



# Rugeley Power Station Development Brief

## Supplementary Planning Document

Cannock Chase District Council & Lichfield District Council

Adopted 20 February 2018



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## 1 Introduction

### Background

**1.1** The Rugeley Power Stations were a series of two coal fired power stations located to the east of Rugeley adjacent to the River Trent traversing the boundary between Cannock Chase District and Lichfield District. Rugeley Power Station A was decommissioned during 1994 and demolished in 1996 with residential development still ongoing to replace the facility.

**1.2** This Development Brief relates primarily to Rugeley Power Station B although it does encompass part of the former Power Station A in Lichfield District (the site of the former Borrow Pit). Rugeley Power Station B was commissioned to work alongside Rugeley Power Station A in 1970. It was announced in February 2016 that due to a deterioration in market conditions the Station would cease operating and it closed in June 2016. The Station and its supporting infrastructure is currently being decommissioned with demolition to follow. It is anticipated demolition will commence in 2018 and take up to two years.

**1.3** This Development Brief sets out the joint aspirations of Lichfield District Council (LDC) and Cannock Chase District Council (CCDC) for the redevelopment of the Rugeley Power Station site.

**1.4** The development of the former Rugeley Power Station site supports the redevelopment of a significant brownfield site and creates a logical extension to the East of Rugeley Strategic Development Area (SDA) as allocated for development within Lichfield District Council's Local Plan Strategy. The site will provide physical and social integration of new development with the adjacent residential development (Former Rugeley Power Station A) and the existing settlement of Rugeley.

**1.5** The overall aim for the site is to create a well-designed mixed use development which incorporates market housing, affordable housing, self-build housing, employment provision, education provision and open space and recreational facilities. It is envisaged that the new development will become a popular residential neighbourhood and place of work, creating a network of pedestrian and cycle routes and open spaces which connect the site with the surrounding area and respond to the local context.

### Purpose and Scope

**1.6** A Supplementary Planning Document (SPD) is a planning policy document that supports a policy in an adopted Local Plan. SPDs fall into two categories: the first is policy supporting a District-wide objective, the second is policy for a specific site or area, such as this SPD.

**1.7** This SPD aims to assist with the delivery of Lichfield District Council's Local Plan Strategy Core Policy 1, particularly delivery of 10,030 dwellings over the plan period to 2029 and with Cannock Chase Council's Local Plan Part 1, particularly Core policies 1 (Strategy) and 3 (Design).

**1.8** This SPD is written in the form of a Development Brief to provide guidance to landowners, developers and the local community about expectations with regards to layout, form and quality of development on the site. As such, this document will form a material consideration, which will be taken into consideration by LDC and CCDC when determining any future planning application for the site to facilitate a high quality, sustainable development appropriate to its locality.

## Development Brief Boundary

1.9 This Development Brief relates directly to Rugeley Power B Station. Figure 1.1

below shows the development brief boundary as well as the boundary for Cannock Chase District Council and Lichfield District Council.

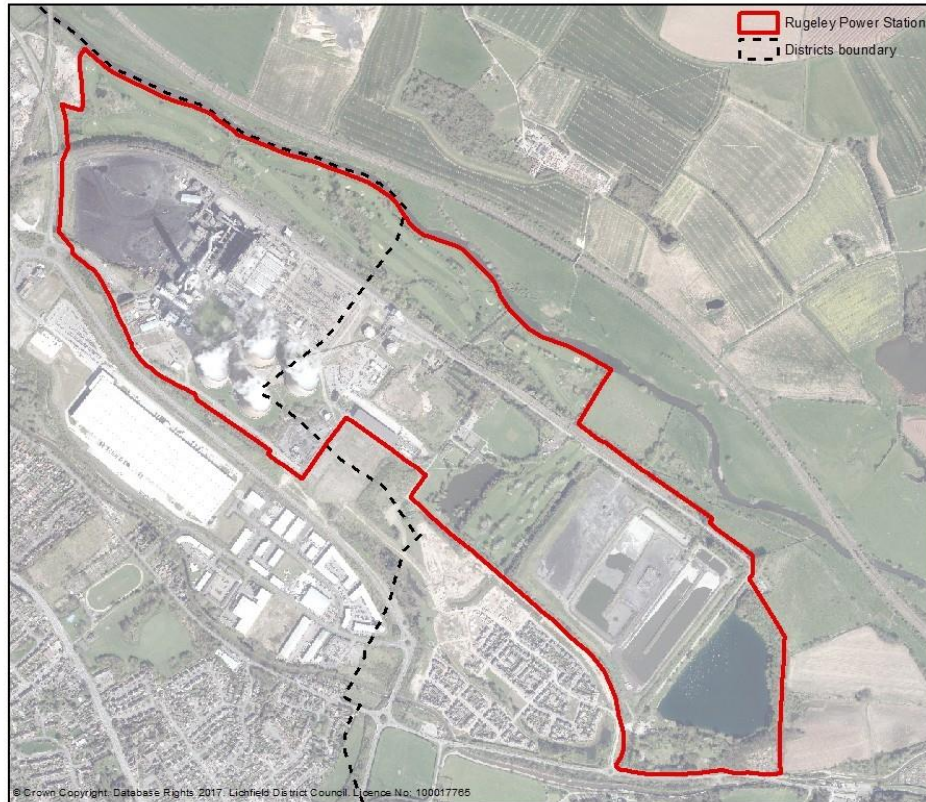


Figure 1.1 Red Line Boundary

## Structure of the Document

1.10 The SPD is structured as follows:

- **Chapter 2: Site Analysis** - provides background context to the site and summaries the key constraints and opportunities;
- **Chapter 3: Policy Context** - sets out the relevant planning policies and obligations that developers will need to accord with;
- **Chapter 4: Development Principles** - outlines the key design principles for the site; and

- **Chapter 5: Delivery and Implementation** - provides guidance on how the development will be delivered and implemented.
-

## Process of Preparation

**1.11** Lichfield District Council and Cannock Chase District Council have worked in partnership with a number of key stakeholders in the preparation of this SPD to ensure that any future redevelopment responds to the surrounding area and produces a high quality, mixed use, sustainable development.

**1.12** LDC and CCDC acknowledge that effective consultation at the early stages of a development proposal improves the scheme and creates value, by allowing communities and stakeholders have a say in the proposals.

**1.13** The SPD has been informed by consultation with key stakeholders through the medium of a planning working group established as a sub group to the task force. The task force initially comprised of Officers from Lichfield District Council, Cannock Chase District Council, Staffordshire County Council, Staffordshire & Stoke on Trent LEP, Greater Birmingham & Solihull LEP as well as representatives from the HCA, Department for Works & Pensions, National Careers Services and Rugeley Power Limited.

**1.14** Both LDC and CCDC consulted on a draft SPD for a period of six weeks where residents and interested parties had the opportunity to provide any feedback on the proposals. This version of the SPD has been amended to respond to comments received on the draft document during the consultation.

## Status of the document

**1.15** In its final form, the adopted SPD will be a material consideration in the determination of relevant planning applications.

## 2 Site Analysis

### Site Location

**21** The site comprises of 139 hectares of land, (55 hectares in Cannock Chase District and 84 hectares in Lichfield District) and is roughly rectangular in shape. It forms part of the former Rugeley Power Station sites and the boundary is outlined in red in Figure 2.1.

**22** Rugeley Power Station lies approximately 1km to the east of Rugeley Town Centre and approximately 1.6km to the west of the centre of Armitage. The wider site context is shown in Figure 2.2.

**23** The north westerly section of site lies within Cannock Chase District and contains the majority of physical infrastructure and the south easterly section of the site is situated within Lichfield District.

**24** The Site is bounded to the north by the River Trent, open countryside and the West Coast Mainline Railway which connects Rugeley with key destinations including London to the south east and Stafford and beyond to the north west.

**25** The site of the former A Station adjoins the southern/ eastern boundary of the site and has been largely redeveloped for residential development known locally as 'The Pippins.'

**26** The A51 forms the remainder of the southern/ western boundary of the site, beyond which lies the Towers Business Park comprising of mixed office and employments uses.

**27** To the south of the site beyond the A513 lies the Hawkesyard Estate which includes conference facilities and St Thomas Priory Golf Course. These facilities are located within the Green Belt.

**28** The Trent and Mersey Canal and its associated Conservation Area designation, closely follows the A513 and is located to the south of 'The Pippins' development.

**29** The Cannock Chase Area of Outstanding Natural Beauty (AONB) and Cannock Chase Special Area of Conservation (SAC) lies approximately 8km to the west of the site.

**2.10** The site is well located in terms of its proximity to local services and facilities. Given the recent redevelopment and regeneration in the area, the location is more accessible in terms of linkages to rail stations and improved road links and Rugeley Town Centre. Rugeley Town Centre is the primary shopping area and it is envisaged that this will be the main shopping area for the residents of the site.

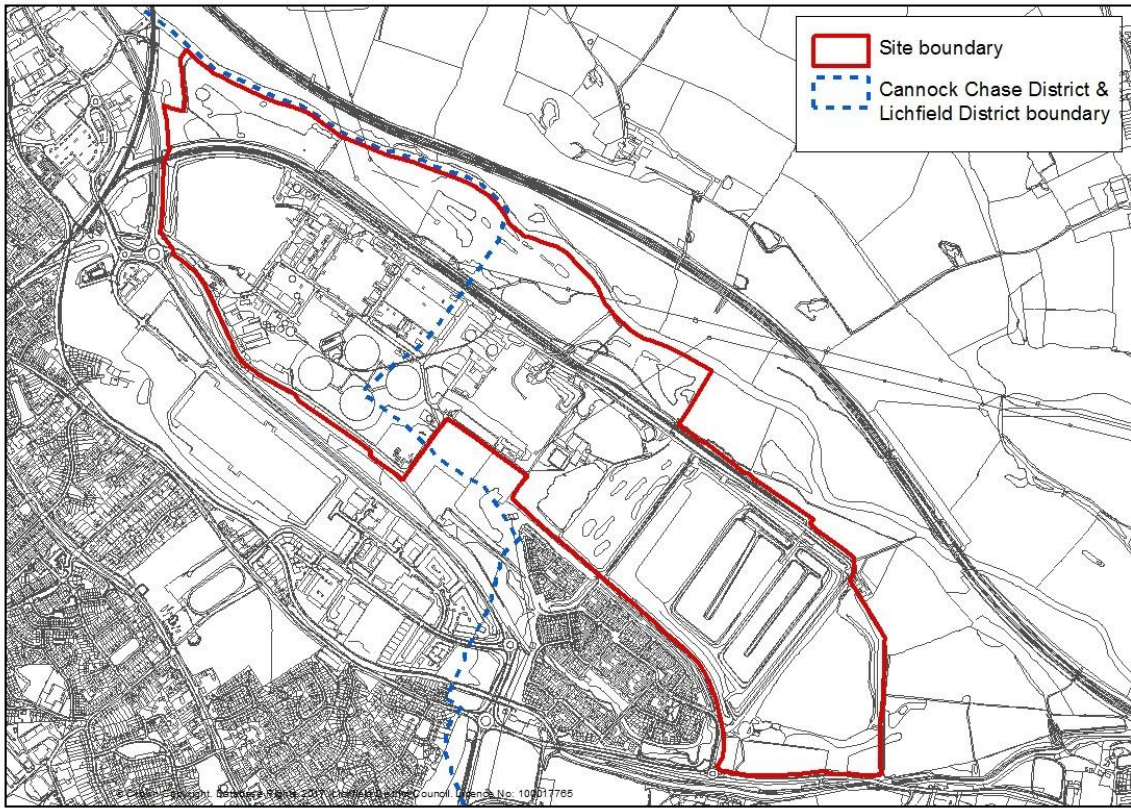


Figure 2.1 Site in Local Context

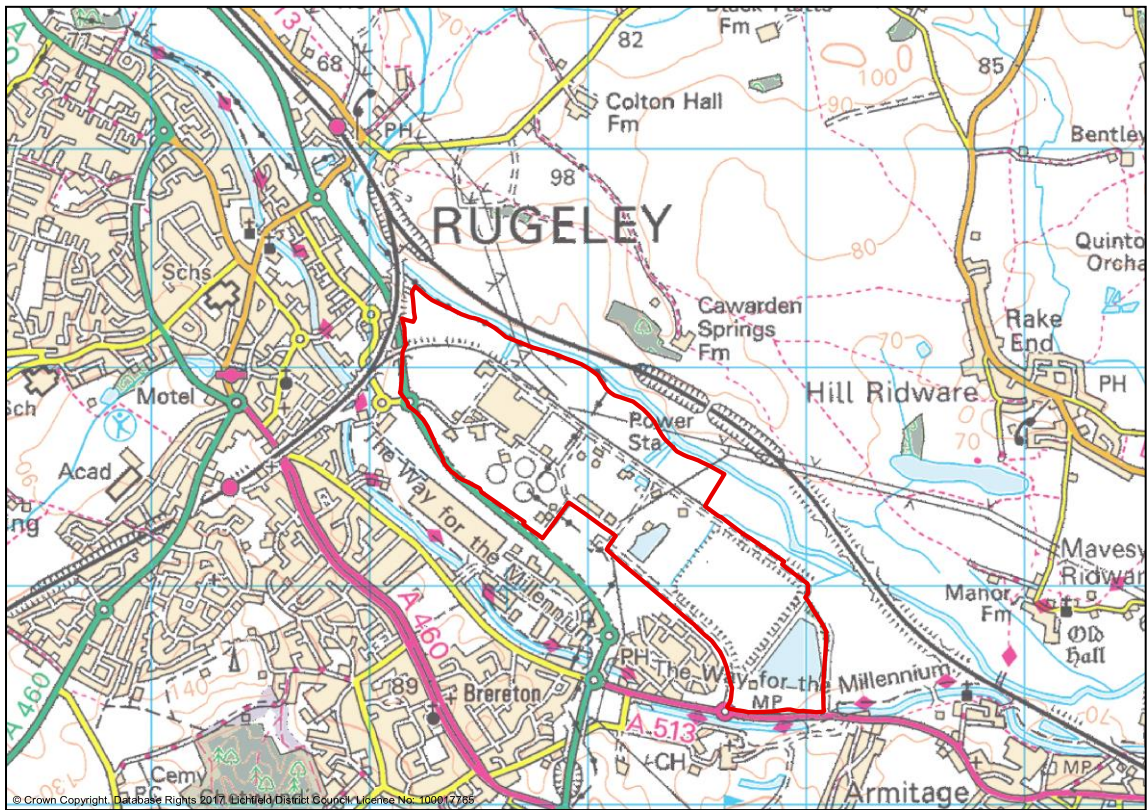


Figure 2.2 Site in Wider Context

### Site Description

**211** Rugeley Power Station is a significant physical landmark within Southern Staffordshire comprising of both physical infrastructure and soft landscaping areas.

**212** The total gross external floorspace of the existing buildings and structures on site is 239, 800 sqm. These provided for the operation of the power station and include a 75 metre high boiler house, 183 metre high chimney, four 114 metre high cooling towers, a private rail siding, coal storage area, milling plant, electrical switchyard, Flue Gas Desulphurisation equipment and associated plant and machinery. It is considered that the majority of the physical infrastructure will be demolished, however some of the buildings will be retained, namely the 400 kV sub station and 132 kV sub station.

**2.13** The soft landscaping areas centre around facilities associated with the former Sports and Social Club building as well as the ash lagoons and existing borrow pit located towards to east of the site.



Figure 2.3 Existing Site (View of Cooling Towers from Golf Course)



**2.14** As shown in Figure 2.4, the site contains a number of identified character areas, namely:

- Open coal storage area in the north western section;
- Operational buildings and structures concentrated in the central north western section;
- Sport and recreational facilities associated with the Sports and Social Club located centrally and to the north of the railway;
- Ash Lagoons situated in the central south eastern part of the site;
- Borrow Pit in the south eastern section; and
- The railway siding and embankment provide a boundary to the operational part of the site.

**2.15** The main access to the site is achieved from a roundabout on the A51 at the north western corner.

**2.16** In terms of topography the site is generally flat.

**2.17** An application for a Certificate of Lawfulness Proposed Use or Development was approved in July 2016 to enable a battery farm to be established on the south-western edge of the site. The battery farm would comprise shipping container sized batteries, together with a small substation to provide demand balancing energy supply. The system would provide electricity to the network at times of high demand.

**2.18** An area Tree Preservation Order (TPO) is in force on the site of the former 'A' Station. The boundary of the TPO encroaches into the site along the shared boundary and a narrow strip extends along the southern boundary of the site along the edge of the A513.

**2.19** The site does not lie within a Conservation Area but is situated to the north of the Trent and Mersey Canal Conservation Area, with the south eastern boundary located adjacent to the canal.



Figure 2.4 Aerial plan of Site & wider context

**Land Ownership**

**2.20** The site is presently owned by Rugeley Power Limited.

**2.21** Rugeley Power Limited is working closely with Lichfield District Council and Cannock Chase District Council as well as other stakeholders to bring forward this substantial brownfield site for redevelopment.

**2.22** The following ownership matters need to be taken into consideration as part of future development proposals:

- 400kV sub station to remain in situ on long lease to National Grid;
- 132kV sub station to remain in situ on long lease to National Grid with a sub lease to Western Power Distribution;

- Pre-emptive rights in relation to certain infrastructure; and
- Rights of way along roads for the benefit of the substations and some adjoining land.

**Historic Environment**

**2.23** In accordance with Staffordshire's Historic Environment Record there are no statutory or locally listed buildings on site. A Certificate of Immunity for Rugeley B Power Station was issued by Historic England on 9 October 2017. The certificate precludes the Secretary of State from listing the site for a period of five years from the date of issue and precludes the local planning authority from serving a Building Preservation Notice during that period. However, the applicant will be required to record the site in line with best practice and in accordance with NPPF, this should be

done in consultation with local Conservation Officers and Staffordshire County Council's Historic Environment Team.

**2.24** There are a number of Scheduled Ancient Monuments (SAM) and Listed Buildings within close proximity of the site. These include:

- Viaduct over Trent & Mersey Canal is Grade II listed approximately 500m west of the site;
- Manor House SAM approximately 5km north east of the site;
- Moated site of Handsacre Hall SAM approximately 3.7km south east of the site;
- Castle Ring SAM approximately 4km south of the site;
- Circular Earthwork SAM approximately 3 km north west of the site;
- Bridge number 64 off Armitage Road is Grade II listed approximately 1.3km south west of the site, adjacent the Amazon warehouse;
- Spode House and attached Coach house Hawkesyard Priory is Grade II listed approximately 1.6km south east of the site;
- St Thomas Church is Grade II listed approximately 1.2km south east of the site;
- Former Summerhouse west of Spode House is Grade II listed approximately 1.2km south east of the site; and
- The Old Farmhouse Restaurant is Grade II listed approximately 1.2km east of the site.

**2.25** There is potential for below ground archaeological remains to be present across the site including potential for palaeoenvironmental remains associated with the nearby River Trent. It is envisaged that staged archaeological evaluations to better understand the significance of any below ground archaeological remains present will be required.

**2.26** The Trent and Mersey Canal Conservation Area is also located approximately 300m to the south of the site, beyond Towers Business Park. Given the proximity to the canal conservation area, proposals will need to demonstrate that any impacts on both the Conservation Area and the canal network have been adequately mitigated. Early dialogue with stakeholders including the Canal & River Trust will be necessary.

**2.27** Within Cannock Chase District, the Historic Environment Character Assessment Addendum (2017) surveyed a zone of land incorporating the Power Station site. This identifies the zone overall as 'low/moderate' in terms of its heritage assets significance and sensitivity to change (i.e. new housing development). The Zone is in two parts, one relating to the golf course on the river banks (reference RHECZ9), which has some archaeological potential and so the potential impacts of development in this area upon known and unknown archaeological features including any above-ground water meadow features should be assessed to inform a mitigation strategy. The other relates to the power plant area (reference RHECZ10), which has potential for surviving archaeological features to be decided on a site by site basis and where deemed appropriate an archaeological condition will be advised.

**2.28** Whilst there are no listed buildings on site, given the proximity to the Trent and Mersey Canal Conservation Area further dialogue between the applicant, Historic England, Staffordshire County Council, Environment Agency and local Conservation Officers will be necessary.

## Transport & Access

**2.29** The site benefits from being well located in terms of its connectivity and proximity to A roads which connect to the Motorway network, as well as its distance

to key public transport hubs including Rugeley Trent Valley Station, Rugeley Town Station and the Bus Station.

### **Vehicular Access & Movement**

**2.30** The primary access to the site is achieved from a roundabout junction on the A51. This access has served the power station during its lifespan.

**2.31** Planning permission was granted in September 2017 for the creation of a second access into the power station site from A513 including a new roundabout junction (Application Reference: 17/00453/FUL). Further dialogue will be required with Staffordshire County Council to establish whether additional access points will be required to serve the future redevelopment of the site and this should be incorporated into a transport appraisal.

**2.32** Utility way-leaves are provided over a linked network of roads within the site. The wayleaves create a fixed route through the site and enable a right to access the substations for operational purposes.



Figure 2.5 Existing site access from A51

### **Pedestrian & Cycle Routes**

**2.33** Given the sites history as an operating Power Station there is a poor existing pedestrian and cycle network within its boundaries, however, more generally in a wider context the site benefits from being located in close proximity to a number of pedestrian and cycle links.

**2.34** The A51 comprises a shared footway which runs adjacent to the western side of the carriage and provides direct access to Rugeley Trent Valley Rail station.

**2.35** A public tow-path lies to the south of the site and follows the Trent and Mersey Canal, providing a valued recreation route to Rugeley Town Centre. There are a number of national cycle routes present in Rugeley.

### **Public Transport**

**2.36** Rugeley benefits from two train stations, namely Rugeley Town located approximately 1.5km from the site and Rugeley Trent Valley located approximately 2km from the site. These stations connect Rugeley with key destinations including Birmingham, Lichfield, Stafford and London. The Chase Line is currently being electrified and will benefit from a more frequent electrical service from 2019.

**2.37** A number of bus services operate within Rugeley, however the current bus provisions are mainly focused within existing residential areas and not the more industrial Trent Valley area of Rugeley. There is an expectation that developers will improve transport networks in relation to the site and issues around its connectivity.

### **High Speed Two (HS2)**

**2.38** HS2 have identified a number of safeguarded land areas related to the second phase of HS2. This includes an area of proposed safeguarded land within the site including the main access. The implications that safeguarding land within the site for HS2 will have on the form of development and timescales for delivery will need to be considered further as information becomes available.

## Ecology & Biodiversity

**2.39** With regards to Ecology it is considered given the industrial use of the site that land towards the west of the site is likely to be of low ecological value however there is potential for the landscape features and waterways including the golf course area and Borrow Pit to be key ecological assets.

**2.40** A Breeding Bird survey was carried out in 2015 and identified 53 species, 9 of which are “Red List” Species of conservation importance. The majority of species were found within the existing golf course.

**2.41** Investigations were also carried out in 2015 to establish whether other protected species were on-site. The survey found that there was no evidence of dormouse on site, however there was evidence of badgers and suitable habitats for otters, water vole, bats, reptiles and newts.

**2.42** Habitat surveys and a preliminary ecological assessment will be required for the full site to establish the presence of these species on site and in line with NPPF any impacts on these species should be avoided, any impacts that cannot reasonably be avoided should then be mitigated against, or if this is not possible, compensated for.

**2.43** With regards to biodiversity, there is a substantial opportunity to deliver biodiversity enhancement through redevelopment of this site that contributes to the UK Biodiversity Strategy, the Staffordshire Biodiversity Action Plan and Cannock Chase and Lichfield District Biodiversity Opportunity Maps. It is recommended a quantitative assessment is undertaken at the earliest opportunity so that the proposed scheme can be displayed as achieving both 'no net loss' to biodiversity and 'net gains to biodiversity' or else amended so it is capable of doing so.

**2.44** With regards to designations, the site lies within the Cannock Chase Special Area of Conservation (SAC) Zone of Influence and will require Appropriate Assessment under the Habitats Directive to ensure it will not generate harm to this European protected area. New developments are required to ensure no harm arises to the SAC. Both [LDC](#) and [CCDC](#) have published guidance on this matter and it is essential that this is referred to.

## Landscape & Community Features

**2.45** The site contains a number of hard and soft landscape and community features, however given the heavy industrial use of the site these tend to be located centrally and to the east of the site as well as to the north of the railway.

**2.46** When considering the landscape strategy for the site the priority will be addressing and where possible retaining the key landscape features as outlined below and highlighted in Figure 7. Further dialogue with local Ecology and Landscape Officers will be required as the landscape strategy progresses.

## Leisure & Community Facilities

**2.47** The Rugeley Power Station Sports and Social Club was established during the 1960's as a staff facility later being opened to the wider community.

**2.48** The following sports facilities are associated with the club and centrally located within the site:

- A football pitch;
- Cricket pitch;
- Miniature steam railway;
- Two Tennis Courts; and
- Crown Bowling Green;

**2.49** An 18 hole golf course is currently split across two sites, with the largest part located to the north of the railway line and adjacent to the River Trent. To the south of the railway line lies the first 5 holes of the golf course and this is constructed on the historic Ash Lagoon 1.

**2.50** Following the closure of Rugeley Power Station, the Sports and Social Clubs lease has ceased and all facilities will be vacant from summer 2017 onwards.

#### **Borrow Pit & Lakeside Amenity**

**2.51** The borrow pit area is a key landscape/ water feature of the existing site currently used for angling. During the construction of Rugeley Power B station, quarried material was taken from the eastern end of the site and due to the groundwater table and springs, the pit naturally filled and quarrying ceased. The pit and its immediate surroundings have become an amenity and ecological asset and provided fishing for the sports and social club.

**2.52** A planning application for the filling of the borrow pit was approved in 2007 however the consent has since lapsed.

**2.53** There is a vacant building and associated parking adjacent to the lake which was previously an education centre.

**2.54** The Councils will be supportive of proposals that seek to retain the borrow pit.

#### **Allotments**

**2.55** Allotments are located to the south eastern corner of the site adjacent the A513. It is considered the allotments will continue to operate despite the closure of the sports and social club and will form part of any proposals.

#### **Waterways**

**2.56** The site contains a number of waterways comprising of lakes, pools ditches and streams. It will be necessary to consider the retention or amendment of these features as part of an appropriate drainage strategy, working with the Environment Agency, Severn Trent Water and other stakeholders.

#### **Trees & Landscape**

**2.57** The trees and landscape features on site are predominately associated within margins and earthwork bunds. They divide and screen the site between operational and amenity areas and the wider landscape. The mature vegetation along the site boundary form part of the Area TPO and contribute to the local character of the site. Some of these trees may however need to be lost if the pulverised fuel ash in which they are rooted is required to be removed however this will be subject to further dialogue with the relevant Arboricultural Officer.

**2.58** The Cannock Chase Area of Outstanding Natural Beauty is located approximately 2.5km to the west of the site. The site itself is not covered by any statutory or non-statutory landscape designations. The Cannock Chase Landscape Character Assessment (addendum 2017) surveyed a Landscape Character Parcel covering the northern extent of the Power Station site (the golf course area primarily – see parcel reference TV02). This identifies the current condition of the landscape as ‘very poor’ and recommends a vision for the parcel including a restoration strategy for the River Meadowlands landscape via green infrastructure initiatives along the river corridor and consideration of links to the landscape scale habitat enhancements on projects such as ‘On Trent.’

**2.59** It is envisaged that a Tree Survey and landscape visual analysis and landscaping strategy will support any planning application on the site and further

discussions with the Landscape Officers and Tree Officers will be necessary as the application progresses.

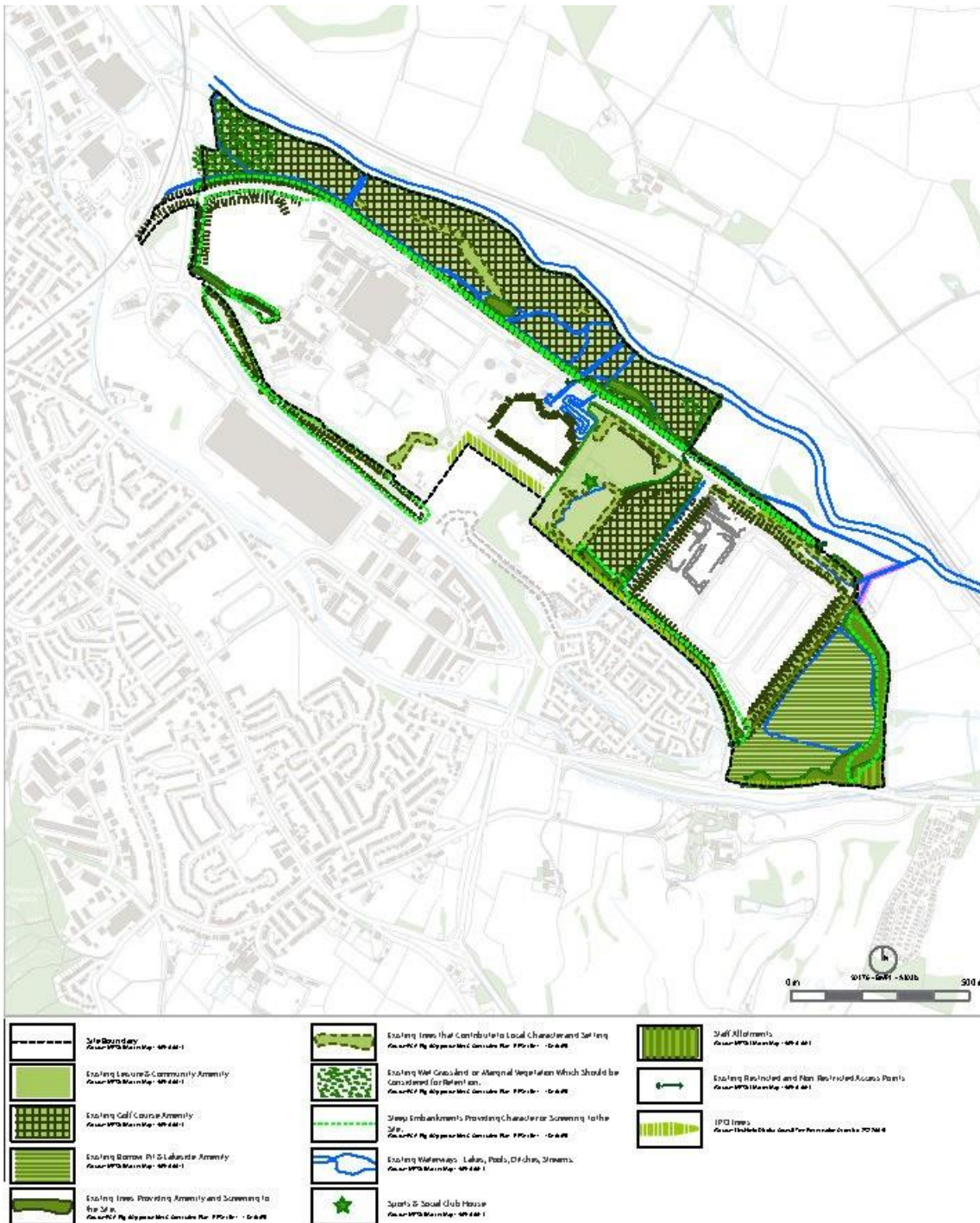


Figure 2.6 Strategic landscape

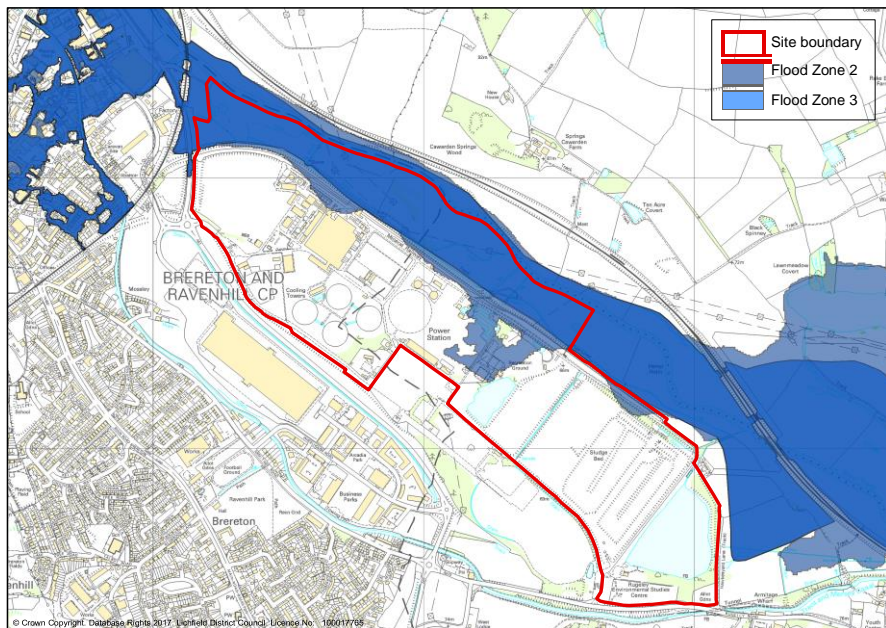
**Flooding & Drainage**

**Flood Risk**

**2.60** The majority of the site is located in a low flood risk area (Flood Zone 1), however the parcel of land to the north of the railway, namely the existing golf course is identified as being located within a medium flood risk area (Flood Zone 2) and a high flood risk area (Flood Zone 3). Small zones of Flood Zone 2 encroach on the south of the railway embankment as shown on the EA mapping in Figure 8 below.

**2.61** It is considered that any new development should be located away from either flood zone, unless mitigation works to reduce the flood zone area are capable of being achieved.

**2.62** Any development proposals will need to be accompanied by a Flood Risk Assessment to ensure that future residents of the development and nearby residents are not placed in danger from flood hazards and early engagement with the Environment Agency to inform any proposals will be required.



**Figure 2.7 Flood Risk Mapping**

**Drainage**

**2.63** The site is currently crossed by four surface water drains connecting with the River Trent to the north of the site.

- Rugeley Town Main Water Drain – located to the west of the site. It is within a underground pipe where it passes through the operational parts

- of the site before becoming an open channel within the golf course;
- Brereton Brook – the brook is situated between the Sports & Social Club area and the Ash Lagoons. It flows from the south west to north east and joins the northern drain which feeds into the River Trent;
- Borrow Pit – the adjacent residential development site has drainage



connections through the Borrow pit out to the River Trent; and

- Northern Drain – located to the north of the railway embankment and within the Golf Course. It lies on a relatively natural alignment from north west to south east. Water is collected at various points along its length and this then flows into the River Trent.

**2.64** These drains are to be retained and maintained as part of any development proposals.

**2.65** When the site is redeveloped, opportunities exist to utilise the existing waterways and introduce Sustainable Urban Drainage (SuDS) as part of future proposals. Staffordshire County Council as the Lead Local Flood Authority (LLFA) have prepared a SuDS [handbook](#) and regard should be given to the guidance and standards contained within the handbook.

**2.66** As part of the pre-application process, discussions will be necessary to assess the capacity of the existing foul sewerage network and establish a comprehensive drainage strategy.

## Utilities

### Underground Utilities

**2.67** The location of the site to the north of Rugeley Town Centre and the existing public utilities that serve the Power Station will assist with facilitating development, however the capacity of existing services to serve residential development will need to be established as part of any planning application.

**2.68** With regards to the existing utilities, the site is currently crossed by a multitude of underground services and utilities the vast majority of which are associated within buildings due for demolition.

**2.69** There are a series of utilities corridors that serve the 400kV, 132kV substation as well as the off-site Network Rail substation located to the north east of the site. The corridors contain 48" water main, 135kV cables, super grid lines and fibre optic cables. These corridors will need to be retained in situ as part of any redevelopment proposals.

### Overhead Utilities

**2.70** The site is intersected by three 132kV overhead cables and associated pylon towers and 400kV cables exiting directly from the northern side of the 400kV substation, crossing the existing railway into a pylon before turning directly east across the River Trent to the next pylon.

**2.71** The overhead utilities cables will need to be retained and incorporated into the design proposals in accordance with guidance received from National Grid.



Figure 2.8 400kV substation

### Ground Conditions

**2.72** It is acknowledged given the industrial use of the site that the majority of the land is likely to require some remediation. Work is on-going to understand the extent of works required.

**2.73** A by-product of the power station operation has been the generation of Pulverised Fuel Ash (PFA). The PFA has been stored and treated in accordance with permits at the eastern end of the site within the Ash Lagoon Area.

**2.74** Historically there were five Ash Lagoons. Lagoon 1 is now an ornamental lake. Lagoon 2 was filled and closed and remodelled to form the first five holes of the Golf Course. Subsequent bunds of around 3m to 4m were formed to enclose the remaining three lagoons.

**2.75** Lagoon 3 has been filled creating a level platform within the lagoon area. Lagoons 4 and 5 remain in operation and are in the process of being emptied.



Figure 2.9 Existing Ash Lagoons

**2.76** A mounded area central to the site and north of the 132kV substation has been identified as containing PFA and aggregate waste from historic demolition activity on the site. Further investigative work of this area is needed.

**2.77** Overall, further work is required to understand the full extent of the remediation works required to ensure the site can be brought forward for development. Site investigation evidence is needed to confirm that harmful pollutant linkages are unlikely to occur during the development and operational stages. Consultation with the Environmental Protection Sections of each Council will be required throughout the redevelopment of the site and a co-ordinated approach will be essential.

**2.78** The Staffordshire County Council Minerals Local Plan (2017) identifies a series of Mineral Safeguarding Areas, one of which almost entirely covers Cannock Chase District including the Power Station site. However the site may be exempt from consideration of mineral safeguarding issues as per Mineral Local Plan Policy 3 and Appendix 6. Consultation with the County Council will therefore be required in relation to mineral safeguarding issues and it is recommended that an assessment is carried out to determine the existence, quantity, quality and value of the underlying or adjacent mineral resource.

### Services & Facilities

**2.79** The site benefits from being located within close proximity to a number of services and facilities as shown in Figure 11 overleaf.

**2.80** The proximity of the site to existing facilities assists in establishing the general level of provision in the area and identifying the nature, scale and location of on-site provision which may come forward as part of the development proposals, however, further technical work will be required to assess the capacity of the local services and facilities.

### Education

**2.81** The site is located in proximity to existing educational facilities including Hob Hill CoE School, St Joseph's Catholic School, Churchfield CoE School and Redbrook Hayes Community Primary School. With regards to secondary schools the Hart School is closest to the site.

**2.82** Further education is also provided at Rugeley Sixth Form Academy which offers higher education for 16-18 years.

**Retail Services**

**2.83** The north eastern section of the site is located within 800m walking distance of Rugeley Town Centre. The remainder of the site is within approximately 2.5km of the centre of Rugeley. This will be the primary shopping area for the development.

**Employment**

**2.84** There are employment opportunities within close proximity of the site including at Rugeley Town Centre and numerous business parks and industrial estates

located along the eastern and southern fringes of the Town such as Towers Business Park.

**Community and Health Facilities**

**2.85** The site benefits from being located in close proximity to a range of local community and health facilities including places of worship, health clinics and GP surgeries on Brereton Road and near Rugeley Town Station and Trent Valley Station. Rugeley Leisure Centre is located approximately 2km to the south west of the site.

2 Site Analysis

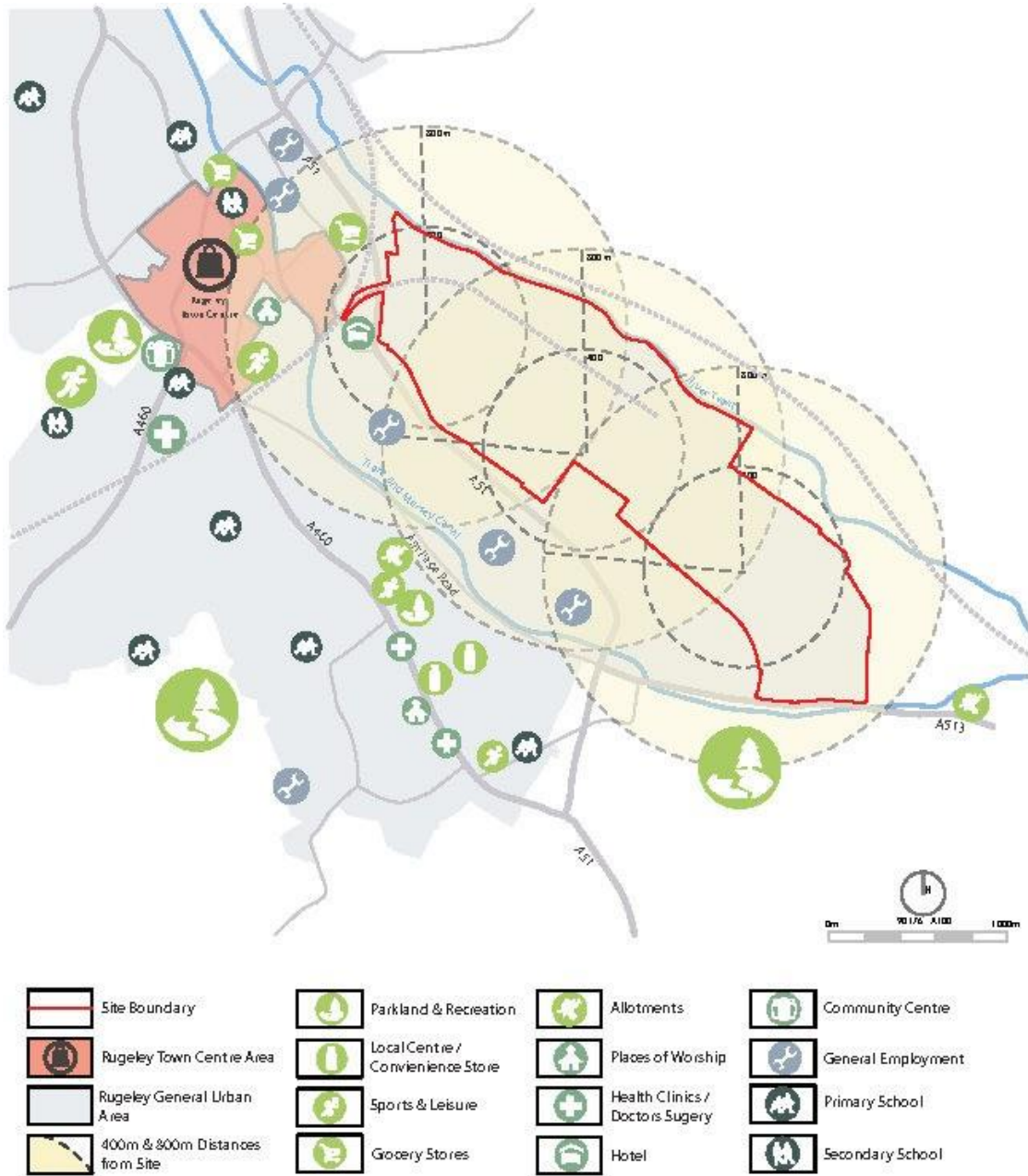


Figure 2.10 Services and Facilities (Source Savills)

**Surrounding Development**

**2.86** Rugeley Power Station is predominantly surrounded by residential and industrial development to the south. The site provides a logical extension to the East of Rugeley Strategic Development Area (SDA) as allocated in LDC’s Local Plan Strategy and development proposals will need to respond to the local context and surrounding development.

**Residential Development**

**2.87** The East of Rugeley SDA was allocated in Lichfield District Council’s Local Plan Strategy (adopted 2015) for mixed use development comprising of approximately 1, 130 dwellings.

**2.88** The SDA includes the residential development known as ‘The Pippins’, the smaller canal side site and the borrow pit.

**2.89** Outline permission was granted in 2005 for The Pippins (CCDC reference: CH/03/0378 and LDC reference: 03/00627/OUT) comprising of a maximum of 600 dwellings. To date detailed permission has been granted for 568 units of which the majority are completed.

**2.90** Figure 2.11 below highlights the current status of the SDA which benefit from permission.

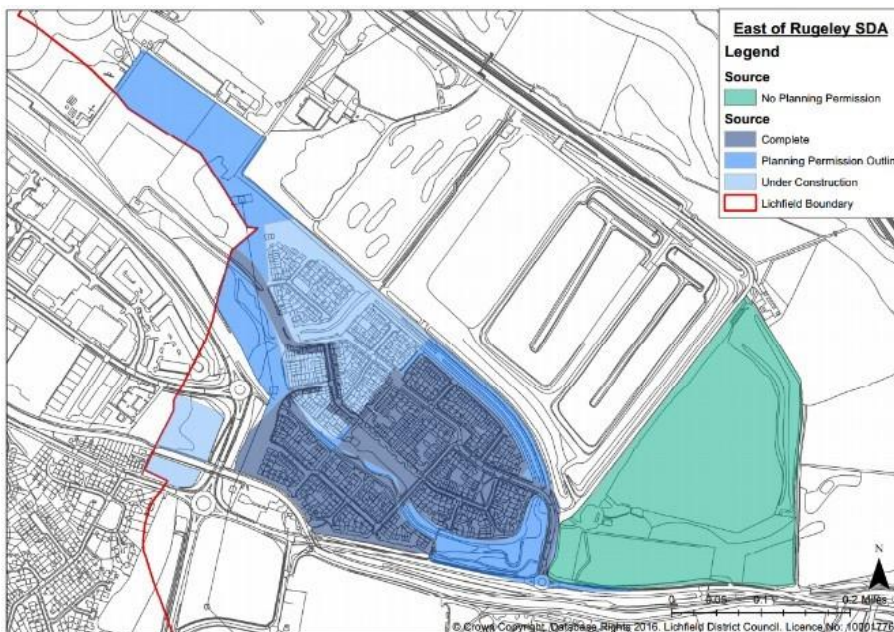


Figure 2.11 Status of Rugeley SDA

**2.91** The new residential development comprises of a mix of house types and tenure including 25% affordable housing provision. Examples of the development are shown in Figure 12.2 overleaf. A balanced mix of housing will be encouraged as part of any development proposals.



Figure 2.12 Example of surrounding residential development

### Employment Development

**2.92** The Tower Business Park is located to the south of the site and comprises of a number of business and warehouse facilities, including occupiers Amazon, Premier Inn and Ultra Electronics.



Figure 2.13 Example of surrounding employment use

## Opportunities and Constraints

**2.93** The site appraisal has highlighted the following development opportunities and constraints.

### Opportunities

- Redevelop a substantial brownfield site;
- Provide a significant amount of new homes and creation of a new community with strong links to the local area;
- To provide significant opportunities for high quality employment including high quality manufacturing, research and development sectors, diversifying the local economy and providing opportunities for local people;
- Utilise the existing access road into the site;
- Maximise the benefits from the existing on site infrastructure;
- Accommodate a local centre to include a community/ sports building, potentially health services (depending on capacity elsewhere) and convenience store;
- Provision of a primary school of an appropriate scale to support the residential development on site;
- Create pedestrian and cycle links through the site to connect to local services and facilities and provide wider recreational routes to help maximise opportunities for active lifestyles;
- Create strong links with Rugeley to maximise economic and social benefits from a well planned and well designed development;
- Development to enhance the setting of the Trent & Mersey Canal Conservation Area as a heritage asset including enhancements to the canal towpath and maximising linkages as a pedestrian / cycle route;
- Maximise renewable energy opportunities;
- Integrate the existing landscape assets and mature trees;
- Retain natural assets and existing sports facilities where possible and retain the borrow pit as a landscape/ water feature/ recreational feature;
- Investigate potential to link school and community facilities on site;
- Consider the retention and utilisation of the existing rail freight facility as part of any development proposals, including a potential role in transporting demolition material; and
- Opportunity to introduce new bus routes to serve the area.

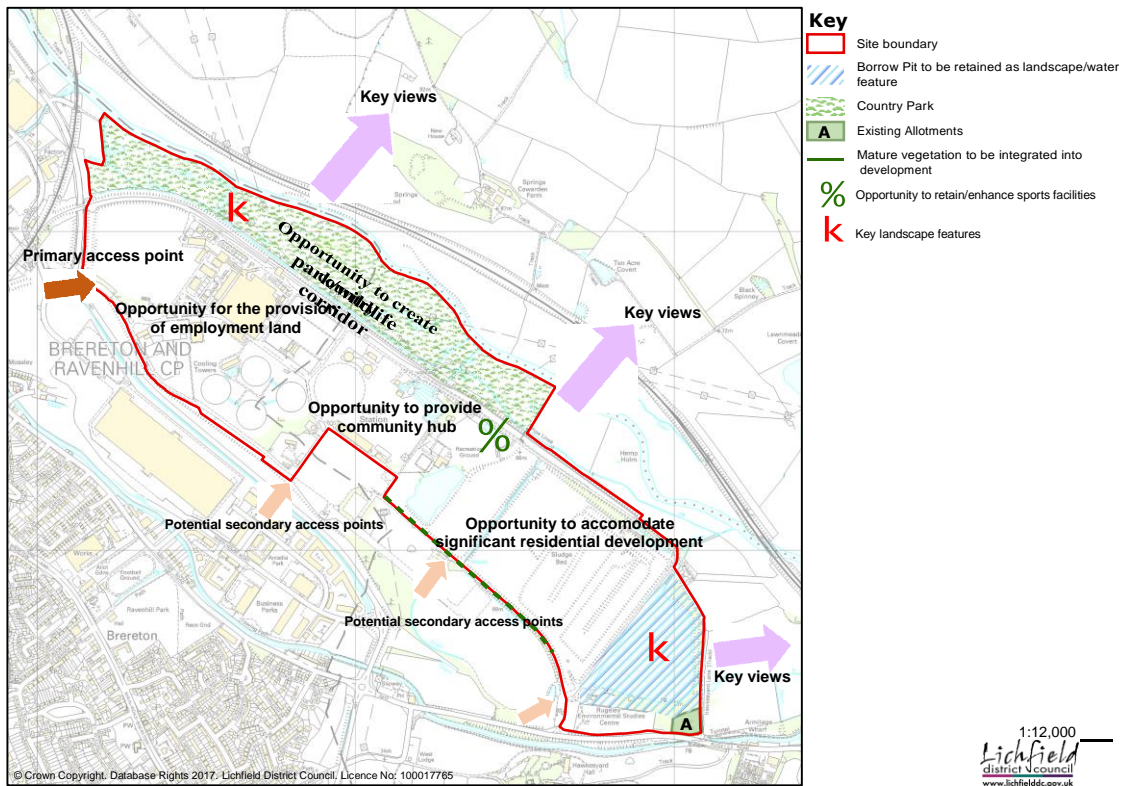


Figure 2.14 Opportunities Plan

**Constraints**

- Retain parcel of land to accommodate 400kV and 132kV electricity sub stations;
- Certificate of Lawfulness Proposed Use or Development granted to enable a battery farm within the site;
- Underground utilities and over ground cables intersect the site;
- Maintain existing drainage links to the River Trent;
- Mitigation measures required to address any impact of development on Cannock Chase SAC;
- Ground contamination is likely to require remediation and mitigation;
- Land to the north of the railway is located within Flood Zone 3; and
- An area of TPO is located along the southern boundary.



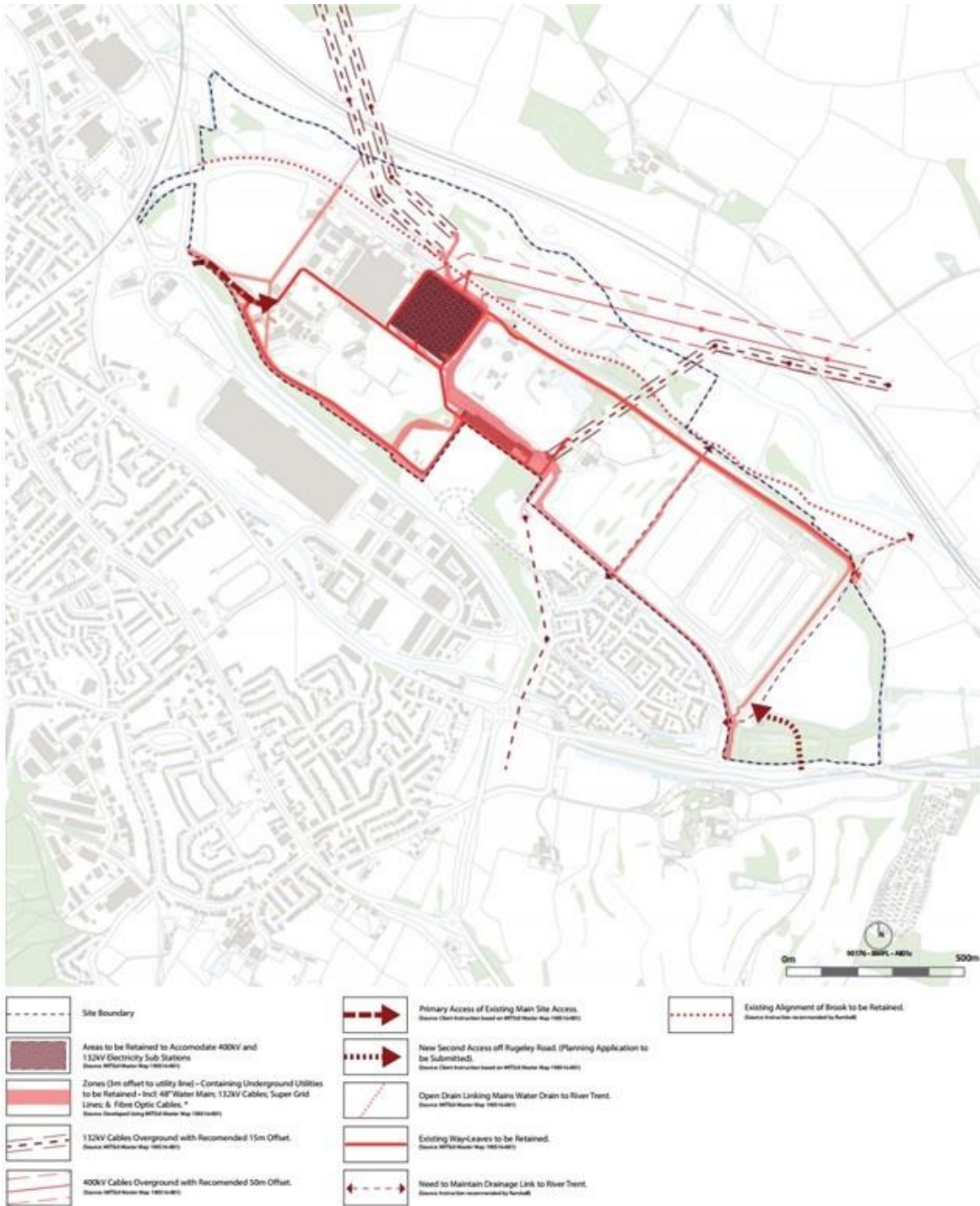


Figure 2.15 Key Constraints (Source Savills)

### 3 Policy Context

**3.1** In establishing the SPD and guiding the future development of the site, a range of planning policies need to be taken into consideration.

#### National Planning Policy

**3.2** The National Planning Policy Framework (NPPF) sets out the Government's key objectives for achieving sustainable development.

**3.3** The NPPF sets out 12 core planning principles, including that planning should be "proactively driven and support sustainable economic development" and "encourage the effective use of land by reusing previously developed land."

**3.4** The following objectives are of relevance to the redevelopment of the Rugeley Power Station site.

- **Building a strong economy** – ensuring the planning system does everything it can to support sustainable economic growth;
- **Ensuring the vitality of town centres** – ensures that edge of town developments will not undermine the existing town centres;
- **Promoting sustainable development** – ensures proposals have regard to the need to promote and develop choices and options for sustainable travel;
- **Delivering a wide choice of high quality homes** – where residential development is involved, a range of homes should be delivered which incorporate a mix of housing to meet local needs including the provision of affordable homes;
- **Requiring good design** – achieving high quality and innovative design, stressing the importance of local distinctiveness and sustainability;

- **Promoting healthy communities** – focuses on creating healthy, inclusive communities;
- **Meeting the challenge of climate change, flooding and coastal change** – consideration to reduce greenhouse gas emissions, design layouts to minimise energy consumption and manage mitigating flood risk;
- **Conserving and enhancing the natural environment** – protecting and enhancing valued landscapes, recognising the wider benefits of ecosystem services and minimising impacts on biodiversity;
- **Conserving and enhancing the historic environment** – sets out the need to preserve and enhance the historic environment, linking this to locally distinctive character; and
- **Facilitating the sustainable use of minerals** – concerned with the need to define minerals safeguarded areas with associated infrastructure and the need to consider minerals extraction when determining planning applications.

#### Local Planning Policy

**3.5** The site straddles the administrative boundaries of Lichfield District Council and Cannock Chase District Council and therefore consideration needs to be given to the policy position of each authority.

#### Lichfield District Council

**3.6** The Lichfield District Local Plan 1998 is being replaced by a two part Local Plan comprising:

- Local Plan Strategy 2008-2029 (adopted in 2015); and
- Local Plan Allocations (consulted on Publication Draft spring 2017).

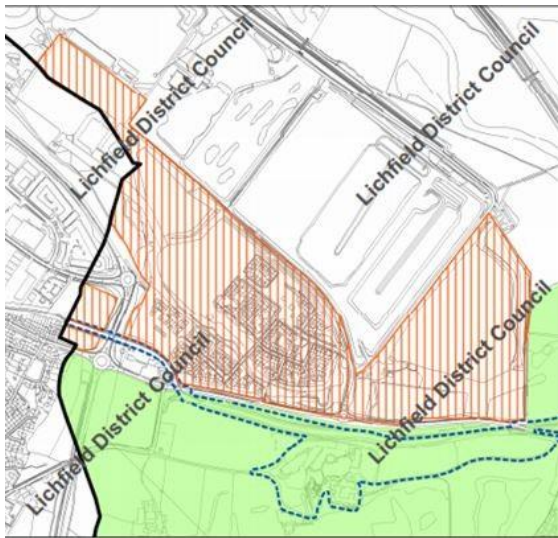


Figure 3.1 LDC Policy Map

**3.7** The Local Plan Strategy policies map as shown in Figure 3.1 designates land adjacent to the Power Station site as a Strategic Development Allocation (SDA) for a mixed use development of approximately 1,130 dwellings. The SDA comprises of three sites: Hawkesyard residential development (known locally as 'The Pippins') which is almost complete; the smaller canal side site which is currently under construction and the Borrow Pit which forms part of this Development Brief.

**3.8** Any development proposals will need to demonstrate compliance with the general policies contained within the Local Plan Strategy. A summary of the relevant policies can be found in Appendix A.

**3.9** The Council has consulted on its Local Plan Allocations Document which identifies Rugeley Power Station within Policy R1: East of Rugeley Housing Land as *'an opportunity for a sustainable and well-designed mixed use development which is integrated into the existing strategic development allocation.'*

**3.10** The Local Plan allocation is supported by a Concept Statement which has guided this Development Brief. The Concept Statement sets out the following key objectives for the site:

1. To integrate the development of a minimum of 800 homes and associated facilities within a landscape setting;
2. To ensure the protection and enhancement of ecological interests including the management and future maintenance of landscape and important recreation features;
3. To provide strong walking and cycling links through the development and between the new and existing residential developments, building on existing linkages and enhancing the sustainable transport options available within the East of Rugeley area; and
4. To ensure a good degree of physical and social integration with the existing settlement. For clarity, the Local Plan Strategy identifies the land adjacent to the Power Station including the Borrow Pit for development as a strategic housing development and the Local Plan Allocations documents identifies the Power Station site for residential development.

### Supplementary Planning Document

**3.11** The following existing policy guidance documents will assist developers in preparing proposals for the scheme:

- Biodiversity and Development SPD;
- Development Contributions SPD;
- Trees, Landscape and Development SPD; and
- Sustainable Design SPD.

### Cannock Chase District Council

**3.12** The Cannock Chase Local Plan is formed of two parts:

- Local Plan Part 1 (adopted 2014)
- Local Plan Part 2 (consulted on Issues and Options in spring 2017).

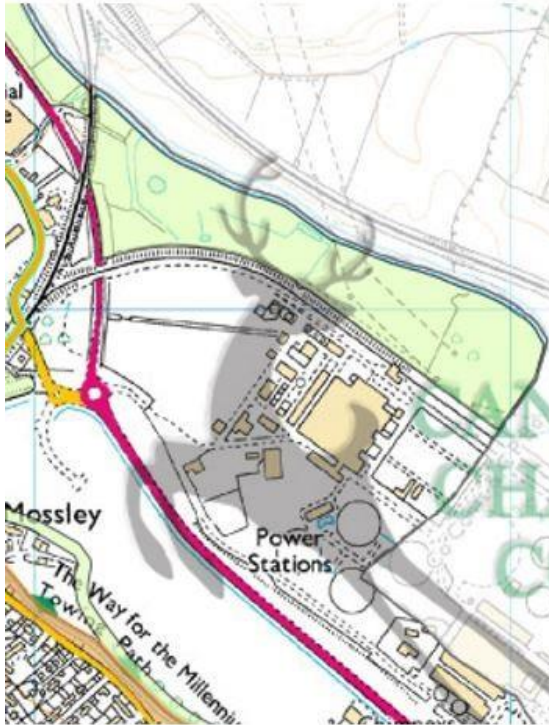


Figure 3.2 Extract from CCDC Policies Map

**3.13** The Local Plan Part 1 policies map shows the western part of the site is not designated for a particular use. The land to the north of the site between the railway sidings and the river Trent forms part of the Green Space Network.

**3.14** Any development proposals on the site will need to have due regard to all policies contained within the Development Plan. These policies are summarised in Appendix B.

**3.15** The Rugeley Town Centre Area Action Plan (AAP) also forms part of the Local Plan (Part 1). This AAP sets out a vision for the regeneration of the town centre and includes a number of plan-wide and site specific policies to achieve the objectives. Given the proximity of the Power Station site

to the town centre, and the potential for mixed non-residential uses on the site, regard should be paid to the AAP policies accordingly and sustainable linkages between the site and town centre and its environs should be maximised. This is particularly supported by AAP policy RTC10 which seeks to improve access to the canal and the Chase Heritage Trail.

**3.16** Cannock Chase Council consulted on its Local Plan (Part 2) Issues and Options document (January- March 2017). This identifies a number of issues to be addressed including identifying suitable housing and employment sites for allocation as well as considering the safeguarding of Green Belt land for future development. The Local Plan (Part 2) Issues and Options Consultation identifies Rugeley Power Station as a *'significant brownfield site in a suitable location on the edge of a settlement which could provide a substantial contribution to the development needs of the District.'* Regard should be had to the Local Plan (Part 2) as it progresses.

### Supplementary Planning Document

**3.17** The following policy guidance documents will assist developers in preparing proposals for the scheme:

- Design Guide SPD; and
- Parking Standards, Travel Plan & Developer Contributions for Sustainable Transport SPD;
- Developer Contributions & Housing Choices SPD; and
- Canal Conservation Area Appraisal (with Management Plan in progress).

**3.18** The Design Guide SPD provides guidance on the design process as well as detailed information on the existing character of local areas across the District, providing recommendations for how to reflect this in individual site design schemes. There are also a series of recommendations for the

design of individual buildings by different use type and guidance by topic on how to address key elements within an overall scheme design such as trees and landscaping. Proposals should clearly demonstrate how they have taken this information into account.

### Neighbourhood Planning

**3.19** Rugeley Power Station is sited within Brereton and Ravenhill Parish (CCDC) and Armitage and Handsacre (LDC).

- Brereton and Ravenhill Parish was designated as a Neighbourhood Area in January 2013; and
- Armitage and Handsacre Parish was designated as a Neighbourhood Area in July 2013.

**3.20** Each of these areas has determined to develop a Neighbourhood Plan.

**3.21** Both Neighbourhood Plans are in the early stages of preparation and therefore no weight can be attached to them at the time of writing.

### Other Relevant Documents

#### AONB Management Plan 2014 - 2019

**3.22** The AONB Management Plan focuses on the aims, policies and actions for the Cannock Chase AONB for the period up to 2019. It sets out the vision, the landscape character and special qualities of the AONB, addressing AONB management and delivering AONB management. Where appropriate, proposals should have regard to the content of the current management plan.

### Active Design Guide

**3.23** Active Design - Planning for health and wellbeing through sport and physical activity has been prepared by Sport England and seeks to encourage and promote sport

and physical activity through the design and layout of the built environment to support a step change towards healthier and more active lifestyles. It sets out the ten principles of active design which can be applied to different forms of development. Where possible, developers will be encouraged to utilise the Active Design guidance as part of the design process.

### Developer Contributions

**3.24** Developer contributions will be sought for the provision and funding of existing and new community infrastructure. In this context, whilst not an exhaustive list, community infrastructure may include open space, sport, affordable housing, education facilities, employment and skills provision, sustainable transport including bus provision, highways and healthcare services.

**3.25** Both Cannock Chase District Council and Lichfield District Council have an adopted Community Infrastructure Charging Levy Schedule (CIL) in place.

**3.26** Cannock Chase District Council adopted its CIL with effect from June 2015. The following charges are levied:

Use	CIL Charge (per sqm)
Residential (excluding specialist retirement housing)	£40
Retail Food stores with floorspace greater than 280sqm and out of centre retail park development	£60
All other uses	£0

Table 3.1 CCDC CIL Rates

**3.27** Lichfield District Council adopted its CIL with effect from June 2016. The following charges are levied:

Use	CIL Charge (per sqm)
Market houses within Strategic Development Areas and the Broad Development Locations	£14
Market houses in lower value zone	£25
Market houses in higher value zone	£55
Supermarket	£160
Retail Warehouse	£70
Neighbourhood Convenience Retail	£20
All other development including residential apartments	£0

Table 3.2 LDC CIL Rates

**3.28** The site falls within two charging zones in Lichfield. The Borrow Pit area falls within the SDA and would attract a cost of £14/sqm if developed for residential use. The remaining site area falls within the lower value zone of £25/sqm.

**3.29** Given that there are different CIL rates across the site, it is considered appropriate that the development will be charged CIL at the relevant rate of the district within which it lies.

**3.30** The CIL regulations allow for relevant buildings which are in lawful use and to be demolished or retained as part of the new development scheme to be potentially off set against the schemes overall CIL liability.

However, this is subject to a number of tests and it will therefore be a matter for detailed discussions as part of the planning application process.

### Cannock Chase SAC

**3.31** The site lies within the Cannock Chase SAC Zone of Influence and any potential increase in pressure on the designated area as a result of development should be avoided and therefore mitigation measures may be required. Both LDC and CCDC have published guidance relating to this.

### Affordable Housing

**3.32** With regards to affordable housing provision, Policy H2 of Lichfield District Council's Local Plan Strategy seeks up to 40% of new dwellings to be provided as affordable housing on schemes of 15 or more units with at least 65% of these units to be social rented managed by a registered provider. Policy CP7 of Cannock Chase's Local Plan Part 1 seeks on site provision of 20% affordable housing units for schemes of 15 or more units.

**3.33** The level of affordable housing provided across the site will be subject to negotiation, taking into account the differing levels of provision required by the individual Local Planning Authorities.

**3.34** The National Planning Practice Guidance now incorporates a section on the application of 'Vacant Building Credit'. This enables existing buildings on site which are to be demolished or retained as part of the new development scheme to be potentially off set against the overall affordable housing requirement. However, this is subject to a number of tests and it will therefore be a matter for detailed discussions as part of the planning application process.

### Education Provision

**3.35** Both of the District's adopted Local Plan policies and supporting guidance refer to the need for appropriate education infrastructure to support sustainable development. Given the scale of the development, it is anticipated that the site will need to accommodate a primary school. Further discussions with Staffordshire County Council will be necessary as part of the application process.

### Community Facilities

**3.36** Both of the District's adopted Local Plan policies and supporting guidance refer to the need for appropriate community facilities infrastructure to support sustainable development. The proposals are likely to generate a requirement for a community hub, comprising a community / sports building, provision of outdoor sports space and small scale retail provision.

### Open Space, Sports & Recreational Facilities

**3.37** Both of the District's adopted Local Plan policies and supporting guidance refer to the need for appropriate open space, sport and recreation infrastructure to support sustainable development and promote healthy active lifestyles. The proposals will be required to incorporate provision for open space, sports and recreation facilities in line with local policy and evidence base incorporating playing pitches, outdoor sports, equipped play, allotments to meet new demand generated by new population within the development and where possible retaining any sports and recreation facilities that are required to meet existing needs, unless it is robustly demonstrated as being surplus to requirements.

### Public Art

**3.38** The proposals should seek to incorporate public art, having regard to the historic use of the site as a power station.

## 4 Development Principles

**4.1** The development principles set out in this chapter seek to respond to the relevant planning policies, site analysis and principle development opportunities and constraints and will be used to guide future planning applications associated with the redevelopment of Rugeley Power Station.

**4.2** The development principles are structured under the following key themes:

- Land Uses
- Connectivity
- Heritage & Conservation
- Access and Movement
- Open Space & Green Infrastructure
- Ecology & Biodiversity
- Flood Risk & Drainage
- Development Layout

### Land Uses

**4.3** A key principle of the development will be to create a sustainable mixed use site which comprises of the following uses.

#### Residential

**4.4** Residential development will be the principal land use for the Rugeley Power Station site and the development proposals should comprise of a range of housing, including provision of affordable housing and where appropriate self-build housing will be encouraged.

**4.5** The site has capacity for a minimum of 800 dwellings to be delivered within LDC's plan period to 2029. The final quantum of dwellings will be fixed in the context of other suitable uses for this mixed use site including employment provision and the final development will be derived from a well-designed scheme that responds to the existing topography, fixed constraints and landscape assets.

**4.6** The site is suitable for a range of house typologies and it is anticipated that LDC and CCDC will seek to achieve a balanced mix of housing and apartment typologies. The housing mix is flexible and will be agreed at the time of submission, informed by consideration of local policies, housing market dynamics and the needs arising within Rugeley.

### Affordable Housing

**4.7** The policy requirement for affordable housing differs between Lichfield District Council and Cannock Chase District Council. The Local Plan Strategy for LDC requires 40% subject to viability and the Local Plan Part 1 for CCDC requires 20% affordable housing subject to viability.

**4.8** The level of affordable housing provided across the site will be subject to negotiation, taking into account the differing levels of provision required by the individual Local Planning Authorities.

### Self / Custom-build Housing

**4.9** The delivery of self-build housing is strongly supported by national policy and offers the opportunity for residents to be involved in the design and construction of their own homes.

**4.10** In order to help achieve a mixed community, the development proposals should consider the inclusion of self/ custom build housing plots.

### Employment

**4.11** The site is considered suitable to accommodate significant new economic development. The site would be well suited to the provision of industrial and commercial units given the surrounding context and there is opportunity for businesses to expand and/ or relocate to the area. The



existing rail sidings could also be a significant asset depending on the potential end users of the site.

**4.12** Employment uses on site should reflect the requirements of Local Plan Policy and should contribute to a balanced portfolio of employment land delivering high quality employment opportunities with strong links to the local community. High quality employment uses include niche high quality manufacturing and research and development sectors.

**4.13** Both the construction and operational phases of such a significant site will create the opportunity for significant local economic regeneration and to maximise this it will be a requirement to provide and implement an Employment and Skills Plan and contribute towards delivery of skills provision via a S106 agreement. This will also ensure that the construction phase of any house building on site provides opportunities for local people, including the promotion of apprenticeships. There will be an expectation that local goods and suppliers will be utilised where possible.

**4.14** Depending on the end user / end users in terms of employment, any employments uses which require drivers to stay either on site or in the area for significant amounts of times (because of regulations which require drivers to take a break) will provide and manage adequate on site facilities for those drivers including on site parking and rest rooms. Due to ground conditions and infrastructure constraints it may be possible to utilise some areas of the site where it would be difficult to accommodate built development.

**4.15** The scale and quantum of employment floorspace will need to be the subject of a more detailed market assessment at the planning application stage.

### Community Uses

**4.16** To ensure the development provides for the sustainable needs of its community it is important to ensure the proposals incorporate neighbourhood facilities in the form of a 'community hub.'

**4.17** The Council will encourage proposals to locate the community hub towards the centre of the development to ensure it is accessible to residents, as well as maximise opportunities to connect the hub with open space, sport and recreational facilities.

**4.18** The exact form and scale of the hub will be established at the planning application stage, however it will be required to incorporate a community/ sports building and small scale convenience retail provision be located within close proximity to the outdoor sport provision. It should be noted that larger scale retail on the site will not be acceptable as this would be classes as a Town Centre Use and would therefore undermine the vitality and viability of Rugeley Town centre.

### Education Provision

**4.19** During discussions with Staffordshire County Council, they have advised the scale of proposed development generates the need for a primary school. The school should ideally be centrally located, to encourage internal walking and cycling and reduce reliance on car use.

**4.20** Further discussions with Staffordshire County Council as well LDC and CCDC will be required at the planning application stage to establish the scale and location of community and education facilities as well as necessary contributions towards secondary education as a result of development.

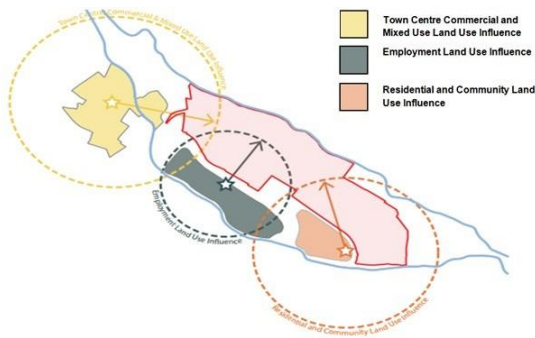


Figure 4.1 Strategic Land Uses (Source Savills)

### Connectivity

**4.21** Superfast Broadband provision is now considered to be an essential aspect of any new development given technological advancements, increases in mobile working and increased levels of working from home. It is an expectation that developers will engage with broadband providers to ensure that superfast broadband connections with the appropriate infrastructure are provided from the outset for the occupants of any development and should co-ordinate with any strategic provision for the area, eg currently Superfast Staffordshire.

### Heritage & Conservation

**4.22** Given the proximity of the site to the Trent & Mersey Canal Conservation Area any development within this area should include a Heritage Impact Assessment in order to preserve and enhance the character and appearance of the area. Further, any development in close proximity to the listed viaduct located west of the site should include an assessment of its impact on this heritage asset and its setting which also includes the Conservation Area.

**4.23** The proximity to canal network offers a number of benefits to the proposed development scheme, including the reservation and interpretation of the historic

network, sustainable travel routes including the potential enhancement of the canal towpath, recreation and leisure opportunities, biodiversity, improving health and wellbeing and for educational activities.

### Access & Movement

**4.24** Given the scale of development any application will need to be supported by a Transport Assessment and early dialogue with Staffordshire County Council as the Highway Authority will be essential.

### Vehicle Access

**4.25** Given the size of the development, a minimum of two vehicular access points are considered necessary.

**4.26** The primary access to the site should be achieved via the existing roundabout on the A51 at the north western corner of the site. However it is recognised that the future development of the site may come forward on a phased basis which does not lend itself to utilising this access initially and the requirements for HS2 are still to be established. However it is proposed that upon complete redevelopment of the site this should be the primary access point.

**4.27** Planning permission was granted in September 2017 for the creation of a second access into the power station site from A513 including an new roundabout junction (Application Reference: 17/00453/FUL). Further dialogue will be required with Staffordshire County Council to establish whether additional access points will be required to serve the future redevelopment of the site.

## Road Hierarchy

**4.28** Where possible development proposals should utilise the existing road network to maintain easements and way-leaves. This will help establish a primary route through the site.

## Pedestrian and Cycle Links

**4.29** A key principle of the development is to create a sustainable development which reduces car dependency and utilises its connections to public transport.

**4.30** The proposed development offers an excellent opportunity to provide pedestrian and cycle routes throughout the site and to connect the Rugeley Power Station site to the green infrastructure network and existing settlements, services and facilities beyond the site boundaries such as in Rugeley Town Centre and Armitage, as well as Cannock Chase AONB and surrounding countryside. Clear signage for key pedestrian and cycle routes will be supported to encourage active use and increase environmental legibility.

**4.31** The proposals should seek to integrate with the access points provided as part of the recent residential development to the south of the site and also provide designated safe crossing points to ensure safety and encourage usage of pedestrian and cycle links.

**4.32** Safe and secure cycle parking / storage should be provided on site where appropriate.

## Vehicle Parking

**4.33** The development proposals should provide appropriate car parking facilities onsite in accordance with local standards. The parking should be integrated into the development in order to limit the impact on visual amenity and residential privacy. To enhance visual interest and break up the

street scene, generous planting will be required in areas where there is surface level parking, this will also help to ameliorate the effects of climate change. See also specific parking requirements in relation to employment uses.

## Rail Sidings

**4.34** The proposed development presents an opportunity to protect and retain the existing rail sidings within the site. It is considered that the rail freight facility could be a notable asset worthy of retention depending on the future occupiers of the site.

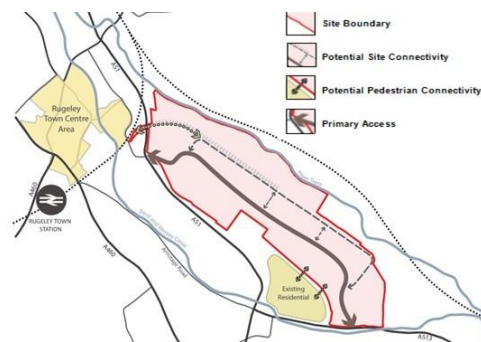


Figure 4.2 Strategic Access & Movement (Source Savills)

## Open Space & Green Infrastructure

**4.35** A key principle of the development proposals should be to create useable, well connected green infrastructure network, comprising of open spaces, sport facilities, landscape features, recreation facilities, equipped play and allotments. It is envisaged that a Management Company will be responsible for the management and maintenance of open spaces in perpetuity.

## Recreation Facilities

**4.36** The site currently benefits from on-site sports and recreation facilities which are centrally located. As part of the development proposals, the Council will

encourage the retention and protection of any existing sports and recreation facilities that are not justified to be surplus to requirements. This will need to be delivered in line with National and Local policy requirements.

### Play Facilities

**4.37** Children's play space for a range of ages should be provided in the development. In accordance with local policy requirements, it is likely that several areas for play space will be required on the site.

### Allotments

**4.38** It is envisaged that the existing allotment provision located to the south west of the site will be retained and opportunities to accommodate further provision to meet local need where identified would be welcomed in areas where there is evidence of low levels of contaminants. Sourcing for soil for allotments should also be free of contaminants.

### Landscape

**4.39** The planning application will need to consider the impact of development on the wider landscape and on existing trees and hedgerows.

**4.40** Discussions with Arboricultural Officers will be required to agree the strategy for the retention and selective removal/replacement of trees within the site, however it is envisaged that the mature tree belt which helps to create a strong site boundary adjacent to the Rugeley Bypass will be retained in any design. There is a local aspiration for tree planting to include an element of fruit trees throughout the site to create a Urban Orchard.

**4.41** A key landscape / water feature of the existing site is the Borrow Pit area. The Council will be supportive of proposals which seek to retain the Borrow Pit area as part of any redevelopment proposals.

**4.42** As part of any development proposals a landscaping strategy will need to be prepared that demonstrates how the surrounding countryside can be drawn into development through the integration of multi-functional green space. This landscaping combined with street trees, courtyard and garden planting should provide a verdant extension and create a green infrastructure network across the site.

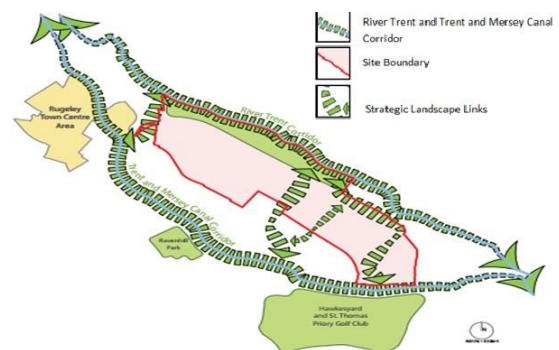


Figure 4.3 Strategic Landscape Principles (Source Savills)

## Ecology & Biodiversity

**4.43** Given the landscaping and green infrastructure provision there are likely to be opportunities to enhance ecology and achieve a measureable net gain to biodiversity on site.

**4.44** The following measures should be considered:

- Tree planting;
- Habitat creation such as lowland meadow, marshy grassland and other associated habitats;
- Water resources, associated with SuDS and landscape features;

- Nesting opportunities for a variety of bird and bat species;
- Lighting within the site should be sensitively designed to minimise adverse effects on wildlife;
- The addition of bat and bird boxes;
- The retention of the Borrow Pit and the adjacent landscape features;
- Mitigation measures to address any impact of development on the Cannock Chase SAC;
- Open up any existing culverted watercourses; and
- Link the wildlife corridor through the site to the existing green infrastructure of the Trent & Mersey Canal.

**4.45** The application will need to be supported by an Ecological Assessment to identify opportunities for the development to improve the habitat along the River Trent and the drains that flow through the site.

**4.46** The river banks should be re-profiled in sections to create a sloping bank and to increase access to the river corridors. Support will be given to enhance connections between the elements of built development and the river in order to provide waterside recreation and a sense of ownership to the river. Consideration should be given to how the physical barrier of the embankment should be addressed.

## Flood Risk & Drainage

### Flood Risk

**4.47** Development proposals should give detailed consideration to fluvial flood risk to the north of the site. Development should be located away from Flood Zone 3 and it is advised any applicant enters into early pre-application discussions with the Environment Agency to inform the detailed site proposals.

**4.48** Any application will need to be accompanied by a Flood Risk Assessment (FRA). The FRA should include the following:

- Hydraulic modelling to include flood outlines with and without the railway embankment. This shall take into account any existing channels, outfalls or other potential flow routes through the railway embankment;
- The latest climate change allowances;
- Should the modelling show that the embankment is integral to safe development of the site, and assessment of its structural integrity should be undertaken, and remedial measures identified where necessary, to ensure the development remains safe for its lifetime;
- The required height of the embankment to provide the necessary level of flood protection for residential development, taking account of climate change;
- An assessment of the impact on the site if the embankment is overtopped or breached (residual risk) and how this will be managed;
- Potential mitigation measures including sequential site layout, floodplain compensation, raised floor levels etc for the existing situation and any other scenario; and
- Surface water management.

**4.49** The Environment Agency has advised that the development may require Environmental Permits for any proposed works or structures, in, under, over or within 8 metres of the top of the bank of designated main rivers. This will be in addition to obtaining planning permission. Further guidance is available [online](#).

### Surface Water Drainage

**4.50** Future proposals should consider the surface water drainage strategy at an early point in the design process and should follow the principles of SuDS.

**4.51** The likelihood of having to incorporate SuDS will require discussions with the regulatory authorities in particular Staffordshire County Council as the Lead Local Flood Authority, South Staffordshire Water and the Environment Agency. Discharge amounts, rates and volumes will have to be agreed with these authorities so as to manage the flood risk issues on and off site.

**4.52** It is important that the development utilises examples of best practice for surface water drainage. Staffordshire County Council have prepared a SuDS Handbook which sets out key SuDS features to be considered as part of development proposals.

**4.53** There may be opportunities for storage/ attenuation space to be provided as part of open spaces and to utilise the existing water courses throughout the site.

### Foul Drainage

**4.54** It is anticipated that foul water flows from the development will be able to connect to the existing sewerage system. The detailed drainage strategy will need to assess the capacity of the existing sewerage infrastructure along with the need for any pumping facilities on site.

### Air Quality

**4.55** Emissions associated with traffic growth relating to the site will need to be assessed for both construction and operation and mitigation provided via a S106 Agreement. Pollution costs are to be calculated based on DEFRA's damage cost approach. The site will also need to respond

to the Government's UK Plan for Tackling Roadside Nitrogen Dioxide concentrations which sets out that conventional petrol and diesel sales will be prohibited by 2040. It can therefore be expected that electric vehicle usage will build up well in advance of that date. Accordingly development of the site will need to factor in appropriate refuelling infrastructure provision: the provision of electric charging points to all domestic properties, at employment facilities and at community facilities is strongly encouraged.

### Noise

**4.56** Depending on the end layout and employment use types, part of the residential elements of the scheme may be in a noise environment; in these instances an Acoustic Design Statement will be required as set out in the new ProPG document which is available [online](#). The Councils Environmental Protection services will need to approve Annual Status Reports (ASRs) prior to development to ensure that residents and occupiers of employment units do not suffer intolerable noise levels.

### Development Layout

**4.57** This development layout section aims to set out more detailed considerations to guide the appropriate scale, form, density and character of development in different parts of the site taking into consideration the key land uses, access and movement and open space & green infrastructure identified above.

**4.58** Residential development should be defined by the landscape framework and location of open space and recreational facilities. It is likely that this will be towards the east of the site. In general, there should be a variation of densities across the site, with lower densities towards the southern

and eastern edges so that the built edge can be assimilated into the countryside and associated views thereto.

**4.59** Employment uses should be provided in those parts of the site with the greatest potential for accessibility by public transport. It is considered that employment provision is most appropriate towards the west of the site. Employment uses may be able to utilise the existing rail freight facilities within the site and proximity to surrounding business and industrial parks.

**4.60** With regards to open space and landscaping there is an opportunity to retain the natural assets contained within the site, including the Borrow Pit as a key landscape/water feature and retaining and enhancing the recreation facilities located within to the site. A comprehensive green infrastructure strategy for the site to ensure delivery of good quality multi-functional greenspace that incorporates ecological connectivity and biodiversity enhancement will be encouraged.

**4.61** Given the flood plain constraints it is envisaged the Golf Course/ Country Park will be retained as a landscape feature. This will provide an opportunity for substantial biodiversity enhancement.

**4.62** Community facilities should ideally be centrally located in the most accessible part of the site.

**4.63** With regards to detailed design, the buildings should be appropriate to the location of the site, with the overall architectural theme respecting the sites setting in relation Rugeley, surrounding development and the wider countryside.

**4.64** A clear design strategy must form part of the proposals at the planning application stage which has due regard to each Council's design guidance SPD's as

well as Sport England's Active Design Guide. The strategy should ensure that the proposed development:

- Enhances and preserves key viewing corridors
- Reflects and enhances the landscape setting of the site including strong green infrastructure linkages
- Derives a clear strategy to provide strong links through walking, cycling and public transport, within and beyond the site to Rugeley Town Centre and Armitage with Handsacre
- Seeks to retain natural assets contained within the site including the borrow pit, mature tree belt and existing sports facilities
- Minimises the visual impact of development on the AONB, in particular relating to larger employment buildings.
- Minimises ongoing maintenance requirements on site for example avoidance of block paving which cannot be easily replaced when it has to be removed for other infrastructure repairs.
- Provides adequate vehicular access as set out earlier, and ensuring that emergency and maintenance vehicles, including refuse vehicles, can always get through. Siting of bin storage (including larger euro-bins) needs to be considered at the earliest opportunity.

**4.65** Whilst the development areas may vary with the detailed design at the application stage the illustrative design parameters set out in Figure 4.4 should be the starting point for any proposals.

**4.66** The Council's respective SPDs related to design considerations should be consulted and feed into the overall site design; the overall character of the new

4 Development Principles

development; and inform the style of individual buildings and associated features

e.g. detailed landscaping.

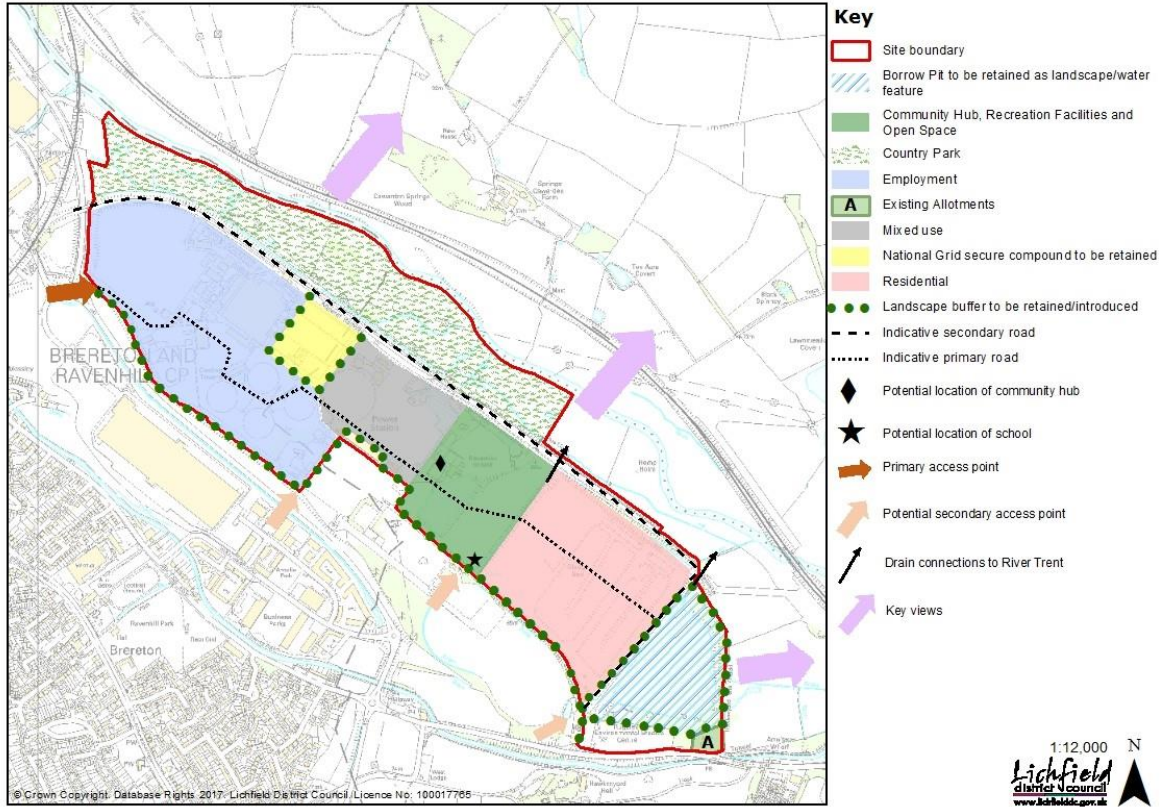


Figure 4.4 Design Parameters



## 5 Delivery & Implementation

### Process

**5.1** Given the scale of the Rugeley Power Station site, development proposals will have to consider how the new development will function as a place. For this reason, it is anticipated that the proposals will come forward as an outline planning application covering the whole of the Power Station site. However it should be noted that an alternative process to submitting the planning application may be more appropriate and this should be agreed through pre-application discussions.

**5.2** The outline application will need to demonstrate how the site can be comprehensively redeveloped in accordance with both Lichfield District Council's Local Plan Strategy and other planning policies and Cannock Chase Council's Local Plan Part 1 and other planning policies. Further, given the scale of development, it will be necessary to submit an Environmental Impact Assessment screening request to determine whether the proposed project is likely to have significant effects on the environment.

**5.3** Reserved matters applications will then provide further detail for each phase or parcel of development.

**5.4** It is likely that any outline permission will be subject to a large number of conditions as well as developer obligations.

**5.5** As part of the planning application process, early engagement with the statutory agencies and other key stakeholders will be imperative. Given the nature of the site, and likely future land uses, early consultation and ongoing engagement with the Environment Agency, Natural England and Sport England will be of particular importance.

### Planning Obligations

**5.6** The development will result in the increased need for community infrastructure such as education and skills provision, public open space, sports facilities, health facilities, public art and community facilities as well as site - specific infrastructure requirements. Where appropriate, facilities should reflect local interpretation to ensure the history of the site is not forgotten.

**5.7** Both LDC and CCD has adopted its CIL and it is envisaged that discussions regarding additional contributions will take place as part of the application process.

### Phasing

**5.8** Given the size of the Rugeley Power Station site it is envisaged a phased approach to development will be appropriate. A phasing plan should be submitted with the outline application for approval by the Local Planning Authorities. The phasing plan should include the phased provision of housing over the site closely linked with the phased provision of infrastructure.

**5.9** The phasing plan should identify what infrastructure will be delivered at what phase of development and who is responsible for the delivery of that infrastructure and the timescales for delivery.

## Appendix A LDC Planning Policy

Policy	Title	Summary
CP1	Spatial Strategy	Focuses investment and regeneration within existing settlements and strategic development allocations including the delivery of a minimum of 10,300 dwellings during the plan period. Development expected to make use of and prioritise the use of previously developed land. Development should promote sustainability by minimising pressure on resources whilst mitigating and adapting to climate change and reducing the need to travel.
CP2	Presumption in Favour of Sustainable Development	The LPA will take a positive approach reflecting the presumption in favour of sustainable development. Applications that accord with the plan will be approved without delay unless material considerations indicate otherwise. Where policies are absent, silent or out-of-date, planning permission will be granted unless material considerations indicate otherwise taking into account whether the adverse impacts of doing so outweigh the benefits or specific policies within the NPPF indicate that development should be restricted.
CP3	Delivering Sustainable Development	Identifies criteria to be considered as part of the formulation and assessment of development to ensure it contributes towards sustainable development whilst minimising and mitigating impacts.
SC1	Sustainability Standards for Development	Outlines minimum sustainability standards (unless demonstrated to be unviable) including equivalent of former Code 6 (net zero carbon) for new dwellings and BREEAM “Excellent” for non-residential buildings
SC2	Renewable Energy	Seeks to provide for renewable energy generation that results in 10% of the District's energy needs (minimum) being achieved through renewable sources. Biomass energy development encouraged.
CP4	Delivering our Infrastructure	New development required to provide necessary infrastructure at a timely stage to meet community needs.
IP1	Supporting & Providing our Infrastructure	New development required to provide necessary infrastructure at a timely stage to meet community needs as set out in the relevant allocations and concept statements. Viability will be considered when determining extent and priority of contributions.
CP5	Sustainable Transport	New developments should be served by a choice of transport modes including public transport, cycle and walking routes. Development should make appropriate provision for reducing the need for travel whilst widening travel choices.
ST1	Sustainable Travel	Requires major development proposals to be supported by Transport Assessments and Travel Plan.

Policy	Title	Summary
ST2	Parking Provision	Appropriate provision for off-street parking to be made in accordance with the maximum parking standards set out in the Sustainable Design SPD.
CP6	Housing Delivery	Established a minimum housing target for the district and includes the strategic allocation to the East of Rugeley for 1,125 dwellings including 500 to meet the needs arising in Rugeley. Residential developments expected to contribute towards sustainable communities, have high quality design in accordance with relevant SPD, contribute to meeting housing needs and deliver required infrastructure.
H1	A Balanced Housing Market	Development to include a mix of house size, type and tenure. Smaller properties including 2-bed apartments and 2 and 3 bed houses particularly encouraged
H2	Provision of Affordable Housing	Targets up to 40% provision with a split of 65% social rent, the remainder a choice or mix of affordable rent or intermediate housing. Precise amount and mix will be subject to consideration of viability.
CP7	Employment and Economic Development	Provides for sufficient employment land to meet identified needs. High value jobs in business, education and research and those supporting the low carbon economy and key growth sectors are encouraged.
CP8	Our Centres	Supports the hierarchy of centres. New Neighbourhood Centres will be required to meet the day to day needs arising from the new communities proposed as Strategic Development Allocations
CP10	Healthy and Safe Lifestyles	Facilitated through appropriate provision and access to open spaces and facilities. Infrastructure needs generated by new developments will be provided in the best way to meet the needs of the new communities. Loss of existing recreational spaces will be resisted unless alternatives of equivalent or higher standard are provided.
CP11	Participation in Sport and Physical Activity	The LPA will seek to encourage, protect and enhance existing sports facilities and assets. Support will be given to proposals that address existing deficiencies in provision and the creation of new facilities in areas of unmet demand or the provision of new facilities which accord with the playing pitch strategy. Loss of existing facilities/assets including playing fields, tennis courts, bowling greens, indoor sports will be resisted unless clearly demonstrated that alternative facilities of equivalent or better standard are being provided.
HSC1	Open Space Standards	New SDA to ensure all parts of the development are within 480m/10min of an equipped play area. Amenity green space to be provided at a minimum rate of 1.43ha/1,000 population. SDA will provide or contribute to provision of allotments at a rate of 1 plot (150sqm)/32 households where there is evidence of unmet demand.

# Appendix A LDC Planning Policy

Policy	Title	Summary
HSC2	Playing Fields and Sport Facility Standards	Seeks to prevent the loss or displacement of facilities unless demonstrated alternatives provided of at least an equivalent standard. Development of new facilities supported in areas of identified unmet need. All new SDA to provide playing field facilities at a minimum level of 1.23ha/1,000 population including 200m <sup>2</sup> for changing and pavilion space and 0.025ha for parking
CP13	Our Natural Resources	Seeks to safeguard features of ecological and biodiversity interest.
NR3	Biodiversity, Protected Species and their Habitats	Development only permitted where it protects and enhances or suitably mitigates impacts to provide a net biodiversity gain.
NR4	Trees, Woodland and Hedges	To be protected from damage and retained unless it is demonstrated that removal is necessary and appropriate mitigation is agreed. Space to be made within development to retain veteran trees and woodlands. Loss of large mature species will be resisted. Development to be designed to ensure no conflict between retained features and the built form in the longer term. Cross reference to the Trees, Landscaping and Development SPD.
NR5	Natural and Historic Landscapes	Development will be permitted where it does not negatively impact on geological, archaeological and historically important landscapes.
NR6	Linked Habitat Corridors and Multi-functional greenspaces	Development will be expected to create and link green infrastructure and corridors as part of the multi-functional greenspace which is integrated into the public realm.
NR7	Cannock Chase Special Area of Conservation	Before being permitted, development must show that it does not have an adverse impact on the SAC having regard to avoidance or mitigation measures. Development resulting in a net increase in dwellings within a 15km radius of the SAC is deemed to have an adverse impact unless avoidance or mitigation is provided. This must, however, be read in conjunction with the most up to date Guidance on SAC mitigation to be found at: <a href="https://www.lichfielddc.gov.uk/Council/Planning/The-local-plan-and-planning-policy/Planning-obligations/Other-mitigation.aspx">https://www.lichfielddc.gov.uk/Council/Planning/The-local-plan-and-planning-policy/Planning-obligations/Other-mitigation.aspx</a> .
CP14	Our Built and Historic Environment	The LPA will protect and improve the built environment. Special regard will be given to the enhancement of the historic environment.

Policy	Title	Summary
BE1	High Quality Development	Developments to achieve high quality sustainable development and have positive impacts on: historic environment, reducing carbon emissions, built vernacular, safety/crime, amenity, the natural environment and sustainable transport.

Table A.1 LDC Planning Policy

## Appendix B CCDC Planning Policy

Policy	Title	Summary
CP1	Strategy	Focuses investment and regeneration within existing settlements whilst conserving and enhancing the environment. Presumption in favour of sustainable development. Where there are no policies relevant to an application or policies are out of date, the Council will grant planning permission unless material considerations indicate otherwise.
CP2	Presumption in Favour of Sustainable Development	The LPA will take a positive approach reflecting the presumption in favour of sustainable development. Applications that accord with the plan will be approved without delay unless material considerations indicate otherwise. Where policies are absent, silent or out-of-date, planning permission will be granted unless material considerations indicate otherwise taking into account whether the adverse impacts of doing so outweigh the benefits or specific policies within the NPPF indicate that development should be restricted.
CP3	Delivering Sustainable Development	Identifies criteria to be considered as part of the formulation and assessment of development to ensure it contributes towards sustainable development whilst minimising and mitigating impacts.
CP4	Neighbourhood - Led Planning	Sets out the Council support for the neighbourhood plan process
CP5	Social Inclusion and Healthy Living	Seeks to agree provision, or contributions, towards providing relevant social infrastructure including health, education, open space plus indoor and outdoor sports/recreation, cultural/community facilities and local shopping facilities. Standards for the provisions of open space to be set out within supplementary documents. A presumption against the loss of facilities or green space in line with National Guidance.
CP6	Housing Land	Includes recognition of the East of Rugeley allocation in the Lichfield Plan. Advises that release of land for housing within the district will be managed and the availability of appropriate sites reviewed through the SHLAA to maintain a 5 year supply.
CP7	Housing Choice	Seeks 20% provision affordable housing (subject to viability).  Private housing mix should include mix of tenure and choice of size (Informed by SHMA). The following is encouraged as part of the mix: Smaller dwellings for younger people, Housing suitable for those with specific need, Larger 3 and 4 bed aspirational housing, Housing to cater for an aging population.
CP8	Employment Land	Seeks to maintain and deliver a supply of 88ha of new/redeveloped employment land for primarily B use classes including for 18ha in Rugeley and Brereton.

Policy	Title	Summary
		Redevelopment of existing employment /brownfield sites for employment uses will be encouraged and supported.
CP9	A Balanced Economy	Priority given to employment uses which add value and raise job density. Proposals for low density job generation jobs (eg B8 uses) will need to demonstrate their added value to the economy.
CP10	Sustainable Transport	Development to promote sustainable travel. Need for Transport Assessments and Travel Plans. Measures to promote walking and cycling should be incorporated into new development including segregated cycleways (developments over 200 dwellings). Local parking standards to be developed through Local Plan Part 2.
CP11	Centres Hierarchy	Establishes a hierarchy of centres. New housing development should enhance existing centres or provide new local centre as appropriate.
CP12	Biodiversity and Geodiversity	Seeks to conserve and enhance ecological and geological sites/ species. Development will not be permitted if harm cannot be mitigated.
CP13	Cannock Chase SAC	Developments leading to net increase in dwellings will be required to mitigate adverse effects on the SAC through contributions, provision of Suitable Alternative Natural Green spaces (SANG) within developments (on or off site) and measures to encourage sustainable travel. However, the position on this has now been updated and the policy must therefore be read in conjunction with the most up to date Guidance on SAC mitigation to be found at <a href="http://www.cannockchasedc.gov.uk/sites/default/files/cannock_cannock_chase_sac_updated_guidance_january_2017.pdf">http://www.cannockchasedc.gov.uk/sites/default/files/cannock_cannock_chase_sac_updated_guidance_january_2017.pdf</a>
CP14	Landscape Character and Cannock Chase AONB	Developments should take account of landscape character and maximise opportunities for restoring, strengthening and enhancing distinctive landscape features.

# Appendix B CCDC Planning Policy

Policy	Title	Summary
CP16	Climate Change and Sustainable Resource Use	<p>Encourage and support proposals for energy efficiency, use of renewable, low carbon energy generation and sustainable construction; reduce pollution; minimise waste and sustainable use of land (preference for brownfield development). Development should take account of flood risk.</p> <p>New developments should:</p> <ul style="list-style-type: none"> <li>Explore measures to exceed national targets for zero-carbon development and sustainable construction</li> <li>Assess how they can include renewable and low carbon technologies</li> <li>Achieve water efficiency of 105 litres/person/day (former Code 3/4)</li> <li>Non-residential development should seek to achieve BREEAM "Very good" as a minimum</li> <li>Improve energy efficiency over and above building regulations</li> <li>Use SuDS</li> </ul>

Table B.1 CCDC Planning Policy