



Sileby Conservation Area

CHARACTER APPRAISAL

Adopted March 2007



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INTRODUCTION

Sileby is an industrial village in the Borough of Charnwood, described in White's Directory of 1846 as a large and well-built village with two main streets that cross at right angles.

The Conservation Area was designated in March 1988 and covers an area of about 11 hectares in the centre of the village to the west of the railway line. It is centred on St Mary's Church, which stands at the staggered crossroads between Barrow Road - High Street, running north south, and King Street - Mountsorrel Lane, running east west. The boundary of the Conservation Area generally defines the settlement that existed in 1884, and includes a broad

range of built development that is representative of the mediaeval and post mediaeval settlement. The Area does not generally include the Victorian industrialisation and urban expansion of the village that took place outside the historic core.

The purpose of this appraisal is to examine the historical development of the Conservation Area and to describe its present appearance in order to assess its special architectural and historic interest. The appraisal will then be used to inform the consideration of management and development proposals within the Area.



PLANNING POLICIES

A conservation area is an area of special architectural or historic interest whose character or appearance should be preserved or enhanced. In making decisions on potential development within a conservation area, the Council is required to 'pay attention to the desirability of preserving or enhancing the character or appearance of the area'. Permission will not be granted for proposals that are likely to harm the character or appearance of a conservation area. Sections 69 and 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990.

Planning Policy Guidance Note 15: Planning and the Historic Environment says that special attention should be paid when considering proposals for development in a conservation area.

Planning Policy Statement 9: Requires that planning policies and decisions not only avoid, mitigate or compensate for harm but also seek ways to enhance, restore and add to biodiversity and geodiversity.

The Regional Spatial Strategy for the East Midlands published in March 2005 advises local authorities to develop strategies that avoid damage to the region's cultural assets. Policy 27: Protecting and Enhancing The Region's Natural and Cultural Assets.

The Leicestershire, Leicester and Rutland Structure Plan 1996 to 2016, published in December 2004, seeks to identify, protect, preserve and enhance areas, sites, buildings and settings of historic or architectural interest or archaeological importance. Development within conservation areas should preserve or enhance their character and appearance. Environment Policy 2: Sites and Buildings of Historic Architectural and Archaeological Interest.

The Borough of Charnwood Local Plan 1991 – 2006 adopted in January 2004 seeks to ensure that new development in conservation areas preserves or enhances the character and appearance of the area. Policy EV/10.





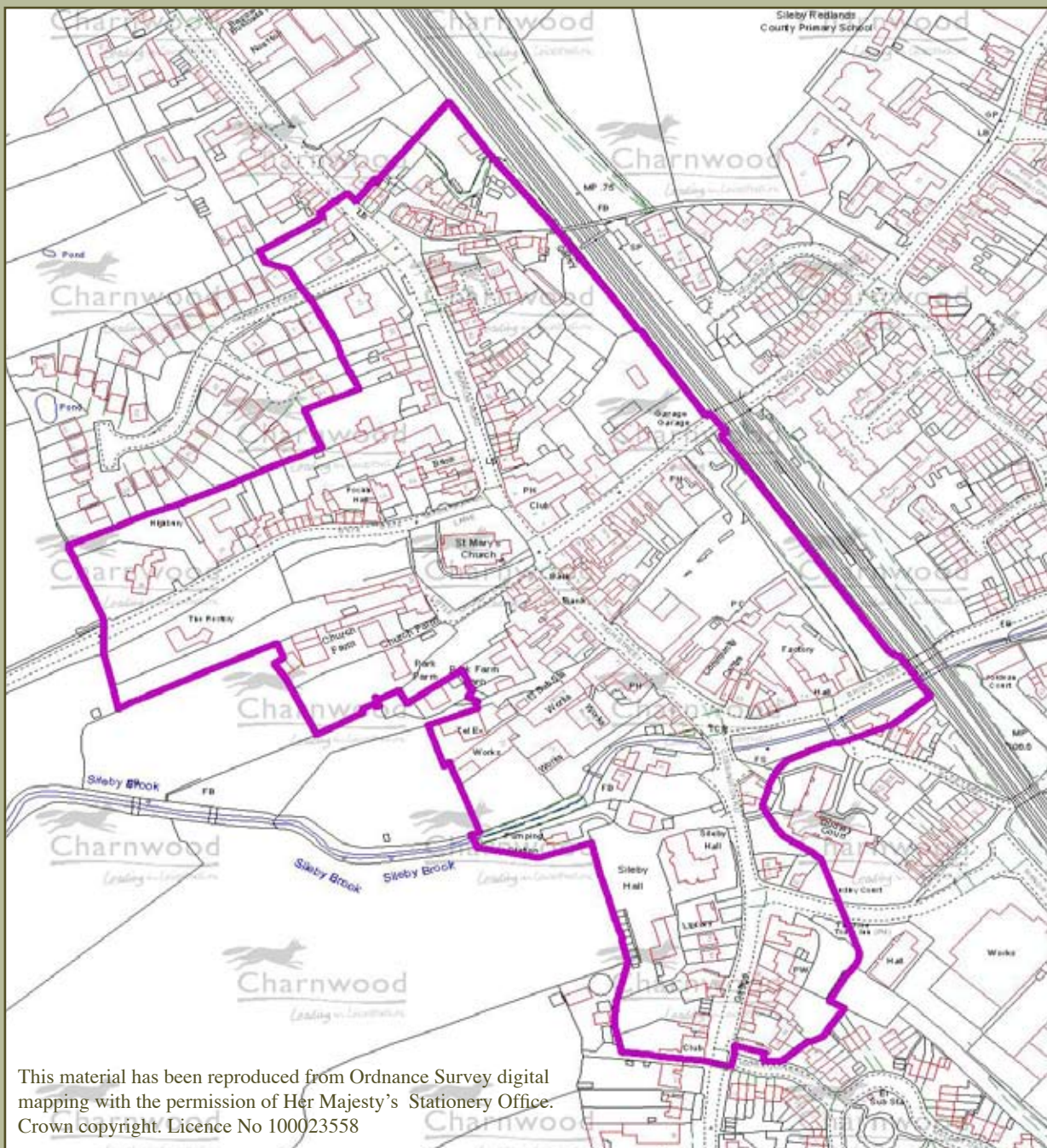
LOCATION AND SETTING

CONTEXT AND POPULATION

Sileby lies about 5 miles south-east of Loughborough and is situated on gravel terraces to the east of the River Soar flood plain, alongside the Sileby Brook, a small rivulet that runs through the village that was no doubt a source of water for the early settlement.

The population of Sileby has varied over time. The most recent parish profile published by Leicestershire County Council shows there that were 6,875 people residing

in the parish of Sileby at the time of the 2001 Census. The population returns recorded in the Victoria County History of Leicestershire show that the population rose steadily from a population of about 30 people at the time of the Domesday Survey, to 301 people recorded in the 1679 Ecclesiastical Returns. There was a more rapid growth in the nineteenth and twentieth centuries from 1,111 people in 1801 to 1,572 by 1861, 2,752 in 1901 and then to 4,236 by 1951.



Current map of Sileby showing the conservation area



GENERAL CHARACTER AND PLAN FORM

The present pattern of streets within the Conservation Area is a product of the historical development of the settlement. The village developed as a linear settlement along the edge of the gravel terrace, extending south from the Church along High Street and north along Barrow Road. It is typical of settlements in the East Midlands which occupy the rising slopes beside a flood plain. The meadows provide good pasturage for cattle, the slopes offer good sources of spring water and the wolds above are good for arable cultivation. In early mediaeval times Sileby would have had a system of surrounding open fields worked in common as strips by the villagers. St Mary's Church stands at the top of the hill making it a focal point for views from many parts of the village and from the Soar valley.

The main streets through the Conservation Area, as shown on the 1884 Ordnance Survey plan, have historically been: High Street, which runs south from the Church to the Sileby brook; Barrow Road, running north from the Church; and King Street, running east from the Church. King Street was an important boundary between two of the original open fields. Barrow Road where it passes through the Conservation Area is an unusually wide road. This may be as a result of the Enclosure Commissioners who stipulated that it should be 50 feet wide, compared to other roads that were only 40 feet wide. Its present layout and the wide planted verge on the western side now obscure the full width. The other principal road in the Area is Mountsorrel Lane which provides a route into the village from the west across the meadows, although the name appears to have applied only from the early part of the twentieth century, with the name first appearing on the 1929 OS plan.

There is a distinctive cluster of cottages that occupy a parcel of land at the eastern end of Barrow Road, alongside a footpath that runs east towards King Street and would originally have led into the open fields. The cluster is shown on the Enclosure Awards Map and may have originated from a group of labourer's cottages built on an area of wayside land outside the open fields. The lane is said to be part of an ancient route system to the East Coast.

Within the historic core, most of the principal surviving domestic buildings date from the late eighteenth and nineteenth centuries, some from the late sixteenth century. The collection of buildings shown on the 1884 OS plan have survived reasonably well with very few losses as a result of demolition. There are 8 listed buildings of which St Mary's Church is listed Grade II* and the others listed Grade II (see page 18). The most significant change has been the extent of twentieth century infill development, with some high quality Edwardian development on the corner of Barrow Road and Mountsorrel Lane and some later twentieth century development, much of which, such as the Tesco store on the High Street, has not respected the character of the village, its positioning within the streetscape, the prevailing built form or materials of the older buildings.

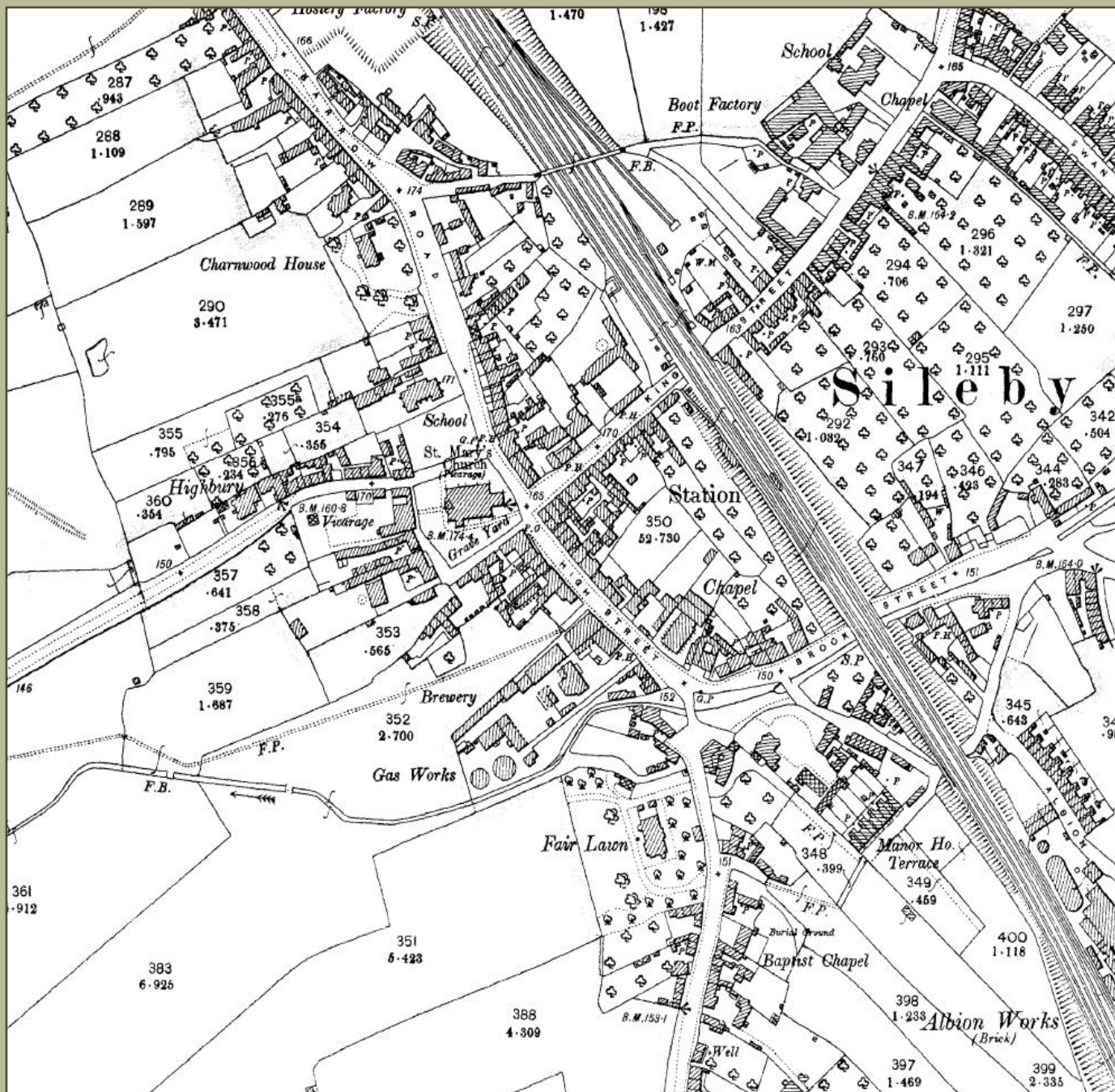
ARCHAEOLOGICAL INTEREST

Whilst there are no Scheduled Ancient Monuments within the Conservation Area, the Area encompasses the core mediaeval settlement, and the pattern of streets and nature of the properties would suggest that there is considerable archaeological potential both below ground and surviving in the fabric of many of the standing buildings.



Curving streets





Sileby in 1903

HISTORICAL DEVELOPMENT

ORIGINS AND DEVELOPMENT

Sileby is one of a number of villages with names ending in 'by' that originated as a Danish settlement.

At the Domesday Survey of 1086 Sileby was split between three manors, including the king's own manor of Rothley, that were brought together in the thirteenth century under Stephen de Segrave, who was at that time the Sheriff of both Leicestershire and Warwickshire.

In the middle of the thirteenth century Sileby had become an important local administrative centre, serving as one of two bailiwicks established by Simon de Montfort, Earl of Leicester, to deal with the collection of rents from his manorial tenants. Representatives from 31 villages, throughout Leicestershire, Nottinghamshire and Rutland, were required to attend the bailiwick courts that were held at Easter and Michaelmas in St Mary's Church. Sileby History suggests that there must have been some form of hostelry to cater for these village representatives close to the Church, possibly on the site of the now demolished cottages in Little Church Lane.

The Earl of Leicester started to build the Parish Church, which was dedicated to St Mary, in the second half of the twelfth century. It was enlarged during the thirteenth century when Sileby was made a bailiwick. The building, as it now stands, was completed in the fifteenth century and was restored in 1881 under the direction of Sir A W Blomfield. The Friends of St Mary's note that because of its large size and its fine architectural features a former Archdeacon of Leicester always referred to it as 'The Cathedral of the Soar Valley'.



The early mediaeval development of the village was associated with agriculture. The villagers used an open fields system, rotating the crops between three principal fields, the Howgate Field to the north east, between Barrow Road and King Street, the Highgate Field to the south east, bounded by King Street on the north side and Brook Street, and a third field known as the South Field, bounded by Cossington Road and Brook Street, with large areas of meadowland to the west of the settlement in the valley of the Soar. During the rapid Victorian expansion of the village the fields to the east were built over and any remaining physical or visual links between the centre of the village and its fields on the Wolds were lost with the arrival of the railway which cut a north - south path parallel to Barrow Road and High Street. However, much of the meadowland to the west of the village remains intact and it is still evident today with the close proximity of the open agricultural fields to the centre of the village on its west side.

By the middle of the eighteenth century there was increasing pressure from the major landowners to enclose the open fields and an Enclosure Act was passed by Parliament in 1760. The enclosure had a profound effect on the local landscape with small hedged fields replacing the original open fields. The local economy was also affected. Local landowners were no longer tied to community needs and were able to convert former arable land into more profitable pasture land for the rearing of livestock for sale in local markets, particularly Leicester. The crop returns for Leicestershire in 1801 show that out of some 2300 acres only 546 acres were used for arable farming (Hoskins, 1848). The enclosure of the open fields removed the village's traditional reliance and dependency on the land. Communal grazing rights were lost and many of the new holdings were too small to be viable so that many villagers were forced to look for new employment.

The arrival of the Soar Navigation canal in 1792 and the railway and its accompanying station in 1840 improved transport links with Leicester and allowed new industrial enterprises to develop in the village and gave people the opportunity to travel to work in Leicester. The first notable industry was framework knitting which developed during the eighteenth century in a number of rural centres along the Soar and Wreake valleys. The first recorded in Sileby was in the period after 1750 (Parker, 1955). The increased demands for hosiery, particularly due to the Napoleonic Wars, led to a growing dependency on the hosiery trade. Framework knitting employed whole families, men on the frame, women seaming and children winding wool onto bobbins, working at home or in small backyard workshops as out-workers for the factories in Leicester. The census of knitting frames conducted by Felkin in 1844 recorded more than 500 frames in the village (Parker, 1955) while the 1846 Directory notes that



there were many framework knitters employed chiefly by Leicester manufacturers. The 1861 and 1881 Census recorded the main sources of employment in the village as agriculture and home-based framework knitting. During the later half of the nineteenth century the boot and shoe industry was growing. This is reflected in the 1891 and 1901 Census where both hosiery and footwear industries were recorded as the main sources of employment in the village.

The growth in the village through the nineteenth century was reflected in the improvements to local services. A gas works was established 1868 and new community facilities were built with the opening of the infants school on Barrow Road in 1876 and a number of chapels, including a Wesleyan Chapel on High Street and a Baptist Chapel on Cossington Road along with Pochin Hall, built in 1898, on Mountsorrel Lane for St Mary's Church.

By the end of nineteenth century the hosiery trade was in decline as much of the industry had been moved to new factories in Leicester. However, new employment opportunities were offered by the development of the boot and shoe industry. The manufacturers of Leicester were attracted by the supply of unemployed hosiery labour with a tradition of homeworking and skills that could be transferred to the manufacture of boots and shoes. The development of the local industry was largely promoted by Thomas Crick, a Leicester manufacturer, who had devised an improved method of fixing the uppers to the soles. Crick saw advantages in setting up factories in the villages rather than using outworkers and one of his first factories was at Sileby. By 1896 twelve new factories has been set up, often by Crick's former employees, and these were accompanied by a marked increase in population as people were attracted to the work. The trade was so

well developed in Sileby that it had the second largest concentration of boot and shoe factories in the County outside Leicester after Earl Shilton and Barwell.

Other important sources of local employment included lime working and brick and tile manufacturing, with bricks and roof tiles from William Tucker Wright's factory being used in the construction of St Pancras railway station. Lime working has been carried on around and in the village, especially towards Barrow upon Soar for many centuries. There is a layer of good quality gypsum close to the surface covering a large area of the Wolds.

These three principal industries, hosiery, boots and shoes, and lime, were the mainstay of the economy of Sileby for many years employing a large part of its population. However little remains of these traditions and many people now travel to Leicester and surrounding towns for employment, the rail, bus and road links providing easy transport. At the 2001 Census, 36% of Sileby's employed population worked in extractive and manufacturing industries compared to 64% in service industries, with people travelling on average some 13 km to work.

The rapid industrialisation and surge of house building in the late nineteenth and early twentieth centuries expanded the built settlement largely to the east and south of the Conservation Area. There was very little encroachment into the historic core, the major exception being The Malthouse brewery complex off the High Street. The present Conservation Area therefore reflects the basic historic street pattern that had been established by the end of the eighteenth century and contains many of the buildings that had been built in the village between the sixteenth and the nineteenth centuries.







CHARACTER ANALYSIS

THE HISTORIC AND PREVAILING LAND USES

The present activities and land uses within the Conservation Area reflect its historical development and its importance at the centre of the settlement. As is typical of many historic villages and towns, there is a range of commercial, industrial and residential uses that developed alongside each other over time and are now well integrated into the urban fabric.

The most important building is the Parish Church which would have been at the focus of village life into the eighteenth century. With the growth of non-conformity new places of worship were built, of which the Baptist Chapel on Cossington Road and the former Wesleyan Chapel on High Street still survive. Other community buildings such as Pochin Hall and schools were also built, including the nineteenth century school that survives on Barrow Road, although the school buildings have now been converted to residential use.

The village centre had a range of shops and public houses that were concentrated along the High Street and along King Street and these are still thriving commercial areas.

Residential development appears to have been widely spread throughout the settlement, particularly at the northern end of the village around the Church on Little Church Lane, Mountsorrel Lane, King Street and High Street and along Barrow Road and at the southern of the village along Brook Street and Cossington Road.

Some industrial activity is represented in the historic core. Although framework knitting and shoe making were often carried out in domestic workshops there is little remaining physical evidence in the centre of the village. The most significant surviving range of industrial buildings is the former brewery off High Street and a small factory off Brook Street. However, The Malthouse will soon be converted to dwellings.







PREVALENT AND TRADITIONAL BUILDING MATERIALS

One of the oldest surviving buildings in the village is the Free Trade Inn. Dating from the sixteenth to seventeenth centuries it is the only surviving timber-frame and thatched property in the village. Remnants of timber framing are also still visible in the front elevation of no. 10 High Street and no. 33 Little Church Lane.

The predominant building material in the Conservation Area is brick, which characterises the buildings of the eighteenth and nineteenth centuries and provides a uniformity of material and appearance throughout the Conservation Area. In most properties the brick is laid in Flemish bond, the pattern of which is in some cases emphasised by the use of contrasting headers and stretchers, such as at nos. 22, 84, 94 and 96 Barrow Road and at the entrance to Little Church Lane off the High Street.

The Church and the former school on Barrow Road are the only buildings in the village to be built entirely of stone, using local granite rubble in the main walls with ashlar dressings. A number of domestic buildings have distinctive rubble stone plinths that may originally have supported a timber frame but now contribute to the visual proportions of the properties, such as nos. 35 - 37 & 41 Cossington Road, nos. 33 & 35 Little Church Lane and no. 7 King Street. There are also a number of granite rubble boundary walls.

Welsh slate is the predominant roofing material, although this material is typically a product of the nineteenth century, relying on the railways for its distribution. Before the availability of Welsh slate there was a reliance on locally available materials, such as Swithland slate and a substantial number of roofs in the Conservation Area are still covered in Swithland slate, which is typically laid in

diminishing courses to spread the weight of the tiles. There are examples at no. 52 Little Church Lane, nos. 39 - 41 Cossington Road, the former school buildings on Barrow Road and also on the more humble outbuildings alongside no. 50 Barrow Road, where one building has Swithland slate, the other two being covered with pantiles. No. 62 Barrow Road, in the small lane, also has a Swithland slate roof believed to have been fitted following a fire in the 1960s which destroyed the thatch roof.

Swithland slate is now very difficult to obtain. Nevertheless, one of the most significant visual changes to the Conservation Area has been the widespread use of concrete roof tiles to re-roof many of the properties. These tiles look out of place and are visually intrusive. Welsh slate could still be used.

There has been a good survival of historic joinery with a range of original windows and doors, features that define the appearance of properties and are integral to their appearance.

Timber sash windows are common in the Area and they provide a strong vertical emphasis. Some of the earliest are used on the surviving Georgian farmhouses at nos. 13 - 15 Barrow Road, no. 7 King Street and no. 10 High Street, the former Plough Inn.

There are also some good examples of Yorkshire sliding sash windows in the upper floors of nos. 39 - 41 Cossington Road, no. 33 Little Church Lane, no. 5 King Street and in the side gable of no. 11 Brook Street.

The building at nos. 37 - 39 Cossington Street has an interesting variety of window styles with mullion and transom windows on the ground floor and horizontal sliding opening lights in the lower frame and sash windows on the upper floors.



Window openings are typically defined by arches and projecting cills, such as the combination of brick segmental arches and stone cills at no. 7 King Street and the terraced properties along Mountsorrel Lane and the less common horizontally bedded tiles at no. 2 Mountsorrel Lane that reflect its Edwardian origins.

As well as timber windows, there are some good examples of timber panel doors, sometimes partially glazed, and many with fanlights above. Some of the best examples can be seen at nos. 35 & 43 Cossington Road, no. 7 King Street and Homestead House, no. 22 Barrow Road.

As a longstanding commercial area, a particular feature on High Street and King Street is the large number of surviving timber shop fronts that make a significant contribution to the historic character of the Area. Typical shop fronts contain large shop windows framed by decorated pilasters with brackets supporting a cornice over the fascia, with particularly good examples at nos. 5 King Street, nos. 12a & 12b High Street, Hetterley's Estate Agents, and nos. 3 - 7 High Street. There is also a good example of an Edwardian shop front at no. 3 Barrow Road with its pilasters, fascia and leaded top lights over the shop front.

Many of the traditional shops were built with flats in the upper floors and these are often lit by attractive oriel windows, such as no. 37 High Street, or bay windows that sit directly over the fascia such as nos. 4 - 8 High Street.









TREES AND GREEN SPACES BIODIVERSITY AND WILDLIFE

Within the Conservation Area the principal open space is provided by the strip of land on either side of Sileby Brook. The churchyard and its continuation down Mountsorrel Lane is well planted with trees. Barrow Road has a wide grass verge. To the east, the development of industry and housing and the replacement of the old industrial sites with housing has mostly obliterated the natural landscape. To the west the village is still connected to the meadows.

VIEWS AND VISTAS

Sitting on the slopes beside the Soar Valley flood plain, there are fine views of the village from the valley and occasional views into the valley from the village, notably, the view from the Churchyard.

The church itself is a dominant feature from many places within the village, especially as one approaches along Barrow Road and as one climbs the hill from Cossington Road into the High Street. The development of the vista along the winding High Street in either direction adds greatly to the character of the Area as does the similar development of the changing view along Mountsorrel Lane, leading eventually into the open expanse of the meadows.

The scale of development eastwards from the core of the village into the wolds above the gravel terrace has largely obliterated any views of the open fields. Some idea of the original view can be seen from the footbridge over the railway.



MANAGEMENT PROPOSALS

CONSERVATION AREA BOUNDARY

Sileby Conservation Area was designated in March 1988. The mediaeval Parish Church, by far the most obvious symbol of the village's long history and its elevated location provides the Area's focal point. The Conservation Area boundary has not been reviewed since the original designation and this Appraisal suggests that consideration be given to include the area known as Cotswold Corner, by The Banks, and possibly the whole of Swan Street. These areas were independent settlements and could be detached portions of the Conservation Area.

GENERAL CONDITION

The High Street is potentially the most interesting and characterful part of Sileby village centre but, sadly and all too noticeably, it has suffered many years of neglect. Its contribution to the image of the village has failed to match its potential or to do justice to its assets.

In recent years work has been done to improve the quality of High Street and the area along the Sileby Brook, including investment in railings and street furniture. The well-being of the High Street is essential to the image and future character of Sileby.

The Appraisal of the traditional buildings has revealed that, although the overall condition of the built fabric when viewed from the street frontage appears reasonable, some buildings are poorly maintained, particularly upper floors. There is evidence of ill conceived restoration works, particularly the inappropriate replacement of roofing materials, windows and doors which has caused significant harm to the traditional character of the area.

The problems become more severe when the rear of buildings and ranges of outbuildings, are examined. The survey has highlighted the survival of many traditional shop fronts but they are often in a poor condition and, therefore, vulnerable to inappropriate repair and replacement. Recently a number of upvc shopfronts have been installed which are significantly detrimental to the character of both the historic buildings to which they are attached and to the street scene.

A great deal of past repair work to the historic fabric of the area has been executed by inexperienced contractors, without consideration or knowledge of good conservation practice. The evident results are poor quality and inappropriate restoration which endangers the character and appearance of the Area.

The targeting of favourable grants through the Council's Historic Building Grant Scheme, may provide a persuasive incentive to property owners to undertake necessary repairs and to consider improvements, such as the authentic reinstatement of architectural features. It will also give the Council the opportunity to advise on good practice, to control the standard of work and to monitor the quality of its execution.

It is suggested that an area partnership initiative would embrace the wider management of the historical and cultural resources of Sileby and would achieve far more than the present ad hoc grant aid for individual sites and buildings.

ENVIRONMENTAL ENHANCEMENT

A coordinated approach is needed to address the generally neglected condition of many of the public areas within the village. Possible enhancement opportunities are listed below. It is not an exhaustive set of proposals but the major areas of need have been identified.

- Improvements to the immediate environs around the station and the entrance to the public car park from King Street is an opportunity to reinforce the special character of the Conservation Area.
- Improvements to the quality of pedestrian routes in various parts of the Area. In particular, the footpaths running alongside the railway between King Street and Brook Street; from King Street through to High Street; and from Barrow Road over the railway footbridge to King Street. Improvements could enhance the green spaces in the Area.
- Possibility of enhancing the channel and surrounding green space of Sileby Brook. This concrete canyon has a significant detrimental visual impact in this part of the Conservation Area.
- Possibility of providing a more appropriate space around St Mary's Church, especially when it is being used for special occasions such as weddings and funerals.

The Borough Council has adopted a Percent for Art Policy and has also created an annual budget of £25,000 for public art within Charnwood. It is intended to work with Charnwood Arts to involve artists in environmental improvements.

SUMMARY OF PROPOSED ACTIONS

CONSERVATION AREA ISSUE	PROPOSED ACTION	LEAD PARTNER	OTHER PARTNERS
Poor condition and neglect of the upper floors and rear areas of many of the historic buildings within the conservation area	Review the Historic Building Grant/ Commercial Property Grant Schemes. Historic buildings and structures eligible for grant assistance will be identified. Priority buildings will be highlighted and targeted for action. In the case of priority buildings funds may be available for feasibility studies.	CBC	
The concrete canyon in which the Sileby Brook runs through the Conservation Area has a detrimental visual impact.	Investigate the possibility of enhancing the channel of Sileby Brook.	CBC	
Poor quality of pedestrian routes in various parts of the Conservation Area	Investigate what needs to be done to improve the quality of the footpaths: <ul style="list-style-type: none"> • Running alongside the railway between King Street and Brook Street; • Between King Street and High Street; • From Barrow Road over the railway footbridge to King Street. 	CBC	
The general appearance of the area around the railway station is damaging to the character of the Conservation Area.	Investigate improvements to the immediate environs around the station and the entrance to the public car park.	CBC	
Useability of space around St Mary's Church.	Investigate possibilities for environmental improvements.	CBC	Parochial Church Council



The poor quality of the footway under the railway bridge

DEVELOPING MANAGEMENT PROPOSALS

Various forces, historical, cultural and commercial, have shaped the development of the Conservation Area, creating a sense of place and individual identity. The character and appearance of the Area is vitally important both in attracting new business and commercial investment in the Area, and in the encouragement of initiatives to the benefit of the wider community.

Based on the issues that have been identified the following objectives will have a positive impact in both protecting and enhancing the character of the Conservation Area and providing the basis of a long term management plan:

1. Any historic buildings showing signs of neglect need to be identified. They could be enhanced by removing clutter from elevations (pipes, wiring, brackets etc.), masonry cleaning or repainting. Owners could be approached with suggestions as appropriate. The encouragement of the cleaning of buildings, using methods appropriate to their materials, could achieve significant results visually.
2. A review of how the Council's adopted 'Shopfront & Signs' guidance is being used. A face-lift scheme for shops could be considered. Aspects could include shop fronts and fascias, blinds, colour schemes, advertisements and signs. The Supplementary Planning Document clarifies the Council's policy and provides advice on shop front design, including the issues of advertisements and security measures. Identify any outstanding enforcement issues.

3. A detailed appraisal is necessary to identify sites within the highway where hard ground surfaces need to be introduced or renewed, including consideration of the scope to redefine sections of carriageway, realign kerbing, extend and repave pedestrian areas, provide and mark vehicle parking bays. A policy for the selection and use of materials appropriate for particular situations will need to be agreed with the Highway Authority.

4. It is also necessary to identify any land in public control that is under utilised and might be appropriate for a landscaping scheme to be prepared. The adequacy of maintenance for such areas will need to be addressed. Similarly any neglected private land that can be cleared and reclaimed for positive use will be examined. Consideration should be given to the introduction, or reinstatement where they have been lost, of walls, railings and planting to create enclosure.

5. The opportunities for public art in various forms to create distinctive and quality solutions to landscape improvements will be examined.

6. The production of heritage trail leaflets to increase community awareness and appreciation, including the encouragement of tourism, should be considered. This might involve interpretation material, plaques or similar, for key sites and buildings.

7. Identify biodiversity enhancements such as encouraging the provision of bat and bird boxes, particularly swift nest boxes within the fabric of new/converted buildings.

ADVICE AND GUIDANCE

Part of the purpose of this Appraisal is to inform and guide development control decisions about the Conservation Area.

Any proposed changes should be sensitive to and take into account the character as described in this Appraisal. New development, including extensions and alterations, must respond to the context and environment, the scale, form, materials and detailing of the existing buildings and the grain and pattern of the built form and the urban spaces of the Area.

There are a number of design features in many of the properties which characterise the Conservation Area. Any new development should either incorporate these features or the new design should respect them in a way that they can be seen and recognised both in the old and in the new properties.

Care should be taken when using materials that are not part of the prevailing palette: the existing character and appearance should be enhanced as a result and not damaged.

Roof lines, roof shape, eaves details, verge details and the creation of new chimneys are important considerations.

Windows and doors of traditional design make an important contribution to the character and appearance of the Area. The use of upvc and standardised high speed joinery techniques nearly always leads to unsuitably detailed windows which will generally be unacceptable in the Area.

The Council will insist on good quality schemes which respond positively to the historic setting of the Area. This extends to small buildings such as garages and also to boundary walls and fences. Minor alterations need to be carefully considered as incremental change can have a significant detrimental effect on the character of the Area over a period of time.

There may be opportunities for innovative modern design. Good modern design could create positive changes in the Area.

Any development within the Conservation Area requiring excavation works is likely to require a considered archaeological assessment and investigation prior to the commencement of development. Many of the earlier buildings may conceal mediaeval or post-mediaeval remains; any works involving the disturbance of the existing fabric will require archaeological investigation.

Many species of wildlife are protected by legislation. Prior to any proposals for development a survey of the wildlife should be carried out where there is a likelihood of a legally protected species or a priority Biodiversity Action Plan species being present and at risk of impact from the development or other management. This may often be the case where it is proposed to use or develop previously unused attic and roof spaces.

Applicants for planning permission must provide a Design Statement to explain the decisions that have been made and to show how proposals relate to the context. It should demonstrate a full appreciation of the local streetscape, how it has developed, including prevailing building forms, materials and plot ratios.

Proposals will be assessed against the Borough of Charnwood Local Plan, Leading in Design and other Supplementary Planning Documents and government guidance contained in PPS1 and PPG15.

The Borough Council Development Department can advise on the need for Planning Permission or Listed Building Consent and can provide guidance on matters such as appropriate methods of maintenance/repairs, changes to shopfronts, alterations and extensions and suitable materials.

CONTACTS:

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LISTED BUILDINGS IN SILEBY CONSERVATION AREA

BARROW ROAD

Nos. 13 and 15 - Grade II

COSSINGTON ROAD

No. 27 (Free Trade Inn Public House) - Grade II
Nos. 35 and 37- Grade II

HIGH STREET

Church of St. Mary - Grade II*
No. 10 and 'Poundstretcher' - Grade II

KING STREET

No. 7- Grade II

LITTLE CHURCH LANE

No. 33 - Grade II
No. 35 - Grade II

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TRANSLATING COUNCIL DOCUMENTS

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ਕੋਸਲ ਦੇ ਦਸਤਾਵੇਜ਼ਾਂ ਦਾ ਅਨੁਵਾਦ

ਅਸੀਂ ਸਭ ਪ੍ਰਕਾਸ਼ਨਾਵਾਂ ਦੇ ਅਨੁਵਾਦ ਲਈ, ਲਿਖਤੀ ਅਤੇ ਆਡੀਓ ਟੇਪਾਂ ਦੇ ਅਨੁਵਾਦ ਦੀ ਸਹੂਲਤ ਪ੍ਰਦਾਨ ਕਰਦੇ ਹਾਂ। ਕਿਸੇ ਵਿਕਲਪਕ ਭਾਸ਼ਾ ਵਿੱਚ ਕੋਸਲ ਦਾ ਕੋਈ ਦਸਤਾਵੇਜ਼ ਪ੍ਰਾਪਤ ਕਰਨ ਲਈ, ਕਿਰਪਾ ਕਰਕੇ 01509 634560 'ਤੇ ਫੋਨ ਕਰੋ।

কাউন্সিলের ডকুমেন্ট (দলিলপত্র) অনুবাদ

আমাদের সকল প্রকাশনার অনুবাদের ব্যবস্থা আমরা করি এবং লিখিত ও অডিও টেপে অনুবাদ-ও লো আমরা প্রদান করি। বিকল্প কোন ভাষায় যদি কোন কাউন্সিল ডকুমেন্ট (দলিলপত্র) আপনি অনুবাদ করানো চান তাহলে অনুগ্রহ করে 01509 634560 নম্বরে টেলিফোন করুন।

翻譯區議會的公文

為求翻譯所有的刊物，我們提供文字與錄音帶的翻譯設施。要索取其他語言版本的區議會公文請致電 01509 634560。

કાઉન્સિલના દસ્તાવેજોનો તરજૂમો - ભાષાંતર કરવા વિષે

અમે બઘાજ પ્રકાશનોના (પબ્લિકેશન્સ) તરજૂમા માટે લિખિત અને ઓડિઓ ટેપની ટ્રેન્સલેશન સગવડતા પૂરી પાડીએ છીએ. કાઉન્સિલનો દસ્તાવેજ કોઈ બીજી કે વૈકલ્પિક ભાષામાં મેળવવા કૃપા કરી 01509 634560 ઉપર ફોન કરો.

काउंसिल के दस्तावेज का अनुवाद

हम सभी प्रकाशनों के अनुवाद के लिए लिखित और ऑडियो टेप अनुवाद सुविधा प्रदान करते हैं। काउंसिल के दस्तावेज का किसी वैकल्पिक भाषा में अनुवाद प्राप्त करने के लिए कृपया टेलीफोन नंबर 01509 634560 डायल करें।

تہ رجومہ ی نوراقی کونسیل (شارہ وانی)

نیمہ تہ رجومہ ی مہ کتوب یان لہ سہ ر شریتی ہہ موو نوسراوہ کانی کونسیل نامادہ دہ کہ ین۔ یو وہ رگرتنی نوراقی کونسیل بہ زبانیکی تر، تکاپہ تہ لہ فوون بکہ یو نہ م رہ قہ مہ: ۰۱۵۰۹۶۳۴۵۶۰

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