

Kilsby Neighbourhood Development Plan (KNDP)

Annual Update – 1st Year Anniversary July 2017

On 21 July 2016 over 90% of villagers voted overwhelmingly in favour of the Kilsby Neighbourhood Development Plan with 93.3% of the 508 voters returning a YES vote.

A full copy of the made plan can be accessed from the link below by locating Kilsby on the list and clicking on “Plan made 22 July 2016”. The Vision and Objectives can be found on Pages 19-20, with details of the Key Policies on pages 25, 31, 33, 36, 45 and 47.

<https://www.daventrydc.gov.uk/living/planning-policy/neighbourhood-planning/parish-update-map/>

There is in fact no legal obligation to update the Plan during its 15 year life. A re-write would involve a full referendum etc. similar to that undertaken in 2016. This would clearly be costly and unless there is major unexpected change in the village, unnecessary. However, Page 51 of the KNDP concerns future Monitoring and Review of the Plan’s effectiveness and says that this will be done on an annual basis by the Parish Council “which 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”. Additionally the Plan will be monitored with regard to any changes to national or strategic planning policy and in particular the Local Plan Part 2, which places villages into categories for planning purposes and which will be ready for public consultation very shortly.

This report seeks to comment on planning applications and on the Action Points that were identified to support the aims and policies of the KNDP (see Pages 38, 48 & 49 of the Plan). You may have already read about many of the activities and achievements relating to the Action Points in previous issues of Kilsby Kronickle, as the aim of this Report is to link activity to the KNDP. Due to space limitations it cannot cover all areas of the Plan but if you wish to comment on anything referred to or not referred to please email Councillor Jenny Fisher JM.Fisher@Hotmail.co.uk

Approach to Planning Applications

Members of the Parish Council, the KNDP Steering Group and Kilsby Action Group (KAG) undertook a training course on 4 February 2017 on how to best use the KNDP when responding to planning applications. The training was well attended. It was funded by monies given to the Parish Council by KAG.

Key learning points from the training were that Parish Council responses to planning applications must be focused on planning issues without allowing emotions to influence decisions. They should be succinct and quote KNDP policies. The Parish Council has taken this on board by referring to Key Policies in our responses. We have sought to encourage infill development that is in accordance with the KNDP e.g. bungalows that do not impact on the character of the village, but have not supported developments that we deem are either inappropriate in scale, or which will detract from the character of Kilsby, which we are seeking to preserve.

In terms of effectiveness, whilst a Neighbourhood Plan is a legal document which adds weight to our views, our experience in 2016-17 to date, is that the view taken by Daventry District Council is not always consistent with the Neighbourhood Development Plan. We shall need to monitor this carefully and liaise with other villages in the district which also have “made” Neighbourhood Plans to ensure that due weight is always given to the Plans.

No major developments have received planning approval since the KNDP was made in July 2016. The A361 development had already received approval well before this but proposed developments in Barby Road and Rugby Road and appeals that followed planning refusals have not progressed and the KNDP has undoubtedly influenced this.

The Council hopes to receive some funding as a result of the A361 development though what is termed a Section 106 agreement, which can be used to benefit the community.

Progress on Action Points To Support KNDP Key Policies K1 to K8

Action 1. *Ensuring Northamptonshire County Council (NCC) maintains public footpaths in a good state of repair by reporting any problems with stiles and vegetation.*

Councillor Bob Gent regularly reports to the Parish Council (PC) on the public footpaths around the village and for instance how DIRFT activity has impacted. The PC highlights to NCC issues such as vegetation reducing the width of the footpath along the A5 to DIRFT but unfortunately whilst we can raise issues we cannot influence the priority in getting them resolved. The PC has explored the possibility of a footpath to Barby but this is prohibitively expensive and there is no scope for funding from other sources.

Action 2. *To combat the growing problem of speeding cars and HGVs through the village instigating Community Speed Checks by trained volunteers.*

Councillor Barbara Almond has coordinated speed checks with the help of volunteers. Thanks to those who have helped in earlier years. Further speed checks are planned for Aug/Sep 2017 but usage of the equipment will be limited by the number of trained volunteers. More volunteers would help the checks to be more effective.

Action 3. *Lobbying the Highways Authority to introduce improved signage, including weight limits at the entrances to the village.*

A meeting was held with Northants County Council (NCC) representatives recently concerning the A5 and A361 entrances to the village. Various suggestions were made by councillors but many of these that we would see as effective traffic calming measures of benefit to Kilsby were not accepted by the NCC. E.g. Smaller 30mph "reminder" signs cannot be used within village boundaries, and a pedestrian crossing would be deemed more dangerous than helpful based on current traffic usage and speeds. However, we can expect to see more prominent 30mph speed signs at the entrances to the village.

Daventry District Councillor Catherine Lomax has had involvement in discussions concerning the impact of traffic on the A5 resulting from new housing. She has also contributed to safety discussions on the A361 which has seen the introduction of reduced speed signs along some parts of the A361 as well as white lines along the edges, (which are seen as a traffic calming measure). Catherine continues to lobby for more to be done on the A361 which is deemed a "Red Route".

We are awaiting the installation of weight signs at the entrance to The Ridgeway to prohibit its use by HGVs that exceed the published weight limit.

There has been ongoing discussion with Avant Homes concerning the access to the development off of the A361. The council would like to see a safe crossing option for pedestrians plus safe access for turning vehicles.

Councillor Reg Dunn attends M1 Junction 18 meetings to which DIRFT also contribute. He can therefore make us aware of any issues on the motorway and represent Kilsby at the meetings.

Action 4. *Lobbying the Highways Authority to reduce the speed limit through the village to 20 mph.*

A speed activated sign was installed at the Rugby Road entrance to the village a few months ago. The Parish Council would prefer the activation to be nearer the 30 MPH signs but the specific site of the sign was not our decision. Further improvements to the sign will be made such as getting it to be solar activated instead of relying on Councillor Richard Thompson to change the batteries which drain very quickly.

A number of bollards have been erected on the Rugby Road/Main Road bend to prevent vehicles turning and churning up the grass. They have regularly been knocked which, whilst unsatisfactory as it takes time to get them repaired, shows there is a need for the barrier.

Reviewing the 30mph limit through the village with a view to reducing it to 20mph will continue – the sign on Main Road activates at 20mph around school time and we will explore similar signs for other parts of the village.

Action 5: *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 layby 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.*

Where there have been offending vehicles photographs have been taken and reported back to the lorry company. A letter of apology was received in one instance and more recently we have not received reports of offending vehicles.

Action 6. *Encouraging commercial centre employers to advertise vacancies in the village magazine.*

Kilsby Kronickle continues to be supported by local businesses.

Action 7. *Promoting increased reliability of the electricity supply and mobile phone networks.*

It is difficult to be proactive in these areas. However, perhaps by coincidence (touch wood) power cuts have seemed fewer in the past 12 months.

Mobile telephone reception can be linked to provider and various other factors. The internet site referenced below provides some tips. In my experience the handset can play a part too.

https://recombu.com/mobile/article/how-to-improve-your-mobile-phone-signal_M18075.html

The internet site below will indicate mobile phone coverage for specific providers.

<http://ukmobilecoverage.co.uk/>

Action 8. *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.*

There has been discussion with Avant Homes concerning fuel provision. The company proposes to use Bulk Liquefied Petroleum Gas (LPG) for the site which is a greener option.

Jenny Fisher