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 07: Transport and traffic

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 7 ◆ Transport and traffic

INTRODUCTION

7.1 The purpose of the transport and traffic chapter of the Preliminary Environmental Impact Report (PEIR) is to describe and, where possible, quantify the likely significant effects that the Proposed Development will have on the surrounding transport network and traffic and transport impacts on the environment.

7.2 This chapter of the PEIR has been prepared in advance of the completion of traffic modelling and assessment analysis which will be finalised in early 2026 and submitted as part of the DCO submission. As such, the following is covered in this PEIR chapter:

- The present-day and future baseline traffic and transport conditions at the opening of the Proposed Development;
- The proposed methodology that will be used to assess the effects of operational and construction traffic (including maintenance) on the local road network and surrounding conurbations as a result of the Proposed Development; and
- Locations identified for potential mitigation which will be tested and presented as part of the finalised transport modelling assessment within the upcoming DCO submission.

7.3 This Chapter of the PEIR is based on the description of Proposed Development of the Intermodal Logistics Park North Rail Freight Interchange (ILPN RFI) as set out at Chapter 2: Site description and Chapter 3: Project description. This Chapter is informed by extensive technical collaboration with a Transport Working Group (TWG) made up of representatives from St. Helens Borough Council (SHBC), Wigan Council (WC), Warrington Borough Council (WBC), Transport for Greater Manchester (TfGM) and National Highways (NH), covering the Highway and Planning authorities in the vicinity of the Proposed Development.

7.4 In accordance with guidance, the information presented in this Chapter is considered 'preliminary' and that the PEIR submission forms an integral part of an iterative process for both the design of the Proposed Development and the Environmental Impact Assessment (EIA) and will therefore take into consideration any comments received through this consultation. This Chapter identifies the transport work that has been done to date and sets out further work to be undertaken as part of the ongoing transport modelling.

RELEVANT LAW, POLICY AND GUIDANCE

7.5 This section reviews the existing national and local policy, guidance and emerging strategies relevant to this assessment and provides a summary of how the Proposed Development

accords with these policies.

National Policy

National Policy Statement for National Networks (NPSNN) (March 2024)

7.6 The National Policy Statement for National Networks (NPSNN) sets out the UK Government's strategic planning framework for the development of Nationally Significant Infrastructure Projects (NSIPs) related to road, rail, and strategic rail freight interchanges (SRFIs) in England. It provides the basis for decision-making by the Secretary of State under the Planning Act 2008.

7.7 The overall strategic aims of the NPSNN and the National Planning Policy Framework (NPPF) (December 2024, as amended February 2025) are consistent due to both documents' over-arching theme to support sustainable development. However, the NPPF is not intended to contain specific policies for NSIPs. The NPSNN assumes that function and provides the Transport Policy which will guide individual NPPF and NSIPs brought under it. The NPSNN provides guidance and imposes requirements on matters such as good highways scheme design principles, as well as the treatment of environmental impact.

7.8 The NPSNN also identifies the economic and environmental benefits of rail freight interchanges.

7.9 Paragraph 2.15 defines the aim of a strategic rail freight interchange as follows:

"The aim of a SRFI is to optimise the use of rail in the freight journey by maximising 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."

7.10 The Proposed Development will be designed to maximise rail haul and reduce secondary road haul to meet the aim of a SRFI.

7.11 The Government's policy to address its vision for a sustainable transport system and the role of SRFIs is included in Paragraph 3.98:

"The government's vision for transport not only sets a path to net zero emissions, but it is also a vision for a sustainable transport system fundamentally better in every way, improving journeys, decarbonising the network, meeting the needs of freight and logistics at all links in the supply chain, driving growth and opportunity, and boosting the health of the nation. The government, therefore, believes it is important to facilitate the development of the rail freight industry including supporting growth areas such as intermodal where there is a high opportunity for modal shift."

National Planning Policy Framework (December 2024, as amended February 2025)

7.12 The NPPF has most recently been updated in February 2025 and promotes sustainable development and states that there is to be a "presumption in favour of sustainable development" when making plans and decisions.

7.13 Section 9 of the NPPF 'Promoting Sustainable Transport', Paragraph 109, states that:

'Transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places. This should involve:

a) making transport considerations an important part of early engagement with local communities;

b) ensuring patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places;

c) understanding and addressing the potential impacts of development on transport networks;

d) realising opportunities from existing or proposed transport infrastructure, and changing transport technology and usage – for example in relation to the scale, location or density of development that can be accommodated;

e) identifying and pursuing opportunities to promote walking, cycling and public transport use; and

f) identifying, assessing and taking into account the environmental impacts of traffic and transport infrastructure – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains.'

7.14 In respect of considering development proposals, paragraph 115 states:

'In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

a) sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;

b) safe and suitable access to the site can be achieved for all users;

c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and

d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.'

7.15 Paragraph 117 states the following requirements for development applications:

'a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;

b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;

d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and

e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.'

Decarbonising Transport: A Better, Greener Britain (July 2021)

7.16 This document outlines the Government's roadmap to zero carbon transport.

7.17 Part 1 of the document outlines the UK Government's strategy for achieving net zero transport, highlighting the broader benefits it offers and the core principles guiding its delivery.

7.18 Part 2 of the document outlines the Government's detailed plan to decarbonise transport across the UK, including its commitments, actions, and timelines. Section 2b, titled 'Multi-modal decarbonisation and key enablers', features a dedicated focus on 'Delivering a zero-emission freight and logistics sector'. It acknowledges the significant role rail can play in the decarbonisation effort. The introductory text notes that, *'The vast majority of freight is moved by vehicles on our roads. Removing these emissions requires the development and deployment of clean technologies, as well as the use of more sustainable forms of transport, many of which are already available including cargo bikes and rail.'* The section emphasises that shifting freight from road and aviation to rail will help reduce both congestion and emissions.

7.19 The Government has pledged to support and promote the shift of freight transport from road to more sustainable alternatives, including rail, cargo bikes, and inland waterways. This commitment is backed by a suite of policy measures, such as the introduction of a rail freight growth target aimed at encouraging continued expansion of the sector. Transitioning freight from road to rail is expected to not only lower greenhouse gas emissions but also alleviate congestion and reduce noise pollution.

7.20 The section titled 'Decarbonising our railways' in Part 2 of the document outlines the Government's plan to achieve a net zero rail network by 2050. A key ambition is to eliminate all diesel-only trains—both passenger and freight—by 2040. This transition will be supported through further electrification and the adoption of hydrogen and battery technologies. In the interim, the Government also intends to use technological solutions to reduce emissions from existing diesel trains until they are fully phased out.

Net Zero Highways: our 2030/2040/2050 plan – National Highways (July 2021)

7.21 This document is aimed at rapidly cutting emissions across road construction, maintenance, and operations, while also supporting the transition to zero-emission vehicles. The plan sets

out clear targets: achieving net zero for its own operations by 2030, for construction and maintenance activities by 2040, and for road user emissions by 2050. These goals are underpinned by a comprehensive roadmap and material-specific strategies for concrete, steel, and asphalt, developed in collaboration with the supply chain to drive sector-wide decarbonisation.

7.22 NH aims to place roads at the centre of Britain's net zero future through three core commitments: achieving net zero emissions from its own operations by 2030; delivering net zero road maintenance and construction by 2040; and enabling net zero carbon travel on the road network by 2050.

7.23 Contractors and suppliers will also be expected to act, committing to year-on-year carbon reductions through the adoption of cutting-edge technologies. These efforts aim to ensure that by 2040, road maintenance and construction activities operate with near-zero emissions.

7.24 The Framework Travel Plan associated with the Proposed Development outlines measures for reducing single-occupancy vehicle journeys encouraging the use of sustainable transport modes. Lowering vehicle trips is expected to deliver direct improvements in air quality around the site.

Circular 01/2022 – Strategic road network and the delivery of sustainable development

7.25 This DfT Circular states that the SRN is designed to facilitate safe, reliable, and efficient long-distance travel for both people and goods across England. It connects major population centres, ports, airports, and rail terminals, and serves as a backbone for economic activity, trade, and regional connectivity. The Circular emphasises the SRN's role in supporting national productivity, prosperity, and the Government's levelling-up agenda by unlocking growth and attracting investment.

7.26 NH, as the operator of the SRN, is mandated to support the Government's decarbonisation goals outlined in *Decarbonising Transport: A Better, Greener Britain*. This includes enabling future transport technologies such as high-powered EV charge points and promoting modal shift away from private car use. The policy encourages behavioural change towards walking, cycling, and public transport, and supports developments that reduce emissions and improve air quality.

7.27 The Circular outlines how NH will work with developers, local authorities, and communities to ensure that new developments are sustainable and integrated with the SRN. It stresses the importance of aligning infrastructure investment with local transport strategies and land use planning, ensuring that new schemes contribute positively to environmental, social, and economic outcomes.

7.28 The Proposed Development directly supports the objectives of this policy by facilitating modal shift from road to rail for freight movement—reducing congestion, lowering carbon emissions, and improving air quality. The Proposed Development will enhance connectivity between road and rail networks, support long-distance goods transport, and align with the SRN's role in linking key economic hubs. By integrating sustainable freight logistics into national infrastructure, SRFIs contribute to decarbonisation, economic growth, and the delivery of sustainable development as envisioned in this Circular.

Planning for the Future Guidance (2023).

7.29 The guide outlines how NH engages with the planning system, particularly in relation to development proposals that may affect the Strategic Road Network (SRN). It complements DfT Circular 01/2022, which sets out the Secretary of State's policy on SRN and sustainable development.

7.30 The guidance covers the following topics:

- NH's role in planning applications;
- NH's key assessment considerations when reviewing planning applications; and
- highlights information to be included in the planning applications.

7.31 The guidance has been applied and considered within the detailed and ongoing discussions held by the TWG, of which NH are a key stakeholder.

Local Policy

St Helens Borough Council Local Plan Up To 2037 (July 2022)

7.32 The St Helens Borough Local Plan sets out the framework for the growth and development of the Borough. It identifies how and where new development and regeneration should take place and thereby promotes and manages the future development of the Borough. The Local Plan includes a number of Core Policies.

7.33 It should be noted that part of the ILPN SRFI is allocated for SRFI development and is referred to as Parkside East within St Helens Borough Local Plan. Specifically, Policy LPA09: Parkside East states that:

'1. The Parkside East site (identified as Site 7EA in Policy LPA03) shall be considered suitable in principle for development of a Strategic Rail Freight Interchange (SRFI) with the primary purpose of facilitating the movement of freight by rail and its on-site storage and transfer between rail and other transport modes.

2. The site is also considered suitable in principle for other forms of B2 and B8 employment use provided that they would:

a) bring significant inward investment, local employment, and training benefits for the local community; and

b) (i) be rail served (i.e., requiring on-site access to a railway); or

(ii) be of a layout and scale that would not prejudice the ability to develop an effectively laid out SRFI or other rail served employment development (including any necessary rail and road infrastructure, buildings, and landscaping), on at least 60ha of the site, at any time in the future.'

7.34 In addition, Policy LPA01: Spatial Strategy echoes national planning policy with regard to

sustainability and states that:

'New development will be directed to sustainable locations that are appropriate to its scale and nature and that will enable movements between homes, jobs and key services and facilities to be made by sustainable non-car modes of transport.'

Local Transport Plan 3 for Merseyside (2011 – 2026) (April 2011)

7.35 The LTP3 was adopted in April 2011 and sets out the implementation plans in the short term to 2015 and looks to the longer-term strategy for 2024 on how to improve transport in Merseyside. The plan has 6 equal status goals which focus on sustainable economic growth, equality of travel, improved health, wellbeing and road safety which are again broadly comparable with the key National and Local policies already referenced above.

Places for Everyone Joint Development Plan (2022 to 2039) (March 2024)

7.36 The Places for Everyone Plan (PfE) is a joint development plan produced by Greater Manchester Combined Authority (GMCA) for nine Greater Manchester districts including Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan. The plan replaced a number of policies in the Wigan Local Plan Core Strategy and was adopted by Wigan Council in March 2024.

7.37 With reference to transport, the following policies are relevant to the Proposed Development and are summarised below:

- Policy JP-Strat14: A Sustainable and Integrated Transport Network – ensures all new developments are sustainably integrated into Greater Manchester's transport network or are supported by new infrastructure, with the aim that half of all daily trips can be made by public transport, cycling and walking, especially those shorter journeys.

- Policy JP-S1: Sustainable Development – new developments should aim to maximise their economic, social, and environmental benefits simultaneously, while minimising adverse impacts. They should incorporate sustainable construction techniques and actively seek opportunities to deliver net gains across each of these objectives.

- Policy JP-J4: Industry and Warehousing Development – The policy sets out to deliver at least 3,513,000 sqm of new, accessible industrial and warehousing floorspace across Greater Manchester by 2039.

7.38 The Proposed Development has considered the Places for Everyone policies as appropriate.

Wigan Local Plan Core Strategy Remaining Policies (March 2024)

7.39 Following the adoption of the Places for Everyone Plan in March 2024, several policies within the Wigan Local Plan Core Strategy were superseded and no longer form part of the Development Plan for Wigan Borough. However, the remaining policies continue to be part of the Development Plan and remain material to the consideration of the Application.

7.40 Specifically, Policy CP7 is relevant to the Proposed Development, with its objective to improve

accessibility across Wigan Borough by promoting sustainable transport choices and reducing reliance on private vehicles with the following key principles:

- support for sustainable transport modes including walking, cycling, and public transport;
- integration of land use and transport planning to reduce the need to travel and encourage modal shift;
- improved access to employment, education, and services, especially for disadvantaged communities;
- infrastructure investment to enhance connectivity and reduce congestion; and
- freight movement considerations, including support for rail freight where feasible, to reduce HGV traffic and environmental impacts.

7.41 While Policy CP7 does not specifically mention Strategic Rail Freight Interchanges, its emphasis on sustainable freight movement and reducing road-based logistics supports the planning rationale for rail-connected logistics hubs and the policy aligns with broader regional goals to shift freight from road to rail, reduce emissions, and improve network efficiency.

Warrington Local Plan 2022/23 to 2038/39

7.42 Land within Warrington is contained within the draft Order Limits, in addition, some of the traffic arising from ILPN SRFI will travel south on the A49 or east on the Parkside Link Road (PLR) into Warrington.

7.43 The Warrington Local Plan 2021/22 – 2038/39 was formally adopted in December 2023 and forms part of the statutory Development Plan for the Borough to 2038/39.

7.44 Strategic Planning Policy INF1 covers Sustainable Travel and Transport and states the following:

'To deliver the Council's objectives of improving the safety and efficiency of the transport network, tackling congestion, reducing carbon emissions and improving air quality, promoting sustainable transport options, reducing the need to travel by private car and encouraging healthy lifestyles, the Council will expect development to:

1) *General Transport Principles - Be located in sustainable and accessible locations, or in locations that can be made sustainable and accessible;*
2) *Improve Walking and Cycling Facilities (Active Travel);*
3) *Improve Public Transport;*
4) *Protect future re-use of disused rail corridors;*
5) *Improve Freight Transport Provision;*
6) *Sustainable Transport of Minerals and Waste.'*

7.45 The Proposed Development, through its mitigation measures, will look to accord with this policy.

Wigan Borough Local Plan Initial Draft (April 2025)

7.46 Wigan Borough Council published the initial draft version of the Local Plan in April 2025. It will eventually guide development through to March 2039 across the borough. The draft Local Plan sets out the policies through which the Council will *'manage development and use to inform its determination of planning applications'.*

7.47 Section 8 of the draft Wigan Local Plan outlines the Borough's commitment to improving transport infrastructure in support of sustainable development. A key proposal is the Lane Head South Relief Road, which is identified as a future transport priority under Policy T1 in the Draft Infrastructure Delivery Plan. The relief road is intended to alleviate congestion and improve air quality along Winwick Lane, where pollution levels currently exceed national limits near residential properties.

7.48 The plan also promotes active travel as a key component of sustainable transport. Proposed enhancements include three new controlled pedestrian crossings at the Newton Road junction, designed to make walking safer and more accessible—particularly for vulnerable users. These improvements are intended to encourage modal shift from car use to walking, thereby supporting both health and environmental objectives.

7.49 The Proposed Development would directly support the objectives of Section 8 by reducing HGV traffic on local roads, including Winwick Lane, and facilitating modal shift from road to rail. Combined with the proposed active travel infrastructure, the Proposed Development would contribute to reduced congestion, improved air quality, and enhanced connectivity—aligning with Wigan's vision for a cleaner, safer, and more sustainable transport network.

7.50 Whilst details relating to the more general planning policies are summarised above, the Proposed Development Site is allocated in the draft Local Plan as Policy J6. The policy proposes allocating this area for employment-led development, with a focus on logistics and industrial uses. Key elements include:

- Strategic Importance: The site is positioned to support borough-wide economic growth, leveraging its proximity to the motorway network.
- Infrastructure Requirements: Contribute substantially to a bypass for Lane Head South, associated traffic reduction measures in Lane Head South where practicable, and necessary improvements to Winwick Lane, to mitigate traffic impacts arising from the development.
- Public Transport: Provide bus services that would connect the site and Parkside to surrounding communities in Wigan, St Helens and Warrington districts and provide safe and convenient walking, wheeling and cycling routes to connect the site to Lane Head and to existing routes within Parkside.
- Design and Environmental Considerations:

- high-quality design standards are expected; and
- measures to protect residential amenity, air quality, and biodiversity are required.

- Sustainability Goals: The policy encourages modal shift from road to rail and promotes active travel infrastructure (e.g., walking and cycling routes).
- Community Benefits: The plan aims to deliver local employment opportunities and contribute to inclusive growth.

Supplementary Planning Documents (SPDs)

7.51 SHBC, WC and WBC have a number adopted SPDs. These have been reviewed those relevant to the Proposed Development have been summarised below:

St Helens Borough Council

7.52 The Transport and Travel SPD (2023) includes a dedicated chapter on Freight Management, which highlights the following elements:

- emphasises minimising disruption from freight movements;
- requires the preparation of HGV Management Plans and provision of adequate lorry parking to prevent fly-parking and ensure driver welfare; and
- encourages sustainable logistics aligned with climate goals.

Wigan Council

7.53 WC has adopted several SPDs, including those covering Travel Plans and Parking Standards and are summarised below. However, none are specifically related to Rail Freight Terminals.

Travel Plan SPD

7.54 The Travel Plan SPD outlines the WC's expectations regarding the development of Travel Plans. The updated SPD aligns with current policy and guidance, introduces a revised framework for monitoring and reviewing Travel Plans, and establishes thresholds for their inclusion within planning applications.

Car Parking Standards for New Development SPD

7.55 This SPD sets out the WC's policies regarding car parking standards for new developments. It will be updated and superseded through the Local Plan Review, which commenced in October 2022 and is scheduled for adoption in 2025/26.

7.56 In the interim, this Policy Note outlines the approach to applying car parking standards within the WC's development plan, taking into account recent changes in national planning policy. The SPD addresses general car parking only and does not include provisions for cycle parking, motorcycle parking, or parking for disabled persons.

7.57 These SPDs will be appropriately referenced within the TA, FTP and Transport ES Chapter submitted as part of the Application.

Warrington Borough Council

7.58 Similar to WC, WBC has adopted several SPDs, primarily focused on Planning Obligations, Design, and Environmental Protection. However, none currently provide freight-specific guidance.

7.59 These SPDs will be reviewed and, where relevant, referenced within the Transport Assessment and Environmental Statement chapters submitted with the DCO Application.

CONSULTATION TO DATE

Transport Working Group

7.60 A Transport Working Group (TWG) was established in November 2024 and convenes monthly. It comprises representatives from NH, SHBC, WBC, WC, and TfGM, with Stantec serving as the Applicant's transport and highways consultant. All aspects of the transport approach for the Proposed Development, including Transport Assessment, Demand Forecasting, and Transport Modelling, have been, and continue to be, subject to engagement with the TWG.

7.61 With scope and Methodology under each workstream being discussed in detail to agree on an approach at the outset ahead of any work being undertaken, this has allowed a phased and methodical engagement process of the key components of the transport work that are required to support the DCO submission and ES Chapter.

7.62 To date, the TWG have been engaged by Stantec and had the opportunity to review and comment on the following elements of the transport work, as well as inform the direction of assessment:

- initial transport Study Area;
- traffic survey data collection;
- Proposed Development trip generation;
- Proposed Development trip distribution;
- demand forecasting;
- assessment and scenario years;
- planning and infrastructure uncertainty logs for St Helens Intermodal Logistics Park Model (SHILPM);
- approach to SHILPM and VISSIM modelling, including Lane Head South Relief Road; and
- base, forecast models, forecast vision are currently being developed and are subject to

further analysis by the TWG for final sign-off.

7.63 The TWG provides a platform to inform the wider authorities of the modelling progress, share information and agree timescales for agreement/submissions that are key for the Transport Assessment (TA). This has enabled a clearer communication of risks, local issues with suggested amendments and changes.

Other Consultation

7.64 An EIA Scoping exercise was undertaken in 2024. The comments received as part of the Scoping exercise that are relevant to traffic and transport matters are set out in the table below, including a response setting out how the matters raised have been addressed.

Table 7.1 Scoping comments and responses summary

Consultee	Consultee comment	Response
EIA Scoping Consultation		
Planning Inspectorate (PINS) National Highways St Helens Borough Council Warrington Borough Council Wigan Council Transport for Greater Manchester	Construction traffic travelling to and from the DCO site – The Scoping Report proposes to scope this matter out of further assessment, on the basis that past experience indicates this is not expected to result in a significant increase in traffic. Given that there are no details yet available of the likely level of construction traffic, including whether this would include abnormal loads, and as Figure 6.1 (extract from a traffic assessment for the Parkside Link Road development) indicates there may be existing capacity issues on the surrounding road network, the Inspectorate does not agree that this matter can be scoped out of the assessment at this stage. It would be expected that all construction traffic would access the site via M6 junction 22, irrespective of whether the proposed northbound restriction on the A579 is in place.	The Inspectorate's comments are noted, and a construction traffic assessment will be included within the submitted ES Chapter.
PINS Warrington Borough Council Lane Head South Residents Group	Parkside Link Road Saturn Traffic Model – The ES should ensure any models used are up-to-date. Models should be recalibrated and re-validated where necessary and accurately reflect the proposed scenarios and assessment years. Various highway restrictions have been introduced since the model was developed, which will need to be taken account of in the updated modelling.	The comments are noted, and the Applicant has ensured that all models are up to date and calibrated before use, including the operational modelling.

Consultee	Consultee comment	Response
EIA Scoping Consultation		
National Highways St Helens Borough Council	Policy and guidance – National Highways' policy regarding involvement in the Planning system is within DfT Circular 01/2022, which is supported by the Planning for the Future Guidance (2023). Applicants are recommended to familiarise themselves with these policy documents. The Liverpool SuperPort aims should be referenced to inform the transport strategy of the Transport Assessment	Noted. Policy and guidance references to be updated to account for the documents named as well as any future amendments going forward.
National Highways	Trips on the SRN – at present it is unknown what form of trips for 'secondary distribution' legs will be or the number of these trips. The Transport Assessment needs to reflect the flexibility afforded to the varying types of uses for the site through appropriate scenario testing.	Noted.
National Highways	Warehousing open before rail component – any part of the warehousing that will be operational before the rail component is in place should be explored as part of the scenario testing for the site, where it will operate as 'road to road' logistics. The likelihood for these sites to then switch to 'rail to road' logistics should be considered as this could affect the long-term viability of the RFI and the impact on the SRN.	Noted.
National Highways	Impact on local freight locations – the potential impact the RFI may have on freight locations in Liverpool City Region and the	Noted and a review of the Proposed Development's interaction with the Port

Consultee	Consultee comment	Response
EIA Scoping Consultation		
	wider area should be looked at, and to see if there will be any interaction between the site and the Port of Liverpool.	of Liverpool will be reviewed within the Transport Assessment.
National Highways St Helens Borough Council Rotary Newton-le-Willows	Overnight lorry park – this could be extended to serve the full Parkside allocation, to benefit the whole site. A detailed description and plans of the lorry park should be provided, including details on how early arrivals will be accommodated. The HGV Routing Strategy should become part of the HGV Management Plan, which should align with the guide in the 2024 St Helens Transport & Travel SPD.	Sufficient parking will be provided. The detail of the provision will be provided within the Transport Assessment which will be consulted on and submitted as part of the DCO application. The comments regarding merging documents have been noted, and the St Helens SPD has been reviewed. Following these comments, the Delivery Service and HGV Management Strategy has been created.
National Highways	Baseline conditions – a clear assessment of baseline conditions should be included in the Transport Assessment and other technical reports.	Noted.
National Highways	Scope of assessment – National Highways say the following as a	Noted.

Consultee	Consultee comment	Response
EIA Scoping Consultation		
Salford City Council	minimum should be considered in the EIA and Transport Assessment: - M6 Junction 9 - M6 Junction 21a - M6 Junction 22 - M6 Junction 23 - M6 Junction 24 The traffic distribution should be assessed to see if the area needs to be widened in the future. Salford states that based on the traffic survey scope, it appears the development is not anticipated to impact Salford's highway network. The Parkside Link Road Highway Model (PLRHM) will inform the scope of assessment, but it does not include junctions within Salford. If the assessment of the PLRHM shows junctions on the boundary of Salford will see lots of development trips through them, then the study area should be extended to include junctions in Salford. The roads of main concern are the A580 and the M62, included in the scope of the PLRHM. There will be operational modelling of individual junctions carried out, which are not likely to be within Salford, but this is not known yet until the methodology of assessment	

Consultee	Consultee comment	Response
EIA Scoping Consultation		
	agreed.	
St Helens Borough Council	Accessibility – reviews in the Transport Assessment should be multi-modal and relate to the Minimum Accessibility Assessment requirements of the 2024 St Helens Transport & Travel SPD. The St Helens and Liverpool City Region Combined Authority's LCWIP and Bus Franchising Proposals should also be referenced. Sustainable travel connections should be reviewed and where possible the safety, security and ambience of the routes should be enhanced.	Noted.
St Helens Borough Council	Committed development – this should be given its own chapter within the Transport Assessment. Development phasing and build out rates should be set out, informed by the Uncertainty Log.	Noted, and the Transport Assessment will include a chapter on the committed developments included within the transport modelling.
St Helens Borough Council	Travel Plan – prepare a travel plan in line with guidance in the 2024 St Helens Travel & Transport SPD. Travel plan measures should encourage sustainable transport.	Noted, and a draft Framework Travel Plan has been prepared and submitted as part of the Statutory Consultation.

Consultee	Consultee comment	Response
EIA Scoping Consultation		
St Helens Borough Council	Number of trains per day – will have a direct impact on the number of vehicle trips on the roads, therefore equivalent information from comparator sites needs to be understood to determine what could be applicable at Parkside.	St Helen's comments are noted, and work has already been undertaken to understand the impact a number of trains will have on sustainable travel and is included within the Sustainable Access and Movement Strategy.
St Helens Borough Council	Trip rates – the summary trip rates provided are split by LGVs and HGVs, but clarity will be needed on the differentiation between workforce and goods-based trips. A breakdown of trip rates by the hour per vehicle type will be required, given an SRFI is a 24hr operation.	Noted and work on trip rates has been undertaken and discussed with the TWG and used to inform the transport modelling. A breakdown of trip rates will be included in the Transport Assessment.
St Helens Borough Council	Trip generation – comparator sites could be an acceptable approach to derive a trip generation for the site, subject to the comparator site being similar in terms of the development, geographically beneficially located too and using mean trip rates from similar sites.	Noted and work on trip rates has been undertaken and discussed with the TWG and used to inform the transport modelling.
St Helens Borough Council	Congestion and transport impacts – there are severe challenges related to the local road and transport network which currently operates with congestion. All likely impacts need to be defined	A full suite of traffic modelling is being undertaken to support the scheme. The approach to traffic modelling and

Consultee	Consultee comment	Response
EIA Scoping Consultation		
Lowton and Golborne Traffic Advisory Committee	within an Appraisal Specification Report or such as a Model Performance Report, and define how the transport impacts will be quantified. The impacts should then be presented in the Transport Assessment.	assessment is subject to ongoing discussion with a Transport Working Group (TWG) comprising of the highway officers from St Helens, Wigan and Warrington, National Highways and Transport for Greater Manchester. The methodology and outcomes will be agreed with the TWG. The modelling will identify any requirements to mitigate the impact of the Proposed Development and the mitigation will form part of the Proposed Development (or will be a requirement of it) All options will be considered as part of the Transport Assessment being undertaken.
Transport for Greater Manchester		
St Helens Borough Council	Trip demand matrices – the methodology for updating the trip matrices should be included in the Strategic Modelling Approach or the Model Performance Report. If existing base year demand matrices are to be used, then the 'prior matrices' should be obtained, not the matrices that have gone through the	The comments from St Helens are noted however the observed data is to be used for the base year matrices not the flows from the SHILPM Model. This has been

Consultee	Consultee comment	Response
EIA Scoping Consultation		
	estimation process.	discussed and agreed with the TWG.
St Helens Borough Council	Manual classified counts – core junctions to be surveyed have been identified, however clarity on what counts will be used in model calibration and what will be saved for validation will be needed.	St Helens' comments are noted, and the manual classified counts will be used to validate and calibrate the operation junction modelling as well as in the SHILPM Model as reported in the LMVR. This has been discussed and agreed with the TWG.
St Helens Borough Council	Automated traffic counts – the supplementary traffic data to be used within the traffic model calibration/validation process should be included in the full model specification.	The comments are noted and the data will indeed be used within the calibration and the validation of the SHILPM Model as reported in the LMVR. This has been discussed and agreed with the TWG.
St Helens Borough Council	Journey time surveys – the method of collection should be recorded with the sample size, to ensure the confidence level is appropriate. Journey time routes should be consistent with those used in the previous validation where possible and specify the source of the travel time data.	Response EIA Scoping Consultation The comments are noted in relation to journey time surveys, and TomTom data has been used to validate the traffic modelling with details of the sample size

Consultee	Consultee comment	Response
EIA Scoping Consultation		
		to be included in the Transport Assessment.
Warrington Borough Council Lane Head South Residents Group Rotary Newton-le-Willows Transport for Greater Manchester	Access to development – the Parkside Link Road provides access from Parkside East to the M6 J22, but also provides access to A579 Winwick Lane. Winwick Lane and Newton Road will provide the shortest route to the A580 from the development. There is concern about the subsequent impact on the existing Warrington transport network and the levels of traffic going through Lane Head. It is hard to understand how an increased development area can be supported without additional highway infrastructure, but understand these issues will be addressed through the modelling process. It would be expected all construction traffic would access the site via the M6 J22, irrespective of if there will be a restriction on the A579 northbound.	Noted. It is acknowledged that Winwick Lane and Newton Road provide the shortest route to the A580. The potential impacts and the highway mitigation measures are subject to the ongoing highway assessment work referenced above. The Proposed Development will implement an enforcement regime to prevent HGVs associated with the Proposed Development from travelling to and from Winwick Lane (north), north of the junction with Parkside Link Road East, preventing access to Lane Head via Winwick Lane.
Wigan Council	Sensitivity test – a scenario should be assessed where some or all of the land that is identified to be developed for the SRFI which is within Wigan borough, is developed separately, with or without a connection into the land within St Helens borough.	Noted. The scenario tests for the Proposed Development have been agreed with the TWG, and these scenarios have not been requested and therefore will not form part of the future

Consultee	Consultee comment	Response
EIA Scoping Consultation		
		year modelling.
Wigan Council	A579 Winwick Lane/A572 Newton Road junction – there is a new traffic signal scheme arrangement at this junction which will be implemented in 2025, therefore the new arrangement should be factored into any future year assessments.	Noted. This has been incorporated into the modelling.
Lane Head South Residents Group Lowton and Golborne Traffic Advisory Committee Transport for Greater Manchester	HGV Routing - Warrington Borough Council (WBC) has introduced 16 HGV weight limit restrictions to protect the areas of Croft, Culcheth and Glazebury from any HGV movements to/from Parkside. WBC has also introduced a further 3 HGV weight limit restrictions to protect Hermitage Green and Winwick. St Helens Council (SHC) have placed signage at the exit from A573 Parkside Road (northbound) to deter HGVs from using A573 Golborne Dale Road to access the A580 and redirecting via A572 Newton road to Lane Head to access the A580. A weight restriction is required northbound on Winwick Lane from its junction with the Parkside Link Road roundabout. A weight restriction is required in both directions on A572 Newton Road from its junction with the A580 to its junction with A572 Southworth Road.	Noted. A Delivery, Service and HGV Management Strategy has been prepared and will be published at Statutory Consultation, with a final version published alongside the full transport analysis submission with the DCO application. The strategy is a systematic approach to planning and managing the movement of HGVs to optimise efficiency, reduce costs, and minimise negative impacts such as congestion road deterioration, noise and air pollution, and road deterioration.

Consultee	Consultee comment	Response
EIA Scoping Consultation		
	HGV traffic from the SRFI will contribute to existing congestion	
Lane Head South Residents Group	Suggested mitigation – A579 Atherleigh Way should be extended south from its junction with the A580 towards M6 J22 forming a relief road around Lane Head.	A full suite of traffic modelling is being undertaken to support the Proposed Development. The modelling will identify any requirements to mitigate the impact of the Proposed Development.
Lowton and Golborne Traffic Advisory Committee		
Transport for Greater Manchester		
Wigan Council		
Lane Head South Residents Group	Suggested mitigation - A weight restriction is required northbound on Winwick Lane from its junction with the Parkside Link Road roundabout. A weight restriction is required in both directions on A572 Newton Road from its junction with the A580 to its junction with A572 Southworth Road.	Noted. The Delivery, Service and HGV Management Strategy outlines the proposed restrictions on HGV traffic produced by the Proposed Development and how the control systems will operate to ensure all site HGV traffic will route to

Consultee	Consultee comment	Response
EIA Scoping Consultation		
		the Proposed Development via M6 J22.
Transport for Greater Manchester	Public transport - there are currently no bus services on A579 Winwick Lane. The closest bus stop is in Lane Head Village, served by Arriva service 34, which provides a service between St Helens and Leigh at irregular intervals, with 1 or 2 buses per hour, Monday to Saturday day times.	Noted. Bus stops will be provided within the Proposed Development. A Sustainable Access and Movement Strategy has been prepared and will be submitted, and consulted on as part of the Statutory Consultation process. The report sets out the various improvements proposed for pedestrians, cyclists and public transport to access the development site. .

7.65 In addition to the consultation processes outlined above, the Applicant and their technical advisors has been conducting a series of regular, targeted meetings with individual stakeholders, including SHBC, WBC, WC, TfGM, and NH. These meetings are held outside of the TWGs and are designed to facilitate in-depth discussions on the TA methodology and to explore specific areas of interest relevant to each authority. The topics covered in these sessions include:

- Demand Forecast Modelling – to understand projected travel patterns and growth assumptions;
- Public Transport Provision and any forthcoming updates – to ensure alignment with future service improvements and infrastructure investment;
- Committed Developments and Infrastructure – to incorporate known changes into the baseline and future scenarios;
- Strategic Transport Modelling – to assess wider network impacts and strategic connectivity;
- VISSIM Modelling – to simulate detailed traffic movements and assess operational performance; and
- Local Junction Operational Modelling – to evaluate capacity and functionality at key network nodes.

7.66 These discussions have been instrumental in capturing the local policy context, identifying potential constraints, and ensuring that the assessment reflects the priorities and expectations of each authority.

7.67 The ongoing engagement through these meetings has enabled the Applicant to maintain transparency and keep all relevant authorities informed of progress on the transport workstream supporting the planning submission. This proactive approach has facilitated timely responses to emerging issues, fostered collaborative problem-solving, and ensured that stakeholders are actively involved throughout the process. By bringing each authority along the journey, Stantec has strengthened relationships and built consensus around the assessment approach, thereby enhancing the robustness and credibility of the transport evidence base.

7.68 As part of the ongoing Demand Forecasting work, the Applicant has engaged directly with the Liverpool City Region Combined Authority, TfGM, WBC, EC and SHBC to gather detailed insights into both current public transport services and future proposals across the region.

7.69 This liaison has been essential in ensuring that the transport modelling reflects the most up-to-date and comprehensive understanding of planned service enhancements, infrastructure investments, and strategic transport initiatives.

7.70 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.

7.71 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.

7.72 Potential highway mitigation options are identified and evaluated in the Highway Mitigation Options Report (Appendix 7.2) for statutory consultation.

7.73 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.

METHODOLOGY AND DATA SOURCES

7.74 The methodologies described in the following section have been developed in line with the relevant planning policy and appropriate industry guidance and will be used in assessing the potential environmental effects of the Proposed Development on traffic and transport. The transport analysis assessment information will be presented as part of the DCO submission.

Study Area

7.75 The Study Area has been defined by identifying the likely routes that may be used by construction traffic and workers, and traffic associated with the final occupiers travelling to the Proposed Development during the construction and operational phases. Key routes from the Local Highway Network and SRN have been considered when defining the Study Area alongside the most appropriate means of access. Reference should be made to Figure 7.1 which indicates the Study Area.

Impact Assessment Methodology

7.76 The effects of traffic during the construction and operation phases of the Proposed Development have not yet been considered due to the traffic modelling work still ongoing. The effects will be assessed using the methodology outlined and will be presented as part of the DCO submission.

7.77 The assessment will consider vehicle movements expected during the construction phase. It is expected that movements associated with the operation phase will be higher than those that may occur during the construction phase. Accordingly, traffic movements during the operational phase will provide a focus for the assessment of the Proposed Development's effects and will be presented as part of the DCO submission.

Initial Sifting

7.78 Following the determination of the Study Area, an initial sifting exercise will be undertaken, once the modelling work has been completed, to remove road links where the traffic effects of the Proposed Development are not considered to be significant. The following methodology and criteria will be used to determine the significance of the effects.

7.79 Within the IEMA (now Institute of Sustainable & Environmental Professionals (ISEP) Guidelines two broad rules are suggested that can be used as criteria to assist in limiting the scale and extent of the environmental assessment:

- Rule 1: Include highway links where total traffic flows would increase by more than 30% (or the number of Heavy Goods Vehicles (HGVs) would increase by more than 30%).
- Rule 2: Include highway links of high sensitivity where total traffic flows have increased by 10% or more.

7.80 A sensitive link is one that is considered a 'High' sensitivity as defined under the criteria set out in **Table 7.2**, which has been prepared with reference to the high-level detail set out in paragraph 1.30 of the IEMA Guidelines.

Table 7.2 Sensitivity of Receptors

Receptor Sensitivity	Receptor Type
High	Receptors of greatest sensitivity to traffic flows, such as schools, hospitals, playgrounds/recreational spaces, accident blackspots, retirement/nursing homes. Includes areas with no footways with high pedestrian footfall and congested areas.
Medium	Receptors with moderate sensitivity to traffic flow, such as conservation areas, historical buildings, tourist attractions, and residential areas.
Low	Receptors with low sensitivity to traffic flows, and those distant from affected roads.
Negligible	Receptors with no material sensitivity to traffic flows.

7.81 The IEMA Guidelines state that, as a starting point, a 30% change in traffic flow (Rule 1) represents a reasonable threshold for including a highway link within an environmental assessment.

7.82 Under Rule 2, the IEMA Guidelines state it would not be appropriate to consider links where traffic flows are forecast to change by less than 10%, unless there are significant changes in the composition of traffic, e.g. a large increase in the number of HGVs.

7.83 Road links within the Study Area that do not meet the above IEMA thresholds are considered to experience non-significant effects on transport from the Proposed Development and no further assessment is required.

Assessed Traffic Effects

7.84 In accordance with the IEMA Guidelines (Ref. 1), the transport and access effects that will be assessed are as follows:

- severance of communities;
- non-motorised user delay;
- non-motorised user amenity;
- fear and intimidation on and by road users;
- road vehicle driver and passenger delay;
- road user and pedestrian safety; and
- hazardous or large loads (including abnormal loads).

7.85 The following methodologies and assumptions will be applied to assess the likely traffic effects of the Proposed Development set out in this PEIR and will be applied to the assessment in the ES. These will be applied to highway links that meet the IEMA initial sifting criteria.

Severance of Communities

7.86 Severance is defined in the IEMA Guidelines as the perceived division that can occur within a community when it becomes separated by major transport infrastructure. It describes a series of factors that separate people from places and other people. Such division may result from the difficulty of crossing a heavily trafficked road or a physical barrier created by infrastructure.

7.87 The measurement and prediction of severance is difficult, but relevant factors include road width, traffic flow, speed, the presence of crossing facilities and the number of movements across the affected route.

7.88 Different groups in a community may be more affected by severance than others. Accordingly, consideration of severance relates to:

- the nature of transport infrastructure on any assessed link (for example type and speed of road, availability of crossing facilities);
- the characteristics of movements on that link (for example people crossing roads, the speed and volume of traffic); and
- the nature of receptors that may travel to facilities on that link (for example people travelling to schools or places of employment).

7.89 The effect the Proposed Development may have on receptors on any transport link will be assessed with consideration of the current severance caused by traffic and related factors, and the extent to which additional traffic may exacerbate any identified issues.

7.90 The IEMA Guidelines identify that *'The Department for Transport has historically set out a range of indicators for determining the significance of severance. Changes in traffic flow of 30%, 60% and 90% are regarded as producing 'slight', 'moderate' and 'substantial' changes in severance respectively'.*

7.91 The thresholds provide a starting point for assessment to consider the potential effects of the Proposed Development with the full consideration of severance made with regard to specific local conditions outlined above.

Non-motorised User Delay

7.92 Changes in the volume, composition and / or speed of traffic may affect the ability of people to cross roads or travel along transport links. Typically, increases in traffic levels would be the main cause of increased delays, although increased non-motorised user activity itself can also contribute.

7.93 The IEMA Guidelines identifies that there are a range of factors that can influence delay, and this might vary dependent upon whether a location is within an urban or rural environment. Accordingly, the IEMA Guidelines do not set down definitive thresholds where it is instead suggested that *'the competent traffic and movement expert use their judgement to determine whether pedestrian delay constitutes a significant effect'.*

7.94 The IEMA Guidelines state that *'Pedestrian delay and severance are closely related effects and can be grouped together'.* Accordingly, the changes in traffic flows identified for severance of communities have applied when considering non-motorised user delay.

7.95 The above approach is deemed a robust starting point for narrowing down affected links within the Study Area. Thereafter, judgements against the characteristics of transport links, receptor sensitivity and infrastructure provision will be made.

Non-motorised User Amenity

7.96 The IEMA Guidelines define non-motorised amenity as *'the relative pleasantness of a journey, and is considered to be affected by traffic flow, traffic composition and the infrastructure provision relative to traffic.'*

7.97 The IEMA Guidelines describe that previous guidance presented tentative thresholds for judging the significance of changes in pedestrian amenity would be where the traffic flow (or HGV component) is halved or doubled.

7.98 These thresholds will be used as a starting point for any assessment of a link, alongside consideration of local conditions. The defined thresholds will be used alongside further judgments and the wider consideration of infrastructure.

Fear and Intimidation on and by Road Users

7.99 The IEMA Guidelines identify that fear and intimidation is dependent upon a number of factors including traffic volumes and speeds, vehicle composition and the proximity of road users to traffic as a factor of infrastructure that is in place. It is stated that *'While most of*

these factors can be quantified, there will be a need for judgement to be exercised in determining the degree of fear and intimidation'.

7.100 The Guidance sets out a weighting system to provide an approximation of the likelihood of fear and intimidation. This relates to non-motorised users. The approach allows the degree of hazard to be assessed with reference to the established thresholds, and a score provided for each combination for each highway link within the Study Area.

7.101 Any necessary assessment of a highway link will consider the changes in total vehicle, HGVs or vehicle speeds, suggesting a degree of hazard score (as Table 3.1 of the IEMA Guidelines). The total hazard score can then be applied to determine the level of fear and intimidation referenced in Table 3.2 of the IEMA Guidelines. This is undertaken for the baseline and with the consideration of Proposed Development traffic. Any changes in the score are considered against the criteria in Table 3.3 of the IEMA Guidelines to consider a magnitude of impact where the 'step changes' in hazard score, reflecting the changes in traffic flows from the baseline conditions can be assessed.

7.102 The approach outlined in the IEMA Guidelines will be used to assess effects relating to fear and intimidation on non-motorised road users.

Road Vehicle Driver and Passenger Delay

7.103 Traffic delays to non-development traffic can occur at several points on transport networks. The IEMA Guidelines identify that delays are only likely to be significant when the traffic on the network surrounding the development is already at, or close to, the capacity of the system. Generally, this relates to junction capacity rather than the capacity of a section of road.

7.104 Proportional and absolute increases in traffic numbers provide an indication of likely effects upon driver delay. Such assessments help inform the extent of required highway capacity assessments which will normally form part of the technical work reported within the Transport Assessment, and which generally focuses on conditions in the network peak periods.

7.105 The assessment of vehicle driver and passenger delay will be undertaken through consideration of proportional and absolute impacts, judgments of highway network performance and will be considered further within the scope of the TA which will support the DCO application and form an appendix to the ES.

Road User and Pedestrian Safety

7.106 Collision clusters within the Study Area will be identified by undertaking a detailed review of the baseline characteristics to determine the road safety sensitivity of the highway network. The assessment will be based on an analysis of personal injury collision data occurring within the most recent five years.

7.107 Patterns or road safety factors that could be exacerbated by traffic or movement will be identified and considered in the context of construction movements strategies, their managements and the temporary nature of effects.

7.108 As outlined in the IEMA Guidelines, the relevant authorities will be engaged to consider the best approach for determining the significance of road safety effects, once the traffic modelling has been completed.

Hazardous or Large Loads (including Abnormal Loads)

7.109 Whilst the Proposed Development is not expected to result in the movement of hazardous loads, the movement of specific equipment and materials will fall within the categorisation of large or abnormal loads.

7.110 The movement of large (abnormal) loads is regulated by National Highways and will be subject to separate agreement with the relevant highway authorities and police through the Electronic Service Delivery for Abnormal Loads (ESDAL) system.

7.111 A specific assessment of abnormal loads will be undertaken as part of the TA as part of the Application for the Proposed Development and set out in the ES Chapter. Appropriate routes for abnormal load movements and mitigation strategies to secure safe passage will be identified when required during the construction process but will access the site via J22 of the M6. The transport assessment analysis to be submitted as part of the DCO application will consider if other traffic impacts arising from abnormal loads could result.

Sensitivity of Receptors

7.112 Receptors of potential effects associated with the Proposed Development can be people, wildlife, or elements of the natural and built environment. In the context of this chapter, receptors are considered to be users of the transport networks to whom the transport effects of the Proposed Development from its construction, operation would be perceptible.

7.113 The users of the transport networks are considered to be:

- non-motorised users using the highway and public rights of way networks (pedestrians, cyclists, and equestrians); and
- drivers and passengers of motorised vehicles (including public transport and emergency services) using the highway network.

7.114 All receptors will exhibit a greater or lesser degree of sensitivity to the changes brought about by the Proposed Development. The sensitivity of a receptor is a function of its capacity to accommodate change.

7.115 For example, transport users (receptors) that have a higher sensitivity to changes in traffic are those visiting places such as schools, hospitals and playgrounds.

7.116 Further, the sensitivity of a receptor can also be a function of the infrastructure on a highway link. For example, where there is a high concentration of pedestrians, and limited facilities such as crossings and footways, the transport users would have a higher sensitivity to changes in traffic.

7.117 Therefore, highway links which have these characteristics are assumed to have a higher

concentration of these users and therefore are classified with a higher sensitivity.

7.118 The sensitivity of highway links with regard to infrastructure and the receptors on those links are set out in **Table 5.2** in **Chapter 5** of the PEIR and they have been prepared with reference to the high-level detail set out in paragraph 1.30 of the IEMA Guidelines (Ref. 1).

Magnitude of Impacts

7.119 For those links that are screened into the assessment using Rules 1 and 2 of the IEMA Guidelines, the criteria set out in **Table 7.3** , will be used to determine the likely magnitude of impacts. The criteria are based upon the IEMA Guidelines, and in the case of non-motorised user delay and amenity, has been adapted and added to in order to allow a suitable assessment of the Proposed Development and associated effects at a later stage.

7.120 However, the absolute level of an impact is also important (e.g. the total flow of traffic or HGVs on a link) and will be considered in the analysis once the traffic modelling work has been completed.

Table 7.3 Magnitude of Impact Criteria

<table>
<tr><th rowspan="2"></th><th colspan="4">Magnitude of Impact</th></tr>
<tr><th>High</th><th>Medium</th><th>Low</th><th>Negligible</th></tr>
<tr><td>Severance of Communities</td><td>Change in total traffic or HGV flows of >90%</td><td>Change in total traffic or HGV flows of ≥=60 and <90%.</td><td>Change in total traffic or HGV flows of ≥=30 and <60%.</td><td>Change in total traffic or HGV flows of > 0 and <30%.</td></tr>
<tr><td>Driver Delay</td><td rowspan="2">Changes which are likely to be perceptible and which could change conditions which would otherwise prevail to the extent that it would significantly affect travel behaviour.</td><td rowspan="2">Changes which are likely to be perceptible and which would materially change conditions which would otherwise prevail to the extent that it may affect travel behaviour to measurable degree.</td><td rowspan="2">Changes which are likely to be perceptible but not to the extent that it would materially change conditions which would otherwise prevail.</td><td rowspan="2">Changes which are unlikely to be perceptible (based on professional judgement).</td></tr>
<tr><td>Non-motorised User Delay</td></tr>
</table>

	Magnitude of Impact			
	High	Medium	Low	Negligible
Non-motorised User Amenity	Magnitude of impact is based on professional judgement regarding the "pleasantness" of a journey and is affected by the composition, speed or volume of traffic introduced as a result of the Proposed Development. This judgment will be considered against a quantitative consideration of traffic movement where the relevance of amenity becomes more significant through halving or doubling traffic volumes. The IEMA Guidance suggests that assessors use their judgement to determine whether pedestrian amenity is a significant effect and as such, the magnitude of change for pedestrian amenity has been defined qualitatively based on professional judgement.			
Fear and Intimidation on and by Road Users	As IEMA Guidance: Two step changes in level	One step change in level, but with: a) >400 vehicle increase in average 18hr two-way all vehicle flow; and/or b) >500 increase in total 18hr heavy vehicle flow	One step change in level, but with: a) <400 vehicle increase in average 18hr two-way all vehicle flow; and/or b) <500 increase in total 18hr heavy vehicle flow	No change in step changes
Road User and Pedestrian Safety	Magnitude of impact to be based on professional judgement following analysis detailed in the Transport Assessment on collision history and the nature of movements associated with the Proposed Development.			
Hazardous / Large Loads	Magnitude of impact to be based on professional judgement following the outcomes of the abnormal loads assessment which will be an appendix to the Transport Assessment, frequency and size of abnormal loads and consideration of wider traffic effects			

Assessment of Significance

7.121 The significance of the effect of the Proposed Development from transport impacts has been classified with due regard to the sensitivity of the receptor and magnitude of impact.

7.122 The significance of effects matrix for transport effects is presented **Table 5.4 in Chapter 5** of the PEIR.

7.123 Following the classification of an effect, a clear statement is provided as to whether the effect is 'significant' or 'not significant'. As a general rule, major and moderate effects are considered to be significant and minor and negligible effects are considered to be not significant.

7.124 As noted above, the IEMA Guidelines state that *"these updated and replacement Guidelines are intended to complement professional judgement and the experience of trained and competent assessors"* and goes on to state that *"the experience and expertise of the assessor will remain of primary importance."* Further, the guidance states that assessments *"should consider the forecast changes to baseline (magnitude of change/ impact), the relative value/sensitivity/importance of the affected asset/receptor and the scale, nature and significance of the effect (consequence)".*

7.125 Accordingly, professional judgement will be applied where appropriate in addition to the consideration of absolute level of traffic in combination with the percentage change in traffic when defining significance.

Data Sources

Traffic Flows

7.126 In October 2024, Traffic Count Surveys were undertaken for roads surrounding the Proposed Development to establish the baseline traffic conditions, with locations discussed and agreed with the TWG. Additional surveys were undertaken in October 2025 for use within the ongoing traffic modelling assessment work and will be presented as part of the DCO application.

7.127 The baseline two-way traffic count data for the main roads within the vicinity of the Proposed Development, together with the Annual Average Daily Traffic (AADT) flows and the number and proportion of HGVs will be summarised within the TA, submitted as part of the DCO application.

Stantec Strategic Traffic Model

7.128 In order to assess the transport impact of the Proposed Development, the Applicant is developing a bespoke Strategic Transport Model. Details of the modelling work undertaken are included within the Local Model Validation Report (LMVR) which is provided in **Appendix 7.1.**

7.129 The model specification and approaches were outlined in the Model Specification Report P02 (February 2025). The Model Specification Report (MSR) describes the strategic traffic modelling approach that will support the TA for the DCO application for the Proposed Development.

7.130 The purpose of the MSR was to inform stakeholders on how the strategic traffic modelling requirements related to traffic and environment set out within the Analytical Requirements

Report (ARR) will be met, taking account of budgetary, programme, political, environmental and spatial constraints. The version of ARR, which provided the basis for this MSR is Version 4 (Stantec, October 2024). These documents are included in **Appendix 7.3**.

7.131 Both the ARR and MSR were reviewed and agreed by the TWG. This ensured that the key stakeholders had the opportunity to provide comments and allowed these to be incorporated, where possible, into the modelling approach. Deviations from the MSR approach, where necessary, were agreed with the TWG stakeholders as part of the Base Model build process and accompanying regular stakeholder engagement throughout this process.

BASELINE CONDITIONS

7.132 This section describes the baseline environmental characteristics for the Proposed Development and surrounding areas with specific reference to transport and access. Baseline data at this stage comprises traffic survey information for highway links within the Study Area. This initial suite of data will be added to as the transport assessment analysis of the Proposed Development is developed and is subject to further agreement with the highway authorities.

Existing Baseline

7.133 The existing baseline conditions are derived from in-progress/complete desk/field-based studies, based on consideration of the Study Area and initial access points and routes.

7.134 The Proposed Development is as described in Chapter 3: Project Description, and is split broadly into five sections:

- The Main Site;
- The Western Rail Chord;
- The Northern Mitigation Area;
- Soil Reuse Area; and
- Remote Highway Works.

7.135 The majority of the land contained within the Main Site is bound to the north by the Chat Moss Line (Liverpool-Manchester railway line), to the west by the M6 motorway and to the southeast by Winwick Lane (A579).

Non-motorised Users

Public Rights of Way

7.136 There is an extensive network of Public Rights of Way (PRoW) routes running through and surrounding the Proposed Development as detailed in Chapter 10, Appendix 10.6 Public

Rights of Way, Appraisal and Strategy.

Pedestrian and Cycle Access

7.137 The principal pedestrian and cycle access points to the Proposed Development will be located on Winwick Lane and Parkside Road, providing direct and convenient connections to the surrounding network. As part of the Applicant's commitment to promoting sustainable and active modes of travel, a comprehensive network of shared footways and cycleways will be integrated throughout the Proposed Development. These routes will be designed to facilitate safe and efficient movement for pedestrians and cyclists, encouraging modal shift away from private car use and supporting wider health and environmental objectives.

7.138 In addition to the internal active travel infrastructure, new bridges will be constructed at the northern boundary of the Proposed Development, spanning the existing railway line. These bridges enhance connectivity and ensure seamless integration for pedestrians, cyclists and vehicles with adjacent areas. The Proposed Development will also include parapet enhancements to Dolly's Bridge which is located on Winwick Lane. The enhancements would be part of facilitating the new active travel provision along Winwick Lane. The parapet enhancements would upgrade the existing facilities to best practice standards in the interest of pedestrian, vehicular and rail safety. The overall design philosophy of the Proposed Development prioritises pedestrian movement, with a 'pedestrian-first' approach embedded into the layout. To reinforce this, vehicular speeds within the Proposed Development will be restricted to a maximum of 20mph, creating a safer and more comfortable environment for all users.

Highway Network

7.139 The following section describes the strategic and Local Highway Network within the vicinity of the Proposed Development and the accessibility of the Proposed Development for road-based movements.

7.140 The highway network can be broadly categorised as the SRN (which consists of motorways and trunk roads) and the 'local highway network'. It is the responsibility of NH to operate, maintain and improve the SRN, and SHBC, WBC and WC in respect of the local highway network. A summary of the pertinent roads/highways and their respective categorisation is provided below.

Strategic Road Network

7.141 The Proposed Development is within close proximity of the SRN and has excellent access to the M6 and M62 and the A580 via the M6.

7.142 The M6, forms the western boundary of the Proposed Development. The Proposed Development will access the M6 directly via the Winwick Interchange (Junction 22 of the M6). The M6 connects to the A580 north of the Proposed Development, and the M62 to the south of the Proposed Development. The A49 Winwick Link Road from the Winwick Interchange also provides access to the M62.

7.143 Approximately 5km north of the Winwick Interchange, the M6 connects to the A580 (East

Lancashire Road) via Junction 23 of the M6. The A580 provides access between Liverpool to the west of the Proposed Development and Manchester to the east.

7.144 The M62 is accessed approximately 2.7km south of the Proposed Development via junction 21A of the M6. The M62 provides a connection between Liverpool and Hull, as well as providing access to Manchester and Leeds.

Local Road Network

7.145 Winwick Lane (A579) is a two-way single carriageway that runs along the eastern edge of the Proposed Development and links to A572 Newton Road to the north. It has been upgraded to provide direct access to the M6 to the south. It also links to the M6 and Winwick Link Road via the Winwick Interchange to the south of the Proposed Development. At its southern end, the road is subject to a 30mph speed limit which increases to 40mph north of Sandy Brow Lane, before returning to 30mph approximately 250m south of Newton Road. Furthermore, Winwick Lane has a weight restriction southbound from the junction with A572 Newton Road in Lane Head to the Parkside Link Road (PLR) South Roundabout.

7.146 The road features footways on the eastern side of the carriageway and benefits from street lighting placed at regular intervals at its northern end, spanning approximately 160m east of Newton Road. The closest pedestrian crossing to the Proposed Development is located on the Winwick Lane (north) arm of the Winwick Lane / PLR East roundabout junction in the form of an uncontrolled pedestrian refuge crossing, featuring dropped kerbs and tactile paving.

7.147 PLR East is a new two-way single carriageway that connects to Parkside Road at its northern end and Winwick Lane at its southern end, running through the Proposed Development in a northwest - southeast alignment. The link road, which was promoted and funded by the Liverpool City Region Combined Authority to enable the development of Parkside West and Parkside East employment allocations in the St Helens Local Plan to come forward. It opened in May 2025.

7.148 The road is subject to a 40mph speed limit, features a shared footway / cycle track as well as street lighting placed at regular intervals on the southwestern side of the carriageway. In the vicinity of the Proposed Development, there is an uncontrolled pedestrian refuge crossing located on the PLR East arm of the roundabout junction with Winwick Lane.

7.149 Parkside Road (A573) is a two-way single carriageway that connects Southworth Road (A572) to the north of the Proposed Development via a signalised junction, which has recently been upgraded. To the south, Parkside Road provides a link between Golborne Road and Newton Road, approximately 770 metres from the Parkside Road / PLR East roundabout junction.

7.150 The road is subject to a 40mph speed limit and features a footway along the western side of the carriageway, supported by regularly spaced street lighting to enhance visibility and safety. Within the vicinity of the Proposed Development, a signalised pedestrian crossing is located at the northern end of Parkside Road, providing safe access for pedestrians. It is also noted that certain sections of Parkside Road, particularly those passing over existing railway infrastructure, are subject to restricted carriageway widths.

7.151 Newton Road (A572) is a two-way single carriageway linking to Southworth Road immediately

north-east of the Parkside Road / Newton Road junction, and St. Helens Road approximately 2.4km to the northeast of the Proposed Development, beyond the A580. The road is subject to a 30mph speed limit at its western end, however approximately 315m east of Golborne Dale Road the speed limit increases to 40mph, before returning to 30mph approximately 45m west of Highfield Lane.

7.152 Newton Road features a footway on the northern side of the carriageway with various sections of footway also present on the southern side of the carriageway. The road also benefits from street lighting at regular intervals. The closest pedestrian crossing is located approximately 1.1km northeast of the Proposed Development in the form of a signalised toucan crossing.

7.153 Winwick Link Road is a two-way dual carriageway linking Winwick Lane approximately 160m south of the Proposed Development, and Newton Road (A49) approximately 1.8km south of the Proposed Development. The road provides a link between the M6 and M62 and is subject to the national speed limit. The road is predominantly without pedestrian provision, however there is street lighting provided at regular intervals beginning approximately 300m south of M6 Junction 22 until the northern end of the road. In addition, a section of footway is present on the western side of the carriageway, north of Waterworks Lane.

7.154 A573 Warrington Road / Golborne Dale Road is a single carriageway road. As the A573 travels north from junction 9 of the M62, it crosses the M6 and two railway lines near Newton-le-Willows before entering the more residential area around Golborne Dale Road. Here, the road narrows and the speed limit reduces to 30 mph, reflecting the change in character from rural to urban frontage. The road passes through Lowton, with housing lining Golborne Dale Road, and continues toward Golborne Island Roundabout with the A580 East Lancashire Road.

Vehicular Access

7.155 The Proposed Development is situated in a highly accessible location in terms of vehicular access and is extremely well served by road as well as rail, with access via PLR East and Winwick Lane onto the M6 motorway via Junction 22 and thereafter the wider SRN.

7.156 M6 Junction 22 is a grade-separated signalised roundabout connecting the M6 motorway and the A572 Winwick Link Road. This junction was recently upgraded from a two-lane to a three-lane signalised gyratory to improve traffic flow.

Rail

7.157 The baseline operations on the rail network have been reviewed for the Proposed Development operations and data has obtain directly from the Real-Time Train [1]website to provide a baseline condition for the purposes of this PEIR Chapter.

7.158 The viability of rail freight usage is influenced by several key factors, with success largely dependent on the ease of access to the mainline network and overall economic feasibility - which is not solely determined by distance. A critical component of rail freight economics is the efficient utilisation of rolling stock and infrastructure. High-frequency operations over

[1] https://www.realtimetrains.co.uk/ - Accessed in October 2025

relatively short distances can be economically viable, just as long-haul freight movements can be, provided that the service is well-optimised and demand is sufficient.

7.159 The Proposed Development is exceptionally well located in this context, being located to the south of the Chat Moss Line, which runs from Liverpool to Manchester, and to the east of the West Coast Mainline.

7.160 All the lines in this area are electrified using Overhead Line Equipment (OLE). All types of freight trains will be able to access the Proposed Development, including electric, trimodal (electric, battery and diesel) and diesel, including diesel trains run on HVO (hydrotreated vegetable oil).

7.161 The import, export and onward distribution from the Proposed Development occupiers is anticipated for modelling purposes to be via road to national, regional and local destinations, either to manufacturers, retailers or end users. Some products may have their secondary movement out undertaken by rail to other regions, including Scotland. This would save lorry movements, but for forecasting purposes has not been assumed at this juncture.

EMBEDDED MITIGATION MEASURES

7.162 The way that potential environmental impacts have been or will be prevented, avoided or mitigated to reduce impacts to a minimum through design and/or management of the Proposed Development is outlined in this section and will be taken into account as part of the assessment of the potential effects. Proposed environmental enhancements are also described where relevant.

7.163 The following embedded mitigation measures for construction have been incorporated into the Proposed Development design, with detailed proposals and locations to be submitted with the DCO application.

Embedded Construction Mitigation Measures

7.164 At this stage, embedded mitigation is limited to the early consideration of appropriate routes to and from the Proposed Development for HGV movements.

7.165 A desktop assessment, confirmed through site visits, has been undertaken to review the range of possible highway routes to access the Proposed Development. Initially, all direct routes connecting the Proposed Development to the SRN and the Local Highway Network were identified.

7.166 Each route was assessed to consider key constraints such as:

- weight restrictions;
- the location of settlements surrounding the Proposed Development; and
- narrow carriageways and single lane tracks.

7.167 In all cases, the most appropriate route was selected and identified as the designated route to provide access to the Proposed Development for HGV traffic. HGV routes will continue to be assessed as the Proposed Development progresses, with final routes designated for HGV traffic defined in the outline Construction Traffic Management Plan (oCTMP) and the Delivery, Servicing and HGV Management Strategy.

7.168 The routes will be designated as construction routes and controlled through the oCTMP. The details of the oCTMP will evolve following Statutory Consultation and secured by a requirement of the DCO.

7.169 The oCTMP will provide a framework for the management of construction vehicle movements to and from the Proposed Development. It will detail the environmental controls and procedures that will be adopted throughout the development, thereby providing a tool to ensure the successful management of potential adverse effects as a result of the constriction activities. The oCTMP will also set out the roles and responsibilities for the management of these controls and procedures.

7.170 It should be noted that specific methodologies and procedures will be addressed in detailed phase-specific Construction Traffic Management Plans (CTMPs), completed following appointment of a principal contractor. In this regard, phase-specific CTMPs will be prepared prior to the construction of each development phase, these will be secured through the DCO requirement and will comply with the principles in this oCTMP.

7.171 Any requirements for abnormal loads to be delivered to the Proposed Development during construction will be determined through the design process, in consultation with the appropriate statutory consultees, and addressed in the ES.

Embedded Operational Mitigation Measures

7.172 The operation of the Proposed Development will incorporate a range of embedded mitigation measures designed to minimise environmental impacts, enhance sustainability, and ensure compatibility with surrounding land uses. The measures are outlined in and supported by a number of documents submitted as part of the DCO Application including the Framework Travel Plan (FTP), the Sustainable Access and Movement Strategy (SAMS) and the Delivery, Service and HGV Management Strategy (DSHMS). These measures are integrated into the Proposed Development's layout, design and operational protocols from the outset and are considered fundamental to the delivery of a responsible and future-proofed Proposed Development, such as:

- the Proposed Development will be designed to prioritise rail over road freight, reducing HGV movements;
- traffic management measures, including occupier-led vehicle booking systems and on-site HGV parking areas, will be used to reduce idling and congestion where possible, these measures are set out in the Delivery, Service and HGV Management Strategy (DSHMS);
- staff and visitor access will be supported by public transport links, staff shuttle bus services, an on-site public transport hub and other bus stops, cycle paths, and pedestrian

routes;

- secure cycle storage and changing facilities will be provided to encourage active travel; and

- regular audits and stakeholder engagement of the Transport Management will ensure continuous improvement. Approach to the relvant monitoring is set out in the Framework Travel Plan (FTP), the Sustainable Access and Movement Strategy (SAMS) and the Delivery, Service and HGV Management Strategy (DSHMS)

POTENTIAL EFFECTS PRIOR TO ADDITIONAL MITIGATION

7.173 In advance of further detailed assessment work, to identify potential locations where highway improvements may be necessary, discussions have been held with the TWG to establish a list of locations where the Proposed Development potentially have an impact on highway congestion and delay in advance of the transport modelling work being completed.

7.174 Subsequent reviews of network conditions have been carried out in consultation with relevant highway authorities, drawing on their local knowledge and expertise.

7.175 As a result of this preliminary assessment, fifteen remote options have been identified as potentially requiring mitigation measures to address the anticipated impacts of the Proposed Development. These options consist of 14 remote junctions and a 15th option of the potential Lane Head South Relief Road.

7.176 The need for any mitigation will be confirmed assessed and confirmed by the traffic modelling and this list will be refined after detailed modelling has been completed. These potential interventions are listed below and illustrated in **Figure 7.2**.

- Option 1 – M6 Junction 21A
- Option 2 – M62 Junction 9
- Option 3 – Winwick Park Roundabout
- Option 4 – M6 Junction 22 Southbound Merge
- Option 5 – Lowton Junction
- Option 6 – Church Street / Mill Lane Signalised T-Junction
- Option 7 – Ashton Road / High Street Mini Roundabout
- Option 8 – M6 Junction 22 Haydock Island Roundabout
- Option 9 – Golborne Island Roundabout
- Option 10 – East Lancashire Road (A580) / Church Lane Signalised Intersection

- Option 11 – East Lancashire Road (A580) / Newton Lane Signalised Intersection
- Option 12 – East Lancashire Road (A580) / A579 Atherleigh Way Signalised Intersection
- Option 13 – East Lancashire Road (A580) / Piele Road LILO Junction
- Option 14 – East Lancashire Road (A580) / Stanley Bank Way Signalised Crossroads
- Option 15 – Lane Head South Relief Road

7.177 Details of the potential mitigation schemes in these locations are outlined in the Highway Mitigation Options Report, included in **Appendix 7.2**.

PROPOSED ADDITIONAL MITIGATION MEASURES

7.178 Additional mitigation measures may be required once the effects of the Proposed Development have been fully assessed, alongside the anticipated mitigation measures outlined above.

7.179 These measures will be discussed with stakeholders and presented as part of the TA to be submitted as part of the DCO application.

RESIDUAL ENVIRONMENTAL EFFECTS

7.180 The residual significant effects of the Proposed Development following the implementation of embedded mitigation and additional mitigation as outlined in the Sections above, will be assessed with the results presented within the TA as part of the DCO application.

CUMULATIVE AND IN-COMBINATION EFFECTS

Cumulative Effects

7.181 The detailed transport assessment of the Proposed Development's impacts has not yet been undertaken and once this is complete, the assessment will be presented as part of the TA. This will include consideration of the potential cumulative effects of the Proposed Development alongside other relevant projects in the vicinity, focusing on impacts to individual receptors or resources.

7.182 A list of cumulative projects can be found in Chapter 20 of the PEIR, the list will be reviewed and refined in preparation of the DCO application submission through further consultation and will be presented and assessed in the ES. Cumulative effects will be listed within Chapter 20: Cumulative Effects of the ES.

7.183 The full list of projects which will be assessed to determine the likelihood of any cumulative traffic effects will be captured in an Uncertainty Log. In the first instance, only schemes that are identified as 'more than likely' will be considered. The approach is required, firstly to

understand the forecast traffic associated with any development site and secondly to understand any necessary mitigation for any individual project. These Uncertainty Logs have been discussed and agreed with the TWG and therefore these projects will then be added to the background growth traffic assumptions to provide a Future Baseline Scenario.projects will then be added to the background growth traffic assumptions to provide a Future Baseline Scenario.

7.184 The second step will be to consider whether any cumulative project is forecast to have a significant effect on highway links with the Study Area identified for the Proposed Development.

7.185 The final step will be to agree the position with the relevant highway authority as part of wider TA scoping.

7.186 The approach will allow a future baseline to be established against which the traffic effects of the Proposed Development can be assessed.

In-combination Effects

7.187 The in-combination effect interaction is the effect over and above the individual effects assessed in other chapters and is described as the difference between the change caused to a receptor from one effect alone and the change caused to the receptor from all effects combined. In combination effects will be assessed in the ES following the completion of detailed assessments.

IMPLICATIONS OF CLIMATE CHANGE

7.188 Climate change is the change in the general weather conditions prevailing over a long period of time, caused by the emissions of greenhouse gases. The impacts of the Proposed Development on climate change can therefore be considered in terms of the volume of greenhouse gas emitted by the Proposed Development. In transportation terms, greenhouse gases are emitted by combustion engine vehicle trips.

7.189 The Proposed Development will provide a major shift from road transport to rail, with comprehensive measures to encourage the shift away from private car use toward more sustainable travel modes for future employees will be detailed in the Framework Travel Plan. These initiatives will include infrastructure to support Electric Vehicles (EVs), such as dedicated EV charging facilities, promoting low-emission commuting options. Collectively, these measures will play a key role in supporting the site's long-term climate change and sustainability objectives and fostering environmentally responsible travel behaviour.

7.190 Further detail on the implications of climate change is provided in Chapter 17 of the PEIR.

SUMMARY AND CONCLUSIONS

7.191 This Chapter explains how the proposed ILPN SRFI will be assessed to identify effects on local roads, traffic, and transport services in both the construction and operational phases of the

Proposed Development. The Chapter has outlined the proposed methodology for the assessment, which will be presented once the detailed transport assessment analysis has been completed, and the potential mitigation schemes that could be required once the assessment work is completed.

7.192 The Proposed Development is well connected to major roads such as the M6, M62, and A580, providing convenient access for vehicles. However, some nearby roads feature narrow sections under railway bridges and are subject to weight restrictions. These constraints have been considered in the planning and strategic transport modelling of the Proposed Development. To support traffic management and ensure compliance with routing restrictions—particularly for HGVs—ANPR cameras are proposed at key access points to monitor vehicle movements.

7.193 Walking and cycling are a key part of the Proposed Developments design. New shared paths will be built throughout the Proposed Development, and new bridges over the railway will include space for pedestrians and cyclists along with an upgrade to Dolly's Bridge. The Proposed Development will follow a "pedestrian-first" approach, with vehicle speeds limited to 20mph to create a safer and more pleasant environment.

7.194 Rail freight is another important feature of the Proposed Development and is situated close to major rail lines and is designed to support the movement of goods by train. This helps reduce the number of HGVs on the road, cutting down on traffic and pollution.

7.195 The Applicant are currently undertaking the transport assessment analysis work to identify the locations where effects are likely and fifteen options, including fourteen junctions and one piece of infrastructure, have been initially identified through engagement with TWG where changes may be required to mitigate future effects. These locations will be refined and updated as further information becomes available, and a final overall mitigation scheme will be presented as part of the DCO Application.

7.196 Local planning and highway authorities have been closely involved in shaping the plans. Their feedback, along with input from residents and other organisations, has helped identify issues and find solutions.

Table 7.4 Summary of effects

Receptor	Receptor sensitivity	Magnitude of effect	Description of potential impact	Proposed mitigation	Residual effect	Significant / not significant
Main Site and Western Rail Chord						
Construction and Operational Phases						
Human Receptors – Residential and Retail Buildings (Newton Road)	TBC	Not assessed currently in this PEIR document. The assessment of effects will be presented within the TA and ES to be submitted as part of the DCO Application.				
Human Receptors – Residential Buildings (Winwick Lane)	TBC	Not assessed currently in this PEIR document. The assessment of effects will be presented within the TA and ES to be submitted as part of the DCO Application.				
Human Receptors – Residential Buildings (Parkside Road)	TBC	Not assessed currently in this PEIR document. The assessment of effects will be presented within the TA and ES to be submitted as part of the DCO Application.				
Public Rights of Way	TBC	Not assessed currently in this PEIR document. The assessment of effects will be presented within the TA and ES to be submitted as part of the DCO Application.				

Receptor	Receptor sensitivity	Magnitude of effect	Description of potential impact	Proposed mitigation	Residual effect	Significant / not significant
Off-site highway works						
Construction and Operational Phases						
Human Receptors – Office and Residential Buildings (J2 – A49 North)	TBC	Not assessed currently in this PEIR document. The assessment of effects will be presented within the TA and ES to be submitted as part of the DCO Application.				
Human Receptors – Office and Residential Buildings (J2 – A49 South)	TBC	Not assessed currently in this PEIR document. The assessment of effects will be presented within the TA and ES to be submitted as part of the DCO Application.				
Human Receptors – Footpaths and Residential Buildings (J3 – A49 South)	TBC	Not assessed currently in this PEIR document. The assessment of effects will be presented within the TA and ES to be submitted as part of the DCO Application.				
Human Receptors – Office and Residential Buildings (J5 – Newton Road)	TBC	Not assessed currently in this PEIR document. The assessment of effects will be presented within the TA and ES to be submitted as part of the DCO Application.				
Human Receptors – Office and Residential Buildings (J5 – Golbourne Dale Road)	TBC	Not assessed currently in this PEIR document. The assessment of effects will be presented within the TA and ES to be submitted as part of the DCO Application.				

Receptor	Receptor sensitivity	Magnitude of effect	Description of potential impact	Proposed mitigation	Residual effect	Significant / not significant
Human Receptors – Residential Buildings (J6 – Southworth Road)	TBC	Not assessed currently in this PEIR document. The assessment of effects will be presented within the TA and ES to be submitted as part of the DCO Application.				
Human Receptors – Residential Buildings (J6 – Mill Lane)	TBC	Not assessed currently in this PEIR document. The assessment of effects will be presented within the TA and ES to be submitted as part of the DCO Application.				
Human Receptors – Residential Buildings (J6 – Church Street)	TBC	Not assessed currently in this PEIR document. The assessment of effects will be presented within the TA and ES to be submitted as part of the DCO Application.				
Human Receptors – Residential Buildings (J7 – High Street)	TBC	Not assessed currently in this PEIR document. The assessment of effects will be presented within the TA and ES to be submitted as part of the DCO Application.				
Human Receptors – Residential Buildings (J7 – Crow Lane E)	TBC	Not assessed currently in this PEIR document. The assessment of effects will be presented within the TA and ES to be submitted as part of the DCO Application.				
Human Receptors – Residential Buildings (J7 –	TBC	Not assessed currently in this PEIR document. The assessment of effects will be presented within the TA and ES to be submitted as part of the DCO Application.				

Receptor	Receptor sensitivity	Magnitude of effect	Description of potential impact	Proposed mitigation	Residual effect	Significant / not significant
Ashton Road)						
Human Receptors – Residential Buildings (J9 – Bridge Street)	TBC	Not assessed currently in this PEIR document. The assessment of effects will be presented within the TA and ES to be submitted as part of the DCO Application.				
Human Receptors – Residential Buildings (J10 – Church Lane)	TBC	Not assessed currently in this PEIR document. The assessment of effects will be presented within the TA and ES to be submitted as part of the DCO Application.				
Human Receptors – Residential and Retail Buildings (J11 – Newton Road)	TBC	Not assessed currently in this PEIR document. The assessment of effects will be presented within the TA and ES to be submitted as part of the DCO Application.				
Human Receptors – Residential and Restaurant Buildings (J13 – Piele Road)	TBC	Not assessed currently in this PEIR document. The assessment of effects will be presented within the TA and ES to be submitted as part of the DCO Application.				
Human Receptors – Residential Buildings (J14 – Liverpool Road)	TBC	Not assessed currently in this PEIR document. The assessment of effects will be presented within the TA and ES to be submitted as part of the DCO Application.				