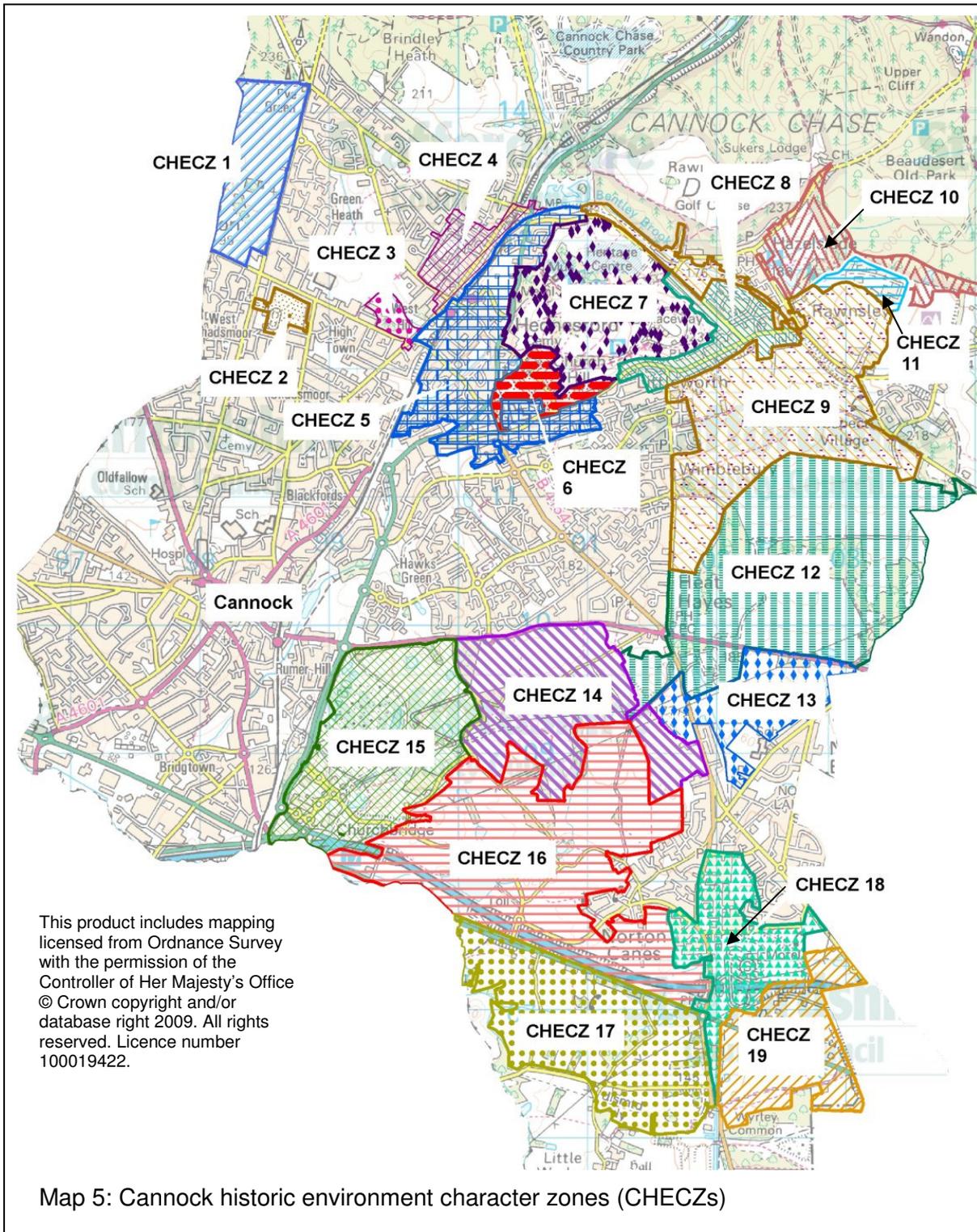


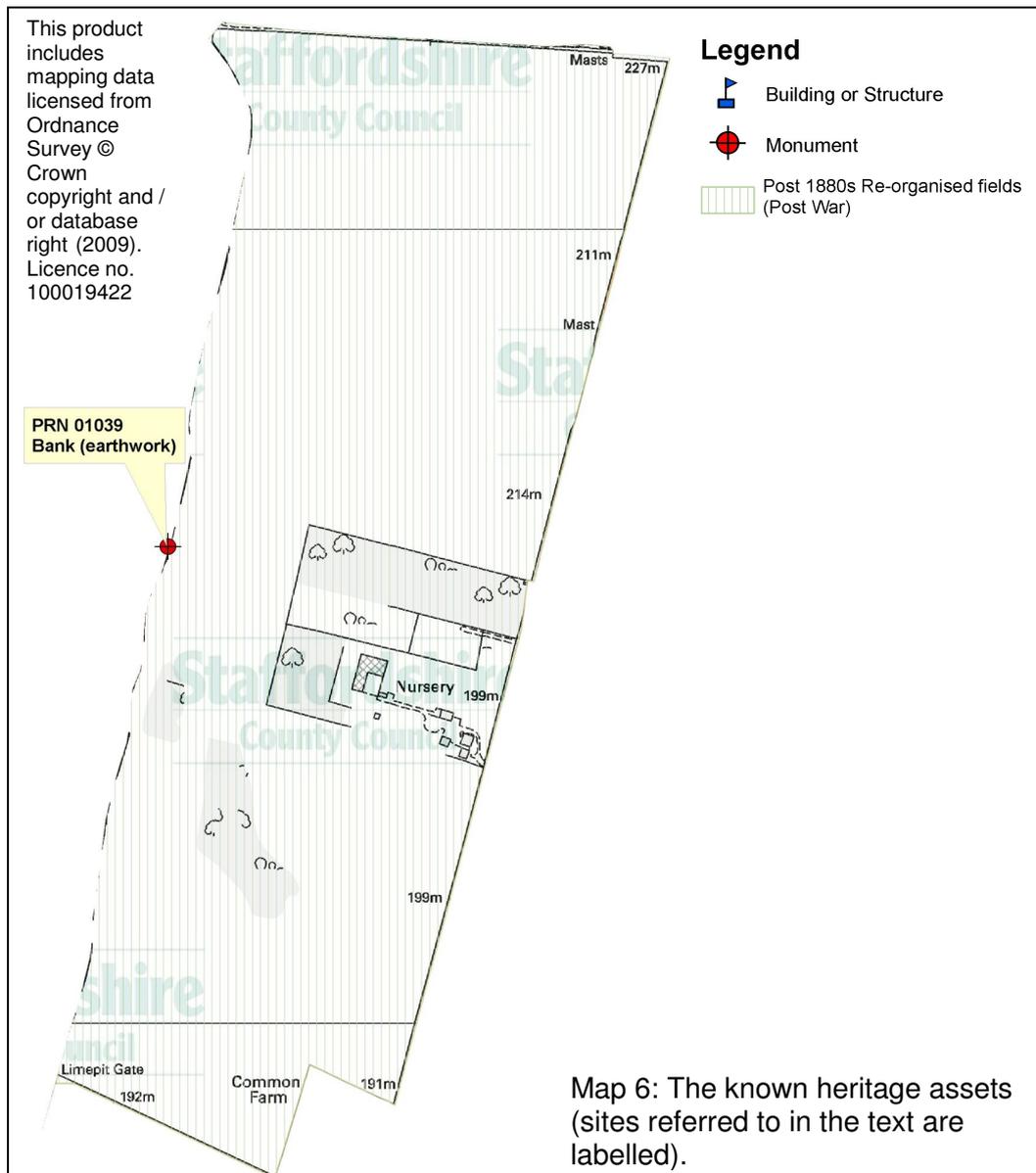
## 8. Cannock project area



## 8.1 CHECZ 1 – West of Pye Green

### 8.1.1 Summary on the historic environment

The zone comprises a very large field, as depicted on map 6, which was created during the late 20<sup>th</sup> century through the removal of earlier internal boundaries. The field system was originally created as planned enclosure following an Act of Parliament to enclose (1868). Prior to this period the landscape had been dominated by heath land which had formed part of Cannock Chase. The nursery and its surrounding boundary also post date the Second World War.



Of particular significance is the remains of a bank which follows the western boundary of the zone<sup>38</sup>. This feature is contiguous with the parish boundary between Huntington and Cannock. It is therefore possible that this bank was constructed in

<sup>38</sup> Staffordshire HER: PRN 01039

the medieval or post medieval period to physically demarcate the parish bounds or the extent of the medieval manor of Cannock.

### 8.1.2 Heritage Assets Summary Table

Survival	The zone has seen moderate disturbance from agricultural practices, although the earthwork bank was surviving in 2000.	2
Potential	There are limited known heritage assets although this is likely to be the result of lack of investigation rather than poor preservation.	2
Documentation	HER data and one historic source.	1
Diversity	The only known heritage asset relates to the earthwork bank.	1
Group Association	There appears to be an historic association between the earthwork bank and the line of the parish boundary.	1
Amenity Value	The historic environment does not currently lend itself to display or visitor attraction.	1
Sensitivity to change (to housing expansion & infrastructure for CCDC)	The historic environment of the zone could accommodate medium to large scale development although care should be taken to retain the earthwork bank.	1
<b>Overall Score</b>		<b>Low</b>

### 8.1.3 Statement of Significance

The earthwork bank is of local/regional importance.

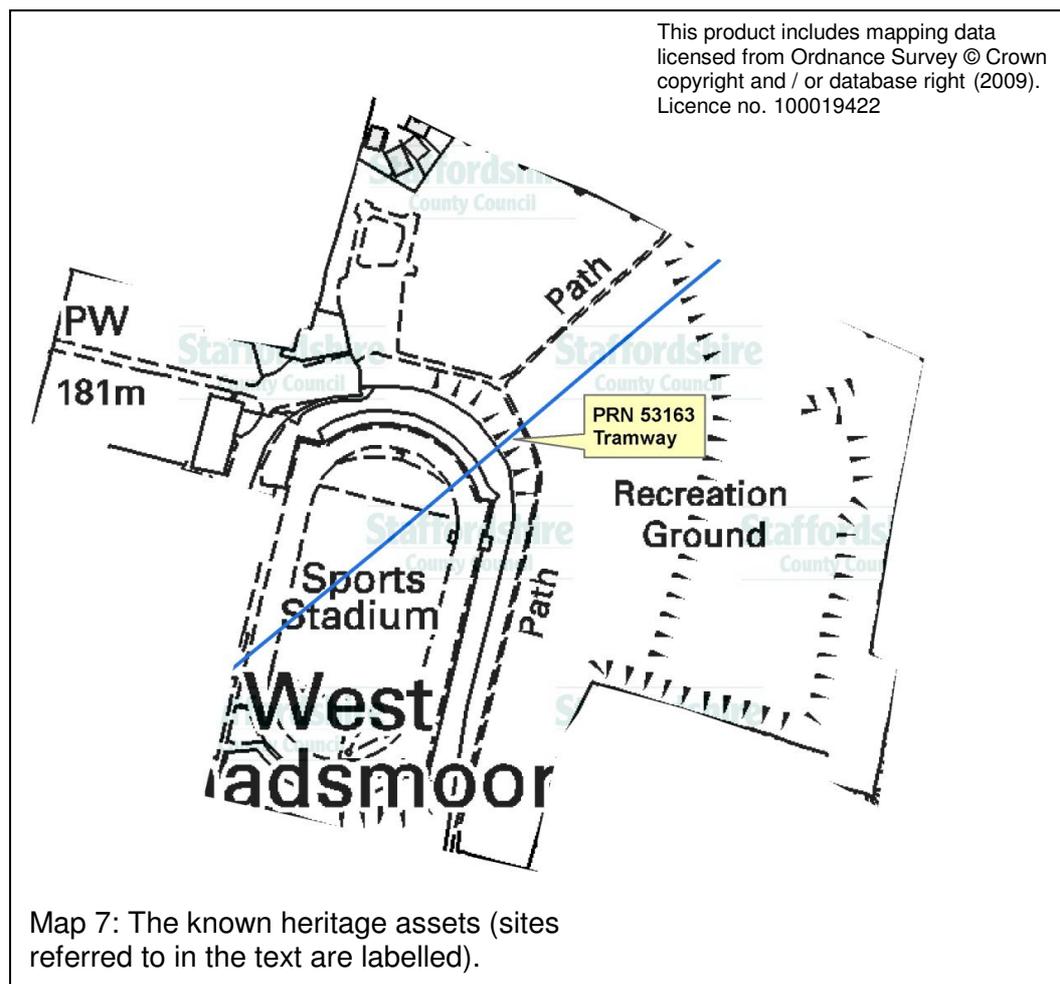
The low score suggests that development is unlikely to have a significant impact upon the historic environment. However, there would be a need to address the following issues at an early stage in the development process:

- The impact upon and retention of the earthwork bank.
- The potential for further surviving archaeological features can be decided upon a site-by-site basis and where deemed appropriate an archaeological condition will be attached to any resulting planning permission.

## 8.2 CHECZ 2 – Recreation Ground, West Chadsmoor

### 8.2.1 Summary on the historic environment

The zone comprises a recreation ground and sports stadium which were established during the mid to late 20<sup>th</sup> century when West Chadsmoor was being developed. It had originally formed part of a field system which had been created as planned enclosure following an Act of Parliament to enclose (1868). By the end of the 19<sup>th</sup> century a tramway<sup>39</sup> had been established to connect the West Cannock Colliery to Huntington Wharf at the junction of the Stafford and Cemetery Roads (see map 7). The tramway crossed the zone on an approximate north east-south west alignment and it appears to have been dismantled by circa 1938<sup>40</sup>.



Prior to the enclosure of the field system the landscape had been dominated by heath land which had formed part of Cannock Chase.

<sup>39</sup> Staffordshire HER: PRN 53436

<sup>40</sup> Fourth Edition 6" OS map (1938)

### 8.2.2 Heritage Assets Summary Table

Survival	The eastern half of the zone has seen little disturbance from development, but to the west a Sports Stadium has been developed.	2
Potential	The line of the tramway represents the only known heritage asset. Little archaeological or historic work has been carried out and therefore there is some potential for survival of unknown archaeological features.	2
Documentation	HER data and one historic source	1
Diversity	The tramway is the only known heritage asset.	1
Group Association	There are too few heritage assets to establish any associations.	1
Amenity Value	The historic environment does not currently lend itself to display or visitor attraction.	1
Sensitivity to change (to housing expansion & infrastructure for CCDC)	The historic environment of the zone could accommodate medium to large scale development although there may be a requirement to establish whether the line of the tramway survives within the zone above or below ground.	1
<b>Overall Score</b>		<b>Low</b>

### 8.2.3 Statement of Significance

The low score suggests that development is unlikely to have a significant impact upon the historic environment. However, there would be a need to address the following issues at an early stage in the development process:

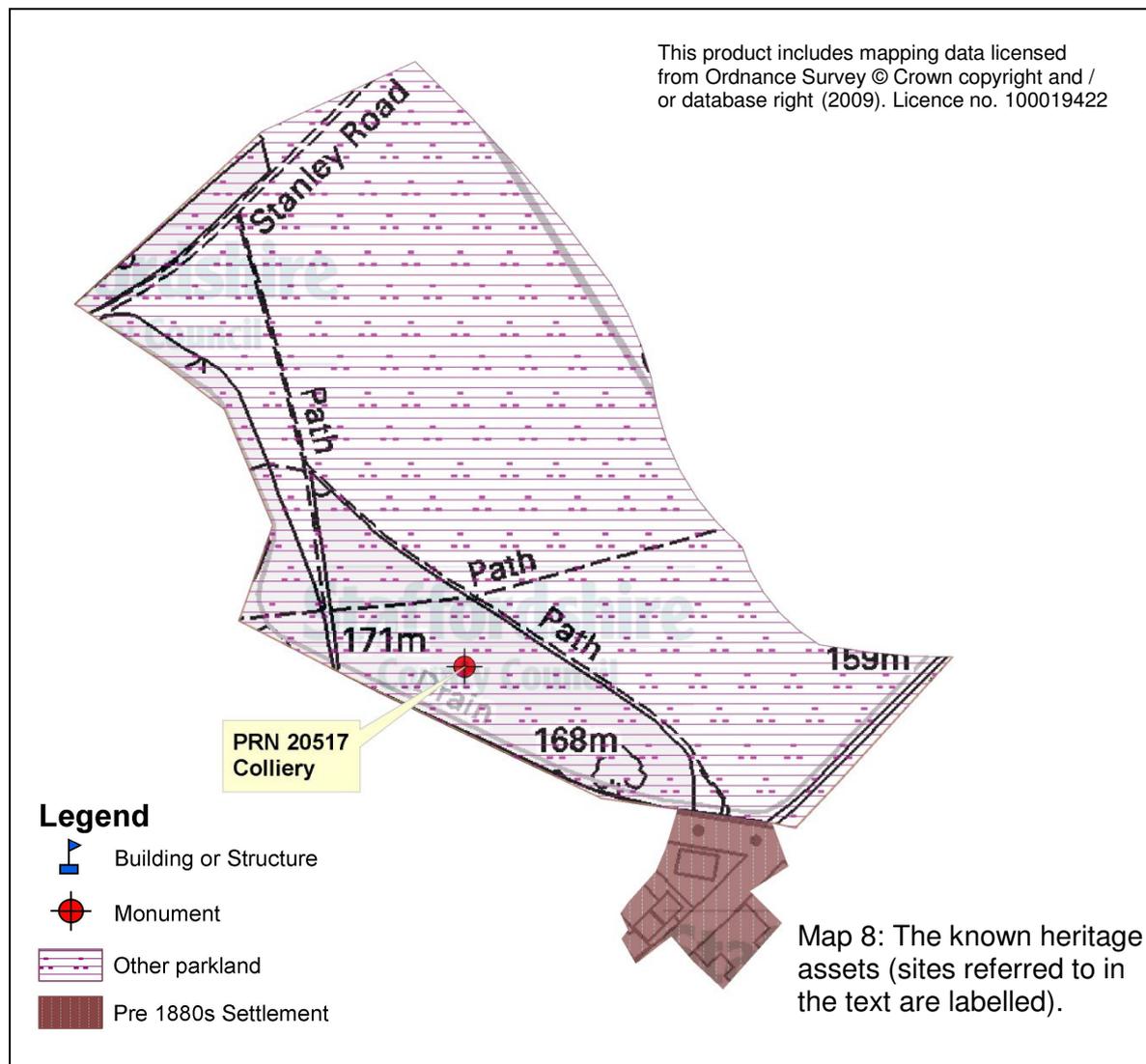
- The potential for surviving archaeological features can be decided upon a site-by-site basis and where deemed appropriate an archaeological condition will be attached to any resulting planning permission.

### 8.3 CHECZ 3 – Pye Green Valley

#### 8.3.1 Summary on the historic environment

The zone had formed part of the West Cannock Colliery, with Pit no. 3 opening circa 1870 as shown on map 8<sup>41</sup>. Along with the buildings and the coal pit itself there was also a tramway (not shown on map 8), which ran from two further pits, to the north west, which connected to the surviving main line railway to the east. The pit had closed by 1949, but the spoil tips associated with the former workings were extant on an aerial photography taken in 1963. However, since that time it appears that the spoil heaps have been levelled to provide grassland.

Prior to the establishment of the colliery the landscape had been dominated by heath land which had formed part of Cannock Chase. The current landscape is currently utilised as parkland as shown on map 8.



<sup>41</sup> Staffordshire HER: PRN 20517

### 8.3.2 Heritage Assets Summary Table

Survival	The zone has been disturbed by the colliery and the later re-levelling works.	1
Potential	The potential for below ground deposits to survive has been significantly reduced by the colliery. It is not clear to what extent features associated with the colliery, such as the line of the tramway, may survive.	1
Documentation	HER data and one historic source.	1
Diversity	There are few known heritage assets.	1
Group Association	There are few known heritage assets.	
Amenity Value	The historic environment does not currently lend itself to display or visitor attraction.	1
Sensitivity to change (to housing expansion & infrastructure for CCDC)	The historic environment of the zone could accommodate medium to large scale development although there may be a requirement to establish whether the line of the tramway survives within the zone above or below ground.	1
<b>Overall Score</b>		<b>Low</b>

### 8.3.3 Statement of Significance

The low score suggests that development is unlikely to have a significant impact upon the historic environment. However, there would be a need to address the following issues at an early stage in the development process:

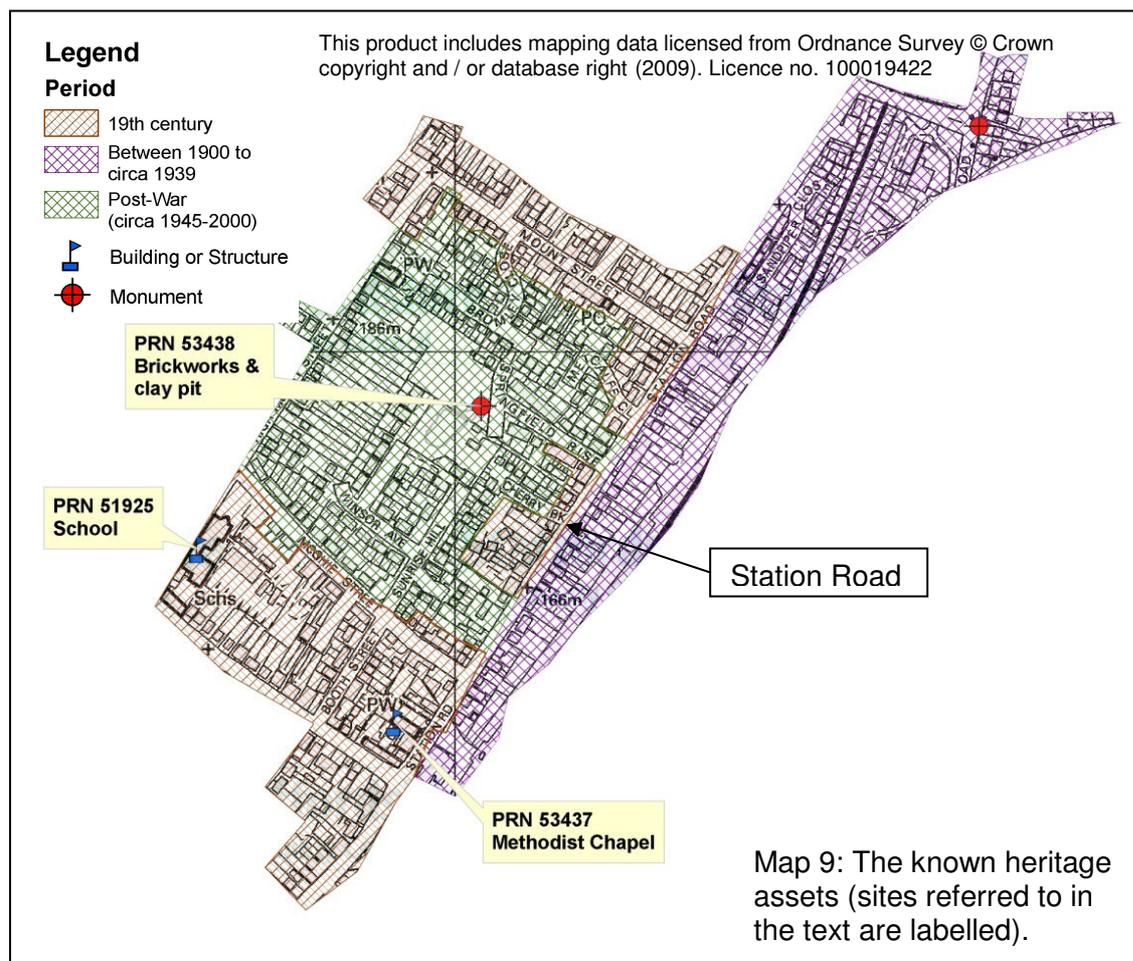
- The impact upon any surviving remains of the colliery or tramway and a strategy for the retention of features or any other appropriate mitigation as agreed with SCC's Cultural Environment Team.

## 8.4 CHECZ 4 – Station Road & environs, West Hill

### 8.4.1 Summary on the historic environment

The zone is dominated by housing of various dates as indicated by map 9. The earliest housing probably survives on Mount Street and dates from the 1870s. These properties were built to house workers involved in the local coal mining industry<sup>42</sup>. There are other surviving buildings of a similar period: West Hill Primary School (circa 1876) and St John's Chapel (1873) with the later brick-built Sunday School to the rear<sup>43</sup>. A further two chapels, now demolished, were also constructed in the late 19<sup>th</sup> century.

Settlement within the zone continued to expand rapidly and by circa 1880 the whole of the west side of Station Road had been developed as had most of Mount Street and McGhie Street, although the latter was later extended. The map shows the areas where the majority of the earlier buildings survive, although there has been infilling and re-building during the second half of the 20<sup>th</sup> century. However, within the areas of Post 1880s Settlement there are surviving buildings of late 19<sup>th</sup> and early 20<sup>th</sup> century date particularly along Station Road, which all contribute to the character of the zone.



<sup>42</sup> Hunt 2005: 25

<sup>43</sup> Greenslade 1959a: 69 and 70; Staffordshire HER: PRN 53437

The remaining houses, between Station Road, McGhie Street and Mount Street, date to the post-war period and were built upon paddocks and a former brick works<sup>44</sup>. The pond off Mill Pond Rise is the remains of the clay quarry which supplied the brickworks, which in turn had presumably supplied the bricks to build the surrounding houses. The brickworks had ceased operating by circa 1900<sup>45</sup>.

The development of West Hill had probably been stimulated by the passing of an Act of Parliament in 1868 to enclose the heath land within the area. It is likely that the Act was required to establish the rights to the land and in consequence to the coal field. It is clear that the mining settlement at West Hill was planned rather than developing as Squatter Settlements as appears to have occurred near Rugeley (see Section 9.5 RHECZ 5 Stilecop Field below).

The previous heath land had been established by at least the medieval period, when it formed part of Cannock Forest, but its origins are likely to be earlier and possibly even prehistoric.

#### 8.4.2 Heritage Assets Summary Table

Survival	The zone has been disturbed by development, although historic buildings associated with the original mining settlement survive including the chapel and houses all of which have heritage value.	2
Potential	There is probably little potential for below ground archaeology to survive due to the intensive development during the 19 <sup>th</sup> and 20 <sup>th</sup> centuries.	1
Documentation	HER data and two historic sources	2
Diversity	There are a range of heritage assets, from the built environment to the earthwork remains of the clay pit which all contribute to our understanding of the zone.	2
Group Association	There are likely associations between the surviving clay pit and the earliest of the buildings as it seems probable that many of the bricks in these properties came from the local brickworks.	2
Amenity Value	The historic environment could help to define a sense of place for the local communities in understanding how the settlement developed.	2
Sensitivity to change (to housing expansion & infrastructure for CCDC)	Medium to large scale re-development of this zone is likely to have at least a moderate impact upon the historic character of the zone particularly where this may result in the demolition of surviving historic buildings.	2
<b>Overall Score</b>		<b>Moderate</b>

<sup>44</sup> Staffordshire HER: PRN 53438

<sup>45</sup> Second Edition 6" OS map

#### *8.4.3 Statement of Significance*

The heritage assets within the zone mostly relate to the built environment and date from the late 19<sup>th</sup> century. They were constructed to house and service a new community which was attracted to the area by the local coal mining industry. The surviving houses, school and chapel are all part of the story of the development of this industry and consequently are of at least local importance through their contribution to the historic character of this landscape. The clay pit is also part of the history of West Hill and is also of local importance.

The moderate score suggests that development is likely to have an impact upon the historic environment, particularly regarding the local importance of the surviving historic buildings. Consequently there would be a need to address the following issues at an early stage in the development process:

- The retention and enhancement of the surviving historic buildings.
- The retention of the clay pit which is now water filled and is likely to also provide biodiversity opportunities within an area that is otherwise dominated by the built environment.

## **8.5 CHECZ 5 – Hednesford suburbs & Market Street**

### *8.5.1 Summary on the historic environment*

Map 10 reveals that the zone is dominated by housing estates which mostly date to the second half of the 20<sup>th</sup> century and appear to have been largely constructed upon field systems. The earliest known building within the zone is the Grade II Listed Cross Keys Farmhouse, which probably dates from the 16<sup>th</sup> century and lies to the south of the zone<sup>46</sup>. It probably formed part of the original settlement of Hednesford (see CHECZ 6) along with the early 18<sup>th</sup> century Grade II Listed Prospect House<sup>47</sup>. The Grade II Anglesey Hotel, to the north of the zone, was built in 1831 by Edmund Peel (the third son of Sir Robert Peel of Drayton Manor, near Fazeley, Staffordshire)<sup>48</sup>. Edmund Peel had racehorses trained on the Hednesford Hills and the property was built as a summer house. It was converted into a hotel between 1860 and 1868 by which time Market Street was in the process of being developed as Hednesford's town centre<sup>49</sup>. This area is depicted as an area of 19<sup>th</sup> century settlement on map 10 and many 19<sup>th</sup> century buildings survive, particularly on the northern side. The former South Staffordshire Territorial Army Drill Hall, built in 1894, also survives on Victoria Street<sup>50</sup>.

The site of the large Hednesford Pool lies to the north of the zone, where Hednesford Park is now located. The Pool was marked on Yates' map of Staffordshire (1775) and was known to have been in existence by 1583 and may have powered a furnace in the 16<sup>th</sup> century<sup>51</sup>.

There are no known colliery sites within the zone, although lines of mineral railways crossed to the north and south<sup>52</sup>. These former railways linked the Cannock Chase collieries with the surviving mainline railway which crosses the western part of the zone on a north-south alignment.

The earliest evidence for human activity within the zone is a possible Neolithic/Bronze Age axe head which was found on the Rawnsley Road in 1969, although this is likely to represent casual loss rather than a specific site.

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<sup>46</sup> Staffordshire HER: PRN 09352 & PRN 52555

<sup>47</sup> Staffordshire HER: PRN 52555

<sup>48</sup> Staffordshire HER: PRN 09356

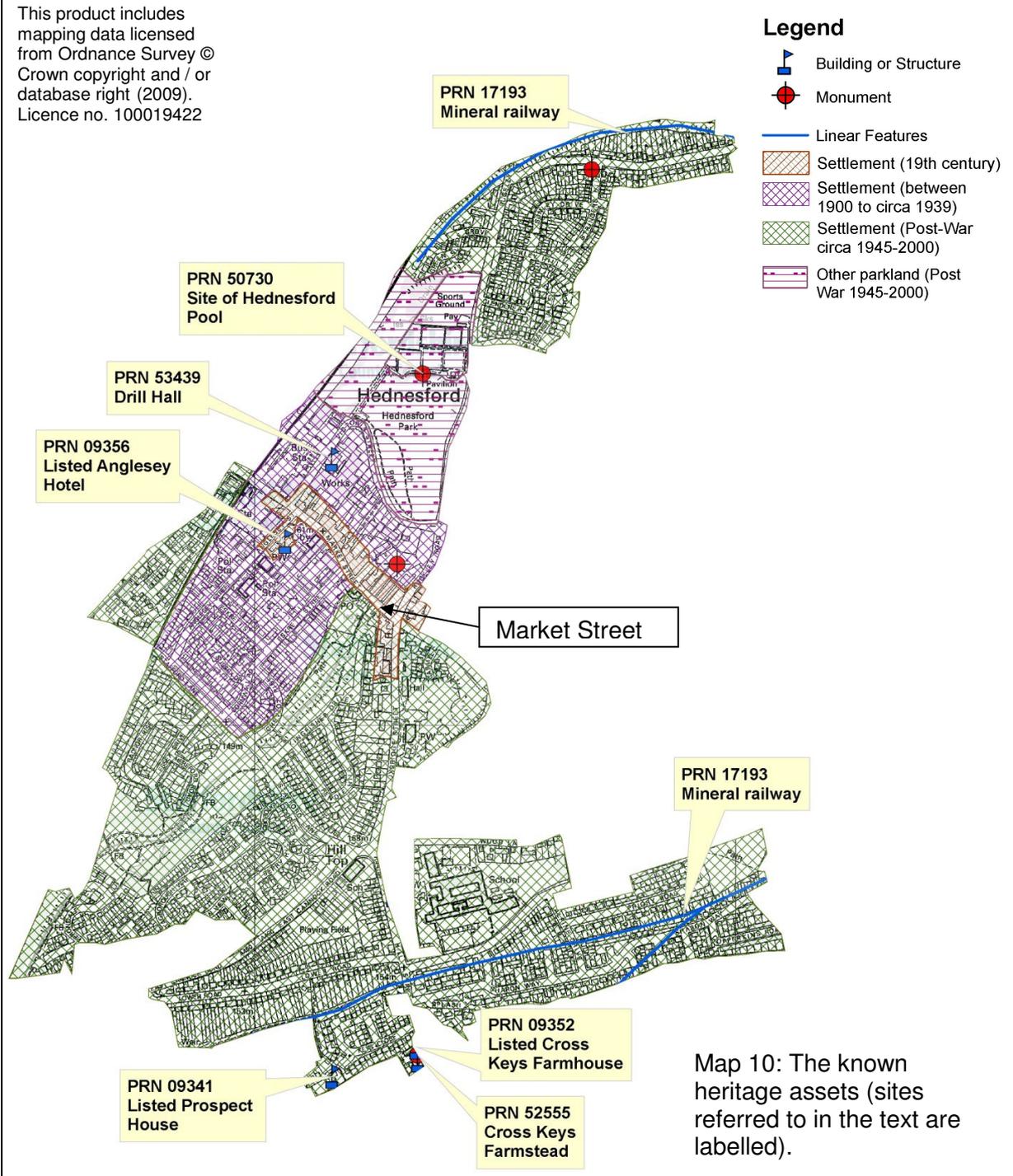
<sup>49</sup> Greenslade 1959a: 49 and 53

<sup>50</sup> Staffordshire HER: PRN 53439

<sup>51</sup> Johnson 1967: 111 n.45

<sup>52</sup> Staffordshire HER: PRN MST17193

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### 8.5.2 Heritage Assets Summary Table

Survival	The zone has been disturbed by development, although historic buildings survive along Market Street which contribute to an understanding of the development of Hednesford from the late 19 <sup>th</sup> century and complement CHECZ 4.	2
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Potential	There is probably little potential for below ground archaeology to survive due to the intensive development during the 19 <sup>th</sup> and 20 <sup>th</sup> centuries. However, Hednesford Park (the former Hednesford Pool) has seen little development and there is the potential for archaeological deposits to survive.	1
Documentation	HER data and two historic sources	2
Diversity	There are few known heritage assets across the wider zone, although historic buildings including one Grade II Listed building survive along Market Street.	1
Group Association	Many of the buildings along Market Street are of a similar period, but otherwise there are few known heritage assets.	1
Amenity Value	The historic environment within the zone does not lend itself to display or visitor attraction although individual buildings around Market Street may contribute to a sense of place.	1
Sensitivity to change (to housing expansion & infrastructure for CCDC)	Medium to large-scale development would have at least a moderate impact upon the historic environment of the zone. Impacts upon the historic buildings, particularly the Listed Building, would need to be taken into account.	2
<b>Overall Score</b>		<b>Low/moderate</b>

### 8.5.3 Statement of Significance

The heritage assets within the zone mostly relate to the built environment around Market Street and date from the late 19<sup>th</sup> century, with the exception of the Grade II Listed Anglesey Hotel (1831), which has been recognised as being of National importance. The remaining historic buildings, which include the former Drill Hall, are all part of the story of the development of Hednesford and are consequently of local importance through their contribution to the historic character of this landscape.

Part of the zone falls within the Hednesford Town Centre Regeneration area.

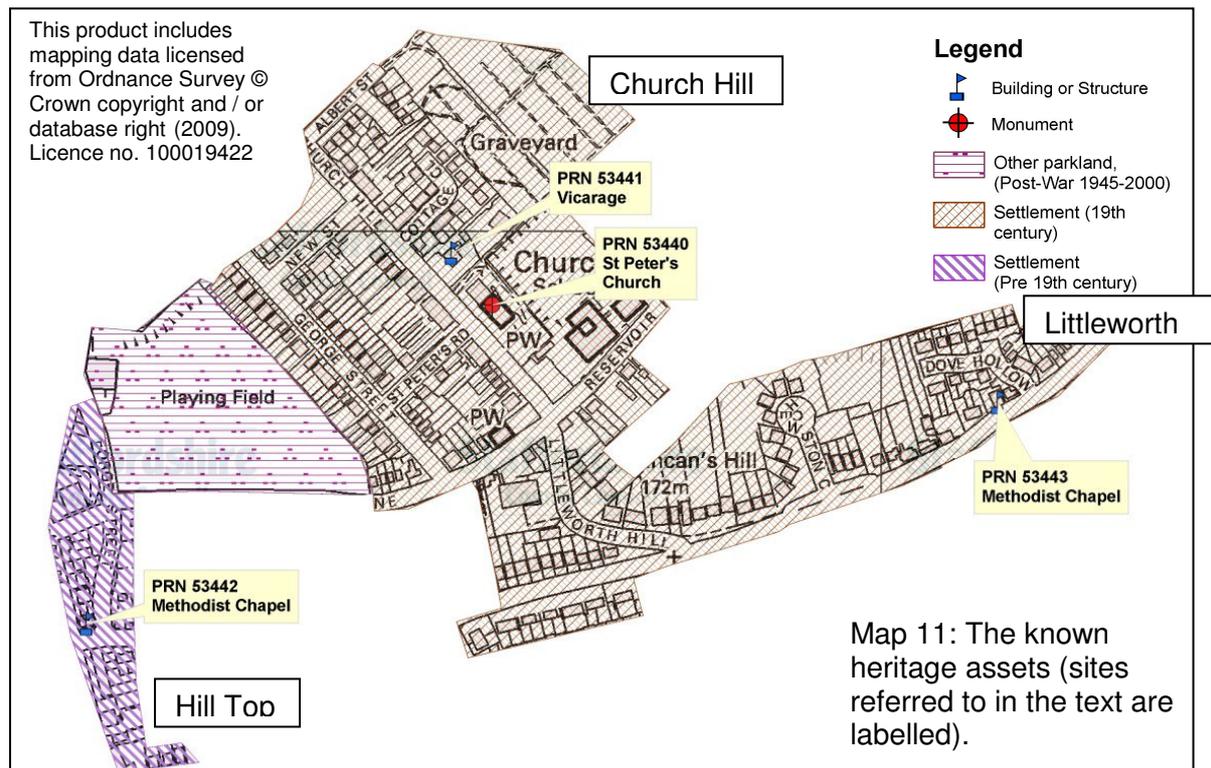
The low/moderate score suggests that development may have at least a marginal impact upon the historic environment. Consequently there would be a need to address the following issues at an early stage in the development process:

- The retention and enhancement of the surviving historic buildings.
- Early consultation with CCDC's Conservation Officer regarding potential impacts upon the Grade II Listed building.
- The potential for further surviving archaeological features can be decided upon a site-by-site basis and where deemed appropriate an archaeological condition will be attached to any resulting planning permission.

## 8.6 CHECZ 6 – Hill Top, Church Hill and Littleworth

### 8.6.1 Summary on the historic environment

The zone is dominated by the built environment and comprises what appears to have been three separate settlements; Hill Top, Church Hill and Littleworth. By the end of the 20<sup>th</sup> century the three settlements had coalesced. The three settlements clearly originated at different periods. There appears to have been an organic development to both Hill Top and Littleworth with properties developing along the pre-existing lanes, which suggests early origins. Settlement at Church Hill was clearly planned with streets having been laid out to form a grid pattern during the late 19<sup>th</sup> century.



Hill Top to the west of the zone had probably formed part of the original settlement of Hednesford shown on map 11 as pre 19<sup>th</sup> century settlement. The earliest documents referencing Hednesford date to the medieval period and a message, usually associated with a domestic building, is recorded in 1362<sup>53</sup>. A hearth tax taken in 1666 identified 53 households in Hednesford suggesting a sizable community by the 17<sup>th</sup> century<sup>54</sup>. It is possible that settlement growth may have been stimulated in part by the neighbouring iron working industry (see CHECZ 5 above). It is likely that some of these households were located at Hill Top by this period. A number of historic buildings survive along Uxbridge Street and Hill Street including a Methodist Chapel built in 1890. However re-development and the infilling of previously vacant plots during the second half of the 20<sup>th</sup> century has had an impact upon the earlier historic character of the settlement.

<sup>53</sup> Greenslade 1959a: 57

<sup>54</sup> Hunt 2005: 8-9

Pre-19<sup>th</sup> century properties were said to survive in Littleworth in the late 1950s<sup>55</sup>, which perhaps confirms the theory that this settlement had earlier origins than can be currently accounted for. A number of cottages and one larger detached property survive along Littleworth Lane, although the date of these properties is currently unknown. Further along this lane is the former Primitive Methodist Chapel which was built in 1852<sup>56</sup>. As at Hill Top re-development and infilling has occurred during the second half of the 20<sup>th</sup> century.

Church Hill was developed from the 1870s onwards upon a planned street system comprising Church Hill, New Street, George Street, Albert Street and St Peter's Road<sup>57</sup>. The only 19<sup>th</sup> century terraced houses to survive are located upon Church Hill. The other 19<sup>th</sup> century roads have all been re-developed during the second half of the 20<sup>th</sup> century. The only other late 19<sup>th</sup> century property to survive is the old vicarage which was constructed in 1872 to serve St Peter's Church<sup>58</sup>. The church was originally built in the 1860s, but was demolished due to subsidence in 1985<sup>59</sup>. However, the chancel wall and other fragments of the old church have been incorporated into the new building.

### 8.6.2 Heritage Assets Summary Table

Survival	The zone has been disturbed by development, although historic buildings survive in each of the three settlements. At Church Hill the planned street pattern also survives.	2
Potential	There is probably little potential for below ground archaeology to survive due to the intensive development during the 19 <sup>th</sup> and 20 <sup>th</sup> centuries. However, the potential for below ground archaeology will be assessed on a site-by-site basis.	1
Documentation	HER data; two historic sources	2
Diversity	There are few known heritage assets across the wider zone, although historic buildings survive.	1
Group Association	The historic buildings are likely to be of a similar period across the three settlements. There are social associations between the houses, the presence of the two chapels and the coal mining industry.	2

<sup>55</sup> Greenslade 1959: 49

<sup>56</sup> Staffordshire HER: PRN 53443

<sup>57</sup> Hunt 2005: 25

<sup>58</sup> Staffordshire HER: PRN 53441

<sup>59</sup> Staffordshire HER: PRN 53440

Amenity Value	The historic environment within the zone does not lend itself to display or visitor attraction although the surviving historic buildings contribute to a sense of place.	1
Sensitivity to change (to housing expansion & infrastructure for CCDG)	The zone could accommodate medium or large scale development/re-development, although the surviving historic buildings may suffer adverse effects.	1
<b>Overall Score</b>		<b>Low/moderate</b>

### 8.6.3 Statement of Significance

The heritage assets within the zone relate to the built environment at Hill Top, Church Hill and Littleworth which date to at least the 19<sup>th</sup> century. The regular street pattern at Church Hill, which was constructed in the late 19<sup>th</sup> century, also survives. The surviving historic buildings, although scattered across the zone, all form part of the story of the development of Hednesford and consequently are of local importance through their contribution to the historic character of this landscape.

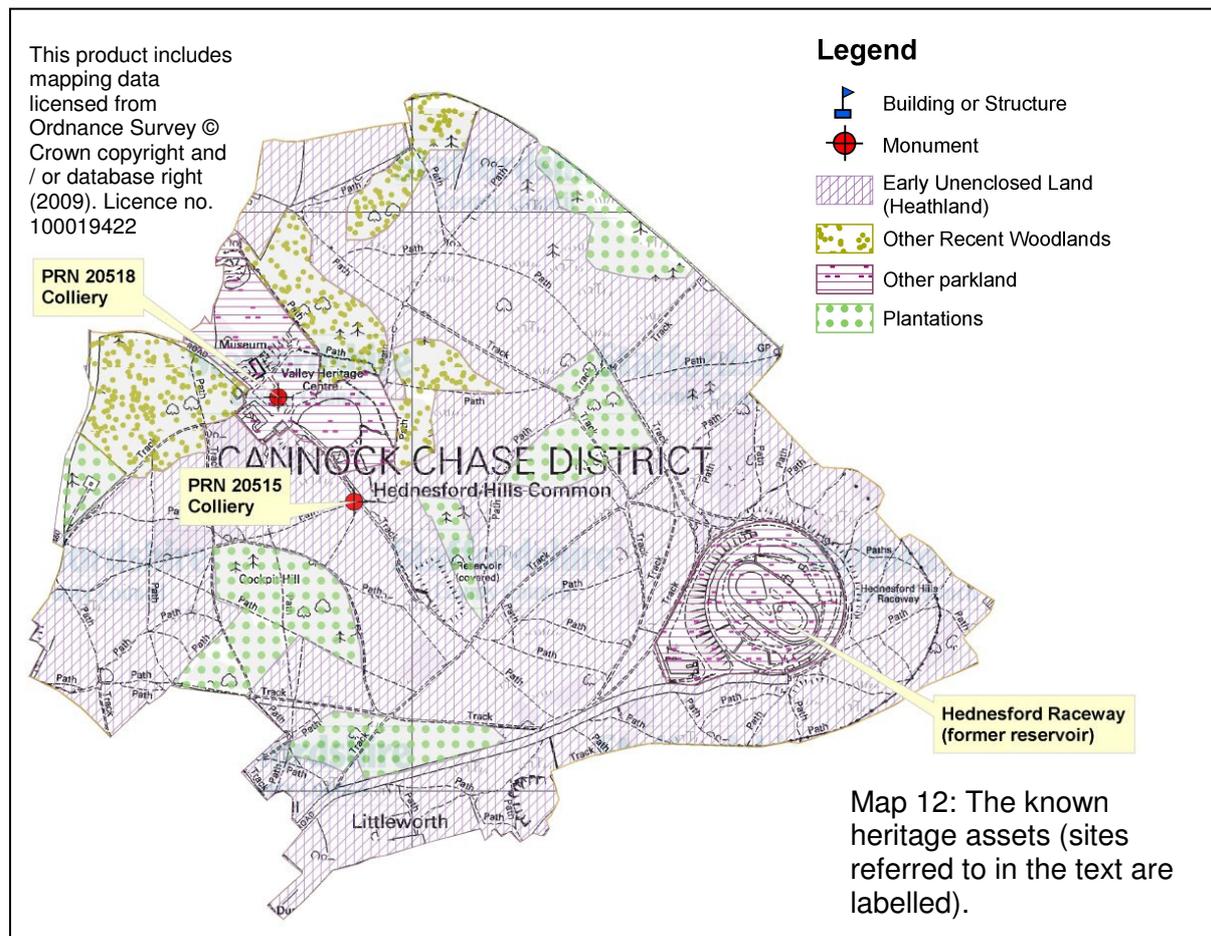
The low/moderate score suggests that development may have at least a marginal impact upon the historic environment. Consequently there would be a need to address the following issues at an early stage in the development process:

- The retention and enhancement of the surviving historic buildings.
- The potential for further surviving archaeological features can be decided upon a site-by-site basis and where deemed appropriate an archaeological condition will be attached to any resulting planning permission.

## 8.7 CHECZ 7 – Hednesford Hills Common

### 8.7.1 Summary on the historic environment

Map 12 reveals that the historic landscape of the zone is dominated by a mosaic of woodland and heath land, which is likely to have been characteristic of the wider Cannock Forest during the medieval period. However, the woodland has largely been established during the second half of the 20<sup>th</sup> century, although the heath land is probably of medieval origin. From at least the late 18<sup>th</sup> century onwards race horses were trained upon the Hednesford Hills<sup>60</sup>. There is a brief reference to there having been a Hednesford Race Course during the mid 19<sup>th</sup> century<sup>61</sup>, although its precise location is unknown. The heathland is an area of Common.



In 1876 the Cannock and Rugeley Colliery Company established a colliery within the zone along what is now Valley Road<sup>62</sup>. The colliery was still active in the 1930s, being marked upon the Fourth Edition 6" OS map. Part of the site has been re-developed for business units and the Cannock Chase Museum.

By the late 19<sup>th</sup> century a large circular reservoir had been established the South Staffordshire Water Works to the south west of the zone. The reservoir was no

<sup>60</sup> Hunt 2005: 92

<sup>61</sup> Hunt 2005: 94

<sup>62</sup> Staffordshire HER: PRN 20515

longer being used by the mid 20<sup>th</sup> century and by the early 1960s it had been adapted as the Hednesford Raceway<sup>63</sup>.

### 8.7.2 Heritage Assets Summary Table

Survival	The zone contains little disturbance with much of the landscape originating in at least the medieval period. However, there are currently few known heritage assets.	2
Potential	The lack of disturbance across much of this zone suggests that there is the potential for both below and above ground archaeological features to survive.	3
Documentation	HER data and one historic source.	1
Diversity	There are very few known heritage assets.	1
Group Association	The zone contains few known heritage assets of are related or of a similar date.	1
Amenity Value	The historic landscape character contributes greatly to the sense of place within the Hednesford Hills and it is already an important element in the provision of public amenity within the District.	3
Sensitivity to change (to housing expansion & infrastructure for CCDC)	The historic landscape character of the zone would be highly sensitive to development of any degree.	3
<b>Overall Score</b>		<b>Moderate</b>

### 8.7.3 Statement of Significance

There are few known heritage assets within the zone, although this is likely to be due to a lack of investigation rather than poor preservation. The historic landscape character, in particular, is highly sensitive to change.

The moderate score merely reflects the fact that there are few known heritage assets across the zone. However, there is a high potential for heritage assets to survive and the historic landscape character, being of medieval origin, is also of regional importance. Development would have a negative impact upon the distinctiveness of this landscape.

Decisions on change within the zone, including improvements to public amenity/biodiversity/landscape character, should take into account the following historic environment issues:

- The potential for surviving above and below ground archaeological deposits and the consequent need for mitigation. It is recommended that the Cultural Heritage Team at SCC be contacted at an early stage in any plans.

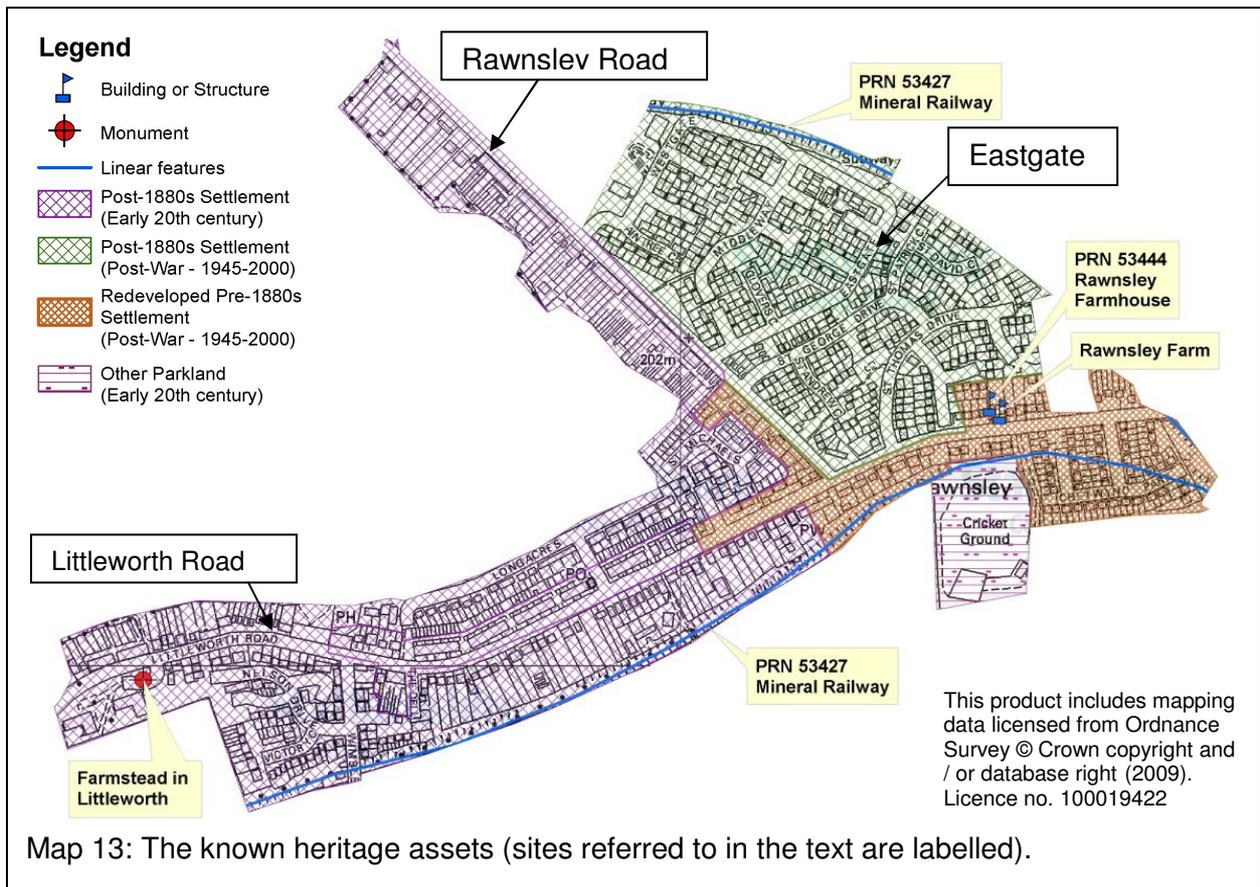
<sup>63</sup> Greenslade 1959a: 52

## 8.8 CHECZ 8 – Rawnsley

### 8.8.1 Summary on the historic environment

The zone is dominated by the built environment with the exception of the early 20<sup>th</sup> century cricket ground which lies on the southern side of Littleworth Road. Map 13 reveals the broad periods of origin of the current housing stock within the zone.

From at least the medieval period the zone had formed part of the Hednesford Hills heath land. This landscape was mostly enclosed by surveyors following the 1868 Act of Enclosure with the exception of an area to the east of the zone around Rawnsley Farm on Littleworth Road. This area was recorded in 1868 as being “Old Enclosure” but its precise origins are currently unknown. However, this suggests that the extant Rawnsley Farm has at least early 19<sup>th</sup> century origins. Its historic plan form suggests that it originated as a small farmstead or squatter’s cottage where the inhabitants are likely to have combined farming with small-scale industrial activities. Other extant 19<sup>th</sup> century properties, now surrounded by later 20<sup>th</sup> century housing, include Trafalgar Inn and numbers 341, 600 and 602 Littleworth Road.



By the late 19<sup>th</sup> century settlement at Rawnsley concentrated upon the Littleworth Road/Rawnsley Road junction, although all of these properties were re-developed in the second half of the 20<sup>th</sup> century (an area of Redeveloped Pre-1880s Settlement on map 13). The first concerted development episode occurred during the early 20<sup>th</sup> century where terraced housing was constructed along almost the entire length of the northern side of the Littleworth Road as far as Rawnsley Road as well as along the western side of the latter (the area of early 20<sup>th</sup> century settlement on map 13).

The early 20<sup>th</sup> century terraces in this area largely survive. The next stages of development occurred during the post war period where a new estate was created to the east of Rawnsley Road and north of Eastgate. The remaining housing, to the south of Eastgate and at Chetwynd Park to the south of Littleworth Road, date to the late 20<sup>th</sup> century. The latter has been constructed upon the site of a large industrial works, which had probably had its origins in at least the late 19<sup>th</sup> century.

A railway was constructed, the line of which survives along the southern edge of the zone, in the 19<sup>th</sup> century<sup>64</sup>. It connected the disparate collieries of the area to both the Norton Branch of the London and North Western railway and the Cannock Extension of the Wyrley and Essington Canal at Hawks Green<sup>65</sup>.

### 8.8.2 Heritage Assets Summary Table

Survival	The zone has been disturbed by development. However, historic buildings do survive within the zone including the 19 <sup>th</sup> and early 20 <sup>th</sup> century properties which make a positive contribution to the local character of the wider area.	1
Potential	There is probably little potential for below ground archaeology to survive due to the intensive development during the 19 <sup>th</sup> and 20 <sup>th</sup> centuries. However, the potential for below ground archaeology will be assessed on a site-by-site basis.	1
Documentation	HER data; one historic source.	1
Diversity	There are a number of heritage assets including the terraced housing, the former farmstead and the earthwork remains of the former railway.	2
Group Association	The survival of the houses and the line of the railway have associations which contribute to an understanding of the development of this area in the 19 <sup>th</sup> and early 20 <sup>th</sup> centuries.	2
Amenity Value	The historic environment within the zone does not lend itself to display or visitor attraction although the surviving historic buildings may contribute to a sense of place.	1
Sensitivity to change (to housing expansion & infrastructure for CCDC)	The zone could accommodate medium or large scale development/re-development. However, the surviving historic buildings may suffer adverse effects which could in turn erode the local distinctiveness of the zone.	1
<b>Overall Score</b>		<b>Low</b>

<sup>64</sup> Staffordshire HER: PRN 53427

<sup>65</sup> Staffordshire HER: PRNs 20508 and 02225

### *8.8.3 Statement of Significance*

The heritage assets within the zone mostly relate to the surviving historic built environment across the zone which date from the early 19<sup>th</sup> century onwards. The line of one of the 19<sup>th</sup> century colliery railways also survives as a legible feature within the local landscape. The historic buildings and the railway contribute to an understanding of the historic character of the zone and as such are of local importance.

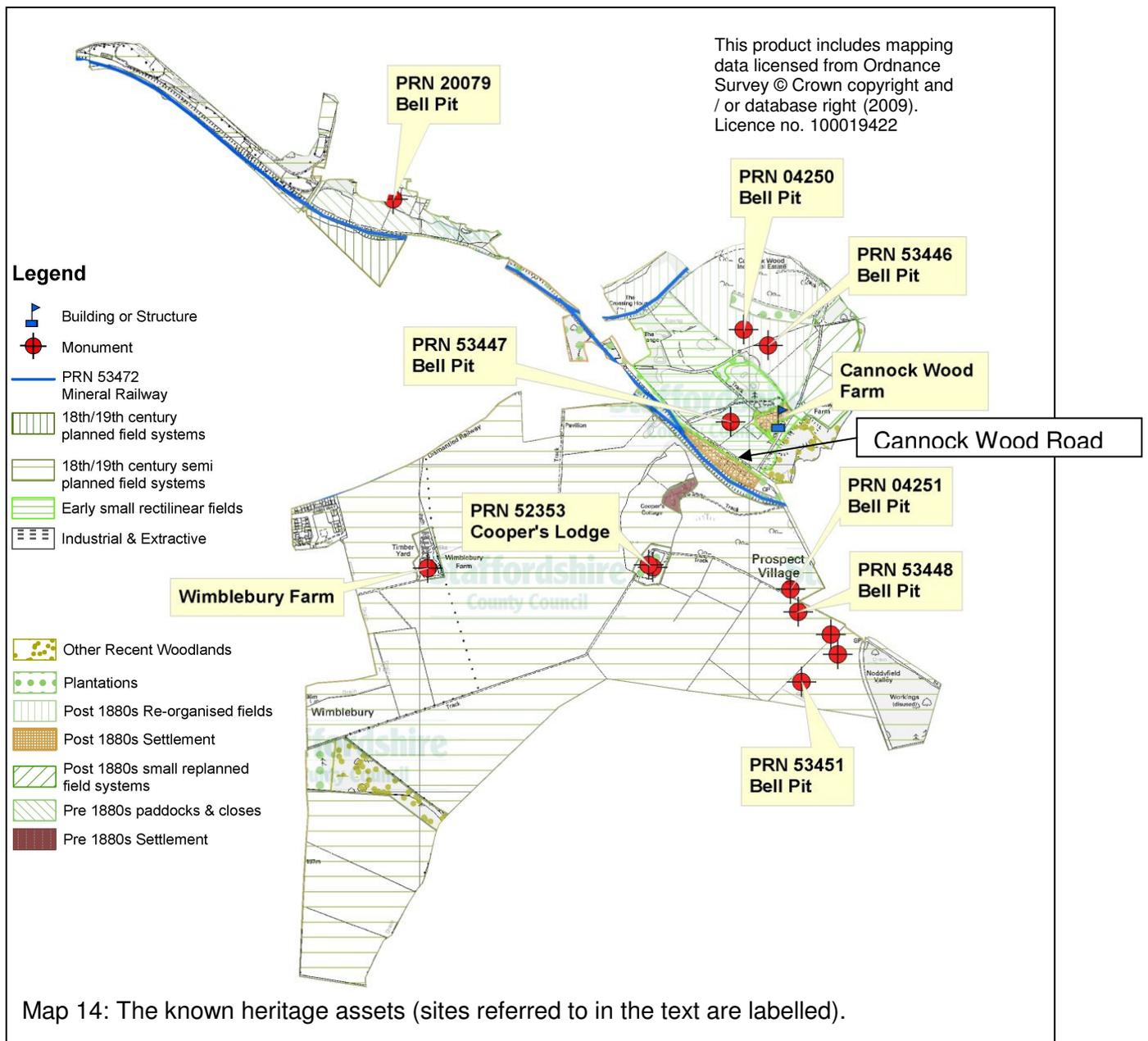
The low score suggests that development/re-development will not have a significant impact upon the historic environment generally although there is the potential for negative impacts upon the surviving historic buildings and the line of the former railway. Consequently there would be a need to address the following issues at an early stage in the development process:

- The retention and enhancement of the surviving historic buildings.
- The retention of the line of the railway as a landscape feature.
- The potential for further surviving archaeological features can be decided upon a site-by-site basis and where deemed appropriate an archaeological condition will be attached to any resulting planning permission.

## 8.9 CHECZ 9 – Between Rawnsley & Wimblebury

### 8.9.1 Summary on the historic environment

From at least the medieval period the zone had formed part of Cannock Forest. The historic landscape character of the zone is currently dominated by field systems with distinct origins. The fields to the south of Cannock Wood Road and to the north west, along the Bentley Brook, were planned out by surveyors following the 1868 Act to enclose the heath land (the areas of 18<sup>th</sup>/19<sup>th</sup> century semi planned enclosure and 18<sup>th</sup>/19<sup>th</sup> century planned enclosure on map 14). The planned nature of the field system, with its straight field boundaries, remains legible within the landscape although a certain number of internal boundaries have been removed during the second half of the 20<sup>th</sup> century.



However, the area to the north of Cannock Wood Road (around Cannock Wood Farm on map 14) appears to coincide with New Hay, an area of enclosed land within the forest which was not included under the 1868 Act. The precise origins of New Hay are not known, but the surviving historic landscape character suggests an earlier period of enclosure than that in the rest of the zone (being an area including 'Other early small rectilinear fields' as depicted upon map 14). It was certainly present by the late 17<sup>th</sup> century when Queen Elizabeth leased out the coal mines of both New Hay and Red Moor to Gilbert Wakering<sup>66</sup>. Evidence for early coal mining has been identified as bell pits on aerial photographs in three areas across the zone<sup>67</sup>. It is possible that these features may be associated with the coal mining recorded in the 17<sup>th</sup> century. Further field investigation may clarify their origins. During the 20<sup>th</sup> century a number of field boundaries have been removed, but the overall historic character endures.

Three historic farmsteads have been identified within the zone. Of these only Cannock Wood Farm still stands in its historic form surrounded by the early enclosure of New Hay. It is a large farmstead but its linear plan form with an in-line farmhouse, suggests that it may have expanded from an original small complex, where the occupiers may have enhanced their economic situation by combining farming with some other industrial work.<sup>68</sup> It is therefore possible that this farmstead was also associated with the small scale coal mining which was occurring by at least the late 17<sup>th</sup> century.

The other two farmsteads stood within the post 1868 enclosed landscape to the south of Cannock Wood Road; the site of Wimblebury Farm survives although it does not appear that any historic buildings survive. Its regular courtyard plan form suggests that it is likely to have been constructed following the enclosure of this landscape in the later 19<sup>th</sup> century. The site of Cooper's Lodge lies to the south of Cooper's Cottage; the only evidence for settlement on the site is the surviving small enclosure around the original property<sup>69</sup>. Historic mapping suggests that this property existed by at least the late 18<sup>th</sup> century and it may have originally been constructed to manage Cooper's Coppice which had been located immediately to the south east (see also CHECZ 10)<sup>70</sup>. The regular L plan form of this farmstead on historic mapping suggests that it may have early origins having developed incrementally over a period of time<sup>71</sup>.

The line of a 19<sup>th</sup> century mineral railway crosses the zone on an approximate north west-south east alignment<sup>72</sup> (shown as a linear on map 14). It survives as a tree-lined earthwork and connected the disparate collieries of the area to both the Norton Branch of the London and North Western railway and the Cannock Extension of the Wyrley and Essington Canal at Hawks Green<sup>73</sup>.

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<sup>66</sup> Greenslade 1959a: 62

<sup>67</sup> Staffordshire HER: PRN 20079 (in the north) PRNs 04250, 53446 & 53447 (at New Hay) and PRNs 04251, 53448 & 53451 (south of Cannock Wood Road)

<sup>68</sup> Edwards 2009: 53

<sup>69</sup> Staffordshire HER: PRN 52353

<sup>70</sup> Staffordshire HER: PRN 52356; Cf. Yates' map of Staffordshire (1775) which records Cooper's Lodge within its enclosure and the location of Cooper's Coppice referenced on this map as 'Coppice'

<sup>71</sup> Lake & Edwards 2008: 15

<sup>72</sup> Staffordshire HER: PRN MST17193

<sup>73</sup> Staffordshire HER: PRNs 20508 and 02225

### 8.9.2 Heritage Assets Summary Table

Survival	The zone has seen at least moderate disturbance mostly through agricultural activities. The line of the railway survives as a feature within the landscape and the overall historic landscape character is legible despite some field boundary removal.	2
Potential	There is the potential for unknown below ground archaeological deposits to survive and particularly where associated with the identified settlement areas (Wimblebury Farm, Cannock Wood Farm and Cooper's Lodge). There is a lack of knowledge in relation to the medieval and earlier use of this landscape which is probably the result of lack of investigation rather than poor preservation.	2
Documentation	HER data; one historic source.	1
Diversity	There are a range of heritage assets of different date and character ranging from the post medieval and 19 <sup>th</sup> century historic landscapes as well as the surviving historic farmstead. There is also the evidence for the post medieval bell pits and the earthwork remains of the 19 <sup>th</sup> century mineral railway.	3
Group Association	There is the potential for the evidence of the bell pits north of the Cannock Wood Road to be associated with the origins of this enclosed landscape all of which probably dates to the early Post Medieval period.	3
Amenity Value	The historic environment could help to define a sense of place and the railway line in particular could be promoted to interpret the history of the wider area.	2
Sensitivity to change (to housing expansion & infrastructure for CCDC)	Medium to large scale development is likely to have at least a moderate impact upon the historic environment of the zone; in particular upon the surviving historic landscape character and the line of the railway.	2
<b>Overall Score</b>		<b>Moderate</b>

### 8.9.3 Statement of Significance

The heritage assets identified within the zone are of at least local/regional significance and include the surviving historic landscape character typified by the overall planned nature of the field systems to the south of Cannock Wood Road. Within this area there are also the remains of early coal mining in the form of bell pits of probable post medieval date. To the north of this road there is an earlier surviving landscape, which may have formed part of one of the hays of the forest and which may have been associated with further bell pits and a surviving historic farmstead. There is also the potential for currently unknown prehistoric sites to survive as below ground archaeological deposits.

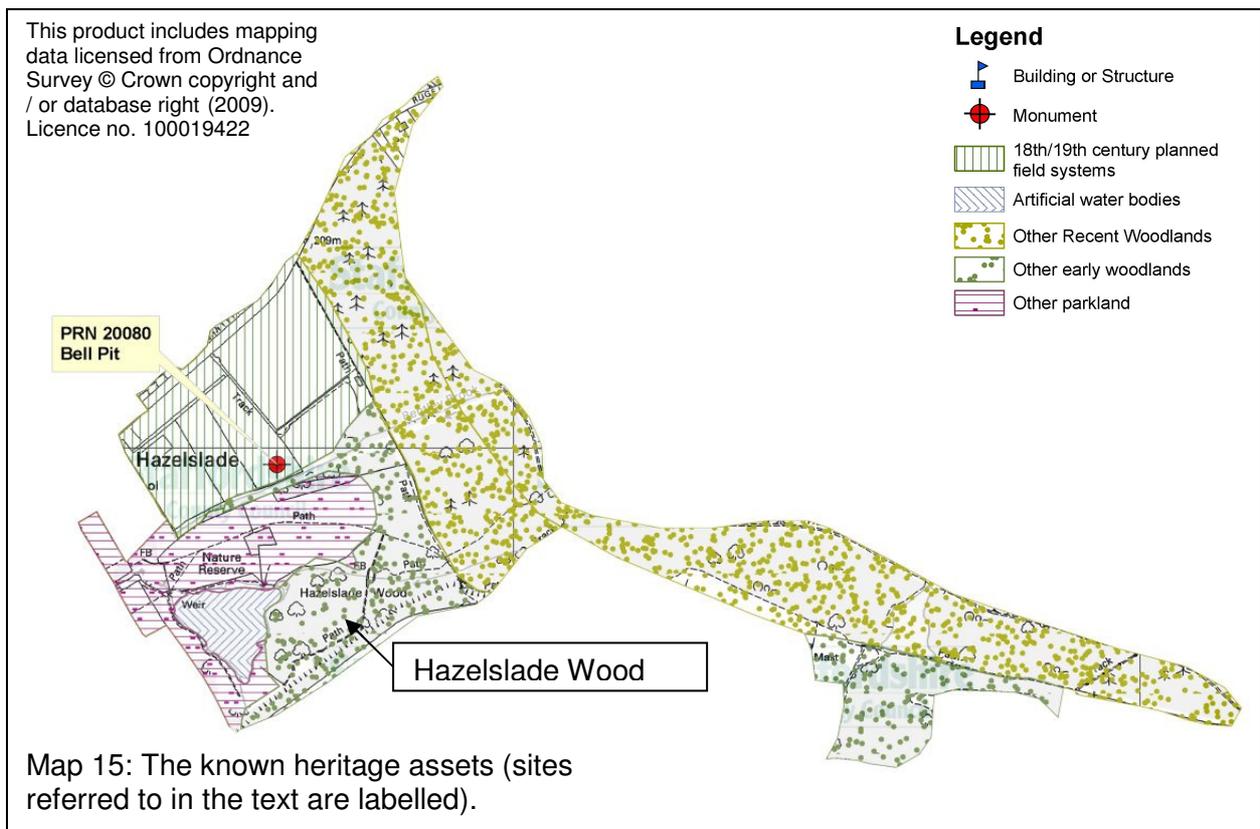
The moderate score suggests that development would have an impact upon the historic environment. Consequently, should development be planned within the zone there would be a need to address/consider the following issues at an early stage in the process:

- The impact upon and mitigation strategies for the historic landscape character of the zone. Any development in this area would need to consider design strategies for retaining or reflecting the local distinctiveness of the zone.
- The retention/enhancement of the line of the mineral railway as a feature within the landscape.
- The impact upon the surviving historic farmstead.
- A strategy for assessing the potential impacts upon archaeological features, both known and unknown, and any consequent mitigation identified. Such archaeological considerations include, but are not limited to, the site of the former farmsteads and evidence for activities associated with the early coal mining industry.

## 8.10 CHECZ 10 – East of Hazelslade & Hazelslade Wood

### 8.10.1 Summary on the historic environment

The zone is dominated by woodland, as shown on map 15, the majority of which had been established as coniferous plantation during the inter war period. Two areas appear to be earlier in origin; Hazelslade Wood, broadleaved woodland with probably 19<sup>th</sup> century origins and the area to the south east, which may have been established during the post medieval period as part of New Hays Wood (areas of 'Other early woodland' on map 15). The area of woodland to the north of the zone had probably formed part of Beaudesert deer park from the medieval period onwards; the remainder of the zone lay within Cannock Chase.



The western portion of the zone is comprised of a field system exhibiting a planned form with straight boundaries of probable 18<sup>th</sup>/19<sup>th</sup> century date, which had been created out of the heathland of Cannock Chase. A bell pit has been identified upon an aerial photograph (1963) within this area, which may relate to small scale coal extraction during the post medieval period<sup>74</sup>.

Hazelslade Nature Reserve (the area of Other parkland on map 15) comprises grassland and woodland as well as including a large pool of late 20<sup>th</sup> century date.

<sup>74</sup> Staffordshire HER: PRN 20080

### 8.10.2 Heritage Assets Summary Table

Survival	There has been moderate disturbance within the zone from agriculture and forestry activity.	2
Potential	There are limited known heritage assets within the zone beyond the historic character and the bell pit. However, there is the potential for archaeological features to survive particularly relating to previous management of the areas under woodland and in particular further evidence for post medieval activity.	2
Documentation	HER data	1
Diversity	There are a limited range of heritage assets in the form of the historic landscape character and the bell pit which do not belong to a single period.	2
Group Association	There are few heritage assets which could be identified as being related or of a similar period.	1
Amenity Value	The nature reserve provides a public amenity within the zone. However, in terms of the historic environment current knowledge gives limited potential for the historic environment to play a significant role in creating a definable and promotable identity to the area.	1
Sensitivity to change (to housing expansion & infrastructure for CCDC)	Medium to large scale development within the zone is likely to have a moderate impact upon the historic environment particularly in terms of the surviving woodland character.	2
<b>Overall Score</b>		<b>Low/moderate</b>

### 8.10.3 Statement of Significance

The heritage assets identified within the zone are of at least local/regional significance and include the site of the bell pit and the surviving historic landscape character typified by the overall planned nature of the field system and the woodland. The lack of research across the zone means that there may be the potential for currently unknown sites to survive as above or below ground archaeological deposits.

The low/moderate score suggests that development may have at least a marginal impact upon the historic environment. Consequently there would be a need to address the following issues at an early stage in the development process:

- The impact upon and mitigation strategies for the historic landscape character of the zone. Any development in this area would need to consider design strategies for retaining or reflecting the local distinctiveness of the zone.
- A strategy for assessing the potential impacts upon archaeological features, both known and unknown, and any consequent mitigation identified. Such archaeological considerations include, but are not limited to, the evidence for

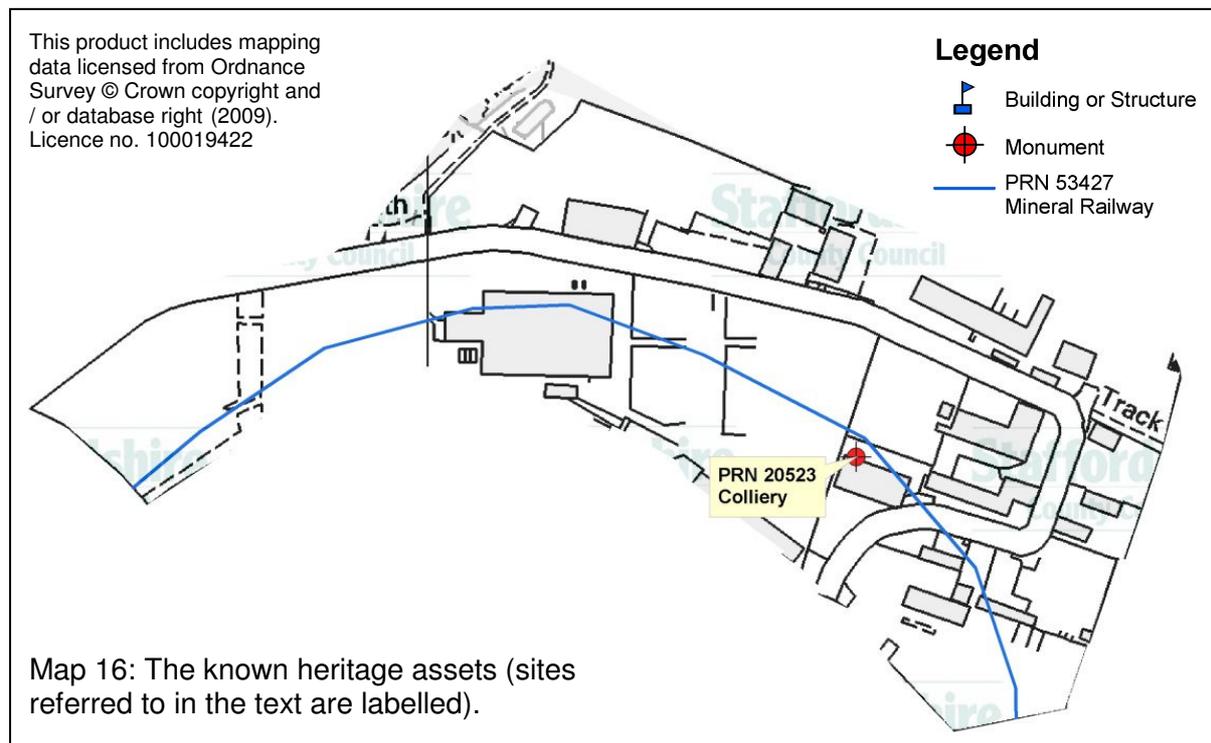
surviving earthwork boundaries within the woodland and evidence for activities associated with the early coal mining industry.

## 8.11 CHECZ 11 – Cannock Wood Industrial Estate

### 8.11.1 Summary on the historic environment

The industrial estate was developed during the late 20<sup>th</sup> century upon the site of a 19<sup>th</sup> century colliery owned by the Cannock and Rugeley Colliery Company<sup>75</sup>. The colliery appears to have been in operation until the post war period.

The colliery was served by a mineral railway which connected the disparate collieries of the area to both the Norton Branch of the London and North Western railway and the Cannock Extension of the Wyrley and Essington Canal at Hawks Green (see map 16)<sup>76</sup>.



### 8.11.2 Heritage Assets Summary Table

Survival	The zone has been extensively disturbed by the development of both the colliery and the extant industrial estate.	1
Potential	There is little potential for surviving heritage assets, particularly in terms of below ground archaeology, due to the site of the colliery and subsequent development.	1
Documentation	HER data	1
Diversity	The colliery is the only known heritage asset within the zone.	1
Group Association	None.	1
Amenity Value	None	1

<sup>75</sup> Staffordshire HER: PRN 20523

<sup>76</sup> Staffordshire HER: PRNs 20508 and 02225

Sensitivity to change (to housing expansion & infrastructure for CCDG)	There are no sensitivities regarding the development within the zone.	1
<b>Overall Score</b>		<b>Low</b>

### *8.11.3 Statement of Significance*

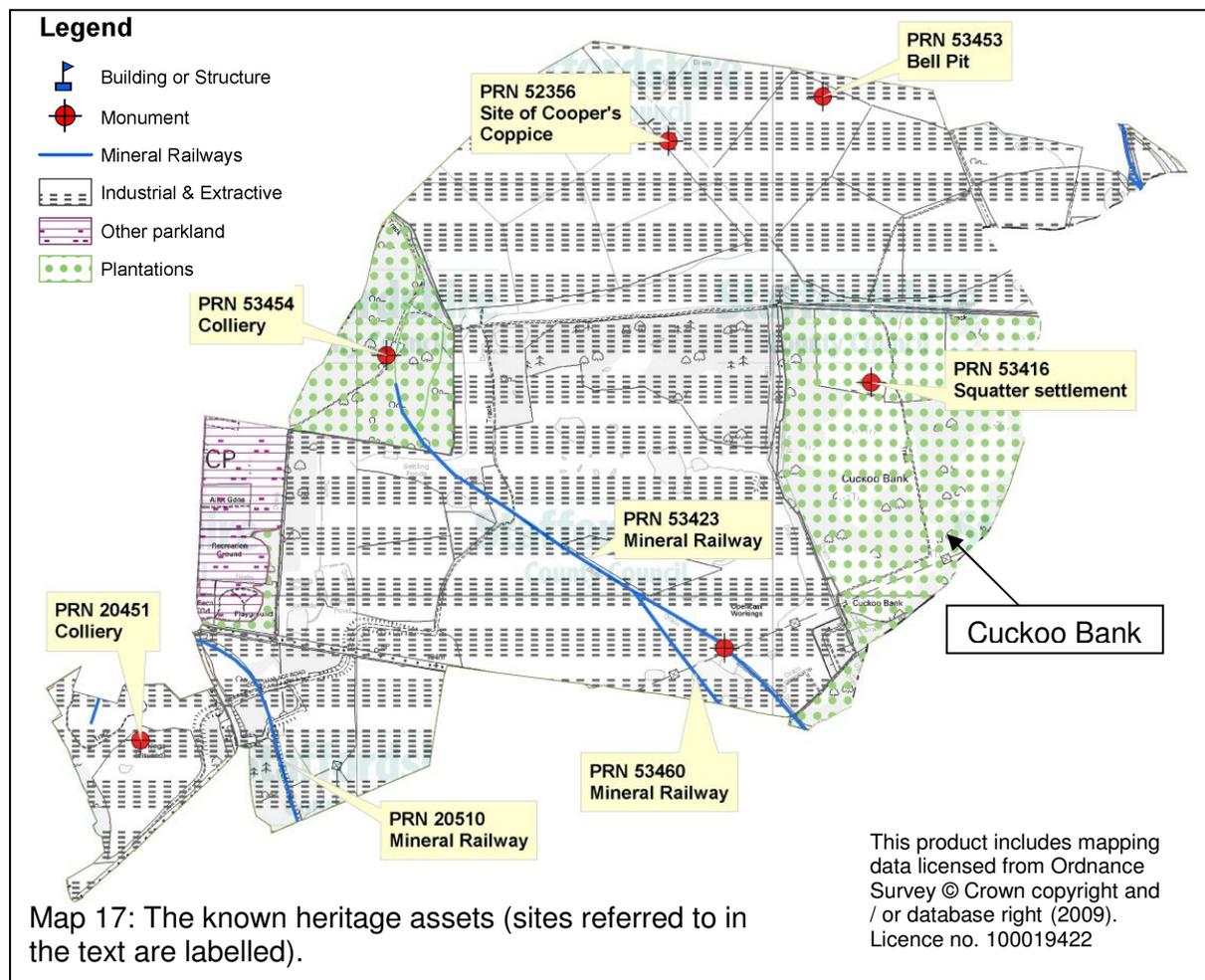
The low score suggests that development would not have a significant impact upon the historic environment of the zone. Should development be planned within the zone there would be a need to address/consider the following issues at an early stage in the process:

- The enhancement of the surrounding historic landscape character.

## 8.12 CHECZ 12 – East of Heath Hayes

### 8.12.1 Summary on the historic environment

The zone is dominated by former industrial landscapes, as shown on map 17, notably the disused open cast coal workings which were operating during the late 20<sup>th</sup> century. Other coal working sites are also present within the zone. The earliest is a possible 16<sup>th</sup>/17<sup>th</sup> century bell pit, visible as a cropmark on aerial photographs<sup>77</sup>. There are also two former mid to late 19<sup>th</sup> century collieries. The earlier of these two sites lies to the north west of the zone and had formed part of the Cannock Chase Colliery (no. 8 pit) which was opened in 1862 and operated for 99 years<sup>78</sup>. The site is covered by a plantation, although features associated with the colliery may survive within the area. The Coppice Colliery, which lay to the south west of the zone, was opened in 1893 and closed in 1964<sup>79</sup>. The two 19<sup>th</sup> century collieries were linked by separate mineral railways and the line which linked to the Coppice Colliery partially survives as an earthwork<sup>80</sup>.



<sup>77</sup> Staffordshire HER: PRN 53453

<sup>78</sup> Staffordshire HER: PRN 20451

<sup>79</sup> Staffordshire HER: PRN 53454

<sup>80</sup> Staffordshire HER: PRN 20510 and PRN 53423

The zone had formed part of Cannock Forest since at least the medieval period, which probably comprised a mosaic landscape of woodland and heathland. The northern part of the zone was covered by Cooper's Coppice (an area of enclosed woodland) by the late 18<sup>th</sup> century, although this had been cleared by the late 19<sup>th</sup> century<sup>81</sup>. Within the zone, in an area of plantation now known as Cuckoo Bank, lies the site of 'The Hollies'. This placename suggests an area where holly was grown for winter fodder. However, by the mid 19<sup>th</sup> century a small property had been erected within an enclosure, possibly indicative of squatting on the heathland<sup>82</sup>. Its precise origins are unknown and, although the property itself has been demolished, the surrounding enclosure survives within the landscape.

The zone falls within the area covered by the 1868 Act of Enclosure, which generally resulted in a landscape of planned enclosure. However, the historic mapping suggests that very few field boundaries were erected within this zone.

### 8.12.2 Heritage Assets Summary Table

Survival	A large proportion of the zone has been impacted by the 20 <sup>th</sup> century coal working. However, certain features survive in those areas beyond the open cast area, such as the earthworks associated with the property at The Hollies and the mineral railway to the south.	2
Potential	The archaeological potential of this area has been significantly reduced across much of the zone due to the coal workings. However, to the east and west there is the potential for unknown archaeological potential to survive although this can be assessed on a site-by-site basis.	1
Documentation	HER data.	1
Diversity	There are a few known heritage assets within the zone which are mostly related to historic coal workings and the site of a probable squatter enclosure of similar date.	1
Group Association	The coal mining sites are clearly associated although at present it is not clear to what extent they survive within the zone.	2

<sup>81</sup> Staffordshire HER: PRN 52356

<sup>82</sup> Staffordshire HER: PRN 53416

Amenity Value	Current knowledge regarding the survival of 19 <sup>th</sup> century mining features is currently unknown although should there be surviving elements it is possible that they could provide an opportunity for promoting the heritage of the Heath Hayes area (health and safety permitting).	1
Sensitivity to change (to housing expansion & infrastructure for CCDC)	The heritage assets, including the historic landscape character, could accommodate medium to large scale development. However, the surviving earthworks noted above could suffer adverse effects. The potential for the survival of unknown heritage assets is greatest to the east and west of the zone.	1
<b>Overall Score</b>		<b>Low</b>

### 8.12.3 Statement of Significance

The low score suggests that development would not have a significant impact upon the historic environment of the zone. However, the following issues would need to be addressed at an early stage in any proposed development:

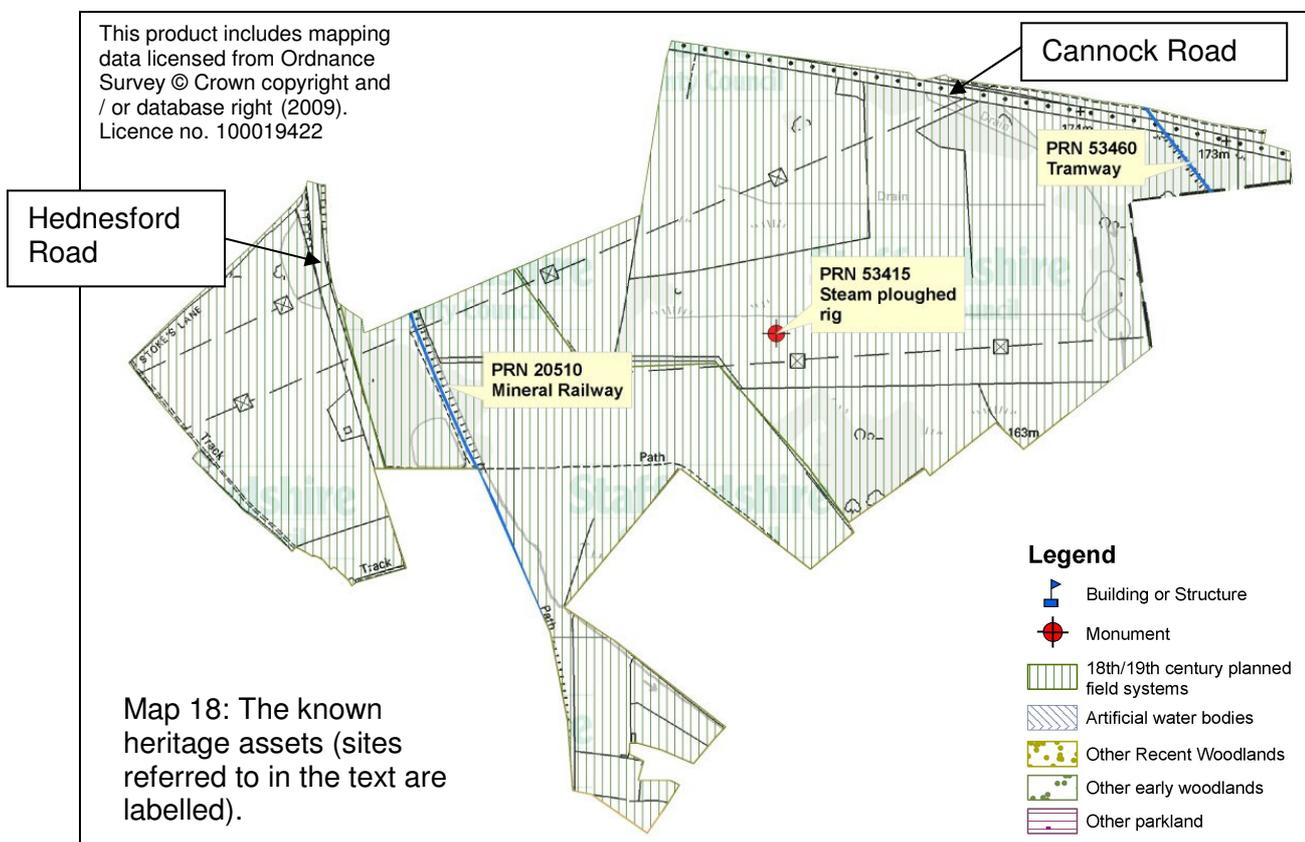
- The potential for mining features to survive within the plantation to the west of the zone and the potential for interpretation of the local heritage.
- The impact upon the known surviving earthworks; the mineral railway in particular.
- A strategy for assessing the potential impacts upon archaeological features, both known and unknown, and any consequent mitigation identified. Such archaeological considerations include, but are not limited to, activities associated with the early coal mining industry as exemplified by the bell pit and activities associated with settlement at The Hollies.

## CHECZ 13 – North of Norton Canes

### 8.13.1 Summary on the historic environment

The zone had formed part of Cannock Chase during the medieval period. By the early 19<sup>th</sup> century it was part of Norton Common which was enclosed under an Act of Parliament passed in 1870 (see map 18). However, the late 19<sup>th</sup> century Ordnance Survey maps suggest that few field boundaries had been erected, but where they had they give the appearance of a planned landscape. Aerial photographs suggest that the landscape is being allowed to revert to rough grassland and scrub.

However, across part of the area aerial photographs indicate the presence of earthwork ridges; these may be associated with 19<sup>th</sup> century/early 20<sup>th</sup> century steam ploughing<sup>83</sup>. It is possible that this land came under cultivation during one or both of the 20<sup>th</sup> century World Wars; further research would be required to assess this interpretation.



The lines of two railways cross the zone as shown on map 18; to the west is the former 19<sup>th</sup> century Five Ways Branch of the London & North Western Railway (LNWR), which was used as a mineral railway taking coal from Coppice Colliery (see CHECZ 12) and to the east is the line of a coal tramway constructed in the inter war period<sup>84</sup>. Where these linear features cross the zone they survive as earthworks.

<sup>83</sup> Staffordshire HER: PRN 53415

<sup>84</sup> Staffordshire HER: PRNs 20510 and 53460

### 8.13.2 Heritage Assets Summary Table

Survival	The zone appears to have seen little disturbance and the few known heritage assets survive well.	3
Potential	There are limited known heritage assets within the zone, however, the landscape has not been significantly disturbed and the current lack of knowledge is probably due to the lack of investigation rather than poor preservation.	2
Documentation	HER data.	1
Diversity	There are a few heritage assets which survive as earthworks. They relate to industry and probable agricultural activity.	2
Group Association	There are a few heritage assets and the railway/tramways are associated by the fact that they were both constructed to serve the local collieries.	2
Amenity Value	Current knowledge gives limited potential for the historic environment to play a significant role in creating a definable and promotable identity although the railways/tramways could be incorporated into a wider strategy for promoting the heritage of coal working within the District.	1
Sensitivity to change (to housing expansion & infrastructure for CCDC)	Medium to large scale development is unlikely to have a significant impact upon the historic environment of the zone. However, there remains the potential for unknown archaeological remains to be present within the zone – particularly as it has not been significantly impacted by either development or agriculture.	1
<b>Overall Score</b>		<b>Moderate</b>

### 8.13.3 Statement of Significance

The known heritage assets, the earthwork remains of the railways and the possible ridge and furrow from steam ploughing are of local/regional importance. The historic landscape character retains its overall form of planned enclosure, despite the apparently recent encroachment of rough grassland and scrub. There is the potential for currently unknown archaeological remains to be located within the zone preserved due to the lack of impact from either development or farming.

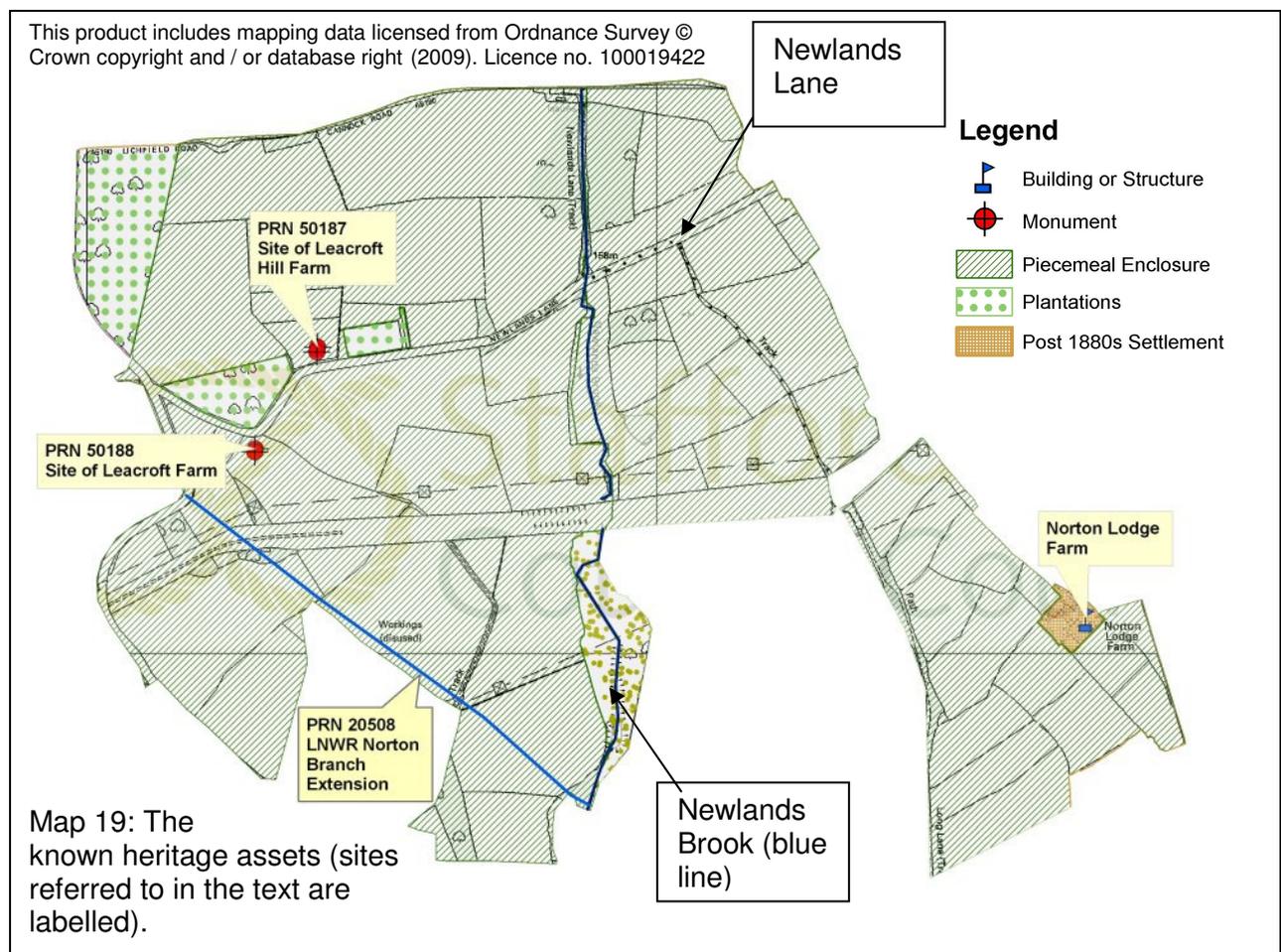
The moderate score suggests that development would have an impact upon the historic environment. Consequently, should development be planned within the zone there would be a need to address the following issues at an early stage in the process:

- The impact upon and mitigation strategies for the historic landscape character of the zone. Any development in this area would need to consider design strategies for retaining or reflecting the local distinctiveness of the zone.
- The retention of the railway and tramway as features within the landscape.
- A strategy for assessing the potential impacts upon archaeological features, both known and unknown, and any consequent mitigation identified.

## 8.14 CHECZ 14 – Newlands Lane, Cannock

### 8.14.1 Summary on the historic environment

The zone is dominated by fields of piecemeal enclosure, which had been enclosed in the late medieval/post medieval period from a landscape of arable open fields. The open fields had probably been farmed by the inhabitants of Leacroft which was first recorded in the 14<sup>th</sup> century<sup>85</sup>. By the early 19<sup>th</sup> century it was a settlement of scattered cottages and farmsteads (see also CHECZ 15). The sites of two farmsteads, shown on map 19, lie within the zone, Leacroft Hill Farm and Leacroft Farm<sup>86</sup>. The former was noted in the 1950s as retaining a 17<sup>th</sup> century house within its plan and it is possible that its development is associated with the origins of the piecemeal enclosure. Both of the farmsteads have been identified as having had a regular courtyard plan form, suggesting that they were either first constructed or rebuilt in the late 18<sup>th</sup> or 19<sup>th</sup> century. However, both had been demolished by circa 1980.



A further farmstead, Norton Lodge, lies to the east although much altered during the 20<sup>th</sup> century. It too has a regular courtyard plan form.

<sup>85</sup> Horowitz 2005: 355

<sup>86</sup> Staffordshire HER: PRNs 50187 and 50188

The piecemeal enclosure survives in better condition to the east of the Newlands Brook. The fields to the west have seen greater field boundary loss, although the overall pattern is largely still legible. A few areas of plantation woodland have also been established to the west of the brook during the second half of the 20<sup>th</sup> century. The other area of woodland, to the south of the zone, dates to the 19<sup>th</sup> century.

The line of the Norton Branch Extension of the London and North Western Railway (LNWR) crossed the zone on an approximate north west-south east alignment, but this is no longer legible within the landscape.

A track has been constructed across the southern portion of the zone, on an east-west alignment, during the late 20<sup>th</sup> century which cuts across the historic field pattern.

#### 8.14.2 Heritage Assets Summary Table

Survival	The zone has seen moderate disturbance through agricultural practices.	2
Potential	There are limited known heritage assets, other than the site of the farmsteads and the former railway. However, this may partially be due to a current lack of knowledge rather than poor preservation. There is the potential for below ground archaeological deposits to survive associated with the farmsteads.	2
Documentation	HER data	1
Diversity	There are a few known heritage assets which are of different dates.	2
Group Association	It is likely that there was some form of historic and geographic association between the two farmsteads and with the surrounding piecemeal enclosure. However, this association has been eroded by the demolition of the farmsteads.	1
Amenity Value	The historic environment does not lend itself to display or visitor attraction.	1
Sensitivity to change (to housing expansion & infrastructure for CCDC)	Medium to large scale development is likely to have a moderate impact upon the historic environment particularly upon the legibility of the surviving historic landscape character of piecemeal enclosure. There is also the potential for below ground archaeological remains to survive associated with the farmsteads.	2
<b>Overall Score</b>		<b>Low/moderate</b>

#### 8.14.3 Statement of Significance

The historic landscape character is dominated by post medieval piecemeal enclosure which continues to be largely legible within the landscape. Although the farmsteads, which were potentially created as part of the process of enclosure, have been demolished there remains the potential for below ground archaeological

deposits to survive which could help to illuminate the history of this area. There is the potential for currently unknown archaeological remains to be located within the zone preserved due to the lack of impact from either development or farming.

Part of the zone forms part of the Kingswood Lakeside Employment Park development.

The low/moderate score suggests that development may have at least a marginal impact upon the historic environment. Consequently there would be a need to address the following issues at an early stage in the development process:

- The impact upon and mitigation strategies for the historic landscape character of the zone. Any development in this area would need to consider design strategies for retaining or reflecting the local distinctiveness of the zone.
- A strategy for assessing the potential impacts upon archaeological features, both known and unknown, and any consequent mitigation identified. Such archaeological considerations include, but are not limited to, activities associated with the sites of the historic farmsteads.

## 8.15 CHECZ 15 – East of Cannock

### 8.15.1 Summary on the historic environment

The zone is dominated by evidence of former extractive industries and associated refuse operations, as well as by modern industrial estates and a golf driving range. These activities have completely altered the landscape and little of the historic character survives.

Industrial activities within the zone had their origins in the 19<sup>th</sup> century when the Cannock and Leacroft Colliery was established in the 1870s to the north east of the zone (see map 20)<sup>87</sup>. The colliery was linked by a tramway to the Norton Branch of the London and North Western Railway (LNWR)<sup>88</sup>, the line of which lay approximately 300m to the north east. The earthwork remains of the LNWR survive to the south east of the zone. Another tramway left the southern end of the colliery and linked it to the Cannock Extension of the Wyrley and Essington Canal<sup>89</sup>. A further coal pit existed approximately 500m to the south of the Leacroft Colliery, but this had been closed by the 1880s<sup>90</sup>.

The other 19<sup>th</sup> century industry, which lay on the western boundary of the zone, was a small brick and tile works. This had ceased operating by the turn of the 20<sup>th</sup> century.

Leacroft Colliery had been established just to the north of Leacroft Old Hall. The buildings at the hall were being used as offices by the colliery company in the 1950s; however, the hall had been demolished by the 1980s<sup>91</sup>. One of the associated building ranges, probably the stable block, was identified as being of 17<sup>th</sup> century date and it is possible that the site had earlier origins as land was being held within the Leacroft area from at least the 14<sup>th</sup> century<sup>92</sup>. The sites of a number of properties have been identified from the Cannock Parish tithe map (1845) which had probably comprised part of the scattered settlement of Leacroft (see also CHECZ 14)<sup>93</sup>. The surviving Old Hall Lane and Norton Lane once formed part of the network of lanes which linked the scattered farmsteads and cottages of Leacroft.

The line of Watling Street (the A5) a Roman road which within Staffordshire links the Roman forts/settlements of *Letocetum* (Wall) and *Pennocrucium* (south of Penkridge)<sup>94</sup> crosses the south west corner of the zone.

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<sup>87</sup> Staffordshire HER: PRN 20520

<sup>88</sup> Staffordshire HER: PRN 20508

<sup>89</sup> Staffordshire HER: PRN 02225

<sup>90</sup> Staffordshire HER: PRN 20507

<sup>91</sup> Staffordshire HER: PRN 20506

<sup>92</sup> Greenslade 1959a: 55-56

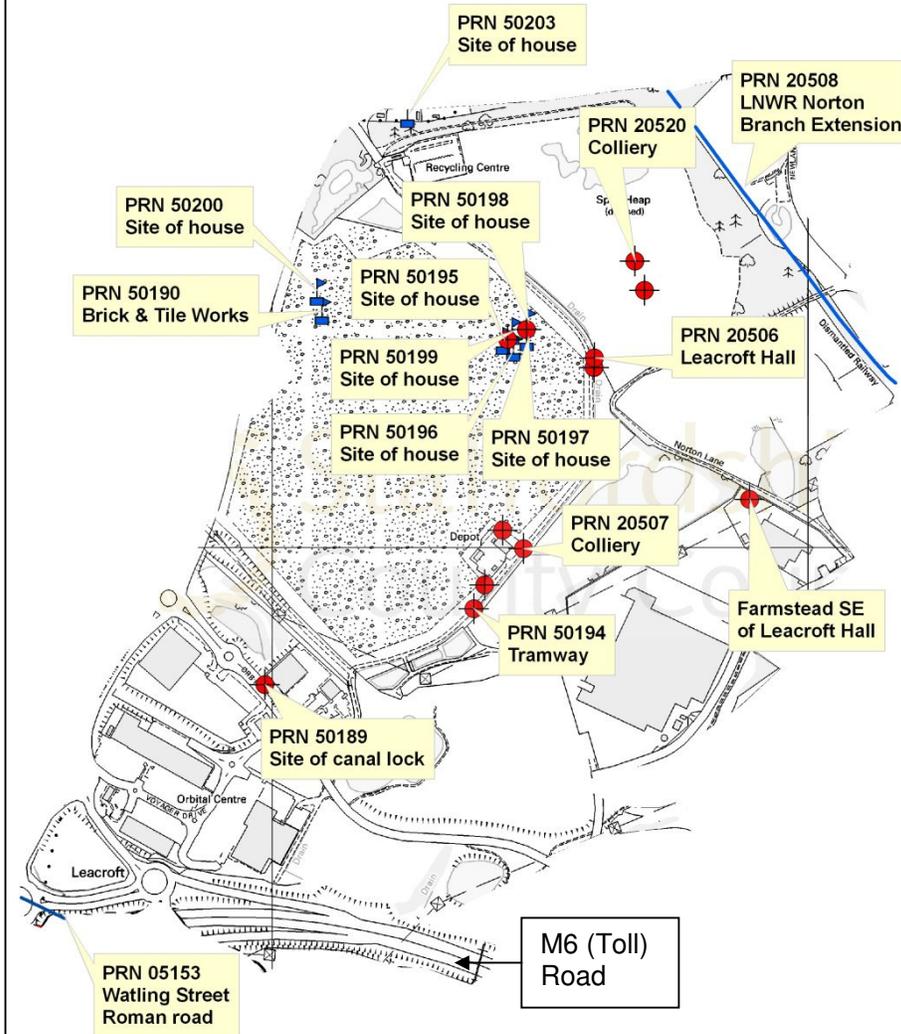
<sup>93</sup> Staffordshire HER: PRNs 50195, 50196, 50197, 50197, 50198, 50199, 50200 and 50203

<sup>94</sup> Staffordshire HER: PRN 05153

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**Legend**

-  Building or Structure
-  Monument



Map 20: The known heritage assets (sites referred to in the text are labelled).

**8.15.2 Heritage Assets Summary Table**

Survival	The zone has been extensively disturbed by industrial and waste disposal activities during the 20 <sup>th</sup> century. Certain heritage assets, notably the historic lanes and part of the railway line, survive.	1
Potential	The potential for surviving heritage assets has been significantly reduced by the recent excavation activities. However, potential may survive in those areas which have not currently been impacted.	1

Documentation	HER data & one historic source.	1
Diversity	There are a number of known heritage assets, although most of these have been impacted by excavation activities.	1
Group Association	The historic associations, particularly relating to the former settlement of Leacroft, have mostly been impacted by excavation activities.	1
Amenity Value	The historic environment of the zone does not lend itself to display or visitor attraction.	1
Sensitivity to change (to housing expansion & infrastructure for CCDC)	The historic environment of the zone could accommodate medium to large scale development; although the surviving lanes and railway may suffer adverse effects.	1
<b>Overall Score</b>		<b>Low</b>

### 8.15.3 Statement of Significance

The historic landscape character has been significantly impacted excavation and waste disposal activities during the late 20<sup>th</sup> and early 21<sup>st</sup> century. The lanes and part of the LNWR survive as landscape features and other currently unknown heritage assets may survive in those areas away from the works.

Part of the zone forms part of the Kingswood Lakeside Employment Park development.

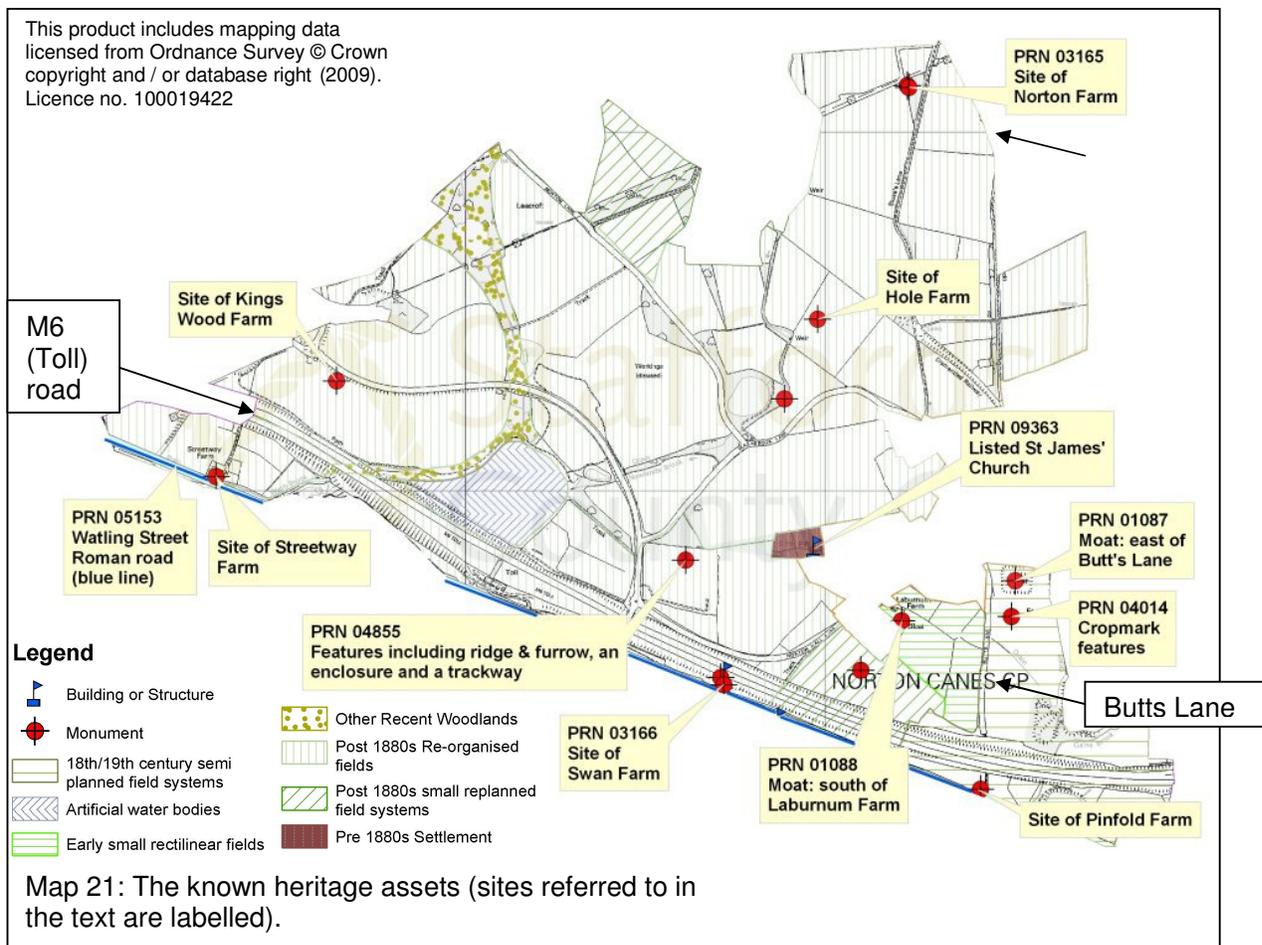
The low score suggests that development would not have a significant impact upon the historic environment of the zone. Should development be planned within the zone there would be a need to address the following issues at an early stage in the process:

- The retention of the historic lanes and the line of the railway within the landscape.
- The potential for further surviving archaeological features can be decided upon a site-by-site basis and where deemed appropriate an archaeological condition will be attached to any resulting planning permission.

## 8.16 CHECZ 16 – South and west of Norton Canes

### 8.16.1 Summary on the historic environment

The zone is dominated by agricultural land, much of which appears to have had its origins in the medieval period as open fields and was associated with Norton Canes. An area of possible ridge and furrow, associated with medieval arable agriculture, has been identified to the east of the village<sup>95</sup>. Norton Canes was recorded in Domesday Book (1086) as belonging to the bishop's manor of Lichfield, but is described as 'waste'. This description does not preclude some form of settlement, but does suggest that arable agriculture was not being practised during the mid-late 11<sup>th</sup> century. However, it is likely that Norton Canes lay within Cannock Forest and may therefore have been one of the areas assarted by the bishop of Lichfield during the 12<sup>th</sup> century<sup>96</sup>, which may suggest that the open field landscape may also date from this period.



The open fields were enclosed piecemeal, probably during the post medieval period. However, the historic landscape character has been eroded during the 20<sup>th</sup> century through the removal of field boundaries as indicated on map 21. Further 20<sup>th</sup> century impacts within the zone have included the demolition of six historic farmsteads. A

<sup>95</sup> Staffordshire HER: PRN 04855

<sup>96</sup> Greenslade 1967: 342

number of these farmsteads may have been associated with the enclosure of the open fields in the post medieval period.

The historic road pattern largely survives, although the construction of the M6 (Toll) to the south of the zone during the early 21<sup>st</sup> century has resulted in the building of a further road. The historic landscape character survives to a greater degree to the south of Norton Canes, although this too has been impacted by the construction of the M6 (Toll). However, the motorway is not the first transport line to cross the historic landscape. The Cannock Extension of the Wyrley and Essington Canal was built in the late 1850s and crossed through the centre of the zone, although its route is no longer legible within the landscape. Just to the north of the canal branch lies the former line of the Norton Branch of the London & North Western Railway (LNWR), also constructed in the 1850s. The portion of the line closest to the village is still legible within the landscape, but the remainder has been incorporated into the modern field pattern.

To the south of Norton Canes there are two moated sites, the larger of which survives as a cropmark to the east of Butts Lane; the other survives as an earthwork to the south of Laburnum Farm<sup>97</sup> (cf. map 21). These features generally date to the 12<sup>th</sup> and 13<sup>th</sup> centuries, although their functions appear to differ in relation to the context of their location<sup>98</sup>. The history of Norton Canes is currently obscure and it may never have formed a separate manor and therefore it is uncertain whether these moats represent the site of manor houses or homesteads. Nor is it known whether they were contemporary or one replaced the other. St James' Church, a Grade II Listed building, lies approximately 180m to the north west of the core of the village<sup>99</sup>. Its precise origins are unknown but it has been suggested it may have 13<sup>th</sup> century origins. However, the extant building was extensively rebuilt during the late 18<sup>th</sup> century.

Other archaeological features, identified as cropmarks on aerial photographs, are located to the south of the larger of the two moats, but it is unknown whether there is a relationship between these sites<sup>100</sup>. Further cropmarks, including an enclosure and droveway of possible prehistoric or Roman origin, lie to the east of Norton Canes (along with the ridge and furrow mentioned above)<sup>101</sup>. There is otherwise little known evidence for prehistoric or Roman activity within the zone. The exception is the line of Watling Street (the A5), a Roman road which within Staffordshire links the Roman forts/settlements of *Letocetum* (Wall) and *Pennocrucium* (south of Penkridge)<sup>102</sup> and is aligned east-west across the southern border of the zone. The impact of the road upon the surrounding area during the Roman period is unknown, but it may have attracted a degree of settlement within its immediate hinterland.

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<sup>97</sup> Staffordshire HER: PRN 01087 and PRN 01088

<sup>98</sup> Roberts & Wrathmell 2002: 58

<sup>99</sup> Staffordshire HER: PRN 09363

<sup>100</sup> Staffordshire HER: PRN 04014

<sup>101</sup> Staffordshire HER: PRN 04855

<sup>102</sup> Staffordshire HER: PRN 05153

### 8.16.2 Heritage Assets Summary Table

Survival	The zone has been moderately disturbed by agricultural practices and several heritage assets are known to survive.	2
Potential	The current evidence of surviving heritage assets, includes the moats, cropmarks and settlement sites. The presence of the Roman road raises the potential for unknown heritage assets to survive within the zone.	2
Documentation	HER data; a number of archaeological surveys associated with the M6 (Toll).	2
Diversity	There are a range of heritage assets of different date, from the possible prehistoric/Roman cropmarks to the line of the 19 <sup>th</sup> century railway. Some of these features survive as cropmarks, earthworks with one surviving historic building (Grade II Listed).	2
Group Association	The moated sites are associated with the adjacent settlement, whose origins are medieval, as is the church. There are potential associations between the line of the Roman road and some of the cropmark features.	2
Amenity Value	The historic environment does not currently lend itself to display or visitor attraction.	1
Sensitivity to change (to housing expansion & infrastructure for CCDC)	Medium to large scale development is likely to have at least a moderate impact upon the historic environment in terms of the individual heritage assets noted above.	2
<b>Overall Score</b>		<b>Moderate</b>

### 8.16.3 Statement of Significance

The historic landscape character has been significantly impacted by 20<sup>th</sup> century agricultural improvements and the loss of the canal and railway lines within the landscape. To the south of the zone the construction of the M6 (Toll) and associated road have also contributed to the alteration of the historic landscape character. However, the known heritage assets, which include cropmarks of possible prehistoric/Roman date; medieval moats and a short section of the railway, are all of local/regional importance. St James' Church has been identified as being of national importance with its Grade II Listed status. There is also the potential for further unknown archaeological deposits to survive across the landscape this includes the sites of the historic farmsteads, which may have had post medieval or earlier origins.

Part of the zone forms part of the Kingswood Lakeside Employment Park development.

The moderate score reflects the potential impacts of development upon the individual heritage assets across the zone. Consequently, should development be

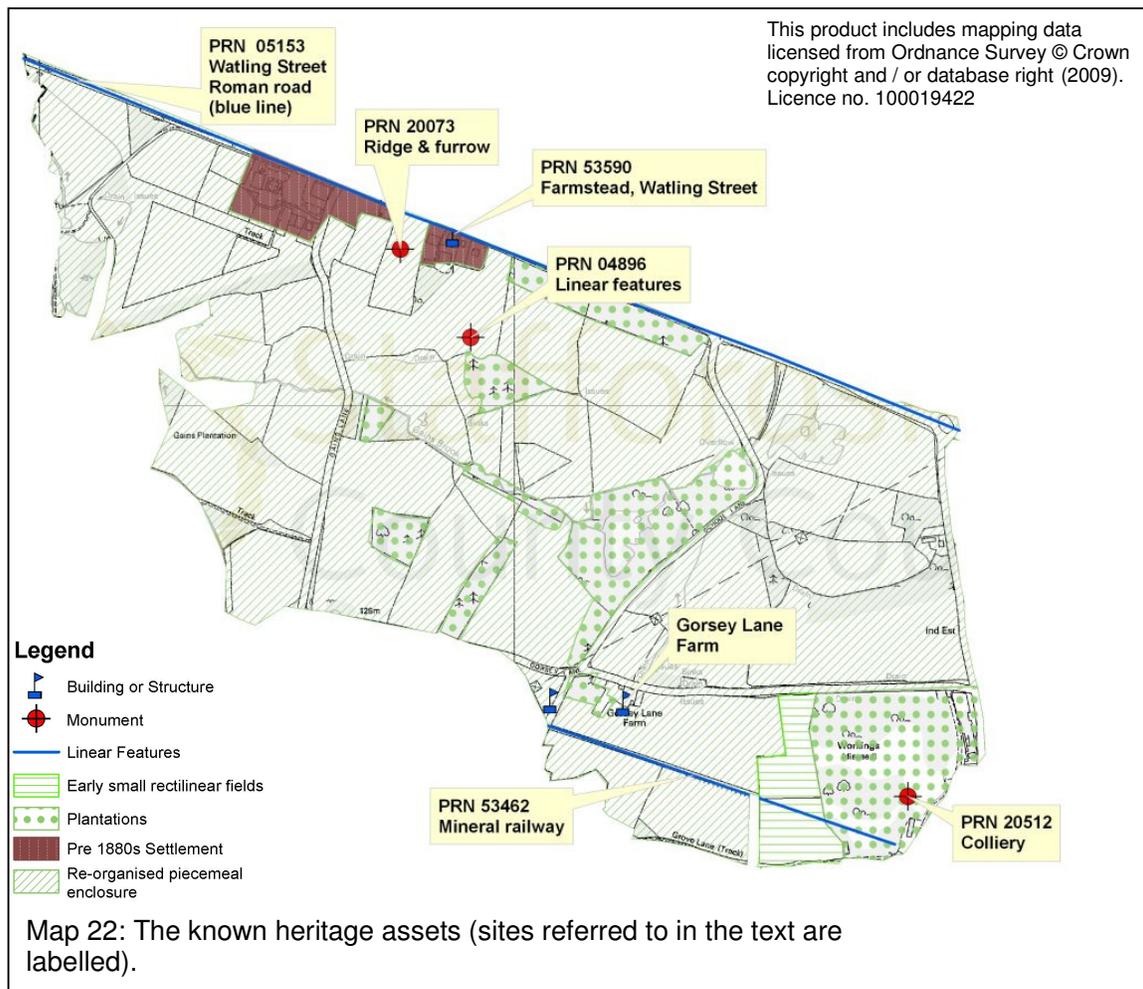
planned within the zone there would be a need to address the following issues at an early stage in the process:

- The retention of the historic lanes and the short section of railway within the landscape.
- Early consultation with CCDC's Conservation Officer regarding potentials for impacts upon the Grade II Listed church and its setting.
- A strategy for assessing the potential impacts upon archaeological features, both known and unknown, and any consequent mitigation identified. Such archaeological considerations include, but are not limited to, activities associated with settlement across the zone (the moats and farmstead sites) as well as the cropmark features.

## CHECZ 17 – South of Norton Canes

### 8.17.1 Summary on the historic environment

The zone lies between the historic settlements of Norton Canes, to the north, Little Wyrley, to the south, and Great Wyrley, to the east. The historic landscape character appears to have had its origins in the medieval period as open fields, which were probably farmed by the inhabitants of the one or more of the three neighbouring settlements. Further evidence of the presence of open fields has been revealed on aerial photographs as ridge and furrow earthworks, just to the south of the A5<sup>103</sup> (cf. map 22). As discussed in CHECZ 16 it is possible that these settlements were established by the Bishop of Lichfield during the 12<sup>th</sup> century as assarts within Cannock Forest.



The open fields were probably enclosed, through a process of piecemeal enclosure, during the post medieval period. There are two surviving historic farmsteads within the zone. One lies on Watling Street which was formerly associated with the Fleur de Lys public house, although the latter has since been re-developed. It exhibits a regular courtyard plan form and may have been established from the late 18<sup>th</sup>

<sup>103</sup> Staffordshire HER: PRN 20073

century onwards. The other farmstead, Gorse Lane Farm, lies within the southern portion. It has a loose courtyard plan form and has probably developed incrementally and may have originally been established in the post medieval period to farm the piecemeal enclosure. However, there has been an aggregation of this historic field pattern during the 20<sup>th</sup> century. The resulting Re-organised piecemeal enclosure retains some of the earlier pattern which is particularly evident in the surviving mature hedgerows. To the north of the zone several linear features were identified on aerial photographs as being former field boundaries, probably relating to this aggregation process during the 20<sup>th</sup> century<sup>104</sup>. Areas of plantation have also been established within the zone during the second half of the 20<sup>th</sup> century.

The field pattern was cut by a mineral railway during the last two decades of the 19<sup>th</sup> century which was constructed to link two of the coal pits belonging to the Brownhills Colliery Company<sup>105</sup>. The earlier of these two colliery sites lies within the south east corner of the zone and was opened in 1869. It continued operating until the mid 20<sup>th</sup> century<sup>106</sup>. The second colliery lies beyond the zone, but was opened in the late 19<sup>th</sup> century.

The line of Watling Street (the A5), a Roman road which within Staffordshire links the Roman forts/settlements of *Letocetum* (Wall) and *Pennocrucium* (south of Penkridge)<sup>107</sup> and is aligned east-west across the southern border of the zone. The impact of the road upon the surrounding area during the Roman period is currently unknown, but it may have attracted a degree of settlement within its immediate hinterland.

#### 8.17.2 Heritage Assets Summary Table

Survival	The zone has seen moderate disturbance through agricultural practices and several heritage assets are known to survive as noted above.	2
Potential	There are few known sites of below ground archaeology within the zone. This is probably due to a lack of investigation rather than poor preservation across the majority of the zone. The presence of the Roman road raises the potential for unknown heritage assets to survive within the zone.	2
Documentation	HER data	1

<sup>104</sup> Staffordshire HER: PRN 04896

<sup>105</sup> Staffordshire HER: PRN 53462

<sup>106</sup> Staffordshire HER: PRN 20512

<sup>107</sup> Staffordshire HER: PRN 05153

Diversity	There are a number of heritage assets of different character and date from the historic farmsteads to the cropmarks and the ridge & furrow earthworks.	2
Group Association	It is likely that the farmsteads are associated with the former piecemeal enclosure, particularly Gorse Lane Farm. However, the historic landscape character has undergone change during the 20 <sup>th</sup> century, although historic field boundaries clearly survive.	1
Amenity Value	The historic environment does not currently lend itself to display or visitor attraction.	1
Sensitivity to change (to housing expansion & infrastructure for CCDC)	Medium to large scale development is likely to have a moderate impact upon the historic environment. It will impact upon the historic farmsteads, field boundaries, lanes and the line of the tramway in particular.	2
<b>Overall Score</b>		<b>Low/moderate</b>

### 8.17.3 Statement of Significance

The historic landscape character has been impacted by 20<sup>th</sup> century agricultural improvements and woodland plantation. However, several historic field boundaries survive which contribute to some survival of the historic landscape character. Several heritage assets also contribute to the historic landscape character; the line of the tramway, the historic lanes and the farmsteads. These heritage assets are of local/regional importance.

The low/moderate score suggests that development may have at least a marginal impact upon the historic environment. Consequently there would be a need to address the following issues at an early stage in the development process:

- The retention and enhancement of the surviving historic farmsteads.
- The impact upon and mitigation strategies for the surviving elements of the historic landscape character of the zone. Any development in this area would need to consider design strategies for retaining or reflecting the local distinctiveness of the zone.
- The retention of the historic lanes and historic field boundaries which are still legible within the landscape.
- The retention of the line of the tramway associated with significant local industry.
- The potential for further surviving archaeological features can be decided upon a site-by-site basis and where deemed appropriate an archaeological condition will be attached to any resulting planning permission.

## **CHECZ 18 – Industrial estates, east of Norton Canes**

### *8.18.1 Summary on the historic environment*

The historic landscape character of the zone is dominated by 20<sup>th</sup> century industrial development and road infrastructure associated with the (Toll) Road. The extent of the industrial nature of the landscape is depicted on map 23 and has its origins in the 19<sup>th</sup> century when two collieries, Conduit Colliery No. 3 and Norton Green Colliery, were established. The Conduit Colliery No. 3 was opened in 1858 and continued in production until 1962<sup>108</sup>. Norton Green Colliery, later known as Conduit Colliery No. 4, was sunk in 1874 and closed in 1933<sup>109</sup>. The collieries of Cannock Chase, including the two within the zone, were all linked to the canal system and to the branch line railways by tramways. Several tramways crossed the zone, as did the Norton Branch line and the Five Ways Branch line of the London & North Western Railway (LNWR)<sup>110</sup>. These features have not survived into the modern landscape. The Cannock Extension of the Wyrley & Essington Canal was constructed in late 1850s and it crosses this zone on a north- south alignment<sup>111</sup>. Parts of the route of the canal survive as a tree-lined feature within the zone. However, the M6 (Toll) cuts across it and Conduit Road has been constructed along part of the northern section.

A small section of Watling Street (the A5), a Roman road which within Staffordshire links the Roman forts/settlements of *Letocetum* (Wall) and *Pennocrucium* (south of Penkridge), crosses the south of the zone on an east-west alignment<sup>112</sup>.

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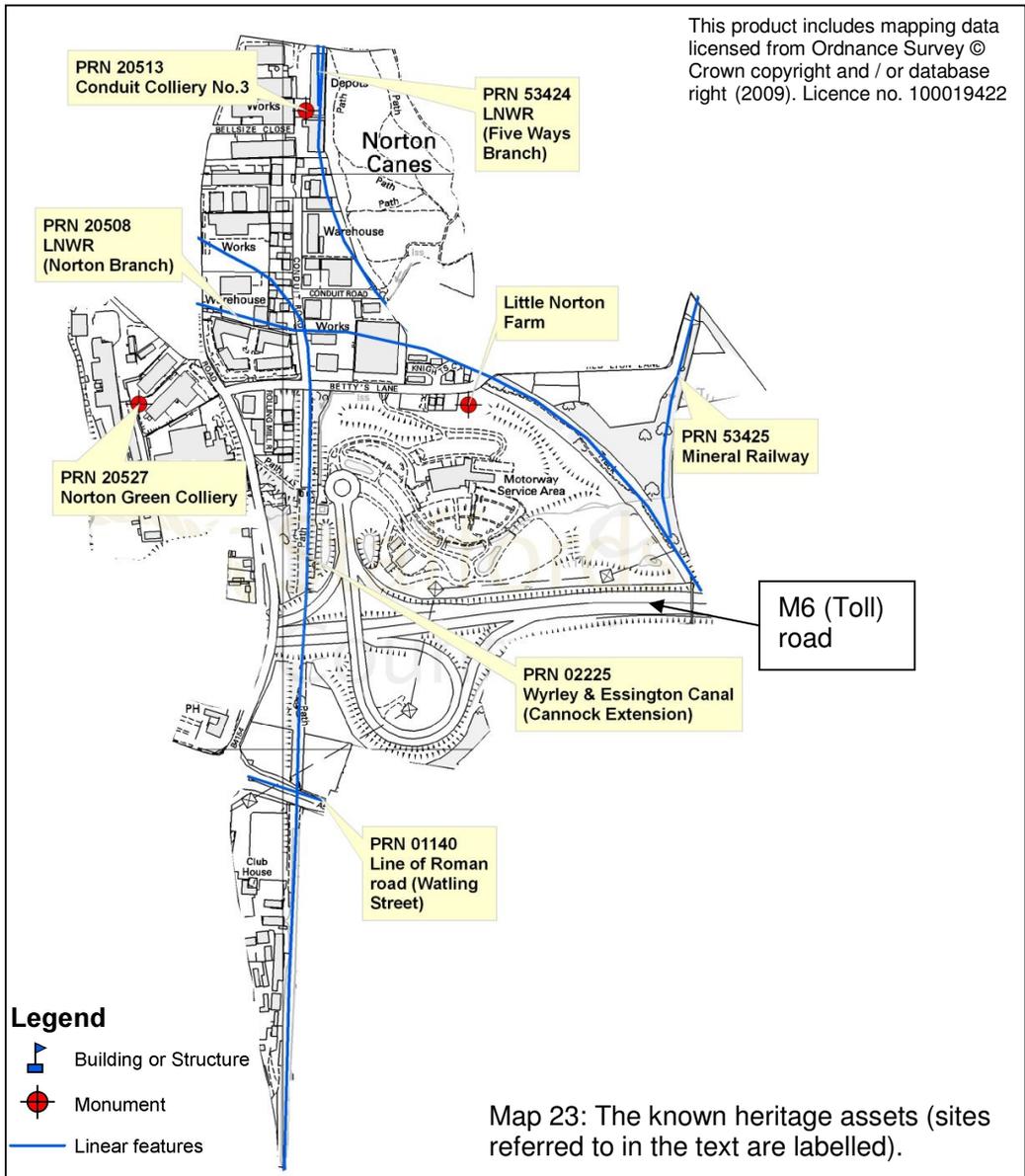
<sup>108</sup> Staffordshire HER: PRN 20513

<sup>109</sup> Staffordshire HER: PRN 20527

<sup>110</sup> Staffordshire HER: PRNs 53424, 53425, 20508 and 20510

<sup>111</sup> Staffordshire HER: PRN 02225

<sup>112</sup> Staffordshire HER: PRN 05153



8.18.2 Heritage Assets Summary Table

Survival	The zone has been extensively disturbed by development. However, there is still the potential for survival of some heritage assets in some areas. Of particular importance is the surviving line of the Cannock Extension of the Wyrley & Essington Canal.	1
Potential	The potential for surviving heritage assets has been reduced by industrial development in the 20 <sup>th</sup> century and earlier coal mining. However, there may be the potential for surviving archaeological deposits in certain areas, particularly associated with the line of Watling Street. These decisions regarding this potential can be made on a site-by-site basis.	1
Documentation	HER data	1
Diversity	The known heritage assets generally relate to 19 <sup>th</sup> century industrial activity.	1
Group Association	The former lines of communication linking the collieries within, and beyond, the zone are all clearly associated.	2
Amenity Value	The historic environment does not lend itself to display or visitor attraction.	1
Sensitivity to change (to housing expansion & infrastructure for CCDC)	The historic environment of the zone could accommodate further medium to large-scale development; although there may exist the potential for unknown heritage assets to survive in certain areas.	1
<b>Overall Score</b>		<b>Low</b>

### 8.18.3 Statement of Significance

The historic landscape character has been impacted by 20<sup>th</sup> century industrial development, which replaced the two 19<sup>th</sup> century collieries and the tramways which linked them. None of these features, including the lines of the two branch railways, survive within the modern landscape. However, part of the Cannock Extension of the Wyrley & Essington Canal survives and is of local/regional importance.

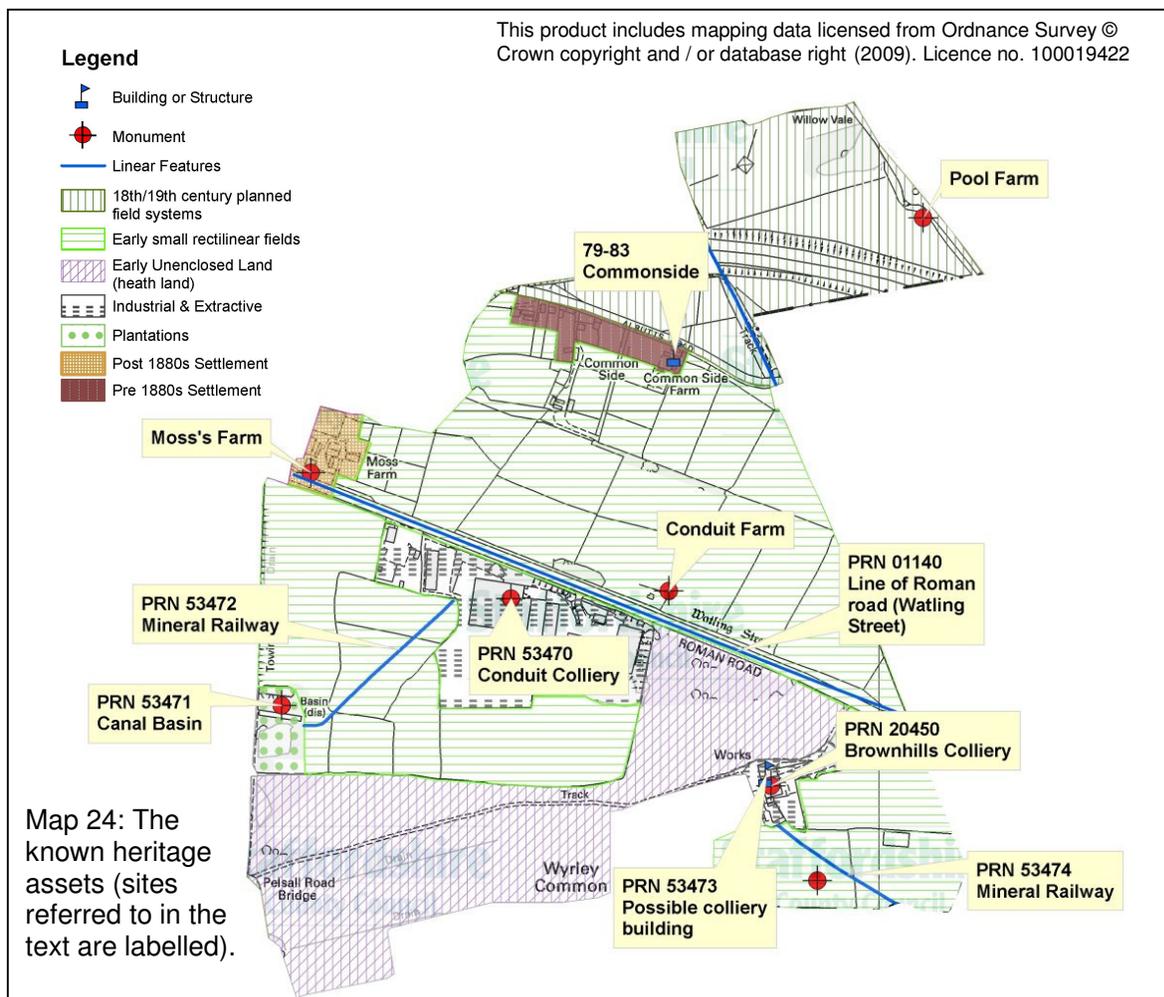
The low score suggests that development is unlikely to have an impact upon the historic environment. However, there would be a need to address the following issues at an early stage in the development process:

- The retention of the surviving line of the Cannock Extension of the Wyrley & Essington Canal as a landscape feature.
- The potential for further surviving archaeological features can be decided upon a site-by-site basis and where deemed appropriate an archaeological condition will be attached to any resulting planning permission.

## CHECZ 19 –Commonside & Wyrley Common

### 8.19.1 Summary on the historic environment

The historic landscape character is dominated by post medieval field systems exhibiting a rectilinear form (rectilinear and planned on map 24), which were probably enclosed out of the remains of Cannock Forest. Many of the field boundaries are mature attesting to their stability through time and very few have been removed in the period since the late 19<sup>th</sup> century. Four historic farmsteads worked the landscape to the north of Watling Street (A5), although only one, Commonside Farm, survives in its original form (Moss Farm on Watling Street has been mostly re-built during the 20<sup>th</sup> century). The farmsteads were all small suggesting subsistence farming, perhaps supplemented by an additional income possibly from mining. The origins of the farmsteads are unknown, but are likely to have been closely related to the enclosure of this landscape.



The heathland shown on map 24, to the south of Watling Street, indicates that this area formed the remains of Wyrley Common until the second half of the 20<sup>th</sup> century when at some date it was converted to arable production. However, the boundaries of the Common, as they are shown on historic mapping, including Yates' map of

Staffordshire (1775) is still legible within the landscape with no boundaries having been either added or removed.

It is the landscape to the south of Watling Street which saw the greatest change during the 19<sup>th</sup> century when two collieries were established, Conduit Colliery (Pit nos. 1, 2 & 3) and Brownhills Colliery (Cathedral Pit)<sup>113</sup>. Watling Street Business Park, constructed in the late 20<sup>th</sup> century, stands upon the site of the former. However, the small works which stands on the site of the Cathedral Pit probably retains one of the 19<sup>th</sup> century buildings associated with the colliery<sup>114</sup>. Two mineral railways were constructed to serve the collieries with the Cathedral Pit being connected to the Norton Branch of the London & North Western Railway<sup>115</sup>. The line of this mineral railway appears to survive as an earthwork and as such is still legible within the landscape. The Conduit Colliery was connected by mineral railway to the Cannock Extension of the Wyrley & Essington Canal, which had also been constructed in the mid 19<sup>th</sup> century. Two canal basins survive on the Cannock Extension Canal through which the mineral railway connected to the canal<sup>116</sup>. The line of the mineral railway is visible as a cropmark upon aerial photographs.

Little is currently known about prehistoric or Roman activity within the zone, although the line of Watling Street Roman road crosses it on an east-west alignment<sup>117</sup>. Its presence raises the possibility that evidence for such activity could survive within the zone.

#### 8.19.2 Heritage Assets Summary Table

Survival	The zone has seen moderate disturbance by agricultural practices. However, there are well surviving historic field patterns although three of the four farmsteads have been lost or re-built. There are also survivals relating to the former coal mining within the zone, notably the former colliery building, mineral railways and canal basins.	2
Potential	There has been little work been carried out upon the potential for below ground archaeology to survive. However, the presence of the Roman Road within the zone raises the potential for evidence of prehistoric and Roman activity within its immediate hinterland. This is enhanced by the fact that there has been little overall disturbance within the zone. There is also the potential for below ground archaeology to survive at the sites of the historic farmsteads, which could provide further evidence for the evolution of the wider landscape during the post medieval/industrial periods.	2

<sup>113</sup> Staffordshire HER: PRN 53470 and PRN 20450

<sup>114</sup> Staffordshire HER: PRN 53473

<sup>115</sup> Staffordshire HER: PRN 53474

<sup>116</sup> Staffordshire HER: PRN 53472

<sup>117</sup> Staffordshire HER: PRN 01140

Documentation	HER data.	1
Diversity	There are a wide range of heritage assets within the zone from the cropmark and earthwork remains of the mineral railways; the historic buildings (farmstead and former colliery building); the well surviving field patterns. These heritage assets are not of a single period but contribute to the development of this landscape from the post medieval period onwards.	3
Group Association	The historic farmsteads (both surviving and lost) are probably closely associated with the enclosure of this landscape. There are also close associations between the former colliery building and the earthwork remains of the mineral railway.	3
Amenity Value	The historic environment could help to define a sense of place where by the former colliery building and the line of the mineral railway in particular could be promoted as examples of the importance of the coal industry to the wider District. There is the potential to provide public amenity within the bounds of the former Wyrley Common (which includes the Plantation Woodland to the south of the zone).	2
Sensitivity to change (to housing expansion & infrastructure for CCDC)	The zones historic environment is highly sensitive to medium to large scale development particularly in terms of the surviving historic field pattern, including the legible outline of the former Wyrley Common. The site of Cathedral Pit, including the surviving colliery building and mineral railway, are also sensitive to development.	3
<b>Overall Score</b>		<b>Moderate/high</b>

### 8.19.3 Statement of Significance

The historic landscape character of post medieval field systems survive well as does one of the four historic farmsteads whose origins are likely to be of a similar period. Also surviving within the zone are features relating to 19<sup>th</sup> century coal mining including two canal basins on the Wyrley & Essington Canal and the lines of two short mineral railways. A surviving building upon the site of the Cathedral Pit was extant in the late 19<sup>th</sup> century when the colliery was still active. The line of Watling Street also cross the zone and raises the potential for below ground archaeological deposits to survive associated with human activity in this area in the late prehistoric and Roman periods. The heritage assets within the zone are all of local/regional importance.

The moderate/high score suggests that development would have a considerable impact upon the historic environment. Consequently, should development be planned within the zone there would be a need to address the following issues at an early stage in the process:

- The impact upon and mitigation strategies for the historic landscape character of the zone. Any development in this area would need to consider design strategies for retaining or reflecting the local distinctiveness of the zone.
- The impact upon and mitigation strategies for the surviving historic buildings/structures; including the canal basins.
- The retention of the outline of Wyrley Common which is still legible within the historic landscape character.
- The retention of the lines of the mineral railways associated with the significant local industry.
- A strategy for assessing the potential impacts upon archaeological features, both known and unknown, and any consequent mitigation identified. Such archaeological considerations include, but are not limited to, the locations of the lost historic farmsteads whose origins are probably closely associated with the origins of this enclosed landscape in the post medieval period and prehistoric/Iron Age activity.