A19 Moor Farm Junction

Non-Technical Summary of the Environmental Assessment

NH608162-ACM-EGN-ZZ-TN-ZN-200001
P03

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1. Introduction

1.1.1. National Highways is considering improvements to the A19 Moor Farm Junction located approximately 11 kilometres (km) north of Newcastle in the administrative area of Northumberland County Council (NCC).

1.1.2. The existing A19 Moor Farm Junction experiences a range of traffic issues. This includes congestion and capacity issues which affect journey speeds and journey time reliability on the A19, safety concerns due to accident clusters at the junction approaches, and inadequate provisions for pedestrians and cyclists leading to accessibility problems and severance. In addition, there are a number of developments proposed in the local area which will lead to further junction capacity and traffic congestion issues.

1.1.3. Given these identified problems, National Highways is investigating options to improve journeys through the A19 Moor Farm junction, including full or partial grade separation, meaning traffic would be able to pass over the junction on a raised structure without having to stop.

1.1.4. The A19 Moor Farm Junction improvement scheme (herein referred to as 'the Project') comprises a National Highways Major Project and is identified in the Road Investment Strategy 3: 2026 - 2031 (RIS3) published on 26 March 2026 (Department for Transport (DfT), 2026[1]) in the 'Enhancements Pipeline'. This means that National Highways will develop the A19 Moor Farm Junction proposals during RIS3, but construction would occur after 2031 (subject to approval and funding).

1.1.5. As a Major Project, the Project is required to progress through the National Highways Project Control Framework (PCF) illustrated in Plate 1.

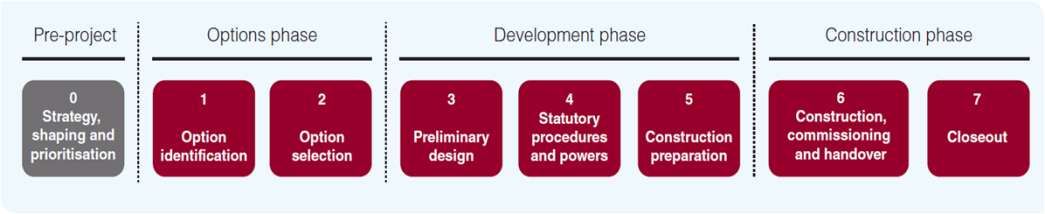


Plate 1: Major Project Life Cycle (Highways England, 2018[2])

1.1.6. The Project is currently at PCF Stage 2 referred to as the 'Option selection stage' – this involves identifying Project options and presenting them to the public and stakeholders.

1.1.7. During PCF Stage 1, an environmental assessment was undertaken which investigated likely environmental impacts associated with a range of potential options (refer to Section 4). The options now being considered and consulted upon are referred to as Options D and E and are described in Section 2 (refer to **Figure 1** in **Appendix A**). The aim of this Non-Technical Summary of the Environmental Assessment is to provide details of the potential environmental impacts associated with Options D and E which will assist the public and stakeholders to provide informed feedback during the consultation process.

1.1.8. Section 6 herein details the next steps to Project progression following completion of public consultation, including future environmental assessment stages.

[1] Road Investment Strategy 3 (RIS3): 2026 to 2031 (DfT, 2026)
[2] Project Control Framework Handbook (Highways England, 2018)

2. The Project

2.1. Project Options

2.1.1. Project Options D and E are illustrated in **Figure 1** (refer to **Appendix A**) and described in the sections below. The arrangements as described will be subject to further review following completion of public consultation.

Option D

2.1.2. Option D comprises grade-separation of the A19 Moor Farm Junction whereby the A19 mainline carriageway (two lanes in each direction) would be elevated over a reconfigured roundabout.

2.1.3. The proposed works include expansion of the existing roundabout to make space for the new overpass, along with construction of new bridges, embankments and retaining walls to support the elevated sections of the A19. Two structures to the east of the roundabout would need to be extended to enable the addition of slip roads to the existing A19 carriageways, namely the Mill Lane underbridge (located approximately 380 metres (m) to the east of the roundabout) and the Seaton Burn culvert (located approximately 650 m to the north of the roundabout).

2.1.4. The proposed roundabout (with four lanes) would enable access to the A19 eastbound and westbound, the A189 southbound and northbound, the B1505 Broad Law to the south-west and access onto the A1171 and B1505 via a mini-roundabout located to the north-west of the roundabout. The alignment of the A1171 and the B1505 would be moved slightly north to provide space for the new overpass. To the west of A19 Moor Farm Junction, the existing A19 westbound diverge slip to Dudley Lane would be removed. Traffic bound for Dudley Lane would instead exit the A19 at the A19 Moor Farm Junction and follow the B1505 Broad Law.

2.1.5. Walking, cycling and horse riding (WCH) routes will be reviewed following public consultation, taking account of feedback from local users and stakeholders. The current alignment on the western side of the junction is expected to be upgraded to include a shared walking and cycling path, which would go underneath the new bridge structure and would be wider than the current provision. These changes would improve connectivity for active travel users.

Option E

2.1.6. Option E proposes an elevated free-flow link (two lanes) from the A19 westbound onto the A189 northbound, plus an at-grade free-flow link (two lanes) from the A189 southbound to the A19 eastbound. These free-flow links would mean that traffic travelling between the A19 and A189 would not pass though the roundabout. Traffic staying on the A19 would keep using the existing junction. With some traffic movements taken off the roundabout, it would run with less congestion, and thus queueing and delays would be reduced.

2.1.7. The proposed works include the construction of a new bridge to carry the northbound free-flow link over the existing roundabout, along with associated embankments and retaining walls to support the elevated free-flow sections. A new bridge/ culvert would carry the at-grade free-flow link over Cramlington Stream, which flows into the disused Seghill Reservoir. Three existing structures would need to be extended to enable the addition of slips roads to the existing A19 and A189 carriageways - these are the Mill Lane underbridge (located approximately 380 m to the east of the roundabout), the Seaton Burn culvert (located approximately 650 m north of the roundabout) and a bridleway which passes under the A189 (located approximately 680 m north of the roundabout).

2.1.8. WCH routes will be reviewed following consultation, taking account of feedback from local users and stakeholders. The current alignment on the western side of the junction is expected to be upgraded to include a shared walking and cycling path, which would be widened and have signalised crossing points. These changes would improve connectivity for active travel users.

2.2. Development Programme

2.2.1. Subject to planning approval of the selected Project option and confirmation of funding, it is currently assumed that selected Project option construction would likely commence in 2032 and last for approximately 36 months. The selected Project option is thus anticipated to be open for traffic in 2035. The Project option development programme is subject to ongoing review and confirmation.

2.3. Project Objectives

2.3.1. The strategic driver for the Project is to enable sustainable economic growth and accommodate planned housing development across Northumberland and North Tyneside by reducing journey times and improving freight journey time reliability at the A19 Moor Farm Junction for both current and anticipated traffic demand.

2.3.2. Project-specific objectives are as follows, noting that these are subject to ongoing review:

- Support economic and housing growth in the region by improving the flow of traffic along the A19 and between the A189 and the A19 at the A19 Moor Farm Junction;
- To improve safety at the A19 Moor Farm Junction; and
- Improve WCH access at the A19 Moor Farm Junction.

2.3.3. In addition to these objectives, the selected Project option must also achieve the stated strategic objectives from the Highways England[3] Licence (DfT, 2015[4]) to *"minimise the environmental impacts of operating, maintaining and improving its network and seek to protect and enhance the quality of the surrounding environment"*.

[3] Now National Highways
[4] Highways England: Licence (DfT, 2015)

3. Alternatives

3.1.1. A wide range of options at the A19 Moor Farm Junction have been considered, with some of these options also considering grade separation opportunities at the A1/ A19 Seaton Burn Interchange located approximately 3.5 km to the west of the A19 Moor Farm Junction and which provides a connection to the north and south via the A1 and to the east via the A19.

3.1.2. Options that were subject to investigation during PCF Stage 1 are shown in **Figure 2** (refer to **Appendix A**) and described as follows:

- **Option A:** Grade separation of A19 to A19 traffic movements with a dumbbell junction configuration (two roundabouts connected by a single bridge over the highway) at the A1/ A19 Seaton Burn Interchange and grade separation of A19 to A19 traffic movements at the A19 Moor Farm Junction (e.g. Option D as described in Section 2.1);
- **Option B:** Grade separation of A19 to A1 traffic movements at the A1/ A19 Seaton Burn Interchange and grade separation of A19 to A19 traffic movements at the A19 Moor Farm Junction (e.g. Option D as described in Section 2.1);
- **Option C:** Grade separation of A19 to A1 traffic movements at the A1/ A19 Seaton Burn Interchange and grade separation of A19 to A189 (north) traffic movements at the A19 Moor Farm Junction (Option E as described in Section 2.1);
- **Option D:** as described in Section 2.1; and
- **Option E:** as described in Section 2.1.

3.1.3. The PCF Stage 1 work revealed that the A1/ A19 Seaton Burn Interchange does not experience as severe traffic congestion as the A19 Moor Farm Junction, and that just implementing improvements at the A19 Moor Farm Junction had the strongest business case for investment. As a result, only Options D and E at the A19 Moor Farm Junction have progressed into PCF Stage 2 and are being taken to public consultation.

4. Assessment of Likely Significant Effects

4.1. Baseline Environmental Conditions

4.1.1. The A19 Moor Farm Junction is located within a semi-rural environment, with arable farmland to the north-east and south-east, Valley Park to the north-west (public open space with associated woodland), with a retail and commercial estate (including petrol station, McDonald's restaurant, Beefeater restaurant and Newcastle Gosforth/ Cramlington Premier Inn) located to the south-west accessed off Broad Law. Nearby residential areas include Cramlington to the north-west of the junction, East Cramlington to the north-east (including the Northumbria Specialist Emergency Care Hospital), Dudley and Annitsford to the south-west, and Seghill to the east.

4.1.2. Key environmental constraints located in the vicinity of the A19 Moor Farm Junction are detailed in **Table 1** and illustrated on the environmental constraints plan provided as **Figure 3** (refer to **Appendix A**).

Table 1: Key Environmental Constraints in the Vicinity of the A19 Moor Farm Junction

Discipline	Key Environmental Constraints
Air quality	• Residential properties within Annitsford, Dudley, Cramlington, Fordley, Seghill and Southfield Lea; the Cragside Church of England Primary School to the west of the B1505; the Northumbria Specialist Emergency Care Hospital east of the A189; the Newcastle Gosforth/ Cramlington Premier Inn located approximately 127 m south-west of the junction. • Sensitive ecological receptors, the closest being the Annitsford Pond Local Nature Reserve (LNR) and Local Wildlife Site (LWS) located approximately 430 m south-west of the junction.
Cultural heritage	• 104 heritage assets within 1 km of the options. • One Scheduled Monument (Enclosure 600 yds (540 m) NE of Burradon House) located approximately 650 m south-east of the Project options. • Eight grade II Listed Buildings located within 1 km of the options, the closest being the Church of St. John the Baptist approximately 160 m north of the junction.
Landscape and visual	• Valley Park located to the north-west of the junction designated as public open space. • Tree Protection Orders (TPO) covering a group of trees in Valley Park and a number of isolated trees west of the A189. • Project options are partly located within the Tyne and Wear Green Belt. • Visual receptors, including residents in Annitsford, Dudley, Cramlington, Fordley, Seghill and Southfield Lea, as well as scattered dwellings and farms.
Biodiversity	• The Northumbria Coast Special Protection Area (SPA) and Northumbria Coast Ramsar site located approximately 6.55 km to the east of the Project options. • The Northumbria Marine SPA located approximately 6.2 km north-east of the Project options. • Arcot Hall Grassland and Ponds Site of Special Scientific Interest (SSSI) located approximately 1.46 km north-west of the junction. • Annitsford Pond LNR and LWS located approximately 430 m south-west of the junction.
Soils	• Agricultural soils to the north-east and south-east of the junction.
Noise and vibration	• Residential properties in Annitsford, Dudley, Cramlington, Fordley, Seghill and Southfield Lea. • Cragside Church of England Primary School, St John the Baptist's Church, St Paul's Church, Fordley Community Primary School, Seghill First School, Cramlington Learning Village, Northumbria Specialist Emergency Care Hospital. • Two Noise Important Areas[5] (NIAs) are located within 1 km of the junction.

[5] Noise Important Areas are designated residential 'hotspots' experiencing the highest 1% of environmental noise levels from major transport sources, such as roads and railways.

Discipline	Key Environmental Constraints
Water environment	• Seaton Burn watercourse located approximately 750 m south of the junction. • Sandy's Letch watercourse located approximately 500 m south-west of the junction. • Cramlington Stream flows under the B1505/ A189 approximately 112 m north of the junction. • Disused Seghill Reservoir is located along Cramlington Stream to the east of the B1505/ A189. • Areas susceptible to flooding associated with Cramlington Stream.

4.2. Environmental Assessment Methodology

4.2.1. When assessing the potential environmental impacts associated with highway schemes, National Highways requires that the Design Manual for Roads and Bridges (DMRB) standards are followed. DMRB[6] states that the following topics should be subject to assessment:

- Air quality;
- Cultural heritage;
- Landscape and visual effects;
- Biodiversity;
- Geology and soils;
- Material assets and waste;
- Noise and vibration;
- Population and human health;
- Road drainage and the water environment;
- Climate; and
- Cumulative effects.

4.2.2. In accordance with DMRB[6] the environmental assessment and highway design should incorporate mitigation measures using a hierarchical system as follows:

1) **Avoidance and prevention:** design and mitigation measures to prevent effects (e.g. alternative design options or avoidance of environmentally sensitive sites);

2) **Reduction:** where avoidance is not possible, then mitigation is used to lessen the impact magnitude or the significance of effects;

3) **Remediation:** where it is not possible to avoid or reduce a significant adverse effect, these are measures to offset the effect.

4.2.3. Taking account of defined mitigation measures, the aim of the environmental assessment process is to identify the potential for significant environmental effects during construction and operational phases. The significance of environmental effects is generally defined by taking account of the value or sensitivity of the environmental receptor and the magnitude of impact anticipated upon that receptor.

4.2.4. Sections 4.3 to 4.13 provide a summary of the environmental assessment undertaken during PCF Stage 1, taking account of information generated thus far during PCF Stage 2.

[6] DMRB LA 104 Environmental Assessment and Monitoring (Revision 1) (Highways England, 2020)

4.3. Air Quality

Construction

4.3.1. Construction of the Project options has the potential to impact upon air quality due to emissions from construction activity, construction machinery, Heavy Goods Vehicles (HGVs) and traffic on the road network. Sensitive receptors located within 200 m of construction activities are considered to have the potential to be impacted by dust and air emissions.

4.3.2. Receptors in proximity to Options D and E that are sensitive to air quality include the hotel south-west of the junction (Newcastle Gosforth/ Cramlington Premier Inn), nearby residential receptors (such as those on Whitburn Place located approximately 284 m north-west of the junction) and the Northumbria Specialist Emergency Care Hospital (located approximately 1 km north-east of the junction and approximately 85 m east of the A189). Whilst the Options D and E construction works have the potential to temporarily generate air emissions and dust, the application of best practice mitigation measures which would be included within the construction contractor's Environmental Management Plan (EMP), would mean that significant air quality effects are not currently anticipated.

Operation

4.3.3. Operation of the Project options has the potential to affect air quality at nearby sensitive locations due to traffic. The options may move the highway closer to or further away from some properties, whilst changes in traffic flow, composition and speed has the potential to generate both adverse and/ or beneficial air quality impacts. An aim of the Project is to reduce traffic congestion at the junction. In doing so the Project may make the junction a more favourable route for road users and thus increase traffic flows and alter the distribution of traffic in the area which could have a range of impacts on pollutant concentrations in these locations.

4.3.4. Based on early assessments, it is expected that Option D would reduce congestion as vehicles would no longer be required to slow down whilst passing through the junction, thus benefiting air quality. There may be potential increases in traffic flows along the A189 and A19 if the route becomes more favourable, increasing air quality emissions at sensitive receptors adjacent to the A189 and B1505. Option D includes slip-roads that would bring vehicle emissions closer to the Newcastle Gosforth/ Cramlington Premier Inn located south-west of the current roundabout. Further air quality assessments are needed. However, it is currently anticipated that the traffic flows associated with Option D would not result in significant air quality effects at nearby receptors.

4.3.5. With regard to Option E, the elevated free-flow link connecting to the A189 northbound would move traffic closer to sensitive receptors adjacent to the B1505, particularly those on Whitburn Place. In addition, some highway sections would be expected to experience an increase in traffic flow, potentially increasing vehicle emissions at sensitive receptors along the B1505 and past the Northumbria Specialist Emergency Care Hospital. Whilst further air quality assessments are needed, it is currently anticipated that the traffic flows associated with Option E would not result in significant air quality effects at nearby receptors.

4.3.6. Whilst significant air quality effects are not currently anticipated, further investigation using air quality modelling is needed to determine whether this is the case.

4.4. Cultural Heritage

Construction

4.4.1. Construction of the Project options has the potential to disturb buried archaeological remains as well as affect the setting of historic buildings (the setting of a historic building refers to the surroundings in which the building is located). Construction of Options D and

E would have the potential to temporarily alter the setting of the Church of St. John the Baptist which is a Grade II listed building (located approximately 160 m north of the junction) due to noise, lighting, construction vehicles and the presence of construction machinery. Further cultural heritage assessments are needed. However, it is currently anticipated that construction phase effects on the Church of St. John the Baptist would not be significant.

4.4.2. Options D and E also have the potential to physically impact areas of ridge and furrow located to the north-west and south-west of the junction. Ridge and furrow is an alternating linear pattern of parallel banks (ridges) and hollows (furrows) created by repeated ploughing over many years – such earthworks can provide evidence of agricultural processes from prehistoric to post-medieval times. Such impacts would be mitigated through a programme of archaeological work in order to record any buried remains before their removal. In addition, the construction contractor's EMP would likely specify a range of measures related to cultural heritage, such as the protection of heritage assets during the works, the use of earth bunds or fencing to reduce impacts from traffic noise, and retention of existing trees and vegetation where possible and their incorporation within planting proposals. With this mitigation in place, it is currently anticipated that effects upon areas of ridge and furrow would not be significant.

4.4.3. Given the above, Options D and E are not currently anticipated to result in any significant heritage effects, although archaeological surveys across the areas impacted will be undertaken in future PCF stages, followed by more detailed cultural heritage assessments.

Operation

4.4.4. The operation of Options D and E would not result in any physical impacts to heritage assets. However, the Church of St. John the Baptist would experience permanent setting changes due to the raised A19 carriageway and elevated free-flow link associated with Options D and E respectively, whilst there would also be increased noise and light from vehicles and road lights altering the setting of the churchyard. The impact of Options D and E on the setting of the Church of St. John the Baptist will be subject to further assessment, although significant effects are not currently anticipated.

4.5. Landscape and Visual Effects

Construction

4.5.1. Construction activities have the potential to impact upon the surrounding landscape and have a visual impact on nearby sensitive views (such as from residential properties and public rights of way). Both Project options are partly located within areas designated as green belt.

Landscape Effects

4.5.2. Construction of Option D would occur predominantly within, or immediately adjacent to, the existing highway boundary. Construction phase landscape effects would arise from the introduction of traffic management controls, construction machinery and activity which would locally influence the character of the landscape beyond the existing highway. Such potential changes would be experienced in the context of existing highway infrastructure and traffic, and thus construction works are anticipated to have a relatively limited influence on the surrounding landscape. Landscape effects associated with Option D will be subject to further assessment, although significant effects are not currently anticipated.

4.5.3. Construction of Option E would extend beyond the existing highway boundary, with earthworks raising the carriageway, whilst construction activity would likely involve the use of cranes to position the elevated free-flow link above the existing junction. Similar to Option D, such changes would be experienced in the context of existing highway infrastructure and traffic. Landscape effects associated with Option E will be subject to further assessment, although significant effects are not currently anticipated.

Visual Effects

4.5.4. Views from the north-west and west towards Option D and Option E construction activity would largely be screened by intervening woodland, resulting in no discernible change to views. Thus significant effects are not currently anticipated. However, given the relatively open views from the north-east, users of a footpath north of Seghill Hall would have visibility of traffic movements and construction activity. Visual effects associated with Options D and E will be subject to further assessment, although it is currently anticipated that there is the potential for some significant adverse visual effects upon views from the north-east.

4.5.5. Views from the east and south towards Options D and E would have visibility of the elevated carriageway construction activities, although lower-level works would largely be screened by intervening trees and buildings. Overall, those with views from these locations would experience a relatively small change to the prevailing views. Visual effects associated with construction of Options D and E will be subject to further assessment, although significant effects upon views from the east and south are not currently anticipated.

Operation

Landscape Effects

4.5.6. Option D would result in the local loss of vegetation and elevate the A19 highway through the junction, thus making the highway and associated traffic more prominent within the local landscape. Given the location of the junction, the presence of the new highway infrastructure would have little influence on the prevailing landscape's key characteristics. As such, Option D is not currently anticipated to have a significant adverse landscape effect during operation. Similarly, loss of existing vegetation and the introduction of the elevated free-flow link due to Option E is not currently anticipated to have a significant adverse landscape effect during operation. Incorporation of mitigation measures, including landscape planting on the new highway embankments, would assist in limiting longer-term landscape changes. Landscape effects associated with Options D and E will be subject to further assessment.

Visual Effects

4.5.7. Views from the north-west and west towards Option D and E would largely be screened by intervening woodland, resulting in no discernible change to views. Thus significant effects are not currently anticipated. However, given the relatively open views from the north-east, users of a footpath north of Seghill Hall would have visibility of highway infrastructure (including the elevated carriageways), operational traffic and highway lighting. Visual effects associated with Options D and E will be subject to further assessment, although it is currently anticipated that there is the potential for some significant adverse visual effects upon views from the north-east. It is anticipated that longer term impacts could be reduced through mitigation, including landscape planting on new highway embankments.

4.5.8. Views from the east and south towards Options D and E would have visibility of the elevated carriageways and associated traffic and lighting, although lower-level works would largely be screened by intervening trees and buildings. Overall, those with views from these locations would experience a relatively small change to the prevailing views. Visual effects associated with operation of Options D and E will be subject to further assessment, although significant effects upon views from the east and south are not currently anticipated.

4.6. Biodiversity

Construction

4.6.1. Construction of Options D and E would not have any effects upon designated ecological sites of international importance, namely the Northumbria Coast SPA and Ramsar located approximately 6.55 km to the east of the options, nor the Northumbria Marine SPA located

approximately 6.2 km to the east. In addition, construction of the options would not have any adverse effects upon the Arcot Hall Grassland and Ponds SSSI located approximately 1.46 km north-west of the junction.

4.6.2. Construction of Options D and E are not anticipated to have any direct impacts on the closest locally designated ecological site, namely the Annitsford Pond LNR and LWS located approximately 430 m south-west of the junction. However, construction of Option D could have some indirect impacts upon the site, including the deposition of dust and nitrogen from construction traffic. The impact would be localised, temporary and controlled through appropriate mitigation measures such that significant effects are not currently anticipated. As Option E would be located further away from the Annitsford Pond LNR and LWS as compared to Option D, this option is not currently anticipated to have any effects on the LNR/ LWS.

4.6.3. Construction of Option D would require the permanent loss of priority deciduous woodland located to the north-west of the junction in Valley Park, identified on the Priority Habitat Inventory. Trees would be retained where possible, whilst compensation planting for tree loss would be provided, although such planting would only provide benefits in the long-term. In addition, there is the potential for indirect impacts upon retained woodland due to disturbance of tree roots during excavation works, as well as dust from construction activities and nitrogen deposition from construction traffic. It is currently anticipated that Option D has the potential to have a significant adverse effect on priority habitat deciduous woodland. However, construction of Option E would avoid much of the loss of priority deciduous woodland that would be associated with Option D, thus it is currently anticipated that deciduous woodland effects would not be significant.

4.6.4. Construction of Option D would result in impacts upon habitats along the banks of Cramlington Stream, semi-improved neutral grassland, broadleaved plantation woodland and mixed semi-natural woodland. With appropriate mitigation, it is currently anticipated that effects would not be significant. Construction of Option E would result in the loss of some in-channel and bankside habitats along Cramlington Stream, loss of semi-natural mixed woodland, broad-leaved plantation woodland, semi-improved neutral grassland and some hedgerows along Mill Lane. With appropriate mitigation, it is currently anticipated that effects would not be significant.

4.6.5. Construction of Option D could result in the loss of a small area of swamp habitat as well as have indirect impacts on remaining swamp habitats due to changes in hydrology. Due to such direct and indirect impacts, it is currently anticipated that Option D has the potential to have a significant adverse effect on swamp habitat. Whilst Option E would avoid direct impacts upon swamp habitat, it is currently anticipated that indirect effects caused by changes to hydrology have the potential to have a significant adverse effect.

4.6.6. Bats, otter, water vole, badger, red squirrel, birds, amphibians, reptiles, invertebrates and other notable mammals may be impacted during the construction of Options D and E due to habitat loss and degradation, disturbance caused by construction activities and air emissions produced by construction plant and traffic. Impacts are anticipated to be localised and in some cases temporary. Additionally, impacts caused by construction would be controlled through the implementation of best practice mitigation methods to be detailed in the construction contractor's EMP. For example, to avoid impacts on breeding birds, clearance of vegetation would be undertaken where possible outside of the main nesting bird season (March to August inclusive). Effects upon protected species would be avoided where possible, and where this would not be possible, mitigation would be designed to avoid adverse effects. European Protected Species Mitigation Licences (EPSMLs) from Natural England would be sought where appropriate. With such measures in place, it is currently anticipated that significant effects upon protected species during construction would be avoided.

4.6.7. Biodiversity effects associated with construction of Options D and E will be subject to further assessment.

Operation

4.6.8. Designated ecological sites of national and county importance as well as veteran trees in proximity to Options D and E are sensitive to air quality. As this stage of Project planning, it is uncertain as to whether traffic changes due to the options have the potential to result in air quality changes that would have impacts upon these sensitive ecological habitats. The assessment of potential air quality impacts upon such sensitive ecological features will be undertaken in future environmental assessments using results from air quality modelling (refer to Section 6).

4.6.9. Options D and E would be provided with an appropriate surface water runoff drainage design with treatment such that significant adverse effects upon receiving habitats are not currently anticipated. Implementation of other mitigation measures (such as the provision of appropriate landscape planting to offset the localised loss of ecological habitats) would avoid additional ecological impacts during operation of Options D or E due to habitat fragmentation and degradation caused by increased lighting, noise and pollution levels. Other ecological mitigation measures, such as bat boxes and ecological barriers, will be confirmed following the completion of ecological surveys to be undertaken in future PCF stages. As such, significant effects on bats, otter, water vole, badger, red squirrel, birds, amphibians, reptiles, invertebrates and other notable mammals are not currently anticipated during operation of Options D and E.

4.6.10. Biodiversity effects associated with operation of Options D and E will be subject to further assessment taking account of results from air quality modelling and ecology survey findings.

4.7. Geology and Soils

Construction

4.7.1. Option D would result in the permanent loss of Grade 3[7] agricultural land (good to moderate quality farmland) within the construction footprint, resulting in a potential significant adverse effect. A potential significant adverse effect could also occur due to the degradation of topsoil and subsoils during Option D construction activities. Losses of Grade 3 agricultural land with Option E would be higher than those as associated with Option D. Thus, it is currently anticipated that Option E would result in significant adverse effects due to permanent loss of agricultural land, as well as due to effects upon topsoil and subsoils.

4.7.2. The construction contractor's EMP would include a range of measures to avoid risks of land contamination as well as the protection of soil resources.

4.7.3. Geology and soils effects associated with construction of Options D and E will be subject to further assessment.

Operation

4.7.4. Operation of Options D and E would not result in further loss or impacts upon agricultural land and therefore, significant adverse effects are not currently anticipated.

4.8. Material Assets and Waste

Construction

4.8.1. The exact types and quantities of materials anticipated to be used during construction of Options D and E are subject to confirmation. However, it is anticipated that the quantities required would be small in the context of regional and national material availability.

[7] As defined in the Agricultural Land Classification (ALC) system 'best and most versatile' land comprises ALC Grades 1, 2 and Subgrade 3a.

4.8.2. Similarly the quantities of construction waste, demolition and clearance waste, hazardous waste and excavation volumes are also to be determined. However, during construction of Options D and E the recovery of construction and demolition waste is anticipated to exceed the national target of 70% by weight. Taking into account the main types and quantities of demolition and clearance waste likely to be generated and the anticipated high waste recovery rate, Options D and E are anticipated to result in less than a 1% reduction of regional non-hazardous and inert landfill capacity. There is thus considered to be adequate disposal capacity available to accommodate non-hazardous and inert waste predicted to arise from construction of the Project options, such that effects are not currently anticipated to be significant.

4.8.3. A small proportion of the waste generated during Option D and Option E construction may be deemed to be hazardous waste, such as waste oils, batteries and aerosol cans. Such wastes would need to be disposed of at specialist facilities. Estimated volumes of hazardous waste are estimated to require less than 1% of the available hazardous waste landfill capacity and thus effects are not currently anticipated to be significant.

4.8.4. Waste material, including hazardous waste, would be managed during Option D or E construction through the implementation of measures to be set out within the construction contractor's Site Waste Management Plan (SWMP).

4.8.5. Material assets and waste effects associated with construction of Options D and E will be subject to further assessment.

Operation

4.8.6. Waste produced during the operation of Options D and E would occur as a result of routine highway maintenance, for example, litter collection, gully clearance and occasionally resurfacing. Waste produced would be managed using established procedures and facilities such that significant effects are not currently anticipated.

4.9. Noise and Vibration

Construction

4.9.1. Construction activities are anticipated to result in a temporary increase in ambient noise levels, impacting sensitive noise receptors, particularly at those closest to the Project options. The extent of noise disturbance depends upon the construction methods used, as well as the timing and duration of construction works. It is currently anticipated that both options have the potential to generate significant adverse noise effects on nearby receptors during the construction phase. There are a greater number of sensitive residential and non-residential receptors located within 300 m of Option E as compared to Option D, namely there are approximately 481 receptors within 300 m of Option E compared to approximately 273 receptors within 300 m of Option D. There are also more sensitive receptors located within 100 m of Option E as compared to Option D (approximately 71 receptors compared to approximately 8 receptors). The receptors within 100 m of each option may also be affected by construction vibration. As such, Option E has a greater capacity to cause significant noise and vibration effects as compared to Option D.

4.9.2. Construction noise effects would be mitigated through the implementation of best practice construction methods that would be included within the construction contractor's EMP, such as the use temporary noise barriers and adherence to agreed working hours.

4.9.3. Noise and vibration effects associated with construction of Options D and E will be subject to further assessment.

Operation

4.9.4. An objective of the Project is to improve junction capacity and ease traffic flow congestion. Therefore, there is the potential for average operational phase traffic speeds to increase in

the vicinity of the junction, resulting in increased traffic noise levels. With less congestion and an improved traffic flow through the junctions, there is also the potential for traffic to be drawn to the area, with resultant increases in traffic flows having the potential to increase road traffic noise levels.

4.9.5. Given the proximity of noise sensitive receptors to the Project options, it is currently anticipated that there is the potential for significant adverse noise effects to occur during the operation of both Options D and E. Overall, there are a larger number of noise sensitive receptors located within 600 m of Option E as compared to Option D – there are also a larger number of noise sensitive receptors located within 100 m of Option E as compared to Option D. As such, operation of Option E has a greater risk of causing significant noise effects when compared to Option D.

4.9.6. Noise and vibration effects associated with operation of Options D and E will be subject to further assessment. This will include the consideration of mitigation measures such as the provision of noise barriers to reduce the potential for significant adverse effects.

4.10. Population and Human Health

Construction

4.10.1. No residential properties would be directly affected by Options D and E. However, construction activities have the potential to result in disruption of access to the settlements of Annitsford, Dudley and Cramlington in the vicinity of the A19 Moor Farm Junction. Access to properties may be temporarily affected as a result of delays associated with increased road works in the area – it is currently anticipated that such effects would not be significant.

4.10.2. Neither option is anticipated to have a direct impact upon the community allotments on Mill Lane, although the site may experience temporary indirect disruption effects. Option D would result in the loss of land from the Valley Park public open space located to the north-west of the A19 Moor Farm junction – refer to **Figure 4** (refer to **Appendix A**). Such losses are subject to confirmation but are currently anticipated to result in a permanent significant adverse effect. Given the loss of public open space, Option D would be required to provide suitable replacement exchange land to be agreed with the local planning authority. Any exchange land provided would need to be at least as good as the public open space lost in terms of size, usefulness, attractiveness, quality and accessibility (DfT, 2024[8]). Option E would not result in the loss of any land from Valley Park public open space.

4.10.3. Construction of both options would have the potential to disrupt access to the St John the Baptist Church and the Northumbria Specialist Emergency Care Hospital resulting in potential significant adverse effects. However, future PCF stages will explore mitigation measures to ensure continued access which would reduce effect significance. Similarly, actions would be taken to ensure continued access to the Newcastle Gosforth/ Cramlington Premier Inn (and associated Beefeater restaurant) and the Apex Business Village located to the south-west of the A19 Moor Farm Junction during the construction phase in order to avoid significant effects. Risks associated with business access are greater with Option D as compared to Option E given that Option D would require more construction works at the existing roundabout.

4.10.4. Construction of Options D and E would have the potential to have a negative impact upon a number of human health determinants – this includes impacts due to access to community assets and community land (noting that Option D would require land take from Valley Park public open space), access to businesses and neighbourhood amenity (such as air quality, noise and vibration, landscape and visual amenity, road safety). Mitigation measures to be included in the contractor's EMP would aim to minimise potential negative impacts upon human health determinants. Construction of Options D and E would have some beneficial

[8] National Networks National Policy Statement (DfT, 2024)

effects upon some human health determinants, such as access to new employment and training opportunities.

4.10.5. Population and human health effects associated with construction of Options D and E will be subject to further assessment.

Operation

4.10.6. Whilst the design of such facilities has yet to be undertaken, it is anticipated that Options D and E would have a beneficial effect on WCH routes and infrastructure at the junction. The design of these improvements will determine the extent to which these are beneficial and therefore whether effects would be significant. More specific details regarding new WCH infrastructure will be available during future PCF stages.

4.10.7. Options D and E are not anticipated to result in any permanent adverse impacts upon existing businesses during the operation phase, subject to the provision of appropriate design measures to ensure continued access.

4.10.8. Operation of Options D and E has the potential to have a negative impact upon a number of human health determinants – this includes impacts due to access to community assets and community land, access to businesses, neighbourhood amenity (such as air quality, noise and vibration, landscape and visual amenity). Mitigation measures embedded in the option designs would aim to minimise potential negative impacts upon human health determinants. Operation of Options D and E would have some beneficial effects upon some human health determinants, such as improved access to existing employment sites and access to new employment and training opportunities. Options D and E are also anticipated to result in benefits in terms of road safety.

4.10.9. Population and human health effects associated with operation of Options D and E will be subject to further assessment.

4.11. Road Drainage and the Water Environment

Construction

4.11.1. There are a number of surface water and groundwater receptors located in the vicinity of Options D and E. During construction, potential impacts include indirect impacts caused by highway runoff, construction spills and pollutants interacting with groundwater and direct impacts to surface water bodies as a result of alterations to culverts and modifications to water body structures.

4.11.2. Construction activities would be controlled through mitigation measures to be set out within the construction contractor's EMP, including methods to avoid, minimise and reduce indirect and direct impacts on the water environment. With the implementation of appropriate mitigation measures, it is currently anticipated that most water receptors would not experience significant adverse effects during the construction phase. However, it is anticipated that Option D would have a potential significant adverse effect on Cramlington Stream due to works over the stream and the alteration of existing culverts. Similarly, Option E is also anticipated to have a potential significant adverse effect on Cramlington Stream due to the extension of existing culverts under the B1505 and A189 and works to the disused Seghill reservoir to the east of the A189.

4.11.3. Option D and E construction activities within the Cramlington Stream floodplain would be kept to a minimum, with temporary land-take required for construction being located outside of the floodplain as far as possible. The construction works would be undertaken in accordance with construction contractor's EMP which would detail plans, actions and procedures deemed necessary to minimise the potential for flood risk impacts where construction workers may be present, as well as to minimise the risks of flooding receiving watercourses. With the implementation of appropriate flood risk mitigation measures, it is

currently anticipated that significant flooding effects during the Project option construction phase would be avoided.

4.11.4. Water environment effects associated with construction of Options D and E will be subject to further assessment.

Operation

4.11.5. The Project options would be provided with an appropriate drainage design to collect and treat highway runoff during rain events (to be designed taking into account future climate change). Such measures would protect watercourses from routine runoff and pollution from accidental spillages, removing pollutants such as suspended solids, heavy metals and hydrocarbons. Additionally, new or altered culverts would be sized to cope with increased water as a result of an increase in highway impermeable area and climate change. With the implementation of such design measures, it is currently anticipated that significant water environment effects would be avoided.

4.11.6. Both options would require extensions to existing culverts on Cramlington Stream which would have the potential to have long-term significant adverse effects on water flow and sediment transport within the stream. Design measures to avoid such adverse effects will be explored in future PCF stages.

4.11.7. Some parts of Options D and E would be located with the floodplain associated with Cramlington Stream. As such, floodplain compensation may be required to ensure that there would be no net loss of floodplain storage and that flood risks would not increase elsewhere. With the implementation of appropriate flood risk mitigation design measures, it is currently anticipated that significant flooding effects during the Project option operational phase would be avoided.

4.11.8. Water environment effects associated with operation of Options D and E will be subject to further assessment.

4.12. Climate

4.12.1. Taking into account the construction characteristics of the Project options, it is currently considered likely that construction of Option D would result in more greenhouse gas (GHG) emissions than construction of Option E. This would be the case given that Option D would require more construction materials than Option E. The construction contractor's EMP would set out commitments to minimise environmental impacts, including the reduction of GHG emissions.

4.12.2. Option D is also anticipated to result in more GHG emissions associated with road users during the operational phase as compared to operation of Option E due to the option effects on traffic movements on the surrounding road network. It is considered that the GHG impact of the Project options would not have a material impact on the UK Government meeting its carbon reduction targets and thus significant effects are not currently anticipated.

4.12.3. The Project options could be vulnerable to changes in temperature, precipitation and extreme weather events. However, the Project options would be designed in accordance with standard engineering practice to reduce this vulnerability. With appropriate construction phase planning and Project option design taking account of climate change predictions, it is currently considered that potential climate resilience effects would not be significant.

4.12.4. Climate effects associated with construction and operation of Options D and E will be subject to further assessment.

4.13. Cumulative Effects

4.13.1. Sensitive receptors located in close proximity to the Project options have the potential to be exposed to a range of effects during option construction and operation – this includes potential air quality (dust) effects, noise and vibration effects, as well as visual effects. It is currently considered that some cumulative effects have the potential to be significant, although the implementation of appropriate mitigation measures (such as those to be included in the construction contractor's EMP, and mitigation measures to be embedded in the Project option designs) would minimise the potential for cumulative effects to be significant.

4.13.2. There is also the potential for the environmental effects associated with the Project options to interact with the environmental effects associated with other developments in the near vicinity. The potential for such cumulative effects will be explored further in future PCF stages when details regarding other development projects in the vicinity of the A19 Moor Farm Junction becomes clearer.

5. Summary of Assessment

5.1.1. **Table 2** provides a summary of the Options D and E environmental assessment undertaken to date. The environmental effects associated with the Project options will be reconsidered following public consultation. The assessment effect significance ratings may change in the future as further assessment work is completed and as more details become available.

Table 2: Summary of the Environmental Assessment

Topic	Summary and Options Comparison	Potential for Significant Effects	
		Option D	Option E
Air quality	**Construction:** Best practice mitigation measures would avoid the potential for significant air quality effects during construction of Options D and E. **Operation:** Both options have the potential to change air quality due to traffic flow changes. Options D and E are likely to have similar air quality effects, with effects not anticipated to be significant.	**Construction:** No **Operation:** No	**Construction:** No **Operation:** No
Cultural heritage	**Construction:** Both options have the potential to result in setting impacts upon the Church of St John the Baptist (Grade II Listed Building), although effects would not be significant. Impacts upon areas of ridge and furrow would be subject to archaeological investigation, thus avoiding significant effects. Options D and E would have similar heritage effects, with no significant effects anticipated. **Operation:** Both options would have permanent setting impacts upon the Church of St John the Baptist, although effects would not be significant.	**Construction:** No **Operation:** No	**Construction:** No **Operation:** No
Landscape and Visual Effects	**Landscape effects – Construction:** Option D and E construction activities would be similar and are not anticipated to result in significant landscape effects. **Landscape effects – Operation:** Options D and E would result in the local loss of vegetation and introduce elevated highway structure into the landscape. However, given the location of the junction, the options would have little influence on the prevailing landscape's key characteristics such that significant landscape effects would not be apparent. **Visual effects – Construction:** Options D and E have the potential to result in significant visual effects for receptors located to the north-east who would have visibility of the elevated carriageway construction activities. Views elsewhere would largely be screened by intervening trees and buildings, thus avoiding the potential for significant visual effects. **Visual effects – Operation:** Options D and E have the potential to result in significant visual effects for receptors located to the north-east who would have visibility of new highway infrastructure (including the elevated carriageways), operational traffic and highway lighting. Views elsewhere would largely be screened by intervening trees and buildings, thus avoiding the potential for significant visual effects. It is anticipated that longer term visual impacts could be reduced through mitigation, including landscape planting on new highway embankments.	**Landscape effects** ***Construction*:** No ***Operation*:** No **Visual effects** ***Construction*:** Yes (from the north-east) ***Operation*:** Yes (from the north-east)	**Landscape effects** ***Construction*:** No ***Operation*:** No **Visual effects** ***Construction*:** Yes (from the north-east) ***Operation*:** Yes (from the north-east)

Topic	Summary and Options Comparison	Potential for Significant Effects	
		Option D	Option E
Biodiversity	**Construction:** Option D would result in the loss of priority deciduous woodland within Valley Park, resulting a potential significant adverse effect. Option E would largely avoid such tree losses such that with mitigation planting, effects would not be significant. Option D would result in the loss of swamp habitat as well as potentially have indirect impacts on these habitats due to changes in hydrology. Whilst Option E would avoid losses of swamp habitat, it could still have indirect impacts due to hydrology changes. Both options thus have the potential to have a significant effect upon swamp habitats. **Operation:** No significant ecological effects are anticipated during Option D and E operation, although air quality modelling is needed in future PCF stages to determine the potential for air quality operational effects upon sensitive ecological habitats.	**Construction:** Yes (priority deciduous woodland and swamp habitat) **Operation:** No, although air quality modelling needed	**Construction:** Yes (swamp habitat) **Operation:** No, although air quality modelling needed
Geology and Soils	**Construction:** Options D and E would result in the permanent loss of Grade 3 agricultural land within the construction footprint, as well as result in the degradation of topsoil and subsoils, resulting in significant adverse effects. **Operation:** Operation of Options D and E would not result in the loss or impacts upon agricultural land and therefore, significant effects would be avoided.	**Construction:** Yes **Operation:** No	**Construction:** Yes **Operation:** No
Material Assets and Waste	**Construction:** Material use and management of waste during Option D and E construction would be appropriately managed such that significant effects would be avoided. **Operation:** Material requirements and waste arisings during Option D and E operation would be managed using established procedures and facilities such that significant effects would be avoided.	**Construction:** No **Operation:** No	**Construction:** No **Operation:** No
Noise and Vibration	**Construction:** Both options have the potential to generate significant noise effects during the construction phase, although there are more noise sensitive receptors located in proximity to Option E as compared to Option D. **Operation:** Both options have the potential to generate significant noise effects during the operational phase, although there are more noise sensitive receptors located in proximity to Option E as compared to Option D.	**Construction:** Yes **Operation:** Yes	**Construction:** Yes **Operation:** Yes
Population and Human Health	**Construction:** Option D would require permanent land take from Valley Park public open space resulting in a significant adverse effect. Option E would avoid such public open space land take. Options D and E have the potential to disrupt access to the St John the Baptist Church and the Northumbria Specialist Emergency Care Hospital resulting in potential significant adverse effects. **Operation:** Options D and E have the potential to have beneficial effects upon walking cycling and horse-riding (WCH) routes and infrastructure, although whether effects would be significant is subject to confirmation.	**Construction:** Yes – loss of public open space; disruption of access to St John the Baptist Church and the Northumbria Specialist Emergency Care Hospital **Operation:** Potential	**Construction:** Yes – disruption of access to St John the Baptist Church and the Northumbria Specialist Emergency Care Hospital **Operation:** Potential beneficial effects upon

Topic	Summary and Options Comparison	Potential for Significant Effects	
		Option D	Option E
		beneficial effects upon WCH	WCH
Road drainage and the water environment	**Construction:** Options D and E have the potential to have significant adverse effects on Cramlington Stream due to works to culverts (both options), works over the stream (both options) and works to the disused Seghill reservoir (Option E). **Operation:** Both options would require extensions to existing culverts on Cramlington Stream which would have the potential to have long term significant adverse effects on the stream.	**Construction:** Yes **Operation:** Yes	**Construction:** Yes **Operation:** Yes
Climate	**GHG Emissions:** Carbon emissions associated with construction and operation of Options D and E would not have a material impact on the UK Government meeting its carbon reduction targets. **Vulnerability to Climate Change**: With the appropriate construction and design of the Project options, potential climate resilience effects would not be significant.	**GHG Emissions:** No **Climate Change Vulnerability:** No	**GHG Emissions:** No **Climate Change Vulnerability:** No
Cumulative effects	Sensitive receptors located in close proximity to the Project options have the potential to be exposed to significant combined effects. The potential for cumulative environmental effects associated with other developments is to be confirmed when details regarding such development projects becomes clearer.	**Construction:** Yes **Operation:** Yes	**Construction:** Yes **Operation:** Yes

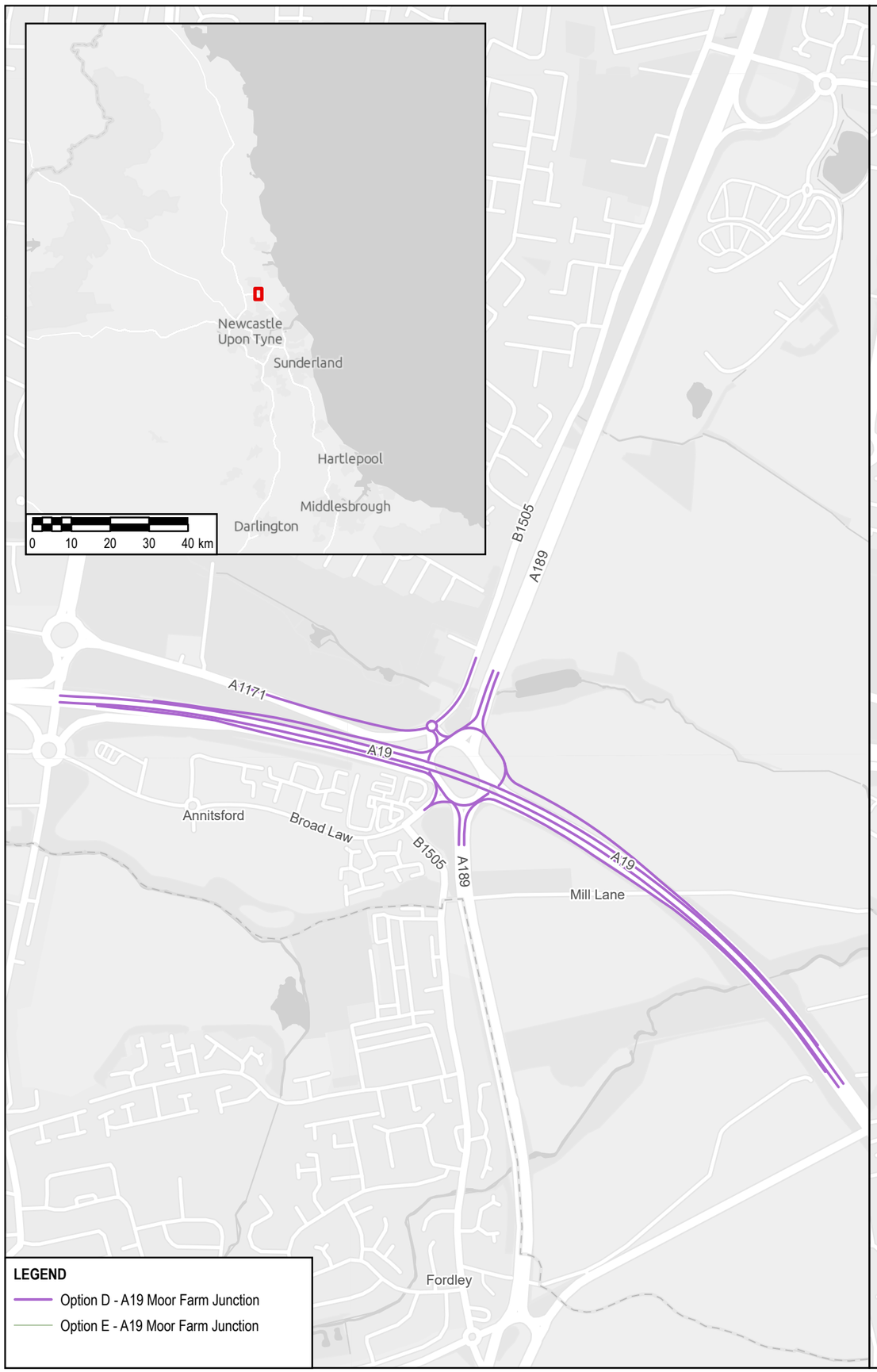
6. Next Steps

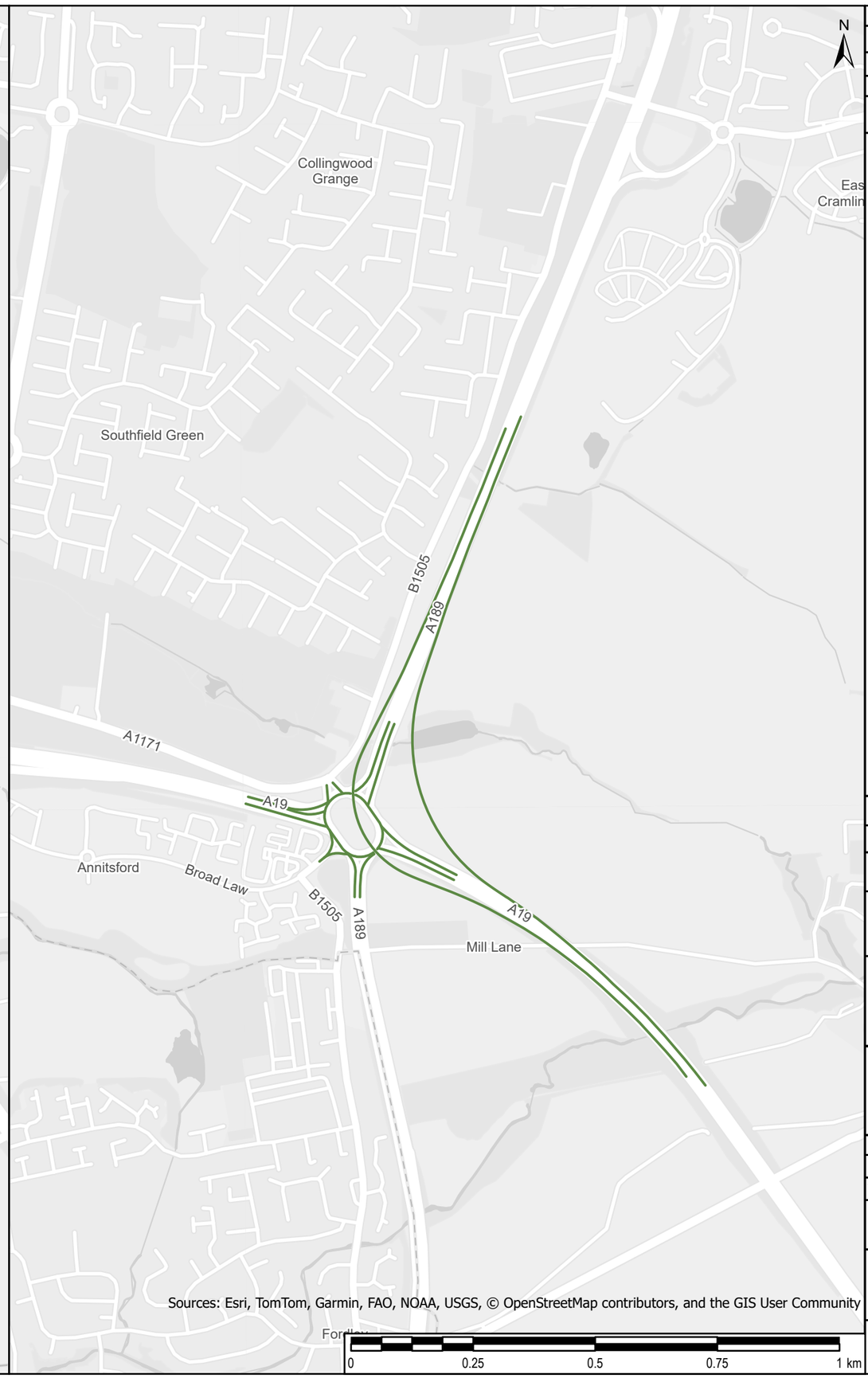
6.1.1. Following completion of public consultation, the feedback collated will be reviewed in order to determine whether changes are needed to the Option D and Option E designs. Details of how the option designs respond to consultation comments will be published in the Consultation Report to be released at the end of PCF Stage 2 when a preferred option is selected and announced.

6.1.2. Option D and E designs will be subject to a more detailed environmental assessment, including the assessment of operational option effects on air quality and sensitive ecological sites. The environmental assessment findings will feed into a multidisciplinary analysis to identify a preferred option – this analysis will take into account factors such as traffic benefits, environmental effects, engineering constraints and cost. At the end of PCF Stage 2, a preferred route option will be announced.

6.1.3. The selected Project option would then move into PCF Stage 3, which would involve the further development of the selected option design, additional environmental assessment and mitigation design (including environmental surveys), as well as a further round of public consultation. Thereafter, a consent application would be prepared and submitted.

Appendix A - Figures





LEGEND

- Option D - A19 Moor Farm Junction
- Option E - A19 Moor Farm Junction

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Revision Details	By / App	Date	Suffix
First Issue	AR / LW	21/05/2026	P01

Purpose of issue

SUITABLE FOR ACCEPTANCE

Client
National Highways
Three Snowhill
Snow Hill
Queensway
Birmingham, B4 6GA

Working on behalf of national highways

Project Title

A19 MOOR FARM JUNCTION

Drawing Title

FIGURE 1 -
A19 MOOR FARM JUNCTION
PROJECT LOCATION PLAN &
SCHEME OPTIONS

Designed	Drawn	Reviewed	Verified	Approved	Date
AR	AR	SW	JH	LW	21/05/2026

Internal Project No.	Suitability
60773498	S5
Scale @ A3	Volume
1:10,000	Environment - General

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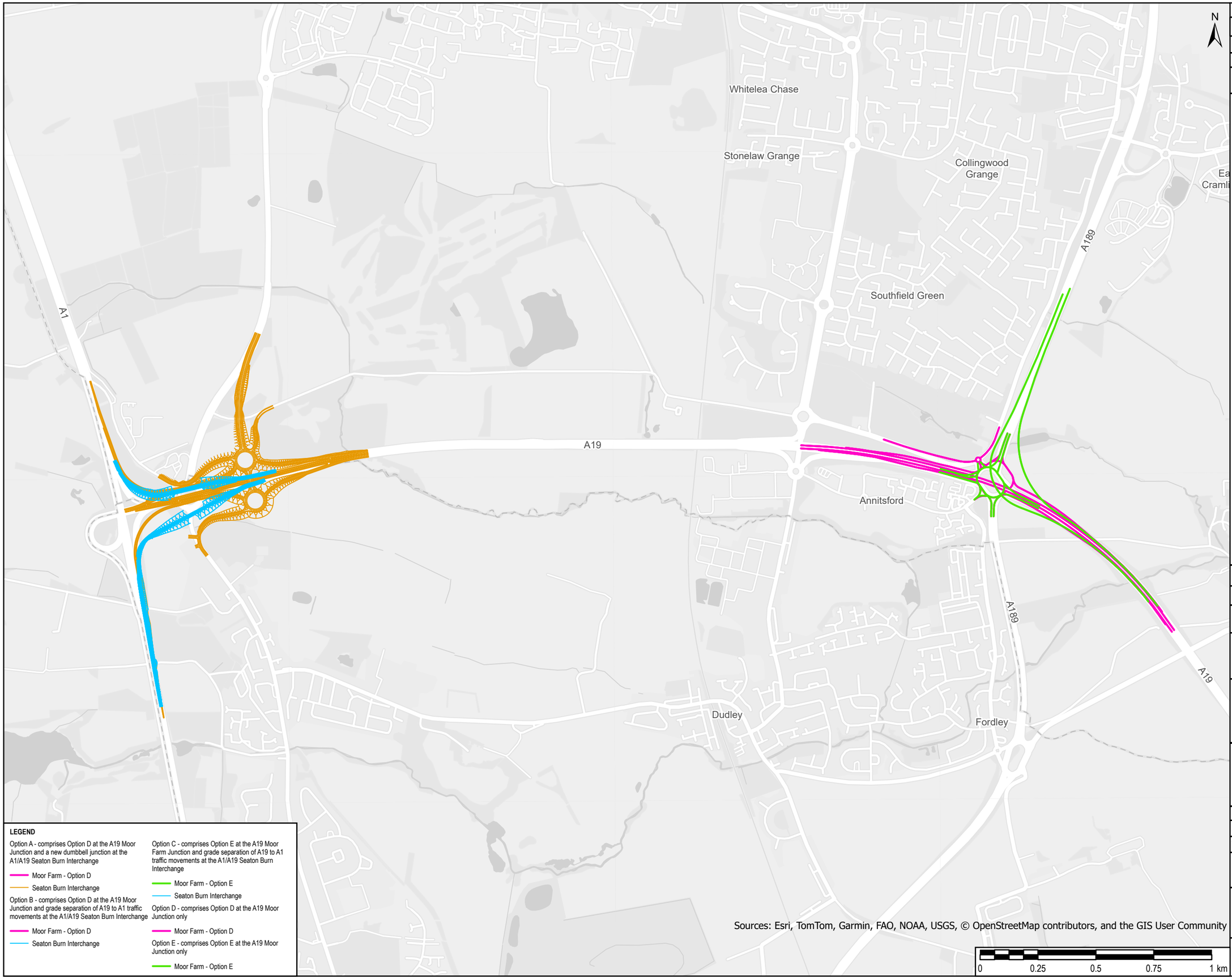
Drawing Number	Originator	Volume	Rev
National Highways PIN / Location: NH608162 ZZ	-ACM	-EGN -DR -LE-200008 (Type | Role | Number)	P01



Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community

LEGEND

Option A - comprises Option D at the A19 Moor Junction and a new dumbbell junction at the A1/A19 Seaton Burn Interchange

- Moor Farm - Option D
- Seaton Burn Interchange

Option B - comprises Option D at the A19 Moor Junction and grade separation of A19 to A1 traffic movements at the A1/A19 Seaton Burn Interchange

- Moor Farm - Option D
- Seaton Burn Interchange

Option C - comprises Option E at the A19 Moor Farm Junction and grade separation of A19 to A1 traffic movements at the A1/A19 Seaton Burn Interchange

- Moor Farm - Option E
- Seaton Burn Interchange

Option D - comprises Option D at the A19 Moor Junction only

- Moor Farm - Option D

Option E - comprises Option E at the A19 Moor Junction only

- Moor Farm - Option E

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Revision Details	By / App	Date	Suffix
First Issue	AR / LW	02/06/2026	P02

Purpose of issue

SUITABLE FOR ACCEPTANCE

Client
National Highways
Three Snowhill
Snow Hill
Queensway
Birmingham, B4 6GA

Working on behalf of national highways

Project Title

A19 MOOR FARM JUNCTION

Drawing Title

FIGURE 2 -
A19 MOOR FARM JUNCTION
PCF STAGE 1 SHORT-LISTED OPTIONS

Designed	Drawn	Reviewed	Verified	Approved	Date
AR	AR	SW	JH	LW	02/06/2026

Internal Project No.	Suitability
60773498	S5
Scale @ A3	Volume
1:15,000	Environment - General

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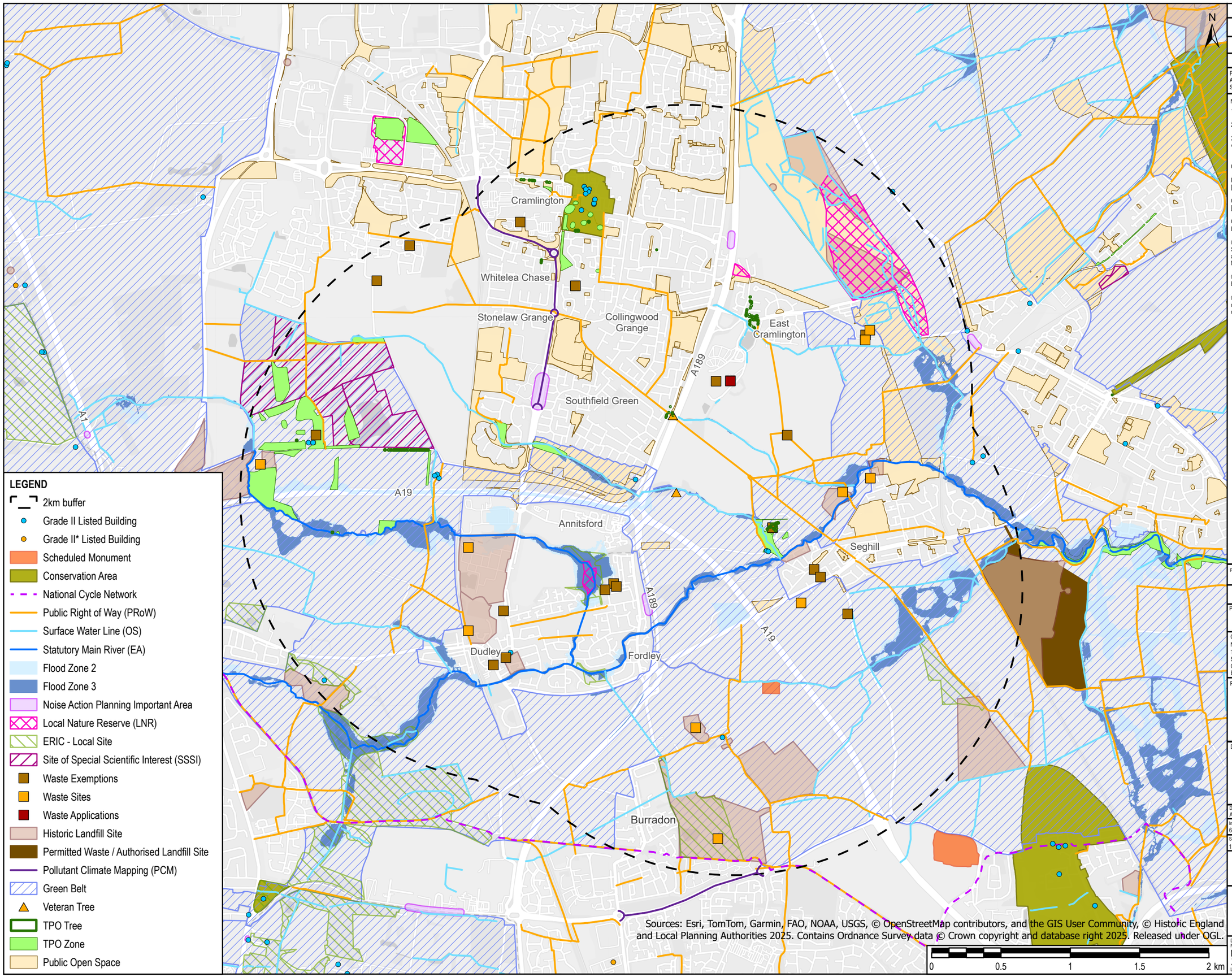
National Highways PIN / Location	-ACM	-EGN - -DR -LE-200009	P02
NH608162 ZZ		Type | Role | Number	



LEGEND

- 2km buffer
- Grade II Listed Building
- Grade II* Listed Building
- Scheduled Monument
- Conservation Area
- National Cycle Network
- Public Right of Way (PRoW)
- Surface Water Line (OS)
- Statutory Main River (EA)
- Flood Zone 2
- Flood Zone 3
- Noise Action Planning Important Area
- Local Nature Reserve (LNR)
- ERIC - Local Site
- Site of Special Scientific Interest (SSSI)
- Waste Exemptions
- Waste Sites
- Waste Applications
- Historic Landfill Site
- Permitted Waste / Authorised Landfill Site
- Pollutant Climate Mapping (PCM)
- Green Belt
- Veteran Tree
- TPO Tree
- TPO Zone
- Public Open Space

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First Issue	AR / LW	02/06/2026	P02
Revision Details	By / App	Date	Suffix

Purpose of issue: SUITABLE FOR ACCEPTANCE

Client: National Highways, Three Snowhill, Snow Hill, Queensway, Birmingham, B4 6GA

Working on behalf of: national highways

Project Title: A19 MOOR FARM JUNCTION

Drawing Title: FIGURE 3 - A19 MOOR FARM JUNCTION ENVIRONMENTAL CONSTRAINTS PLAN

Designed	Drawn	Reviewed	Verified	Approved	Date
AR	AR	SW	JH	LW	02/06/2026

Internal Project No. 60773498	Suitability S5
Scale @ A3 1:25,000	Volume Environment - General

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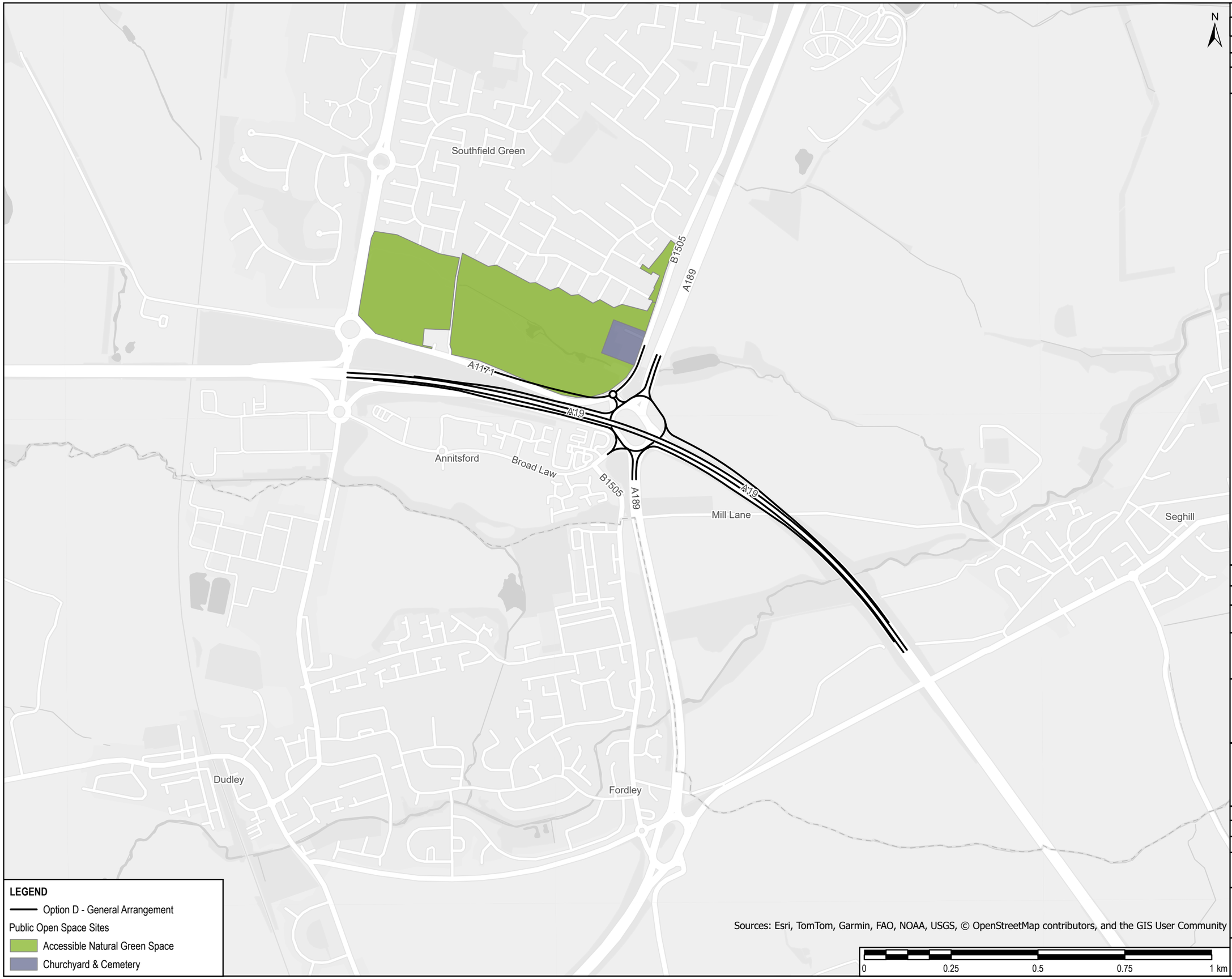
Drawing Number	Originator	Volume	Rev
National Highways PIN: NH608162 ZZ (Location)	-ACM	-EGN - -DR -LE-200010 (Type | Role | Number)	P02



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First Issue	AR / LW	02/06/2026	P02
Revision Details	By / App	Date	Suffix

Purpose of issue

SUITABLE FOR ACCEPTANCE

Client
National Highways
Three Snowhill
Snow Hill
Queensway
Birmingham, B4 6GA

Working on behalf of national highways

Project Title

A19 MOOR FARM JUNCTION

Drawing Title

FIGURE 4 -
A19 MOOR FARM JUNCTION
PUBLIC OPEN SPACE -
OPTION D

Designed	Drawn	Reviewed	Verified	Approved	Date
AR	AR	SW	JH	LW	02/06/2026

Internal Project No. 60773498	Suitability S5
Scale @ A3 1:10,000	Volume Environment - General

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Drawing Number	Originator	Volume	Rev
National Highways PIN: NH608162 ZZ (Location)	-ACM	-EGN -DR -LE-200011 (Type | Role | Number)	P02