

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)

Chapter 01: Introduction

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.

Chapter 1 ◆ Introduction

BACKGROUND

- 1.1 Intermodal Logistics Park North Ltd. ('the Applicant') is promoting proposals for a new strategic rail freight interchange (SRFI) and associated development on land to the east of Newton-le-Willows, in the jurisdictions of St Helens Borough Council, Wigan Council and Warrington Borough Council. An SRFI is a large multi-purpose freight interchange and distribution centre linked into both the rail and trunk road systems. SRFIs reduce the cost of moving freight by rail and encourage the transfer of freight from road to rail.
- 1.2 Under the Planning Act 2008, the proposals qualify as a Nationally Significant Infrastructure Project (NSIP). Accordingly, an application for a Development Consent Order (DCO) is to be made to the Planning Inspectorate (PINS), which will examine the DCO application on behalf of the Secretary of State (SoS) for Transport.
- 1.3 Before making a DCO application, an Environmental Impact Assessment (EIA) of the Proposed Development will be undertaken in accordance with the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 ('the EIA Regulations'). EIA is a process that provides the decision maker with sufficient information about the likely environmental effects of a project and is used to improve the environmental design of a development proposal.
- 1.4 The findings of an EIA are presented in a written report known as an Environmental Statement (ES). An ES provides environmental information about the scheme, including a description of the development, its predicted environmental effects and the measures proposed to ameliorate any adverse effects. The Applicant will submit an ES as part of its DCO application.
- 1.5 Extensive public consultation is required before a DCO application can be submitted. The Applicant undertook an informal public consultation between 27th January and 21st March 2025.
- 1.6 The Applicant is currently undertaking a statutory consultation on the proposals and this document forms part of the material upon which the Applicant is consulting. The statutory consultation commenced on 28th October 2025 and concludes on 23rd December 2025.
- 1.7 The draft 'Order Limits', which define the area in which the proposed SRFI Site and related road and rail infrastructure development and mitigation would take place, are shown in Figure 1.1 of this report. The 'Order Limits' are broadly comparable to the red line boundary in a planning application.
- 1.8 As explained in more detail later in this chapter, the purpose of the current report is to present environmental information compiled by the Applicant to enable consultees to develop an

informed view of the likely significant environmental effects of the proposed development and provide feedback. The report is known as a Preliminary Environmental Information Report (PEIR). The Applicant will take the consultation feedback into account when finalising its proposal prior to the submission of the DCO application.

- 1.9 This PEIR is structured along the same lines as an ES. However, for the avoidance of doubt the information it contains is ‘preliminary’. The Applicant is actively seeking consultees’ comments and there will be the opportunity for amendments to both the design of the Proposed Development and the EIA, including the form of mitigation measures proposed, to reflect comments received through this consultation, prior to final submission.

PROJECT OVERVIEW

- 1.10 The DCO Site, as shown on Figure 1.1 is located on the eastern extent of Newton-le-Willows. The DCO Site is located within the local authority areas of St Helens Borough Council, and Warrington Borough, both within the Liverpool City Region Combined Authority, and Wigan Council, within the Greater Manchester Region Combined Authority.
- 1.11 Chapter 2 of this PEIR sets out the location and environmental context of the DCO Site in more detail.
- 1.12 The Proposed Development is described in detail in Chapter 3 of the PEIR and is known as Intermodal Logistics Park North Rail Freight Interchange (ILPN SRFI or ‘the Proposed Development’).
- 1.13 The generic purpose of SRFIs is explained in paragraph 2.15 of the Department for Transport’s National Policy Statement for National Networks (March 2024, page 15):
- 1.14 For many freight movements, rail is unable to undertake a full end-to-end journey for the goods concerned. The aim of a strategic rail freight interchange (SRFI) is to optimise the use of rail in the freight journey by maximising the long-haul primary trunk journey by rail and minimising some elements of the secondary distribution (final delivery) leg by road, through co-location of other distribution and freight activities. SRFIs need to be supported at both ends by connections to rail infrastructure and logistics terminals. SRFIs are also typically associated with intermodal traffic. A fully effective network of SRFIs, supported by smaller-scale rail freight interchanges, will help to enable the sector to reach its full potential.
- 1.15 The essential components of an SRFI development include direct connections to the rail network which connect to ports at which freight is imported and exported, and high quality strategic road connections to the region or regions that the interchange will serve. An SRFI also requires a substantial area of broadly level and free-draining land for storage and logistics buildings and associated haulage yards.
- 1.16 The market that ILPN SRFI will serve and the need for the Proposed Development is described in chapter 4: Site selection, alternatives and scheme evolution, chapter 6: Land use and socio-economic effects and the Market Report that accompanies this consultation.
- 1.17 The components of the Proposed Development are summarised in the section below, chapter

3 of this PEIR describes each element in detail.

Development of the Main Site

- provision of a logistics park comprising up to c.767,000 square metres (m²) (gross internal area or GIA) of warehousing and ancillary buildings with a total footprint of up to 590,000m² at ground floor level and up to 177,050m² of mezzanine floorspace, comprising a mixture of units with the potential to be rail-connected, rail served and rail accessible units;
- provision of a rail terminal capable of accommodating up to 16 trains (up to 775m in length) per day, including connections to the mainline and ancillary development such as container storage, cranes for the loading and unloading of shipping containers, Heavy Goods Vehicle (HGV) parking, rail control building, fuelling facilities and staff facilities;
- a rail turn-back facility within the Western Rail Chord capable of accommodating trains up to 775m in length;
- New bridges across the Chat Moss Line to enhance connectivity and replace level crossings to improve safety;
- closure and diversion of two rail level crossings (Parkside No. 1 and Lowton Moss);
- provision of overnight lorry parking with welfare facilities and HGV fuelling facilities for users of the SRFI;
- new internal roads and works to existing road infrastructure on the Main Site;
- closure of existing access and provision of new access to Newton Park Farm and neighbouring properties;
- new electricity substations;
- new energy centre(s) and potential for battery storage;
- provision of roof-mounted photovoltaic arrays and/or canopy photovoltaic arrays over parking areas capable of providing direct energy supply to buildings on which they are mounted and/or distributing and exporting power via the energy centre(s);
- strategic landscaping and open space, including: bunds up to 3m above the reprofiled ground level, hard and soft landscape works, amenity features and planting;
- earthworks to regrade the Main Site to provide development plateaus, appropriate access, connections to the railway, development plots and landscape zones;
- habitat creation, enhancements, compensation and provision of publicly accessible space;
- an amenity area north of the railway line bounded by rail lines and Parkside Road,

providing amenity open space, landscaping and screening as well as heritage interpretation;

- farmland to the north of the Liverpool to Manchester railway and south of the A572 Newton Road for the provision of BNG requirements, new and realigned PRoW and landscaping including tree belts to screen views from the north;
- farmland to the east of Winwick Lane for the reuse of topsoil and landscaping including stopping up gaps in hedgerow and tree belts to screen views from the east;
- noise attenuation measures;
- new pedestrian and cycle access routes and connections and infrastructure including provision of new, diversion and stopping up of existing PRoW where required;
- provision of public transport hub;
- demolition of existing on-site structures (including existing residential dwellings / farmsteads and commercial premises);
- utility compounds, plant and service infrastructure;
- security and safety provisions inside the ILPN SRFI including fencing and lighting; and
- drainage works including creation of attenuation ponds and sustainable drainage features.

Highway works

- development signage; and
- highways mitigation works to be determined through assessment and review with relevant stakeholders, as set out in the Highways Mitigation Options Report (PEIR Appendix 7.2).

THE APPLICANT

- 1.18 ILPN Ltd is a Tritax Big Box Developments company and Tritax Big Box REIT plc associated company. Tritax Big Box Developments is the development arm of Tritax Big Box REIT plc which owns, manages and develops supply chain infrastructure that is critical to the UK economy. The company has the UK's largest logistics investment and development portfolio, providing businesses with the space to succeed.
- 1.19 Using its sector specialism market insights, Tritax Big Box Developments proactively manages high-quality logistics assets, typically let on long-term leases, majoring on locations that have good access to power, connectivity and people.

THE DEVELOPMENT CONSENT ORDER LEGISLATIVE OVERVIEW

- 1.20 The Planning Act 2008 introduced a bespoke approval process for NSIPs, which include a range of transport, energy, waste and water proposals. Instead of applying to the local planning authority for planning permission, promoters of relevant infrastructure which meet certain thresholds apply for a DCO from the government.

Criteria for qualification as an SRFI NSIP

- 1.21 The Proposed Development qualifies as an NSIP under Section 26 of the Planning Act 2008 (as amended). The qualifying criteria are that the project must:
- be a part of the railway network in England;
 - be at least 60 ha in area;
 - be capable of handling consignments of goods from more than one consignor and to more than one consignee, and at least four goods trains per day; and
 - include warehouses to which goods can be delivered from the railway network in England either directly or by means of another form of transport.
- 1.22 The Proposed Development meets all of these criteria and the Applicant will therefore be applying for a DCO, an explanation of which is provided below.

Development Consent Orders

- 1.23 A DCO is a 'Statutory Instrument' (SI). SIs are a form of legislation that allow the provisions of an Act of Parliament to be brought into force or altered without Parliament having to pass a new Act. They are also referred to as secondary, delegated or subordinate legislation.
- 1.24 In addition to granting development consent, a DCO can include a range of powers beyond a conventional planning permission. These include matters such as:
- rights to undertake street works, enter land for surveys, remove or undertake works to protected trees and hedgerows, override easements, discharge water, etc.;
 - 'Protective Provisions' that govern the interaction of the Proposed Development with existing utilities infrastructure;
 - powers to compulsorily purchase land and rights, extinguish private rights over land or impose restrictive covenants; and
 - inclusion of requirements, which are legally binding condition or obligation that must be met by the developer as part of the authorised development to control and manage the development process.
- 1.25 The DCO application process is 'front-loaded' meaning it requires extensive pre-application consultation with stakeholders (including landowners and statutory consultees),

environmental assessment and design refinement prior to submission. There are statutory consultation requirements which the Applicant must meet and demonstrate compliance with. Once submitted and accepted, applications are administered by the Planning Inspectorate (PINS or ‘the Examining Authority’) in accordance with a timetabled process. The process, post acceptance, provides extensive scope for public and local authority engagement through the opportunity to make written representations and participate in hearing sessions. After a six-month examination of a DCO application, the Examining Authority has three months to report its findings to the relevant SoS – in this case, the SoS for Transport. The SoS then has a further three months in which to decide whether to ‘make’ (i.e. approve) the DCO.

National Policy Statements

- 1.26 DCO applications are determined in accordance with National Policy Statements (NPS) approved by Parliament. The NPS for National Networks (NPSNN) (Department for Transport, March 2024) includes a clear acknowledgement of the national need for SRFI development. The NPSNN can be viewed via the following weblink:

<https://www.gov.uk/government/publications/national-networks-national-policy-statement>

Other policy considerations

- 1.27 Whilst the NPSNN remains the overarching policy against which ILPN SRFI will be determined, consideration will also be made to the requirements of the National Planning Policy Framework (NPPF) (December 2024, as amended February 2025) and regional and local policy. The Planning Statement will address policy compliance in detail and the technical chapters of this PEIR highlight the relevant policies for the technical assessments.

ENVIRONMENTAL IMPACT ASSESSMENT

The need for EIA

- 1.28 EIA for NSIP developments is undertaken in accordance with the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (‘the EIA Regulations’). Regulation 6 determines development to be ‘EIA development’ if any of the following circumstances apply:
- the applicant notifies the SoS in writing under regulation 8(1)(b) that it proposes to provide an ES in respect of proposed development; or
 - the SoS or an Examining Authority adopts a screening opinion to the effect that the development is EIA development; or
 - the SoS directs an accepted application to be EIA development.
- 1.29 Schedule 2 of the EIA Regulations identifies the types of development that might require ES if likely to have significant effects on the environment by virtue of factors such as their nature, size or location. The Proposed Development is included in the following parts of Schedule 2 of the EIA Regulations:

- Part 10(a) 'Industrial estate development projects';
- Part 10(c) 'construction of intermodal transshipment facilities and of intermodal terminals';
- Part 10(d) 'construction of railways'; and
- Part 10(f) 'construction of roads'.

1.30 Following consideration of the characteristics of development, the location of development and the types and characteristics of potential impacts, the Applicant concluded that its proposals are EIA development and volunteered to provide an ES to accompany the application for a DCO. The Applicant has notified the SoS in writing under regulation 8(1)(b) that it proposes to provide an ES in respect of the Project.

The scope of the EIA

1.31 On 4 November 2024 the Applicant requested an EIA Scoping Opinion from the SoS for Transport under Regulation 10 of the EIA Regulations. A scoping opinion request seeks the decision maker's written confirmation of the scope of the EIA. The request was accompanied by the Applicant's ES scoping report entitled 'Intermodal Logistics Park North – Request for an EIA Scoping Opinion'. This report set out the Applicant's considered views on likely significant environmental effects and the scope of information the Applicant considered was appropriate to assess the environmental effects of the scheme. A weblink to this report is provided below.

<https://nsip-documents.planninginspectorate.gov.uk/published-documents/TR0510001-000004-TR051001%20-%20Scoping%20Report.pdf>

1.32 On 12 December 2024 PINS issued the Secretary of State's response, entitled 'Scoping Opinion - Proposed Intermodal Logistics Park North' ('Scoping Opinion'). A weblink to this Scoping Opinion is provided below.

<https://nsip-documents.planninginspectorate.gov.uk/published-documents/TR0510001-000004-TR0510001%20-%20Scoping%20Opinion.pdf>

1.33 The Scoping Opinion includes the responses from all consultees that provided comment to the Inspectorate. The responses to the Scoping Opinion are described in more detail in chapter 5: EIA Scope and General Methodology and within the technical chapters of this PEIR.

1.34 The Scoping Opinion confirms, at paragraph 1.0.3, that it was adopted by the Planning Inspectorate ('the Inspectorate') on behalf of the SoS.

THE EIA PROCESS AND THE PEIR

1.35 PINS has published a series of advice pages to guide the preparation and examination of DCO applications. Advice Note Seven: Environmental Impact Assessment: Process, Preliminary

Environmental Information and Environmental Statements (version 7, June 2020 and updated on 25 March 2025) explains in paragraph 9.3 that PINS considers a good ES to be one that:

- *provides a clear description of the Proposed Development through all phases of the development consistent with the DCO - i.e. in terms of construction, operation and decommissioning phases;*
- *clearly explains the processes followed to develop the ES including the established scope for the assessment;*
- *explains the reasonable alternatives considered and the reasons for the chosen option taking into account the effects of the Proposed Development on the environment;*
- *details the forecasting methods for the assessment and the limitations (as relevant);*
- *assesses in an open and robust way the assessment of likely significant effects explaining where results are uncertain;*
- *provides sufficient details of the measures envisaged to prevent, reduce and where possible offset any significant adverse effects, the likely efficacy of such measures and how they are secured;*
- *details the need for any ongoing monitoring or remediation; and*
- *demonstrates that the information is sufficient to enable a reasoned conclusion to be reached.*

1.36 In respect of the PEIR, paragraph 8.4 of Advice Note Seven states that:

‘There is no prescribed format as to what PEI should comprise and it is not expected to replicate or be a draft of the ES. However, if the Applicant considers this to be appropriate (and more cost-effective) it can be presented in this way. A good PEI document is one that enables consultees (both specialist and non-specialist) to understand the likely environmental effects of the Proposed Development and helps to inform their consultation responses on the Proposed Development during the pre-application stage’.

1.37 The Applicant has taken Advice Note Seven into account in the production of the current PEIR, which takes the form of a draft of the ES based on the environmental information currently available to the Applicant. The standard structure of an ES will be familiar to statutory consultees and provides clear signposting to individual environmental topics of interest to local communities.

THE ROCHDALE ENVELOPE

1.38 The ES for the Proposed Development will be undertaken in accordance with what are known as ‘Rochdale Envelope’ principles reflecting that the DCO will need to retain flexibility around

the internal layout and design of the ILPN SRFI¹. This means that the DCO application will be similar in concept to an application for outline planning permission. The DCO application will fix the outer envelope or ‘parameters’ of the Proposed Development including its position, land uses and the overall maximum dimensions of built features such as buildings, roads and landscape areas. If the DCO is made, the Applicant will be required to submit details of individual buildings and elements within development phases (such as drainage, landscaping and access arrangements) to St Helens Borough Council, Wigan Council or Warrington Borough Council (depending in which jurisdiction the works falls within) for approval prior to construction of those elements. These design details would be within the assessed and approved parameters.

1.39 The EIA Regulations require that the development parameters must be identified with sufficient precision so that their likely significant environmental effects can be defined and assessed. Paragraph 2.4 of PINS Advice Note Nine: Using the Rochdale Envelope (version 3, July 2018 and updated on 25 March 2025) identifies the guiding principles for the use of the Rochdale Envelope as follows:

- *‘the DCO application documents should explain the need for and the timescales associated with the flexibility sought and this should be established within clearly defined parameters;*
- *the clearly defined parameters established for the Proposed Development must be sufficiently detailed to enable a proper assessment of the likely significant environmental effects and to allow for the identification of necessary mitigation, if necessary, within a range of possibilities;*
- *the assessments in the ES should be consistent with the clearly defined parameters and ensure a robust assessment of the likely significant effects;*
- *the DCO must not permit the Proposed Development to extend beyond the ‘clearly defined parameters’ which have been requested and assessed. The Secretary of State may choose to impose requirements to ensure that the Proposed Development is constrained in this way;*
- *the more detailed the DCO application is, the easier it will be to ensure compliance with the Regulations’.*

The need for flexibility

1.40 The flexibility implicit in the Rochdale Envelope approach is essential for the ILPN SRFI Project for the following reasons.

¹ The Rochdale Envelope approach originated in two court decisions in 1999 and 2000, in which it was established that a planning application for a development requiring EIA could be made in outline provided that sufficient design detail was provided to inform a reliable assessment of environmental effects in accordance with the EIA Regulations. The court decisions concerned a planning application for a business park in Rochdale.

- The needs of the freight logistics industry are rapidly evolving and the sector is in the midst of a technical revolution.
- Given the envisaged 10-year timeframe for the construction of the ILPN SRFI, it is essential that the DCO affords sufficient flexibility to accommodate developments in rail and road transport, freight handling and storage, construction methods, energy supply, employees' transport arrangements, etc.
- There is a need to cater for the requirements of individual logistics occupiers – particularly with respect to the dimensions of individual buildings and freight handling areas.

THE PROJECT TEAM

1.41 According to Regulation 14(4)(a) of the EIA Regulations 2017:

(4) In order to ensure the completeness and quality of the environmental statement –

(a) the applicant must ensure that the environmental statement is prepared by competent experts; and

(b) the environmental statement must be accompanied by a statement from the applicant outlining the relevant expertise or qualifications of such experts

1.42 Table 1.1 identifies the team that the Applicant has appointed to progress the DCO application for the ILPN SRFI. The consultants, and the sub-consultants and individuals that are assigned to the Proposed Development constitute 'competent experts' for the purpose of Regulation 14(4)(a) of the EIA Regulations. The ES will be accompanied by a technical appendix which will demonstrate the professional particulars of the specialists responsible for the EIA.

Table 1.1 The Applicant's advisory team

Specialism	Consultant
Legal	Eversheds Sutherland (International) LLP , 115 Colmore Row, Birmingham B3 3AL
Planning	Framptons , Oriel House, 42 North Bar, Banbury Oxfordshire OX16 0TH
EIA coordination	Savills , 33 Margaret Street, London W1G 0JD
Socio-economic effects	

Specialism	Consultant
Strategic rail advisor	Baker Rose Consulting , 53 Davies Street, London W1AK 5JH
Transport and traffic	Stantec , Whitehall Rd, Leeds, LS1 4AW
Air quality	Redmore Environmental , Serendipity Labs, Building 7, Exchange Quay, Salford, M5 3EP
Noise and vibration	Vanguardia , 21 Station Road, West Oxted, Surrey, RH8 9EE
Surface water and flood risk	BWB , 5 th Floor, Waterfront House, Station Street, Nottingham, NG2 3DQ
Geology, soils and contaminated land	
Lighting	
Civil engineering	
Energy and climate change	Savills , 33 Margaret Street, London W1G 0JD
Materials and waste	WSP , 70 Chancery Lane, London, WC2A 1AF
Landscape and visual effects	Axis , Camellia House, 76 Water Lane, Wilmslow, Cheshire, SK9 5BB
Ecology and biodiversity	FPCR , Aizlewood's Mill, Nursery Street, Sheffield, S3 8GG
Cultural heritage	Iceni , 44 Saffron Hill, London, EC1N 8FH
Archaeology	

Specialism	Consultant
Major accidents and disasters	Savills , 33 Margaret Street, London W1G 0JD
Population and human health	
Community engagement	Cavendish Consulting , 29 John Dalton St, Manchester, M2 6HQ
Architects	AJA Architects , 1170 Elliot Court, Herald Avenue, Coventry Business Park, Coventry, CV5 6UB
Rail engineers	BWB (Rail Terminal) , 5 th Floor, Waterfront House, Station Street, Nottingham, NG2 3DQ Intermodality 66 Haven Way, Newhaven, Sussex, BN9 9TD
Rail Project Management	Caliba 33 Ludgate Hill, Birmingham, United Kingdom, England, B3 1EH
Utilities adviser	Base Power , Build Studios, 203 Westminster Bridge Road, London SE1 7FR
Quantity surveyor	Bentley Project Management , Discovery House, Mere Way, Ruddington, Nottingham, NG11 6JW
Land referencing	TerraQuest , Sixth Floor Suite, 31 Temple St B2 5DB
Design Champion	Jon Matthews Architects , 2-10 Albert Square, Manchester, M2 6LW

CONSULTATIONS

1.43 Pre-application consultation is a legal requirement for DCO applications. It allows issues and

concerns to be raised and considered when a proposed development is still at a formative stage and, where appropriate, assists an applicant in addressing adverse environmental effects through avoidance, design or mitigation before the DCO application is submitted for examination by PINS.

- 1.44 The Applicant undertook a non-statutory public consultation between 27th January and 21st March 2025. The aims of the non-statutory consultation were to: introduce the broad outline of the Proposed Development; gather feedback on the early design and understand initial concerns from the community and stakeholders. Consultation feedback centred around the following issues: transport and traffic concerns; environmental impacts; public rights of way and access; and support for modal shift.
- 1.45 On 28th October 2025 the Applicant commences a statutory consultation. This PEIR forms a part of the statutory consultation materials presented, helping the local community and other consultees to understand the likely environmental effects of the Proposed Development, and thereby informing their responses to the consultation.
- 1.46 The outcomes of the consultations undertaken, the findings and how these have been taken into account in the application will be set out in a number of the documents that support the DCO application, including the Consultation Report and the Design Approach Document.
- 1.47 An account of how the Proposed Development has responded to the pre-application consultation undertaken to date is also provided in each technical chapter of the PEIR.
- 1.48 Traffic modelling is ongoing in consultation with the Transport Working Group (TWG) but will not be completed in time for the write up of statutory consultation.
- 1.49 Based on discussion with the TWG, 15 off-site options including a relief road for the southern side of Lane Head will be included in the draft Order Limits and assessed further as part of the traffic modelling.
- 1.50 Potential highway mitigation options are identified and evaluated in the Highway Mitigation Options Report for statutory consultation.
- 1.51 Once the final highways mitigation package has been settled, it is proposed that a second round of statutory consultation will be undertaken in Q1 2026. This will be a targeted consultation exercise which will focus on traffic impacts, highways mitigation and the associated air quality and noise impacts.

THIS REPORT

- 1.52 In accordance with Regulation 12(2) of the EIA Regulations, the purpose of this PEIR is to present environmental information compiled by the Applicant that will assist consultees to develop an informed view of the likely significant environmental effects of the Proposed Development. The PEIR is arranged as follows.

- **Chapter 2** describes the location of the ILPN SRFI, including its location in the North

West, the DCO Site and its surroundings.

- **Chapter 3** provides a description of the Proposed Development. It begins with an explanation of the purpose of SRFIs and then describes the proposed rail and road connections, the logistics park and arrangements for landscape, planting and public rights of way. The chapter concludes with a description of how the ILPN SRFI would operate, once built.
- **Chapter 4** explains the considerations that informed the selection of the proposed site for the ILPN SRFI, and outlines other options that were considered, including 'do nothing', alternative sites and alternative designs.
- **Chapter 5** sets out the scope and general methodology of the EIA for the Proposed Development.
- **Chapters 6 to 19** provide environmental information about the proposals under the chapter headings listed below. For each topic, the chapters begin with an explanation of the study methods and data sources used and the topic-specific consultations undertaken to date. Baseline conditions including the existing character of the DCO Site and surrounding area are then described. The potential environmental effects of the Proposed Development are identified and, where necessary, mitigation is proposed to address any adverse environmental effects. The residual effects of the Proposed Development with the identified mitigation in place is then described. Most of the topic-based chapters are accompanied by technical appendices, identified on the contents page of this PEIR.

6. *Land use and socio-economic effects*

7. *Transport and traffic*

8. *Air quality*

9. *Noise and vibration*

10. *Landscape and visual effects*

11. *Ecology and biodiversity*

12. *Cultural heritage*

13. *Archaeology*

14. *Surface water and flood risk*

15. *Geology, soils and contaminated land*

16. *Materials and waste*

17. *Energy and climate change*

18. *Population and human health*

19. *Major accidents and disasters*

- **Chapter 20** describes the cumulative and in-combination environmental effects for the Proposed Development as a whole. Consideration is also given to the ‘trans-boundary effects’ of the Proposed Development – the potential for significant environmental effects beyond the UK border.
- **Chapter 21** presents the interim conclusions of the PEIR and describes the proposed structure of the ES that will accompany the DCO application for the ILPN SRFI.

1.53 A **non-technical summary** of the PEIR is also available. This is intended to be accessible by a range of audiences, providing them with a clear outline of the ILPN SRFI, the likely significant environmental effects, based on the findings of the PEIR, and subsequent mitigations strategies to avoid or lessen the potential adverse effects.

CONTACTS AND FURTHER INFORMATION

1.54 Consultation responses can be made in the following ways:

- Completing the feedback form online which can be accessed via the project website from **Tuesday 28th October 2025**: (<https://www.tritaxbigbox.co.uk/our-spaces/intermodal-logistics-park-north/>)
- Attending a consultation event and completing a printed feedback form which can be handed into the project team in-person or taken away and sent to us via a freepost (using FREEPOST ILP NORTH)
- Feedback forms can also be collected from the community deposit locations, downloaded from the website, and completed in pen or requested from the project team, using the contact channels.
- Emailing ilpnorth@consultationonline.co.uk
- Writing to us at FREEPOST ILP NORTH (no stamp is required)

1.55 Consultation materials will be available for download on the project website. They can also be obtained by contacting the information channels. These information channels will be advertised by the various methods used to promote the statutory consultation (newsletter, press releases, social media, emails and letters, notices and posters).

1.56 The following channels will be available throughout the consultation for members of the community and other stakeholders to get in touch with the project team, ask questions, request further information, or request copies of the consultation materials and documents.

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

- Telephone: 01744 802043
- Email: ilpnorth@consultationonline.co.uk