

Norton Neighbourhood Plan Consultation Draft

16th May 2018

Draft

Summary

Our assets

Norton Parish consists of XXXX hectares of gently rolling Northamptonshire mixed farm land with a patchwork of fields, hedgerows, mature trees and small spinneys. Settlements within the Parish are Norton of some xxx people and the hamlets of Thrupp and Muscott. Daventry town of XXXXX people is the nearest built-up area, xx Km to the West.

Norton Village has a core of period stone and brick cottages, houses and the White Horse public house lining its main road. With newer developments mainly consisting of four-bedroom detached houses. As a result, property in Norton is unaffordable for young people who have grown up in the village. It also fails to meet the need for small homes for down-sizers and elderly parents who wish to move closer to their children.

Norton is on the established 'back road' route from Daventry to Northampton and suffers from problems of high traffic volumes and speeds particularly in the peak periods.

Within the Parish are important centres of tourism:

The Grand Union Canal, a conservation area, popular for towpath walks, angling and narrowboat moorings, is served by the New Inn, one of the Parish's two pubs. A boat sales business being located at Norton Junction.

Heart of the Shires: There are 24 shops covering everything from cookware to clothes and a licensed restaurant. The shopping village is a valuable asset to the local economy.

Our vision

To protect the essential character of the Parish and Norton's historic heart whilst rebalancing the housing stock and ensuring any commercial development is sensitive to the Village and Rural context.

To improve the quality of life and safety for residents by the provision of a new modern Village Hall, a safe footpath to Daventry and reducing the volume and speed of traffic through the Village.

Delivering our vision

Within the West Northamptonshire Joint Core Strategy Local Plan Norton is in the 'Other Villages' category, with development 'limited to windfall infill although, some housing to provide for local needs may be suitable.'

Key issues identified during the consultation were:

1. That Norton Village maintains its individual identity and separateness from Daventry
2. The very poor and dangerous condition of the footpath between Norton and Daventry
3. Lack of high-speed broadband
4. The speed and volume of traffic using Norton as a rat-run between Daventry and Northampton
5. The lack of an accessible, warm, comfortable Village Hall with modern facilities including high-speed broadband
6. Maintaining Norton Parish's essentially tranquil and peaceful character and nature, in particular strong opposition to the noise associated with motor sport

To address these issues the Norton Neighbourhood Plan contains 14 policies and 7 community actions.

The objectives of the policies are to:

- I. Protect Norton's historic heart. Rebalance the housing stock, including further affordable housing.
- II. Enable a new modern Village Hall or purchase and refurbish the existing one.
- III. Ensure any commercial development is sensitive to the Village and Rural context.
- IV. Protect the essential character of the Parish's countryside. Improve communications with Daventry.
- V. Reduce the volume and speed of traffic through the Village.

The focus of community actions is on using funding from the Community Infrastructure Levy, developers and other stakeholders to achieve traffic calming and high-speed broadband.

1. Contents

	Page
Summary	i
1. Contents	1
2. About Norton Village and the Parish	2
3. Key issues identified in the consultation process	5
4. Development within Norton Village	8
5. Development outside Norton Village confines	18
6. Community infrastructure	22
7. Traffic management	24
Annex 1 - Historical features	25
Annex 2 – Community actions	26

2. About Norton Village and the Parish

The earliest known inhabitants of Norton were Beaker People (circa 2900–1800 BC). A skeleton, flint dagger and fragments of highly ornamented drinking cup being found in 1862 in a gravel pit in the Parish.

The Itinerary of the Roman Emperor Antoninus Pius (138 – 161 AD) suggests he could have stayed at Bannaventa, a Roman town situated astride the Watling Street to the North East of the Parish. Archaeological evidence of Roman settlement in the Parish includes a skeleton, coins from the reign of Constantine and pottery fragments.

The Parish is mentioned in the Domesday Book and several documents from the Medieval period. However, to understand the form and shape of the village today, we must jump forward to 1800, the year Thomas Botfield bought Norton Manor House for his son Beriah. The Manor House, renamed Norton Hall, was progressively developed into a gothic mansion, surviving until 1952 when it was demolished because of its dangerous state of repair.

By 1808 Beriah had improved and modernised the house. On his death in 1813 the Estate passed to his son, also Beriah, who carried out extensive alterations to the house and gave Norton its present characteristic shape, and form.

As regards the shape of Norton Beriah's most significant actions were:

1. Re-routing Daventry Road so it ran to the rear of Norton Hall, and around the outside of the parkland. Thus giving the road its characteristic form with right angle turns by the White Horse and at the then Gatehouse.
2. Removing the Village from it's original medieval location, this site becoming an avenue of trees to provide a fittingly spectacular setting for the Hall and Medieval Church.
3. Building a new Village along the Daventry road.

Beriah's legacy is the historic heart of the Village characterised by stone houses and terraces of stone and brick cottages, including several Grade 2 listed buildings. From the 1960s / 1970s Norton has been extended by several phases of development including, Home Farm Court, Eaglesfield, Manor Gardens, Bakers Lane, to the South of Daventry Road, and development along the ironically named Broadway and Weedon Lane. A major theme of these developments being larger detached executive style houses.

From the mid-twentieth century Norton Village acquired two distinct visual characteristics. Travelling from Daventry, the Village up to the White Horse has a closed in feel with the building lines of the older style cottages close to or adjoining the footpath. Whilst, from the White Horse the Village assumes a more open feel, with buildings set back from the footpath and many green areas, particularly to the West side of Daventry Road by Home Farm Court

Suggestions for photographs:

1. Two pages labelled – The historic heart of Norton Village with photographs of:

- a) Terraced cottages on Daventry Road
- b) Tattle bank
- c) Charity Cottages
- d) White Horse
- e) Pear Tree Cottage
- f) Dairy Farm House
- g) 54 Daventry Road, the only thatched house in the Parish

2. Two pages labelled - phases of developments from 1960s / 1970s with pictures of:

- a) Home Farm Court
- b) Eaglesfield
- c) Manor Gardens
- d) Bakers Lane
- e) The Broadway
- f) Weedon Lane

3. Two pages labelled – open spaces that visually characterise Norton Village:

- a) Green space outside the White Horse
- b) Bus stop Green
- c) Village Green
- d) Home Farm Court
- e) Green by the wall
- f) Green opposite Village Hall
- g) Green space around the War Memorial

Note. DDC limited neighbourhood to 10MB.

Turning to the wider context. Norton Parish sits between the Northamptonshire uplands to the East and Borough Hill to the West and forms the southern approach to the Watford Gap corridor. A linear area of predominately gentle contours notable for the way in which the A5 Trunk Road, M1 Motorway, Grand Union Canal and West Coast Mainline are squeezed together by the surrounding slopes.

The Parish is attractive quintessential English Countryside, with gently rolling land, mixed farming with traditional sized fields, mature hedgerows, individual mature trees and small spinneys. Within the Parish are two hamlets, Thrupp and Muscott.

At the Northern edge of the Parish the Grand Union Canal passes under the A5 trunk road. Easy access provided by the meeting of the canal and road plus parking make this location a tourist hub. The area, popular for towpath walks, angling and narrowboat moorings, is served by the New Inn, one of the Parish's two pubs. A boat sales business is located at Norton Junction, the point where the Grand Union Canal splits on its way to Birmingham and Leicester via the "Leicester Line".

Suggestions for photographs:

- 1. Two pages with views around the parish**
 - a) Gently rolling land**
 - b) Mixed farming with traditional sized fields**
 - c) Mature hedgerows**
 - d) Individual mature trees**
 - e) Small spinney**

- 2. Two pages with views of the Canal**
 - a) Showing historical buildings**
 - b) Leisure and tourist activities**

3. Key issues identified in the consultation process

The 14 policies and seven community actions set out from section 4 onwards below were developed to directly address the priorities identified by Norton's parishioners. The consultation involved distribution of a questionnaire with fixed response and open-ended question items to every household and business in Norton Parish. Of the 170 questionnaires distributed, 73 were returned, providing a 43% response rate. Most people were employed in some capacity, with a significant proportion of people retired. More than 1 in 10 respondents indicated that someone in their household had a disability.

3.1 Housing related development

People indicated that they understood the need for further housing within the Parish up to 2029, and in particular identified that any development should address the housing need of those already within the Parish. It should therefore include affordable homes to buy and rent. They expressed that any development should be small in nature and should be in keeping with the character of the Village. Some people commented that self-builds and energy efficient homes may be desirable.

The majority of respondents said that if they chose to move home they would wish to move to a smaller property than they currently live in, or a bungalow or retirement/sheltered accommodation.

People were also concerned with where new housing was located. They did not want to be subsumed by Daventry, but wanted to maintain the rural location and feel of the Village and wider Parish. People overwhelmingly indicated that they wished to preserve countryside views.

Other issues raised in relation to fulfilling housing needs included consideration of the need to increase the sewage facilities which are at capacity, consideration of street lighting and keeping light pollution to a minimum and consideration of the risk of flooding which affects some areas of the Village.

3.2 Business related development

The majority of people are not looking for employment opportunities to increase within Norton Parish. However, where people do favour new businesses the request would be for small units focusing on light industrial activity or creative arts. There are a small but significant minority of respondents running a business from home, but there is very limited appetite for further business premises in the Parish.

3.3 Other priority issues for the people of Norton Parish

3.3.1 Traffic, transport and parking

The vast majority of questionnaire respondents indicated that traffic speed and volume was an issue for them. People indicated a clear desire for improvements in traffic calming measures within the Village of Norton. People also indicated that levels of safety within Norton were only 'fair' at best in the main, which is also likely related to traffic. A comment related to this was that, 'under 18s aren't safe in

Norton due to the speed cars drive through/around'.

Car parking, and the number of cars that have to be parked 'on street' by residents was identified as an issue which needs addressing regardless of whether or not further development is approved.

Although the majority of residents of the Parish use cars to travel there are also a significant minority who need to use public transport. The bus service to Norton was identified as either 'poor' or 'very poor' by many. There was also a statistically significant association between respondents identifying that their main reason to leave Norton was for health appointments and those who use public transport; indicating that it is likely to be the elderly, and those with disabilities and long-term conditions who most need this vital service.

3.3.2 Footpaths and footways

The most common response when people were asked about their views on footpaths within the parish was that they were 'poor'. An overwhelming majority of respondents identified that maintenance of footpaths and bridleways was either 'quite important' or 'very important', with 'very important' being the most frequent response by far. Example comments include:

"There are ...some good bridle paths and public rights of way which should be retained at all costs. The loss of these areas to housing etc would contribute to Norton losing its identity and being subsumed by Daventry."

"Footpath to Daventry needs improvement and a cycle path would be good"

People value the local canal and its surroundings as a place for recreation within the Parish and the maintenance of footpaths here was also identified as important.

3.3.3 Additional community facilities

The 'sense of community' was most frequently rated as 'fair' indicating that there is real scope to work to enhance this aspect of Village life amongst residents. A large majority of respondents said that there should be more communal spaces and more facilities for sports and recreation or clubs and groups. Teenagers were identified as the most under-served part of the community and comments around facilities that met their needs were identified by some including, 'install wi-fi into Village Hall along with a coffee machine to encourage youngsters to meet up there'.

3.3.4 High-Speed Broadband

High-speed broadband internet access was identified as a priority issue that needs addressing regardless of approval of proposals for development.

3.3.5 Mains gas

The lack of mains gas was identified as a priority issue that needs addressing regardless of approvals of proposals for development.

4. Development within Norton Village

4.1 Norton Village within the context of West Northamptonshire

The West Northamptonshire Joint Core Strategy Local Plan (WNJCSLP) calls for the rural areas of Daventry District to provide 2,360 dwellings between 2011 and 2029. At the time of writing (2018) Daventry District Council (DDC) has already exceeded this allocation of rural dwellings for up to 2029.

The WNJCSLP sets out a framework for developing a rural settlement hierarchy.

1. Primary service villages
2. Secondary service villages
3. Other villages
4. Small settlements/hamlets

Within this hierarchy development at locations in primary and secondary service villages is preferred as those which can provide the services and facilities to meet the day-to-day needs of residents including those from surrounding settlements. Other villages are defined as settlements having an even more limited range of services and are more reliant on the services of larger centres for day to day needs. The scope for development within these villages is likely to be limited to windfall infill development, although some housing to provide for local needs may be suitable. The emerging Settlements and Countryside Part 2 Plan for Daventry District identifies Norton within this 'other villages' category (Section 5.2.05, page 30) Development in these villages is, 'limited to windfall infill although some housing to provide for local needs may be suitable.'

4.2 The historic heart of Norton Village

The area shown on **map X and detailed in the accompanying list** comprises the historic heart of the Village. In addition to residential buildings, this historic heart includes:

1. The Grade 2 listed Charity Cottages, Numbers 4 to 9 Daventry Road, built 1853
2. A Grade 2 listed thatched house, Number 54 Daventry Road, late 17th Century

3. The Grade 1 Church of England building dating from the 13th century, with a grade 2 listed Chest Tomb commemorating members of the Botfield family
4. The White Horse public house
5. War Memorial
6. Village Green
7. Village Hall

Insert map showing the historic heart

Policy 1 – Proposals to give the historic heart of the Village conservation area status will be supported.

4.3 High levels of on street parking

Norton is well placed for access to motorways and trunk roads and has attracted many people who use cars to travel to work. This means a high level of car ownership that is compounded by poor provision of public transport. Consequently the Village has a high level of on street parking with vehicles often parked on public footpaths and grass verges.

4.4 Housing mix

Objective 13 of the West Northamptonshire Joint Core Strategy Local Plan is, 'To protect and support rural communities to ensure they thrive and remain vital.'

Paragraph 4.57 states, housing must be delivered to:

1. Create balanced communities
2. Meet current and future needs
3. Take into account mix, size, tenure

The pattern of development within Norton has been for larger executive style homes. Respondents to the questionnaire explicitly rejected further development of such homes for three reasons:

1. They were out of keeping with the historical style and character of the Village, with the historic heart of the Village consisting of terraced cottages (originally built for agricultural workers.)
2. They don't meet the housing needs of the people from the Village as defined in the 2015 housing needs survey.
3. They make homes in Norton unaffordable, in particular for the grown up children of people living in the village and elderly parents who wish to move closer to their children.

Norton already has an adequate supply of larger detached executive style homes for example, Manor Gardens, Bakers Lane, Eaglesfield and the South side of Daventry Road.

The March 2015 housing needs survey identified a need for 23 dwellings consisting of:

Social Housing (Rented) 8 dwellings

Property Type	Number Required
1 Bed flat	4
2 Bed flat	1
Older Persons Accommodation	3

Social Housing (Shared Ownership) 3 dwellings

Property Type	Number Required
1 or 2 Bed flat	1
2 + Bed house	1
3 + Bed house	1

Private Rental

One household expressed a need for private rental accommodation

Self-Build

4 households expressed an interest in obtaining land to self-build

Open Market Housing 12 dwellings

Property Type	Number Required
2 + Bed house	1
3 Bed house	1
3 + Bed house	2
4 + Bed house	1
Bungalow	4
Bungalow or Extra Care	2
Bungalow or House	1

Policy 2 – Proposals for residential development will be supported providing they:

- 1. Are within the Village confines**
- 2. Are of a small scale**
- 3. Rebalance the supply of housing to meet the needs of the most up to date housing needs survey**
- 4. Have adequate off-street parking**
- 5. Are of materials, style and design in keeping with their immediate context**

4.5 Exception sites

4.5.1 Affordable / smaller housing

Policy H3 of the WNJCSLP allows for the provision of exception sites to meet specific locally identified housing needs.

Sites can be either purely affordable housing or include a mix of tenure essential for the delivery of the affordable element.

The scheme must be

- 1. Within or immediately adjoining the main built up area of settlement**
- 2. Have a form and scale clearly justified by the a local housing needs survey**
- 3. Ensure affordable housing is available and affordable in perpetuity for local housing needs**

Within the context of Norton Neighbourhood Plan, such a site is to be developed in line with the conclusions of the March 2015 Norton housing needs survey focusing mainly on 1 and 2 bed houses and bungalows available for sale or rent.

Discussions between The Parish Council, Northants Rural Housing Association, and a landowner to bring forward such a site are ongoing. The site will include a safe children's play area and self-build plots for local people.

Policy 3 – Proposals for residential development on an extension to Goulden's view will be supported providing they consist of a balanced mix of affordable and smaller two bedroom houses and bungalows to meet the needs identified in the 2015 Housing Needs Survey and:

- 1. Include safe children's play area(s) with high levels of natural surveillance**
- 2. Include self-build plots for local people**

4.5.2 Village Hall

The current Village Hall (used as a polling station) is rented from the Church of England and the Village has no long term lease. It is a 19th Century building which is damp, expensive to heat and not suitable for the full range of community activities.

Policy 4 – Proposals for a new Village Hall will be supported providing that:

- 1. The site is within easy walking distance of the Village centre**
- 2. It has adequate car parking**
- 3. It is fully meets the requirements of the current Disability Discrimination Act**
- 4. It's safe and warm for use by young children**
- 5. It has a high-speed broadband connection**

4.6 Commercial and business development

4.6.1 Business within Norton Village confines

Existing businesses: At the time of writing (2018) there are several micro and small scale businesses within the Village, mainly operating from residential premises.

- 1. Cake bakery**
- 2. Design and print**
- 3. Local builder**
- 4. Pub with an attached chip shop**
- 5. Reproduction wooden Victorian wheel barrows**
- 6. Web design and new media**
- 7. Business consultancy**

Home working: Across the Parish are many self-employed and employed people who work from home at least one day per week. To support these people and, make home working a long-term viable and sustainable option for others, access to low-cost high-speed broadband is a key priority.

4.6.2 Future development within Norton Village confines

It is recognised that Daventry District Council planning policy (saved policies EM11/12/13/14) allows for appropriate commercial and business development within infill villages. However Norton has particular circumstances:

- 1. There is no existing commercial and business areas within the village. (The agricultural buildings to the South East of the Village on the Daventry side of Weedon Lane were granted planning permission for B1 use in 2016. At the time of writing (2018) development of this site has not been commenced. B1 use is tightly controlled by planning regulations and means the site can only be used for:**
 - Offices were there will be a limited number of visits by members of the public.**

- Light industrial, research and development , uses which can be carried out in any residential area without detriment to the area by reason of noise, vibration, smell, fumes, smoke, soot, ash, dust or grit.

2. Access for commercial traffic is highly problematic

- a. Weedon Lane is narrow and has areas of poor visibility associated with bends
- b. The centre of the Village is difficult to negotiate:
- c. High levels of on-street parking
- d. An acute left hand turn with very poor visibility where Weedon Lane joins Daventry Road

Insert one page of pictures showing:

1. On-street parking
2. Weedon Lane bends
3. The poor visibility at the junction of Weedon Lane and Daventry Road

Policy 5 – Proposals for commercial or business development will be supported providing:

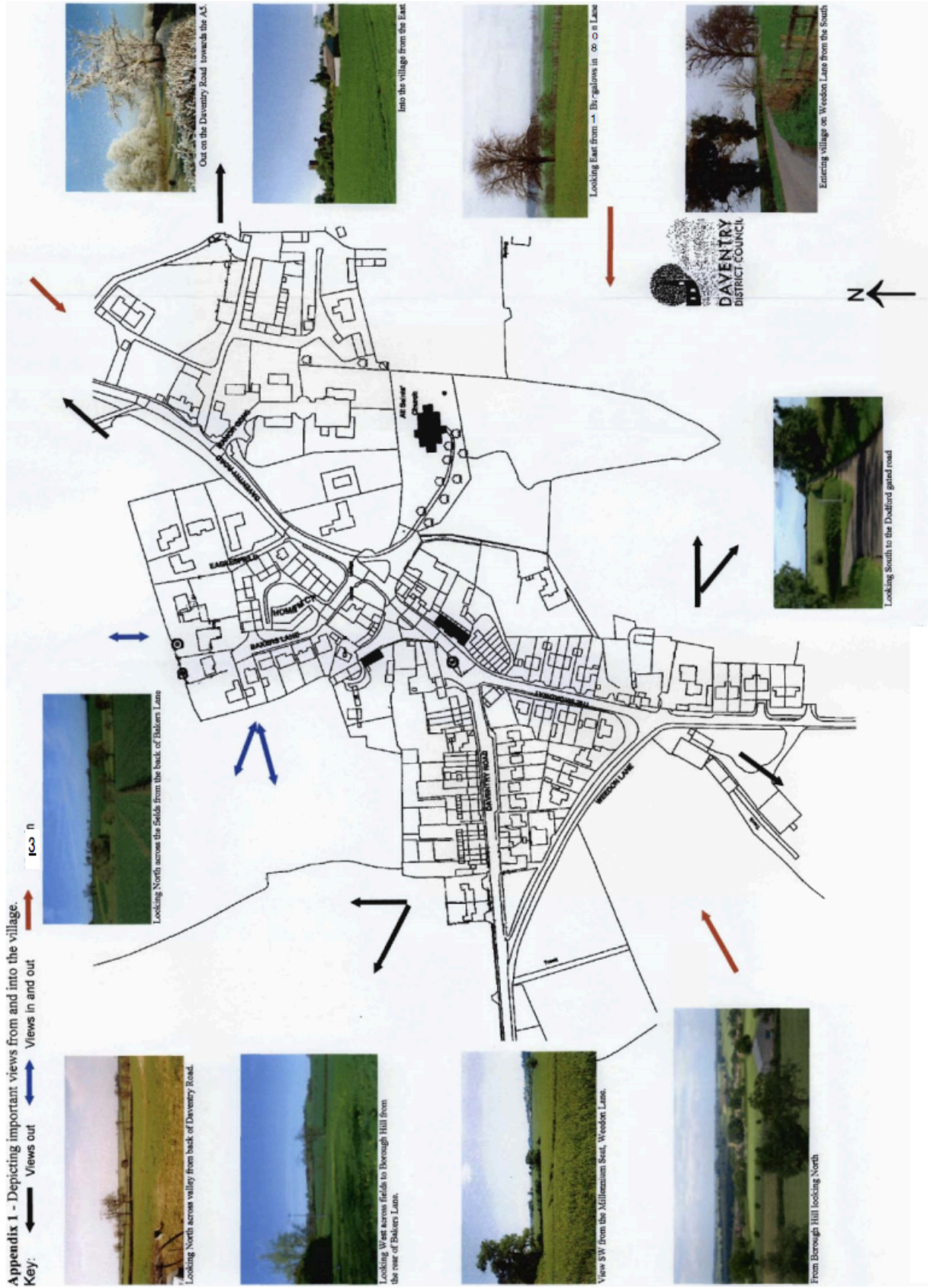
1. They respect the rural setting of Norton Village and the amenity of its residents and mitigate any adverse impact in relation to noise, dust, vibration or other nuisance arising from processes or traffic related to the development
2. The volume of traffic and size and type of vehicles accessing the development must respect the village setting

4.7 Important views

Norton is a linear settlement. The approach from Daventry is from an elevated position on Borough Hill, so the Village is highly visible within its landscape setting. Additionally there are many notable views of the surrounding landscape from within the Village.

These views are important as a community amenity to enhance the quality of life. The views shown below are especially valued by the community:

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This page from existing VDS. Needs new photos, map and numbering

Policy 6 – Important Views:

Any development proposals must ensure that the openness and key features of these important views can continue to be enjoyed including distant buildings, areas of landscape and the juxtaposition of the Village edge, arboreal setting and the surrounding open countryside. Development proposals that have any harmful impact on such views will be resisted.

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5.0 Development outside Norton Village confines

There are three principal objectives of this policy area of the Norton Neighbourhood Plan:

1. To ensure Norton remains a distinct and separate settlement with clear separation from Daventry, retaining its individual identity. A large scale Sustainable Urban Extension (SUE) is planned to the East of the Daventry Country Park, which will reduce this separation.
2. To ensure development is carefully controlled and doesn't occur at the cost of the essential character and nature of the Parish.
3. To ensure the canal and it's immediate environs maintain their individual character.

5.1 Ensuring Norton remains a distinct and separate settlement

There is very strong feeling within the community that Norton Village should maintains its individual identity and not coalesce with Daventry. However no policy is proposed in this document, as in the latest DDC Local Plan Green Wedges between Norton and Daventry are included.

Insert map showing the green wedges between Norton and Daventry taken from DDC's latest consultation document

5.2 Maintaining Norton Parish's essential character and nature

Open countryside within the Parish has been shaped over many decades by a mix of livestock and arable farming. Today the majority of this countryside is farmed by seven long-established family enterprises. Reflecting the nature of modern agri-business there is a wide range of farm diversification:

1. Agricultural contracting services
2. Equestrian activities

3. Grain store
4. Green energy generation
5. Straw and fodder sales

Interspersed between livestock and arable fields there are many pockets of woodland. Smaller parcels of land, in and around the Village, are used for keeping horses.

All areas outside the Village confines including the hamlets of Thrupp and Muscott will be considered as open countryside.

The Parish is a working area that needs to offer development and employment opportunities to remain economically and socially sustainable. It is also recognised that the economic forces on farming have increased and as a result there will be growing pressures for farm diversification also the development of farmhouses, agricultural buildings and existing buildings in open countryside.

Motor Sport and Activities for motor-cycles, cars and off-road vehicles are a route potentially used by farmers to increase their income. They generate much noise, which carries a substantial distance, also other forms of pollution. The small size of our Parish combined with its compact shape, means it is not suitable for any form of Motor Sport or Activities, as everyone in the Parish would have to suffer the noise.

Policy 7 – Proposals for the conversion to residential use of existing buildings will be supported providing they:

1. Are of a scale and style sensitive to the vernacular roots of the existing structure
2. Are of good architectural design appropriate to the surroundings

Policy 8 – Proposals for new build residential development outside Norton Village confines will not be supported

Norton Parish is an area of attractive countryside of mixed farming with traditional sized fields, mature hedgerows, individual mature trees and small spinneys. With the

canal running through it the Parish has much appeal as an area for rural holidays and short breaks.

Good neighbour enterprises which provide an opportunity for additional income whilst sharing our beautiful surrounding with visitors are to be encouraged. Such enterprises could include:

1. Canal boat holidays
2. Bed & Breakfast
3. Artisan workshops
4. Log cabins, shepherd's huts and yurts

Policy 9 – Proposals for commercial or business development outside Norton Village confines will be supported providing they comply with DDC saved policy EM16 and:

1. Are not for the purpose of motor sport or other similar activities for motor-cycles, cars and off-road vehicles
2. Are designed and operated to avoid noise (including robust noise mitigation strategies) and light pollution
3. Don't have extended opening hours
4. Respect the rural location
5. Are of a scale appropriate to the size of Norton Village

5.3 Maintaining the Canal's individual character

The area around the Canal is highly attractive and represents an important amenity for tourism and leisure. The Parish Council are strongly in favour of retaining the character of this conservation area, particularly around the Old Toll Keeper's House, Norton Junction and the New Inn.

To include the area in the life of Norton, the Parish Council would like to put a village notice board in this area.

It is noted that the area adjacent to where the Grand Union Canal passes under the A5 is a conservation area. To enhance the amenity value of this area further it is recognized that a general shop would be of value.

Policy 10 – Proposal to convert an existing building to support the Canal as a leisure and tourism asset will be supported providing:

- 1. It is sensitive to the immediate surroundings**
- 2. Of an appropriate scale and nature**
- 3. Will not create a nuisance to residents or canal users**

6. Community infrastructure

6.1 Footpath to Daventry

Improved footpath / cycleway to Daventry: The footpath connecting Norton to Daventry has suffered a chronic lack of maintenance. As a result it is unsafe, with multiple tripping hazards, at several points the surface is so poor pedestrians find it necessary to walk on the carriageway with the risk of being struck by traffic travelling at up to 60 mph. Currently children have to use it to walk to and from school.

Similarly, cyclists travelling to/from Daventry face the combined hazards of a steep hill and bends with restricted visibility. Should they find it necessary, there is no safe footpath on which to push their bicycles up the hill. The same applies to mothers with pushchairs.

Policy 11 – Proposals for upgrading and/or a new footpath/cycleway to Daventry will be supported. Optimum proposals would include:

- 1. A safe road crossing at the bottom of Borough Hill near the Golf Course entrance**
- 2. Design to minimize opportunities for crime**
- 3. High levels of natural surveillance**

6.2 The White Horse and New Inn public houses

The White Horse and New Inn public houses are important amenities allowing Norton people to meet and socialize, their continuation as 'local watering holes' is highly desirable.

Policy 12 – The White Horse and New Inn public houses are important amenities, proposals which result in their loss will only be permitted where:

- **The site is no longer attractive to the market for its existing permitted use as demonstrated by evidence that it has been actively marketed for a period of 12 months.**

6.3 High-Speed Broadband

Norton currently suffers extremely low broadband speeds. For the functioning of people's everyday lives and to enable sustainable environmentally friendly business practices, this must be addressed.

The Church of England building dating from the 13th century is Grade 1 listed. It is currently on the Heritage At Risk Register and faces the threat of closure as a place of worship. An innovative use of the building's tower would be the installation of wireless network equipment allowing the village access to high-speed broadband. Such use could generate income to help pay for much needed maintenance.

This innovative solution would be compatible with listed buildings legislation, which states proposals "...will be supported where special regard is had to the desirability of preserving the listed building or its setting."

Policy 13 – Proposals for the introduction of High-Speed Broadband into Norton, including the installation of equipment on the Church of England building, will be supported.

7.0 Traffic management

The West Northamptonshire Joint Core Strategy Local Plan's Policy R3 A Transport Strategy for Rural Areas states.

“There should be improved accessible and sustainable transport within rural areas and the avoidance of congestion and rat running.”

Norton is a rat-run village with the double problems of high traffic volumes and speeds, particularly in the peak periods. The causes for this and exacerbating factors are:

Norton Village is on the established 'back road' route from Daventry to Northampton: The signposted route from Daventry to Northampton is on the A45 via Weedon and Flore. However Norton is a popular alternative rat-run that sees substantial traffic during the peak morning and evening periods. The Flore Weedon by-pass may partially alleviate this by creating a faster route from Daventry to Northampton avoiding the 30 mph zones in Flore and Weedon and the traffic lights at the A5 / A45 junction. However many drivers will still prefer the 'back road' to Northampton as it avoids peak period congestion at the Six Fields roundabout on the outskirts of Northampton.

The approaches into Norton Village allow high speeds: Regarding the speed of traffic through the village, the approaches, both from Daventry and Northampton, to Norton are comparatively straight and allow drivers to enter the village at speeds in excess of the 30mph limit. This is a particular issue on Daventry Road where visibility is restricted by on-street parking.

Policy 14 - To keep our children safe, traffic management schemes will be supported providing they are designed to achieve the following goals:

- 1. Reducing the speed of traffic within Norton Village**
- 2. Reducing the volume of traffic using Norton Village as a rat run**
- 3. Discourage traffic using Norton as a route to/from Daventry**
- 4. Encourage traffic to use alternative routes to/from Daventry**

Annex 1 - historical features

1. Roman settlement of Bannaventa. Archaeological work and mapping undertaken by CLASP
2. Medieval earthworks in Thrupp and Muscott indicating deserted villages
3. Saxon burial site between Muscott and Norton
4. Site next to Norton Church with remains of the original Norton village demolished in 1840 consisting of cottages and several streets. Circa 2 acres and retention of original iron railings
5. Grounds of Norton Hall Estate some 2,200 acres part dating back to the 12th Century
6. Norton Village historic heart conservation area
7. Conservation area of Grand Union Canal and its immediate surrounds
8. Ancient roadway, confirmed by the Enclosure Act 1755 from Norton to Borough Hill
9. Medieval ridge and furrow
10. All Saints Church, Norton. Grade 1 and English Heritage listed. Church , grounds and graveyard. Arch and gateway to old Hall dated 1610.
11. Methodist Chapel built 1818
12. 18th Century Northamptonshire stone wall surrounding the Norton Estate and Church (currently extending to the Beehive Lodge)
13. White Horse pub
14. Numerous early 19th Century cottages on Daventry Road. The Charity Cottages, Tattle Bank, Peartree Cottage, Village Hall (originally the Village School).

Annex 2 – Community actions

- 1. The Parish Council will use funding from the Community Infrastructure Levy or developer contributions to either:**
 - **Purchase and upgrade the existing Village Hall**
 - **Build a new Village Hall with parking on an exception site within easy walking distance from the Village centre**
- 2. The Parish Council will seek funding from the Community Infrastructure Levy or developer contribution to fund traffic management schemes.**
- 3. The Parish Council will lobby for a 20 mph speed limit with speed management chicanes, giving priority to vehicles leaving the village.**
- 4. The Parish Council will work with the developers of the SUE and other stakeholders to ensure safe and easy foot and cycle access to Daventry.**
- 5. The Parish Council will:**
 - **Lobby to raise awareness of the slow broadband speeds**
 - **Seek funding from the Community Infrastructure Levy or developer contributions to fund broadband upgrades**
- 6. The Parish Council will review the status and condition of footpaths and bridleways once a year (based on feedback from the public) and work with landowners to keep footpaths and bridleways open and free of obstructions.**
- 7. To enable the people of Norton to actively contribute to the planning process, the Parish Council will maintain and publish on it's website, a list and map of all listed properties and TPOs.**