

Kilsby

Neighbourhood Development Plan

2021 - 2029

Review



Regulation 14 Draft Plan

Kilsby Parish Council

September 2021

Kilsby Parish Council
With the assistance of Kirkwells



Regulation 14 Public Consultation: 1st October 2021 to 15th November 2021

Welcome to the Kilsby Draft Neighbourhood Plan Review document.

The Draft Plan is published for just over 6 weeks formal consultation from Friday 1st October to 5pm Monday 15th November 2021.

Copies of the Draft Plan and supporting documents are available to view and download from the Neighbourhood Plan pages of the Parish Council website:

http://www.kilsbyvillage.co.uk/Neighbourhood_Development_Plan_Review_2021_40107.aspx

A limited number of hard copies have been printed and are available to borrow from:

- Catherine Camp, Locum Clerk & Responsible Financial Officer, Kilsby Parish Council - email: parishcouncil@kilsbyvillage.co.uk and
- The community shop

There will be a public drop in event on Saturday 16th October 2021 from 10am to 12pm at the village hall, where hard copies of the documents will also be available. (Note if COVID restrictions are re-imposed an online event may be held instead and this will be publicised on the Parish Council's website.)

Please respond to the consultation in one of the following ways:

- By downloading and completing a Response Form from the website and returning it by email to parishcouncil@kilsbyvillage.co.uk; or
- Completing a hard copy of the Response Form and returning it to the community shop; or
- Submitting an email to the email address above; or
- Sending a written response by post to Kilsby Parish Council, c/o 18 Kilsby Road, Barby, Rugby CV23 8TT.

Please return all responses by 5pm on Monday 15th November 2021.

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Executive Summary

The Kilsby NDP Review Draft Plan has been prepared to update the previous Kilsby Neighbourhood Development Plan which was made by Daventry District Council on 22nd July 2016. Once completed, the Plan will be used to help determine planning applications in the Parish.

The NDP Review comprises material modifications and therefore is published for formal consultation for 6 weeks. Following any revisions resulting from the consultation responses, it will be submitted to West Northamptonshire Council for further consultation and then will proceed to examination.

The Vision and 7 Objectives are carried forward from the made NDP but rearranged in line with the order of the Policies.

The updated Draft NDP Review Policies are:

- K1 Protecting and Enhancing Existing Community Facilities and Supporting Provision of Appropriate New Facilities
- K2 Supporting Walking and Cycling in Kilsby
- K3 Supporting New Housing in Kilsby Village
- K4 Meeting Local Housing Needs
- K5 Protecting and Enhancing Kilsby Conservation Area
- K6 Protecting Character, Form and Setting of Kilsby Village
- K7 Local Green Space Designations
- K8 Improving Accessibility to Local Employment Opportunities and Supporting Homeworking.

The NDP Policies are also supported by a number of actions to address issues related to transport and infrastructure which lie beyond the role of neighbourhood plan policies.

Information about the NDP Review and supporting documents is provided on the NDP pages of the Parish Council's website at:

http://www.kilsbyvillage.co.uk/Neighbourhood_Plan_11266.aspx

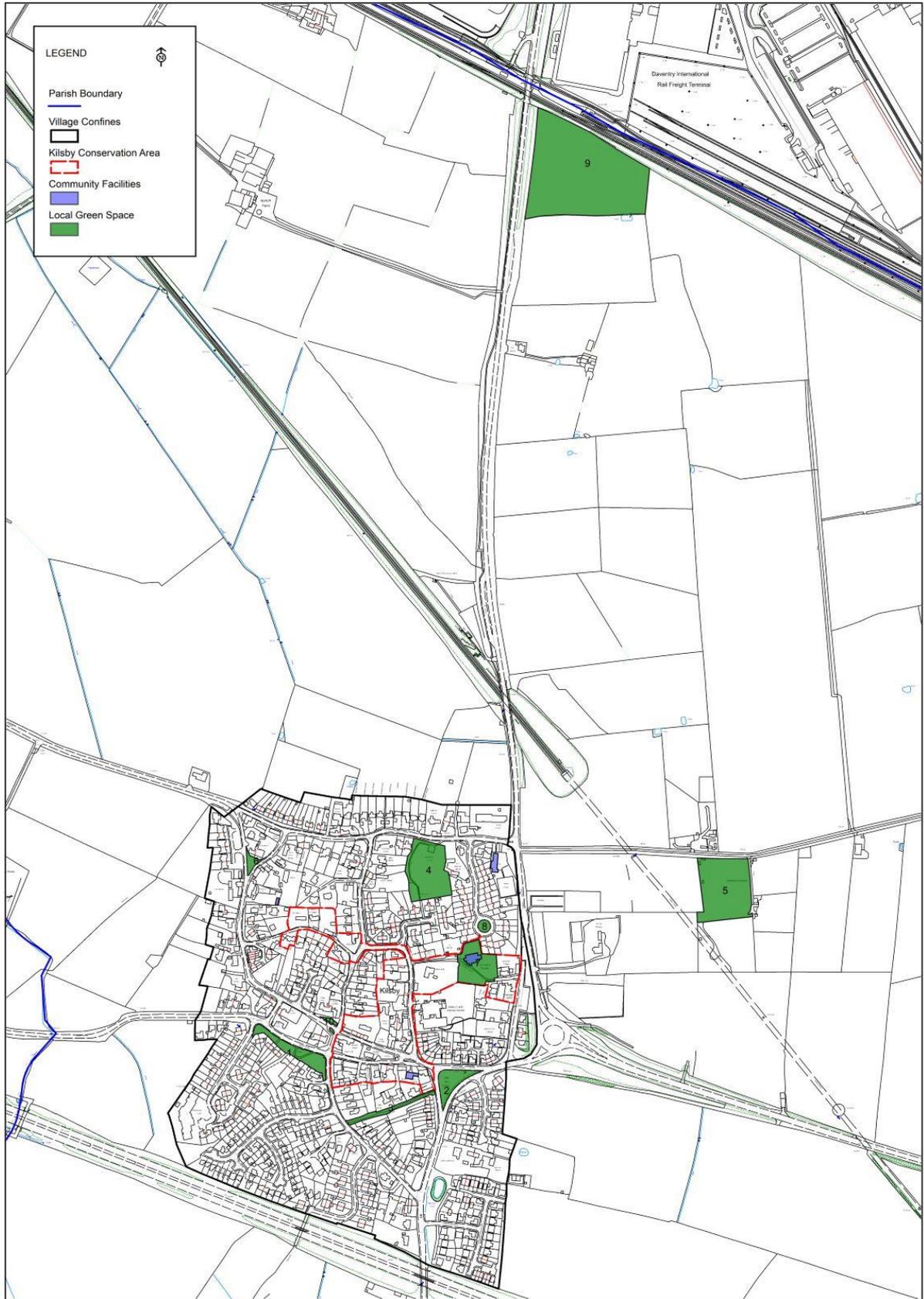
Map 1: Designated Kilsby Neighbourhood Area



Kilsby Neighbourhood Area

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Map 2: Kilsby NDP Review Policies Map



1.0 NDP Review

- 1.1 Welcome to the Draft Neighbourhood Development Plan (NDP) Review for Kilsby. The NDP Review updates the previous Kilsby Neighbourhood Development Plan 2014 - 2029 which was prepared by a steering group on behalf of the Parish Council. The former NDP was examined and subjected to a local referendum and was made (adopted) by Daventry District Council on 22nd July 2016.
- 1.2 In May 2020, Kilsby Parish Council decided to review the NDP.
- 1.3 The Review is being undertaken to update the policies and proposals in the previous NDP, taking into account changes to national planning policy set out in the National Planning Policy Framework (NPPF) (July 2021)¹, the Settlements and Countryside Local Plan (Part 2) for Daventry District 2011 - 2029 adopted February 2020², and other changes to the evidence base such as the Kilsby Conservation Area Appraisal and Management Plan (CAAMP) Supplementary Planning Document (SPD), adopted 6th December 2018³ and the Kilsby Parish Housing Needs Report, November 2020⁴.

What is an NDP Review?

- 1.4 Planning Practice Guidance (PPG) for neighbourhood planning sets out when it is considered necessary to review and update a neighbourhood plan⁵.
- 1.5 'There is no requirement to review or update a neighbourhood plan. However, 'where a policy has been in force for a period of time, other material considerations may be given greater weight in planning decisions as the evidence base for the plan policy becomes less robust. To reduce the likelihood of a neighbourhood plan becoming out of date once a new local plan (or spatial development strategy) is adopted, communities preparing a neighbourhood plan should take account of latest and up-to-date evidence of housing need, as set out in guidance'. PPG goes on to advise that, 'communities in areas where policies in a neighbourhood plan that is in force have become out of date may decide to update their plan, or part of it.'
- 1.6 PPG also sets out advice about the process for updating an NDP:

¹ <https://www.gov.uk/government/publications/national-planning-policy-framework--2>

² <https://www.daventrydc.gov.uk/living/planning-policy/part-2-local-plan/>

³ <https://www.daventrydc.gov.uk/living/planning-policy/conservation-areas/#conservationareas>

⁴ http://www.kilsbyvillage.co.uk/Neighbourhood_Plan_11266.aspx

⁵ <https://www.gov.uk/guidance/neighbourhood-planning--2#updating-neighbourhood-plan>

Paragraph: 084 Reference ID: 41-084-20190509 Revision date: 09 05 2019 and Paragraph: 106 Reference ID: 41-106-20190509 Revision date: 09 05 2019

'There are 3 types of modification which can be made to a neighbourhood plan or order. The process will depend on the degree of change which the modification involves:

- Minor (non-material) modifications to a neighbourhood plan or order are those which would not materially affect the policies in the plan or permission granted by the order. These may include correcting errors, such as a reference to a supporting document, and would not require examination or a referendum.
- Material modifications which do not change the nature of the plan or order would require examination but not a referendum. This might, for example, entail the addition of a design code that builds on a pre-existing design policy, or the addition of a site or sites which, subject to the decision of the independent examiner, are not so significant or substantial as to change the nature of the plan.
- Material modifications which do change the nature of the plan or order would require examination and a referendum. This might, for example, involve allocating significant new sites for development.'

1.7 Figure 1 (p10) shows the key stages in the NDP Review process.

1.8 The starting point for the NDP Review was the Daventry District Council Neighbourhood Plan Review Toolkit, Version 1 - May 2020. Table 1A Screening against Local Plan Part 2, Table 1B Screening against NPPF 2019, and Table 1C Evidence and other changes, were first completed by members of the Parish Council, then reviewed by officers from West Northamptonshire Council and then revised and finalised by planning consultants Kirkwells in discussion with Parish Councillors. Table 1B was updated following the publication of the revised Framework in July 2021. The final versions of the Tables are published on the NDP website. These have been used to inform the modifications to the former, Made Neighbourhood Plan.

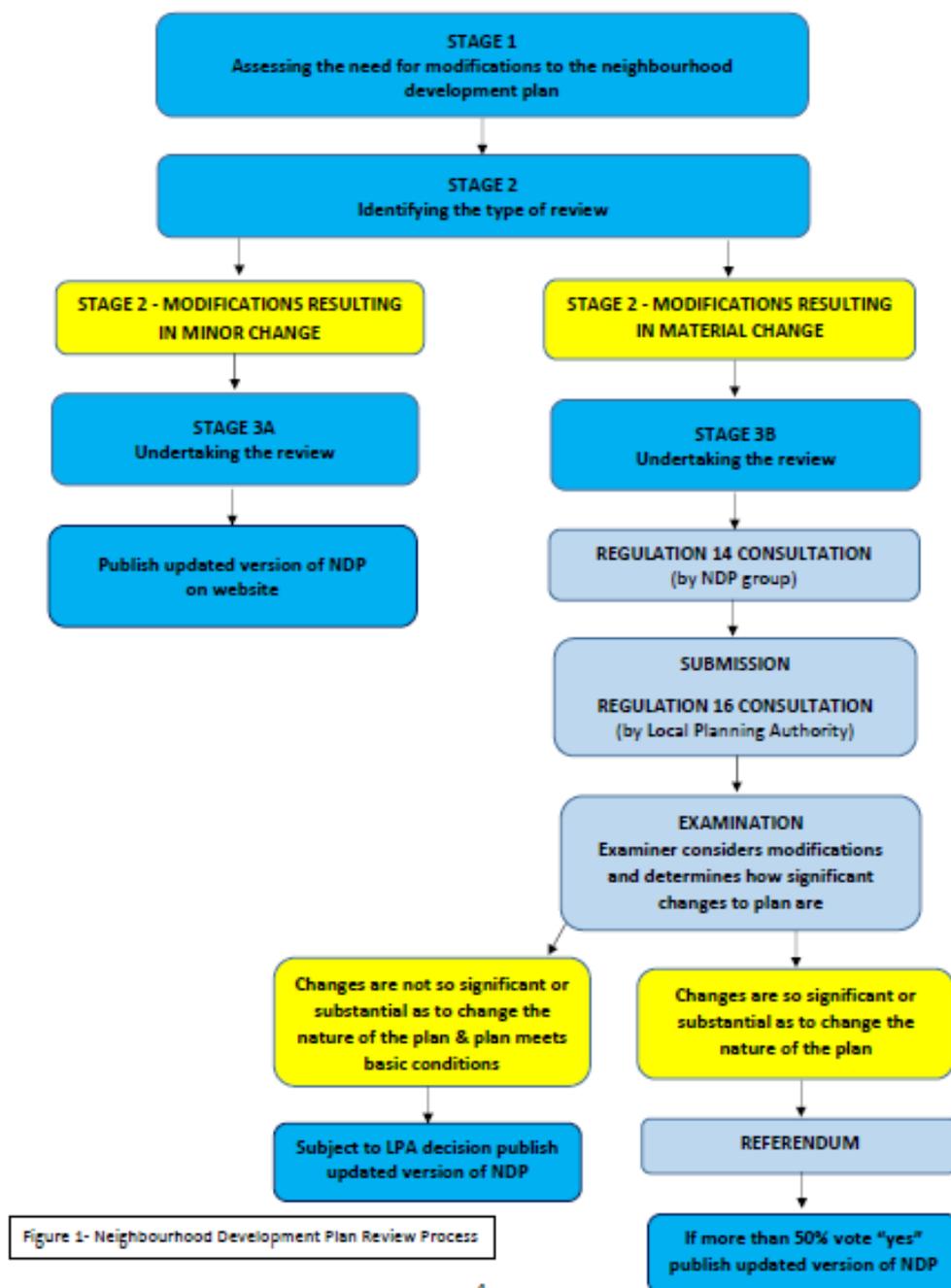
1.9 This NDP Review is considered to comprise material modifications which do not change the nature of the plan. The Statement of Modifications sets out the changes to the Made NDP and is published on the NDP website, alongside a 'track changes' version of the previous NDP, with the modifications.

1.10 The process for preparing an NDP Review comprising material modifications is set out in The Neighbourhood Planning (General) Regulations 2012 (as amended)⁶. This is very similar to the process for preparing an NDP but depending upon the degree of change, a referendum may not be required.

⁶ <http://www.legislation.gov.uk/uksi/2012/637/contents/made>

1.11 The Draft NDP Review is therefore published for 6 weeks formal consultation (Regulation 14) and following consideration of the responses, will be revised and submitted to West Northamptonshire Council. The Council will undertake a further 6 weeks formal consultation (Regulation 16) and the NDP Review will proceed to examination. The independent Examiner will determine whether or not Referendum is required.

Figure 1 NDP Review Process

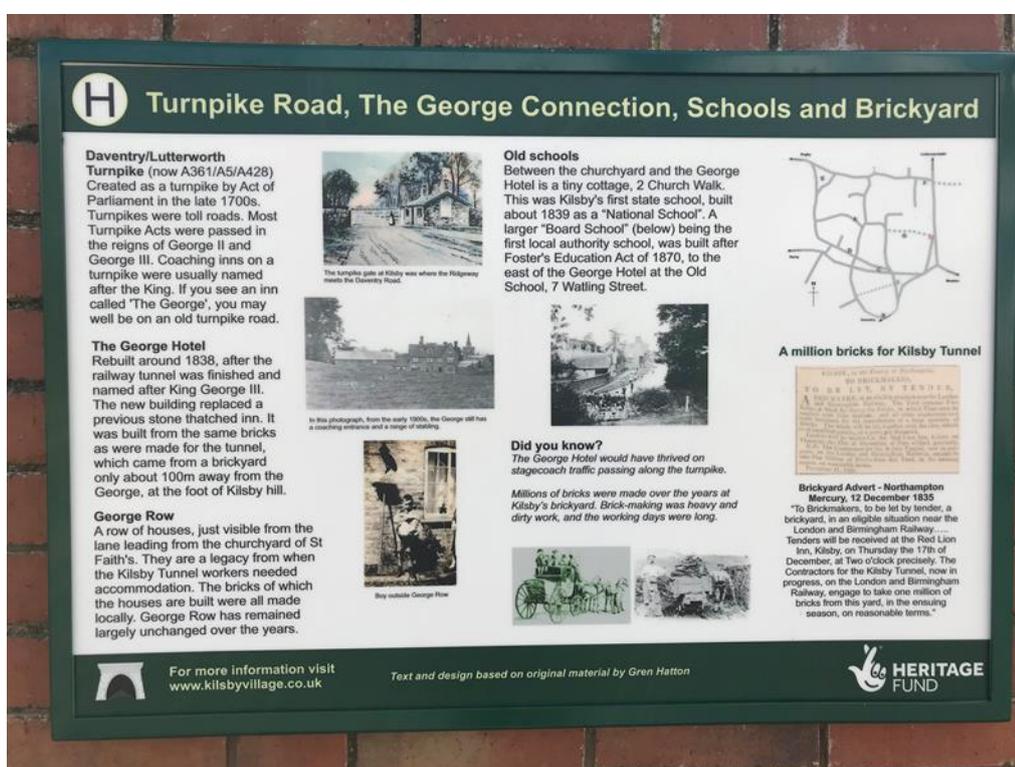


(Source: Figure 1 in DDC Neighbourhood Plan Review Toolkit , Version 1 - May 2020)

2.0 Introduction and Background

- 2.1 Kilsby Parish lies in the county of Northamptonshire, 5 miles south east of Rugby, and 6 miles north of Daventry at the intersection of the A5, the A361 and the B4038. Part of the Daventry International Rail Freight Terminal (DIRFT) lies within the parish at its northern edge, although this part of the parish is not included in the Neighbourhood Area for this Plan. Kilsby covers an area of roughly 4 square miles and in 2015 is home to about 1,200 people. The first known settlement here was probably between 900 and 950 AD so as a village it has been evolving for a period of well over 1000 years.

Kilsby's Early Development



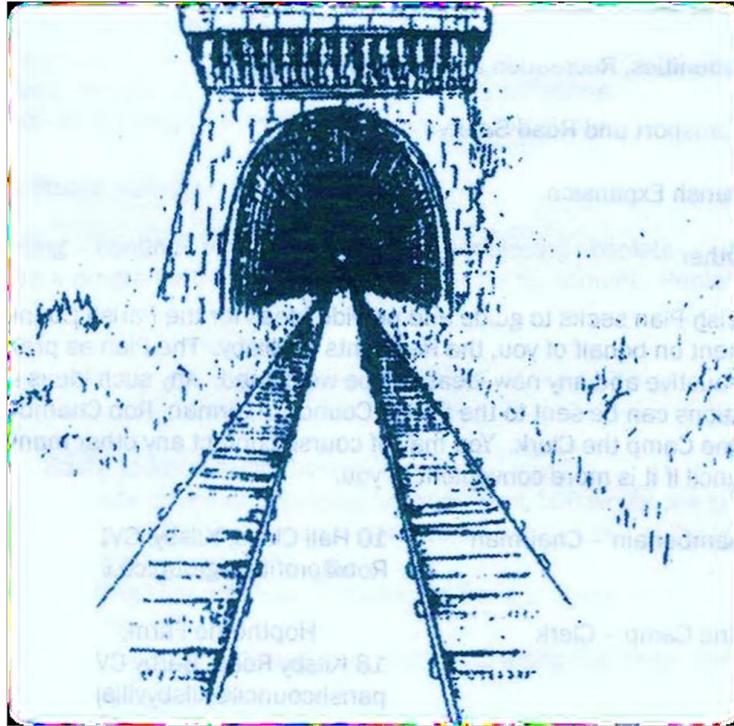
Village Heritage Board, wall at old A5 near The George Pub

- 2.2 Geology and topography influenced the choice of site but the availability of water and building material (marl) plus its relatively sheltered position would have been factors that enabled people to settle here. The name of Cildesby or 'settlement of the lord's son' indicated that it was an offshoot of the primary settlement at Barby. There is mention of Cildesby in documents at the time of Domesday (1086 AD).
- 2.3 Originally, life for the 100 or so people who would have lived here was purely agricultural with farming being worked on an open field, strip system but providing only a 'hand to mouth' existence. Ploughing methods with oxen gave rise to the characteristic ridge and furrow cultivation. There are still excellent examples of this in the fields bordering Kilsby.

- 2.4 In the 1330s, William de Kildesby rose from his humble village origins to be a King's Clerk and subsequently closest adviser to King Edward III and keeper of the Privy Seal and the Great Seal of England, presumably through the patronage of clergy with connections to the Bishop of Lincoln.



- 2.5 Local conditions in Kilsby favoured sheep rearing and Kilsby was at the junction of 2 major drovers' routes which opened up the opportunity for trading and also saw the establishment of the weaving trade in Kilsby which in turn brought wealth.
- 2.6 During the late 16th century puritan influences swept through the country. There was unrest, with people aligning themselves to either the Royalist or Parliamentary cause and Civil War ensued. As early as 1588 Kilsby had been recognised as a centre of non-conformity. In August 1642 Royalist forces arrived in Kilsby to quell a reported uprising, resulting in a skirmish that might well have seen the first casualties of the Civil War.
- 2.7 The sheep-routes, the forerunners of the link roads between neighbouring villages and towns can still be identified today. Kilsby also had a strategic position on the longer distance routes for example, Northampton to Lichfield and Cambridge to Coventry, and with the arrival of turnpikes, the route from Banbury to Lutterworth.
- 2.8 The weaving trade in Kilsby which had flourished in the 1600 and 1700s was abruptly cut short when the cottage based hand looms were overtaken by the steam powered machinery of the Industrial Revolution. By virtue of a transfer of skills another cottage industry arose, boot and shoe making, and this survived for some forty years. A great change to the area came with the arrival of canals and railways. The existence of the canal running through Kilsby Parish meant that goods could now be transported more readily by water thus reducing the need to pass through the village by road.



Sketch of Kilsby Rail Tunnel

- 2.9 In 1834 the London to Birmingham railway reached Kilsby and work began on Kilsby Tunnel. It was to take another four years to complete due to the discovery of quicksand, glacial melt water trapped below the hill. The subsequent outpouring required eighteen months of pumping in order to stem the flow. Those years were unsettling times for Kilsby's residents due to the arrival of 1,250 navvies (and 200 horses) engaged in tunnel construction who had somehow to be accommodated in houses, barns, outhouses or makeshift encampments. Once established, rail travel, with a station for Kilsby and Crick on the later Rugby to Northampton line, opened the way for employment outside the village and people could seek work in Rugby or beyond. Now, nearly 200 years later, the fine façade of the tunnel and the iconic structures of the tunnel air vents still stand as testament to the engineering, skill and sheer physical labour that went into the tunnel building.
- 2.10 Another defining stage in Kilsby's development came with the creation of motorways; the M1 in 1959 and the M45 a few years later. So once again it was Kilsby's convenience in terms of transport links that influenced its growth.



- 2.11 Many of the houses built in the 1970s and 80s were occupied by commuters often travelling considerable distances to work but choosing to live in a rural community. This is a pattern that still exists today - a larger settlement but one that retains a distinct and separate identity.
- 2.12 The proximity of the road and rail networks was the significant factor in the positioning of Daventry International Rail Freight Terminal (DIRFT) which originally lay entirely within our Parish, although it has now expanded to adjacent areas. Because of this, that part which is within Kilsby Parish is excluded from the Designated Neighbourhood Area. Within twenty years this huge, rapidly expanding warehouse complex has changed a large area of farmland into an industrial zone which, as a major distribution centre, has vastly increased the flow of heavy traffic through Kilsby and consequently the air and noise pollution in the village. The encroachment of DIRFT, and the volume of traffic it generates pose a threat to the rural village atmosphere. To prevent further erosion of this it is imperative that any future development is both sustainable and of a size and type that enhances rather than destroys the essential character of Kilsby.

Kilsby Today

- 2.13 Today Kilsby is a largely residential village with a small range of local community services and facilities including a village hall, primary school, shop and two public houses as well as two churches. There is little employment in the village itself, although the nearby DIRFT, part of which lies within the wider Parish offers a range of job opportunities linked to the distribution industry. Many local residents commute out to neighbouring towns such as Daventry and Rugby or further afield to Northampton, Leicester, Birmingham, Coventry, and London. The 2011 Census recorded that the population of the Parish was 1196, living in 530 dwellings.



- 2.14 The age profile of the Parish tends towards older residents. This may be partly accounted for by the existence of housing specifically designed for older residents – the bungalows in Devon Ox Road and the sheltered housing complex at Stephenson Court where people live independently in self-contained flats with some shared facilities. There is also a residential care home - Kilsby House.

Housing

- 2.15 The village has a mix of housing and has seen significant new housing development since the previous NDP was made in 2016. 11 units were provided on the former Lasalign Site (now Emery Row and Close), 48 units were provided at Cildes Croft and a further 13 units have been provided on various small sites. In total of 73 additional properties have been built since 2011.

Parish Housing Needs Survey, 2020

- 2.16 A Parish Housing Needs Survey was undertaken in 2020 to inform the NDP Review. 610 letters were sent to households within Kilsby Parish, inviting them to complete a Housing Survey for the area. A total of 83 surveys were completed, equating to 14%. The results of the survey have been used as evidence to inform the revised NDP Review Housing Policy K4.

Environmental Assets

- 2.17 There are 46 Listed Buildings⁷ in Kilsby Parish including Grade II* Church of St Faith, north entrance to Kilsby Tunnel, north ventilation shaft Kilsby Tunnel, south ventilation shaft Kilsby Tunnel, south entrance to Kilsby

⁷ <https://historicengland.org.uk/listing/the-list/>

Tunnel and a scheduled monument, Watling Street Roman Road. Kilsby Conservation Area was designated in 2018. The Conservation Area Appraisal and Management Plan (CAAMP) identifies a number of heritage assets in Kilsby which have been assessed as meriting recognition and inclusion within the Local List. In addition, a short section of the Oxford Canal cuts through the northwest corner of the parish and this forms part of the Oxford Canal Conservation Area. Appendix 1: Heritage Assets includes further details of all these heritage assets.



St Faith's Church on a frosty day

- 2.18 There is a Local Wildlife Site at Kilsby Landfill Lake, although this largely falls just outside the Parish in the neighbouring Ashby St Ledgers Parish. There are 6 acres of land to the east side of the A5, immediately bordering the Rugby to Northampton railway, which is known as Jubilee Plantation. This belongs to Kilsby Pools Land Charity and was planted in 2002 as a means of conserving this parcel of land in perpetuity for the Parish. As it matures, it is beginning to create some small protection from the visual intrusion of the Rail Freight Terminal. There is also a small area of pine trees and scrub, known as The Spinney, bordering the West Coast mainline railway near the northern tunnel entrance. It is in private ownership but provides a wooded aspect on the A5 approach to the village. Similarly, the planting beside the road on the southern approach of the A5 is now maturing to form an attractive backdrop. A small part of Kilsby Parish is within the Oxford Canal Conservation Area so the flora and fauna of this area is protected to be enjoyed now and in the future. All these areas are vital to the village in enhancing its rural nature and in contributing a green buffer zone that is essential for Kilsby to retain its separate identity.

- 2.19 In the Daventry Landscape Character Assessment, 2017⁸ Kilsby lies within Landscape Character Type 13. Undulating Hills and Valleys and Landscape Character Area 13b Daventry. This notes on p29, 'Villages are generally on rising ground such as Barby and Kilsby which overlook the neighbouring Broad Unwooded Vale (LCA19b). These two villages are some of the largest in the character area with a clustered form and smaller pastoral fields to their fringes. In places these fields and associated mature vegetation provide screening to the village but the edges of Barby's eastern fringe and Kilsby's western fringe are locally prominent in the landscape where hedgerows are typically lower and there are fewer trees.'



- 2.20 The CAAMP (paragraph 7.3.1) notes that 'Aside from St Faith's, which has 13th century origins, the oldest structures in Kilsby were built during the 17th and 18th centuries and include a number of large, detached stone farmhouses with associated barns (many now converted to residential use), smaller cottages and several stretches of important stone and cob walling. Several 19th century red brick dwellings reflect the village's role in the advent of the railways and the lengthy construction of the Kilsby Railway Tunnel.'
- 2.21 Materials are described in paragraph 7.3.2: 'The oldest surviving buildings are of local ironstone and limestone, being either squared or rubble, usually coursed. Substantial farmhouses at The Elms, North House, Holly Tree House and Hunt House (Grade II Listed) are built entirely of stone; many of Kilsby's barns, outbuildings, walls and cottages are restricted to smaller sections of stone, sometimes with cob or patches of later brickwork.' Local stone includes uncoursed ironstone and limestone rubble and substantial farmhouses at The Elms, North House, Holly Tree House and Hunt House (Grade II Listed) are built entirely of stone. Kilsby's surviving cob cottages, barns and walls are integral to the village's architectural and historic interest. Cottages including 26 Manor Lane, Sundial Cottage and Malt Mill Cottage

⁸ <https://www.daventrydc.gov.uk/living/planning-policy/part-2-local-plan/evidence-base/>

(all Grade II Listed) have cob origins but are now predominantly painted or rendered. Traditional cob finishes are more apparent at barns associated with The Homestead, Holly Tree House and Highgate House, and along boundary walls at The Elms, Church Walk and Middle Street. 19th century red brick is prevalent in Kilsby and constitutes the predominant material for several properties such as The George, The Red Lion, Laurelcroft, No.14 Main Street and the old village school.

2.22 Outside the Conservation Area most modern dwellings built since the 1960s are of brick with tiled roofs. Some are grouped in small estates and others are on individual plots formed from the gardens of larger properties.

2.23 This Neighbourhood Development Plan takes into consideration the historic development of the Parish and its resulting distinctive character today, and seeks to provide a set of sustainable, locally appropriate planning policies to guide the village and wider Parish's future development and growth.



North Street, looking towards Rugby Road

Design Codes, 2021

2.24 Through Locality's technical support programme, AECOM were appointed to prepare a Design Code document⁹ as part of the evidence base for the Neighbourhood Plan Review.

2.25 The Design Code document provides an appreciation of Kilsby Parish's existing character and creates a set of design codes which will apply to any future housing development. This will help to ensure that as any new development comes forward, it responds to its context and supports and enhances the quality of the village's existing character.

⁹ http://www.kilsbyvillage.co.uk/Neighbourhood_Development_Plan_Review_2021_40107.aspx

- 2.26 The Design Codes have been used to support NDP Review Policy K3 Supporting New Housing in Kilsby Village and Policy K5 Protecting and Enhancing Kilsby Conservation Area.

3.0 Vision and Objectives

Vision

Kilsby will continue to develop as a village community, in rural surroundings, with a clear identity and heritage. This will encourage an atmosphere in which residents see themselves as part of the community and feel safe, and where there are caring and supportive neighbourhood groups.

It is recognised that growth will be needed to ensure that Kilsby remains vibrant and sustainable but this will be through small scale developments, designed to meet the changing needs of the people of Kilsby and that can be easily absorbed into the existing community.

There will be a sound infrastructure within the village and excellent public transport, cycle and footpath links to other communities and commercial centres. Residents will have ready access to employment, recreational and social facilities both within the village and outside it.

Objectives

This vision is underpinned by the following key objectives:

1. Recreation and Leisure

To protect existing opportunities for recreational and leisure activities and to ensure that the needs of existing and future residents of the village are provided for to a high standard.

2. Housing

To ensure that any housing proposals are proportionate in scale and provide a range of different types and size of accommodation to meet the needs of the community, and are of a design which is consistent with the identity, atmosphere, and character of the village.

3. Historic Buildings, Natural Environment, and Conservation

To ensure the historic buildings and environmental heritage of the village are recognised and recorded and that the village's green spaces, 'green road', green field boundaries, and, in particular, the ridge and furrow fields, are

protected and maintained for the benefit of future residents and the national heritage.

4. Job Opportunities

To ensure a strong rural economy through participation in local commercial centre jobs and homeworking, by identifying opportunities and seeking to improve communications to and from the village, especially the provision of a significantly more reliable electricity supply and mobile phone services.

5. Establish and Maintain a Safe Village Environment

To ensure the safety and well-being of all residents by promoting the introduction of traffic management and speed calming measures to reduce speeding and better protect pedestrians.

6. Transport

To improve Kilsby's connectivity with adjacent villages, towns, and commercial centres by improving and encouraging the use of public transport services, pedestrian ways, cycle paths and public footpaths.

7. Infrastructure

To ensure that the village infrastructure does not lag behind development and that developers contribute, through the Community Infrastructure Levy (CIL) towards improved and new village infrastructure. In particular to ensure that the village has reliable service from the utilities and mobile phone companies, dedicated medical facilities, and improved transport links.

4.0 Neighbourhood Development Plan Review Draft Policies

This section sets out the planning policies of the Kilsby Neighbourhood Development Plan Review. These will be used to help determine planning applications in the Parish and to shape the future of the Parish as a place to live and work in, and to visit.

The Made NDP policies were prepared to address the issues and concerns of local residents in Kilsby, and were identified through the formal and informal consultation processes undertaken as part of the preparation of the emerging Plan. The policies have been through a process of review, and this has resulted in changes to some of the original policies in the made NDP.

Inevitably there is some overlap between the policies with some supporting more than one of the Plan objectives.

The policies are in general conformity with the strategic policies of the development plan for the area (the West Northamptonshire Joint Core Strategy (2014) and consideration has also been given to the relevant policies of the Settlements and Countryside Local Plan (Part 2) for Daventry District 2011 - 2029, adopted February 2020.

4.1 Leisure and Recreation in Kilsby

Neighbourhood Development Plan Objectives

1. Recreation and Leisure

To protect existing opportunities for recreational and leisure activities and to ensure that the needs of existing and future residents of the village are provided for to a high standard.

7. Infrastructure

To ensure that the village infrastructure does not lag behind development and that developers contribute, through the Community Infrastructure Levy (CIL) towards improved and new village infrastructure. In particular to ensure that the village has reliable service from the utilities and mobile phone companies, dedicated medical facilities, and improved transport links.

Community Facilities

- 4.1.1 Kilsby has a rich tradition of providing a wide range of leisure and recreation facilities for residents of all ages. There are many clubs and associations for villagers to join and so become part of the village community. During the COVID-19 pandemic social gatherings were not permitted, and clubs and societies were temporarily closed. Kilsby Good Neighbours group, which is an initiative from Northamptonshire Community Resilience hub, has provided a single point of contact telephone number and volunteer support for those people isolating during the pandemic.
- 4.1.2 The Village Hall is used by many and varied clubs and associations within Kilsby, providing exercise in the form of dance and Zumba classes, Yoga, Pilates, and Tai Chi. It is the designated Emergency Centre for the village and also used for bridge and indoor bowls and the Garden and Produce Association holds its annual show there with entries from across the whole village from primary school children to pensioners. It also is used by KATS (Kilsby Amateur Theatrical Society) for their shows and pantomimes, giving residents (including many children) the opportunity to showcase their talents, and others to come along and enjoy these events. Kilsby has a Jazz Club which holds four concerts a year in the Village Hall. The Hall is also used as a venue for Playtime, giving children, from babies up to school age, and their carers time to mix and relax, discuss problems and play together. Of course no village would be complete without its Women's Institute and Kilsby is rightly proud of its WI heritage.

- 4.1.3 For younger people there are active Brownies and Guide groups, encouraging youngsters to take an interest in both world and national issues, a toddler group and youth group.
- 4.1.4 Anyone interested in needlework has an opportunity to meet other like-minded people at Kilsby Stitchers. There is an active History Society, two Book Groups and a walking group. There also is a thriving Tennis Club in Kilsby with connections to the Rugby Tennis League, supporting two men's teams, coaching for youngsters and club night for social players, together with social events that help support the upkeep of the courts.
- 4.1.5 There are well-used allotments situated about a quarter of a mile to the east of the main village. These are owned by the Poors Land Charity and any villager may apply to be an allotment tenant. The allotments are a valuable village asset serving a practical and recreational purpose.
- 4.1.6 Regular services take place at the church and chapel and both are used to host other events, including Children's Messy Church. There is a cafe at the chapel two mornings a week and also a Scrabble club. The Parish Church has recently had water connected, to provide kitchen and toilet facilities and created an open space to enable social and other activities to take place.
- 4.1.7 There is a small recreational park on the north side of the village, with a playing field and limited park equipment for children of various ages. Changes have recently been made to the entry point from Rugby Road to the park to facilitate access for villagers. A MUGA (Multi Use Games Area) has recently been added with sports facilities for older children and young people. New additions to the Recreation Ground play equipment include the Zip Wire and Basket Swing and improved surfacing all funded from approximately £15,000 from developer contributions through s106.



New Facilities at the Recreation Ground

- 4.1.8 The responses to the 2014 survey questionnaire showed that a significant majority of respondents valued local facilities in the village, with the highest

proportion considering the village hall, village shop, post office, public houses, recreation ground and primary school very important. The Kilsby Stores emerged from the Neighbourhood Development Plan Survey as the most important and appreciated facility in the village. The Survey also showed that, the two pubs, the school and the two churches were all seen as major assets to the village. The Stores were closed in June 2016, due to the retirement of the owners. A community shop (run by an employed manager and supported by volunteers) is located in a portacabin in the car park of the Red Lion public house and may need a more permanent home. It continues to be an aspiration of the Parish Council to support a Post Office within the village. The George public house is currently closed whilst the owners seek a new tenant, and the Parish Council has applied for it to be registered as an asset of community value.

- 4.1.9 An area of concern is medical facilities. General Practice (GP) practices in Rugby which traditionally have served some of Kilsby's population, have closed their books to new patients from outside their 'area', whilst the Crick Surgery, which is used by the majority of Kilsby people, is running close to capacity and facing significant extra demands from housing already agreed in Kilsby, Crick and West Haddon. There is also a problem for residents who do not drive in accessing the Crick Surgery, which is not served by public transport from Kilsby, although the Daventry Area Community Transport scheme will provide car transport for elderly or disabled people. There is a strong feeling in the village that Kilsby should have its own medical facility, as was the case in the past – accommodation for a surgery/clinic already exists at Stephenson Court. However, there are no plans for this at the current time.



- 4.1.10 Community Infrastructure Levy (CIL) was introduced by Daventry District Council in September 2015¹⁰. To date Kilsby has not received any CIL funding. It is intended that any future Community Infrastructure Levy monies

¹⁰ See <https://www.daventrydc.gov.uk/living/planning-policy/cil/>

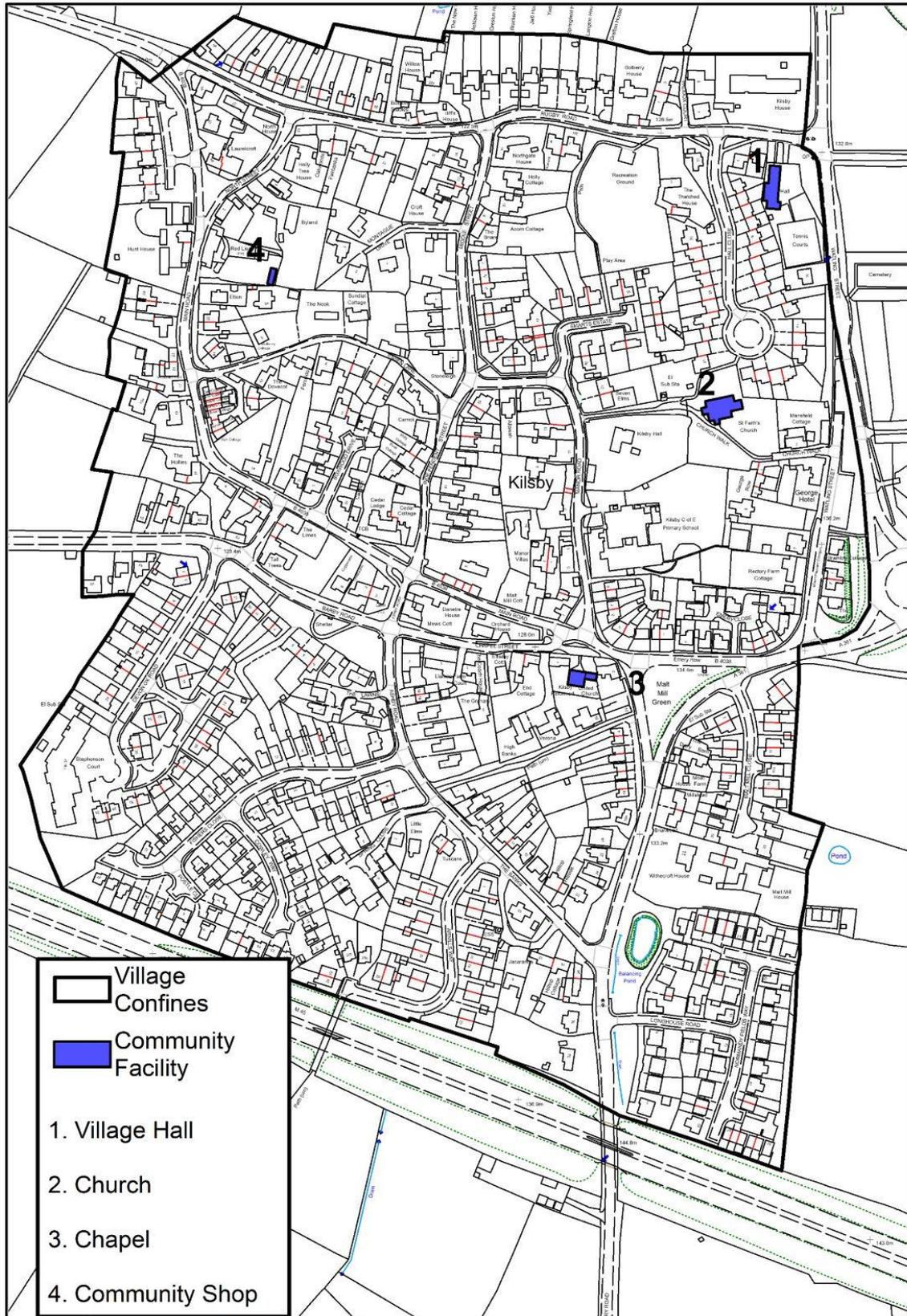
will be used to support community facilities and services, including the provision of GP facilities in Kilsby and support for the community shop.

- 4.1.11 Future development in the village should contribute to the enhancement of village life, with consideration given to better connectivity with neighbouring villages, better sports and village hall facilities.

POLICY K1 PROTECTING AND ENHANCING EXISTING COMMUNITY FACILITIES AND SUPPORTING PROVISION OF APPROPRIATE NEW FACILITIES

1. The following are identified on Map 2 Policies Map and Map 3 Community Facilities as community facilities:
 1. Village Hall,
 2. Church,
 3. Chapel,
 4. Community Shop.
2. The enhancement of existing community facilities and provision of new facilities will be supported.
3. In particular proposals for the development of a new building or the sensitive conversion of an existing building to accommodate the village shop will be encouraged. Such proposals should be sensitively designed and be fully accessible to all.
4. Developer contributions may be sought to support improvements to community and recreational facilities where appropriate (see Appendix V: Community Infrastructure Projects).
5. The loss of community facilities will not be supported unless the following can be demonstrated:
 - A. The proposal includes alternative provision of equivalent or enhanced facilities, on a site within the locality. Such sites should be accessible by public transport, walking and cycling and have adequate car parking; or
 - B. There is no longer a need for the facility, evidenced by at least 12 months of active marketing.

Map 3: Community Facilities



Encouraging Walking and Cycling

- 4.1.12 A key concern that emerged from the consultation with residents in 2014 was the need for cycle paths that connect both between neighbouring villages and local towns. 71% of respondents to the Survey believed that there should be cycle ways/footpaths connecting Kilsby with adjacent towns and villages. With the number of people who enjoy walking, these cycle paths could also be used as footpaths with many roads being dangerous to walk, as they currently have no dedicated pavements. Despite recent improvement, pavements within the village are still not adequate and vehicles frequently park on them.

POLICY K2 SUPPORTING WALKING AND CYCLING IN KILSBY

1. Proposals to improve accessibility for walking and cycling and enhancement of routes linking residential areas to community facilities, the village centre and nearby towns and villages will be supported. A list of proposed routes for improvements to walking and cycling routes is provided Appendix V: Community Infrastructure Projects.
2. Proposals for new development should incorporate suitable and safe cycle storage facilities wherever possible.

- 4.1.13 The above Neighbourhood Development Plan policies have regard to the following local planning policies:

West Northamptonshire Joint Core Strategy Local Plan (Part One), adopted December 2014

Policy C5 – Enhancing Local and Neighbourhood Connections
Policy RC2 – Community Needs
Policy INF2 – Contributions to Infrastructure Requirements
Policy R1 – Spatial Strategy for the Rural Areas

Settlements and Countryside Local Plan (Part 2) For Daventry District 2011 - 2029, adopted February 2020

Policy NP1- Community led planning and neighbourhood development planning
Policy SP1 – Daventry District Spatial Strategy
Policy RA2 – Secondary Service Villages
Policy ST1 – Sustainable Transport Infrastructure
Policy CW1 - Health and Wellbeing.

4.2 Future Development and the Provision of Housing

Neighbourhood Development Plan Objective

2. Housing

To ensure that housing proposals are proportionate in scale and provide a range of different types and size of accommodation to meet the needs of the local community, and are of a design which is consistent with the identity, atmosphere, and character of the village.

Housing Design

- 4.2.1 Kilsby has grown from a small settlement dating back to Viking times to what we have today – a compact, vibrant community comprising about 600 properties.



- 4.2.2 Over the last fifty years or so the village has welcomed new housing and has more than doubled in size since the 1960s (see Appendix II: Housing Development in Kilsby over the last 50 Years) but consultation with residents, including the questionnaire survey and Open Forums, showed overwhelmingly that expansion must not be 'at any cost'. Provision of suitable accommodation for forming new households, people coming to the area with work and those wanting to upsize or downsize, is seen as necessary and important. At the same time, however, the desire to keep Kilsby as an identifiable and strong community was paramount. Not everyone wants to live in such a community, preferring the anonymity of urban living, but it is clear that residents are anxious to ensure that those who want to have a traditional way of life in a village parish will still be able to

have that in Kilsby. There was a very strong feeling that the onus is on today's residents to become 'guardians' of the village for future residents. Being able to choose to live in such a village community rather than being forced into a different way of life by speculative developers, was a recurring theme at the Open Forums.

- 4.2.3 It was this potential loss of identity – not being able to feel part of a specific community – that was raised again and again as an issue. The fear was that construction of houses outside of the village boundaries would lead to a kind of 'rural sprawl' where one residential area would bleed into another with community identity being eroded until Kilsby ultimately became simply 'somewhere' on the outskirts of Daventry or Rugby. The number of new dwellings being built in the area – Rugby and Daventry both have expansion plans including a 'Sustainable Urban Extension', comprising up to 6,200 houses, on the former Radio Mast site at Houlton – will cater for those who are merely looking for a house. The opportunity for people to live in a village community has to be protected and the means of doing this is through the Neighbourhood Development Plan and West Northamptonshire's sympathetic implementation of planning policies.
- 4.2.4 The Settlements and Countryside Local Plan (Part 2) for Daventry District 2011 - 2029 identifies Kilsby as a Secondary Service Village. Policy RA2 – Secondary Service Villages sets out these settlements perform an important role in helping to provide some services and facilities for the local communities which they serve. Part A sets out that development at the Secondary Service Villages will be located within the confines of the village as defined on the Inset Map and Part B lists the limited circumstances where development outside the defined confines will be acceptable. The Parish Council's preference is for development to take place within the confines of the village except where the exceptional circumstances set in Part B apply. Part C sets out criteria for development and Part D supports development provided for in a made neighbourhood development plan. The Local Plan Policies Map is reproduced in Appendix IV.



Emery Row - recently completed housing development

- 4.2.5 Policy RA6 – Open Countryside sets out that the intrinsic character, beauty and tranquillity of the open countryside of the District will be recognised. To achieve this, in the open countryside outside the confines of villages, development only will be supported in the limited circumstances set out in the policy.
- 4.2.6 Kilsby has seen significant housing growth in recent years. The two largest developments were:
- 2014-2016 Lasalign Site (now Emery Row and Close): 11 houses
 - 2017-2020 Daventry Rd (now Cildes Croft): 48 houses.
- 4.2.7 Between 2011 and 2015 an additional 7 houses were provided and from 2015 to 2019 various developments including the conversion of the former Post Office to residential use provided a further 6 houses.
- 4.2.8 At the time of writing (May 2021) therefore 73 additional houses have been provided in Kilsby since 2011. At the current time there are two new sites under construction.
- 4.2.9 Opportunities to develop on ad hoc sites within the confines of the village may come forward. By definition, these schemes will be small in number but added to the 73 houses mentioned above, will ensure a ‘flow’ of new properties becoming available either for existing residents seeking a move within the village to more suitable accommodation or for families who are actively seeking a move away from town to village life.
- 4.2.10 Concern has been expressed by some villagers that with further development, modern properties will heavily outnumber traditional village homes and therefore spoil the look of the village. Therefore new development is encouraged to use locally appropriate materials and to be designed sympathetically in terms of height, scale, massing and density.
- 4.2.11 The Design Code for Kilsby prepared by AECOM under the Locality Technical Support programme is provided on the NDP pages of the Parish Council website. The Design Code document provides a summary of the area's historical development and an assessment of existing local character and then goes on to identify design codes for future housing developments to adhere to. The following design codes apply to the whole parish:
- Code 1 - Sustainability and Climate Change
 - Code 2 - Landscape, Views and the Settlement Edge
 - Code 3 - Building Design
 - Code 4 - Parking, Gardens and Boundary Treatments.
- NDP Policy K3 has been updated to refer to the Design Codes for Kilsby.

POLICY K3 SUPPORTING NEW HOUSING IN KILSBY VILLAGE

Residential development will be supported within the existing confines of Kilsby village (see Map 7 in Appendix IV).

Proposals should have regard to the Kilsby Design Codes and demonstrate how they have addressed the detailed principles of the codes in their designs. In particular, proposals should:

1. Mitigate their impact on any loss of countryside, wildlife and the natural environment and demonstrate that they are responding to climate change by incorporating the highest possible standards of insulation and energy conservation in line with Code 1 - Sustainability and Climate Change.
2. Consider and minimise any impacts on views from the village, towards the village, and on local landmarks in accordance with Code 2 - Landscape, Views and the Settlement Edge. Where development proposals are on the settlement edge, schemes should be of a lower density than the rest of the settlement area in order to achieve a soft and graduated transition into the rural landscape. Where appropriate, access to the surrounding landscape should be provided, connecting to the network of existing public rights of way surrounding the village. Grass verges and amenity green spaces make an important contribution to local character and should be protected.
3. Be of a height and scale which is sympathetic to the character of the surrounding area in accordance with Code 3 - Building Design. Development should have a maximum height of two storeys but may include an additional storey within the roof space with sky lights and/or gable end windows. Scale should be informed by adjacent dwellings. There should be variations in orientation and rigid layouts where buildings are clustered very formally should be avoided.
4. Include materials informed by the local vernacular in line with Code 3 - Building Design. Traditional materials prevalent in Kilsby include ironstone, sandstone, local red brick, limestone, render and painted brick with slate. Thatched roofing is frequently used on older cottages and where feasible could continue to be used in the future.
5. Provide parking and boundary treatments in line with Code 4 - Parking, Gardens and Boundary Treatments. On-street parking as the only means of parking should be avoided in future development to reduce visual impacts of cars on the streetscene. Where on-street parking is delivered, it should be provided in small groupings with appropriate landscaping. Parking provision on driveways or garages should be designed sensitively in line with the detailed Design Codes. Back gardens should be of sufficient size to provide reasonable and useable amenity space. When rear boundaries abut

the settlement edge, surrounding landscape or open green spaces, boundaries of hedgerows and trees should be used to soften the transition into the natural environment and protect views.

6. In addition, developments should provide safe access for all and be accessible to local facilities by walking and cycling. Schemes should also demonstrate consideration of 'Secured by Design' principles.
7. Where new development adjoins the M45, A5 or A361 a noise buffer should be provided using planting or fencing. Where development is adjacent to the A5 or A361 this buffer should be appropriately designed to avoid a fortress appearance.

Local Housing Needs



- 4.2.12 The Settlements and Countryside Local Plan (Part 2) for Daventry District 2011-2029 sets out in paragraph 5.1.03 that, 'as identified in the Issues and Options Report and set out in the Housing Land Availability Report 2017 the requirement for the rural areas has been exceeded, as at 1st April 2019 by 630 dwellings with 10 years of the plan period remaining.' Kilsby is identified as a Secondary Service Village; these 'provide scope to meet some local needs for housing, employment and service provision.' It is not proposed

therefore that Kilsby will accommodate significant growth and any new housing proposals should meet local needs. Policy H2 of the West Northamptonshire Joint Core Strategy requires 40% affordable housing for rural sites over 5 dwellings in the Daventry rural area.

- 4.2.13 Daventry District Council undertook a Parish Housing Needs Survey of Kilsby parish from October to November 2020. The Kilsby Parish Housing Need Report was published in November 2020. The Report is published on the NDP pages of the Parish Council website and is a key part of the evidence underpinning the NDP Review.
- 4.2.14 610 letters were sent to households within Kilsby Parish, inviting them to complete a Housing Survey for the area. A total of 83 surveys were completed, equating to 14%. There were 12 respondents that were aware of someone moving away from the Parish as they could not find a suitable home within the Parish.
- 4.2.15 Key findings included the following:
- A high number of respondents thought the mix of properties was 'about right' across most property types. Many respondents felt that a few more extra care/supported, independent living, 1 to 2 bedroom bungalows, and 1 to 2 bedroom houses are needed. Of the 83 responses received, 20 respondents stated that they have, or could have, a housing need. This equates to 34% of all respondents.
 - Respondents were asked for the main reason why they will or may require alternative housing. The most common reason given was that respondents wished to downsize to a property more suited to their needs (with 14 selections).
 - Market homes are the most desired tenure with 14 selections. Of those that sought market properties, all are currently owner-occupiers (including bought outright or mortgaged). The 2 respondents that would like a housing association property are owner occupiers, as is the respondent that wishes for a custom-build property.
 - Housing need respondents were asked about the type of housing they required. The results show that a need is evident for properties that are houses (5 respondents), bungalows (10) and older persons accommodation (1).
 - There is a strong preference for two or three bedroom properties. Of the 6 respondents that stated a preference for a 2 bedroom property, all 6 wished to have fewer bedrooms than currently. Of the 9 respondents that would like a 3 bedroom, 6 wished to downsize from a larger property. Those respondents that would like a 4 bedroom property, would like a home the same size as the one they live in currently.

4.2.16 The Housing Need Conclusion is set out in Figure 2:

Figure 2 Housing Need Conclusion

Property Tenure	1 bed flat	1 bed house	1 bed bungalow	2 bed flat	2 bed house	2 bed bungalow	3 bed flat	3 bed house	3 bed bungalow
Affordable housing for rent	1		1		3	1		1	
Market Housing	1*					4		3	6
Custom / Self build					1				

* 1 bedroom older person accommodation

Affordable Housing for Rent

4.2.17 7 households were identified with a need for affordable housing for rent from a housing association - see Figure 3.

Figure 3 Affordable Housing for Rent

Number Required	Property Type
1	1 Bedroom flat
2	1 or 2 Bedroom bungalow
3	2 Bedroom house
1	3 Bedroom house

Market Housing

4.2.18 14 households expressed a need for market housing - see Figure 4:

Figure 4 Market Housing

Number Required	Property Type
1	1 Bedroom older person accommodation
3	3 Bedroom house
4	2 Bedroom bungalows
6	3 Bedroom bungalows

Other

4.2.19 Zero respondents gave a preference of other affordable housing options such as discounted market sale properties (for first time buyers), or shared ownership. One household expressed an interest in obtaining land to

custom build or self-build a property. Zero respondents gave a preference of privately rented properties.

- 4.2.20 The findings of the Kilsby Parish Housing Needs Report have been used to inform revised Policy K4 Meeting Local Housing Needs.

POLICY K4 MEETING LOCAL HOUSING NEEDS

1. Proposals for new housing development in Kilsby Parish should have regard to the Kilsby Parish Housing Need Report, November 2020, and contribute towards a suitable mix of house types, sizes and tenures In the Parish.
2. In particular all housing schemes will be supported where they provide one or more of the following house types:
 - Smaller, 1-3 bedroom properties including flats;
 - Housing designed for older residents, such as bungalows or extra care accommodation;
 - Self build housing.
3. Affordable housing will be sought for schemes in line with Policy HO8 – Housing Mix and Type in the Settlements and Countryside Local Plan (Part 2). There will be a preference for affordable housing for rent from a registered provider.

- 4.2.21 The Neighbourhood Development Plan policies set out in this section have regard to the following local planning policies:

West Northamptonshire Joint Core Strategy Local Plan (Part One), adopted December 2014

Policy S1 – The Distribution of Development

Policy S3 – Scale and Distribution of Housing Development

Policy S10 – Sustainable Development Principles

Policy C2 – New Developments

Policy H1 – Housing Density and Mix and Type of Dwellings

Policy H2 – Affordable Housing

Policy H4 – Sustainable Housing

Policy R1 – Spatial Strategy for the Rural Areas

Settlements and Countryside Local Plan (Part 2) For Daventry District 2011-2029, adopted February 2020

Policy NP1- Community led planning and neighbourhood development planning

Policy SP1 – Daventry District Spatial Strategy

Policy RA2 - Secondary Service Villages

Policy RA5 - Renovation and Conversion of Existing Buildings within settlements

Policy HOU8 - Housing Mix and Type

Policy ENV10 - Design



Emery Close - recently completed housing development

4.3 Historic Buildings, Natural Environment and Conservation

Neighbourhood Development Plan Objective

3. Historic Buildings, Natural Environment, and Conservation

To ensure the historic buildings and environmental heritage of the village is recognised and recorded and that the village's green spaces, green field boundaries, and, in particular, the ridge and furrow fields, are protected and maintained for the benefit of future residents and the national heritage.

Built and Natural Environment Heritage Assets

- 4.3.1 Kilsby is fortunate to have a wealth of built and natural heritage assets which make a significant contribution to the distinctive rural character of the village and wider Parish area.
- 4.3.2 Built heritage assets include part of the Oxford Canal (Braunston-Hillmorton) Conservation Area), and 46 Listed Buildings including several significant features associated with the railway tunnel and St Faith's Church dating from the 13th century. Kilsby Conservation Area was designated by Daventry District Council in December 2018. The Kilsby Conservation Area boundary is shown on Map 2 Policies Map and the CAAMP identifies non designated heritage assets (for the Local List) including an area of ridge and furrow.



- 4.3.3 A recurring theme in the feedback from residents in the consultation responses was the degree to which Kilsby's historic buildings were valued as contributing to the character and appearance of the village, and it is

important that any future development is designed sympathetically to ensure this character is maintained.

4.3.4 Section 10 of the Conservation Area Appraisal sets out the Management Plan. This includes threats to the conservation area and policies recommending appropriate action. The policies have been used to inform new NDP Review Policy K5 Protecting and Enhancing the Kilsby Conservation Area.

4.3.5 The Design Codes also provide further detail in Code 5 - Kilsby Conservation Area. The Design Codes refer to the CAAMP and include a description of architectural details that can be found across the conservation area which should be preserved and enhanced. These are:

- Steeply pitched roofs (both thatched and formerly thatched)
- Stone and cob walling
- Flemish bond brick principle elevations
- Garden wall bond brick boundary walls
- Stone quoined building corner detailing
- Projecting stone window sills
- Timber lintels
- Stone mullions
- Timber mouldings around front doors
- Timber panelled doors
- Timber sash and casement windows
- Carriageway entrances
- Thatched or shallow timber, lead or slate canopies.

POLICY K5 PROTECTING AND ENHANCING KILSBY CONSERVATION AREA

1. Development proposals in the Kilsby Conservation Area should have regard to the Kilsby Conservation Area Appraisal and Management Plan (CAAMP) SPD, adopted December 2018.
2. Development proposals should respond positively to the established form, scale, design and materials used within the conservation area as highlighted in the Appraisal and Design Codes.
3. Loss or replacement of any of the architectural details listed in NDP Review paragraph 4.3.5 should be carefully considered to avoid harming the historic character of the conservation area. Inappropriately detailed UPVC doors, windows and canopies can harm the character and appearance of the conservation area and would not be appropriate. Porches are generally not a feature of the conservation area and should be avoided.
4. 'Important views' 2, 7, 8, 9, 10 and 11 identified within the CAAMP are all views within, into and out of the conservation area and

should be preserved and enhanced and any adverse impacts mitigated through detailed designs.

5. Development will be supported provided it preserves and enhances the character of the local vernacular.



Ofield Lane, looking towards Main Road

- 4.3.6 There are excellent examples of ridge and furrow fields in the area backing onto Rugby Road and in the fields between Barby Lane and the B4038 Kilsby to Hillmorton Lane. These are referred to in the CAAMP. The wider landscape setting of rolling countryside and woodland as described in the Daventry Landscape Character Assessment is highly valued by local people. Kilsby is in Landscape Character Type 13 Undulating Hills and Valleys and Landscape Character Area 13b Daventry. Landscape character is a combination of manmade and natural features. Within Kilsby, the character of the village is defined by its ancient church, the origins of which date from the 13th century; the United Reformed Chapel built in 1770; the remnants of cob walls used in the construction of houses and as field and property boundaries, good examples of which are in Church Walk and Middle Street; a number of fine Northamptonshire stone houses built in the 17th and 18th centuries; and the two village greens, as well as by the housing developments of the twentieth century. An unusual feature is a model of Kilsby Tunnel built as a 'template' for Stephenson's workers and still to be found in the garden of Cedar Lodge, the house where Robert Stephenson lodged during the building of the tunnel.
- 4.3.7 The tunnel itself and the structures surrounding the air shafts, in particular 'Kilsby Castle' are also viewed as very important features of the village, and indeed make the name of Kilsby well-known.



- 4.3.8 The countryside that surrounds the village emphasises the rural aspect of the Parish. This is not a dramatic landscape but is part of ‘England’s green and pleasant land’. This agricultural land, for the most part in use as pasture land, intersected by hedgerows, is a very valuable asset for residents, visually and aesthetically, providing as it does access via footpaths for recreational purposes. Most importantly, however, the green fields surrounding the village create a distinct boundary which ensures the integrity of the village and offers essential protection from the incursions of DIRFT and housing expansion from Rugby, Daventry and, perhaps in the future, Barby.
- 4.3.9 The history of Kilsby is reflected in its buildings and its land use. Many of the oldest buildings are protected as listed buildings to help preserve them for future generations to appreciate.
- 4.3.10 The surrounding countryside is protected by Daventry Settlements and Countryside Local Plan (Part 2) Policy RA6–Open Countryside. However the ridge and furrow fields, of which there are particularly fine examples on the northern boundary of the village have no formal, specific protection. They are the remains of a medieval, open field system of farming far older than any village buildings standing today. This feature is rare, valued by residents as part of the village’s heritage, and needs to be protected and preserved. The Kilsby Conservation Area Appraisal identifies several areas in the Parish and those around the village are shown on Figure 17 A map showing important open spaces within the village, TPOs (Tree Preservation Orders) and ridge and furrow. The Appraisal sets out in Section 11.2 Threats and Recommendations the following in relation to ridge and furrow:

'Threat 2: Ridge and furrow

Several areas of ridge and furrow have been identified surrounding the village.

These areas directly contribute to the visual and historic interest of the village and are indicative of continuous agricultural practice.

Development has the potential to have detrimental effects on these remains.

Recommendation 2

Well preserved ridge and furrow, which can be directly linked to the development of a settlement, should be judged as highly significant to the special historic interest of a conservation area and its setting.

Development proposals should have regard to the importance of ridge and furrow to the character of the village and its setting. Identified areas of ridge and furrow should be preserved and enhanced.'



Ancient ridge and furrow fields on the outskirts of Kilsby.
(from an original aerial photograph by Professor G.Foard, at the time working for Northants County Council)

- 4.3.11 Northamptonshire Historic Landscape Character Assessment 2015¹¹ includes Kilsby within Historic Character Area 5e. Crick Undulating Clayland, where 'significant where amounts of ridge and furrow survive throughout the area.'
- 4.3.12 Daventry District Council published an assessment of local green spaces - Local Green Space Assessments Version 2 – June 2018¹² a part of the background evidence base for the Local Plan. Ridge and furrow fields outside Kilsby village were assessed but not designated as the fields were considered to be extensive tracts of land and were protected in Policy K6.

¹¹ https://archaeologydataservice.ac.uk/archives/view/northamptonshire_hlc_2015/downloads.cfm

¹² <https://www.daventrydc.gov.uk/living/planning-policy/part-2-local-plan/evidence-base/>

The NDP Review provides an opportunity to strengthen Policy K6 in relation to the ridge and furrow landscapes, taking into consideration the Conservation Area Appraisal and Northamptonshire Historic Landscape Character Assessment.

- 4.3.13 One example of an effort to preserve and protect a small area of village land is the Jubilee Plantation. This belongs to Kilsby Poors Land Charity and is situated between the A5 and the southern side of the Rugby to Northampton railway. It was planted with a mixture of woodland species trees in 2002 and is now maturing to provide a significant and permanent piece of landscape and wildlife haven. It is identified as a Local Green Space in the NDP Review (Policy K7).
- 4.3.14 In order to promote sustainability every effort must be made to conserve the green spaces that remain in and around Kilsby.
- 4.3.15 The results of the survey questionnaire indicated that a very high proportion of respondents (75%) considered that the look of Kilsby (building materials, design etc.) is an important part of its character and the Neighbourhood Development Plan policies therefore should aim to protect and enhance this unique character.

POLICY K6 PROTECTING CHARACTER, FORM AND SETTING OF KILSBY VILLAGE

1. Development within the existing confines of Kilsby village must respect its compact, sustainable, nucleated form and rural setting.
2. Outside the existing confines of Kilsby village, development that is appropriate to a countryside use must take into account the character and setting of the village and the local landscape, including archaeological features.
3. Development proposals should have regard to the importance of ridge and furrow to the character of the village and its setting. Identified areas of ridge and furrow should be preserved and enhanced.

Local Green Space Designation

4.3.16 The NPPF allows communities to protect significant local green space in the following paragraphs:

101. The designation of land as Local Green Space through local and neighbourhood plans allows communities to identify and protect green areas of particular importance to them. Designating land as Local Green Space should be consistent with the local planning of sustainable development and complement investment in sufficient homes, jobs and other essential services. Local Green Spaces should only be designated when a plan is prepared or updated, and be capable of enduring beyond the end of the plan period.

102. The Local Green Space designation should only be used where the green space is:

- a) in reasonably close proximity to the community it serves;
- b) demonstrably special to a local community and holds a particular local significance, for example because of its beauty, historic significance, recreational value (including as a playing field), tranquillity or richness of its wildlife; and
- c) local in character and is not an extensive tract of land.

103. Policies for managing development within a Local Green Space should be consistent with those for Green Belts.



4.3.17 The Parish Council supports the identification of several green spaces within Kilsby for protection as Local Green Space. The former, made NDP identified 5 areas of Local Green Space. These were Devon Ox Green, Malt

Mill Green, Butts Lane, Recreation Ground and the Allotments. These still meet the NPPF criteria.

4.3.18 The Conservation Area Appraisal and Management Plan (CAAMP) identified Important Open Spaces on Figure 17 of the CAAMP document. It is noted that:

'Open spaces at Malt Mill Green, Devon Ox Green and at the junction of Main Road and North Street are characterised by historic properties clustered around small to medium sized greens. These areas have a pleasant, formal character and form important viewpoints. Malt Mill Green and Devon Ox Green are both registered Village Greens. The small central green at Hall Close also contributes positively to the character of the more modern development.

The village contains a Recreation Ground. The extent of the area largely follows the historic lines of one field which comprised a part of the former plot of Highgate House (grade II). The Recreation Ground is one of the few remaining open spaces in the village which reflect the former farming enclosures.'

4.3.19 Jubilee Plantation, to the northeast of the village, is an established area of woodland with recreational and wildlife value, run by a trust of local residents.

4.3.20 Larger scale maps (Maps 6a to 6f) are provided in Appendix III: Local Green Spaces. The justification for including these spaces is provided in Table 1 below:

Table 1 Local Green Space – NPPF Criteria

Local Green Space	Close proximity to the community	Demonstrably special and particular local significance	Local in character
<p>1. Devon Ox Green</p> 	<p>Centre of village</p>	<p>Village celebrations, including the annual Christmas Tree event, take place here with the permission of the Parish Council.</p> <p>Registered Village Green.</p> <p>Historic significance noted in CAAMP: 'historic properties clustered around small to medium sized greens. These areas have a pleasant, formal character and form important viewpoints.'</p>	<p>0.2ha</p> <p>A rectangular grassed area bounded on one side by houses and by roads on the other three sides.</p>

Local Green Space	Close proximity to the community	Demonstrably special and particular local significance	Local in character
			
<p>2. Malt Mill Green</p> 	<p>Centre of village</p>	<p>Provides for calm, recreation and respite, and has historic and wildlife interest.</p> <p>Registered Village Green.</p> <p>Historic significance noted in CAAMP: 'historic properties clustered around small to medium sized greens. These areas have a pleasant, formal character and form important viewpoints.'</p>	<p>0.18ha</p> <p>A triangular area of land bounded by roads on all sides and containing a number of mature trees.</p>
<p>3. Butts Lane</p> 	<p>Centre of village</p>	<p>Green 'road' of historic significance linking the Banks and Malt Mill Green.</p> <p>Historic significance noted in CAAMP: 'In the wider village, the historic Butts Lane footpath provides important green infrastructure. Shown on early 19th century maps, the footpath also demonstrates the development of smaller route ways in the settlement.'</p>	<p>0.05ha</p> <p>A rough footpath approximately 200m in length bounded by the gardens of adjacent houses.</p>
<p>4. Recreation Ground</p> 	<p>Centre of village</p>	<p>Run as a registered charity to provide recreational facilities for children and young people in Kilsby.</p> <p>Historic significance noted in CAAMP: 'The extent of the area largely follows the historic lines of one field which comprised a part of the</p>	<p>0.65 ha</p> <p>A green space containing recreational facilities bounded by houses on three sides and a road on the fourth side.</p>

Local Green Space	Close proximity to the community	Demonstrably special and particular local significance	Local in character
		former plot of Highgate House (grade II). The Recreation Ground is one of the few remaining open spaces in the village which reflect the former farming enclosures.'	
<p>5. Allotments</p> 	A quarter of a mile from the centre of the village	Owned by local charity, this space is available for use by all, and is an important green and recreational space.	0.72 ha
<p>6. Junction of Main Road and North Street</p> 	About 300m from the Rugby entrance to the village.	Historic significance noted in CAAMP: 'characterised by historic properties clustered around small to medium sized greens. These areas have a pleasant, formal character and form important viewpoints.	A roughly triangular grassed area bounded by roads on two sides and by houses on the third side.
<p>7. Churchyard</p> 	Centre of Village	Historic significance and trees noted in CAAMP: 'A prominent grouping of non-designated trees sits within the churchyard of St Faiths, including a large Monkey Puzzle tree and several yews. These further contribute to the secluded character of this particular area of the village.	Surrounding St Faiths church and surrounded by housing. Includes a footpath linking Church Walk and Watling Street.

Local Green Space	Close proximity to the community	Demonstrably special and particular local significance	Local in character
<p>8. Small circular green at the end of Hall Close</p> 	<p>Centre of Village</p>	<p>Noted in CAAMP: 'contributes positively to the character of the more modern development.'</p>	<p>A circular green forming a turning circle at the end of this cul-de-sac road containing a number of mature trees.</p>
<p>9. Jubilee Plantation</p> 	<p>Three quarters of a mile from the centre of the village.</p>	<p>Owned by the Kilsby Poors Land Charity. Initially planted in 2002 it comprises mixed woodland of native species which has now matured into a green recreational space available to residents.</p> <p>The trees have an important role in offsetting the effect of CO₂ from heavy traffic.</p>	<p>2.6 ha</p> <p>A tract of woodland in an area of farmland otherwise devoid of any significant tree growth. Bounded on one side by the A5 road, on another by the railway line, and on other sides by open fields.</p>
<p>10. The grassed area on either side of Main Road in the vicinity of the zebra crossing near junction of Main Road and Manor Road.</p> 	<p>In the centre of the village</p>	<p>A site of significant foot traffic due to the proximity of the pedestrian crossing, post box and telephone box defibrillator/book exchange, this area provides a green and pleasant connection to a number of historic properties.</p>	<p>Two grassed areas, containing some small trees, bisected by Main Road and joined by the zebra crossing.</p>

Local Green Space	Close proximity to the community	Demonstrably special and particular local significance	Local in character
			

POLICY K7 LOCAL GREEN SPACE DESIGNATIONS

The sites listed below and shown on Map 2 Kilsby NDP Review Policies Map and Maps 6a, 6b, 6c, 6d, 6e and 6f in detail at Appendix III, are designated as Local Green Spaces.

Development of Local Green Space is ruled out other than in very special circumstances.

1. Devon Ox Green
2. Malt Mill Green
3. Butts Lane
4. Recreation Ground
5. Allotments
6. Junction Main Road and North Street
7. Churchyard
8. Hall Close circular green
9. Jubilee Plantation
10. Grassed area around zebra crossing.

4.3.21 Policies K5 and K6 have been prepared to have regard to the following local planning policies:

West Northamptonshire Joint Core Strategy Local Plan (Part One), adopted December 2014

Policy BN5 – The Historic Environment and Landscape

Settlements and Countryside Local Plan (Part 2) For Daventry District 2011-2029, adopted February 2020

Policy ENV1 - Landscape

Policy ENV7 - Historic Environment

Policy K7 has been prepared with regard to the following local planning policies:

West Northamptonshire Joint Core Strategy Local Plan (Part One), adopted December 2014

Policy RC2 – Community Needs

Policy BN1– Green Infrastructure Connections

Settlements and Countryside Local Plan (Part 2) For Daventry District 2011-2029, adopted February 2020

Policy NP1- Community led planning and neighbourhood development planning

Policy ENV4 - Green Infrastructure

Policy PA1 - Local Green Space

4.4 Employment

Neighbourhood Development Plan Objectives

4. Job Opportunities

To ensure a strong rural economy through participation in local commercial centre jobs and homeworking, by identifying opportunities and seeking to improve communications to and from the village, especially the provision of significantly more reliable electricity supply and mobile phone services.

7. Infrastructure

To ensure that the village infrastructure does not lag behind development and that developers contribute, through the Community Infrastructure Levy (CIL) towards improved and new village infrastructure. In particular to ensure that the village has reliable service from the utilities and mobile phone companies, dedicated medical facilities, and improved transport links.

- 4.4.1 Employment in 2021 within Kilsby Parish is very limited, with the village having only one local shop, two pubs with restaurants and a few small businesses, such as a cattery. The school offers some teaching and catering/supervisory work and there are also additional employment opportunities at Kilsby House Residential Home for care staff and also at Stephenson Court, which is regularly visited by carers and which also hosts a Day Centre for elderly people. Two companies have established offices in converted barns just outside the village although it is not known how much employment they offer. The development of DIRFT also offers significant employment opportunities (although the jobs available will also be competed for by people living in Rugby and Coventry as well as Daventry and are in the main low skilled warehouse jobs or HGV drivers, although there are also some clerical and administrative jobs). The opportunity to work in the traditional rural industries is very limited within Kilsby itself, although there is a certain amount of semi-skilled labouring work available on neighbouring farms. Many residents, commute to other towns and cities, in particular, Rugby, Daventry, Northampton, Birmingham and London.
- 4.4.2 The Neighbourhood Development Plan Survey of 2014 revealed that of the people who responded 204 were employed full-time and a further 66 part-time, some of whom worked from home. There were also a number of people who were self-employed (66 of the Survey respondents). The village has, for example, self-employed computer technicians, gardeners, home-helps, beauticians, purveyors of funeral memorials, cake decorators, carpenters, and other trades-people as well as small needlework businesses.

- 4.4.3 In view of the limited opportunities for employment in Kilsby Parish, the major number of wage earners are employed beyond the village and are obliged to commute to work.
- 4.4.4 By far the largest number of people in the village who responded to the 2014 Survey (309) were retired, with only 105 in education, reflecting the age demographic of Kilsby.
- 4.4.5 Overall there is a need to ensure that residents in Kilsby are able to access the employment opportunities provided nearby at DIRFT and neighbouring towns and to support increased opportunities for working from home to reduce impacts on transport networks and support a more sustainable future for the village and wider Parish.
- 4.4.6 The Parish Council will seek measures such as improvements in public transport provision and cycle routes which support improved accessibility to nearby commercial centres such as DIRFT, Daventry and Rugby.

POLICY K8 IMPROVING ACCESSIBILITY TO LOCAL EMPLOYMENT OPPORTUNITIES AND SUPPORTING HOMEWORKING

1. Within the confines of the village, the provision of office/small workshop space will be supported, subject to it respecting local character and residential amenity.
2. Economic development outside the defined confines of Kilsby Village will be supported where it would diversify the rural economy and support accessible local employment and / or training opportunities. Such development should also enhance or maintain the vitality or sustainability of Kilsby village or contribute towards and improve the local economy, in line with the Settlements and Countryside Local Plan (Part 2) Part B (iv).
3. The provision of new communication technologies as part of business and residential proposals will be supported subject to respecting local character and residential amenity.

- 4.4.7 This policy is supported by the following actions by the Parish Council:

Action 7: Encouraging local businesses to advertise vacancies in the village magazine and at all appropriate community facilities.

Action 8: Pursuing increased reliability of electricity supply, broadband and mobile phone networks.

- 4.4.8 The above Neighbourhood Plan policies have regard to the following local planning policies:

**West Northamptonshire Joint Core Strategy Local Plan (Part One),
adopted December 2014**

- Policy S1 – The Distribution of Development
- Policy S7 – Provision of Jobs
- Policy S10 – Sustainable Development Principles
- Policy C1 – Changing Behaviour and Achieving Modal Shift
- Policy C2 – New Developments
- Policy C5 – Enhancing Local and Neighbourhood Connections
- Policy E1 – Existing Employment Areas
- Policy INF1 – Approach to Infrastructure Delivery
- Policy INF2 – Contributions to Infrastructure Requirements
- Policy R1 – Spatial Strategy for the Rural Areas
- Policy R2 – Rural Economy
- Policy R3 – A Transport Strategy for the Rural Areas

**Settlements and Countryside Local Plan (Part 2) For Daventry District
2011-2029, adopted February 2020**

- Policy NP1- Community led planning and neighbourhood development
planning
- Policy RA2 - Secondary Service Villages
- Policy RA6 – Open Countryside

4.5 Transport and Infrastructure

Neighbourhood Development Plan Objectives

5. Establish and Maintain a Safe Village Environment

To ensure the safety and well-being of all residents by promoting the introduction of traffic management and speed calming measures to reduce speeding and better protect pedestrians.

6. Transport

To improve Kilsby's connectivity with adjacent villages, towns, and commercial centres by improving and encouraging the use of public transport services, pedestrian ways, cycle paths and public footpaths.

7. Infrastructure

To ensure that the village infrastructure does not lag behind development and that developers contribute, through the Community Infrastructure Levy (CIL) towards improved and new village infrastructure. In particular to ensure that the village has reliable service from the utilities and mobile phone companies, dedicated medical facilities, and improved transport links.

Transport

- 4.5.1 Kilsby is situated approximately 1 mile south west of Junction 18 of the M1. The M45 passes just south west of the village boundary. The A361 passes through the village and terminates at the junction with the A5. Kilsby is bisected by the B4038 running from the Crick Road in Hillmorton and called Kilsby Lane until it enters the village when it becomes Main Road, out onto the A361 either at Malt Mill Green or via Ashby Road and The Banks. Another route through the village from the two major roads (A5 & A361) is from Malt Mill Green, passing Devon Ox Road and onwards along Barby Road.
- 4.5.2 All of these roads have become, and are becoming, increasingly busy with heavy goods vehicles (HGVs) especially the A5 and A361 that serve the ever expanding logistics site approximately 1 mile to the north of the village. The site houses vast warehouses operated by Tesco, Sainsbury, Royal Mail, DHL etc. plus the Daventry International Rail Freight Terminal (DIRFT) that attracts container and multimodal transport from distant sources feeding onto the A361 at Banbury and the A5 at Towcester via the A43 from the M40. A third phase of DIRFT has been approved, providing for a further 8 million square feet of warehousing. This will generate a further significant amount of

HGV traffic passing through Kilsby. The heavy use of the layby on the A5 just outside the village for overnight stops by HGV traffic is also a problem with a significant amount of litter and mess being generated.

- 4.5.3 Large new housing developments in Daventry have led to a big increase in commuter traffic as people travel to and from work in Rugby or further afield. With the increase in the volume of traffic in and around Kilsby there is an accompanying increase in noise and atmospheric pollution, especially for those living close to the main roads but, the main concern expressed in the response to the Neighbourhood Plan Survey is the speed of some vehicles through the village. More than 70% of respondents to the Survey said that they were concerned about the speed of traffic both through the centre of the village and on the A roads. Community Speed Watch action has confirmed that the 30 mph speed limit is regularly ignored, especially on the A5 and A361.



- 4.5.4 The response to the public consultation carried out in 2014 showed emphatically the concerns residents have over the increasing volume of traffic in and around the village and how this would be further exacerbated by unwanted, inappropriate, large housing developments. The survey response clearly showed a majority support for:-
1. More rigorous traffic calming on the main roads and through the village.
 2. 73% of residents would support a reduction in the speed limit from the 30 mph to 20 mph throughout the village.
- 4.5.5 The private car/van is by far the most commonly used method of transport for commuting, shopping, visiting, medical appointments and leisure activities with public transport not seen as a viable alternative.

- 4.5.6 There is a bus service (D1 and D2) linking Kilsby to Daventry and Rugby which the Parish would like to see maintained and improved by addition of a Sunday service. If the service could be improved by increasing the frequency, extending the timetable and expanding the routes to destinations such as Long Buckby and Crick, perhaps it would encourage people to leave their car at home.
- 4.5.7 Another issue that emerged from the consultation is that better connectivity and accessibility through footpaths and cycle ways may assist in reducing the number of vehicle movements that currently take place within the village.
- 4.5.8 For those wishing to travel further afield Kilsby is well situated. The West Coast Railway line can be accessed at Rugby Station for Intercity train services to London or north to Coventry, Birmingham and onwards to Glasgow or Edinburgh. Long Buckby Station also offers good rail links both north and south. Both Rugby and Long Buckby stations are within easy reach but parking at both is difficult and, at Rugby expensive and, unfortunately there is no reasonable public transport alternative due to current routing and timetable arrangements. For the holiday maker or the frequent flyer, Birmingham International and East Midlands Airports are both about 45 minutes away from the village.
- 4.5.9 If time is not important, then a more leisurely mode of transport is also quite close. The Grand Union Canal and the Oxford Canal are both within easy reach of the village, not only for those on the water, but also those who like to walk beside the water.
- 4.5.10 In summary the key concerns emerging from the consultation included:
- New housing development will inevitably increase traffic and transport challenges
 - Speed and volume of traffic in and around the village.
 - Public transport services to nearby population centres and facilities are not adequate and as a result the vast majority of journeys are made by private car/van.
 - Safer foot and cycle routes may discourage the dependence on the car/van.
- 4.5.11 The flow of heavy traffic is identified as an issue in the NDP and Northamptonshire County Council supported the inclusion of a reference within the Plan relating to the need to address HGV routing and parking in their response to the Regulation 14 consultation.
- 4.5.12 Previous attempts to encourage the downgrading of the A361 to 'B' road status have foundered, and in any case this is unlikely to prevent HGVs from using this road. However this should not preclude the Parish Council trying again, given the significant increases in HGV traffic over recent years and expected future increases associated with the expansion of DIRFT 3. An alternative approach might be to seek a ban on HGV traffic using the A361

through the village, with signage prohibiting this at the A5 roundabout, and at the Daventry end of the A361.

- 4.5.13 Therefore the Plan supports the re-routing, by means of signage, of HGV traffic en route to and from the M40, via the M1/A43 (the latter road being dual carriageway for its entire stretch between the two motorways) or via the A5/A43. A further action will be progressed by the Parish Council.
- 4.5.14 There is also concern that HGVs use The Ridgeway, which joins the A361 just to the south of the settlement area, as part of a short-cut between the A45 and the A361/A5. The Parish Council will progress action to try to prohibit HGVs from this road.
- 4.5.15 The previous, made NDP included Policy K5 Supporting Improvements in Local Transport. As part of the NDP Review it was noted that proposals for traffic calming measures are not generally acceptable as planning policies to guide land use and such proposals should be included as actions for the Parish Council. Therefore an action has been added to the list in the former, made NDP. In addition the requirement for a noise buffer for development adjoining major roads has been added to NDP Policy K3 which addresses design.
- 4.5.16 Since the previous NDP was made, some progress has been made with regard to the speed restrictions on the A361 coming into the village from the Daventry direction. The Parish Council had asked that there should be a stepdown in speed first to 40 mph at the point where the existing 30mph is located, followed by a 30mph sign closer into the village.
- 4.5.17 The Parish Council will commit to continued actions to ensure improvements to traffic calming and road safety. Such actions will include:
- Action 1.** Ensuring the Highway Authority maintains public footpaths in a good state of repair by reporting any problems with stiles and vegetation.
- Action 2.** To combat growing problem of HGVs and speeding cars through the village the Parish Council will support proposals for traffic calming measures and instigate Community Speed Checks by trained volunteers.
- Action 3.** Lobbying the Highway Authority to introduce improved lighting and signage, including in respect of weight limits.
- Action 4.** The Parish Council will seek effective prevention of HGV parking in the two lay-bys on the A5 in the village. Prohibition has little or no effect in the lay-by where overnight parking is currently prohibited. The lay-bys would either need to be closed, or bollards erected which would allow cars to enter and exit but not HGVs.
- Action 5.** Kilsby Parish Council will pursue the improvement of pedestrian safety by improvement to footways and implementation and improvement of appropriate crossing points.

Infrastructure

4.5.18 There have been recent improvements to broadband provision in the Parish and fibre broadband to a local junction box is now available. Improvements also have been made to electricity supply reliability following an upgrade by Western Power Distribution.

4.5.19 A recurring theme in the feedback received from those living in the village is the existing strained infrastructure and very serious concerns about the impact of further significant housing development in the village. Anglian Water has also flagged up concern about the capacity of the local water supply network to cope with additional housing, although to date this does not seem to have been reflected in discussion of planning applications. There have also been reports of capacity issues with the pipework used by Severn Trent to deal with sewerage and waste water and there are concerns that further developments in the village would exacerbate this.

Action 6: The Parish Council will seek to ensure that new development aligns with infrastructure improvements. The Parish Council aims to work with developers to make sure that the provision of water, sewerage, electricity, broadband and medical facilities are suitable to meet the future needs of the village.

4.5.20 The Parish Council is by no means wholly dependent on Community Infrastructure Levy on future housing developments to secure funding for the projects set out in this Plan. Over recent years, funding has been secured from a variety of sources including Biffa Waste Disposal; Daventry International Rail Freight Terminal; the National Lottery; GrantScape (from the Airvolution Energy wind project); and national, county and local organisations, including the Lawn Tennis Association and Northamptonshire County Council. There is also ongoing fund-raising activity in the village which has proved very successful in raising money for specific village projects.

4.5.21 The above Neighbourhood Plan actions have regard to the following local planning policies:

West Northamptonshire Joint Core Strategy Local Plan (Part One), adopted December 2014

Policy C2 – New Developments

Policy INF1 – Approach to Infrastructure Delivery

Policy INF2 – Contributions to Infrastructure Requirements

Settlements and Countryside Local Plan (Part 2) For Daventry District 2011-2029, adopted February 2020

Policy NP1- Community led planning and neighbourhood development planning

Policy ST1 – Sustainable Transport Infrastructure

5.0 Monitoring and Review

- 5.1 The effectiveness of the Kilsby Neighbourhood Development Plan Review will be monitored on an annual basis by the Parish Council. It will assess how effective the Plan has been in the determination of planning applications and how it has helped to bring forward and implement projects in the area.
- 5.2 The Plan will also be monitored to ensure that it is kept up to date, particularly if there are any changes to national or strategic planning policy. If this monitoring identifies that particular parts of the Plan are out of date, not working as intended, or that a new issue requires additional policy material, then the Parish Council will seek to work together with West Northamptonshire Council to review the plan again.

Appendices

Appendix I: Heritage Assets

Listed Buildings in Kilsby Parish

See Historic England <https://historicengland.org.uk/listing/the-list/>
46 results found.

[MODEL OF ENTRANCE TO KILSBY TUNNEL APPROXIMATELY 3 METRES SOUTH WEST OF CEDAR LODGE](#)

List Entry Number: 1025850

Heritage Category: Listing

Grade: II

Location: MODEL OF ENTRANCE TO KILSBY TUNNEL APPROXIMATELY 3 METRES SOUTH WEST OF CEDAR LODGE, MAIN ROAD, Kilsby, Daventry, Northamptonshire

[CHURCH OF ST FAITH](#)

List Entry Number: 1031370

Heritage Category: Listing

Grade: II*

Location: CHURCH OF ST FAITH, CHURCH WALK, Kilsby, Daventry, Northamptonshire

[MOAT HOUSE FARMHOUSE](#)

List Entry Number: 1031389

Heritage Category: Listing

Grade: II

Location: MOAT HOUSE FARMHOUSE, DAVENTRY ROAD, Kilsby, Daventry, Northamptonshire

[OUTBUILDING APPROXIMATELY 2 METRES NORTH OF MOAT HOUSE FARMHOUSE](#)

List Entry Number: 1076401

Heritage Category: Listing

Grade: II

Location: OUTBUILDING APPROXIMATELY 2 METRES NORTH OF MOAT HOUSE FARMHOUSE, DAVENTRY ROAD, Kilsby, Daventry, Northamptonshire

[THE FORGE HOUSE](#)

List Entry Number: 1076402

Heritage Category: Listing

Grade: II

Location: THE FORGE HOUSE, DAVENTRY ROAD, Kilsby, Daventry, Northamptonshire

SUNDIAL COTTAGE

List Entry Number: 1076403

Heritage Category: Listing

Grade: II

Location: SUNDIAL COTTAGE, ESSEN LANE, Kilsby, Daventry, Northamptonshire

THE HOMESTEAD

List Entry Number: 1076404

Heritage Category: Listing

Grade: II

Location: THE HOMESTEAD, INDEPENDENT STREET, Kilsby, Daventry, Northamptonshire

NORTH ENTRANCE TO KILSBY RAILWAY TUNNEL

List Entry Number: 1076405

Heritage Category: Listing

Grade: II*

Location: NORTH ENTRANCE TO KILSBY RAILWAY TUNNEL, LONDON TO BIRMINGHAM RAILWAY, LONDON TO BIRMINGHAM RAILWAY, Kilsby, Daventry, Northamptonshire

NORTH VENTILATION SHAFT, KILSBY TUNNEL

List Entry Number: 1076406

Heritage Category: Listing

Grade: II*

Location: NORTH VENTILATION SHAFT, KILSBY TUNNEL, LONDON TO BIRMINGHAM RAILWAY, LONDON TO BIRMINGHAM RAILWAY, Kilsby, Daventry, Northamptonshire

CEDAR LODGE

List Entry Number: 1076407

Heritage Category: Listing

Grade: II

Location: CEDAR LODGE, MAIN ROAD, Kilsby, Daventry, Northamptonshire

JAPONICA

List Entry Number: 1076408

Heritage Category: Listing

Grade: II

Location: JAPONICA, MAIN ROAD, Kilsby, Daventry, Northamptonshire

WALL APPROXIMATELY 2 METRES SOUTH WEST OF THE HOLLIES

List Entry Number: 1076409

Heritage Category: Listing

Grade: II

Location: WALL APPROXIMATELY 2 METRES SOUTH WEST OF THE HOLLIES,
MAIN ROAD, Kilsby, Daventry, Northamptonshire

DANETRE HOUSE

List Entry Number: 1076410

Heritage Category: Listing

Grade: II

Location: DANETRE HOUSE, MAIN ROAD, Kilsby, Daventry, Northamptonshire

26, MANOR ROAD

List Entry Number: 1076411

Heritage Category: Listing

Grade: II

Location: 26, MANOR ROAD, Kilsby, Daventry, Northamptonshire

NORTHGATE HOUSE

List Entry Number: 1076412

Heritage Category: Listing

Grade: II

Location: NORTHGATE HOUSE, MIDDLE STREET, Kilsby, Daventry,
Northamptonshire

BARN APPROXIMATELY 15 METRES NORTH OF HOLLY TREE HOUSE

List Entry Number: 1076413

Heritage Category: Listing

Grade: II

Location: BARN APPROXIMATELY 15 METRES NORTH OF HOLLY TREE
HOUSE, NORTH STREET, Kilsby, Daventry, Northamptonshire

HIGHGATE HOUSE

List Entry Number: 1076414

Heritage Category: Listing

Grade: II

Location: HIGHGATE HOUSE, RUGBY ROAD, Kilsby, Daventry, Northamptonshire

MANSFIELD COTTAGE

List Entry Number: 1076415

Heritage Category: Listing

Grade: II

Location: MANSFIELD COTTAGE, WATLING STREET, Kilsby, Daventry,
Northamptonshire

THE WHITE HOUSE

List Entry Number: 1076437

Heritage Category: Listing

Grade: II

Location: THE WHITE HOUSE, CHAPEL STREET, Kilsby, Daventry, Northamptonshire

[WALL APPROXIMATELY 12 METRES NORTH EAST OF CHURCH OF ST FAITH](#)

List Entry Number: 1076438

Heritage Category: Listing

Grade: II

Location: WALL APPROXIMATELY 12 METRES NORTH EAST OF CHURCH OF ST FAITH, CHURCH WALK, Kilsby, Daventry, Northamptonshire

[BARN APPROXIMATELY 8 METRES NORTH EAST OF MOAT HOUSE FARMHOUSE](#)

List Entry Number: 1076439

Heritage Category: Listing

Grade: II

Location: BARN APPROXIMATELY 8 METRES NORTH EAST OF MOAT HOUSE FARMHOUSE, DAVENTRY ROAD, Kilsby, Daventry, Northamptonshire

[HUNT HOUSE](#)

List Entry Number: 1203212

Heritage Category: Listing

Grade: II

Location: HUNT HOUSE, MAIN ROAD, Kilsby, Daventry, Northamptonshire

[THE HOLLIES AND ATTACHED BARN](#)

List Entry Number: 1203215

Heritage Category: Listing

Grade: II

Location: THE HOLLIES AND ATTACHED BARN, MAIN ROAD, Kilsby, Daventry, Northamptonshire

[WALL APPROXIMATELY 12 METRES SOUTH EAST OF DANETREE HOUSE](#)

List Entry Number: 1203229

Heritage Category: Listing

Grade: II

Location: WALL APPROXIMATELY 12 METRES SOUTH EAST OF DANETREE HOUSE, MAIN ROAD, Kilsby, Daventry, Northamptonshire

[LYN COTTAGE](#)

[RIPPON COTTAGE](#)

List Entry Number: 1203239

Heritage Category: Listing

Grade: II

Location: RIPPON COTTAGE, MANOR ROAD, LYN COTTAGE, MANOR ROAD, Kilsby, Daventry, Northamptonshire

TUDOR COTTAGE

List Entry Number: 1203247

Heritage Category: Listing

Grade: II

Location: TUDOR COTTAGE, MANOR ROAD, Kilsby, Daventry, Northamptonshire

THE ELMS AND ATTACHED BARN

List Entry Number: 1203259

Heritage Category: Listing

Grade: II

Location: THE ELMS AND ATTACHED BARN, MIDDLE STREET, Kilsby, Daventry, Northamptonshire

HOLLY TREE HOUSE

List Entry Number: 1203270

Heritage Category: Listing

Grade: II

Location: HOLLY TREE HOUSE, NORTH STREET, Kilsby, Daventry, Northamptonshire

NORTH HOUSE

List Entry Number: 1203277

Heritage Category: Listing

Grade: II

Location: NORTH HOUSE, RUGBY ROAD, Kilsby, Daventry, Northamptonshire

BARN APPROXIMATELY 15 METRES SOUTH OF HIGHGATE HOUSE

List Entry Number: 1203281

Heritage Category: Listing

Grade: II

Location: BARN APPROXIMATELY 15 METRES SOUTH OF HIGHGATE HOUSE, RUGBY ROAD, Kilsby, Daventry, Northamptonshire

GAILYN

THE GABLES

List Entry Number: 1281802

Heritage Category: Listing

Grade: II

Location: THE GABLES, MAIN ROAD, GAILYN, MAIN ROAD, Kilsby, Daventry, Northamptonshire

KILSBY HALL

List Entry Number: 1343007

Heritage Category: Listing

Grade: II

Location: KILSBY HALL, MANOR ROAD, Kilsby, Daventry, Northamptonshire

[WALL APPROXIMATELY 3 METRES SOUTH OF ELMS](#)

List Entry Number: 1343008

Heritage Category: Listing

Grade: II

Location: WALL APPROXIMATELY 3 METRES SOUTH OF ELMS, MIDDLE STREET, Kilsby, Daventry, Northamptonshire

[FAIRVIEW](#)

List Entry Number: 1343009

Heritage Category: Listing

Grade: II

Location: FAIRVIEW, NORTH STREET, Kilsby, Daventry, Northamptonshire

[WALL](#)

List Entry Number: 1343022

Heritage Category: Listing

Grade: II

Location: WALL, CHURCH WALK, Kilsby, Daventry, Northamptonshire

[THE NOOK](#)

List Entry Number: 1343040

Heritage Category: Listing

Grade: II

Location: THE NOOK, ESSEN LANE, Kilsby, Daventry, Northamptonshire

[THE HAVEN](#)

List Entry Number: 1343041

Heritage Category: Listing

Grade: II

Location: THE HAVEN, ESSEN LANE, Kilsby, Daventry, Northamptonshire

[BARN APPROXIMATELY 15 METRES SOUTH OF THE HOMESTEAD](#)

List Entry Number: 1343042

Heritage Category: Listing

Grade: II

Location: BARN APPROXIMATELY 15 METRES SOUTH OF THE HOMESTEAD, INDEPENDENT STREET, Kilsby, Daventry, Northamptonshire

[SOUTH VENTILATION SHAFT, KILSBY TUNNEL](#)

List Entry Number: 1343043

Heritage Category: Listing

Grade: II*

Location: SOUTH VENTILATION SHAFT, KILSBY TUNNEL, LONDON TO BIRMINGHAM RAILWAY, LONDON TO BIRMINGHAM RAILWAY, Kilsby, Daventry, Northamptonshire

[MALTMILL COTTAGE](#)

List Entry Number: 1343044

Heritage Category: Listing

Grade: II

Location: MALTMILL COTTAGE, MAIN ROAD, Kilsby, Daventry, Northamptonshire

[THE LIMES](#)

List Entry Number: 1343045

Heritage Category: Listing

Grade: II

Location: THE LIMES, MAIN ROAD, Kilsby, Daventry, Northamptonshire

[SOUTH ENTRANCE TO KILSBY RAILWAY TUNNEL](#)

List Entry Number: 1354762

Heritage Category: Listing

Grade: II*

Location: SOUTH ENTRANCE TO KILSBY RAILWAY TUNNEL, LONDON TO BIRMINGHAM RAILWAY, LONDON TO BIRMINGHAM RAILWAY, Kilsby, Daventry, Northamptonshire

[KILSBY UNITED REFORMED CHURCH AND ADJOINING COTTAGE](#)

List Entry Number: 1376650

Heritage Category: Listing

Grade: II

Location: KILSBY UNITED REFORMED CHURCH AND ADJOINING COTTAGE, CHAPEL STREET, Kilsby, Daventry, Northamptonshire

[WALL](#)

List Entry Number: 1376867

Heritage Category: Listing

Grade: II

Location: WALL, CHURCH WALK, Kilsby, Daventry, Northamptonshire

[K6 Telephone Kiosk, Kilsby](#)

List Entry Number: 1403305

Heritage Category: Listing

Grade: II

Location: K6 Telephone Kiosk, Main Road, Kilsby, Northamptonshire, Kilsby, Daventry, Northamptonshire

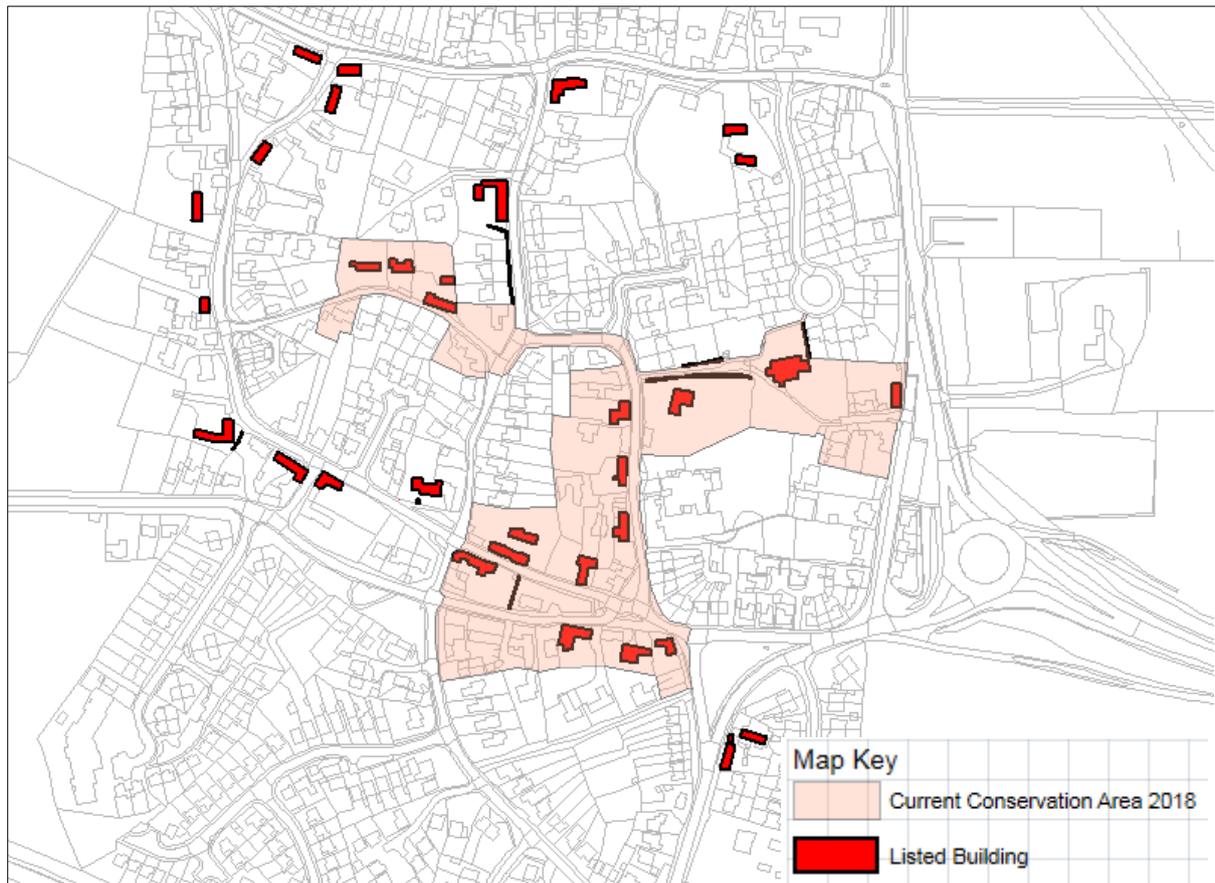
[Watling Street Roman Road](#)

List Entry Number: 1412692

Heritage Category: Scheduling

Location: Crick, Daventry, Northamptonshire

Map 5: Kilsby Conservation Area



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The CAAMP (p40) also identifies a number of Candidates for the Local List and these are shown in the CAAMP on Figure 35 - Map showing buildings which make a particular positive contribution to the character of the conservation area and its environs:

The following heritage assets in Kilsby have been assessed as meriting recognition and are identified for inclusion within the Local List:

North Street

- No.1 Laurelcroft

Manor Road

- No.9

Chapel Street

- No.7 Llamas Farm

Watling Street

- The George Hotel
- The Old Vicarage

Rugby Road

- Area of ridge and furrow, including part of medieval watercourse identified to the north of Rugby Road

Independent Street

- No.11, former Post Office.

Appendix II: Housing Development in Kilsby over the last 50 Years



Aerial View, 1945



Kilsby Village 2021 (Source: Design Codes, 2021)

As can be seen from the aerial view of Kilsby in 1945 above the density of settlement in the village was different from that which exists today. However, in comparing the 1945 view with the present day what is significant is that the basic compact nature of the village, its boundaries and integrity have been maintained.

The first major increase to its population would have occurred post second world war, in the late 1940s and early 1950s, with the building of the council houses in Rugby Road and Smarts Estate (those in Daventry Road would already have existed). Then from 1960 onwards the increase in the building of private houses began and between 1960 and 2014 the housing stock has more than doubled.

Thus Kilsby has absorbed considerable development in the past half century but at a gradual rate and in a way that has retained the essential village character.

Appendix III: Local Green Spaces

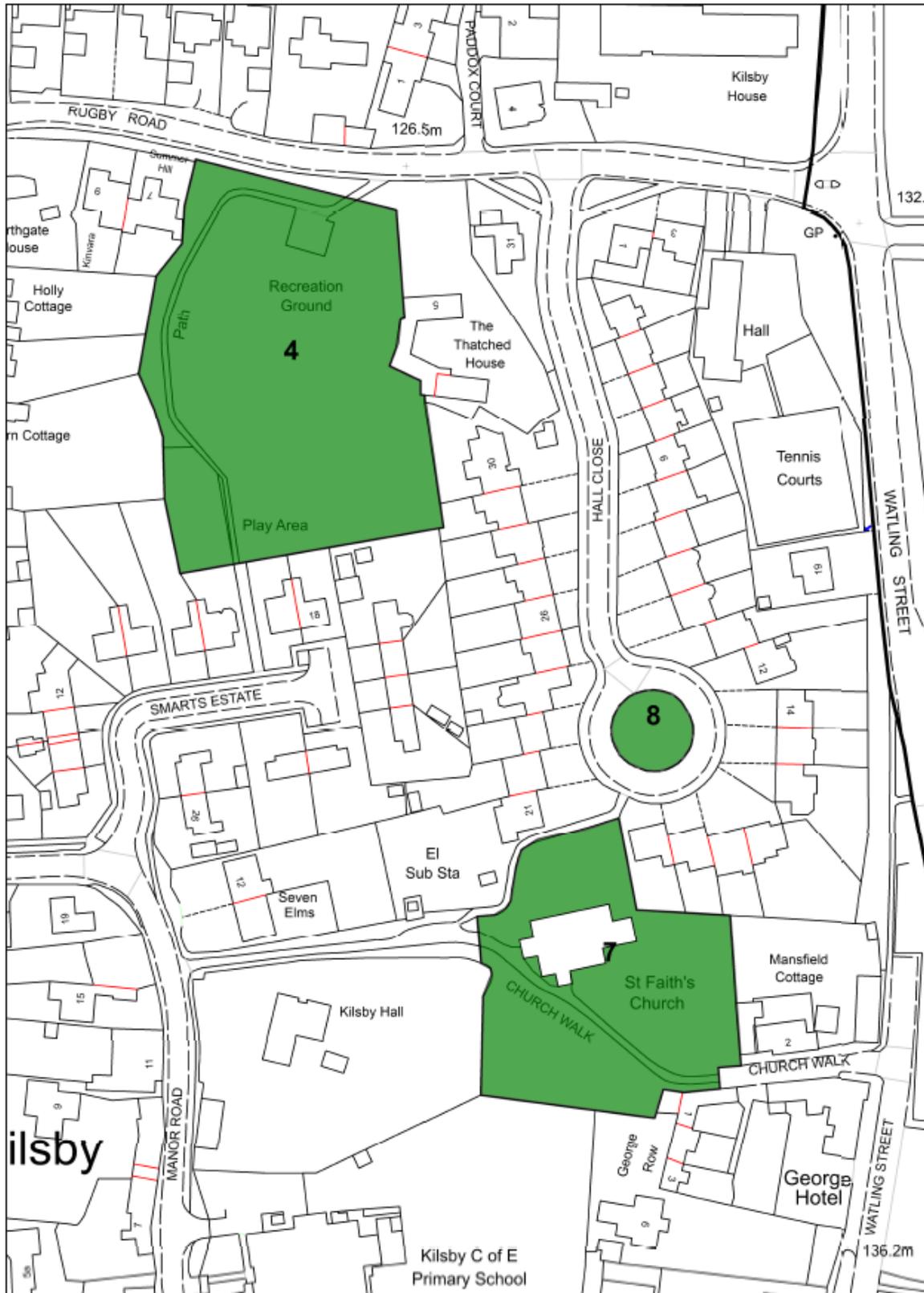
Map 6a: Local Green Spaces 1 and 10



Map 6b: Local Green Spaces 2 and 3



Map 6c: Local Green Spaces 4, 7 and 8



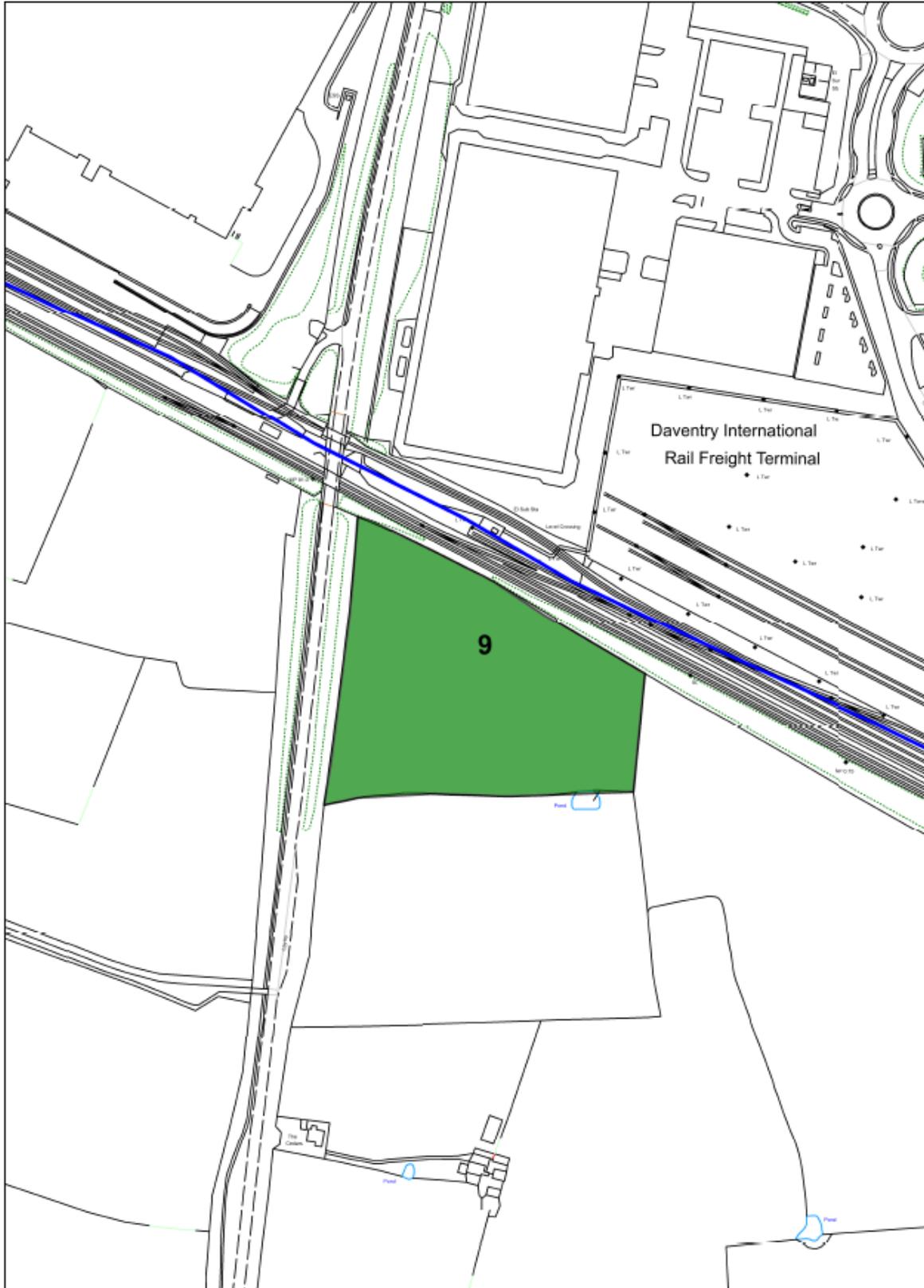
Map 6d: Local Green Space 5



Map 6e: Local Green Space 6



Map 6f: Local Green Space 9

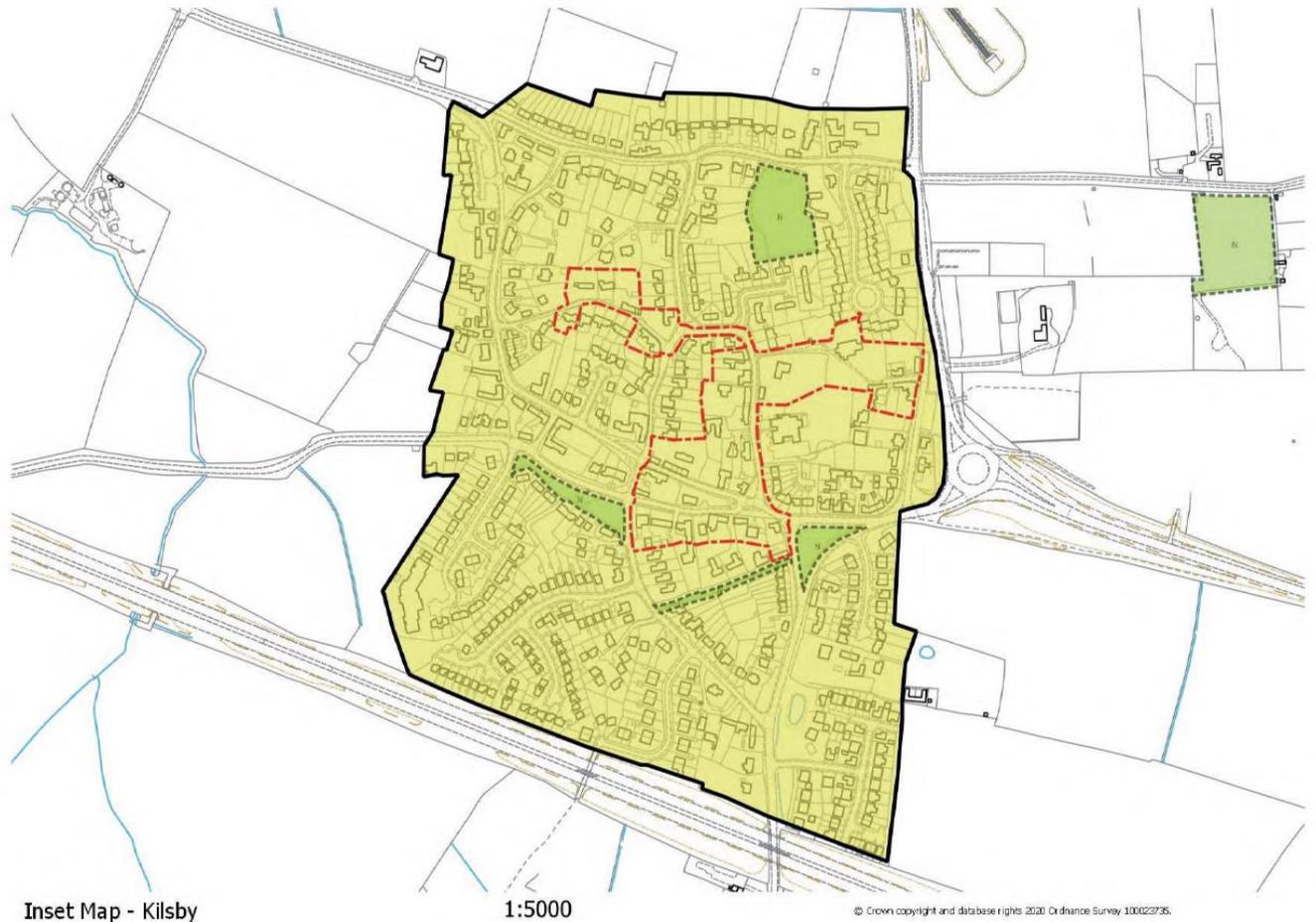


Key to Local Green Spaces on Maps 6a, 6b, 6c, 6d, 6e and 6f

1. Devon Ox Green
2. Malt Mill Green
3. Butts Lane
4. Recreation Ground
5. Allotments
6. Junction of Main Road and North Street
7. Churchyard
8. Small circular green at the end of Hall Close
9. Jubilee Plantation
10. The grassed area on either side of Main Road in the vicinity of the zebra crossing near junction of Main Road and Manor Road.

Appendix IV: Settlements and Countryside Local Plan (Part 2) for Daventry District 2011- 2029 Kilsby Policies Map

Map 7: Settlements and Countryside Local Plan (Part 2) for Daventry District 2011- 2029 Kilsby Policies Map



Daventry Part 2 Local Plan - Key

-  RA2 - Secondary Service Village Confines
-  Local Green Space in Made Neighbourhood Development Plan
-  Conservation Area

Appendix V: Community Infrastructure Projects

Developer contributions such as CIL and other funding will be sought for the following projects:

Improved Community Facilities

1. Health facilities in the village such as a GP practice.
2. Provision of a permanent building to accommodate the village shop.

Walking and Cycling Routes

The Parish Council will work with West Northamptonshire Council to encourage new footpaths/cycleways and to enhance existing routes. To this end, a series of proposed routes and improvements are identified on Map 8, the intention of which is to promote walking and cycling throughout the village and surrounding countryside, reducing reliance on the private car for shorter journeys and to support healthier lifestyles. The Parish Council will seek developer contributions, where appropriate, as well as other sources of funding. The Parish Council will also negotiate with landowners in order to achieve this aim.

The proposed improvements/routes are:

1. A footway and cycleway between the end of Rugby Road and Nortoft Lane. This to be extended towards the canal, giving access for walkers to the canal towpath, and then further development with Warwickshire towards Crick Road in Rugby.
2. A5 north towards Crick, repairing and clearing the existing path giving access to DIRFT for walkers and cyclists.
3. A361 a separate cycle/footpath along the Ridgeway.
4. From the junction of Nortoft Lane towards Barby - plenty of room on the verges to be used by both walkers and cyclists.
5. From the junction of Nortoft Lane back into Kilsby on the Barby Road - again room for both cyclists and walkers.
6. Use of bridleway as pedestrian and cycle way.
7. Nortoft Lane back towards DIRFT.

Map 8: Proposals for New and Improved Foot and Cycle Paths

