

HAVE YOUR SAY

on the future of Hednesford

Draft Neighbourhood Plan



Hednesford Town Council



tomorrow's plan today

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HAVE YOUR SAY

on the future of Hednesford

Fill in a questionnaire and help decide:

the best ways of developing the town centre

what historic monuments, buildings and green spaces should be protected

how transport links and local facilities can be improved

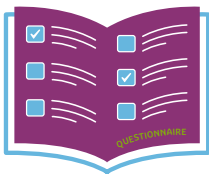
where new homes, shops and offices are built



download a copy of the draft plan and watch our video at www.hednesford-tc.gov.uk



complete the questionnaire online at www.hednesford-tc.gov.uk



pick up a printed questionnaire from Pye Green Community Centre or Hednesford Library



Questionnaires must be submitted by **31st August 2016**

follow us 



HEDNESFORD
NEIGHBOURHOOD PLAN

Completed questionnaires can be handed in at Pye Green Community Centre or Hednesford Library

tomorrow's plan today

Staffordshire University Academy

1

Introduction - what is a Neighbourhood Plan?

TIME

VOTE

1 - Introduction - what is a Neighbourhood Plan?

If you care about your town, you'll be pleased to know you can now have more of a say in its future:

how it is developed

what features should be preserved

where public money should be invested to make it a better place for those who live and work here

This is thanks to a new type of planning document, introduced by The Localism Act 2011, which can be used by town and parish councils to involve the community in decisions to help shape the future of their area.

A Neighbourhood Plan is adopted following:

A CONSULTATION PERIOD
Members of the community are asked to share their opinions on policies that affect the town, and their responses then go on to help shape a draft Neighbourhood Plan document.

A REFERENDUM
Local people can then vote in a referendum to state whether they agree with the proposals outlined in the draft Neighbourhood Plan.

RESULT
If the Neighbourhood Plan is supported, it will become part of the statutory Development Plan along with the Local Plan.

Hednesford Town Council (HTC) is the body legally responsible for producing a Neighbourhood Plan for the Parish of Hednesford.





2

Why have a Neighbourhood Plan for Hednesford?

2 - Why have a Neighbourhood Plan for Hednesford?

Hednesford is growing and changing and the town council want to ensure that developments within the town are:

- completed with the community's best interests at heart
- meeting the needs of local people
- respecting the heritage of the town

Some of the major changes in recent times include:

New housing developments to the west of Pye Green Road and in Pye Green Valley, which will result in a large growth in population in the next 5 to 10 years.

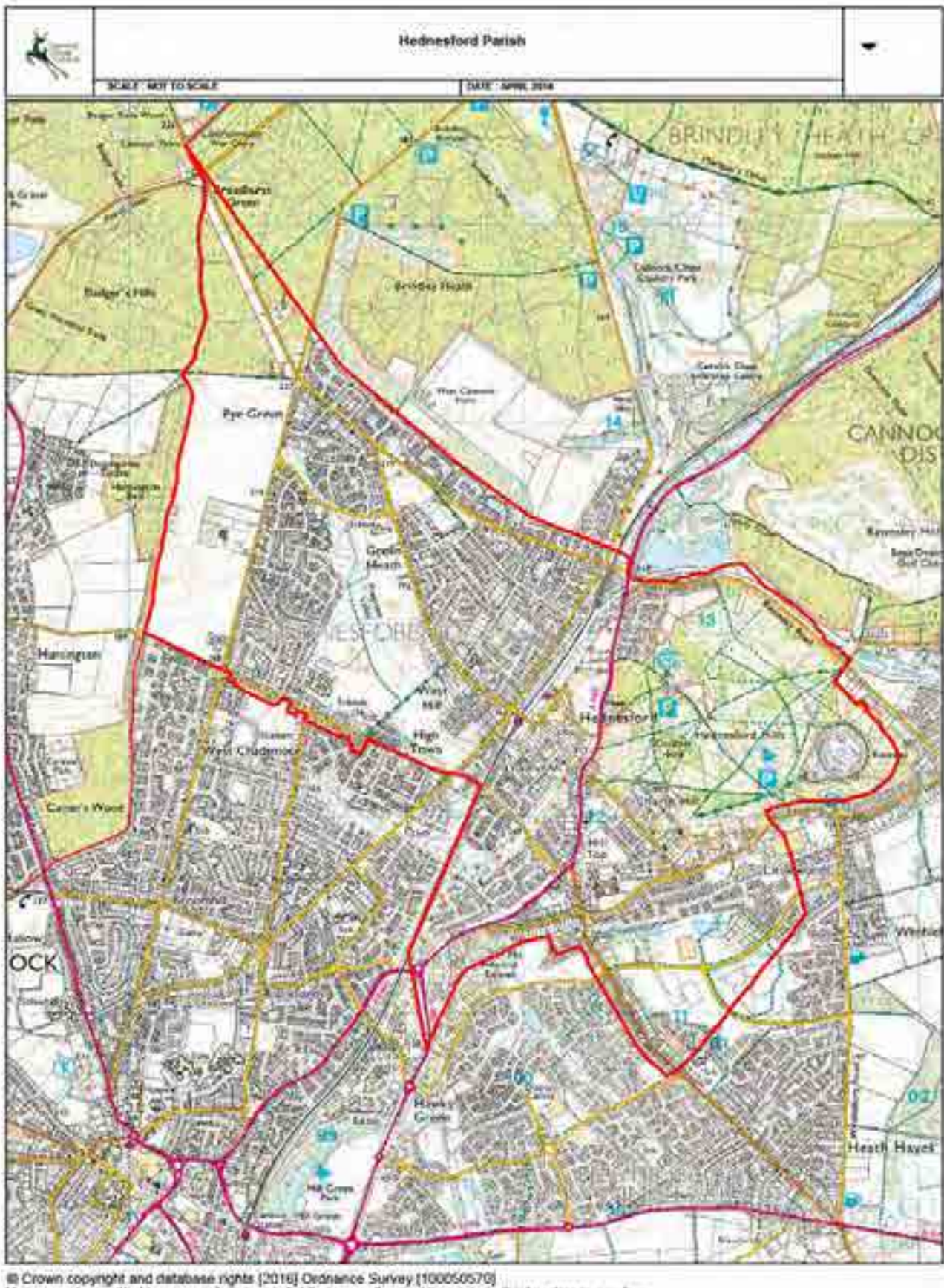
Major new shopping developments on Rugeley Road and in Victoria Street, which have substantially increased the choice of shopping facilities in the town.

These changes will have a significant impact on the area and Hednesford Town Council believe it is important to implement a Neighbourhood Plan to ensure the following:

- Better parking provision particularly around Hednesford station, to accommodate increased commuter traffic.
- The original town centre in Market Street is supported, and retains a viable range of smaller shops and services.
- Recognising and preserving the Victorian and Edwardian heritage and character of the town.
- Small scale open spaces within housing estates are preserved and maintained.
- Necessary environmental improvements are documented and tackled.
- Consideration given on a site by site basis to types of housing built on smaller sites with potential for housing development in order to meet specific needs of local people.



Hednesford Parish Neighbourhood Plan area



3 - Hednesford Timeline

1500s

Hednesford begins as a small agricultural settlement located around where the Riddings Brook crosses Hill Street, close to the junctions with Littleworth Road and Lower Road

1500s

Cross Keys Farmhouse built - now a Grade II listed building

1746

The Cross Keys Inn built - now a Grade II listed building

1800s

Rise of the coal mining industry results in major growth in Hednesford

1831

Former home of Edmund Peel, 3rd son of Sir Robert Peel, converted to Anglesey Hotel

1850

Hednesford Hills is known for racehorse training with 6 racing stables in the area

1859

Hednesford railway station and line opened

1868

Parish church built

1850 - 1930

West Hill, Greenheath Road and Church Hill housing developments built and cottages at Pye Green

1870s

Market hall and shops built

1879

South Staffs Waterworks Company reservoir built on Hednesford Hills

1880

Football club formed

1885

Salvation Army Citadel dedicated by General Booth

1904

Hednesford Town FC move to football ground behind the Cross Keys Inn

1907, 1910, 1933

Grand national winners connected to Hednesford!

1922

War memorial built on Hednesford Hills

1931

Hednesford Park opened

1952

Former reservoir on Hednesford Hills converted to motor racing venue

1960s

Pye Green Community Centre built

1965

Train service from Birmingham to Rugeley closes

1970s & 80s

Major land reclamation schemes following the pit closures create new open spaces and land for housing and new businesses

1978

Co-op opens in Anglesey Street

1989

Train service from Birmingham to Hednesford re-instated

1995

Hednesford Town FC relocated to a new stadium

1998

Train service expands to Rugeley Trent Valley

2005

New multi-practice health centre opens in Station Road

2011

Opening of The Lightworks in Market Street

2012

Pye Green Community Centre extended & refurbished

2013

Development of Chase Gateway and Victoria Shopping Park

2015

Opening of new tennis courts and play area in Hednesford Park

2016

Opening of new pavilion and skate park in Hednesford Park



4

**Statutory
requirements relating
to content of the plan**

4 - Statutory requirements relating to content of the plan

Statutory requirements relating to content of the plan

The Localism Act 2011 requires Neighbourhood Plans to meet some basic conditions, as set out in Paragraph 8 (2) of Schedule 4B of the Town and Country Planning Act 1990, which are:

- Have regard to national policies and advice in guidance issued by the Secretary of State.
- Contribute to the achievement of sustainable development.
- Be in general conformity with the strategic policies in the Development Plan for the area.
- Be compatible with European Union (EU) and European Convention on Human Rights (ECHR) obligations.

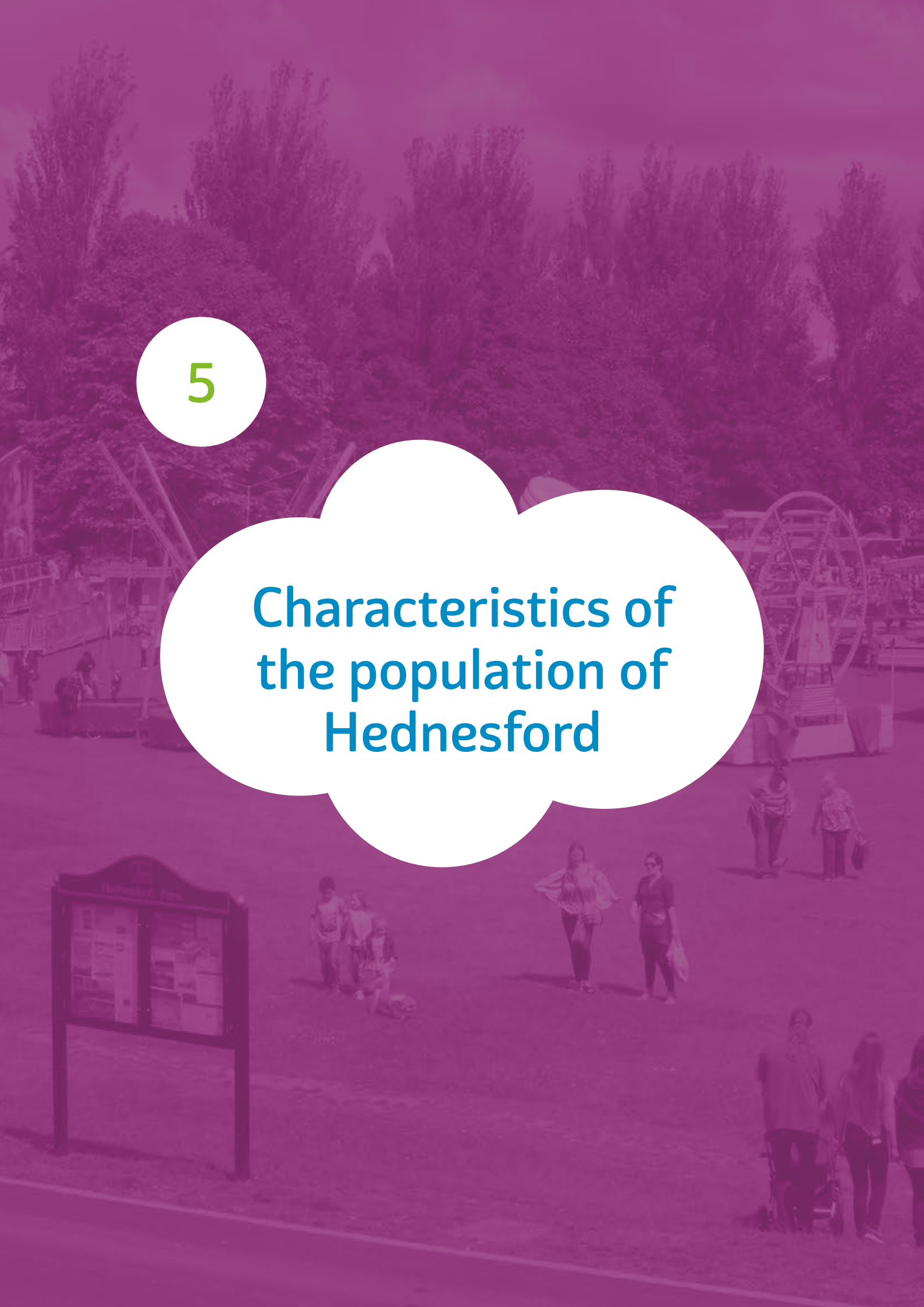
More details on the procedures to be followed are contained in the Neighbourhood Planning Regulations 2012.

See page 68 for further details on the planning policy context of the Hednesford Neighbourhood Plan.



5

Characteristics of the population of Hednesford



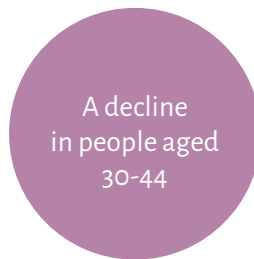


5 - Characteristics of the population of Hednesford

Characteristics of the population of Hednesford



The change in age structure between censuses shows:



Ethnicity remains predominantly White British at over 96%

One person households in 2011:



Single person households aged 65 and over exceeded 10%.

Employment sectors:



6

Vision for Hednesford

The Hednesford Neighbourhood Plan aims to promote and support development to meet the needs and aspirations of the present and future community of Hednesford, whilst ensuring that environmental change respects the heritage of the area, as evidenced by its buildings of distinctive character and precious open spaces.

Neighbourhood Plan Mission Statement

“ Our Neighbourhood Plan gives the people of Hednesford a chance to have their say, shaping their community for the future.

We're proud of our heritage and want to ensure our town continues to thrive for generations to come.

**YOU CAN HELP BY
HAVING YOUR SAY!** ”



7

Key issues and opportunities

7 - Key issues and opportunities

Two strategic elements of the Cannock Chase Local Plan have had, or will have, a major impact the town:

The population of Hednesford is expected to grow by approximately 15% (3,000 people) because of housing developments under way, and planned within the next 10 years.

Housing developments include:

- Pye Green Valley - 420 dwellings are planned to be built over the next 6 to 7 years together with the opening of the new distributor road linking Greenheath Road with Cannock Road/Stafford Lane at Hightown and provision of children's play facilities.
- Land west of Pye Green Road and north of Limepit Lane has potential for the construction of up to 900 dwellings over the next 10 years.

The recently completed town centre redevelopment in Victoria Street and off Rugeley Road has delivered all of the planned growth in retail floorspace for Hednesford identified in the Local Plan. This has created a need to effectively integrate the different shopping areas, creating better links between Market Street and Victoria Street for the benefit of the centre as a whole.

All the infrastructure associated with these schemes, including highway improvements, a new primary school and public open spaces are provided for under the terms of S106 agreements completed between the District, County Councils and the developers.



7 - Key issues and opportunities

Hednesford Town Council has identified a number of key issues and opportunities arising from these developments, however, which it believes are important to the future planning of Hednesford.

- 1 Enhance the core of the town centre on Market Street to enable it to function as a vibrant and viable centre for local shopping, financial and professional services and leisure uses including eating out and socialising.
- 2 Develop areas of underused and unattractive land between Market Street and Victoria Street, opened up to view by the re-alignment of Victoria Street, to enhance the town centre and improve links between Market Street, the new retail developments, the park and Hednesford Hills. This could possibly include tourist accommodation to enable the town to function as a gateway to Cannock Chase.
- 3 Improve the public realm of Market Street, in particular the car park at the rear of the Co-op and the land between the boundary of this car park and the railway station, in order to provide an attractive gateway to the town.
- 4 Provide a larger taxi rank to serve the town and railway station.
- 5 Plan for additional car parking to cater for the growth in commuting by train.



7 - Key issues and opportunities

In relation to the wider area of the town as a whole, the following matters are considered to be relevant topics for inclusion in the Neighbourhood Plan:

- A** Identify buildings that are important to the character of the area, and examine ways of retaining them in the town, including the feasibility of alternative uses to enable long-term retention.
- B** Support the retention of assets of community value such as pubs.
- C** Support the expansion and/or redevelopment of existing businesses outside the town centre, particularly within established industrial estates. This would be subject to appropriate environmental controls and provision of satisfactory parking and servicing arrangements.
- D** Ensure small areas of public open space which are valued by the community, particularly those below the scale identified to be protected as Greenspace Network on the Local Plan Policies Map, are retained for the benefit of the local community and enhanced when opportunities arise.
- E** Enable the development of small scale housing schemes on SHLAA sites which currently do not have the benefit of planning permission and windfall sites within existing housing areas. Ensure that development of these sites respects the scale and character of the locality and contributes to meeting local housing need, particularly for the elderly.
- F** Identify specific character areas outside the town centre, particularly those where Victorian/Edwardian design and layout characteristics predominate, and ensure that any new development in these areas meets design criteria which respect the historic character.



8

Draft policies and proposals

8 - Draft policies and proposals

These are the draft policies and proposals, relating to the matters identified above, on which the town council is seeking the views of the residents, businesses and local organisations together with the statutory bodies required to be consulted on Neighbourhood Plans.





Hednesford Town Centre Policies

Issues, opportunities and evidence

The major new retail and leisure development completed since 2012 on two sites on the edge of the town centre has already been described on page 8.

Investment in the core of the historic town centre comprising Market Street extending from the railway bridge to the junction with Rugeley Road has, in recent years, been limited to three developments

- The extension/conversion of the former Lucas Lighting Factory to the Light Works mixed use retail, food and drink and residential development.
- The redevelopment of the corner of Market Street/Rugeley Road to create 5 retail units with residential/business/storage space above as part of the larger Chase Gateway retail/leisure development.
- The refurbishment and conversion of Anglesey Lodge to a Wetherspoons public house.

The core of the original centre in Market Street largely comprises of locally and independently owned retail businesses with few national chains represented.

The size of the centre makes it unlikely that this will change, so the Town Council believes it is important to encourage additional footfall into Market Street to support local businesses.

There are currently five vacant units, two of which are in the new Chase Gateway scheme. Some initiatives, such as publicity and events, are beyond the scope of this Plan - but some funding is available under the terms of planning obligations (S106 agreements) completed in connection with the major retail/leisure schemes to support such activities.

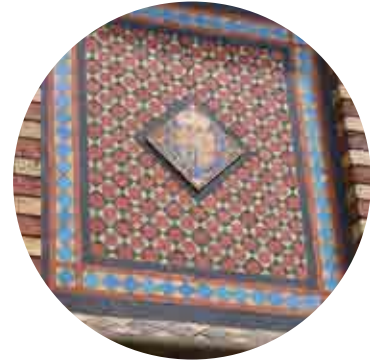
There are, however, planning policies which can be proposed to help maintain the character of Market Street and enhance its vitality and viability as a shopping/leisure destination. Primarily to take advantage of the additional potential footfall attracted by the major redevelopment schemes on Victoria Street/Rugeley Road and the planned major growth in housing development to the north of the town.

Taking a flexible approach to changes of use of ground floors on Market Street, provided that proposed uses will attract footfall, is considered to be an appropriate response.

There are many attractive buildings in Market Street dating from the Victorian/Edwardian period which, in the District Council's Design Supplementary Planning Document are recognised as providing a positive character to the street. However some are in need of maintenance/refurbishment and some original features have been lost as a result of inappropriate alterations.

Retaining the character of Market Street is an important element of securing the ongoing vitality and viability of the centre, because it is this character which gives Market Street its unique appeal.

A list of the key buildings which make the major contribution to the character of the street is set out in appendix 4 (page 41).



There are areas of land between Market Street and Victoria Street which are underused and unattractive which detract from the overall appearance of the enlarged centre. The realignment of Victoria Street has opened up views into these backland sites.

Another area of unattractive and underused land is situated on Cardigan Place between Market Street and the Rugeley Road car park. These sites are within the town centre boundary identified on the Local Plan Policies Map. The development of these areas of land, with appropriate uses in a way which would encourage people to access Market Street, would benefit the centre and improve the local environment.

In addition, the approach to the centre from the railway station, particularly the land between the southbound platform and the car park together with the embankment, is currently unattractive. Environmental improvements are needed to enhance the experience of visitors accessing the area by train and there may be an opportunity to enlarge the car park.

Car parking has been identified by local traders as an issue with the main surface car park between the Co-op store and the station often being full, partly with train commuters' vehicles, in addition to the station car park further to the west on Anglesey Street.

The current taxi rank in Anglesey Street is small and congested. The potential for relocation as part of improvements to the station car park should be investigated. Hednesford is the nearest town to Cannock Chase and could function better as a gateway for visitors with provision of tourist accommodation in or near to the town centre, which would also have potential to encourage more footfall in the centre.

There are several poor quality buildings around the junction of Cannock Road/Station Road and Greenheath Road which include a mix of retail and service uses but this area no longer functions as part of the town centre. These include numbers 427 to 433 and 437 to 445 Cannock Road of which numbers 427 to 433 are currently vacant. In addition are properties in Station Road numbers 5 to 9 and 15/17. Some of these properties include substantial areas of land to the rear which provide significant potential for redevelopment.



To enhance the approach to the town from this direction a comprehensive approach to re-development of these sites is considered to be appropriate. As the sites are detached from the town centre, redevelopment for residential purposes is considered to be the most appropriate land use. This form of development would meet the aims of the emerging national policy of focusing high density residential development close to transport hubs as the area is within easy walking distance of the railway station and well served by buses.

The site of 419 to 435 Cannock Road has had planning permission for the erection of 25 flats but this scheme is unlikely to go ahead now. A possible form of development could be specialist housing for the elderly including communal facilities, as there is currently no development of this type in Hednesford to respond to the demands arising from an ageing population.



The following draft policies are proposed to address these issues -

**Policy
TC 1**

The core of Hednesford Town Centre in Market Street, as identified on the proposals map, will be protected from the introduction of inappropriate uses at -

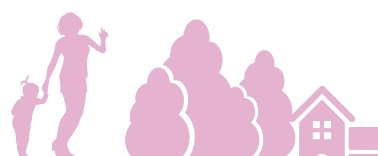
- food takeaways
- art galleries
- hotels
- health uses
- day nurseries
- art galleries
- financial and professional services

within Use Classes A1, A2, A3, A4, A5, C1 and D1 of the Town and Country Planning Use Classes Order provided that an overall mix of uses where retail, food and drink uses predominate is maintained. Some changes between Use Classes are automatically permitted by National Planning Regulations (see appendix 5, page 43) but the aim of the policy is to give more flexibility and assurance to owners of properties in Market Street that a wider variety of alternative uses which attract footfall will be supported.

Residential uses on upper floors of buildings will be encouraged to make use of underused or vacant space and provide more potential customers to local shops living on the doorstep. Appropriate space would need to be provided at the rear for storage of refuse bins.

**Policy
TC 2**

The Town Council in partnership with the town centre traders will negotiate with the District Council for the use of appropriate S106 funding to enhance the vitality and viability of businesses in Market Street.



Policy
TC 3

The historic character of building frontages to Market Street will be maintained and enhanced. Any alterations to buildings, including shopfronts, signage and to upper floors must respect the character of the existing buildings. Where inappropriate replacement of original features has taken place in the past, owners will be encouraged to reinstate features which replicate the original design features of the buildings.

Policy
TC 4

Development of the areas of land between Market Street, Victoria Street and off Cardigan Place identified on the proposals map will be supported, for uses to:

- enhance the vitality and viability of Market Street
- enhance the appearance of the area
- improve pedestrian/cycle links between the two streets and Hednesford Park

The larger of the two sites which extends across the rear of 56 to 100 (even) Market Street to the realigned Victoria Street to the south of the new bungalow “Greenslade” has an area of approximately 1,800 square metres.

The smaller area on Cardigan Place opposite Cardigan House has an area of around 550 square metres.

The range of potential uses could include those listed in Policy TC1 together with residential, tourist accommodation and possibly space for retail markets. An appropriate way of encouraging comprehensive development of these sites is considered to be to produce a detailed development brief in partnership with the landowners and the District Council.



**Hednesford
Town Centre
Policies**

**8 - Draft
policies
and proposals**

**Policy
TC 5**

In partnership with the District Council and Network Rail the Town Council will seek to deliver environmental improvements to the land between the southbound station platform and the adjoining car park, the car park itself including provision of additional parking spaces and a taxi rank.

**Policy
TC 6**

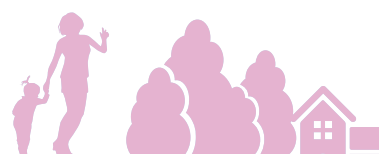
In partnership with the District Council, the Town Council will seek to extend the station car park situated between 6 and 30 Anglesey Street.

**Policy
TC 7**

Cannock Road/Station Road - redevelopment of nos. 427-433 and 437-445 Cannock Road and nos. 5-9 and 15/17 Station Road for residential purposes will be supported.

The possibility of developing a retirement complex on the larger of the two sites will be investigated in conjunction with the landowners.

The scale of development should not exceed 3 storeys on the frontage and 2 storeys on land to the rear in order to protect the amenities of nearby residents.





Open
Spaces



Issues and evidence

At a scale below the “Green Space Network” of protected open spaces shown on the district wide Local Plan policies map, there are smaller public open spaces, including those previously listed and many others within existing housing estates, which are important amenities for local communities. The Town Council considers it appropriate to ensure that these spaces are retained and where possible enhanced for the benefit of their local communities. These sites are listed in appendix 6, page 44.

The following draft policy is proposed -



Development of open spaces within the urban area identified on the proposals map will not be permitted unless, in the case of small spaces within existing housing estates, this is associated with comprehensive estate redevelopment. In these circumstances replacement open space of at least equivalent size and quality shall be provided as part of the redevelopment proposals.

Proposals to enhance these open spaces to improve their appearance and/or to enable them to function more effectively for local informal recreation will be supported.





Built Environment

Issues and evidence

As noted previously, Cannock Chase Council's Design Supplementary Planning Document recognises the distinctive architectural features on 19th century buildings which make a positive contribution to the character of Market Street. The document also notes the existence of other 19th century properties in the residential areas around the town centre.

It provides for a process of identifying buildings of importance to the local character of the area which are of not sufficient quality to warrant statutory listing, but could qualify for inclusion in a local list of buildings to give priority to their retention where possible.

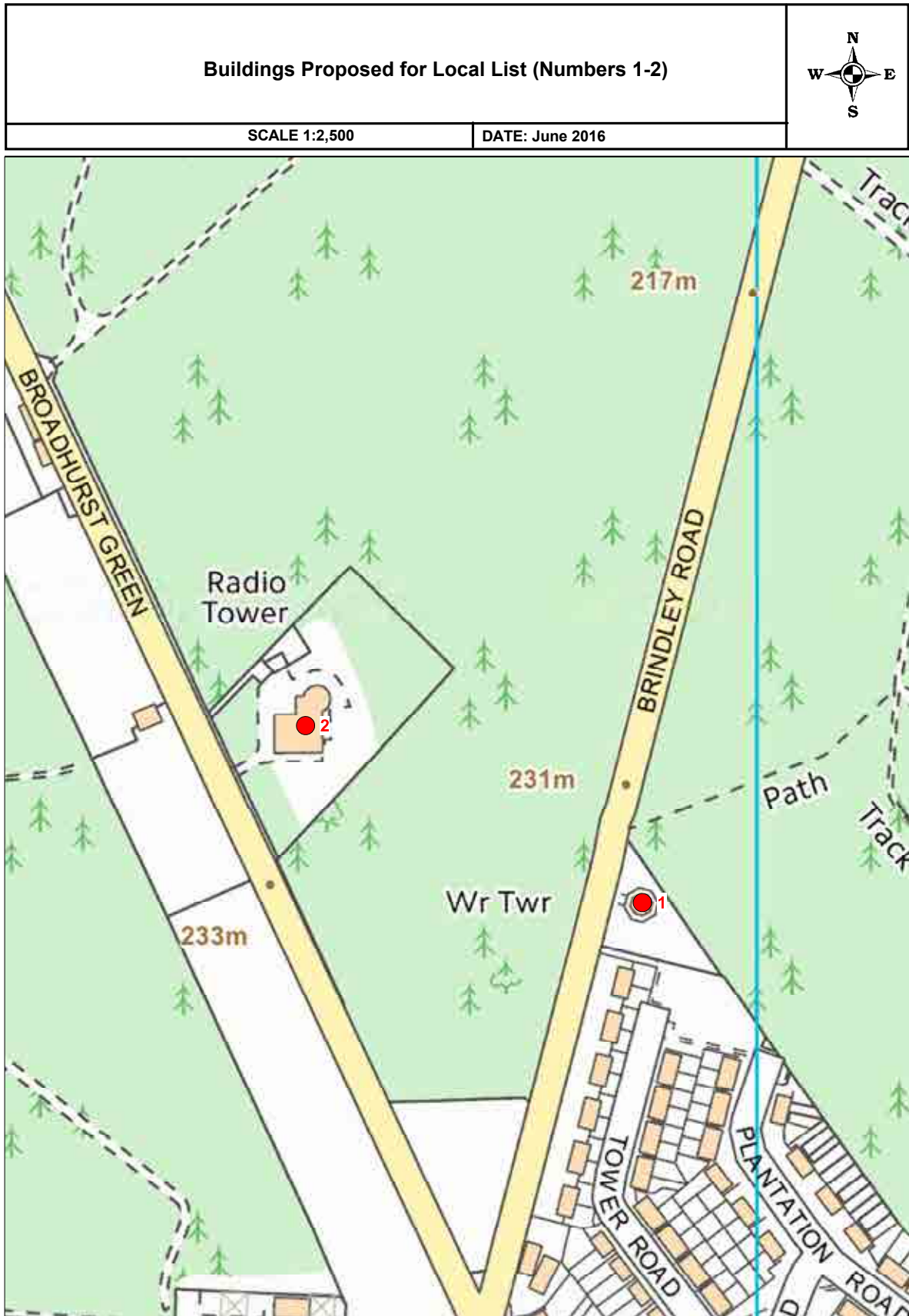
There are a number of other buildings, in addition to those which are statutorily listed (see appendix 4, page 41), which make a major contribution to the character of Hednesford.

They include key buildings which identify the character of Market Street, churches, pubs and large villas together with the telecom and water towers at Pye Green.

Most of the buildings are scattered across the town but the southern end of Greenheath Road, Station Road and parts of High Mount Street have a particular character formed by the number of large Victorian/Edwardian villas, Trinity Church, West Hill Primary School and some more modest terraced houses with attractive decorative details.

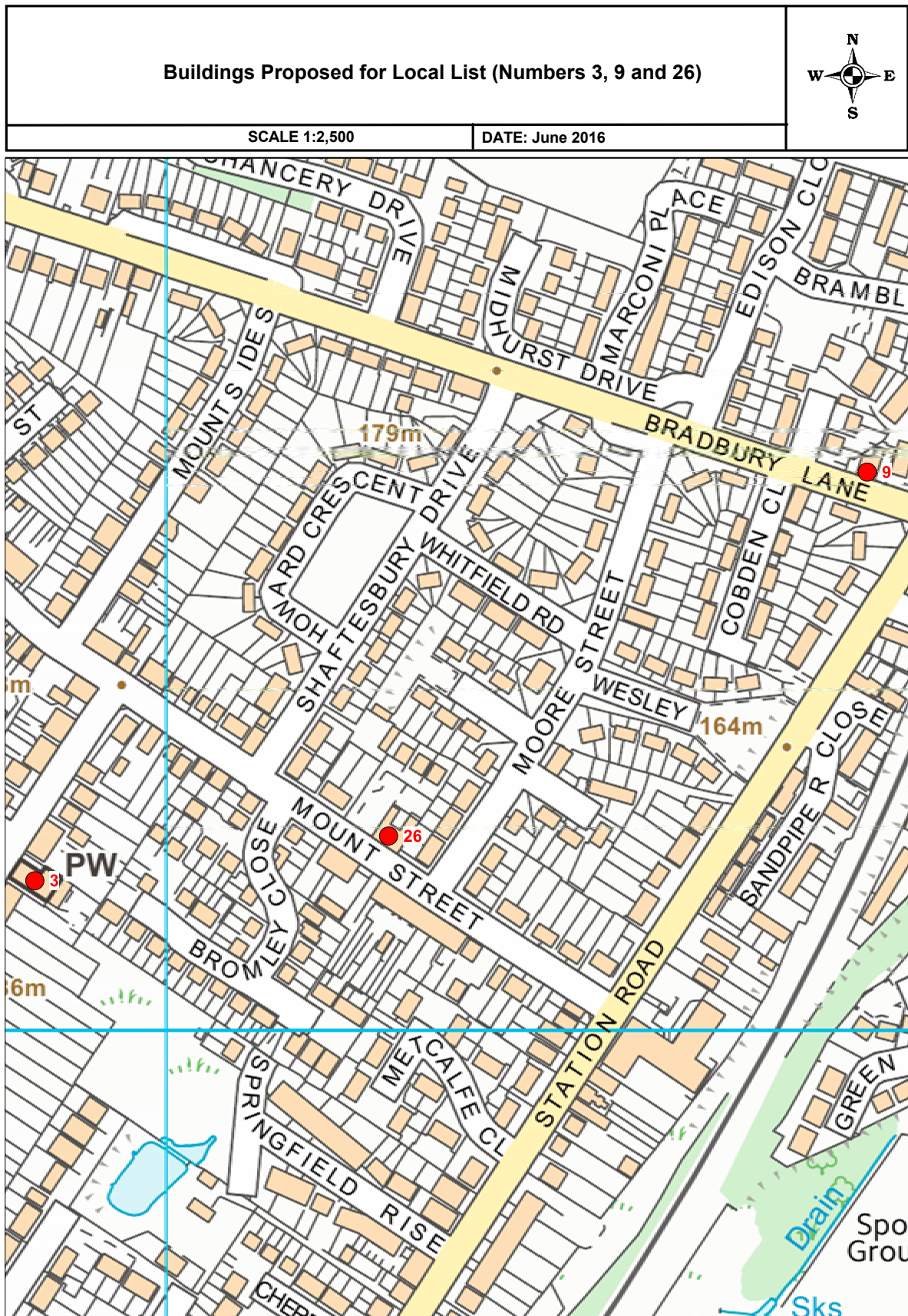
It is considered to be appropriate to have policies which support the retention of the individual buildings and the area identified and ensure that any proposed alterations/extensions respect their character in the interests of the overall quality of the built environment of Hednesford.

Buildings Proposed for Local List with OS Background (Numbers 1-2)



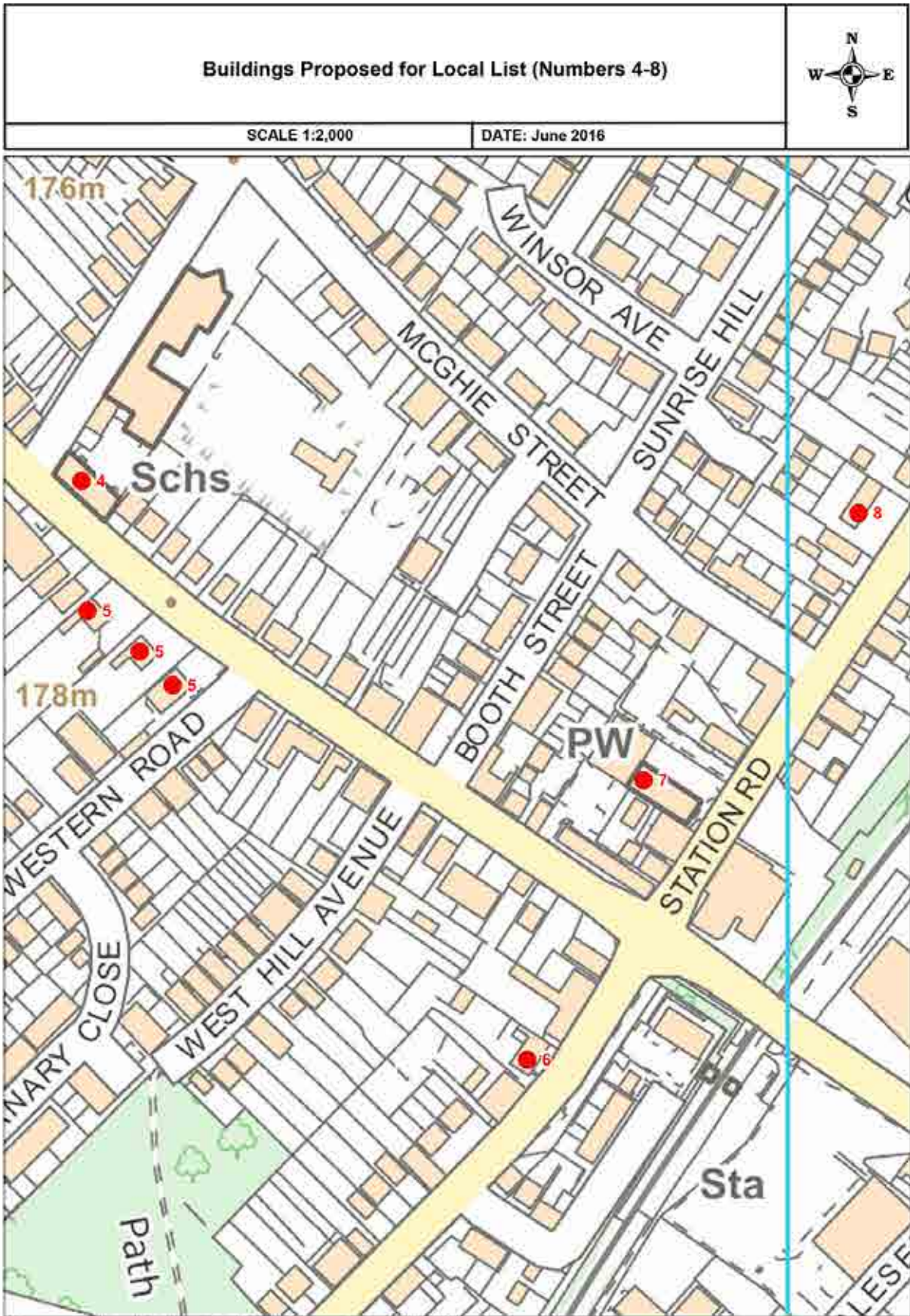
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Buildings Proposed for Local List (Numbers 3, 9 and 26)



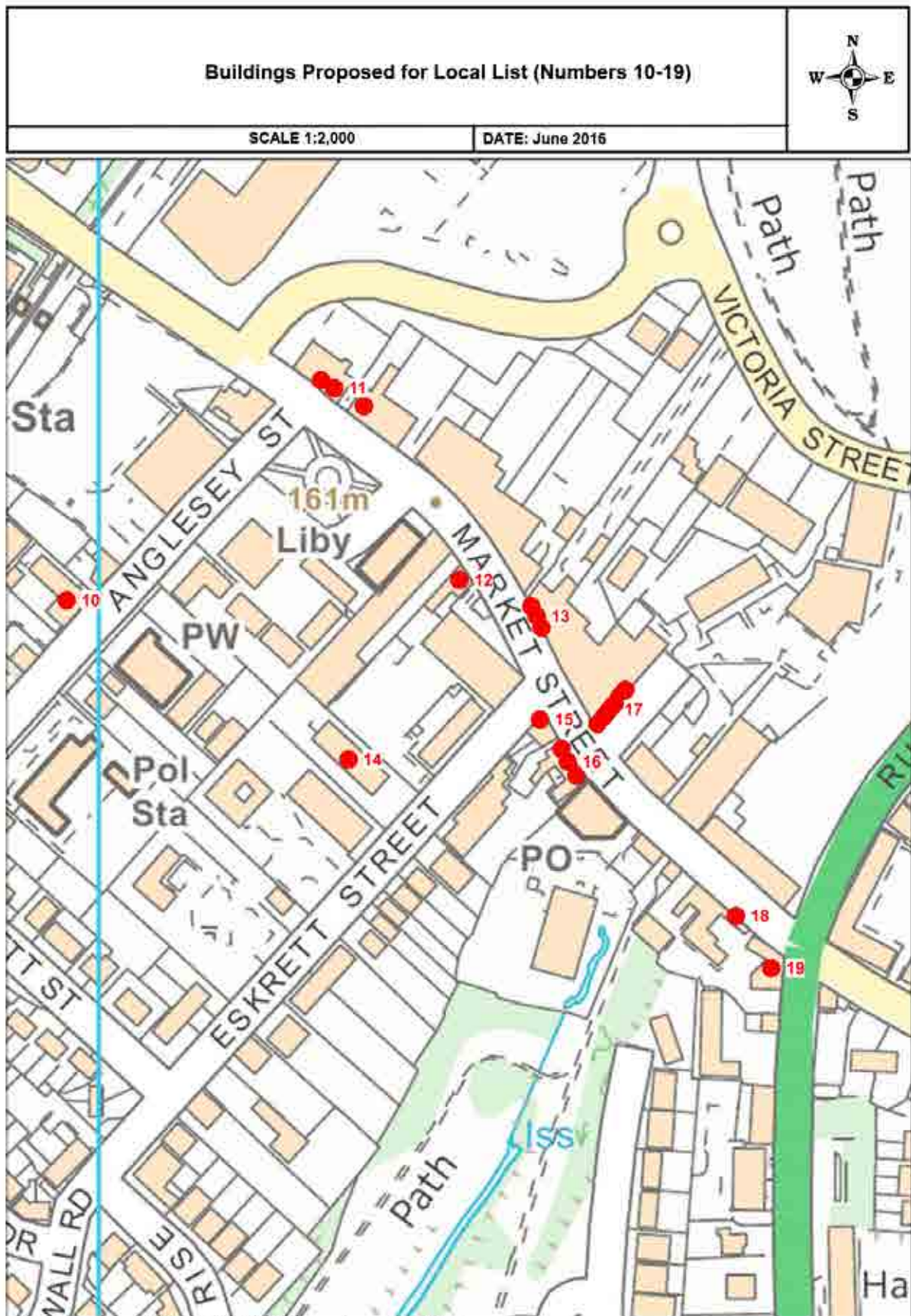
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Buildings Proposed for Local List with OS Background (Numbers 4-8)



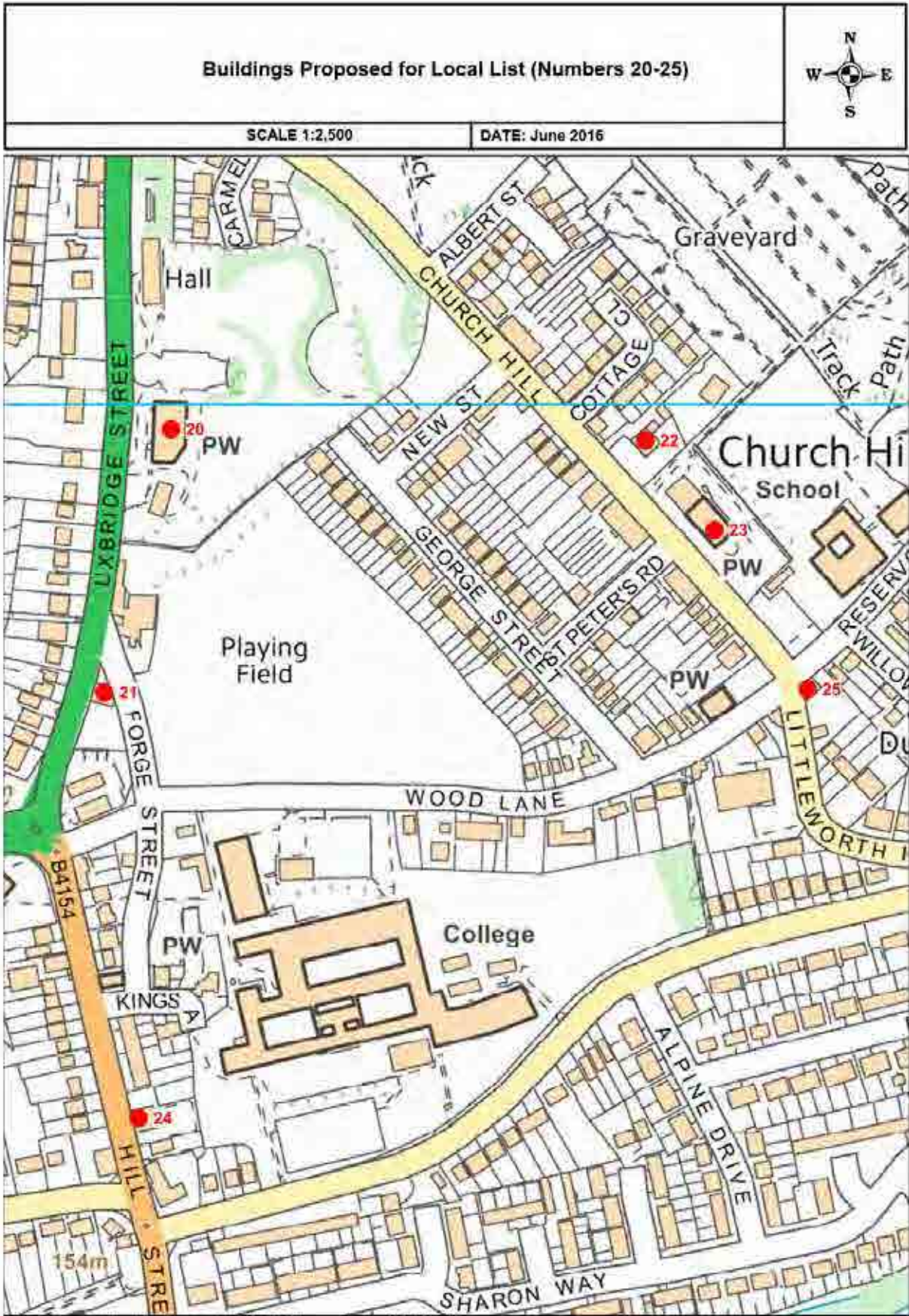
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Buildings Proposed for Local List with OS Background (Numbers 10-19)



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Buildings Proposed for Local List with OS Background (Numbers 20-25)



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The following draft policy is proposed -

Policy BE 1

There will be a presumption that the buildings listed in appendix 4 will be retained. Any extensions and alterations must respect the original character of the building and generally be subservient to the original building.

Where the original use of a building becomes redundant or unviable, a flexible approach will be taken to supporting changes of use, provided that uses are compatible with the immediate surroundings and secure the long term life of the building.


Policy BE 2

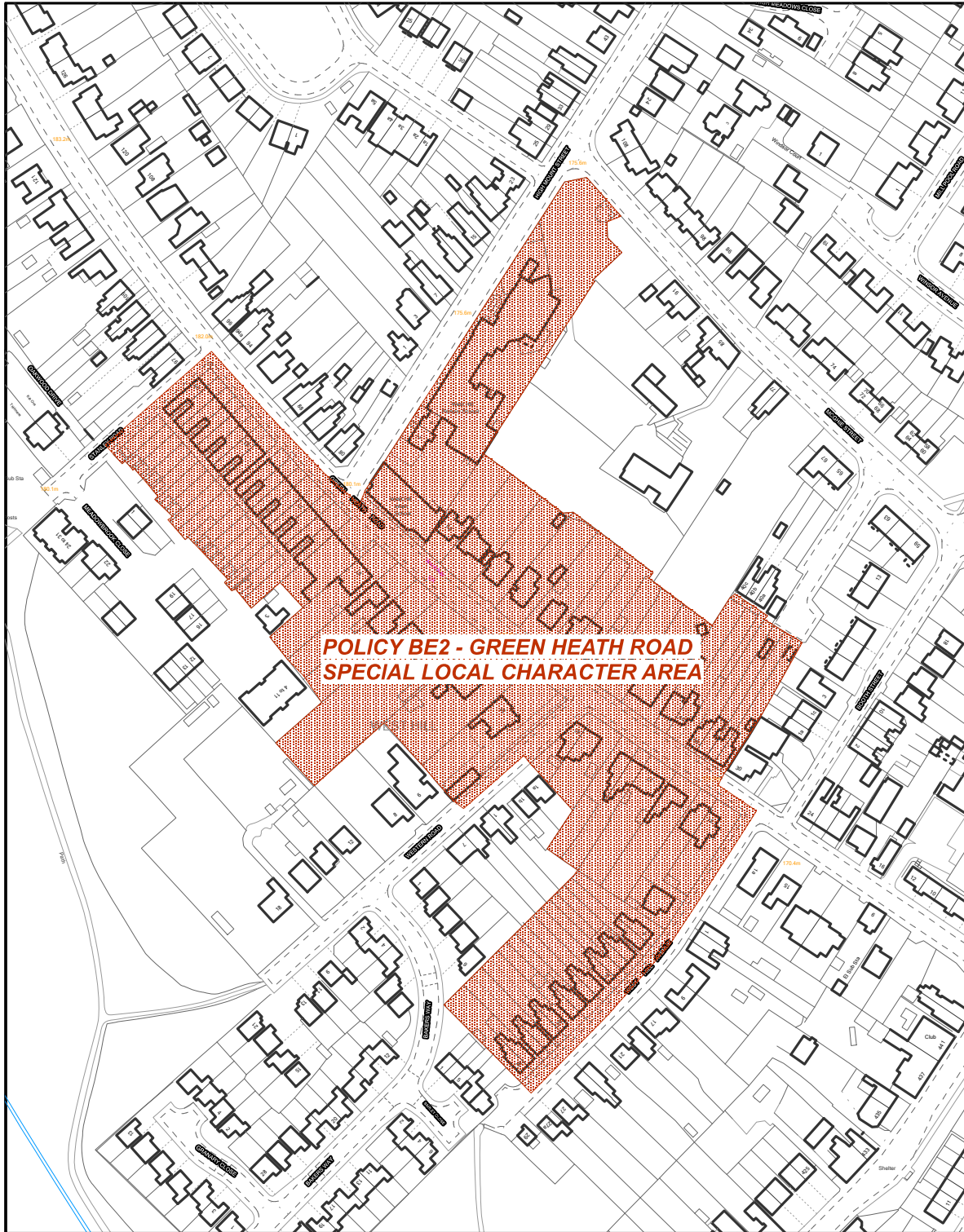
The area of Greenheath Road, Station Road and High Mount Street shown on page 28 is identified as an area of special local character, as a result of the quality and local distinctive character of its Victorian and Edwardian architecture evidenced in large villas, more modest terraced housing a school and church.

There will be a presumption that these buildings are retained and any extensions and alterations must respect the original character of the buildings and generally be subservient to them. New infill development within this area should be of a scale which is compatible with its immediate surroundings and use materials and design details which respect the local characteristics.



Policy BE2 Green Heath Road Special Local Character Area

Policy BE2- Green Heath Road Special Local Character Area		
SCALE 1:2000	DATE: June 2016	



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A photograph of a construction site under a cloudy sky. In the foreground, there is a dirt road and a pile of reddish-brown soil. To the left, an orange excavator with 'STAVE-CON' written on its arm is parked. In the background, there are several brick houses under construction. A purple circle is overlaid on the center of the image, containing the text 'Housing Development' in white.

Housing Development



Issues and evidence

As previously noted, the District Council identifies a range of housing sites in its Strategic Housing Land Availability Assessment (SHLAA), which is updated on an annual basis. The sites are divided into those which are deliverable within 0-5 years, all of which already have planning permission, and those defined as developable which can come forward in 6-15 years.

The largest of these latter sites are the proposed redevelopment of Oaklands and Image Business Parks at East Cannock Road/Lower Road (sites C220a & C220b) with a combined estimated capacity of 67 units, and land adjacent to Keys Park HTFC (site C80) with an estimated capacity of 90 units.

In accordance with current Local Plan policy, any planning application submitted to develop these sites would be required to include 20% affordable housing in addition to market housing. As noted above, the definition of affordable housing is likely to change to include discount market housing for sale to first time buyers when the Housing and Planning Bill currently before Parliament is enacted.

One sector of housing not normally catered for on commercial housebuilders' sites is bungalows for the elderly who are able to continue independent living and wish to downsize from larger properties. The ageing population structure identified in census data indicates that this is a sector of demand which should be catered for. In addition there are currently 290 applicants on the District Council's Housing Register aged over 55 and eligible for a bungalow.

The Southern Staffordshire Housing Needs Assessment and SHMA update 2012 contains several statements supporting the building of bungalows in the district (paras 8.68, 8.75 and 11.12).



An alternative to bungalows are supported living complexes comprising flats and communal social facilities for the elderly. These take the form of “Extra Care” facilities provided as partnership projects between Housing Associations and the County Council where residents need support. There are two such developments in the district in Cannock and Bridgtown but none in Hednesford. Another retirement development model is the type of scheme provided by McCarthy and Stone or Churchill Housing, where complexes containing flats for sale and communal social facilities are built. These two organisations made representations on the District Council’s proposals for its Community Infrastructure Levy in 2014, which is evidence that they may wish to develop in the district.

The following draft policy is proposed -

**Policy
H1**

Bungalows on major housing sites

Housing developments on sites of more than 25 units shall include a minimum of 10% bungalows for sale subject to issues relating to viability.

**Policy
H2**

Bungalows on small housing sites

Priority will be given to building of bungalows on small infill housing sites identified in the SHLAA and on windfall sites including disused garage courts.

**Policy
H3**

Retirement developments

The construction of an Extra Care or market retirement complex will be supported on land identified in Policy TC7.



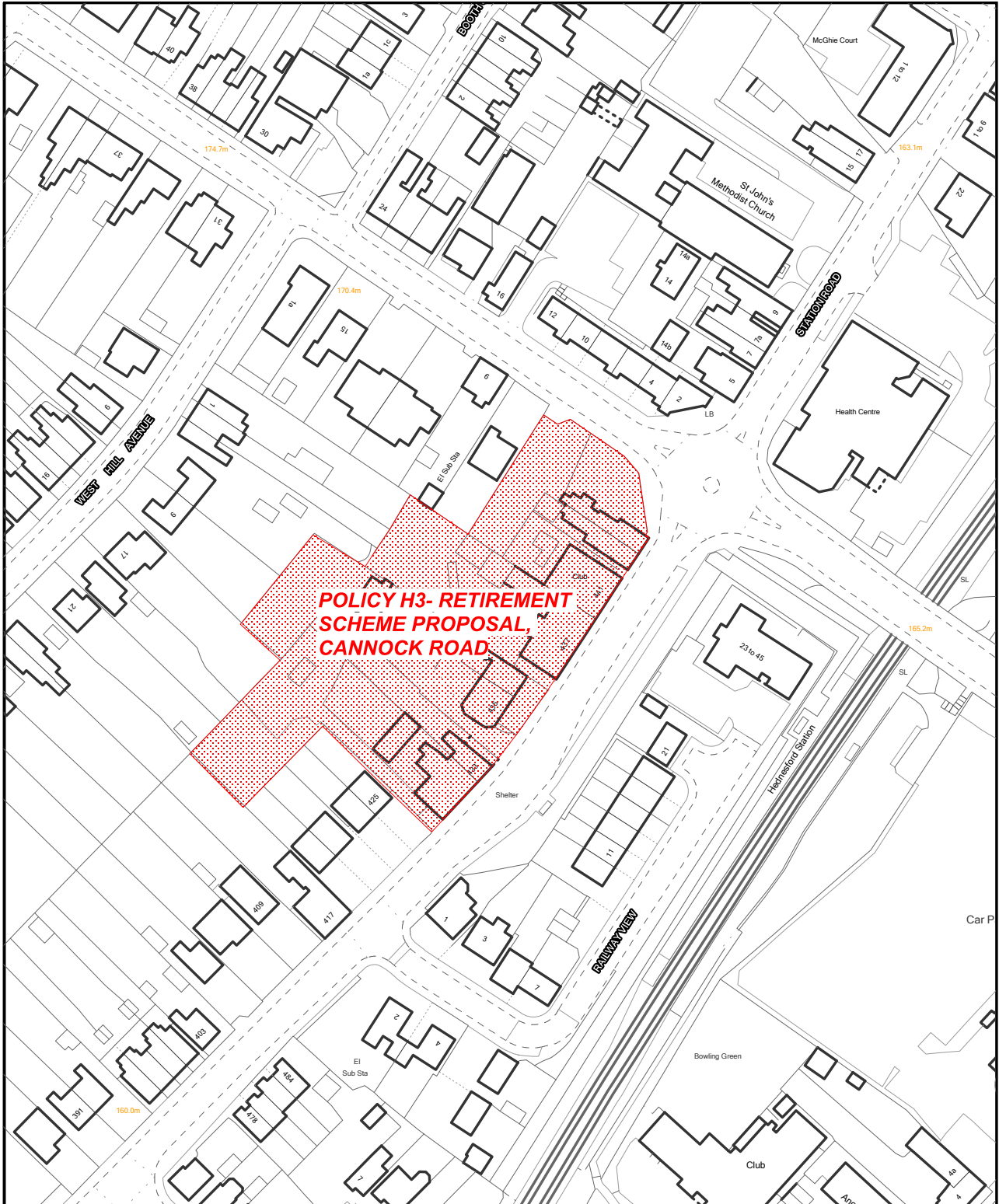
Policy H3 Retirement Scheme Proposal

Policy H3- Retirement Scheme Proposal, Cannock Road



SCALE 1:1,250

DATE: June 2016



A photograph of a modern, multi-story industrial or business park building. The building features a mix of light-colored panels and wood-grain siding. It has several windows, some with balconies, and a prominent overhang at the top. A large teal circle is overlaid on the center of the image, containing the text 'Industrial/ Business Parks' in white. The building is set against a blue sky with scattered white clouds. In the foreground, there is a green fence and some grass.

Industrial/ Business Parks



Issues and evidence

Other than the two industrial/business sites being promoted for housing development mentioned previously, there are five other industrial/business estates in Hednesford.

Keys Business Park off Keys Park Road comprises a mix of modern office, warehouse and light industrial units developed in the last 15 years.

Anglesey Business Park off Littleworth Road is also relatively modern, developed in the 1990s.

Part of the Hemlock Way Business Park with units in Hyssop Close and Burdock Close also extends into Hednesford. Again this is also a relatively modern estate. These sites don't currently raise any planning issues in need of a policy response in this plan.

The remaining two industrial areas off Old Hednesford Road/Chaseside Drive and at the junction of Rugeley Road/Station Road contain some unattractive developments including skip hire and scrap business. Clearly there is a need for such businesses to be accommodated in the district. However if opportunities arise to redevelop sites that are prominent in the street scene there would be potential for environmental improvements.

The following draft policy is proposed -



Where opportunities arise for the redevelopment of unattractive areas of industrial development at Old Hednesford Road/Chaseside Drive and Rugeley Road/Station Road development for employment uses will be supported, subject to appropriate environmental controls and provision of satisfactory off-street parking/servicing arrangements.



9

Appendices

9 - Appendices

- 1 Neighbourhood Plan Process Chart - page 34
- 2 Extract from CCC Design Supplementary Planning Document - page 35
- 3 List of Consultation Bodies - page 40
- 4 Buildings for inclusion in Local List - page 41
- 5 Extract from Town and Country Planning Use Classes Order - page 43
- 6 List of local open spaces - page 44
- 7 Proposed protected open spaces - maps - page 47



Appendix 1

Neighbourhood Plan Process Chart

- **June 2015 - April 2016** - identifying issues, collection of evidence and formulation of draft policies.
- **April - June 2016** - production of draft plan.
- **July - August 2016** - consultation on draft plan.
- **September - October 2016** - plan amendment and finalisation.
- **November - December 2016** - submission consultation.
- **February 2017?** - examination by independent inspector.
- **May 2017?** - referendum.
- **July 2017?** - adoption.



Extract from CCC Design Supplementary Planning Document

DESIGN GUIDANCE FOR HEDNESFORD TOWN CENTRE

Aim of guidance

As the result of a desire expressed by Hednesford Town Council and the 'Heart of Hednesford' Project to raise the appearance of the town centre to contribute to its viability and vitality some enhancement opportunities and guiding design principles are suggested below. Key aims include:

- To encourage development/change which preserves/enhances/conserves Hednesford town centre's local distinctiveness as a key contributor to its vitality and viability
- To support initiatives promoted by Hednesford Town Council and the 'Heart of Hednesford' Project to uplift the town centre through better quality design, materials, shopfronts and signs based on a community wish to restore buildings and enhance the retail offer
- To encourage links between the town, park and Hednesford Hills based upon the Heritage Trail; better links between the Museum of Cannock Chase and the public transport 'hub' in the town centre; and improved links between the traditional shopping centre in Market Street and the new Chase Gateway and Victoria shopping areas.
- To provide a basis for community development of Neighbourhood Plan policies.



Sources of useful information

- Appendix A: CCDC Character Area Descriptions for Design SPD: Hednesford Town Centre
- Historic England 'Streets for All - West Midlands' and 'Streets for All - Practical Case Studies' (including 'How to Do a Street Audit')
- Shopfronts and Advertisements in Historic Towns - EHTF 1991
- Free downloads from www.helm.org.uk

Key features and Character

- Compact town with rapid growth in the 19th C standing at foot of Hednesford Hills which create prominent green backdrop to town.
- Hednesford forms a gateway between urban Cannock and the rural Chase beside a key north-south route. A good variety of shop units and services are provided
- 'Old Hednesford' historic settlement away from present day town centre retains buildings dating from 16th C
- Present day town focussed on Market Street with 19th C high/medium density character, predominantly 2 storey and some 3 storey terraced buildings with shops lining the winding main street and some modern/contemporary infill eg Lightworks ground levels fall along Market Street from west to east.
- Distinctive Anglesey Lodge set back from road behind public gardens with town clock at west end of Market Street, recent change of use to public house will make this former hotel (more recently used as offices) more accessible to the community
- Red brick and grey tile predominate, with some render and yellow brickwork detail. Unique and traditional detailing reinforce area's distinctive character.
- Ongoing regeneration/modernisation at each end of Market Street and area to the north providing larger scale retail units including supermarkets to complement traditional small town centre shops and new road layout/car parks/service areas with opportunities to integrate old and new and link to Hednesford Hills and the park.



Key features and Character cont'd

- Hednesford's buildings exhibit a variety of architectural styles which were 'modern' in their time - the north side of Market Street was well developed by 1888 with a Market Hall opposite the 'Anglesey Hotel' and the Uxbridge PH at the Rugeley Road end. On the south side there were few buildings lower down the hill beyond Eskrett Street. Many of these building remain today. By 1902 infill development had taken place on the northern side of Market Street and by 1917 most of the rest of the southern side had been built up. The bank at no. 69 is noted on the map from this date and the post office and club are labelled. There are 'picture theatres' on Anglesey Street and Rugeley Road - Hednesford was clearly a self-contained town offering a variety of facilities. Post war further infill development has occurred and most buildings along Market Street have been 'modernised'.
- Nearby landmarks mark local heritage and identity - Our Lady of Lourdes Catholic Church (1927-33), the recent Miners Memorial and the refurbished Hednesford Park and Hednesford War Memorial
- Key architectural positives:
 - decorative/architectural details (e.g. plaque at 92/94 Market Street, windows at 98 Market St, chimneys and ridge tiles at 94 Market St, contrasting brick colour eaves and string courses, stone detailed frontage to former bank at 69 Market St including lion heads on doorway)
 - distinctive buildings characteristic of their period (e.g. Anglesey Lodge; former Club and Institute at corner of Cardigan Place, 3-7 Market St)
 - remnants of good traditional shopfronts and windows (e.g. at 3-7 and 11 Market St)
 - well-designed modern signage which complements its host building (e.g. 'Spice of Hednesford' at 13 Market Street.)
 - attractive public realm providing controlled vehicular access, short term accessible parking and attractive tree planting, with locally distinctive Miners Memorial as focal point
- Key architectural negatives - extensive and ad hoc modernisation of buildings in often very unsympathetic modern designs and materials (windows, shopfronts, signs and repairs) have cumulatively detracted from the appearance of the town, in common with many towns in Britain.



Enhancement opportunities

- Where planning permission is required for changes (e.g. new shopfronts and signs) the use of appropriate design guidelines can ensure proposals take account of agreed principles
- Some repairs and changes to buildings do not require planning permission so building owners need to be convinced of the benefits of following design guidelines as a longer term investment in their property and the future of the town centre
- Small scale but significant enhancements can be achieved by influencing the design and materials used for any repairs and alterations owners may be considering anyway, with maintenance and redecoration over the longer term strongly promoted.
- Larger scale enhancements (e.g. to the public realm) will require longer term planning and funding.
- Repair rather than replacement: historic features tend to be remnants of what once existed so have value. Regular maintenance of traditional building details helps to retain the distinctive appearance of the town. Small scale repairs are often cheaper than wholesale replacement.
- Following the host building's existing design details will usually provide the most successful result: upgrading of buildings does not have to be at the expense of their character and the better its condition and appearance the better any building will hold its value as an investment. Details such as set back of windows within openings can make a difference
- Careful use of matching materials appropriate to age of host building: traditional materials on older buildings (e.g. timber, brick and tile/slate) and modern materials on modern buildings (e.g. upvc) Artificial/modern materials (e.g. upvc windows) and non-traditional details tend to be bland and lack the rich textures and colours of natural materials. But they are usually mass produced, easily available and fitted at less cost, so tend to be attractive to owners and are used everywhere. Whilst appropriate for modern buildings they can look out of keeping on historic ones.
- Use of local craftspeople (e.g. joiners, carpenters and builders) to carry out traditional repairs to older buildings: not only benefitting the buildings but the local economy, reinforcing the town's viability.



Enhancement opportunities cont'd

- Even if use of modern materials on older buildings is unavoidable it is still possible to find ways of matching design details as closely as possible: e.g. some double glazed UPVC sliding sash windows provide a good replica of a traditional window, with slim frames recessed within window openings.
- New shop fronts complementing the style, scale and proportions of the building and its neighbours with signage of an appropriate size and colour: good design can go a long way towards enhancing the appearance of the building and the town.
- Careful design of new buildings and infill development: to respect, complement and enhance the architectural character of an area. Fine buildings of any type, style and age can enhance the streetscene and contribute to a sense of identity.
- Opportunity to harness community interest via initiatives such as development of Town Trail linking to District's Heritage Trail route.



List of consultation bodies

- Staffordshire County Council
- Cannock Chase Council
- Teddesley Hay Parish Council
- Brocton Parish Council
- Brindley Heath Parish Council
- Huntington Parish Council
- Heath Hayes and Wimblebury Parish Council
- The Coal Authority
- The Homes and Communities Agency
- Natural England
- The Environment Agency
- English Heritage
- Network Rail
- The Highways Agency
- Electronic Communications Code System Operators
- Primary Care Trust
- Electricity supplier
- Gas supplier
- Sewerage undertaker
- Water undertaker



Buildings proposed for inclusion in local list:

1. South Staffordshire Water Tower – Brindley Road
2. BT Telecom Tower – Broadhurst Green
3. St. Saviour's Church – High Mount Street.
4. West Hill Primary School – Greenheath Road/High Mount Street.
5. Villas 51,53,55 Greenheath Road.
6. Former Police Station now flats 435 Cannock Road.
7. Trinity Methodist Church – Station Road.
8. Large villa now accountancy business – 45 Station Road.
9. Former Chapel now single dwelling – Bradbury Lane.
10. Former Mining College now Anglesey Court flats – Anglesey Street.
11. 92-96 (even) Market Street shops constructed in patterned brickwork with tiled panelling at first floor level.
12. 69 Market Street former bank, grander proportions than other two storey buildings in Market Street, with cornices, pilasters, original brickwork window headers and decorative stone door surrounds.
13. 56-60 (even) Market Street – jettied bay windows at first floor level.
14. Hen House pub Eskrett Street
15. 45-47 (odd) Market Street – dentil course at eaves, original first floor sash windows.
16. 37-41 (odd) Market Street – first floor window details with keystones, string course and dentil course brickwork, original dormer casings.
17. 1-6 Cardigan Place – former working men's club with decorative brickwork including dentil courses, oriel window and stained glass.
18. 3-7 (odd) Market Street – single storey shops with large broadly semi-circular gable front in brickwork with stone edging. Original timber shopfront headings.
19. 1 Market Street (Woody's Bar) late Victorian public house with attractive window detailing, contrasting blue brick bands dentil and string courses.



Buildings proposed for inclusion in local list:

1. Our Lady of Lourdes RC Church Uxbridge Street.
2. Plough and Harrow pub Uxbridge Street.
3. 141 Church Hill – substantial villa, former vicarage.
4. St. Peter's C of E Church Church Hill.
5. Former Queen's Arms pub Hill Street.
6. Former shop corner of Reservoir Road and Littleworth Hill.
7. Bell and Bottle pub 42 Mount Street.



Extract from town and country planning use classes order 1987

This is a Statutory Instrument which aims to reduce the need to make planning applications for changes of use of buildings or land. In many cases the changes of use are automatically permitted by the Order, but in some cases there is a “Prior Approval” process which is a simplified form of planning application. The main provisions which are relevant to uses often found in town centres are set out below. Permission is never required for changes of use where both uses are within an individual Class.

- Class A1 shops including hairdressers, funeral directors, hire shops, dry cleaners and internet cafes. Permitted changes to A2 (financial and professional service), mixed use of A1, A2 and up to 2 flats. Changes of use to dwellinghouse C3, restaurants and cafes A3 and gymnasiums, bingo halls, concert halls, cinemas D2 are permitted subject to “Prior Approval” processes.
- Class A2 financial and professional services comprising banks, building societies, estate and employment agencies. Permitted change to A1 or A1 plus up to 2 flats. Changes to A3, C3 and D2 are permitted subject to “Prior Approval” processes.
- Class A3 restaurants and cafes. Permitted changes to A1 and A2.
- Class A4 pubs and wine bars. Permitted change to A1, A2 or A3 subject to building not being an Asset of Community Value.
- Class A5 hot food takeaways. Permitted change to A1, A2 or A3.

Casinos, car sales premises, taxi hire businesses, nightclubs, amusement centres, betting offices and pay day loan shops are not in any of the Classes and permission is always required to change to or from one of these uses. However a casino can change to D2 or A3 (in the latter case subject to “Prior Approval”). An amusement centre or casino can change to C3 subject to “Prior Approval”. Betting offices and pay day loan shops can change to A1 or A1 and up to 2 flats, or D2 or C3 subject to “Prior Approval”. This is not a complete list of all changes of which are permitted, but is intended to include the main ones relevant to Hednesford Town Centre or any of the local groups of shops in the area.



Local Open Spaces

These are additional to the Green Space Network of protected open spaces shown on the Cannock Chase Local Plan Policies Map.

Hednesford North

- a) Open space between Plantation Road and Tower Road
- b) Triangular green at Plantation Road
- c) Green at Cedar Close
- d) Verges on north side of Broadhurst Green between Croft Avenue and Community Centre.
- e) Greens at Rowley Close
- f) Verges on north side of Bradbury lane
- g) Green at Woodland Close
- h) Green at Howard Crescent
- i) Green at Millicent Close
- j) Open space between Wesley Place and Station Road
- k) Semi-natural open space at western end of Springfield Rise
- l) Verges at eastern end of Station Road.
- m) Verge at corner of Blewitt Street and Heath Street.

Hednesford Greenheath

- a) Green at Brook Road
- b) Green at Gray Road
- c) Playground between Bond Way and Daisy Bank
- d) Open space between Beech Pine Close and Broadhurst Green
- e) Open space between Silver Fir Close and Burleigh Close
- f) Trees rear of Greenheath Road
- g) Verge in front of Bridge pub Belt Road
- h) Treed embankment west of railway Stafford Lane.
- i) Verge between Rydal Close and Rose Hill
- j) Green at Cowley Green
- k) Verge at corner of Stafford Lane and Cannock Road



Monitoring

When the plan has been adopted the effectiveness of its policies and proposals will need to be monitored, so for each of the individual policies a brief annual report will be produced to identify what progress has been made. The matters to be monitored are briefly described below:

Policy TC1	overall mix of ground floor uses, vacancy rates and number of additional residential units created.
Policy TC2	use of S106 funds.
Policy TC3	state of maintenance, preservation, restoration of original features of buildings.
Policy TC4	Progress in producing a development brief for these sites and subsequently implementing its proposals.
Policy TC5	Progress in implementation of car park/station improvements and replacement taxi rank
Policy TC6	Progress in implementation of enlarged car park
Policy TC7	Progress in achieving comprehensive redevelopment
Policy OS1	Open spaces protected and extent of enhancement achieved
Policy BE1	Number of buildings retained and improved
Policy BE2	Character of the area maintained and enhanced
Policy H1	Number of bungalows built on major development sites
Policy H2	Number of bungalows built on minor development sites
Policy H3	Progress in implementing comprehensive development
Policy EMP1	Progress achieved in re-development



Hednesford South

- a) Treed embankment between Littleworth Road and Anglesey Business Park
- b) Verges between Littleworth Road and Hewston Croft
- c) Verges on Sharon Way
- d) Verge between Sharon Way and Splash Lane
- e) Verge west of Hill Street
- f) Walkway linking Hyssop Close with open space north of Hemlock Way
- g) Open space at corner of Stagborough Way
- h) Open space between Stagborough Way and Linden View
- i) Treed bank and cycleway between Nuffield Health Club and railway
- j) Treed embankment east of Eastern Way
- k) Open spaces alongside Ridings Brook from Nuffield Health Club to town boundary
- l) Verge at corner of Lower Road and East Cannock Road
- m) Verges with mature trees north of Stafford Lane
- n) Embankment between Market Street and car park r/o Co-op.



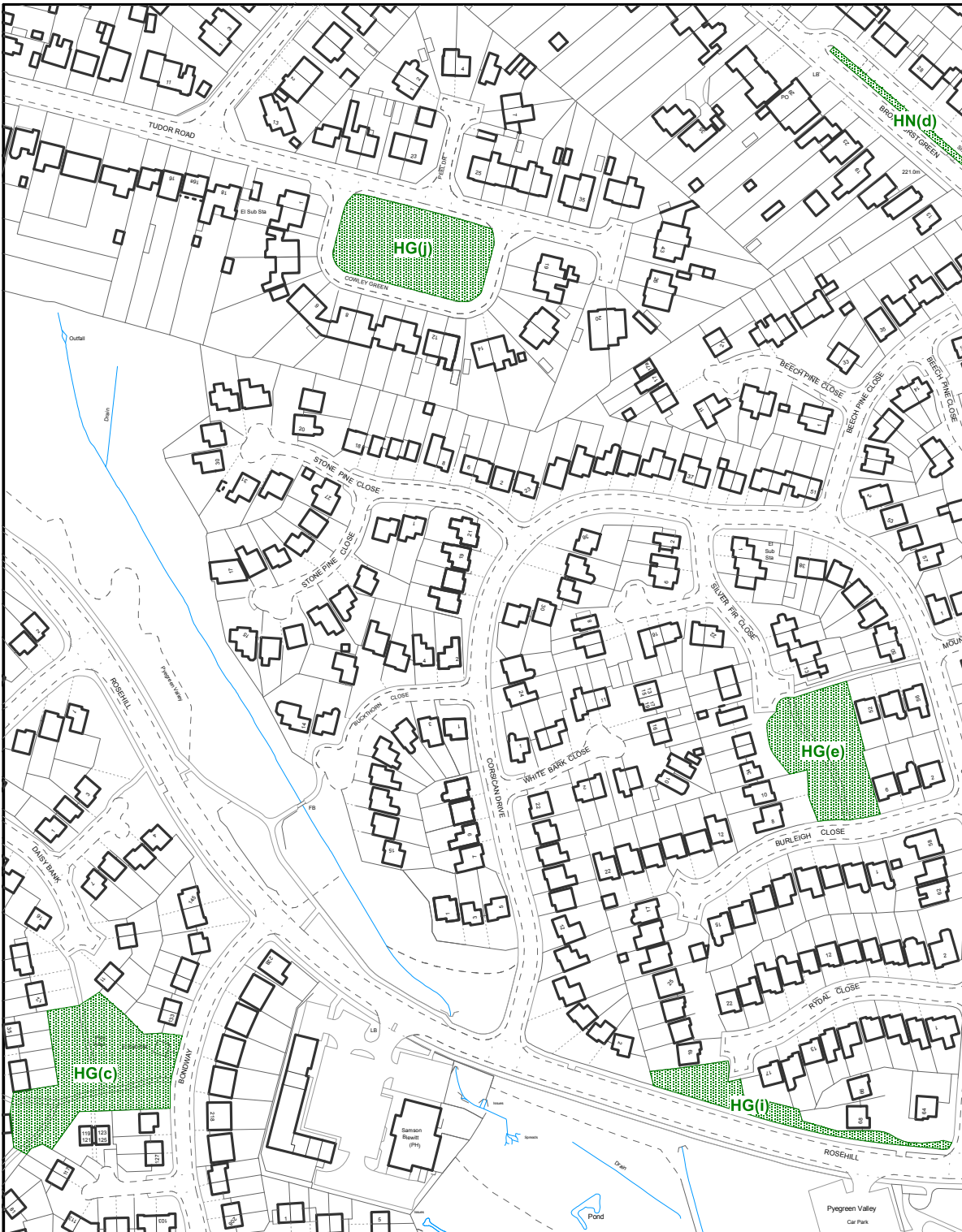
Appendix 7 - Proposed protected open spaces



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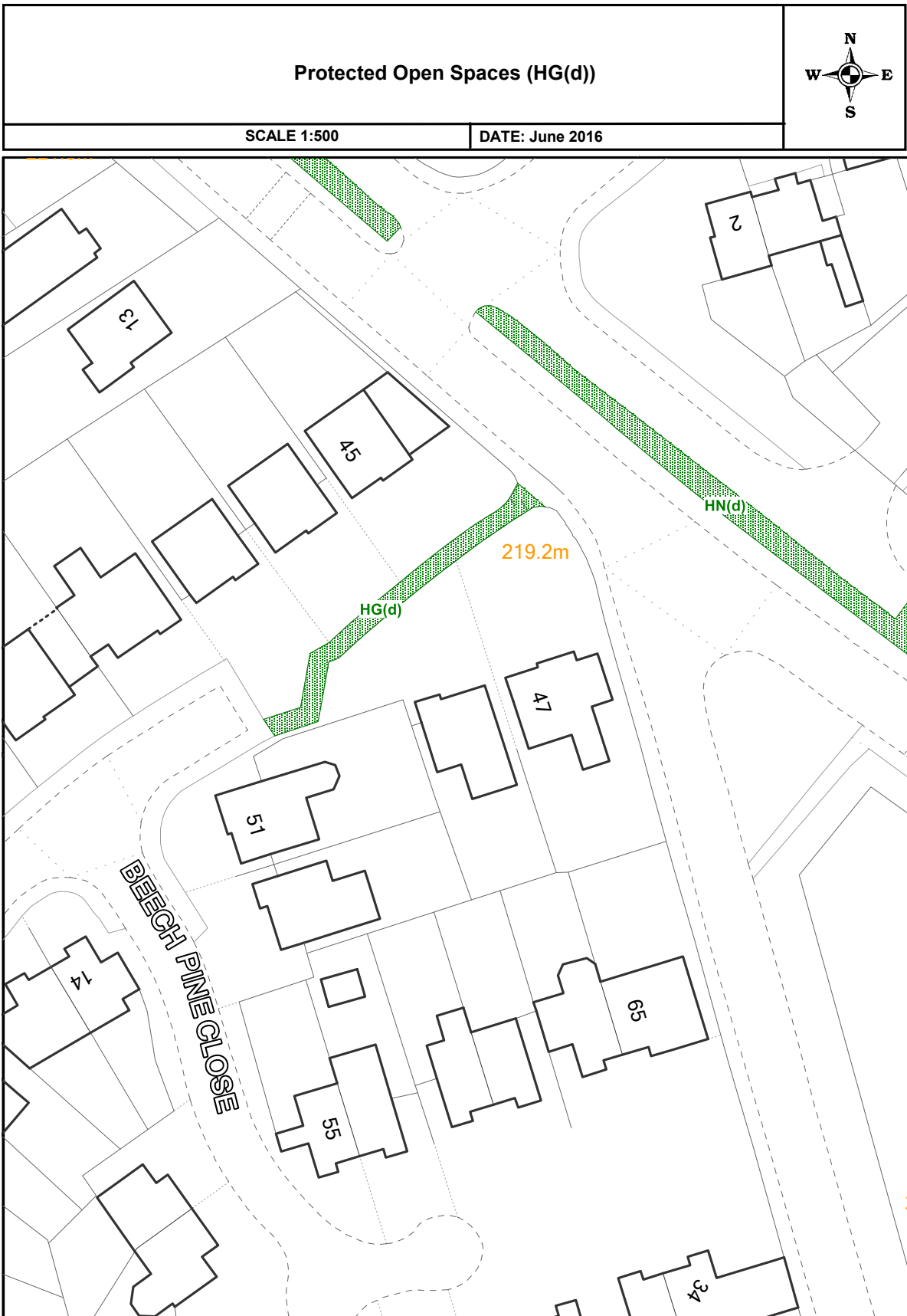
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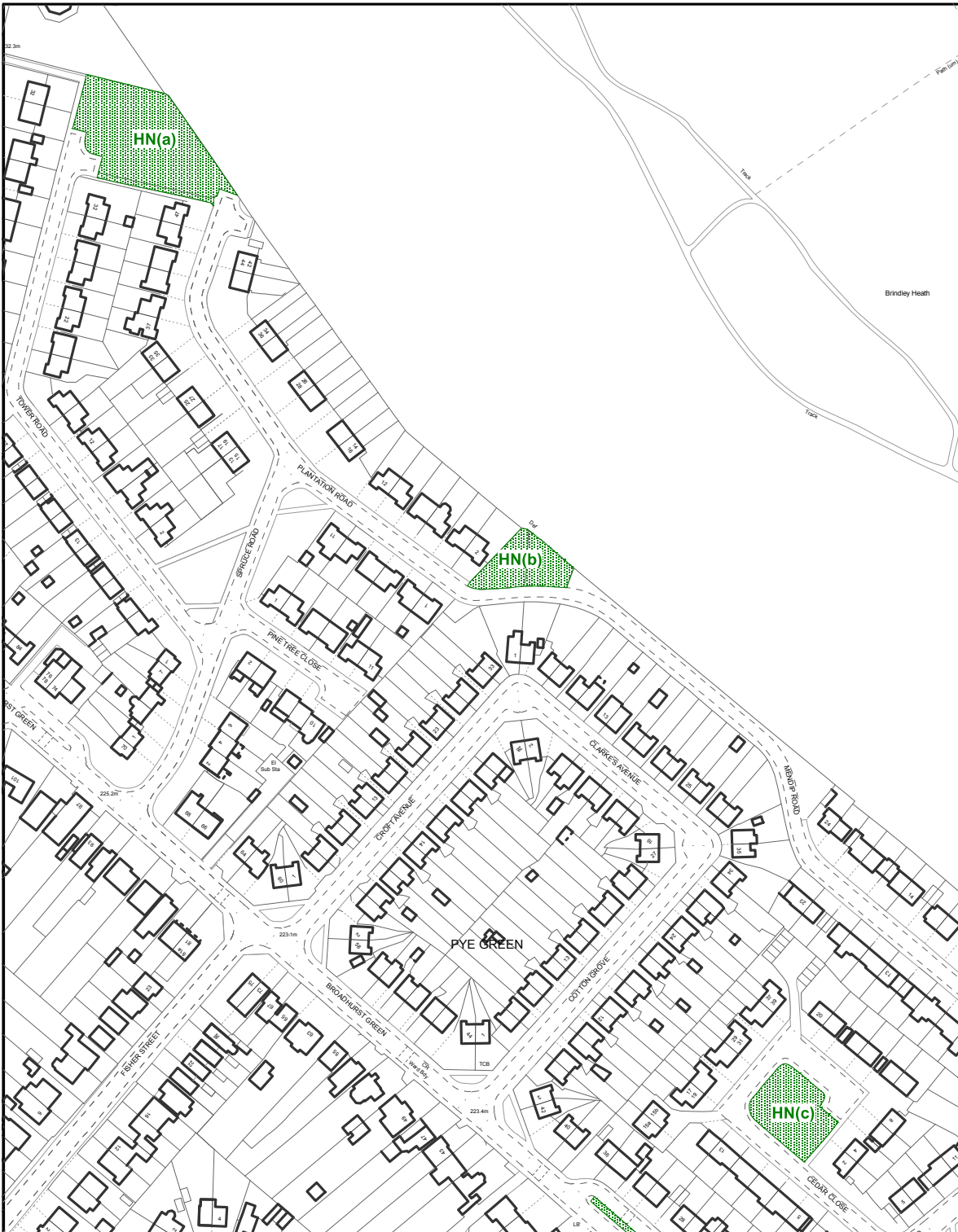
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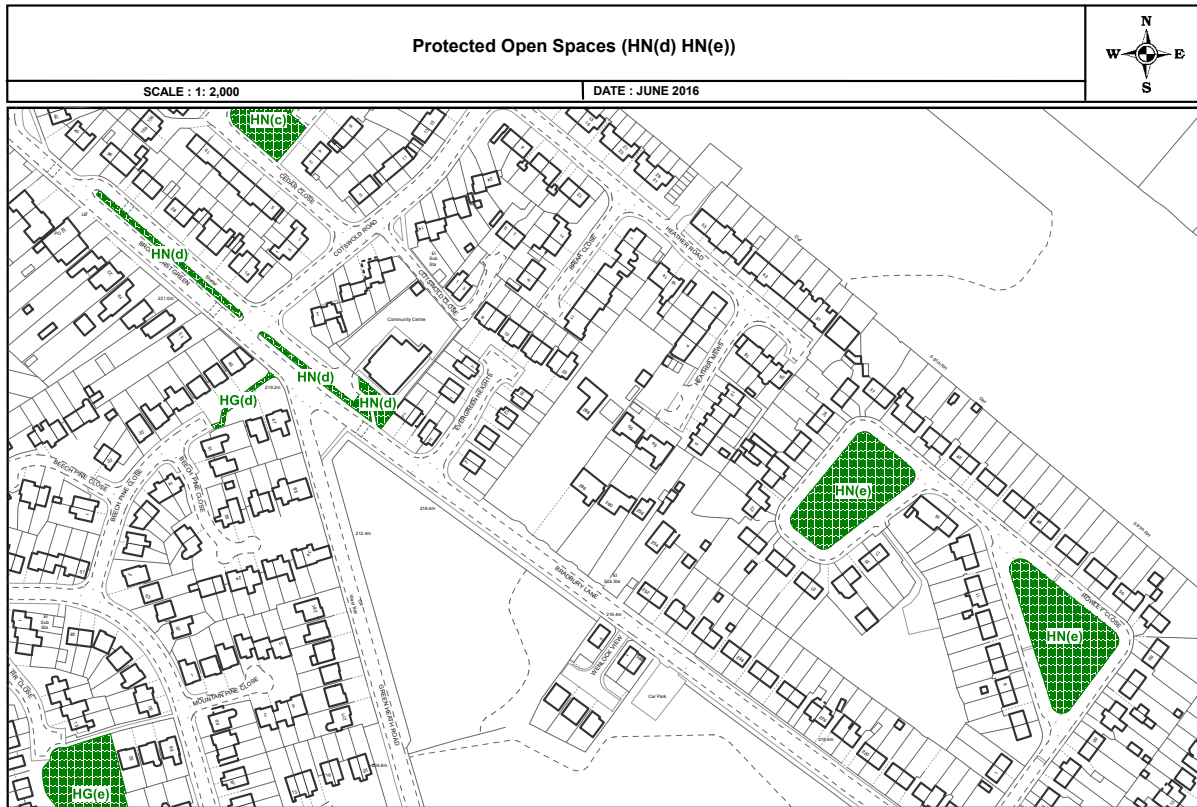
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Proposed protected open spaces




Proposed protected open spaces

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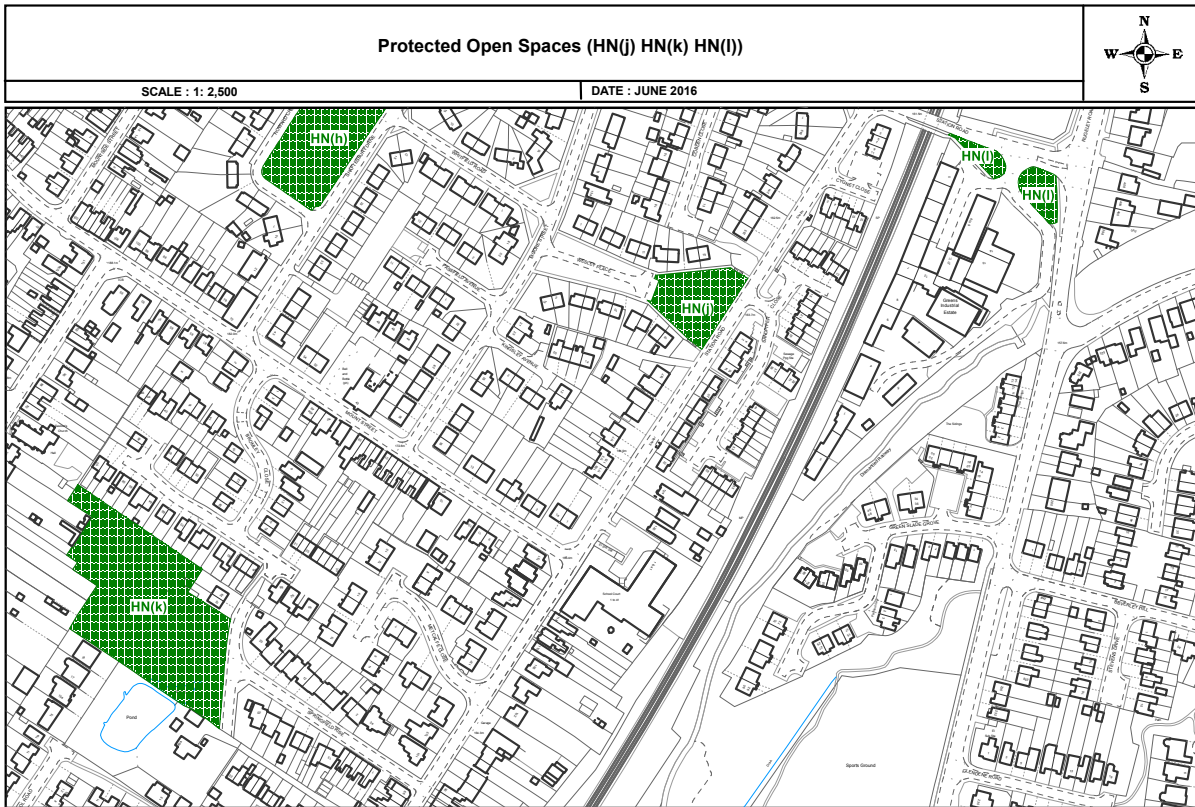
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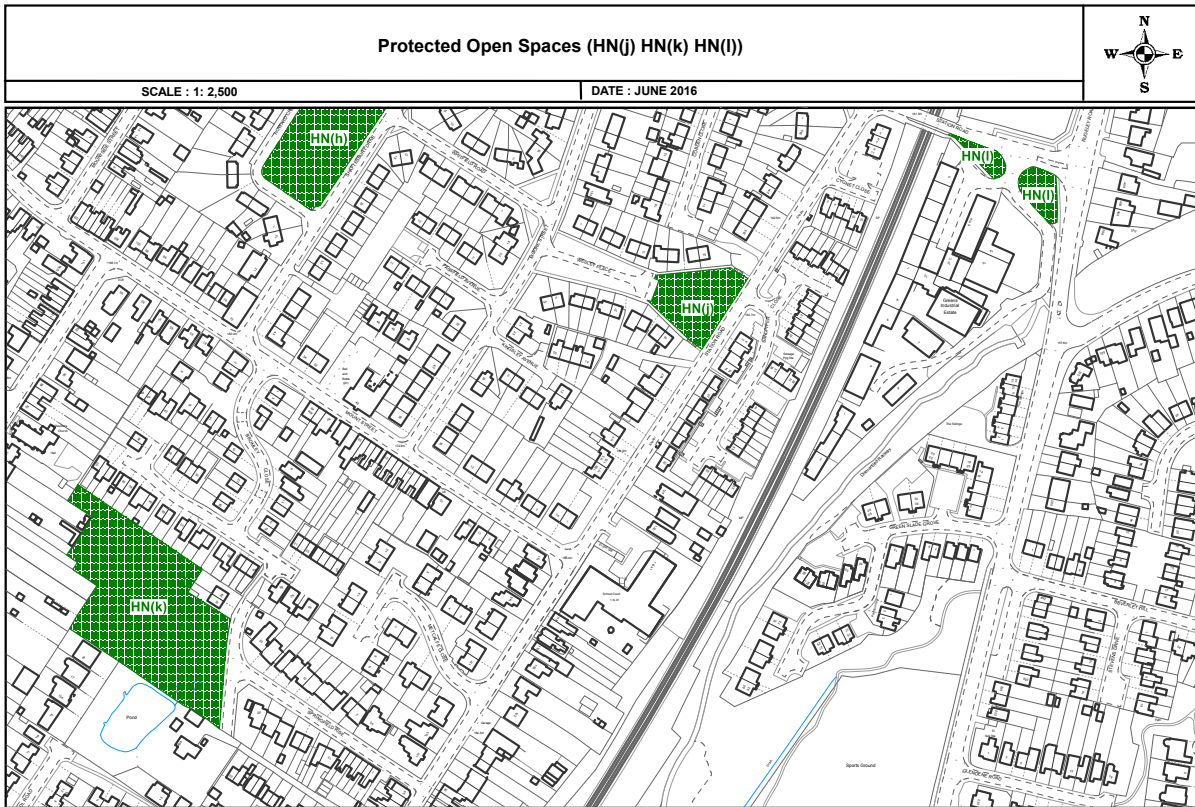


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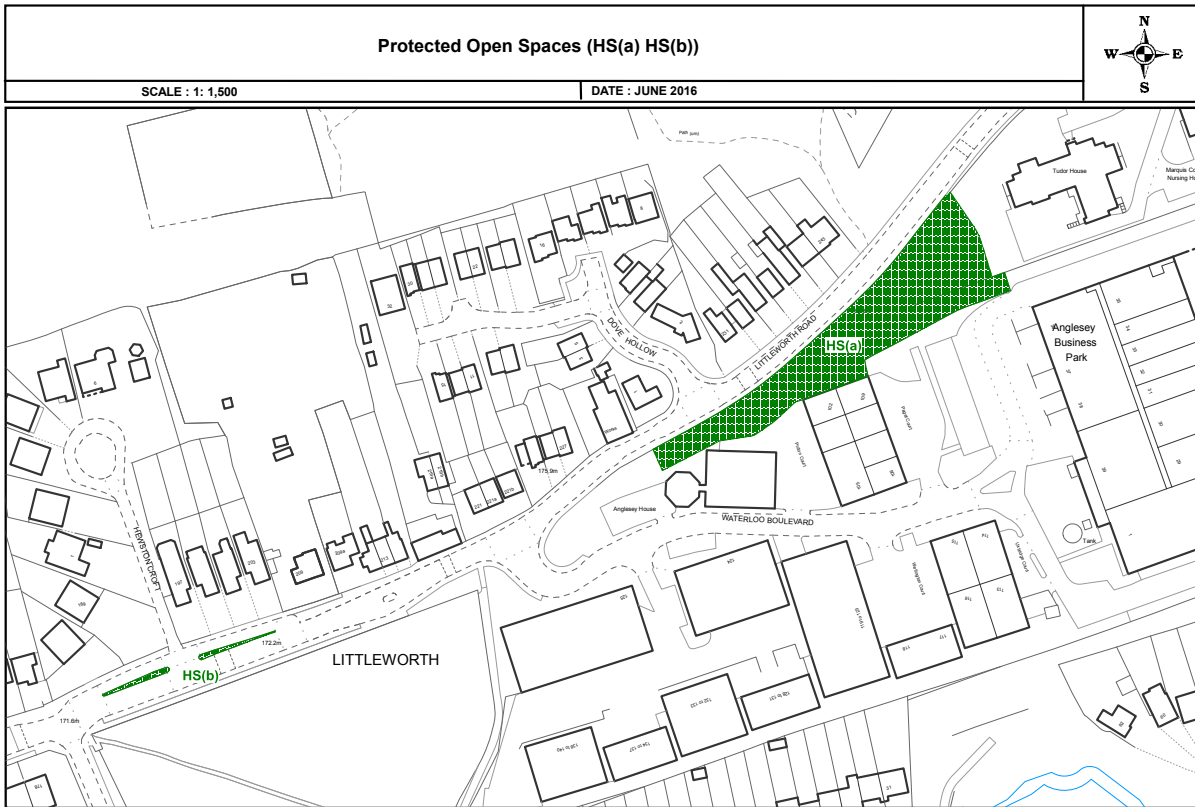


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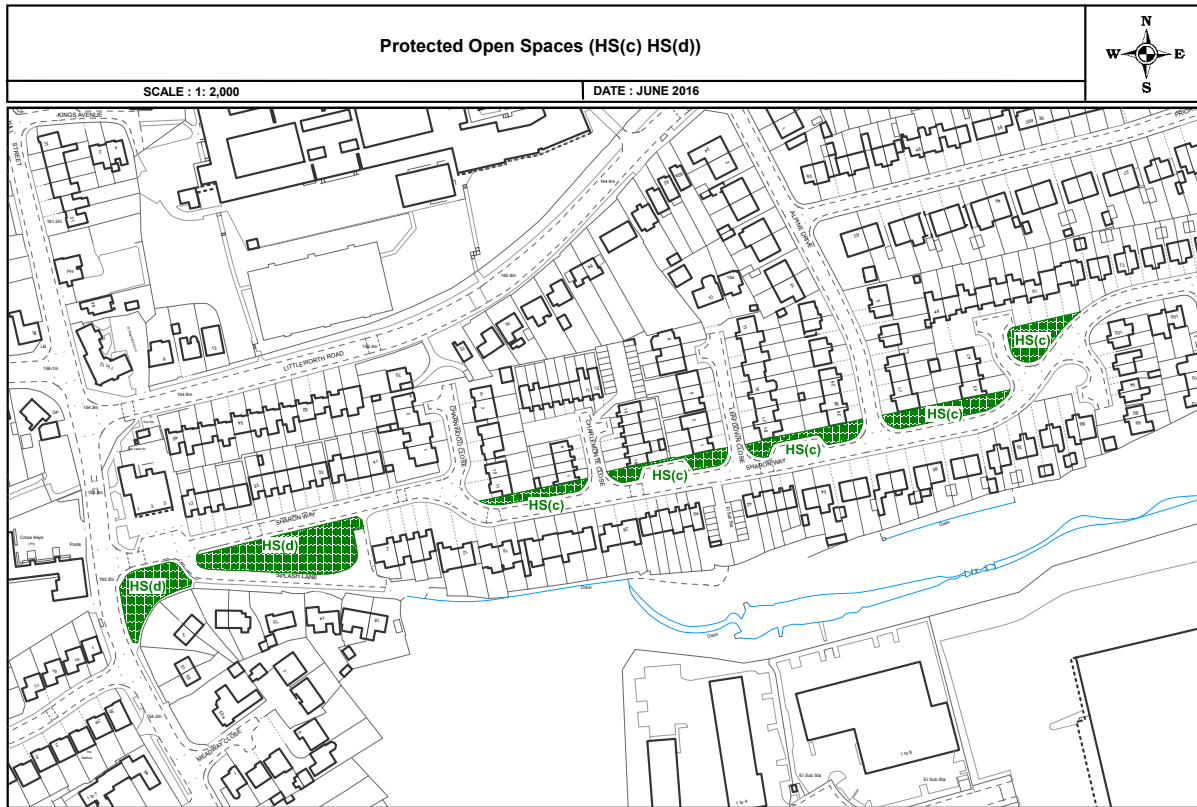


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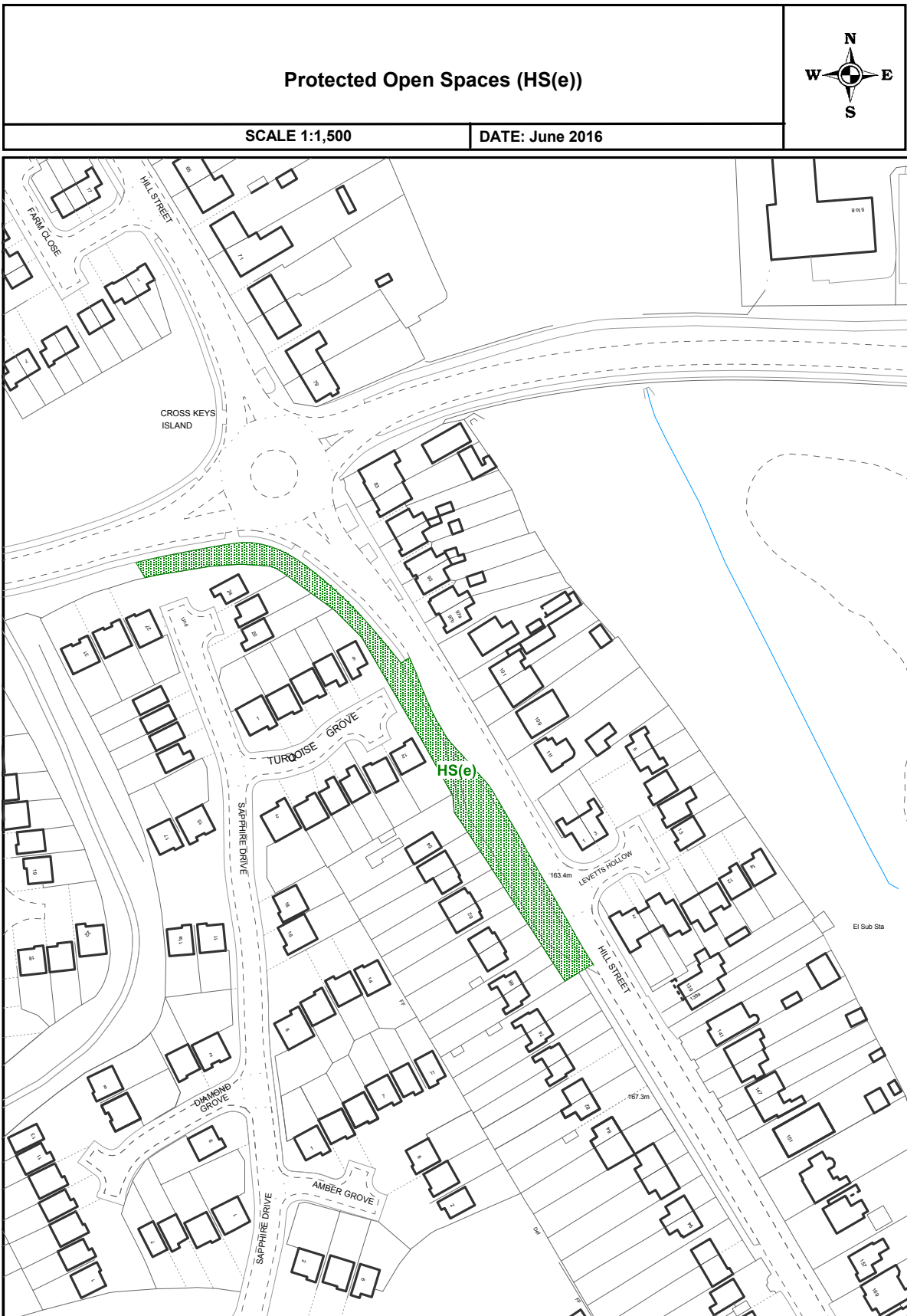
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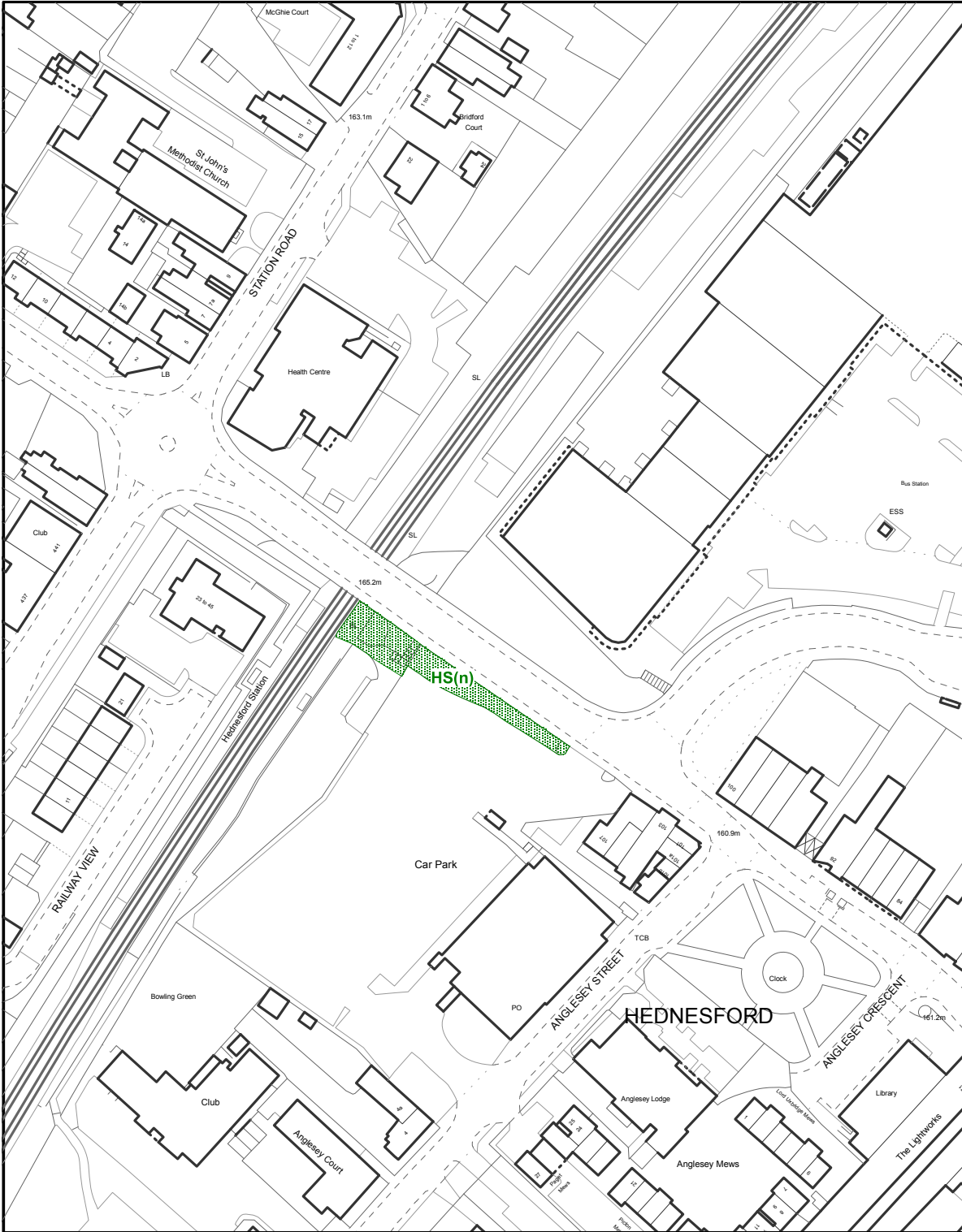
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10

References/ Sources

10 - References/ Sources

- 1 National Planning Policy Framework - page 68
- 2 National Planning Practice Guidance - page 68
- 3 Cannock Chase Local Plan Part 1 2014 - page 69
- 4 Cannock Chase Council Design Supplementary Planning Document April 2016- page 72
- 5 Listed Buildings - page 72
- 6 Strategic Housing Land Availability Assessment (SHLAN) - page 73
- 7 A History of Hednesford and Surrounding Villages - Anthony Hunt - page 77



1 The National Planning Policy Framework (NPPF)

The NPPF sets out Government planning policies for England and came into effect in March 2012. It states that the purpose of the planning system is to contribute to the achievement of sustainable development which is defined as development which meets the needs of the present without compromising the ability of future generations to meet their own needs”. The NPPF introduces a presumption in favour of sustainable development which should be reflected in policy making in Local and Neighbourhood Plans and decision taking on planning applications.

Neighbourhood Plans are required to support the overall development needs set out in the Local Plan and should not propose less development or be in conflict with its strategic policies. Neighbourhood Plans should plan positively to shape and direct development that is outside the strategic elements of the Local Plan.

2 The National Planning Practice Guidance (NPPG)

This is a “live” document setting out processes to be followed in plan making and decision taking on planning applications in a topic based format. There is a comprehensive section on neighbourhood planning.



3 The Cannock Chase Local Plan Part 1

This is the strategic part of the Local Plan which was adopted in July 2014. Key policies and proposals providing the strategic context for this plan are -

- **Policy CP1** - Strategy – this focuses investment and regeneration on existing settlements whilst conserving the landscape of the AONB, Hednesford Hills, Green Belt and the green infrastructure of the district.
- **Policy CP2** - Developer Contributions for infrastructure – identifies the two main methods of funding via Community Infrastructure Levy (CIL) and Planning Obligations (S106 agreements and equivalent unilateral undertakings). The requirement to pass a proportion of CIL funds to parishes/neighbourhoods is recognised.
- **Policy CP3** - Chase Shaping – Design – identifies a broad set of criteria which need to be met to achieve high quality design and indicates that a Supplementary Planning Document (SPD) elaborating the policy will be produced. The SPD has since been produced and includes a section on Hednesford Town Centre.
- **Policy CP4** - Neighbourhood Led Planning – this provides support in principle for Neighbourhood Plans to be produced.
- **Policy CP5** - Social Inclusion and Healthy Living – this policy focuses on provision of health, education, open space, sport and recreation facilities to meet the needs of communities. It references the “Green Space Network” within the urban areas shown on the Policies Map which is to be protected.
- **Policy CP6** - Housing Land - this identifies the overall housing requirement for the district of 5300 for the period 2006-2028 of which up to 900 are proposed for the strategic allocation west of Pye Green Road and north of Limepit Lane.



10 - References/ Sources

- **Policy CP7** - Housing Choice – dealing with provision of affordable housing on commercial housebuilders sites and the mix of housing required to meet the needs of the whole community including young people, families and the elderly. (This policy is likely to need amendment when the Housing and Planning Bill, currently before Parliament, is enacted. The Bill includes clauses which will require Local Planning Authorities to deliver discount market housing for first time buyers under the age of 40 on commercial housebuilders' sites and is likely to significantly reduce the amount of social rented housing built for Housing Associations which can be negotiated via S106 agreements on these sites).
- **Policy CP8** - Employment Land and Policy CP9 – A Balanced Economy. No new employment sites are proposed in Hednesford, but the policies encourage redevelopment and modernisation of existing employment sites.
- **Policy CP10** - Sustainable Transport – aims to improve bus and rail services together with infrastructure to encourage walking and cycling.
- **Policy CP11** - Centres Hierarchy – Hednesford is identified as a town centre with a boundary shown on the Policies Map. The Victoria Shopping Park on Victoria Street (Tesco, the adjoining block of retail units with the new community building) and the Chase Gateway development on Rugeley Road, Market Street and Victoria Street (Aldi, Bingo Hall and two blocks of shop units) totalling around 14,400 square metres have already been delivered.
- **Policy CP12** - Biodiversity and Geodiversity – aims to protect ecological and geological assets and promote restoration and creation of spaces to accommodate priority species and habitats. Key assets within the area are the Hednesford Hills Local Nature Reserve (a Site of Special Scientific Interest of national importance) and the Old Brickworks Nature Reserve (a local Site of Biological Interest) are identified on the Policies Map. In addition an area of land in Pye Green Valley at the rear of the Staffordshire University Academy and not open to the public, is also identified as a Site of Biological Interest on the Policies Map.



10 - References/ Sources

- **Policy CP13** - Cannock Chase Special Area of Conservation (SAC) – the Chase heathlands have European status as protected habitats and all new housing developments are required to secure mitigation of impact arising from increased visitor pressure. There is now an approved mitigation strategy in place.
- **Policy CP14** - Landscape Character and Cannock Chase Area of Outstanding Natural Beauty (AONB) – the policy focuses on protection of the landscape of the AONB and the wider landscape of the district including woodlands and local green spaces.
- **Policy CP15** - Historic Environment – aims to safeguard all historic sites, buildings, areas, archaeological remains, their settings and their historic landscape and townscape character. Hednesford Town Centre is specifically identified as having a distinctive character with development guidelines to be set out in a Design SPD.
- **Policy CP16** - Climate Change and Sustainable Resource Use – encourages sustainability in design and construction in relation to energy, waste, water use, mitigation of impact of climate change and flood prevention.

Key features within Hednesford identified on the Policies Map are:

- That part of Hednesford which is in the Green Belt and Area of Outstanding Natural Beauty between the Pye Green communications towers and the Broadhurst Green crossroads and a small area of Green Belt north of Station Road, west of the junction with Rugeley Road.
- The strategic housing allocation west of Pye Green Road, north of Limepit Lane and east of the district boundary with Huntington Belt as identified in Policy CP6.
- The boundary of Hednesford Town Centre (Policy CP11).
- The three important protected nature conservation sites, Hednesford Hills, The Old Brickworks and land on the western side of Pye Green Valley (Policy CP 12). These are also part of the wider Green Space Network of protected open spaces.



- The remaining major parts of the protected Green Space Network including Hednesford Park, Anglesey Park, Pye Green Valley (Policy CP5).
- The proposed footpath/cycleway on the route of the old mineral railway north of Rawnsley Road planned to link Hednesford with Rawnsley, Prospect Village and Hednesford (Policy CP10).

4 Design Supplementary Planning Document (SPD)

This was adopted by Cannock Chase Council on 6/04/2016. In addition to setting out detailed guidance on design relevant to most forms of development, this document contains specific guidance to provide a context for Neighbourhood Plan Policies relating to Hednesford Town Centre. The aims of this guidance are to encourage development which conserves and enhances local distinctiveness, to support proposals to uplift the town centre through better quality of design, to encourage links between the town, park and Hednesford Hills.

The document also sets out processes for identifying buildings for inclusion in a Local List of Buildings of Historic Importance and a policy requiring the value of these buildings to the local character of the area to be given weight in any decision making on planning applications.

5 Listed Buildings

There are 4 Listed Buildings in Hednesford which have statutory protection –

- Anglesey Lodge Market Street 1831 grade 2.
- The Cross Keys Inn Hill Street 1746 grade 2.
- Cross Keys Farmhouse Hill Street, probably 16th century grade 2.
- The War Memorial on Hednesford Hills 1922 grade 2



6 Strategic Housing Land Availability Assessment (SHLAA) 2015

This document produced by the District Council and updated annually identifies sites which provide the housing land supply to meet the overall requirement to deliver 5300 net new dwellings between 2006-2028 identified in the Local Plan. 2313 units had been completed by the end of March 2015, giving a residual requirement of 2987 to be built by the end of March 2028. It is divided into two main categories:

1. **Deliverable sites** - normally already having planning permission and capable of being built in a 0-5 year period.
2. **Developable sites** - capable of coming forward in 6-15 years, including parts of some major sites which have planning permission but which will take longer than 5 years to build out and other sites identified by the District Council, many of which do not yet have planning permission, but are in principle considered suitable for housing development.



6 SHLAA sites in Hednesford

Major 0-5 year sites with full planning permission under construction

C37 (part 1) Pye Green Valley	200 (out of 417)
C113 (a) West of Pye Green Road	119 (out of 900)
C128 Hednesford Court Office Anglesey Street	14
C43 r/o 81-129 High Mount Street & 97-105 Mount Street	16 (5 out of 21 completed)
	Total 349

Major 0-5 year sites with full planning permission

C113 (part 1) West of Pye Green Road	150 (out of 900)
	Total 150

Minor 0-5 year sites with full planning permission under construction

C359 The Birds Bradbury Lane	6
C63 Adjacent and r/o 419-435 Cannock Road	2 (part of larger site which also includes 25 flats)
C232 r/o 30-34 Market Street	6
C285 r/o 219b Littleworth Road	1
C329 land adj. 41 Copperkins Road	1
C339 221 Littleworth Road	2
C340 The Willows Reservoir Road	6
	Total 24



10 - References/ Sources

Minor 0-5 year sites with full planning permission

C288 29 Littleworth Road	1
C315 89a Station Road	2
C319 adj. 167 Littleworth Road	1
C356 adj. 2 Laurel Drive	1
C361 Chase Stores 39 Ebenezer Street	1
C365 r/o 26 Blewitt Street	1
Total	7

Minor 0-5 year sites with outline planning permission

C157 19 Eskrett Street	1
C363 89 Wood Lane	1
Total	2

Major 6-15 year sites

C31 adj 67 McGhie Street	12
C37 (part 2) Pye Green Valley	225
C63 (part 2) r/o 419-435 Cannock Road	25
C80 land adj. Keys Park HTFC	95
C113 (part 2) West of Pye Green Road	631
C163 opposite 116 Church Hill	11
C220a Site A Oaklands Industrial Estate	34
C220b Site B Image Business Park	33
Total	1066



10 - References/ Sources

Minor 6-15 year sites

C147 r/o 160 Church Hill	1
C284 1 Foster Avenue	1
C337 former Globe Inn East Cannock Road	4
Total	6

The Neighbourhood Plan can contain policies which identify other potential housing sites and influence the type and design of development on these sites to meet local need. For example there are a number of District Council owned blocks of garages on housing estates which are no longer in use and have potential for redevelopment. The plan can also influence the form of development on sites already identified in the SHLAA where these do not have planning permission. Sites in the SHLAA currently without planning permission or where old permissions for flats have expired or are unlikely to be implemented provide a potential capacity for around 200 units.



The image shows the exterior of a red brick building, identified as West Hill Primary. The building features a prominent gable with the year '1888' inscribed in stone above a large arched window. A smaller window is visible on the left side of the frame. A blue circular graphic is overlaid in the center, containing the text 'About Hednesford'. A red sign on the brick wall reads 'Welcome to WEST HILL PRIMARY School Centre of Learning All visitors please report to main entrance on arrival.'

About Hednesford

Welcome to
**WEST HILL
PRIMARY**
School Centre of Learning
All visitors please report
to main entrance on arrival.

7 About Hednesford

Hednesford (previously known as Hedgeford) originated as a small agricultural settlement located around the area where the Riddings Brook crosses the current Hill Street, close to the junctions with Littleworth Road and Lower Road. Three buildings survive from this pre-industrial era, all of which are Grade 2 listed:

- The former Cross Keys Farmhouse dating from the 16th century
- The Cross Keys Inn 1746, a former coaching inn
- Prospect Place a large 18th century house with 19th century stabling associated with racehorse training (sited just outside the Parish boundary)

The settlement grew, extending towards Hill Top and along Littleworth Road, but major growth came with the development of the coal mining industry in the 19th century when the construction of canals and railways, providing access to markets, enabled larger scale mining than had previously been possible.

The main collieries were located in Pye Green Valley, alongside the Cannock to Hednesford railway line, on the edge of Hednesford Hills and south of Littleworth Road.

In the second half of the 19th century and early 20th century, housing development took place in the West Hill/Greenheath area and at Church Hill. Cottages were also built at Pye Green. Most of the houses built in this period were terraced properties to accommodate workers in mining and associated industries such as engineering and brickmaking. In addition, there are some larger 'villa' type properties for the more affluent owners and managers. Examples of the latter can be seen on Eskrett Street, Greenheath Road and Station Road.



10 - References/ Sources

The town centre was beginning to take shape in the latter part of the 19th century, extending south-west from the railway station along what was originally named Station Street (now Market Street) to the junction with Uxbridge Street. The 1886 edition of the Ordnance Survey shows that the large house built for Edmund Peel, third son of Prime Minister Sir Robert Peel, in 1831 had been converted to the Anglesey Hotel. On the same map The Uxbridge Arms is shown at the corner of Station Street and Uxbridge Street (now Woody's Music Bar). Another well known building, the former police station at 435 Cannock Road, since converted to flats, is also shown.

By the 1850s there were at least six racing stables in the area and Hednesford Hills was extensively used for training racehorses, but this activity subsequently declined as the town became more urbanised. Football took over as the main sporting activity for mining communities and the team that was eventually to become Hednesford Town moved to a new ground behind the Cross Keys Inn in 1904.

Hednesford Park was opened in 1931, partly on the site of Hednesford Big Pool which had been drained and filled as a result of seepage into mine workings.

The former South Staffordshire Waterworks Company reservoir built in a circular shape on the high part of Hednesford Hills in 1879 was subsequently abandoned as a result of leakage caused by subsidence. It was converted to a motor racing venue in 1952.

Housing development continued to take place between the wars along and between some of the main roads, Bradbury Lane, Rawnsley Road, Littleworth Road and Lower Road. However, the main growth in housing development took place after the second world war with a mixture of private and public housing off Belt Road, Pye Green Road, Broadhurst Green and Stafford Lane. Since the early 1980s nearly all new housing has been built by commercial housebuilders, notably off East Cannock Road and the newly built road of Rose Hill which links Pye Green Road with Greenheath Road.



10 - References/ Sources

The first purpose built food supermarket in the town, The Co-op in Anglesey Street, opened in 1978, replacing the Tivoli cinema.

Pye Green Community Centre was built in the 1960s and extended and refurbished in 2012.

Evidence of the coal mining industry has virtually disappeared following the closure of the pits and brickworks, with major land reclamation schemes taking place in the 1970s and 80s to create new open spaces together with land for housing and new businesses. These schemes included:

- The creation of a substantial area of public open space in Pye Green Valley together with land for new housing.
- A new road east of Hill Street linking through to Wimblebury Road.
- Opening up former brickworks and colliery sites for new business development (Keys Park) and a nature reserve created.

Hednesford Town FC relocated to a new stadium in 1995.

North of East Cannock Road, the former colliery was redeveloped for housing and a new public open space created at Anglesey Park.

The most recent major changes in Hednesford Town have been along Victoria Street, north of Market Street. The former ATP factory, Aquarius Ballroom, bingo hall, TA centre, Pool House and bus station have been redeveloped around a realigned Victoria Street with two new shopping developments and car parks.

The larger development includes a Tesco store, four other retail units, new community centre and relocated TA centre.



The smaller development includes new shop units at the southern end of Market Street, an Aldi store, four other shop units plus a relocated bingo hall.

The train service from Birmingham to Rugeley, which had closed in 1965, was reinstated in 1989 as far as Hednesford and then through to Rugeley Trent Valley in 1998. The new station was built on the opposite side of the railway bridge to the original 19th century station building.

Frequent bus services connect the town from the main bus stops on Victoria Street to Pye Green, Chadsmoor, Cannock, Rugeley, Heath Hayes, Burntwood, Lichfield, Walsall, Wolverhampton and Stafford.

A new multi-practice health centre, built at the junction of Station Road and Market Street, was opened in 2005.

Listed Buildings

There are four Grade 2 listed buildings in Hednesford which have statutory protection:

- Anglesey Lodge, Market Street, 1831
- The Cross Keys Inn, Hill Street, 1746
- Cross Keys Farmhouse, Hill Street, probably 16th century
- The War Memorial, Hednesford Hills, 1922

Primary Schools

- Pye Green Valley, Greenheath Road
- West Hill, Mount Street
- St. Peter's, Reservoir Road
- St. Joseph's, Hill Top.



Secondary Schools

- The Staffordshire University Academy, Marston Road off Belt Road
- Kingsmead, Wood Lane.

Churches

- St. Peter's C. of E. on Church Hill was originally built in 1868 but largely demolished in 1985 as a result of subsidence and replaced by a new church in 1987.
- The R.C. Our Lady of Lourdes Church on Uxbridge Street was completed in 1935.
- The Hednesford Wesleyan Chapel on Station Road, now known as the Trinity Church, was completed in 1873.

Shops

- The Victoria Shopping Park on Victoria Street includes a Tesco, and an adjoining block of retail units with a new community building.
- The Chase Gateway development on Rugeley Road, Market Street and Victoria Street comprises an Aldi, Bingo Hall and two blocks of shop units.
- Market Street has a mix of independent traders and national brands offering a wide variety of shopping choice, together with an assortment of restaurants and cafes.

In addition to the town centre shopping area, there are individual or small groups of shops and hot food outlets serving the surrounding housing estates along Belt Road, Stafford Lane, Broadhurst Green/Bradbury Lane, Hill Street/Sharon Way, Rose Hill and Broadway.



There are also shops and other local services on the western side of Cannock Road/Station Road around the junction with Greenheath Road. This originally formed part of the town centre but is now separated from the shopping area on Market Street by a new residential development and the health centre on the western side of the Market Street railway bridge.

Petrol Stations

Hill Top, Cannock Road

Open Spaces

- Hednesford Park
- Hednesford Hills
- Anglesey Park
- Pye Green Valley
- Green Belt and Area of Outstanding Natural Beauty between the Pye Green communications towers and the Broadhurst Green crossroads
- Small area of Green Belt north of Station Road, west of the junction with Rugeley Road.
- Triangular area between Bradbury Lane, Greenheath Road and Heath Street
- The village green on Bradbury Lane at the junction with Common View
- The semi-natural space between Springfield Rise and High Mount Street
- Former football field between Littleworth Road and Sherbourne Avenue





Hednesford Town Council



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Hednesford Town Council, Pye Green Community Centre,
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