

Intermodal Logistics Park North Ltd

INTERMODAL LOGISTICS PARK NORTH (ILPN)

Intermodal Logistics Park North (ILPN) Strategic Rail Freight Interchange (SRFI)

Project reference TR510001

Preliminary Environmental Information Report (PEIR)

Appendix 9.2: Noise & vibration policy and guidance

October 2025

Planning Act 2008

The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017

This document forms a part of a Preliminary Environmental Information Report (PEIR) for the Intermodal Logistics Park North (ILPN) project.

A PEIR presents environmental information to assist consultees to form an informed view of the likely significant environmental effects of a proposed development and provide feedback.

This PEIR has been prepared by the project promoter, Intermodal Logistics Park North Ltd. The Proposed Development is described in Chapter 3 of the PEIR and is the subject of a public consultation.

Details of how to respond to the public consultation are provided at the end of Chapter 1 of the PEIR and on the project website:

<https://www.tritaxbigbox.co.uk/our-spaces/intermodal-logistics-park-north/>

This feedback will be taken into account by Intermodal Logistics Park North Ltd in the preparation of its application for a Development Consent Order for the project.

Appendix 9.2 ◆ Noise & vibration policy and guidance

- 9.1 The DCO application will be determined pursuant to the Planning Act 2008 and relevant regulations, the National Networks National Policy Statement¹ (NPSNN, adopted 2024) and the National Planning Policy Framework (NPPF)². Relevant local planning policy are material considerations.

NATIONAL POLICY

- 9.2 For nationally significant road, rail and strategic rail freight infrastructure (SRFI) projects (as defined in the Planning Act 2008), the NPSNN sets out the relevant policy objectives against which the scheme is evaluated.
- 9.3 The noise and vibration section of the NPSNN (paragraphs 5.227 to 5.242) identifies the factors that will determine the likely noise and vibration impact, the requirements of the noise assessment, relevant prediction methodologies, mitigation of identified effects and decision-making criteria. It advises at paragraph 5.238 that 'Applicants should consider opportunities to address noise issues associated with Important Areas as identified through the noise action planning process'.
- 9.4 In terms of decision making, paragraph 5.239 of the NPSNN states that due regard should be given to:
- the Noise Policy Statement for England (NPSE)³;
 - the NPPF; and,
 - the Government's associated National Planning Practice Guidance on Noise (NPPG(N))⁴.
- 9.5 Paragraph 5.241 of the document indicates that development consent should not be granted unless the development meets the following aims, within the context of government policy on sustainable development:

¹ National Policy Statement for National Networks, Department for Transport (2024)

² National Planning Policy Framework, Ministry of Housing, Communities & Local Government (December 2024 (as amended February 2025))

³ Noise Policy Statement for England, Defra (2010)

⁴ Planning Practice Guidance: Noise, Ministry of Housing, Communities and Local Government, Ministry of Housing, Communities & Local Government and Department for Levelling Up, Housing and Communities (2014)

‘avoid⁵ significant adverse impacts on health and quality of life from noise as a result of the new development; mitigate and minimise other adverse impacts on health and quality of life from noise from the new development; and

contribute to improvements to health and quality of life through the effective management and control of noise, where possible.’

9.6 Regarding the definition of significant adverse effects, as referenced in the NPSNN, the NPPG(N) indicates that increasing noise exposure causes the significant observed adverse effect level (SOAEL) threshold to be crossed, above which there are two levels of adverse effect:

- A significant adverse effect – in line with policy, every effort should be made to avoid these effects through mitigation, but there are some circumstances in which they can occur. Decisions must take account of the economic and social benefit of the activity causing or being affected by the noise; and
- An unacceptable adverse effect – the impacts on health and quality of life are such that these effects should be prevented from occurring, regardless of the benefits of the activity causing the noise.

LOCAL POLICY

9.7 The draft Order limits are located within St Helens Borough Council, Wigan Council and Warrington Borough Council administrative areas.

9.8 The applicable local policy documents and the policies of potential relevance to the noise and vibration assessment are set out below. In addition to identifying the applicable policy, a short summary of the parts of the policy which are relevant to noise and/or vibration has been included for context.

St Helens Borough Council

St Helens Borough Local Plan up to 2037

9.9 The relevant Statutory Development Plan is the St Helens Borough Local Plan up to 2037 (adopted in July 2022). The policies of relevance to noise and vibration from the Proposed Development are:

- Policy LPA06: Transport and Travel – seeks to minimise noise impacts from transport sources and requires a Transport Assessment or Transport Plan to be produced for any non-residential development which generates significant transport movements.
- Policy LPA09: Parkside East – applies to an area within the St Helens administrative area allocated for use as an SRFI as well as B2 (general industrial) and B8 (storage and

⁵ “Avoid” here does not mean a significant adverse effect cannot ever exist. Instead, it means make every effort so that significant adverse impacts do not occur. The hierarchy set out in the NPPG(N) confirms this to be the case. The reason is that the NPSE covers all sources and for historical legal reasons, there are certain circumstances (e.g., statutory nuisance legislation) where a significant adverse impact is lawfully allowed to occur.

distribution) uses. The policy states that the development should be designed to minimise impacts on residential amenity. Part of the Proposed Development occupies this allocated area.

- Policy LPA10: Parkside West – applies to the Parkside West development and its allocation for B2 and B8 uses. In relation to noise the policy indicates the development should include suitable measures to control the impact of traffic or uses within the site, on residential amenity and noise.
- Policy LPD01: Ensuring Quality Development – states that noise and vibration from new development should be mitigated and minimised to acceptable levels.

Places for Everyone Joint Development Plan Document, 2024

9.10 The Places for Everyone Joint Development Plan forms part of the adopted development for nine of the ten Greater Manchester districts (Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan). The relevant policies in respect of noise and vibration are:

- Policy JP-C5: Streets for All – seeks to mitigate the impacts of noise pollution from road transport.
- Policy JP-C8: Transport Requirements of New Development – requires new development to be located and designed to encourage sustainable transport use to reduce the negative effects of car dependency. It also requires that Construction Management Plans are used to mitigate construction logistics and environmental impacts including noise.

Wigan Council

Wigan Local Plan Core Strategy 2013

9.11 The Wigan Local Plan Core Strategy 2013 has been partially superseded by the Places for Everyone Plan; however, saved Policy CP17 Environmental Protection still remains relevant to the Proposed Development. This policy ensures that new development is planned and designed so that it does not have an unacceptable adverse impact on amenity and quality of life.

Wigan Unitary Development Plan 2006

9.12 The Wigan Unitary Development Plan 2006 has also been partially superseded by the Places for Everyone Plan; however, saved policy EV1B Pollution is considered relevant to the noise and vibration assessment. This policy indicates that development which would result in unacceptable levels of noise will not be permitted.

Wigan Borough Local Plan: Initial draft for consultation, 2025

9.13 The initial draft of the proposed Wigan Borough Local Plan is currently under review after consultation in summer 2025. The relevant policy in respect of noise and vibration is:

- Policy EN7: Protecting amenity and the environment – states that to help maintain, enhance and protect our environment and/or general levels of amenity for the benefits of the health and wellbeing of our communities and wildlife, new development will only be permitted where would not have an unacceptable impact on the amenity and quality of life of occupiers or users of surrounding sites, or future occupiers or users of the proposed development itself, in respect of noise and vibration.

Warrington Borough Council

Warrington Local Plan, 2023

9.14 The relevant Statutory Development Plan is the Warrington Local Plan covering the period of 2021/22 to 2038/39 (adopted in December 2023). The policies of relevance to noise and vibration from the Proposed Development are:

- Policy ENV8 - Environmental and Amenity Protection – part of this policy indicates that significant noise effects that cannot be mitigated will not be permitted.