

RUGBY BOROUGH COUNCIL

**HILLMORTON LOCKS
CONSERVATION AREA APPRAISAL**



June 2010

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INTRODUCTION

Hillmorton Locks is a small settlement located approximately two miles south-east of Rugby and is centred around the canal. The Conservation Area has retained its distinctive character, which contrasts with the suburban development of Rugby. The railway embankment acts as a physical and visual barrier. A narrow tunnel links the locks to Brindley Road and the housing estates of Hillmorton.

Hillmorton Locks developed following the construction of the canal. The main buildings included the canal company's base with workshops, dry dock and housing, creating a canal community around the locks. Many of the original canal buildings, and the dry dock, continue to be used for industrial purposes. The majority of buildings date from the nineteenth century with modern development limited to the craft workshops and a dwelling to the east. The oldest building, and the key focal point, is St John the Baptist Church.

The Conservation Area encompasses a relatively large amount of farmland or pasture land and this provides a large countryside setting. .

Conservation Areas were introduced by the Civic Amenities Act in 1967. A Conservation Area is defined by the Planning (Listed Buildings and Conservation Areas) Act 1990 as an 'area of special architectural or historic interest, the character of which it is desirable to preserve or enhance'. Section 69 of the Act places a duty on the Local Authority to review its Conservation Areas, Section 71 requires the Authority to formulate and publish proposals for their preservation and enhancement. Hillmorton Locks is one of 19 Conservation Areas in the Borough.

Local Authorities have a duty to identify, designate, preserve and enhance Conservation Areas within their administrative area. The aim in a Conservation Area is to preserve or enhance not merely individual buildings but all those elements, which may include minor buildings, trees, open spaces, walls, paving, and materials etc., which together make up a familiar and attractive local scene. The relationship between buildings and spaces within Conservation Areas creates a unique environment, which provides a sense of identity and amenity for residents and an irreplaceable part of our local, regional and national heritage.

The positive identification of areas for designation helps focus attention on its qualities and encourages a sensitive approach to any proposed development. The Local Planning Authority will exercise particular care to ensure that change, where it occurs, will preserve or enhance the character of an area. The designation of a Conservation Area ensures the quality of design and context are considerations in determining Planning Applications.

There are different planning controls in Conservation Areas and anyone proposing development should seek advice from Rugby Borough Planning Authority. Planning permission would be required for the following development:

- The cladding of any part of the exterior of a dwelling with stone, artificial stone, pebble dash, render, timber, plastic or tiles;

- An extension extending beyond a wall forming a side elevation of the original dwelling;
- An extension having more than one storey and extending beyond the rear wall of the original dwelling;
- Any enlargement of a dwelling consisting of an addition or alteration to the roof;
- The provision of an enclosure, swimming or other pool where it would be situated on land between a wall forming a side elevation and the boundary of the dwelling or to the front of the principle elevation;
- The installation, alteration or replacement of a chimney, flue or soil and vent pipe which fronts a highway and forms either the principal elevation or a side elevation of a dwelling;
- The installation, alteration or replacement of a microwave antenna on a dwelling, or within the grounds, on a chimney, wall or roof slope facing onto and visible from a road.

In addition Conservation Area Consent is required to demolish a building which has a volume in excess of 115 cubic. Conservation Area designation also protects trees within the boundary by requiring owners to give the Local Planning Authority six weeks notice of their intention to carry out any tree work on trees that have a trunk in excess of 75mm in diameter measured 1.5 metres from the ground.

All Planning Applications for development which would affect the character of a Conservation Area must be advertised in the local press and site notices posted.

This document is an appraisal of Hillmorton Locks Conservation Area. It is based on guidelines issued by English Heritage, the Government's advisor on the historic built environment, and has been prepared by Rugby Borough Council. The principal objectives of the appraisal are to:

- define and record the special interest of Hillmorton Locks Conservation Area to ensure there is full understanding of what is worthy of preservation;
- increase public awareness of the aims and objectives of Conservation Area designation and stimulate their involvement in the protection of its character and to inform decisions made by Rugby Borough Council, the Parish Council and local residents;
- reassess current boundaries to make certain that they accurately reflect what is now perceived to be of special interest and that they are readable on the ground;
- assess the action that may be necessary to safeguard this special interest and put forward proposals for their enhancement.

It is however not intended to be wholly comprehensive in its content and failure to mention any particular building, feature or space should not be assumed to imply that they are of no interest. This assessment should be read in conjunction with the Rugby Borough Local Plan 2006 saved policies, submission Core Strategy, and national policy guidance particularly Planning Policy Statement 5 Planning for the Historic Environment and its practice guide. These documents provide more detailed information on local and national policy relating to Conservation Areas.

MAP 1 CONSERVATION AREA DESIGNATION



LOCATION AND CONTEXT

Hillmorton Locks is a relatively small Conservation Area. The southern boundary is formed by the railway embankment which limits views from outside the settlement. To the east, north and west the Conservation Area is bordered by undulating countryside. This land contains few buildings, the radio masts are a visible landmark to the north.

The settlement has a self-contained industrial character which is separated from the main urban area by the embankment and countryside. The Locks is enhanced further by the dominance of the canal and associated buildings.

The land and buildings within the Conservation Area are generally of good visual quality and well maintained. There is however potential for the deteriorating traditional industrial buildings to be restored authentically. Development pressure exists, including infilling open spaces with new dwellings and unsympathetic extensions or alterations to historic buildings. Such development could erode the special industrial character of the settlement. The expansion of residential development on the outskirts of Rugby could also adversely affect the countryside and isolated setting of the settlement. .

GENERAL CHARACTER AND FORM

Hillmorton Locks contains a relatively small number of buildings within a large open countryside setting. There are significant areas of open space, especially to the south-east, west and north-west. The buildings are generally sited in two clusters. There is a loose group to the south of the canal including the church, adjacent cottage, former public house and farm buildings. To the north of the canal is the larger, more concentrated, group centred on the industrial canal buildings with canal workers cottages sporadically sited to the north and east.

The canal is the dominant feature snaking through the settlement, its impact is accentuated by the adjacent footpath and grass verges.

THE CANAL AND ITS COUNTRYSIDE SETTING



The field system, trees and landscaping often prevents clear views of the buildings and add to the unplanned feel of the settlement. There is a sense that buildings were erected overtime as the need arose. The general character derives from an industrial theme with robust appearing or functional style buildings erected to service the operational requirements of the canal such as boat repairs. The workers cottages also have a functional style and generally incorporate only limited embellishment.

There is a single road running north east through the settlement and many buildings are sited adjacent to it. Other buildings are generally in close proximity to the canal or towpath.

LANDSCAPE SETTING

The landscape setting is an important characteristic of the Conservation Area. The approach under the railway line is dominated by the embankment which is well treed and provides a green barrier between suburban Rugby and Hillmorton Locks. On emerging from the tunnel the immediate view is of fields to the east and west separated with trees and hedges. The settlement is located within a countryside setting with an unspoilt rural landscape acting as a backdrop on three sides. Maintaining this undeveloped green setting is crucial to safeguarding the unique character of Hillmorton Locks.

On the southern side of the canal the road is bordered by grass verges, trees and hedges, consequently the buildings are partially hidden and the pattern creates a landscape dominated environment. Buildings are generally set within green space with gardens abutting countryside.

The green landscape dominance is reinforced by the wide grass verges that border the canal. The only section of the Conservation Area which has less landscaping and green spaces, is around the central cluster of buildings adjacent to the canal arm and dry dock. However, many of these buildings have a backdrop of trees with countryside beyond.

Trees are an important element in the Conservation Area. There are a number of important trees such as Hawthorn, Ash and Hazel around the churchyard, Ash lining the road to the south of the canal, with Willow, Ash and Beech trees adjacent to the canal.

HISTORIC DEVELOPMENT

Although the history of Hillmorton Locks is inextricably linked to the network of canals in England the oldest building predates the arrival of the waterway. St John the Baptist church dates from the thirteenth and fourteenth century with a fourteenth century tower which was restored in 1655. The clerestory was added in the seventeenth century and the south porch and west gallery are extensions from the nineteenth century.

In prehistoric times a considerable area of land was covered by water. This became a morass giving the name Moor Town to the old village which lay to the west of St John's Church. Early traces of occupation were found near to the Old Vicarage.

THE CHURCH TOWER



The majority of the other buildings were built as a direct result of the arrival of the canal. The buildings around the dry dock, including the open shed, fitting shop and covered dry dock were all built in the mid to late nineteenth century. These were preceded by the boiler house around 1828 and followed by the pumping station in the early twentieth century. The majority of workers cottages, which include accommodation for tradesmen and engineers, were built in the mid nineteenth century.

The catalyst for these buildings was the construction of the canal. The purpose of the Oxford Canal was initially to carry coal more cheaply from the Coventry coalfields via Oxford to London. James Brindley was appointed engineer in 1769 and by the time of his death in 1772 construction had only reached Brinklow. He was replaced by Samuel Simcock and 18 years later, at double the estimated cost of £150,000, the canal reached Oxford. The arrival of the canal contributed to Rugby's pre railway eminence.

The canal, despite competition from other canals and the introduction of the railways, recorded 20,859 freight vessels carrying coal, salt and road stone passing through the locks in one year.

The construction of the Oxford Canal was typical of earlier contour canals which avoided the need for tunnels and aqueducts to reduce costs. The alignment of the canal, as far as possible, followed the contours of the land. However, in order to better compete with the railways its sinuous route was shortened between 1829 and 1834. Eventually the

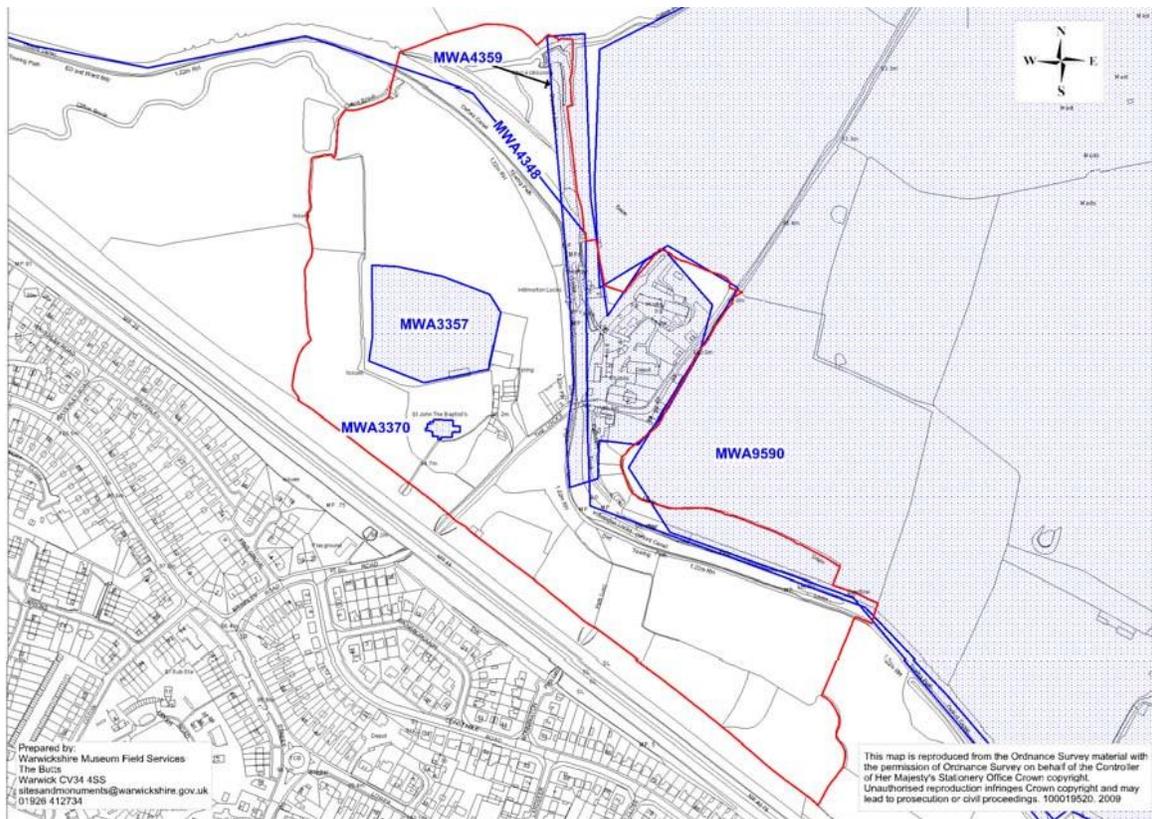
importance of the canal reduced, firstly by competition from the railways, then further by the highways.

ARCHAEOLOGY

An area of medieval settlement earthworks are recorded to the west of the conservation area. The parish church of St John the Baptist, dates from the medieval period, with alterations through to the 19th century.

The Oxford Canal runs through the conservation area with a Canal Basin identified here on the 1905 Ordnance Survey map. Some 18th century features, associated with the management of the canal at Hillmorton are also recorded in this area.

Rugby Radio Station, a long-wave radio station dating from 1926, lies immediately to the east of this Conservation Area.



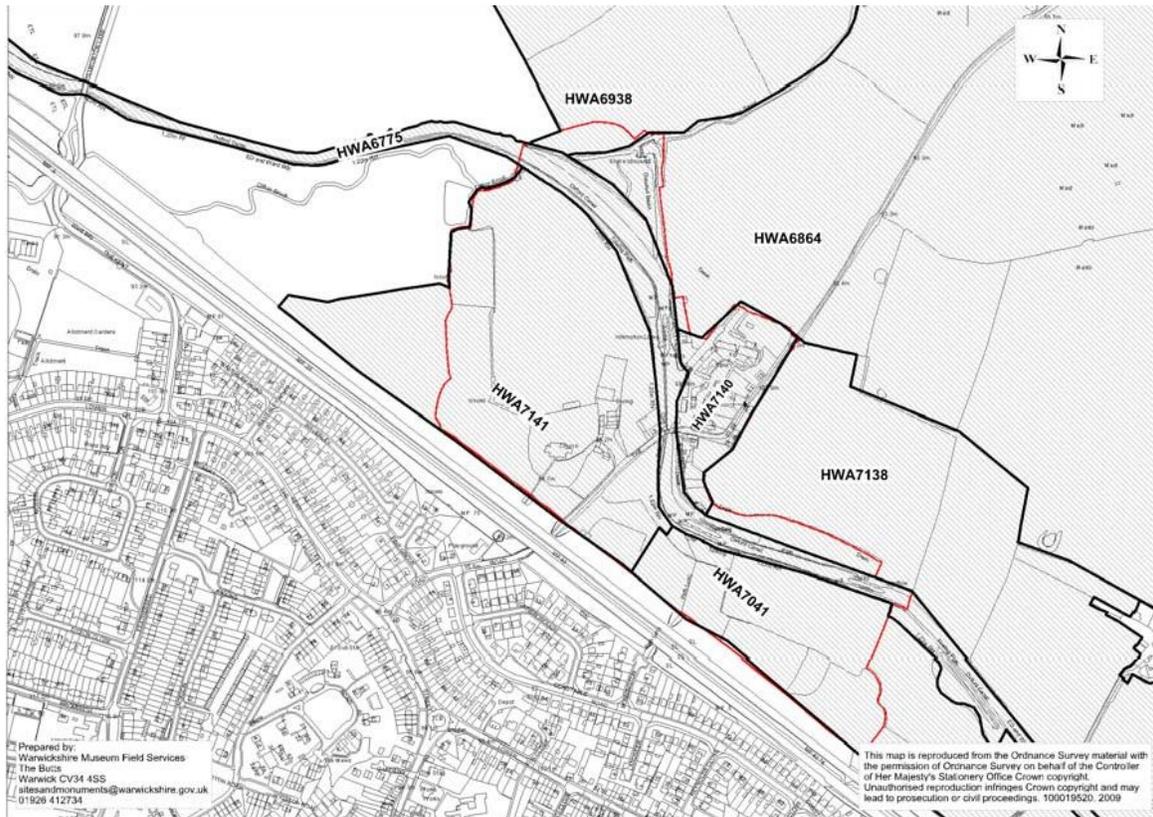
MAP 2A Archaeology recorded on the Historic Environment Record

- MWA3357 Hillmorton Shrunken Medieval Settlement
- MWA4359 Canal Basin at Hillmorton
- MWA3370 Church of St John the Baptist, Hillmorton
- MWA9590 Rugby Radio Station
- MWA4348 The Oxford Canal

The majority of the Conservation Area consists of small fields, visible from the First Edition Ordnance Survey mapping of 1884 onwards.

As noted above, The Oxford Canal runs through, and forms a major part of the character of this conservation area. It was opened in 1775 and is marked on Greenwood's map of 1822 onwards. Parts of this stretch of the Oxford Canal have been straightened.

The area around Hillmorton Locks itself is marked as canal workshops from the First Edition onwards.



MAP 2B ARCHAEOLOGY HISTORIC LANDSCAPE CHARACTER

HLC Records

HWA6775	Transportation
HWA6864	Industrial
HWA6938	Fieldscapes
HWA7041	Fieldscapes
HWA7138	Fieldscapes
HWA7140	Industrial
HWA7141	Fieldscapes

ARCHITECTURE, BUILDING MATERIALS AND FEATURES

The Conservation Area has a mix of architectural styles. The most prominent building is St John the Baptist Church. It is the only building constructed out of local stone. The building is dominated by the red ashlar fifteenth century tower.

The prevailing architectural type is industrial based and dates from the nineteenth or early twentieth century. The core cluster of buildings around the dry dock comprises predominantly simple red brick and slate buildings with little embellishment. The buildings are functional often with large openings for transporting large objects. In the case of the former British Waterways office there are industrial type windows incorporating small glazing panes in metal frames. Although forming an attractive group the only building with a greater degree of decoration is the pump house. It incorporates a slate roof, corbelling, contrasting colour brick and a decorative circular gable window.

INDUSTRIAL FENESTRATION



The historic industrial character is reflected in the more modern craft/workshop buildings adjacent. Older buildings, such as the dwellings in the north east of the hamlet, the tradesman houses and outbuildings serving the former public house, are all red brick with tile or slate. Generally there is functionality in the architecture although the tradesman houses have a Gothic slant with contrasting blue bricks forming diapers and string courses. Other buildings have been rendered or the brickwork painted.

Although there is a general absence of embellishment a distinct hierarchy in the domestic architecture exists. The larger dwellings reflect the importance of the original

occupant. For example, the foreman or manager type dwellings have a greater size and grander appearance than the workers terracing.

DETAILED ARCHITECTURAL ASSESSMENT

The Conservation Area is characterised by an industrial theme with the canal running through the centre of the hamlet. Other than St John the Baptist church all buildings are connected to the canal. Buildings erected for industrial purposes form a cluster and dwellings for associated workers are more randomly located. Despite the proximity to suburban Rugby, the railway embankment and surrounding countryside ensures a rural character. The hamlet is small with a limited number of buildings in a landscaped dominated environment.

The Conservation Area is approached through the single vehicular access under the railway line. Although adjacent to Hillmorton Locks, there is no indication on the southern side of the embankment of the settlement beyond. The hamlet emerges at the end of the tunnel, buildings partially visible nestling amongst the landscaping.

THE APPROACH INTO THE CONSERVATION AREA



The steep railway embankment accommodates trees which provide a heavily landscaped environment, punctuated only by the red brick tunnel under the railway line. This, along with the canal, reaffirms the important influence of transportation in the Conservation Area.

The southern part of the Conservation Area is more rural in appearance and is dominated by fields with trees and hedges to the east and west of the highway. This attractive appearance is enhanced by the grass verge adjacent to the road which is lined by hedges and trees. The affect provides a gradual transition from countryside to settlement.

St John the Baptist church is the dominant building. With its stone tower the church is the focal point from many locations within the hamlet. The striking architecture is in contrast to much of the adjacent low key development. The building's prominence is reinforced by the large churchyard which enhances the church's setting and links the site to the surrounding countryside.

Although the church is a building of individual character it forms a loose cluster of buildings. A whitewashed farmhouse with paddock and a series of farm buildings, set to the rear of the church car park, reinforces this area's rural, low density character of development. These buildings are set within a landscape dominated framework and do not give the sense of being part of a larger settlement.

Within the built-up core of the Conservation Area buildings often abut the highway. As such there is a greater sense of enclosure along the street scene with buildings prominently sited. The former pub, built in the early nineteenth century, is an example of this. Rendered and with a slate roof it has a degree of architectural formality with lintels and small panes in the sash windows. A range of brick and slate outbuildings to the side add interest to the general rural character and creates enclosure within the site. The faded public house advertisement on the outer wall is a positive feature within the street scene and a reminder of the building's former use.

The canal acts as a barrier between buildings to the north and south. The canal is a relatively wide body of water, bordered by paths and grass verges, which snakes through the settlement. It provides a distinctive industrial feature of manmade precision within a landscape setting. The canal incorporates a series of locks which give the settlement its name. The locks provide visual interest which is enhanced by other connected elements including steps, bollards and winding equipment.

The canal dominates the central part of the Conservation Area. Views from the road bridge provide long distance views out of the settlement in all directions. Although buildings are located adjacent to the canal the prevailing character derives from a sense of space and with a dominance of natural landscaping.

THE WORKING HUB WITH THE DRY DOCK



INDUSTRIAL BUILDINGS AND ANCILLARY EQUIPMENT



The hub of the Conservation Area centres on the industrial buildings. The buildings around the dry dock are largely hidden from view by the adjacent buildings. This collection includes the open shed, fitting shop, covered dry dock, boiler house, pumping station and the former British Waterways building. The buildings are single and two storey, red brick with slate roof and of an industrial appearance. Important elements include the large scale doors, small paned fenestration within metal frames and the relative unembellished appearance. The buildings are predominantly robust and functional with little decoration. The exception is the Pumping Station which includes a decorated circular gable window, contrasting brick work and dentilation. Many of the buildings are clustered around the dry dock and create a courtyard enclosure.

The character of the area is enhanced by the continued use of many of these buildings for industrial purposes in connection with the canal. Boats, materials, equipment and the dockside crane, illustrate the canal based heritage. The area's special cumulative quality and consistency provide an example of preservation through buildings being used for the original, or a similar, purpose.

The red brick bridge over the arm of the canal leading to the dry dock is a fine example of canal architecture. It is complimented by the red brick walls adjacent. The bridge is more elegant than the modern vehicular bridge to the east and its character is made more distinctive by the steepness of the path over the bridge.

The industrial character of the area is strengthened by small buildings and structures which alone are not of particular merit, but read as a whole amongst the built complex and waterways are important examples of industrial heritage. The white painted pump building adjacent to the canal and the old lock gates on the grass verge reinforce local identity. Overall the collection of buildings and equipment, together with the original use continuing in buildings and on the canal, provide a fine example of preserved industrial archaeology.

The industrial architectural character is reflected in the modern building adjacent and the industrial building abutting the car parking. The modern brick building has an industrial hue. The buildings are surrounded by hard standing which emphasises the industrial character and contrasts with the landscape dominated environment elsewhere.

The remainder of the Conservation Area is characterised by scattered dwellings of varying appearance, detached, semi detached and terracing. Dwellings fronting onto the canal are rendered or roughcast and maintain the characteristic of functional canal architecture with little decoration. Each is sited in spacious grounds with countryside to the rear. There are remains of substantial outbuildings.

The two storey terrace acts as a focal point on the bend of the highway. Built in two stages, the terracing has lost some of its integrity. Alterations and extensions have eroded the rhythm of the original structure. However, the buildings retain sufficient character to make a positive contribution to the Conservation Area's interest. They also have an important role in understanding the settlement's development. In terms of status and hierarchy the size of each unit demonstrates that the buildings would have been lower down the scale, perhaps to accommodate canal workers.

Further along there are two red brick and tile detached dwellings with gardens and outbuildings. Of greater stature than the terrace these are still relatively small and undecorated. They nestle above the industrial buildings, separated by landscaping. To the foreground of the terrace is the former foreman or manager's type semi detached properties. Of red brick and slate they incorporate a greater level of decoration introducing Gothic elements such as contrasting brick diapers and string courses. The buildings have relatively large gardens which respond to status and create a landmark.

The essence of the Conservation Area derives from an industrial heritage which is kept alive by boat building. All buildings, other than the church which preceded the arrival of the canal, are connected to the waterway including workshops, associated structures and dwellings. The settlement provides an interesting ensemble of buildings within an overall theme and set within a landscape dominated environment. Only at the working hub of the settlement does hard standing override the more natural landscape character. The countryside setting and sense of isolation is an essential element of the Conservation Area's special character and a significant buffer zone should be maintained between Hillmorton Locks and any future residential development.

THE FOREMAN / MANAGERS FORMER DWELLINGS



CONTRIBUTION OF UNLISTED BUILDINGS

Such is the collective contribution of the buildings within the Conservation Area, and the common link to canal heritage, that most make an important contribution to the character and appearance of the designation. Larger buildings, such as the former public house, outbuildings and the manager's houses, are important features within the street scene. Although much altered the terrace of former workers cottages is an important element in the history of the settlement demonstrating development in social and architectural history. The cottages along the western side of the highway, before the road becomes a track, are also good quality small scale residential buildings, in keeping with the prevailing character.

Other robust and functional dwellings, such as the cottage to the north of the second lock, are again good examples of canal architecture.

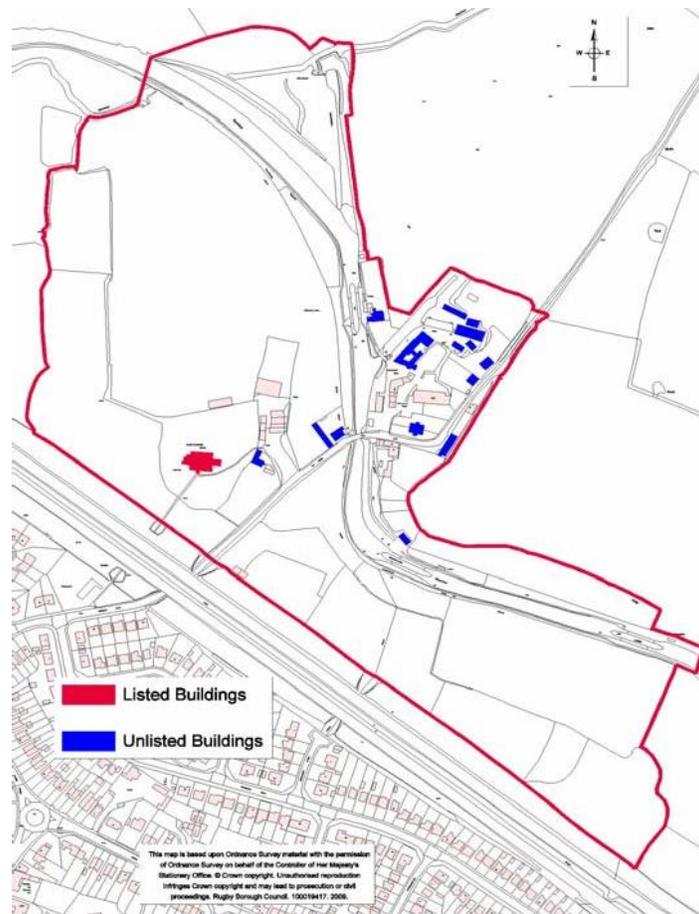
The buildings by the dry dock are all important unlisted buildings. They form a group of industrial structures which are well related to the canal and some retain the original industrial use. The open shed, fitting shop, covered dry dock, boiler house, pumping station and original British Waterways offices are a group of buildings sharing similar materials and an industrial character.

As the history of the settlement is so closely linked to the canal smaller ancillary buildings and structures are of interest and importance. These include the toll building adjacent to the canal and the locks.

TYPICAL CANALSIDE BUILDINGS



MAP 3 LISTED BUILDINGS AND IMPORTANT UNLISTED BUILDINGS



STREET FURNITURE

Street furniture is an important element in the Conservation Area reinforcing local identity. Hillmorton Locks contains a number of important elements, many of which are linked to the canal. The locks, bollards, steps, information boards and name plates are colour coded black and white, this creates a sense of unity, place and local distinctiveness. The series of locks, in a relatively small area, is a dominant feature within the settlement. A former lock gate is now located on the grass verge to retain an original feature of interest within its historic context. Industrial character is reinforced by the dominance of the hardstanding around the canal buildings and the presence of the crane on the canal side.

The main road is lined by a pavement to only one side, bordered by concrete kerbs. A number of gates leading into fields and car parks are of mixed character, mostly having an industrial appearance. These reinforce local industrial character.

Along the pavements and across the fields there are incongruous overhead power lines which detract from the rural historic scene. The traditional swan neck street lights contribute to the interest of the street scene.

GREEN AND OPEN SPACES

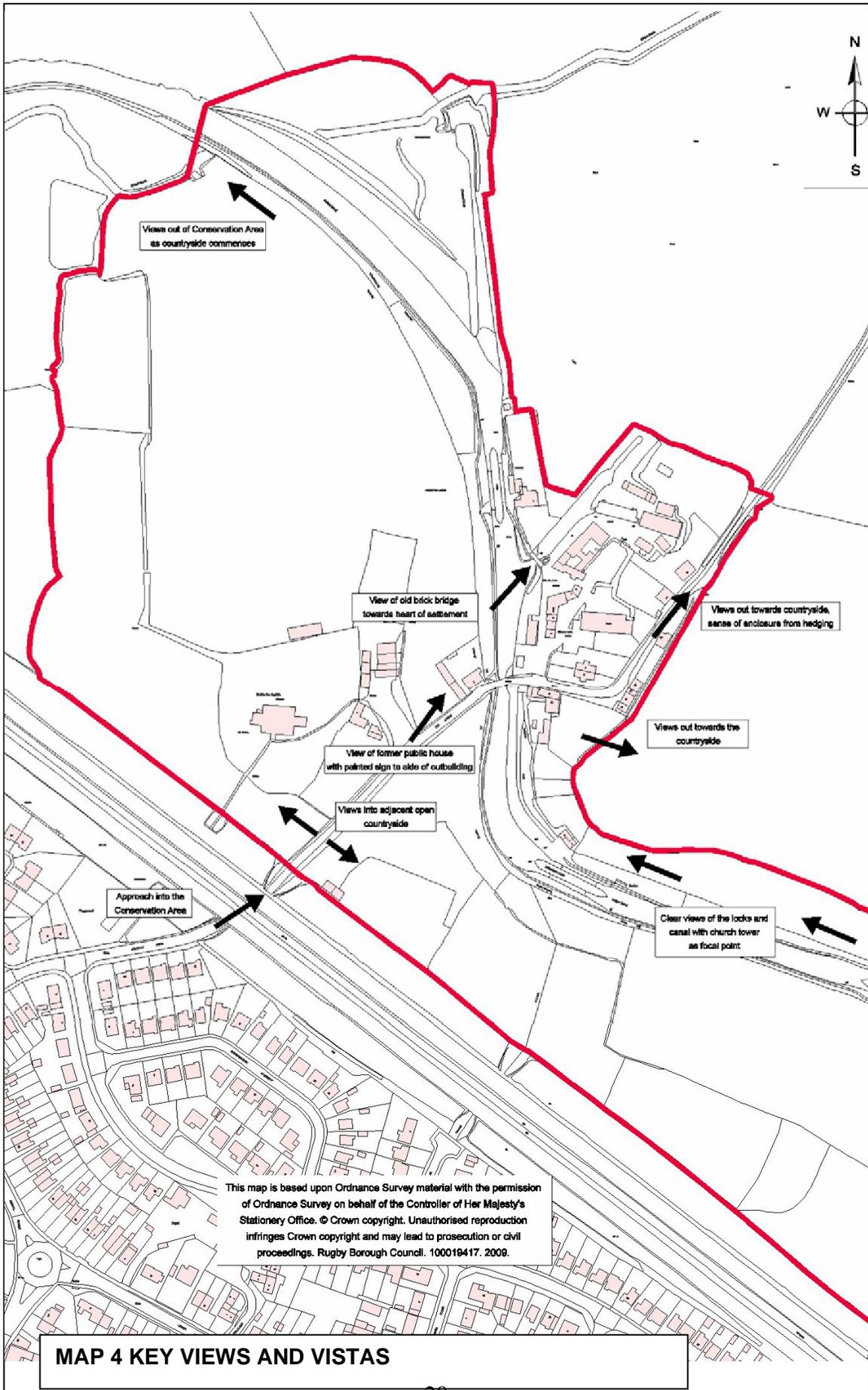
Green and open spaces are an important element in the Conservation Area. They contribute to the setting of the designation and create a landscape dominated environment with countryside bordering on three sides. Gardens are at times located to the side of buildings and are therefore relatively open to view. Many of the dwellings are on reasonably large plots which provide a spacious setting. Another important open space is the churchyard.

Although buildings tend to be clustered they are often located within an open setting. These can have an informal appearance, an example being the paddock serving the dwelling to the east of the church.

This open and green character is complimented by the often wide grass verge on both sides of the canal. The canal itself is a wide open space with the body of water interrupted only by the series of locks. Although buildings are located adjacent to the canal they do not have a detrimental impact on the openness. The water has hedging adjacent to the paths and this helps to knit the corridor with the surrounding countryside.

Other open spaces reflect the industrial heritage of the settlement. Large expanses of hard standing to the north-east of the church and around the industrial cluster of buildings by the dry dock are a dominant feature.

Boundaries are formed commonly by hedging. Within fields post and rail fencing is used to a lesser extent. Important brick and stone walls are located at the entrance to the industrial site adjacent to the modern road bridge and to the east and west of 5 The Locks (Lock Keepers residence) facing the canal.



EXISTENCE OF ANY NEUTRAL AREAS

The environmental quality of the Conservation Area is generally good but there are a number of neutral elements. The hard surfacing around the modern craft workshops is dominated by concrete and red pavements. This large area of mono type surface treatment accentuates the scale of the yard. The red pavements also clash with the predominant red brick walls of the adjacent buildings. The type and scale of the hard surfacing on the church car park is unattractive and does not provide a positive setting to the church entrance or the views from the highway.

Although the Conservation Area is characterised by an industrial appearance enhanced surface treatments, including the use of granite kerbstones, would improve the appearance without being over decorative or fussy. A greater level of landscaping to the church car park, and a narrowing of the access, would reduce its impact.

The majority of buildings make a positive contribution to the Conservation Area. The former British Waterways operation building is however a large and relatively featureless industrial building of a scale out of keeping with the traditional smaller units which characterise the canal development. Although the building maintains the industrial character the building is a neutral element.

CONCLUSIONS

The overall historic character of Hillmorton Locks Conservation Area has been well maintained and the distinctive appearance remains. The development of the settlement was as a direct result of the arrival of the canal. Despite the encroachment of suburban Rugby the settlement has maintained a sense of isolation. The unique character has remained due to the physical barrier placed by the railway embankment to the south and countryside on the remaining boundaries.

Within the designation the historic industrial buildings are clustered around the dry dock. The buildings retain their robust functionality and the character is enhanced by the retention of ancillary elements such as the crane adjacent to the canal. Other buildings located around the settlement would have provided accommodation for workers involved with the canal. Alterations to some of these buildings have taken place; however, the essential form has been maintained.

The dominant feature is the canal. The paths enhance the wide body of water and grass verges to each side with the surrounding countryside adjacent. The series of locks provide a visual feature complimented by the black and white canal furniture.

The overall quality of the Conservation Area remains high and the settlement maintains its integrity as a consequence of historic use continuing to the present day. Enhancements could be achieved through removing unsympathetic alterations to some buildings, additional landscaping and improved surface treatment on the larger areas of open space.

PRESERVATION AND ENHANCEMENT

General Condition

The Conservation Area is in a generally good condition in terms of buildings and the maintenance of open spaces and landscaping. There are no buildings at risk or any in a serious state of disrepair.

Problems, pressure and capacity to change

Incremental changes to buildings can erode the character and appearance of the Conservation Area. Alterations to roof materials, fenestration and architectural detailing such as chimneys and string courses, would affect the individual building and have an accumulative negative impact on the Conservation Area.

The cessation of the traditional uses of the buildings, such as boat repairs, would result in pressure to convert the historic industrial buildings to a less sympathetic use. The buildings have retained their integrity and this could be affected through alternative uses.

The setting of the settlement is a key part of its character. Its position benefits from an extensive countryside setting and this creates an isolated village character, despite the proximity of suburban Rugby. Encroachment of large scale residential development, with an insufficient undeveloped buffer zone, would seriously erode this element. Where development of the radio mast site is considered, it is essential that a protection zone is identified at the outset to ensure the Conservation Area's setting and unique environmental qualities are preserved.,

Future management proposals

The Local Planning Authority has a duty to ensure that proposals for development either preserve or enhance the character or appearance of the conservation area. Rugby Borough Council is committed to this duty.

In order to ensure that proposals for development can be adequately addressed the submission of detailed plans and elevation will be required with the submission of any planning application within the conservation area. This is likely to require the submission of drawings relating to new building within its context and street scene. 1:50 scale drawings of plans and elevations are considered an appropriate scale. For more detailed proposals and for specific elements of a proposed scheme, for example fenestration details, scale drawings of 1:5 or 1:10 may be required. A Design and Access Statement will also be necessary.

Opportunities for enhancement

Although the visual quality of the Conservation Area is high there are areas where improvements could take place:

- replace concrete kerbs with granite kerbs;
- improve hardsurfacing to church car park and introduce landscaping to break up the large area, the access width should be reduced and native plant species hedging continued to each side of the access;
- replace the bridge carrying vehicular traffic over the canal with a bridge more in keeping with the character of the canal and Conservation Area using more traditional materials;
- place the overhead cables underground;
- alter the hardsurfacing to the foreground of the former British Waterways building to contrast with the red brick buildings, use different materials to break up the scale of hardstanding;
- replace industrial building (Former British Waterways operational building) with a building more in keeping with the scale and character of surrounding industrial buildings;
- re-introduce traditional fenestration with vertical emphasis into the terracing;
- investigate the possibility of removing the render on the terracing in order to re-instate the cohesion of the group of buildings;
- street furniture, such as tables and seating, needs to be consistent and simple to reflect the industrial context ;
- paths should be surfaced with blue pavements, gravel or bonded gravel.

APPENDIX 1

Listed buildings in Hillmorton Locks Conservation Area

Church of St John The Baptist, Lower Street, Grade II*. C13 and C14 with C15 tower restored in 1655. C16 clerestorey. North aisle buttresses circa 1609. Chancel east window renewed 1640. Early C19 south porch and west gallery. Monuments: early C14 effigy of Margeret de Astley under canopy, mutilated; priest William de Walton circa 1348. Early C15 brass. Pews circa 1774. Royal arms of Queen Anne.

APPENDIX 2

Useful Contacts

A copy of this appraisal will be available at the Rugby Borough Council offices and on the Council's website at www.rugby.gov.uk.

For specific information about the conservation area and conservation issues please contact:

Development Strategy
Rugby Borough Council
Town Hall
Evreux Way
Rugby
CV21 2RR

Tel: 01788 533 533

Email: localplan@rugby.gov.uk

For further information relating to archaeology contact:

County Archaeologist
Warwickshire Museum Field Services
The Butts
Warwick CV34 4SS
Tel: 01926 412276
Fax: 01926 412974

For further information relating to listed buildings and conservation areas contact:

Historic England
The Axis
10 Holliday Street
Birmingham
B1 1TG

Tel: 0121 625 6888

Email: midlands@HistoricEngland.org.uk

For detailed advice on repairing and restoring Georgian houses, contact:

The Georgian Group
6 Fitzroy Square
London
W1T 5DX

Tel: 087 1750 2936

Email: office@georgiangroup.org.uk

For "Care for Victorian Houses" leaflet, contact:

The Victorian Society
1 Priory Gardens
Bedford Park
London
W4 1TT

Tel: 020 8994 1019

Email: admin@victoriansociety.org.uk

For a range of technical advice leaflets, contact:

The Society for the Protection of Ancient Buildings (SPAB)
37 Spital Square
London
E1 6DY
Tel: 020 7377 1644.
Email: info@spab.org.uk

APPENDIX 3

Bibliography

Warwickshire Towns and Villages	Geoff Allen
A History of Warwickshire	
Planning for the Historic Environment (PPS5)	
Rugby Borough Local Plan 2006 Saved Policies	
Submission Core Strategy	

GLOSSARY

Bargeboards: board at the gable of a building covering the ends of the horizontal roof timbers and forming a 'V', often pierced and decorated.

Bay window: window of one or more storeys projecting from the face of the window at ground level.

Casement: window hinged at the side.

Corbel: block of brick projecting from a wall.

Dormer window: window standing up vertically from the slope of a roof.

Framed building: where the structure is carried by the framework.

Mullion: vertical member between the lights of a window opening.

Rendering: the process of covering outside walls with a uniform skin to protect from the weather.

Transom: horizontal member between the lights of a window opening.

Vernacular: the traditional local construction style.