Environmental Statement

Non-Technical Summary UPDATE

Rugeley B Power Station, Rugeley

Prepared for:

Rugeley Power Limited

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NON-TECHNICAL SUMMARY UPDATE

1.1 INTRODUCTION

1.1.1 Rugeley Power Station Limited (‘the Applicant’), a subsidiary of ENGIE, is proposing the redevelopment of Rugeley B Power Station in Staffordshire (‘the Site’).

1.1.2 The Proposed Development will deliver up to 2,300 No. Residential Dwellings, up to 5 hectares (ha) of employment land, up to 3.2 ha of ground mounted solar panels, up to 1.2 ha of mixed use development comprising community facilities including a 2 form entry primary school, associated access and supporting amenity space, landscaping, green infrastructure and sustainable drainage systems.

1.1.3 The aspiration for the re-development of the Site is to create a sustainable and innovative mixed use neighbourhood with low carbon credentials. This will be achieved through the use of innovative technologies and community energy solutions.

1.1.4 The overall aim is to create a well-designed development which incorporates a mix of housing tenures, employment and education provision, 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.

1.1.5 Savills co-ordinated the preparation of the Environmental Impact Assessment (EIA) including the preparation of the Environmental Statement (ES) and Non-Technical Summary (NTS) (this document) to support the planning application. The NTS sets out the key issues and findings of the ES in an accessible format for the wider audience.

1.1.6 The ES and this NTS accompany a suite of documents that together support the outline planning application submitted to the Local Planning Authorities (LPA), Cannock Chase District Council (CCDC) and Lichfield District Council (LDC).

ES Addendum

1.1.7 Since the submission of the application a number of minor amendments have been made to the proposed development alongside additional monitoring and survey data. To reflect these amendments an ES Addendum has been prepared to consider the implications of the proposed
amendments to the scheme and identify any changes to the likely environmental effects of the development as now proposed.

1.1.8 The additional information has comprised:

- Ecological surveys carried out during the spring and summer 2019 survey season relating to: Invertebrates, Botanical, Bats and Breeding Birds to inform the assessment of Ecological effects;

- Nitrogen dioxide (NO₂) diffusion tube monitoring undertaken by CCDC on behalf of the Applicant to inform the assessment of Air Quality Effects;

- Additional wireline visualisations requested by CCDC during the planning application consultation period to inform the assessment of Landscape and Visual effects;

- An additional viewpoint photograph of the Site from the Castle Ring Scheduled Ancient Monument (SAM) requested by CCDC during the planning application consultation period to inform the assessment of Heritage effects;

- The proposed sustainable transport mitigation proposals on Colton Road, Power Station Road and Armitage Road have been subject to minor amendments to reflect comments received during the planning application consultation period;

- Further evidence regarding rail passenger forecasts and potential sustainable travel mitigation options; and

- Updated parameter and application plans reflecting changes made to the design of the Proposed Development in response to comments received during the planning application consultation period.

1.1.9 This Non-Technical Summary has been updated to reflect the ES Addendum with new/replacement text shown in red.

1.1.10 For all topics, with the exception of Ecology, the additional information and amended parameter plans have not altered the assessments or conclusions presented in the original ES. As such, the summary of those assessments presented within this NTS has not changed.
1.2 WHAT IS EIA?

1.2.1 EIA is a systematic, objective and iterative process through which the likely significant environmental effects of a project can be identified, assessed and, wherever possible, avoided or mitigated. EIA aims to improve the environmental design of a development scheme and provide decision-makers with sufficient information about the environmental impacts of a proposal.

1.2.2 This process and its outcomes are then reported in the ES to the decision maker (here the LPAs), its advisors, and the public.

1.2.3 This NTS and the ES have been prepared under the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended) (the ‘2017 Regulations’).

1.3 SCREENING AND SCOPLING FOR EIA

Screening

1.3.1 The 2017 Regulations set out the types of development that must always be subject to an EIA (defined as Schedule 1 development) and other development that will only require assessment if it is likely to give rise to significant environmental effects (defined as Schedule 2 development).

1.3.2 Given of the nature and scale of the Proposed Development, the applicant concluded that significant environmental effects could arise. As such it was considered that the Proposed Development qualifies as EIA development as defined within the regulations. Therefore, a formal Screening Opinion was not requested prior to beginning the EIA process.

Scoping and EIA Consultation

1.3.3 In January 2019 an EIA Scoping Opinion was initially requested from LDC and CCDC. Following an agreement to a time extension, in March 2019 an updated Scoping Opinion request was made. This updated request was made to better reflect the Proposed Development following evolution of the scheme design and understanding of the Site. The Scoping Report submitted with this request included a potential list of committed schemes to be considered within cumulative assessment.

1.3.4 As part of the Scoping process, statutory consultees were advised of the proposal and given the opportunity to provide comments in order to assist the Councils in the formulation of their Scoping Opinion.
1.3.5 Scoping Opinions were received from CCDC and LDC in May 2019, which set out the scope of environment topics requiring assessment under the EIA process, and confirmed the proposed EIA approach was acceptable.

1.3.6 The following topics have been included in the ES:

- Socio-Economics
- Air Quality
- Built Heritage
- Ecology
- Water Environment
- Noise and Vibration
- Ground Conditions
- Landscape and Visual
- Transport and Access

1.3.7 These topics have been assessed through the EIA process and the outcome of the assessments have been presented in the ES and are also summarised in Section 1.9 of this NTS.

1.3.8 As part of the Scoping process additional topics, set out in Table 1, were also considered by the EIA project team prior to the receipt of the LPA’s Scoping Opinions. It was not considered likely that these topics would lead to significant effects as a result of the Proposed Development. This was confirmed within the Scoping Opinions and they were subsequently scoped out from further assessment.

Table 1: Environmental topics scoped out from the EIA

<table>
<thead>
<tr>
<th>Topic</th>
<th>Justification for Scoping out topic</th>
</tr>
</thead>
<tbody>
<tr>
<td>Accidents, Fire and Natural Disasters</td>
<td>The Site’s location within the UK is such that natural disasters are not considered to represent a likely risk to the Proposed Development. Furthermore, the topography of the Site is not considered to be sufficiently steep such that a major mass movement disaster could arise.</td>
</tr>
<tr>
<td>Agricultural Land and Soils</td>
<td>The site is previously development land and does not comprise agricultural land. As such, the proposed development would not significantly impact the availability of agricultural resource of the area.</td>
</tr>
<tr>
<td>Archaeology</td>
<td>Given the previous land uses at the Site through the course of the 20th century, extensive and significant disturbance or removal of subsurface archaeological remains will have taken place. Furthermore, no previously recorded significant archaeological remains are known on the Site which may be affected by the Proposed Development. When this is considered against the known levels of truncation from previous land use it is unlikely that any archaeological remains</td>
</tr>
</tbody>
</table>
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### Health and Safety
The Site is not located within or near any sites identified in zones for the Health and Safety Executive (HSE). Such zones are established around major hazard sites and pipelines for the purposes of consultation with the HSE upon any potential risks presented to either a proposed development or existing sites.

### Electromagnetic Radiation
Following and Electromagnetic Field Assessment it was confirmed that the highest likely EMF levels were below UK/European recommended health and safety limits for the general public and would also allow the reliable operation of standard IT/communications equipment within any homes that may be built at the residential development. This conclusion extends to all the future sensitive human receptors present on the Site and confirms no health safety risk will be presented for occupiers of the residential dwellings, primary school and other land uses. Therefore, although the 132kV and 400kV Switching Stations present on the Site are not scheduled for demolition and will remain operational alongside the Proposed Development, significant environmental effects are not considered to arise.

### Waste
The requirement for a specific waste chapter was scoped out of the ES because it is a policy issue rather than a development-specific environmental issue. Given the above, and the size and nature of the Proposed Development significant effects related to waste arisings are not likely to occur.

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**1.4 THE SITE AND SURROUNDINGS**

1.4.1 The Site, identified on Figure 1, is an area of land at Rugeley B Power Station, South Staffordshire. It is located approximately 1km to the east of Rugeley Town Centre.
1.4.2 The Site is approximately 139 hectares (ha) in size and is known as the Rugeley B Power Station site. For many years the Power Station generated electricity for transmission to the National Grid. This production ceased in 2016. As such, much of the infrastructure associated with the Power Station currently remains in situ (largely concentrated to the north westerly section of the Site), including four cooling towers, a chimney stack, plant buildings, electricity substation and network of interlinking access tracks. Much of this infrastructure is being demolished in accordance with a separate prior planning consent (see 'Demolition Works' below).

1.4.3 Several parcels of green open space and soft landscaping are located towards the middle of the Site. These centre around facilities associated with the former Sports and Social Club building, including part of a former golf course. To the south east of the Site there are a series of ash lagoons associated with the operation of the power station, as well as a borrow pit lake, which is surrounded by mature trees and shrubs. A freight railway line, previously used to transport coal to the power Station, intersects the Site from northwest to southeast.
The A51 runs along the south western boundary of the Site before bearing off south around the adjacent residential development (The Hawksyard). Beyond the A51 lies Towers Business Park, comprised of large commercial and industrial units and mixed use employment and business space. The north/western boundary abuts the River Trent for approximately 1.4km, after which the Site is bounded by open countryside and agricultural fields to the south west.

Demolition Works

Previously consented demolition works are currently being carried out at the Site and are expected to be completed by April 2021.

The majority of the demolition works will be completed in advance of the commencement of the Proposed Development. Therefore, the assessments assume the majority of the demolition and associated clearance works are complete. Demolition works that are anticipated to be ongoing at the commencement of the Proposed Development have been included as part of the cumulative assessment.

The consented demolition works described above do not include the removal of all the structures on Site that are not being retained as part of the Proposed Development. The current ENGIE offices in the centre of the Site and Environmental Education Centre building located in the east of the Site will be removed as part of the Proposed Development.

Removal of Pulverised Fuel Ash (PFA) from Eastern Lagoons and creation of a level platform

A by-product of the former Power Station is Pulverised Fuel Ash (PFA), much of which is located on site.

Extraction and management of PFA, followed by the creation of an engineered platform as part of the closure of the lagoons in the east of the Site, will continue to be carried out subject to an existing Environmental Permit. On completion of PFA extraction the lagoon clay liner and aggregate bunds will be removed or levelled before commencing water monitoring to satisfy the surrender terms of the Permit. The level platform is anticipated to be at a level of circa 66m AoD¹.

¹ Further re-profiling will subsequently be undertaken in this area as part of the Proposed Development
1.5 **THE PROPOSED DEVELOPMENT**

1.5.1 The planning application is for:

“Outline planning application for the creation of a development platform, demolition of existing office building and environmental centre, site clearance and remediation and mixed-use development of land at the former Rugeley Power Station comprising:

- Up to 2300 new dwellings (Use Class C3)
- Up to 1.2 ha of mixed-use floorspace (Use Classes A1, A2, A3, A4, A5, C1, C2, C3, D1 and D2) in the Local Centres.
- Up to 5 Ha of employment (Use Class B1, B2, B8)
- 1no. 2FE Primary School
- **Formal and Informal Publicly Accessible Open Space**
- **Key Infrastructure including new adoptable roads within the site and the provision of a new primary access junction on to the A513, ground mounted and floating solar panels, 2 No’ sub stations (132 kV and 400 kV) retained**.

1.5.2 Alongside the above description, as the planning application has been made in outline, the ES assesses the effects of the Proposed Development using a series of plans, known as ‘parameter plans’, which show the proposed distribution and scale of the development. They have also been submitted as application plans that would be approved if planning permission is granted.

1.5.3 The EIA has also considered any wider land outside the Site boundary needed for development specific infrastructure.

1.5.4 The Parameters Plans are set out in Table 2 below and provided at the end of this NTS. These parameters identify the maximum extent of development in order to assess the “worst case” development scenario. An Illustrative Phasing plan has also been provided (Drawing reference 01585_PP_06 (Rev D3)).
Table 2: Assessment Drawings

<table>
<thead>
<tr>
<th>Drawing Number</th>
<th>Drawing Title</th>
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<tbody>
<tr>
<td>01585_PP_01 (Rev P5)</td>
<td>Access and Movement</td>
</tr>
<tr>
<td>01585_PP_02 (Rev P4)</td>
<td>Land Use</td>
</tr>
<tr>
<td>01585_PP_03 (Rev P6)</td>
<td>Building Heights</td>
</tr>
<tr>
<td>01585_PP_04 (Rev P4)</td>
<td>Green Infrastructure</td>
</tr>
</tbody>
</table>

Key Elements of the Proposed Development

1.5.5 Five key layout principles have informed the design of the Proposed Development. These key principles can be seen within the Illustrative Masterplan (See Figure 2) and are:

- Establishing Links with existing developed areas;
- Providing the community with an accessible river park;
- Incorporating existing elements on the Site into the Proposed Development;
- Establishing community focal points; and
- Providing areas of distinct character across the Site.
Access Strategy

1.5.6 Primary vehicular access to the Proposed Development in the west will be from the A51 using the existing access. In the east vehicular access will be from the A513 using a previously consented roundabout (planning reference - 17/00453/FULM).

1.5.7 Within the Proposed Development, a main road corridor running east-west is proposed which will connect the two access points. This corridor will serve as a spine route through the Site, providing access to individual areas of development and acting as a main bus route.

1.5.8 A proposed ‘Rail Way’ along the existing freight railway corridor running east west within the Site is envisaged to incorporate sustainable modes of movement including walking and cycling.

1.5.9 In addition to the pedestrian and cycle links along the primary road corridor, four pedestrian and cycle links are proposed running north-south along landscaped corridors that connect the
proposed residential areas to the proposed ‘Riverside Park’ to the north. Some of which have the potential to link into the network of routes within the town.

1.5.10 Where possible, the Proposed Development has been designed to promote the use of sustainable travel options. A Framework Travel Plan (FTP) has been prepared in the support of the proposals which details how this will be achieved.

**Landscaping and Open Space Strategy**

1.5.11 An illustrative Landscape Design Statement accompanies the outline application. This demonstrates how the landscaping and open space strategy will deliver a development which safeguards and enhances existing green infrastructure assets, including trees and woodlands and on site water bodies, as well as creating a high quality landscape setting to support sustainable economic growth by attracting jobs and people. The proposed development aims to create landscape setting with a distinct sense of place that builds on its inherited features. Figure 3 shows the proposed green infrastructure and open space plan.

1.5.12 A principle green corridor is proposed across the Site which will connect accessible green spaces within the Proposed Development. A considerable amount of informal open space is proposed to create a range of environments such as natural and semi-natural greenspace, formal parks, existing woodland and the Borrow Pit lake.

1.5.13 Equipped and informal play provision will be integrated within the informal open space, whilst more formalised outdoor sport provision will be accommodated within a concentrated area at the centre of the Proposed Development.

1.5.14 There will also be a series of onsite recreational trails for walking, cycling and running, achieved through the country park trail, the lakeside trail and the site wide internal trail.
Figure 3: Green Infrastructure Plan
Ecological Mitigation and Management

1.5.15 The aspiration for the Proposed Development is to protect and restore existing habitats and create a range of additional ecological features.

1.5.16 Opportunities for habitat creation and enhancement have been designed into the Site layout and have potential to develop into locally distinctive habitats. For example the Sustainable Urban Drainage Systems (SUDS) have created above ground waterbodies where possible, which are linked into green corridors to support damp/wetland habitats.

1.5.17 The Riverside Park (see Figure 4) will be enhanced to support areas of lowland meadow, native woodland, marshy grassland and wetland habitats. This will be designed to enable public access for recreational use, whilst maintaining areas for biodiversity value. Some parts of the Riverside Park will be designed for reduced public presence, for example through planting of scrub species to enhance the ecological value.

Figure 4: Artist’s impression of the Riverside Park

1.5.18 An Ecological Mitigation Strategy (EMS) will be implemented on a phased basis alongside the delivery of the Proposed Development. This will cover all areas of semi-natural habitat created on the Site as part of the Proposed Development, as well as areas which are to be retained and enhanced.

1.5.19 Biodiversity net gain calculations have been undertaken which show that the proposed habitats included within the illustrative masterplan would provide a 21.4% biodiversity net gain across the site.
Drainage Strategy

1.5.20 A Drainage Strategy has been produced which sets out design parameters for the future drainage design work for the Site.

1.5.21 The Proposed Development will have an independent Surface Water network to drain the Site. Storm water will be captured via roof gutters and downpipes, gullies and linear drains.

1.5.22 A below ground pipe system will convey storm water to a proposed pond or where space is limited, an underground attenuation tank. The attenuation will be located at appropriate locations throughout the Proposed Development. The final attenuation feature within the network will discharge at a controlled rate to the existing waterbodies or watercourses which currently discharge into the River Trent.

1.5.23 The proposed attenuation has been designed to capture additional run-off and to ensure that there is no negative impact to the development and the River Trent as a result of surface water.

1.5.24 Where possible foul water from the development will be drained by gravity to the nearest foul water or combined sewer. As the existing site is currently drained via a rising main, it may be necessary to pump foul water from the Site. If this is the case then the Site will be drained to the lowest point and the flows will be pumped and discharged into the nearest gravity sewer.

Utilities

1.5.25 All necessary enquiries have been undertaken with statutory undertakers and utility service providers which confirmed that the existing utility infrastructure within the vicinity of the Site appears to be capable of supporting the additional demand required to provide connections for the Proposed Development.

Waste

1.5.26 An “Outline Solid Waste Management Strategy” has been produced for the Proposed Development.

1.5.27 It is estimated that the Proposed Development could potentially generate up to 48,507 tonnes of construction waste, not including waste material associated with cut/fill, which would equate to approximately 2,425 tonnes of waste each year.
1.5.28 For waste arising from the construction phase of the Proposed Development, materials will be separated into key waste groups. Suitable areas will be provided within the construction site(s) for the separation of materials for recycling (e.g. timber, metals, packaging, hardcore etc.).

1.5.29 Waste associated with the consented demolition activities will be re-used on site where possible.

1.5.30 As the Proposed Development is still in the outline planning application stage, it is not possible to accurately assess the operational waste generated from the non-residential elements as this will be dependent upon the exact nature of the uses and their management practices. However, residential units will incorporate sufficient internal waste storage container to promote the separation of recycling and compostable materials at source. Externally, sufficient space will be provided to enable waste containers to be stored in accordance with LDC and CCDC’s refuse and recycling collection arrangements.

### 1.6 MANAGEMENT OF CONSTRUCTION

1.6.1 It is anticipated that construction of the Proposed Development will commence in 2020 and continue to 2040.

1.6.2 To manage potential impacts during construction, a Construction and Environment Management Plan (CEMP) will be prepared and implemented. This will address hours of working, noise, vibration, dust, light spill, wheel washing and control of runoff. It is anticipated that the implementation of the CEMP will be a condition of the planning permission and that it will be regularly monitored.

1.6.3 The CEMP will be developed in liaison with the Council's Environmental Health Advisors, and in accordance with relevant guidance and legislation, such as the Environment Agency's Pollution Prevention Guidance Notes and any additional guidance issued by the Government.

### 1.7 DEVELOPMENT ALTERNATIVES CONSIDERED

1.7.1 The 2017 Regulations do not require the full assessment of all potential alternatives, only a reasonable account of those actually considered prior to the submission of the planning application.

1.7.2 There are two common types of alternative, both of which have been considered as part of the EIA process for the Proposed Development:
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- **Do Nothing:** under this scenario no development is implemented at the Site.

- **Different Design:** under this scenario the Proposed Development is done with alternative scales and layouts (taking into account any constraints present at the Site).

1.7.3 Alternative development proposals, for example another power station, have not been considered as realistic alternative for the Site given part of the Site (within LDCs boundary) has been identified as suitable for a minimum of 800 dwellings. Therefore, other, non-residential led, uses would not accord with planning policy.

**The ‘Do Nothing’ scenario**

1.7.4 Under the ‘do nothing’ scenario, the previously consented demolition works and the PFA removal would proceed to completion, after which time no further development would take place resulting in a vacant and derelict site. The Site would therefore remain underused in terms of its economic and social potential and could not contribute to the local and regional housing needs of both private and affordable tenure. As a result there would be no socio-economic benefit from the Site. This is not an alternative option that has been considered further.

**A Different Design**

1.7.5 The design has followed an iterative process whereby the illustrative masterplan and the parameters of the Proposed Development, including layout, heights and land use were informed through consultation with the key stakeholders and local residents. Design comments were taken on board at each stage in the consultation and the scheme evolved into the current Proposed Development, which is submitted for planning.

1.7.6 The Design and Access Statement, submitted as part of the suite of planning application documents, explains the scheme’s evolution.

1.7.7 As part of the iterative process, initial and early high level massing appraisals were undertaken by the technical team, with the aim of avoiding and minimising adverse effects from the outset. Both professional judgement and targeted testing have informed this process.

**1.8 THE ASSESSMENT TEAM**

1.8.1 The project team has been led by consultants Savills, with input from other specialists both internal and external to the company. The EIA team comprises:
1.9 ASSESSMENT SUMMARY

Socio-Economics

1.9.1 Population in Lichfield District Council (LDC) and Cannock Chase District Council (CCDC) is forecast to grow at a rate of 3% and 1% respectively over the period of 2016-2031. This growth is predicted to be lower than the regional and national growth rate over the same period. Population in both districts is also predicted to age.

1.9.2 The unemployment rate in LDC and CCDC in 2017 was lower than the regional and national rate with CCDC having an unemployment rate consistent with the national average. Both districts have a cumulative housing requirement of 719 new dwellings per annum.

1.9.3 Within a two kilometre (km) walking distance from Rugeley Power Station there are five primary schools with a total spare capacity of 146 school places, three GP surgeries with a capacity for 5,877 additional patients and three dentists within the walkable impact area of the Site (approximately 2km from the Site entrances), and there is one secondary school within 3.9km of the Site (known as the Secondary Impact Area, based on the average distance travelled to secondary schools in the West Midlands) with a spare capacity of 48 places.

1.9.4 The construction of the Proposed Development is expected to generate 129 net additional construction jobs. Once operational, the Proposed Development could generate up to 2,931 additional jobs. Therefore, the Proposed Development is predicted to have a beneficial effect on local employment.
1.9.5 The delivery of 2,300 dwellings provided by the Proposed Development would be a significant addition to the housing pipeline of Lichfield and Cannock Chase District Councils. Moreover, the Proposed Development includes a two form entry primary school, which will have a capacity of 420 places sufficient to cater for the anticipated population of the Proposed Development.

1.9.6 In order to prevent the Proposed Development from having a negative impact on secondary school provision a financial contribution will be made to Staffordshire County Council for additional places to be provided at either existing or new schools.

1.9.7 The assessment has identified that existing GP surgeries have capacity to cater for the population of the Proposed Development. However, the Proposed Development also includes community uses which, if needed, could be used to accommodate new healthcare facilities.

1.9.8 The Proposed Development provides the open space to meet and exceed the needs of the scheme’s population and therefore it is not anticipated to add more pressure on existing open spaces.

Air Quality

1.9.9 An air quality assessment has been undertaken to consider the construction and road traffic effects associated with the Proposed Development. A number of Air Quality Management Areas (AQMAs) have been identified by CCDC and LDC, however, the closest of these is 8km away from the site boundary. Due to the lack of air quality monitoring in the vicinity of the Site a short-term nitrogen dioxide (NO₂) programme has been undertaken by CCDC in order to validate the results of the assessment.

1.9.10 During construction, there is a risk that existing and proposed properties may be affected by dust generated by the construction activities on site. It will therefore be necessary to put in place measures which reduce the dust generated, such as damping down and covering vehicles delivering to the Site. With such mitigation measures in place the impacts are anticipated to be negligible, and not significant.

1.9.11 The Proposed Development will generate additional traffic in the area during both the construction and operational phase, and the effects of the additional emissions from the vehicles on air quality has been considered at a number of existing and future properties which are situated adjacent to the affected roads.
1.9.12 During the construction phase additional HGV movements will be generated due to the removal and delivery of material to and from the Site. The air quality impacts of these additional HGV movements have been considered. The pollution concentrations are predicted to increase by a negligible amount at all receptor locations. A cumulative assessment has also been undertaken to considered committed developments (including the removal of Pulverised Fuel Ash from the Site and HS2 construction traffic) for the peak construction year (2023). The pollution concentrations for this assessment are predicted to increase by a negligible amount at all modelled receptor locations, apart from one, which will increase by a moderate amount.

1.9.13 During the operational phase the pollution concentrations are predicted to increase by a moderate to negligible amount at all receptor locations and all modelled receptor locations are below the thresholds set by the Government. The overall, traffic impacts are considered not considered to be significant. As with the construction phase traffic assessment a cumulative assessment has been undertaken for committed developments. When considering these in conjunction with the Proposed Development the pollution concentrations are predicted to increase slightly but the overall impacts against the baseline conditions are moderate to negligible at all receptor locations and all modelled receptor locations are below the thresholds set by the Government.

1.9.14 A separate assessment has been undertaken to consider the potential impacts of both the Proposed Development and committed developments upon a number of Special Areas of Conservation (SACs). The assessment demonstrated that the air quality impacts would be negligible.

**Built Heritage**

1.9.15 This chapter of the ES assesses the potential impacts of the Proposed Development on cultural heritage assets including scheduled monuments, conservation areas, historic buildings and the historic landscape within the application site and surrounding area.

1.9.16 There are a number of scheduled monuments within 5km of the Site. There are also conservation areas and listed buildings within 1km of the Site while other historic buildings and historic landscape areas within 500m of the Site. The setting of heritage assets beyond these defined areas was also considered.

1.9.17 The construction and occupation of the Proposed Development will have a negligible effect on the Trent and Mersey Canal Conservation Area and the Mavesyn Ridware Conservation Area. While most of the heritage assets within these conservation areas will not be individually
affected, the Spode House and attached Coach House, the former Summerhouse to the west of Spode House and the Roman Catholic Church of St Thomas, to the south-east of the Site are also going to experience a negligible effect due to their proximity to the Site. These effects will be permanent. However, they are not considered to be significant.

1.9.18 The proposed mixed use and residential development will replace the existing Power Station buildings including the highly visible and intrusive cooling towers.

1.9.19 The Proposed Development has been designed to minimise any impacts on the historic environment. Therefore, most of the trees to the south-east of the Site (proposed to remain as an informal open space) have been retained to provide screening to the Proposed Development. Along the northern boundary of the Site, existing trees will be retained, supplemented by new planting to provide screening and ensure a smooth transition from the Site to the surrounding countryside.

Ecology

1.9.20 The ecology chapter of the Environmental Statement sets out the findings of extensive ecological studies undertaken on the Proposed Development site between 2015 and 2019.

1.9.21 The Site does not lie within any statutory or non-statutory nature conservation designated sites. There are four nationally designated sites within 5 km of the Site boundary, four internationally designated sites within 10 km of the Site boundary and ten non-statutory sites within 2 km of the Site boundary. Of the four statutory designated sites within 10 km, only Cannock Chase SAC is at risk of increased recreational pressure and increased nitrogen deposition once the development is in occupation. An Appropriate Assessment must therefore be undertaken to consider the impacts of the Proposed Development. The mitigation proposed indicates that there are opportunities for the potential effects to be reduced to an acceptable level such that they do not adversely affect the integrity of the site. Following mitigation, there are no significant impacts anticipated on any non-statutory sites from the Proposed Development.

1.9.22 Desk and field studies have identified the habitats within the Survey Area. The Survey Area supports a mix of habitats such as broadleaved and mixed plantation woodland, scattered trees, scattered scrub, poor semi-improved grassland, standing water, watercourses (including wet and dry ditches), spoil, amenity grassland, ephemeral/short perennial, hardstanding and buildings. The woodland habitats (including broadleaved, mixed and plantation woodland and scattered trees), areas of standing water and watercourses on the Site were assessed as being of local nature conservation value, whilst the remaining habitats were considered to be of less
than local value. The River Trent, which lies directly outside of the northern site boundary, was assessed as being of regional value. The impacts of the Proposed Development on habitats were predicted to be not significant with the exception of the Ornamental Pond in the centre of the Site which is to be reduced in size by approximately one third. This loss of an aquatic habitat is considered to be a potentially significant effect. This effect will be addressed through an increase in the overall provision of water features on the Site as part of the Proposed Development to result in an overall increase in biodiversity. It is considered that this will reduce the impact of the waterbody reduction to an acceptable level that is not significant.

1.9.23 Protected species surveys identified areas on the Site where badger, otter, breeding birds and bats were found to be active. No great crested newt and white clawed crayfish were found to active on the Site. The Proposed Development may result in the loss of badger setts, so mitigation will be provided for any active sett to provide the badgers with alternative sett habitat under licence. This will serve to reduce effects to an acceptable level such that they are not significant. The loss of badger foraging habitat is considered to be not significant. There were no bat roosts recorded on the Site. Effects on bats foraging and commuting will be mitigated through the creation of additional linear and aquatic habitats, enhancement of retained habitats and an appropriate lighting strategy which will reduce effects to a level such that they are not significant.

1.9.24 Birds recorded to breed on the Site will be affected by habitat loss during site clearance and construction and then the potential for disturbance and predation during occupation. Mitigation by way of the provision of safe alternative nesting habitats and wider biodiversity enhancements across the Site will reduce these effects such that they are not significant.

1.9.25 No evidence of further protected species was found and impacts on other species were assessed as ‘not significant’.

1.9.26 The Site design has incorporated extensive areas of open space which will be retained, created, restored and managed to achieve a biodiversity overall net gain of 20%. This is to be achieved through the development of an Ecological Mitigation Strategy (EMS) and Habitat Management Plan (HMP). Best practice measures are proposed that aim to prevent, reduce or offset potential impacts on the ecological receptors present at the Proposed Development site. These measures will be incorporated into the Construction and Environmental Management Plan (CEMP) and any relevant Species Protection Plans that an Ecological Clerk of Works (ECoW) may identify as required at the time of site works.
Environmental Statement Non-Technical Summary
Rugeley B Power Station, Rugeley

Water Environment

1.9.27 The Water Environment chapter of the ES assesses the effects of the Proposed Development in relation to the surface water environment and flood risk. This includes an assessment of the potential effects on surface water quality, hydrology, physical characteristics of surface water features and drainage.

1.9.28 A site wide Flood Risk Assessment has been undertaken which assesses the present and future risk of flooding from all sources including fluvial, surface water, groundwater, artificial sources and drainage infrastructure.

1.9.29 A 1km study area has been defined around the Site boundary, within which the following key receptors are considered: River Trent; Brereton Brook; Trent and Mersey Canal; Rugeley Town Main Water Drain; Northern Drain; Kidney Ponds; Abstraction Water Inlet Channel; Borrow Pit Lake; Ornamental Lake; Attenuation Pond; and numerous other drains, ditches and ponds.

1.9.30 The Site to the east of the railway embankment is within Flood Zone 3a, which is by definition subject to a high probability of flooding from rivers or seas in any year. The Site to the west of the railway embankment is within Flood Zone 1, which is subject to a low probability of flooding in any year. The risk of flooding from surface waters and drainage infrastructure at the Site is low, while the risk of flooding from groundwater is medium. Artificial flood sources pose a low risk to the Site located to the west of the railway embankment. Land to the east of the railway embankment is at residual risk of flooding should a reservoir breach occur.

1.9.31 During the construction of the Proposed Development there is potential for impacts on water quality due to deposition or spillage of soils, sediments, oils, fuels, or other construction chemicals, or through uncontrolled site run-off. There could also be an alteration in water flow paths and an increase in flood risk as a result of storing construction materials in the floodplain. An increase in flood risk is also possible due to a temporary increase in impermeable areas during construction.

1.9.32 To mitigate these impacts a Construction Environmental Management Plan (CEMP) and Water Management Plan (WMP) would be implemented based on standard good practice guidance, outlining measures to control runoff, chemical spillages and to manage surface water flows.

1.9.33 During operation of the Proposed Development potential impacts on the water environment include water quality deterioration through surface water runoff to watercourses. Impacts may also occur to waterbodies through installation of drainage outfalls and a crossing of Brereton
Brook. There could also be an increase in flood risk due to increased impermeable areas. In addition there will also be an increase in drinking and foul water demand.

1.9.34 An Outline Drainage Strategy has been prepared for the Proposed Development, incorporating separate systems for foul and surface water drainage. Sustainable Drainage Systems (SuDS) are incorporated to ensure that surface water is appropriately managed. Impacts on water features from the Brereton Brook crossing and drainage outfalls will be minimised with sensitive design.

1.9.35 The assessment concludes that there are no likely significant effects, provided that the identified mitigation measures are implemented. This includes additional inclusion of SuDS to provide further treatment upstream of proposed storage tanks, as in some areas there is not space to direct drainage through attenuation ponds prior to discharging to surface waterbodies. These additional SuDS are expected to take the form of permeable pavements or filter strips.

1.9.36 A preliminary Water Framework Directive (WFD) compliance assessment has also been undertaken, indicating that no deterioration or prevention of improvement is predicted for any WFD watercourse in the study area, provided that the appropriate mitigation measures are adopted as described in this chapter.

1.9.37 In addition, a WFD Enhancement Opportunity Plan has been included in the WFD Assessment which presents opportunities for improving the condition of Brereton Brook and other waterbodies (notably Borrow Pit Lake and Ornamental Lake) in terms of biodiversity, morphology and water quality. These opportunities would be discharged as conditions of any planning permission granted.

**Noise**

1.9.38 A noise and vibration assessment has been undertaken to determine the potential noise and vibration effects the Proposed Development may have on the area around the Site and the potential future receivers within the Site.

1.9.39 The assessment has been undertaken following the principles set out in the National Planning Policy Framework (NPPF) and Noise Policy Statement for England (NPSE).

1.9.40 A baseline survey was undertaken in December 2018 to establish the existing noise levels on site and to assist the validation of the computer noise model.
1.9.41 The Proposed Development will generate additional traffic in the area during both the construction and operational phase, and the effects of the additional noise emissions has been considered at a number of existing properties which are situated adjacent to the affected roads.

1.9.42 During the construction phase additional HGV movements will be generated due to the removal and delivery of material to and from the Site. A qualitative assessment has been undertaken of the likely noise and vibration impact associated with the construction phase of the Proposed Development. Specific details of the construction works are not available at this time but when they are confirmed a further assessment can be undertaken in accordance with British Standard (BS) 5288: 2009 Code of Practice for Noise and Vibration Control on Construction and Open Sites.

1.9.43 Mitigation measures have been outlined based on best practice measures presented in BS5288. These include the use of quiet working methods, location of noisy plant and screening plant to reduce noise, among others.

1.9.44 It is considered that, with mitigation in place, the residual effects at the existing dwellings within close proximity to the development are likely to be negligible and this will be limited to during the temporary period of construction works. Due to the nature and phasing would be likely that any impacts were intermittent dependent upon the specific construction works that are taking place.

1.9.45 A noise propagation model was constructed to assess the noise impact upon existing noise-sensitive receptors and to predict the noise levels within the development site and specifically related to the potential future residents.

1.9.46 The residual effect upon existing receivers due to the additional road traffic associated with the Proposed Development, is considered to be at the lowest level at which an effect might be felt and to be not significant.

1.9.47 The potential noise impact upon the proposed residential development from the local road network has been assessed. Further detailed assessment is required at the detailed design stage, this will involve an Acoustic Design Statement and any mitigation measures to ensure suitable levels of noise inside the proposed dwellings.

1.9.48 Any machinery associated with the commercial uses, such as air conditioning units, or any plant associated with the potential employment uses will be assessed against the guidance within
BS:4142 at the detailed design stage to ensure that any noise emissions do not have the potential to cause unacceptable noise impacts.

Ground Conditions

1.9.49 The ground conditions chapter assesses the potential impacts from land contamination both to the Proposed Development and to surrounding receptors, such as local residents.

1.9.50 There is historical ground investigation information available including a Phase I environmental assessment (desk study) from December 2016 and subsequent Phase II environmental ground investigations reported in 2017.

1.9.51 An outline Remediation and Reclamation Strategy (RRS) has been prepared which it is anticipated will be made a condition of planning permission.

1.9.52 Establishment of the baseline environment has involved reference to existing information sources, consultation with statutory bodies and other organisations, and fieldwork surveys.

1.9.53 The study area for the ground conditions assessment comprises the Site and an additional zone of 250 metres (m) from the Site boundary. A zone of 1 kilometre (km) from the Site boundary is considered for groundwater, surface water and water abstractions within the context of identifying potential receptors to any soil and/or groundwater contamination that may be present.

1.9.54 It is assumed that a detailed Construction Environmental Management Plan (CEMP) will be secured by a condition on the outline planning consent. This will be prepared in consultation with stakeholders to ensure compliance with legislative and industry best practice in relation to construction phase mitigation methods and environmental requirements.

1.9.55 Given the nature of the Power Station use there is generally a moderate/high potential for ground contamination to exist at the Site. However, testing of soil taken during the historical ground investigation works has not recorded significant contamination within the Site. In addition there are potentially contaminated sites located off-site in the study area that could interact with the Site including landfills, historical coal mining, and industrial sites.

1.9.56 In view of the mitigation proposed through the outline RRS and CEMP no significant adverse effects have been identified. However, there may be significant beneficial effects due to the planned remediation and reclamation of the Site, which will result in a positive improvement on the ground conditions.
1.9.57 There are not expected to be any significant effects on ground conditions when residents occupy the development as the design of the Proposed Development includes measures that would contain and control any releases of contaminants to the Site and its associated infrastructure when people move into the new properties.

**Landscape and Visual**

1.9.58 A Landscape and Visual Impact Assessment of the Proposed Development has been undertaken. The likely impact of the Proposed Development was assessed using 20 different viewpoints.

1.9.59 The Site currently consists of the former Rugeley Power Station ‘B’ and associated leisure facilities and ash lagoons. Following the consented demolition work the Site will comprise a large level brownfield site with elements of mature landscape, to including Borrow Pit Lake to the south east which is bound by mature woodland, and further landscape features within the former golf course to the north east. The existing landform and mature vegetation within the Site and immediate surroundings form a landscape buffer that limits the contribution the Site makes within the immediate landscape character and in views.

1.9.60 The majority of views into the Site are from adjacent to or in close proximity to the Site. Elevated views are possible over the Site from the Public Rights of Way to the north east, with further glimpsed views possible from Public Rights of Way and residential properties on elevated land to the west. There are other views from the surrounding landscape, but these are largely constrained by the mature vegetation within and surrounding the Site.

1.9.61 During construction, there would inevitably be a temporary change to the character of the landscape in the immediate vicinity of the Site, along with an intrusion on nearby viewpoints. This would be primarily as a result of large construction plant and machinery, along with the presence of partially completed built form of the Development.

1.9.62 Following completion, the Proposed Development would introduce a residential focused mixed used development set within a robust green infrastructure framework. This would change the character from that of a large scale brownfield landscape on the edge of settlement to that of an extended urban settlement edge. The development proposals have taken into consideration local planning policies, landscape character and features, and visual amenity. The new development has been designed to incorporate, where possible, all features of value and provide an extensive network of recreational routes, areas of public open space and green buffers between the Proposed Development and surrounding landscape.
1.9.63 After 15 years establishment the landscape will have matured within the Green Infrastructure, this would provide a softening and filtering the development. This would significantly enhance the landscape both within the Site and the wider area.

1.9.64 Most of the existing trees and woodland within the Site would be retained and protected during construction, before being integrated into the new landscape framework of the Proposed Development. The establishment of a robust Site wide green infrastructure would include the creation of a Riverside Park; retention of the two existing lakes; and provision of areas of public open space and recreational areas across the Proposed development. These areas would include hedgerow, tree and woodland planting that are strategically located to screen and soften the visual impact of the Proposed Development and reflect the wider landscape character.

1.9.65 Overall, no significant long term effects are considered likely to arise to the landscape character, landscape elements or views and visual amenity as a result of the Proposed Development.

**Transport and Access**

1.9.66 Primary vehicular access to the Proposed Development in the west will be from the A51 utilising the existing site access. In the east vehicular access will be from the A513 using a previously consented roundabout (planning reference - 17/00453/FULM).

1.9.67 The Site links into the extensive existing network of footways/cycleways in the surrounding area. Given the level of accessibility of the Site and the existing pedestrian infrastructure, it is considered that the site is accessible to pedestrians, and there are good opportunities to walk between the site, access public transport services and local facilities/amenities within the vicinity of the Site.

1.9.68 Public rights of way are remote from the Site and accordingly are unlikely to be adversely affected by the Proposed Development.

1.9.69 A number of bus services operate within Rugeley. The nearest bus stops to the site are situated on the A513 adjacent to the roundabout junction formed between the A513 and Priory Avenue towards the eastern end of the Site.

1.9.70 Rugeley Town and Trent Valley Railway Stations are located c. 1.5km west and c. 2km to the northwest of the Site respectively and can be accessed by walking or cycling.
1.9.71 The highway safety record of the local highway network was considered as part of this analysis. More detailed assessment of accident clusters has determined causations related to driver error rather than deficiencies in the existing highway layout.

1.9.72 The assessment has been carried out in relation to traffic data collected during 2018. This data has been grown to a 2023 forecast year for the purposes of construction traffic assessment and 2029 for the purposes of operational traffic assessment. The assessment also includes traffic generated by a number of agreed committed developments.

1.9.73 Development traffic has been calculated and distributed using industry standard tools and techniques.

1.9.74 The receptors considered in this analysis are highway users and land uses fronting the sections of highway in the study area.

1.9.75 Road links with a change in traffic flows of less than 30% (or 10% for sensitive links) were not considered further within the assessment as the change is considered negligible in line with industry standard guidance.

1.9.76 Heavy goods vehicle construction traffic movements are anticipated to reach the site via the A51. Calculated construction traffic impacts are forecast to be negligible, nonetheless mitigation measures shall be implemented through a CEMP. A cumulative assessment of the proposed construction activity has also been carried out and concludes that no further mitigation above that already identified is required.

1.9.77 During the occupation phase the changes in traffic flows have been assessed. The magnitude of impact across the study area is typically negligible warranting no further detailed assessment. Wolsley Road, Sandy Lane and Station Road were the only links that triggered a requirement for detailed assessment of specific traffic related environmental impacts.

1.9.78 The chapter includes a detailed assessment of individual environmental effects on each link; however, it is concluded that the magnitude of change in terms of traffic flow is typically likely to result in only negligible impacts when considering individual effects. The exception to this is the effect of severance and pedestrian delay on Station Road where moderate impacts are forecast.
1.9.79 The magnitude of change in terms of traffic flow is typically likely to result in only negligible impacts save in relation to the effect of severance and pedestrian delay on Station Road where moderate impacts are forecast.

1.9.80 The assessment of driver delay is carried out in relation to peak hour traffic flows at junctions. A total of four junctions are forecast to require mitigation following the introduction of development traffic and mitigation schemes have been proposed for each.

1.9.81 In addition to junction capacity improvements the proposed mitigation package includes a range of sustainable transport infrastructure and travel planning initiatives. These include:

- Pedestrian and cycle permeability with defined routes between the Site, Rugeley Town Centre, Rugeley Town Railway Station, Rugeley Trent Valley Railway Station and surrounding residential areas;

- Cycle parking to be provided at the site in line with locally adopted standards;

- A network of pedestrian and cycle routes throughout the Site;

- The layout allows for bus penetration to enable easy access to public transport services. It is envisaged that this will be delivered by either diversion of existing bus routes or provision of new bus route to better link the Site with key destinations such as Rugeley Town Centre, Rugeley Town Railway Station, Rugeley Trent Valley Railway Station;

- Provision of electric vehicle charging; and,

- Framework Travel Plan to promote and stimulate modal shift.

1.9.82 Following the delivery of the proposed mitigation package development impacts across the majority of the study area are forecast to be negligible. For those links and junctions upon which specific assessments have been carried out the level of adverse impact reduces to a minor level.

1.9.83 The proposed improvements to pedestrian and cycle infrastructure will result in an improvement to this infrastructure for both existing and proposed users. This is likely to have a positive impact in terms of the level of severance, pedestrian delay, pedestrian and cyclist amenity, fear and intimidation and accidents and safety for users of these links.
1.10  STRUCTURE OF THE ENVIRONMENTAL STATEMENT

1.10.1 The ES is structured as follows:

- Volume 1a: ES Main Statement
- Volume 1b: ES Main Statement Figures (including Plans)
- Volume 2: Technical Appendices
- Non-Technical Summary (NTS)

1.11  OPPORTUNITY FOR PUBLIC CONSULTATION

1.11.1 Should interested parties wish to make representations on the content of this ES and the planning application made to Lichfield District Council (LDC), they should be made in writing to:

Mr Michael Brown
Lichfield District Council
District Council House
Frog Lane
Lichfield
Staffordshire
WS13 6YY

1.11.2 Alternatively, representations can be made online by following instructions at:

https://www.lichfielddc.gov.uk/Council/Planning/Planning.aspx

1.11.3 Should interested parties wish to make representations on the content of this ES and the planning application made to Cannock Chase District Council (CCDC), they should be made in writing to:

Mr Glen Watson
Cannock Chase District Council
Civic Centre
Beecroft Road
Cannock
Staffordshire
WS11 1BG

1.11.4 Alternatively, representations can be made online by following instructions at:

https://www.cannockchasedc.gov.uk/residents/planning-building/development-control/10-view-planning-applications-and-make-comments
1.11.5 The ES is available to purchase from the Planning and EIA Consultants working on behalf of the applicant using the following address:

FAO Mark Sitch  
Barton Willmore  
Planning Department  
9th Floor, Bank House  
8 Cherry Street  
Birmingham  
B2 5AL

1.11.6 Table 3 sets out the costs related to the volumes of the ES available. The ES should also be available on the Local Planning Authority’s website.

Table 3: Environmental Statement Costs

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<thead>
<tr>
<th>Volume</th>
<th>Hard Copy</th>
<th>CD-ROM/DVD</th>
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<tr>
<td>1 Main ES Report</td>
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<td></td>
</tr>
<tr>
<td>2 Technical Appendices</td>
<td>Please enquire at above address</td>
<td>£5</td>
</tr>
<tr>
<td>3 Non-Technical Summary</td>
<td>Free of Charge</td>
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1.11.7 Requests should be made in writing to the above address.

1.12 PARAMETER PLANS

1.12.1 The Parameter and Application Plans on which the assessments have been based are listed below.

<table>
<thead>
<tr>
<th>Drawing Number</th>
<th>Drawing Title</th>
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<tr>
<td>01585_PP_01</td>
<td>Access and Movement</td>
</tr>
<tr>
<td>01585_PP_02</td>
<td>Land Use</td>
</tr>
<tr>
<td>01585_PP_03</td>
<td>Building Heights</td>
</tr>
<tr>
<td>01585_PP_04</td>
<td>Green Infrastructure</td>
</tr>
<tr>
<td>01585_PP_04</td>
<td>Illustrative Density</td>
</tr>
<tr>
<td>01585_S_003</td>
<td>Proposed Levels Plan</td>
</tr>
</tbody>
</table>
This drawing is for planning purposes only. It is not intended to be used for construction purposes. Whilst all reasonable efforts are used to ensure drawings are accurate, JTP accept no responsibility or liability for any reliance placed on, or use made of, this plan by anyone for purposes other than those stated above.

All contractors must visit the site and be responsible for taking and checking measurements on site. This drawing is not a substitute for Taking Off Surveys to be carried out by the Client's Quantity Surveyor.

Access and Movement Parameter Plan

Red Line - Application boundary
Blue Line - Other Land in the Applicant's control
Local Authority boundary
Vehicular, pedestrian/cycle site access
Primary road corridor
Vehicular, pedestrian/cycle site access
Red Line - Application boundary
Proposed Rail Way (including sustainable transport routes, pedestrian/cycle routes)
Existing sub-stations (including access
Primary School and playing fields (D1)
Built development areas
Primary road corridor
Existing sub-stations (including access

All features and areas are subject to a lateral tolerance of +/-15m unless stated otherwise.

Note: This red line and associated area shown in this plan are based on the developer's application and JTP accept no responsibility or liability for reliance placed on or made on this plan by anyone for purposes other than planning.
Red Line - Application boundary
Blue Line - Other Land in the Applicant's control
Local Authority boundary
Residential (C2, C3) - to include secondary and tertiary streets, footways/cycleways, incidental open space and attenuation pond/ basins
Mixed Use including residential (A1-A5, C1, C2, C3, D1, D2)
Employment Use (B1, B2)
Existing sub-stations (including access roads)
Open Space
Formal Open Space
Primary School and playing fields (D1)
Ground Mounted Solar Panels

Notes:
The red line and associated area shown in this plan is for the purposes of development control and planning only.
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+44 (0)20 7017 1780

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All features and areas are subject to a lateral tolerance of +/- 10m unless stated otherwise.

In this area of proposed residential development of up to 4 storeys, no more than 20% of the gross floor area (GFA) on each floor should not exceed 500 m²

In this area of proposed residential development of up to 5 storeys, no more than 10% of the gross floor area (GFA) on each floor should not exceed 500 m²

Proposed ground level

Existing sub-stations (including centre line along route shown)

Up to 2 storeys/ max.12m ridge height (from existing ground levels +/- 2m)

Up to 2.5 storeys/ max.12.5m ridge height (from existing ground levels +/- 2m)

Up to 3 storeys/ max.14m ridge height (from existing ground levels +/- 2m)

Up to 4 storeys/ max.16m ridge height (from existing ground levels +/- 2m)

Up to 5 storeys/ max.22m ridge height (from existing ground levels +/- 2m)

Local Authority boundary

Red Line - Application boundary

Blue Line - Other Land in the Applicant's control

Local Authority boundary

Up to 5 storeys/ max. 22m ridge height (from existing ground levels +/- 2m)

Up to 4 storeys/ max. 16m ridge height (from existing ground levels +/- 2m)

Up to 3 storeys/ max.14m ridge height (from existing ground levels +/- 2m)

Up to 2.5 storeys/ max.12.5m ridge height (from existing ground levels +/- 2m)

Up to 2 storeys/ max.12m ridge height (from existing ground levels +/- 2m)

Primary School and playing fields (D1)

Built development areas

Primary road corridor (with +/- 50m limit of deviation from centre line along route shown)

Erasable sub-divisions (including access roads)

Proposed ground level

Blue Line - Other Land in the Applicant's control

Red Line - Application boundary

Local Authority boundary

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All construction information should be taken from figured dimensions only.

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Any discrepancies between drawings, specifications and site conditions must be brought to the attention of the supervising officer.

Notes: This drawing is for planning purposes only. It is not intended to be used for construction purposes other than planning.

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Scale Bar: This drawing is at Scale @ A2. The scale bar at the top or bottom of the drawing is for guidance only and does not affect the registration of the plan.

Date: The date of this drawing is 01.10.19.

Client: The Client for this drawing is Rugeley Power Station.

Drawing No.: The drawing number is PP_03.

Revision: The revision number is P4.

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Revision: The revision number is P4.

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Note: The red line and associated area shown in this drawing are based on guidance provided by ENGIE. They are not responsible for adding to or altering for the purposes of planning, or for use in any other purpose other than planning.

Scale Bar: This drawing is at Scale @ A2. The scale bar at the top or bottom of the drawing is for guidance only and does not affect the registration of the plan.

Date: The date of this drawing is 01.10.19.

Client: The Client for this drawing is Rugeley Power Station.

Drawing No.: The drawing number is PP_03.

Revision: The revision number is P4.
This drawing is for planning purposes only. It is not intended to be used for construction purposes. Whilst all reasonable efforts are used to ensure drawings are accurate, JTP accept no responsibility or liability for any reliance placed on, or use made of, this plan by anyone for purposes other than those stated above.

Notes:
- All features and areas are subject to a lateral tolerance of +/- 10m unless stated otherwise.
- All contractors must visit the site and be responsible for taking and checking dimensions.
- Do not scale from this drawing.
- Illustrative Density Parameter Plan
- Application boundary
- Local Authority boundary
- Up to 35 dph
- Up to 40 dph
- Up to 50 dph
- Up to 60 dph
- Up to 70 dph
- Built development areas
- Primary School and playing fields (D1)
- Primary road corridor (with +/- 30m limit of deviation from centre line along route shown)
- Existing sub-stations (including access roads)

Note: The red line and associated area shown in this drawing are based on a boundary proposed by National Grid. If the land use extends beyond these areas, please contact the Land Use Planning Team at JTP for further guidance.

Any discrepancies between drawings, specifications and site conditions must be brought to the attention of the supervising officer.

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Rugeley Power Station

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