

# M1 Junction 19

Client: Highways Agency/ Skanska/ Jacobs  
ongoing



Moore Environment are Environmental Coordinator and Landscape Architect to Jacobs/ Skanska on this major Early Contractor Involvement (ECI) scheme at the M1 interchange with the M6 and A14 in the Midlands.



The objectives of the junction improvement are to:

- relieve congestion at the junction and improve journey reliability
- improve road safety
- separate local traffic from long distance traffic
- improve conditions for cyclists, pedestrians and horse riders
- keep adverse environmental impacts to a minimum
- provide good value for money.

*"The scheme design gained the most support following the public consultation. It has the lowest environmental impact, requires the least land, provides the greatest benefits to road users and represents good value for money."* Ivan Marriott Highways Agency project manager 2010

Work has included:-

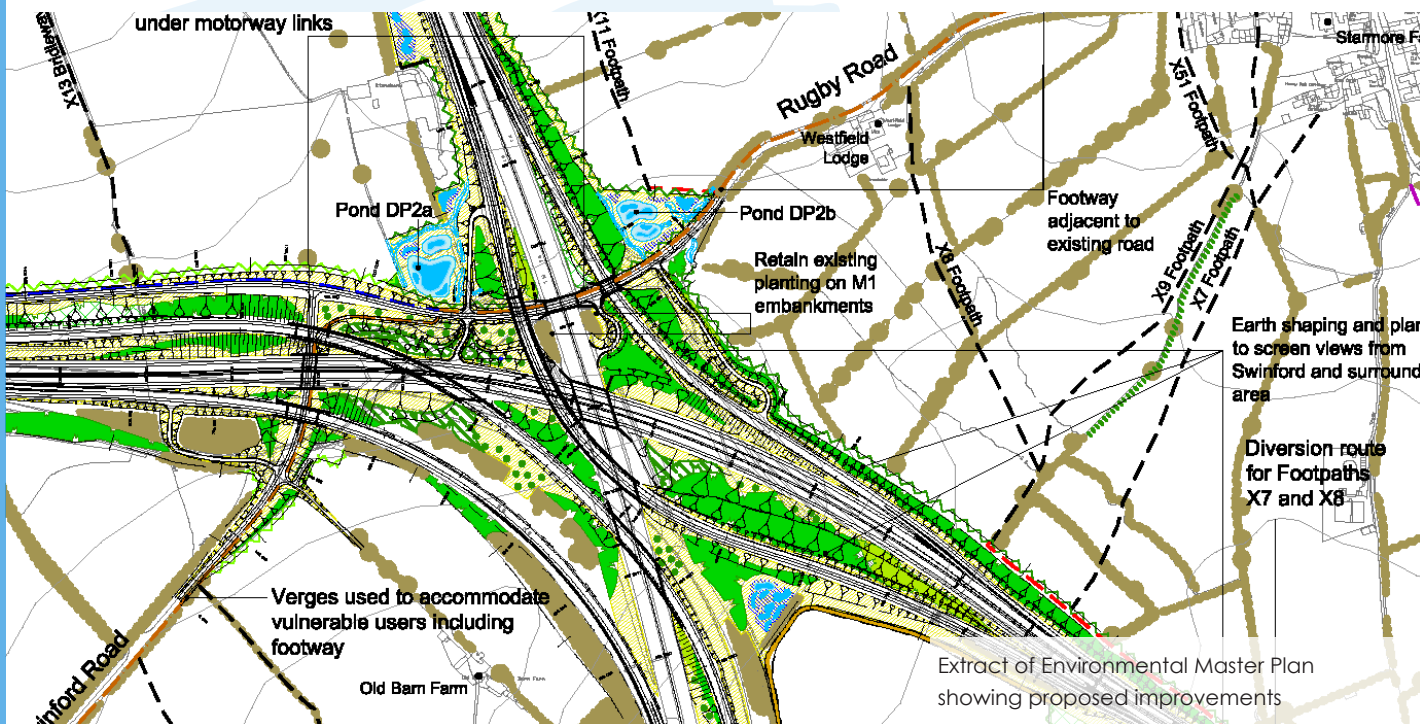
- Advice on the statutory process and environmental compliance in terms of methodology and legislation
- Briefing, management and coordination of Moore Environment's team of environmental specialists including archaeologists, ecologists, noise, air quality and climate change, land use specialists, geologists and hydrologists
- A comparative environmental assessment of 5 options for the scheme and appraisal in accordance with Department of Transport's webTAG
- A formal Environmental Impact Assessment (EIA) of the preferred route in accordance with EIA (Transport) Regulations and the Design Manual for Roads and Bridges and production of the Environmental Statement (ES), published in February 2010
- Specialist role of landscape architect in preparation of detailed environmental proposals and landscape scheme
- Collaborative working with design engineers and contractor's team and a key input into the scheme design
- Preparation and attendance at the public inquiry as expert witness March 2013
- Environmental advice during construction and site supervision for landscape works.



Otters recorded, River Avon



Existing pond identified as great crested newt habitat.



Extract of Environmental Master Plan showing proposed improvements

# Technical Summary



<b>Location:</b>	Junction 19 of the M1 adjacent to the M6 near Rugby
<b>Type of scheme/site and size:</b>	Major highway improvement, total site area (including temporary land take) 38 hectares
<b>Lead landscape architect &amp; Environmental Co-ordinator:</b>	Moore Environment
<b>Outline brief:</b>	To provide environmental input in the development of the project from planning and design to implementation and management of the landscape and environmental works.

<b>Contract value:</b>	Between £128 million
<b>Completion date:</b>	Ongoing. Next stage - advanced works, detailed design and construction

<b>Project team:</b>	Client: Highways Agency (HA). Main Contractor: Skanska Env. Co-ordinator & L-scape Architect: Moore Environment Lead Designer: Jacobs
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<b>Planning authorities:</b>	Leicestershire County Council Northamptonshire County Council Warwickshire County Council
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<b>Habitat Enhancements:</b>	<ul style="list-style-type: none"><li>• 3.1 hectares of wetland, many designed as SuDS systems with adjacent areas of aquatic habitat creation</li><li>• 6.5 hectares of species-rich grassland, sown on low nutrient soils sourced from select locations on site</li><li>• 3.6 hectares of woodland, with individual planting areas designed to achieve multiple functions including screening, habitat enhancement etc. whilst reducing long term management costs</li><li>• enhancements to the River Avon including re-grading of the river profile and improvements to aquatic planting</li><li>• great crested newt hibernacula</li><li>• provision of bat and bird boxes</li></ul>
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Areas of woodland planting and species-rich hedgerows would use native species from local provenance sources, planted in soils sourced from site where possible.

<b>Improvements to Public Rights of Way:</b>	Development of strategic PRoW network in consultation with local interest groups, to include: <ul style="list-style-type: none"><li>• direct surfaced footway between two local villages</li><li>• bridleways with reinforced surfaces, covered in soil</li><li>• diverted footpaths across adjacent fields and within highway boundary on in-situ soils / grassland</li><li>• bridleways on widened verges adjacent to new local roads</li></ul>
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