



# Stafford Western Access Route

## Environmental Statement Non-Technical Summary

**June 2015**



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## **Non-Technical Summary of the Environmental Statement**

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# Introduction

## The Environmental Statement

This document is the Non-Technical Summary of the Environmental Statement for the proposed Stafford Western Access Route herein referred to as 'the Scheme'.

An Environmental Statement (ES) is a detailed report of the findings of an Environmental Impact Assessment (EIA) of a proposed development. It describes the existing environmental conditions and then predicts the effects of the Scheme on both the man-made and natural environment. The ES also gives detail of the measures proposed to reduce any negative impacts of the Scheme on the environment.

The ES is issued in accordance with EC Directive 85/337 (as amended by Directive 97/11/EEC) as applied by Section 105a of the Highways Act 1980, as amended.

The Town and Country Planning (Environmental Impact Assessment) Regulations 2011 (as amended 2015) requires that for certain developments an EIA is undertaken. In some cases, owing to a development's type or scale, an EIA is mandatory (Schedule 1). In other cases developments that do not meet the threshold of a Schedule 1 application may still require an EIA owing to their potential to give rise to significant environmental impacts (Schedule 2).

The Scheme falls beneath the threshold for a scheme under which a Schedule 1 application is required however as the Scheme may impact on a series of environmentally sensitive sites, in particular Doxey and Tillington Marshes Site of Special Scientific Interest (SSSI) and the functional floodplain of the River Sow. Staffordshire County Council have commissioned this EIA on a voluntary basis

We would welcome your comments on the Scheme. If you would like to view the complete ES, it is available to be viewed free of charge at the location listed at the end of this document.

## The Proposed Scheme

Staffordshire County Council is seeking planning permission for development within the red line boundary (SWAR/PLANNING/02):

- Construction of new highway from Greyfriars Place to Doxey Road and Doxey Road to Martin Drive;
- Associated demolition of buildings at Saint Gobain; and
- Associated flood compensatory storage within Doxey and Tillington Marshes (SSSI).

The Highway Authority is permitted to carry out improvements within or adjacent to the existing local highway and therefore does not require planning permission for the areas within the blue line boundary (SWAR/PLANNING/02). This is in accordance with the Town and Country Planning (General Permitted Development) (England) Order 2015. This includes improvements and re-alignment of:

- Existing Doxey Road between West Coast Main Line and Castle Street, including provision of a new service road; and
- Greyfriars Place to A34 Foregate Street and along A34 Foregate Street to Browning Street.

The Scheme objectives are as follows:

- To provide high quality transport infrastructure required to deliver development in Stafford;
- Reduce congestion on routes into and around the town centre which act as a constraint on growth proposals; and
- Facilitate improved access by sustainable modes between housing growth areas and the town centre.

The Scheme will afford relief to Newport Road (east of Kingsway), Station Road, Chell Road, Foregate Street (south of the scheme) and Doxey Road. Although traffic is predicted to increase along some routes, overall performance of the local highway network will improve.

The Scheme will help to accommodate future development traffic in Stafford and, in particular, it will improve the access arrangements to proposed development sites in the West of Stafford that are included in the Adopted Local Plan. It will also enable the removal of through traffic from the town centre, creating improved conditions for bus services, pedestrians and cyclists and opening up further opportunities to provide complementary sustainable transport measures within and to the town centre.

The Scheme is illustrated in SWAR/PLANNING/05.

The new route will be a 1.2km, 7.3m wide, single carriageway road, between Martin Drive and A34 Foregate Street. It will be provided with a 3m wide shared footway/cycleway, good quality signage, lit to current design standards and subject to a 30mph speed limit. Key features of the Scheme include:

- A34 improved signal junctions at Browning Street and Foregate Street;
- New bridge over the River Sow;
- Viaduct over the River Sow flood plain;
- Complementary habitats created adjacent to the new road and Doxey and Tillington SSSI;

- New roundabout at the junction with Doxey Road and Sainsbury's;
- Service road for Doxey Road properties;
- Realignment of Doxey Road;
- Enhancements to the West Coast Main Line rail bridge;
- Roundabout at new junction with Doxey Road;
- At-grade crossing of redundant rail sidings;
- Fourth arm at existing Martin Drive junction; and
- Flood compensation area within Doxey and Tillington Marshes SSSI.

### **Construction**

The scheme will be delivered in three sections as shown on drawing SWAR/PLANNING/07:

**Section A:** A34 Foregate Street to Timberfield Road/Doxey Road Junction (approximately 700 metres)

**Section B:** Along Doxey Road from Timberfield Road up to and including Doxey Road Rail Bridge (approximately 160m)

**Section C:** Doxey Road (west of the Rail Bridge) to Martin Drive, Castlefields (approximately 320 metres)

The anticipated construction period for Sections A and B is April 2016 to December 2017 and Section C is expected to be completed by September 2018 in association with an early phase of new housing. This has been based on Stafford Borough Council's Local Plan housing projections.

## Environmental Effects

The impact of the proposals has been considered for both the natural and man-made environment. The Scheme design aims to avoid impacting on the local environment as far as it is practical to do so. Measures have also been included in the Scheme design to make improvements to the local environment where this is possible. The following sections summarise the environmental impacts, both positive and negative, and indicate the proposals to manage and improve the environment around the Scheme.

### Construction Effects

During construction, impacts would initially result from vegetation clearance where tree removal is required leading to habitat loss. In addition, the Scheme will require the demolition of the non-designated Universal Factory (Saint Gobain) office building on Doxey Road, and an area of site designated for nature conservation, already subject to damage, will be permanently lost with replacement and enhancement provided as part of the Scheme.

Environmental effects that can occur during construction of a scheme of this scale could include:

- Construction noise and vibration;
- Generation of dust;
- Deposition of mud on roads;
- Accidental spillage of fuels, oils or other materials;
- Visual intrusion;
- Impacts on ecology and cultural heritage features;
- Driver Stress; and
- Severance and travel times for pedestrians and cyclists.

These have been considered in detail as part of the EIA, of which details follow in the sections below. Construction environmental impacts will be controlled and minimised through good site practice and dedicated environmental management, including a Construction Environmental Management Plan (CEMP). Areas of land required temporarily during construction would be returned to original use or landscaped after completion of construction. Throughout the construction works, liaison would be undertaken with the relevant authorities and local residents to keep them informed of the planned activities and respond to any comments and queries which arise.

Mitigation measures required to offset the impact of delays to drivers during construction are provided in the Vehicle Travellers Chapter.

### **Operational Effects**

Upon completion of the Scheme, the new road will open to the public for general use.

Environmental effects that can occur from traffic flow changes during the Operation of a road scheme of this scale include:

- Potential for consequence to noise and air quality;
- Effects from routine maintenance / management practices, including landscape and vegetation management;
- Potential light spill from new road lighting;
- Impacts on landscape; and
- Journey quality for all road users.

These have been considered in detail as part of the EIA, of which details follow in the sections below. Environmental impacts of scheme operation will be controlled and minimised by design and incorporation of mitigation measures identified during EIA. Effects have been predicted and then measures put in place to remove or reduce the impact wherever possible.

### **Ecology and Nature Conservation**

Ecological resources that have been considered as part of the Ecology and Nature Conservation assessment include Doxey and Tillington Marshes (SSSI). A small area of the existing SSSI would be permanently lost to accommodate the Scheme. Most of this is, however, currently classified as destroyed and is occupied by a car park. The Scheme provides the opportunity to restore this destroyed SSSI, and adjacent land, to habitats complementary to Doxey and Tillington Marshes SSSI. The proposed Flood Compensation Area will also provide habitat improvements to the SSSI.

Restoration, as agreed in principle with the Environment Agency and Staffordshire Wildlife Trust, will be a mix of wet woodland and scrub with associated swamp and ditches using the existing SSSI habitats as a template for restoration. The area of restored and new habitat created would be at least equivalent to that permanently lost as a result of the Scheme, culminating in a neutral/ minor beneficial effect on the habitats of Doxey and Tillington Marshes SSSI once planting has matured.

Construction will entail minor impacts on SSSI habitats adjacent to the route and the proposed Flood Compensation Area. Impacts will be minimised through adherence to good working practices and fully mitigated through habitat restoration. During Construction, noise from the road building works is likely to disturb breeding and wintering birds within the SSSI. This will be minimised through artificial screening/fencing and by timing works to avoid the most sensitive periods wherever possible. These effects will be a temporary during construction only. No significant operational adverse effects on the SSSI have been identified. Nevertheless, due to the uncertainties associated with the assessment of noise impacts of different bird species, a 5 year post construction monitoring of the SSSI breeding and wintering bird populations is proposed.

Other habitats and protected species outside of the SSSI have also been evaluated including aquatic, broadleaved woodland, poor semi-improved grassland, swamp, broadleaved plantation, bats, breeding and wintering birds, badgers, amphibians and reptiles. Replacement planting, additional grass verges, a Sustainable Drainage System (SuDS) and the inclusion of swamp habitat in the restoration proposals of the destroyed area of SSSI have been incorporated into the design to offset habitat loss in the long term. The bat boxes removed in the demolition of the buildings within the Saint Gobain site will be replaced as part of the proposals.

Construction activities will be managed to avoid light spill and disturbance to protected species through a CEMP and precautionary working approaches. In particular, timing of the works would avoid the most sensitive periods wherever possible. Measures have also been proposed to mitigate operational effects on protected species. For example, a toad and mammal tunnel located at the disused rail bridge (SJ 915 234) has been incorporated into the design to allow animals to cross the road safely during operation of the Scheme and new lighting will be fitted with flat glass to reduce light spill.

In summary, the Scheme has been designed to avoid or minimise impacts on ecological resources and measures have been proposed to reduce, mitigate and offset ecological impacts both during construction and operation of the Scheme. With these measures in place there would be no residual significant adverse effects and it is anticipated that the Scheme will have a positive impact on SSSI habitats and an overall neutral effect on protected and priority species.

## **Drainage and the Water Environment**

The assessment of drainage and the water environment considers the effects to all rivers, streams, drainage ditches, and groundwater likely to be effected by the Scheme. This process shows that the construction and operation of the road would not result in any adverse impacts on the water resources of the local area.

The design of the proposed highway drainage systems, new culverts, channel diversions and floodplain compensation will be in accordance with the Design Manual for Roads and Bridges (DMRB) and Environment Agency consultation. Construction of the Scheme would be carried out under the control of a CEMP, to ensure compliance with current planning policies/regulations for the protection of water resources.

The breaking up of the car park and restoration of the area to marshland is considered to be a positive effect from the Scheme as it will allow more infiltration of rainwater in an area of marshland SSSI. A flood compensation area is proposed located within Doxey and Tillington Marshes SSSI around 2km northwest of the Scheme adjacent to the River Sow. Flood modelling was undertaken to assess the flood risk associated with the Scheme and the proposed flood compensation area. The results show a net (although small) reduction of properties at risk of flooding.

### **Landscape and Arboriculture**

The Scheme utilises a combination of brownfield land, existing highway alignments and the southern fringes of open space associated with the meandering route of the River Sow and with the Doxey and Tillington Marsh SSSI.

During construction, significant landscape effects are limited to the Ancient Clay Farmlands which borders the Scheme immediately to the north and encompasses Doxey and Tillington Marshes SSSI. With the addition of woodland planting this would be diminished by the time the Scheme is in operation.

Of seventeen representative viewpoints used to assess the visual impact on the Scheme, eleven would not experience views of the Scheme. In the first year of operation viewers at four locations would experience a slight adverse effect, and the remaining viewpoints will experience a neutral or slight beneficial effect. With the use of landscaping and mitigation after 15 years of operation the impact of the works would be further reduced.

There are a number of mature trees (20-40 years old) located close to Doxey Road and adjacent to the River Sow. Where possible these would be retained, if removed compensatory planting would be required.

The Scheme would not result in significant harm to landscape or visual amenity within the study area and the urban edge of Stafford and there would be some beneficial effects on landscape and townscape character as a result of redevelopment of areas of derelict land and introduction of structure planting.

### **Cultural Heritage**

The assessment of Cultural Heritage has considered archaeological remains, historic buildings, and the historic landscape.

### Archaeology

While there are no designated archaeological heritage assets recorded within the area of the scheme or the surrounding vicinity, several areas of archaeological potential were identified on the site and the scheme has the potential to directly impact on archaeological assets. It has been agreed that the appointed archaeological consultant will prepare an Archaeological Strategy to detail the scale of archaeological works and the methodologies, standards and guidance to be followed. This Strategy will be prepared in close consultation with the County Council's Principal Archaeologist and, where appropriate the Historic England Regional Science Advisor for the West Midlands.

### Built Heritage

There are sixteen designated historic building assets within the study area. The majority of these assets will not be directly impacted by the proposed scheme and indeed, the improved traffic flows may result in a reduced impact on the designated historic buildings and their setting during the operation of the scheme. However, the cultural heritage assessment has indicated two 19th century structures (a brick bridge and a brick sluice) which might experience a slight adverse impact following mitigation. The undesignated Universal Factory (Saint Gobain) complex on Doxey Road will be demolished as part of the Scheme; this significant impact will be mitigated through the preparation of a detailed Level 2 Building Recording in advance of any dismantling works. The details of this study will be contained within the Archaeological Strategy.

Two designated Conservation Areas (Foregate and St. George's) are classed as receptors of high importance. During construction works there may be a slight adverse effect upon the historic character of these areas, however, it is considered that once the Scheme is complete, changes in traffic flow and overall traffic volume may result in a slight beneficial effect on these sensitive areas of historic character.

### Historic Landscape

The Scheme extends across six Historic Landscape Character Areas (HLCA) with a seventh (Victoria Park) lying immediately to the southeast of the Scheme. The Scheme is anticipated to have a slight adverse effect on the Doxey Marshes and Sow Valley HLCAs and a slight beneficial effect is anticipated at Victoria Park as a result of reduced traffic congestion in the town centre. No further effects are anticipated to HLCAs.

### **Noise and Vibration**

During the construction works, noise will be generated by the operation of plant and activities such as vegetation clearance and excavation works. Good practice measures and temporary noise barriers will be adopted to alleviate construction noise to nearby residential properties; however, residual construction noise is

anticipated to be above thresholds for short periods of time in the immediate vicinity of the works.

The operation of the Scheme will have a limited effect on road traffic noise levels, with negligible increase in noise across the majority of the Scheme. Several properties are anticipated to experience an increase in noise levels as a result of the Scheme.

### **Geology, Soils and Contamination**

For the most part the Scheme would be constructed on Glaciofluvial Sheet Deposits (Sand and Gravel) or Alluvium (Clay, Silt, Sand and Gravel). Peat deposits are also confirmed across the development area. It is considered that the superficial deposits are unsuitable for the foundations of the proposed viaduct and there is a potential compressibility and settlement risk that could occur following construction of the embankment on the peat deposits. Piles are therefore required for the construction of the Scheme.

On the basis of soil sampling and consideration of the past and present land uses of the area, there is low potential for encountering contaminated land on site, however further soils testing and ground gas monitoring will be undertaken prior to construction and appropriate remedial measures put in place if necessary.

Waste Management issues will be considered as part of a Site Waste Management Plan (SWMP, Appendix 2.3 of Environmental Statement), which would be developed prior to construction by the appointed contractor. Although a SWMP is not a statutory requirement, it follows best practice and ensures waste issues are dealt with in an appropriate and sustainable matter.

### **Air Quality**

The demolition activities associated with the construction of the Scheme have been identified as a potential air quality issue. With the application of good practice construction control measures it would be possible to reduce the impacts of dust at all potentially sensitive receptors e.g. local residential properties. Overall with these measures in place the works should not have a significant effect on human health or Doxey and Tillington Marshes SSSI.

An air quality assessment has been carried out based on modelled traffic data. The results show that emissions of CO<sub>2</sub> within the Scheme in the opening year. However, the operational phase of the proposed Scheme is expected to have a negligible to slight beneficial impact on human health and the pollutant concentrations would be below air quality criteria. It can be considered that the Scheme would not have a significant effect on air quality.

There would be an increase in concentrations of nitrogen oxides and nitrogen deposition rates in a zone of the SSSI adjacent to the road as a result of the Scheme. The habitats affected by raised levels are, however, not thought to be highly sensitive to increase in nutrient levels; therefore the increase predicted is not expected to result in a significant adverse effect.

### **Pedestrians, Cyclists, Equestrians and Community Assets**

The impacts on these users have been considered in terms of journey length, amenity and severance for the forecast years of 2018 and 2033. The study area does not contain a known horse culture and the urban character is unlikely to be attractive to equestrian users.

During construction there will be two pedestrian diversions resulting from the temporary closure of footpath 46 and on the Doxey Road adjacent to Castletown which will have a slight negative impact. Scheme construction is not expected to require any further pedestrian and cyclist diversions.

Once the scheme is built, the new route between the Doxey Road and Foregate Street will provide small journey length benefits for over 1700 households when travelling to Madford Retail Park and the adjacent area. A number of roads will experience increases in traffic flow that will cause severance for pedestrians crossing the road. New pedestrian and cyclist crossing facilities will be provided to mitigate this impact although slight residual negative impacts will remain. An increase in traffic flows will also lead to a reduction in amenity in terms of noise, dirt and exposure to traffic. Mitigation cannot be provided in an urban environment as pedestrians and cyclists need to travel alongside the road to access homes, services and facilities and to provide informal surveillance. Mitigation is not available for noise and landscape quality impacts to the level of amenity for users of the Isabel Trail and footpath 46.

The scheme will provide pedestrian and cycle facilities along the route and provide safer connections to the National Cycle Network on the Doxey Road.

### **Vehicle Travellers**

The Scheme has been designed to help accommodate future development traffic and reduce congestion in the town centre as part of a wider package of measures outlined in the Stafford Borough Integrated Transport Strategy.

The Scheme is anticipated to reduce driver stress on the wider local highway network. Drivers will experience enhanced views of the Doxey and Tillington Marshes SSSI with open views of the marshes along the whole route. High quality signage and road layout will be an essential part of the Scheme to avoid driver frustration and fear of accidents.

Drivers will experience some delay during parts of the construction period, and mitigation measures will be put in place to help offset the impact of these delays.

## Planning Policy

The Scheme has been identified as key infrastructure in the new Local Plan to 2031 – ‘The Plan for Stafford Borough’ that was adopted in June 2014. The Scheme is specifically required to deliver Policy Stafford 1 – Stafford Town and Policy Stafford 3 – West of Stafford.

Consideration has been given to key national and local planning policy guidance. The Scheme has been designed, where practicable, to avoid or minimise environmental impacts through mitigation measures in accordance with policy.

## Summary of Environmental Effects

The table provided on the following page summarises the specific environmental effects of the Scheme proposals relating to the environmental constraints.

**Environmental Effects Summary Table:**

<b>Environmental Aspect</b>	<b>Potential Impacts</b>	<b>How the Effect Would be Reduced</b>	<b>Long Term Effect on the Environment</b>
Ecology and Nature Conservation	Habitat loss including Doxey and Tillington Marshes SSSI, Aquatic Habitats, Broadleaved Woodland, Poor Semi-improved Grassland, Swamp, Broadleaved Plantation.	Unnecessary disturbance and loss of habitats is to be avoided. In addition, effected habitats would be replaced and restored where practical.	With these measures in place a beneficial impact is anticipated for all assessed habitats with a moderate beneficial effect anticipated to Doxey and Tillington Marshes SSSI.
	Potential disturbance to and injury/death of protected species during construction and operation of the Scheme.	To avoid disturbance to and injury/death of protected species construction activities will be managed through a CEMP and precautionary working approaches. Specific measures have also been proposed to mitigate operational effects.	With the mitigation measures in place a neutral effect is anticipated on protected species.

<b>Environmental Aspect</b>	<b>Potential Impacts</b>	<b>How the Effect Would be Reduced</b>	<b>Long Term Effect on the Environment</b>
Drainage and the Water Environment	Drainage and the water environment will be modified as a result of the Scheme. Realignment of Broad Meadow Drain and excavation of the flood compensation area has the potential for a slight to moderate adverse effect on surface water quality.	Site specific methodologies would be put in place for the realignment of Broad Meadow Drain, reproofing of Doxey Drain, and the placing of excavated material within Creswell Flash. The construction of a flood compensation area and the addition of SuDs will be included where practicable.	There would be no adverse effects to local water resources during construction or operation. The reinstatement of an area of marshland is considered to be a positive effect as a result of the Scheme with regards to groundwater.
Landscape	Landscape character and views would be modified through the removal of vegetation and the introduction of the new road layout.	Impacts on landscape character would be minimised through landscaping measures which will include woodland and semi-ornamental tree and scrub planting. This will partially screen views of the Scheme.	No significant adverse effect on landscape or visual receptors. A beneficial effect on the landscape/ townscape character is expected as a result of the redevelopment of areas of derelict land and the introduction of structure planting.
Cultural Heritage	Archaeological assets have been identified within the study area and further archaeological remains may be present within the site. There are a number of heritage receptors in proximity to the works with Universal factory and two 19 <sup>th</sup> century structures	A detailed archaeological strategy and phased programme of archaeological investigation as well as supervision of works by an archaeologist would be utilised where appropriate. Fencing off of effected historic buildings. Landscaping of the Scheme will provide	A slight adverse effect on archaeological and heritage receptors would be expected to remain. Works are anticipated to have a slight beneficial effect to Victoria Park and a number of historic buildings.

<b>Environmental Aspect</b>	<b>Potential Impacts</b>	<b>How the Effect Would be Reduced</b>	<b>Long Term Effect on the Environment</b>
	(a brick bridge and possible brick built sluice) experiencing potential adverse effects.	some screening as vegetation matures.	
Noise and Vibration	Increased noise levels affecting residential properties during construction works and operational road traffic.	Temporary noise barriers and best practise working methods to be detailed in a CEMP.  No additional measures are proposed for noise levels during operation.	The majority of residential areas are predicted to experience negligible increases in noise levels; however, some receptors will experience minor to major increases in noise levels as a result of increased traffic flows. A number of properties are expected to experience a decrease in noise levels.
Geology, Soils and Contamination	There is potential to encounter contaminated land. This could lead to the contamination of landscaping areas and the dieback of vegetation. Works have the potential to result in the reduction in ground water and surface water quality.	Extensive ground investigation works and testing has been undertaken predominantly in the central and western areas which is currently being reviewed to inform detailed design and quantitative risk assessment. Good practice guidelines will be followed throughout construction. Design of drainage system will minimise effects of spillage during operation.	All potential adverse effects are reduced to negligible following mitigation.
Air Quality	Demolition and excavation activities associated with	Good practice guidelines and a Dust Management Plan will be utilised	There will be a negligible to slight beneficial effect to local residents. An

Environmental Aspect	Potential Impacts	How the Effect Would be Reduced	Long Term Effect on the Environment
	<p>construction of the Scheme are expected to produce large amounts of dust. Potential increase in road traffic emissions during operation.</p>	<p>during construction.</p> <p>No mitigation measures are proposed for road traffic emissions.</p>	<p>increase in NOx concentrations and nitrogen deposition rates at the SSSI is anticipated.</p> <p>However, as the area of SSSI affected by nitrogen deposition supports scrub and fen habitats which are not considered to be highly sensitive to increases in nitrogen levels the effect is not considered significant.</p>
<p>Pedestrians, Cyclists, Equestrians and Community Assets</p>	<p>Slight reduction in journey length when accessing Madford Retail Park. Positive and negative impacts on amenity at different locations. Creation of moderate or severe severance at 8 locations. Relief from severance at 5 locations.</p>	<p>A number of signalised and informal crossings are proposed along the scheme and affects roads to reduce severance by minimising delay.</p>	<p>Slight negative residual impact for severance as the delay and inconvenience to pedestrians and cyclists will still be more than at present with the mitigation in place. Amenity impacts in terms of noise, dirt and exposure to traffic will remain.</p>
<p>Vehicle Travellers</p>	<p>Views from the road will change as a result of the Scheme. Driver stress will change as a consequence of both the Scheme and the cumulative impact of significant housing and employment growth proposed</p>	<p>Landscape planting without restricting views from the road.</p> <p>Driver stress during construction will be mitigated through appropriate traffic management.</p> <p>The Scheme will reduce traffic flows on town centre</p>	<p>Views of the Doxey and Tillington Marshes SSSI will be opened up, providing a more pleasant driving experience long term.</p> <p>The Scheme will be delivered as part of a wider package of measures as proposed in the Stafford Borough Integrated Transport Strategy</p>

<b>Environmental Aspect</b>	<b>Potential Impacts</b>	<b>How the Effect Would be Reduced</b>	<b>Long Term Effect on the Environment</b>
	in the Local Plan.  There will be higher 'driver stress' experienced without delivery of the Scheme.	roads.	2013 (to be delivered by 2033). This will help mitigate traffic levels which has been assessed as part of the evidence for The Plan for Stafford Brough

## Viewing the Environmental Statement

You can view the Planning Application and Environmental Statement free of charge during normal office hours from 09:00 until 17:00 at the following locations:

Staffordshire County Council  
Stafford Western Access Route Design Team  
Floor 3, Staffordshire Place 1  
Tipping Street  
Stafford  
ST16 2DH

Online by following the link: [www.staffordshire.gov.uk/westernaccess](http://www.staffordshire.gov.uk/westernaccess)

A copy of the ES may be purchased in printed form for £100 or in digital form on a CD for £20, by writing to the above address. The Environmental Statement is available to view freely at the Staffordshire County Council Planning Department at the above address.

### Your Views

Your views are important. If you wish to support, comment on, or object to the proposed development, you can write to Staffordshire County Council as part of the Planning Application consultation.

The information you send us may need to be passed to colleagues within the Council, or agents acting on our behalf. We will assume that you are content for us to do this. Please ensure that if you want your name or response to be kept confidential, you state this clearly in your response. Confidential responses may be included in any statistical summary of numbers of comments received and views expressed.

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