

# Trent and Mersey Canal Conservation Area Appraisal Draft 2018



**Conservation Area Appraisal Draft Update**  
**Trent and Mersey Canal:**  
**Cannock Chase District**

**1. Introduction**

A Conservation Area is “an area of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance”. The Planning (Listed Buildings and Conservation Areas) Act 1990, places a duty on the local authority to designate Conservation Areas where appropriate. It also requires the local authority to formulate and publish proposals for the preservation or enhancement of these areas.

**An Appraisal was first produced for the Trent and Mersey Canal Conservation Area through Cannock Chase District in 2012. This document updates its predecessor making use of much of the information contained therein. The updates comprise some rearrangement of layout to accord with the house style developed subsequently, updates to the planning policy context following national and local policy changes, and references reflecting recent development and changes of use in and adjacent to the Conservation Area. The changes are generally shown on bold type.**

This Appraisal seeks to provide a clear definition of the special architectural or historic interest that warranted designation of the Trent and Mersey Canal as a Conservation Area through a written appraisal of its character and appearance – what matters and why.

**The Appraisal is intended as a guide upon which to base the form and style of future development in the area. It is supported by adopted policy in Cannock Chase Local Plan (Part 1) 2014 CP15 seeking to protect and enhance the historic environment, policies CP12 and CP14 aiming to conserve biodiversity and landscape character and Policy CP3 seeking high standards of design.**

The Trent and Mersey Canal Conservation Area was designated on 6<sup>th</sup> May 1988 by Staffordshire County Council in conjunction with the District Councils and it runs throughout Staffordshire. The section running through Cannock Chase District is marked on Plan 1. **There are nine listed buildings in the Cannock Chase part of the Conservation Area and many others of historic and visual interest. The Listed Buildings are: Brindley Bank Pumping Station and St Augustine’s Church Grade II\*; the churchyard walls to St Augustine’s, the Old Chancel and its churchyard walls, cross and tombstone, the Viaduct and Canal bridge no. 64 all grade II. Descriptions of the Listed Buildings can be found in Appendix 1 and other buildings of interest are noted within the Appraisal.**

The boundaries of the Conservation Area generally follow the boundaries of the Canal and its towpath, but extend in places to include adjacent buildings and groups of historic and architectural interest which are broadly linked historically or in character with the Canal. The Canal was completed in 1777 and is of outstanding industrial archaeological importance, being the first of the major inland waterways which were to form the basis of the nation's principal transport and communications system in the late 18<sup>th</sup> and first half of the 19<sup>th</sup> Centuries.

The Conservation Area covers Brindley Bank Pumping Station in the north of the District, follows the Canal southwards extending around the Anglican Old Chancel and St Augustine's Church in their churchyards with St Augustine's Field, runs to the east of Rugeley town centre, including the former Old Mill/Canal warehouse, and on again to include the group of cottages at The Mossley and Old Brewery Cottages in the south. **The waterway continues to be well used by leisure boats and the towpath by walkers; it forms a green corridor winding through the largely built up area.**

**Since the previous Appraisal new development has taken place adjacent to the Canal within its setting; this includes the Tesco store and associated public realm and access improvements (still in progress) around the Leathermill Lane Canal Bridge designed to enhance links between Tesco, Rugeley town centre and the Canal; residential development on the former Bradbury and Brown site at Brereton and near to the A51 canal bridge; and further commercial development on the Towers Business Park. Schemes have included associated planting, landscaping and public realm works designed to enhance pedestrian and cycle links across the area. The unforeseen closure of Rugeley Power Station and its imminent demolition has potential to significantly change the landscape setting and hinterland of the Conservation Area by removal of the landmark cooling towers and infrastructure, but brings with it significant potential for enhancement of pedestrian and cycle links between replacement new housing and business uses and Rugeley town centre via the Canal corridor.**

**Summary of Special Interest of the Trent and Mersey Canal**

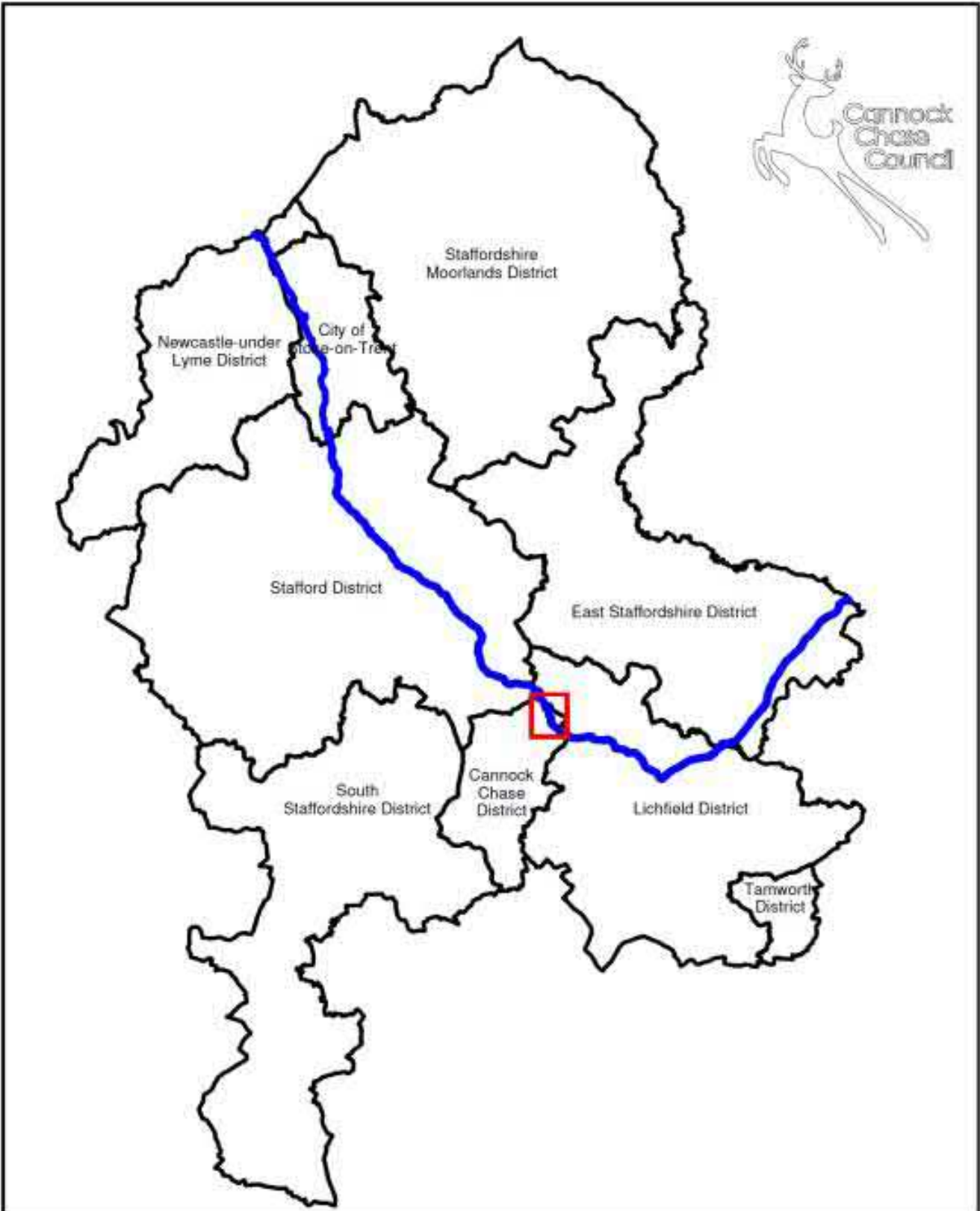
**Conservation Area:**

- Its long history as an inland waterway still evident in its winding linear layout following the contour with associated buildings and structures
- Its diverse building types and buildings/groups of individual interest
- Its predominantly quiet 'green' character with 'nodes' of activity at crossing/access points
- Its extensive tree cover with significant specimens and groups

**The survey work for this Appraisal update was carried out in 2018.**



### PLAN 1: TRENT AND MERSEY CANAL ROUTE THROUGH STAFFORDSHIRE



## **2. Planning Policy Context<sup>1</sup>**

Government policy recognises the importance of effective protection for all aspects of the historic environment through legislation and policy guidance. The Planning (Listed Buildings and Conservation Areas) Act 1990 provides specific protection for buildings and areas of special architectural or historic interest. The National Planning Policy Framework 2018 (NPPF) provides a full statement of Government policy on the historic environment, **including the recognition of significance of a variety of heritage assets, and is supported by the Planning Practice Guidance.**

The Government is responsible for compiling a List of buildings of special architectural or historic interest of national significance. There are three grades of listed buildings to give an indication of relative importance, Grade I, II\* and II; 94% of listed buildings are Grade II.

The Local Authority is responsible for designation of conservation areas where appropriate, and for formulating and publishing proposals for the preservation or enhancement of these areas. A conservation area is “an area of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance”. The effect of designation is broadly to bring demolition of buildings and work to trees under planning control and to restrict ‘permitted development’ rights which permit certain works to take place.

**Staffordshire County Council (SCC), supported by Historic England, has undertaken an Extensive Urban Survey of Rugeley in 2012 as one of a series of 23 medieval Staffordshire towns. Their report, which forms part of the evidence base for this document, aims to characterise the historic development of the town through reference to historic sources, cartographic material and archaeological evidence. The town is subdivided into Historic Urban Character Areas (HUCA’s) with a statement of archaeological, historic, aesthetic and communal value for each one, supported by more detailed descriptions and mapping. The central part of the Trent and Mersey Canal Conservation Area bounds or falls partly within HUCA’s 4, 5, 14, 15, 16 and 17. These extracts are contained in Appendix 2. Developers are advised to consult this document and the SCC Historic Environment team at an early stage when considering schemes within/adjacent to the Conservation Area.**

**Cannock Chase Local Plan (Part 1) was adopted in 2014 and contains local planning policy including CP15 seeking to safeguard all aspects of the District’s historic environment. Policies CP12 and CP14 seek to enhance biodiversity and landscape character. Policy CP3 seeks high standards of design of buildings and spaces, conservation and enhancement of the local historic environment as a stimulus to high quality design, and successful**

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<sup>1</sup> Planning policy context correct at date of adoption of this document but may be superseded by policy updates over time.

**integration with trees, hedges and landscape features to green the built environment. The Local Plan includes the Rugeley Town Centre Area Action Plan which sets out a development framework for Rugeley town centre area including urban design principles, guidance for opportunity sites including RTC8 which has now been partly developed as the Tesco store and Public Realm Enhancement and Transport policies relevant to the Canal. A key strand of the Area Action Plan is the reinvigoration of the Trent and Mersey Canal corridor as a leisure destination alongside the regeneration of the town centre. A Design Supplementary Planning Document adopted 2016 supports Policy CP3.**

**This Appraisal defines the special architectural and historic interest of the Conservation Area and opportunities for its preservation and enhancement from which the Management Plan follows. It therefore contributes to fulfilling the Council's statutory duty in respect of conservation areas and supports delivery of Local Plan policy in respect of heritage assets. Once adopted it will have the status of a material planning consideration of considerable weight providing a basis for development management decisions<sup>2</sup>.**

### **3. Development History**

The Trent and Mersey Canal was built as a cross-country canal through the North Midlands and completed in 1777. It was engineered by James Brindley as part of his 'Grand Cross' plan to connect the principal rivers of England by linking the rivers Thames, Severn, Mersey and Humber by inland waterways. It runs for 93 miles from the Trent Navigation at Shardlow to the Bridgewater Canal at Preston Brook, and was also known as the Grand Trunk Canal. It makes connections with the Coventry Canal, Staffordshire & Worcestershire Canal, the Shropshire Union Canal's Middlewich Branch, the Weaver Navigation, the Caldon, and the Hall Green Branch, which connects to the Macclesfield Canal.

The canal cost £300,000 to build but saved money and benefited the local economy as trips costed over two thirds less by canal at that time compared to transport by road. Staffordshire had no navigable rivers to use as an alternative means of transport, so the Canal was important in the transportation of goods such as coal and pottery, enabling smoother and quicker transport than the alternative rough roads. In Rugeley the coal mines were connected to the Canal by tramways linked to wharves, and the Canal raised the profile of the town and increased its prosperity.

By the 1860's the canal trade started to decline due to competition from the North Staffordshire Railway Company for commercial traffic, being a cheaper and quicker means of transport. By the 1860's the Canal had lost much of its business, and over the next hundred years there was a steady decline in commercial traffic. In 1948 the Canal was nationalised and since 1963 has been

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<sup>2</sup> Historic England Advice Note 1 'Conservation Area Designation, Appraisal and Management' 2016

under the control of British Waterways, a public body which exists to maintain and develop the Canal and the inland waterway network to fulfil its economic, social and environmental potential. Today it is leisure traffic that helps to maintain the Canal as a functioning transport link, together with residential boats. The Canal corridor is a valuable asset for walking, cycling and angling.

**North section: Brindley Bank Pumping Station/River Trent Aqueduct to Station Road (B5013) bridge shown on Plan 2:** The Canal enters the District and takes a sharp bend after the Aqueduct over the River Trent. Brindley Bank Aqueduct (in Lichfield District), a four-arched structure, was built by James Brindley and whilst the Canal follows the land contours as far as possible this crossing was made at 90 degrees to the River because the technology to build skew arches had not then been developed. The Canal then makes a 90 degree bend at the foot of Brindley Bank to resume the contour. The nearby Brindley Bank Pumping Station was built by the South Staffordshire Water Works Company in 1907 (Fig. 1). This Edwardian pumping station is a grade II\* Listed building containing a 105' long steam pumping engine and has most recently been used as the South Staffordshire Water Museum. It is an imposing and substantial red brick building with terracotta dressings and a slate roof, built in 'Tudorbethan Revival' style (a style of architecture reviving Elizabethan, Jacobean and Tudor elements). It stands within an informal landscaped setting adjacent to the former Waterworks Cottage. The Pumping Station was converted to electric pumps in 1969 when the boiler plant to the rear was removed and the chimney was demolished.



Fig. 1 Brindley Bank Pumping Station



Fig. 2 Old Chancel

Originally built in a rural location the site now stands on the north-west edge of the built-up area of Rugeley, though the open space within the site preserves a degree of its former open setting. A disused wharf which used to be connected to the Pumping Station by a tramway lies at the bottom of the slope below the building and now forms a wide bend in the Canal, full of reeds. The Canal provided easy access to supplies of coal. Other wharves existed at intervals along the Canal and by the mid-19<sup>th</sup> Century there were twelve wharves along

the Rugeley section. Historic maps indicate the existence of cranes in some places, such as here at Brindley Bank, giving a flavour of the former busy industrial nature of the Canal corridor which is perhaps hard to imagine today. The 'Bloody Steps' that run down from the Pumping Station to the Canal towpath at Brindley Bank were connected with the murder of Christina Collins in 1839. She had set out by canal boat to travel from Liverpool to London, but near Rugeley she was attacked and drowned. It is said that as her body was pulled from the water her blood ran down the flight of steps and the spot is still rumoured to be haunted to this day. Two boatmen were convicted of her murder and hanged at Stafford, and her body was buried in the graveyard at St Augustine's Church.

Milepost 34 at Brindley Bank is a 1984 replacement for an original post. The Trent and Mersey Canal Society have reinstalled many lost mileposts. The original 1819 cast iron mileposts were made in Stone and assisted in the collection of tolls.

A group of old buildings, including a canal-side cottage with a datestone of 1841, stand north of the churchyard on the west bank of the Canal. This group originally formed part of the Churchdale House Estate, and there is believed to have been a cobbled yard and wharf for the use of the Estate. These are outside but adjoin the Conservation Area.

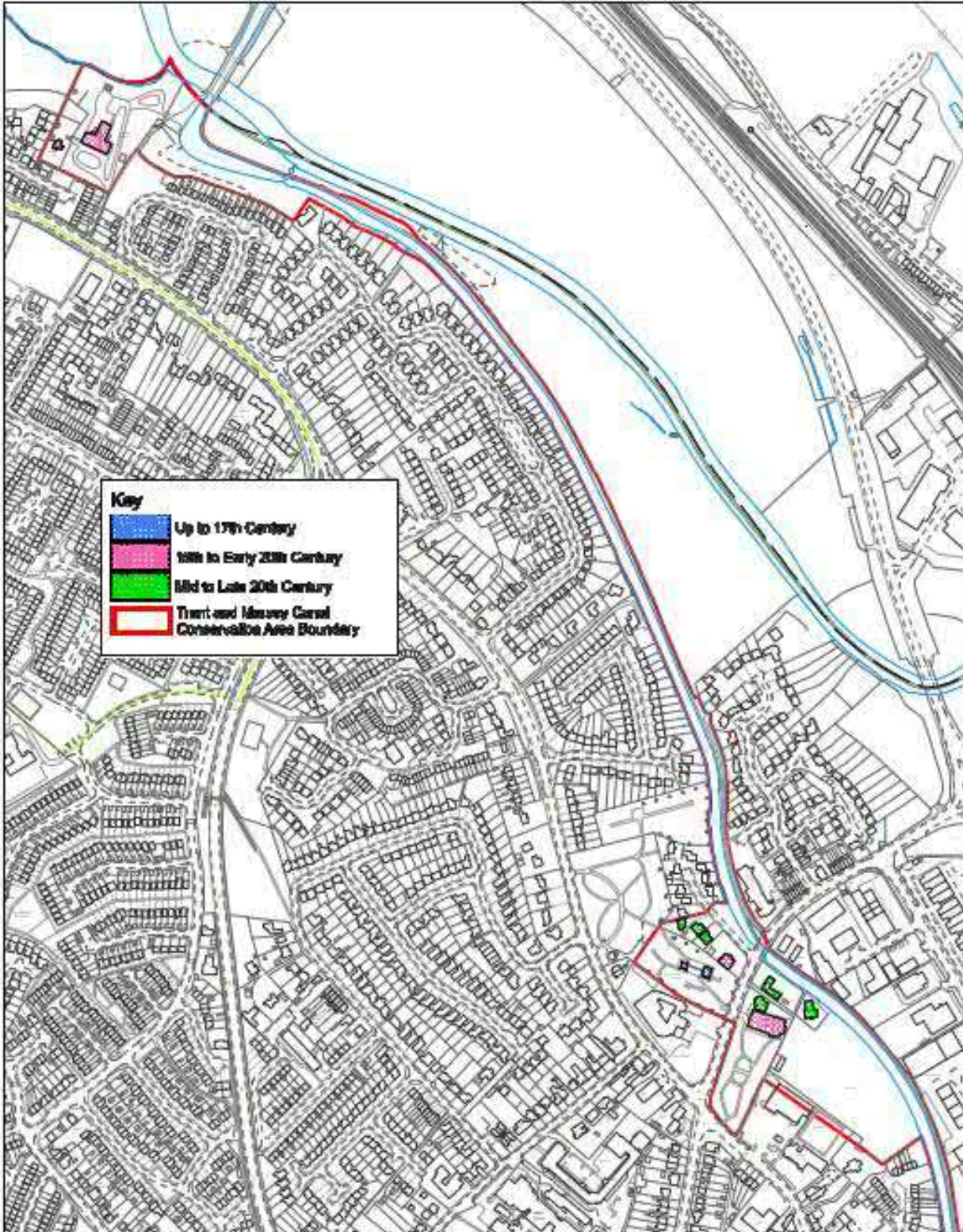
The remains of the old Church of St Augustine (the 'Old Chancel') are grade II Listed and sit in an enlarged graveyard that abuts the Canal (Fig. 2). The Early English tower is intact, and the Norman and Early English north aisle arcade connects with the chancel and north chapel, which contain memorials to the Weston family. First mention of a church in Rugeley was in 1189. It was extended and then replaced with a new church on the opposite side of the road in 1822, due to the state of the much altered old one which had become too small for the growing town. The Old Chancel is at the northern extremity of the town centre, close to the site of former historic buildings such as Rugeley Grammar School dating from 1567 and the medieval tithe barn which stood until 1649. The remains of the Church stand in the green setting of the churchyard amongst some fine mature and young trees. Within the churchyard stand two further Listed structures: the stone table tomb of sisters Elizabeth Cuting and Emma Hollinhurst dating from 1696, the slab carved in semi-relief with two effigies depicted in linen shrouds; also a churchyard cross dating from the late 14<sup>th</sup> Century comprising the lower part of a plain stone shaft set on a square base and step, and known as a 'weeping cross', with a kneeling place for penitents hollowed out at one corner of the base.

Between the Church and the Canal stands Church Croft, an elegant Georgian house, thought to have been built in 1800. Its grounds have since been developed with modern housing. The house was the residence of the Palmer family and birthplace of Dr William Palmer, the 'Rugeley Poisoner'.

On Station Road are several Cannock Chase Heritage Trail information boards with further historic information about the Churches and Canal.



 <p>Cannock <b>Chase</b> COUNCIL</p>	<h3>Plan 2: Development History - North Section</h3>	 <p>N W E S</p>
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Key	
	Up to 17th Century
	18th to Early 20th Century
	Mid to Late 20th Century
	Thorn and Masey Canal Conservation Area Boundary

**Central section: Station Road (B5013) bridge to Love Lane railway viaduct shown on Plan 3:**

Rugeley's current Parish Church of St Augustine of Canterbury, built 1822-23 with 1904 additions in a Perpendicular Gothic style, is a grade II\* Listed building that replaced the medieval Parish Church on the opposite side of Station Road (named as Colton Road in the original List description). It is built in ashlar masonry (blocks of dressed, cut, squared and finished stone) with slate roofs. The church stands in a green churchyard bounded by low stone walls and contains some fine mature and young trees. In the churchyard are the graves of Christina Collins and John P. Cook, one of the victims of the 'Rugeley Poisoner'. Its tower dominates the surroundings. Behind the Church is St Augustine's Field, a community owned playing field and open space run by a local charity, which creates an important open green area between the Canal and the town centre and contributes to the setting of the listed Church.

Milepost 33 is a 1984 replacement for an original post.

The old house and converted Canal warehouses near Leathermill Lane bridge have been sensitively restored. The residential accommodation and traditional red brick Canal bridge form an attractive gateway to the town centre from the Canal. The bridge is one of three similar which cross the Canal in the District, all narrow hump-backed examples with a single low semi-circular arch (see Bridges section).

The derelict Old Mill/canal warehouse built in 1863, shown in Fig. 3, is a prominent 3 storey building that is currently disused and in need of repair. It is named on the 1887 OS map as Trent and Mersey Mill, and the gable fronting the Canal still has a date plaque and the remains of the steam powered lifting gear connected with its use as a corn mill. It is considered to be a locally important canal building which could satisfactorily be given a new use. An ancillary cottage stands beside it, helping to enclose the yard.

The substantial grade II listed railway Viaduct which crosses the Canal was built in the mid-19<sup>th</sup> Century. The single span structure is made of rough stone with a brick lined semi-circular arch, dramatically skewed. It has rusticated stone voussoirs (wedge-shaped blocks forming the arch) and a rolled stone cornice (top moulding). The railway was constructed to carry Cannock's coal to the Trent Valley and connected Rugeley with Walsall, Wolverhampton and Birmingham. A branch line served Leahall Colliery (now the site of The Towers Business Park) and the concrete bridge, built in the 1950's, but now truncated, still crosses the Canal south of the Viaduct.

**South section: Love Lane railway viaduct to Lea Hall Road (A51) shown on Plan 4:**

Standing beyond the Conservation Area boundary the Power Station currently dominates the skyline and can be seen along the whole length of the Canal (Fig. 4). The Power Station shared a site with Lea Hall Colliery which supplied its coal via a conveyor. Rugeley 'A' Power Station was closed in 1995 and is being redeveloped, Rugeley 'B' opened in 1972 and was closed in 2016. It

was a coal-fired power station, commissioned in the 1960's, and its output was enough to meet the needs of half a million homes. It was a major town employer with its four massive cooling towers. Lea Hall Colliery was the first colliery planned and sunk by the National Coal Board. In 1954 two shafts were begun and sunk to a depth of 396 metres through eleven seams of Cannock Chase coal. The Colliery first produced coal in 1960 and closed in 1990. Its site, along a significant length of the Canal, is being redeveloped as The Towers Business Park.



Fig. 3 Canal elevation of Old Mill, Mill Lane. Fig.4 View of cooling towers

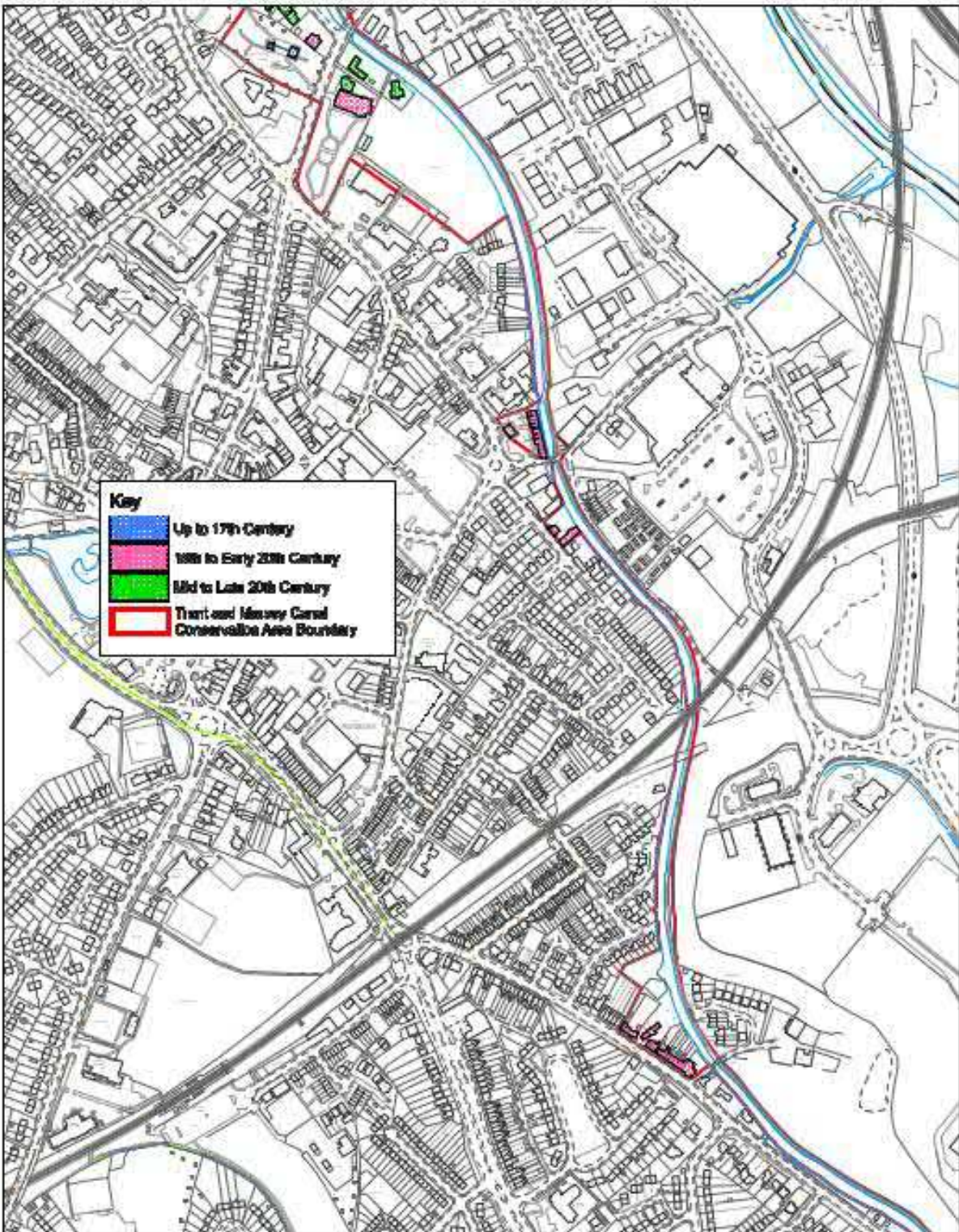


Fig.5 Mossley Tavern and Cottages

The Mossley Wharf was once a large transit point between horse-drawn wagons and the mines. The Mossley Tavern and workers cottages extend between Armitage Road and the Canal and were built following the introduction of the wharf, the buildings are typical of the design and construction used in the District in the 19<sup>th</sup> Century, shown in Fig. 5. Numbers 67-71 Armitage Road existed by 1840, and were angled at the entrance to the coal wharf, possibly as a check office and home of a wharf supervisor. The adjacent cottages have a date stone reading 'Mossley Place 1850', and The Mossley Tavern, now much altered, probably dates from about that time. These buildings face Armitage Road and back onto the Canal, adjacent to the second red brick canal bridge, Bridge 65. This is a little altered hump-backed bridge of the late 1760's. Once it led to



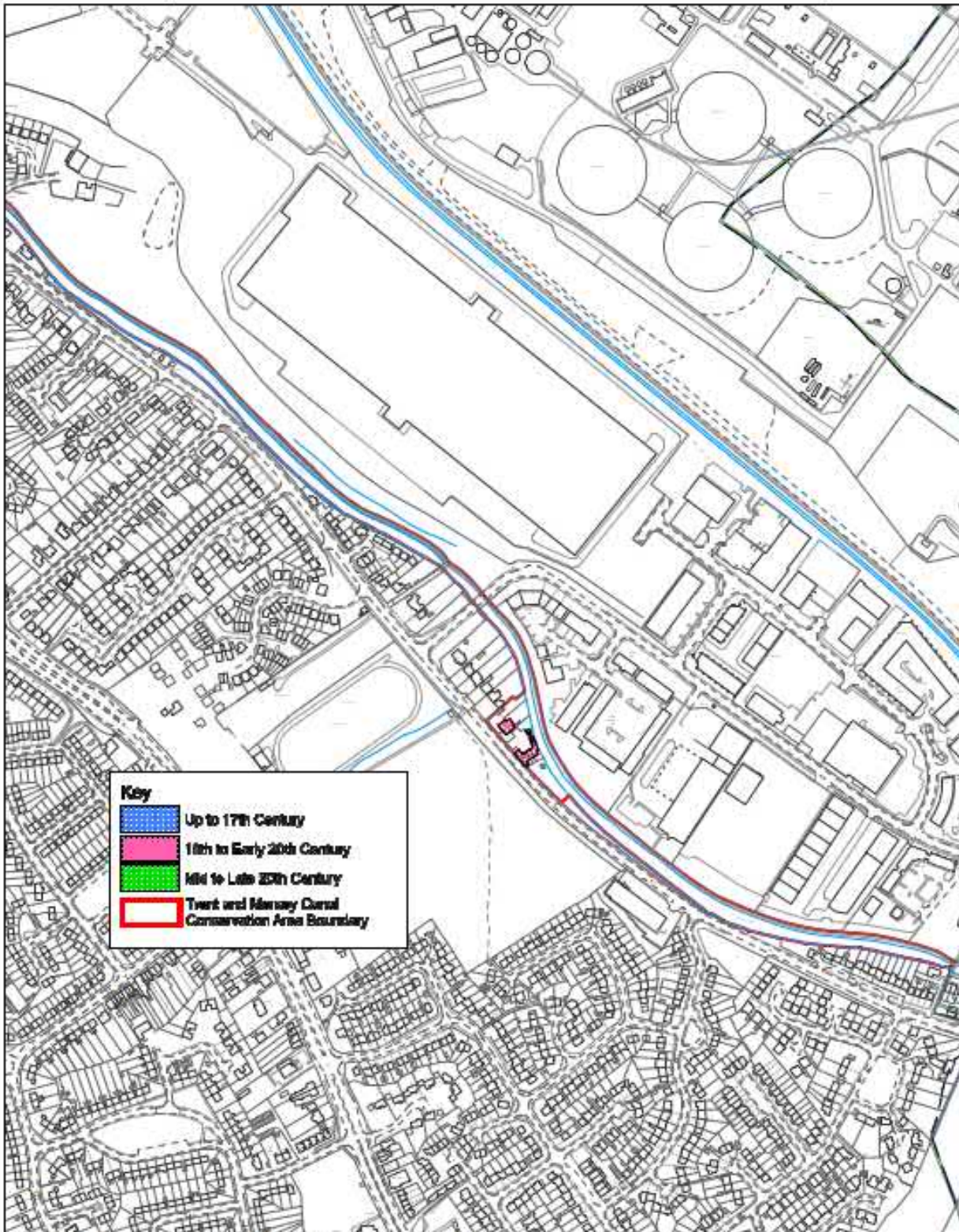
Plan 3: Development History - Central Section



Key	
	Up to 17th Century
	18th to Early 20th Century
	Mid to Late 20th Century
	Trent and Mersey Canal Conservation Area Boundary

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	<b>Plan 4: Development History - South Section</b>	
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farmland, but groups of cottages were built on both sides of the bridge when a horse drawn tramway began bringing coal from Brereton Hayes Colliery to The Mossley Wharf in the 1820's. The earliest cottages built over the bridge have now been replaced with modern houses. Behind the cottages at the Mossley is the former coal wharf, lately dredged out and reinstated as a 'winding hole' where boats can be turned, shown in Fig 6. Despite having been subject to a certain amount of cosmetic alteration, the buildings at The Mossley together retain strong group value. The Mossley Tavern is the only canal-side public house in the District.

Bridge number 64 is the third traditional late 18<sup>th</sup> Century red brick canal accommodation bridge and is a Listed building but currently disused, being inaccessible and overgrown. It is another hump-backed bridge with stone copings (cap stones) and corner piers, and once led to Leafields Cottages and farmland until made redundant by the building of Leahall Colliery in the 1950's (it was accessible from Armitage Road until the 1980's).



Fig. 6 The former Mossley Wharf



Fig. 7 Milepost 32

Tramways such as the 'Ginnie Wagons' ran from Brereton Levels down through Brereton village across Main Road by 1808, linking to the canal basin (later called the Talbot Basin – the Earls Talbot family controlled the Brereton Collieries) - which seems to have been dug c.1810. At the end of the 19<sup>th</sup> Century a tunnel was built under Main Road in the village which enabled the steam powered rope haulage system to be extended to the Basin. The tunnel has been used as a pedestrian underpass and was filled in during 2003. The old basin (now an area of open space and trees on the south side of Armitage Road by the junction of Thompson Road) has been dry since the removal in the 1920's of a hump-backed bridge on Armitage Road which linked it to the Canal. It is currently outside the Conservation Area however is recommended for inclusion in it with a boundary extension (see Part 7 of this Draft Appraisal update). This once busy site, where barges were loaded with coal brought by the 'Ginnie Wagons' from the Brereton pits between c. 1811 and 1924, first by horses but latterly by gravity on a single wire rope attached to a steam driven winch at the Brereton Levels.

Milepost 32 is a 1983 replacement for an original post and is shown in Fig. 7.

The Old Brewery Cottages on Armitage Road adjacent to the Canal form a mainly intact example of early 19<sup>th</sup> century housing provided by an employer for his workers as an integral part of a small industrial enterprise. A map of 1820 appears to show the site in use as an iron foundry, including the land occupied by 143, 145 and 147 Armitage Road, however by 1834/5 the premises had become a brewery. The siting may have benefited from the transport links provided by the Canal. The cottages today remain much as built in the early 19<sup>th</sup> Century despite some modernization of themselves and their surroundings.

On the opposite side of Armitage Road at the junction of Thompson Road is a small area of woodland which occupies the site of the former Talbot canal basin. This is noted in Brereton and Ravenhill Parish Plan 2006 Appendix 1 'List of buildings etc of particular value to the local community' as 'the dried up basin...is what remains of a once busy site where barges were loaded with coal brought by 'ginnie wagons' on a narrow gauge railway from the Brereton pits between 1811 and 1924, first by horses but latterly lowered some three quarters of a mile across fields and under Main Road Brereton by St Michael's Church by gravity on a single wire rope attached to a steam driven winch at the Brereton levels. The old basin has been dry since the removal in the late 1920's of a hump backed bridge on the Armitage Road that crossed its link to the canal.' The land is currently in use as public open space within the ownership of Cannock Chase Council.

The Canal leaves the District just before the modern road bridge carrying the A51 Rugeley By-pass.

The County's Historic Environment Record indicates areas of potential importance in increasing knowledge of the history of the town. Archaeology may exist anywhere within the boundaries of historic towns and has the potential to help understand origins, development and growth, therefore any development proposals involving the disturbance of ground within the Conservation Area may need to be accompanied by an archaeological assessment as part of a Heritage Statement to accompany the planning application.

#### **4. Townscape Character Appraisal**

##### **Location and Landscape Setting**

The Trent and Mersey Canal runs for a distance of just over 2 miles (3.6 km) through Cannock Chase District along the contour of the south bank of the River Trent, on ground gently rising from the valley to the forest and heath of Cannock Chase to the west. The Cannock Chase Area of Outstanding Natural Beauty was designated in 1958 and covers an area of approximately 6,900 hectares. Its primary purpose is to conserve and enhance the natural beauty of the area, and this higher ground forms a green setting to the historic market town of Rugeley.

The town lies roughly halfway between the County town of Stafford and the cathedral city of Lichfield, and the Canal runs along the eastern edge of the town. Beyond the Canal to the east currently stands Rugeley Power Station with its landmark cooling towers, soon to be demolished, and further east along the Trent Valley run the River Trent and West Coast mainline railway. Waterways and routeways follow the contours between the Chase and the River, features which have determined the historic layout of the area.

### **Spatial analysis**

The Canal Conservation Area comprises a predominantly linear landscape feature with little variation in topography as it passes through the District. The width of the Canal and its towpath is fairly uniform throughout. The Canal is crossed by seven substantial bridges, both road and rail, all but two still in use. Access to the Canal for pedestrians and cyclists is available beside all the working road bridges.

**North section:** As the Canal enters the District from the north after flowing across the Aqueduct over the River Trent it makes a 90 degree bend in front of an area of higher ground, Brindley Bank, which rises five or six metres above the Canal. From there southwards the land on both frontages becomes generally level and the Canal curves gently as it meanders through the District without the need for locks. The northern section of the Canal is abutted by residential gardens all along the west bank with open country on the east side, then gardens about the east side too. It has a spacious, semi-rural/suburban setting and a sense of containment is mainly provided by mature trees along the boundaries.

**Central section:** The central section running past Rugeley town centre as far as Leathermill Lane is bounded either by gardens or the green space of St Augustine's Field to the west and modern industrial units on Power Station Road to the east, then residential and commercial properties on both sides near the town centre. This section has a more urbanised setting, though still with significant tree groups in places, and fencing and large buildings closely about the Canal boundary. Love Lane runs south from Leathermill Lane beside the Canal on a bank about two metres higher which helps to contain the waterway at this point. The Canal turns beneath the substantial Viaduct and modern bridge, after which views open up again.

**South section:** The southern section after the railway Viaduct is bounded by residential gardens and part of Armitage Road to the west and the developing Towers Business Park, with a small residential frontage development near the Mossley, to the east. Ground levels here are mostly at Canal level apart from tree-planted banking within the Towers site, and again the waterway has a more open, semi-rural/suburban feel with tree cover dominant.

Within the Conservation Area boundaries the pumping station and churches stand as significant buildings within their own large green spaces, partly screened in views from the Canal by mature trees. The substantial three storey



Old Mill in the central section which stands on the Canal bank together with its adjacent cottage, is prominent in views at this point, as is the imposing structure of the Viaduct.

### **Character Analysis**

Townscape is the feature which distinguishes the special interest of a Conservation Area from the merits of individual buildings within it, including the inter-relationship between buildings and spaces. It derives from appearance, history and historical association, and its nature and quality may vary within the area. Examples are noted to illustrate features and are not intended to be comprehensive.

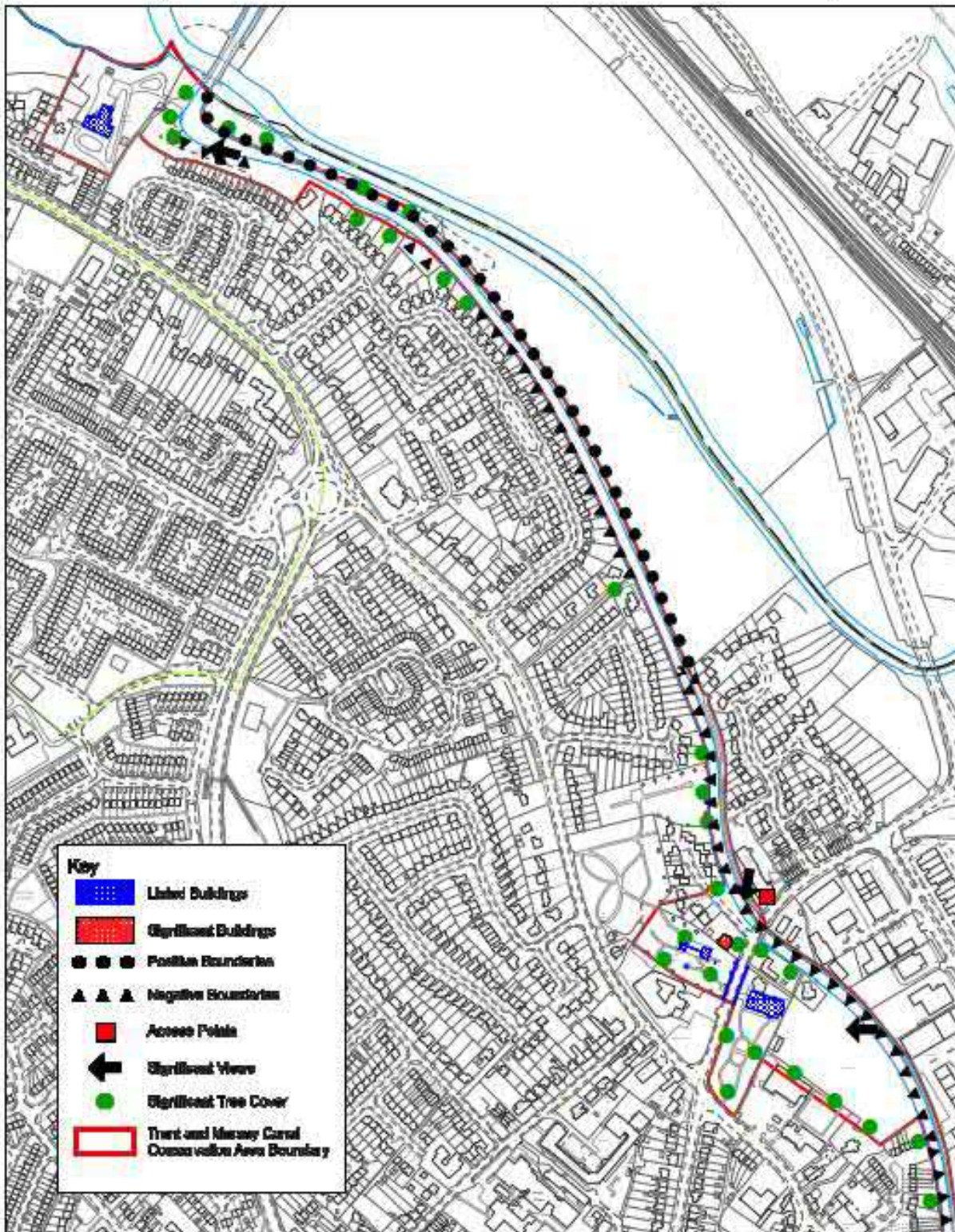
The Canal Conservation Area is defined by its well planted appearance, with buildings standing in a mature landscape. Some buildings within the Conservation Area are individually distinctive in design, form and materials, recognised by their Listed status. Those relating most closely to the construction and operation of the Canal tend to be unified by their traditional red brick construction and close proximity to the waterway.

The Pumping Station, Church and cottages retain their original uses; the Old Chancel largely stands a ruin and the Old Mill is vacant and in a dilapidated condition. The waterway itself remains in use as a transport route, today for leisure purposes rather than commercial, and is a valuable asset to the area.

**North section shown on Plan 5:** The northern section of the Canal is mostly rural in character. To the eastern side is the flat floodplain of the River Trent with arable fields between the River and the Canal which add to the rural feel. Some mixed woodland areas of oak, alder and ash at intervals, thinning to a hedgerow with mature and young trees, borders the east side of the Canal. The West Coast Main Line railway embankment and Rugeley Bypass (A51) can be seen in the distance. The western side of the Canal is bordered by a raised escarpment that runs through the gardens of houses that sit on the bank above the Canal. Brindley Bank Pumping Station is visible through the trees. Some good willows, sycamore and a line of pine trees stand at intervals along the waterway, together with other mixed groups of trees, however there are significant stretches at the rear of properties on Albany Drive and Old Eaton Road with little or no tree cover and where consequently the visual impact of garden decking etc is much greater and the environmental and ecological value is lower. Tree Preservation Orders cover some of these tree groups. As the Canal approaches the Station Road bridge the bank descends nearer the water level. Further significant trees stand in the churchyard around the Old Chancel, including cedar, yew and oak, and in the garden of Church Croft.

**Central section shown on Plan 6:** The central section of the Canal is more built up and runs past Rugeley town centre. The eastern edge of the Canal north of Leathermill Lane is bordered by industrial premises separated from the Canal by a mixed hedge, sparse and gappy in places, with some trees. A high conifer

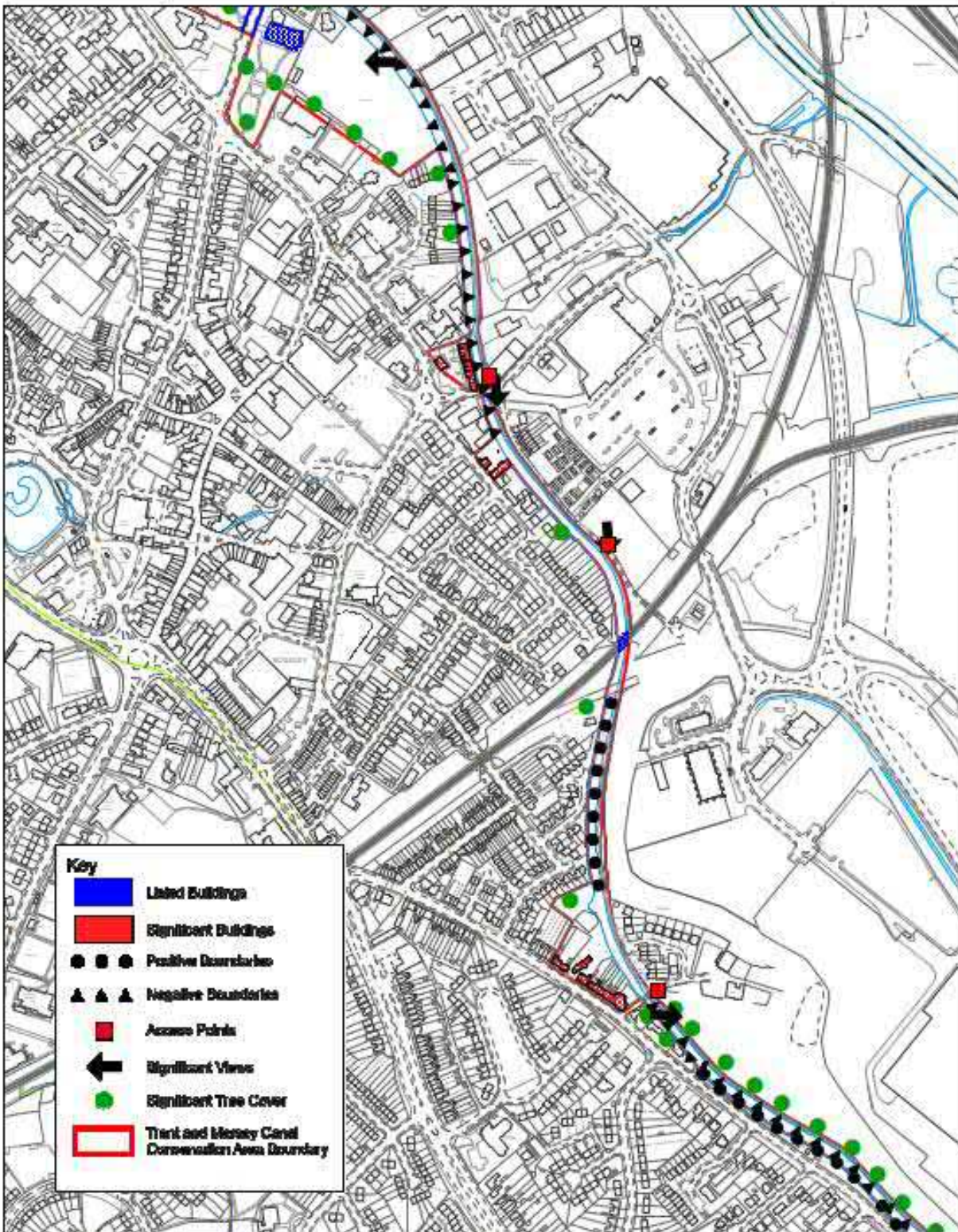
 <p>Cannock <b>Chase</b> COUNCIL</p>	<p><b>Plan 5: Townscape Appraisal - North Section</b></p>	 <p>N W E S</p>
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Key	
	Listed Buildings
	Significant Buildings
	Positive Boundaries
	Negative Boundaries
	Access Points
	Significant Views
	Significant Tree Cover
	Trent and Mersey Canal Crossed via Area Boundary

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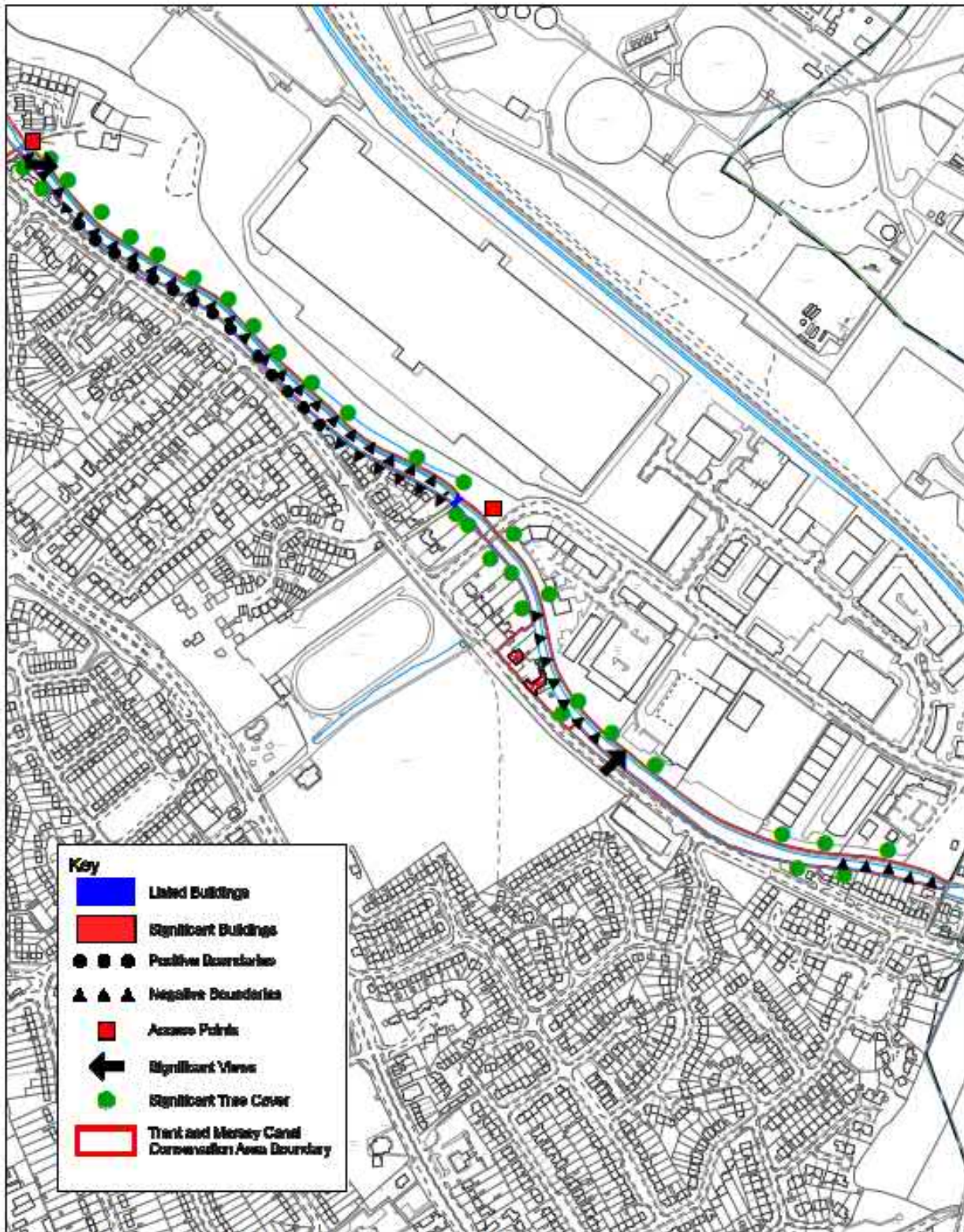
hedge stands at the rear of Tannery Close which screens the industrial property but has an overbearing visual impact on the Conservation Area. The new Tesco store is set well back from the canal behind a paved public realm scheme leading towards and over Leathermill Lane Bridge. It stands low in the landscape and together with its signage is considered to have a neutral impact on the setting of the Conservation Area. South of Leathermill Lane is a mobile home park, several houses and a large open former industrial site. A bank topped by a hedgerow with a few gaps and Love Lane separate these properties from the Canal. The western side of the Canal, north of Leathermill Lane bridge, accommodates St Augustine's Church, St Augustine's Field and residential properties, including converted canal warehouses. Commercial premises, a derelict mill/canal warehouse and modern houses line the bank south of the bridge. A good stand of mature sycamore, lime, holly and ash trees along the Canal and a fine group of trees in the Churchyard, including plane, copper beech and yew, make a strong positive contribution to the Conservation Area. A well-shaped horse-chestnut at the rear of property in Queen Street forms a good feature of this section of the waterway. A Tree Preservation Order covers the willows at the rear of properties on Phoenix Close and trees within St Augustine's Field. Pedestrian access to the towpath is available by Leathermill Lane Bridge and Love Lane near the Viaduct.

**South section shown on Plan 7:** The listed railway Viaduct dominates the southern part of the Canal at this point and creates a definitive boundary line. This stretch of Canal runs through the urban area but has a more tranquil appearance due to the established vegetation along the banks. The western side of the Canal is bordered by Armitage Road from The Mossley for most of its length with areas of housing and commercial premises. On the south side of the Viaduct extensive mature tree growth on the former railway embankment creates a green interlude, and there is also a small pocket of flat land beyond the housing near The Mossley with several isolated trees including a good ash rear of houses on Armitage Road.

Hedging and a high earth embankment covered with young tree planting separates the developing Towers Business Park from the eastern side of the Canal. The embankment continued beyond The Mossley behind a significant group of very mature and massive poplar trees interspersed with cherry, ash and oak until recently, however the poplars have lately been felled for safety reasons and replacement tree planting has been carried out. There are views of the Power Station cooling towers and the Business Park development through the trees.



Plan 7: Townscape Appraisal - South Section



**Key**

- Listed Buildings
- Significant Buildings
- Positive Boundaries
- Negative Boundaries
- Access Points
- Significant Views
- Significant Tree Cover
- Therl and Mosley Canal Conservation Area Boundary

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A recent pedestrian access leads down to the towpath from Wheelhouse Road and nearby on the western side of the Canal stands a recent residential development, Woodbury Walk, on the site of a former motor garage, which has been designed in sympathy with its canalside setting. Mature tree planting has been retained and supplemented and new fencing and hedging helps screen the car parking which is located between and behind the buildings. The appearance from the Canal towpath is of traditionally designed red brick buildings in a well planted setting and overall the development contributes positively to the setting of the Conservation Area. Beyond Wheelhouse Road Bridge the Business Park development stands closely beside the Canal boundary. Behind Leahall Business Park an older high conifer screen has rather an overbearing visual impact. Boundary fencing along this stretch is mostly metal palisade fencing which has a harsh appearance however further along the Business Park buildings are screened by a planned 10metre wide landscaped buffer of young mixed native tree and shrub planting with more attractive 'weldmesh' type fencing.

Further south a significant group of mature poplars, willow, sycamore and birch trees in gardens rear of properties on Armitage Road(south of Wheelhouse Road), willows near Brewery Cottages and groups of willow, ash, birch and alder separating the Canal from Armitage Road all make their contribution. Tree Preservation Orders cover a poplar at The Mossley, limes at Wheelhouse Road, poplars rear of Leahall Business Park and an ash rear of a dwelling in Regency Court.

A new housing development on both sides of the Canal infills the remaining land astride the District boundary with Lichfield west of the A51 bridge. This resumes the domestic suburban character of other parts of the Canal after the larger scale Business Park properties and their curtilages, and is considered a neutral impact on the Conservation Area setting.

**Trees and hedges:** The mature trees and hedges which line the Canal corridor and soften the individual buildings create a continuous strong positive green feature, having both visual and environmental value, see Fig. 8. Conservation Area status places protection over trees within its boundary, though many of those which bound and overhang the Canal are growing on land beyond the boundary, so unless they are covered by separate Tree Preservation Orders or are growing directly on the bank are beyond the scope of its protection. Some trees and groups which make a particular contribution to amenity along the edges of the Conservation Area are covered by Tree Preservation Orders. The green Canal corridor also has an important ecological role as a wildlife route, including bat foraging area. Waterbirds and other wildlife make use of the corridor which forms a rural route through the urban area.

Trees also help to segregate the tranquillity of the Canal corridor from the surrounding activity and traffic. Views of nearby buildings and landmarks are possible between the trees, with more open views through bare deciduous trees in winter, the branch structure itself continuing to add visual variety. In some places the tree canopy joins overhead to create a green tunnel. In most places it

is more intermittent allowing outward and inward views but still softens the visual impact of the surroundings, so where it is wholly missing buildings and ancillary structures on the banks seem particularly visible and intrusive. The tree and hedge cover make the Canal a pleasant and attractive place to be, and many



Fig. 8 The green corridor in the south section. Fig. 9 Access by Leathermill Lane Bridge with poor surfacing and gradient

householders have created seating areas by the water. There is interplay of light and shade from the overhanging trees which adds to the tranquil atmosphere. Where management of existing trees requires their careful removal, perhaps due to decay or over-maturity, appropriate replacement planting will be the key to maintaining the character and appearance of the Conservation Area into the future. Some of the more important trees and tree groups, as well as the significant gaps, are highlighted in the character analysis sections.

**Bridges:** There are three traditional hump-backed brick bridges crossing the Canal (Fig. 10). One is Listed (Bridge 64, near Wheelhouse Road), a further one (Bridge 65, at The Mossley) is a little altered original and a third (Bridge 66, at Leathermill Lane) has been partly rebuilt. The bridge at The Mossley has been strengthened with metal supports on the south side. The Listed bridge once led to cottages and farmland east of the Canal which was developed as Leahall Colliery in the 1950's when the bridge became (and remains) redundant. Some of the bridge structures show evidence of wear on the underside from ropes pulling horse drawn barges, such as on the bridge at Leathermill Lane. There are two modern concrete road bridges (carrying Station Road and Wheelhouse Road). The railway crosses the Canal on a Listed stone arched Viaduct, and there is a disused concrete railway bridge adjacent which carried the colliery branch line. The bridges frame views along the Canal corridor, and the traditional ones create attractive reflections in the water.



Fig. 10 (upper row from left) Bridge 64, 65, 66;(lower row from left) Listed railway Viaduct and disused concrete bridge

**Sound and light:** Traffic noise intrudes at various locations, also the sound of passing trains in the north section where there are more open views across fields to the mainline railway and By-pass. Otherwise the soft sounds of canal boats, lapping water and birds predominate. Illumination is limited to light spill from adjacent street lighting and from a few industrial units and some garden lighting. The Canal is essentially a dark corridor, favouring wildlife such as bats.

### **Building materials**

The most characteristic building material in the Conservation Area is the dark orange-red brick used for the canal bridges, cottages and old Mill. The churches are built of white sandstone, as is the Listed railway bridge. The brick bond used for the canal bridges and Old Mill is English bond – alternate courses of all ‘headers’ and all ‘stretchers’ on each row. This is considered to be the strongest bond because no continuous vertical joints are formed in the brickwork. It was popular where structural strength was considered important. The cottages at The Mossley are built in Flemish bond – alternate ‘headers’ and ‘stretchers’ on each course. This is a decorative bond introduced in the 17<sup>th</sup> Century for more important buildings and by the 18<sup>th</sup> Century was used increasingly for smaller buildings. Its greater economy in the use of brick (the proportion of ‘stretchers’ is greater) made this bond popular. The brickwork of most of the cottages at The Mossley and Brewery Cottages has been painted or rendered in light colours. Staffordshire is well endowed with clay suitable for brick and tile making, and local brickyards operated into the 20<sup>th</sup> Century. The modern buildings adjacent to the Canal are built in Stretcher bond, widely used today for the construction of cavity walls, where all the bricks are ‘stretchers’, except for a ‘header’ in alternate courses at the quoin.



Traditional roof coverings in the Conservation Area include red and blue clay tiles and blue slate. Such materials give a texture and liveliness not found in artificial materials and are to be valued. There were small paned cast iron window frames in some of the windows at Brewery Cottages until a recent modernisation. Some remnants of cast iron rainwater goods also remain.

### **The public realm**

The Canal towpath is accessible to the public from various points along its length beside the road bridges. At Wheelhouse Road a new fenced and surfaced access path has been created recently in conjunction with adjacent new development on The Towers, improving accessibility at the south end of the Canal which previously was very limited. Elsewhere some of the access points would benefit from improvements to surfacing and gradient, such as the area shown in Fig. 9. A scheme is in progress currently to create this improvement largely funded by the Tesco developer contribution. The central section of towpath is generally surfaced with a 'Bredon gravel' type self-binding finish, and it varies in width. A well made section is shown in Fig. 11. In the north and south sections the path has a more natural finish appropriate to its rural character, but is inclined to be muddy. Beneath the older canal bridges there is a surface of stone setts to withstand more intensive use.



Fig. 11 Well made footpath surface and canal edging in the central section.  
Fig. 12 Green 'weldmesh' type fencing along the towpath rear of The Towers BusinessPark.

Street furniture includes mileposts, benches and signage, with information boards at intervals giving brief historical and tourist information. Mostly this is focussed on the central section of Canal. There are three replica cast iron mileposts along the Canal, reinstalled by the Trent and Mersey Canal Society in the 1970's and 1980's. The original 1819 cast iron mileposts were made in Stone and assisted

in the collection of tolls. One south of The Mossley reads 'Shardlow 32 miles' and 'Preston Brook 60 miles'.

The waterway has a variety of edging along its length including stone blocks near Leathermill Lane, modern metal sheet piling in many locations and coir rolls between Leathermill Lane and The Mossley. The latter seek to provide a more natural edge whilst resisting wash from boat traffic and encourage regrowth of vegetation. In a few areas there appears to be just a natural turf edge however this is being eroded by boat wash and will soon need repair. The Canal corridor has been the subject of several improvement schemes in the past – in the north section a scheme to improve the edging and towpath, benches and tree/hedge planting took place in the early 1990's; the central section was similarly improved in the early 2000's. The southern section of the Canal remains to be considered for similar improvements, which should aim to preserve its character. In the north and south sections there appears to be less human activity than in the central section, though with regular use by walkers and anglers. Activity may increase along the southern section as new housing is developed between Brereton and Armitage.

Visitor moorings exist mainly along the central section of Canal close to Rugeley town centre, with occasional boats moored at other locations. The frequent passing of colourful canal boats brings great vitality and a sense of long tradition to the Conservation Area.

Towpath surfaces in some locations would benefit from repair or resurfacing in a similar manner to the good existing sections, with care taken in the north and south sections to preserve the rural feel. Notice boards and street furniture would benefit from an update to enhance the attraction of the area to visitors and encourage boaters to stop and visit Rugeley, in conjunction with proposed enhancement of pedestrian links to the town centre.

### **Boundary treatment**

Along the Canal corridor much boundary treatment is good, with hedgerows or traditional railings, and also modern green 'weldmesh' type fencing to some of the industrial units which is appropriate to give a secure but attractive finish, see Fig. 12. In other places, however, fencing such as metal palisade is poor and would benefit from replacement with a more suitable secure and attractive alternative or at least planting up to provide better screening. The electricity substation at Leathermill Lane bridge would benefit from being shielded from view with fencing or hedging next to the towpath entrance to camouflage its obtrusiveness. The new housing estate access road at The Mossley has a standard metal crash barrier fronting the Canal (in the middle of the hedgerow) that looks out of place. Replacement with a hedgerow and wooden bollards would be a visual improvement, or at the very least it could be painted green.

### **The setting of the Conservation Area**

Historically the Canal largely ran through open countryside with scattered cottages, apart from the central section close to the town where a tannery, gas works and the Trent and Mersey Mill (noted as a flour mill in 1882) stood nearby during the 19<sup>th</sup> Century. Other warehouse buildings once stood upon the banks. Southwards The Mossley formed the focus of a settlement of cottages, with some limekilns, and there was a further similar group around the wharf and basin at Lea Hall.

In a linear Conservation Area the surroundings and setting to either side have potential to make a very significant impact on its character and appearance. The presence or absence of trees and hedges, the close proximity of open countryside or urban development, the quality and condition of adjacent buildings and curtilages, including boundary treatment and an array of garden landscaping, all have an impact on the appearance of the Conservation Area.

Views out of the Canal Conservation Area are extensive in places and more limited by mature tree growth and higher ground levels in others. In particular, views of the St Augustine and Old Chancel church towers though the trees near Station Road, and the spire of Sts Joseph and Etheldreda's Church nearer the town centre add interest and a vertical dimension. The four cooling towers of Rugeley Power Station form a landmark in views, particularly from the south section of the Canal; following the recent closure of the power station their demolition is imminent. Otherwise there are attractive views along the Canal corridor as it turns between the trees, framing boats, bridges etc.

Today the northern section of Canal has a suburban or semi-rural setting, running mainly between modern residential property with gardens and open countryside. The central section has an urban setting with commercial or residential development on either side as it passes the edge of the town centre then the south section reverts to a suburban or semi-rural setting, bounded by residential property with gardens and the landscaped Towers Business Park.

## **5. Loss/Intrusion/Negative features**

The character and appearance of a Conservation Area can easily be eroded as a result of unsympathetic alterations and development and the decay or removal of characteristic features. Modern development, though 'of its time' is not always sympathetic to character and appearance, but conversely copying 'historic' architecture may not be the best solution. Through careful design new buildings can respect, complement and enhance the architectural character of an area. Fine buildings of any type, style and age can enhance the visual environment and contribute to a sense of community.

Modern infill development, residential and commercial, occupies significant lengths of Canal frontage in some locations, and though almost all is outside the Conservation Area it has a visual impact on its setting. The more recent development has sought to better respect its canal-side location, for example, as The Towers has developed east of the south section of the Canal, buildings have

been required to present a more attractive elevation to the Canal, with a significant soft landscaping zone and restrictions on outside storage, so that generally the view from the towpath is more attractive than some other sections of the Canal, such as the rear of industrial units on Power Station Road. The recent residential development on the former Bradbury and Brown site on Armitage Road has also achieved a sympathetic result, integrated into its waterside setting with its design, tree retention and appropriate fencing and planting.

The cumulative effect of many minor alterations to older residential properties can also have a negative effect. Special architectural interest is very vulnerable to the process of modernisation, much of which is permitted without the need for any planning permission and the result can be loss of diversity and subtlety, affecting character and appearance. The recovering of roofs, removal of chimney stacks and other architectural details and the replacement of traditional timber windows in artificial materials and to non traditional designs can have a similar impact. The loss or decay of distinctive local features, such as those noted in this Appraisal, can detract from special architectural and historic interest. Remaining features often tend to be the remnants of what once existed in the area. Bearing in mind that these are the very features which helped to create the distinctive character and appearance in the first place, their vulnerability is evident. The upgrading of property does not have to be at the expense of historic fabric and character, conversely retention of appropriate detailing reinforces special interest. The Conservation Area is fortunate in retaining buildings and structures of architectural and historic significance.

Keeping historic buildings in use is the key to keeping them in a good state of repair. Restoration of the Old Mill and improvements to the boundaries of properties facing this central section of the Canal will be encouraged to improve this gateway to the town centre. Any potential for bringing the Listed bridge back into some use or making it accessible will also be considered.

The visual impact of the huge range of domestic paraphernalia in gardens abutting the Canal is quite significant from the towpath and the presence of planting can help to soften its impact on views along the Canal. Open storage in commercial yards is visible in some places, so permissions for recent commercial developments have sought to control the extent of open storage with screen fencing, planting and in some cases prohibition. There is also currently light spill into the Canal corridor from certain sites which is having an observable effect on bat activity. New tree and hedge planting, particularly in areas where little exists, and a sensitive approach to any lighting will be encouraged.

A Management Plan will be prepared following from this Appraisal update which will seek to address the detailed issues raised.

## **6. Community Involvement**

A report has been taken to the Council's Cabinet seeking approval for consultation on this Draft updated Appraisal document. Occupiers of all properties in the Conservation Area, local ward councillors, Rugeley Town Council, Brereton and Ravenhill Parish Council, The Landor Society and technical consultees will receive publicity about the Document, inviting comments. Copies were sent to British Waterways, The Inland Waterways Association and the Trent and Mersey Canal Society for comments. A copy was published on the Council's website [www.cannockchasedc.gov.uk/planningpolicy](http://www.cannockchasedc.gov.uk/planningpolicy). At the end of the consultation period representations received and proposed changes to the draft in the light of those representations will be reported back to the Council's Cabinet. The Council will then adopt the updated Appraisal.

## **7. Conservation Area Boundaries**

The boundary of the Conservation Area follows the boundaries of the Canal corridor with extensions to cover nearby significant buildings and groups. The boundary was reviewed during preparation of the previous Appraisal in 2012 and, following no objections raised to the proposal to exclude from the Conservation Area a small area of modern infill housing in Church Croft Gardens to align with current plot boundaries and make more sense in that location during consultation on the Appraisal, this change was made. The suggestion to extend the Conservation Area boundary to include the former Talbot Basin, in view of its historical links with the Conservation Area as set out in the Development History section of this Appraisal update, was also made at that time by the Inland Waterways Association. In order to consider this suggestion fully it was resolved to consider it and consult on it now through these Draft documents. The proposed change is shown on Plan 8 in Appendix 3.

## **8. Enhancement Opportunities/Recommendations for Management**

A specific responsibility is placed upon Local Planning Authorities to take account of the character of a Conservation Area when exercising their duties. The local distinctiveness of particular areas is greatly to be valued and needs to be reinforced in order to maintain diversity, attractiveness and historic continuity. The main opportunities for enhancement of the Conservation Area are through the development management process and in conjunction with the Canal and River Trust. This Appraisal seeks to indicate what it is desirable to preserve, and how, and sets out broad principles for enhancement.

The Council will undertake to work with property owners to seek satisfactory solutions of issues adversely affecting the character and appearance of the Conservation area. The intention is not to unduly restrict the individual freedom of residents but to enable the Council to have the opportunity of advising residents of the most appropriate design and materials.

The following recommendations will be taken forward into a Management Plan Supplementary Planning Document for the Conservation Area:

**Recommendations:**

**1:** Consideration of planning applications will be informed by the detailed descriptions of character contained in this Appraisal, particularly the features of interest and the areas which would benefit from improvement. There will be a general presumption in favour of preserving buildings and features identified in this Appraisal as making a positive contribution to the special character and appearance of the Conservation Area.

**2:** Proposals affecting the Conservation Area must be advertised and account taken of representations in determining each case.

**3:** Future development should take account of the special interest of the area as set out in the Appraisal. New development will need to acknowledge the relationship of buildings to spaces and the waterway frontage and reflect existing architectural detailing, including colour, texture and range of materials. It should also respect existing trees. Any opportunities for enhancement of areas highlighted as having a negative visual impact would be welcomed.

**4:** Traditional materials should be used in all building repair works and both hard and soft landscape elements treated sensitively:

- Where repair works fall within planning control the use of traditional materials for routine repairs will be required, and elsewhere encouraged.
- The repair/retention of original chimney stacks and pots, ridge tiles and other architectural details will be encouraged.
- **Where timber windows are repainted, colours should be carefully chosen; a light colour often works best and white has been used traditionally. Regular painting helps protect timber windows from the weather and although it needs regular attention the end result is far superior to a modern upvc replacement in maintaining the historic value of the property and the Conservation Area overall.**
- Re-roofing should use traditional tiles or slates rather than artificial substitutes. Where necessary, window replacement should match the original design and glazing pattern.
- Ongoing repair and maintenance of boundary walls is encouraged.

**5:** Opportunities for public realm improvements will be pursued which should include a consistent approach to street furniture and reduction of clutter, with the inclusion of appropriate and suitably sited trees. Environmental and boundary treatment improvements in key locations will be sought, including management of existing planting as appropriate. Owners of property adjacent to the Canal will be encouraged to carry out appropriate tree planting. The Council will work with the Canal and River Trust to ensure that vegetation along the Canal is managed to strike a balance between the needs of the functioning waterway and attractive environmentally rich surroundings. The character of the Canal will be respected, in particular the semi-rural character of the north and south sections, with minimal

street furniture and appropriate towpath surfacing and waterway edging. Care should be taken that, in encouraging public use of the waterway, its benefit to wildlife is not reduced. Opportunities will be taken to improve signage to link the towpath to the wider public footpath and cycle network through the surrounding countryside. Improvements to towpath surfacing and waterway edging will be sought in appropriate locations, particularly in the southern section of the Canal.

**6:** The Council will undertake to work with property owners and the Canal and River Trust to seek satisfactory solution of issues adversely affecting the character and appearance of the Conservation Area. In particular, the potential of the Old Mill and the Listed canal bridge will be explored.

**7:** Opportunities to improve pedestrian/cycle links between the Canal and its surroundings, particularly Rugeley town centre and including enhanced access to the towpath at key locations will be pursued. Improved boat mooring facilities to encourage boaters to stop and visit the town and other local facilities will be encouraged. New mixed use development on the former Power Station site (including in Lichfield District) which is c. 300m north of the Canal would benefit from a network of pedestrian and cycle links, including to the Canal, to connect development with the surrounding area and provide residents and employees with an attractive route to shopping and leisure facilities in Rugeley town centre.

**8:** Opportunities to enhance the setting of the Conservation Area and views in and out will be pursued. New development visible from the Canal corridor will respect its character including appropriate boundary treatment and planting, with use of 'sustainable lighting' to avoid increasing light levels within the dark corridor. Occupiers of properties close to the Canal corridor will be encouraged to avoid lighting which spills into the corridor to avoid adversely affecting wildlife. Lighting of new development close to the Canal should be designed to avoid light spill into the Canal corridor. Lighting of existing properties bordering the Canal will be encouraged to follow sustainable principles. Loss of the Power Station cooling towers will leave a gap in the wider landscape setting of both the Conservation Area and the town; perhaps there will be an opportunity for replacement with a new landmark building.

## **9. Useful Information**

Further advice is available on the content of this Appraisal from the Planning Policy Team, Cannock Chase Council, Civic Centre, PO Box 28, Beecroft Road, Cannock, Staffs WS11 1BG.

The principal sources of historic and local information referred to are:

- Rugeley Library Local Studies Section Clippings Files
- Staffordshire County Council Historic Environment Record
- 'Looking Back on Rugeley' by Alec Neal, published by The Landor Society.
- Brereton and Ravenhill Parish Plan draft List of Buildings and Features of Importance and Interest within the Parish (2005)

- Public information boards along the Canal (some provided by the Trent and Mersey Canal Society)
- SCC Extensive Urban Survey for Rugeley 2010
- Websites:
  - [www.heritagegateway.org.uk](http://www.heritagegateway.org.uk)
  - [www.imagesofengland.org.uk](http://www.imagesofengland.org.uk)
  - [www.waterscape.com/canals-and-rivers/trent-and-mersey-canal](http://www.waterscape.com/canals-and-rivers/trent-and-mersey-canal)
  - [www.cannockchasedc.gov.uk/site/heritagetrail/trent.html](http://www.cannockchasedc.gov.uk/site/heritagetrail/trent.html)
  - [www.staffspasttrack.org.uk/exhibit/archivesmillenium/1700-1800.html](http://www.staffspasttrack.org.uk/exhibit/archivesmillenium/1700-1800.html)
  - [www.tmc-mileposts.co.uk](http://www.tmc-mileposts.co.uk)



## **Appendix 1: Listed Buildings within the Conservation Area**

### **1. Brindley Bank Pumping Station, Wolseley Road**

Grade II\* Listed 2006 Water pumping station. 1902-07, by William Vaudrey, the engineer of the South Staffordshire Waterworks Company. Constructed of brick with terracotta dressings and a slate roof. The building is of T-shaped plan comprising the principal east-west range of the engine house with a lower projecting rear boiler house. It is in Tudorbethan Revival style, of two storeys, with attic and basement. The near symmetrical front is of seven bays with the left of centre entrance bay set forward. There is a continuous drip mould, plinth and brick corbel table interrupted only by the entrance bay. There are small finial gables to end, central and entrance bays with coped parapet. The principal Tudor arched doorway has a stopped label mould raised above a dated panel, and 2 leaf doors. The chamfered mullion windows have plate glass casements, those to the ground floor are 4 light with transoms. At first floor the gabled bays have 4 light windows with diamond panels to bays between with hood moulds over. The entrance bay has a long 2 light double transomed window with a 4 light window to the gable, the other gables have single slit windows. Each reveal has a central buttress flanked by 2 light transomed windows and 5 light attic windows. The architectural treatment continues to the rear with the central projecting top lit boiler house which has Tudor-arched doorways, drip mould and mullioned and transomed windows.

Interior: Large open engine house containing a 1907 Hathorn Davy horizontal duplex steam engine with bell cranks and tail rods working pumps extending the full length of the building. Brick pilasters at each side support the gantry crane. Within the basement at the front of the engine house is a circa 1914 iron removal plant comprising six mechanical sand filters. To the rear is the boiler house which, although having lost its boilers, is intact with the same architectural treatment as the engine house.

History: The South Staffordshire Waterworks Company (SSWC) was founded in 1853. The pumping stations for the company were all designed in house and as such Brindley Bank fits in to a recognisable sequence with other SSWC pumping stations Maple Brook and Pipe Hill, both near Lichfield. The building was designed to house two engines, although only one was installed. The pumping station is situated close to a branch of the Trent and Mersey canal which facilitated access to supplies of coal. In the early C20 sand filters for iron removal were installed in the basement, beneath the vacant area for the second engine. The pumping station was converted to electric pumps in 1969, still in operation today, at which point

the boiler plant to the rear of the site was removed and the chimney demolished.

Summary of Importance: This is an important Edwardian pumping station housing a horizontal engine of rare surviving type and in excellent condition, and notable for its fine Jacobean style design. This is an unusual but successful design of engine house for a large steam engine, assessed as of clear national importance and graded for the technical historic interest of the engine. SK0380119487. National Grid Reference: SK 03798 19484.

## **2. Church of St Augustine of Canterbury, Colton Road**

Grade II\* Church. Listed 1972, amended 2003. 1822-23. Attributed to H J Underwood of Oxford in a loosely Perpendicular Gothic style. E end additions in Perpendicular style by Frank Pearson c.1904; fittings of the late C19 and early C20. There is evidence of an

intention to rebuild the nave. Ashlar masonry with slate roofs; cast iron roof trusses to the nave. Plan of 5-bay clerestoried nave, galleries on 3 sides; lean-to N and S aisles with gallery stairs at the W ends and a W tower/porch. The E end consists of the chancel with a 2- and single-storey SE organ chamber-cum-vestry roofed at right angles to the chancel. N chancel chapel with a gabled W/E roof. The 1820s and 1904 phases are contrasting, with the later phase carefully balancing the earlier. The 1820s phase has windows with flat-faced, hollow-moulded, uncusped tracery. Very tall 2-stage W tower with polygonal buttresses and an embattled parapet. The tower has a Tudor arched W doorway with an 1820s 2-leaf door and large 4-light Tudor-arched window above with intersecting tracery. The belfry windows are equally large, Tudor arched and traceried. The lean-to aisles have plain parapets and set-back buttresses and 3-light 1820s windows with 2-light Y-traceried windows to the clerestory. The S side has Tudor-arched doorways in the W and E bays with 1820s doors. The W ends of the aisles are more or less flush with the W wall of the tower and curve inwards to it. Frank Pearson's eastern arm is commandingly tall from the S and substantial and picturesque relative to the nave and tower. The chancel is very tall with angle buttresses with gables, a 5-light Perpendicular style E window with a crocketed ogee hoodmould and a 4-light window on the S side. The N chancel chapel is buttressed with high-set Perpendicular style traceried windows. The chapel has a NW turret with a pyramidal stone slate roof. The organ chamber-cum-vestry block on SE side is gabled to the S with a parapet. Square-headed ground floor windows with cusped lights; a 2-light traceried window in the gable of the 2-storey portion, which has a lateral E side stack.

Interior: 1904 chancel arch on responds with clustered shafts. 1904 arch springers indicate unexecuted plans to rebuild the nave. Blind Gothick arch to the

tower above the gallery. Arcades with tall quatrefoil-section piers and Tudor arches. Shallow-pitched nave roof divided into panels by moulded members, the panels painted, with slender cast iron roof trusses with vertical struts in the spandrels with the arched braces. The galleries have timber frontals decorated with relief Gothic arched motifs. The W gallery is supported on two cast iron columns. Canted chancel roof divided into panels by moulded ribs. Triple arcade of depressed arches on quatrefoil columns between the chancel and NE chapel which has a depressed arched roof also divided into panels. Sanctuary reredos carved in Italy and given in 1930. The sanctuary wood panelling incorporating timber sedilia is also probably c.1930. Alabaster font given to the church in 1874 has a round bowl with a carved cornice on carved alabaster stem with green marble shafts and a moulded alabaster base. 1907 polygonal timber pulpit on an octagonal timber stem with timber shafts. The pulpit has pierced traceried sides and a carving of St Augustine. Choir stalls and frontals with elaborately-carved ends decorated with blind tracery, the seats with poppyhead finials. Nave benches with square-headed ends with recessed panels. The Eastern arm of the church has a set of windows by Kempe.

Historical Note: Building materials from the old church were sold in the 1820s to fund the new building. The cost of the nave and tower was £6,501.

Extra Information: Both Pevsner and the old list description attribute the 1820s design to H J Underwood of Oxford. Rugeley is not in Colvin's list of Underwood's works and is somewhat earlier than any of his buildings therein listed. Underwood exhibited at the Academy in 1822 and 1823 and was sent to Oxford in 1830 by Sir Robert Smirke, in whose office he worked. Colvin describes him as making a 'modest reputation' as a Gothic Revivalist. St Augustine's is a large town church in a cleared churchyard. It is sited on the opposite side of the road to the ruined medieval parish church and adjacent to the Trent and Merseyside canal. The 1822-3 nave, aisles and tower are historically important as an early, ambitious and large-scale example of Gothic Revival, with its galleries intact. The 1904 eastern arm by Frank Pearson both contrasts with and carefully balances the earlier work. Sources: Pevsner, Staffordshire, 1974, 228 The Parish Church of St Augustine of Canterbury Rugeley, n.d. Colvin, H., A Biographical Dictionary of British Architects 1600-1840, 1995 edn. NGR: SK0452618524.

### **3. Remains of Old Church of St Augustine, Colton Road**

Grade II, Listed 1972. Ruined and derelict, set in graveyard. The Early English tower, buttressed and embattled, is intact. The north aisle arcade, Norman and Early English, remains and connects with the chancel and north chapel, both roofed and well restored and now used as a Sunday school. Contains a good brass of 1566 and good early C17 and early C18 mural monuments and tablets, all to the Weston family. NGR: SK0446218580.

**4. Graveyard wall of Old Church of St Augustine**

Grade II, listed 1972. Graveyard wall of old Church of St Augustine. A low wall of stone, probably from the demolished church, on the east side of graveyard. NGR: SK0449018551.

**5. Churchyard walls, piers and gates of St Augustine's church**

Grade II, listed 1972. Churchyard walls, piers and gates of St Augustine's Church. Low ashlar walls with plain rounded copings, on the west and south sides of churchyard; 4 later stone gate piers; a pair of wrought iron gates with a single gate on each side. NGR: SK0448518499.

**6. Churchyard cross in graveyard of Old Church of St Augustine**

Grade II, listed 1972. Churchyard Cross in graveyard of old Church of St Augustine. The lower part of a plain stone shaft set on a square base and step. A weeping cross having a kneeling place for penitents hollowed out at one corner of the base. NGR: SK0444118566.

**7. Tomb of Elizabeth Cuting and Emma Hollinhurst in graveyard of old Church of St Augustine**

Grade II, listed 1972. Tomb of Elizabeth Cuting and Emma Hollinhurst in graveyard of old Church of St Augustine. An interesting stone table tomb of 1696. The slab is carved in semi-relief with 2 effigies depicted in linen shrouds. Listing NGR: SK0447618572.

**8. Viaduct over Trent and Mersey Canal SK0485 1780**

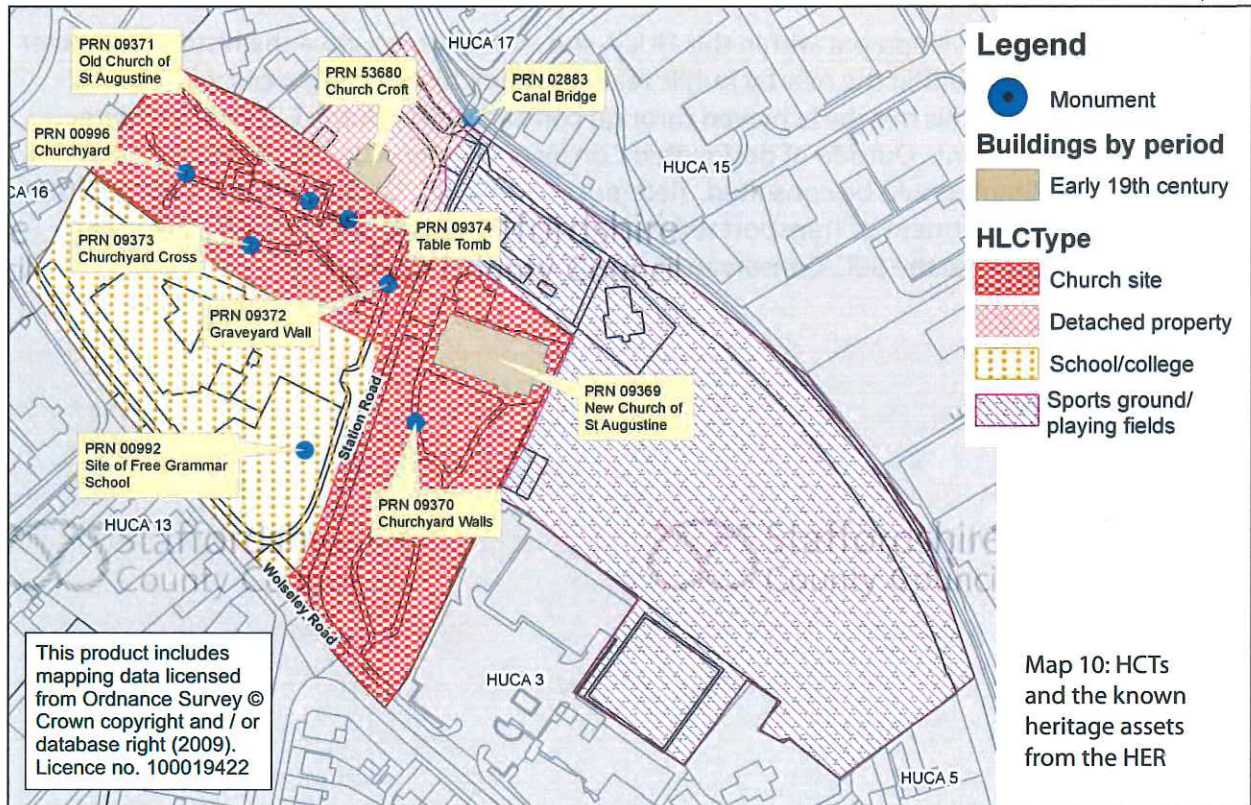
Grade II, listed 1995. Viaduct over Trent and Mersey Canal. Mid C19. Coursed, rough-textured stone with brick arch soffit. Single span with towpath. Semicircular headed arch dramatically skewed. Rusticated stone voussoirs. Roll-moulded stone cornice above crown. 3 C20 concrete buttresses to north towpath side. NGR: SK0489817862.

**9. Trent and Mersey Canal Bridge no 64 SK0537 1708**

Grade II, listed 1995. Bridge No 64 off Armitage Road. Canal accommodation bridge. Late C18. Red brick with stone coping. Single span with towpath and humped back. Segmental headed arch. Swept wings terminating in piers at all 4 corners. Stone springing stones. Minor repairs include replacement of top course of bricks on north elevation in engineering brick. The Trent and Mersey Canal was built between 1766 and 1777 by James Brindley and Hugh Henshall. NGR: SK0539517089.

**Appendix 2 Extract from Staffordshire County Council Extensive Urban  
Survey of Rugeley 2010**

#### 4.4 HUCA 4: Churches of St Augustine



##### 4.4.1 Statement of heritage significance and built character

The character area is dominated by the two stone built Grade II Listed churches of St Augustine on either side of Station Road<sup>255</sup>. Four further Grade II listed structures are located within the churchyards of both churches including the base of a church yard cross and the stone churchyard walls<sup>256</sup>. The designation of these buildings and structures acknowledges their national importance.

The tower and chancel survive at the old church and appear to be of 12th century in origin; this is corroborated by the documentary evidence (cf. 2.4.4 & plate 13). It currently unknown whether an earlier church existed in the area and consequently it is difficult to state with any confidence where the settlement, recorded in the Domesday Book (1086) may have been located. The fact that the church is isolated from the heart of the town (within HUCA 1) may suggest that the earliest settlement was to be located within this character area focused around the church and that the town itself was planned later, perhaps associated with the granting of the market charter in the mid 13th century. This could only be tested through archaeological investigation and consequently this potential should be accounted for in any development proposals.

<sup>257</sup> The Landor Society pers. comm.,  
<sup>258</sup> Ibid.,  
<sup>259</sup> Staffordshire HER: PRN 00992; The Landor Society pers. comm.,  
<sup>260</sup> Staffordshire HER: PRN 53680

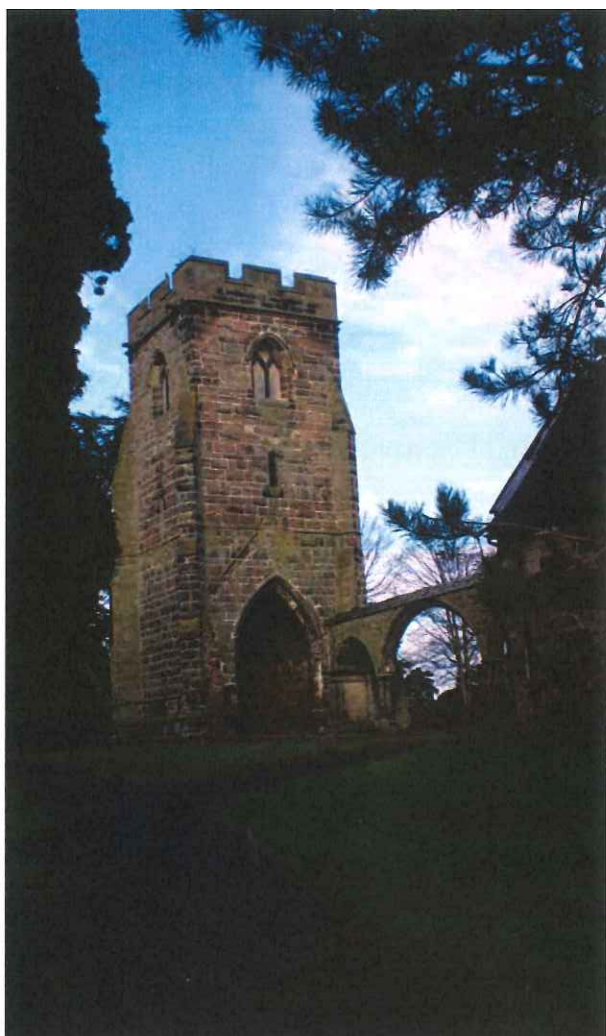


Plate 13: Remains of the old St Augustine's church

The site of the medieval vicarage may have been located within the area of the new St Augustine's (cf. 2.4.4).

The second St Augustine's church was constructed in 1823 on this new site away from its medieval predecessor (2.6.5.1 & plate 5).

A grammar school existed to the south of the old St Augustine's, which had originally been constructed in 1707, although it was rebuilt in 1820 with a master's house (cf. 2.6.2.1 and map 11)<sup>257</sup>. The extant school buildings were constructed of red brick with pitched tiled roofs in 1936 as part of the grammar school. They became an Infants' school in 1967 following the closure of the grammar school<sup>258</sup>. The earlier grammar school buildings had been demolished by the late 1950s, although the Head Master's House survived until the late 20th century<sup>259</sup>.

Church Croft to the north of St Augustine's old church is a large detached red brick house dating to circa 1800 and appears to have been constructed on an area of paddocks or closes<sup>260</sup>. It is believed to have been built by William Palmer's father and he is said to have been born there.

4.4.2 Heritage values:

<p><b>Evidential value:</b> The historic buildings and structures contribute to an understanding of the spiritual life of past inhabitants of the town and their social aspirations. The churches are indicators of periods of economic prosperity. There is the potential for below ground archaeological deposits to survive which may answer questions regarding the location of the pre-town settlement at Rugeley; as well as the remains of the Grammar School and activity associated with the medieval church including the site of the vicarage.</p>	<p>High</p>
<p><b>Historical value:</b> Heritage assets are highly visible within the character area with six Grade II Listed buildings and structures associated with the two religious sites. Church Croft to the north of St Augustine's old church dates to circa 1800 and is believed to be the birthplace of William Palmer, the Rugeley poisoner.</p>	<p>High</p>

<sup>261</sup> Department for Communities and Local Government 2012. Web: <http://www.communities.gov.uk/documents/planningandbuilding/pdf/2115939.pdf>  
<sup>262</sup> Department for Communities and Local Government 2012. Web: <http://www.communities.gov.uk/documents/planningandbuilding/pdf/2115939.pdf>  
<sup>263</sup> Ibid.  
<sup>264</sup> Ibid.

<p><b>Aesthetic value:</b> The aesthetic importance of the character area to the townscape has been acknowledged in the inclusion of this area in the Trent &amp; Mersey Conservation Area (083) including the playing field to the east (see map 11). There are elements of planning in the design and layout of the new St Augustine's Church.</p>	<p><b>High</b></p>
<p><b>Communal value:</b> There is the potential for a high degree of community interaction with the heritage assets of the character area. The old church forms part of a public area and an interpretation board has been provided by the Cannock Chase Heritage Trail project to enhance the appreciation of the heritage. The new St Augustine's church is a public place of worship and the church yard is also accessible to the public. The site of the grammar school and Church Croft, however, are not accessible to the general public.</p>	<p><b>High</b></p>

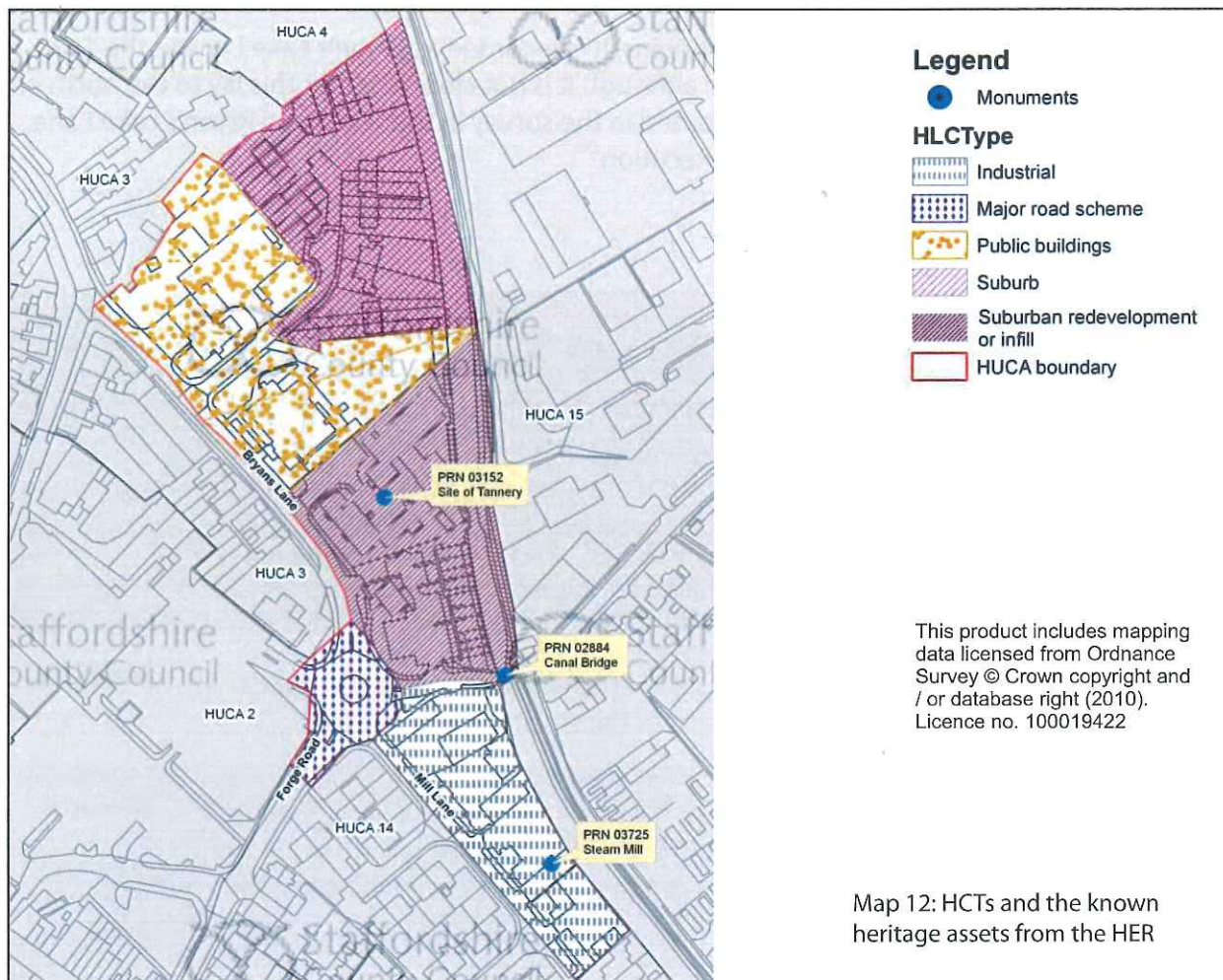
#### 4.4.3 Recommendations

The assessment of the heritage values has identified considerable heritage interest within the HUCA which includes a six Grade II Listed buildings and structures. The HUCA is also incorporated into the Trent & Mersey Conservation Area. There is also the potential for below ground archaeological deposits to survive.

- ◆ A statement of significance will be required to assess the impact of any proposed development upon the historic environment as part of any planning application to be made within this HUCA (cf. para. 128 of NPPF)<sup>261</sup>.
- ◆ The sympathetic restoration or enhancement of the historic buildings, both Listed and unlisted, would strengthen the historic character and the quality of the wider townscape and the Conservation Area for the benefit of this and future generations (Bullet Point 10 of para 17 (Core planning principles) also paras. 126 and 131 of NPPF)<sup>262</sup>.
- ◆ Any planned development or significant change within the area of the Conservation Area should consult the Cannock Chase District Conservation Officer in the first instance. All the designated heritage assets and their settings are covered under para. 132 of NPPF<sup>263</sup>.
- ◆ There is a high potential for below ground archaeological deposits to survive within the HUCA. There is also the potential for the historic buildings to retain architectural elements which could inform their origins and function. Where development may result in the loss of these heritage assets (whether wholly or in part) archaeological evaluation and/or mitigation may be required to record and advance the understanding of their significance; this is supported in para. 128 of NPPF.<sup>264</sup>



#### 4.5 HUCA 5: Between Bryans Lane/Mill Lane and the Trent & Mersey Canal



##### 4.5.1 Statement of heritage significance and built character

There are few heritage assets surviving within the character area. The exceptions include the buildings associated with the steam mill on Mill Lane, although these have been significantly altered<sup>265</sup>. The steam mill was constructed circa 1863 to grind corn and now lies within the Trent & Mersey Canal Conservation Area (cf. 2.6.3.2).

The northern boundary of the HUCA follows the Trent & Mersey canal, which was constructed by James Brindley in the late 18th century (cf. 2.6.4.2). A bridge takes Leather Mill Lane over the canal which was constructed circa 1771<sup>266</sup>. The presence of the canal probably encouraged the development of one of the largest of Rugeley's industrial complexes from the late 18th century onwards; the Phoenix Tannery (cf. 2.6.3.4)<sup>267</sup>. Much of the tannery site had been demolished by the early 1970s and 'Public buildings' comprising a magistrates court was constructed on part of the site in the late 20th century (see map 12). The remainder of the site was demolished in the 1990s to make way for housing development (HCT 'Suburban redevelopment and infill' on map 12)<sup>268</sup>.

<sup>269</sup> D(W) 1734/2/3/38<sup>270</sup> Ibid.<sup>271</sup> Department for Communities and Local Government 2012. Web: <http://www.communities.gov.uk/documents/planningandbuilding/pdf/2115939.pdf>

Beyond the site of the tannery and canal the character area was dominated by fields which survived until they were developed in the late 20th century ('Suburb' on map 12).

Bryan's Lane has at least late 16th century origins; it is recorded as Bryan's Lake Lane in the 1570 survey and settlement is recorded along it; although it is not clear whether this lay to the north or south of the lane<sup>269</sup>. A 'gib croft' is also recorded in the survey in the vicinity of Bryan's Lake Lane, perhaps suggesting the site of a place of execution<sup>270</sup>.

#### 4.5.2 Heritage values:

<b>Evidential value:</b> The line of Bryan's Lane is at least late 16th century in origin and by the late 18th century had become the focus of a tanning industry. There is the potential for below ground archaeological deposits associated with this industrial activity and possibly with settlement to survive dating to at least the post medieval period, although in both cases this is likely to have been impacted by more recent development. The survival of the steam mill buildings upon the side of the canal contribute to an understanding of the importance of the latter to the development of industry within the wider Rugeley area.	<b>Medium</b>
<b>Historical value:</b> The legible heritage assets of the character area are comprised of the canal with its bridge and the remains of the steam mill on Mill Lane.	<b>Medium</b>
<b>Aesthetic value:</b> The canal is important to the aesthetics of the character area and this is demonstrated by the Conservation Area, parts of which lie within the HUCA. The majority of the character area is dominated by piecemeal late 20th century development and re-development.	<b>Medium</b>
<b>Communal value:</b> The canal is an important public amenity and could be used to interpret the heritage of this character area including the importance of the former industries.	<b>Medium</b>

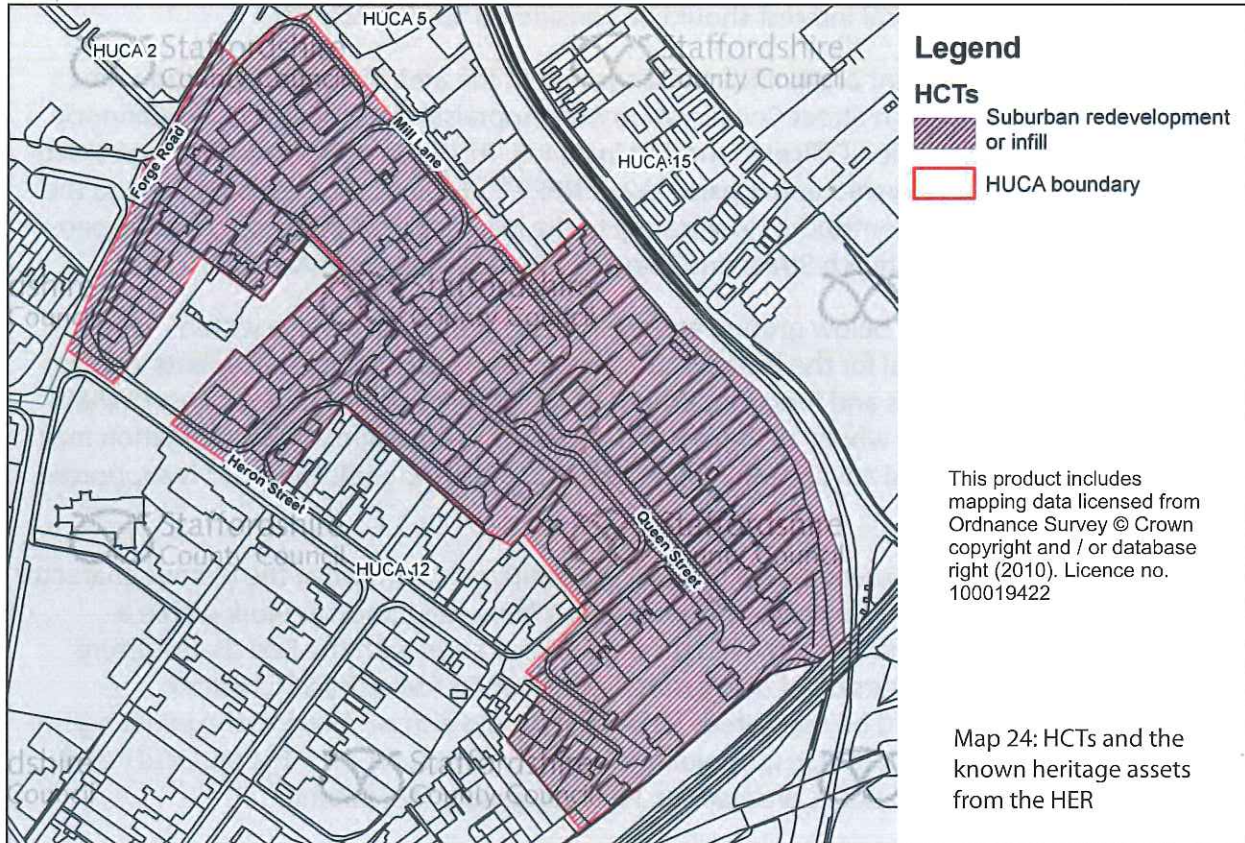
#### 4.5.3 Recommendations

Heritage interests have been identified within the HUCA in the form of currently undesignated historic buildings and structures as well as the potential for surviving below ground archaeological deposits. Parts of the HUCA lie within or adjacent to the Trent & Mersey Canal Conservation Area.

- ◆ The sympathetic restoration or enhancement of the historic buildings, notably the mid 19th century steam mill, would strengthen the understanding of the industrial archaeology of the town and the quality of the wider townscape for the benefit of this and future generations (Bullet Point 10 of para 17 (Core planning principles) also paras. 126 and 131 of NPPF)<sup>271</sup>.

- ◆ Any planned development or significant change within the vicinity of the Conservation Area should consult the Cannock Chase District Conservation Officer in the first instance. The designated heritage asset and their settings are covered under para. 132 of NPPF<sup>272</sup>.
- ◆ There is the potential for below ground archaeological deposits to survive within the HUCA. There is also the potential for the historic steam mill to retain architectural elements which would contribute to an understanding of the history of this site. Where development may result in the loss of these heritage assets (whether wholly or in part) archaeological evaluation and/or mitigation may be required to record and advance the understanding of their significance; this is supported in para. 128 of NPPF<sup>273</sup>.

**4.14 HUCA 14 – Between Mill Lane and Heron Street<sup>339</sup>**



**4.14.1 Statement of heritage significance and built character**

The character area is dominated by the HCT 'suburban redevelopment or infill' (map 24) which comprises domestic dwellings exhibiting a mix of scale and form. However, the overall regular street pattern, dating to the mid 19th century survives. Queen Street has been truncated by the 20th century redevelopment (plate 19).

The initial development of this character area occurred along the regular street pattern during the mid 19th century with the construction of small terraced houses. A foundry had been constructed in Heron's Nest Street by the early 20th century and earlier 19th century industrial sites may also have been present within the HUCA (plate 19).

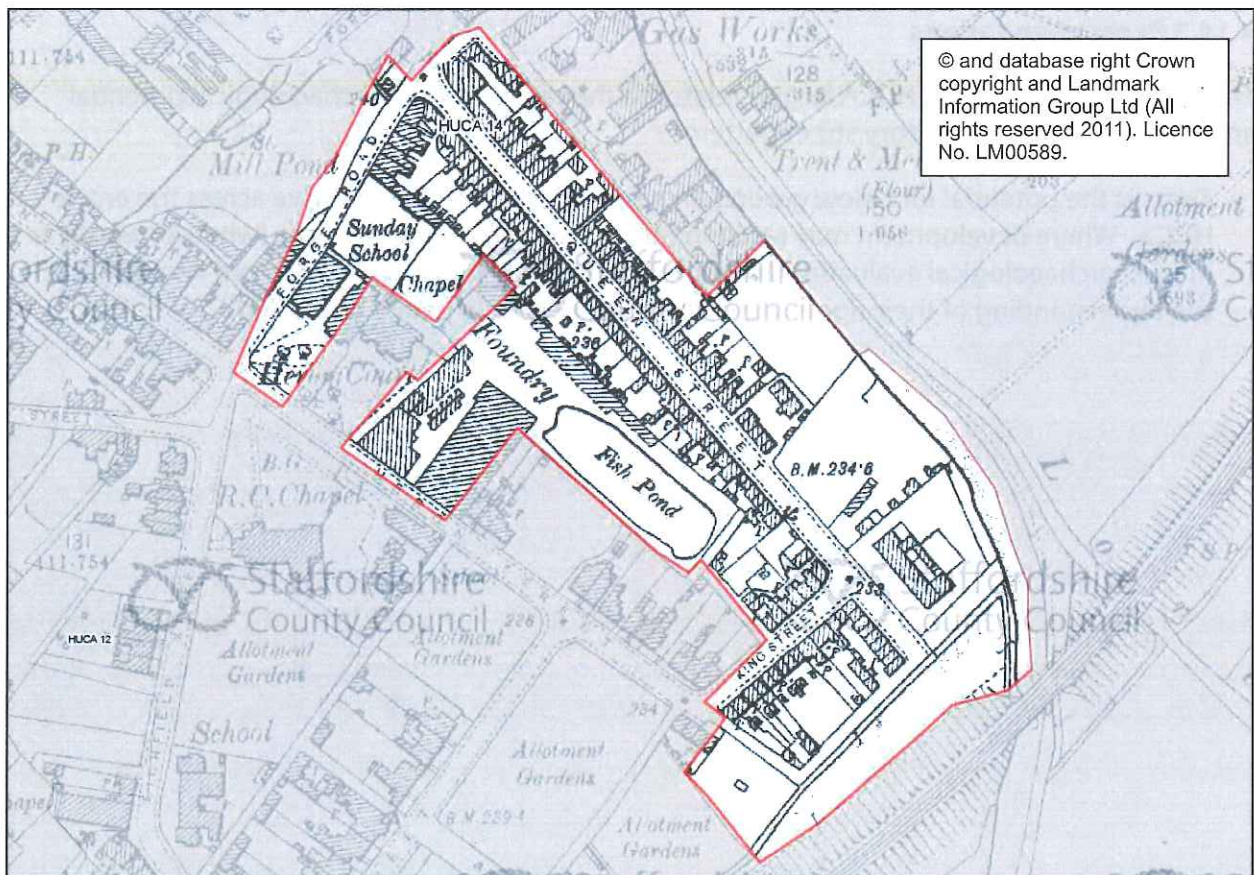


Plate 19: Second edition 25" OS map (1884)

#### 4.14.2 Heritage values

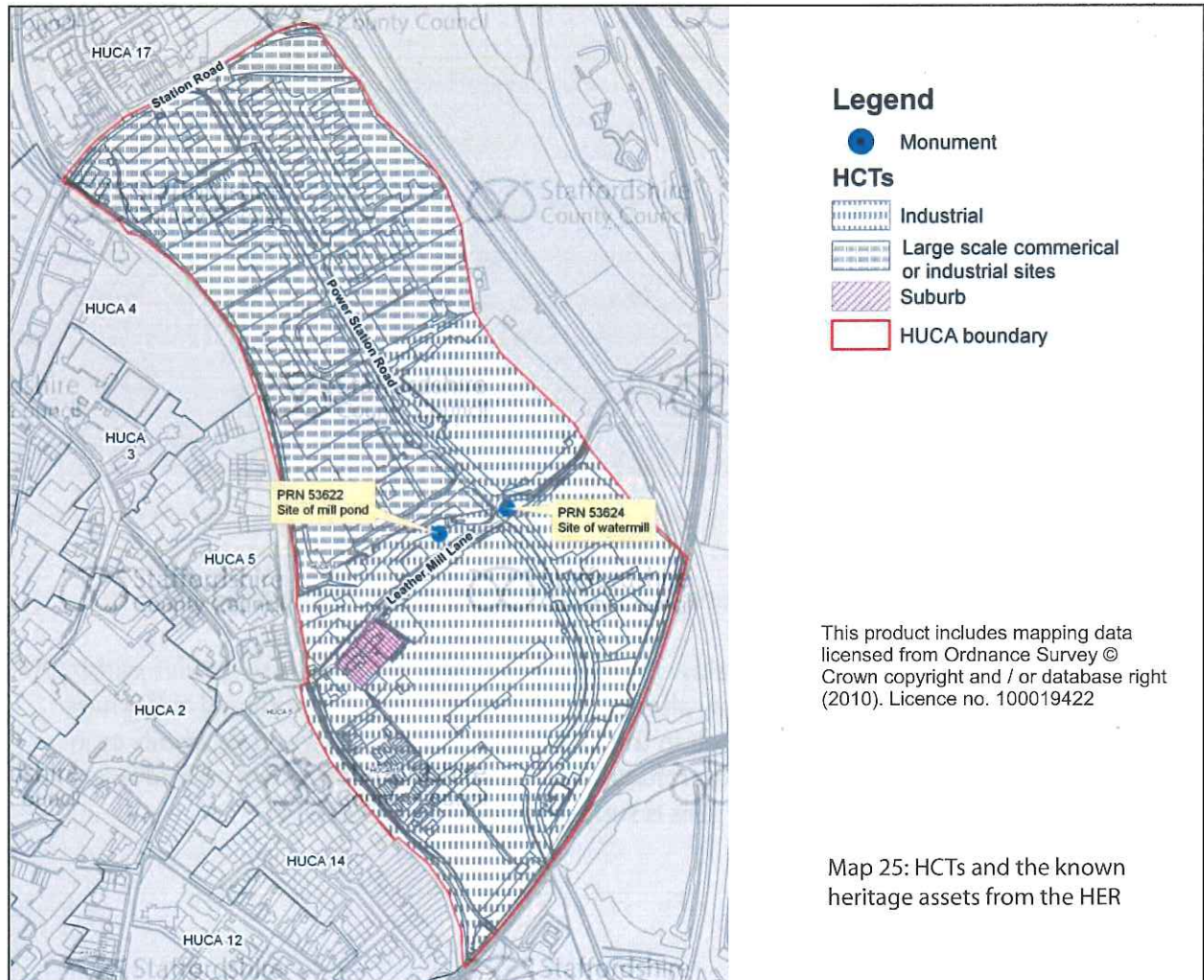
<p><b>Evidential value:</b> There is the potential for below ground archaeological deposits to survive relating to industrial activity dating from the late 19th century. However, the intensive re-development within the character area may have reduced their potential to survive across much of the HUCA.</p>	<b>Medium</b>
<p><b>Historical value:</b> The vestigial of the historic street pattern is the only legible heritage asset surviving within the character area and this has been impacted by the 20th century redevelopment.</p>	<b>Low</b>
<p><b>Aesthetic value:</b> There are elements of planning in the surviving portion of Queen's Street although its truncation and redevelopment has compromised its legibility and consequently its contribution to the historic aesthetics of the townscape.</p>	<b>Low</b>
<p><b>Communal value:</b> The character area has few legible heritage assets.</p>	<b>Low</b>

#### **4.14.3 Recommendations**

The historic interest of the HUCA largely relates to the below ground archaeological potential and the legibility of the history street pattern.

- ◆ There is the potential for below ground archaeological deposits to survive across the entire HUCA. Where development may result in the loss of these heritage assets (whether wholly or in part) archaeological evaluation and/or mitigation may be required to record and advance the understanding of their significance; this is supported in para. 128 of NPPF<sup>340</sup>.

### 4.15 HUCA 15 – Power Station Road



#### 4.15.1 Statement of heritage significance and built character

The character area lies within the Trent Valley and is dominated by industrial complexes of varying scale, but all dating to the late 20th century. The exception to this industrial landscape is the group of mid 20th century houses which stand on Leather Mill Lane.

Map 3 suggests that the southern portion of the HUCA had probably originated as part of one of the open fields belonging to Rugeley manor (cf. 2.4.3.2). Leather Mill Lane is likely to have originated as a field lane into the open field system. The remainder of the HUCA has been identified within the EUS project as comprising the HCT 'Miscellaneous floodplain fields' by at least the post medieval period (map 38 in Appendix 1). It is likely that these fields had served as meadow from the medieval period onwards.

A watermill is known to have existed along Leather Mill Lane by at least 1803, but had been demolished by the turn of the 20th century<sup>341</sup>.

#### 4.15.2 Heritage values:

<b>Evidential value:</b> There are few heritage assets located within the character area. It is possible that archaeological deposits survive associated with the watermill which may elucidate its origins and function.	<b>Low</b>
<b>Historical value:</b> There are no legible heritage assets within the HUCA.	<b>Low</b>
<b>Aesthetic value:</b> The aesthetics comprise 20th century development.	<b>Low</b>
<b>Communal value:</b> There are few known heritage assets to enable community engagement.	<b>Low</b>

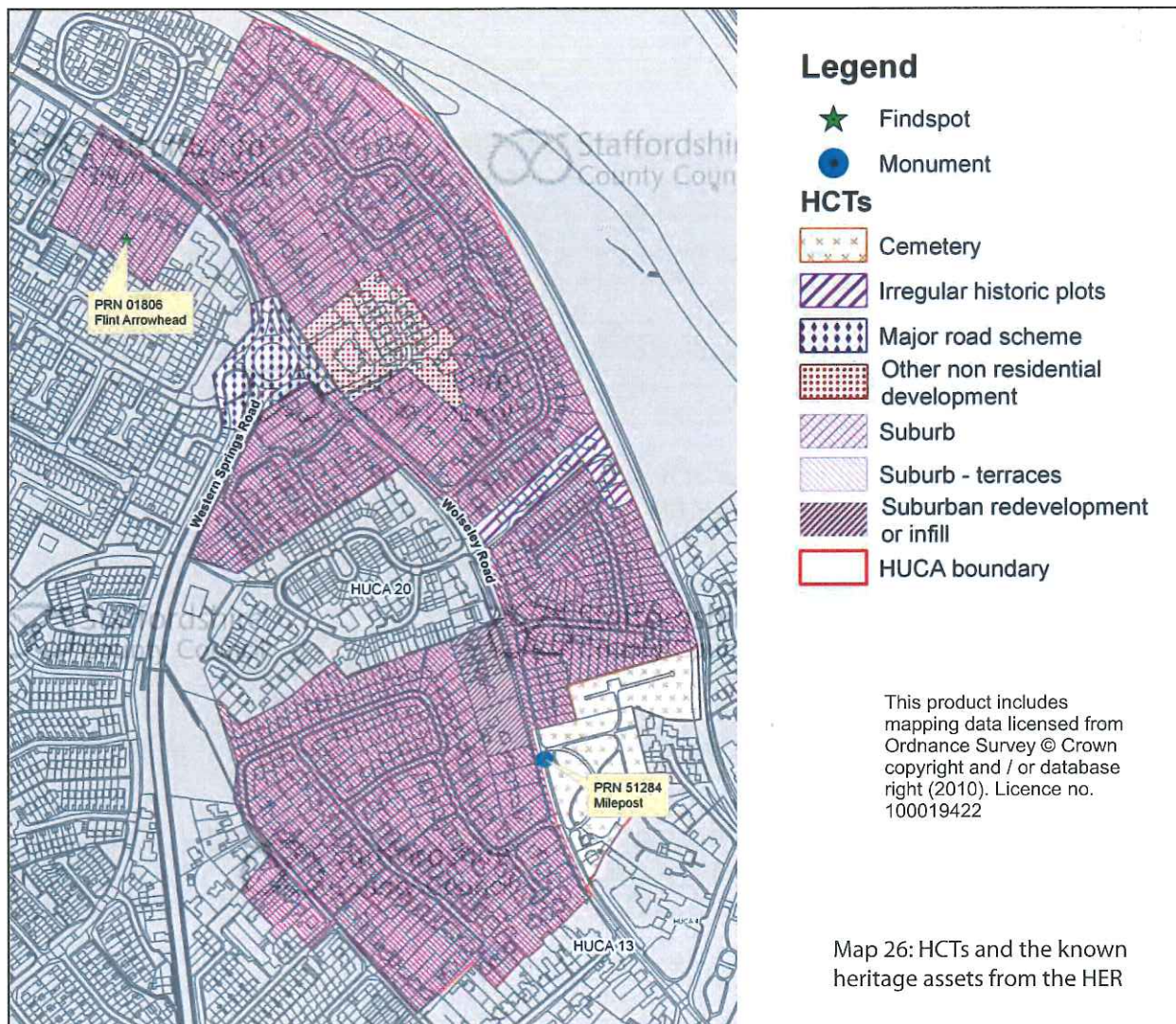
#### 4.15.3 Recommendations

There are currently few recognised historic or archaeological interests within the HUCA.

- ◆ Overall there is a low potential for below ground archaeological deposits to survive within the HUCA. However, further research may alter our understanding of this potential and where development may be deemed to result in the loss of heritage assets (whether wholly or in part) archaeological evaluation and/or mitigation may be required to record and advance the understanding of their significance. This is supported in para. 128 of NPPF.<sup>342</sup>



#### 4.16 HUCA 16 – Wolseley Road



##### 4.16.1 Statement of heritage significance and built character

The character area is comprised primarily of domestic dwellings mostly dating to the early and mid 20th century (map 27). The mid 20th century suburban expansion corresponds with the development of the Western Springs Road in the late 1950s and the associated construction of the large road roundabout (HCT 'Major road scheme' on map 26 and cf. 2.7.5.2). A number of early 20th century semi-detached properties fronting onto the western side of Wolseley Road (HCT 'Suburban redevelopment or infill' on map 26) represent the redevelopment of properties dating from the mid to late 19th century, although one detached house of this date also survives.

The cemetery to the south east of the HUCA lies adjacent to the churchyard of the medieval St Augustine's church (see HUCA 1) and has its origins in the mid 19th century.

The character area had largely formed part of one of Rugeley's medieval open fields, known as Churchfield (cf. 2.4.3.2 and map 3). The field system was gradually enclosed piecemeal during the post medieval period (cf. 2.5.2.2).

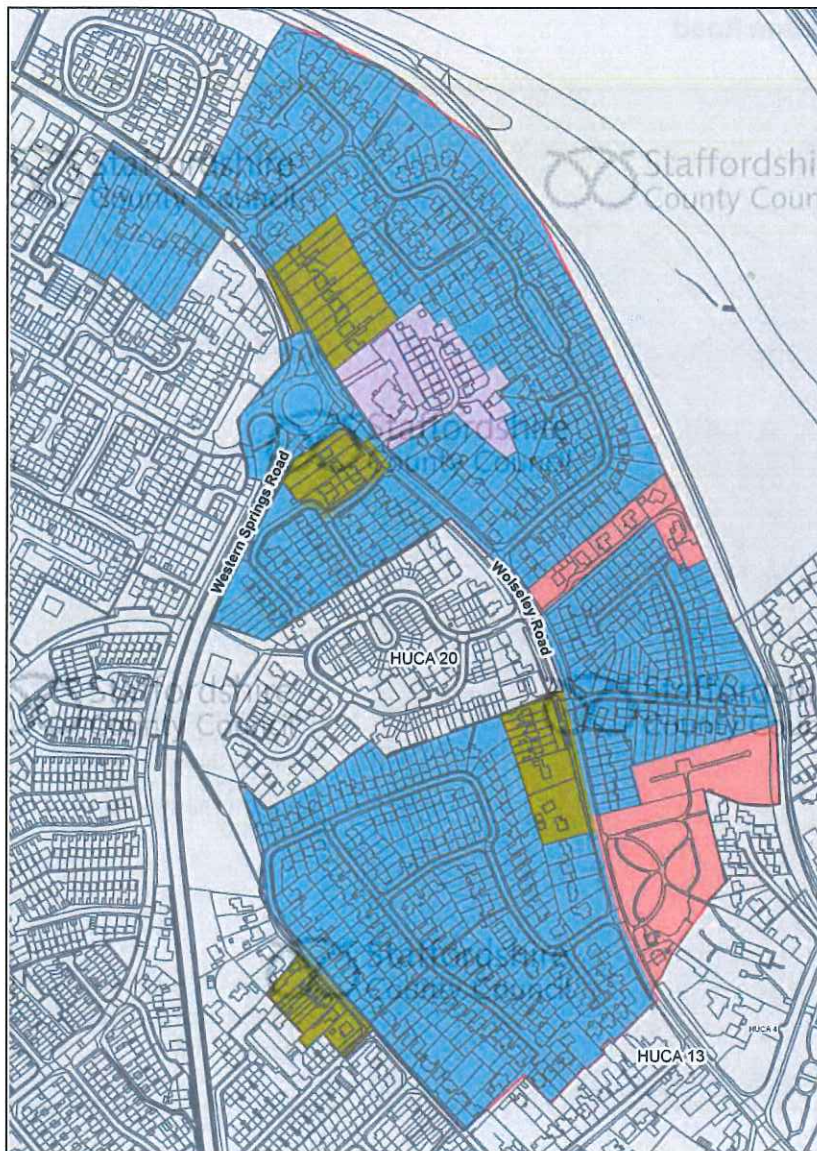
#### 4.16.2 Heritage values:

<p><b>Evidential value:</b> The line of Wolseley Road has at least medieval origins and continues to be the main route from Rugeley town centre to Stafford. The origins of the character area are primarily agricultural and the subsequent intensive development suggests that the potential for significant archaeological deposits to survive is low. The development of the suburbs throughout the 19th and 20th centuries contributes to an understanding of the social and economic history of the town as a whole.</p>	<p><b>Low</b></p>
<p><b>Historical value:</b> There are a number of historic buildings surviving which appear to date from the 19th century. The legibility of the differing periods of origins of the built environment within the suburbs of HUCA enables the changes which have occurred over time to be read by the community.</p>	<p><b>Medium</b></p>
<p><b>Aesthetic value:</b> The historic buildings contribute to the historic aesthetics of the townscape, but overall the predominant character is one of 20th century housing development.</p>	<p><b>Low</b></p>
<p><b>Communal value:</b> The HUCA comprises mostly private domestic dwellings and from a heritage perspective its value is limited.</p>	<p><b>Low</b></p>

#### 4.16.3 Recommendations

There are generally low historic and archaeological interests within the HUCA with the exception of the surviving 19th century properties.

- ◆ The sympathetic restoration or enhancement of the historic buildings would strengthen the historic character and the quality of the wider townscape for the benefit of this and future generations (Bullet Point 10 of para 17 (Core planning principles) also paras. 126 and 131 of NPPF)<sup>343</sup>. Historic buildings of particular local interest should be considered for the local list.



**Legend**

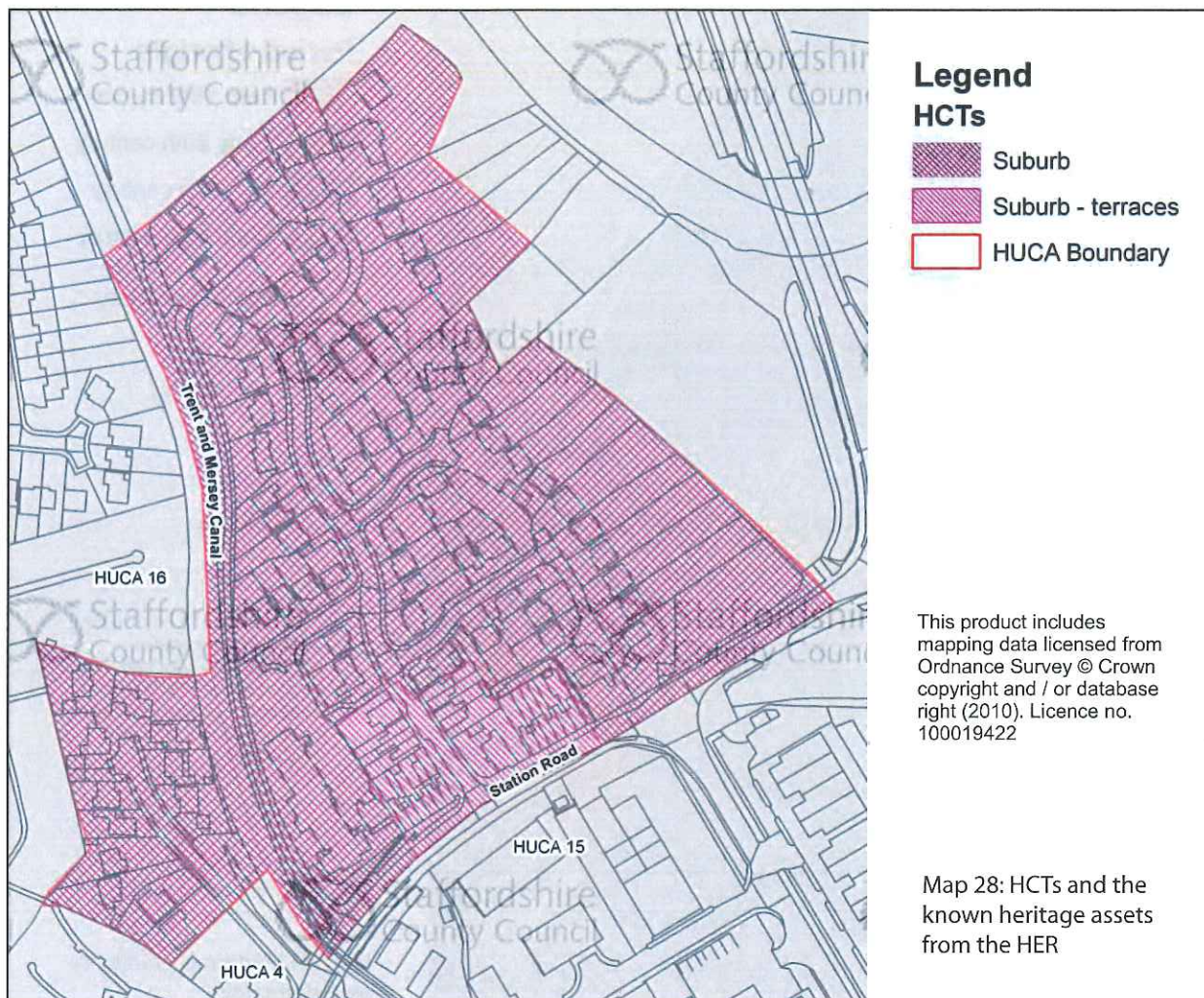
**Period of origin**

- Late 19th century
- Early 20th century
- Mid 20th century
- Early 21st century
- HUCA boundary

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Map 27: Modern character by period of origin.

#### 4.17 HUCA 17 – North west of Station Road



##### 4.17.1 Statement of heritage significance and built character

The HUCA had comprised one of Rugeley's open fields during the medieval period, which documentary sources suggest may have been Churchfield (cf. (cf. 2.4.3.2 and map 3). During the post medieval period the landscape was enclosed piecemeal through the agreement of landowners.

Station Road leads down the hill from the site of the churches (cf. HUCA 4) to Colton Mill Bridge over the River Trent. The road leads to Colton Mill Bridge, which existed by the mid 17th century, and may have been the location of a ford in the medieval period (cf. 2.4.5, 2.5.5, 2.6.4.1)<sup>344</sup>.

The earliest development within the HUCA comprises the 'Suburb – terraces' on map 28. The remaining 'Suburbs' were constructed upon the surviving field system in the late 20th century.

#### 4.17.2 Heritage values:

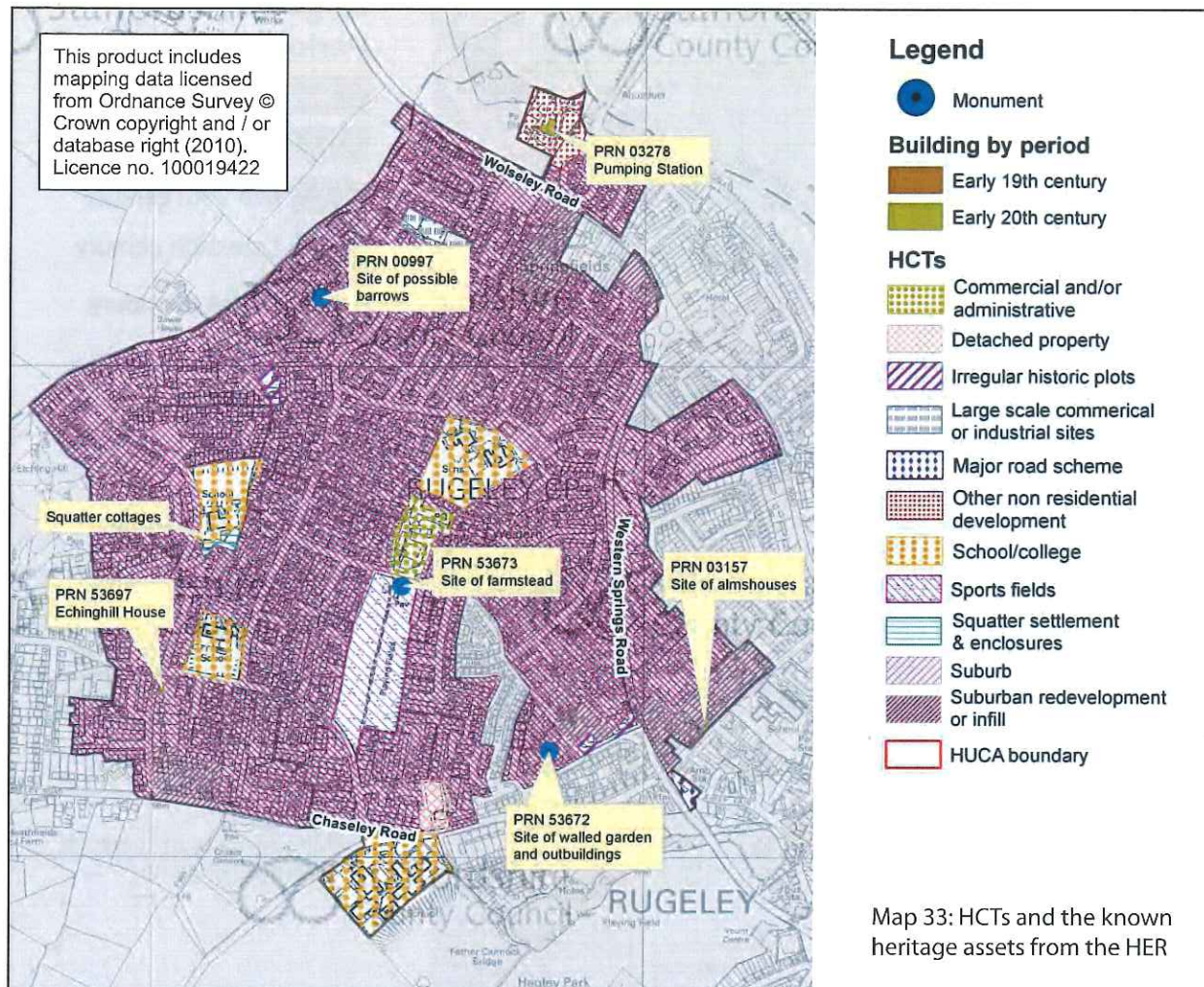
<p><b>Evidential value:</b> The HUCA largely comprised agricultural land prior to the late 20th century and the later intensive housing development suggests that there are few opportunities for archaeological deposits to be recorded. The terraced houses could contribute to an understanding of the town's social and economic development from the 19th century.</p>	<p><b>Medium</b></p>
<p><b>Historical value:</b> The surviving 19th century terraces contribute to the legibility of Rugeley's suburban development from the 19th century onwards.</p>	<p><b>Medium</b></p>
<p><b>Aesthetic value:</b> Both the terraces and the late 20th century suburbs were the result of planning, but from a heritage perspective their values is limited.</p>	<p><b>Low</b></p>
<p><b>Communal value:</b> The HUCA comprises mostly private domestic dwellings and from a heritage perspective its value is limited.</p>	<p><b>Low</b></p>

#### 4.17.3 Recommendations

There are generally low historic and archaeological interests within the HUCA with the exception of the surviving 19th century properties.

- ◆ The sympathetic restoration or enhancement of the historic buildings would strengthen the historic character and the quality of the wider townscape for the benefit of this and future generations (Bullet Point 10 of para 17 (Core planning principles) also paras. 126 and 131 of NPPF)<sup>345</sup>. Historic buildings of particular local interest should be considered for the local list.

## 4.20 HUCA 20 – North western suburbs



### 4.20.1 Statement of heritage significance and built character

This is the largest of the Rugeley character areas and represents the main suburban growth around the town of Rugeley which mostly occurred during the late 20th century (map 34). This growth is partly associated with the construction of Western Springs Road in the late 1950s, which allowed this area to be linked to the road network. The construction of this road was also important to the survival of the historic core of the town represented by HUCA 1 (cf. 2.7.5.1).

The earliest suburbs comprising short runs of houses along pre-existing roads which date to the early and mid 20th century (map 34). However, one of the earliest surviving domestic dwellings is Etchinghill House dating to at least the early 19th century<sup>356</sup>.

During the medieval period the character area had mostly comprised one of Rugeley's open fields except to the far west where the heathland of Cannock Chase impinged (cf. map 3). The enclosure of this landscape probably occurred piecemeal during the post medieval period through agreement between landowners. A farmstead had been established towards the centre

of the HUCA by at least the late 19th century<sup>357</sup>. The land near the junction of Chaseley Road and the Hagley Road appears to have belonged to the Hagley estate as a walled garden and associated outbuildings have been identified on historic maps. These are likely to have been built to serve Hagley Hall<sup>358</sup>.

The heathland that once existed to the far west of the HUCA, was also gradually enclosed a process which was largely complete by the turn of the 19th century (compare maps 40 and 42 in Appendix 1). This landscape was one of small squatter enclosures and scattered cottages two of which survive to the south of Etchingill primary school and are probably of at least early 19th century date (map 34).

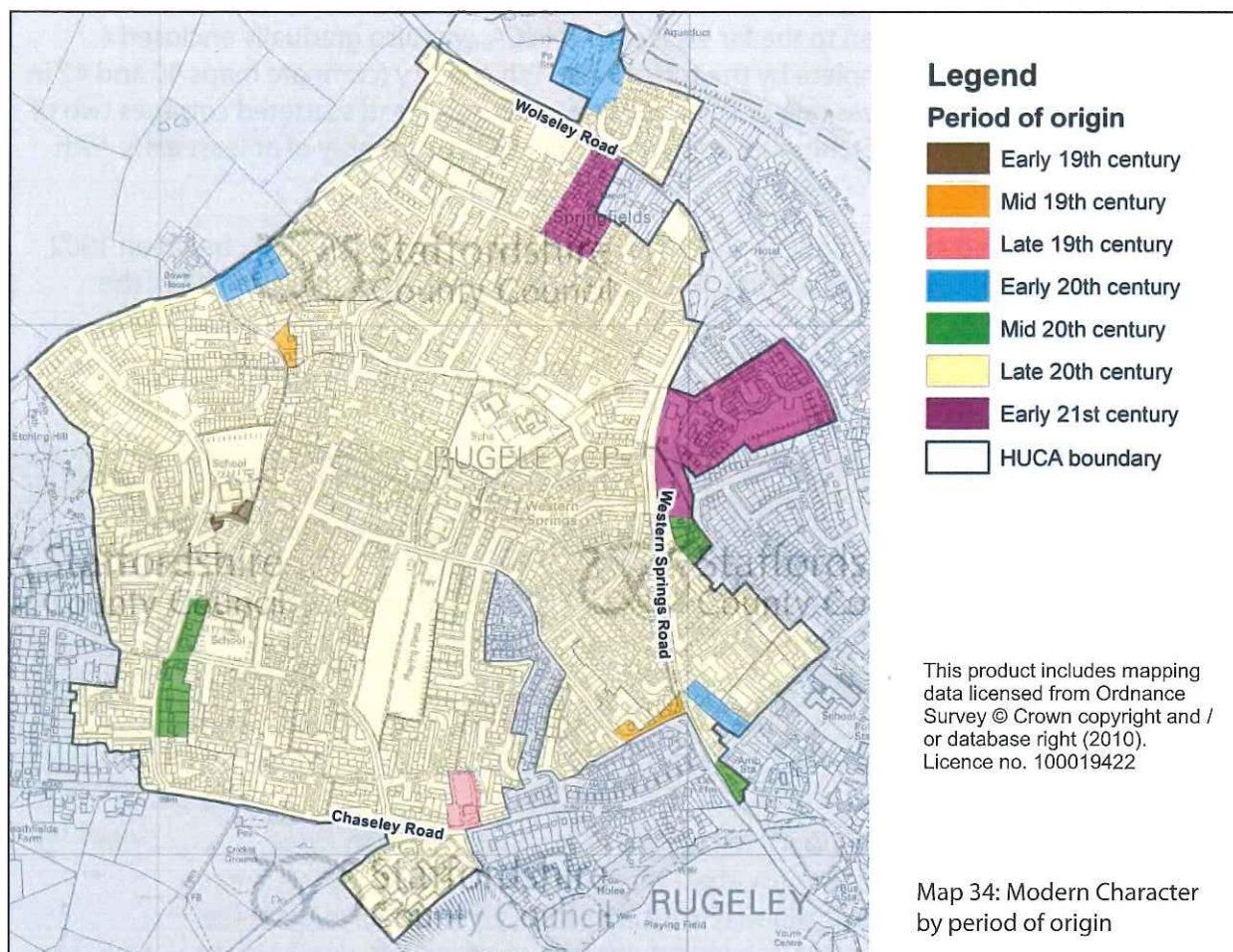
The surviving pumping station, built by the South Staffordshire Water Company between 1902 and 1907, has been designated as a Grade II\* Listed building and lies to the far north of the HUCA<sup>359</sup>.

#### 4.20.2 Heritage values:

<p><b>Evidential value:</b> Several historic buildings survive from the period when this area was comprised of fields and squatter enclosures. The former squatter cottages in particular, although they may have been substantially altered to suit modern living, contribute to an understanding of the way in which the landscape had been utilised in the past. The Grade II* pumping house contributes to an understanding of how water was provided to households during the early 20th century, not just in Rugeley. It also represents one of a number of such buildings which survive across Staffordshire.</p>	<p><b>Medium</b></p>
<p><b>Historical value:</b> There are a number of legible heritage assets, comprising historic buildings, pre-dating the suburban expansion within the character area which contribute to an understanding of the historic depth of the character area and its origins; the squatter cottages in particular. They also include the Grade II* Listed pumping station, which is of national importance. Several roads are likely to have their origins in the medieval period (Wolseley Road and Chaseley Road in particular) and their routes are legible in the townscape. Western Springs Road was conceived as an early by-pass to the town centre connecting the road from Stafford to Lichfield and facilitated the suburban development of the HUCA.</p>	<p><b>Medium</b></p>
<p><b>Aesthetic value:</b> The character of the area is the result of a series of large scale housing developments associated with various services the largest of which are represented by the schools. The historic buildings, particularly the Grade II* listed pumping house make positive contributions to the aesthetics of the character area, but otherwise from a heritage perspective the value is low.</p>	<p><b>Low</b></p>

**Communal value:** The HUCA comprises mostly private domestic dwellings of which the majority have their origins in the late 20th century.

**Low**



#### 4.20.3 Recommendations

There is a moderate historic and archaeological interest within the HUCA relating to the built environment and the historic street pattern.

- ◆ The sympathetic restoration or enhancement of the historic buildings, both Listed and unlisted, would strengthen the historic character and the quality of the wider townscape for the benefit of this and future generations (Bullet Point 10 of para 17 (Core planning principles) also paras. 126 and 131 of NPPF)<sup>360</sup>. Historic buildings of particular local interest should be considered for the local list.
- ◆ Where alterations or changes are proposed to historic buildings, whether Listed or not, within the Conservation Area the applicant should consult with the Cannock Chase District Conservation Officer in the first instance. All of the designated heritage assets and their settings are covered under para. 132 of NPPF<sup>361</sup>.



### Appendix 3 Plan 8: Location of Former Talbot Basin

