national highways

A5

M42 junction 10

Non-technical summary of the environmental assessment



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1. Introduction

1.1 Purpose of the Report

1.1.1 National Highways is considering potential improvements to the A5 M42 Junction 10, located between the market towns of Atherstone and Tamworth (refer to **Figure 1** in **Appendix A**).

1.1.2 The M42 Junction 10 scheme (herein referred to as 'the Project') is located on a key section of the A5 that connects the wider local area to the M42 and provides access to the Birmingham Motorway Hub and the M6 toll, as well as providing access to the wider road network. The route supports local journeys and provides access to businesses, homes, key employment sites and growth areas.

1.1.3 The A5 is a key strategic route between London and Holyhead. The A5 corridor in the vicinity of M42 Junction 10 experiences issues relating to congestion, safety and network resilience. Potential development in the surrounding area may also place additional pressure on the road network in the future.

1.1.4 The Project was identified through the A5 Low-Level Intervention Options (LLIO) Study as having the potential to address some of the challenges affecting this section of the A5 corridor. In October 2023, the Government identified A5 M42 Junction 10 as one of two A5 'Pinch Point' improvement schemes in the Network North report (Department for Transport (DfT), 2023).

1.1.5 The M42 Junction 10 scheme comprises a National Highways Major Project and is identified in the Road Investment Strategy 3: 2026–2031 (RIS3), published on 26 March 2026 (DfT, 2026), in the 'Enhancements Pipeline'. This means that National Highways will develop the Project during RIS3. Subject to approval and funding, construction is currently anticipated to begin in 2031.

1.1.6 As a Major Project, the Project is required to progress through the National Highways Project Control Framework (PCF), illustrated in **Plate 1** (Highways England, 2018).

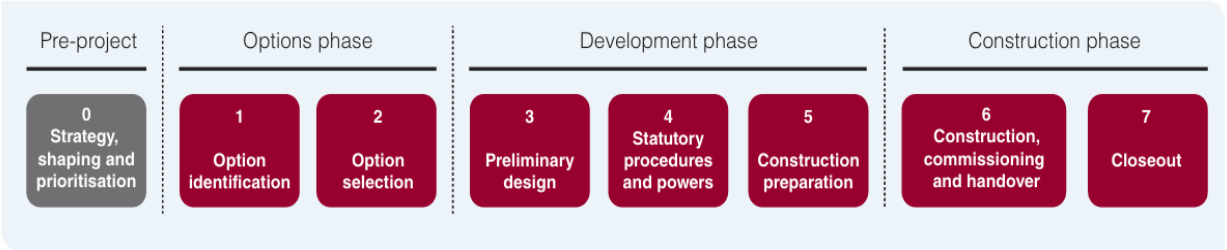


Plate 1: Major Project Life Cycle

1.1.7 The Project is currently at PCF Stage 2, referred to as the 'Option selection' stage. This involves developing and assessing the Project Options and presenting them to the public and stakeholders.

1.1.8 During PCF Stage 1, an environmental assessment was undertaken for three shortlisted Project Options. Following further review during PCF Stage 2, Project Option 7 was withdrawn. This Non-Technical Summary therefore presents the PCF Stage 1 findings relevant to the two remaining Project Options being taken forward to consultation (refer to Section 4). The Project Options being considered and consulted upon are described in Section 2 (refer to **Figure 2** in **Appendix A**).

1.1.9 The aim of this Non-Technical Summary of the environmental assessment is to provide details of the potential environmental impacts associated with the two Project Options, which will assist the public and stakeholders in providing informed feedback during the consultation process.

1.1.10 Section 6 details the next steps for the Project following completion of the public consultation, including future environmental assessment stages.

2. The Project

2.1 Project Options

2.1.1 Project Options 1 and 2 are illustrated in **Figure 2** (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 1 - Enhancement of the existing junction

- The capacity of the roundabout would be increased by adding additional lanes on the roundabout and southern bridge.
- Additional lanes would be included on the Trinity Road and the A5 Eastbound approach.
- Width and connectivity of walking and cycling routes would be enhanced to encourage active travel.
- Traffic signals would be optimised to better manage the flow of traffic through the junction.
- Road markings and signage would be improved to better guide users around the junction.

Option 2 - New A5 through-link

- A new bridge would be built over the M42, creating a dedicated link for the A5 through traffic.
- The A5 approaches would be modified on both sides, with new signals to manage the connection between the new link and the existing junction.
- Traffic signals would be optimised to better manage the flow of traffic through the junction.
- The abnormal load bay would need to be relocated, and we are still evaluating alternative locations.
- Width and connectivity of walking and cycling routes would be enhanced to encourage active travel.
- Road markings and signage would be improved to better guide users around the junction.

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 construction of the selected Project Option would likely commence in 2031 and last for approximately 24 months. The selected Project Option is thus anticipated to be open for traffic in 2033. The Project Option development programme is subject to ongoing review and confirmation.

2.3 Project Objectives

2.3.1 The Project objectives are as follows:

- Economic Growth: Support economic and housing growth in the region and contributing toward tackling regional economic inequalities by improving the attractiveness of the area to investors and workers and improving accessibility to employment areas by improving the flow of traffic at the A5 M42 J10.
- Safety: To improve safety at the A5 M42 J10 by addressing cluster of incidents at the junction.
- Network Resilience: To improve network resilience and connectivity in the region by improving journey time reliability at the A5 M42 J10.

3. Alternatives

3.1.1 The Project Option development process has built on work undertaken during the previous A5 Hinckley to Tamworth project (including the LLIO Study) (A5 H2T).

3.1.2 Early A5 H2T studies considered a range of potential solutions, including measures to encourage travel by sustainable modes and highway-based improvements. These studies concluded that improvements to walking, cycling, bus and rail provision alone would not provide sufficient congestion relief. However, opportunities were identified to incorporate sustainable travel measures alongside a highway-based solution. The A5 H2T LLIO Study also examined strategic highway alternatives.

3.1.3 At the start of PCF Stage 1, the A5 M42 Junction 10 Project team reviewed the findings of the earlier studies, the key transport issues affecting the A5 corridor around M42 Junction 10, the Project objectives and the strategic need for improvement.

3.1.4 Using this information, a series of potential design components was developed for the A5 M42 Junction 10 Project. These components were assessed using National Highways' option sifting process, which considered factors including environmental effects, safety, customer impacts and the ability of each component to address the identified problems.

3.1.5 The first stage of sifting assessed 11 individual design components to determine whether they could help address the problems affecting the A5 corridor and whether any significant constraints or impacts existed.

3.1.6 Components that performed well were then combined to create a range of potential Project Options. A total of 7 Project Options were assessed against a broader set of criteria, including their ability to meet the Project objectives, environmental effects, safety, buildability, affordability, deliverability and maintainability.

3.1.7 Following workshops and technical assessments, Project Options that were less effective or presented greater constraints were discounted. The remaining Project Options were subject to further engineering and environmental review before three Project Options were shortlisted for further assessment.

3.1.8 The three shortlisted Project Options were fixed at Design Fix B ahead of the PCF Stage 1 environmental assessment. The designs were subsequently refined and fixed at Design Fix C in July 2026 for consultation and environmental assessment during PCF Stage 2.

3.1.9 Following Design Fix C and consultation with the Development Programme Committee, it was concluded that Project Option 7 would not be taken forward for further development. Project Option 7 was therefore withdrawn, leaving two shortlisted Project Options to progress to public consultation and further assessment.

3.1.10 The two remaining shortlisted Project Options form the basis of the PCF Stage 2 environmental assessment. They represent the solutions considered most capable of addressing congestion and improving journey reliability along the A5 corridor, while balancing environmental, engineering, operational and affordability considerations. Feedback from the public consultation, together with further environmental, engineering, traffic and economic assessment, will inform the identification of a Preferred Option at the end of PCF Stage 2.

4. Assessment of Likely Significant Effects

4.1 Baseline Environmental Conditions

4.1.1 A5 M42 Junction 10 is located between Atherstone and Tamworth, within the North Warwickshire and Tamworth local-authority areas. The junction connects the A5 with the M42 and provides access to major employment areas, including Horiba MIRA Technology Park and Birch Coppice Business Park.

4.1.2 The key environmental constraints in the vicinity of the M42 Junction 10 are detailed in **Table 1** and illustrated on the environmental constraints plan (refer to **Figure 3** in **Appendix A**).

Table 1: Key Environmental Constraints in the Vicinity of the Project

Discipline	Key Environmental Constraints
Air Quality	• Residential properties and other sensitive human health receptors are located close to the A5, M42 and surrounding local roads. • No Air Quality Management Areas are located within the provisional air quality study area. • Existing concentrations of nitrogen dioxide and particulate matter are below the relevant objectives and limit values.
Cultural Heritage	• Four Grade II listed buildings lie within 1km of the Project, with the nearest approximately 540m south. • Non-designated archaeological remains are recorded within and adjacent to the Project Option boundaries. These include evidence of prehistoric, Iron Age, Roman, medieval and post-medieval activity. Previously unrecorded remains may also survive in areas not substantially disturbed by existing development.
Landscape and Visual Effects	• The study areas for all Project Options lie within National Character Area 97: Arden. • The study areas extend across four Landscape Character Areas: Mease Lowland Coalfield Farmlands, Tamworth Urban Fringe Farmland, Baddesley to Hartshill Uplands and Wood End of Whitacre: Upper Tame Valley Farmlands. • The study areas also include parts of three Urban Character Areas: Tamworth, Polesworth and Dordon, and Birch Coppice Business Park. • Sensitive visual receptors include nearby residents, school students, businesses, users of Public Rights of Way, cycle routes, open spaces and recreational areas. The closest outdoor receptors are users of footpaths and cycle routes along the A5 and around M42 Junction 10, some of which are within the Project Option boundaries.
Biodiversity	• No internationally or nationally designated ecological sites are located within the relevant study areas. The closest statutory ecological site is Kettlebrook Local Nature Reserve, approximately 412m southwest of the Project. • Fifteen non-statutory designated wildlife sites are present within 2km, with Kettle Brook being the closest. • Priority habitats, including lowland mixed deciduous woodland, occur within the Project Option boundaries and provide habitat and connectivity for protected and notable species. • Ponds, hedgerows, mature trees and other habitats within or close to the Project Option boundaries may support species including bats, badger, reptiles, great crested newt and breeding birds.
Geology, Soils and	• The Project Option boundaries and surrounding study areas are predominantly within Grade 3 agricultural land.

Discipline	Key Environmental Constraints
Contaminated Land	• Potential contamination sources within or adjacent to the Project Option boundaries include made ground, fuel infrastructure, former industrial land uses, historic coal mining and utility infrastructure. The underlying Secondary A aquifer is vulnerable to pollution.
Noise and Vibration	• Existing noise levels are dominated by traffic using the M42, A5 and surrounding road network. • A Noise Important Area is located close to the Project, with three further Noise Important Areas within the operational noise study area. • Residential receptors are limited, with the nearest dwelling approximately 75m west of M42 Junction 10. Public Rights of Way, open spaces and community areas may also be sensitive to changes in noise.
Population and Human Health	• Sensitive receptors include nearby businesses, road users, walkers, cyclists, horse riders and a small number of residential properties. • Tamworth Services, Relay Park, Centurion Park and St Modwen Park are important local employment and business areas that rely on access through or close to M42 Junction 10. • Kettlebrook Local Nature Reserve and local recreational routes are sensitive community assets. Several Public Rights of Way and shared-use routes pass through or immediately adjacent to the Project Option boundaries. • Health indicator data suggests some communities close to the Project may be particularly sensitive to changes in air quality.
Road Drainage and the Water Environment	• The Tame from Blythe to River Anker Water Framework Directive water body is within 500m of both options. The Anker from River Sence to River Tame water body is also within the Option 2 study area. • Kettle Brook and its tributaries are located within the study area. The closest watercourse is an unnamed tributary approximately 30m from the Project Option boundaries. • Flood Zones 2 and 3 are present within the surrounding study area associated with the Kettle Brook but do not directly intersect the Project Option boundaries. Surface water flooding is mapped in areas associated with likely ponding around M42 Junction 10. • The Project overlies the Tame Anker Mease groundwater body and a Secondary A bedrock aquifer.
Materials and Waste	• The Project is within a Mineral Safeguarding Area for building stone and is close to safeguarded sand and gravel resources.
Climate	• The Project is potentially sensitive to future increases in temperature, more intense rainfall and surface water flooding. • These hazards could affect drainage, road surfaces, earthworks, structures, vegetation, workers and road users.
Cumulative Effects	• Eight committed developments and seven allocated development sites were identified within 2km of the Project Options. These include residential, employment, industrial, commercial and mixed-use development. • Residents, businesses, road users, recreational receptors and environmental resources could be affected by several environmental changes from the Project or by interactions with other developments.

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 (Highways England, 2020) states that the following topics should be subject to assessment:

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

4.2.2 In accordance with DMRB, 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 operation. 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 so far during PCF Stage 2.

4.2.5 The environmental effects associated with relocating the Project Option 2 Abnormal Load Bay were not assessed at PCF Stage 1. As the alternative location has not yet been confirmed, these effects are not included in the environmental conclusions presented in Sections 4 and 5.

4.3 Air Quality

Construction

4.3.1 Construction of the Project Options could affect air quality through dust and emissions from machinery, Heavy Goods Vehicles and construction traffic. Sensitive locations within approximately 200 metres of construction activities or roads used by construction vehicles could experience temporary effects.

4.3.2 Detailed information about construction activities and vehicle movements is not yet available. Construction effects will therefore be considered further when the

construction arrangements are more developed. Good-practice controls would be identified as part of the construction environmental management arrangements. Based on the information currently available, significant construction air quality effects are not anticipated for either option.

Operation

4.3.3 Operation of the Project Options could affect air quality by changing traffic flows, vehicle speeds and road alignments. Improvements to traffic flow could reduce emissions associated with congestion, while additional capacity or road realignment could redistribute emissions around the junction and attract more vehicles onto this part of the road network.

4.3.4 There are no Air Quality Management Areas within the provisional air quality study area. Existing and predicted future concentrations of nitrogen dioxide and particulate matter are below the relevant objectives and limit values. Significant operational effects on human health receptors are therefore not anticipated for either option.

4.3.5 Both options could improve traffic flow but have the potential to redistribute emissions around the junction. Project Option 2 may provide greater reductions in congestion for through traffic because of the new A5 through-link. It is also expected that the additional capacity would attract more traffic to the area.

4.3.6 Changes in traffic could affect designated ecological receptors close to affected roads through nitrogen deposition. The significance of these effects has not yet been established and will be considered using traffic information as it becomes available.

4.3.7 Overall, significant construction effects and significant operational effects on human health receptors are not anticipated for either option. There is potential for significant operational effects on designated ecological receptors, although the significance of these effects has not yet been established.

4.4 Cultural heritage

Construction

4.4.1 Construction of the Project Options could disturb or remove buried archaeological remains through excavation, earthworks, drainage works and other activities involving ground disturbance. Noise, dust, construction traffic and machinery could also temporarily affect the settings of heritage assets.

4.4.2 There are no designated heritage assets within the immediate study area. Four Grade II listed buildings are located within 1 kilometre of the Project, with the nearest approximately 540 metres south. Recorded non-designated archaeological remains include evidence of prehistoric, Iron Age, Roman, medieval and post-medieval activity. Previously unrecorded archaeological remains could also survive in areas not substantially disturbed by existing development.

4.4.3 Project Option 2 has the greater potential to affect previously unrecorded archaeological remains because it would require more extensive ground disturbance and new land than Project Option 1. Further archaeological assessment and investigation may be required as the Project develops. Based on the PCF Stage 1 assessment, significant construction effects are not anticipated following appropriate archaeological investigation and mitigation.

Operation

4.4.4 Once the Project is operational, no further physical disturbance of archaeological remains is anticipated. New highway infrastructure, traffic, noise and lighting could affect the settings of heritage assets. However, significant operational effects on archaeological remains, historic buildings or historic landscapes are not anticipated for either option.

4.5 Landscape and Visual Effects

Construction

Landscape Effects

4.5.1 Construction could affect the local landscape through land take associated with construction activities, vegetation clearance, earthworks, temporary compounds, construction machinery, lighting and traffic management. Effects would generally be concentrated close to M42 Junction 10, the A5 approaches and around the urban edges of Tamworth and nearby commercial, residential and recreational areas.

4.5.2 Project Option 1 would involve widening the existing junction, the southern bridge, Trinity Road and the A5 eastbound approach. As most works would remain within or close to the existing highway corridor, landscape effects would be relatively limited.

4.5.3 Project Option 2 would have the greater landscape effect because of the new A5 through-link, new bridge, larger footprint, more extensive earthworks and greater vegetation loss. However, no significant construction landscape effects are anticipated for either option.

Visual Effects

4.5.4 Construction activities would be visible from some nearby residential properties, businesses, Public Rights of Way and walking and cycling routes. Vegetation removal would increase views of construction activity and the existing road network.

4.5.5 Project Option 1 would result in relatively limited temporary visual changes associated with widening works and vegetation removal. These effects are not anticipated to be significant.

4.5.6 Project Option 2 would have the greater temporary visual effect because of the construction of the new bridge, more extensive vegetation removal, earthworks and use of larger construction plant. Significant adverse visual effects are anticipated at some nearby residential receptors and for users of walking and cycling routes.

Operation

Landscape Effects

4.5.7 Both options would increase the prominence of highway infrastructure through widened carriageways, structures, lighting, signs and moving traffic. These changes would be experienced in the context of the existing A5 and M42, which already strongly influence the local landscape.

4.5.8 Project Option 1 would have the lower landscape effect because it would primarily modify the existing junction. Project Option 2 would have the greater effect because of

the new bridge, larger footprint and greater loss of vegetation. However, no significant operational landscape effects are anticipated for either option.

Visual Effects

4.5.9 Operational visual effects would arise from widened carriageways, highway structures, lighting, signs, traffic and the loss of screening vegetation. Project Option 1 would appear broadly similar to the existing junction. Project Option 2 would be more visually prominent because of the new bridge and greater vegetation loss. However, no significant operational visual effects are anticipated for either option.

4.6 Biodiversity

Construction

4.6.1 Construction of both Project Options could affect biodiversity through habitat loss and fragmentation, disturbance, changes to air and water quality, the spread of invasive non-native species and the injury or mortality of protected or notable species. Habitats that could be affected include woodland, mature trees, scrub, grassland, ponds, hedgerows and drainage features.

4.6.2 There are no internationally designated ecological sites or ecological Sites of Special Scientific Interest within the relevant study areas. Kettlebrook Local Nature Reserve is approximately 412 metres southwest of the Project, and 15 non-statutory designated wildlife sites are present within 2 kilometres.

4.6.3 Project Option 1 would have the lower construction effect because most works would remain within or close to the existing highway. Project Option 2 would have the greater effect because of its larger footprint, new bridge, more extensive vegetation loss and greater potential for habitat disturbance and fragmentation.

4.6.4 The PCF Stage 1 assessment identified mainly neutral or slight adverse effects and did not identify significant construction effects on designated sites, habitats or protected species for either option.

Operation

4.6.5 During operation, the effects of habitat loss and fragmentation could continue. Traffic, noise, lighting and vehicle collisions could also affect wildlife, while traffic emissions could affect sensitive habitats through nitrogen deposition.

4.6.6 Project Option 2 would have the greater potential effect because of its larger footprint and greater habitat modification. However, the PCF Stage 1 assessment did not identify significant operational biodiversity effects for either option. Further assessment will consider ecological receptors close to affected roads.

4.6.7 Potential measures to avoid or reduce effects would be identified as the design develops. The nature and extent of any measures have not yet been confirmed or incorporated into the Project Option designs.

4.6.8 Overall, Project Option 2 is expected to have the greater biodiversity effects. However, the PCF Stage 1 assessment did not identify significant construction or operational biodiversity effects for either option.

4.7 Geology and Soils

Construction

4.7.1 Construction could affect agricultural soils through permanent land take and through soil stripping, handling and storage. Ground disturbance could also mobilise existing contamination and create pathways through which contaminants could affect nearby land users, surface water or groundwater.

4.7.2 There are no designated or locally important geological sites within the study area. Agricultural land is predominantly recorded as Grade 3 and has been assumed to be Subgrade 3b given that the soils within the Project Option boundaries are immediately adjacent highway land and are likely to be vegetated or landscaped rather than farmed land. There are not expected to be significant effects in relation to soils.

4.7.3 Potential contamination sources on site include made ground and highway infrastructure. An active petrol station (part of the motorway service station) is present adjacent to the option boundaries.

4.7.4 There are not expected to be significant effects on adjacent land users or nearby residents for either option given that appropriate mitigation will be applied during the works to prevent an impact to neighbouring land.

4.7.5 There are not expected to be significant effects on groundwater or surface water quality for either option during the works given that appropriate mitigation will be applied during the works.

4.7.6 Following appropriate soil-management and pollution-prevention measures, significant construction effects are not anticipated for either option.

Operation

4.7.7 Once operational, there would be limited potential for nearby land users to encounter residual contamination because the Project would primarily comprise surfaced roads and landscaped areas. Contamination could potentially be disturbed during future maintenance or groundworks, although significant effects on people, surface water or groundwater are not anticipated.

4.7.8 Project Option 2 may have a slightly greater operational effect because of its larger footprint and greater disturbance of existing ground conditions. However, no significant operational effects are anticipated for either option.

4.8 Noise and Vibration

Construction

4.8.1 The existing noise environment around M42 Junction 10 is dominated by traffic using the M42, A5 and surrounding roads. The nearest residential property is approximately 75 metres west of the junction.

4.8.2 Construction could temporarily increase noise and vibration through vegetation clearance, earthworks, drainage works, road construction, surfacing and construction traffic. Project Option 2 would involve a greater scale of construction because of the new bridge and A5 through-link.

4.8.3 Predicted construction noise and vibration levels for both options remain below significant-effect thresholds. No significant construction noise or vibration effects are therefore anticipated, although the effects of construction traffic and diversion routes have not yet been assessed.

Operation

4.8.4 Both options could cause small changes in road traffic noise by altering traffic flows and road alignment. The A5 eastbound approach could move traffic slightly closer to an isolated residential property north of the junction. However, the existing noise environment is dominated by traffic on the A5, M42 and existing junction.

4.8.5 Significant operational noise effects are considered unlikely for either option. This conclusion will be confirmed through quantitative noise modelling using traffic information as it becomes available. Operational vibration is not anticipated to be significant.

4.9 Population and Human Health

Construction

Population

4.9.1 Construction could temporarily affect access to businesses and routes used by walkers, cyclists and horse riders. Businesses at Tamworth Services, Relay Park and St Modwen Park may experience temporary disruption where traffic management affects access or increases journey times. A very small amount of land take from a few businesses adjacent to the Project Option boundaries is currently anticipated, although further design refinement may be able to minimise this further.

4.9.2 No community facilities or agricultural holdings have been identified within the Project Option boundaries. The extent of temporary land requirements for construction compounds, access routes and working areas has not yet been established.

4.9.3 Project Option 1 would have the lower effect because the works would mainly involve widening the existing junction. Project Option 2 would have the greater potential effect because of its larger construction footprint, new bridge and more extensive works. However, no significant construction population effects are currently anticipated for either option.

Human Health

4.9.4 Temporary noise, dust, views of construction activity, traffic management and disruption to walking and cycling routes could have a minor temporary effect on quality of life for communities close to M42 J10. These effects are not anticipated to be significant for either option.

Operation

4.9.5 Both options include potential improvements to walking and cycling infrastructure and could improve connectivity around M42 Junction 10 for walkers and cyclists. Changes in traffic flow could also improve access to businesses and employment areas. These potential benefits would depend on the final design. No likely significant effects are anticipated for either option.

4.10 Road Drainage and the Water Environment

Construction

4.10.1 Construction activities such as vegetation clearance, earthworks and movement of heavy machinery could affect surface water and groundwater quality through the release of sediment, fuels, oils, concrete and other pollutants. Temporary construction areas and earthworks could reduce floodplain storage, alter existing flow paths and increase surface water runoff, leading to localised increases in flood risk if not appropriately managed.

4.10.2 Construction activities may also affect groundwater quantity through the creation of new underground pathways or temporary dewatering of excavations.

4.10.3 Project Option 1 would have the lower potential effect because the works would primarily involve widening and modifying existing highway infrastructure. Project Option 2 would have the greater potential effect because of the new bridge foundations, more extensive earthworks and larger construction footprint.

4.10.4 In the absence of appropriate controls, significant construction effects could occur. However, following appropriate environmental management, pollution-prevention and surface-water management measures, significant effects are not anticipated for either option.

Operation

4.10.5 Road runoff could contain oils, hydrocarbons, metals and winter maintenance materials, which could affect water quality if not appropriately managed. The drainage design would be developed to collect, treat and control runoff to minimise the risk of pollution before discharge to receiving watercourses or groundwater. Increased areas of hard surfacing could also result in greater volumes of surface water runoff, with the potential to alter local drainage patterns, sediment movement and flood risk. The drainage design would therefore consider appropriate treatment, attenuation and discharge arrangements.

4.10.6 There is potential for localised changes to groundwater levels where infrastructure interacts with the water table, which may cause localised ground settlement in some areas.

4.10.7 Project Option 2 would have the greater potential effect because of its larger impermeable area, new bridge foundations and additional drainage requirements. Project Option 1 would have the lower effect because changes would remain more closely associated with the existing junction.

4.10.8 No significant operational effects are currently anticipated on water supply, flood risk or groundwater receptors following the application of appropriate drainage, treatment and flood-risk measures. The significance of effects on surface water quality and watercourse processes will depend on the final drainage design and will be confirmed through further assessment.

4.11 Materials and Waste

Construction

4.11.1 Construction of the Project Options would require materials including soil, aggregates, concrete, asphalt and steel. It would also generate construction, demolition and excavation waste, including excavated material and removed road pavement.

4.11.2 Precise quantities of materials required and waste generated are not yet known. Aggregates are expected to form the main construction material, while construction, demolition and excavation waste is expected to form the main waste stream. Regional supplies of sand, gravel and crushed rock are considered sufficient to support construction, and regional facilities are available to manage construction waste.

4.11.3 Project Option 2 would require more materials and could generate more waste than Project Option 1 because of its new bridge, larger footprint and greater earthworks. Both options are within a Mineral Safeguarding Area for building stone and close to safeguarded sand and gravel resources. However, neither option is expected to sterilise an entire safeguarded mineral resource.

4.11.4 The PCF Stage 1 assessment concluded that effects on material resources, waste-management capacity and safeguarded mineral resources would be slight adverse and not significant for either option.

Operation

4.11.5 No substantial maintenance or repair activities are expected during the early operation of the Project Options. No significant effects from the use of materials or generation of waste are therefore anticipated during operation.

4.12 Climate

Construction

4.12.1 Construction would generate carbon emissions through the manufacture and transport of materials, construction activities, waste treatment and the disturbance of vegetation and soils that store carbon.

4.12.2 Project Option 2 would generate the greater construction emissions because of its new bridge, larger earthworks and greater material requirements. The PCF Stage 1 assessment estimated construction emissions of approximately 9,700 tonnes of carbon dioxide equivalent for Project Option 2 and 2,500 tonnes for Project Option 1. Construction carbon effects are not anticipated to be significant for either option. Potential measures to reduce carbon emissions during construction are being investigated through National Highways carbon management process.

4.12.3 Construction activities could also be affected by higher temperatures, heavy rainfall, flooding and extreme weather. However, significant climate-change vulnerability effects are not anticipated during construction, given the relatively small projected changes in climate over the construction period. Climate change risks are anticipated to be manageable through standard construction practices and appropriate climate resilience measures.

Operation

4.12.4 Road-user emissions would form the largest contribution during operation. Over the 60-year assessment period, Project Option 2 is expected to generate greater operational carbon emissions than Project Option 1, with approximately 51,000 tonnes compared to 38,000 tonnes. However, emissions from both options would represent a negligible proportion of the relevant UK carbon budgets and would not materially affect the Government's ability to meet its carbon-reduction targets.

4.12.5 Both options would be exposed to broadly similar future climate hazards, including higher temperatures, wetter winters, intense rainfall and surface water flooding. Project Option 2 may be slightly more vulnerable because of its additional bridge and larger extent of new infrastructure. However, significant climate-change vulnerability effects are not anticipated for either option.

4.12.6 Potential measures to reduce emissions and improve climate resilience during operation would be considered as the design develops. These measures are not currently committed or incorporated into the Project Option designs.

4.13 Cumulative Effects

4.13.1 Cumulative effects can arise where the same receptor experiences several environmental effects from the Project, or where the effects of the Project interact with those of other developments.

Combined Effects

4.13.2 Combined effects were considered within each environmental topic as part of the PCF Stage 1 assessment. The assessment also identified receptors that could experience effects from more than one environmental topic.

4.13.3 Residents, users of community facilities, public open spaces and Public Rights of Way, and agricultural landholdings could experience a combination of effects arising from different environmental topics. These could include noise and vibration, visual change, changes in air quality, access disruption, land take, soil disturbance, habitat loss, changes in water quality and flood risk.

4.13.4 The PCF Stage 1 assessment identified the potential for significant adverse combined effects for both Project Options. However, the precise nature, extent and significance of these effects have not yet been established and will be considered further as the Project design and environmental assessments develop.

Effects with Other Developments

4.13.5 Eight committed developments and seven allocated development sites were identified within 2 kilometres of the Project Options. These include residential, commercial, employment, industrial and mixed-use development.

4.13.6 Cumulative effects could arise where construction periods overlap, developments use the same roads or access routes, or several developments affect the same receptors. The PCF Stage 1 assessment identified the potential for significant adverse cumulative effects during construction and operation, although their significance has not yet been established for either option.

5. Summary of Assessment

5.1.1 **Table 2** summarises the environmental assessment undertaken to date for the two remaining Project Options. The conclusions are based primarily on the PCF Stage 1 Environmental Assessment Report and may be refined following public consultation, further assessment and continued development of the Project Options. The conclusions for Project Option 2 exclude the environmental effects associated with relocating the Abnormal Load Bay, as an alternative location has not yet been confirmed.

Table 2: Summary of the environmental assessment

Topic	Summary and Project Option Comparison	Potential for Significant Effects	
		Project Option 1	Project Option 2
Air Quality	**Construction:** Construction activities could temporarily affect nearby receptors through dust and emissions from machinery, Heavy Goods Vehicles and construction traffic. With appropriate good-practice controls, no likely significant construction effects are anticipated for either option. Construction air quality effects will be assessed further at PCF Stage 3 when more detailed information on construction activities and vehicle movements is available.	**Construction**: Unlikely	**Construction:** Unlikely
	Operation: Both options could improve traffic flow but would redistribute vehicle emissions around the junction. Project Option 2 may provide greater reductions in congestion for through traffic because of the new A5 through-link. Significant effects on human health receptors are not anticipated because existing and predicted pollutant concentrations are below the relevant objectives and limit values. However, traffic changes could affect designated ecological receptors through nitrogen deposition. The significance of these effects has not yet been established.	**Operation:** Yes, potential significant effects on designated ecological receptors. Significance not established. No likely significant effects on human health receptors.	**Operation:** Yes, potential significant effects on designated ecological receptors. Significance not established. No likely significant effects on human health receptors.
Cultural Heritage	**Construction:** Both options could affect previously unrecorded archaeological remains in areas subject to ground disturbance. Project Option 2 has the greater potential for effects because it would require more extensive ground disturbance and new land than Project Option 1. Following appropriate archaeological investigation and mitigation, no likely significant effects are anticipated.	**Construction:** No, following appropriate mitigation.	**Construction:** No, following appropriate mitigation.
	Operation: No further physical disturbance would occur once construction is complete. No likely significant effects on archaeological remains,	**Operation:** No	**Operation:** No

Topic	Summary and Project Option Comparison	Potential for Significant Effects	
		Project Option 1	Project Option 2
	historic buildings or historic landscapes are anticipated for either option.		
Landscape and Visual	**Landscape effects, construction:** Project Option 2 would have the greater landscape effect because of the new A5 through-link, new bridge, larger footprint, more extensive earthworks and greater vegetation loss. Project Option 1 would have lower effects because the works would remain more closely associated with the existing junction. No likely significant construction landscape effects are anticipated for either option. **Visual effects, construction:** Project Option 2 would have the greater visual effect because of the scale of construction activity, new bridge, earthworks and vegetation loss. Significant adverse visual effects are anticipated at some nearby residential receptors and for users of walking and cycling routes. Visual effects from Project Option 1 are not anticipated to be significant.	**Landscape, construction:** No **Visual, construction:** No	**Landscape, construction:** No **Visual, construction:** Yes, significant adverse effects
	Landscape effects, operation: Project Option 2 would have the greater landscape effect because the new bridge and associated infrastructure would be more prominent in the local landscape. Project Option 1 would result in more limited permanent change because it would primarily modify existing infrastructure. No likely significant operational landscape effects are anticipated for either option. **Visual effects, operation:** Project Option 2 would have the greater visual effect because of the new bridge and greater loss of screening vegetation. Project Option 1 would appear broadly similar to the existing junction. No likely significant operational visual effects are anticipated for either option.	**Landscape, operation:** No **Visual, operation:** No	**Landscape, operation**: No **Visual, operation**: No
Biodiversity	**Construction:**	**Construction:** No	**Construction:** No

Topic	Summary and Project Option Comparison	Potential for Significant Effects	
		Project Option 1	Project Option 2
	Both options could affect habitats and protected or notable species through vegetation clearance, habitat loss, fragmentation, disturbance and changes to air and water quality. Project Option 2 would have the greater potential effect because of its larger footprint, new bridge and greater vegetation loss. The PCF Stage 1 assessment identified mainly neutral or slight adverse effects and did not identify likely significant construction effects for either option.		
	Operation: Habitat loss, fragmentation and disturbance could continue, while traffic-related emissions could affect sensitive habitats through nitrogen deposition. Project Option 2 would have the greater potential effect because of its larger footprint and greater habitat modification. No likely significant operational biodiversity effects were identified for either option.	**Operation:** No likely significant effects identified, subject to further assessment of ecological receptors near the affected road network.	**Operation:** No likely significant effects identified, subject to further assessment of ecological receptors near the affected road network.
Geology, Soils and contaminated land	**Construction:** Both options could affect agricultural soils and disturb ground which may have been contaminated. Project Option 2 may have a greater effect because of its larger footprint, new bridge, more extensive earthworks and greater ground disturbance. However, following appropriate soil-management and pollution-prevention measures, no likely significant construction effects are anticipated for either option.	**Construction:** No, following appropriate mitigation.	**Construction:** No, following appropriate mitigation.
	Operation: There would be limited opportunity for nearby land users to encounter residual contamination once the Project is operational. No likely significant operational effects on people, surface water or groundwater are anticipated.	**Operation:** No	**Operation:** No
Noise and Vibration	**Construction:** Project Option 2 would involve a greater scale of construction because of the new bridge and A5 through-link. However, predicted construction noise and vibration levels for both options remain below	**Construction:** No likely significant effects, subject to assessment of construction traffic and diversions.	**Construction:** No likely significant effects, subject to assessment of construction traffic and diversions.

Topic	Summary and Project Option Comparison	Potential for Significant Effects	
		Project Option 1	Project Option 2
	significant-effect thresholds. The effects of construction traffic and diversion routes have not yet been assessed.		
	Operation: Both options could result in small changes in road traffic noise because of changes in traffic flows and road alignment. However, the existing noise environment is dominated by traffic on the A5, M42 and existing junction. Significant effects are considered unlikely and will be confirmed through quantitative noise modelling. Operational vibration is not anticipated to be significant.	**Operation:** No likely significant effects, subject to modelling.	**Operation:** No likely significant effects, subject to modelling.
Population and Human Health	**Construction:** Both options could temporarily affect business access and routes used by walkers, cyclists and horse riders. Project Option 2 would have the greater potential effect because of its larger construction footprint, new bridge and more extensive works. No likely significant population or human health effects are anticipated.	**Construction:** No	**Construction:** No
	Operation: Both options could improve walking and cycling connectivity and access to businesses and employment areas. These potential benefits are not anticipated to be significant and will depend on the final design.	**Operation:** No likely significant adverse effects. Potential beneficial effects would not be significant.	**Operation:** No likely significant adverse effects. Potential beneficial effects would not be significant.
Road drainage and the water environment	**Construction:** Construction could affect surface water quality, groundwater, watercourse processes and flood risk through earthworks, drainage works, runoff and accidental spillages. Project Option 2 would have the greater potential effect because of the new bridge foundations, more extensive earthworks and larger construction footprint. Following appropriate environmental management and pollution-prevention measures, no likely significant construction effects are anticipated.	**Construction:** No, following appropriate mitigation.	**Construction:** No, following appropriate mitigation.

Topic	Summary and Project Option Comparison	Potential for Significant Effects	
		Project Option 1	Project Option 2
	Operation: Project Option 2 would have the greater potential effect because of its larger impermeable area, new bridge foundations and additional drainage requirements. No likely significant operational effects are anticipated on water supply, flood risk or groundwater receptors. The significance of effects on surface water quality has not yet been established and will depend on the final drainage design.	**Operation:** No likely significant effects on surface water supply, flood risk or groundwater. Significance not established for surface water quality and watercourse form.	**Operation:** No likely significant effects on surface water supply, flood risk or groundwater. Significance not established for surface water quality and watercourse form.
Materials and Waste	**Construction:** Both options would require construction materials and generate construction, demolition and excavation waste. Project Option 2 would require more materials and could generate more waste because of its new bridge, larger footprint and greater earthworks. Regional material supplies and waste-management capacity are expected to be sufficient, and neither option is expected to sterilise an entire safeguarded mineral resource. Effects are expected to be slight adverse and not significant.	**Construction:** No	**Construction:** No
	Operation: No substantial maintenance or repair activities are expected during the early operation of the Project Options. No likely significant effects from the use of materials or generation of waste are anticipated.	**Operation:** No	**Operation:** No
Climate	**Construction:** Project Option 2 would generate the highest carbon emissions because of its new bridge, larger earthworks and greater material requirements. However, construction emissions from both options would represent a very small contribution to the applicable UK carbon budgets. Significant effects on climate or on climate change vulnerability are not anticipated.	**Construction:** No	**Construction:** No

Topic	Summary and Project Option Comparison	Potential for Significant Effects	
		Project Option 1	Project Option 2
	Operation: Project Option 2 would generate greater operational carbon emissions than Project Option 1, principally as a result of road-user emissions. Neither option is expected to materially affect the Government's ability to meet its carbon-reduction targets and significant effects on climate are not anticipated. Both options would be exposed to broadly similar future climate hazards, and no likely significant climate change vulnerability effects are anticipated.	**Operation:** No	**Operation:** No
Cumulative Effects	**Construction**: Different environmental effects from the Project could combine at residential, business, recreational and other sensitive receptors. Construction effects could also interact with nearby developments where programmes overlap, access routes are shared or the same environmental receptors are affected.	**Construction:** Yes, potential significant adverse cumulative effects. Significance not established.	**Construction:** Yes, potential significant adverse cumulative effects. Significance not established.
	Operation: Receptors could continue to experience several environmental changes from the Project, which could also interact with traffic and environmental changes from other developments. Eight committed developments and seven allocated sites were identified within 2 kilometres of the Project Options. The PCF Stage 1 assessment identified the potential for significant adverse cumulative effects during construction and operation, although their significance has not yet been established for either option.	**Operation:** Yes, potential significant adverse cumulative effects. Significance not established.	**Operation:** Yes, potential significant adverse cumulative effects. Significance not established.

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 designs of Project Options 1 and 2.

6.1.2 Both Project Option designs will be subject to a more detailed environmental assessment, including the assessment of operational effects on air quality and sensitive ecological sites.

6.1.3 The environmental assessment findings will feed into a multidisciplinary analysis to identify a preferred Project Option, which will consider factors such as traffic benefits, environmental effects, engineering constraints and cost.

6.1.4 At the end of PCF Stage 2, a preferred Project Option will be announced. At this time, a Consultation Report will be released to provide details of how the Project Option's design responds to comments from the public consultation.

6.1.5 The selected Project Option would then, subject to a decision from the DfT, 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.

6.1.6 If Project Option 2 is selected, further studies would identify a suitable alternative location for the A5 M42 Junction 10 Abnormal Load Bay and assess the associated environmental effects.

7. References

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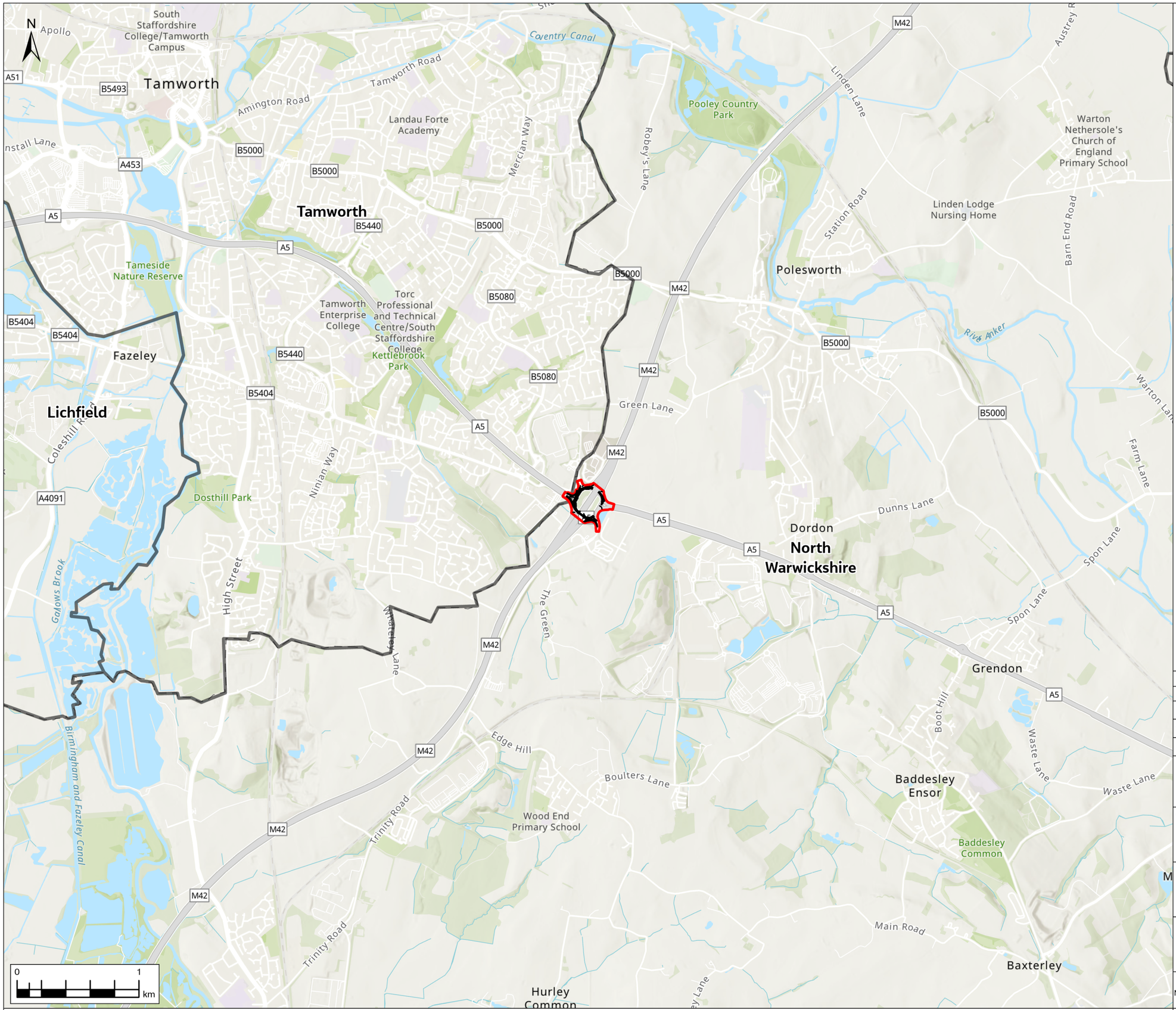
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Appendix A. Figures

NH619680-JAC-EGN-XX-DR-LE-0077– Figure 1: Project Location

NH619680-JAC-EGN-XX-DR-LE-0078 – Figure 2: Project Overview

NH619680-JAC-EGN-XX-DR-LE-0079 – Figure 3: Environmental Constraints Overview



Legend

- Project Option 1
- Project Option 1 Boundary
- Local Authority districts



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P02	01/10/2026	Second Issue	KM	AE	SJ	CG

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Client: national highways

Project: A5 M42 J10

Drawing Title: NON-TECHNICAL SUMMARY
PROJECT LOCATION - OPTION 1
SHEET 1 OF 2

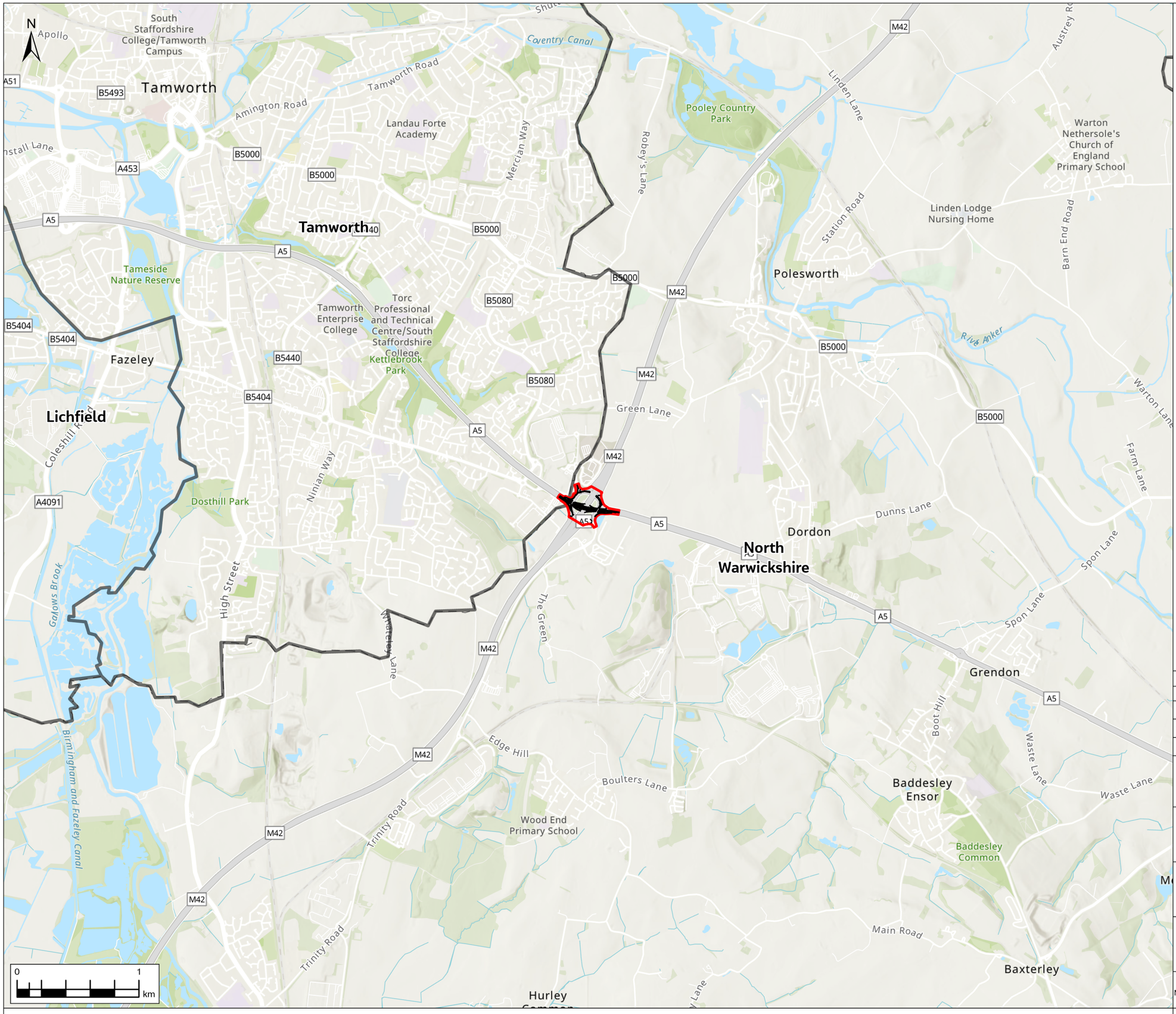
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Figure 1

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Legend

- Project Option 2
- Project Option 2 Boundary
- Local Authority districts



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PROJECT LOCATION - OPTION 2
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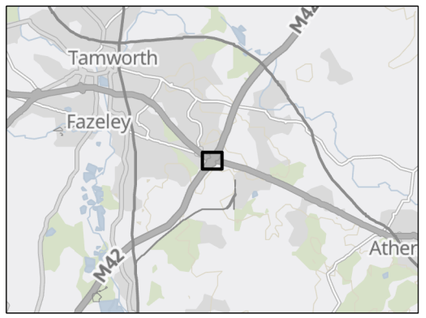
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- Project Option 1
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Project: A5 M42 J10

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PROJECT OVERVIEW - OPTION 1
SHEET 1 OF 2

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Figure 2

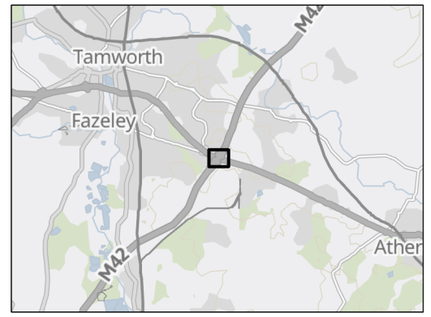
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Legend

- Project Option 2
- Project Option 2 Boundary
- Local Authority districts



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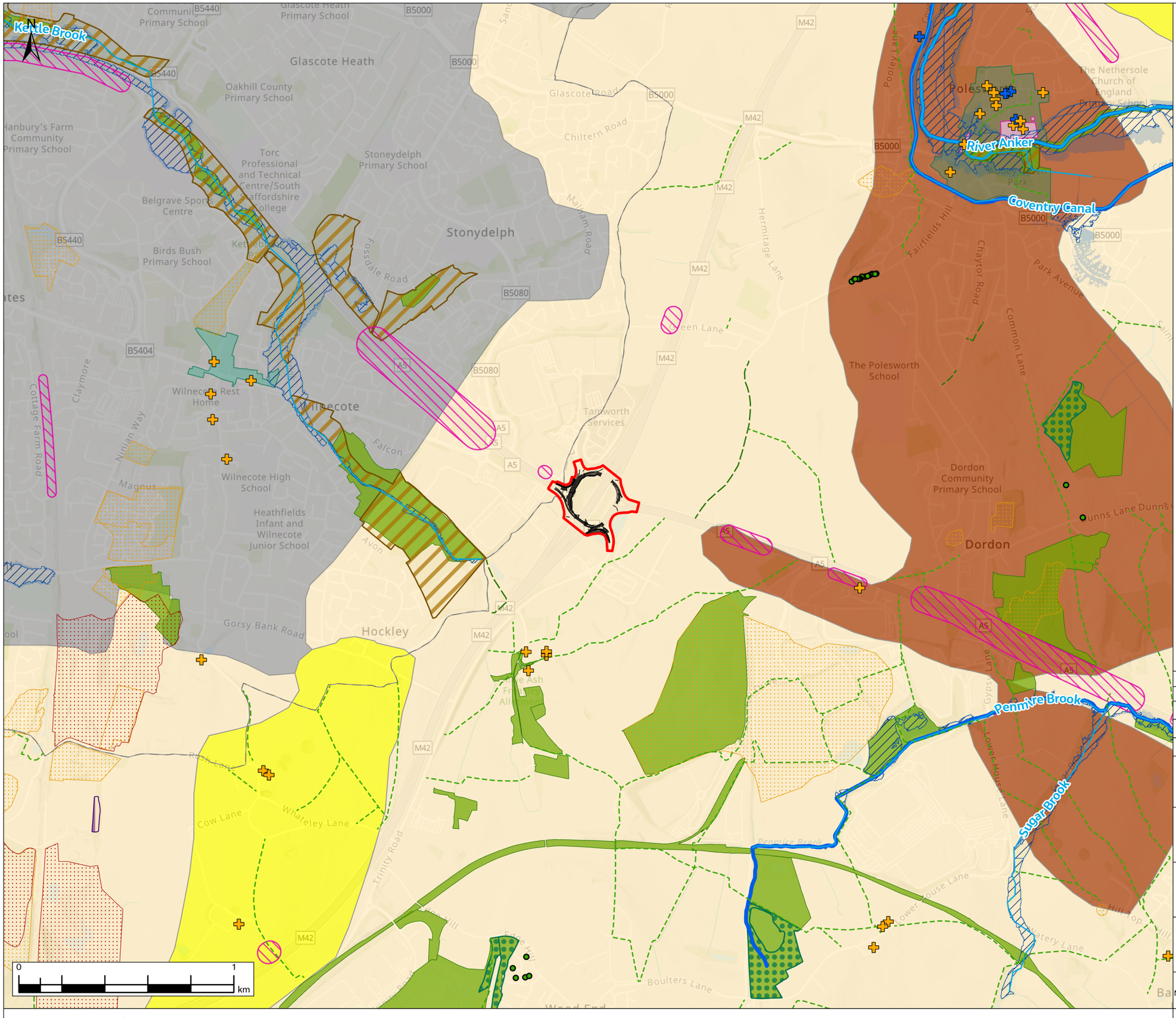
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Figure 2

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Legend

- Project Option 1
- Project Option 1 Boundary

Listed Buildings

- Grade II*
- Grade II

Tree Preservation Orders

- Tree Preservation Order

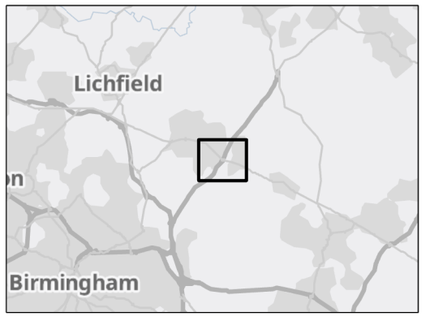
Public Rights of Way

- Footpath
- Bridleway

Provisional Agricultural Land Classification

- Grade 2
- Grade 3
- Grade 4
- Urban

- Watercourses
- WFD River, Canal, Surface Water Transfer Waterbody
- Statutory Main Rivers
- Noise Important Area
- Authorised Landfill
- Historic Landfill
- Ancient Woodland
- Local Nature Reserves
- Sites of Special Scientific Interests
- Local Wildlife Sites
- Scheduled Monuments
- Conservation Areas
- Flood Zone 2
- Flood Zone 3



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Drawing Title: NON-TECHNICAL SUMMARY
ENVIRONMENTAL CONSTRAINTS OVERVIEW - OPTION 1
SHEET 1 OF 2

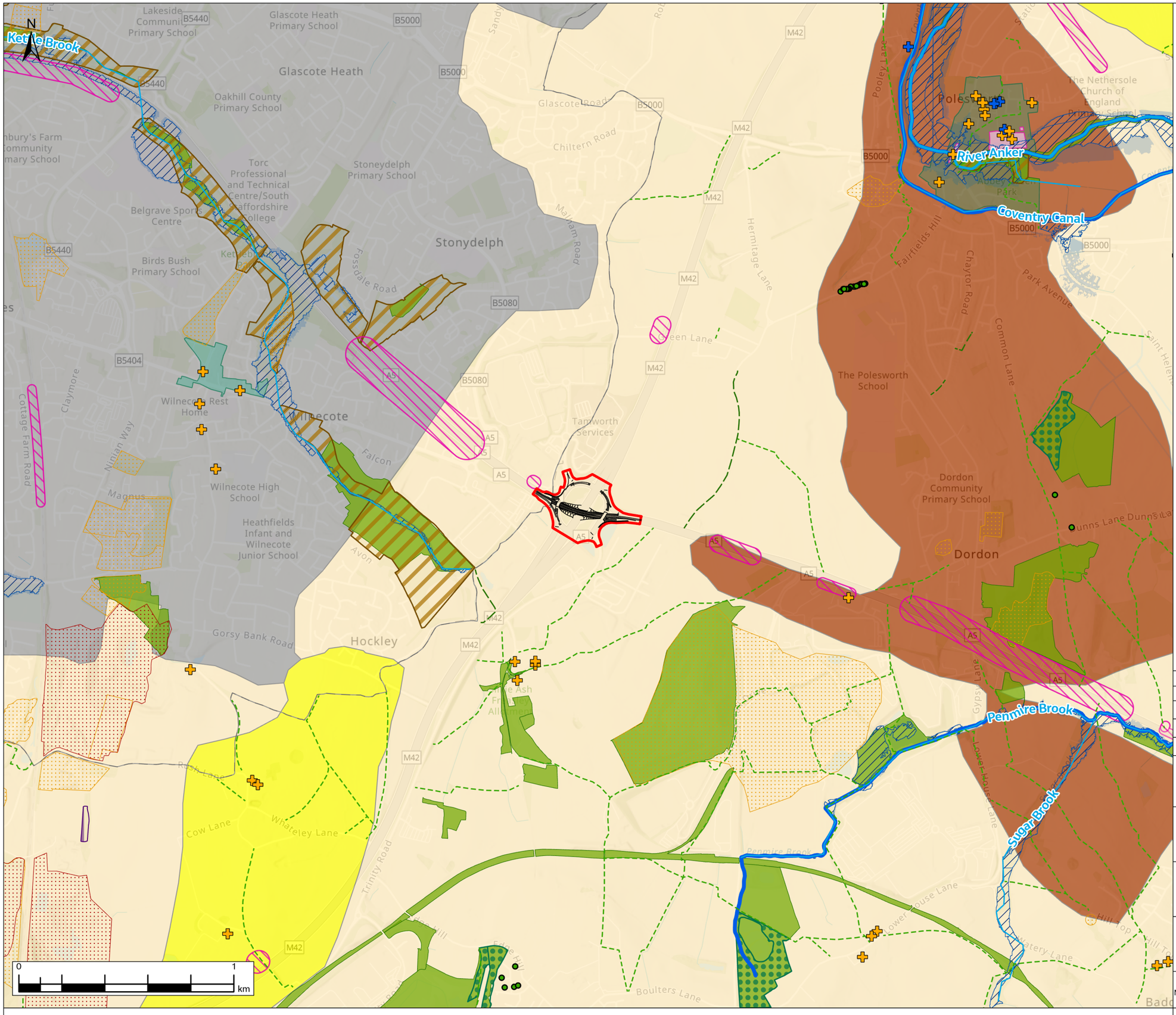
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Figure 3

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Legend

- Project Option 2
- Project Option 2 Boundary

Listed Buildings

- Grade II*
- Grade II

Tree Preservation Orders

- Tree Preservation Order

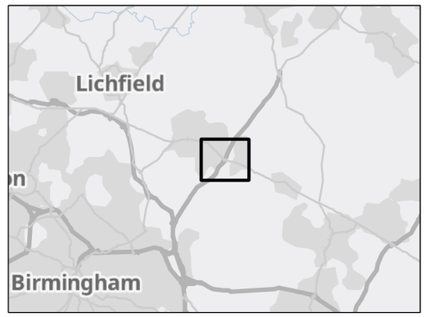
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- Footpath
- Bridleway

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- Grade 2
- Grade 3
- Grade 4
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- Watercourses
- WFD River, Canal, Surface Water Transfer Waterbody
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- Authorised Landfill
- Historic Landfill
- Ancient Woodland
- Local Nature Reserves
- Sites of Special Scientific Interests
- Local Wildlife Sites
- Scheduled Monuments
- Conservation Areas
- Flood Zone 2
- Flood Zone 3



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Figure 3

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