Kilby Neighbourhood Development Plan, July 2016

KILSBY
Neighbourhood Development Plan
2014 - 2029

Made Version - July 2016
Acknowledgements

The Parish Council would like to thank all those who have been involved with the preparation of the Neighbourhood Development Plan and in particular the members of the Steering Group – Maggie Browne, Janet Chappell, Terry Dougan, Jenny Fisher, David George, Kate Hindle, Chris Lomas, and Urszula Szulakowska. Also Locality, CDF (Community Development Foundation), Planning Aid England and Groundwork (Community Rights Programme) for grant funding and Plan preparation advice, Daventry District Council for their co-operation and Kirkwells Town Planning our Consultants.
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Executive Summary

A new type of plan for Kilsby

The Kilsby Neighbourhood Development Plan (NDP) is a new type of planning document.

Prepared under the power available to parish councils, the Kilsby NDP when finalised will form part of the Development Plan for the area and will be used to help determine planning applications during the plan period, 2014-2029.

This is a power parish councils have never had before and in Kilsby we think it is crucial we exercise the right to use the new power.

What does the Kilsby NDP say about the future of Kilsby?

The Kilsby NDP sets out a number of planning policies to promote, guide and control future development in the Kilsby area so that Kilsby retains its vibrant village identity and character. These include policies to:

- Protect and promote enhancements to existing community and recreation facilities in the village (Policy K1)
- Promote walking and cycling (Policy K2)
- Manage future housing growth so that it remains within the existing settlement boundary (Policy K3)
- Address local housing needs including meeting the needs of an ageing population by encouraging house types that allow people to downsize to a smaller or more appropriate home, such as a bungalow (Policy K4)
- Support improvements in local transport (Policy K5)
- Preserve and enhance the character, form and setting of the village (Policy K6)
- Protect important Local Green Spaces (Policy K7)
- Promote access to employment opportunities and to encourage homeworking (Policy K8)

In addition the NDP sets out a number of Actions which support the above policies:

- Continued actions to ensure improvements to traffic calming and road safety (Actions 1-5)
- Encouragement to local employers to advertise vacancies in the village (Action 6)
- Promotion of increased reliability of electricity supply and mobile phone service (Action 7)
- Support improvements in the infrastructure of the village (Action 8).

The information in this Plan was correct as at July 2015 when the Plan was submitted to Daventry District Council. Where there have been significant changes of fact since that date, the position as at June 2016 is set out in footnotes.
MAP 1 KILSBY DESIGNATED NEIGHBOURHOOD AREA

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1.0 Introduction and Background

1.1 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

1.2 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 Doomsday (1086 AD).

1.3 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.

1.4 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.
1.5 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.

1.6 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.

1.7 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.

1.8 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.
1.9 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.

1.10 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.

1.11 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.

1.12 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

1.13 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\(^1\) shows that 63.3% of 16 - 74 year olds are economically active in Kilsby, compared to 66.8% in Daventry and 62.1% in England. A relatively high proportion of those in employment are in senior roles; 16.5% of those in employment in Kilsby are managers, directors and senior officials compared to 14.4% in Daventry and 10.9% in England, and 19.6% in Kilsby are in professional occupations compared to 16.7% in Daventry District and 17.5% in England.

1.14 Table 1 shows that Kilsby has a slightly below average number of school age residents; also the number in the age range of 18 - 44 years is somewhat less than the national average. Numbers in the 45 - 59 age group are relatively comparable but for the over 60 group are considerably higher than the national average. This clearly demonstrates a higher ageing profile for the village than is occurring nationally.

1.15 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

\(^1\) [https://neighbourhood.statistics.gov.uk/dissemination/](https://neighbourhood.statistics.gov.uk/dissemination/)
Stephenson Court where people live independently in self-contained flats with some shared facilities. There is also a residential care home - Kilsby House. There does appear to be a need for an increase in the amount of sheltered housing for senior residents who would wish to remain in the village as they grow older.

Table 1 Demographic Profile

<table>
<thead>
<tr>
<th>Table 1</th>
<th>Demographics - Age Profiles - Data from 2011 census</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>All Ages</td>
</tr>
<tr>
<td>England</td>
<td>Count</td>
</tr>
<tr>
<td></td>
<td>%</td>
</tr>
<tr>
<td>East Midlands Region</td>
<td>Count</td>
</tr>
<tr>
<td></td>
<td>%</td>
</tr>
<tr>
<td>Daventry Non-Metropolitan</td>
<td>Count</td>
</tr>
<tr>
<td></td>
<td>%</td>
</tr>
<tr>
<td>Kilsby Parish 2011</td>
<td>Count</td>
</tr>
<tr>
<td></td>
<td>%</td>
</tr>
</tbody>
</table>

1.16 From the figures shown in Table 2 below, Kilsby's population seems to be moving in the opposite direction to that of the District, Region and National average. The Neighbourhood Plan Survey carried out in 2014 indicated that the trend is continuing.

Table 2 Population Change

<table>
<thead>
<tr>
<th>Table 2</th>
<th>Population Change 2001 - 2011</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2001</td>
</tr>
<tr>
<td>England</td>
<td>49,138,831</td>
</tr>
<tr>
<td>East Midlands Region</td>
<td>4,172,174</td>
</tr>
<tr>
<td>Daventry Non-Metropolitan</td>
<td>71,838</td>
</tr>
<tr>
<td>Kilsby Parish</td>
<td>1,218</td>
</tr>
</tbody>
</table>

Housing

1.17 It is arguable that, in order to maintain a sustainable population in Kilsby, it is necessary to provide more affordable and social housing stock. This increase should take place within the limits established by the substantial majority of residents in the 2014 Kilsby Neighbourhood Development Plan Survey: that is, small sympathetic developments, on in-fill land wherever possible, totalling in all about 50 additional houses in the village during the plan period 2014-2029.

1.18 There does not appear to be any need for more executive housing (3/4+ bedroom detached homes for long-distance commuters), especially in view of the housing developments (up to 6,200 new homes) forthcoming over the next 25 years on the former Radio Mast site, about a mile to the north of the village.
1.19 There is also a new development of 11 high specification dwellings being built on a brown field site at the junction of the A5 and the A361 and another proposed development that has outline planning consent for 40 dwellings on the south side of the A361.

**Table 3 Housing and Tenure Mix**

<table>
<thead>
<tr>
<th></th>
<th>England</th>
<th>East Midlands Region</th>
<th>Daventry Non - Metropolitan</th>
<th>Kilsby Parish</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Count</td>
<td>%</td>
<td>Count</td>
<td>%</td>
</tr>
<tr>
<td>All Households</td>
<td>22,063,368</td>
<td>1,895,604</td>
<td>31,647</td>
<td>518</td>
</tr>
<tr>
<td>Total Owned</td>
<td>13,975,024</td>
<td>63.40%</td>
<td>1,274,665</td>
<td>67.30%</td>
</tr>
<tr>
<td>Shared Ownership</td>
<td>173,760</td>
<td>0.80%</td>
<td>12,744</td>
<td>0.70%</td>
</tr>
<tr>
<td>Social Housing &amp; Privately rented</td>
<td>7,914,584</td>
<td>35.80%</td>
<td>608,195</td>
<td>32.00%</td>
</tr>
</tbody>
</table>

**Environmental Assets**

1.20 There are 46 Listed Buildings\(^2\) 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.

1.21 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 Poors 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.

\(^2\) [http://list.english-heritage.org.uk/advancedsearch.aspx](http://list.english-heritage.org.uk/advancedsearch.aspx)
1.22 In the Northamptonshire Current Landscape Assessment\(^3\), 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 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.’

1.23 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

\(^3\) http://www.rnrpenvironmentalcharacter.org.uk/
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.

1.24 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.

1.25 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.
2.0 A Neighbourhood Development Plan for Kilsby

2.1 The Localism Act of 2011 set out a ‘series of measures with the potential to achieve a substantial and lasting shift in power away from Central Government and towards local people’. Included in these measures is reform to make the planning system more democratic and effective and giving local communities genuine opportunities to influence the future development of the places where they live, through giving them the right to draw up a Neighbourhood Plan. Statutory Neighbourhood Development Plans give local people the opportunity to shape new development, as planning applications are determined in accordance with national planning policy and the local development plan, with Neighbourhood Development Plans forming part of this framework.

2.2 Kilsby Parish Council made the decision for Kilsby to prepare a Neighbourhood Development Plan in 2013. An application for designation was submitted to Daventry District Council on 4th July 2013 but on 5th December 2013 the application was refused because the specified area included part of the Daventry International Rail Freight Terminal (DIRFT), which is classified as of national strategic importance. Daventry District Council therefore designated an amended Neighbourhood Area that excludes that part of Kilsby Parish which is occupied by the Daventry International Rail Freight Terminal (DIRFT) on 6th December 2013.

2.3 A Neighbourhood Development Plan Steering Group was set up on 16th June 2014 and grant funding was subsequently secured from the Community Development Foundation for the initial stages of the Plan’s preparation, including community consultation activity.

Neighbourhood Development Plan Questionnaire, August 2014

2.4 The Neighbourhood Development Plan Steering Group prepared a questionnaire to get up-to-date and relevant information about the parish and to give residents the opportunity to feed back their views on what is important to them and their concerns, and their ideas on how the village should develop over the plan period 2014-2029. In doing this, account was taken of the Parish Plan of 2007, as updated in 2011. Drawing on the experience of the 2007 Plan it was agreed that the best way to secure a high response rate was by personal face to face delivery to and collection from every household in the parish of the questionnaire. This task was undertaken by a team of 12 volunteers during the period 4th – 18th August 2014, and a response rate of 76% was achieved. The main areas of concern identified were the threat of inappropriate and disproportionate housing development, and its potential impact on infrastructure, especially water, electricity, medical services, school and broadband facilities. Concern was also expressed about the impact of the growth in traffic through the village from major neighbouring developments including Rugby Sustainable Urban Extension (SUE) and Daventry International Rail Freight Terminal (DIRFT). Residents were anxious to conserve green spaces, the village environment and historical heritage, and a green buffer between the village and surrounding developments. Respondents were also keen to see improved connectivity with adjacent villages and towns, including better transport links, footpaths and cycle ways.

Open Forums, 18 and 20 September 2014

2.5 2 Open Forum sessions were held, on Thursday 18th September from 5.00 pm until 8.00 pm, attended by 65 people; and on Saturday 20th September, between 10.00 am and 12.30 pm, attended by 64 people. At these sessions the results from the questionnaire were presented and members of the Steering Group and the Parish Council were in attendance to answer
questions. People were invited to make further comments and give their ideas. The
detailed results from the main questionnaire were summarised in a booklet which was
delivered to all households in December and is published on the Village Website.

**Housing Needs Survey December 2014 – January 2015**

2.6 Daventry District Council carried out a Housing Needs Survey in Kilsby during December 2014 and January 2015 and this provided important information about the need for more social housing in the village as well as smaller houses and housing to meet the needs of the ageing population.

**Key Issues for the Neighbourhood Development Plan from the Public Consultations**

2.7 The Kilsby Neighbourhood Development Plan is about setting out ideas for the future development of the village and Parish. Development in this context is not just for new housing. It also covers a wide range of other issues, including:

- The location, type and tenure of future housing developments;
- Local employment opportunities;
- Transport and related access issues – including cycle and foot paths;
- Provision of services – utilities, leisure facilities, churches, schools, health facilities and services for young people;
- Protection, enhancement and development of green spaces and recreational facilities.
- The protection of important historic buildings and other assets.

**Requirements for Neighbourhood Development Plans and Basic Conditions**

2.8 Neighbourhood Development Plans must be compatible with European Union obligations with regards environmental protection and habitat conservation and have regard to UK national planning policy and advice. The Kilsby Neighbourhood Development Plan will therefore be tested against:

- Relevant European Union legislation;
- The National Planning Policy Framework of March 2012;
- The West Northamptonshire Joint Core Strategy adopted on 15th December 2014;
- The Saved planning policies from Daventry District Council’s Local Plan 1997.

2.9 In order to meet regulatory requirements, Neighbourhood Development Plans are required to demonstrate that certain basic conditions have been met before the Plan can progress to a referendum of the local community. The Plan must:

- Be appropriate, having regard to national policy and advice;
- Contribute to the achievement of sustainable development;
- Be in general conformity with the strategic policies for the development plan for the area, which in this case is the West Northamptonshire Joint Core Strategy (2014) and the Saved Policies of the Daventry District Local Plan (1997);
Be compatible with EU obligations.

**Strategic Environmental Assessment / Sustainability Appraisal**

2.10 Plans at all levels are required to demonstrate that sustainable development will be delivered. It is an important part of the process, which must be demonstrated in all European, National, District and Local Plans. The Strategic Environmental Assessment (SEA) of a Plan is conducted in conformity with the 2001/42/EC Strategic Environmental Assessment (SEA) European Directive, which requires SEA of all government local plans and programmes likely to have significant environmental effects. Daventry District Council has undertaken a screening exercise, in consultation with the Parish Council, to determine whether the emerging policies and proposals in the Neighbourhood Plan were likely to have any significant environmental effects. The Screening Opinion was consulted upon with the relevant Consultation Bodies, who agreed that a full Strategic Environmental Assessment was not required.

2.11 The Kilsby Neighbourhood Development Plan identifies sustainability issues within the Parish and sets out a framework within which these economic, social and environmental issues will be considered in order to determine the Plan’s detailed policies and proposals.

**Sustainable development**

2.12 The National Planning Policy Framework (NPPF) advises that Neighbourhood Development Plans will be able to shape and direct sustainable development in their area subject to conformity with strategic policies. This Neighbourhood Development Plan is about directing and positioning future growth within Kilsby for the benefit of the whole community in locations which can maximise the vision which has been collectively developed.

2.13 There are three dimensions that constitute what sustainable development is in planning terms.

- **Economic** – contributing to building a strong, responsive and competitive economy
- **Social** – supporting strong, vibrant and healthy communities
- **Environmental** – contributing to protecting and enhancing our natural, built and historic environment

2.14 In order to achieve this, a more direct, positive engagement with the community as well as landowners and developers must be undertaken to identify where future development will be acceptable. This Neighbourhood Development Plan should provide for development which will meet the needs of the local community. It is not against development. However, in order that development does not erode the very qualities that make Kilsby an attractive place to live, it needs to be delivered in a way that does not undermine these or the sustainability of the village.

**Kilsby Parish Council Approach to Sustainable Development**

2.15 The Parish Council will support proposals that accord with the policies set out in this Neighbourhood Development Plan. When commenting on development proposals the Parish Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework; and will work proactively with applicants to find joint solutions which mean that proposals can be
supported whenever possible, where they accord with the Neighbourhood Development Plan; and to secure development that improves the economic, social and environmental conditions in the area.
3.0 Vision and Objectives

Vision

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

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

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

Objectives

This vision is underpinned by the following key objectives:

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

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

3. 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 Policies

This section sets out the planning policies of the Kilsby Neighbourhood Development Plan. 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 policies have been prepared to address the issues and concerns of local residents in Kilsby, which have been identified through the formal and informal consultation processes undertaken as part of the preparation of the emerging Plan. 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 the Saved Policies of the Daventry District Local Plan (1997)).
4.1 Leisure and Recreation in Kilsby

**Neighbourhood Development Plan Objectives**

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

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

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.

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 There is an active Twinning Association between Kilsby and Héricy, a similar village in France creating cultural links between the two communities, with regular visits between the two and a range of fund-raising events.

4.1.4 For younger people there is an active Guide Group, encouraging youngsters to take an interest in both world and national issues. There is a Youth Club for children aged 7 - 11, and plans are in hand to re-start a Club for those aged 11 and over. The Parish Council will be employing a part-time Youth Worker.

4.1.5 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.

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4 A new Youth Club was started in March 2016. It runs during term-time and holds sessions for both younger children and those aged 11 and over.
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.

4.1.6 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.

4.1.7 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.

4.1.8 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. Although this field is adequate for children, there are no facilities for older teenagers and adults. Skateboarding is very popular with older children and a larger playing field, away from housing and roads that could encompass a skateboard park and could also provide a multi-use games area with changing facilities would enhance the village.

4.1.9 The responses to the 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 and the other valued assets all need to be supported to ensure their ongoing survival.5

4.1.10 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.

4.1.11 The Parish Council will receive Community Infrastructure Levy monies. It is intended that the Community Infrastructure Levy monies be used to support community facilities and services, including the provision of GP facilities in Kilsby and open space/recreation provision, including facilities for teenagers and a sports pitch. The Parish Council will work to achieve this.

5 The Post Office and Stores will close in its present location in June 2016, due to the retirement of the owners but efforts are being made to find alternative premises.
4.1.12 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 EXISTING COMMUNITY FACILITIES AND SUPPORTING IMPROVEMENTS TO LEISURE AND RECREATIONAL FACILITIES**

The Village Hall, Church, Chapel and allotments will be protected as community assets. The retention and development of community facilities will be supported.

Other uses 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 six months of active marketing.

4.1.13 A key concern that emerged from the consultation with residents 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.

4.1.14 **Community Action**

The Parish Council will seek to provide new footpaths/cycleways and enhance existing routes. To this end, a series of proposed routes and improvements are identified on Map 3, 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 land owners in order to achieve this aim. The proposed improvements/routes can be described as:
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 to 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.

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

**Daventry Adopted Local Plan 1997 Saved Policies**

RT8 states that planning permission will not normally be granted for the change of use from village shops and post offices except where it can be clearly demonstrated that the business is no longer commercially viable and that all possible means of retaining the facility have been explored.

RT9 states that planning permission will normally be granted for shops serving local communities provided that they provide a local service and are within the confines of the settlement.

**West Northamptonshire Joint Core Strategy, 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
MAP 3 – NEW AND IMPROVED FOOT AND CYCLE PATHS PROPOSALS

(OS licence number: 0100056211)
4.2 Future Development and the Provision of Housing

Neighbourhood Development Plan Objective

<table>
<thead>
<tr>
<th>2. Housing</th>
</tr>
</thead>
<tbody>
<tr>
<td>• 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.</td>
</tr>
</tbody>
</table>

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 528 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, shows 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 and the proposal to build a ‘Sustainable Urban Extension’, comprising up to 6,200 houses, on the former Radio Mast site – 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 strength of feeling regarding this issue is evidenced by the setting up of the Kilsby Action Group to oppose large scale development proposals which would result in a loss of identity for Kilsby with the further erosion of the ‘buffer zone’ that separates it from DIRFT, Barby etc.

4.2.5 Relevant Saved Policies in Daventry’s Adopted Local Plan 1997 are Policy HS22 and Policy HS24. Kilsby is identified as a ‘restricted infill’ village in Policy HS22 where planning permission will normally be granted for residential development provided that:

A. It is on a small scale, and
B. is within the existing confines of the village, and
C. does not affect open land which is of particular significance to the form and character of the village, or
D. it comprises the renovation or conversion of existing buildings for residential purposes provided that the proposal is in keeping with the character and quality of the village environment.

4.2.6 Policy HS24 advises that residential development in the open countryside will be refused unless for a conversion or replacement building.
4.2.7 Daventry District Council is currently preparing a new Local Settlements and Countryside Plan which will set out a settlement hierarchy with villages identified within the categories set out in the West Northamptonshire Joint Core Strategy (adopted on 15 December 2014) Policy R1 Spatial strategy for the rural areas. These are:

- primary service villages;
- secondary service villages;
- other villages; and
- small settlements and hamlets

4.2.8 At the time of the preparation of the Neighbourhood Development Plan it is not known which of these village categories Kilsby will fall into when the Local Settlements and Countryside Local Plan is completed, so at present Kilsby’s designation remains ‘restricted infill village’.

4.2.9 The National Planning Policy Framework (NPPF) sets out planning policy at a national level, and has a central presumption in favour of sustainable development.

4.2.10 Work is now well under way on 11 properties on the brownfield former Lasalign site in the centre of Kilsby. This development has been welcomed by residents and will enhance that part of the village when completed. Outline Planning Permission has recently been granted for the construction of 40 new dwellings on a site off the A361 site to the south of the village. The 51 properties on these two larger sites represent a 10% increase in the housing stock. In addition, over the last 15 years the housing stock has increased by 40 dwellings built on smaller infill sites. These have covered a range of buildings including a group of terraced houses, small and large barn conversions and 3 and 4 bedroomed detached houses. There is no evidence to expect this source of supply not to generate some additional housing up to about fifty additional homes over the life of the Plan. Based on this evidence it is a strongly held view in the village that for the lifetime of this Neighbourhood Development Plan, this represents a reasonable input from Kilsby to meet the housing needs of the district whilst retaining the character and strong community of the village.

4.2.11 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 51 houses on the two sites 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.

4.2.12 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.

4.2.13 The results of the questionnaire survey showed that 92% of respondents wanted to see growth of 10% or less, with higher levels of support for smaller development. 41% of respondents preferred developments to comprise 10 units or fewer and 25% preferred infill sites within the existing village boundary.

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6 Work has now been completed on this site and as at June 2016 all but one of the properties in what is now called Emery Close, are occupied.
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 2);

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.

Local Housing Needs

4.2.14 From December 2014 to January 2015 a Local Housing Needs Survey for Kilsby was undertaken by Daventry District Council. The Survey identified that Kilsby has around 530 dwellings of which:

491 (93%) are bungalows or houses
36 (7%) are flats or apartments
3 (less than 1%) are Caravans or Temporary Structures.

Of which, 79 (14.9%) units are social housing.

4.2.15 In terms of Household and Tenure, Kilsby contains 518 households:

414 (80%) households are owner occupiers
75 (14%) are renting from a Registered Provider
24 (5%) are renting from a Private Landlord
5 (1%) are living rent free

482 (93%) live in bungalows or houses
33 (6%) live in flats or apartments
3 (less than 1%) live in caravans or temporary structures.

4.2.16 The survey asked respondents about their household income and of the 37 people who were in need and responded to the question, only 8 could afford to buy a property in Kilsby. Of the 186 responses received, 47 respondents stated they have or could have a housing need. This equates to 25% of all respondents.

4.2.17 The conclusion identified the following housing needs in the Parish:

Social Housing
9 Households were identified with a need for social housing for the following property types:

**Table 4**

<table>
<thead>
<tr>
<th>Property Type</th>
<th>Number Required</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Bed Flat</td>
<td>3</td>
</tr>
<tr>
<td>2 Bed House</td>
<td>1</td>
</tr>
<tr>
<td>Older Persons Accommodation</td>
<td>5</td>
</tr>
</tbody>
</table>

**Private Rental**
6 households expressed a need for private rental accommodation.

**Custom or Self Build**
3 households expressed an interest in obtaining land to either custom/self-build a property on.

**Market Housing**
29 households expressed a need for market housing. These can be broken down as follows:

**Older Person Households**
The majority of these households want to downsize due to:

- The property being too big
- They were having difficulty using the stairs
- They required an adapted property

Of those wanting to downsize:
2 households want to downsize from a 5 bed house
14 households want to downsize from a 4 bed house
9 households want to down downsize from a 3 bed house

The type of housing sought is as follows:

**Older Person Households**
24 Older person households expressed a need for the following type of accommodation:

**Table 5**

<table>
<thead>
<tr>
<th>Property Type</th>
<th>Number Required</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bungalow</td>
<td>10</td>
</tr>
<tr>
<td>Extra care</td>
<td>2</td>
</tr>
<tr>
<td>Bungalow or Extra Care</td>
<td>7</td>
</tr>
<tr>
<td>Bungalow or House</td>
<td>1</td>
</tr>
<tr>
<td>Bungalow, Extra Care or House</td>
<td>2</td>
</tr>
<tr>
<td>Not Specified</td>
<td>2</td>
</tr>
</tbody>
</table>

NB Where the table shows several property types only one is required per household.
Couples including those with dependents
1 household living in a 3 bed house wanted a larger property
1 household living in a 3 bed house did not specify size or reasons

Single Person Households
2 single person households living with family, wanted to buy a home for the first time and be near work. The size of properties was not stated.

4.2.18 There is therefore a need for affordable and smaller properties within Kilsby to help ensure the village continues to have a sustainable future, with suitable housing which meets the needs of the local community.

POLICY K4 MEETING LOCAL HOUSING NEEDS

The delivery of a range of housing types and tenures to meet local need will be supported. The provision of smaller houses and flats and bungalows to meet local need will be particularly welcomed.
4.2.19 The Neighbourhood Development Plan policies set out in this section have regard to the following local planning policies:

**Daventry Adopted Local Plan 1997 Saved Policies**

HS22 identifies Kilsby as a Restricted Infill Village
HS24 refers to development in the open countryside.

**West Northamptonshire Joint Core Strategy, 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
4.3 Transport

**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.

4.3.1 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.

4.3.2 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.

4.3.3 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.

4.3.4 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.

4.3.5 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.

4.3.6 There seems to be divided opinion about the present bus service with 28% of the residents believing it to be satisfactory, 28% saying it is not satisfactory and the remaining 44% saying they don’t know or do not have an opinion. The current service operates 13 buses per day to Rugby starting at 07.05 hrs and finishing at 19.15 hrs with a bus approximately every hour. There are 12 buses per day to Daventry from 06.53hrs until 18.18 hrs also on an approximately hourly basis. 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.
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.

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.

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.

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.

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.

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.

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.

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.
POLICY KS SUPPORTING IMPROVEMENTS IN LOCAL TRANSPORT

Proposals for traffic calming measures, such as road narrowing and pinch points, to improve highway safety, will be supported.

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

4.3.15 To support this Policy 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.

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

West Northamptonshire Joint Core Strategy

Policy C2 – New Developments
Policy INF1 – Approach to Infrastructure Delivery
Policy INF2 – Contributions to Infrastructure Requirements
4.4 Historic Buildings, Natural Environment and Conservation

Neighbourhood Development Plan Objective

4. Historic Buildings, Natural Environment, and Conservation
- To ensure the historic buildings and environmental heritage of the village is recognised and recorded and that the village’s green spaces, green field boundaries, and, in particular, the ridge and furrow fields, are protected and maintained for the benefit of future residents and the national heritage.

Built and Natural Environment Heritage Assets

4.4.1 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.

4.4.2 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.

4.4.3 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.

4.4.4 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.

4.4.5 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.

4.4.6 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.
4.4.7 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.

4.4.8 The surrounding countryside is protected by the 1997 Local Plan Policy HS24. 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.

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

4.4.9 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 AS 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.
4.4.10 In order to promote sustainability every effort must be made to conserve the green spaces that remain in and around Kilsby.

4.4.11 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 such as ‘ridge and furrow’ field systems.

**Local Green Space Designation**

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

76. Local communities through local and neighbourhood plans should be able to identify for special protection green areas of particular importance to them. By designating land as Local Green Space local communities will be able to rule out new development other than in very special circumstances. Identifying land as Local Green Space should therefore 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 reviewed, and be capable of enduring beyond the end of the plan period.

77. The Local Green Space designation will not be appropriate for most green areas or open space. The designation should only be used:

- where the green space is in reasonably close proximity to the community it serves;
- where the green area is 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), tranquility or richness of its wildlife; and
- where the green area concerned is local in character and is not an extensive tract of land.

78. Local policy for managing development within a Local Green Space should be consistent with policy for Green Belts.
4.4.13 The Parish Council supports the identification of several green spaces within Kilsby for protection as Local Green Space. The justification for including these spaces is provided in Table 5 below:

**Table 5 Local Green Space – NPPF Criteria**

<table>
<thead>
<tr>
<th>Name of Site</th>
<th>Distance from local community</th>
<th>Special Qualities / Local Significance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Devon Ox Green</td>
<td>0.49 Acres 21,200 sq ft</td>
<td>Centre of village Village celebrations, including the annual Christmas Tree event, take place here with the permission of the Parish Council.</td>
</tr>
<tr>
<td>Malt Mill Green</td>
<td>0.44 acres 19,300 sq ft</td>
<td>Centre of village Provides for calm, recreation and respite, and has historic and wildlife interest.</td>
</tr>
<tr>
<td>Butts Lane</td>
<td>0.12 Acres 5,400 sq ft</td>
<td>Centre of village Green ‘road’ of historic significance linking the Banks and Malt Mill Green.</td>
</tr>
<tr>
<td>Recreation Ground</td>
<td>1.58 Acres 68,800 sq ft</td>
<td>Centre of village Run as a registered charity to provide recreational facilities for children and young people in Kilsby.</td>
</tr>
<tr>
<td>Allotments</td>
<td>1.78 Acres 77,700 sq ft</td>
<td>A quarter of a mile from the centre of the village Owned by local charity, this space is available for use by all, and is an important green and recreational space</td>
</tr>
</tbody>
</table>
POLICY K7 LOCAL GREEN SPACE DESIGNATIONS

The sites listed below, and shown on Map 2 and 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.

Devon Ox Green
Malt Mill Green
Butts Lane
Recreation Ground
Allotments

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

West Northamptonshire Joint Core Strategy 2014

Policy RC2 – Community Needs
Policy BN1 – Green Infrastructure Connections
4.5 Employment

Neighbourhood Development Plan Objectives

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 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.

4.5.1 Employment In 2014 within Kilsby Parish is very limited, with the village having only one local shop, which also houses the post office, 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 recently 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.

4.5.2 The Neighbourhood Development Plan Survey of 2014 revealed that of the people who responded 204 are employed full-time and a further 66 part-time, some of whom work from home. There are also a number of people who are 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.

4.5.3 According to the 2011 Census the predominant type of employment in the Parish is highly skilled professional, namely, higher managerial, professional, technical and administrative occupations, along with secretarial and skilled trades. Elementary occupations, in comparison, constitute only 14.3% of the total, although these are higher than the average for Daventry District which is 11.9% and 11.1% for England.
Managers, directors and senior officials in Kilsby form 11.7% of the total in work, a lower figure than in the Daventry District, 14.4%, but higher than the national average of 10.9%. Other professional occupations are in keeping with both the Daventry and the national average: Kilsby - 16%, Daventry District - 16.7% and England - 17.5%. Associate professional and technical occupations, as well as administrative and secretarial are 25.8% of the total in work, compared with 24.3% for the Daventry District and 24.3% for England as a whole. Skilled trades constitute 14.7% of the total in comparison with 11.6% for Daventry District and 11.4% nationally. Hence, the numbers of skilled tradesmen resident in Kilsby is higher than the national average.

Of the other two groups surveyed in the 2011 National Census, sales and customer service occupations were far lower (5%) than the national average of 8.4% due to the few shops and catering establishments in the village. There is also a group of process, plant and machine operatives, who form 6.6% of the total, lower than the Daventry average of 7.0% and the national level of 7.2%.

In view of the limited opportunities for employment in Kilsby Parish, these statistics demonstrate that the major number of wage earners are employed beyond the village and are obliged to commute to work. There were far fewer lower-skilled workers in the village in 2011 and the figures seem to demonstrate, in fact, that few people, if any, from Kilsby would be employed in unskilled labour within the warehouses at DIRFT up the road, or in the associated transport businesses.

The number of long-term unemployed in the village is insignificant. The Census of 2001 revealed that in the age-group 16 - 74 only 3 persons had defined themselves as long-term unemployed and only 6 had stated that they had never been in work. The figures for the Census of 2011 for the same age group are 7 persons long-term unemployed, while 8 stated that they had never worked. The recent Survey showed only 10 people defining themselves as unemployed.

By far the largest number of people in the village who responded to the Survey – 309 – are retired, with only 105 in education, reflecting the age demographic of Kilsby.

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.

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**

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

The provision of new communication technologies as part of business and residential proposals will be supported subject to respecting local character and residential amenity.
4.5.11 This policy is supported by the following actions by the Parish Council:

**Action 6:** Encouraging commercial centre employers to advertise vacancies in the village magazine and in the Post Office & Stores.

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

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

**Daventry Adopted Local Plan 1997 Saved Policies**

Policies EM11, EM12 and EM13 advise that in the restricted infill villages planning permission for new business and industrial development will normally be granted provided the scale and character of the proposal reflects the residential nature of the surroundings, and provided it is within the existing confines of the village.

**West Northamptonshire Joint Core Strategy 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
4.6 Infrastructure

Neighbourhood Development Plan Objective

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.

4.6.1 Kilsby experiences frequent power cuts and its broadband provision has been very poor although high speed fibre broadband has just been introduced and is very welcome. The mobile phone signal for some providers is very poor, giving at best 2G.

4.6.2 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 8: The Parish Council will seek to ensure that new development aligns with infrastructure improvements. The Parish Council aims to work with developers to make sure that the provision of water, sewerage, electricity, broadband and medical facilities are suitable to meet the future needs of the village.

4.6.3 The Parish Council will seek to secure the establishment of a dedicated GP Surgery in Kilsby.

4.6.4 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.

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

West Northamptonshire Joint Core Strategy
Policy C2 – New Developments
Policy INF1 – Approach to Infrastructure Delivery
Policy INF2 – Contributions to Infrastructure Requirements
5.0 Monitoring and Review

5.1 The effectiveness of the Kilsby Neighbourhood Development Plan 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, such as when the proposed Daventry Settlements and Countryside Local Plan is adopted, then the Parish Council will seek to work together with Daventry District Council to review the plan.
## Appendix I Heritage Assets

### Listed Buildings in Kilsby Parish

<table>
<thead>
<tr>
<th>Title</th>
<th>Type</th>
<th>Location</th>
<th>Grade</th>
</tr>
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<tbody>
<tr>
<td>MODEL OF ENTRANCE TO KILSBY TUNNEL</td>
<td>Listing</td>
<td>MODEL OF ENTRANCE TO KILSBY TUNNEL APPROXIMATELY 3 METRES SOUTH WEST OF CEDAR LODGE</td>
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<td>CHURCH OF ST FAITH</td>
<td>Listing</td>
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<td>MOAT HOUSE FARMHOUSE</td>
<td>Listing</td>
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<td>Listing</td>
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<td>THE FORGE HOUSE</td>
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<tr>
<td>SUNDIAL COTTAGE</td>
<td>Listing</td>
<td>SUNDIAL COTTAGE,</td>
<td>II</td>
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7 [http://www.english-heritage.org.uk/professional/protection/process/national-heritage-list-for-england/](http://www.english-heritage.org.uk/professional/protection/process/national-heritage-list-for-england/)
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<td>CEDAR LODGE</td>
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Oxford Canal (Braunston-Hillmorton) Conservation Area
Appendix II

HOUSING DEVELOPMENT IN KILSBY OVER THE LAST 50 YEARS

Aerial View, 1945
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.

The growth pattern has been as follows:

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<thead>
<tr>
<th>Area</th>
<th>Number of Dwellings</th>
<th>Approximate Date</th>
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<tbody>
<tr>
<td>Main Road Bungalows</td>
<td>6</td>
<td>Early 1960s</td>
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<tr>
<td>Malt Mill Close</td>
<td>14</td>
<td>1960s</td>
</tr>
<tr>
<td>Fishers Close</td>
<td>12</td>
<td>1965</td>
</tr>
<tr>
<td>Arnills Way</td>
<td>23</td>
<td>1968</td>
</tr>
<tr>
<td>Hall Close</td>
<td>30</td>
<td>1971</td>
</tr>
<tr>
<td>Fishers Close extension</td>
<td>17</td>
<td>1975</td>
</tr>
<tr>
<td>Postle Close</td>
<td>8</td>
<td>1975</td>
</tr>
<tr>
<td>Cowley Way</td>
<td>20</td>
<td>1975/80</td>
</tr>
<tr>
<td>Rugby Road</td>
<td>8</td>
<td>1977</td>
</tr>
<tr>
<td>Location</td>
<td>Houses</td>
<td>Year</td>
</tr>
<tr>
<td>--------------------------------</td>
<td>--------</td>
<td>------</td>
</tr>
<tr>
<td>Ashby Road</td>
<td>4</td>
<td>1978</td>
</tr>
<tr>
<td>Malt Mill Close extension</td>
<td>8</td>
<td>1981</td>
</tr>
<tr>
<td>Boxwood Drive</td>
<td></td>
<td></td>
</tr>
<tr>
<td>(inc. 2 in Main Road)</td>
<td>11</td>
<td>1981</td>
</tr>
<tr>
<td>The Lawns</td>
<td>7</td>
<td>1985</td>
</tr>
<tr>
<td>Stephenson Court</td>
<td>31</td>
<td>1986</td>
</tr>
<tr>
<td>(social housing)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Devon Ox Road</td>
<td>2</td>
<td>1986</td>
</tr>
<tr>
<td>(Wardens houses)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Paddox Court</td>
<td>4</td>
<td>1990</td>
</tr>
<tr>
<td>Middle Street</td>
<td>3</td>
<td>1990s</td>
</tr>
<tr>
<td>Devon Ox Road extension of bungalows</td>
<td>10</td>
<td>1990s</td>
</tr>
<tr>
<td>social housing</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Montague Drive</td>
<td>4</td>
<td>1990s</td>
</tr>
<tr>
<td>Spring Close</td>
<td>9</td>
<td>2000s</td>
</tr>
<tr>
<td>Main Road</td>
<td>5</td>
<td>2006</td>
</tr>
</tbody>
</table>

**Total**: 236
In addition to these groups of houses the infill building has been as follows:

<table>
<thead>
<tr>
<th>Street</th>
<th>Number</th>
<th>Year</th>
</tr>
</thead>
<tbody>
<tr>
<td>Arnills Way</td>
<td>2</td>
<td>1985</td>
</tr>
<tr>
<td>Barby Road</td>
<td>9</td>
<td>1960/69</td>
</tr>
<tr>
<td>Independent Street</td>
<td>7</td>
<td>1969 - 1980</td>
</tr>
<tr>
<td>Main Road</td>
<td>5</td>
<td>1969 - 2012</td>
</tr>
<tr>
<td>Manor Road</td>
<td>5</td>
<td>1964 - 2015</td>
</tr>
<tr>
<td>North Street</td>
<td>1</td>
<td>1960s</td>
</tr>
<tr>
<td>Chapel Street</td>
<td>5</td>
<td>1968 - 2006</td>
</tr>
<tr>
<td>The Banks</td>
<td>11</td>
<td>1964 - 1975</td>
</tr>
<tr>
<td>Watling Street</td>
<td>1</td>
<td>2004</td>
</tr>
<tr>
<td>Ashby Road</td>
<td>2</td>
<td>2005</td>
</tr>
<tr>
<td>Essen Lane</td>
<td>8</td>
<td>1964 - 2008</td>
</tr>
<tr>
<td>Barn Conversions</td>
<td>8</td>
<td>1990 - 2014</td>
</tr>
<tr>
<td>Kilsby Grange - Barn Conversions</td>
<td>4</td>
<td>2008</td>
</tr>
<tr>
<td>Rugby Road</td>
<td>7</td>
<td>1968 - 2012</td>
</tr>
<tr>
<td>Location</td>
<td>Houses</td>
<td>1970 - 2006</td>
</tr>
<tr>
<td>-------------------</td>
<td>--------</td>
<td>-------------</td>
</tr>
<tr>
<td>Daventry Road</td>
<td>4</td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>79</td>
<td></td>
</tr>
</tbody>
</table>

**Additional dwellings**

- 2

**Houses lost during the same period:**

- Fog Cottages: 2
- Railway Cottages: 5
- Netherfield House: 1
- Lodge Farm: 1
- Halfway Garage: 1

**Total:** 10

* 1 house made into 2 dwelling +

1 flat created from former shop

**Net Increase in Dwellings 1960 - 2014:** 307

**% Increase:** 138%
Appendix III

MAPS OF LOCAL GREEN SPACE

1. Devon Ox Green.
3. Butts Lane
# Glossary

<table>
<thead>
<tr>
<th>Acronym</th>
<th>Term</th>
<th>Explanation</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Affordable Housing</strong></td>
<td></td>
<td>Social rented, affordable rented and intermediate housing, provided to eligible households whose needs are not met by the market. Eligibility is determined with regard to local incomes and local house prices. Affordable housing should include provisions to remain at an affordable price for future eligible households or for the subsidy to be recycled for alternative affordable housing provision.</td>
</tr>
<tr>
<td><strong>Social Rented Housing</strong></td>
<td></td>
<td>Social rented housing is owned by local authorities and private registered providers (as defined in Section 80 of the Housing and Regeneration Act 2008), for which guideline target rents are determined through the national rent regime. It may also be owned by other persons and provided under equivalent rental arrangements to the above, as agreed with the local authority or with the Homes and Communities Agency.</td>
</tr>
<tr>
<td><strong>Affordable rented housing</strong></td>
<td></td>
<td>Affordable rented housing is let by local authorities or private registered providers of social housing to households who are eligible for social rented housing. Affordable Rent is subject to rent controls that require a rent of no more than 80% of the local market rent (including service charges, where applicable).</td>
</tr>
<tr>
<td><strong>Intermediate housing</strong></td>
<td></td>
<td>Intermediate housing is homes for sale and rent provided at a cost above social rent, but below market levels subject to the criteria in the Affordable Housing definition above. These can include shared equity (shared ownership and equity loans), other low cost homes for sale and intermediate rent, but not affordable rented housing. Homes that do not meet the above definition of affordable housing, such as “low cost market” housing, may not be considered as affordable housing for planning purposes.</td>
</tr>
</tbody>
</table>

Social rented, affordable rented and intermediate housing provided to eligible households whose needs are not met by the market. Eligibility is determined with regard to local incomes and house prices. Affordable housing does not include low cost market housing.
<table>
<thead>
<tr>
<th>Abbreviation</th>
<th>Description</th>
<th>Explanation</th>
</tr>
</thead>
<tbody>
<tr>
<td>CIL</td>
<td>Community Infrastructure Levy</td>
<td>A levy that local authorities can choose to charge on new developments in their area. The money can be used to support development by funding infrastructure that the council, local community and neighbourhoods want.</td>
</tr>
<tr>
<td>DDC</td>
<td>Daventry District Council</td>
<td></td>
</tr>
<tr>
<td>DIRFT</td>
<td>Daventry International Rail Freight Terminal</td>
<td></td>
</tr>
<tr>
<td>EU</td>
<td>European Union</td>
<td></td>
</tr>
<tr>
<td>HGV</td>
<td>Heavy Goods Vehicle</td>
<td></td>
</tr>
<tr>
<td>Housing Needs Survey</td>
<td>Under the 1985 Housing Act, Local Authorities are required to carry out a periodic assessment of housing need for local areas following government methodology and guidance.</td>
<td></td>
</tr>
<tr>
<td>Local Green Space</td>
<td>Area of local open space defined within the National Planning Policy Framework, which can be designated and protected through Neighbourhood or Local Plans.</td>
<td></td>
</tr>
<tr>
<td>JCS</td>
<td>Joint Core Strategy</td>
<td>The West Northamptonshire Joint Core Strategy sets out the long-term vision and objectives for the whole of the area covered by Daventry District, Northampton Borough and South Northamptonshire Councils for the plan period up to 2029, including strategic policies for steering and shaping development. It identifies specific locations for strategic new housing and employment and changes to transport infrastructure and other supporting community facilities, as well as defining areas where development will be limited. It also helps to ensure the co-ordination and delivery of other services and related strategies. The JCS was adopted by the West Northants Joint Strategic Planning Committee in December 2014.</td>
</tr>
<tr>
<td>Market Housing</td>
<td>Housing, whether for sale privately or for rent, where prices are set in the open market.</td>
<td></td>
</tr>
<tr>
<td>NDP</td>
<td>Neighbourhood Development Plan</td>
<td></td>
</tr>
<tr>
<td>NPPF</td>
<td>National Planning Policy Framework</td>
<td>This was published by the government in March 2012 and sets out planning policies for England and how they are expected to be applied.</td>
</tr>
<tr>
<td></td>
<td><strong>Strategic Environmental Assessment</strong></td>
<td>Assessments made compulsory by a European Directive (the SEA Directive).</td>
</tr>
<tr>
<td>---</td>
<td>----------------------------------------</td>
<td>-----------------------------------------------------------------------</td>
</tr>
<tr>
<td><strong>Social Housing</strong></td>
<td>Housing which is owned and managed by registered providers, generally housing associations or local authorities, and is regulated by government. The level of rent increases is controlled by law to ensure that the cost of such housing is affordable to people on low incomes. It is allocated on the basis of need using criteria set by each local authority.</td>
<td></td>
</tr>
<tr>
<td><strong>SUE</strong></td>
<td><strong>Sustainable Urban Extension</strong></td>
<td>A development that involves the planned expansion of a city or town and can contribute to creating more sustainable patterns of development when located in the right place, with well-planned infrastructure including access to a range of facilities.</td>
</tr>
<tr>
<td><strong>URC</strong></td>
<td><strong>United Reformed Church</strong></td>
<td></td>
</tr>
</tbody>
</table>