

**Hawkesbury
Junction
Conservation Area
Appraisal and
Management Plan**

2021

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1. Statement of Special Interest

1.1 This section provides a concise summary of the special architectural and historic interest of the Hawksbury Junction Conservation Area. The area's character and appearance are deemed desirable to preserve or enhance and so the following assets and features will need to be considered when assessing new development proposals within the Conservation Area. More detailed information is available within this document.

1.2 The following features are considered to contribute positively towards the conservation area:

- There are three nationally listed buildings:
 - i. Engine House (or Pump House) (Grade II listed)
 - ii. 4 - 14 Sutton Stop (Grade II listed)
 - iii. 16 - 18 Sutton Stop and Greyhound Inn. (Grade II listed)
- There are two nationally listed structures:
 - i. Roving Bridge over the Oxford Canal (Grade II listed)
 - ii. Footbridge over the Coventry and Oxford Canals (Grade II listed).

- There is one locally listed building - 32 Sutton Stop - a former boatyard and gunpowder store.
- The Lock Office is a positive building in the Conservation Area
- The landscape within and beyond the Conservation Area particularly the area separating the Coventry and Oxford Canals.

1.3 The issues or vulnerabilities which affect the conservation area's character are:

- The area surrounding the Engine House is a Non Strategic Housing Site in the Borough Plan (ref: NUN242). Development proposals will need to prevent the loss of the silhouette of Engine House to the surrounding townscape.
- The footbridge over the Coventry and Oxford Canals shows signs of deterioration to brickwork and footway.
- Borough Plan Strategic Site HSG12 the former Hawkesbury Golf Course is within close proximity to the site and may lead to an increase in visitors to the site. There may be a further erosion of bridges and canal footpaths.

- Car parking to the front of 4 - 14 Sutton Stop obscures views of key buildings.

2. Introduction

Hawkesbury Junction has been an important link in the region's canal network for more than 200 years. The junction is where the Coventry Canal and Oxford Canal meet. The area is also known as Sutton Stop, named after a family who provided lock keepers for the junction over several generations. Sutton Stop is also the name of the road leading to the junction. The Hawkesbury Junction Conservation Area was jointly designated by Nuneaton and Bedworth Borough Council and Coventry City Council in 1976. A review of the area was undertaken in 1996. It is one of five conservation areas managed by Nuneaton and Bedworth Borough Council.

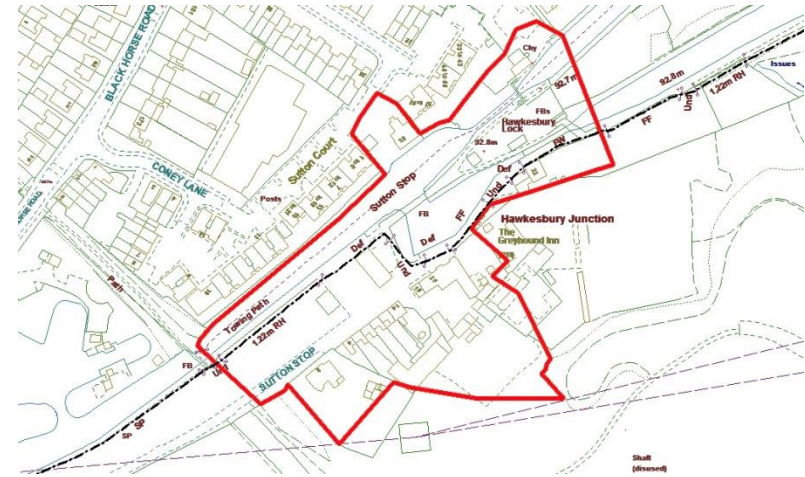


Figure 1: Hawkesbury Junction Conservation Area

The administrative boundary runs through the Conservation Area with the northern section administered by Nuneaton and Bedworth Borough Council and the southern section by Coventry City Council. As a heritage asset in its own right, planning applications will be assessed against the Conservation Area as a whole.

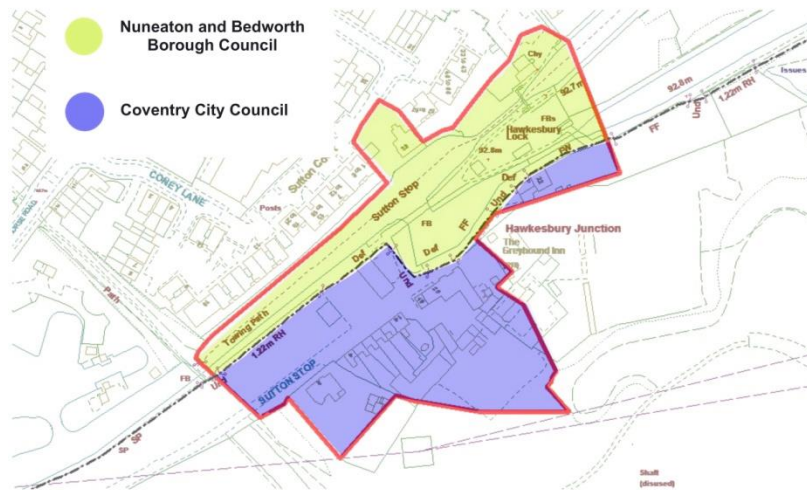


Figure 2: Hawkesbury Junction Conservation Area

2.1 Planning Policy Context

2.1.1 Conservation areas are governed under the Planning (Listed Buildings and Conservation Areas) Act 1990¹.

¹ <https://www.legislation.gov.uk/ukpga/1990/9/contents>

² https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/810197/NPPF_Feb_2019_revised.pdf

³ <https://www.gov.uk/guidance/conserving-and-enhancing-the-historic-environment>

2.1.2 The National Planning Policy Framework (NPPF)² (2019) sets out the overarching requirement for local planning authorities to identify and protect areas of special interest (Section 16).

2.1.3 Planning Practice Guidance³ provides further guidance on conserving and enhancing the historic environment.

2.1.4 The Nuneaton and Bedworth Council Borough Plan⁴ sets out the policies for guiding development within the Borough, including that within conservation areas.

2.1.5 The Council has produced Supplementary Planning Documents⁵ in support of the Borough Plan which should be referenced in relation to applications in the Conservation Area.

⁴ https://www.nuneatonandbedworth.gov.uk/downloads/file/1788/d11_-_borough_plan_2011_-_2031_publication_2017

⁵ https://www.nuneatonandbedworth.gov.uk/downloads/21055/adopted_borough_plan

2.1.6 General guidance relating to conservation areas is published by Historic England and has been used in the preparation of this document.

2.2 What is a Conservation Area?

2.2.1 A conservation area is defined as “area of special architectural or historic interest the character or appearance of which is it desirable to preserve or enhance”⁶.

2.2.2 Conservation areas recognise the unique quality of an area and protect and manage the special architecture and historic interest of a place.

2.2.3 The quality of an area includes (but is not limited to) individual buildings, monuments, topography, materials, detailing thoroughfares, street furniture, open spaces and landscaping, overall scale, and massing.

2.3 Purpose of Conservation Area Appraisal and Management Plan

2.3.1 The Planning (Listed Buildings and Conservation Areas) Act 1990 requires that all local planning authorities “formulate and publish proposals for the preservation and enhancement” of conservation areas within their jurisdiction, and that these proposals are reviewed from time to time⁷.

2.3.2 “Time to time” is not defined in legislation, however Historic England recommends a review every five years as ‘ideal’⁸.

2.3.3 The proposals are normally published in a conservation area appraisal document which defines the special interest of the area. An accompanying management plan sets out the framework for the protection and enhancement of the area.

2.3.4 Over time, the special interest may evolve and see a decline in the qualities which make an area special. Conversely, well thought out design may improve an area. Wider social and economic changes may also impact upon the conservation area. It is therefore necessary to undertake a

⁶ Section 69 (1), Planning (Listed Buildings and Conservation Areas) Act 1990

⁷ Section 71 (1), Planning (Listed Buildings and Conservation Areas) Act 1990

⁸ [conservation-area-appraisal-designation-and-management.jpg \(220x311\)](https://www.historicengland.org.uk/conservation-area-appraisal-designation-and-management.jpg)
([historicengland.org.uk](https://www.historicengland.org.uk))

review to ascertain if the character of an area remains special and that the management proposals are appropriate.

- 2.3.5 To provide a framework to the review of the Hawkesbury Junction Conservation Area the following questions are asked of the appraisal:
- What has happened to the conservation area since the last review?
 - How effective have the Conservation Area documents been in guiding development?
 - What are the current issues in the area and do the current documents provide a reasonable base for either exploiting positive opportunities or resisting dramatic or erosive change?
 - What issues are not addressed in wider policy areas and will need to be dealt with through reviewed documentation for the conservation area?

Explicit answers are not provided to these questions; rather they are used to guide the research and management plan.

- 2.3.6 The review has involved:
- Individual building evaluation

- Review of the setting
- Review of planning applications
- Historic photographs

2.3.7 The omission of any building, structure, feature or space in this review does not imply that it is not significant or does not positively contribute to the character and special interest.

2.4 Consultation

2.4.1 It is a statutory requirement under the Planning (Listed Buildings and Conservation Areas) Act 1990 for conservation area guidance produced by or on behalf of Local Authorities to be subject to public consultation, including a public meeting, and for the local authority to have regard to any views expressed by consultees.⁹

2.4.2 A draft of the Hawkesbury Junction Conservation Area Appraisal and Management Plan will undergo public and stakeholder consultation from 11th June 2021 to 6th August 2021.

⁹ Section 71 (1), Planning (Listed Buildings and Conservation Areas) Act 1990

3. Historic Development

3.1 Early Development

3.1.1 Coal mining has been a strong influence on the development of Nuneaton and Bedworth and led to the development of the canal system in the area. Coal was first extracted in Bedworth in the 13th Century. Continuing through the centuries, in the early 17th century there was a system of free houses for pitmen in operation. In 1769 Sir Roger Newdigate, who owned production of coal in Bedworth, opened the Coventry to Bedworth Canal which increased the market for coal from the area¹⁰.

3.1.2 The Oxford Canal was started in the same year as the Coventry Canal opened in 1769. The first stretch of ten miles was completed two years later and included Hawkesbury.

3.1.3 The economic benefits of the canal system were seen by some people on a larger scale. Canal engineer James Brindley was one who saw the possibility of the Coventry Canal and Oxford Canal as part of a route linking the

industrial north of England with the south east of England. Known as the 'Grand Cross' which envisioned using the large natural rivers of the Thames and the Severn in the south and Rivers Trent and Mersey in the north.

3.1.4 Economics also played a large part in the location of the junction between the canals. A financial disagreement between the Coventry Canal Company and the Oxford Canal Company over toll fees led to the two canals running parallel to each other from Hawkesbury to Longford.

3.1.5 The two companies each wanted a junction located to best serve their economic interests. The Coventry Canal Company wanted the junction located at Gosford Green to the east of Coventry City Centre, but the Oxford Canal Company wanted a junction at Bedworth. A compromise was reached, and the canals were joined at Longford in 1777.

3.1.6 The junction was moved to the present location in 1803. Coventry Canal Company requested a wider junction at

¹⁰ [Parishes: Bedworth | British History Online \(british-history.ac.uk\)](https://www.british-history.ac.uk/parishes/bedworth)

Hawkesbury in the 1830s. The junction as it is now, was made in 1836 and bridged in 1837.

3.1.7 The development of buildings at Hawkesbury Junction probably began in the 1830s. The Engine House, Lock Office and what is now the Greyhound Inn were in use at this time. The Inn providing stables and lodgings for canal workers and horses. The presence of stop locks probably led to the location of the Lock Office and Inn at this point.

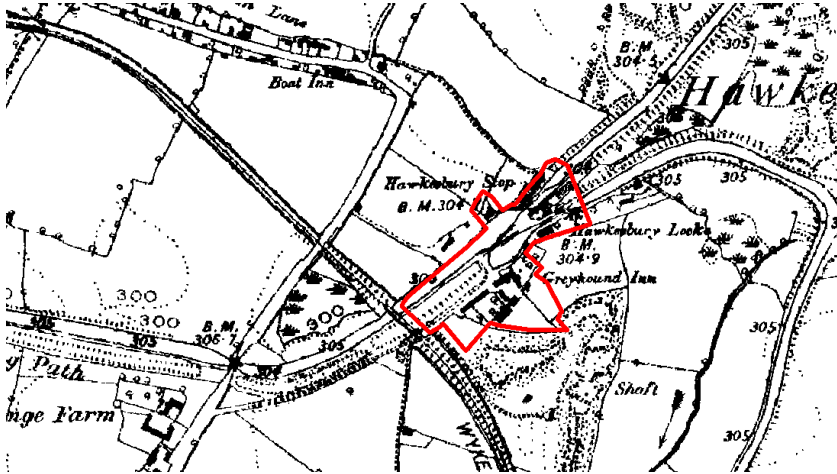


Figure 3: Hawkesbury 1888 1891

3.1.8 Economics continued to have an influence on the canals as tonnage fluctuated dependant on economic cycles. Competition for business from the railways eventually led to an unsustainable decline in the canal's business.

3.1.9 The canal system was ultimately saved by the increased interest in leisure activities on the canals. This has led to the restoration of locks throughout the country including Hawkesbury.

3.2 Later Development

3.2.1 Large areas of derelict land surrounded Hawkesbury Junction and in 1995 Nuneaton and Bedworth Borough Council, Coventry City Council and British Waterways commissioned a study to regenerate the area surrounding Hawkesbury Junction. The result has been the development of residential development which sits outside, but overlooks the Conservation Area.

4. Character Assessment

4.1 Location and Topography

- 4.1.1 The Hawkesbury Junction Conservation Area is located directly south east of Hawkesbury Village and approximately 1.4 miles south of Bedworth. It is positioned at the point where the Oxford Canal meets the Coventry Canal. The Coventry Canal continues to the south west of the junction towards Coventry Basin which is a distance of 5.5 miles; northwards, at a distance of 2.8 miles it joins Ashby Canal at Marston Junction. The Oxford Canal then continues to Brauston which is a distance of 22 miles.
- 4.1.2 The landscape surrounding Hawkesbury Junction is typical urban fringe with fields, hedges, and settlement boundaries in view. The canals, locks and junctions at Hawkesbury are particularly important in providing some local distinction relating to the industrial heritage of the landscape.
- 4.1.3 Hawkesbury Junction is bounded by residential housing to the north, and green open space in other directions. There is substantial urbanisation further south of the open space which is marked by the presence of the busy M6 motorway.



Figure 4: Hawkesbury Ariel Photograph 2018

4.2 Architectural Interest and Built Form

- 4.2.1 The area's character is one of Victorian early industrial period. The constructions are mainly of brick, stone and iron. There is a functional robustness and solidity to the structures indicating a sense of permanence. Buildings are simple with few decorative features. Door cases, window frames, roof eaves and chimney stacks all follow simple careful forms.

4.2.2 Historically the most important uses are those that are still represented, if not all in use; those being the Engine House, Inn and Lock Office.

4.2.3 The flat topography of the surrounding area, and the nature of the canal junction means there are no significant views into the Conservation Area.

4.3 Building Scale

4.3.1 Most buildings in the Conservation Area are two storeys high. The Engine House is considered to be greater than two storeys.



Figure 5: Building Storey Height

4.4 Building Materials

4.4.1 The predominant building style of key buildings in the Conservation Area feature Flemish-bond brickwork. This gives the area a special local vernacular character by the consistent use of lighter header bricks and darker stretchers. This means that the wall has a dark tone with lighter ends of bricks making a diaper pattern. The local bricks are a light brown or blue. Examples of this brickwork can also be found in Bedworth and Bulkington Conservation Areas.

4.4.2 Brick cemented render is employed on some properties and is particularly notable on the Greyhound Inn and numbers 16 and 18.

4.4.3 The footbridges in the Conservation Area have a superstructure of cast iron; the abutments are English bond brick with blue brick coping.

4.5 Materials Palette



Figure 6: Materials Palette

4.6 Architectural features and details

Windows

4.6.1 Windows in the Conservation Area are generally square-headed or feature a slight radius. There is a general consistency in proportions through the area. The window reveals in the Conservation Area are generally simple but

there are also examples of brick detailed surrounds, and stone lintels and sills. The Engine House features arch window reveals which are all brick blocked. Bay windows are featured on the ground floor of the Greyhound Inn.



Figure 7: Types of Windows

Decorative details and signage

4.6.2 Hawkesbury Junction was developed in the first half of the 1800s before Victorian architecture adopted more ornate

detailing. The Conservation Area has a pleasant functional appearance with little detailing featured on the buildings. Building date stones are featured on some buildings and decorative features can be found on the eaves. Stone quoins are features on numbers 16 and 18 and the Greyhound Inn. The footbridges feature substructures with X framed barriers.



Figure 8: Decorative Details and Signage

Roofs and Chimneys

- 4.6.3 There are two main types of roof design in the Conservation Area. Hipped roofs of about 30° in slate and gabled roofs in tile at a 45° angle.
- 4.6.4 Chimney stacks are an important skyline contribution. There are examples of short chimney stacks in brick material. Taller chimney stacks are found on 2 Sutton Stop and the Lock Office, which is notable for the relatively small size of the building. Interesting chimney features are found on 14 Sutton Stop which features an exterior chimney with fireplace and flue visible on the end of the building. The Engine House features a tall tapering octagonal chimney with a moulded brick cornice and is a key skyline feature.



Figure 9: Roofs and Chimneys

4.7 Boundary Treatments

- 4.7.1 Boundary treatments refer to where private buildings meet the public realm. Most of the heritage buildings in the Conservation Area are situated with direct access to the street or open space and do not have a boundary. Other buildings are variously bounded by high brick walls, privet hedges or railings.
- 4.7.2 The Canal boundary beyond the Junction is defined by hedgerows and trees.



Figure 10: Church Street Boundary Treatments

4.8 Important Views

4.8.1 Views are an important aspect of the Conservation Area as heritage assets can gain significance from their setting. This section of the appraisal considers how the surrounding area contributes towards the significance of heritage assets in the Conservation Area.

View 1

The view featuring the Engine House and chimney and 32 Sutton Stop is a key perspective in the Conservation Area. The Chimney is an important skyline feature and both structures can be seen reflected in the water. The view encapsulates the industrial heritage of the location.



Figure 11: View 1 Engine House Reflected in the Water with Chimney Visible in the Skyline

View 2

- 4.8.2 The footbridge over the Coventry and Oxford Canals is another key view. Similar to the Engine House, the building is reflected in the water, the building materials of brick and iron emphasises the industrial heritage.



Figure 12: Footbridge over the Coventry and Oxford Canals

View 3

- 4.8.3 The Roving Bridge over the Oxford Canal with its curved footway to the abutments presents a welcome entry point to the junction when approached from the east.



Figure 13: View 3 Roving Bridge Over the Oxford Canal

4.9 Setting

- 4.9.1 Setting is an important contribution towards the special interest of an area. The National Planning Policy Framework (NPPF) describes a setting as; “The surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral”¹¹.
- 4.9.2 There are four principal areas within the Conservation Area which contribute to the setting. The first is the canal and waterway itself which gives context to the structures in both historical and present day terms. The continued use of the canal ensures the area has relevance and historical structures are maintained. The presence of the waterway is felt in the built environment as structures have a function to perform or are reflected in the water.

- 4.9.3 The second concerns the area of residential housing and the public house. The area by the public house is well defined by buildings to one side and canal on the other.



Figure 14: Greyhound Inn and Cottages.

- 4.9.4 The third distinct area is the central area with open green space, which features Lock Office and bridges associated with the canal’s industrial heritage. The space is an important public open area for boat users and residents.

¹¹ National Planning Policy Framework pg. 71 [National Planning Policy Framework \(publishing.service.gov.uk\)](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/431394/NPPF_2019.pdf)



Figure 15: View into Central Area



Figure 16: Northern Bank of Coventry Canal

4.9.5 The third spatial area is the north bank of Coventry Canal where the Engine House and 32 Sutton Stop are located. The area feels slightly disconnected from the rest of the junction partly because of the steep steps of the bridge which crosses the canal. Fencing separates the nearby residential housing and the relatively isolated feel is an important aspect of this section of the canal.

5. Audit of Heritage Assets

5.1 Introduction

5.1.1 The Hawkesbury Junction Conservation Area is considered to be a heritage asset in its own right. The area contains listed and unlisted buildings which contribute towards the special interest of the Conservation Area.

5.1.2 This Section considers every building in the Conservation Area, and defines them within the following categories:

- Nationally Listed Buildings
- Locally Listed Buildings
- Positive Buildings (those that are not designated but add value to the Conservation Area)
- Positive Buildings Despite Alterations

5.1.3 The audit has been carried out by a visual examination from public roads and paths. The audit is not a detailed assessment of each individual building. It should not be assumed that the omission of any information is an

indication that a feature or building is not important. A detailed assessment of significance specific to a building or site within the Conservation Area should always be carried out prior to proposing any change.

5.1.4 A full gazetteer of the listed, locally listed and positive buildings is located in Appendix A.

5.2 Nationally Listed Buildings

5.2.1 Listed buildings are protected under the Planning (Listed Buildings and Conservation Areas) Act 1990 and are designated for their architectural and/or historic interest.

5.2.2 Alterations, additions, or demolitions to nationally listed buildings require Listed Building Consent, which allows local planning authorities to make decisions that have been informed by an understanding of the building or the site's significance.

5.2.3 Outbuildings associated with listed buildings are likely to be within their 'curtilage'. That is, a building or structure which is associated with a listed building and has been since before July 1948. The curtilage listed structure is considered to be

part of the listing and subject to the same Listed Building Consent procedures.

5.2.4 National and local planning policies recognise changes to other buildings or sites in the setting of a listed building that can affect its special interest. Preserving or enhancing the setting of a listed building is a material consideration in planning decisions.

5.2.5 The Engine House (or Pump House) is Grade II listed. The building originally consisted of a shed which housed the engine used to pump water from a stream below the canal to raise the water levels and was first installed in 1821. The engine had been previously in use for approximately one hundred years to pump water from local collieries. In 1837 a new supply of water was required to maintain the levels of the canal and so a new shaft was sunk, and engine installed. To house the new engine the structure as seen today was built. A failure in water supply due to the sinking of Coventry Colliery in 1913 meant the engine house fell into disuse. The building is of English bond blue brick with a plain tile shallow hipped roof, arch windows and tall octagonal chimney. The building is relatively isolated on the

canal bank and a visual reminder of the industrial past associated with the canal.



Figure 17: Engine House

5.2.6 The Footbridge over the Coventry and Oxford Canals is Grade II listed ¹². The bridge is of cast iron and has a span of 50 feet and was erected by the Coventry Canal Company in 1837. The abutments are red handmade brick with a blue brick coping. The bridge has a prominence in the Conservation Area and is a very important part of its heritage value.



Figure 18: Footbridge

5.2.7 The Roving Bridge over the Oxford Canal is Grade II listed¹³. The bridge was erected in c1837 and designed to allow tow boat horses to cross the canal where the footpath changed sides to avoid the side arms at the junction. Protruding bricks can be seen on the ramp way to prevent the horse slipping on the ramp. The bridge is made of cast iron with a segmental arch and brick abutments with rounded blue brick coping.

¹² [FOOTBRIDGE OVER JUNCTION OF COVENTRY AND OXFORD CANALS, Nuneaton and Bedworth - 1319924 | Historic England](#)

¹³ [ROVING BRIDGE OVER OXFORD CANAL, Nuneaton and Bedworth - 1365056 | Historic England](#)



Figure 19: Roving Bridge

5.2.8 Numbers 4-14 are Grade II Listed¹⁴. The cottages were probably associated with the nearby old Victorian Colliery. The two storey cottages are of light brown brick and feature a diaper effect to the brickwork, a distinctive design feature

of the period seen in Nuneaton, Bedworth, Bulkington and North Warwickshire.



Figure 20: 3 and 4 Church Street

5.2.9 The Greyhound Inn and 16 and 18 are Grade II Listed¹⁵ and were built in the mid nineteenth century. The terrace is rendered and features rusticated quoins to the corners of the building which gives a sense of permanence and prominence. The ground floor features bay windows on the

¹⁴ [4-14, SUTTON STOP, Coventry - 1226778 | Historic England](#)

¹⁵ [THE GREYHOUND INN, Coventry - 1265692 | Historic England](#)

ground floor and casement windows to the upper floor. Farm buildings associated with the inn are to the rear.

5.3 Locally Listed Buildings

- 5.3.1 No. 32 Sutton Stop is a locally listed building. The building was built in the mid nineteenth century to store gun powder. From 1850 until 1930 it had a strong association with the canal being the former Sephtons Boatyard, used in the fitting out of canal barges. Since then, it has been used for residential purposes. The building has been converted but much of the fabric of the original building remains. Alterations can be detected in the brick work although it appears original materials have been reused in the restoration and redevelopment of the building. This is noticeable where double doors associated with commercial activity have been replaced with full length windows and doors.



Figure 21: 32 Sutton Stop

5.4 Positive Buildings

- 5.5.1 Buildings in this category are considered to make an important contribution to the special interest of the area.
- 5.5.2 The Lock Office although small in size are a focal point in the central area of the junction, with one sited directly in front of the footbridge. The central building is red brick with

stone lintels decorative detailing to the eaves and datestone of 1909. It is thought the building was used as a toll office replacing two separate toll offices operated by the different canal companies.



Figure 22: Lock Office

5.5.3 22 Sutton Stop is located on the side of the stop lock on the Oxford Canal. It is thought the building dates from the mid to late nineteenth century. The building abuts the canal path and along with the associated garden wall provides a sense of enclosure at this point.



Figure 23: 22 Sutton Stop

5.5 Positive buildings despite alterations

5.5.1 Buildings which make a positive contribution to the overall character and appearance of the Conservation Area despite noticeable alterations are classified in this category.

5.5.3 2 Sutton Stop is a building which is much altered. It is also set back from the main area of interest. The building is red

brick with the first floor and sides rendered, possibly to hide the brickwork following extensions and alterations. The building contributes positively as it is of sufficient scale to suit the location, relates well to the terrace cottages, and maintains a degree of character.



Figure 24: 2 Sutton Stop

5.5.4 The central service building is a borderline positive presence in the Conservation Area. It has a hip roof and tall air vent which contributes positively towards the skyline. The main building is of functional appearance which reflects its utilitarian use and features modern doors and windows. The building is set apart from the rest of the Conservation Area

and makes a positive contribution due to its size, scale and roof details.



Figure 25: Central Services Building

5.5.5 The locations of the positive buildings in the Conservation Area are shown on Figure 27. The details are found in Appendix A.

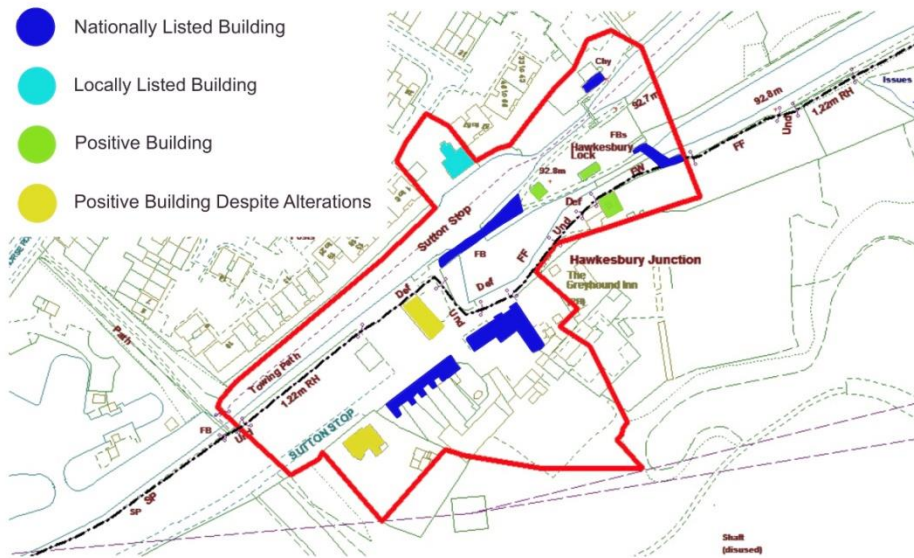


Figure 26: Individual Building Contribution to Character of the Conservation Area

canal, these areas provide an essential green backdrop to the views in the area.



Figure 27: Managed Open Space

Contribution made by green spaces and trees

5.5.6 There is a small amount of open space in the central area, which is mainly used by canal walkers and dog walkers. Beyond the managed open space there is a substantial area of unmanaged green space which extends to the north east. Along with the trees and hedges which run alongside the

6. Assessment of Condition

6.1.1 The Conservation Area is generally performing well with little unsympathetic building work undertaken. Windows on some properties use modern materials which are not in keeping with the area and the use of these materials should be discouraged. There is little opportunity for significant development within the Conservation Area.

Problems, Pressures and Capacity for Change

6.1.2 The footbridge over the Oxford and Coventry Canals is showing signs of wear and tear. A crack is clearly visible to the brick work on the abutments, and brick paving is missing from some sections. The repair and maintenance of the listed structures should be a high priority.



Figure 28: Cracks to Brickwork

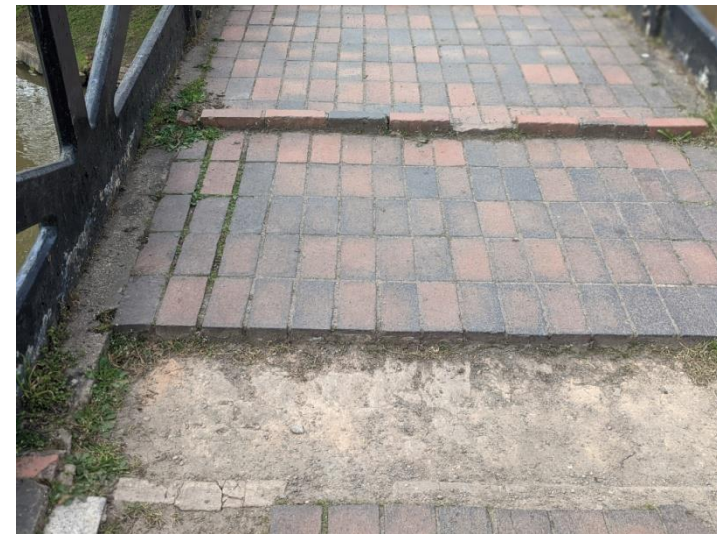


Figure 29: Missing Brick Paving

6.1.3 Car parking to the front of numbers 4-14 is a negative feature in the Conservation Area. Proposals which would lead to an increase in car parking in this area should be resisted.

7. Conservation Area Management Plan

7.1 Building Works

7.1.1 Schedule 2 of the Town and Country Planning (General Permitted Development Order) 2015¹⁶ sets out where development rights are permitted or not permitted in relation to conservation areas. Where permitted development is restricted, it does not mean development cannot occur in the conservation area but planning permission should be sought. Guidance in this management plan will be a material consideration with regards to planning applications in the Conservation Area.

7.1.2 Further advice can be obtained at the Planning Portal website: [Planning Portal](#) alternatively contact Nuneaton and Bedworth Borough Council's Planning Department.

7.1.3 In determining applications there will be a strong presumption in favour of retention of all buildings identified in this appraisal as making a positive contribution to the Conservation Area.

7.1.4 Where proposals seek to alter buildings there will be a strong presumption in favour of retention of original features and materials. Efforts should be made to reinstate important period details, particularly windows where they have been lost.

7.2 New Development

7.2.1 Demolition of buildings that detract from the Conservation Area may be beneficial. However, gap sites can also detract, therefore demolition of whole buildings may only be permitted where rebuilding or an alternative open space scheme is proposed.

7.2.2 New development proposals should consider:

- The significance of any building to be demolished.
- The significance of any relationship between the building to be demolished and adjacent structures and spaces.

¹⁶ [The Town and Country Planning \(General Permitted Development\) \(England\) Order 2015 \(legislation.gov.uk\)](#)

- The potential impact of the new design on the setting of any listed buildings, locally listed buildings, and positive buildings.
- The scale and grain of the surrounding area, including historic plot boundaries.

7.2.3 The building materials and architectural detailing characteristic of the area should be a key point of reference to inform the choice of materials and detailing of the new design.

7.2.4 Contemporary designs may be acceptable in the Conservation Area although cues should be taken from the positive buildings of the Conservation Area.

7.2.5 Development outside of the Conservation Area can impact on its setting. The impacts of any such applications on the setting of the conservation area need to be assessed at the planning application stage. Care should be taken to avoid harm to key buildings and structures particularly the Engine House and bridges. Furthermore, the silhouettes and built form of these structures should be respected and not overwhelmed by development. Consideration should be

given to building materials using appropriate colours to ensure the structures maintain prominence in the landscape.

7.3 Residential Development

7.3.1 The cladding of any part of the exterior of the dwelling house with stone, artificial stone, pebble dash, render, timber, plastic, or tiles is not permitted development in a Conservation Area. Cladding is not considered appropriate in Hawkesbury Junction Conservation Area and its use is discouraged.

7.3.2 Dwelling houses in the Conservation Area are predominantly two storeys high. The enlargement of a dwellinghouse by construction of additional storeys or additions to the roof is not considered appropriate in the Conservation Area.

7.3.3 Boundary treatments often have historic and architectural value and make a positive contribution towards the character of the Conservation Area. Repair to boundary treatments are considered to be better than replacement.

7.3.4 UPVC or plastic windows and doors are not a traditional or vernacular material and are unsuitable for use in historic buildings. The replacement of uPVC windows and doors with timber products is encouraged in historic buildings.

7.3.5 Original brick, stone and wooden lintels and hood moulds should be retained, segmental arches should not be replaced with flat brick lintels.

7.4 Street Furniture

7.4.1 Street furniture such as signs, refuse bins, seating etc. should be positioned to not obscure views of positive buildings.

7.5 Trees and Green Space

7.5.1 Trees can make a positive contribution to the Conservation Area. Cutting down a tree or doing any pruning work requires notification to the Council six weeks in advance.

7.5.2 The central green space which separates the Coventry and Oxford canals is a key feature of the landscape setting.

Development in this area would harm the setting of the Conservation Area and is discouraged.

8. Article 4 Directions

8.1 Article 4 Directions - Legislation

- 8.1.1 Under Article 4 of the Town and Country Planning (General Permitted Development) (England) Order 2015, the Secretary of State or Local Authority can suspend certain permitted development rights over a defined area.
- 8.1.2 The empowerment to suspend development rights applies to development described in any Part, Class or paragraph in Schedule 2 other than class DA of Part 4 or Class K, KA or M in Part 17.
- 8.1.3 An Article 4 Direction provides additional control by specifically revoking certain permitted development rights meaning that Planning Permission needs to be sought before work can be undertaken.

8.2 Proposed Article 4 Directions

- 8.2.1 It is proposed to implement the following Article 4 Directions in the Conservation Area:
- 8.2.2 Revoke the permitted development of Part 1 of Schedule 2, Class C – exterior painting - the painting of the exterior of any building or work. (See appendix I)
- 8.2.3 Revoke the permitted development of Part 1 of Schedule 2 Class C of the Order, consisting of the alteration to a roof slope of a dwelling house which fronts a highway or open space. (See appendix C).
- 8.2.4 Revoke the permitted development of Part 1 of Schedule 2, of the Order; Class A - enlargement, improvement or other alteration of a dwelling house, including windows. (See Appendix B)
- 8.1.4 Revoke the permitted development of Part 1 of Schedule 2 Class D of the Order, consisting of the erection or construction of a porch outside any external door of a dwellinghouse where the external door fronts a highway or open space. (Appendix D).

8.1.5 Revoke the permitted development rights of Part 1 of Schedule 2, Class E – consisting of the provision within the curtilage of a dwelling house of any building or enclosure, required for a purpose incidental to the enjoyment of the dwelling house as such, or the maintenance, improvement or other alteration of such a building or enclosure where the building or enclosure, swimming or other pool to be provided would front a highway or open space, or where the part of the building or enclosure maintained, improved or altered would front a highway or open space. (Appendix E).

8.1.6 Revoke the permitted development rights of Part 1 of Schedule 2, Class G – chimneys, flues etc on a dwellinghouse, consisting of the installation, alteration or replacement of a chimney, flue or soil and vent pipe on a dwellinghouse. (Appendix F).

8.1.7 Revoke the permitted development rights of Part 1 of Schedule 2, Class H – The installation, alteration or replacement of a satellite antenna on a part of a dwellinghouse, or on a building within the curtilage of a dwellinghouse, which in either case fronts a highway (Appendix G).

8.1.8 Revoke the permitted development of Part 2 of Schedule 2, Class A of the Order consisting of gates, fences and walls etc. Reason: To conserve the character of houses, gardens and street it is proposed to prevent the demolition of the whole or any part of the boundary wall facing a highway or open space. (Appendix H)

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