



Nuneaton and Bedworth Borough Council
**Abbey Conservation
Area Appraisal and
Management Plan**
Supplementary Planning Document 2022



Contents

1. Statement of Special Interest	6
2. Introduction	8
2.1 Planning Policy Context.....	8
2.2 What is a Conservation Area?.....	9
2.3 Purpose of Conservation Area Appraisal and Management Plan.....	9
2.4 Consultation.....	10
3. Historic Development	12
3.1 Medieval Period.....	12
3.2 Victorian Development.....	13
3.3 Interwar Period.....	22
3.4 Later Twentieth Century.....	23
4. Character Assessment	24
4.1 Location, Topography and Geology.....	24
4.2 Architectural Interest and Built Form.....	24
4.3 Sequence and Pattern of Housing Development.....	25
4.4 Archaeology and the Scheduled Monument.....	41
4.5 Building Scale.....	41
4.6 Building Materials.....	43
4.7 Materials Palette.....	43
4.8 Architectural features and details.....	43
Windows.....	43
Decorative details and signage.....	45
Roofs and Chimneys.....	45
4.9 Boundary treatments.....	47
4.10 Important Views.....	48
View 1.....	48
View 2.....	48
View 3.....	49
View 4.....	49
View 5.....	50
4.11 Setting.....	50
5. Character Area and Zones	52
5.1 Character Area 1: Manor Court Road and Earls Road.....	53
Principal features.....	53
Key Buildings.....	54
Zone of Transition 1a Manor Court Road.....	56
5.2 Character Area 2: Grounds to Manor Court.....	57
Principal Features.....	57
5.3 Character Area 3: St Mary's Priory Precinct, Church and former Vicarage.....	60
Principal Features.....	60
Key Buildings.....	60
5.4 Character Area 4: Nuneaton Recreational Ground.....	61
Principal Features.....	61
5.5 Character Area 5: The Hospital.....	62
Principal Features.....	62

Key Buildings	62
5.6 Character Area 6: Earls Road West and Manor Park Road North.....	64
Principal Features	64
5.7 Character Area 7: Manor Park Road Central and South.....	65
Principal Features	65
5.8 Character Area 8: Earls Road East	66
Principal Features	66
6. Audit of Heritage Assets	67
6.1 Introduction	67
6.2 Listed Buildings.....	67
6.3 Locally Listed Buildings.....	68
6.4 Heritage Value Buildings.....	68
6.5 Low Heritage Value.....	69
7. Assessment of Condition	71
8. Conservation Area Management Plan	72
8.1 Building Works.....	72
8.2 New Development.....	72
8.3 Residential Development	73
8.4 Houses in Multiple Occupation.....	75
8.5 Street Signs	75
8.6 Street Furniture	75
8.7 Landscape	76
8.8 Landscape	76

9. Article 4 Directions.....	77
Proposed Article 4 Directions	77
10. Bibliography of Sources and Resources	78

List of Figures

Figure 1: Abbey Conservation Area	11
Figure 2: St. Mary's Abbey Ruins	13
Figure 3: The site of the Medieval church at Nuneaton Priory, parts of which have been incorporated in to the later Church of St. Mary.	13
Figure 4: West end view of St Mary's Abbey Church, showing ruins of abbey, Nuneaton. 1900s	14
Figure 5: St Mary's Abbey Church 1876-7 by Clapton Rolfe.....	15
Figure 6: St. Mary's Vicarage c. 1886 by Clapton Rolfe	15
Figure 7: Manor Court Road, Nuneaton. 1900s.....	18
Figure 8: Manor Court Road, Nuneaton. 1910s.....	19
Figure 9: Nuneaton General Hospital, Manor Court Road. 1900s..	20
Figure 10: Nuneaton Recreation Park	21
Figure 11: Wartime bomb damage in Manor Court Road, looking from Manor Court Avenue and facing away from Manor Hospital, Nuneaton. 1940s.....	22
Figure 12: The former Cottage Hospital 1893 by F J Yates	26
Figure 13: Gayton House 1893 for F Swallow by F J Yates.....	26
Figure 14: Landsdowne Terrace 1896 by F J Yates for Reginald Stanley.....	27
Figure 15: Coachman's House 106 Manor Court Road	27

Figure 16: Nuncroft 139 Earls Road for hat manufacturer C A Phillips.....	28
Figure 17: Lyndhurst and Milton Villas, 157-9 Earls Road.....	28
Figure 18: Denehurst' 117 Manor Court Road	29
Figure 19 Baden House 140 Manor Court Road. Built 1900 and designed by Leicester architect T Gordon for James Bates a brickworks manager	30
Figure 20: 102-4 Manor Court Road c.1905. By local architect RH Smith for.....	30
Figure 21: 148-150 Manor Court Road c.1906 by A Moreton.....	30
Figure 22: The distribution of buildings designed by particular architects (where known).....	32
Figure 23: 5-7 Manor Park Road 1909. Designed by Nuneaton architects H Mayo & Son for developer George Cooper	32
Figure 24: 6-8 Manor Park Road 1909. Designed by H Mayo & Son	33
Figure 25: 87-89 Earls Road c.1911 by H Mayo & Son.....	33
Figure 26: 90-92 Earls Road c.1909 by H Mayo & Son for G Cooper	34
Figure 27: 98-100 Earls Road c.1909 by H Mayo & Son.....	34
Figure 28: 34-36 Manor Park Road c. 1920 by architect Ernest Shepherd for George Cooper	37
Figure 29: 35 Manor Park Road 1925 by Henry Mayo & Son	38
Figure 30: 39 Manor Park Road 1924 by Henry Mayo & Son	38

Figure 31: 43 Manor Park Road39
Figure 32: 31-33 Manor Park Road 1922 by Arthur Moreton40
Figure 33: Building Storey Height.....42
Figure 34: Materials Palette43
Figure 35: Types of Windows44
Figure 36: Decorative Details and Signage45
Figure 37: Roofs in the Conservation Area.....46
Figure 38: Conservation Area Zones.....52
Figure 39: Grounds of Manor Court.....59
Figure 40: Individual Building Heritage Value in the Conservation
Area70

1. Statement of Special Interest

1.1 This section provides a concise summary of the special architectural and historic interest of the Abbey 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 features which contribute positively towards the conservation area are considered to be:

- the three nationally listed buildings within the Conservation Area:
 - i) the Abbey Church of St Mary (Grade II listed)
 - ii) the Old Vicarage on Manor Court Road.(Grade II listed)
 - iii) the Benedictine priory and precinct of St Mary (Scheduled monument)
- Houses designed by architects, FJ Yates, HN Jepson and other substantial detached and semi-

detached inter-war houses of varied designs by local architects.

- Substantial detached and semi-detached, two and three-storey, late Victorian and Edwardian villas.
- Mature street trees.
- Wide streets with generous pavements.
- Lansdowne Terrace - a significant landmark building.
- The area's 'leafy' character - particularly in the middle section flanked by the grounds of Manor Court and the Abbey Precinct.
- Larger gardens visible in glimpse views between buildings from the street.
- The large gothic style Baptist church with memorial stone laid by Stanley in 1898 and opened by him in 1899.
- The standing and below ground remains of the medieval priory set in open space adjacent to the listed church of St Mary.
- Brook course waterway.
- Open space views towards the priory ruins.
- Original Manor hospital symmetrically designed.
- Predominantly Edwardian semi detached houses of consistent form, scale and materials, most with

projecting two-storey bays often under 'black and white' gables.

1.3 The issues or vulnerabilities which affect the Conservation Area's character are considered to be:

- Later 20th century development which does not relate to the Conservation Area.
- Loss of historic windows and doors.
- Loss of historic detailing/ materials.
- Loss of front gardens and boundary walls to hard-standing for cars.
- Unsympathetic front boundary treatments.
- Vehicle traffic along Manor Court Road.
- Car Parking on the street, pavement and to the front of some properties.

1.4 The appraisal identifies eight character zones in the Conservation Area. The details are set out in the relevant sections.

- Character Area 1: Manor Court Road and Earls Road.

- Character Area 2: Grounds to Manor Court.
Character Area 3 St Mary's Priory Precinct, Church and former Vicarage.
- Character Area 4: Nuneaton Recreational Ground.
Character Area 5: The Hospital.
- Character Area 6: Earls Road West and Manor Park Road North.
- Character Area 7: Manor Park Road Central and South.
- Character Area 8: Earls Road East.

2. Introduction

The Abbey Conservation Area was designated in 1993 and extended in 2007. A review of the Conservation Area was undertaken in 2008-2009. It is one of five conservation areas managed by Nuneaton and Bedworth Borough Council.

2.1 Planning Policy Context

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

2.1.2 The National Planning Policy Framework (2021) (NPPF)² 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.

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

² https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1005759/NPPF_July_2021.pdf

³ <https://www.gov.uk/guidance/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 Abbey Conservation Area.

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

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

2.2 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 have improved an area. Wider social and economic changes may also impact upon the conservation area. It is therefore necessary to undertake a 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 Abbey Conservation Area the following questions are asked of the appraisal:
- What has happened to the conservation area since the last review?

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))

- 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 involved:

- Individual building evaluation
- Review of the setting
- Review of planning applications
- Review of historic photographs

2.3.7 The review undertook a comprehensive examination of the Abbey Conservation Area. Limitations of access mean it is not always possible to assess every building or structure. 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 Abbey Conservation Area Appraisal Area Appraisal and Management Plan was subject to a public and stakeholder consultation from 11th June 2021 to 6th August 2021.

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

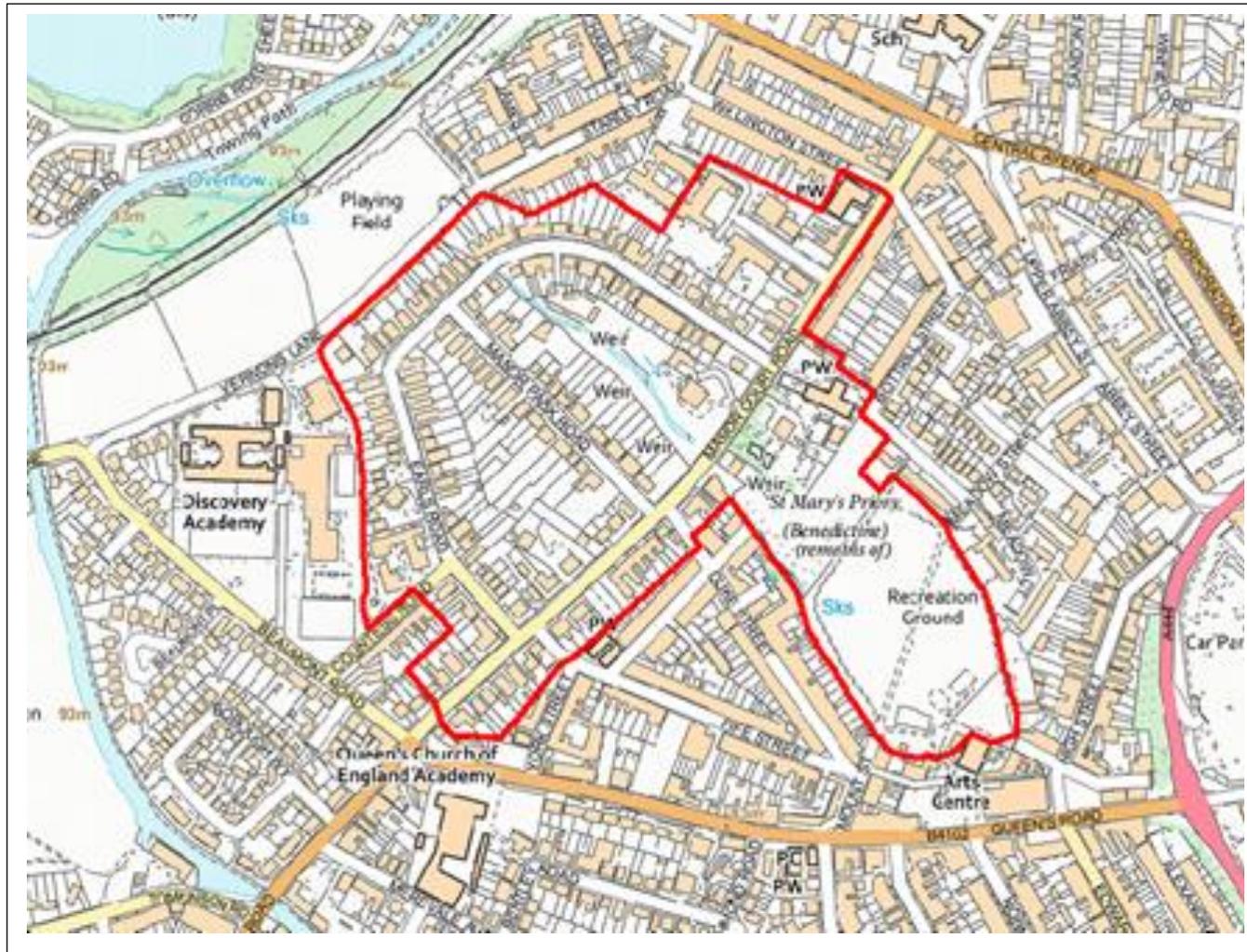


Figure 1: Abbey Conservation Area (Scale 1:5000)

3. Historic Development

3.1 Medieval Period

- 3.1.1 The Abbey area has been at the centre of Nuneaton's development at two major periods; - firstly the medieval 'new' town which in the twelfth century centred around the newly founded priory, and secondly at the end of the nineteenth and beginning of the twentieth centuries, when the town rapidly expanded beyond its medieval limits.
- 3.1.2 St Mary's Abbey and precinct was a Benedictine nunnery/priory admitting both nuns and monks and led by a prioress. It was one of only four in England belonging to the French mother abbey of Fontevrault and is the best preserved. It was founded under Robert de Beaumont, Earl of Leicester who, in c. 1155, awarded the nuns almost the entire Manor of Eaton centred then on the pre-urban Saxon settlement whose name means farmstead or village by water. It is from this foundation that the town became known as Nuneaton (Nun's Eaton). The priory was the intellectual centre and economic driving force behind the development of the medieval 'new town' in the later 12th century. It laid out the market square and planned a regular sequence of

burgage plots along Abbey Street (the 'high street') thereby recognizing the achievement of borough status. As the priory's largest endowment in Britain, Nuneaton's economic exploitation and success was closely tied to that of the church.

- 3.1.3 At the dissolution of the monasteries in 1540, King Henry VIII granted the manor and priory to Sir Marmaduke Constable of London, who converted the priory buildings to his manor house. His tomb lies in St Nicholas Church. The manor subsequently became part of the estates of the Aston and Paget families, and the manor house itself was abandoned by the 18th century if not earlier. In 1765 Henry Paget, Earl of Uxbridge, sold his Nuneaton holdings and the title of Lord of the Manor to James Edward and Henry Tomkinson in whose family the priory and surrounding land remained until the later 19th century.



Figure 2: St. Mary's Abbey Ruins

3.2 Victorian Development

3.2.1 For the best part of two hundred years the priory and its precinct had stood as isolated ruins in open fields until the latter part of the 19th century. Then, with a fast growing town population, there came pressure for new housing and an additional place of worship for the Church of England.



Figure 3: The site of the Medieval church at Nuneaton Priory, parts of which have been incorporated in to the later Church of St. Mary.¹⁰

3.2.2 The impetus for the church came from a local land owner Mr. Thomas Botrill who died in 1869 leaving a bequest of £400 towards the building of a new church and £2500 for its endowments provided it was built within ten years. The presence of the former priory made its location among the priory ruins an attractive and obvious location.

¹⁰ Reproduced from the "Our Warwickshire" website © Warwickshire County Council

3.2.3 The foundation stone was laid on 26 April 1876 and consecrated on 8 October 1877 by the Bishop of Worcester. Its designer was an Arts and Crafts architect of national standing – Clapton Rolfe of Reading & Birmingham. Rolfe also designed the adjacent vicarage which was built by 1886. Its first resident was the Rev. Charles de Havilland, father to the famous aircraft designer and manufacturer, Geoffrey, who lived here as a boy, and grandfather to the actress Olivia de Havilland.



Figure 4: West end view of St Mary's Abbey Church, showing ruins of abbey, Nuneaton. 1900s¹¹

3.2.4 The subsequent growth of housing along and around Manor Court Road, which followed the construction of the road between 1890-2, formed part of the major expansion of the town at the turn of the century. Two main factors were behind this growth, both of which had close associations with the Manor Court/ Abbey Green area.

3.2.5 The first was the establishment of good national and local rail links and, in particular, a direct rail connection to Birmingham with the opening in 1864 of a station for the Midland Railway in Midland Road (the former Abbey Street Station). This provided quick and direct access to large markets in Birmingham for coal, brick and stone - markets for Nuneaton's mineral wealth and developing extractive and brick making industries.

¹¹ Reproduced from the "Our Warwickshire" website © Warwickshire County Council



Figure 5: St Mary's Abbey Church 1876-7 by Clapton Rolfe



Figure 6: St. Mary's Vicarage c. 1886 by Clapton Rolfe

3.2.6 The presence of the Abbey Street Station in Midland Road is likely to have been an incentive to Reginald Stanley who, along with major landowner Mr. James Charles Tomkinson MP, was the chief proponent of Manor Court Road. It would provide a shortened direct route between the station and Stanley's brick-and-tile works some two miles to the west at Stockingford, thereby avoiding the congestion of the town centre via the Arbury Road and Abbey Street and reducing his transport costs significantly.

3.2.7 Tomkinson, inheritor of the Manor of Nuneaton and resident in London, had been a business partner of Stanley in several previous ventures, and stood to benefit financially from a new road over his land. It would open up a large area of open fields containing the ancient priory and the newly built church and vicarage for potentially lucrative housing development.

3.2.8 Getting approval for the construction of Manor Court Road from the Local Authority of the day was protracted and controversial, leading to some heated public exchanges between Stanley and George Ward the then Chairman of the Local Board of Health, exchanges that were to continue well after the road had been finished.

3.2.9 There were two principal reasons. One was that Tomkinson would only provide the land for the road if the Board met half the construction costs, and, at the same time, closed off Vernons Lane (a narrow lane running parallel and to the north of the proposed road). The other reason was that Ward appeared suspicious of Stanley's involvement and motives from the outset and remained implacably opposed

to him and his proposals through all stages of the road project.

3.2.10 In 1884 when Stanley first put Tomkinson's offer to the Local Health Board (on which he also sat) he urged the Board to accept on the grounds that the shortened route would greatly benefit the general public, save wear and tear on the existing Arbury Road, and that the income derived from the rates on the new properties would soon recoup the public money spent on road construction.¹² Ward as Chairman pointed out that there could be considerable financial gain to Tomkinson and therefore all costs of road construction should be borne by him as the landowner. In answer to Stanley, he felt that only private carriages and carts would benefit from the shortened route to the Railway Station and not the average working man who would have to pay for it along with other ratepayers. The proposal was defeated but the Board did move to offer to close Vernon's Lane to cart traffic but not foot traffic provided the Tomkinson met the full cost of the road. He promptly declined.

¹² Report of the Local Board of Health Nuneaton Chronicle July 4th 1884, & Aug. 27th 1886)

3.2.11 Two years later Stanley put the proposal forward again, this time submitting a local petition in favour of building the new road with some 900 signatures which, he stressed, included 'a considerable number of working classes'. The earlier condition requiring the stopping-up of Vernons Lane was also dropped. The Board voted narrowly in favour (though Ward abstained), but without sufficient majority for it to be carried.¹³ The Local Government Board eventually authorized the road but in two stages. The first half was constructed as a cul-de-sac, 50 yards wide and some 400 yards long off Abbey Green probably terminating at the recently constructed St Mary's Church and Vicarage. It was completed by 1891. The remaining 450 yards down to the Cock and Bear Inn on Queens Road was sanctioned as an extension in the same year and completed in 1892 at a cost of £13,000 to be paid for from the public purse.¹⁴

3.2.12 Eight years had passed from when the proposal had first been placed before the Local Board of Health to its completion in 1892. Stanley had prevailed but criticism of his support for the road did not disappear for several years

afterward. Two years later in 1894 he was moved to answer critics (foremost of whom was George Ward) by writing a letter to the Nuneaton Chronicle saying his reasons for building the road on which the petition had been based had been vindicated by events. He also stated, somewhat defensively perhaps, that he was now the owner of most of the land to either side of the new road but that this had not been his intention at the time of organizing the petition, the land having been acquired 'a year or two later' (i.e. c.1888).¹⁵

¹³ (Report of the Local Board of Health Nuneaton Chronicle Aug. 27th 1886)

¹⁴ Annual Report of the Borough Engineer 1891-94 – Surveyors Annual Report for 1892 p.26).

¹⁵ (Nuneaton Chronicle 2nd March 1894)



Figure 7: Manor Court Road, Nuneaton. 1900s¹⁶

3.2.13 With the road constructed, housing development proceeded at a steady rate. To the east side at its north end down to the Abbey church, housing took the same form as recent development on land owned by Tomkinson along Abbey Street, i.e. fairly high-density terraces for lesser tradesmen, and the lower middle classes including white collar railway

workers. It was the same on the west side down to the substantial Gothic Baptist church of 1898 on the corner of Willington Street, but from there houses were more substantial and predominantly semi-detached.

3.2.14 Southward from the new Anglican church, along the middle and southern sections of Manor Court Road on Stanley acquired land, the development pattern was markedly different from the Tomkinson owned areas. It was of a markedly lower density, with houses of grander architectural pretensions gradually rising to either side of the wide tree lined street. It appears that Stanley, astute to the shifting socio-economic patterns and markets of the time, may well have spotted an opportunity to establish the southerly half of Manor Court as a pleasant leafy residential area for the Nuneaton's newly emerging middle class.

3.2.15 It certainly began as such with the building of large, detached houses occupied by local professional and business people. Also, with new housing came the Cottage Hospital built on land donated by Stanley and Tomkinson,

¹⁶ Reproduced from the "Our Warwickshire" website © Warwickshire County Council

and accessed by a road off Manor Court Road that had been paid for by Stanley and laid out in 1892.

3.2.16 Stanley had also decided by this time to live opposite the Priory ruins and Abbey church, and presumably would have wanted to ensure, as far as he could, that the area around Manor Court was agreeably developed with professionals and leading local businessmen of the time as suitable neighbours. The 1901 Census records that among the area's residents at the time were:- Dr E Nason physician and son of the founder of the Cottage Hospital; Charles A Phillips Hat Factory proprietor recently moved from Atherstone into 139 Earls Road; James Bates brickworks manager residing at Baden House 140 Manor Court Road; Frederick Swallow, mining engineer living in Gayton House (115 Manor Court Road); and Francis Broadbent, doctor of medicine, Herbert Greatrex, accountant, George Helps gas engineer, and Walter Whiteman solicitor all residing at Landsdowne Terrace .



Figure 8: Manor Court Road, Nuneaton. 1910s¹⁷

3.2.17 Virtually from the beginning of the area's development as for housing, it has been influenced by, and intimately linked with, the development of one of Nuneaton's most important public institutions - the Cottage Hospital. This was established in 1893 through private and voluntary public donations on land gifted by both Stanley and Tomkinson. It was designed by Stanley's architect FJ Yates and followed

¹⁷ Reproduced from the "Our Warwickshire" website © Warwickshire County Council

immediately on from the laying out of Hospital Road, now Manor Court Avenue in 1892, again at the expense of Reginald Stanley who planted it with trees. The driving force behind the hospital was Dr Richard Nason and his son Edward. The latter was among the first, if not the first resident, to live in Stanley's new housing development at Mardale, 123 Manor Court Road in the same year that the hospital was completed. This house was eventually bought by the hospital just after the Second World War as a home for the hospital night nurse. The owner of Nuncroft, 139 Earls Road, Charles Phillips, was, along with Tomkinson, Stanley and the Nason's, a founding member of the Cottage Hospital Committee. His house subsequently became a private maternity hospital immediately after the last World War.



Figure 9: Nuneaton General Hospital, Manor Court Road. 1900s¹⁸

- 3.2.18 In order to preserve something of the green setting of the priory ruins amidst the encroaching tide of housing and to create a public space for the benefit of local people living in the surrounding terraced streets, Charles Tomkinson leased in perpetuity to the people of Nuneaton, a sizable area of land to the south east of the church for a recreation ground.

¹⁸ Reproduced from the "Our Warwickshire" website © Warwickshire County Council

It was laid out in 1892 and Reginald Stanley donated 72 trees.



Figure 10: Nuneaton Recreation Park

3.2.19 Not long after having lost his wife in 1898 after 32 years of marriage, Stanley's business interests took a heavy downward turn when the Boer War (1899-1902) badly disrupted trade with South Africa. By 1908 a sizeable part of the grounds to Manor Court had been sold off to a housing

development consortium - The Manor Park Land Syndicate (see below), and by the following year he had moved out of his old house and into one of the villas in Landsdowne Terrace.

3.2.20 The strain of adversity in his business activities at a late stage in his life evidently took its toll on Stanley's health. He suffered a stroke not long after moving into Landsdowne Terrace and it is said that local people spread hay and sand on the road to reduce the noise of passing traffic while he convalesced there as a mark of their concern and respect for him.¹⁹ In 1910 he left Nuneaton for the coast at Bexhill-on-Sea where he died four years later at the age of 76.

3.2.21 Stanley's land sales in the late Edwardian period resulted in the subsequent development, between 1909 and 1914, of Earls Road and Manor Park Road, the details of which are described below. It marked a distinct shift downward in the type of housing market provided for, and thereby a fall in status relative to the late 19th century Manor Court Road developments associated with Stanley. Nevertheless, this relatively intense and rapid phase of suburban expansion immediately prior to the outbreak of the First World War

¹⁹ R Rowley 'Reginald Stanley Esq 1838-1914' p 29

resulted in an attractive residential enclave being produced. With its curving irregular semi-circle of Earls Road bisected by the straight Manor Park Road, these tree lined streets and their varied house designs by local architects in local materials, evoke something of the early 20th century garden-suburb and mark it out from the more rigid streets and the rather dull and repetitive terraced housing of the late 19th and 20th centuries found elsewhere in Nuneaton.

3.3 Interwar Period

3.3.1 The First World War brought a sudden halt to building which lasted the four years of the conflict. For the next few years after that development was piece-meal with developers relying in most cases on government building subsidies to make construction financially worthwhile. Vacant plots were gradually filled over the interwar period though a number of housing plots at the south end of Manor Park Road remained undeveloped until the 1950s. Meanwhile the period witnessed the steady expansion of the Hospital with additions to wards, new medical facilities, a mortuary, and a

nurses home (now Jepson House) all to the designs of the local architect HN Jepson. During the Second World War the area suffered from air raids with several houses lost to enemy action in 1941 around the junction of Manor Park Avenue and Manor Court Road.



Figure 11: Wartime bomb damage in Manor Court Road, looking from Manor Court Avenue and facing away from Manor Hospital, Nuneaton. 1940s²⁰

²⁰ Reproduced from the “Our Warwickshire” website © Warwickshire County Council

3.4 Later Twentieth Century

- 3.4.1 Post war development has not been extensive within the area there being little scope for building other than isolated infill development after the completion of Manor Park Road at the end of the 1950's / early 1960s. In 1951 the retired gas engineer George Helps, who had lived at Stanley's former residence Manor Court since 1915, died and bequeathed the house to a charity for use as a nursing home. This opened in 1954. In 1960 the coach house and stable block to Manor Court were converted into flats and lock up garages were built to provide income for the home. The nursing home continues at Manor Court today. The NHS proposed to close and demolish the hospital for redevelopment in 1993. The proposals met with strong local opposition and led directly for calls to designate a conservation area to protect the hospital buildings. This was subsequently declared by the Council in 1993.

4. Character Assessment

4.1 Location, Topography and Geology

4.1.1 The Abbey Conservation Area is located half a mile to the north west of Nuneaton town centre in the town's Abbey Ward. It is bisected by Manor Court Road, a busy traffic route linking two B- roads radiating from the town centre – the B4114 to Hartshill and Atherstone in the northwest, and the B4112 to Stockingford, Ansley and Coleshill to the west. Off this main traffic through-route on its north side are the much quieter tree-lined residential streets of Earls Road and Manor Park Road, together with Manor Park Avenue that leads to the former Cottage Hospital complex. Tenancy in the area is mixed with a majority of owner-occupied detached houses and semi-detached houses inter-mixed with properties in multi-occupation. The area is physically distinct from late 19th century housing development adjacent to the north and east, being mostly of lower density, looser and informally laid out than the rigid straight lines of terraces that characterize the majority of Nuneaton's Victorian housing stock.

4.1.2 The Abbey Conservation Area lies on largely flat terrain on the north western edge of the town centre. It is surrounded to the north, east, and south by quite densely packed urban, predominantly terraced housing, and to the northwest by narrow band of open space bordering a railway line (the former Midland Railway Company line to Birmingham) and Coventry Canal. As a consequence, there are no significant views into the conservation area from outside its existing boundaries, and the perceived change in character from urban to suburban is quite sudden and unheralded when approaching from the southwest and northeast along Manor Court Road.

4.2 Architectural Interest and Built Form

4.2.1 The area's character is one of modest, mellow, suburban gentility with the majority of its late 19th and early 20th century housing in sound physical condition and retaining much of its original appearance. Houses are mostly set in shallow paved front forecourts enclosed by brick boundary walls, with longer mature gardens to the rear that can occasionally be glimpsed from the street through gaps between buildings. It displays some influences of the garden-suburb movement of the late 19th and early 20th

centuries. This romantically inspired movement attempted to bring something of the countryside to the town, as is evidenced by its tree lined streets, the curving alignment of Earls Road, the preservation and incorporation of green, well treed spaces, and in the architecture of its many individually designed houses by architects working at a time when garden suburb ideas were new and fashionable.

4.3 Sequence and Pattern of Housing Development

4.3.1 Development took place piecemeal and was carried out by numerous small-scale builders either for themselves acting as developers, or for others. The latter ranged from men of means and major landholders (like Stanley and Tomkinson), to minor 'amateur' developers including professionals such as architects and doctors, and others with capital to invest including businesspeople and traders. All were building homes, either for themselves to live in or speculatively, to sell on.

4.3.2 The scale of a builder's individual developments within the Conservation Area was small - typically two to four houses were built as a 'development unit', occasionally six to eight. They were designed mostly as pairs of houses either individually as semi-detached units, or as parts of short rows

of terraces. Detached houses are also present though they are not numerous, most of them being built during either the 1890s or the 1920s.

4.3.3 The building process was relatively straightforward. A major landowner, or landowners, would seek approval from the Local Board of Health for a road, or roads, to be laid on their land. Sometimes, as in the case of Manor Court Road, construction might be met in total or in part from the public purse, but more often it was paid for by the landowner/s themselves. A plan for the road would be drawn up by the developer's agent, (an architect/surveyor in the case of Earls Road and Manor Park Road) and submitted to the Board for approval. This would set out not only the line of the road itself but also the arrangement of house plots along its length, showing their width and depth, and the proposed building line as a set distance from the back edge of the footpaths to which the front elevations of the houses needed to conform.

4.3.4 After the road was approved, land to either side would be split up into smaller development parcels and sold by the larger landholders to smaller developers and prospective homeowners.



Figure 12: The former Cottage Hospital 1893 by F J Yates



Figure 13: Gayton House 1893 for F Swallow by F J Yates



Figure 14: Landsdowne Terrace 1896 by F J Yates for Reginald Stanley



Figure 15: Coachman's House 106 Manor Court Road

4.3.5 These parcels were not, however, all released on to the market at the same time. On the evidence of the development pattern and building dates in the Manor Court area, some development parcels were held back by their owners and released in phases over several years. In one case a sizable development parcel at the junction of Manor

Park Road and Manor Court Road remained undeveloped until well after the Second World War.



Figure 16: Nunscroft 139 Earls Road for hat manufacturer C A Phillips



Figure 17: Lyndhurst and Milton Villas, 157-9 Earls Road.



Figure 18: Denehurst' 117 Manor Court Road

4.3.6 Once a smaller developer/potential homeowner had acquired his or her plot or plots, each would independently seek building regulations approval for the building or buildings to be placed on them. The approval process controlled building floor heights, distance of the front elevation from the highway edge, the position of the front of the building in relation to its neighbours, the materials to be used, the minimum area of open space to the rear of the house and other sanitation and ventilation matters. In the majority of cases within the Conservation Area, architects

made the application for Building Regulations approval and produced house plans for this purpose. Most of these still survive and their drawings show room layouts, and sometimes, front elevations.

4.3.7 Where landowners had insufficient means to meet the necessary road and building infrastructure costs, a syndicate might be formed for this purpose, assembling the land, building the road, parceling up plots and then selling them on to individuals and smaller developers. The Manor Park Land Syndicate was set up for this reason, acquiring land from Reginald Stanley to develop it by laying out Manor Park Road and the western half of Earls Road in 1908.



Figure 19 Baden House 140 Manor Court Road. Built 1900 and designed by Leicester architect T Gordon for James Bates a brickworks manager



Figure 20: 102-4 Manor Court Road c.1905. By local architect RH Smith



Figure 21: 148-150 Manor Court Road c.1906 by A Moreton

4.3.8 Road construction for development within the area started with the laying out of the northern half of Manor Court Road by 1891, followed shortly afterwards by the remaining length down to Queens Road in 1892. Then came Hospital Road (now Manor Park Avenue) laid out in 1892/3 at the expense of Reginald Stanley for the hospital. A short length of Earls Road up to Nunscroft (139 Earls Road) was also probably laid out at, or shortly after, this time, and in 1897 Stanley received further approval for Countess Road off the Earls Road cul-de-sac.

4.3.9 Housing development within the Conservation Area began with building on a small number of select and widely dispersed plots along these roads from 1893 onwards. It comprised of a series of detached villas and a substantial terrace most of which were designed by Stanley's architect F J Yates of Birmingham, together with the Cottage Hospital in Hospital Road - also by Yates. Though numerically small this is visually a significant group.

4.3.10 The first buildings were a villa for Dr E Nason named Mardale (123 Manor Court Road) and the Cottage Hospital both built in 1893. These were followed by Gayton House (115 Manor Court Road) for the mining engineer Frederick Swallow, Gardeners Cottage for Stanley's gardener Mr J Randle, together with a pair of villas in Hospital Road (now the Medical Centre) in 1894, and Manor Court for Stanley himself in 1894/5. In 1896 came Lansdowne Terrace - a row of nine houses, and at about the same time the Coachman's House (106 Manor Court Road).

4.3.11 Yates designed all the foregoing presumably under the patronage or influence of Stanley. Other substantial houses of the 1890s and early 1900s in this first phase, not designed by Yates but similar in style and character (though

in most cases less accomplished), include Nuncroft (139 Earls Road for the hatting factory owner Charles A Phillips (of Hall and Phillips felt hat manufacturers), Lyndhurst and Milton Villas (157 –159), 20 Earls Road in 1897 for Ernest Voules, a tile manufacturers clerk, Denehurst (117) Manor Court Road) of c.1896, and Baden House (140) Manor Court Road of 1900 designed by a Leicester architect T.J. Gordon for James Bates a brickworks manager.

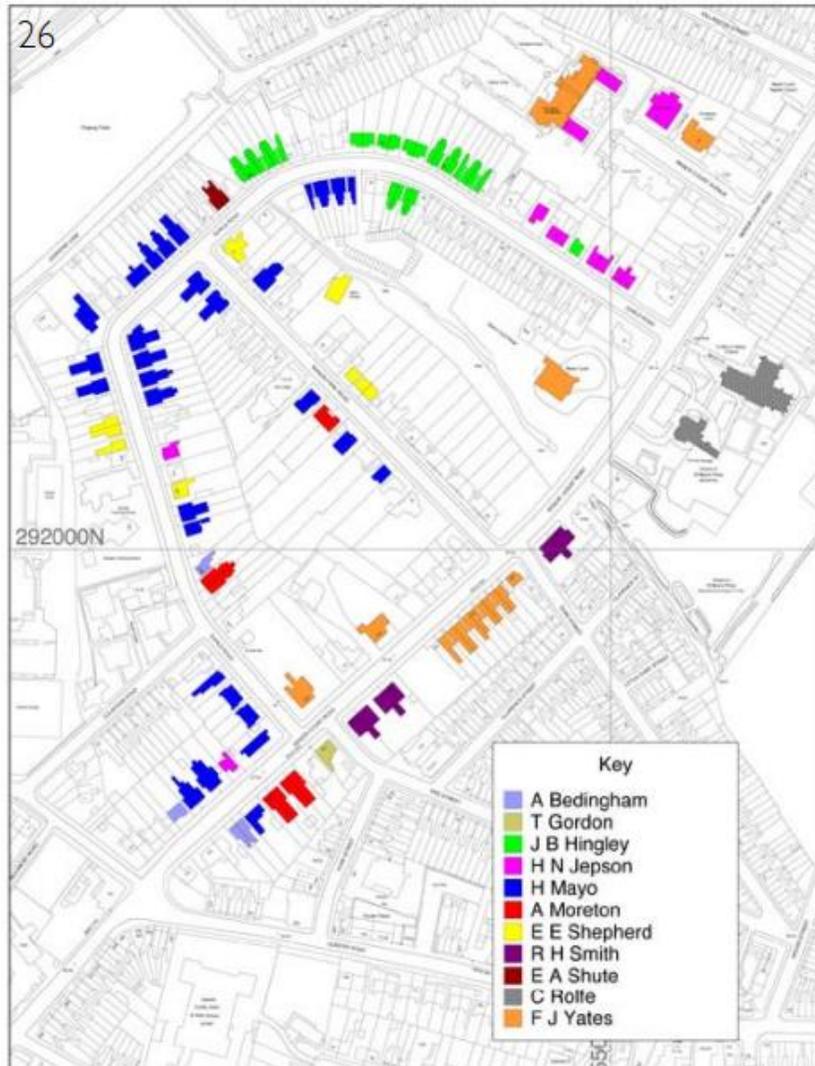


Figure 22: The distribution of buildings designed by particular architects (where known)



Figure 23: 5-7 Manor Park Road 1909. Designed by Nuneaton architects H Mayo & Son for developer George Cooper



Figure 24: 6-8 Manor Park Road 1909. Designed by H Mayo & Son



Figure 25: 87-89 Earls Road c.1911 by H Mayo & Son



Figure 26: 90-92 Earls Road c.1909 by H Mayo & Son for G Cooper



Figure 27: 98-100 Earls Road c.1909 by H Mayo & Son

4.3.12 This development of the mid-late 1890s represented a first phase of building heavily influenced either directly or indirectly by Stanley and his architect Yates. It established for Nuneaton a small area of leafy late Victorian suburbia containing substantial middle-class houses well separated from each other along the middle and southern sections of Manor Court Road from the Abbey Church and the Priory precinct southwards.

4.3.13 After the first Stanley/Yates phase of development there was a small hiatus, with little building in the first five years of the new century along the Stanley owned sections of Manor Court Road. Then around 1905 there came a relatively intense spate of construction (presumably following a release of land for sale by Stanley) with a series of substantial detached and semi-detached villas along the south east side of Manor Court Road that continued the middle-class character of the first phase, but in a noticeably less accomplished and flamboyant manner than Yates's buildings. They were built by minor local developers principally A W Rose, using local architects, among them - H. Mayo, A Beddingham , A. Moreton, and RH Smith.

4.3.14 The next noticeable phase of building came with the construction of Manor Park Road and the first extension of Earls Road from Nuncroft to Bar Pool Brook in 1908/9. This happened about the time that Stanley moved from Manor Court into 10 Landsdowne Terrace. The roads were built for the Manor Park Land Syndicate on land previously held by Stanley to create a sizeable area of building land to the west of, and close to, the line of Bar Pool Brook.

4.3.15 The approved plan for the roads, drawn up by the architect and surveyor Henry Mayo, shows the building lines for houses as 12 feet from the back edge of footpath along Manor Park Road and 10 feet along Earls Road, with plots widths of 23 and 18 feet, respectively. Plots to the south of Manor Park Road however, and adjacent to a short stretch of Manor Court Road were substantially larger ranging from 45 to 80 feet. It may be significant that these larger, more prestigious, and therefore more expensive, plots remained undeveloped for several years, in some cases for decades.

4.3.16 Initial building activity along the new roads was concentrated along the east side of the western arm of Earls Road and to both sides of the northern section of the same, and the northern end of Manor Park Road beginning in 1909. The pre-eminent building type was the suburban semi-detached house, noticeably more modest in scale than earlier houses built along Manor Court Road and the earliest section of Earls Road. It went with the dominant development pattern in this third phase of development, which was one of numerous small development units comprising mainly of only two plots for a single pair of semidetached houses. All were built within a short period - in the years 1909/11. Only in one or two cases was the development unit of this time

slightly larger and then only comprising of two or three pairs of semis. It would appear from this short and intense phase of activity that the Syndicate's release of land was limited and that the generally smaller plots released were very marketable generating much competition between potential buyers. The most successful buyer was the local builder George Cooper who acquired and built some 24 houses on several plots. He teamed up with the architect Henry Mayo, the designer of the road and housing layout. Mayo was easily the most popular house designer with the many small-scale developer clients at this time. Other local architects engaged here included Ernest. E. Shepherd and Arthur Moreton.

4.3.17 The second and final extension to Earls Road, from Barpool Brook back down to Manor Court Road, was carried out in 1911. It completed an irregular crescent shape bisected by the contrasting dead straight line of Manor Park Road. The nature of building along this final eastern section was different from the previous ones. There is a noticeable increase in building density as rows or terraces of modest housing appear alongside closely spaced semis in relatively small plots, signifying that the housing market aimed at here was once again lower than previously. This reinforces the

suggestion that smaller, less expensive; plots were the more popular and easier to sell in Nuneaton at this time.

4.3.18 The rate of building indicates targeting a lower level of the housing market was successful, and as a result, a good 60% of the street building frontage of the post-1911 section had been developed within only two years of the road's construction. Contemporary building also filled some of the gaps in building frontages left at the northern end of Manor Park Road and the adjacent earlier northern section of Earls Road. Again, the builder George Cooper was the most prolific developer. He constructed the entire run of houses from Nos. 2 to 50 Earls Road between late 1911 and late 1913. It is not known who his architect was, if indeed he used one at all by this time. The most prolific known architect in this phase was another local- JB Hingley- whose designs were generally not of the standard of Mayo, Shepperd and Moreton.

4.3.19 This period of rapid house building was brought to an abrupt halt with the outbreak of the First World War. New building did not start again in the area until 1920 and when it did, it was clearly a struggle for builders and developers to provide anything the market could support without public subsidy.

The Government with its mandate to provide 'homes fit for heroes' made grants available, subject to certain build-quality standards, through the early-mid 20s. These enabled a small number of houses to be constructed in the first years of the new decade though several subsidies were subsequently repaid presumably for breaching conditions of offer.

4.3.20 Building was again concentrated in discrete parcels of land, probably relating to land releases by owners. It was located along to the middle and southern sections of Manor Park Road down to Manor Court Road on the west side, on Manor Court Road to the west of the south westerly arm of Earls Road, and to the gap left between the pre-war building at the north east angle of Earls Road.

4.3.21 The 20s pattern of development marked a significant departure from previous ways. Firstly, the undeveloped formerly large prestigious plots fronting Manor Court Road were reduced drastically in size through subdivision, while, conversely, the plot sizes along the lesser streets were increased, particularly to the west side of Manor Park Road. Here there is a small concentration of detached houses in very generously sized gardens for the area.



Figure 28: 34-36 Manor Park Road c. 1920 by architect Ernest Shepherd for George Cooper



Figure 29: 35 Manor Park Road 1925 by Henry Mayo & Son



Figure 30: 39 Manor Park Road 1924 by Henry Mayo & Son



Figure 31: 43 Manor Park Road

- 4.3.22 This seems to be a clear indication that Manor Court Road itself was declining in its attractiveness as a location for better quality housing. The latter was presumably moving to quieter plots along Manor Park Road facing the then undeveloped grounds of Manor Court and away from what was a busy and noisy vehicle thoroughfare.
- 4.3.23 The considerable reduction in plot size along Manor Court Road certainly posed design problems for any architect attempting to maintain an imposing front façade of suitable

scale for that street, as can be seen from Henry Mayo's valiant attempt with 125 Manor Court Road/ 17 Earls Road for local builders Hale and West. On the other plots adjacent to Manor Park Road (103-109 Manor Court Road) by the same builder/developers, no such effort was made to the marked detriment of the character and quality of the street scene. All of these buildings were the subject of a government building subsidy. Despite this the design, scale, and materials of 103-109 Manor Court Road contrast adversely with the Yates designed houses of the late 19th century standing nearby. No architect's name is given on the building regulations approval suggesting an off-the-peg design. Other more individual designs include 28-32 Manor Park Road built in c.1920 by George Cooper using Ernest Shepherd as his architect, nos. 29-43 Manor Park Road - three of which were again designed by Mayo, 39-41 and a pair of semis of c.1922 (31-33 Manor Park Road) by Arthur Moreton. 42 In Earls Road lesser quality housing (by pre-first world war standards) of c. 1920 and designed by JB Hingley, filled the gap between his earlier houses on the north side of the road.



Figure 32: 31-33 Manor Park Road 1922 by Arthur Moreton

4.3.24 The apparent decline in standards in the way that buildings were designed to form an integral part of a larger street scene composition in part of Earls Road from the 1920s (and the failure of Local Authority powers to control this through building regulations), is well illustrated by the incongruous grafting on of one half of a semi-detached pair of houses of the later 1920s (57 Earls Road), to an earlier terrace of completely different design built just before the First World War (59-71 Earls Road). The oddness is compounded by the fact that another half of a semi-detached pair with the same half missing, stands next door at 55 Earls Road.

4.3.25 The final interwar phase of building took place during the 1930s on land immediately to the west of Hingley's houses on the north side of Earls Road and backing on to the hospital site. Here semi-detached houses (11-15 Earls Road) of typical 1930s suburban form, were built to the designs of HN Jepson, except for No.9 which was again by Hingley of c. 1929.

4.3.26 By the outbreak of the Second World War most of the developable land along Earls Road/Manor Park Road had been built on, except for one sizeable development parcel to the southern half of Manor Park Road backing on to Barpool Brook and the grounds of Manor Court. This was not developed until the late 1950s /early 1960s when a line of semi-detached houses all of the same off-the-peg design was constructed in longish plots to a typical speculative builders specification of the time in lesser quality materials. Subsequently there has been infill development on narrow isolated single plots or parts of plots. At best this has been of uninspired design adding nothing to the area, and at worst it has been alien and harmful to neighbouring buildings and the surrounding area.

4.4 Archaeology and the Scheduled Monument

- 4.4.1 The archaeological interest of the area resides in the medieval remains of the Benedictine priory and its associated precinct areas to either side of Manor Court Road and along Barpool Brook. The area of medieval development was significantly more extensive than the currently scheduled ruins and precinct areas. It is believed that they extend under present housing to Earls Road. The known area, which is scheduled as an ancient monument, lies to the southeast and northwest of Manor Court Road. That to the northwest covers the present-day gardens to Manor Court and forms a small part of a once extensive outer priory precinct. Documentary sources record the presence of several houses, barns, a tile maker's workshop, and the Abbey mill in this outer precinct.
- 4.4.2 The priory church lies in the area to the south east of Manor Court Road and occupies the highest part of the site. The church would have formed one side of a range of buildings enclosing an inner court. Further buildings were placed outside the main rectangular complex and the whole was enclosed by a bank boundary.

- 4.4.3 Little remains of the 12th century church except for four massive piers that mark the crossing of the central tower which are now incorporated within the Victorian church by Clapton Rolfe. Part of an eastern range of buildings belonging to the Chapter House survives as above ground remains, but for the rest of the complex only foundations survive. To the south east of the main complex in what is now Abbey Meadow lie the buried remains of the abbey's infirmary.

- 4.4.4 The preservation of the ground plan indicates that this was a high-status complex supporting a sizeable religious community in the medieval period with as many as 93 nuns in 1234.

4.5 Building Scale

- 4.5.1 Most buildings in the Conservation Area are two storeys high; St Mary's Abbey Church, Manor Court Baptist Church Jepson House, 120-124 Manor Court Road, 144 Earls Road and Avon Lodge are greater than three storeys.

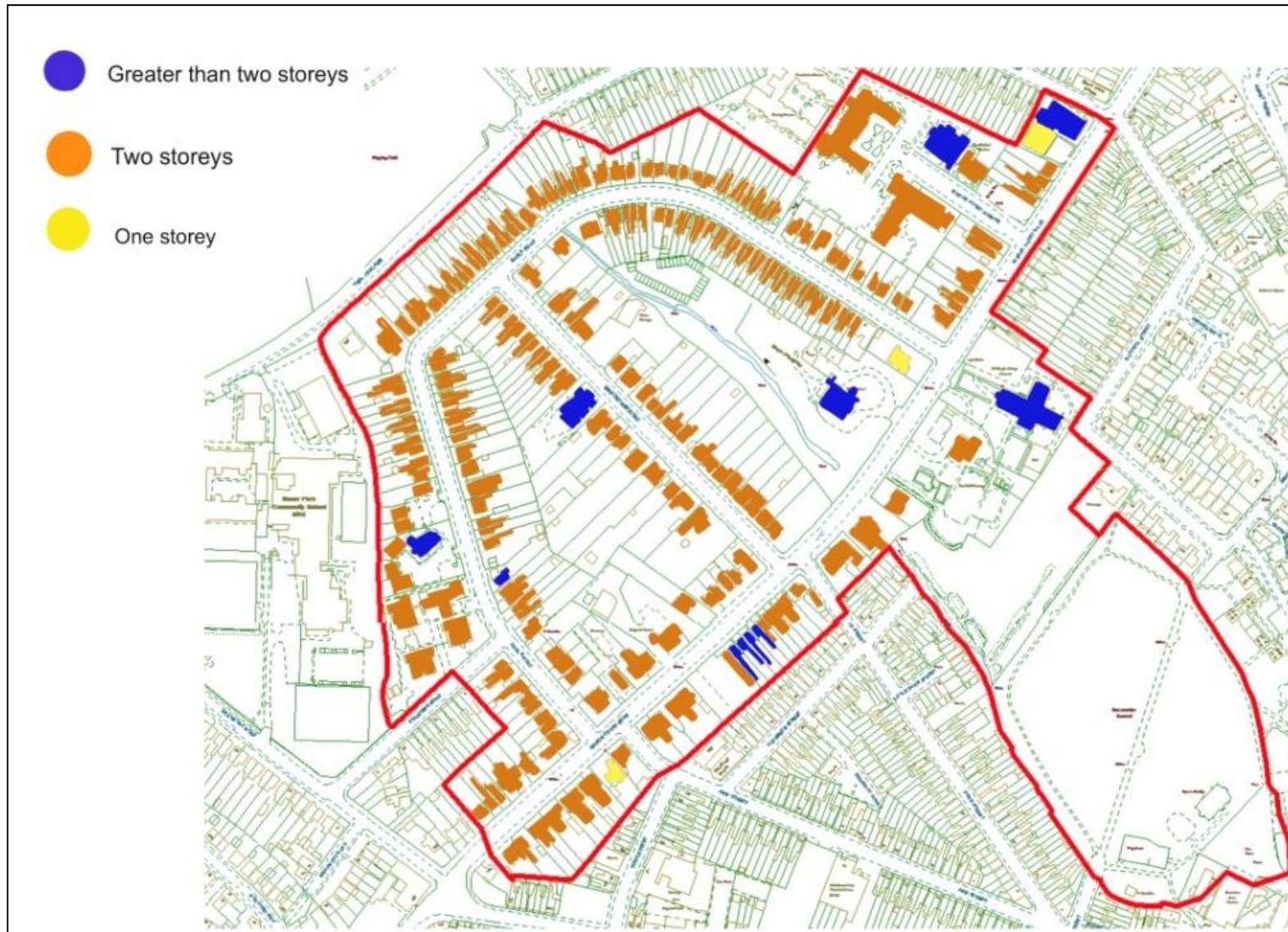


Figure 33: Building Storey Height

4.6 Building Materials

- 4.6.1 A high amount of the building materials in the Conservation Area are Nuneaton made products, with probably most of these originating from Reginald Stanley's brick and tile works in Stockingford and the Haunchwood Works.
- 4.6.2 Render, either employed with brick or used exclusively on principal elevations, is used in buildings from the end of the Edwardian period to the end of the 1930s.
- 4.6.3 Rubble stone with sandstone quoins and local brick are the dominant walling materials. Roofs are mainly of local clay plain tiles. Decoration is in terracotta, patterned brick, or painted and carved timber, but is not normally applied to large areas of main wall surfaces. Decorative tile patterns are used on some roofs.

4.7 Materials Palette



Figure 34: Materials Palette

4.8 Architectural features and details

Windows

- 4.8.1 Windows in the Conservation Area are generally square headed. Two-storey canted, or semi-circular bay windows are a common feature in the Conservation Area.

4.8.2 The window reveals in the Conservation Area are generally simple but there are also examples of brick detailed surrounds, and stone lintels and sills. There is detailing to some windows with bow headed lintels or cornices to bay windows.

4.8.3 Modern buildings have uPVC windows, also a number of historic buildings have had their windows inappropriately replaced with metal or uPVC units. Where opportunities arise, this replacement should be reversed.



Figure 35: Types of Windows

Decorative details and signage

4.8.4 There are a variety of late-Victorian and Edwardian buildings in the Conservation Area. They are generally built of red brick with terracotta or stone detailing. Quoining is in evidence on the corner of some buildings. Some Victorian era buildings feature a string course (a horizontal decorative band of masonry).

4.8.5 Catalogue elements such as decorative terracotta sunflower plaques (a typical Arts & Crafts motif of the late 19th century) can be seen on buildings designed by different architects at different dates for example, on 123 Manor Court Road by Yates of 1893 and the Abbey Hotel (originally a house) of 1905 (architect unknown but possibly RH Smith). There are examples of decorative brickwork, brick arches, and canopies. Name and function plaques can also be found on some buildings in the Conservation Area.



Figure 36: Decorative Details and Signage

Roofs and Chimneys

4.8.6 The Conservation Area contains a variety of form and pitch of roofs. Some buildings are topped with a steep pitch tiled

roof (in most cases as high as the elevations beneath them), red brick walls with applied 'black and white' timber framing, particularly to gables, and feature tall chimneys.

4.8.7 Many roofs still maintain original natural red plain clay tiles locally made and are a key feature of the houses in the area. There is a similarity of roofs particularly in Earls Road and Manor Park Road which present uniform roofscape of the area. Manor Court Road provides for a greater variety, with elements often arranged in carefully contrived compositions, producing varied picturesque silhouettes and roofscapes. The most spectacular example is Landsdowne Terrace of 1896 grouped with the Coachmans House. Less ornate examples employ simple rectangular box-like forms under hipped or gabled roofs, on to which were grafted two-storey bays often topped off with black and white gables or tiled hipped roofs or a mixture of the two.

4.8.8 Chimneys are a key feature in the Conservation Area. Some are central to roof ridges, some spring from mid roof face, and some are expressed externally on walls. Often, different types of stack are used on the same building, but they

create rhythm rather than discord and are always a prominent feature of the overall composition.



Figure 37: Roofs in the Conservation Area

4.9 Boundary treatments

- 4.9.1 Boundary treatments refer to where private buildings meet the public realm.
- 4.9.2 Public and private boundaries are well defined in the Conservation Area albeit enclosed by varying boundary treatments.
- 4.9.3 The north east of Manor Court Road is typified by low level brick walls. Some are as old as the houses they surround and are of heritage value. The Church of St Mary is bounded by iron railings. Further South on Manor Court Road, fencing surrounds the vicarage and Manor Court. The fencing is impenetrable to views from the public highway and is negative feature in the Conservation Area. The fence surrounding Manor Court has recently been replaced with modern concrete fence posts and push in fence panels, which further erodes the aesthetics of the boundary at this point. Continuing south on Manor Court Road, many of the Victorian era houses have maintained their original low-level walls, although there are examples of repair and replacement with unsuitable modern materials such as concrete blocks. Later built houses have had their boundary wall removed to make way for car parking spaces to the

front of the property thereby weakening the sense of enclosure.

- 4.9.4 Earls Road mainly features low level brick walls. The shallow front gardens have prevented the desire to remove the walls to make way for car parking spaces. There are examples of original front walls although many have been replaced with modern brick and occasional concrete blocks. In some instances, the walls are augmented with privet hedges and other planting which obscure the ground floor windows.
- 4.9.5 Manor Park Road features a variety of boundary treatments. The slightly longer front gardens have provided the opportunity for car parking which has resulted in the removal of brick walls. There is a greater uniform of look to from numbers 7 to 23 with some original walls still in place. It would be desirable to maintain original boundaries in the Conservation Area and maintain the level of the walls to a uniform height.
- 4.9.6 The Nuneaton Recreation Ground is bounded by the high fencing of adjoining properties.

4.10 Important Views

4.10.1 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 townscape contributes towards the significance of heritage assets in the Conservation Area.

View 1

4.10.2 Long vistas down the straight line of Manor Park Road towards the Coachman's House (106 Manor Court Road) that terminates the view and effectively marks the corner of Manor Court Road and Duke Street.

View 2

4.10.3 Contrasting with the long straight alignment of Manor Park Road is the curving of Earls Road that gradually reveals to view the succession of houses that line both sides.



View 3

- 4.10.4 Oblique views along Manor Court Road to landmark buildings including Landsdowne Terrace, Manor Court , St Marys Abbey, and the former Vicarage.



View 4

- 4.10.5 The long vista along Manor Court Avenue terminated by the symmetrical composition of the Cottage Hospital with main axis centred on the line of the middle of the road.



View 5

- 4.10.6 The middle-distance views over green treed space of the recreation ground to the Priory Ruins and Vicarage.



4.11 Setting

- 4.11.1 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”²¹.

- 4.11.2 The Conservation Area is the centred-on Manor Court Road, which is a busy road junction. The presence of high volumes of traffic is a negative influence on the suburban street design. The abundance of parked cars is also a negative influence on the Conservation area, this is particularly relevant in Earls Road where cars are double parked on the narrow street and Manor Court Road where many are parked on the pavement.
- 4.11.3 The Abbey Church of St Mary and the nearby recreation park are positive contributions to the setting. They provide an important green open space within the Abbey area. The church providing a quiet space for reflection, and the park for recreational activities.

²¹ 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/426614/National_Planning_Policy_Framework_published.pdf)

4.11.4 The low-density housing many with long back gardens is a key feature of the Conservation area. Proposals to develop back garden areas with sizable structures would harm the suburban housing nature of the area.

5. Character Area and Zones

Character areas are sub-areas of the Conservation Area that are distinguished or defined by various attributes or characteristics derived in the main from past and/or present land uses and their related patterns of ownership. These are reflected to varying degrees in the layout or pattern of the town's buildings and spaces, and in their individual appearance and character.

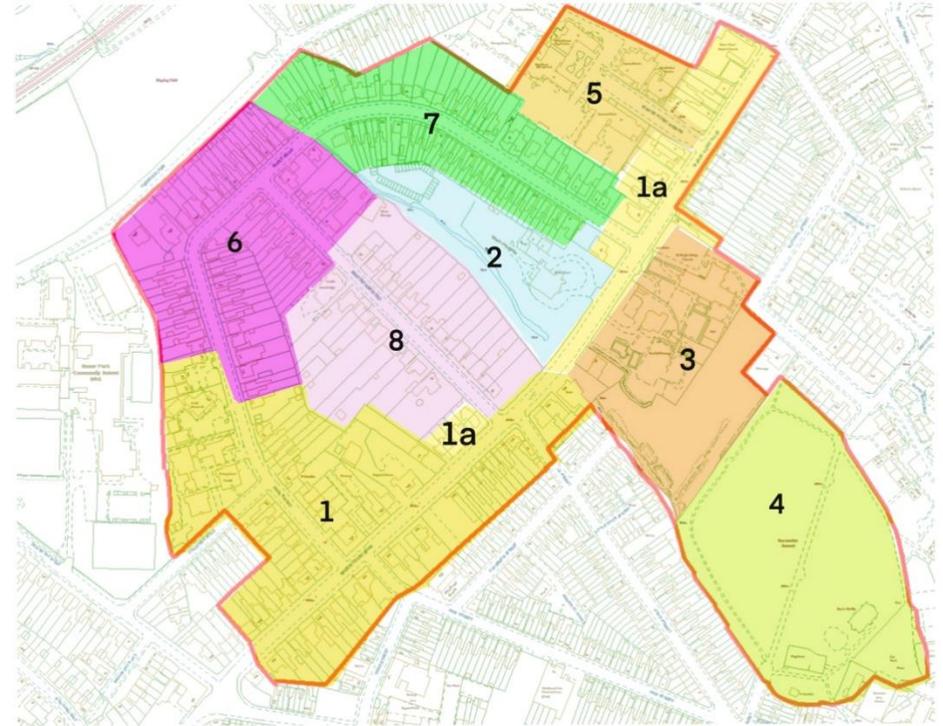
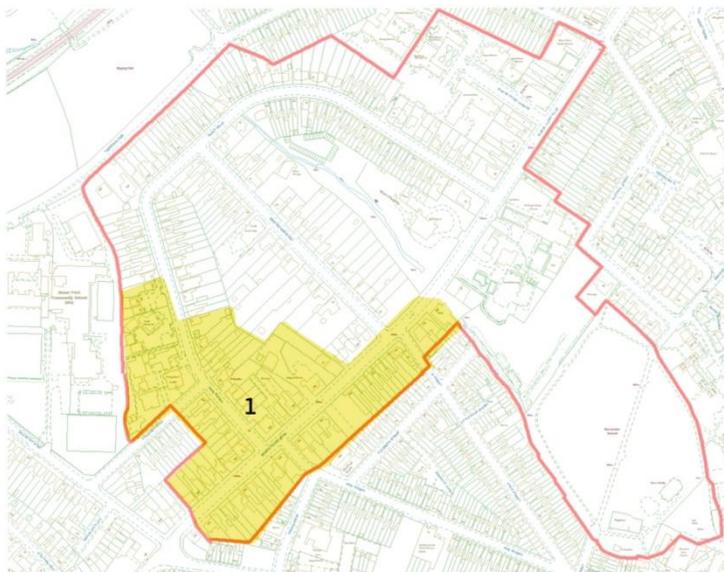


Figure 38: Conservation Area Zones

5.1 Character Area 1: Manor Court Road and Earls Road



Principal features

5.1.1 Principal features of special interest of this area and its characteristics include:

- Houses designed by FJ Yates.
- Substantial detached and semi-detached, two and three-storey, late Victorian and Edwardian villas.
- Mature street trees.

- Wide street with generous pavements.
- Lansdowne Terrace a significant landmark building.
- Mix of residential, service and institutional uses.
- Leafy character particularly in the middle section flanked by the grounds of Manor Court and the Abbey Precinct.
- Larger gardens visible in glimpse views between buildings from the street.

5.1.2 This sub area largely coincides with areas along Manor Court Road owned originally by Stanley and developed either directly by him or under his influence through disposal to other smaller developers. The predominant period of building is late 19th century Victorian and Edwardian, with some inter-war and post-war infill. The characteristic building types of this area are substantial middle class detached and semidetached houses, and a row of villas. Today it is an area of mixed use and although primarily residential. Several of the larger houses have been converted to flats.

5.1.3 Stanley's architect FJ Yates was an important influence in this, the first late 19th century phase of development in the conservation area. He designed a small number of buildings

in various styles but the most common was a free and eclectic Domestic Revival style, which incorporated forms, details, and materials found in English vernacular and continental buildings. The style can be seen as part of a rural romanticism fashionable in the late 19th century. Its models were the picturesque vernacular revival houses in developments such as Bedford Park, London, Bourneville, Birmingham, and Port Sunlight near Liverpool. The style fits in well with the ambience of the Manor Park Road in the vicinity of priory ruins with its newly planted tree lined pavements, and extensive areas of leafy open spaces. It also complimented the prominent new vicarage of 1886 by Rolfe that had also responded to the semi-rural and ancient context around the priory ruins.

5.1.4 Most other housing in this character area is of the late 19th century and Edwardian period and shows some of the same late Victorian stylistic influences as Yates's buildings, but they were designed by less accomplished local architects who lacked his bold compositional skills and eye for striking detail. More substantial examples are to be found on Manor Court Road including nos. 102-104, 148-150 and in Earls Road such as nos. 139, 136-138 and 161-165. Walls are predominantly of red machine-made brick mostly dressed

with standard 'catalogue' detailing to windows and eaves - characteristically bow headed lintels and terracotta eaves detailing. Most of these together with the red clay roof tiles on these buildings were manufactured locally and many probably in Stanley's brick and tile works.

5.1.5 The modern blocks of apartment housing immediately to the south of 139 Earls Road are of no intrinsic architectural or historic interest and have been included solely on the grounds of rationalizing the Conservation Area boundary.

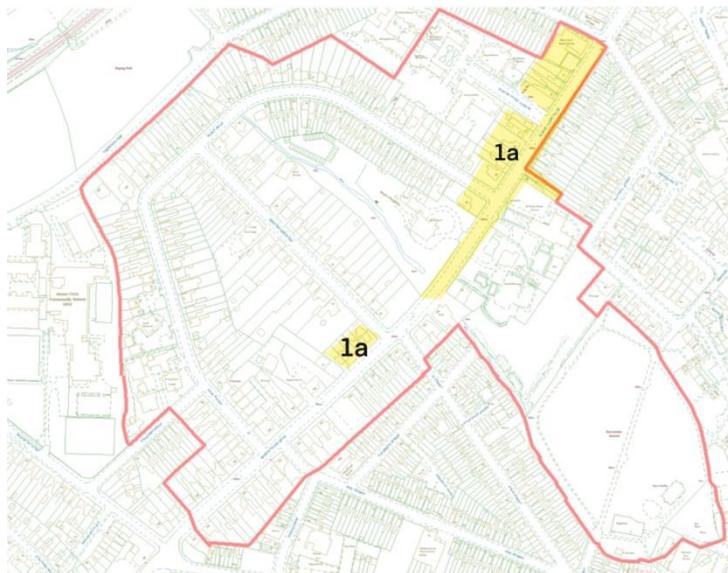
Key Buildings

- Landsdowne Terrace Designed by Yates for Reginald Stanley.
- Gayton House 115 Manor Court Road Designed by Yates for Henry Swallow, Mining Engineer.
- Bayden House 140 Manor Court Road Designed by T.J. Gordon for James Bates brickworks manager.
- The Coachmans House 106 Manor Court Road.
- Manor Court. House built for Reginald Stanley to a design by Yates in 1894-5. A three-storey building with corner turret and conical roof. Many of the building

materials were produced in Stanley's local brick and tile works.

- Mardale.123 Manor Court Road Designed by Yates for Dr Edward Nason.
- 139 Earls Road built for Charles Phillips hat manufacturer.

Zone of Transition 1a Manor Court Road

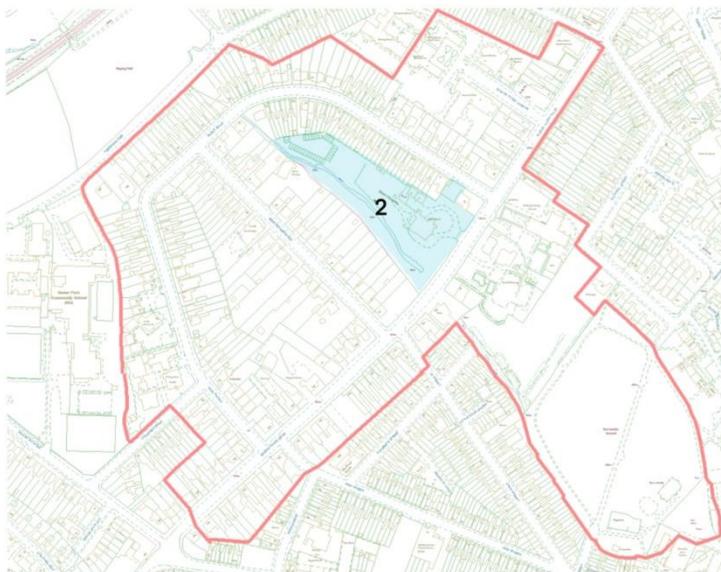


5.1.6 The area along part of Manor Court Road represents a zone of transitional character between the flanking open space character areas 2 & 3 and the hospital complex sub area 5. The zone has no strongly identifiable character of its own but derives its mixed character from the adjacent areas it connects.

Principal Features

5.1.7 The large gothic style Baptist church with memorial stone laid by Stanley in 1898 and opened by him in 1899.

5.2 Character Area 2: Grounds to Manor Court



Principal Features

- The below ground remains of the medieval priory.
- Manor Court (see above).
- Mature trees and brook course.
- Open and green, leafy character of this area.

5.2.1 This is one of three key green spaces running in a belt through the Conservation Area and it houses the large former residence of Reginald Stanley – Manor Court. This is now used as a nursing home. The grounds, which originally extended to six acres, contain many mature trees most of which were planted by Stanley, a keen amateur arboriculturist. These include Hornbeam, Lime, Corsican Pine, Sycamore, Black Poplar, and Yew. They contribute considerably to the leafy character of the central section of Manor Court Road and the amenity of the Conservation Area generally. Running through the middle of the grounds is the stream known as Barpool Brook which provided the necessary water supply to the priory and powered its mill situated by the Barpool itself on the western boundary of the priory precinct outside the Conservation Area to the northwest.

5.2.2 In addition to its aesthetic and nature value this character area has historic value for its associations with Stanley and for its below ground remains of the medieval priory precinct part of the scheduled ancient monument.

5.2.3 The archaeological interest of the area resides in the medieval remains of the Benedictine priory and its

associated precinct areas to either side of Manor Court Road and along Barpool Brook. The area of medieval development was significantly more extensive than the currently scheduled ruins and precinct areas. It is believed that they extend under present housing to Earls Road although its boundaries are as yet unknown. The known area, which is scheduled as an ancient monument, lies to the southeast and northwest of Manor Court Road. That to the northwest covers the present-day gardens to Manor Court and forms a small part of a once extensive outer priory precinct. Documentary sources record the presence of several houses, barns, a tile maker's workshop, and the Abbey mill in this outer precinct.

5.2.4 The priory church lies in the area to the south east of Manor Court Road and occupies the highest part of the site. The church would have formed one side of a range of buildings enclosing an inner court. Further buildings were placed outside the main rectangular complex and the whole was enclosed by a bank boundary.

5.2.5 Little remains of the 12th century church except for four massive piers that mark the crossing of the central tower which are now incorporated within the Victorian church by

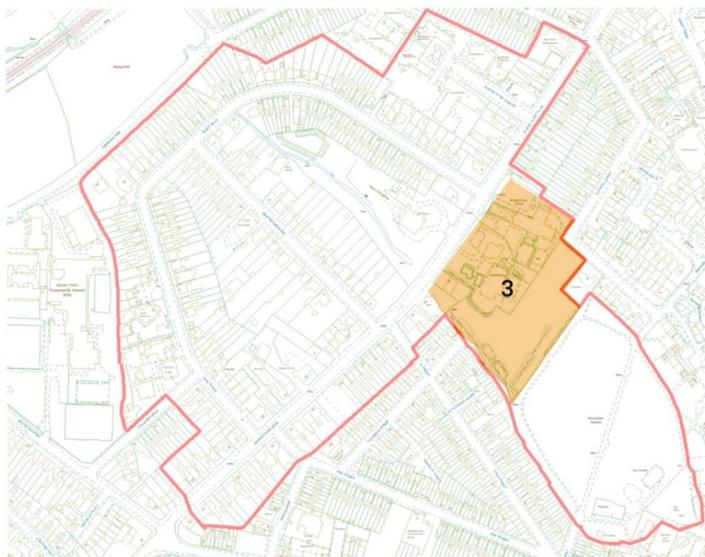
Clapton Rolfe. Part of an eastern range of buildings belonging to the Chapter House survives as above ground remains, but for the rest of the complex only foundations survive. To the south east of the main complex in what is now Abbey Meadow lie the buried remains of the abbey's infirmary.

5.2.6 The preservation of the ground plan indicates that this was a high-status complex supporting a sizeable religious community in the medieval period with as many as 93 nuns in 1234.



Figure 39: Grounds of Manor Court

5.3 Character Area 3: St Mary's Priory Precinct, Church, and former Vicarage



Principal Features

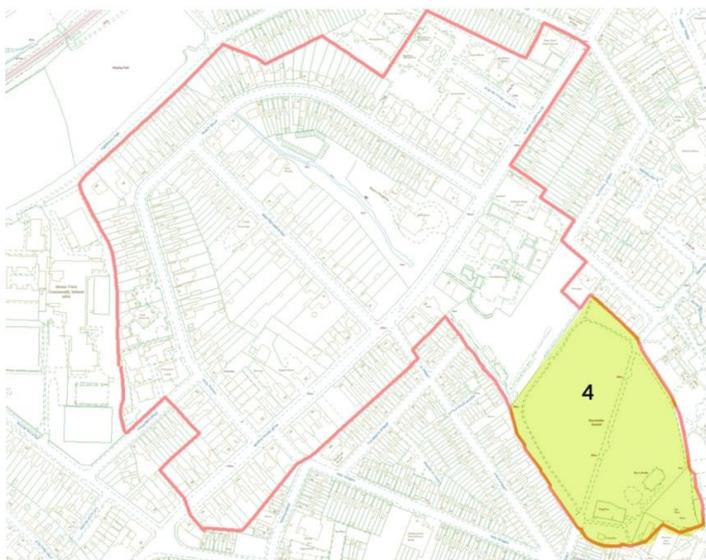
- The standing and below ground remains of the medieval priory set in open space adjacent to the listed church of St Mary.
- The listed Church and former vicarage including the mature trees and gardens of the latter.
- Open and green, leafy character of this area.

- 5.3.1 This character area comprises the standing and below ground remains of the principal parts of the medieval priory. As such it has considerable historic value. It also has high aesthetic value for the openness of the spaces around the ruins and the listed Victorian Church and former vicarage, and for the quality of the buildings themselves– both Grade II listed buildings.

Key Buildings

- St Mary's Church and Priory Ruins. Built in 1876 to the design of Clapton Rolfe with chancel added in 1906 and a north transept in 1930 both by Harold Brakspear. It is listed Grade II.
- Former St Mary's Vicarage. In 1886 Charles de Havilland wrote ' you will observe a vicarage has been built". It is of medieval style with a view to being in unison with the surrounding ruins and the Abbey Church'. It is also listed Grade II.

5.4 Character Area 4: Nuneaton Recreational Ground



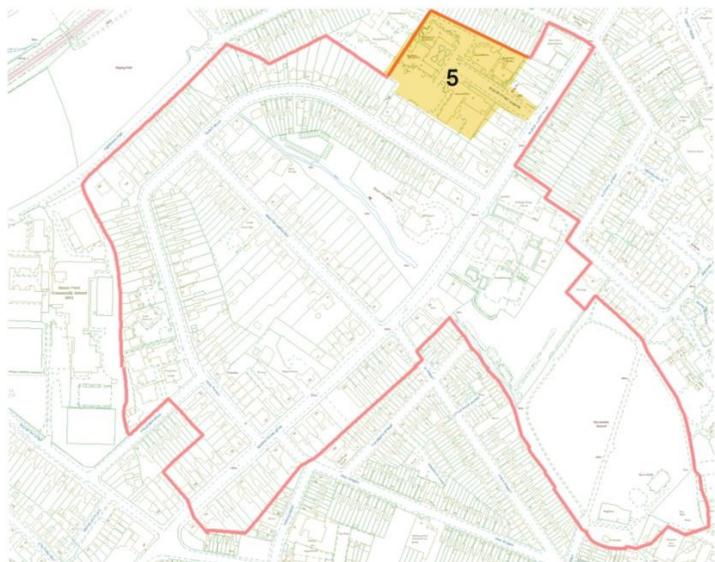
open green setting to the priory ruins, and in the mature trees it contains.

Principal Features

- Mature trees flanking paths donated and planted by Stanley in 1892.
- Views towards the priory ruins.

5.4.1 This municipal recreation ground, surrounded by urban terrace housing and tower blocks, is included in the conservation area for its historic associations with Stanley and Tomkinson, and for its amenity value in providing an

5.5 Character Area 5: The Hospital



Principal Features

- Wide tree lined street approach laid out and paid for by Reginald Stanley.
- Original hospital symmetrically designed and centred on the main axis of the street and terminating street vistas from the south.
- Buildings designed by FJ Yates.

- Buildings designed by H N Jepson.
- Institutional character of a large hospital complex.

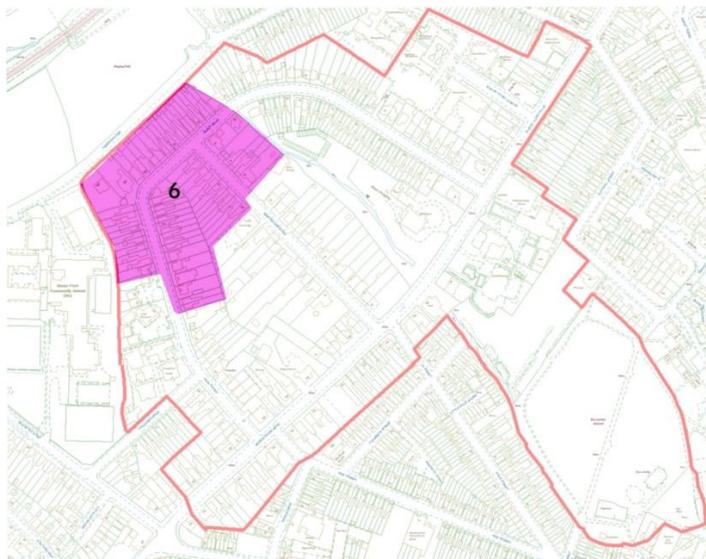
5.5.1 This character area has some of the highest quality buildings in the Conservation Area designed by two significant architect's FJ Yates of Birmingham, and HN Jepson of Nuneaton the latter designing in the 1920s and 30s. The area has considerable historic value as Nuneaton's first hospital paid for by voluntary private contributions and its close associations with its principal patrons – the prominent local figures Stanley, Tomkinson, Dr Richard Nason and his son Edward, and Charles Philips.

Key Buildings

- The former Cottage Hospital designed by FJ Yates. The original building of 1893 comprised a central administration block in a free classical renaissance style and two flanking eight bed wards. The latter were extended in 1920 to house twenty beds each. Later further wards were added funded through private subscription until nationalisation.
- Jepson House. Built as a nursing home in 1926 to the design of HN Jepson.

- The Medical Centre. Originally a pair of villas designed by Yates.

5.6 Character Area 6: Earls Road West and Manor Park Road North

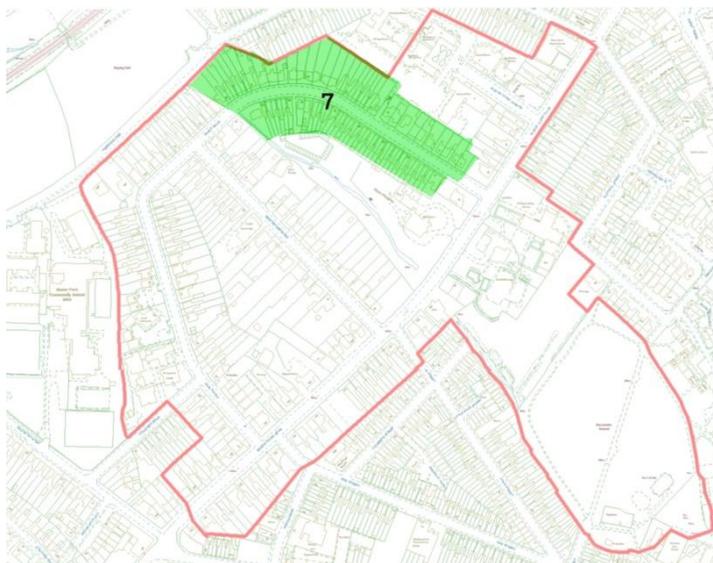


Principal Features

- Attractive quiet suburban residential area.
- Predominantly Edwardian semi-detached houses of consistent form, scale, and materials, most with projecting two-storey bays often under 'black and white' gables.
- Mature street trees.
- Curving road alignment.

- 5.6.1 This is an area of predominantly late Edwardian semi-detached housing displaying a high degree of consistency in its form, scale, materials, and building lines. In its layout and use of street trees it has a pleasant suburban character of above average aesthetic/amenity value in the local context. It has no key buildings as such as most are typical and representative forming parts of a cohesive group or groups, rather than standing out individually. The predominant style adopted is one which derives from the vernacular revival style of the late 19th century but adapted to the more modest scale of middle-class semi-detached houses of the late Edwardian and immediately pre first war periods. The houses, nearly all designed by local architects, represent the forerunners of that archetypal inter-war suburban design - the semi-detached house designed as a reflected pair with characteristic two-storey canted or semi-circular bay windows under gables and for dormers often in 'black and white' timbering, and arched porches to the front doors.

5.7 Character Area 7: Manor Park Road Central and South

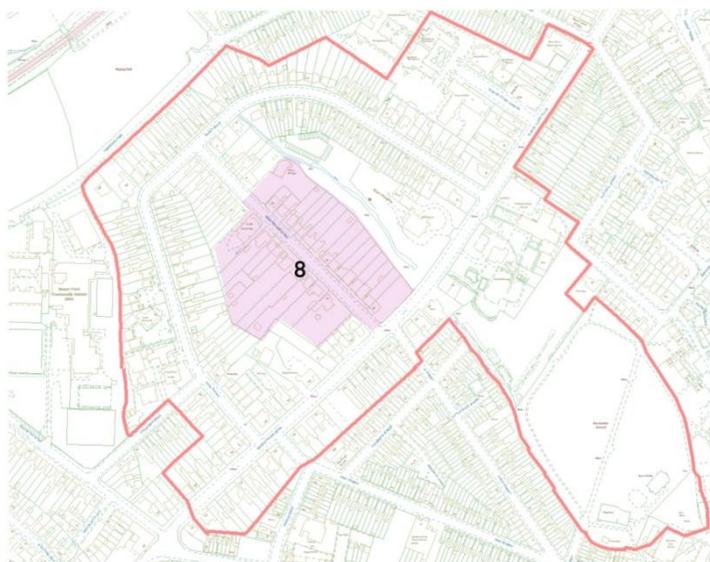


Principal Features

- Attractive quiet suburban residential area.
- Substantial detached and semi-detached inter-war houses.
of varied designs by local architects
- Houses have large rear garden plots.
- Mature street trees.
- Long straight vistas.

5.8.1 An area of inter-war and post war housing development characterised by above average sized rear garden plots that make a significant contribution to the suburban character of the Conservation Area. There are no key buildings but there are several detached and semi-detached houses of the early interwar period that make a significant contribution to the above average amenity value of this sub area. The group of late 1950s semi-detached houses to the south of the road have little inherent architectural or historic value but they do not offend, and their gardens again make a significant contribution.

5.8 Character Area 8: Earls Road East



Principal Features

- Quiet residential street.
- Short terraces or rows together with closely spaced semidetached houses mostly built immediately before the outbreak of the first world war.
- Two-storey front bays under gables are a signature feature.
- Interwar infill housing by local architects including 1930s houses by Jepson and 1920s houses by Hingley.
- Curving road alignment.

- Mature street trees.

5.8.1 An area of predominantly pre first world war and interwar housing of higher density and lesser architectural quality than other character areas but above average in the current local context and closely related to the character of areas 6 & 7 Unlike other character areas, semi-detached houses are accompanied by longer straight rows of housing that are characteristic of the more rigid grid iron pattern of development found more generally in late 19th century Nuneaton. Again, the two-storey front bay under gables is the signature feature, which collectively creates a pleasing rhythm through repetition along the street frontages.

5.8.2 The plan type of these pre 1914 houses is of narrow fronted units most often designed as pairs of semi-detached houses (though sometimes extending into rows of up to eight) that are deep front to back with long rear service ranges. Typically, these accommodated two reception rooms (the parlour or sitting room and the dining room) and a hallway in the main body of the house with kitchen, pantry, scullery, and coalhouse accommodated in the long rear range. On the first floor were two bedrooms with a third and the bathroom and wc again housed in the rear service range.

6. Audit of Heritage Assets

6.1 Introduction

6.1.1 The Abbey Conservation Area is a heritage asset in its own right. The Conservation Area contains listed and unlisted buildings which contribute towards the special interest of the area. There are also some buildings and structures that make no contribution or detract from the character of the Conservation Area.

6.1.2 This Section considers every building in the conservation area, and defines them within the following categories:

- Listed Buildings, national and local.
- High heritage value.
- Significant heritage value.
- Moderate heritage value.
- Low heritage value.

6.1.3 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.

6.1.4 A full gazetteer of the buildings is presented in Appendix A

6.2 Listed Buildings

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

6.2.2 Alterations, additions, or demolitions to 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.

6.2.3 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.

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

6.2.5 There are two Grade II listed buildings in the Conservation Area: The Abbey Church of St Mary and St Mary's Vicarage.

6.3 Locally Listed Buildings

6.3.1 Locally listed buildings are those which do not meet the criteria for national designation as listed buildings but are of local interest and importance.

6.3.2 Locally listed buildings have a degree of significance, meriting consideration in planning decisions when changes are proposed.

6.3.3 There are three locally listed buildings or structures in the Conservation Area: the former Manor Hospital, 4 Jepson House and Manor Court.

6.4 Heritage Value Buildings

6.4.1 Buildings which do not meet the criteria for inclusion on the local list but still have a positive heritage value and contribute to the overall character and appearance of the Conservation Area are classified as high, significant, or moderate. .

6.4.2 Criteria for identifying heritage value include:

- Position and presence within the streetscape.
- Use of materials, architectural motifs or detailing.
- Scale and massing.
- Relationship with neighbouring buildings, both physical and historical.
- Associations with notable architects or other historical figures.
- Historical uses.

6.5 Low Heritage Value

- 6.5.1 Buildings which have no, or little heritage value are classified as low. These can be seen as having either a neutral or negative impact on the Conservation Area.

- 6.5.2 Neutral buildings are those which neither make a positive or negative contribution to the character of the conservation area. Proposals which affect neutral buildings could enhance the conservation area through high quality design and use of quality building materials.

- 6.5.3 Negative buildings are considered to detract from the character and appearance of the conservation area. This may be due to their scale and massing, design, materiality, condition or use, or a combination of the above. Negative buildings have potential to enhance the conservation area through refurbishment, demolition and/or replacement.

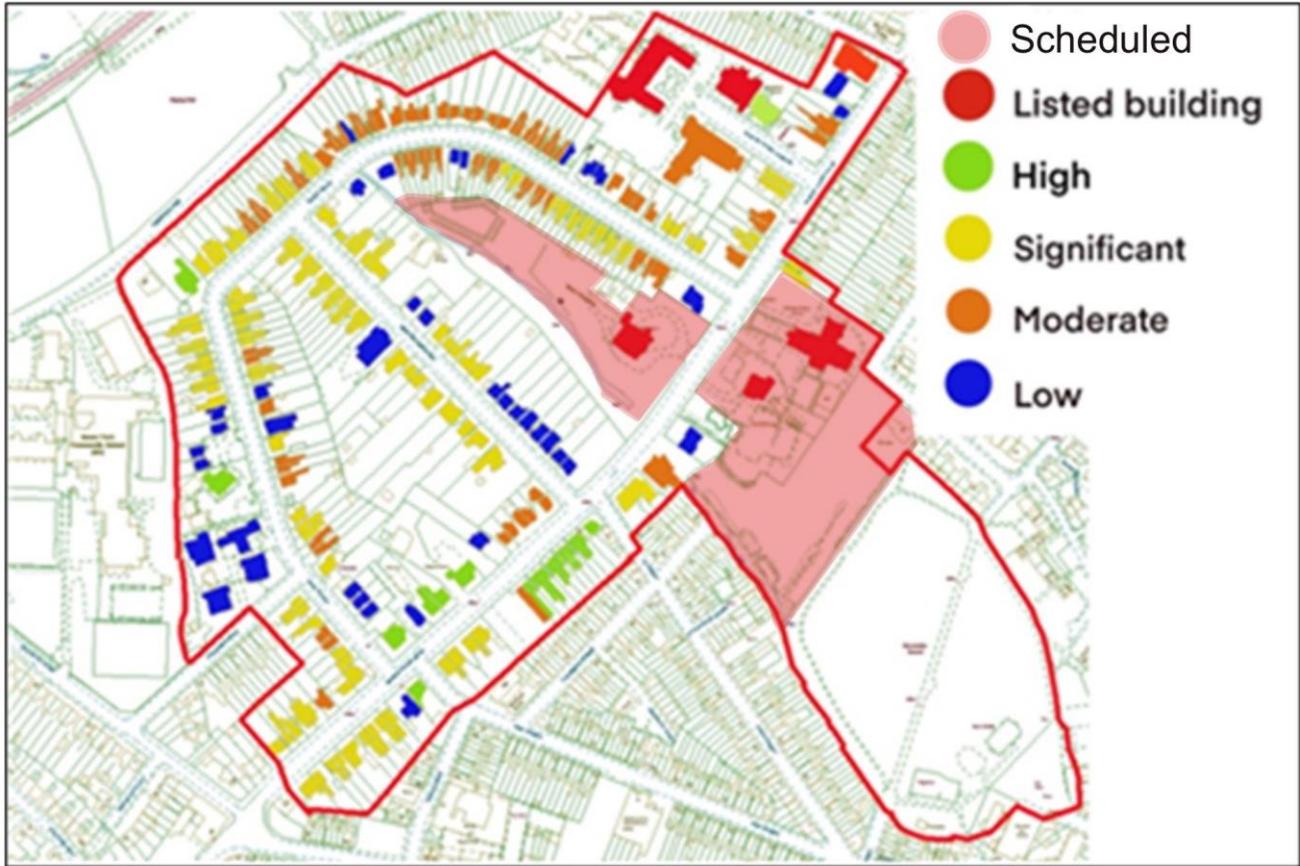


Figure 40: Individual Building Heritage Value in the Conservation Area

7. Assessment of Condition

7.1.1 The greater part of the external building fabric of housing in the Conservation Area is substantially intact and properties generally retain a high degree of historic integrity. The loss of historic detailing has largely been confined to windows and doors where plastic and modern stained joinery have detracted from the buildings in which they have been installed. Generally, the better-quality buildings are better in terms of retaining important features and escaping adverse alterations. In a few cases alterations have been undertaken that have almost destroyed the original appearance and character of houses.

7.1.2 The following elements detract from the special character of the area:

- Later 20th century development which does not relate in scale, form or materials to the typical Edwardian and inter-war character of houses in the Conservation Area.
- Loss of historic windows and doors. These have been lost on a major scale with many replaced in UPVC throughout the area.

- Loss of historic detailing/ materials. Smaller houses of lesser quality in original design and materials have fared worse with applied render and unsympathetically designed alterations significantly compromising the appearance and historic value. This applies also to front boundary walls where occasionally inappropriate materials such as concrete blocks have been used instead of the original brick.
- Loss of front gardens and boundary walls to hard standing for cars.
- Unsympathetic and eclectic front boundary wall treatments.
- Vehicle traffic along Manor Court Road.
- Adverse effects of multiple occupation - adding to extra pressure for on-and-off-street car parking and unkempt front gardens.
- Parked cars on the pavement. .

8. Conservation Area Management Plan

8.1 Building Works

- 8.1.1 Schedule 2 of the Town and Country Planning (General Permitted Development Order) 2015²² sets out where development rights are permitted or not permitted in relation to conservation areas. The Order 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.
- 8.1.2 Further advice can be obtained at the Planning Portal website: [Planning Portal](#) alternatively contact Nuneaton and Bedworth Borough Council's Planning Department.
- 8.1.3 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.

- 8.1.4 In proposals 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.

8.2 New Development

- 8.2.1 There is a strong presumption in favour of retaining all buildings identified as having a significant or higher heritage value in the Conservation Area.
- 8.2.2 Low heritage value buildings provide opportunity for development in the Conservation Area.
- 8.2.3 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.
- 8.2.4 New development proposals should consider:

²² [The Town and Country Planning \(General Permitted Development\) \(England\) Order 2015 \(legislation.gov.uk\)](#)

- The significance of any building to be demolished.
- The significance of any relationship between the building to be demolished and adjacent structures and spaces.
- 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.
- The potential to affect archaeological remains that contribute to the understanding and significance of the Benedictine priory.

8.2.5 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.

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

8.3.2 The Conservation Area features large houses with related large gardens and mature trees. The infill of gardens would harm the character of the Conservation Area and is discouraged.

8.3 Residential Development

8.3.1 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.

8.3.2 Extensions to buildings and new ancillary buildings facing a public highways or open space are not considered appropriate. Any new development should employ materials and design details which match the existing main structure. Materials found throughout the Conservation Area should be used, and where a true match cannot be found the nearest matching substitute should be used.

8.3.3 Roofs make an important contribution towards the skyline and character of the Conservation Area. Where a building traditionally has a clay tile roof, these tiles should be used in

restoration or replacement work. Where slate tiles are laid, they should be restored in the same manner and using identical materials. In all cases materials should be selected to ensure an even colour throughout the entire roof.

8.3.4 Chimney stacks and pots are used as main design elements and are set in a variety of ways. Chimneys are designed with special care and should not be altered unnecessarily. Chimneystacks on buildings in the Conservation Area should maintain their original height. Where chimneys have been reduced in the past it may be appropriate to reconstruct to the original height with appropriate string course and pots.

8.3.5 The introduction of dormer windows is not considered appropriate on buildings in the Conservation Area.

8.3.6 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 Abbey Conservation Area and its use is discouraged.

8.3.7 Porches on the front elevation of property can spoil the appearance of a property and the Conservation Area as whole. The erection of a porch to the elevation of a property facing a highways or open space is not considered appropriate in the Conservation Area.

8.3.8 Boundary treatments often have historic and architectural value and make a positive contribution towards the character of the Conservation Area. Repair to boundary treatments is better than replacement. The erection of new boundary walls and fencing should not be greater than the height of the lower floor windowsill.

8.3.9 Joinery in windows and doors is normally of high-quality craftsmanship. These should be retained, repaired or in the last resort replaced with replicas. 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.

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

8.3.11 Decorative features such as bay windows, balcony railings, elaborate chimney breasts and gable patterns grouped into structural bays on many buildings are a key feature of the Conservation Area and should be retained.

8.3.12 Features such as cast-iron rainwater heads and pipes should not be replaced with modern materials.

8.3.13 Satellite dishes and ariels should be sited to be as inconspicuous as possible, normally to the rear of the property. The design of dish should blend in the background.

8.4 Houses in Multiple Occupation

8.3.1 To prevent the over concentration of Houses in Multiple Occupation (HMO) in the Conservation Area: The percentage of HMO dwellings should not exceed 10% of all residential properties within a 50-metre radius of the application site.

8.3.2 No more than two adjacent properties should be in HMO use.

8.3.3 The proposed HMO should not have an adverse impact on the amenity of nearby properties by ensuring highway safety; provision for waste and recycling; and the HMO is in keeping with the character of the area

8.3.4 The HMO accommodation should meet the Council's prescribed HMO housing standards.

8.5 Street Signs

8.5.1 An abundance of street signs can lead to a confusing and cluttered street scene. Where possible, signs should be placed on buildings or at the back edge of footways. Placing signs on new posts which add to clutter should be avoided.

8.6 Street Furniture

8.6.1 Street furniture such as signs, refuse bins, seating etc. can appear to be sited in a haphazard manner in the Conservation Area. Care should be taken not to obscure views of significant heritage buildings. Where possible, street furniture should be in conformity with other local street furniture using similar materials and finishes.

8.7 Landscape

- 8.8.1 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.
- 8.8.2 Landscape, trees, and open spaces are as important to the special character of the area as the buildings. The open areas of the recreation ground and paddocks behind the Abbey Church give a strong setting to the medieval site which is the focus of the Conservation Area, and this must be preserved. Similarly, many large private gardens provide important settings for the buildings in them, and for several mature and impressive trees. The character of these spaces, and the contribution they make to the area's overall appearance, should not be compromised by development.
- 8.8.3 Development which endangers or requires the felling of mature trees will not normally be permitted. When tree felling is unavoidable, for reasons of safety or to enable acceptable development, replacement with mature or semi-mature specimens of appropriate species will be required. New development should be accompanied by planting proposals which complement and enhance the existing landscape setting. The watercourse which once served the

priory is part of that setting and should be retained. It is a rare example of a medieval canalised watercourse.

8.8 Landscape

- 8.8.1 There are relatively few signs or advertisements in the street scene, mainly because there are few commercial uses. This heightens the risk that new signage will be visually intrusive, but it also provides a setting in which design restraint can be used without seriously harming a sign's primary purpose. The scale, style and construction method of any new sign should reflect as far as possible the character of its immediate setting. Visually intrusive signs will not be permitted.

9. Article 4 Directions

9.1.1 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.

9.1.2 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.

9.1.3 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.

Article 4 Directions

9.1.4 The 2021 review consulted on existing Article 4 Directions and proposed two new Article 4 Directions. The existing Article 4 directions will be maintained, the details can be found on the Council's website.

9.1.5 The 2021 review proposed two new Article 4 Directions:

9.1.6 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, on certain properties.

9.1.7 Revoke the permitted development of Part 2 of Schedule 2 of the Order; Class C Class L – small HMOs to dwellinghouses and vice versa on certain properties.

9.1.8 The Council will keep the proposed Article 4 Direction under review and implement when there is robust evidence and clear justification to remove these permitted development rights

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Nuneaton and Bedworth Borough Council, Town Centres Area Action Plan: Issues and Options (2020)
[Town Centres Area Action Plan Issues and Options 2020 \(2\).pdf](#)

Nuneaton and Bedworth Borough Council, Sustainable Design and Construction Supplementary Planning Document (2020) [Document downloads - Adopted Borough Plan | Nuneaton & Bedworth \(nuneatonandbedworth.gov.uk\)](#)

Historic England Guidance

Carrying out a monument and memorial condition survey
<https://historicengland.org.uk/content/docs/advice/carrying-out-monument-and-memorial-condition-surveyspdf/>

Conservation Area Appraisal, Designation and Management
Second edition, Historic England Advice Note 1 (2019)
<https://historicengland.org.uk/images-books/publications/conservation-area-appraisal-designation-management-advice-note-1/heag-268-conservation-area-appraisal-designation-management/>

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[Traditional Windows: their care, repair and upgrading | Historic England](#)

Valuing Places: Good Practice in Conservation Areas (January 2009): <https://content.historicengland.org.uk/images-books/publications/valuing-places/valuing-places-good-practice-conservation-areas.pdf/>

Abbey Conservation Area Appendices

Appendix A: Heritage Value Assessment

			
<p>St. Mary's Abbey Church Grade II Listed - Positive</p>	<p>80 and 82 Manor Court Road Significant</p>	<p>Old Vicarage, Manor Court Road Grade II Listed - Positive</p>	<p>98 Manor Court Road Low</p>
			
<p>100 Manor Court Road Moderate</p>	<p>102 to 104 Manor Court Road Significant</p>	<p>106 Manor Court Road High</p>	<p>108 to 112 Manor Court Road High</p>



112- 114 Manor Court Road
High



114 – 116 Manor Court Road
High



118 -122 Manor Court Road
Local List - High



120-124 Manor Court Road
Local List - High



126 Manor Court Road
Moderate



132-134 Manor Court Road
Significant



136-138 Manor Court Road
Significant



140 Manor Court Road
High

			
<p>142 Manor Court Road Low</p>	<p>144 -146 Manor Court Road Significant</p>	<p>148 – 150 Manor Court Road Significant</p>	<p>152 Manor Court Road Significant</p>
			<p>Blank</p>
<p>154 – 156 Manor Court Road Significant</p>	<p>158 -160 Manor Court Road Significant</p>	<p>Benedictine priory and precinct of St Mary Scheduled Monument - Positive</p>	



137 Manor Court Road
Significant



135 - 133 Manor Court Road
Significant



131 - 129 Manor Court Road
Significant



127 Manor Court Road
Moderate



125 and 171 Earls Road
Significant



123 Manor Court Road
High



121 Manor Court Road
Low



117-119 Manor Court Road
High



115 Manor Court Road
Local List - High



111 Manor Court Road
Low



107 - 109 Manor Park Road
Moderate



105 – 103 Manor Park Road
Moderate



101 Manor Park Road
Moderate



Manor Court, Manor Court Road
Local List - High



37 Manor Court Road
Low



35 Manor Court Road
Moderate

			
<p>31 - 33 Manor Court Road</p>	<p>27 – 29 Manor Court Road</p>	<p>21 Manor Court Road and 1 Manor Court Avenue</p>	<p>15-17 Manor Court Road</p>
<p>Significant</p>	<p>Moderate</p>	<p>Significant</p>	<p>Moderate</p>
			
<p>13 – 15 Manor Court Road 13 Moderate 15 - Low</p>	<p>11 Manor Court Road Low</p>	<p>Manor Court Baptist Church High</p>	<p>1 Manor Court Avenue Significant</p>

			
<p>3 Manor Court Avenue</p>	<p>5 and 7 (The Manor) Manor Court Avenue</p>	<p>4 Jepson House Manor Court Avenue</p>	<p>2 Manor Court Avenue</p>
<p>Moderate</p>	<p>Local List - High</p>	<p>Local List - High</p>	<p>Local List - High</p>
			
<p>2 and 4 Earls Road</p>	<p>6 and 8 Earls Road</p>	<p>10 and 12 Earls Road</p>	<p>14, 16, 18 Earls Road</p>
<p>Moderate</p>	<p>Moderate</p>	<p>Significant</p>	<p>Significant</p>

<p>20, 22, 24 Earls Road Significant</p>	<p>24, 26, 30 Earls Road Significant</p>	<p>32 and 34 Significant,</p>	<p>36 Moderate</p>	<p>38 and 40 Earls Road Moderate</p>
<p>42 and 44 Earls Road Moderate</p>	<p>46 and 48 Earls Road Significant</p>	<p>50 Earls Road Significant</p>		<p>52, 54, 56, 58 Earls Road Moderate</p>

			
<p>60 and 62 Earls Road Low</p>	<p>68, 70, 72 Earls Road Moderate</p>	<p>74, 76, 78 Earls Road Moderate</p>	<p>80 Earls Road Low</p>
			
<p>82 Earls Road Low</p>	<p>90, 92 Earls Road Significant</p>	<p>94 and 96 Earls Road Significant</p>	<p>98 and 100 Earls Road Significant</p>

			
<p>102 and 104 Earls Road Moderate</p>	<p>106 and 108 Earls Road Significant</p>	<p>110 Earls Road Low</p>	<p>112 Earls Road Moderate</p>
			
<p>114 Earls Road Low</p>	<p>124 Earls Road Significant</p>	<p>126, 128 Earls Road Moderate</p>	<p>130 Earls Road Moderate</p>

			
<p>134 Earls Road Significant</p>	<p>136 and 138 Earls Road Significant</p>	<p>140 and 142 Earls Road Moderate</p>	<p>144 Earls Road Significant</p>
			
<p>146 Earls Road Low</p>	<p>148 Earls Road Low</p>	<p>150 Earls Road Low</p>	<p>123 Manor Court Road High</p>

			
<p>171 Earls Road Significant</p>	<p>169 and 167 Earls Road Significant</p>	<p>165 and 163 Earls Road Moderate</p>	<p>161 Earls Road Significant</p>
			
<p>159 and 157 Earls Road Significant</p>	<p>Priory Court Earls Road Low</p>	<p>Nunscroft Earls Road High</p>	<p>137 and 135 Earls Road Low</p>



133 Earls Road
Low



129 Earls Road
Moderate



127 Earls Road
Significant



125 and 123 Earls Road
Significant



121 and 119 Earls Road
Significant



117 and 115 Earls Road
Significant



113 and 111 Earls Road
Significant



109 Earls Road
High



107 Earls Road
Significant



105 and 103 Earls Road
Significant



101 and 99 Earls Road
Significant



97 and 95 Earls Road
Moderate



93 and 91 Earls Road
Moderate



89 and 87 Earls Road
Significant



85 and 83 Earls Road
Significant



81 and 79 Earls Road
Moderate

			
<p>77 and 75 Earls Road Significant</p>	<p>73 Earls Road Moderate</p>	<p>71, 69, 67 Earls Road Moderate</p>	<p>65 Earls Road Low</p>
			
<p>63 Earls Road Moderate</p>	<p>61, 59, 57 Earls Road Moderate</p>	<p>55 Earls Road Moderate</p>	<p>53 and 51 Earls Road Moderate</p>



49 and 47 Earls Road
Moderate



45 and 43 Earls Road
Moderate



41 and 39 Earls Road
Moderate



37 and 35 Earls Road
Moderate



33 and 31 Earls Road
Moderate



29, 27, 25, 23, 21 Earls Road
29, 27, 25, 23 Moderate.
21 Low



19 and 17 Earls Road
Low



15 Earls Road
Moderate

<p>13 and 11 Earls Road Moderate</p>	<p>9 Earls Road Moderate</p>	<p>7 and 5 Earls Road Significant</p>	<p>3 and 1 Earls Road Significant</p>
		<p>+</p>	
<p>101 Manor Court Road and 45 Manor Park Road Moderate</p>	<p>43 Manor Park Road Significant</p>	<p>41 Manor Park Road Significant</p>	<p>39 Manor Park Road Significant</p>



37 Manor Park Road
Significant



35 Manor Park Road
Significant



33 and 31 Manor Park Road
Significant



29 Manor Park Road
Significant



Avon Lodge Manor Park Road
Low



23 and 21 Manor Park Road
Significant



19 and 17 Manor Park road
Significant



15 and 13 Manor Park Road
Significant

<p>11 and 9 Manor Park Road Significant</p>	<p>7 and 5 Manor Park Road Significant</p>	<p>3 and 1 Manor Park Road Significant</p>	<p>2 Manor Park Road Significant</p>
		<p style="text-align: center;">+</p>	
<p>6 and 8 Manor Park Road Significant (including adjacent garages, not pictured)</p>	<p>10 and 12 Manor Park Road Significant</p>	<p>24 Manor Park Road Low</p>	<p>26 Manor Park Road Low</p>

Blank			
	<p>28 Manor Park Road Significant</p>	<p>30 and 32 Manor Park Road Significant</p>	<p>34 and 36 Manor Park Road Significant</p>
		<p>+</p> 	
<p>38 and 40 Manor Park Road Low</p>	<p>42 and 44 Manor Park Road Low</p>	<p>46 and 48 Manor Park Road Low</p>	<p>50 and 52 Manor Park Road Low</p>

A positive rating should not be seen as an endorsement of features which have been detailed in the appraisal which detract from the Conservation Area.

Criteria

Is it an important example of an architectural period, style or type nationally, regionally, locally?
Is the building the work of a particular architect of note?
Does it relate by age, materials, style or use to adjacent buildings. particularly those recognised as being historically significant?
Does it reflect the traditional functional character of, or former social or economic uses within the area either individually or as part of a group?
Does it individually or as part of a group, serve as an important reminder of the gradual development of the area, or of an earlier phase of growth?
Does it have significant historic association with established features such as road layouts, burgage plots?
Does it have a landmark quality. and/or contribute to the quality of the public realm?
Does it have significant historic associations with local people or past events?
Does it retain a high degree of Intactness and/or integrity of design including original materials,

