

# KILSBY NEIGHBOURHOOD PLAN

## YOUR CHANCE TO COMMENT

Over the last nine months the Neighbourhood Plan Steering Group, on behalf of our Parish Council, has been working towards producing a Neighbourhood Plan for Kilsby. This Plan, which follows the provisions of the Localism Act of 2011, offers all residents the chance to have their say on future development within the village and to influence how Kilsby evolves over the period to 2029.



In August a Neighbourhood Plan Survey Questionnaire was distributed to all households to give residents the opportunity to identify the key issues, problems, and aspirations to be tackled in the years ahead. Feedback from the Survey was presented at two Open Forums held in September and a paper summary of the feedback was distributed to all households in December. The Steering Group has also been busy consulting Statutory Bodies, carrying out historic and census research, and gathering relevant information from a wide variety of sources. The Group has also liaised with our District Council on the recent Housing Needs Survey, the results of which, due out in March, will update the 2012 survey and feed directly into the Neighbourhood Plan. Information about the Steering Group's activities and progress with the Neighbourhood Plan has been published regularly in the Kilsby Kronickle and on the village website.

This leaflet summarises the results of the consultation process and suggests a Vision for the future of Kilsby and some key objectives and policies to achieve that vision, based on what you said was important to you and how you wanted the village to develop in the future. **Let us know what you think about these, or any other aspect of progress with the Plan by e-mailing us at [kilsbyneighbourhoodplan@gmail.com](mailto:kilsbyneighbourhoodplan@gmail.com) or writing to Terry Dougan at The New House, 20 Rugby Road, by 12th April. If you need a large print version of this leaflet phone 01788 822650.**

### DRAFT VISION FOR THE FUTURE OF OUR COMMUNITY

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.

### LEISURE AND RECREATION

#### Key Facts:

- ◆ Kilsby has many different clubs and associations for people of all ages.
- ◆ Social events are regularly held at the Village Hall and at the two churches in the village.
- ◆ There is a small recreational park for the use of children, and a tennis club.
- ◆ There are two pubs, both with restaurants.
- ◆ There are allotments on the outskirts of the village.
- ◆ There are public footpaths leading off into the countryside on all sides of the village.



#### What you said:

- ◆ 68% of respondents to the Survey said that outdoor recreational facilities were important or very important to them.
- ◆ 76% rated the village greens as important or very important.
- ◆ 81% rated the public footpaths as important or very important.
- ◆ 70% rated the sports clubs and societies in the village as important or very important.

#### DRAFT OBJECTIVE FOR LEISURE AND RECREATION

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.

## DRAFT POLICIES FOR LEISURE AND RECREATION

- ◆ Local community facilities e.g. the village hall and the churches will be protected as community assets.
- ◆ Proposals for new and extended community facilities will be supported in principle. Developer contributions will be sought to support such improvements. In particular, contributions will be sought towards improvements in open space/ recreation provision such as facilities for teenagers and provision of a sports pitch.
- ◆ Proposals to improve accessibility for walking and cycling and the enhancement of routes linking residential areas to community facilities, the village centre, and nearby towns and villages will be supported in principle.
- ◆ Green Routes will be used to promote walking and cycling throughout the village and surrounding countryside to reduce reliance on the private car for short journeys and to support healthy lifestyles.

## EMPLOYMENT

### Key Facts

Employment opportunities within Kilsby itself are limited, but there are a number of people running their own businesses from home, whilst others commute to DIRFT, Rugby, Daventry, Northampton and other nearby towns, or to London.

Unemployment in Kilsby is very low.

The 2011 census shows that the predominant type of employment of people living in the parish is highly skilled professional (managerial, professional, technical and administrative), together with secretarial and skilled trades.

### What You Said:

Of the 698 residents aged 18 up to 75 plus who responded to the Survey:

- ◆ 29% were in full-time employment
- ◆ 9% were in part-time employment
- ◆ 9% were self employed
- ◆ 43% were retired
- ◆ 9% were students or home-makers
- ◆ 1% were unemployed

You saw the recently arrived high speed broadband, a dependable electricity supply, and improved mobile phone reception as key elements needed to encourage more home-working.

### DRAFT OBJECTIVE FOR EMPLOYMENT

Ensure a strong rural economy through participation in local commercial centre jobs and home-working, by identifying opportunities and seeking to improve communications to and from the village, especially the provision of significantly more reliable electricity supply and faster broadband services.

## DRAFT POLICIES FOR EMPLOYMENT

- ◆ Encourage people to take up opportunities in nearby commercial centres such as DIRFT, Daventry and Rugby, by providing good public transport links and cycle ways.
- ◆ Encourage commercial centre employers to advertise vacancies in the village magazine and in the Post Office & Stores.
- ◆ Encourage home-working and self-employment by looking favourably on applications for small-scale change of use of premises.
- ◆ Seek to improve the reliability of the electricity supply and mobile phone network..

## INFRASTRUCTURE

### What you said:

- ◆ 87% of respondents were concerned/very concerned about the impact on the village of further housing development. Water, sewerage, electricity and broadband were particularly highlighted as areas of concern (although since then high speed broadband has arrived in the village). Volume and speed of traffic, especially HGVs, was also seen as a major problem.
- ◆ Many respondents identified the strain on local medical services which would be caused by further development as a major concern..
- ◆ The village PO and Stores, the Village Hall and the Primary school were all particularly valued and people are anxious to ensure their survival. The village greens, the pubs and the two churches were also viewed as very important.



### DRAFT OBJECTIVE FOR INFRASTRUCTURE

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

### DRAFT POLICIES FOR INFRASTRUCTURE

- ◆ New development proposals will be required to provide appropriate contributions to infrastructure improvements to ensure that water, sewerage, electricity, broadband and mobile phone services are suitable to meet the future needs of the village.
- ◆ The Parish Council will seek to secure the establishment of a dedicated GP surgery in Kilsby.

## HOUSING

### Key Facts

There are currently 530 properties in Kilsby, 79 of which are social housing looked after by Daventry District Housing.

Over the last 50 years or so Kilsby has grown by 120%, with a net increase of 294 dwellings. Most of this increase has been on small and medium sized developments - the largest being the 46 homes in Cowley Way, Postle Close and the extension of Fishers Close, built between 1975 and 1980, and the sheltered complex of 31 units at Stephenson Court built in 1986. A further 11 properties are being built on the Lasalign site, with planning permission having been granted for 44 new homes on a site off the A361.

Since 1997 Kilsby has been a 'restricted infill' village which means that, normally, planning permission will not be granted for residential sites outside the village and that sites must be of a small scale. The recently adopted West Northamptonshire Joint Core Strategy has confirmed that this designation continues, as a 'Saved Policy' until all the villages in Daventry's rural area are redesignated under a Local Plan which is currently being drawn up

### What You Said:

Over the Plan period to 2029:

- ◆ 53% of respondents wanted to see the village grow by 10% - 50 houses;
- ◆ 39% of respondents wanted it to grow by a much smaller amount - no more than 5% - 25 houses.
- ◆ Only 8% of respondents wanted to see Kilsby grow 40% larger - by 200 houses or more;

**Overall, 92% of respondents wanted to see growth of 10% or less.**

In terms of the scale of development:

- ◆ 25% of respondents wanted to see infill development only within the village boundary;
- ◆ 41% of respondents wanted to see small scale development of up to 10 units;
- ◆ 22% of respondents wanted to see developments of up to 30 properties;
- ◆ 8% of respondents wanted to see developments of 30-60 properties;
- ◆ Only 4% of respondents wanted to see large scale developments of 60 or more properties.

**Very many respondents were concerned that future development should preserve Kilsby's character and strong community.**

### DRAFT OBJECTIVE FOR HOUSING

To continue with Kilsby's status as a 'restricted infill village'; and 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 local community. To ensure that developments are of a design which is consistent with the identity, atmosphere, and character of the village.

## DRAFT POLICIES FOR HOUSING

- ◆ Proposals for housing development on small infill sites within the settlement boundary of the village will be supported in principle.
- ◆ Development proposals should be small in scale and of a size, height, massing and density which is sympathetic to the character of the surrounding area with use of local materials encouraged.
- ◆ Parking provision should be provided on site to a standard of 2 spaces per property with suitable access from a public highway.
- ◆ Development proposals which provide housing of a suitable size, tenure and style to meet local needs will be supported in principle.
- ◆ All proposals for new housing should be accessible to local facilities and on sites within the existing built up area of Kilsby.

## TRANSPORT

### Key Facts

The current bus service to and from Rugby, via DIRFT and Rugby station, operates 13 buses per day on an hourly basis. There are 12 buses a day to Daventry, also on an hourly basis. There are no buses on Sundays.

There are public footpaths around the village and some limited cycle ways.



### What you Said:

- ◆ 80% of all journeys made by residents are by car;
- ◆ 4% are by bus;
- ◆ 16% are made on foot, by cycle, motorcycle or taxi.
- ◆ Only 28% of people told us the bus service was satisfactory, with a further 28% rating it 'unsatisfactory, and the remainder having no opinion/no knowledge of the service;
- ◆ 50% of respondents told us cycle routes were important or very important;
- ◆ 81% of respondents said that footpaths were important or very important
- ◆ 71% of respondents said that there should be cycleways/footpaths connecting Kilsby with adjacent towns and villages, with only 12% answering 'no' to this question.

### DRAFT OBJECTIVE FOR TRANSPORT

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.

## DRAFT POLICIES FOR TRANSPORT

- ◆ Proposals for new housing development in the village will be required to make an appropriate financial contribution to support the provision of additional bus services and /or to improving pedestrian ways and cycle paths.



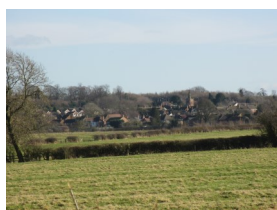
- ◆ The Parish Council will ensure Northamptonshire County Council maintains public footpaths in a good state of repair by reporting any problems with stiles and vegetation.

## HISTORIC BUILDINGS, NATURAL ENVIRONMENT, AND CONSERVATION



### What You Said:

- ◆ A recurring theme in your comments was how much the historic buildings in the village, including the church and chapel, the 17th and 18th century houses, and the Kilsby Tunnel, were valued as a key part of the look and character of the village.
- ◆ There is very strong support for conserving the excellent examples of mediaeval ridge and furrow fields on the boundaries of the village.
- ◆ The green spaces within the village - the village greens and the Recreation Ground are also highly valued
- ◆ Also highly valued were the green fields which



form a buffer zone between Kilsby and encroaching development from DIRFT, Rugby and Daventry, and perhaps in the future, Barby.

### DRAFT OBJECTIVE FOR HISTORIC BUILDINGS, NATURAL ENVIRONMENT AND CONSERVATION

**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.**

### DRAFT POLICIES FOR HISTORIC BUILDINGS, NATURAL ENVIRONMENT AND CONSERVATION

- ◆ In order to preserve the compact, sustainable and rural setting of Kilsby, new development will be permitted on sites within the existing settlement boundary where it preserves and enhances the identity, character and rural setting of the village.
- ◆ Development outside this boundary will be permitted only for certain very limited and specific uses - for agriculture and forestry; to convert/alter/extend existing buildings; for sport and outdoor recreation; and to expand the cemetery - and where it will not have an adverse impact.
- ◆ Sites such as the village greens and Butts Lane will be protected as Local Green Spaces.

## SAFE VILLAGE ENVIRONMENT

### Key Facts:

The roads through the village are under increasing pressure from traffic, and this will get worse as DIRFT expands and the Rugby Sustainable Urban Extension on the Radio Mast site is developed over the next few years. There is also a considerable amount of on-street parking in the village which causes hazards

### What you said:

- ◆ You told us that you were concerned/very concerned about cars and lorries speeding through the village and on the A5 and A361.
- ◆ Over 80% of respondents were worried about speeding on Manor Road, and over 70% were concerned about other roads in the village.
- ◆ 73% of respondents were worried about speeding on the A5 and 82% with speeding on the A361.
- ◆ 73% of respondents also supported a reduction in the speed limit through the village from 30 to 20 mph, as well as for other traffic calming measures.
- ◆ 623 people identified increased traffic as the results of housing development as a concern/strong concern, whilst 574 people were concerned or very concerned about parking issues arising from more housing..

### DRAFT OBJECTIVE FOR A SAFE VILLAGE ENVIRONMENT

**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.**

### DRAFT POLICY FOR A SAFE VILLAGE ENVIRONMENT

- ◆ Proposals for traffic calming measures such as road narrowing and pinch points to reduce the amount of traffic using village roads as 'rat runs' will be supported in principle.



To support this Policy the Parish Council will commit to actions to ensure improvements to traffic calming and road safety, including:

- ◆ The instigation of Community Speed Checks by trained volunteers to combat the growing problem of speeding cars and HGVs through the village.
- ◆ Lobbying the Highways Authority to introduce improved signage, including weight limits at the entrances to the village, and to reduce the speed limit through the village to 20 mph.