Braunston Conservation Area Appraisal

Adopted December 2018
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1. Introduction

1.1 Why has this document been produced?

Daventry District Council is currently undertaking reviews of existing conservation areas within the District, and part of this programme is assessing designation of new conservation areas where appropriate. This Appraisal outlines the special interest of the Braunston Conservation Area, and should be used to inform the planning process with a view to preserving and enhancing the character and appearance of the conservation area.

Public consultation was undertaken to inform this document, the details of which are set out at Section 1.3.

1.2 What status does this document have?

This document has been adopted as a Supplementary Planning Document. As such it is a material planning consideration in the determination of future planning applications.

1.3 Public Consultation

This final document has been informed by several rounds of public consultation. Initial discussions regarding the process, scopes and aims of the conservation area appraisal were undertaken with the Parish Council.

During the drafting process an exhibition was held in the Village Hall on 22nd July 2018. It created the opportunity for local people to provide information and also be informed on the drafting process and ongoing schedule.

The draft was released for wider public consultation on Monday 30th July 2018, for ten weeks; during which time hard copies were made available for inspection at the major local libraries and the Daventry District Council offices. It was also accessible on the DDC website along with the proposed boundary map and comments survey. A further drop-in session was held on Tuesday 25th September which gave residents a chance to comment on the draft document and discuss any issues which may have arisen.

As part of the reporting process, the Statement of Consultation (December 2018) has been published on the DDC website which notes the comments from respondents in full; the response to these made by DDC and any appropriate action taking place as a result of these comments.

1.4 How is this document structured?

This document initially examines the underlying geology and topography of Braunston, then looking at the historical development of the village; considering each main historical period in turn. Then a spatial analysis of the historic core is provided identifying Braunston’s main characteristics. An architectural analysis then follows. Finally a Management Plan is set out which suggests key areas where improvements to the quality of the conservation area could be made.

Areas which might benefit from enhancement are set out in Section 9.1.

Proposed Article 4 Directions are explored in Section 9.2 and a new Local List of buildings of special architectural or historic interest complied by Daventry District Council are found in Section 9.3.
2. Policy and Legislative Context

A conservation area is an area which has special architectural and historic merit. This may be due to a high number of designated assets, evidence of past industry or preserved historic settlement, particularly strong character features or areas with high quality special elements, such as historic parks.

These non-exhaustive aspects contribute to the significance of an area, which can be protected, maintained and enhanced as a conservation area.

2.1 Why do we need conservation areas?

Conservation areas protect our nation’s distinct, local heritage. In accordance with Section 69 of the 1990 (Listed Building and Conservation Areas) Act, Daventry District Council has an obligation to designate areas of special architectural or historic interest, and to undertake appraisals and reviews. The NPPF (2012) also encourages Local Planning Authorities to set a positive strategy for conservation, allowing for the following:

- the understanding of the significance of heritage assets;
- ensuring new development makes a positive contribution to local distinctiveness;
- encouraging the sustainable use of the historic environment.

Daventry District Council intends to outline and implement strategies for the enhancement of these areas. Daventry District Council supports this legislation in its current Corporate Strategic Plan 2014-2017.

Priority E4 to “Preserve the District’s Heritage” outlines measure E4.2 to carry out “more conservation area appraisals” in order to preserve and enhance areas with historic or architectural interest. Planning decisions are made in accordance with any material planning decisions, which will include this document. The determination of planning decisions may also necessitate advice from relevant statutory bodies such as the highway authority.

2.2 What does it mean to live and work in a conservation area?

Within the conservation area boundaries there are increased controls on development proposals under the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015.

Section 72 of the Act imposes a duty on the LPA to consider desirability of preserving or enhancing the character and appearance of the CA when considering planning applications.

Buildings which have been listed under Section 1 of the Planning (Listed Buildings and Conservation Areas) Act 1990 require Listed Building Consent to alter or extend it in a way that affects its character or appearance. The designation of a conservation area gives Daventry District Council more control over minor works, such as the alteration or demolition of buildings, listed and unlisted, as well as works to trees. This means that planning permission and Listed Building Consent may be required for any proposed works. Advice should always be sought from Daventry District Council before any work is carried out.
3. Significance, Location and Designation

3.1 Defining significance and summary of significance

Conservation areas are designated by Local Planning Authorities based on an area’s significance and using guidance published by the statutory consultee for heritage matters; Historic England which describes ‘significance’ as:

“...the value of a heritage asset to this and future generations because of its heritage interest. That interest may be archaeological, architectural, artistic, or historic. Significance derives not only from a heritage asset’s physical presence, but also from its setting”.


This appraisal has found that the significance of Braunston can be summarised as:

Braunston is an attractive west Northamptonshire village located on an elevated ridge on the Northamptonshire-Warwickshire border. Braunston has a strong linear form running west to east along High Street, with Church Road running parallel to it. The spectacular Grade II All Saints Church is located on the western end of the ridge; providing an iconic view from the main approach into Braunston from the A45 as well as within the wider landscape.

The village is also associated with the nearby Oxford and Grand Junction (now Grand Union) Canals; which meet to the west of the village. Braunston’s canals represent the clearest relic of the industrial age and still provide Braunston with a key source of income today in the form of tourism.

The village’s historic core is centred along High Street which runs west to east. Braunston’s oldest vernacular buildings date from the 15th-18th centuries and were usually built for agricultural purposes from locally sourced sandstone and ironstone. 19th century buildings tended to be associated with the canal and built from locally sourced brick.

Main Street has a strong linear form and a continuous frontage of mostly historic buildings; helping to channel views along the streetscape. Towards the east of the village there are key green spaces which create a pleasant setting for the built environment.

Braunston is also characterised by its striking rural setting which is enhanced by the village’s elevated position. This affords excellent views across the surrounding countryside. The prominent location of Braunston within the surrounding landscape also focuses views from the countryside towards the village.

An important sloping area lies between the village and the canal to the south which varies in character from rural fields to wooded parkland. This area is crossed by public footpaths connecting the village with the canal and is well used by both residents and visitors.

Although Braunston was founded in the 9th century, archaeological evidence points to Bronze Age activity in the parish. There have also been some smaller Roman and Anglo-Saxon finds. During the medieval period there were three villages surrounding Braunston (all now designated as Scheduled Monuments) which were subsequently abandoned by the 16th century.

These villages and the surviving ridge and furrow provide modern Braunston with a tangible link to its medieval past.
3.2 2018 Review

Figure 1 Map showing the 1991 boundaries of Braunston Conservation Area and the area of study for the 2018 review.
A review of the Braunston Conservation Area was undertaken in 2018, and as a result this appraisal was produced and several changes made to the conservation area boundary. The map above reflects the previous boundary, designated in 1991, as well as the study area for the 2018 review.

The 2018 review resulted in several small alterations to the boundary in the main village, largely to rationalise the boundary where it previously bisected plots. At the marina, the boundary was altered to reflect a portion of waterfront development constructed after the first designation, again to rationalise the boundary so that it did not bisect the water space.

3.3 Location
Braunston lies on the border with Warwickshire - four miles north-west of Daventry and eight miles south of Rugby. The village is situated between the Nene Valley to the east and the Leam valley to the west.

Braunston can be reached from both Daventry and Rugby by the A45 which passes just to the west of the village. Two major canals; the Grand Union Canal and the Oxford Canal meet in the village. Historically, the Weedon and Leamington railway line ran immediately south of the marina (west to east) and the Great Central Railway ran south to north about half a mile to the west of Braunston. Both of these railways have since closed. The nearest motorway is the M1, 5 miles to the east of the village.

3.4 Designations
The Braunston Conservation Area was first designated in 1991 and included the village and the adjacent marina. Four years later the Grand Union Canal Conservation Area was created. With the exception of the marina and its immediate surroundings, the Grand Union Canal Conservation Area incorporates the full course of the canal from the Warwickshire border to the Braunston Tunnel and beyond. This is a separate conservation area and is not being reviewed as part of this appraisal; although the wider canal will be discussed in relation to its impact upon the development of the village.

3.4.1 Further Designations
Braunston is home to a particularly high number of national designated assets with 47 grade II listed buildings and structures in the parish (of which 37 lie within the Braunston Conservation Area). Furthermore, the parish contains two Scheduled Monuments: the deserted medieval villages at Braunstonbury and Braunston Cleves; which is evidence of long term settlement and contributes to the Braunston’s significance. Wolfhampcote, a further scheduled deserted medieval village in Warwickshire can be seen from western edge of Braunston.

Some local landscape features have also been designated. Braunston Parish Council has nominated The Green, Jetty Field, Braunston Playing Field and Manor Field as Local Green Space designations in their Neighbourhood Development Plan (2017).

Currently, the Catesby and Fawsley Special Landscape Area (SLA) borders the A45 just to the south of the village and extends south to the parish border (in accordance with the 1997 Local Plan Saved Policy EN1). This area has been designated because of its special environmental quality and contributes positively to the setting of the conservation area.

Additionally, Braunston Cleves, the former London Road train station and Braunston Covert have been designated Local Wildlife...
Sites by the Wildlife Trust because of their ecological importance.

Each of these designations contributes to the vibrant, rural setting of the village.
3.5 Current Boundaries

Figure 2 Map showing the borders of Braunston Conservation Area 2018 and listed buildings.
3.4.1 Braunston Village
The conservation area boundary covers the entire length of High Street and The Green; as well as some houses fronting Church Road, Cross Lane and Nibbits Lane.

Beginning from the junction facing All Saints Church, the boundary heads eastwards along Church Road until it reaches No.80; with the hedges and trees fronting its northern side acting as its boundary. From here, the boundary only includes the southern element of Church Road, although Nos.69-53, Nos.47-35, Nos. 13-7 and Cherry Tree Cottage are outside the conservation area. Where buildings fronting Church Road are omitted the conservation area border follows their rear plot border.

The border then heads south to include The Green, before briefly running east up Barby Lane to include the grass verge before bearing south behind the Village Hall towards No.23 Welton Road. The conservation area includes the allotments at the north side of Jetty Field before following the rear boundaries of the housing on Archer Avenue to Cross Lane. The northern end of Cross Lane is taken in, as are the rear gardens of 2a and 2 Cross Lane and Nos. 25-51 High Street.

The conservation area then takes in Nos. 1-5 Nibbits Lane up until Nibbits Lane meets the pathway at its southernmost point. Bearing west, the boundary follows the rear plot borders of Nos. 53 High Street through to Manor House at the western end of the conservation area.

3.4.2 Braunston Marina
This section of the conservation area begins to the west of The Stop House where it borders the Grand Union Canal Conservation Area. It then travels east; taking in the canal up to its northern banks. The range of buildings to the east of the dry dock are included; as is the dry dock and Lock Keepers Cottage at which point it gives way to the Grand Union Canal Conservation Area.

The conservation area’s southern borders include Canal Cottages, the Pump House and the northern half of the jetties to the east. It then skirts the boundary between the marina and the adjoining parkland before jutting south to include Brindley and Quayside House, Brindley Quays and Brindley Court. The conservation area briefly fronts the A45 before heading north along the access road, past the Old Workshop and back towards The Stop House.
4. Geology and Topography

4.1 Geology
Braunston sits on an elevated outcrop of boulder clay within the Charmouth Mudstone Formation. The heart of the village lies over a further superficial deposit of glacial sand and gravel; creating a smooth and flat plateau which sits below a ridge of exposed boulder clay to the east. The marina lies within a small valley of Lower Lias clay. Braunston’s vernacular buildings are predominantly constructed from local ironstone and sandstone. There is evidence to suggest that local stone was quarried during the medieval period at three sites surrounding Braunston. 19th century buildings in Braunston, of which there are many, tended to be built from brick; either sourced from the village’s brickworks on a site south of Cross Lane adjacent to the canal, or brought in by trade along the canal itself.

4.2 Topography
According to Northamptonshire’s Environmental Character Assessment, Braunston has been designated as part of the “Broad Unwooded Vale Character Area” which runs intermittently along the county border with Warwickshire. The area is characterised as being predominantly flat and with only sporadic woodland. To the east and south, the land rises and is typically undulated; although it is still mostly unwooded and used for farming. Braunston still retains its historic linear form due to the narrow outcrop of boulder clay on which the village is situated.

The most prominent manmade landmark within the village is All Saints church which dominates the surrounding countryside.
5. Historic Development

5.1 Archaeology

Figure 4 shows the known archaeology (as of April 2018) that has been documented in the Northamptonshire Historic Environment Record; relating to both Braunston Conservation Area and the wider area of study.

The three scheduled monuments are coloured brown; these are the abandoned medieval villages of Braunston Cleves (or Fawcliff, inset 1), Braunstonbury (2) and Wolfhampcote (3- In Warwickshire.)
5.2 Historic Mapping
The historic mapping shows the development of the village from 1785-1906.

Section 5.3 details the specific development of properties within the village; pre-18th century, the 18\textsuperscript{th} century, 19\textsuperscript{th} century and 20\textsuperscript{th} and 21\textsuperscript{st} centuries.

Above - Figure 5 a 1785 map of the manor estate of Braunston. The street layout has largely been retained. Source: Northamptonshire Archives.

Top right - Figure 6 1813 surveyor’s map. Source: OldMapsOnline.

Right - Figure 7 OS Map from 1906. Source: OldMapsOnline.
5.3 Historic Development

Figure 8 Pre-18th century development.

Figure 9 18th century development.

Figure 10 19th century development.

Figure 11 20th and 21st century development.
5.2 Prehistoric, Roman and Anglo-Saxon Braunston

There is archaeological evidence to suggest that the land surrounding Braunston has been inhabited since prehistoric times; mostly in the east of the parish. The remains of two possible Bronze Age barrows and a pit are located in adjacent fields to Bragborough Farm, a mile east of the village along Welton Road. This may have been the site of a prehistoric settlement. Prehistoric finds to the east of Bragborough Lodge Farm have yielded similar theories of a settlement there, specifically between Daventry Road and Bragborough Hall.

Romano-British finds in the parish have been limited to two individual discoveries - a coin was found in the north of the conservation area; and a Roman bronze brooch was found at a separate site just south of Home Farm.

There has also been limited physical evidence of Anglo-Saxon activity, although an early Saxon boundary ditch has been identified on the south side of High Street. Braunston’s name has Anglo-Saxon origins1 and a charter dating from 978 established the village’s boundaries2.

5.3 Medieval Braunston

Braunston was recorded in the Doomsday Book as ‘Branestone’. By this time the village had fallen under the control of the powerful Walter of Aincourt. 11th century Braunston had 22 households, housing 13 villagers and four smallholders and lay in the historic hundred of Gravesend. A medieval manor possibly existed on the site of Manor House3.

Medieval Braunston centred on an area which was relatively well-populated; demonstrated by the three abandoned medieval villages in its vicinity. Braunston Cleves (or Fawcliff) was recorded as deserted by the 18th century, though it had been “destroyed some ages since”4. Braunstonbury’s history is more difficult to discern, perhaps because it was deemed to be an integral part of Braunston itself; although it was most likely abandoned at roughly the same time as Fawcliff.

Neighbouring Wolfhampcote, lying just across the River Leam in Warwickshire, was similar in size to Braunston during the 11th century but by 1517 lay deserted; although the 13th century St Peter’s Church (Grade II*) still stands.

The abandonment of these villages may well have been caused by a general agricultural shift in Northamptonshire from arable to sheep pasture farming. This change, taking place over the 15th and 16th centuries required the use of more land and Braunston’s central location as well as the nearby coaching road may well have contributed to its survival5.

5 The coaching road certainly existed in 1675 and in part followed today’s Old Road. It was rerouted in 1720 because of the steep hill and its sharp turn which had caused many accidents.
Medieval farming has left its mark through the great number of ‘ridge and furrow’ formations in the fields surrounding Braunston. Ridge and furrow is the term used to describe undulations in the landscape caused by the historic technique of farming using an ox-driven plough. Nationally many of these formations have been lost, yet much of the ridge and furrow surrounding Braunston remains “exceptionally well preserved”\(^6\).

These formations give an insight into the village’s medieval past and make an important contribution to the setting of the conservation area.

There were three quarry pits to the south of Old Road around Braunston during the medieval period\(^7\). Additionally, two windmills are thought to have existed in the village; one in the field opposite Springfield Close and another located just north of Ashby Road. Medieval earthworks uncovered in Little Braunston suggest that the hamlet was well developed at the time.

In 1290, the original Norman church was “polluted by murder” and services were denied to the villagers until a new church was built (completed in the 14\(^{th}\) century). The new church contained a sculpture of William de Ros, the Lord of Braunston Manor who died whilst on pilgrimage to the Holy Land in 1352.

5.4 16\(^{th}\) and 17\(^{th}\) Century

The earliest surviving buildings in Braunston date from the 16\(^{th}\) and 17\(^{th}\) century. Braunston’s oldest building; Tudor House (Figure 12, Grade II) dates from the 15\(^{th}\) century and the 16\(^{th}\) century Honey Hurst Farmhouse (Grade II) lies in Little Braunston to the south east of the village. 17\(^{th}\) century buildings include Checkley Close, Olive Tree Cottage and Ash Tree House (all Grade II).

Very little is known about this period of Braunston’s history.

5.5 18\(^{th}\) Century

The 18th century brought huge change to the village of Braunston, spurred on by the Industrial Revolution. Extensive canal networks were built to facilitate the movement of raw materials and goods. In 1768 work began on the Oxford Canal, which would link the south Midlands via Braunston with the River Thames at Oxford. By 1774 the canal had reached Braunston and met the turnpike (close to the route of the modern A45, built in 1706) where goods, coal and stone were often unloaded from the boats and put on wagons.

The wagons would then take their cargo south along the Old Stratford to Dunchurch turnpike; thereby avoiding the hazardous River Thames route from Oxford to London.

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\(^7\) One was located to the south of Old Road, another in a field north of Ventor Lodge and a third to the north of Bragborough Farm.

Construction on the Grand Union Canal began in 1793 which would offer a more direct route from the Midlands to London. The two canals originally met outside Braunston (see Fig 13). In Braunston, two separate reservoirs were built to capture the water at the bottom of Braunston Locks flight (near Canal Cottages) prior to being pumped back in at the top. As part of the works, Braunston Tunnel was built to the southeast of the village. The tunnel was served by three circular brick airshafts which are still visible today.

Thrust into the centre of England’s fast-growing canal network, the village grew during the late 18th century. The new links brought additional residents and visitors to the village. Soon, Braunston would be nicknamed “the Heart of the Canals”.

Major changes to Braunston’s agricultural life occurred at the same time. The common fields of Braunston and Little Braunston were enclosed by an Act of Parliament in 1776; rendering those who worked the land “tenants”. Fortunately, the canals readily supplied employment opportunities for local people. Religious life also changed during the 18th century; a Wesleyan Methodist chapel was built in 1796 and still stands in the village.

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Figure 13 1752 map of Northamptonshire; showing Braunston along the Old Stratford to Dunchurch turnpike (indicated by the diagonal dashed lines). Source: OldMapsOnline.

Figure 14 1794 map showing Braunston, the Grand Junction and the Oxford Canals as solid black lines (the hatched section to the south east denotes Braunston Tunnel). The map shows the original course of the Oxford canal which meandered from the west and met the Grand Union Canal to the south of the village. Source: OldMapsOnline.

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https://www.allsaintsbraunston.org.uk.
A section of the original route of the turnpike, now named Old Road; survives to the south of the village - forking away from the A45 in a south-easterly direction into a farm track. The success of the Grand Junction Canal directly challenged the historic monopoly of the turnpike and would contribute to its gradual decline.

5.6 19th Century

The convergence of the canals encouraged growth during the early 19th century. Many of the contemporary buildings were constructed from the bricks produced in the village brickworks, such as Policeman’s Row (see Fig. 51) and the Old Forge.

The marina was expanded in 1816 and an aqueduct was constructed to the southwest of the village in 1830 as part of a broader effort to shorten and straighten the Oxford Canal (see Fig 16). This moved the junction between the Grand Junction and Oxford Canals 400m to the west, creating the ‘Braunston Turn’. The old arm of the Oxford Canal eventually silted over (see Fig 18), although the Oxford Canal company built a warehouse; a wet dock and a dry dock at its source.

These improvements helped to make Braunston one of the busiest inland ports in the country and had a pronounced effect on the village itself: by 1841 there were 1,469 residents in Braunston; swelled by the “boat community” which accounted for 49 families. To serve both the village and the canal, a wide range of new ventures sprang up within Braunston. However, the village’s exposure to the canal’s fluid community did present problems - in 1834 a cholera outbreak in the village infected 70 people and claimed 19 lives.

Due to its small size and poor condition, Braunston’s medieval church was demolished and rebuilt in 1849. The new church housed 732 worshippers; cost £6,800 and was built using materials from the previous building. It was given the nickname “the Cathedral of the Canals” and its towering spire became an iconic landmark for workers and travellers alike. A folly to the southeast of Merryhill House dates from around the time of the church’s demolition and is said to incorporate medieval features from the original church.

However, the expanding rail network undermined the existing means of transportation. The London and Birmingham Railway opened in 1838 and offered a much quicker and more reliable option than its competitors. Despite significant improvements to the turnpike in 1822; the sixteen regular horse-drawn coaches that ran each day in 1830 had been reduced to five by 1841 and had completely disappeared six years later. The turnpike’s trust was wound up in 1876.

The canals also struggled to compete with the railways. This badly affected Braunston - by 1881 the village’s population had declined to 1,072. However, the canals still retained control over the transportation of some goods, notably livestock. In 1895 the London and North Western Railway (L. & N.W.R) extended the existing Weedon to Daventry branch (built in 1888) by 14 miles to Leamington Spa. A station was constructed on London Road in Braunston and served to connect the village to the West Coast Main Line. The Great Central Railway (G.C.R) was completed in 1898 and passed Braunston to the west; stopping at the Braunston & Willoughby station. The G.C.R connected London with Birmingham and was commonly used for freight, particularly for the transportation of coal – further reducing the importance of the canals.

5.8 20th Century

The Oxford Canal and the Grand Junction Canal (renamed the Grand Union Canal in 1929) continued to decline during the early 20th century. On 13th August 1923 the Transport and General Workers’ Union called its members employed by Fellows, Morton & Clayton in Braunston out on strike over pay and working conditions. The strike lasted until 19th November but ultimately proved unsuccessful.

Figure 16 1884 OS map showing the rerouted and straightened Oxford Canal meeting the Grand Junction canal at Braunston Turn. Source: OldMapsOnline.

However, both canals enjoyed a rebirth as a leisure attraction during the latter half of the 20th century. The westernmost reservoir was converted into a leisure boat marina during the 1960s and in 1966 the eastern reservoir was similarly adapted with a small waterway opening up between them. Further improvements took place in the 1980s and 90s to accommodate the increasing traffic found passing through Braunston. However, both of the local railways serving Braunston

Figure 17 View down Cross Lane in 1946 reveals the extent of alterations, and demolition, to Braunston’s pre-20th century buildings. Source: Historic England.

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closed in the 1960s as part of the Beeching Cuts.

Braunston grew significantly during the 20th century, particularly after WWII. Most modern development centred along Church Road and to its north; with other 20th century housing along Archer Avenue, and Cross Lane to the south.

Some of Braunston’s historic housing was demolished, including cottages along Cross Lane (see Fig 17). The residential development surrounding the marina was built during the 1990s; the Eastfields estate along Welton Road replaced a former factory and was completed in the early 21st century. Modern infill has occurred to some extent within the village, although this has mostly been sympathetic in terms of its scale, spacing and design. The shops facing Cross Lane were built in the 1970s.

Figure 18 Turn of the century OS map showing the newly completed L & N.W.R (east to west) and Great Central Railways (north to south). Source: OldMapsOnline.
6. Spatial Analysis

6.1 Spatial Summary

The Conservation Area currently includes Braunston’s historic core and the marina. In the 2018 review, four areas of distinct character were identified and are examined over the following pages. The four character areas are outlined in the map below.

Figure 19 Map of character areas.
6.1.1 Character Area 1: Historic Core

The historic core of Braunston centres on High Street and the several lanes, or “ginnels” which fork off from it. Braunston is a linear village; stretching along an elevated outcrop of stone which allows for long, channelled views within the village and glimpsed views across the surrounding landscape. Historic buildings of varying ages line the heart of the village and offer a tangible source detailing its development. Also, open areas within Braunston, particularly on the south side of the street; provide key public spaces which improve the amenity of the village.

All Saints Church (Grade II) is a prominent building which dominates the approach to the village from the west. It sits in an elevated position over the junction with Church Road to its north and High Street to the south. The churchyard which surrounds the streetscape positively contributes to a peaceful, open character felt on the western approach to Braunston. Planted trees help to further soften the area and the war memorial (Grade II) overlooking the junction adds to the amenity.

Surrounding the church are buildings dating from a variety of periods utilising a range of materials. To the south the ironstone Manor House and Merryhill House (rendered with a Classical portico on its south elevation) both sit within large, leafy plots; contributing to the open character of the area. Adjacent to the church is The Mill, an early 19th century former windmill built from brick which is a prominent landmark within the village and surrounding countryside. Directly in front is Mill House. These buildings are Grade II listed and are defining feature within the conservation area, as well as prominent landmarks in the surrounding landscape.

Beyond the church, vernacular stone buildings sit alongside later 19th century brick terraces and dwellings. Gables form a key element of the character of the streetscape, with the exposed timber frame of a former building affixed to Westwood Cottage a highlight. On the opposite side lies 65 High Street, a 17th century Grade II listed building which was encased in polychromatic brick during the 1840s. The use of brick continues with the impressive 19th century Grayswood House (Grade II).

To the east, the linear form of High Street and the high building density becomes the established character of the conservation area. The mixture of 17th, 18th and 19th century buildings as well as the flat topography at a higher altitude relative to the surrounding landscape channels views along the street. Small, open spaces are formed by modern infill (which is set back) and historic lanes. On the south side of the street, a grass verge runs intermittently alongside the road and creates a softer, more open feel.

Figure 20 – All Saints Church viewed from the east.
From No. 58 along to the Green and down Cross Lane the majority of buildings are 19th century brick cottages and former shops associated with the canal trade; helping to create a strong, cohesive character.

20th century infill has occurred both here and elsewhere in the historic core; however such development is often set back from the road, sympathetic to its surroundings and relatively interspersed (such as No.1 Barby Road, Nos. 15 and 17 High Street and Nos. 47-51).

Landmark buildings are sited between the church and The Green and provide further, periodic architectural interest.

The Old Plough is a sizeable, painted brick public house and sits opposite the rendered former Methodist Chapel; which is set back and partially obscured by the neighbouring former barn. Both of these buildings have been recommended for the local list (see Fig. 60). The north side of the street houses a row of 17th and 18th century buildings fronting the road; including Olive Tree Cottage and its adjoining former bakery (Grade II) with its historic signage still existing. Tudor House (Grade II), with its distinctive timber-framed gable projecting towards the street is a particularly significant building.

The Green forms an important open space in the east of the village. Here High Street terminates and splits to form Welton Road (heading south east) and Ashby Road (heading north east). This junction forms a significant open area and on both sides buildings are set back behind grass verges with planted trees around the school and to the south. These stretches of greenery help to soften the strong linear pattern of development and form a key part of the setting of the conservation area. A pronounced north to
south slope also begins to form, meaning that the predominantly 19th century terraced houses on the north side are given extra prominence from the street. Again, a real mixture of buildings ranging from the 17th to the 20th centuries is seen; mostly forming evenly spaced groups along the streetscape.

The narrow ginnels and lanes which lead both north and south historically led to nearby fields; whilst Cross Lane and Nibbits Lane later provided access to the canal. These lanes are typically fronted by walls and buildings, giving them a strong, enclosed character. Nibbits Lane (historically named Libbits Lane, see Fig. 5) is a narrow street bordered by The Shambles, its associated outbuilding and a limestone and brick wall to the west; as well as a row of 19th century cottages on the east. Cross Lane also became an important thoroughfare between the canal and the village. Today, some 19th century housing and former (and existing) commercial buildings at its northern side whilst to the south modern development has taken place. Dark Lane lies on the edge of the village and, with its winding form; rural hedgerows and bordering fields is far more tranquil in character.

Key Characteristics

- Mix of local sandstone, limestone and brick buildings displaying historic architectural features (such as stone mullion windows, polychromatic brickwork and timber doors);

- Flat topography with straight road offering long, channelled views within the village;

- Key open spaces at either ends of the village with a stronger sense of enclosure in between;

- Evidence of both agricultural and industrial heritage;

- Surviving medieval street network

6.1.2 Character Area 2: Church Road

Church Road meets High Street at the westernmost junction of the village and runs parallel with it until reaching Barby Lane and the rear of The Wheatsheaf. Historically, the road was the furthest point north of the village and therefore the least affected by the canal and rail network; consequently it was mostly undeveloped and used for farming until the 20th century. Today, Church Road is predominantly residential in character. The road is linear, bending gently in places; making long uninterrupted views along the streetscape possible. Modern housing fronts the street and set back behind front garden plots; helping to contribute to a more open feel than the historic core.
Travelling from west to east, Church Road initially bends around the churchyard. Looking north; the streetscape is largely bordered by a low-lying hedge and mature native trees dividing the road from the village’s graveyard.

However, a gap in the apex of the bend and another beyond the graveyard offer glimpsed but extensive views over the surrounding countryside. When standing adjacent to the graveyard the upper storeys of the The Mill come into view across the road. Both The Mill and the church are visible along most of Church Road travelling east to west.

Passing the church on the right, there is a brief feeling of enclosure caused by overhanging trees from the rear plot of The Mill. Beyond this point the road ceases to be inside the conservation area; although several properties and their plots fronting the south side of the road are included. The streetscape also begins to change; characterised by the 20th century housing seen on either side of the road. Land to the north of Church Road drops significantly and then plateaus, offering glimpsed views of the countryside and the Oxford Canal.

The gardens fronting the street are commonly bordered by low lying hedges, fences and walls and on the south side a grass verge abuts the road in places. The housing on the south side backs on to the rear plots on High Street and some gardens feature historic outbuildings associated with Braunston’s agricultural past. Only three buildings predate this period and these are concentrated to the east. No. 21 is a 19th century four bay brick house with brick chimneys at the gables with an associated nineteenth century barn to the east. Just along from the barn is an 18th century stone house, now split into two dwellings. The building has undergone substantial alterations over the last few decades.

Key Characteristics

- Internal views of All Saints Church and The Mill as well as glimpsed views of the countryside to the north;
- Residential 20th century housing with a small collection of key historic farm buildings;
- Historic linear pattern of development which has been preserved.
6.1.3 Character Area 3: Land between the Grand Union Canal and Braunston

Character Area 3 comprises of the green areas between the built form of the village and the Grand Union Canal. Much of the land is accessible to the public, due to historic and modern footpaths which cross the landscape. Most of the fields are still used for pastoral farming, and some historic field boundaries dating from at least the late 18th century have been retained (see Fig. 5). Given the slope of the fields and the restricted views of Braunston itself, the character area arguably has more of an effect on the setting of the canal. From Braunston, the slope allows for sweeping views across the canal and beyond.

The landscape slopes from north to south (with the canal roughly 20-30m below the village) away from the built form of Braunston and has little in the way of development; indeed some of the historic fabric associated with the canal, such as the brickworks, has been lost. These factors allow for sweeping views from the heights of the village. To the north east of the Area, allotments and a pocket park contribute to an enclosed setting which contrasts with the open character towards the south.

The westernmost point of the Character Area fronts the beginning of High Street and incorporates Manor Field which is bisected by a pathway from the village to the A45. Manor Field is steep and offers views towards the south west where the church at Wolfhampcote is visible. Views to the north and east are dominated by the church and Manor House. Either side of the path is the unmistakable remains of ridge and furrow; which adds to its historic interest and contributes to the setting of the conservation area.

Between this field and Nibbits Lane are fields used for grazing; bordered by low-lying hedges and trees. A footpath runs along their southern edge adjacent to the canal. Glimpsed views are afforded of Merryhill House with The Mill and the church in the background. Here the landscape is particularly open, with trees present only when forming the boundaries between fields or the canal, thereby channelling views along the open land.

Nibbits Lane gives way to a footpath which eventually leads to the marina. The northernmost section of the lane is enclosed and typified by its tight, urban setting however its southern section crosses open fields which are populated with few visual obstacles.

Figure 27 Glimpsed view of the canal along the footpath to the south of Manor House. Source: DDC.
A footpath heads northeast from the canal through towards Southview and the bottom of Cross Lane. Access to the fields south of Archer Avenue is restricted until reaching Jetty Field further west. These fields are bordered by several houses dating from the mid to late 19th century. Although the brick works have been demolished; scarring of the land reveals its former location and provides historic interest.

The footpath passes Southview, heads east along the pathway outside Marina Court and runs parallel to the rear plot boundaries of houses on Archer Avenue. From here, extensive views are possible towards the south; taking in the undulating landscape and several architectural landmarks along the canal.

To the east is Braunston Pocket Park which can be accessed either from a narrow ginnel along Welton Road, from Eastfields estate, Dark Lane or from various footpaths from the south. The character of the pocket park is enclosed due to the thick forestation and adjoining housing and allotments. However, the band of trees gives way to Jetty Field, which is an open space with elements of ridge and furrow at its western edge. Jetty Field is a key area for residents and visitors and provides an aesthetically pleasing route between Braunston and the canal.

The eastern end of the character area takes in the fields which border the canal and Little Braunston. These are open and agricultural in character and have a particularly important industrial legacy seen in this section of the canal. The canal sits within a shallow valley and is bordered by substantial trees and shrubbery; which channels views along its course to the east or across fields to the north. These fields are therefore an important open space and help to frame the canal within its historic rural setting.

Key Characteristics

- Important historic and recreational green space linking the canal and the village;
- Visible remains of ridge and furrow as well as post-medieval industrial archaeology;
- Wide views of the canal, landmark buildings in the village and the surrounding rural landscape;
- Provides an essential aspect of the setting of the conservation area.
6.1.4 Character Area 4 – Braunston Marina

The marina has a distinctive industrial character quite separate from Braunston. Access is provided from the A45 by a narrow road, with ample parking provided in a discreet location to the west. To the east is the wharf with the marina behind it. Access by boat from the marina and the wharf to the Grand Union Canal is provided by a single entranceway to the north beneath an historic cast-iron bridge (Grade II).

Architecturally, the painted one storey brick buildings with their timber boarding and distinctive fascia boards contrast strongly with the character of Braunston. These historic buildings date from the turn of the 19th century and are still in commercial use, including the former Store Room and Dry Dock (both Grade II listed). Their significance is enhanced by the intact canal setting and by the use of appropriate street furniture - including traditional lampposts; bollard and chain fences, interpretation boards, plaques and reclaimed industrial machinery. Blossom trees and shrubbery further add to its tranquil character.

Two and three-storey modern residential development straddles the wharf’s southern edge and restricts views out of the marina to the south; although sweeping views across the canal’s adjoining fields towards Braunston in the north are offered because of the open nature of the wharf. The mix of residential and commercial development contributes to the vibrant character of the area.

To the west of the entrance for the Grand Union Canal is The Stop House, a red brick Grade II listed building which originally collected tolls from boats on the canal. Walking east, the marina fronts the canal behind a row of trees and a security fence. Access to the village from the canal is provided by two brick bridges which span the canal – Butcher’s Bridge links the towpath with a footpath leading up to Nibbits Lane. Further east a bridge (classified as Bridge No.2) crosses the canal towards Jetty Field.

The Dry Dock and Canal Cottages to the south of Jetty Field date from the mid-19th century and are Grade II listed. On the south bank of the canal is the Pump House and its prominent chimney which were built from red and engineer blue brick. The Pump House and
the outbuilding fronting the canal possess arched iron casement windows, whilst the chimney has “GJCC 1897” inscribed vertically in engineer brick on its northern elevation. The industrial character of the area has been very well retained and its relationship with the rural landscape is still apparent. The fields between Little Braunston and the canal are a key aspect of its setting, with views up to the hamlet.

Views from the canal naturally gravitate towards the village and over the green space.

Key Characteristics

- Homogenous industrial character with a distinct historic interest;
- A thriving commercial and tourist hub;
- Open feel within the wharf and along the canal, secluded setting;
- Views of the village and the intervening green space.

Figure 32 View from the cast iron bridge towards the wharf. Source: DDC.
6.2 Views

Views within, into and outside the conservation area directly contribute to the appreciation of the historic significance of Braunston. They provide visual interest within the village as well as views over the surrounding countryside and the neighbouring canal; which in turn frame the village’s history and its sense of place.

Views throughout the village vary depending on the characteristics of different areas. Certain features create coherence, including views of landmarks and mature planting. The landscape slightly rises around the green and so views back towards the village are enhanced.

Long and short views in and around Braunston tend to be drawn to landmark buildings; most notably All Saints Church to the west. The rooftops of other buildings as well as their gable ends in the historic core of the village also form an integral aspect of views in Braunston. Within the conservation area views tend to be channelled along the roads due to urban fabric fronting the streetscape and the flat topography; however occasional gaps between buildings offer restricted views of the surrounding countryside. Landmark buildings are afforded extra prominence and form a principal aspect of the setting of other buildings.

Outside the historic core, long and contrasting views across the surrounding rural landscape are common. Views from the pocket park and from the fields between the marina and Braunston look south across undulating countryside and a shallow valley in which the canal sits in. The landscape rises to the east, meaning that views typically take in rolling countryside. To the south-west, west and north-west the land plateaus dramatically; allowing for mostly glimpsed views across the Warwickshire countryside. Ridge and furrow populates fields in all directions and adds to the historic and visual interest of the landscape.

Views from the marina and the canal are channelled north because of the combination of flat terrain, modern development and a substantial tree-line to the south. Views include the undulating green fields which form an important aspect of its setting.

From the marina and the western side of the marina the spire of All Saints Church is visible, as is the rounded top of the former windmill. Views east of the marina are drawn towards the brick chimney of the Pump House as well as the open space between the canal and Braunston. Given the low-lying position of the marina and the canal views are mostly inward-looking; unless looking northwards.

Views into Braunston are limited by the elevated position of the village and the surrounding greenery which obscures much of the historic core from view. However, All Saints Church on the edge of Braunston sits in a particularly prominent location which makes it comfortably the most visible landmark building for miles around. From the Grand Union Canal and vantage points from the south, Merryhill House’s classical rear façade and the rounded top of The Mill are of particular architectural interest. Views of historic rooftops are restricted by modern development on the south side of the village.

Fig. 33 highlights views which have been recognised as particularly significant. Figs 34 and 35 show examples of these important views.

The omission of a particular view from the map does not preclude its significance.
Figure 33 Map showing important views. Other views have been identified in the Braunston Neighbourhood Plan (2017).
6.2.2 Long, Short and Glimpsed Views

Figure 34 A selection of images showing long and glimpsed views highlighted in Fig 33.
Figure 35 Images showing the highlighted short in Figure 33. Source: DDC.
6.3 Important Open Spaces and Ridge and Furrow

Open spaces are commonly found skirting the edge of the Braunston. They provide important views of the surrounding rural setting as well as a link between the village and the canal. These spaces are well used by residents and visitors. Surviving examples of ridge and furrow surround Braunston and possess high aesthetic and historic interest (see Fig.41). Where possible, they should be protected.

Within Braunston, The Green is a large expanse of open land which adds to the tranquil feel of the village. The Green, along with the Church to the west acts as a focal point for Braunston. The churchyard is elevated above High Street and is particularly prominent when entering the village from the A45. The church’s graveyard is located to the north across Church Road and offers uninterrupted views over the countryside to the north and west.

Open spaces in the marina are functional in nature and were historically used for loading and unloading commercial boats. Such spaces are evenly paved, although manicured lawns and historic street furniture help to strengthen their visual and historic interest.

Above, left – Figure 36 Part of The Green, an essential open space within the heart of the village. Source: DDC.

Bottom left – Figure 37 Ridge and furrow in a field to the south of Braunston. Source: DDC.

Above – Figure 38 View from the bottom of Manor Field towards the Church. The steep topography and thick treeline limits views from outside the village, although landmark buildings are still visible and contribute positively to the setting. Source: DDC.
6.4 Important Trees and Hedgerows

At the time of the survey there are 57 Tree Preservation Orders (TPOs) within the village; 8 TPO groups and a TPO wood running south-west along the dismantled Weedon and Leamington Railway line. Figure 41 also highlights important trees inside and outside the conservation area.

Trees are integral to the character of Braunston: they form part of and positively contribute to the setting of historic buildings and the conservation area. Mature planting such as to the north east of All Saints Church and within the grounds of Merryhill House help to reinforce Braunston’s traditional village character.

In both the village and the marina, individual trees form a key part of open spaces and soften the appearance of the built environment. Trees also populate the green space surrounding the village; creating a visual buffer from within Braunston and framing views along the street. Trees to the south of the marina help to separate it from the busy A45 road which further adds to its tranquil setting.

In the open countryside, woodland is not characteristic of area; although belts of trees do line the boundaries of fields, the canals and former railways. These trees add texture to views looking out from the conservation area.

Trees in the fields between the village and the canal, particularly those located in Manor and Jetty Field; are visually attractive and offer a pleasant environment for residents and visitors. Views into the village are softened as they obscure development to the south of Braunston and help to retain a rural character. Since most of the buildings within the historic core front the street, hedges are rare and are often reserved for the rear plots of properties. Instead, hedgerows commonly form the boundaries of open fields and the routes approaching Braunston from the countryside. Typically, these routes, such as Welton Road and Dark Lane are undeveloped, narrow and enclosed. Similarly, long stretches of the canals and the now-abandoned railways are bordered by hedges. Such hedgerows are an integral aspect of the rural landscape. Small, low-lying hedges are seen along Church Road and add to the open feel of the streetscape.

Left – Figure 39 Important pine tree to the north of the churchyard. Source: DDC.

Above – Figure 40 Trees fronting the canal. Source: DDC.
Above – Figure 41 Map showing important open spaces, hedgerows and TPOs in relation to the conservation area.

Right – Figure 42 Map showing fields containing ridge and furrow.
6.5 Scale and Massing

The historic core of Braunston has a high density of buildings with a relatively continuous built line throughout, although open spaces and historic lanes create permeability. Pre-19th century buildings are often former barns or farmhouses and are one or two storeys. Victorian housing within the historic core is generally very closely massed or terraced. They sit close to the highway and form a strong building line. Commercial buildings from this era are often three storeys.

Ridgelines and the height of adjoining buildings vary along High Street; helping to create a textured and layered feel to the village. Given that most buildings front the road, porches are not a common feature; instead porch canopies are used to provide a degree of cover over door entrances. Gaps between buildings do occur along the street. Modern infill is typically set back with a garden plot to the front; helping to create a more open feel to the streetscape.

In areas which have witnessed higher levels of modern development, such as along Church Road, Welton Road and Ashby Road; a less densely massed character prevails. Houses are usually detached or semi-detached, with gardens fronting the streetscape. The massing and form of the houses along Church Road varies, ranging from bungalows to two-storey detached and semi-detached dwellings.

Braunston marina generally has a more open character than the village centre. The historic buildings were built to serve commercial traffic and so are generally one storey high and relatively long.

Open spaces are afforded either side of the wharf which allowed for loading and unloading. The modern residential flats to the south of the marina are much more substantial; in places three storeys in height.

6.6 Walls

Since 2013, planning permission has been required to demolish gates, fences, walls and railings above 1m high fronting a relevant highway within a conservation area, and 2m high elsewhere in a conservation area. Relevant highways include, but are not restricted to, roads, byways, footpaths, bridleways and waterways. Walls most commonly delineate the boundary between rear gardens; flank the various lanes and pathways which branch off High Street or front the main highway. Due to the continuous and historic built line within the historic core walls are a relatively rare feature, although notable examples do contribute to the significance of the village.

Fig. 47 highlights some important walls within the conservation area.

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12The Town and Country Planning (General Permitted Development) (Amendment) (England) (No. 4) Order 2013.
Several notable examples of historic walls can be found on the western side of Braunston; incorporating stone and brick which compliments surrounding buildings. Retaining stone walls to the south of the churchyard contribute to an open feel and offer views of All Saints Church.

In the heart of the village, pre-19th century stone walls (in front of No.71 or between No.24 and 22) are large and follow the established building line. Sizable walls often line the village’s ginnels and contribute to a strong sense of enclosure.

Walls associated with modern infill or 19th century properties are commonly low-lying, short and mostly built from brick. A small plinth of industrial brick supporting a range of modern railings complements the rendered façade of Nos. 34 and 36 High Street. Low-lying modern brick walls in front of No.1 Cross Lane, No.23 High Street and at several dwellings around The Green help to contribute to the open feel within their setting. Walls are not a feature in the marina.

6.7 Footpaths

Three major long-distance footpaths are found close to the village. The Grand Union Canal Walk opened in 1993 and follows the Grand Union from Paddington, central London to Birmingham. The route enters Braunston along the canal’s towpath from the west; through the marina and along the aqueduct into Warwickshire. The Oxford Canal Walk takes in the 77 mile course of the canal from Coventry to Oxford; passing Braunston from the north, around the Braunston Turn and sharing the same route as the Grand Union walk until reaching Napton Junction. The Jurassic Way approaches Braunston from Staverton in the south; crosses the canal, passes the pocket park and enters The Green before heading up Ashby Road towards Ashby St. Ledgers. Other, minor footpaths link the canal and the marina with Nibbits Lane, Cross Lane and The Green and are accompanied with several interpretation boards. Ginnels are a key feature within the historic core and offer routes to the north and south.

Fig.47 maps the various footpaths and lanes around the conservation area.

Left - Figure 45 Footpath leading from Butcher’s Bridge towards Cross Lane in the village. Source: DDC.
6.8.1 Walls and Footpaths Map

Figure 47 Map showing significant walls, lanes and footpaths in relation to the conservation area.
6.9 Public Realm

Street furniture along High Street is often modern; comprising of lampposts, telegraph posts and some road signs, although these are appropriately sporadic. Some older street furniture is seen, particularly the cast iron “swan-neck” lampposts surrounding The Green. Generally, the lack of furniture gives the village an uncluttered appearance; in turn emphasising the prominence of its buildings and open spaces. Pavements run along both sides of High Street along its entire course, and towards The Green where the streetscape widens; the paths hug the building line rather than the road. This serves to incorporate both the natural and built environment into the same views and improves the amenity and feel of the village. Narrow snickets and ginnels provide a contrasting environment from the open feel of The Green.

Interpretation boards are a common feature both within the village and the marina and reflect the historical importance of the area. The marina benefits from the use of traditionally-styled street furniture; in particular the use of lampposts and bollards. Historic machinery typically dating from the 19th century has been put on display in various locations; helping to provide a tangible link with the canal’s industrial heritage.

Figure 48 Images showing examples of street furniture in the conservation area. Source: DDC.
7. Architectural Analysis
7.1 Building Age, Type and Style.

Most of the buildings in the conservation area date from the 17\textsuperscript{th}-19\textsuperscript{th} centuries, with modern development mostly reserved for what was historically open land. 18\textsuperscript{th} and 19\textsuperscript{th} century buildings are interspersed along High Street and in some cases replaced previous buildings. Where modern development does exist in the village it is often set back from the road and modest in style and form. Tudor House and Honey Hurst Farmhouse (in Little Braunston) are probably the only surviving pre-17\textsuperscript{th} century buildings in the village. Buildings around the marina were built just after the arrival of the canal; the collection of buildings around Bridge No.2 date from 1850-1900.

Braunston contains a wide variety of building types and styles, both vernacular and polite. Vernacular buildings tend to date from the 18\textsuperscript{th} century and earlier and are usually shaped by the farming industry which they served; using stone due to its local availability. In contrast, polite architecture usually dates from the 19\textsuperscript{th} century onwards and often utilised brick. Exceptions include more imposing buildings such as the Church and the Merryville House which employed ashlar stone. Buildings surrounding the marina are almost exclusively built from brick.

The majority of the buildings are set on a one-room deep plan and vary between two and three storeys. Detached historic buildings are usually former farmhouses and barns and in some cases have been divided into separate dwellings. Terraced cottages are also common, particularly around The Green. These typically housed workers for the canal or associated tradesmen. Welsh slate and clay tiles are the predominant roofing material in the village, with no thatched roofing remaining.

7.2 Materials
Throughout the conservation area there is a wide use of locally sourced brick and ironstone which helps to form a consistency in character.

7.2.1 Stone
Stone is readily found within Braunston, particularly along High Street. Marlstone was commonly used for 17\textsuperscript{th} century and earlier vernacular properties because of its availability. Most of the buildings are built with regularly coursed stone and lime mortar pointing. Different hues of stone have fashioned a variance in the colour of the village’s buildings; ranging from a blueish-grey to a deep orange.
7.2.2 Brick

Red brick is a common building material in Braunston and was historically produced within the village as well as imported from the canal. Buildings associated with the canals were solely built from brick as were most buildings built from the 19th century onwards. Tudor House and 65 High Street are older buildings which were cased in brick in the mid-19th century.

For the principal elevations of historic buildings Flemish bond is most commonly seen; with outbuildings and rear elevations being constructed in mixed bonds such as Stretcher and English bonds. Some Victorian buildings, such as The Old Forge and 57-59 High Street possess polychromatic brick patterning which was popular at the time.

Brick has also been used on stone buildings for chimney stacks and to heighten the roof space once the historic thatch was replaced by slate. In the marina, the commercial buildings surrounding the wharf were built from brick (see Fig 53).

Above - Figure 50 The Mill, a former windmill built from brick c.1800. The former castellated top was replaced with the current rounded lead roof in the 20th century. Source: DDC.

Left – Figure 51 Brick buildings within the conservation area. Policeman’s Row is in the background. Source: DDC.
7.2.3 Detailing
Given the functional nature of both agricultural and industrial buildings in Braunston and the marina, detailing is not overly ornate. Decorative ashlar quoins feature on several historic buildings and buildings of substantial architectural merit, such as the Manor House or Merryville House; have more elaborate features. On brick buildings segmented and rounded brick arches are common; as well as nogged cornices at the eaves of the roof (see No. 66, No. 100 and No. 108 High Street).

7.2.4 Render
Very few historic buildings in the conservation area are rendered. Tudor House was rendered during the 19th century once it was encased in brick and several 19th and 20th century brick buildings along High Street have also been rendered. Inappropriate render and masonry paints used on historic buildings can have an adverse effect on the breathability of buildings; potentially leading to health and maintenance issues. Instead, traditional lime wash such as the example seen at Dolphin House (Grade II, Fig. 52) would be more appropriate.

7.3 Roofs, Gables and Chimneys
Roofing in Braunston is mostly comprised of either slate or clay tiles, with some examples of pantiles (largely reserved for historic barns) and concrete tiles. There are no surviving thatched roofs in the village. Decorative features are very limited with most buildings favouring a simple design.

7.3.1 Ridgelines

Braunston’s historic core is built upon a slight incline from west to east which creates a stepped ridgeline effect along High Street. Towards the middle of the historic core 19th century commercial buildings help to create a greater variation in the height of the ridgeline; with The Plough, No. 68 and No. 29 High Street examples of three storey buildings. In areas with a tight urban grain, buildings of different ages are affixed together and help to create a layered affect.

Nibbits Lane and Cross Lane drop significantly to the south and so have particularly pronounced ridgelines.
7.3.2 Gables
Gables are an integral aspect to the character of Braunston. Typically, gables are oriented parallel to the streetscape and therefore reinforce the linear pattern of development. Some buildings, such as the former Methodist Chapel have their gables facing the street. The projecting gable of Tudor House breaks the established linear ridgeline along the streetscape and therefore adds to its historic character. Buildings which have lost their thatch often retain a steeply pitched roof which alters the shape of the gable and reinforces the historic form of the area.

Around the marina gables are particularly prominent because of the scale of the buildings. Architectural features in the gable ends help to enhance their aesthetic interest.

7.3.3 Chimneys
Chimneys generally fall on the gable ends and on the apex. The majority are brick stacks.

7.4 Windows
Historic windows in the conservation area are generally of timber and painted white, which creates a uniform character across the village. Sliding sash windows are prevalent, especially on upper storey windows; although the number of lights vary. Side hung casement windows tend to be located on the ground floor.

Windows in pre-19th century buildings are usually small with simple timber lintels. More elaborate stone mullioned windows survive at The Manor House and No.26 The Green (both Grade II). 19th century windows are often larger and supported by segmented or arched brick lintels.

Figure 54 The former Dry Dock (Grade II) at Braunston marina is typical in that it possesses a prominent gable in relation to its scale. Fascia boards, buttresses and recessed rounded windows further enhance its character. Source: DDC.

Figure 55 A slight incline running west to east in Braunston contributes to a varied ridgeline. Source: DDC.

Figure 56 Chimneys along a terrace in the village. Source: DDC.
Dormer windows on the front elevations of buildings rarely feature along the historic core. Braunston is a linear village and its long, unbroken rooflines are a key feature of its character. Future proposals to introduce dormers to the front elevation of a building should consider their impact on the amenity of the conservation area.

UPVC windows are usually installed to improve a building’s energy efficiency, however their frames are too thick and do not replicate the historic fenestration. When modern designs are chosen without an appreciation of the original style or form, there is an adverse effect on the character of the area as well as to the building itself.

Figure 57 Examples of historic windows in Braunston. Source: DDC.
7.5 Doors, Entranceways and Porches

The style of doors within the village differs widely. Former agricultural buildings and farmhouses usually have smaller entranceways with wooden plank doors and timber or stone lintels.

19th century buildings usually have panelled doors, often with glazing details. Where original doors do survive, they greatly contribute to the character of the area. Some historic properties do have porches which are simple in style and form. Typically, they are built from timber and are relatively shallow. Sizable exterior porches are not common within the historic core of the village and are not in keeping with the character of the village.

Figure 58 Examples of historic doors in Braunston. Source: DDC.
7.6 Positive Buildings

Many non-designated buildings and structures make a positive contribution to the character and significance of the conservation area. Being within a conservation area would render their demolition subject to planning permission; however, they may be affected by piecemeal change which should be adequately controlled due to their special contribution.

Their contribution may be made in any of the following ways:

- Through their architectural merit;
- A particular contribution to the local vernacular style;
- As evidence of the settlement’s historic development;
- Through their contribution to the streetscape, or their place within an important group of assets.

As far as is reasonable, there should be a presumption in favour of the retention and enhancement of these assets owing to their particular positive contribution to the conservation area.

Figure 59 Map showing listed buildings, local list candidates and positive buildings in relation to the current conservation area.
8 Design Guidance

The following guidance sets out key design principles for Braunston. These principles should be taken into account in the design of new development or in the alteration of existing buildings.

A Neighbourhood Plan was produced by Braunston Parish Council and adopted as Supplementary Planning Guidance by Daventry District Council in February 2017 and is also a material consideration in planning decisions. A Design Guide for Northamptonshire has been produced by CPRE which also provides useful advice.

8.1 Extensions

Domestic extensions should be sympathetic to the character of the existing building in terms of proportions, scale, materials, and detailing. Designs should take account of their effect on the setting of listed buildings, scheduled monuments and non-designated heritage assets.

Daventry District Council’s 1997 document “Designing House Extensions” provides advice for people wishing to extend their house.

8.2 Scale

Braunston is mostly domestic in scale. Several landmark buildings, which have been identified in Fig. 58, should be respected. The effect of building scale on the relationship between the village and the canal should also be taken into account in the determination of planning decisions.

Additions to existing buildings or new development should generally not exceed two storeys, and the ridgeline should respect the ridgeline of adjacent buildings.

Much of the modern infill within the historic core is set back from the road, helping to preserve the unbroken historic building line. New development and alterations must not affect this balance, nor create gaps where previously there were buildings or walls. New development must also take into account the effects on established views.

Gables which are orientated contrary to the established linear line draw attention to themselves. Modern development should not seek to alter the established form of the streetscape.

8.3 Materials

The majority of properties within the conservation area are built with either Northamptonshire sandstone and ironstone, or local brick. The stonework is typically semi-dressed with flush pointing in lime mortar of a light colour.

The majority of roofs within the conservation area are either constructed from Welsh slate or clay tile, with some later additions of concrete tiles which generally have a negative effect on the conservation area.

Continuity of materials greatly contributes to the area’s character and development must be sensitively designed with this in mind. Therefore, the use of local is to be strongly encouraged.

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Buildings which have historically had exposed stone walls should not be rendered as this would detract from the character of the building and the wider streetscape.

8.4 Detailing

Owing to the agricultural function of many buildings within the conservation area detailing is uncommon and when seen is usually simple. Painted timber lintels commonly support windows and doors although mullioned windows are seen on more prominent buildings. 19th century brick buildings are often slightly more ornate; with segmented and rounded archways and dentil decoration fairly common. The use of polychromatic patterns on some Victorian properties adds to the interest of the village.

New developments should adhere to the simple, local style of detailing. It should avoid fussy or spurious detailing.

8.5 Windows

Traditional windows should be retained, maintained and repaired as far as possible. Within Braunston the majority of windows within listed buildings are timber casement with small panes. Some pre-19th century buildings have stone mullion windows. Generally, windows are painted white, although there are examples of other colours, such as pale yellows and greens, brown timber stained.

If replacement is necessary, they should be:

- sensitive to the original style;
- generally, timber casement with slender frames and small panes;
- if painted, should be either white or where possible a relevant sensitive colour based on the originals;
- original stone and timber lintels should be retained and every care taken not to damage them if the windows are being replaced;
- generally, thick framed UPVC alternatives are not sympathetic, and if inappropriate they will not be supported.

8.6 Doors and Porches

Within the conservation area, traditional doors are of timber, and often of simple plank construction. Sometimes these have small-paned lights in the upper section or possess elaborate Gothic door hinges.

Some properties have six or four-panel doors, also of timber, which are appropriate to Georgian and Victorian properties respectively. These regularly have small-paned leaded lights in the upper sections.

External porches on historic properties are fairly uncommon given their proximity to the streetscape; instead the use of porch canopies is widespread.

Inappropriately detailed UPVC doors can harm the character and appearance of the conservation area and will be resisted.

8.7 Roofing

Welsh slate and ceramic tiles have replaced the historic thatch in the village, and several former agricultural outbuildings retain simple pantiles. These materials should be retained in situ wherever possible. Modern development should also use either Welsh slate or clay tiles wherever possible.

New development should be subservient in scale to the existing ridgeline and should consider the ways in which new ridgelines would affect views within the historic core.
For historic buildings, new chimneys and flues should respect the original location of the stack where possible. New development should have chimneys and flues located on the ridge or on the gable end.

8.8 Setting

Development proposals must preserve or enhance the character and appearance of the conservation area. Additionally, care may also be needed to avoid impacting the setting of listed buildings, scheduled monuments and non-designated heritage assets.

Views within, into and out of the conservation area should also be preserved or enhanced.

The impact of development proposals on views towards and from landmark buildings; the surrounding streetscape and roofscape and on long views of the surrounding countryside and the canal should be taken into account when determining planning applications.

Development must have regard to the effect of proposals on the land between the canal and the village given its sensitivity.

8.9 Public Realm

The public realm should preserve or enhance the character and appearance of the conservation area. Currently, suitable furniture and the use of interpretation boards make a positive impact to the conservation area. Where possible these features should be retained in situ.
9 Opportunities
The appraisal process has identified what features should be preserved and enhanced. It has also highlighted what might diminish significance of the area and have a detrimental impact on its aesthetic and historic interest. The following sections suggest proposals for its preservation and enhancement.

9.1 Areas of Significance
The following points summarise the significant features which characterise the area and are worth preserving or enhancing:

**Spatial significance:** Braunston has retained its historic road network and views are channelled due to the local topography and the built environment. The close massing within the village contributes to an enclosed spatial environment.

In the marina, the historic layout clearly demonstrates the site’s historic association with the canal network. Views are more open, particularly towards the north were views take in the landscape between the village and the marina.

The surrounding rural landscape which incorporates the canal network provides Braunston with a unique sense of place. The historic relationship between the canal and the village is still tangible.

**Architectural significance:** Braunston and the marina possess a very coherent architectural character. This cohesion is created by the combined use of earlier stone buildings and later, industrial brick buildings associated with the canal and with Braunston’s expansion. Many buildings still retain their original fixtures and commercial properties in the marina are still used as such.

**Public Realm:** Braunston’s public realm contains some significant features, such as historic lighting, industrial machinery and interpretation boards.

9.2 Negative Detractors
The following points summarise pressures on the character of the area:

- Some incremental loss of original windows and doors;
- The maintenance of Braunston’s public realm;
- The risk of inappropriate development on the special character of the marina and the village.
9.3 Article 4 Directions

Certain development is automatically controlled within conservation areas through the removal of select permitted development rights (see Section 10 Management Plan for more details). However, this does not manage certain aspects of development which can have a significant effect on the character and appearance of a conservation area.

In order to appropriately preserve or enhance this character, Article 4 Directions (Town and Country Planning (General Permitted Development Order) Act 2015) can be used to remove particular permitted development rights on specific properties.

As part of the appraisal, the removal of certain permitted development rights through the use of Article 4 Directions has been explored. Whilst the assessment of the expediency of Directions has been undertaken through the appraisal, the making of an Article 4 Direction is a separate process which will follow the conservation area appraisal, requiring focussed consultation with property owners.

<table>
<thead>
<tr>
<th>Permitted development rights</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>Alteration of windows</td>
<td>Northview, Church Road; 1 Chapel Court; No.86 High Street; The Plough, High Street; No.27 The Green; The Pump House and adjoining shop, Grand Union Canal.</td>
</tr>
<tr>
<td>Alteration of doors</td>
<td>Northview, Church Road; No.22 High Street; No.27 The Green.</td>
</tr>
<tr>
<td>Demolition (Article 4 Direction outside the Conservation Area)</td>
<td>Home Farm, Little Braunston.</td>
</tr>
<tr>
<td>The removal of the affixed cruck frame on eastern gable</td>
<td>No.106 High Street.</td>
</tr>
</tbody>
</table>
9.4 Local List Candidates

The Local List of buildings or assets of special architectural and historic interest enables Daventry District Council and communities to identify and celebrate historic buildings, archaeological sites and designed landscapes which enhance and enliven a local area. It also provides a level of non-statutory recognition within the planning process. Local listing does not impose further inherent planning controls but provides weight for their retention in planning decisions, should the asset in question become subject to development proposals. Candidates for the Daventry District Council Local List are judged by criteria assessing such things as their age, their condition and quality of architecture, their completeness, their amenity within local landscapes and streetscapes and their value as compared to other similar assets.

The following heritage assets in Braunston have been recognised as meriting further protection, and are included in the Local List. They are mapped at Fig. 58, and shown in Fig. 59:

**Main Street**

106, Westwood Cottage;
1, Chapel Court;
82, The Plough.

**Church Road**

21, Northview.

**Grand Union Canal**

The Pump House and shop.

Figure 60 Local List Candidates:

Clockwise from top: 106, Westwood Cottage; 1, Chapel Court; 21, Northview; The Pump House and adjoining shop; 82, The Plough.
10 Management Plan

The Conservation Area Appraisal is used to inform planning decisions, inform ways in which enhancement can be achieved and during appeal processes. The following Management Plan sets out potential threats to the character of the conservation area and how these threats might be mitigated through appropriate policy recommendations. Detailed below are the planning controls which come into force as the result of conservation area designation, in order to help preserve and enhance the area’s special historic and architectural interest.

10.1 Planning Controls
Within a conservation area, permission is needed to:

- Demolish a building with a volume of more than 115 cubic metres;
- To demolish a gate, fence, wall or railing over 1 metre high next to a highway (including a public footpath or bridleway) or public open space; or over 2 metres high elsewhere.

Six weeks written notification to the District Council is required:

- To carry out works to trees which have a trunk diameter of 75mm or over 1.5 metres above ground level. This includes felling, pruning, topping and lopping.

Within conservation areas permitted development rights are removed with respect to the following, where permission must be sought:

- Cladding the exterior of a building with render, stone, timber, tiles or plastic, etc.;
- Alterations to roofs;
- Side extensions; Rear extensions of more than one storey;
- Installation of satellite dishes and radio antennae which are visible from a highway.
- The construction of outbuildings of a certain size (dependent on the size of the property and plot).

It is advised that guidance should be sought from Daventry District Council before the undertaking of any works if you are not sure whether they require planning permission.

For advice relating to planning applications affecting listed buildings or conservation areas, please contact the Development Control department of the District Council. The Council also offers a pre-application advice service.

The unlawful undertaking of any works within a conservation area is a criminal offence and could lead to enforcement action being undertaken.

10.2 Threats and Recommendations
The following section details threats to the conservation area and policies recommending appropriate action. Responsibility for relevant action with regards to the recommendation may rest with a number of stakeholders, including the County, District, Parish and Town Councils as well as private owners and developers.

Threat 1: Inappropriate development

Saved Policy HS22 in the Daventry Local Plan 1997 categorises Braunston as a restricted infill village. This means that planning permission will normally be granted for small-scale development within the village that is in-keeping with Braunston’s character.

Policy A in the Braunston Neighbourhood Development Plan (2017) lays out the parish council’s support for small-scale development within the village confines; as well as development which addresses the needs of elderly or first time buyers.
The wharf and marina are busy all year round, particularly in the summer months; and therefore future development and expansion may be considered expedient for the site in the future.

**Recommendation 1**

There are many examples in the village of well-designed and sensitive developments and alterations, noted in the body of the appraisal, which should provide guidance for future work in the village.

In order to mitigate the threat of incremental damage, new development must be sensitive to existing dwellings and premises. Appropriate, high quality building materials should be utilised in repair and replacement work.

New buildings must respect existing development patterns and must be sympathetic to those structures already present. The retention of the historic roof-scape of the village is essential to its character, and so appropriately sensitive roofing materials must be utilised. Appropriate juxtaposition in terms of materials and scales in keeping with existing properties will be encouraged.

Repairs and alterations which adversely affect the character, appearance, significance, or setting of the area will not be supported. Conversely, there will be presumption in favour of those alterations or repairs which appropriately preserve or enhance character, appearance, significance or setting.

**Threat 2: Risk to trees**

At present, many trees which make a positive impact are either subject to TPOs or are included within the conservation area. However, trees such as those located in Jetty Field make a particularly important contribution. Some of these trees are not currently subject to a Tree Preservation Order nor lie within the boundaries of the conservation area.

**Recommendation 2**

Trees within the conservation area are protected under Section 211 of the Town and Country Planning Act, requiring six weeks written notification to be provided to the District Council for works including topping, lopping, pruning and felling.

Trees contribute greatly to the character and setting of the conservation area and there should be a presumption in favour of their retention where appropriate.

Development proposals should have regard for the contribution of trees throughout the conservation area as well as their effect on its setting. Trees which are assessed as significant and making a contribution to the character of the conservation area, where felled, should be replaced with appropriate species. New development should include appropriate landscaping in keeping with the character of the local area.

The Appraisal has identified individual trees and tree belts which are significant to the character of the conservation area in Section 6.4.

Since 2005, Jetty Field has been owned by the parish council and so the threat to its trees is not considered to be an immediate concern. Should the ownership of the land change in the future, appropriate measures should be taken to maintain their positive contribution, such as replanting should it be necessary to remove them.

**Threat 3: Highways and on-street parking**

As the Local Planning Authority, controls over highways are not within the remit of Daventry District Council. However, on-street parking greatly diminishes the appearance of the conservation area, particularly at peak times or when events are hosted in the village or at the canal.
Recommendation 3

Northamptonshire County Council is responsible for the majority of highways matters. Future opportunities to explore potential improvements to the highways should be encouraged. Developers should also have regard to the effects traffic and a lack of parking have on the amenity of the conservation area.

The County Council should also have regard for the potential impact off-street parking might have on the amenity of the conservation area, as well as regulations governing the public realm.

Threat 4: Loss of original architectural features

Many non-designated properties within the conservation area have lost original features such as traditional timber fenestration and doors, roofing materials and other detailing. This is detrimental to the character of the conservation area.

Recommendation 4:

Development proposals should have regard to the design principles set out in Section 8 of this document in order to preserve the architectural interest of the conservation area. Daventry District Council is considering the introduction of Article 4 Directions to certain properties which have retained features of architectural interest. Works to listed buildings will require consent in most cases.

Threat 5: Public Realm

The condition of the public realm has great effect on the quality of a conservation area, and should be maintained to a high standard by all stakeholders. Street furniture within the conservation area is generally of good quality. This includes traditionally-styled lampposts and benches, interpretation boards and examples of industrial machinery on display in the wharf.

There are issues with their maintenance; for example some boards are in better condition than others. There are also examples of poor quality street furniture which has an adverse effect on the appearance of the conservation area.

Recommendation 5

Where possible, the suitable examples of street furniture should be maintained and enhanced. Opportunities to replace and improve existing examples of poor street furniture should be taken.

Street signage should be consolidated and kept to a minimum in order to prevent a cluttered appearance. Where possible, overhead cables should be placed underground or consolidated.

Threat 6: Areas which would benefit from enhancement

Several areas have been identified within the appraisal as potentially benefitting from enhancement schemes of various types.

Recommendation 6

Opportunity should be sought to undertake enhancement schemes in line with the recommendations in the appraisal as and when it becomes possible.

Threat 7: Impact on archaeology

Sites of significant archaeological importance spanning several thousand years have been identified in Braunston Parish. The area has the potential to yield further archaeology which would enhance our understanding of its development and the evolution of the wider landscape. Development proposals could have the potential to have a detrimental impact on those remains.

Recommendation 7

Development which involves below ground excavation should have regard to the potential...
for remains of archaeological interest. Professional advice should be sought and appropriate assessment undertaken to understand the extent, nature and significance of the resource.
Sources

This document was produced with reference to:

Braunston Parish Council (2017) *Braunston Neighbourhood Development Plan*

Department of Communities and Local Government (2012) *National Planning Policy Framework*

Historic England (2011) *British Strategic Stone Survey*

Historic England (2016) *Conservation Area Designation, Appraisal and Management*


Historic England (2016) *Local Heritage Listing*


Northamptonshire Green Infrastructure Suite

Northamptonshire Record Office

Northamptonshire Historic Environment Record


Internet Sources

http://www.braunston.org.uk

www.british-history.ac.uk

https://canalrivertrust.org.uk

www.daventrydc.gov.uk

www.heritagegateway.org.uk

www.historicengland.org.uk

http://www.kellner.eclipse.co.uk

http://www.esawyer.org.uk

Further Information

Information regarding conservation areas can be found on our website at:

www.daventrydc.gov.uk/ConservationAreas

Information regarding local history can be found at the Northamptonshire Record Office or Northamptonshire Libraries.

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