

**Please ask for:** Mrs. J. Hunt

**Extension No:** 4623

**E-Mail:** [joannahunt@cannockchasedc.gov.uk](mailto:joannahunt@cannockchasedc.gov.uk)

7 October 2025

Dear Councillor,

**Planning Control Committee**

**3:00pm, Wednesday 15 October 2025**

**Council Chamber, Civic Centre, Cannock**

You are invited to attend this meeting for consideration of the matters itemised in the following Agenda. The meeting will commence at 3.00pm.

Yours sincerely,



**Tim Clegg**  
**Chief Executive**

To Councillors:

Fisher, P. (Chair)  
Cartwright, S.M. (Vice-Chair)

Aston, J.	Samuels, G.
Elson, J.	Sutherland, M.
Fitzgerald, A.	Thornley, S.J.
Jones, V.	Thornley, S.
Lyons, N.	Wilson, L.
Mawle, D.	

## Agenda

### Part 1

#### 1. Apologies

#### 2. Declarations of Interests of Members in Contracts and Other Matters and Restriction on Voting by Members

To declare any personal, pecuniary, or disclosable pecuniary interests in accordance with the Code of Conduct and any possible contraventions under Section 106 of the Local Government Finance Act 1992.

#### 3. Disclosure of Details of Lobbying of Members

#### 4. Minutes

To approve the Minutes of the meeting held on 30 July 2025 (enclosed).

#### 5. Members' Requests for Site Visits

#### 6. Report of the Development and Policy Manager

Members wishing to obtain information on applications for planning approval prior to the commencement of the meeting are asked to contact the Development and Policy Manager.

Details of planning applications can be accessed on the Council's website by visiting [www.cannockchasedc.gov.uk/residents/planning-and-building-control/development-control/11-view-planning-applications-and-make](http://www.cannockchasedc.gov.uk/residents/planning-and-building-control/development-control/11-view-planning-applications-and-make)

### Planning Application

	Application Number	Application Location and Description	Item Number
1.	CH/25/0189	<b>Cannock Shopping Centre, Market Hall Street, Cannock, WS11 1WS:</b> Demolition of The Forum including all associated structures and external elements.	6.1 - 6.30

**Cannock Chase Council**  
**Minutes of the Meeting of the**  
**Planning Control Committee**  
**Held on Wednesday 30 July 2025 at 3:00pm**  
**in the Council Chamber, Civic Centre, Cannock**

**Part 1**

**Present:**  
Councillors

Fisher, P. (Chair)	
Cartwright, S. (Vice-Chair)	
Elson, J.	Sutherland, M.
Hill, J. (Sub)	Thompson, S. (Sub)
Lyons, N.	Thornley, S.J.
Mawle, D.	Thornley, S.
Samuels, G.	Wilson, L.

*(At the Council meeting on 23 July 2025 it was agreed that Councillor Steve Thornley would be appointed to the Planning Control Committee in place of Councillor Jean Hill, and that Councillor Jean Hill be the Labour Group's substitute member on the Committee for the remainder of the 2025/26 municipal year).*

**8. Apologies**

Apologies for absence were received from Councillors J. Aston, A. Fitzgerald, and V. Jones.

Notification had been received that Councillor J. Hill would substitute for Councillor J. Aston and Councillor S. Thompson would substitute for Councillor V. Jones.

**9. Declarations of Interests of Members in Contracts and Other Matters and Restriction on Voting by Members**

None.

**10. Disclosure of Details of Lobbying by Members**

Councillor L. Wilson declared that she had been lobbied in respect of Application CH/25/0178, 192, Rooms Above, Walsall Road, Cannock, Staffordshire, WS11 0JL, Retrospective Planning Application for the conversion of first floor above restaurant to 6-bedroom, 9-person (Sui Generis) House of Multiple Occupancy (HMO).

**11. Minutes**

**Resolved:**

That the Minutes of the meeting held 2 July 2025 be approved as a correct record.

**12. Members Requests for Site Visits**

None.

**13. Application CH/25/0178 - 192, Rooms Above, Walsall Road, Staffordshire, Cannock, WS11 0JL**

Following a site visit consideration was given to the report of the Development and Policy Manager (Item 6.1 - 6.20) *(presented by the Planning Officer)*.

The Planning Officer provided a presentation to the Committee outlining the application showing photographs and plans of the proposals. She then provided the following update which had been circulated to members prior to the meeting:-

“Following compilation of the report for the Committee agenda, officers have the following update:

An objection was received quoting a different planning application reference number however the objector has since confirmed that their objections related to this application (CH/25/0178).

For completeness the objections are summarised as follows:

- Concerns regarding safeguarding of residents and children
- Impact on local resources and infrastructure
- Residents feel like this change has been forced upon the village without adequate consultation.

It is noted that these comments are similar to other objections already received to the above application and as such have been considered and addressed within the Officer report. The addition of these objections has not changed the officer recommendation”.

Prior to consideration of the application representations were made by Josh Newbury, MP (objector) speaking against the application on behalf of residents and the Parish Council.

Following some debate Councillor D. Mawle moved that the application be approved in accordance with the recommendations outlined within the report. This was seconded by Councillor S. Thompson. Following a vote the motion fell.

Further debate took place and a motion to refuse the application was moved by Councillor L. Wilson and seconded by Councillor S.J. Thornley. The reasons for the refusal were outlined by members.

The Principal Solicitor advised that should this motion be approved and the application be refused, it may be difficult to defend the decision should there be an appeal due to a recent appeal decision involving a similar case at another Council. As a result, there may be an award of costs against the Council.

Following a vote, the motion was carried.

**Resolved:**

That the application, which was recommended for approval, be refused for the following reasons:

- 1) The development is detrimental to the area, based on historical complaints in regard to anti-social behaviour, waste, noise and disruption contrary to paragraph 135(f) of the NPPF.
- 2) The development is detrimental to the occupants due to insufficient amenity which would put health at risk contrary to paragraph 135(f) of the NPPF.

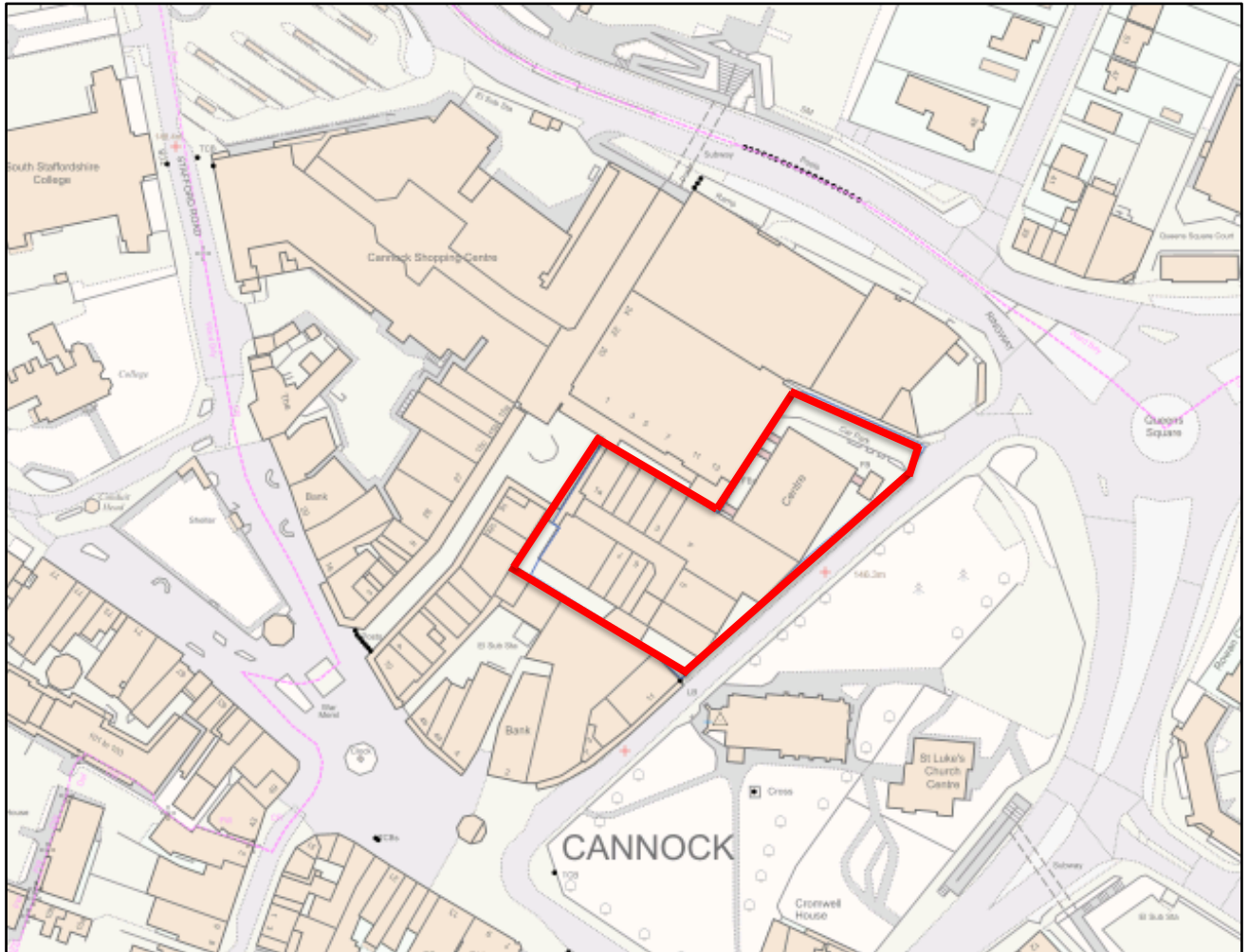
The meeting closed at 3:55pm

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**Chair**

**Location:** Cannock Shopping Centre, Market Hall Street, Cannock, WS11 1WS

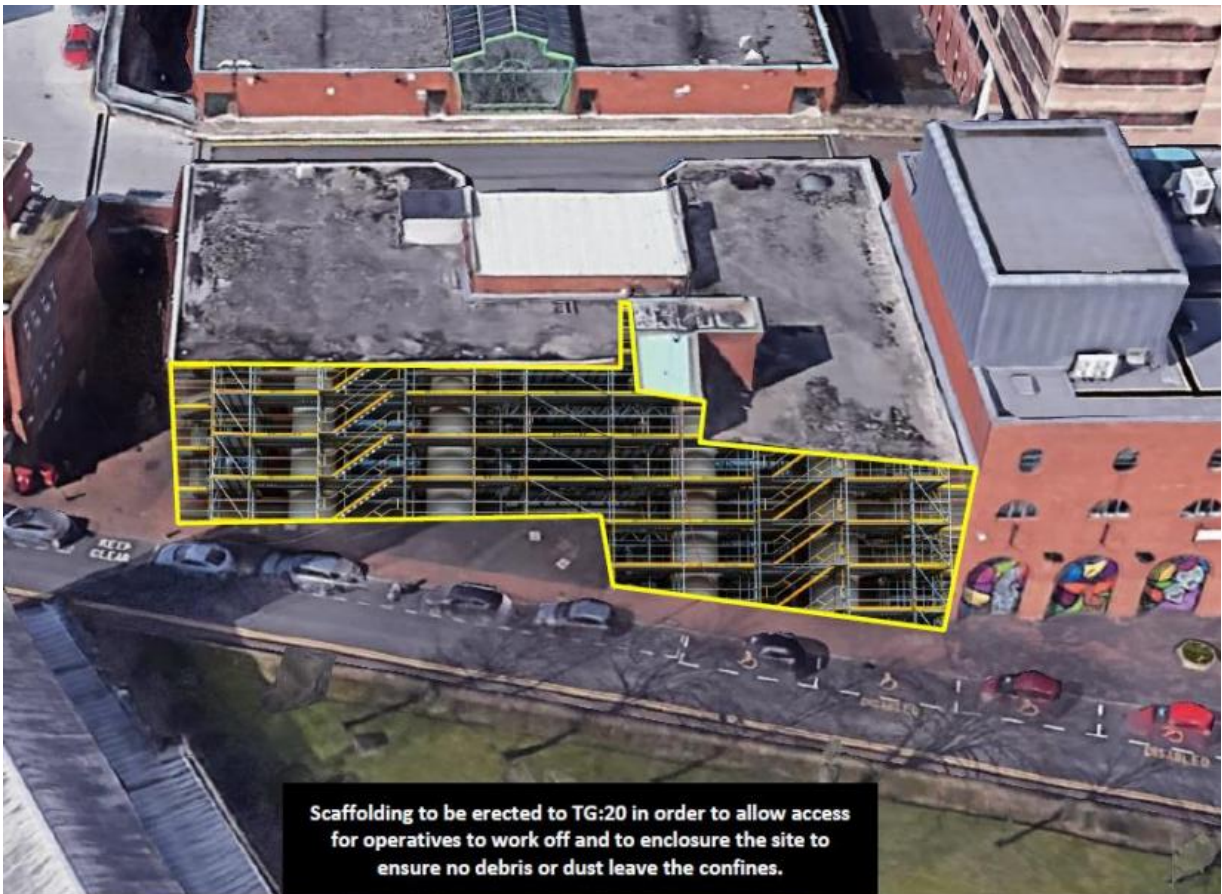
**Proposal:** Demolition of The Forum including all associated structures and external elements



Site Location Plan



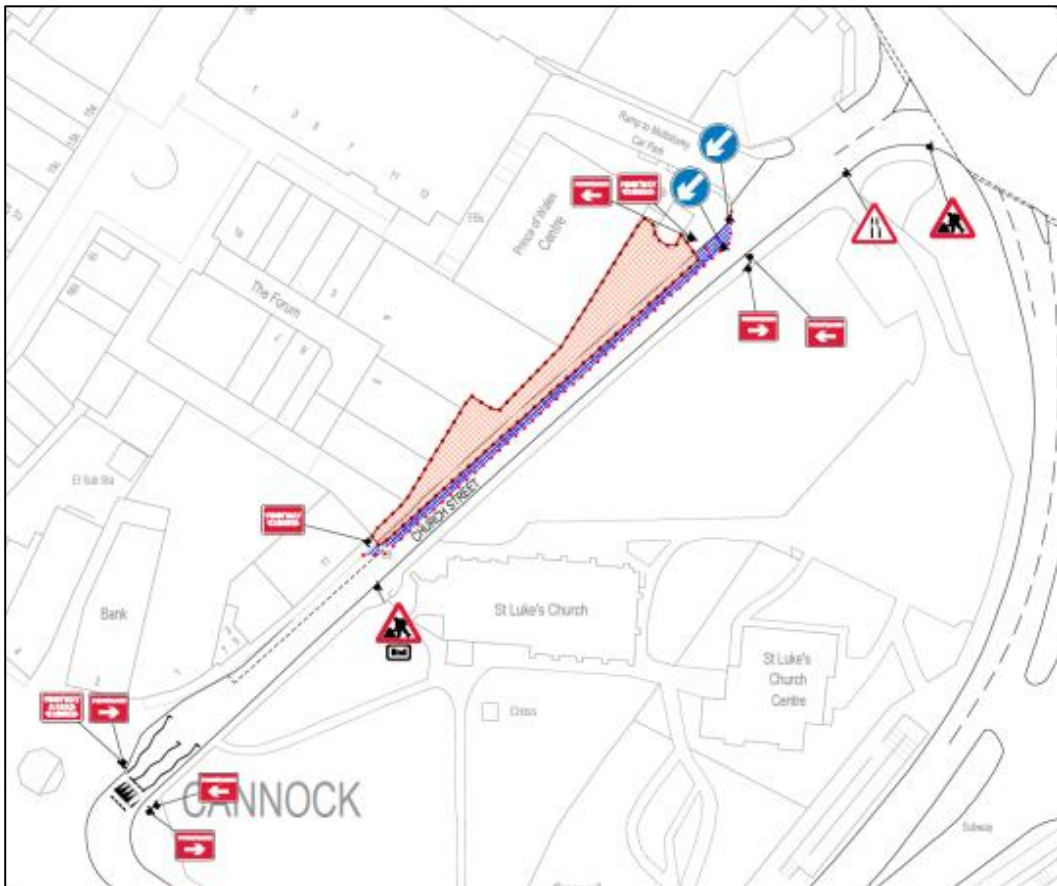
Example of Hoarding



Scaffolding to be erected to TG:20 in order to allow access for operatives to work off and to enclosure the site to ensure no debris or dust leave the confines.

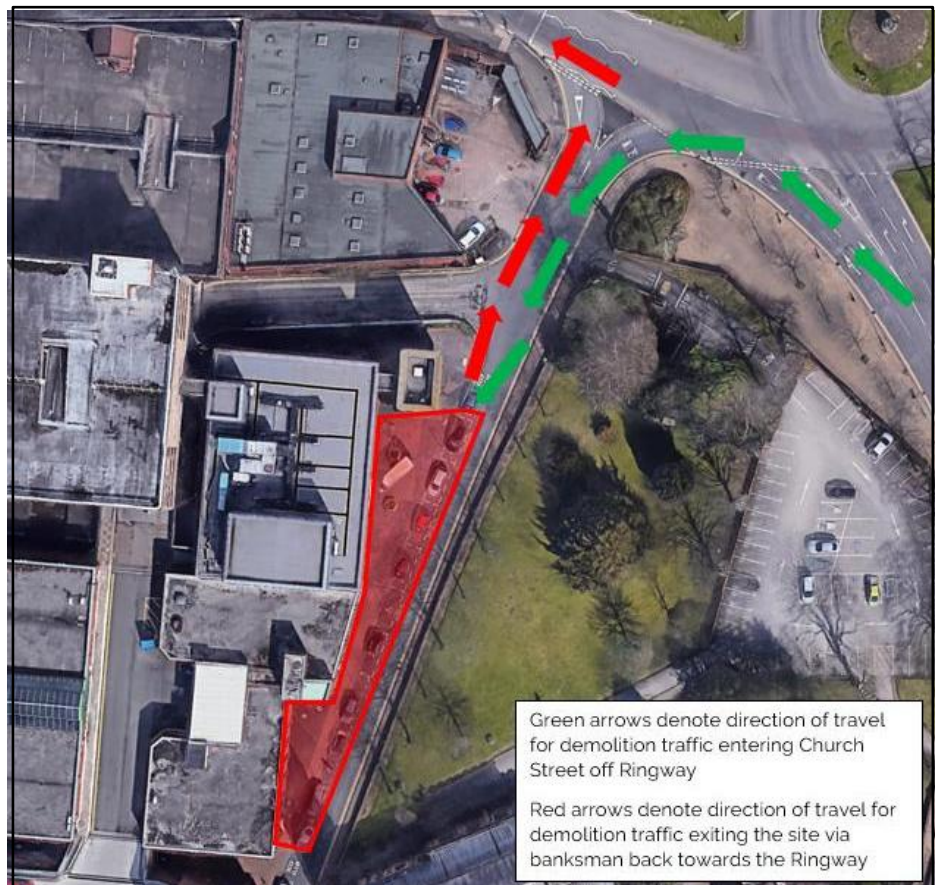
Show location of scaffolding to be erected





Traffic Route Plan

Demolition Traffic Route Plan





<b>Contact Officer:</b>	<b>David O'Connor</b>
<b>Telephone No:</b>	<b>(01543) 464 515</b>

**Planning Control Committee**

**15 October 2025**

<b>Application No:</b>	CH/25/0189
<b>Received:</b>	24 June 2025
<b>Location:</b>	Cannock Shopping Centre, Market Hall Street, Cannock, WS11 1WS
<b>Ward:</b>	Cannock Longford & Bridgtown
<b>Description:</b>	Demolition of The Forum including all associated structures and external elements
<b>Application Type:</b>	Full Planning Application Major

The Application is being presented to Committee due to the application being proposed by Cannock Chase Council – Economic Development Department. Therefore, for probity and transparency the decision is put before the Council's Planning Committee.

**Recommendation: Approve subject to Conditions**

It is recommended that delegated authority be given to the Head of Economic Development & Planning to grant planning permission, subject to the conditions outlined within the report.

**1. EXECUTIVE SUMMARY**

- 1.1 In October 2021 Cannock Chase District Council (CCDC) were successful in securing a Grant funding award under round one of the UK Governments Levelling-up Fund of £20M to lead the regeneration of the north-eastern part of the town centre. The current application follows a previous permission as part of the wider Levelling Up Fund project that will repurpose c. 1.70ha, including vacant retail floorspace, and proposes various redevelopment elements all within Cannock Town Centre. The key aim of the wider project is to enhance accessibility, traffic movement, parking and servicing and the public realm.
- 1.2 Demolition was specifically excluded as a main matter within the original outline planning permission partly owing to complexity around how the works would be carried out. Following approval of the main outline application and commencement of demolition in the wider town centre, the demolition of the Forum Shopping Centre is now proposed.
- 1.3 Given the large and complex nature of a Town Centre Redevelopment it is ultimately the logistics of how the identified site area will be cleared that the Council as Planning Authority is being asked to consider. Key matters include:

(i) *Noise and Vibration Control:*

Monitoring stations for noise, dust, and vibration will be installed throughout the surrounding area. These monitors will utilize Amber and Red trigger levels (e.g., 3mm/s for amber vibration warning and 5mm/s for red) which trigger automatic alerts, allowing working methods to be adjusted. Mitigation includes employing low vibration methods, using silenced equipment and machinery (super silenced compressors/generators), utilizing hydraulic concrete pulverizing jaws to reduce noise, and keeping plant engine covers closed. When loading waste transporters, the smallest 'drop' possible will be utilized to reduce impact noise, dust, and vibration.

(ii) *Dust Control:*

Dust suppression is proposed to be utilised primarily by applying water spray manually using water hoses. Dust suppressant units (dust bosses) will be deployed, particularly in the fall area of the building where a 'vortex' of dust may be created. High-reach excavators will also have a dust suppression gun on the arm. All roads and footpaths to and from the work area will be kept free of dust, mud, and debris at all times.

(iii) *Waste and Materials Recovery:*

A pre-demolition audit was conducted to identify opportunities for reclamation, re-use, and recycling, adhering to the waste hierarchy. The structures will be soft stripped prior to demolition to maximize segregation of waste streams, including metal, timber, concrete, and plastics. The demolition approach targets the reuse of materials on site. It is estimated there will be around 16,367 tonnes of reusable crush. This material will be processed (crushed to 6f2 specification) on site and left for future use as hard standing, piling mats, roads, or substructures for the subsequent construction phase. The material must be tested for contaminants and asbestos every 2500 tonnes.

(iv) **Travel Management:** A detailed management plan is in place in conjunction with proposed partial closure of church street as detailed to manage construction traffic, minimize disruption to surrounding roads, and ensure pedestrian safety.

(v) **Asbestos Removal:** Identified asbestos-containing materials will be removed by licensed contractors following all safety regulations.

1.4 Overall, the application is assessed as broadly complying with the requirements of Local Plan Policy CP11 which seeks to building upon Cannock Town Centre's role as a subregional strategic centre. Key issues around safety, access, minimising disruption and disturbance to others and adequate recycling of materials as possible, are considered within the submissions. Subject to compliance with the conditions set out, most notably dealing with traffic routings and noise matters, the logistics of the demolition of the site are considered reasonable and will assist in promoting longer term economic growth through the regeneration of the sustainably located town centre site.

**2. RECOMMENDED CONDITIONS:**

1. The development to which this permission relates must be begun not later than the expiration of three years beginning with the date on which this permission is granted.

Reason:

To comply with the requirements of Section 91 of the Town & Country Planning Act 1990.

2. No part of the development hereby permitted shall commence until a copy of a highway dilapidation survey has been submitted to Staffordshire County Council covering the site boundaries, adjacent footways and Church Street itself. Immediately following the completion of the development, a further survey of the aforementioned section of Church Street shall be undertaken and an agreed "Schedule of Dilapidations" shall be compiled. The extent of the damage attributed to the development hereby permitted shall then be jointly agreed and then rectified in accordance with details to be first submitted to, and approved in writing by, the Local Planning Authority.

Reason:

In the interests of Highway Safety in accordance with Local Plan Policy CP10.

3.

- A) Prior to the commencement of the removal of the slab / foundations of the demolished building hereby permitted, a written scheme of archaeological investigation ('The Scheme') shall be submitted for the written approval of the Local Planning Authority. The Scheme shall provide details of the programme of archaeological works to be carried out within the site, including post excavation reporting and appropriate publication.
- B) The archaeological site work shall thereafter be implemented in full accordance with the written scheme of archaeological investigation approved under Part A.
- C) The next phase of development in this area shall not be occupied until the site investigation and post excavation assessment has been completed in accordance with the written scheme of archaeological investigation approved under Part A) and the provision made for analysis, publication and dissemination of the results and archive deposition has been secured.

Reason:

In the interests of assuring appropriate and proportionate archaeological monitoring and recording in accordance with Policy CP15 and NPPF Para 207.

4. The development hereby permitted shall be implemented in accordance with the submitted Construction Environmental Management Plan (Report No. Cannock/250805/CEMP), Sequencing Plans, Demolition & Dismantling Activities (dated 09.06.2025), Demolition Method Survey (Report No. 2912654/Methodology, Revision 4), Temporary Parking Management Report (Revision 2 dated 04.06.2025), and Traffic Management Plan (Report No. Cannock/250801/TMP) and shall be adhered to throughout the demolition works.

Reason:

In the interests of Highway Safety in accordance with Local Plan Policy CP10.

5. Demolition activities including deliveries and ground works, shall be restricted to the following times:

- 08:00 – 18:00 Monday to Friday.
- 08:00 – 13:00 Saturday.

Construction/Demolition shall not be undertaken on a Sunday or a public holiday.

The developer shall submit, in writing for the approval of the Local Planning Authority, details of any planned demolition activities outside of these times. Those works shall not commence without prior approval from the local planning authority.

Reason:

To ensure that the proposed development does not prejudice the enjoyment by neighbouring occupiers of their properties and to ensure compliance with the Local Plan Policy CP3 - Chase Shaping, Design and the NPPF.

6. The demolition shall be carried out in accordance with the latest submitted construction management plan (Cannock/250805/CEMP), unless otherwise approved in writing by the Local Planning Authority.

Reason:

To mitigate potential adverse impacts from demolition activities on local amenity in line with paragraphs 198 of the National Planning Policy Framework.

7. Demolition shall be carried out in accordance with the submitted noise assessment report produced by Riverside Environmental Services, Job ref. J329760, unless otherwise agreed in writing by the local planning authority.

Reason:

To mitigate potential adverse impacts from construction noise on local amenity in line with paragraphs 198 of the National Planning Policy Framework.

8. The development hereby permitted shall be carried out in strict accordance with the following approved documents and shall be adhered to throughout the demolition process:

Demolition Method Survey – Rev 4

Phase 2 Forum Demolition – New Fire Escape

Heritage Impact Assessment - 22 August 25

Pre-demolition Audit Report – Rev 2

Health and Safety Report 16652

Travel Management Plan Rev 2

Sequencing Plans Rev 3

Interim Site Restoration Rev 3

Temporary Parking Management Report dated 4 June 2025

Noise Report J329760

Letter to Inform Forum Planning Application Demolition dated 1 October 2025

Reason:

For the avoidance of doubt and in the interests of proper planning.

### 3. INFORMATIVE NOTES TO THE APPLICANT

- 3.1 All developers are required to contact Cadent's Plant Protection Team for approval before carrying out any works on site and ensuring requirements are adhered to. Email: [plantprotection@cadentgas.com](mailto:plantprotection@cadentgas.com). Tel: 0800 688 588
- 3.2 The works associated with this application will require a Highway Works Agreement with Staffordshire County Council. The applicant is requested to contact Staffordshire County Council in order to secure the agreement. The link below is to the Highway Agreements page on the county council's website: [www.staffordshire.gov.uk/Highways/highwayscontrol/HighwaysWorkAgreements.aspx](http://www.staffordshire.gov.uk/Highways/highwayscontrol/HighwaysWorkAgreements.aspx).
- 3.3 Please complete and send all relevant information to [road.adoptions@staffordshire.gov.uk](mailto:road.adoptions@staffordshire.gov.uk). The applicant is advised to begin this process well in advance of any works taking place in order to meet any potential deadlines. The works associated with the requirement for a Temporary Traffic Regulation Order along Church Street will require an agreement with Staffordshire County Council. Please make contact as soon as possible with Emma Crutchley, Traffic & Network Coordination Manager by emailing: [Emma.crutchley@staffordshire.gov.uk](mailto:Emma.crutchley@staffordshire.gov.uk).
- 3.4 Please note that there is no guarantee that the applicant will be able to build over or close to any Severn Trent sewers, and where diversion is required, there is no guarantee that you will be able to undertake those works on a self-lay basis. Every approach to build near to or divert our assets has to be assessed on its own merit and the decision of what is or isn't permissible is taken based on the risk to the asset and the wider catchment it serves. It is vital therefore that the applicant contact Severn Trent Water as at the earliest opportunity to discuss the implications of our assets crossing your site. Failure to do so could significantly affect the costs and timescales of your project if it transpires diversionary works need to be carried out by Severn Trent.
- 100mm to 299mm diameter – 3m either side of the pipe, measured from the centreline of the sewer.
  - 300mm to 999mm diameter – 5m either side of the pipe, measured from the centreline of the sewer.
  - 1m diameter or greater – depends on numerous factors. However, if you apply 7.5m either side of the pipe, again, from the centreline of the sewer as rule of thumb.

### 4. CONSULTEE RESPONSES

#### **EXTERNAL CONSULTEES**

- **Staffordshire County Council Highways Authority – No objection subject to conditions**

Conditions are suggested to include:

- (i) The development must be implemented in accordance with the submitted documents, specifically mentioning the Construction Environmental Management Plan (CEMP), Sequencing Plans, Demolition Method Survey



(Revision 4), Temporary Parking Management Report (Revision 2), and Traffic Management Plan (TMP).

- (ii) A highway dilapidation survey must be submitted to SCC covering the site boundaries, adjacent footways, and Church Street itself before development commences. A further survey must be undertaken immediately after completion, leading to an agreed "Schedule of Dilapidations" for damage attributed to the development, which must then be rectified.
- (iii) SCC issued an informative reminding the applicant that the works require a Highway Works Agreement and a Temporary Traffic Regulation Order (TTRO), and advises contacting SCC well in advance, noting the TTRO process takes approximately 12 weeks.

The demolition site is located adjacent to Church Street, which has two-way traffic flow at the northern end (connecting the A34 Ringway to the disused multistorey car park and St Luke's Church private car park) and is one-way to the southwest, extending past Market Place. SCC reviewed two traffic management options detailed in the Temporary Parking Management Report (TPMR) and concluded that **Option 2** is the preferred approach:

- (i) Option 2 (Partial Closure): This strategy keeps Church Street open for general traffic, minimizing disruption to town centre users, market stalls, and retail deliveries.
- (ii) TTRO Requirement: Option 2 requires a TTRO to temporarily amend a 13.0m length of Church Street from one-way to two-way. This allows site traffic to safely enter from Church Street, turn within the site, and exit in a forward gear directly onto the A34 Ringway, thus preventing interference with general traffic.

All demolition traffic must exclusively use A roads around the town centre, avoiding B roads or residential routes. Delivery times are proposed between 08:00 and 16:00, with the last wagon being loaded by 15:30.

The selected Option 2 requires the temporary loss of seven disabled parking spaces and approximately five standard parking bays on Church Street (north). SCC is content with the proposal to relocate five of the temporarily removed disabled parking spaces further south along Church Street, prioritizing accessibility for blue badge holders. SCC noted that alternative public car parking facilities are available within a short walking distance (500m) of Market Place for more able-bodied patrons. The footway adjacent to the site will be temporarily closed for six to eight months, with pedestrians diverted to the opposite side of Church Street. SCC notes the opposite footway measures 1.5m in width, which is considered sufficient to accommodate pedestrian movements in accordance with relevant guidance.

SCC accepted the methods outlined in the Demolition Method Survey (DMS, Revision 4) for preventing mud and debris from being dragged onto the public highway.

SCC stressed the importance of the dilapidation survey to ensure any damage to the publicly maintained highway (roads or footways) is put right by the applicant.

- **Historic England – No objection in principle, some concerns about prospect of ongoing vacancy**

Following Historic England's previous letter dated 14th July 2025, it is noted that an HIA by Tetra Tech is submitted in accordance with paragraph 207 of the NPPF. It concludes that the proposed demolition works would have a positive and negative minor impact, resulting in a slight significant effect. There shall be inevitable detrimental impact and harm, during and following demolition, taking account the fact the existing buildings do not positively contribute to the setting of adjacent heritage assets, along with the character and appearance of the Cannock Town Centre Conservation Area. Such harm shall also remain whilst the site remains vacant, where there is an opportunity for enhancement as part of the future regeneration of the site.

Whilst we have no objection in principle to the proposed demolition works and support the benefits that this funding could bring to the town centre, there are concerns regarding the ongoing vacancy of the site. However, it is noted that the applicant shall hopefully provide some opportunities for the delivery of future redevelopment, moving forward. Paragraph 210 of the NPPF states that new development should proceed following demolition, but as the existing development does not provide any positive contribution, then this does not apply in this instance, though strong encouragement is given to the planning and design of the site's redevelopment, that should be carried out as expediently as possible, where Historic England supports and encourages future discussion with Cannock Chase District Council.

- **Staffordshire County Council Archaeologist – No objection subject to condition**

Staffordshire County Council's Historic Environment Team with regards to the additional information submitted in relation to the above application. We welcome the clarity (in the submitted response to consultee comments and in the Heritage Impact Assessment) provided noting that the Prince of Wales Theatre is excluded from the demolition scope, and I look forward to liaising with the applicant/their archaeological advisors with regards to the scope of archaeological works which we previously (see our response dated 4/8/25) recommended should be conditioned. This advice regarding the proposed archaeological condition remains valid. We will defer to Historic England and your Conservation advisors with regards to the potential impact on designated heritage assets.

- **Staffordshire Fire and Rescue – No objection**

Suggest consideration of the inclusion of automatic fire suppression and fire mains / hydrants in a future design

- **Staffordshire Police Architectural Liaison Officer – No objection**

Acknowledge the additional information provided by the applicant regarding the additional security measures proposed.

- (I) 2.4m solid hoarding
- (II) Access-controlled and locked gates
- (III) RSI motion-triggered cameras with rapid response
- (IV) Roving security patrols during and outside working hours
- (V) Measures compliant with BS6187:2011 and Secured by Design principles

I welcome the position of the proposed gates. The location of the fencing and gates along the ramp are important, in order to prevent access to the fenced of area behind the theatre. The proposed cameras with the rapid response service are welcomed. Clear signage should be displayed to act as a deterrent to possible intruders.

- **Theatres Trust – No objection**

Thank you for contacting Theatres Trust regarding clarifications as to the scope of this application and following submission of additional documents. We welcome that there is confirmation that the red line boundary reflects the extent of hoardings and the Prince of Wales Theatre is excluded from the demolition scope, as set out in the response to consultation comments.

To provide more robust reassurance that the theatre will be retained and will not be subject to future demolition under this consent, we suggest a way forward would be to include a suitable planning condition. This could be drafted either to explicitly exclude the theatre from demolition, or to limit demolition only to the Forum shopping centre and no other structure within the red line boundary without obtaining a future consent. On that basis we would remove our previous objection and raise no objection to the granting of planning permission.

### ***INTERNAL CONSULTATIONS***

- **Economic Development – No objections**
- **Environmental Health – No objection subject to conditions**

The application is supported by the following documents:

Noise Assessment, Riverside (undated)

Demolition Method Survey, C+D, 9 June 2025

Construction Environmental Management Plan, C+D, undated (report number Cannock/250805/CEMP)

I have reviewed the application and have the following comments:

1. The proposed demolition is effectively a continuation of the demolition of the multistorey car park, as per planning permission CH/24/190.
2. We are not aware of having received any complaints associated with the demolition works that have been carried out to date.

3. The proposed working hours are:

08:00 - 18:00 Monday to Friday.

08:00 - 13:00 on Saturday.

The applicant indicates that it will be necessary to operate outside of these hours on occasion.

4. The noise assessment has identified potential adverse impacts associated with the use of an excavator at one location (St. Luke's Church). The report goes on to suggest a restriction on operating times to avoid significant noise impacts.

St. Luke's Church hold regular Wednesday services (10:00 - 11:00); the applicant should be mindful of the potential impact from noise during this period.

I suggest the developer avoid undertaking noisy activities during this period where possible.

5. Noise generating demolition activities (demolition and foundation removal) are predicted to take 14 weeks, the demolition is expected to be complete by June 2026.

- **Planning Policy – No objection**

The proposal, alongside the other Town Centre redevelopment work which has already commenced, will enable future redevelopment of this part of Cannock Town Centre. The current building contains vacant units, many of which have been vacant for an extended period of time. Removing the vacant retail structures will enable progression of plans to ensure the future vitality and growth of the Town Centre.

The emerging Local Plan has been subject to Examination in Public, and all representations logged and summarised. At this time several Statements of Common Ground have been signed to aid in the resolution of specific objections received and these are available on the examination website. Some of these contain proposed modifications to the plan and as such it is not clear whether some of the drafted policies could be subject to change through the examination process. It should be noted that most policies in the emerging plan have been contested to a degree by representations made at the Regulation 19 stage which affects the weighting that can be provided to the policies at this stage. As such, we will leave it to the Case Officer to determine the weighting to apply in line with Paragraph 49 of the Framework.

## **5. PUBLICITY**

- 5.1 The application has been advertised by site notices in the vicinity of the site and letters to nearby occupiers. 1 No. respondent raises a range of issues over various letters of representation. In summary these include:

- (i) What proposals are in place for fire evacuation from the roofs of retained buildings (formerly a night club)?
- (ii) What is the intended delivery access to the church street buildings?
- (iii) The outline application CH/23/0131 proposed refurbishment of the Prince of Wales Theatre. A Masterplan image shows a new building in its place. Is demolition proposed as part of this application? There is some uncertainty about the extent of demolition proposed as the submitted details lack clarity. Conditions limiting demolition only to the Forum shopping centre and no other structure within the red line boundary without obtaining a future consent (as per the Theatre Trusts comments) should be included in any determination.
- (iv) Are there implication from the demolition for occupiers of the units on Market Hall Street?

## **6. RELEVANT PLANNING HISTORY**

CH/23/0131: Outline planning permission with all matters reserved for regeneration of town centre including mixed use leisure and cultural hub, refurbishment of Prince of Wales Theatre, upto 750sqm of new cafe/bar/restaurant premises within the theatre,

new cafe building (upto 325sqm), managed workspace (upto 1300sqm), replacement retail unit (upto 1858sqm), new office accommodation (upto 3170sqm), extra care / retirement accommodation (upto 70 dwellings), bicycle hub and associated public realm improvements. Approved September 2023

CH/24/190: Demolition of Units 1 and 2, and partial demolition of Unit 3, removal of glazed canopy to Market Hall Street. Demolition of Multi Storey Car Park and erection of temporary compound. Approved October 2024

CH/24/249: Approval of reserved matters for the access, layout, landscaping, external appearance and scale of the northern gateway comprising cafe, ramps and steps, new toucan crossing to ringway and landscaping to public realm including infill of the subway. Approved January 2025

## **7. SITE AND SURROUNDINGS**

- 7.1 Cannock town centre houses a mixture of independent retailers, chain shops and retail provision and also hosts a local market and includes the Prince of Wales Theatre. The Town Centre offers a mix of community services, retail provision, social and leisure activities for the residents of the town. The demolition site is located within the defined town centre of Cannock, bounded by the Ringway to the north, Market Place to the south and Church Street to the east.
- 7.2 The immediate surrounding area comprises retail/commercial uses, restaurants, Public Houses and Cannock Bus Station, located within Cannock Shopping Centre, High Green Court and along Market Place and Church Street. To the north beyond the Ringway lies a large surface level car park with vehicle access/egress off Beecroft Road/Allport Road and pedestrian link to the site via a subway which passes under the Ringway. To south-east lies a large-scale Morrisons supermarket and further commercial uses. To the north/north-east lies Cannock Chase Hospital and the CCDC Civic building on Brunswick Road/Beecroft Road. To the north-west lies the Chase Leisure Centre on Stafford Road.
- 7.3 Directly to the east of the site lies the Parish of St Luke and St Thomas Church and grounds, beyond which lies the Walsall College Cannock Campus, restaurants and a large-scale commercial building occupied by B&M Home Store. To the south lies Backcrofts Park and the large-scale Asda Super Market.
- 7.4 The Cannock Town Centre Conservation Area is located to the south of the site. Although the defined application site is not within the Conservation Area, the wider development proposed would be seen in close association with the Conservation Area and Grade II\* listed Parish Church of St Luke (List UID: 1295000).



## 8. PROPOSAL



*Figure 1: Extract from submitted Demolition Method Statement depicting the extent of the zone of demolition proposed. Members attention is drawn to the excluded Prince of Wales Theatre adjacent which does not form part of the proposed demolition extent*

- 8.1 The application follows outline approval of works as part of a wider Levelling Up Fund project that will repurpose c. 1.70ha, including vacant retail floorspace, and proposes new café, office, public realm improvements, retirement accommodation and refurbishment of the Prince of Wales Theatre. The key aim of the wider project is to enhance accessibility, traffic movement, parking and servicing within the centre as well as improving the public realm.
- 8.2 The current application seeks planning permission for the demolition of the Forum shopping centre. Demolition was specifically excluded as a main matter within the original outline planning permission partly owing to complexity around how the works would be carried out. Following approval of the main outline application, a Demolition Contractor is appointed and relevant project work provided as part of this full planning application.
- 8.3 The approach to demolishing the Forum Shopping Centre, located in a constrained site in close proximity to other uses requires careful management of public thoroughfares, demolition routings of vehicles and management of potential impacts on nearby users. The submissions suggest the demolition process, expected to take approximately six to eight months, includes preparatory works, a specific structural demolition sequence (utilising a top-down methodology), stringent environmental controls, and a detailed traffic management strategy as discussed in the relevant sections of this report.

- 8.4 The project involves the full demolition of the former Forum Structure, including associated asbestos removal and foundation removal. Site setup includes installing 2.4m high solid hoarding around the perimeter to ensure safety and security. The site compound currently serving the Phase 1 Multi-Storey Car Park demolition will be retained for use during the Forum demolition. The buildings will be soft stripped manually and mechanically of redundant fixtures and internal fittings prior to structural demolition to maximize waste segregation. The core method of demolition will be top-down. Demolition works will begin at the rear of the Forum, adjacent to Church Street, with hand separation required initially to allow mechanical excavators into the site.



*Figure 2: Image showing indicative scaffolding proposed along Church Street Facade taken from Sequencing Plan Document*

- 8.5 A significant challenge is the internal, heavily reinforced concrete ramp structure which must be cut away from the adjacent Cabot building and the former Multi-Storey Car Park structure. This separation will utilise a mixture of mini breakers, Bobcat machines, and saw cutting materials. Mini excavators/Brokk machines will be used on the upper floors, working away from the perimeter scaffolds and dropping materials down the lift cores (internal drop zones). Oxy-propane burning equipment will be set up on the working floor to cut the steel reinforcement bars. Demolition Excavators (such as 50t excavators) with specialist attachments like hydraulic concrete pulverizing jaws and shears will be utilised to reduce the mass of concrete in situ and sever steel frames. As part of the proposed slab removal, to prevent vibration transfer to adjacent buildings the floor slab will be saw cut with an excavation gap placed at either side before being broken up using an excavator with a hammer.



- 8.6 Site security measures will include access-controlled and locked gates, 2.4m solid hoarding, RSI motion-triggered cameras with rapid response, and roving security patrols. Strict exclusion zones will be enforced on site, manned by a banksman with two-way radios, particularly near the main road and drop zones. Standard working hours are proposed to be 08:00 to 18:00 Monday to Friday and 08:00 to 13:00 Saturday. However, some demolition (including the ramp separation and removal of the front elevation along Church Street) will require night work (between 6 pm and 8 am) to reduce the danger to members of the public and shop owners. Noisy demolition activities will aim to be avoided during the Church Service at St Luke's Church on Wednesdays (between 10 am and 11 am).

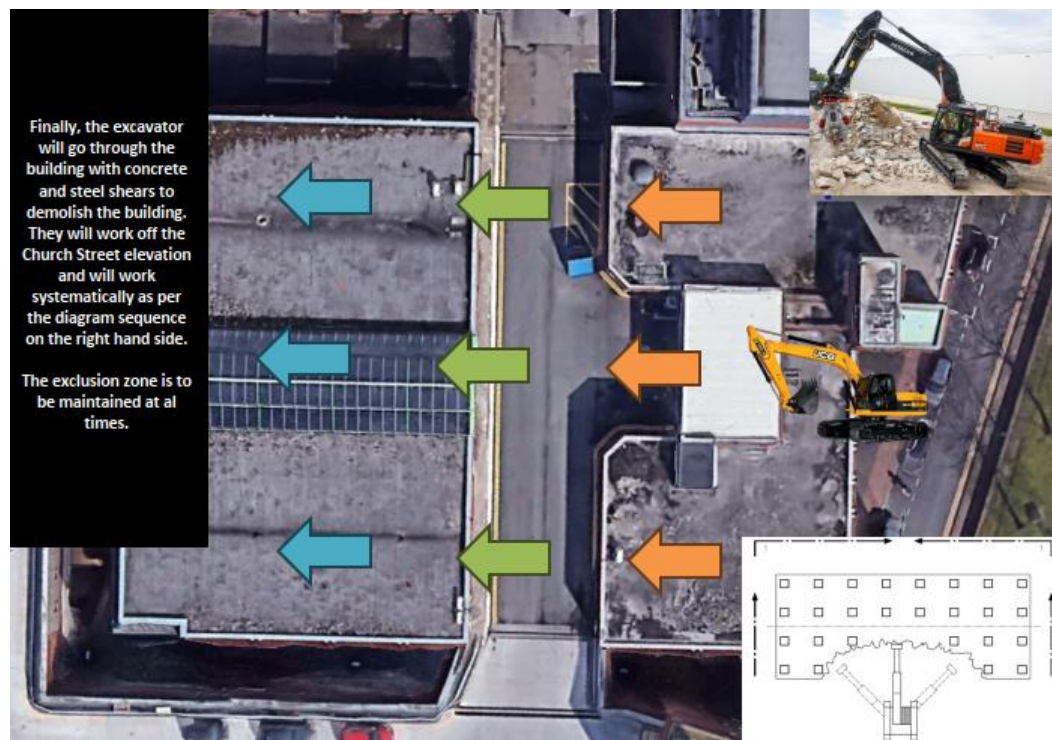


Figure 3: Image showing proposed direction of demolition progressing inwards from Church Street to the right of the image

- 8.7 In terms of traffic and pedestrian management, a partial road closure was chosen as the preferred traffic management option over full closure to keep Church Street operational. A Temporary Traffic Regulation Order (TTRO) is necessary to temporarily change a 13.0m length of Church Street (north) to two-way traffic flow to facilitate site access. Vehicles access and egress the site via the A34 Ringway onto Church Street. They will enter the protected pavement area through locked gates under banksman supervision, turn within the site compound, and exit onto Church Street heading immediately back onto the A34 Ringway. All demolition traffic must only use A roads around the town centre. Delivery times are scheduled between 8 am and 4 pm, with the last wagon loaded by 3:30 pm.
- 8.8 The demolition requires the temporary removal of seven disabled parking spaces and circa five standard parking spaces along Church Street (north). The plan includes temporarily relocating five disabled parking spaces further south along Church Street to prioritize accessibility for blue badge holders. The footway adjacent to the site will be temporarily closed for 6–8 months, and pedestrians will be directed to use the 1.5m wide footway on the opposite side of Church Street.

## 9. PLANNING POLICY

9.1 Section 38 of the Planning and Compulsory Purchase Act 2004 requires planning applications to be determined in accordance with the provisions of the Development Plan, unless material considerations indicate otherwise.

9.2 The Development Plan currently comprises the Cannock Chase Local Plan (2014) and the Minerals Local Plan for Staffordshire (2015-2030).

9.3 Relevant Policies within the Local Plan Include: -

CP1:	Strategy
CP3:	Chase Shaping-Design
CP9:	A Balanced Economy
CP10:	Sustainable Transport
CP11:	Centres Hierarchy
CP12:	Biodiversity and Geodiversity
CP15:	Historic Environment
CP16:	Sustainable Resource Use

9.4 The relevant policies within the Minerals Plan are: -

(i) *Mineral Safeguarding.*

### National Planning Policy Framework

9.5 The NPPF (2024) sets out the Government's position on the role of the planning system in both plan-making and decision-taking. It states that the purpose of the planning system is to contribute to the achievement of sustainable development, in economic, social and environmental terms, and it states that there should be 'presumption in favour of sustainable development' and sets out what this means for decision taking.

9.6 The NPPF (2024) confirms the plan-led approach to the planning system and that decisions must be made in accordance with the Development Plan unless material considerations indicate otherwise.

9.7 Relevant paragraphs within the NPPF include paragraphs:

8:	Three dimensions of Sustainable Development
11-14:	The Presumption in favour of Sustainable Development
38:	Decision-making
47-50:	Determining Applications
90:	Ensuring the vitality of town centres
114, 115:	Promoting Sustainable Transport
131, 135, 139:	Achieving Well-Designed Places
200, 203, 207, 208	Conserving and Enhancing the Historic Environment
189, 191:	Ground Conditions and Pollution

**Other relevant documents include:**

Cannock Chase District Council (April 2016) Design Supplementary Planning Document.

Cannock Chase District Council (July 2005), Cannock Chase Local Development Framework; Parking Standards, Travel Plans and Developer Contributions for Sustainable Transport.

Cannock Chase District Local Plan Preferred Options 9 February 2021).

**9.8 Emerging Policies**

SO6.5 Cannock Town Centre Redevelopment Areas.

SO6.2 Provision of Main Town Centre Uses and Town Centre Services.

**10. DETERMINING ISSUES**

10.1 The determining issues for the proposed development include: -

- a) Principle of development
- b) Character, appearance and heritage
- c) Residential amenity
- d) Highways Considerations
- e) Ecological Considerations
- f) Other Issues

**11. PRINCIPLE OF THE DEVELOPMENT**

11.1 The site is located within the Town Centre boundary. Part of the site falls within an allocated Primary Retail Area, which seeks to retain existing Class A1 retail uses and to which new retail development will be directed. Policies CP3, CP15 and CP16 would therefore be relevant to the consideration of this proposal.

11.2 National planning policy in the NPPF and PPG supports the role that town centres play at the heart of local communities and advises that a positive approach to their growth, management and adaption should be taken. Whilst ensuring the vitality and viability of centres remains paramount the range of uses now included as 'main town centre uses' has expanded. In addition, Para 86 (f) of the NPPF states that 'residential development often plays an important role in ensuring the vitality of centres and encourage development on appropriate sites.' These demolition proposals are fundamentally linked to the wider delivery of the approved Outline development under application CH/23/0131. The principle of redeveloping the site has been agreed albeit the logistics and related implications are important to the consideration of this demolition application.

11.3 A key consideration is whether demolition works or cordons could impact trade / public access through the town. No obstruction to trading businesses is shown to be apparent within the submissions. Hoardings erected would not prohibit access to nearby businesses. The proposals would not have any obvious impact on the function of the town market and in conjunction with the means of demolition and approach to the routing of traffic discussed in the rest of this report, will not adversely affect the normal function of nearby uses.



- 11.4 Taking these matters into account, there would seem no overriding conflict with Policy CP11, CP3 or CP15/CP16 in principle, and the wider scheme is geared to promote the vitality and viability of the main town centre in accordance with the policy.

## 12. CHARACTER AND APPEARANCE

- 12.1 Policy CP3 of the Local Plan supports high-standards of design, and for development to be well-related to existing buildings and their surroundings, including measures to design out crime and anti-social behaviour, and to promote ease of access and mobility within development and from its surroundings. Policy CP15, CP16, the Design SPD and the Town Centre Conservation Area Appraisal and Management Plan are relevant to the consideration of the application, especially given the close visual association of the proposals in the context of the Grade II\* listed Parish Church of St Luke.
- 12.2 As the proposals are geared towards demolition of structures within the centre, the main consideration is around what public realm will be impacted through new walls being exposed or gaps in built form creating impacts upon character. Inevitably demolition is not an aesthetically pleasing process, such that most demolition utilises hoardings to screen the working area – both for visual and site security/safety purposes.



*Figure 4: Extract from Demolition Method Statement showing the type of hoardings to be erected around the site*

- 12.3 The security and hoarding strategy for the demolition of the Forum Shopping Centre, both during the works and post-demolition, is designed to ensure public safety, deter unauthorised access, and manage the site boundaries in a high-traffic, central location.
- 12.4 The demolition includes several measures to manage site security, ensuring compliance with industry standards like BS:6187-2011 and principles of Secured by Design. Key security elements include:

- (i) **Access Control and Gates:** The site perimeter will be secured by access-controlled and locked gates. Entry and egress to the site are supervised by a security guard during working hours.
  - (ii) **Surveillance and Response:** Security cameras, specifically RSI motion-triggered cameras with rapid response, will be in place.
  - (iii) **Patrols:** Roving security patrols will operate both during and outside working hours.
  - (iv) **Signage:** All work areas will be suitably signed at access and egress points with warnings such as "Construction Site – Keep Out" and "Visitors / Deliveries to report to Site Office". Clear signage should be displayed to deter possible intruders.
  - (v) **Personnel Management:** Entry to the site will be controlled by a signing in/out system for inducted personnel and visitors. The primary access will feature a hand scanner and turnstile arrangement as an additional layer of control, and subcontractor personnel must show relevant H&S certification (e.g., CSCS/CCDO) upon entry.
  - (vi) **Physical barriers** are essential to establish an external exclusion zone and protect the adjacent live structures and public areas.
- 12.5 A 2.4m high solid plywood hoarding (boarded hoarding) will be erected around the perimeter of the site to ensure safety and security. This hoarding is composed of durable material and is designed to maintain an appropriate town centre appearance, considering nearby heritage assets and pedestrian safety. Scaffold to the elevations will be fully monar flexed (fire retardant) as a safety precaution, helping to create a specific exclusion zone and ensure no debris or dust leaves the confines of the site. The scaffolding itself will have green timber hoarding and sheeting/containment netting to protect the surrounding areas from site debris.
- 12.6 Post-Demolition and prior to site restoration the hoarding measures are intended to remain in place after the demolition works are complete to secure the cleared site for future development. The site perimeter will be securely enclosed to restrict access from the adjacent Cannock Shopping Centre walkway. The temporary site compound currently serving the Phase 1 demolition of the Multi-Storey Car Park (MSCP) will be retained for the duration of the Forum (Phase 2) demolition works and will only be removed upon completion of both demolition phases. The exposed wall adjacent to the remaining shops will be demarcated from the shop rear access with the 2.4m high hoarding already in use. This ensures restricted access to the area for general public and follow-on contractors.
- 12.7 The retained hoarding also provides an opportunity for community engagement and mitigation of temporary visual impacts by acting as a blank canvas onto which designs incorporating historic images or community messaging could be added, rather than leaving blank hoardings that might attract graffiti. Albeit no specific details as to how this will be progressed have been provided.
- 12.8 Officers assess overall the demolition application represents a phase of realising the development opportunity to enhance the town centre. Short term the appearance will be screened by hoardings and this, along with exposed side elevations to buildings will have a minor negative effect on the character of the centre prior to being redeveloped – but this is an inevitability of redevelopment. How a future development would present itself outwardly is not strictly a matter to

be considered as part of this demolition application. Nevertheless, subject to conditions requiring maintenance of hoardings in line with the submitted documentation, Officers can seek to minimise exposure of the public to part demolished zones. Such is in the spirit of assuring high quality development in line with Local Plan Policy CP3.

### **13. HERITAGE CONSIDERATIONS**

- 13.1 The NPPF sets out the approach local authorities should adopt in assessing development proposals within the context of applications for development of both designated and non-designated assets. Great weight should be given to the conservation of designated heritage assets and harm or loss to significance, irrespective of whether potential harms amounts to substantial harm, total loss of less than substantial harm to significance (para 199). Any harm to or loss of significance should require clear and convincing justification. Substantial harm to or loss of a Grade II Listed Building, Park or Garden should be exceptional. Substantial harm to or loss of designated heritage assets of the highest significance, notably Scheduled Monuments, Protected Wreck Sites, Registered Battlefields, Grade I and II\* Listed Buildings, Grade I and II\* Registered Parks and Gardens, and World Heritage Sites, should be wholly exceptional (para 213). Additional guidance is given on the consideration of opportunities for new development within World Heritage Sites and Conservation Areas (para 219; 220).
- 13.2 Where there is substantial harm to or loss of significance of a designated heritage asset, consent must be refused unless a number of criteria are met, including achieving substantial public benefits that outweigh the harm or loss (para 201). Where there is less than substantial harm, the harm should be weighed against the public benefits of the development (para 215). The NPPF also makes provision to allow development which enhances World Heritage Sites and Conservation Areas (para 205).
- 13.3 Where loss of significance as a result of development is considered justified, the NPPF includes provision to allow for the recording and advancing understanding of the asset before it is lost in a manner proportionate to the importance and impact. The results of these investigations and the archive should be made publicly accessible. The ability to record evidence should not however be a factor in deciding whether loss should be Planning Practice Guidance (PPG): Historic Environment (MHCLG, July 2019).
- 13.4 The Heritage Impact Assessment (HIA) Report was prepared by Tetra Tech to support the planning application with a focus on potential impacts on designated heritage assets and their settings in the heart of Cannock Town Centre. The HIA concludes that the demolition works would have minor impacts (both positive and negative), resulting in a slight negative effect overall. The assessment noted that the demolition site is located within the historic core of the town, specifically adjacent to several key heritage features:
  - (i) Cannock Town Conservation Area: The site lies directly opposite this area, designated in 1991 due to its historic core status and medieval street layout. The existing Forum structure is considered to have a low heritage value and a neutral impact on the Conservation Area.
  - (ii) Parish Church of St Luke (Grade II\* Listed): This asset is situated approximately 0.01km south-east of the application site. There is direct intervisibility between the demolition site and the church.



- (iii) Churchyard Cross (Scheduled Monument and Grade II Listed): Located within St Luke's Churchyard (0.04km south), this asset's scale and positioning prevent direct intervisibility with the application site.
- 13.5 The HIA distinguishes between temporary adverse effects caused by the demolition process and the long-term opportunities created by removing the building. In short, the demolition of The Forum is viewed as a significant opportunity to enhance the setting of nearby heritage assets. The current building is described as a dated and generic shopping centre form that does not fully reflect the historic character of the town. The removal of the structure has the potential to create a temporary visual connection between the busy market square and the Grade II\* Listed Parish Church of St Luke. For the Parish Church of St Luke (High heritage value), the proposed changes are suggested to have a minor impact (both positive and negative), resulting in a moderate/slight significant effect. Suggestions within the report go on to set out potential steps to mitigate these harms as far as possible. These include:
- (i) CEMP Adherence: Temporary adverse effects (noise, dust, vibration) to be mitigated by the demolition contractor through strict adherence to the Construction Environmental Management Plan (CEMP) and Considerate Contractor schemes.
  - (ii) Hoarding Use: The temporary green timber hoardings should be used as a "blank canvas" to encourage community engagement, potentially incorporating historic images or community messaging. This aims to mitigate negative visual effects and deter graffiti.
  - (iii) Future Design Consultation: Since this application only covers demolition, future designs for the regeneration of the area must be the subject of a future application. Future development plans should be discussed with Historic England. This is in order to assure future development adheres to well-established urban design principles. i.e. Design should reinforce existing strong frontages, maintain the spacious town centre core, and either maintain or enhance views through the Conservation Area.



*Figure 5: Image showing relationship of the rear of the Forum shopping centre (right) to the Church of St Luke Grade II\* Listed Building*

13.6 Historic England expressed no objection in principle to the demolition, supporting the benefits the project could bring to the town centre, especially given that the existing buildings do not positively contribute to the setting of adjacent heritage assets. It was also acknowledged that temporary unavoidable negative effects will occur during the demolition period through disturbance, visual impacts of a vacant site and the wider setting impacts on the Conservation Area. Some concerns are expressed about potential ongoing vacancy if redevelopment was not to occur swiftly.

13.7 Officers appreciate the reservations about impacts and fully agree with Historic England's response. Overall, Officers assess the existing appearance fails to capitalise upon a significant asset within the town centre. The building 'turns its back' on the church which should be a key focal point in any design going forward. However as above, such designs are not a component of the current application.

Thus, in order to realise the future potential as acknowledged by Historic England, some short-term disruption and interruption to views is a necessary step. Therefore, as a policy balancing exercise the harms resulting to nearby assets are setting impacts only (as opposed to direct physical impacts) and in considering these harms the consensus is that the extent is moderate to slight negative in the short term.

In the longer-term redevelopment of the area is likely to yield substantial positive benefits and in conjunction with the mitigation outlined in the Heritage Impact Assessment, Officers assess the potential long term substantial public benefits are capable of tipping the balance in favour of the demolition. Thus, having regard to Para 215, the public benefits of the development are assessed as capable of offsetting the harms resulting.

### 13.8 ***Archaeology***

13.9 The HIA submissions set out the area historically featured burgage plots dating from as early as the late 13th or early 14th century. These historic plots were visible until the 20th-century construction of the Cannock Shopping Centre, which currently occupies the nearby area. The application site was previously occupied by a tall white building that was constructed in 1912, known as the Hippodrome Theatre, which hosted variety acts, as well as film showings (Staffordshire Past Track, 2025a). This theatre was renamed as the Forum Cinema in 1932, and the facilities were utilised by the Cannock Amateur Operatic Society until it was closed and converted into a dance hall in 1955. The building was later taken over by the local council and eventually demolished in 1985, making way for the shopping centre.

13.10 The County Archaeologist confirms that in light of the above historic significance factors and high potential, they would wish to require archaeological monitoring is secured as part of the planning process. This is not disputed by the applicant, albeit it is requested that the condition wording "prior to commencement" is omitted in favour of prior to removal of the foundation. Officers consider this step achieves the same intent as requested. As such conditions to secure a Written Scheme of Investigation are recommended in a slightly varied format from the original wording.



### ***Heritage Conclusions***

- 13.11 Subject to conditions to secure appropriate mitigation with the aim of minimising impacts on nearby heritage assets and subject to archaeological monitoring conditions as requested by the County Archaeologist, for the reasons documented Officers assess the application is in accordance Local Plan Policies CP15 and NPPF Para 215.

### **14. RESIDENTIAL AMENITY**

- 14.1 Paragraph 135(f) of the NPPF states that planning policies and decisions should ensure that developments [amongst other things] create places with a high standard of amenity for existing and future users.
- 14.2 In liason with the Council's Environmental Health team, officers assess that potential noise and disturbance, dust and vibration considerations are key matters for the consideration of the application.
- 14.3 The submissions emphasise use of use of Best Practicable Means (BPM) to minimize pollution.

(i) *Noise and Vibration Control:*

Monitoring stations for noise, dust, and vibration will be installed throughout the surrounding area. These monitors will utilize Amber and Red trigger levels (e.g., 3mm/s for amber vibration warning and 5mm/s for red) which trigger automatic alerts, allowing working methods to be adjusted. Mitigation includes employing low vibration methods, using silenced equipment and machinery (super silenced compressors/generators), utilizing hydraulic concrete pulverizing jaws to reduce noise, and keeping plant engine covers closed. When loading waste transporters, the smallest 'drop' possible will be utilized to reduce impact noise, dust, and vibration.

(ii) *Dust Control:*

Dust suppression is proposed to be utilised primarily by applying water spray manually using water hoses. Dust suppressant units (dust bosses) will be deployed, particularly in the fall area of the building where a 'vortex' of dust may be created. High-reach excavators will also have a dust suppression gun on the arm. All roads and footpaths to and from the work area will be kept free of dust, mud, and debris at all times.

(iii) *Waste and Materials Recovery:*

A pre-demolition audit was conducted to identify opportunities for reclamation, re-use, and recycling, adhering to the waste hierarchy. The structures will be soft stripped prior to demolition to maximize segregation of waste streams, including metal, timber, concrete, and plastics. The demolition approach targets the reuse of materials on site. It is estimated there will be around 16,367 tonnes of reusable crush. This material will be processed (crushed to 6f2 specification) on site and left for future use as hard standing, piling mats, roads, or substructures for the subsequent construction phase. The material must be tested for contaminants and asbestos every 2500 tonnes.

- 14.4 Subject to conditions both Officer's and the Council's Environmental Health department are satisfied that adequate controls would be in place to avoid significant impacts from noise, vibration or dust. As such compliance with NPPF 139(f) and Local Plan Policy CP3 is assured.

## 15. HIGHWAYS AND ACCESS CONSIDERATIONS

- 15.1 A Construction Environmental Management Plan (CEMP) accompanies the application. This considers a range of matters associated with the demolition including traffic routings, loading and unloading, construction worker parking and similar. C&D Engineering Consultants Ltd appointed Chevron Traffic Management to implement a traffic plan.
- 15.2 The primary challenge is that the site is located in the town centre, adjacent to active businesses, and within a one-way system. Vehicular access and egress will be gained via the A34 Ringway onto Church Street. This route historically served the loading areas associated with the former multi-storey car park (MSCP) and surrounding retail units. The demolition area is currently "landlocked", meaning a specific access point had to be engineered along Church Street.

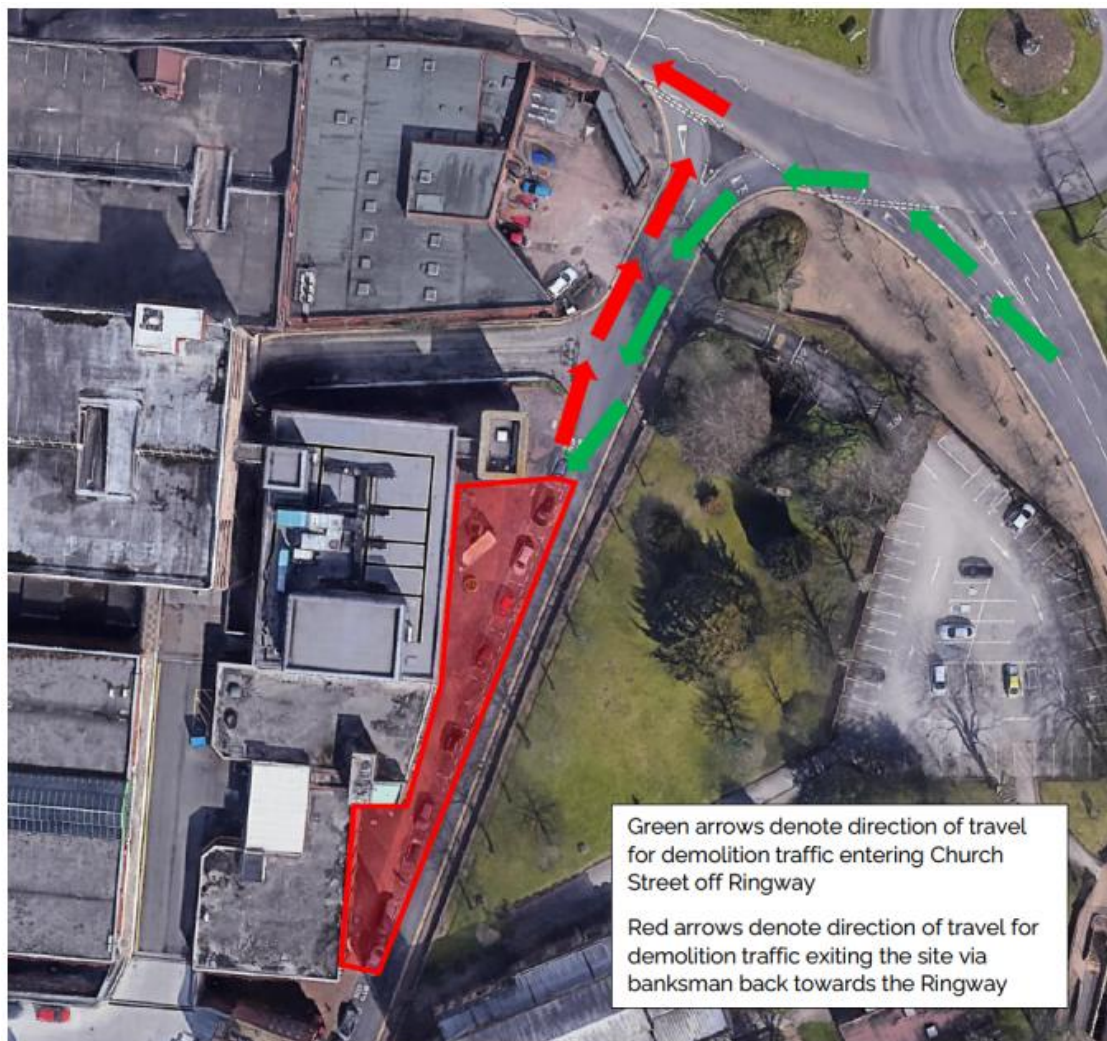


FIGURE 4 - IDENTIFICATION OF ACCESS & ROUTES INTO SITE OFF RINGWAY ONTO CHURCH STREET

*Figure 6: Extract from submitted Construction Environmental Management Plan showing proposed vehicle access routes from Ringway*

- 15.3 Two options for facilitating the demolition were considered. Option 1 involved full closure of Church St which would have had the benefit of making the demolition substantially easier. However, implementing a full closure would have resulted in greater impacts on nearby users by preventing access to Market Place and removing all parking availability along the road (inclusive of a range of disabled accessible parking bays). It would have also impacted the function of the church including potential implications for funeral processions. In discussions with the Highway Authority a lesser solution in the form of option 2 was considered preferable.
- 15.4 Option Two requires a partial closure of Church Street rather than a full closure, thereby minimising disruption to local retail and businesses. This option necessitates a Temporary Traffic Regulation Order (TTRO) to temporarily change an approximately 13.0m length of Church Street (north) to two-way traffic flow. This TTRO will permit site traffic to gain access from Church Street, turn within the site compound, and leave the site onto Church Street, traveling directly back onto the A34 Ringway. This ensures site traffic does not interfere with general town traffic. All traffic entering and leaving the site will be closely controlled by banksmen positioned at the access/egress point(s). Banksmen are equipped with two-way radios for communication with drivers.
- 15.5 The demolition requires the temporary removal of approximately seven disabled car parking spaces and circa five standard parking bays along Church Street (north). These spaces previously had a 20-minute maximum stay restriction. To prioritise accessibility, it is proposed that five of the temporarily removed disabled parking spaces could be relocated further south along Church Street in order to mitigate as far as possible impacts upon disabled parking bays. The footway adjacent to the site will be temporarily closed for the approximate six to eight months demolition period. Pedestrians will be directed to use the footway on the opposite side of Church Street. This opposite footway measures 1.5m in width, which is considered sufficient to accommodate pedestrian movements, though minimum standards often suggest 2.0m.

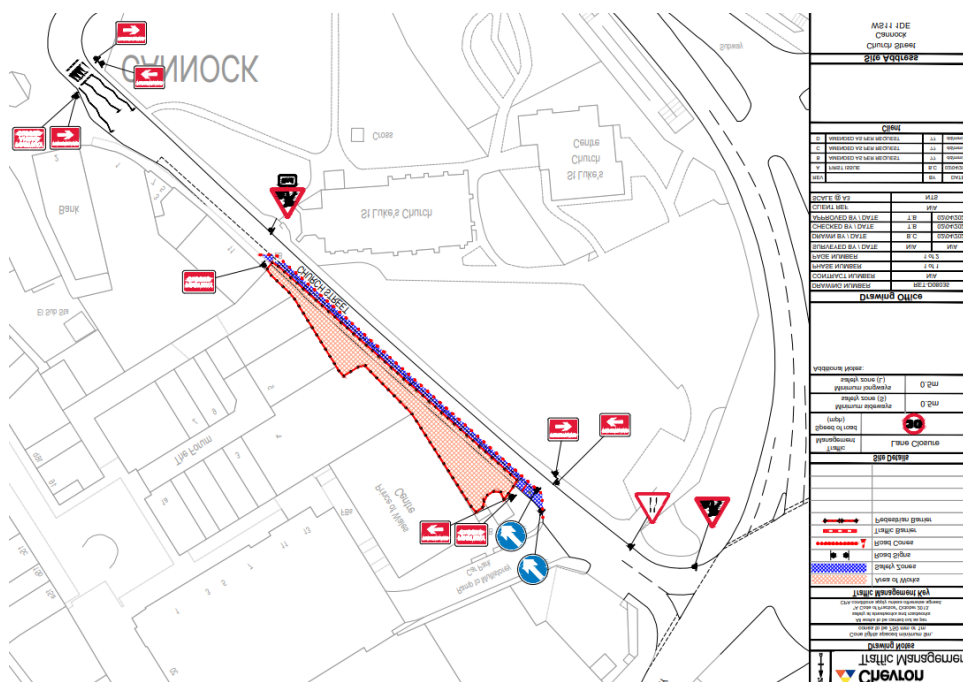


Figure 7: Area subject to Temporary Traffic Regulation Order creating traffic movements north to exit onto Ringway

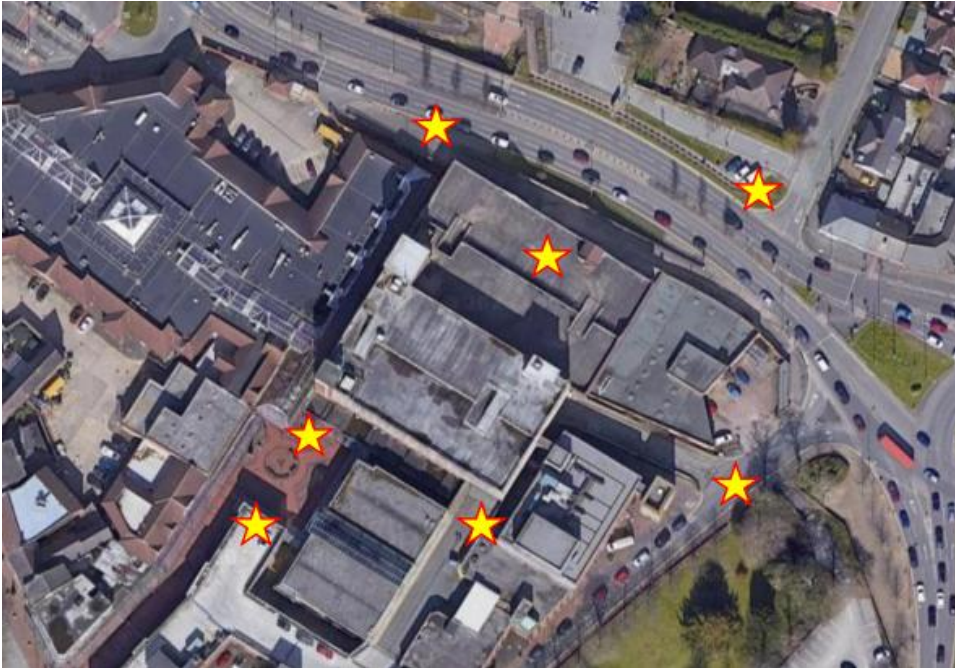


- 15.6 Demolition traffic is to be instructed to only use A roads around the town centre when accessing and egressing the site. No B roads or residential routes are to be used. A strict 5 MPH speed limit will be enforced within the site confines. The largest vehicle allowed to turn into the site and turn road will be an 8 Wheel wagon carrying 17 tonnes maximum. Delivery times are restricted to 08:00 to 16:00, with the last wagon being loaded by 15:30. Deliveries will be scheduled on a 'just-in-time' basis where possible. Roads and footpaths to and from the work area will be kept free of dust, mud, and debris at all times. Measures include the use of a road sweeper once a week and a wheel wash station where all mud and debris will be jetted off prior to wagons leaving the site onto Church Street.
- 15.7 On-site parking for construction workers will be restricted to a minimum, primarily for personnel who need to carry heavy equipment. The demolition contractor has allowed for costs associated with parking in an adjacent public car park. Contractor vehicles must park within the site compound and must not park on footways or block access routes on the adopted highway.
- 15.8 Staffordshire County Council Highways Authority have provided comments in relation to the proposals. Specifically, the consultee raises no objections to the demolition application subject to conditions. Of key issues raised in their response traffic management, public safety and wider disruption were the main issues. The County Council finds the proposed traffic routings for all phases of the demolition acceptable, as long as the contractor adheres to the submitted plans as secured by conditions. The emphasis on utilizing existing access points, designating specific routes for different demolition phases, and strictly using A roads for all demolition traffic is viewed positively. A dilapidation survey is requested by the County Council prior to commencement of the of any work to assure no damage to public assets / the pavement or highway. Permits for hoardings will also be required on public highway land. Coordination of demolition operative parking is also strongly encouraged.
- 15.9 Officers see no reason to disagree with the conclusions of the Highway Authority regarding the proposed vehicle routings and related observations. The conditions requested are reasonable in the context of the proposals and can be included as drafted by the Highway Authority subject to their conditions suggested. Officers assess the approach to demolition in highways and access terms is reasonable and in accordance with Local Plan Policy CP10.

## **16. ECOLOGICAL CONSIDERATIONS**

- 16.1 Policy and guidance in respect to development and nature conservation is provided by Policy CP12 of the Local Plan and paragraphs 174 and 180 of the NPPF.
- 16.2 The site does not benefit from any formal or informal designation for nature conservation purposes, is not located immediately adjacent to sites of significance and does not contain any habitats, trees or similar of note. The main risk to ecological assets as part of the development is likely to be the removal of potential bat roosting opportunities as part of any demolition. Such was considered at the outline stage but is equally relevant to this Demolition Application.

- 16.3 The applicants have provided a Preliminary Roost Assessment which concluded that not all of the buildings were able to be examined and that further survey work was required. A subsequent Bat Emergence Survey dated June 2023 was provided.

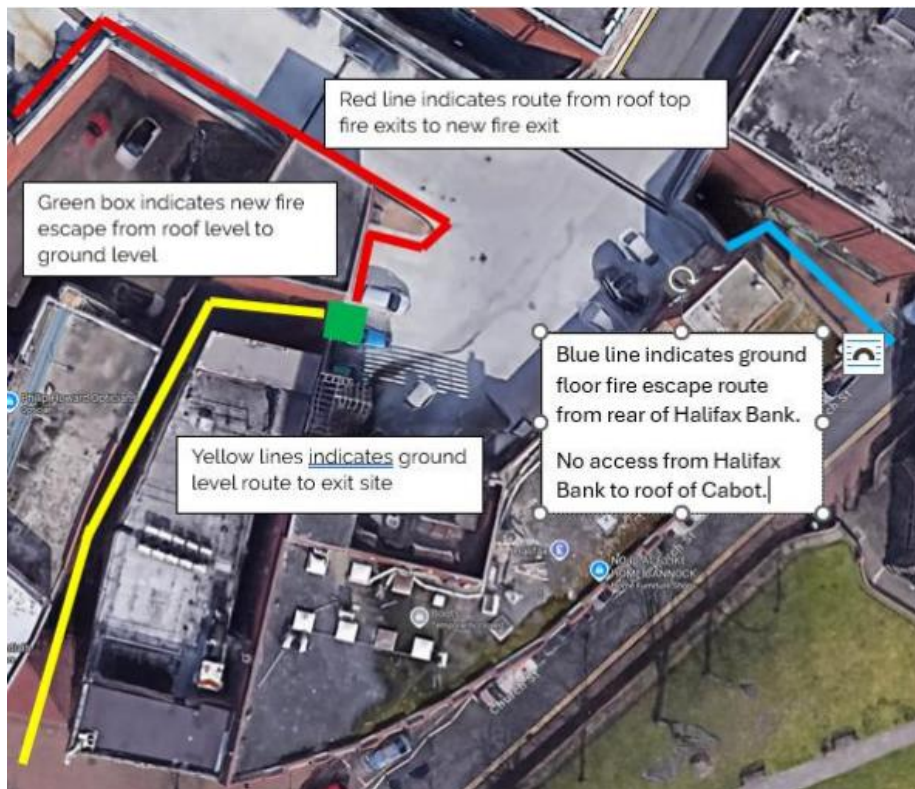


*Figure 8: Surveyor Locations during bat survey of the site taken from the submitted report*

- 16.4 This confirmed that having carried out on site emergence work on the 4th May and 7th June 2023 respectively, no bats were seen to emerge from buildings in the centre of the town. As such the conclusions within the report state there are no further survey requirements identified during the emergence surveys conducted to date. However, populations of bats were observed to be using both the site and surrounding habitats for commuting or feeding so a level of protection must be implemented during development to prevent disturbance. This should include general site protocols to avoid entrapping animals and control over lighting in particular. Control over lighting is a suggested condition within this report. In light of this condition, the application is considered to be in accordance with Policy CP12.

## **17. OTHER ISSUES**

- 17.1 In relation to fire evacuation from the roof, in the first instance it is understood that at present, the only occupied unit within the Cabot is the Halifax Bank, all other units remain vacant. The Halifax Bank benefits from a primary means of escape via the main entrance onto Church Street and Secondary emergency exit leading to the alleyway between the Cabot and the Forum. For the avoidance of doubt, there is no fire escape providing access to the roof of the Cabot building. Accordingly, no occupants of the Cabot have the ability to access the roof. In addition, a permanent Haki staircase is to be located on the roof of the Cabot. This is to be installed as a goodwill measure by the Council team and provides safe, illuminated access onto Market Place. This measure will serve the Cabot and buildings facing Market Hall Street. Additionally separate fire escapes onto Market Hall Street and Market Sq from the Cabot premises exist. These are judged to be the most likely means of escape for occupied premises with around 4 different means of exiting buildings remaining in place.



*Figure 9: Image Taken from Phase 2 New Fire Escape documentation illustrating the proposed new means of escape. Demolished building is beyond the blue line to the right of the image*

- 17.2 In relation to deliveries to church street buildings, as is acknowledged in the above paragraph only the occupier of Halifax remains in place presently. Deliveries for the period of the works would still be possible along Church St with temporary parking bays apparent as well as existing parallel spaces.
- 17.3 There is some uncertainty about the extent of demolition proposed as the wider Theatre building is within the application red edge. Officers consider this is not unusual as all land necessary to carry out the development shall be shown within the red edge. This aligns with PPG national guidance. Clarity is offered in the submitted plans that only the Forum is proposed to be demolished and no other works have commenced or are proposed to commence on the theatre as part of the current application. Whilst conditions are suggested as being capable of providing a belt and braces approach to assuring demolition of the theatre does not occur, it is factually the case that the submissions do not discuss demolishing the theatre (in the sequencing documents and demolition method statement) and that the description of the development is 'Demolition of the Forum.' Taking this into account Officers do not see that additional conditions are warranted on the basis of the test of necessity as set out in the NPPF.

## **18. HUMAN RIGHTS ACT 1998 AND EQUALITY ACT 2010**

### ***Human Rights Act 1998***

- 18.1 The proposals set out in this report are considered to be compatible with the Human Rights Act 1998. The recommendation to approve the application accords with the adopted policies in the Development Plan which aims to secure the proper planning of the area in the public interest.



***Equality Act 2010***

- 18.2 It is acknowledged that age, disability, gender reassignment, pregnancy and maternity, religion or belief, sex and sexual orientation are protected characteristics under the Equality Act 2010.
- 18.3 By virtue of Section 149 of that Act in exercising its planning functions the Council must have due regard to the need to:
- (i) Eliminate discrimination, harassment, victimisation and any other conduct that is prohibited.
  - (ii) Advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it.
  - (iii) Foster good relations between persons who share a relevant protected characteristic and persons who do not share it

It is therefore acknowledged that the Council needs to have due regard to the effect of its decision on persons with protected characteristics mentioned.

Such consideration has been balanced along with other material planning considerations, and it is considered that the proposal is acceptable in respect to the requirements of the Act. Having had regard to the particulars of this case officers consider that the proposal would not conflict with the aim of the Equality Act.

**19. CONCLUSION**

- 19.1 The demolition application is assessed as broadly complying with the requirements of Local Plan Policy CP11 which seeks to build upon Cannock Town Centre's role as a subregional strategic centre. Key issues around safety, access, minimising disruption and disturbance to others and adequate recycling of materials as possible, are considered within the submissions. Subject to compliance with the conditions set out, most notably dealing with traffic routings and noise matters, the logistics of the demolition of the site are considered reasonable and will assist in promoting longer term economic growth through the regeneration of the sustainably located town centre site.