

Insert new front cover
(Photo to be provided)

Kilsby Neighbourhood Development Plan Review
Draft Plan
V2 February 2021

Note for PC / Group

Black text is original made NDP text

Blue text is new, NDP Review text

~~Strikethrough red text~~ eg Census 2011 data and out of date supporting text now has been removed in v2 (refer to v1 to see this)

Red text is notes for SG and DDC: outstanding actions / queries etc

Kilsby Parish Council
With the assistance of Kirkwells



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Executive Summary

Insert once NDP Review Draft Plan completed.

Map 1: Designated Kilsby Neighbourhood Area



Kilsby Neighbourhood Area

Map 2: Kilsby NDP Review Policies Map

Insert once completed

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 NPPF (February 2019)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 SPD, adopted 6th December 2018³ and the Kilsby Parish Housing Needs Report, November 2020⁴.

What is an NDP Review?

- 1.4 Planning Practice Guidance 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 To reduce the likelihood of a neighbourhood plan becoming out of date once a new local plan (or spatial development strategy) is adopted, communities preparing a neighbourhood plan should take account of latest and up-to-date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.'*

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

- 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 [Insert link to NDP webpage](#)

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

'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.'*

Paragraph: 106 Reference ID: 41-106-20190509

Revision date: 09 05 2019

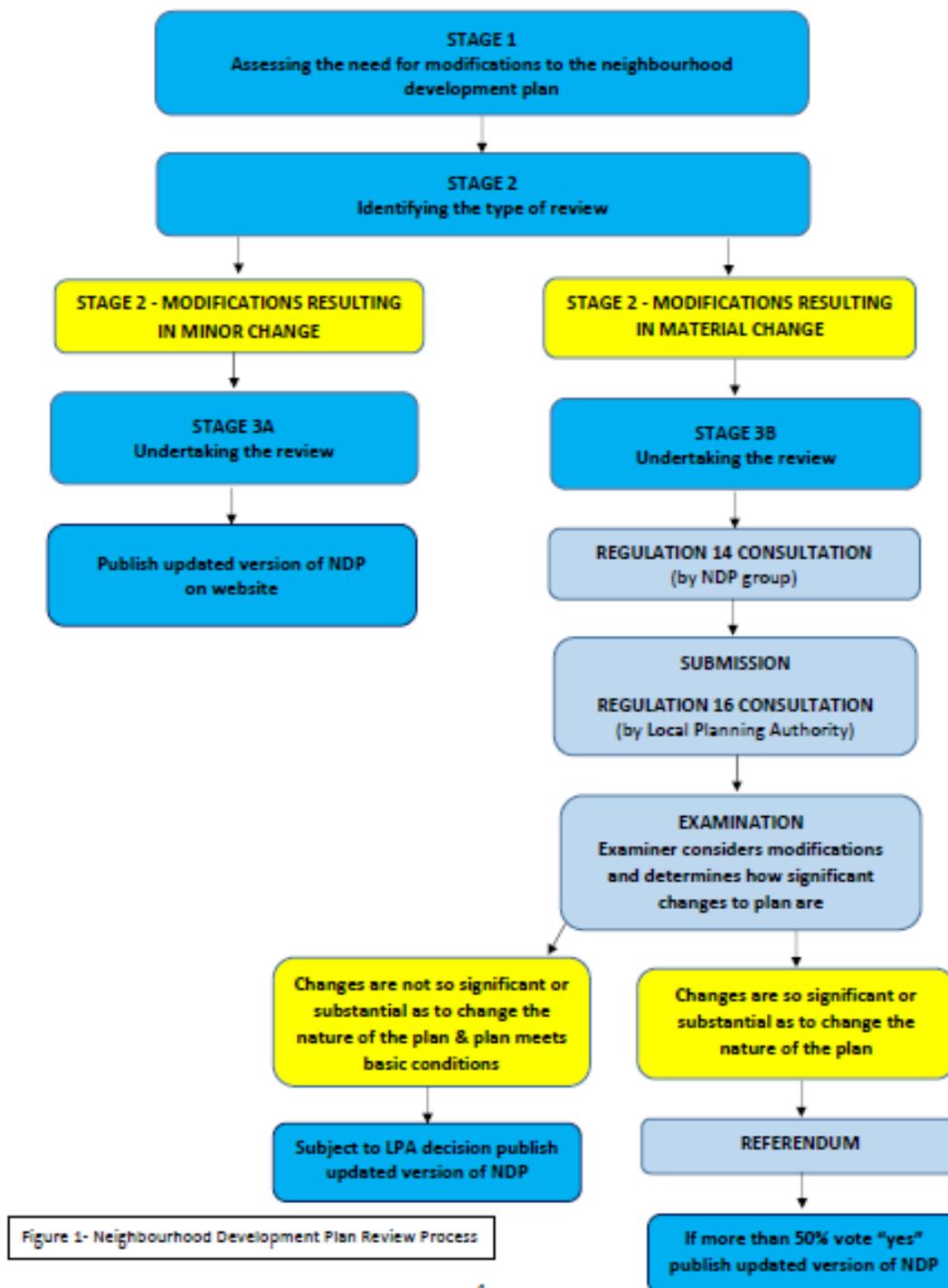
- 1.7 Figure 1 (p8) shows the key stages in the NDP Review process.
- 1.8 The starting point for the NDP Review was the Daventry District Council Neighbourhood Plan Review Toolkit, Version 1 - May 2020. Table 1A Screening against Local Plan Part 2, Table 1B Screening against NPPF 2019, and Table 1C Evidence and other changes, were first completed by members of the Parish Council, then reviewed by officers from Daventry District Council and then revised and finalised by planning consultants Kirkwells in discussion with Parish Councillors. **The final versions of the Tables are published on the NDP website⁶.** 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 (Kirkwells will prepare this).**
- 1.10 The process for preparing an NDP Review comprising material modifications **is out** in The Neighbourhood Planning (General) Regulations 2012 (as amended)⁷. This is very similar to the process for preparing an NDP but depending upon the degree of change, a referendum may not be required. **Complete this following discussions with DDC - likely to need Reg 14**

⁶ Insert link

⁷ <http://www.legislation.gov.uk/ukxi/2012/637/contents/made>

consultation, submission, Reg 16 consultation and examination. 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

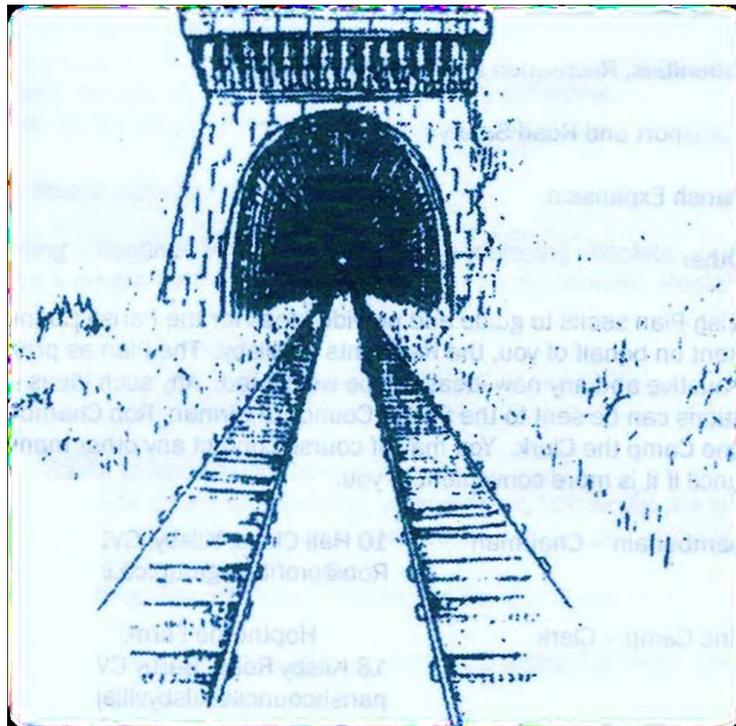
2.2 Geology and topography influenced the choice of site but the availability of water and building material (marl) plus its relatively sheltered position would have been factors that enabled people to settle here. The name of Cildesby or 'settlement of the lord's son' indicated that it was an offshoot 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 Parliamentarian 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, post office and 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 the that the population of the Parish was 1196, living in 530 dwellings.](#) [The 2021 Census \(insert population and dwelling numbers when published\).](#)



A wintery Middle Street leading to Rugby Road

- 2.14 [The Parish has an ageing population profile.](#) 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 [Include Census 2021 figs and new Tables of dwelling types if available.](#) 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), 49 units

were provided at Cildes Croft and a further 13 units have been provided on various small sites, giving a total of 72 additional properties. (DDC - please check these figures)

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 13%. 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 Buildings⁸ 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 Tunnel and a scheduled monument, Watling Street Roman Road. In addition, a short section of the Oxford Canal cuts through northwest corner of the parish and this forms part of the Oxford Canal Conservation Area – see Appendix 1 Heritage Assets.
- 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 the 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 Northamptonshire Current Landscape Assessment, Kilsby is identified as lying within the Landscape Character Type 13 Undulating Hills and Valleys where:
'The landscape is characterised by undulating, productive mixed farmland interspersed with small villages and often remote farmsteads. It retains a

⁸ <https://historicengland.org.uk/listing/the-list/>

strong rural character, which is eroded in places by modern incursions such as major transportation routes and large urban areas. Whilst wide views over the landscape are possible from elevated areas, the undulating Hills and valleys generally have an intimate, human scale, reinforced by landform, small woodlands and hedges screening long distance views and creating enclosure. Even where wide open views are possible, villages, or more often church towers, offer focal points on the horizon and therefore reduce the perceived scale of the landscape.'



2.20 Kilsby is within Landscape Character Area 13b Bugbrooke and Daventry:

'Whilst this undulating landscape has a pronounced series of hills and valleys to the west, to the south and east it becomes more subtle due to its proximity to the River Nene and its floodplain. Views along the undulations are generally long and open, although landform and vegetation frequently limit more extensive, panoramic views ... Land cover in the area is a combination of both arable and pastoral farmland in fields of varying size. There is, however, a predominance of improved pastures with grazing cattle and horses surrounding the settlements dispersed through the character area, and often on steeper slopes such as those around Borough Hill. Woodland is limited to small, predominantly broadleaved woodland copses sparsely scattered throughout the area and becoming less frequent south of the River Nene. A number of well treed field boundaries also contribute to the overall woodland cover and often emphasise the undulating landform.... The landscape is well settled with a number of larger village settlements including Kilsby, Barby, Braunston, Weedon Bec, Lower Weedon and Bugbrooke. These are generally compact and extend up the valley slopes.'

2.21 The oldest buildings in Kilsby are the cob walled and thatched cottages, examples of which can be seen in Manor Road and Essen Lane.

Northamptonshire sandstone, a pleasing honey coloured stone, is evident in the building material of substantial houses such as the Manor House and the Old Hall, dating from the 17th century. There are also a number of Victorian brick built, slate roofed cottages. The predominance of dwellings now are the brick and tile structures of modern developments, built since the 1960s, some grouped as small estates and others on individual plots formed from the gardens of larger properties.

- 2.22 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.



Design Codes, 2021

- 2.23 Insert information about Design Codes and how used to inform revised NDP Review Policy K3.

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. 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.

4. 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.

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. 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.

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.

2. 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.

4.1.1 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 toddlers 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 laid on to it, 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 has recently been added with sports facilities for older children and young people. New equipment includes an accessible basket swing, a rope slide and improved surfacing all funded from approximately £15,000 from developer contributions through s106.](#)

[Insert photo of new facilities](#)

- 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 Post Office and 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 Post Office and Stores was 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. The George public house is currently closed whilst the owners seek a new tenant. It has been 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 was introduced by Daventry District Council in September 2015⁹. To date Kilsby has not received any CIL funding. It is intended that any future Community Infrastructure Levy monies will be used to support community facilities and services, including the provision of GP facilities in Kilsby and support for the community shop.**

⁹ See <https://www.daventrydc.gov.uk/living/planning-policy/cil/>

- 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

The Village Hall, Church, Chapel, **community shop** and **allotments** will be protected as community **facilities**.

The **enhancement of existing** community facilities and **provision of new facilities** will be supported.

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.

Developer contributions may be sought to support improvements to community and recreational facilities where appropriate (see Appendix V Community Infrastructure Projects).

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.

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

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.](#)

[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.

- 4.2.1 Kilsby has grown from a small settlement dating back to Viking times to what we have today – not a picture postcard village perhaps, but 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) 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 DDC'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. Part C sets out criteria for development and Part D supports development provided for in a made neighbourhood development plan. The Policies Map is reproduced in Appendix IV.](#)



Update photo?

- 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 In total therefore 72 additional houses have been provided in Kilsby since 2011. At the current time, in 2021, there are two new sites under construction.
- 4.2.9 Opportunities to develop on ad hoc sites within the confines of the village must be seized as they arise. By definition, these schemes will be small in number but added to the 72 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 Insert information about Design Codes. These should inform a revised, more detailed Policy K3.

POLICY K3 SUPPORTING NEW HOUSING IN KILSBY VILLAGE

Residential development will be supported within the existing confines of Kilsby village. Proposals should:

- a) be within the existing confines of Kilsby village (see Map 7 in Appendix IV);
- b) be of a size, height, massing and density which is sympathetic to the character of the surrounding area;
- c) use local materials such as honey coloured Northamptonshire stone, dark red brick, and slate roofs;

- d) provide safe access;
- e) be accessible to local facilities by walking and cycling; and
- f) demonstrate consideration of 'Secured by Design' principles.

Where new development adjoins the M45 / A5 / A361 a noise buffer (e.g. through planting or fencing) should be provided. **(Moved from Policy K5)**

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.
- 4.2.13 Daventry District Council undertook a Parish Housing Needs Survey of Kilsby parish from October to November 2020. The Draft Kilsby Parish Housing Need Report was published in November 2020. **The Report is**

published on the NDP pages of the Parish Council website (insert link) 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 13%. 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. There were many respondents that felt that a few more extra care/supported (20), independent living (22), 1 to 2 bedroom bungalows (27) and 1 to 2 bedroom houses (31) are needed. Of the 83 responses received, 20 respondents stated 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. Out of the answer choices, the answer with the most responses was that respondents wished to downsize to a property more suited to their needs, which received 14 selections.
- Market homes are the most desired 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 that they required, 16 answered this question. The results show that a need is evident for properties that are houses (5), 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 less bedrooms that what they already had. Of the 9 respondents that would like a 3 bedroom, 6 wished to downsize from a larger property. The other respondents that would like a 4 bedroom would like a home the same size as what they already live in.

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

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 and 14 households expressed a need for market housing.

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:

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

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.

In particular schemes will be supported where they provide one or more of the following house types:

- Smaller, 1-2 bedroom properties including flats;
- 3 bedroom properties;

- Housing designed for older residents, such as bungalows or extra care accommodation;
- Self build housing.

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 housing association.

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 HO8 -Housing Mix and Type
Policy ENV10 - Design

4.3 Historic Buildings, Natural Environment and Conservation

Neighbourhood Development Plan Objective

4. Historic Buildings, Natural Environment, and Conservation

1. 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.](#)



- 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. **The Design Codes also provide further detail.**

POLICY K5 PROTECTING AND ENHANCING KILSBY CONSERVATION AREA

Development proposals in the Kilsby Conservation Area should have regard to the Kilsby Conservation Area Appraisal and Management Plan SPD, adopted December 2018.

Development proposals should respond positively to the established form, scale, design and materials used within the conservation area as highlighted in the appraisal and other planning documents.

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

Insert more detail from Design Codes if provided.

- 4.3.5 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. The wider landscape setting of rolling countryside and woodland as described in the Northamptonshire Character Assessment (see 1.22 above) is highly valued by local people. 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.
- 4.3.6 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.



- 4.3.7 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.
- 4.3.8 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.
- 4.3.9 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 NDP Review Map 3: Figure 17 A map showing important open spaces within the village, TPOs and ridge and furrow \(Source Kilsby Conservation Area Appraisal\)](#). 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.'

- 4.3.10 Northamptonshire Historic Landscape Character Assessment 2015¹⁰ includes Kilsby within Historic Character Area 5e. Crick Undulating Clayland, where 'significant where amounts of ridge and furrow survive throughout the area.'
- 4.3.11 The areas of ridge and furrow were also assessed in the Daventry Local Green Space Assessments . However, they were assessed as 'extensive tracts of land' (p47) and were not designated. 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.



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)

¹⁰ https://archaeologydataservice.ac.uk/archives/view/northamptonshire_hlc_2015/downloads.cfm

- 4.3.12 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 \(Policy K7\).](#)
- 4.3.13 In order to promote sustainability every effort must be made to conserve the green spaces that remain in and around Kilsby.
- 4.3.14 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

Development within the existing confines of Kilsby village must respect its compact, sustainable, nucleated form and rural setting.

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.

[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

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

99. 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.

100. 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.*

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



4.3.16 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 have been reviewed again against the criteria in the NPPF.

4.3.17 In addition the Conservation Area Appraisal and Management Plan identified Important Open Spaces on Figure 17 (see Map 3). 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.'

Map 3: Figure 17 A map showing important open spaces within the village, TPOs and ridge and furrow (Source Kilsby Conservation Area Appraisal).



4.3.18 Map 3 identifies 3 additional areas of Important Open Space in addition to those identified in the made NDP. These are the area at the junction of Main Road and North Street, the area around the church and the small central green at Hall Close.

4.3.19 In addition Jubilee Wood, to the north east of the village, is an established area of woodland with recreational and wildlife value, run by a trust of local residents.

4.3.20 The justification for including these spaces is provided in Table 5 below:

Table 5 Local Green Space – NPPF Criteria

Delete previous one and replace with this:

(Please add anything you can think of)

Local Green Space	Close proximity to the community	Demonstrably special and particular local significance	Local in character
<p>1. Devon Ox Green</p> <p>Photo</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 CAP: '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>Describe - eg small area enclosed by properties?</p>
<p>2. Malt Mill Green</p> <p>Photo</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 CAP: '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>Describe - eg small area enclosed by properties?</p>
<p>3. Butts Lane</p>	<p>Centre of village</p>	<p>Green 'road' of historic significance</p>	<p>0.05ha</p>

<p>Photo</p>		<p>linking the Banks and Malt Mill Green.</p> <p>Historic significance noted in CAP: '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>4. Recreation Ground</p> <p>Photo</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 CAP: '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.'</p>	<p>0.65 ha</p>
<p>5. Allotments</p> <p>Photo</p>	<p>A quarter of a mile from the centre of the village</p>	<p>Owned by local charity, this space is available for use by all, and is an important green and recreational space</p>	<p>0.72 ha</p>
<p>6. Junction of Main Road and North Street</p> <p>Photo</p>	<p>Centre of Village?</p>	<p>Historic significance noted in CAP: ' characterised by historic properties clustered around small to medium sized greens. These</p>	<p>? Needs area worked out from map (Kirkwells can do this)</p>

		areas have a pleasant, formal character and form important viewpoints.	
7. Churchyard Photo	Centre of Village?	Historic significance and trees noted in CAP: '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. Anything else?	? Needs area worked out from map (Kirkwells can do this)
8. Small central green at Hall Close Photo	Centre of Village?	Noted in CAP: 'contributes positively to the character of the more modern development.'	? Needs area worked out from map (Kirkwells can do this)
9. Jubilee Wood Photo	Complete	Complete	? Needs area worked out from map (Kirkwells can do this)

POLICY K7 LOCAL GREEN SPACE DESIGNATIONS

The sites listed below, and shown on **Map 2 Policies Map and Map 6** 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

Others in Table 5?

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

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

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

ENV4 - Green Infrastructure

PA1 - Local Green Space

4.4 Employment

Neighbourhood Development Plan Objectives

6. Job Opportunities

2. 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

3. 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 Add in new 2021 Census info as and when it is available

4.4.4 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.

4.4.5 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.

4.4.6 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.

4.4.7 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

Within the confines of the village, the provision of office/small workshop space within new housing developments will be supported, subject to it respecting local character and residential amenity.

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).

The provision of new communication technologies as part of business and residential proposals will be supported subject to respecting local character and residential amenity.

4.4.8 This policy is supported by the following actions by the Parish Council:

Action 7: Encouraging commercial centre employers to advertise vacancies in the village magazine and in the Post Office & Stores.

Action 8: Promoting increased reliability of the electricity supply 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

3. 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.

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.

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 an adequate bus service \(services D1 and D2\) linking Kilsby to Daventry and Braunston, although there is no service on Sundays which the](#)

Parish Council would like to see maintained. 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 Northamptonshire County Council maintains public footpaths in a good state of repair by reporting any problems with stiles and vegetation.
- Action 2.** To combat the growing problem of speeding cars and HGVs through the village instigating Community Speed Checks by trained volunteers.
- Action 3.** Lobbying the Highways Authority to introduce improved signage, including weight limits at the entrances to the village.
- Action 4.** Lobbying the Highways Authority to reduce the speed limit through the village to 20 mph.
- 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 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 6.** The Parish Council will support proposals for traffic calming measures, such as road narrowing and pinch points, to improve highway safety.

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. The mobile phone signal for some providers is very poor, giving at best 2G.
- 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 7: 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 policies 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 Daventry District Council to review the plan [again](#).

Appendices

Appendix 1: 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

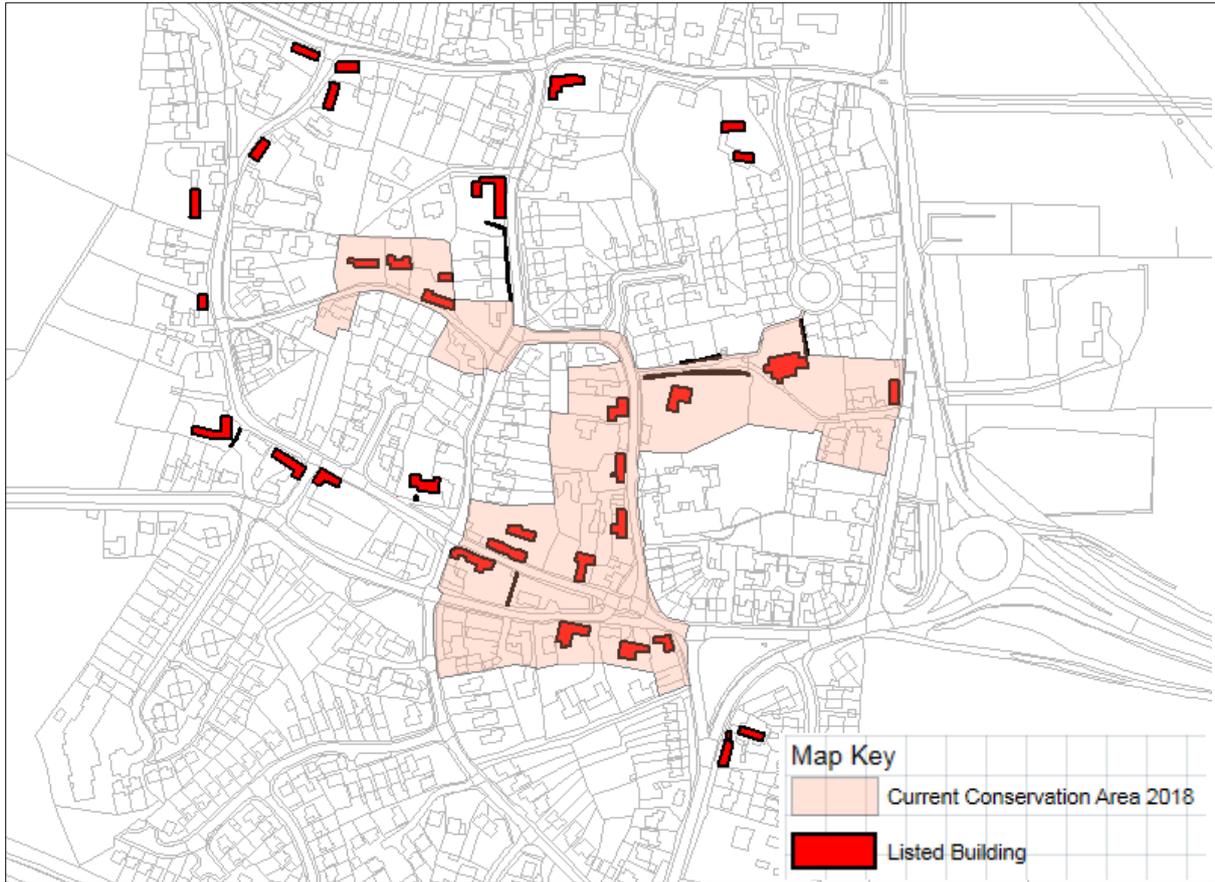
[Watling Street Roman Road](#)

List Entry Number: 1412692

Heritage Category: Scheduling

Location: Crick, Daventry, Northamptonshire

Map 5: Kilsby Conservation Area

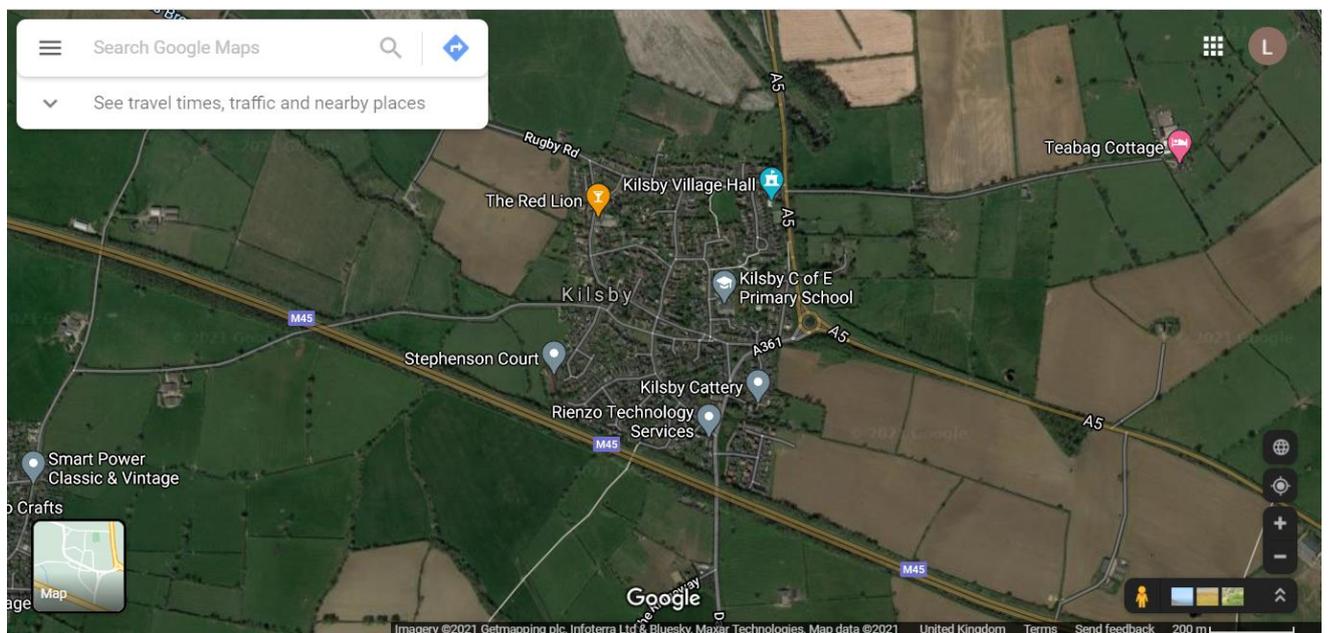


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Appendix II Housing Development In Kilsby Over The Last 50 Years



Aerial View, 1945



Google Map satellite image, February 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

Insert new map 6

Map 6: Local Green Spaces



1. Devon Ox Green.



2. Recreation Ground

3. Malt Mill Green.

4. Butts Lane



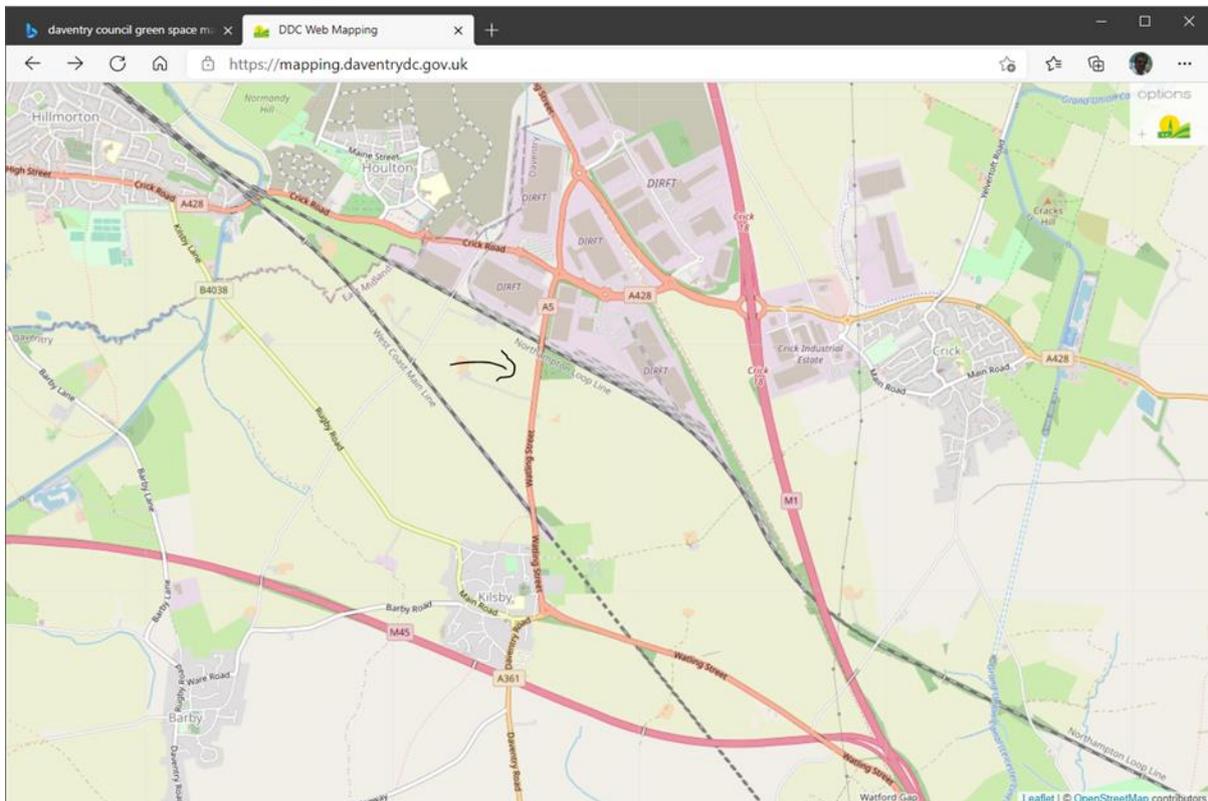
5. Allotments

Insert any others

Add ones from CAA

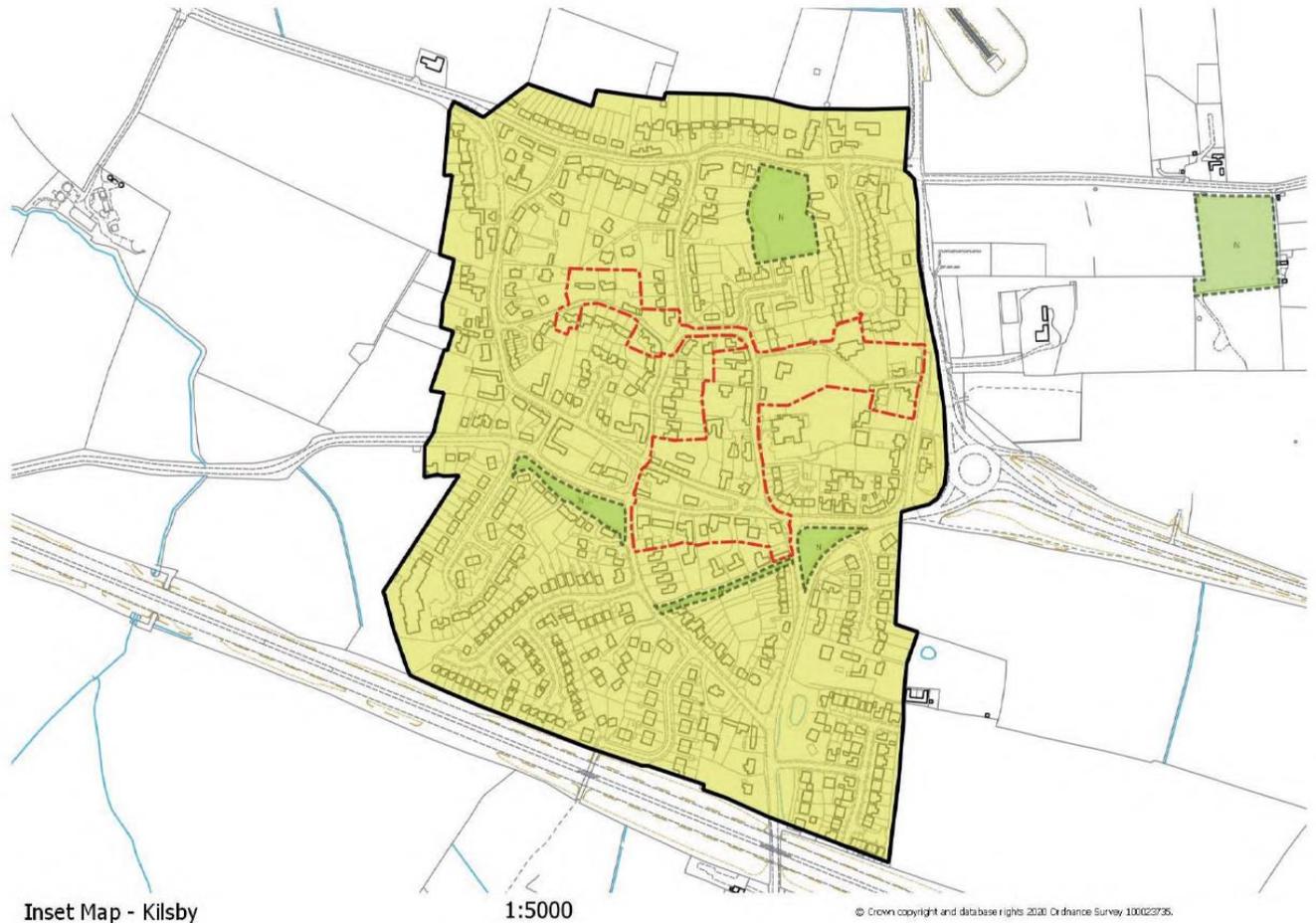


Jubilee Wood Location



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.

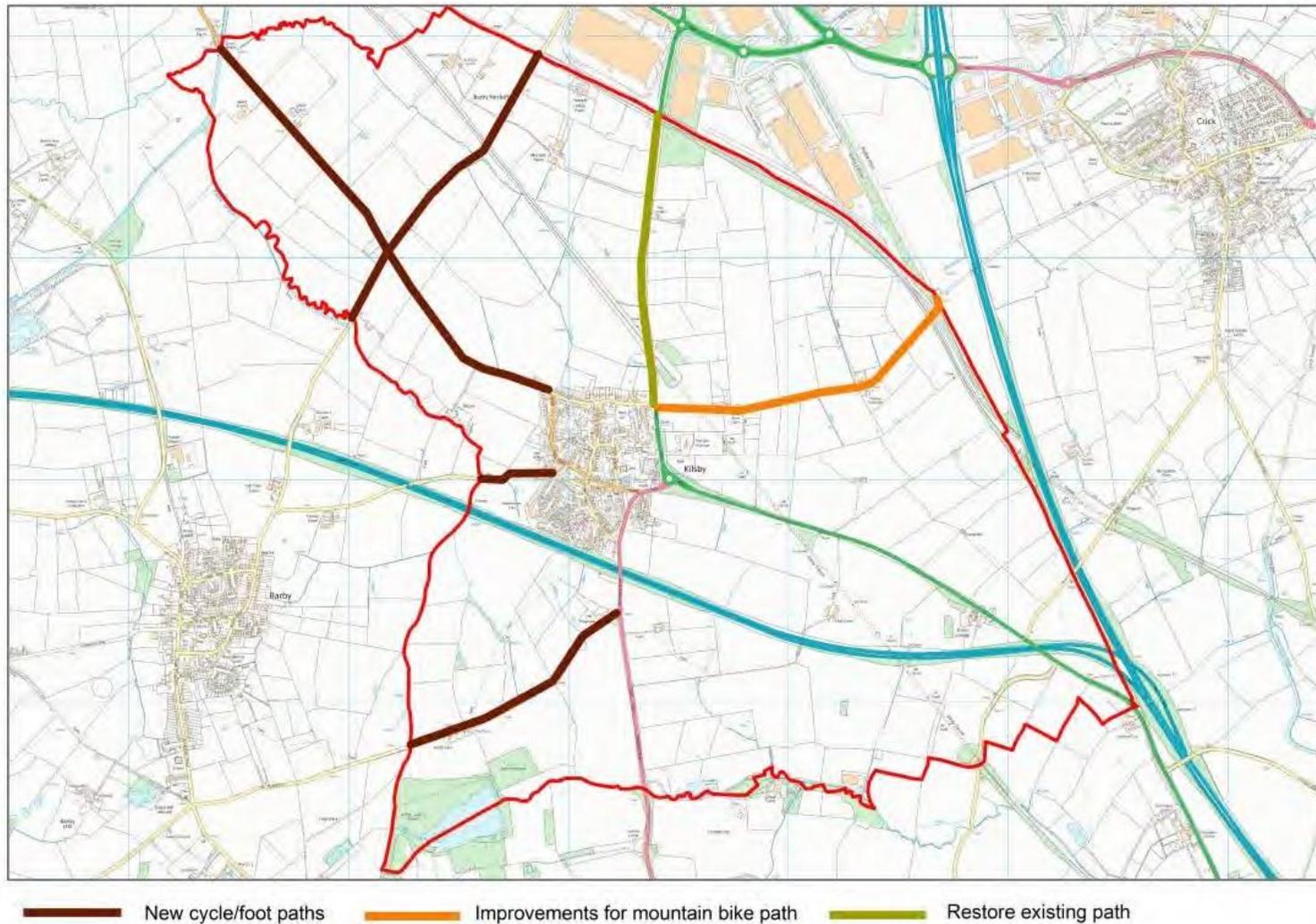
Walking and Cycling Routes

The Parish Council will work with DDC and NCC 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.
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 the bridleway as a mountain bike track.
7. Nortoft Lane back towards DIRFT.

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



Insert back page