neighbourhood Plan can reflect local preferences and expectations so long as these are consistent with the National Planning Policy Framework (NPPF) July 2021, have regard for any national policies or guidance issued by the Secretary of State, contribute to the achievement of sustainable development and conform with the strategic policies set out in the Solihull Metropolitan Borough Council's Local Plan.

This **Pre-Submission Draft** of a second **Hampton-in-Arden Neighbourhood Plan** is now at the stage where we are ready to begin a statutory six-week consultation on its contents. It is very important that as many residents and statutory consultees as possible engage with this document and take time to reply with their thoughts. The Parish Council will consider each response and use that input to produce a **Final Submission Draft** which will be submitted for formal **Examination** and **Approval**.

When the Draft clears that statutory process, the **Final Plan** will be submitted to parishioners for endorsement in a referendum. It will then become part of Solihull's Development Plan for the area and be used in the consideration of any planning applications in the parish.

The deadline for comments on this Pre-Submission Draft is **22 March 2023**.



M L Blomer MBE
Chair, Hampton-in-Arden Parish Council

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EXECUTIVE SUMMARY

It is challenging for builders and developers to come forward with acceptable proposals for the parish of Hampton-in-Arden, as the area sits within designated Green Belt in the strategically important Meriden Gap. Unless very special circumstances exist, development is generally confined to the tightly drawn Inset Areas around the settlements of Hampton-in-Arden and Catherine de Barnes; in addition, a large part of the Hampton-in-Arden Inset Area is also a Conservation Area where additional constraints apply.

This Neighbourhood Plan has been developed to provide guidance to developers, architects, builders, businesses, and householders in understanding the policies of the Hampton-in-Arden Parish Council and the community it represents, in terms of what sort of development and construction work is likely to find support. It incorporates the views of the community within the revised 2019 parish boundary, which now includes the whole of Catherine de Barnes.

It replaces an earlier Plan adopted in 2017 which was based on consultations which commenced in 2015. For this updated plan a new round of opinion surveys was launched in 2020. Both surveys covered employment, housing needs, the natural environment, the Green Belt, and community facilities including transport, shops and digital communications.

As required under planning legislation, this Plan meets the requirements of the updated **National Planning Policy Framework (NPPF) July 2021** and is in general conformity with the strategic policies in the Solihull's **Draft Local Plan Review Document**.

It sets out the Parish Council policies listed below:

- **Policies for Sustainable Economic Development**
 - Support for employment growth
 - Protection of local businesses
 - Support for working from home
 - Improvement in digital communications
- **Policies for Housing Provision**
 - Construction of new developments & affordable housing
 - Delivery of acceptable new housing types and designs
 - Provision of high amenity standards in new developments

- o Provision of EV Charging Points
 - o Management of Flood Risk
 - o Construction of conversions and extensions
 - o Back-garden development
- **Policies for Sustainable Travel**
 - o Improved provision of safe cycling and pedestrian routes
 - o Provision of adequate parking for new developments
 - o Mitigation of traffic impacts
- **Policies for protecting the environment**
 - o Protection of trees & green habitat
 - o Protection of biodiversity
 - o Protection of habitats of significance
 - o Mitigating the effects of Climate Change
 - o Mitigation of light pollution
- **Policies to preserve the Quality of Place**
 - o Conservation of heritage assets
 - o Achievement of design standards
 - o Preservation of valued views
- **Policies for the enhancement of Community Services**
 - o Enhancement of community services
 - o Creation of appropriate infrastructure

The plan has been prepared by a working group of local parish councillors¹ and representatives of community organisations.

¹ More information provided in Section 5.

SECTION 1 - INTRODUCTION

Background

1.1 The original civil parish of Hampton-in-Arden was created under the Local Government Act of 1894. At that time, part of its border ran along the Grand Union Canal, which resulted in most of Catherine de Barnes falling outside the parish boundary.

1.2 This was resolved in 2019 when, following extensive consultations and a referendum, the parish was reconfigured into two wards, Hampton-in-Arden, and Catherine de Barnes, with the whole of Catherine de Barnes joining the parish. The current civil parish boundary, including the boundaries of the two wards, is shown in Figure 1.

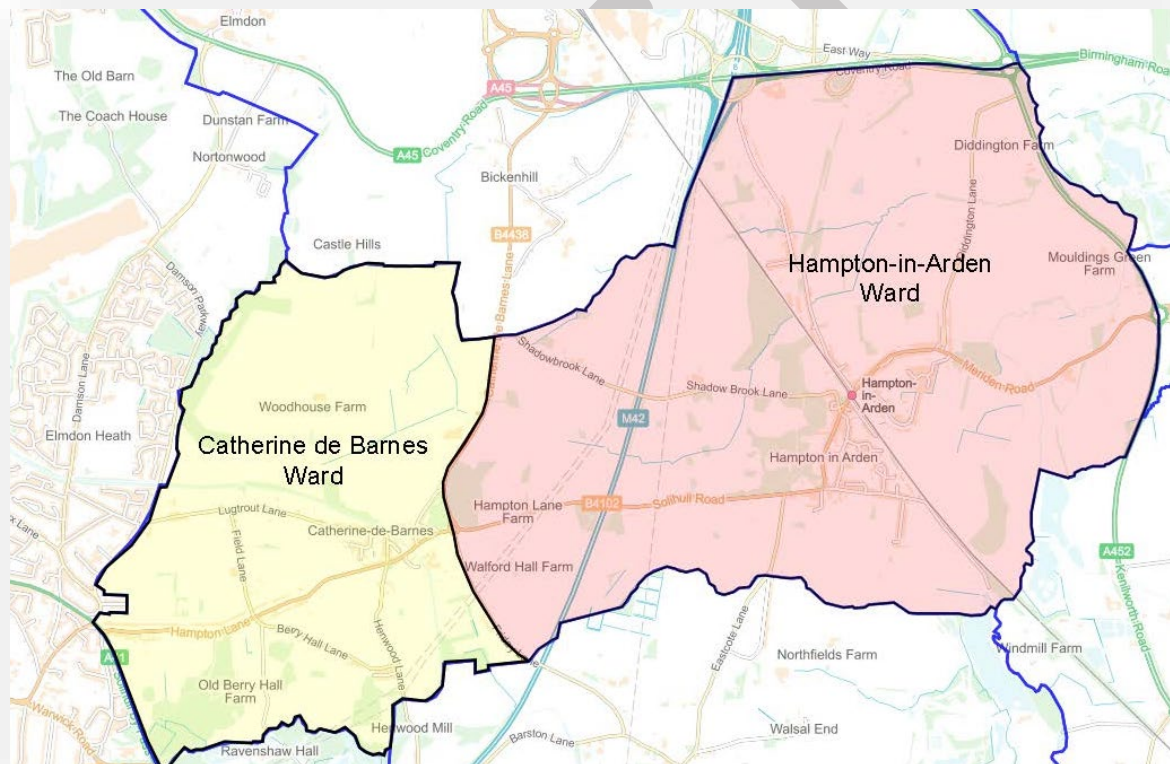


Figure 1 - Civil Parish and extent of Neighbourhood Plan Area showing Ward boundaries

1.3 The boundary change and the review of SMBC's new Local Plan are the primary drivers for updating the original Hampton-in-Arden Neighbourhood Plan adopted in 2017. The Neighbourhood Plan Area has also been re-aligned with the 2019 Civil Parish boundary.

1.4 The Civil Parish sits within Solihull Metropolitan Borough Council and has boundaries with the unparished part of Solihull as well as the parishes of Bickenhill & Marston Green, Great Packington, Meriden, Berkswell and Barston. This is shown in Figure 2.



Figure 2 - Parish Location

1.5 Consultations on the original 2017 Neighbourhood Plan commenced in 2015. For this updated plan a new round of opinion surveys was launched in 2020. The surveys carried out in 2015 received a 40% response from residents and 25% from businesses and community organisations. The surveys conducted in 2020 received a lower response, with a 23% response from residents and a 6% response from businesses.

1.6 Both surveys covered employment, housing needs, the natural environment, the Green Belt, and community facilities including transport, shops and digital communications. The results of the surveys, in so far as they relate to planning issues, are summarised in Section 3 of the document.

1.7 As required under planning legislation, this Plan meets the requirements of the updated **National Planning Policy Framework (NPPF) July 2021**, which states that it must:

- Have regard for national policies and advice contained in guidance issued by the Secretary of State
- Contribute to the achievement of sustainable development

- Be in general conformity with the strategic policies of the development plan for the area, which in the case of this plan, refers to the **Draft Solihull Local Plan**.²

1.8 The Parish Council will maintain regular contact with Solihull MBC to monitor the implementation of this Plan and consider the need to revise it in response to changing national, borough or local requirements.

Vision Statement

1.9 When considering development proposals, we will follow the strategies set out in the National Planning Policy Framework (NPPF)³, the Draft Solihull Local Plan, and this Neighbourhood Plan. Our Vision Statement for the period to 2037 is set out below:

We will aim to protect the strong local identity and distinctiveness of the parish, maintaining and enhancing its historic character, distinctiveness and rural setting, whilst ensuring that the community benefits from quality sustainable improvements that will help to at least maintain, and ideally improve, the parish as a thriving and sustainable place to live and work.

² The current version of the Solihull Local Plan referred to here is the Draft submitted for formal examination over the period October 2021 to February 2022.

³ As amended 2021

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SECTION 2 – PLANNING APPROACH

2.1 The conclusions drawn from the 2020 surveys of residents and businesses are summarised in Section 3 of this document. The results did not differ widely from those expressed in the 2015 surveys. In both there was an emphasis that new development should be in keeping with local character, heritage, scale and setting.

2.2 In 2020 84% of respondents said they placed great value on protection of the Green Belt landscape and 80% valued highly the protection of historic and natural features. Where new developments were under consideration, 88% agreed that designs should respect the scale of the settlements and 80% wanted to see designs which maximised the use of green space and gardens.

2.3 The extent to which the Parish is green is clearly visible in the 2022 aerial photograph shown in Figure 3. This photograph is annotated to show the Parish Boundary and the proposed route of HS2.

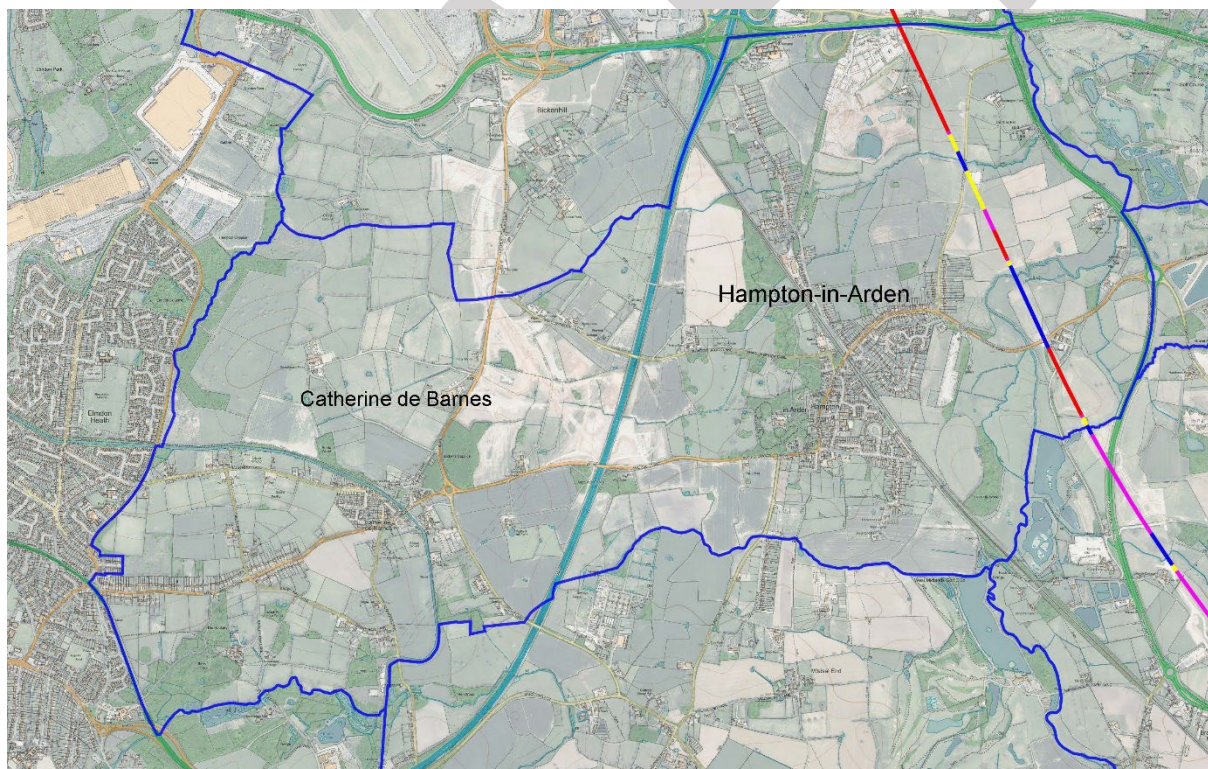


Figure 3 - Aerial view of Parish showing greenness

Parish Priorities

2.4 The parish derives its special character from its rural setting and its historic roots. The 2020 consultation identified the following priorities:

- **Protection of the Green Belt** - The developed parts of the villages of Hampton-In-Arden and Catherine de Barnes are treated as Inset Areas within the strategically important area of Green Belt known as the Meriden Gap. Development is generally not permitted within the Green Belt unless **very special circumstances** exist. Guidance provided in SMBC's document *Solihull's Countryside Strategy 2010 to 2020*. and the *Warwickshire Landscape (Arden) Guidelines* is also relevant.
- **Preservation of cherished views** – Within the parish there are popular views identified in the survey as 'special'. There was a desire to ensure that these are cherished and protected.
- **Enhancement of tree cover** - The landscape of the parish is dominated by trees, characteristic of its setting within the historic Forest of Arden landscape. There are some areas of historic woodland, a surviving ancient common in Catherine de Barnes, and areas of more recent mature planting associated with the Hampton's Manor, the Spinney and Arboretum. Trees planted in large gardens and open public spaces complete the overall aspect of the tree dominated landscape.
- **Protection of biodiversity** – There are numerous sites where wildlife flourishes, including the Spinney and Catherine de Barnes Common, which are in the custodianship of the Parish Council and are managed as local amenities. Further areas of woodland and wildflower meadow are managed by the Fentham Trust. The Blythe (an SSSI)⁴ and its water meadows form a natural floodplain and wildfowl habitat. A nature reserve adjacent to the Blythe is managed by the Packington Estate, and another to the north of the parish is managed by the Warwickshire Wildlife Trust.
- **Curation of Local Heritage** – Parts of the parish, particularly in the old village centre of Hampton-in-Arden, where the additional protection of the Conservation Area applies, contain numerous examples of heritage assets. These include the parish church itself, together with its grounds, its historic manor houses, old school buildings and monuments. There are three Scheduled Monuments, the Packhorse Bridge, the moated site at the Moat House and the Ancient Cross in the churchyard. Several homes, farmsteads and cottages in both settlements are also of historical value. Valued Listed buildings in the parish include Diddington Hall, Bogay Hall, Walford Hall and Old Berry Hall.
- **Protection of Separateness** – Much of the character of the two main settlements derives from the fact that they are separated from suburban sprawl and transport infrastructure by sizeable tracts of Green Belt open space. Retaining this character requires an approach which minimises the erosion of these separation gaps, specifically:

⁴ Site of Special Scientific Interest

- The open space between Catherine de Barnes, Solihull, Hampton and development along the A45 (the Catney Gap),
- The open space between surrounding Hampton-in-Arden and
- The wider area known as the **Meriden Gap** which occupies the West Midlands Green Belt area between Birmingham/Solihull and Coventry.

2.5 A conceptual indication of the positioning of the Catney and Hampton gaps is shown in Figure 4.

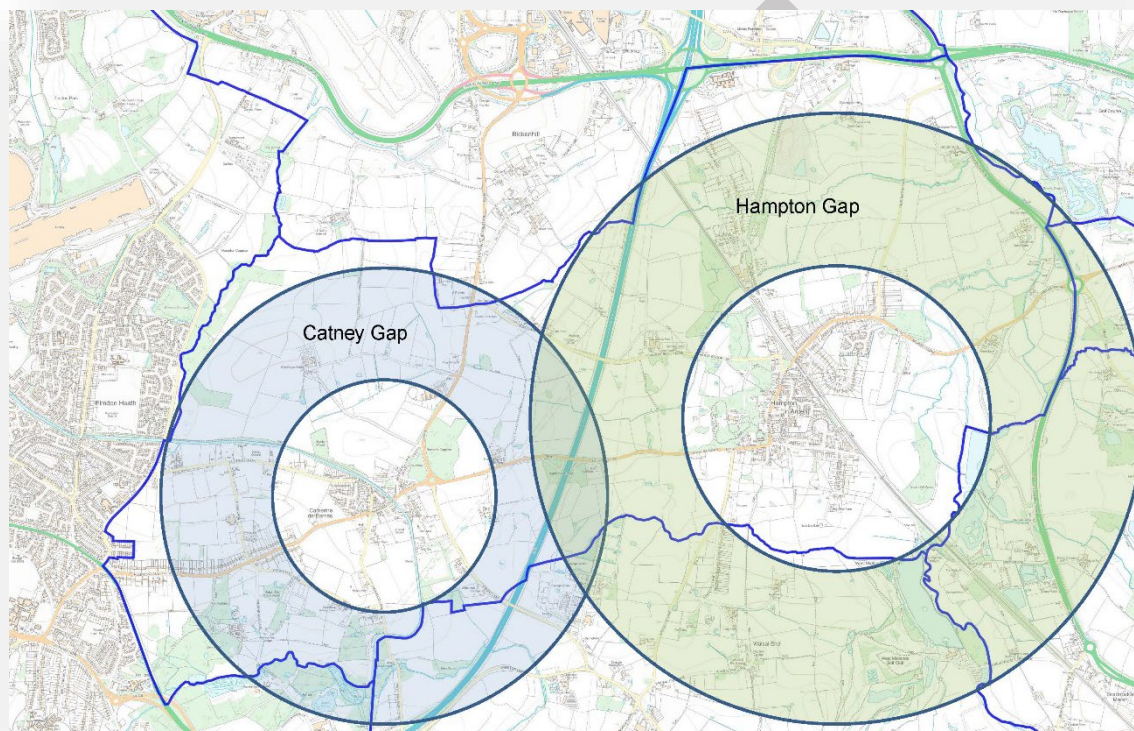


Figure 4 - Indicative position of the Catney and Hampton Gaps

2.6 The proposed development between Damson Parkway, the Canal and Hampton Lane (**Site SO1**) represents a substantial narrowing of the Green Belt between sub-urban Solihull and the village of Catherine de Barnes, and therefore is seen as a threat to the separateness of the settlement. Resistance of further developmental encroachment into this gap will be strenuously resisted by the Parish Council. The impact of developments around Catherine de Barnes from this development, as well as the potential Oak Farm and MSA developments, is shown in Figure 5. The creation of the M42 Relief Road has also eroded elements of the Green Belt between Catherine de Barnes and Hampton.

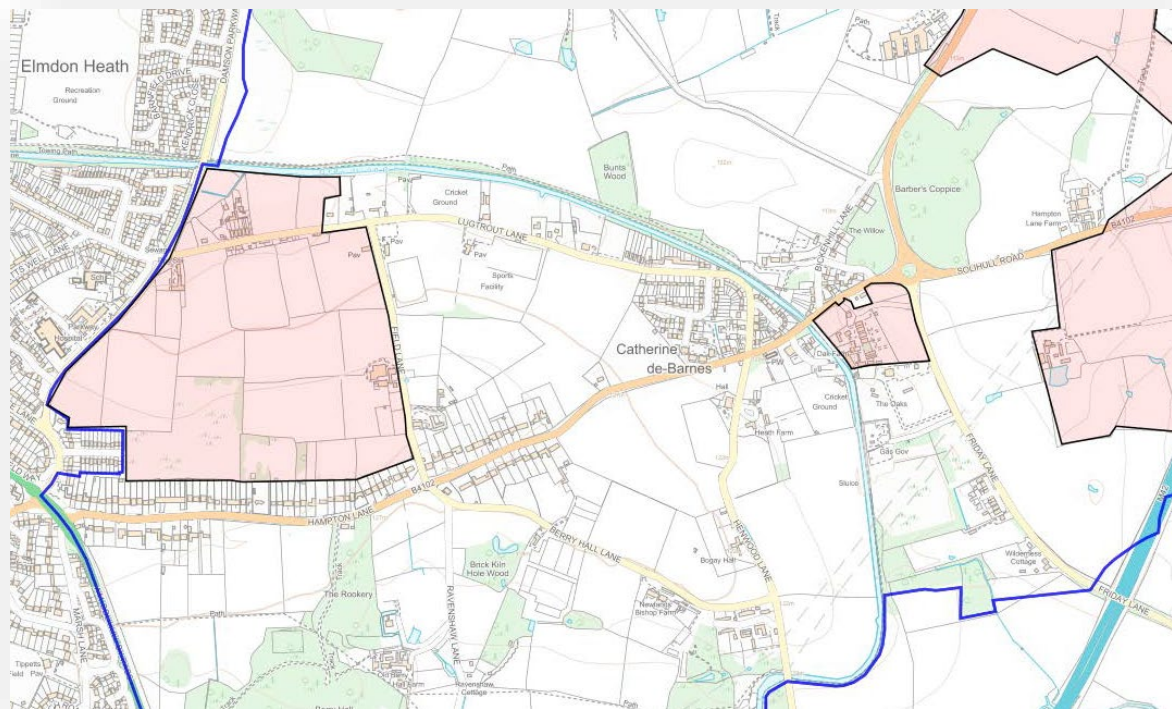


Figure 5- Green Belt impacts in the Catney Gap

Planning Constraints

2.7 New development in the parish faces several additional Statutory Protections. These include:

- Listed Status
- Conservation Area Protection
- Green Belt

2.8 In addition, a significant part of the parish lies within the flood plain and development is limited by flood risk implications.

Listed Status

2.9 Several buildings within the parish are Listed, a status awarded by the Secretary of State⁵ and overseen by Historic England. A full list can be found on the Historic England website. Some, but not all, are within the Conservation Area, some within the Green Belt. For modifications to these buildings there is a further level of planning approval required to ensure preservation of their architectural value and heritage status. Listed Building consent is required

⁵ Currently the Secretary of State for Digital, Cultural, Media & Sport

for works to a listed property.⁶

2.10 As a rule of thumb, any modifications to listed properties should preserve the original appearance and character as much as possible. The Parish Council will always take an especially close look at all planning and listed consent applications involving changes to Listed Buildings, including their neighbouring buildings, building lines, street scene and views.

2.11 SMBC has awarded 'Locally Listed Status' to a further number of buildings. These additional buildings are itemised in SMBC's *Local List of Heritage Assets*. Whilst not carrying the full legal protection of Listed Status, any proposals affecting these properties will be expected to conserve them to a degree appropriate to their significance.

Conservation Area

2.12 In 1968 the central part of Hampton-in-Arden was designated a Conservation Area; this assessment was updated in 2015. A plan of the Conservation Area is shown as Figure 6.

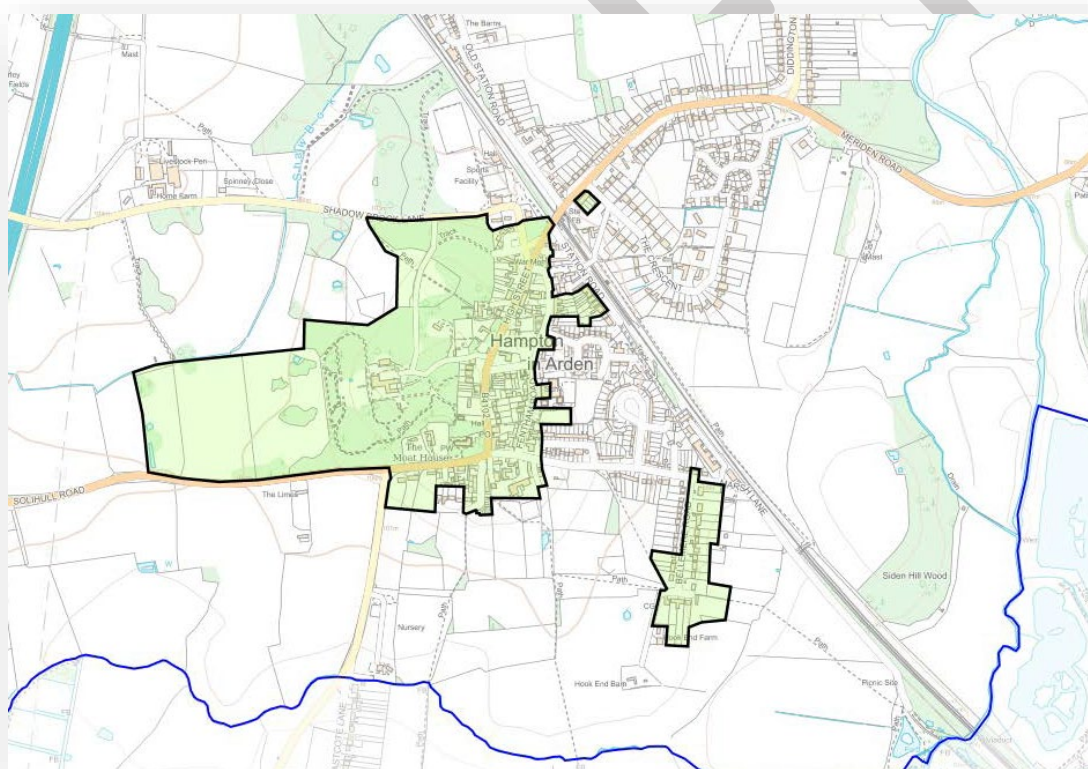


Figure 6 - Hampton-in-Arden Conservation Area

⁶ Listed status applies to the entire grounds and boundaries of a property, not just to the building itself. This includes any curtilage structures dating to before July 1948 and meeting the criteria set out by Historic England.

2.13 In the Conservation Area much of the historic development, whether residential or commercial, has been small scale, compact and unpretentious. Many of the old houses front the main street, which is narrow by today's standards with narrow pavements. A number of these buildings are important, both historically and architecturally. The core of the building stock is Victorian or Edwardian, although there are several much older properties, and some more modern ones, interspersed. The older buildings, mostly those dating to before 1945, are typically built with red brick with gabled, rather than hipped, roofs. Any new work needs to reflect the scale, density, outlook and style of these properties.

2.14 Full planning permission is needed for certain types of development in conservation areas which elsewhere would be classified as 'permitted development'. These include:

- House extensions if they add more than 10% or 50 cubic metres (whichever is the greater) to the volume of the original property.
- The erection or alteration of an out-building which is larger than 10 cubic metres, such as a garden shed or garage, in the curtilage of a property.
- The cladding of any part of the exterior of a property with stone, artificial stone, timber, plastic or tiles.
- Any alterations to the roof of a property resulting in a material alteration to its shape, for example dormer windows.
- Any work such as the felling and lopping of trees (regardless of whether a Tree Preservation Order applies).
- The display of any illuminated and some non-illuminated signs.
- The erection of most satellite dishes, radio masts, solar panels and equipment cabins.

2.15 Solihull MBC has a statutory obligation to make Parish Councils aware of any applications within their parish, allowing them to submit any comments or objections felt to be relevant. In assessing such applications, the Parish Council will seek to ensure that:

- The proposal is in line with the character, architecture, distinctiveness and setting of the area.
- It respects building lines, street scene vista and visual aspects of the area.
- It sits well in relationship to other properties, respecting local scale and proportion.
- It respects or enhances the skyline and protects views.
- It uses good quality and building materials appropriate to the setting.
- Historic chimney stacks and pots dating to before 1945 are retained wherever possible or replaced to match the originals.
- Window and door replacement, as far as possible matches the original, or is appropriate in design and materials to the age and style of the building.
- Ancillary buildings such as garages, car ports, garden buildings and shelters respect the character and appearance of the building they serve and the surrounding area.
- Original boundary walls and railings have been retained or replicated wherever possible.
- Small scale renewable energy technologies are sensitively located to respect the character

and appearance of the conservation area.

- Original shopfronts, or elements of them, which date from before 1945, have, where possible, been retained or sensitively replicated.

Green Belt

2.16 The Green Belt covers the greater part of the parish, and new development within it (unless it is deemed to be acceptable Green Belt development as set out in NPPF paras 149 and 150) requires *very special circumstances*. When considering any planning application, the local planning authority has a statutory duty to ensure that substantial weight is given to any harm to the Green Belt. *Very special circumstances* will not exist unless the potential harm to the Green Belt is clearly outweighed by other considerations.

2.17 The extent to which the parish is dominated by Green Belt is shown in Figure 7.

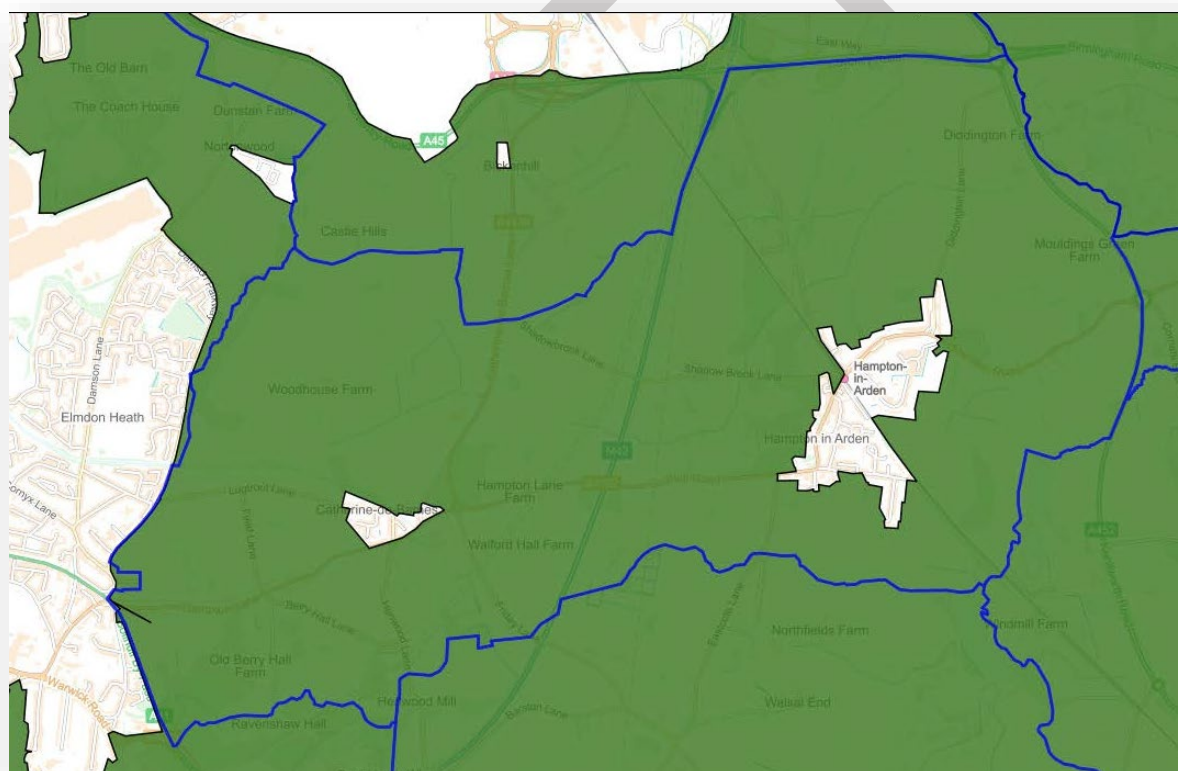


Figure 7 - Green Belt coverage in the parish

2.18 The development of the site between Hampton Lane, the Canal and Damson Parkway (**SO1**) as set out in the Solihull Local Plan represents a major incursion into the Green Belt and makes the importance of defending the new Green Belt boundary and preserving the gap between sub-urban Solihull and Catherine de Barnes even more vital. The effective line of that Green Belt boundary, given the expectation that development of **SO1** will proceed, is shown in Figure 8.

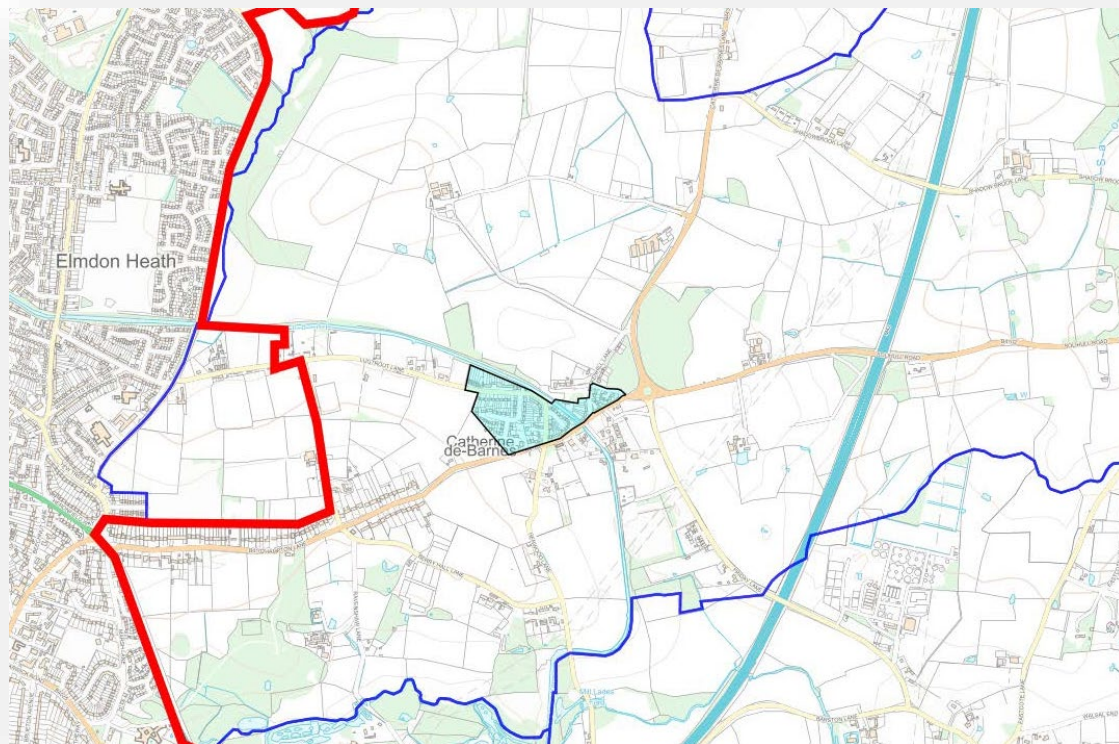


Figure 8 – Proposed Green Belt Boundary East

2.19 Certain types of development are permitted within Green Belt land. Details of these exceptions are set out in Solihull’s Policy **P17**.

2.20 We will seek to ensure that new agricultural buildings are carefully sited and designed to ensure that the character and appearance of the area is maintained and are sympathetic with views of the site from the surrounding area. Wherever possible the topography of the land or screen planting should be used to reduce the prominence of a building in the landscape. We will seek to ensure that materials are chosen carefully, as inappropriate materials or colour can spoil an otherwise well-designed building. All development in the Green Belt should be appropriately landscaped to ensure it does not adversely affect biodiversity and general rural character.

2.21 **Inset Areas** are enclaves within an area of Green Belt where development is permitted under current planning regulations. Within the parish are two Inset Areas, one based on the settlement of Hampton-in-Arden, the other on the settlement of Catherine de Barnes. The Hampton-in-Arden Conservation Area sits within the Hampton-in-Arden Inset Area. Outside of the Hampton and Catherine de Barnes Inset Areas, everything else in the parish is Green Belt.

2.22 A plan of the Hampton-in-Arden Inset Area is shown as Figure 9.

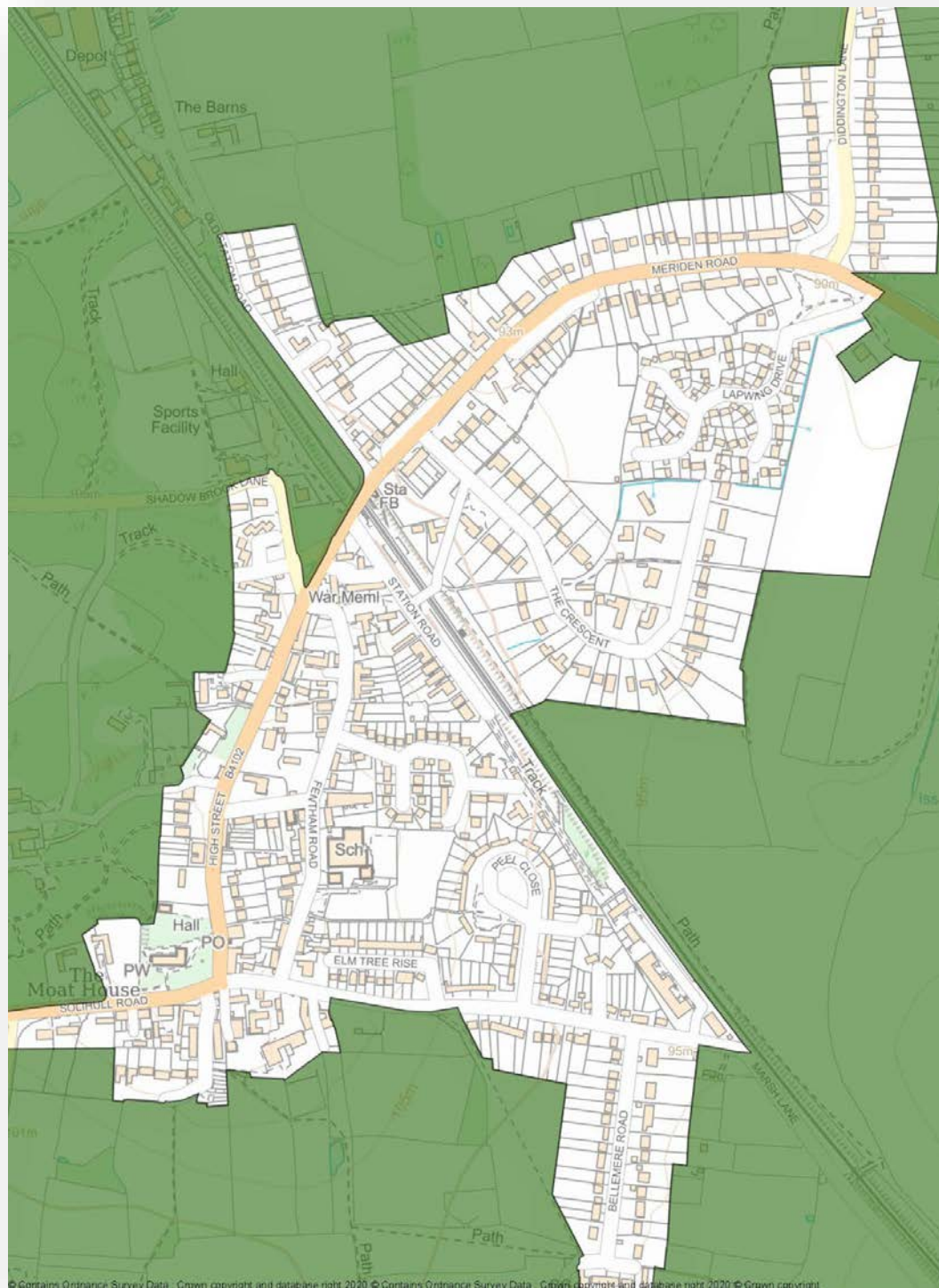


Figure 9 - Hampton-in-Arden Inset Area

2.23 A plan of the Catherine de Barnes Inset Area is shown as Figure 10.



Figure 10 - Catherine de Barnes Inset Area

2.24 All new developments within the Inset Areas need to respect the existing settlement pattern and retain the character of the settlements. They should enhance the street scene and minimise any adverse effects on existing properties.

Flood Risk limitations

2.25 The main risk of flooding in the parish is along the route of the Blythe and its tributaries, including the Shadowbrook. These areas are shown in Figure 11.

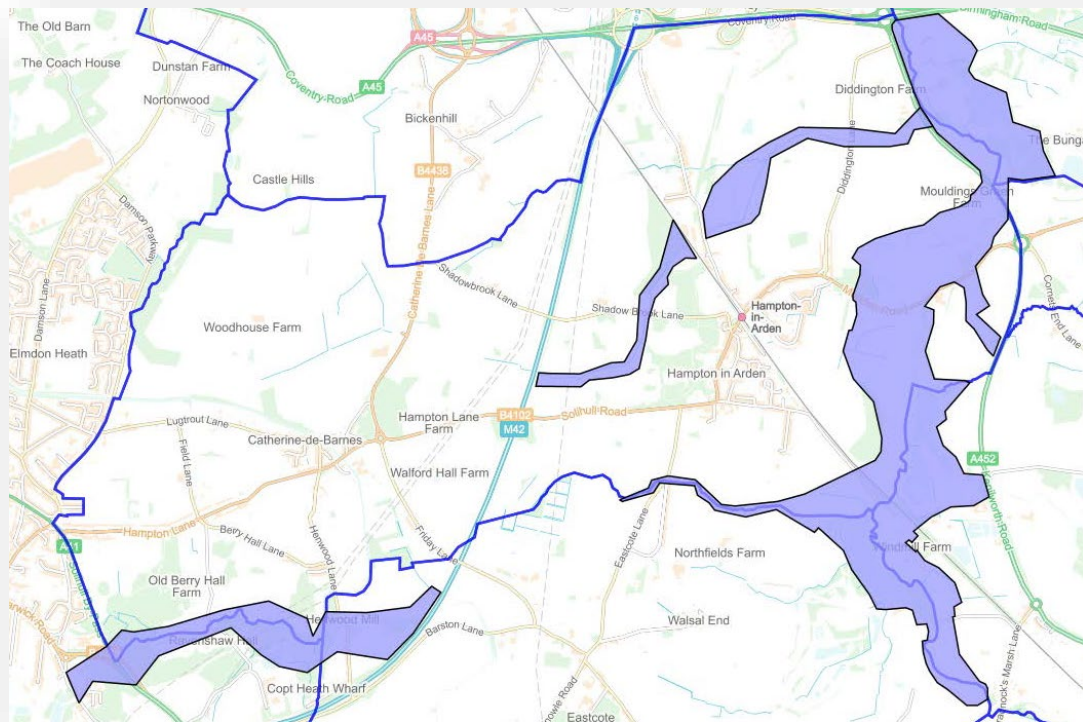


Figure 11 - Parish Flood Risk Map

2.26 New developments must avoid these areas but must in any case contribute to flood alleviation and the effective management of wastewater, both of which are critical to the pursuit of sustainable communities. Reducing the impact of flooding helps maintains water quality and enhances local amenity and biodiversity.

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SECTION 3 - POLICIES

3.1 The policies set out in this section align with the six policy areas identified in the Solihull Local Plan. Each section includes a brief Parish Profile and a summary of the community feedback we have obtained. Against each we have listed Parish Policies to act as guidance for builders and developers, and actions the council will take to support these objectives.

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3A – SUSTAINABLE ECONOMIC DEVELOPMENT

Parish Profile

3.2 The parish's major employment areas lie outside its boundaries, primarily in the conurbations of Solihull, Birmingham and Coventry or further afield. Major economic development is occurring around the fringes of the parish, in terms of the UK Central Solihull Hub Area, Jaguar Landrover, the Airport, the NEC, Resorts World and Arden Cross. The M42 and main London/Midlands railway line cut through the parish, and further civil engineering projects, which have now commenced, are having a major impact on its rural character, primarily HS2, the M42 Relief Road and the potential new Motorway Service Area (MSA) on the M42. SMBC has not earmarked any additional land within the parish for new economic development, and we support that approach.

3.3 The route of HS2 cuts through the Green Belt within the parish as shown in Figure 12.

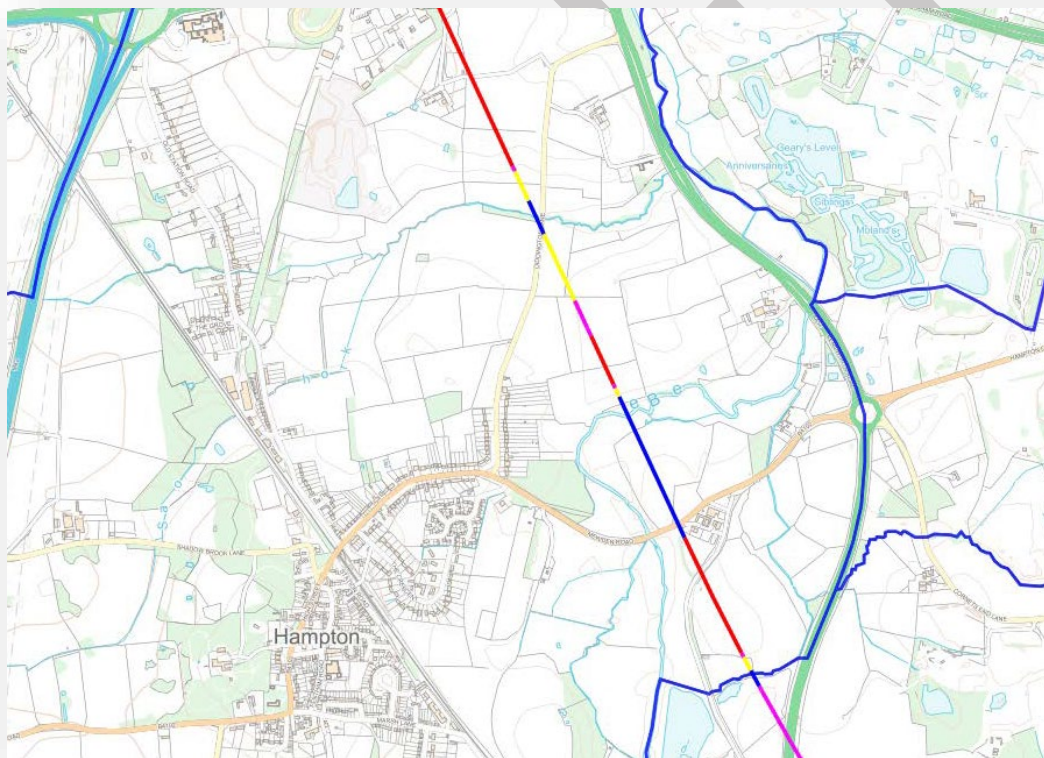


Figure 12 - Route of HS2

3.4 The route for the M42 Relief Road, under construction in 2022, is shown in Figure 13.

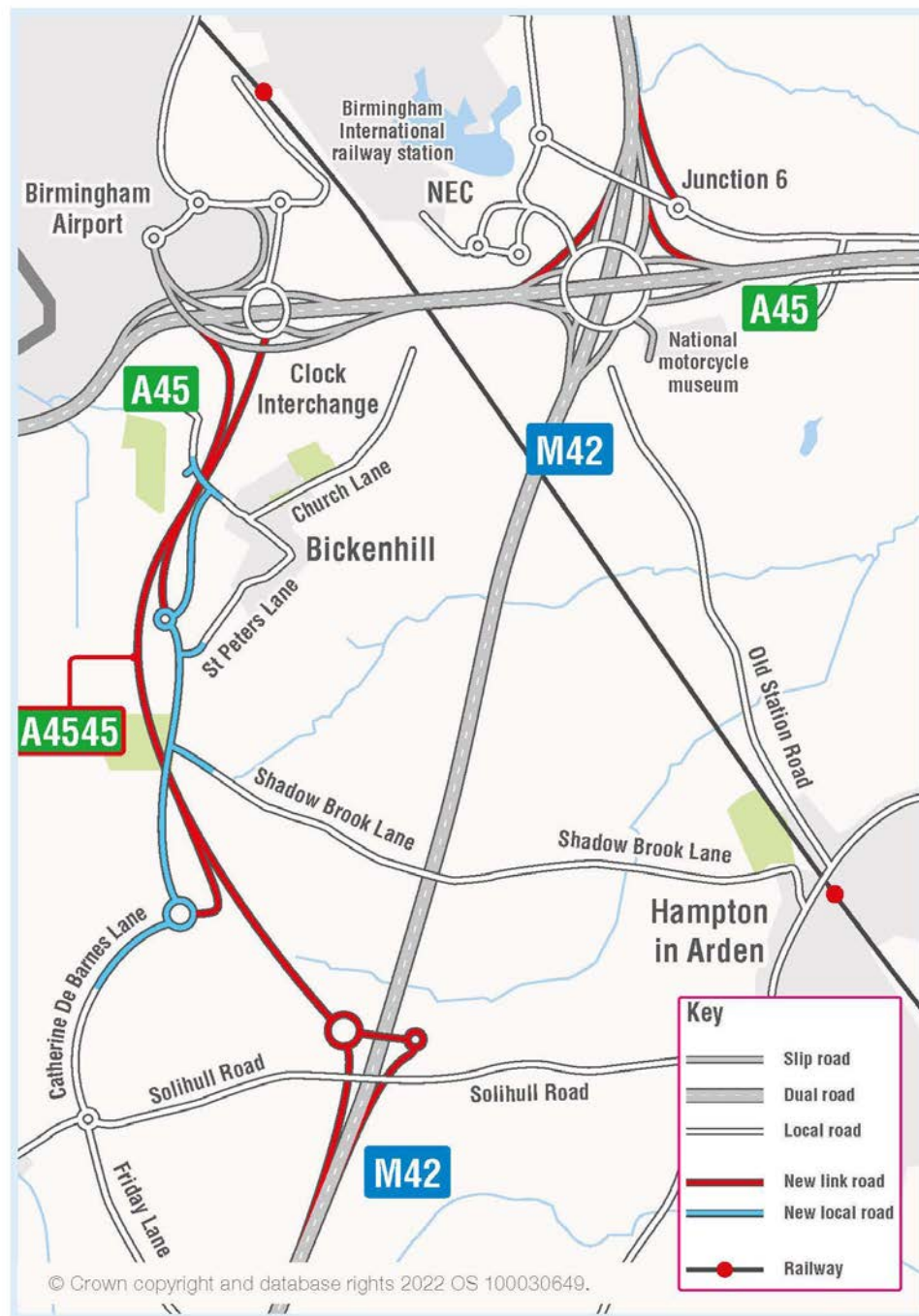


Figure 13 - M42 Relief Road Route

3.5 The site identified for the proposed MSA is shown in Figure 14.

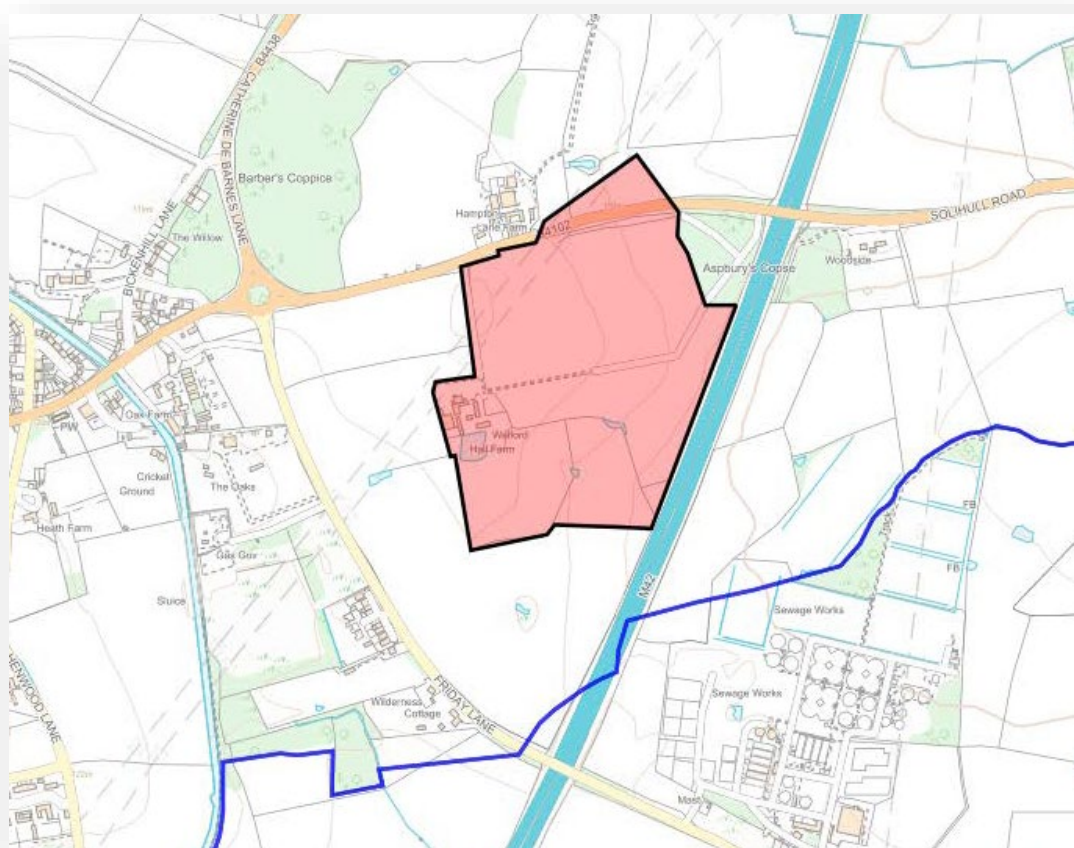


Figure 14 - MSA Proposed Site

Results of HiA Neighbourhood Plan Residents and Business Surveys 2020

3.6 Respondents were strongly against any Green Belt being used for new economic development. Three quarters of respondents thought farms should not be allowed to diversify into quasi-industrial activities, particularly activities involving increased HGV traffic and storage, noise, pollution, recycling and manufacturing. A majority felt that we should only actively seek to encourage employment in the agricultural, recreation and leisure sectors. Most respondents thought it important to maintain our village shops as shops and resist any change of use to residential.

3.7 Home working was seen as something to support, and hence improved broadband quality and a better mobile telephone signal was considered essential.

3.8 The Parish Council has developed policies based on the results of our surveys, and in line with the following SMBC's Local Plan policies:

- **P3 – Provision of Land for Business**

- P14A – Improving Digital Communications Infrastructure

Hampton-in-Arden Parish Council Policy 1 – Sustainable Economic Development

Given the significant scale of the economic development around the edges of the parish, in particular the growth of the JLR complex, the Arden Cross Development, the Airport and the housing development planned for the NEC site we do not propose to seek further land development for employment purposes. This is in line with Solihull's Local Plan which does not earmark any land within the parish for employment development.

B1 – Support for employment growth

We will support the reasonable expansion of established businesses into the Green Belt where this will make a significant contribution to the local economy or employment, especially those that create employment in the agricultural, recreation and leisure industries, so long as they mitigate any additional impacts on the transport infrastructure and rural character of the parish. We will also support the creation of small-scale business accommodation on brownfield sites provided it can be demonstrated that the impact on any neighbouring residences, the environment and visual amenity has been considered and is acceptably small. We will not be supportive of any conversion of agricultural land to industrial, waste management, storage or manufacturing use or any activity involving significantly increased traffic, noise, emissions or pollution impacts.

B2 – Protection of local businesses

We will seek to minimise the loss of existing local shops and business facilities and will not be supportive of any change of use unless there is alternative provision nearby or there is no reasonable prospect of continued use of the building for similar community use.

B3 – Support for working from home

We will support the improvement of facilities which increase opportunities for working from home, subject to ensuring that these are not to the detriment of neighbours through inappropriate parking, noise or other disturbance or impact.

B4 – Improvement in digital communications

We will support efforts to roll out better quality broadband and mobile telecommunications coverage across the parish so long as the physical impact of any new installations is consistent with our other planning policies set out in this plan.

ACTION PLANS

- **HS2** - We will work to secure the best, mitigated outcomes to all outstanding issues of contention surrounding the construction of HS2. These include impact on residences and businesses, issues of design, management of the construction works to mitigate impact, flood prevention, footpath protection and management of the environmental and ecological impacts.
- **Birmingham Airport** – To mitigate the impact of Birmingham Airport on noise disturbance, traffic volumes and air quality, we will continue to take an active role in the activities of the Airport Consultative Committee and will work closely with other local community groups to ensure that the ongoing concerns of residents are kept under constant review.
- **M42 Relief Road** - We will work to secure the best, mitigated outcomes to all outstanding issues of contention surrounding the construction of the M42 relief road which bisects the two settlements within the parish. These include its effects on residences and businesses, issues of design, management of the construction works to mitigate impact, flood prevention, footpath protection and management of the environmental and ecological impacts.
- **Motorway Service Area (MSA)** – We remained deeply concerned about the impact of the decision to construct an MSA adjacent to the new junction 5a. We will continue to seek appropriate evaluation and mitigation of the safety concerns and impacts on the Green Belt that have already been flagged up and will continue, through lobbying, discussion and co-operation to secure the best, mitigated outcomes to all outstanding issues of contention.

3B – HOUSING PROVISION

Parish Profile

3.9 Based on the survey returns, most Hampton residents are owner occupiers (who either own outright [59%] or pay a mortgage [34%]). This is also true of Catherine de Barnes residents (comparable percentages 67% and 28%). A majority live in detached properties (Hampton 53%, Catherine de Barnes 67%), the greatest proportion of which have four bedrooms (Hampton 33%, Catherine de Barnes 32%), and two occupants (Hampton 43%, Catherine de Barnes 54%). Gas central heating is the predominant heating type (Hampton 94%, Catherine de Barnes 88%). Most residents live within the two Inset Areas of Hampton-in-Arden and Catherine de Barnes.

3.10 The Solihull Local Plan has identified three locations for future housing development within the parish. These are referred to in their Plan as follows:

- **SO1** – Large development for over 800 residences between Damson Parkway, Lugtrout Lane and Hampton Lane in Catherine de Barnes.
- **HA1** – Development for up to 200 residences south of Meriden Road partially utilising the Arden Wood Shavings site.
- **HA2** – Development for up to 95 residences on the Oak Farm site near Catherine de Barnes.

3.11 The proposed site of SO1 is shown in Figure 15.

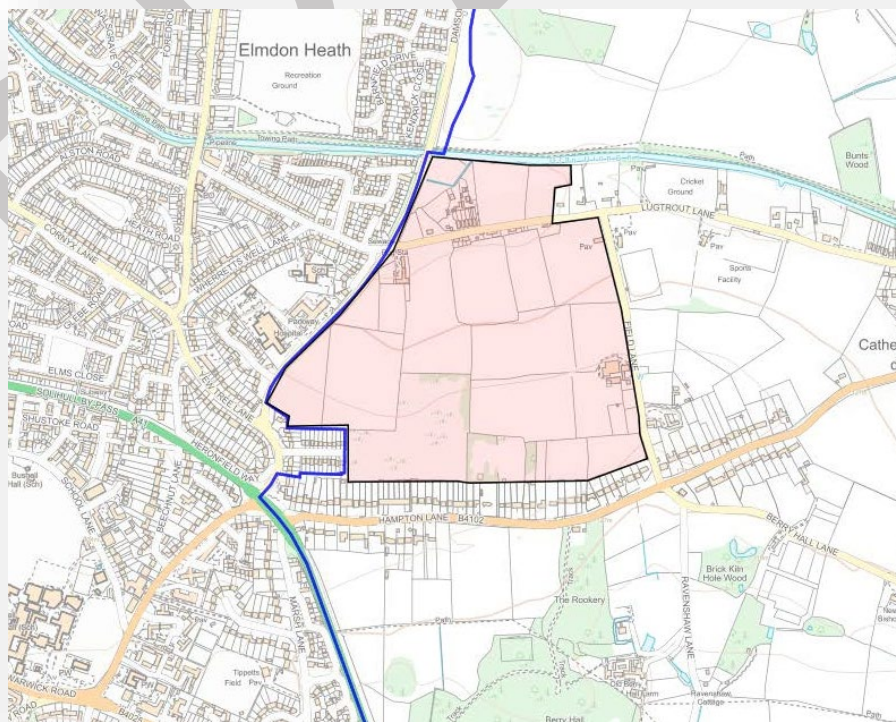


Figure 15 - Proposed site for SO1

3.12 The proposed site for HA1 is shown in Figure 16.

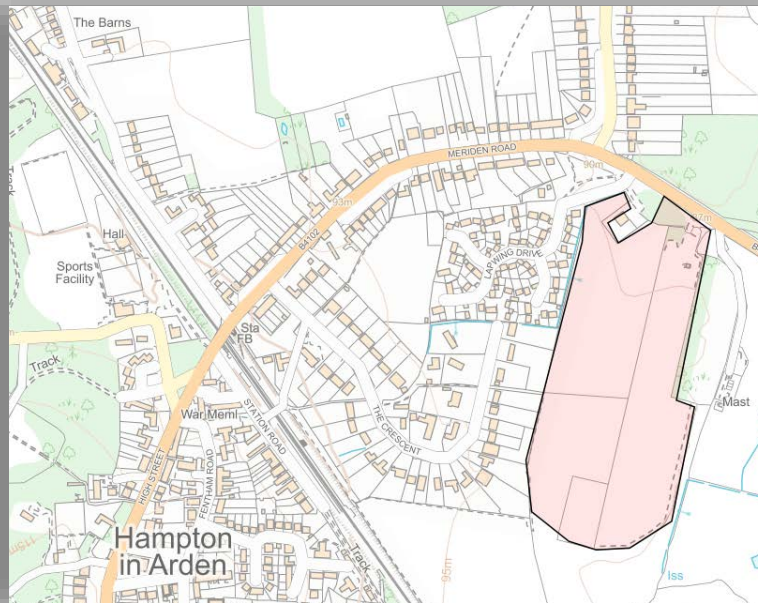


Figure 16 - Proposed site for HA1

3.13 The proposed site for HA2 is shown in Figure 17.



Figure 17 - Proposed site for HA2

Results of HiA Neighbourhood Plan Residents and Business Surveys 2020

3.14 Most people surveyed said they had no plans to move in the next five years (Hampton 67%, Catherine de Barnes 63%), but the greater number of those who were thinking of moving said they were doing so to downsize. Their biggest problem was finding something suitable within the parish. Most respondents in this category were looking to stay within the parish. Most were looking for owner occupied properties, and did not see themselves as being eligible for, or interested in, affordable housing.

3.15 Less than 25% of households believed that any household members would be looking to move out in the next five years. These were typically younger family members seeking independence. The majority of these would prefer semi-detached accommodation but felt they could only afford a flat or terraced property. Most expected they would need to leave the parish as affordable suitable properties were not available. Only a small proportion expressed any interest in seeking affordable housing themselves (20% in Hampton, 17% in Catherine de Barnes).

3.16 The greatest housing need registered by the local community was that any new housing should be in the middle and lower price ranges as the priority was for starter homes for young people or downsizing opportunities for those living in 5/6-bedroom properties, once families had left home.

3.17 A majority said they felt any new housing developments in the parish should include provision of affordable housing (82% Hampton, 77% Catherine de Barnes), within mixed developments. There was a strong preference for smaller developments of fewer than 25 dwellings (Hampton 77%, Catherine de Barnes 76%).

3.18 There was a very strongly expressed view that no new housing should be permitted in the Green Belt or flood plain, and that any new building should be on brownfield or existing sites. Most comments from respondents emphasised the importance of protecting both the Green Belt and the rural character and heritage of the parish; they also urged that no new development should be considered without fully ensuring that infrastructure services and roads were up to the demand.

3.19 The Parish Council has developed policies based on the results of our surveys, and in line with the following SMBC's Local Plan policies:

- **P4A – Affordable Housing**
- **P4B – Housing in Green Belt**
- **P4C – Market Housing**
- **P4D – Self-Build**
- **P4E – Housing for the Elderly and Disabled**
- **P5 – Identification of Land for Housing**
- **P6 – Accommodation for Travellers**

- P17 – Protection of the Green Belt
- P17A – Compensation for Loss of Green Belt

Hampton-in-Arden Parish Council Policy 2 – Housing Provision

We will be as supportive as possible of new residential building within the Green Belt Inset Areas but will not support any inappropriate residential building on Green Belt unless *very special circumstances* can be demonstrated. We will resist ribbon development in the Green Belt on both sides of Hampton Lane and Lugtrout Lane.

H1 – Construction of new developments & affordable housing

Where acceptable residential building development is proposed within the Inset Areas, or where very special circumstances for development in Green Belt have been demonstrated, we will support the preferences of parish respondents for developments of fewer than 25 dwellings and seek to ensure that sites have good access to local services, facilities and public transport, and good footpath connectivity. Our approach will reflect the objectives of SMBC Policy P4A in relation to the inclusion of affordable housing provision within developments and the extent to which the design has incorporated the principles of ‘Secured by Design’.⁷

H2 – Delivery of acceptable new housing types and designs

Subject to H1 we will support new housing provision that preserves and enhances the character of the parish and will favour a range of housing types. We will welcome the creation of more bungalows and starter homes and resist the creation of significant numbers of larger dwellings, such as those with five or more bedrooms, on developments of more than ten houses. We will support designs consistent with the approach set out in the Quality of Place Section of this plan.

H3 - Provision of high amenity standards in new developments

Subject to H1 we will be supportive of acceptable developments which:

- Are highly sustainable, with high standards of energy efficiency and meeting Lifetime Homes standards with the aim of achieving net zero carbon.
- Have adequate refuse and re-cycling provision which should ideally not be visible from the public sphere.
- Have provision for the latest broadband services facilities.
- Incorporate lighting schemes which reflect the local character of the area and be restricted to that necessary for public safety.

⁷ *Secured by Design* is the official police security initiative that works to improve the security of buildings and their immediate surroundings to provide safe places to live, work, shop and visit.

- Minimise light pollution into the countryside.

H4 - Provision of EV Charging Points

We will expect every new residential building with an associated car parking space to have an EV charge point and every new non-residential building with more than five car parking spaces to have at least one charge point for every five parking spaces.

H5 - Management of Flood Risk

We will expect developers to undertake thorough risk assessments of the impact of proposals on surface and groundwater systems and incorporate appropriate mitigation measures where necessary, especially developments within the Blythe flood plain, as set out in Figure 11. Information accompanying planning applications should demonstrate how any flood mitigation measures will be satisfactorily integrated into the design and layout of the development. We will support the use of Sustainable Drainage Systems (SuDS) and permeable surfaces. We will support proposals which expedite the improvement and upgrade the existing drainage network.

H6 – Construction of conversions and extensions

We recognise that extending existing properties is often a more sustainable solution than building new and will be supportive of conversions and extensions of residential dwellings which account for any locally distinctive character. We would expect the proportions of the extension to be in keeping with the scale, appearance and character of the existing dwelling and its surroundings and subservient to the main building and will assess applications to modify or alter existing properties against the principles of SMBC's *House Extension Guidelines (Supplementary Planning Document)* dated February 2010.

H7 – Back-garden development

Residential backland developments have a role to play in delivering housing targets. However, they also have the potential to create significant adverse impacts in the communities where they are located. The Parish Council will support such developments so long as they align with the guidance set out in SMBC's *Residential Backland Development - Draft Supplementary Planning Document*.

ACTION PLANS

- **Identified Sites in SMBC's Local Plan** - We accept in principle SMBC's development plans for the site off Meriden Road in Hampton-in-Arden (Policy HA1), and Oak Farm in Catherine de Barnes (Policy HA2) and will focus on seeking to ensure the applications meet the criteria as laid out in this Neighbourhood Plan. However, we are not yet in a situation to comment on any proposals on detail design, covering such issues as density,

access, design, infrastructure and so on. We will seek to minimise the impact that development of SO1 has on Lugtrout Lane and Field Lane, and on the surrounding environment, transport system and local infrastructure.

- **Conversions and extensions** – In evaluating proposals for conversions and extensions of residential dwellings we will:
 - Look to protect the privacy of neighbours so that they can enjoy their own properties without fear of being overlooked.
 - Resist developments which introduce overbearing or incongruous features that can be viewed from adjoining properties, from roadways or adopted footpaths.
 - Press for extensions to dwellings to have the main vehicle access through the primary property so as not to be capable of becoming severed from it to create a separate dwelling.
 - Press for the use of materials used which are sympathetic in type and colour to the existing and neighbouring properties.
- **Gypsies & Travellers** - We recognise that within the parish Green Belt a facility for Gypsies and Travellers currently exists and we will resist any further development of this facility.

3C – SUSTAINABLE TRAVEL

Parish Profile

3.20 The parish is well served by rail links between Birmingham and London, and benefits from easy access to Birmingham Airport, although this proximity leads to other problems concerning congestion and air, noise and traffic pollution. The main bus routes between Coventry, Solihull and Birmingham run through the parish.

3.21 The parish is poorly served with safe cycling and pedestrian routes. The two main settlements of Hampton-in-Arden and Catherine de Barnes have no linking safe route for pedestrians, and no useable cycle lanes, although there is an effective cycle and pedestrian route from Catherine de Barnes to the NEC/Arden Cross area. In addition, the route between Hampton-in-Arden and Knowle through Eastcote mostly lacks a safe pedestrian route.

3.22 The pavements through the historic centre of Hampton-in-Arden are especially narrow, making them hazardous for pedestrians. For this reason, the parish council has developed plans for traffic calming which are being implemented on an incremental basis. In Catherine de Barnes the problem has been more around the difficulty for pedestrians crossing the B4102, due to traffic speeds and volumes and poor visibility at the canal bridge exiting from the canal towpath. This has been ameliorated recently due to the installation of a pedestrian crossing, but plans are under development for further traffic calming measures here.

Results of HiA Neighbourhood Plan Residents and Business Surveys 2020

3.23 Over 50% of respondents said their top priorities were improved road safety and better footpaths and pavements. 70% said that better pedestrian and cycling access was a strong priority. The second most frequent topic on which we received comments in the survey related to support for applying traffic calming measures in the two villages.

3.24 The Parish Council has developed policies based on the results of our surveys, and in line with the following SMBC's Local Plan policies:

- **P7 – Improved Pedestrian & Cycle Access**
- **P8 – Management of Traffic Congestion**
- **P8A – Improvement of Public Transport**

Hampton-in-Arden Parish Council Policy 3 – Sustainable Travel

Our approach will be in line with SMBC Policy 7; its primary focus will be on providing greater safety for pedestrians and cyclists and securing improved provision of public transport. We strongly support SMBC Policy 8 (Management of Traffic Congestion), and we will continue to press for the provision of improved traffic calming measures for the village centres of Hampton-in-Arden and Catherine de Barnes.

T1 – Improved provision of safe cycling and pedestrian routes

We will support new development which demonstrates that provision has been made to link the development to attractive walking and cycling opportunities. We will support the provision of suitably way-marked routes to enable easy pedestrian and cycle access to key destinations. Where new developments would make an additional impact on local footpaths and cycle routes, we will support measures to bring them to an acceptable standard.

T2 – Provision of adequate parking for new developments

We will be supportive of new developments which demonstrate adequate parking arrangements, and which will not exacerbate current parking problems within the parish or rely on on-street parking. Developments should at least meet the requirements set out in SMBC's *Vehicle Parking Standards and Green Travel Plans*.

T3 – Mitigation of traffic impacts

We will be supportive of new developments which consider and mitigate their impact on traffic flows through the parish and incorporate appropriate traffic calming, road safety and any other traffic/pedestrian safety measures, such as roundabouts, one-way systems and gateways that improve vehicle and pedestrian safety.

ACTION PLANS

- **Safe Cycling and Pedestrian Routes** – In line with SMBC Policy 7 (Improved Pedestrian and Cycle Access) our ambition is for a safe cycling and pedestrian route through the parish linking Meriden with Catherine de Barnes, via Hampton-in-Arden Village Centre. We will explore all avenues to achieve this through a combination of SMBC support, developers' contributions and other funds. The indicative route of this facility is set out in Figure 18.

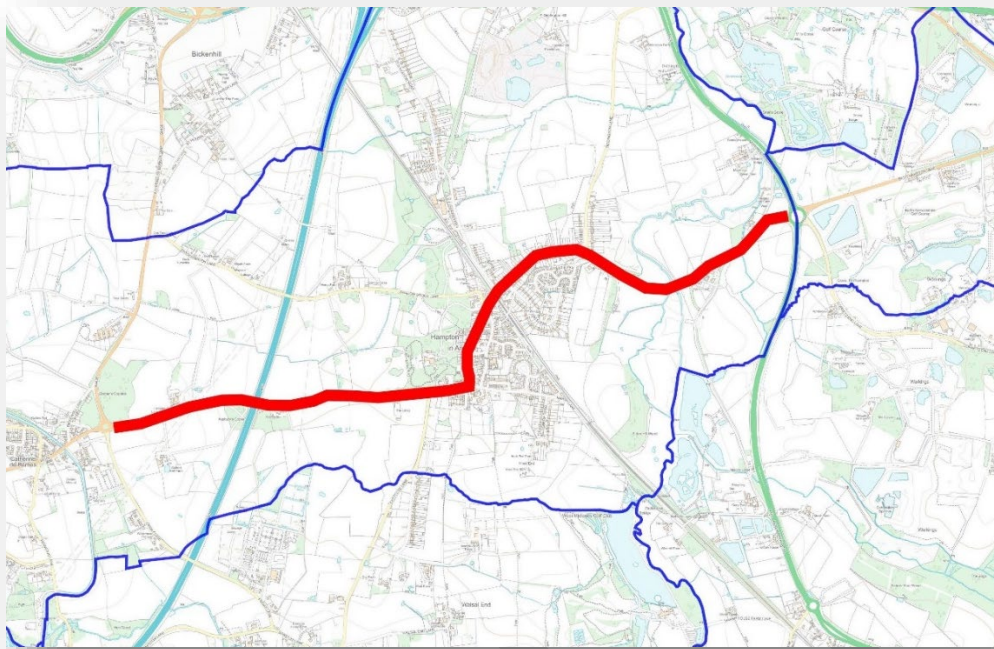


Figure 18- Indicative Line of Safe Pedestrian & Cycle Route

- **Traffic Calming** – We will continue to seek to secure the provision of improved traffic calming measures for the village centres of Hampton-in-Arden and Catherine de Barnes.
- **Footpaths** - We will be vigilant in seeking protection for any footpaths affected by development, seek appropriate and satisfactory mitigation or diversionary routes if necessary, and look for opportunities with neighbouring parishes and SMBC to enhance the network.
- **Parking** – We will continue to seek a satisfactory solution to the parking issues within the parish in conjunction with the appropriate authorities, particularly along and serving Hampton High Street.
- **Diddington Lane** - We will continue to seek the closure of Diddington Lane to through traffic, or otherwise seek to calm through traffic using this route.
- **Ring and Ride Facilities** – We will continue to campaign for the re-introduction of a Ring and Ride service which meets the demand within the parish.

3D – PROTECTION OF THE ENVIRONMENT

Parish Profile

3.25 The parish derives much of its special character from its rural setting and its collection of trees and open green spaces. Most of the parish is situated within the Green Belt, which largely restricts development to the Inset Areas. The results of the Consultation Survey show that the community very much wants to preserve the existing landscape and biodiversity of the parish and maintain the rural environment of the Green Belt.

3.26 As a result of its Arden Forest heritage the parish contains some significant woodland areas, and even the settled areas are dominated by trees (including broadleaved species such as oak, ash and sycamore). The churchyard displays mature lime, hornbeam, ash and sycamore. The Hampton village green supports conifer species, lime trees and an ancient horse chestnut. Trees planted in large gardens and open public spaces complete the overall aspect of the tree dominated landscape.

3.27 The Blythe meanders through a wide floodplain and forms a large part of the eastern parish boundary. Prolonged rain can result in flooding over a wide area (particularly at Patrick Bridge) and lead to torrential flow under the Packhorse Bridge, Patrick Farm and Kenilworth Road bridges. The Blythe and its associated water meadows are designated as a SSSI, a site of national importance for nature conservation and a wildlife migration corridor. There is a second nationally important SSSI for nature conservation located off Shadowbrook Road, managed by the Warwickshire Wildlife Trust.

3.28 The Parish Council has identified several areas as important green spaces that are open and accessible to the public and require protection. These are:

- The Spinney
- The Recreation Ground
- The George Fentham Arboretum
- The wildflower meadow and wildlife pond
- The Catherine de Barnes Common
- The Hampton Village Green
- Peel Close green
- The school playing fields
- The allotments
- The parish churchyard

3.29 These locations in Hampton are shown in the plan at Figure 19.

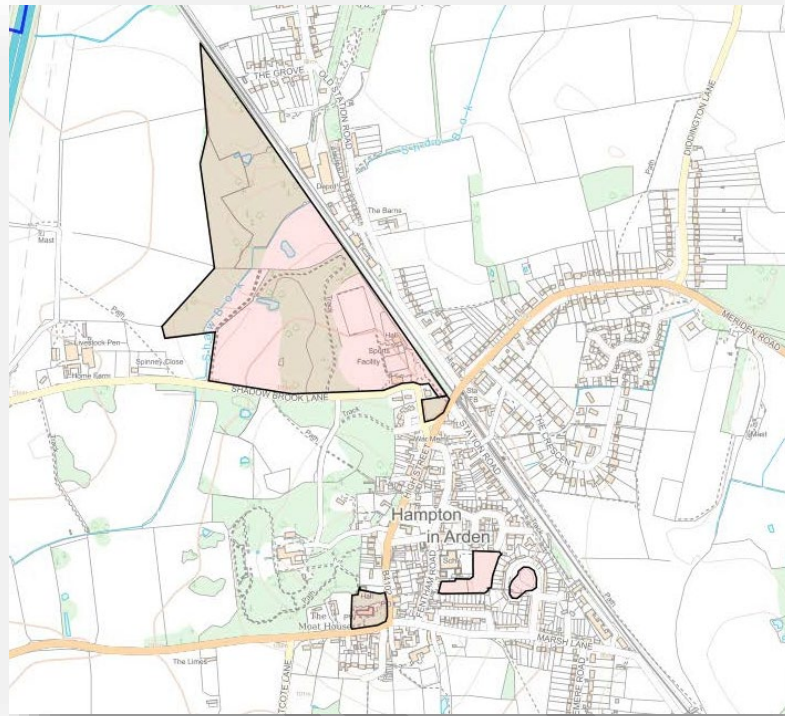


Figure 19 - Public Open Green Spaces in Hampton

3.30 The location of the Common in Catherine de Barnes is shown in Figure 20.

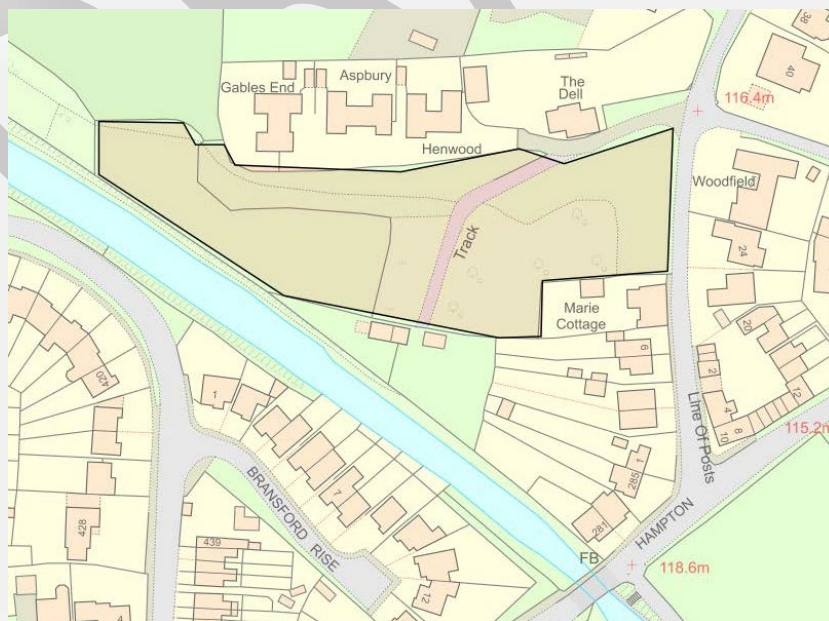


Figure 20 - The Common, Catherine de Barnes

3.31 The Parish Council recognises that the existing green infrastructure network needs to be conserved and enhanced, and places considerable value on the protection and, where possible, enhancement of biodiversity.

3.32 At many points within the village of Hampton-in-Arden there are good views of the surrounding patchwork farmland. The Consultation Survey demonstrated that the community places considerable value on the views out of the village and want to see these protected. The two views which were valued the most highly were:

- The view looking south towards Barston & Eastcote from Fentham Hall
- The view looking east from Fentham Road, near to George Fentham Endowed School.

3.33 These views make an important contribution to the landscape quality and context of the parish and are shown in Figure 21.

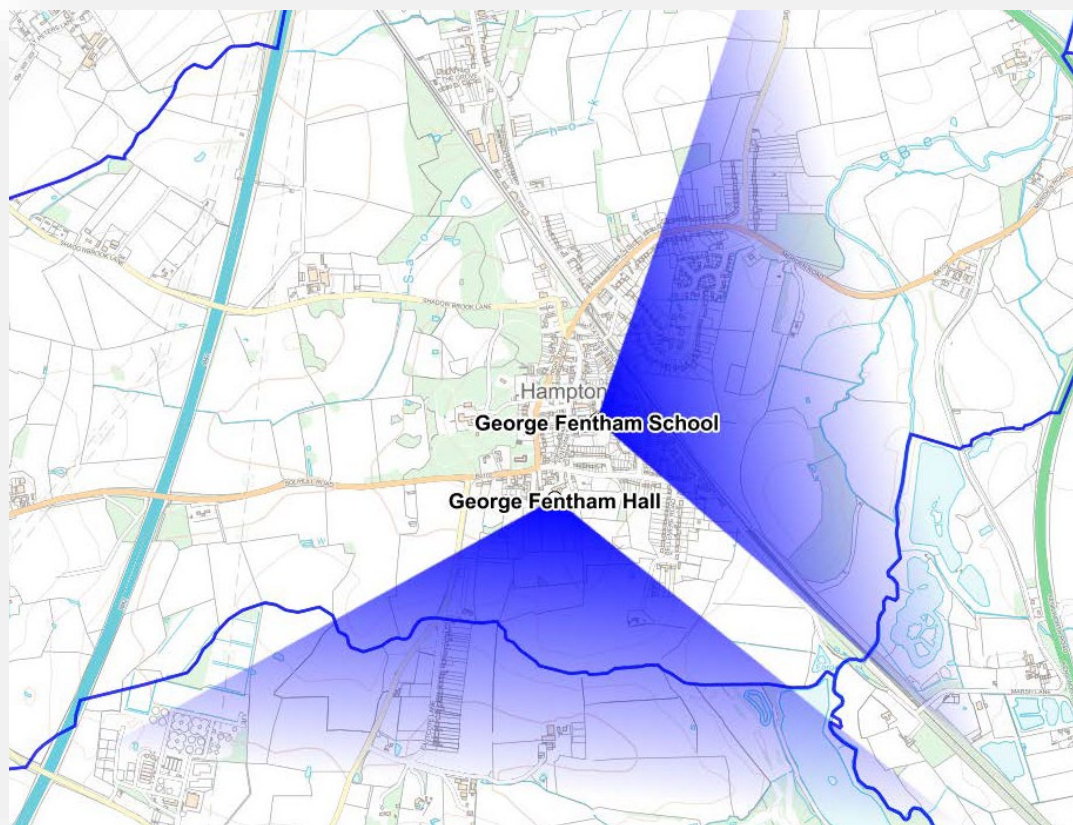


Figure 21 - Valued Views

Results of HiA Neighbourhood Plan Residents and Business Surveys 2020

3.34 All respondents attached great importance to the protection of the rural and natural environment and strongly registered their view that any development should be in keeping with this local character and setting. They asked that we should only support developments that maintained the vital role of green space and gardens. As a priority the protection of landscape came top equally with protection of historic & natural features, both securing a 79% score among those who responded.

3.35 For Hampton respondents the areas of the green environment they attached most importance to were:

- All the Green Belt
- The views from the Fentham Hall and George Fentham School
- The area of the Woodlands/Spinney/Arboretum
- The Sports Club and Playing Fields

3.36 For Catherine de Barnes respondents the equivalent priorities were:

- Catherine de Barnes Common
- The Green Belt, and in particular:
 - The threatened development site on Lugtrout Lane (policy SO1 in SLP)
 - The Green Belt looking South from Hampton Lane

3.37 The most frequently expressed opinions were that:

- We should protect the Green Belt
- We should encourage greater energy efficiency
- We should preserve the parish character and
- We should do more about seeking to reduce aircraft noise.

3.38 A significant number of respondents urged that the Parish Council should oppose all further development.

3.39 The Parish Council has developed policies based on the results of our surveys, and in line with the following SMBC's Local Plan policies:

- **P9 – Managing Climate Change**
- **P10 – Protecting the Natural Environment**
- **P11 – Flood Risk Management**
- **P12 – Waste Management**
- **P14 – Protecting Amenity**
- **P17 – Protection of Green Belt**

Hampton-in-Arden Parish Council Policy 4 – Protection of the Environment

We will support SMBC in securing the objectives of Policy P9 (Mitigating the Effects of Climate Change) and P10 (Protecting the Natural Environment). We support the principles set out in Policy P12 (Waste Management) concerning oversight and management of the Bickenhill Recycling Centre and will be vigilant of any extension of recycling activities into Green Belt and into closer proximity to Old Station Road. We highly value the mature trees within the parish and will seek to protect them as best we can, especially those within the Conservation Area and those with Tree Preservation Orders, whilst accepting that appropriate professional tree surgery activity will sometimes be required to maintain health, safety, and in some exceptional circumstances, amenity.

E1 – Protection of trees & green habitat

We will look closely at new proposals and planning applications in the light of SMBC Policy P10 and in particular seek to ensure that new developments include landscaping schemes that, wherever possible, retain existing mature and established trees, provide for additional planting to enhance, soften and screen the development, utilise tree species that reflect the existing pattern of tree cover in the parish and include new semi-mature trees to aid the

early maturity of the landscaping. Where trees and hedgerows will be harmed by proposed development, we will seek to ensure that replacement planting of equal or superior quality will be required to achieve biodiversity net gain.⁸

E2 – Protection of biodiversity

We will only support developments which have striven to protect and where possible enhance existing habitats and the established biodiversity within the parish. We will oppose applications for new development which cause harmful effects on any ecological features present (unless they offer convincing mitigation and compensation measures), or threaten sites designated for their nature conservation value, habitats, green infrastructure and protected species. We will expect that any new development proposals will maintain and enhance existing ecological corridors and landscape features (such as the River Blythe SSSI, other watercourses, hedgerows and tree lines) and press that new development should consider incorporating appropriate new features or habitats for wildlife within the site design. We will look to ensure that all new development proposals maintain and enhance existing on-site biodiversity assets, and provide for wildlife needs on site, at least achieving the biodiversity net gain.

E3 - Protection of habitats of significance

New development should respect its relationship to its surrounding environment, particularly where near Sites of Special Scientific Interest (SSIs). We will look for appropriate safeguarding of Protected Sites and SSIs in any new development and expect any development to result in a net biodiversity gain.

E4 – Mitigating the effects of Climate Change

We will be supportive of developments that are highly sustainable, include energy efficiency measures, meet lifetime home standards, and aim for net zero carbon. We will assess whether proposals align to the Parish Council's Climate Change policy. We will support well designed small scale renewable energy installations utilising technologies such as solar panels, biomass heating and small-scale wind turbines. They will be considered on a case-by-case basis. When considering a wind turbine application, consideration will be given to issues such as siting, structural loading, vibration, noise, height, prevailing wind direction and average wind speed and proximity to trees and other buildings and structures.

E5 – Mitigation of light pollution

We will only support lighting schemes in new developments which reflect the local character of the area and that are restricted to that necessary for public safety. We expect that lighting

⁸ Under the Environment Act 2021, all planning permissions granted in England, with a few exemptions, will have to deliver 10% biodiversity net gain from November 2023. BNG will be measured using Defra's biodiversity metric and habitats will need to be secured for at least 30 years.

pollution into the countryside will be avoided. Lighting poles should, where appropriate, be architecturally sympathetic with those on adjacent developments.

ACTION PLANS

- **Flood Prevention** – We will continue to offer our local knowledge and experience to support SMBC in applying Policy P11 (Flood Risk Management), and work to ensure that no development occurs in flood risk areas without effective mitigation or adds to flood risk elsewhere.
- **Noise and Air Pollution** - We will support SMBC in applying Policy P14. We will reflect the strongly voiced concerns of respondents about the impact of aircraft noise on parish amenity. We will continue to take an active role in the airspace change process and be represented on the Airport Consultative Committee and will work closely with other local community groups to ensure that the ongoing concerns of residents relating to all types of pollution is kept under constant review.

3E – QUALITY OF PLACE

Parish Profile

3.40 There has been a settlement at Hampton-in-Arden since Saxon times. Its church and manor are recorded in the Domesday Book in 1086. The village derives its special character from its rural setting within the Forest of Arden and its historic roots, central to which is its parish church and its collection of historical buildings and scheduled monuments.

3.41 Hampton has benefited from its association with the George Fentham Trust; set up in 1698 and managed by successive generations of trustees, it has had a significant impact on the village, helping to provide a range of facilities, including a local school and village hall. The area of benefit for the Trust remains the original parish area as defined in 1909, which broadly equates to the pre 2019 boundary.

3.42 The central part of Hampton-in-Arden was designated as a Conservation Area by Warwickshire County Council in November 1969 to preserve its historic core. In 2015, Solihull MBC completed a review and expanded its boundaries to include other notable parts of the village. The Conservation Area is highly regarded by respondents and is thought crucial to defining the character of the parish.

3.43 Catherine de Barnes grew up from a small settlement in the manor of Longdon, which later merged with the manor of Ulverley to form Solihull. It remained lightly populated until the construction of the Grand Union Canal. Valued Listed buildings in Catherine de Barnes include Bogay Hall and Old Berry Hall. The modern settlement is centred on the village hall, shops, and public house.

3.44 The Parish Council recognises the importance of the historic environment to the parish's local character and distinctiveness and seeks to see these assets protected for future generations. When considering future building development, architects and developers should ensure that their plans are in harmony with the local context, protect local character and, where the local character has been eroded, designs should seek to visually improve the area.

Results of HiA Neighbourhood Plan Residents and Business Surveys 2020

3.45 Every single respondent to the surveys agreed that any development within the parish needed to be in keeping with local character, heritage, and setting. Their top three considerations were that:

- Design should respect the scale of the settlements (88% respondents agreed).
- Green Space and gardens needed to be protected (80% agreed).
- High levels of energy conservation should be incorporated (69% agreed).

3.46 The three strongest priorities to emerge were:

- Protection of the rural landscape was essential (84% agreed).
- Protection of the historic features and character was essential (80% agreed).
- Better pedestrian and cycling access was a priority.

3.47 The most received comments related to the importance of:

- Protecting the Green Belt and defending the Meriden Gap.
- Applying traffic calming restrictions in the two villages.
- Preserving local character.

3.48 Respondents stressed the value placed on protecting the following views in particular:

- The view from the Fentham Hall
- The view from behind the George Fentham School

3.49 Respondents strongly advocated that particular attention be given to the preservation of the amenity and appearance of all heritage assets, but especially:

- The parish church and churchyard
- High Street Shops
- Hampton Manor
- Fentham Hall
- Catherine de Barnes Village Hall (which contains the village war memorial font)
- The White Lion, The Boat, and The Beeches
- The Hampton War Memorial & Village Green
- The Original George Fentham School House

3.50 The locations of these assets are shown in Figures 22 and 23.

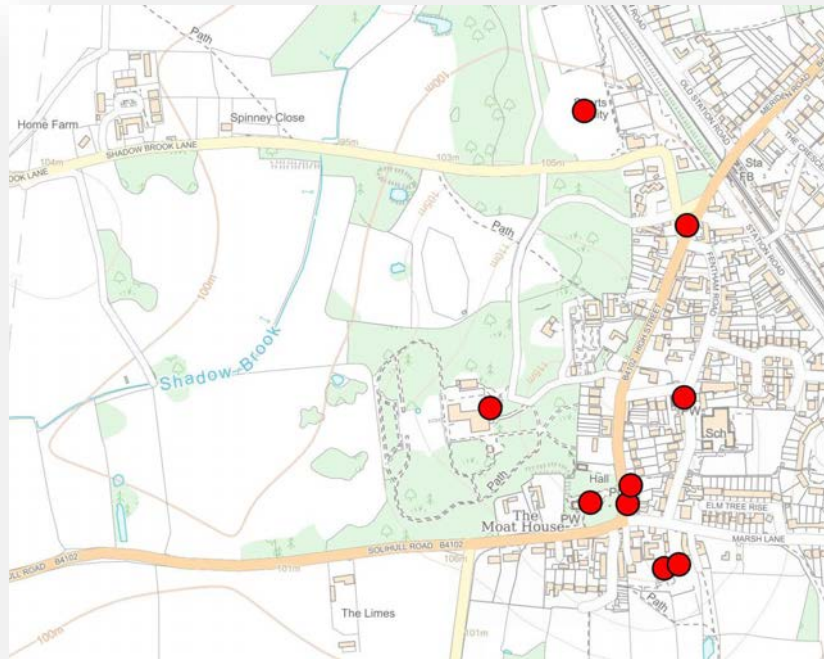


Figure 22 - Cherished Sites in Hampton

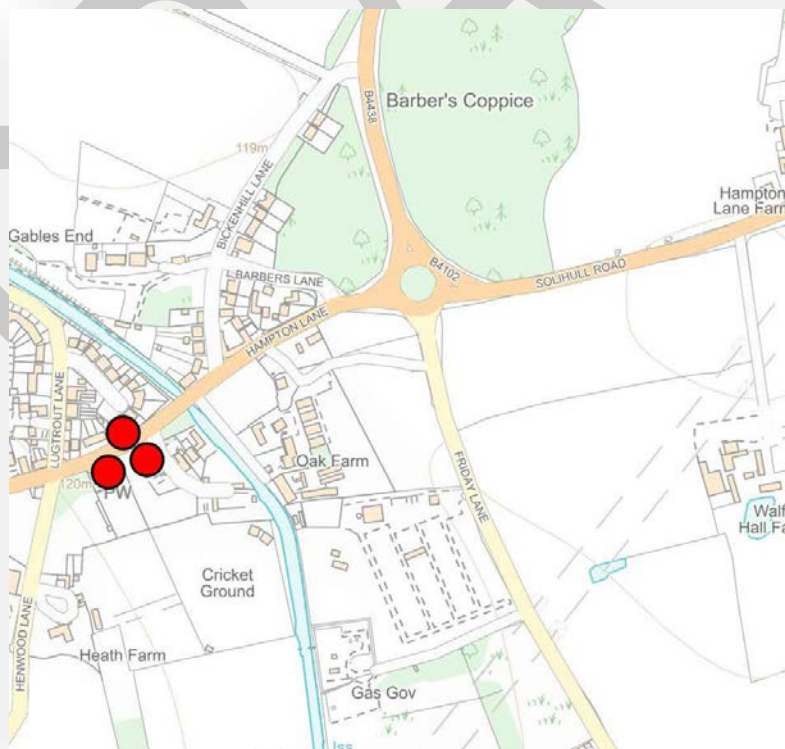


Figure 23 - Cherished Sites in Catherine de Barnes

3.51 The Parish Council has developed policies based on the results of our surveys, and in line with the following SMBC's Local Plan policies:

- **P15 – Upholding Design Standards**
- **P16 – Conservation of Heritage**
- **P17 – Protection of Green Belt**
- **P17A – Compensation for Loss of Green Belt**

Hampton-in-Arden Parish Council Policy 5 – Quality of Place

We are very conscious that most of the parish lies in the Green Belt and will reflect the strongly held views of respondents that this must be protected against further inappropriate development. Unless permitted as appropriate development within the NPPF, we will not support any building on Green Belt unless very special circumstances apply. We will seek to ensure that development is confined where possible to existing brownfield or previously developed land.

The village heritage and historic character of the settlements of Hampton-in-Arden and Catherine de Barnes need to be conserved, and this needs to be reflected in the design of new developments and extensions.

We believe that much of the character of the rural settlements of Hampton-in-Arden and Catherine de Barnes derives from the distinctness and separation they enjoy from Solihull sub-urban sprawl. We will be vigilant in seeking to ensure that the Meriden Gap is not further eroded and that development in the Conservation Area conserves or enhances its local character.

Q1 – Conservation of heritage assets

We support the principles set out in SMBC Policies 15, 16, 17 and 17A, and will review all planning applications thoroughly to assist SMBC in ensuring compliance with these policies, paying particular attention to the protection of sites within the Conservation Area and development involving specific buildings, heritage assets and natural features identified for special protection in this Neighbourhood Plan. We will support proposals to modify or change the use of a building or structure on the National Heritage List where it can be demonstrated that the development will contribute to its conservation whilst preserving or enhancing its architectural or historic interest. We will only support the demolition or partial demolition of heritage assets above or below ground where it can be demonstrated that the harm is necessary to achieve substantial public benefits that would demonstrably outweigh any unavoidable loss of the heritage asset's significance.

Q2 – Achievement of design standards

We will be supportive of developments which are in accordance with both SMBC's declared policies on design standards and those set out in this Neighbourhood Plan. We will expect design and access statements to demonstrate how the locally distinctive character of the area will be accounted for. Proposals should relate to the adjacent and nearby local character in massing, scale, and use of landscaping, particularly in the Conservation Area, and should use materials which are sympathetic in type and colour to the local street scene. Housing density should be in keeping with nearby and adjacent existing development. We will be supportive of acceptable development which is consistent with the design objectives set out in this Neighbourhood Plan and *Building for Life 12*⁹ or its equivalent. Housing design and associated construction should be sympathetic to the neighbouring street scene. Development which presents a hard urban visual street scene will not be supported. New developments should avoid long straight street layouts, minimise cul-de-sacs, have adequate pedestrian and cycle provision and tree planting.

Q3 – Preservation of valued views

We will not support developments which threaten to damage the valued views highlighted in our 2013 and 2020 consultations, specifically the view looking south towards Barston and Eastcote from Fentham Hall and the view looking east from Fentham Road, near to George Fentham Endowed School as illustrated in Figure 21. We will expect development proposals affecting these open vistas/views to consider, address and minimise their impact satisfactorily.

ACTION PLANS

- **Enforcement** - We will be alert to any developments or modifications which appear to lack appropriate planning consent or fail to comply with planning conditions or the general design expectations set out in this Plan. We will bring these to the attention of SMBC's Enforcement Officers and pursue appropriate resolution. We will be similarly vigilant in resisting the proliferation of inappropriate adornments and advertisements.

⁹ *Building for Life 12* is the industry standard for the design of new housing developments. The third edition of the guide was published in January 2015 by Nottingham Trent University on behalf of the Building for Life partnership. It is based on the new National Planning Policy Framework and responds to the Government's commitment to build more homes, better homes and involve local communities in planning.

3F – COMMUNITY SERVICES

Parish Profile

3.52 The parish's community facilities include a preschool, nursery and primary school, open spaces for recreation, play areas and sports facilities, a GP surgery, a library, community meeting venues and allotments. Some of these, such as the primary school, are close to capacity. Developments will need to take account of the capacity of local services to handle them.

Results of HiA Neighbourhood Plan Residents and Business Surveys 2020

3.53 The community topics which our respondents placed the greatest priority on, in order of the support registered, were as follows:

Hampton-in-Arden	% Support
Road Safety Improvements	68%
Broadband Improvement	59%
Footpaths/Rights of Way	55%
Public Transport	44%
Local Shops	38%
Library	34%
Facilities for Older People	33%
Facilities for the Disabled	30%
Facilities for Youth	29%
Allotments	29%

Catherine de Barnes	% Support
Road Safety Improvements	62%
Broadband Improvement	62%
Footpaths/Rights of Way	59%
Public Transport	49%
Local Shops	41%
Medical Facilities	37%
Facilities for Youth	34%
Facilities for Older People	30%
Facilities for the Disabled	28%

3.54 The Parish Council has developed policies based on the results of our surveys, and in line with the following SMBC's Local Plan policies:

- **P18 – Enhancement of Health & Wellbeing**
- **P19 - Provision of Local Services**

Hampton-in-Arden Parish Council Policy 6 – Community Services

We will continue to work closely and constructively with other representative bodies within the parish including the George Fentham Trust, the Hampton-in-Arden Society, the Catherine de Barnes Residents Association, the Sports Club, the Parochial Parish Church Committee and the Catherine de Barnes Village Hall Trust to help with the retention and improvement of key local community facilities.

L1 – Enhancement of community services

We will support proposals that ensure the retention and improvement of key local community facilities. Any redevelopment of these facilities for an alternative purpose will only be supported if it is replaced by an equivalent or better provision in an equally suitable and accessible location or where it is evidenced that the facility is no longer viable

L2 – Creation of appropriate infrastructure

We will support appropriate new development that has recognised its impact on the available current infrastructure and has made provision for appropriate mitigation measures to support and enhance the ability of that infrastructure to cope with higher levels of usage.

ACTION PLANS

- **Service Priorities** - Based on the 2020 survey the Council's priorities for community services will be the providing or improving transport infrastructure, road safety, school facilities, play & leisure facilities, cultural & heritage projects, community facilities, and healthcare facilities.

SECTION 4 – NEXT STEPS

4.1 Once the consultation period for this Pre-Submission Draft Plan is over the Parish Council will consider carefully all the responses and where appropriate will modify the text before final submission.

4.2 The Submission Draft will then go to Solihull MBC to ensure all necessary regulations have been complied with. Once this is done, they will appoint a suitably qualified independent Examiner to inspect the Draft Plan. Any recommendations made by the Examiner will, if necessary, be incorporated into an amended final version.

4.3 The Plan will then go to a Referendum, and if supported by 50% or more of those voting, Solihull MBC will 'make' the plan and adopt it.

4.4 Once adopted the Plan will form part of the Statutory Development Plan for the area alongside Solihull's Local Plan and will be used by the Council to assess any planning applications within the Parish. The Parish Council will monitor the Plan and consider the need for any future revisions in the light of changing national, borough or local requirements.

SECTION 5 - ACKNOWLEDGEMENTS

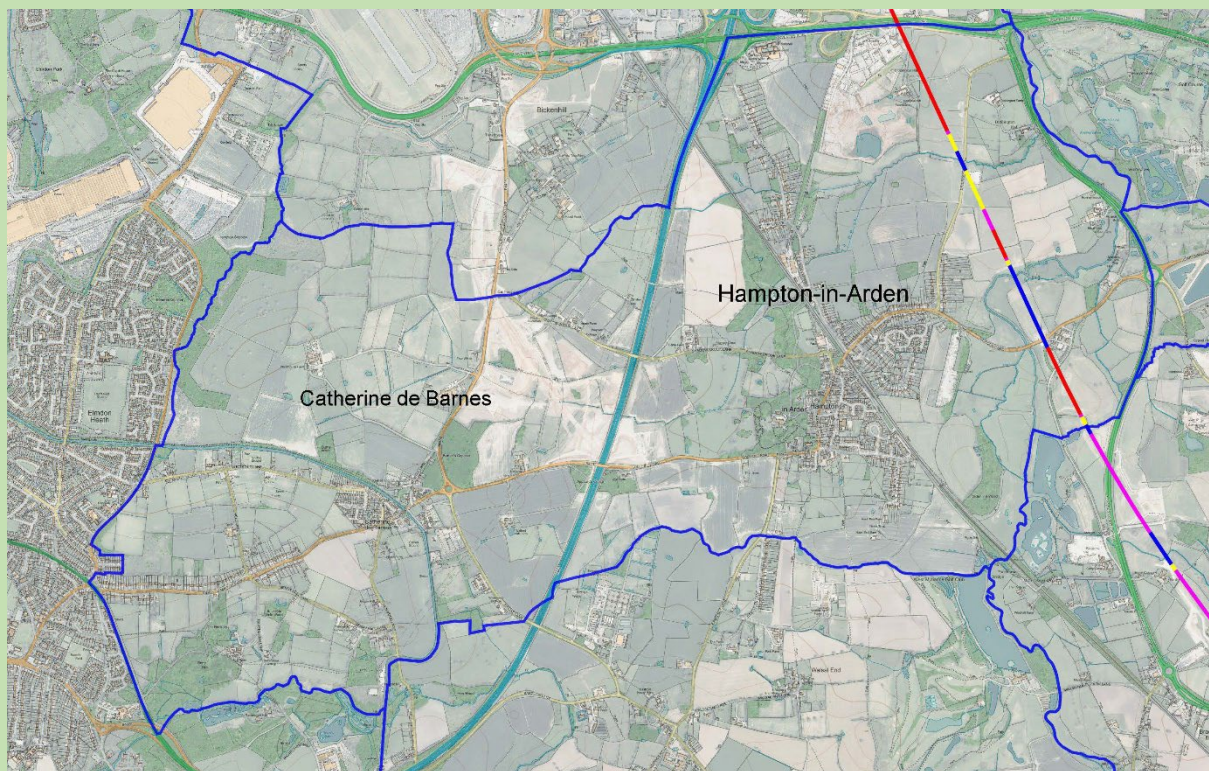
5.1 All plans included as Figures have been prepared by Hampton-in-Arden Parish Council using *Parish Online* Software, apart from Figure 13 which was provided by National Highways.

5.2 The Working Group which managed the initial consultation process and compiled this Pre- Submission Draft Plan comprised:

Dave Cuthbert	Hampton-in-Arden Parish Council, Catherine de Barnes Residents Association, Catney Village Hall Trust.
Mike Blomer	Hampton-in-Arden Parish Council, Hampton-in-Arden Society.
Peter Green	Hampton-in-Arden Parish Council, Probus Club, Hampton-in-Arden Bowls Club, Hampton-in-Arden Local History Group.
Tim Beresford	Hampton-in-Arden Parish Council, George Fentham Trust Trustee, George Fentham Endowed School Governor.
Giles Cook	Hampton-in-Arden Parish Council.
John Eccleston	Hampton-in-Arden Parish Council, Hampton-in-Arden Sports Club.
Ken Blanch	Hampton-in-Arden Parish Council, Probus Club, Hampton-in-Arden Society
Julie Barnes	Hampton-in-Arden Parish Clerk

DRAFT

**Hampton-in-Arden Parish Council
Neighbourhood Plan - 2023-2037
Pre-Submission Draft
February 2023**



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