



INTERMODAL LOGISTICS PARK NORTH RAIL FREIGHT INTERCHANGE

STATUTORY CONSULTATION BROCHURE

Tuesday 28 October - Tuesday 23 December 2025



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GLOSSARY OF TERMS

TERM	DEFINITION
ANPR	Automatic Number Plate Recognition
BNG	Biodiversity Net Gain
BPM	Best Practicable Means
CEMP	Construction Environmental Management Plan
CTMP	Construction Traffic Management Plan
DCO	Development Consent Order
EIA	Environmental Impact Assessment
ES	Environmental Statement
EV	Electric Vehicle
GBRTT	Great British Railways Transition Team
GVA	Gross Value Added
HGV	Heavy Goods Vehicle
IEMA	Institute of Environmental Management and Assessment
ILPN Ltd	Intermodal Logistics Park North Ltd
ILPN RFI	Intermodal Logistics Park North Rail Freight Interchange
Main Site	Land to the east of the M6 motorway, to the south of the Chat Moss Line and to the west of Winwick Lane incorporating the triangular parcel of land located to the west of Parkside Road and to the north of the Chat Moss Line
NNR	National Nature Reserve
NPSNN	National Policy Statement for National Networks
NSIP	Nationally Significant Infrastructure Project
Order Limits	The red line boundary showing the limits of the land proposed to be used for the project
PEIR	Preliminary Environmental Information Report
PINS	Planning Inspectorate
PRoW	Public Right of Way
SAMS	Sustainable Access and Movement Strategy
SRFI	Strategic Rail Freight Interchange
SSSI	Site of Special Scientific Interest
SuDS	Sustainable Drainage Systems
TWG	Transport Working Group
WRC	Western Rail Chord

INTRODUCTION TO THE PROPOSALS

Intermodal Logistics Park North Ltd (ILPN Ltd) is bringing forward proposals for Intermodal Logistics Park North Rail Freight Interchange (ILPN RFI), a new Strategic Rail Freight Interchange (SRFI) project, with an intermodal rail terminal and logistics accommodation and warehousing on land to the east of Newton-le-Willows.

ILPN RFI would deliver an intermodal SRFI of local, regional and national importance.

SRFIs are modern distribution and warehouse parks that are linked to both the strategic rail and road systems. They include a rail terminal for the loading and unloading of goods between trains, trucks, and buildings onsite. They provide critical logistics infrastructure for importers and exporters, for manufacturers and distributors and for local and inter-regional distribution.

ILPN RFI is classed as a Nationally Significant Infrastructure Project (NSIP) and will proceed through the planning process for securing development consent. This is because the proposals meet the thresholds set in the Planning Act 2008 relating to SRFIs which means that consent must be sought by submitting a Development Consent Order (DCO).

ABOUT THE CONSULTATION

Statutory consultation will run from Tuesday 28 October until 11:59pm on Tuesday 23 December 2025. This consultation process has been designed

to provide information about the project and to encourage your feedback on the draft proposals which have been informed by ongoing assessments and feedback given at the non-statutory consultation.

The statutory consultation is a formal requirement for NSIPs and offers a vital opportunity for community input in shaping the final design of the project and the DCO application which is submitted to the Planning Inspectorate.

We encourage feedback on all aspects of the project, but your local insight on the following areas would be especially valuable in helping refine the design:

- The overall proposals and approach to mitigation for ILPN RFI;
- Measures proposed to avoid or minimise impacts identified in the preliminary environmental information;
- Highway mitigation options; and
- Updated draft maps and plans.

The Applicant for the project is ILPN Ltd, a limited company under the beneficial ownership of Tritax Big Box REIT plc, a FTSE 250 company.

While the project was presented by Tritax Big Box Developments at the earlier non-statutory consultation, the official applicant for the project is ILPN Ltd. Tritax Big Box Developments is the logistics development arm of Tritax Big Box REIT plc.

The proposals for ILPN RFI continue to be led by the same knowledgeable team, with no substantive change to the parties involved since the non-statutory consultation.

RESPONDING TO YOUR FEEDBACK

We would like to thank those that took part in our non-statutory consultation that took place earlier this year. The feedback received during this consultation exercise highlighted several key areas of interest and concern. Below, we’ve summarised the main themes and explained how the project has evolved to address them:

YOU SAID	WE DID
We received feedback with concerns relating to the loss of Public Rights of Way (PRoWs) and the impact on walking activities surrounding the site, mentioning the importance of good connectivity.	We have added an updated version of the rail bridge crossing before the existing Parkside Road bridge, together with a new footway / cycleway bridge adjacent to the existing Parkside Road bridge. In addition, we have introduced new Public Right of Way (PRoW) routing to the north and south of the Chat Moss railway line, and with a new bridge crossing at the western tip of Highfield Moss to enable the removal of the existing level crossings¹. More generally, whilst a few little-used routes will be closed, alternative paths are included in the design. Overall, the project provides comprehensive enhancements to improve local connectivity, safety, and accessibility.
Comments were received about potential noise impacts from the project, particularly near residential areas.	We have updated the Western Rail Chord to allow for a noise barrier, with the layout of Unit 07 updated to take into account the new earthworks for the rail chord.
Concerns were raised during the non-statutory consultation and by key stakeholders about traffic and highway impacts.	In response, we have expanded the Order Limits to accommodate potential highway mitigation measures identified through ongoing assessments. A suite of transport management plans has also been prepared and draft included with the consultation materials to minimise and manage traffic movements during the construction and operational phases.
Some feedback highlighted concerns about ecological effects and impacts associated with the project.	The Order Limits have been extended to include land for additional biodiversity mitigation. It is expected that the project will achieve at least a 10% biodiversity net gain (BNG), with most, if not all, of the gains being on-site. These areas will be managed and maintained to ensure long-term benefits.
Concerns were also raised about land use.	We have increased the Order Limits to make use of topsoil from good quality agricultural land. The majority of the Main Site remains allocated for an SRFI in the St Helens Local Plan. Since the informal consultation Wigan Council has also consulted on its Draft Local Plan which proposes to allocate the part of the Main Site in Wigan as an extension of the St Helens allocation.
Some comments at the non-statutory consultation noted potential visual impacts of the project.	The Order Limits have been increased to provide land for additional landscape mitigation in locations chosen to maximise the screening effects for receptors. Additionally, we have considered the building heights proposed and have reduced building heights from a max of 35m to 30m.

¹ Parkside No. 1 Level Crossing to the west of Highfield Moss and Lowton Moss Level Crossing to the east.

WHAT THE PROJECT COULD DELIVER

ILPN RFI represents a multi-million-pound investment that will deliver far-reaching economic benefits including:

Job Creation: The project will generate thousands of employment opportunities, with potential for up to 6,000 jobs ultimately being created.

Supply Chain Growth: The project would stimulate additional employment opportunities, creating up to 2,475 jobs across local and regional supply chains for manufacturers of parts and completed products, as well as retailers, distributors and suppliers.

Sustainability Benefits: The project would facilitate a significant shift from road to rail freight into and out of the North West, making a positive contribution to UK Net Zero targets.

EMPLOYMENT

ILPN Ltd is committed to maximising employment benefits and will develop a tailored Employment, Skills and Training Plan. This would ensure that the site supports a variety of employment opportunities, including apprenticeships, training, and career development for the local workforce.

It is anticipated that this project could deliver the following economic benefits:



Up to
CIRCA. 6,000
jobs ultimately created by the project



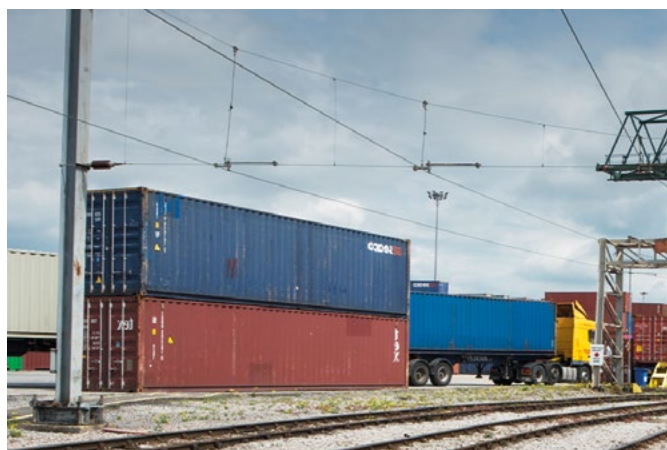
AROUND 25%
of these onsite jobs are likely to be in office based and managerial roles



CIRCA. £230 MILLION
per annum Gross Value Added (GVA) once fully operational

Additionally, during construction this project would deliver:

- Circa 400 on-site jobs and a further 200 off-site jobs per year would be created over an estimated 10-year construction period
- Generate £230 million in construction-related economic value (GVA) over the estimated 10 year construction period



WHAT IS ILPN RFI AND WHY IS IT NEEDED?

WHAT IS AN SRFI?

ILPN RFI is a Strategic Rail Freight Interchange ('SRFI'). SRFIs are modern distribution and warehouse parks that are linked to both the strategic rail freight and road networks.

SRFIs play a crucial role in supporting efficient rail freight distribution logistics. The Government considers that there is 'a compelling need' for an expanded network of SRFIs throughout the country. SRFIs are 'crucial to rail freight growth'. The transfer of freight from road to rail also has an important part to play in a low carbon economy and in helping to meet net zero targets.

An SRFI is often referred to as an 'in-land port' due to its ability to successfully transfer freight from road to rail when linked to the UK's coastal ports. Primarily used for unitised freight such as in containers, these can be more readily moved in bulk from ports in long trains than individual lorries for each container.

An SRFI provides three key elements:

- The connecting rail infrastructure and reception sidings, used to receive and dispatch trains onto the national rail network. These need to be able to accommodate trains up to 775m long.
- The Railport, which is an intermodal terminal that uses equipment such as reach stackers and gantry cranes to move containers between the train and lorries; and to stacks for short term storage.
- The adjoining warehouse and logistics buildings, which would benefit from close proximity to the Railport.

The proximity of the warehousing enables late cut-off and early delivery times to meet train timetables, as well as much lower costs of moving containers such a short distance, compared to a site based some miles away. These are called rail served buildings.

The design of an SRFI should enable some of the buildings to have dedicated track to them, for specialist flows where the line runs alongside a platform, yard or even into the building. These can facilitate the direct movement of good from rail into the warehouse and, if necessary, on to road (and vice versa). These are known as rail connected buildings.

WHY IS ILPN RFI NEEDED?

The National Policy Statement for National Networks (NPSNN) was updated in November 2024 and makes clear the need for SRFIs:

'The aim of a strategic rail freight interchange (SRFI) is to optimise the use of rail in the freight journey by maximising the long-haul primary trunk journey by rail and minimising some elements of the secondary distribution (final delivery) leg by road, through co-location of other distribution and freight activities. SRFIs need to be supported at both ends by connections to rail infrastructure and logistics terminals'

'The logistics industry provides warehousing and distribution networks for UK manufacturers, importers and retailers - currently this is predominantly a road-based industry. As freight and logistics operators seek to reduce their carbon emissions, they are increasingly looking to modal shift to rail for the middle journey of goods, for example, ports to warehouses and warehouses to distribution centres. This requires the logistics industry to develop new facilities that need to be located alongside the major rail routes, close to major trunk roads as well as near to the conurbations that consume the goods.'

Government policy supports significant growth in rail freight, but this can only be achieved through the development of more SRFIs.

There are currently no SRFIs in the North West, and none proposed that can effectively serve both the Liverpool City Region and Greater Manchester. ILPN RFI would fill this gap, with capacity for up to 16 trains per day.

¹ GBRTT report to DfT December 2023 "Developing Options for a Rail Freight Growth Target to 2050"

ILPN RFI addresses several critical needs:

NETWORK PERFORMANCE AND RESILIENCE

Rail freight is a key component of the UK supply chain, supporting connectivity and economic growth. Post-pandemic, rail freight has returned to pre-COVID levels and is set to expand. SRFIs like ILPN RFI lower costs, integrate warehousing, and enable efficient road-to-rail transfers, making them essential for moving goods between the North West, UK ports, and inter-regional markets.

USER NEEDS

The logistics industry is largely road-based, but as operators aim to reduce carbon emissions, demand for rail freight is rising. ILPN RFI is strategically located near major rail routes, trunk roads, and population centres, providing the infrastructure needed for efficient road and rail connectivity, along with storage and processing facilities.

Originally most intermodal traffic was generated through the deep-sea container ports, critical for long distance international trade, both imports and exports. The key deep seaports being London Gateway, Felixstowe and Southampton, as well as Liverpool.

The use of unitised traffic is now also growing significantly for shorter haul trade with the European Union too, utilising a number of smaller ports, such as Tilbury and Teesport. This approach doesn't tie up drivers and their lorries when dealing with EU/UK border control. It allows them to utilise rail in the UK and Europe, significantly reducing carbon emissions.

There is also a growing inter-regional market for the movement of goods by rail, with trials looking at creating express freight and parcel services that can operate within a region and inter-regionally.

CONNECTIVITY AND ECONOMIC GROWTH

ILPN RFI would create thousands of on-site jobs, with further roles in construction and the wider local and regional supply chain. By enabling efficient, low-carbon freight transport to and from ports, it boosts UK productivity, competitiveness, and decarbonisation efforts.

In addition, the majority of the Main Site is allocated for an SRFI within the St Helens Local Plan, meaning we would be delivering a facility that forms a vital part of the Liverpool City Region's growth strategy, including helping to deliver a freeport. In addition to aligning with the wider growth plans for Greater Manchester.

ENVIRONMENTAL BENEFITS

Rail freight produces only 1% of UK greenhouse gas emissions and can remove up to 76 lorries from the roads for every freight train, resulting in 1.6 billion fewer HGV kilometres every year nationally. ILPN RFI supports the shift from road to rail, cutting congestion, reducing emissions, and aligning with the UK's zero carbon ambitions.

The Planning Statement submitted in support of the DCO application by ILPN Ltd will describe and evidence the critical role of the project in achieving these national objectives. The National Networks National Policy Statement (NNNPS) sets out the Government's policies for SRFIs and highlights that transport remains the largest contributor to UK domestic greenhouse gas emissions.

As part of the Government's published 'Transport Decarbonisation Plan', it is necessary to reduce carbon emissions associated with transport in line with national net zero targets. ILPN RFI addresses this challenge by promoting sustainable logistics solutions, supporting economic growth, and enhancing supply chain resilience.

PROJECT EVOLUTION

Since our non-statutory consultation earlier this year we have been conducting a series of surveys and environmental assessment to refine our proposals for ILPN RFI. This comprehensive approach has allowed us to make significant progress in several key areas.

PROJECT REFINEMENT AND MASTERPLAN EVOLUTION

2024 - Early masterplan: The first draft included the rail terminal, warehousing, new access from the M6 and Parkside Link Road, an energy centre, and green infrastructure. A landscape corridor was proposed along the northern boundary to provide a buffer, including ecological enhancements between the site and Highfield Moss Site of Special Scientific Interest (SSSI), a formal conservation designation for areas in the UK that are of special interest for their wildlife (flora and fauna), geological, or physiological features, alongside new public amenity space and sustainable drainage features.

Early 2025 - Non-statutory consultation layout: Adjustments were made in response to technical work, including:

- A wider landscape buffer along the northern boundary and also alongside Winwick Lane.
- A reconfigured rail terminal layout to maximise the opportunity for rail connected buildings.
- Added footpath and cycle routes for better connectivity and for recreational use.
- Relocated energy centre to serve future phases more effectively.

Spring 2025 - Further refinements:

- A 'new' lorry park was added to accord with updated national planning policy, which seeks to address the national shortage of suitable HGV driver facilities. The 'new' lorry park will serve users of the Main Site and be for lorries attending any of the logistics buildings on the site.

- The Site Hub was moved to a more central location.
- A new secure entrance to the railport was added following feedback.
- Additional substations were included to ensure reliable energy supply.

April 2025 - Landscape-led design changes:

- Landscape buffer was increased along the western edge to form a linear park.
- Warehouse plots were reshaped to reduce potential noise impacts and improve views from nearby roads and homes.

Current consultation layout:

- Potential for new road and pedestrian/cycle bridges across the Chat Moss Line to enhance connectivity and replace level crossings to improve safety.
- New PROWs, including a bridge near Highfield Moss SSSI to replace an unsafe level crossing.
- Adjustments to warehouse layouts and the rail chord to include the noise barriers and to integrate earthworks and drainage as well as accommodate maintenance access routes.
- Inclusion of additional areas within the Order Limits (northern mitigation area, soil reuse area and highway mitigation options).

HIGHWAY MITIGATION AND IMPROVEMENT WORKS

Alongside the Main Site* design, highway works are being considered in partnership with local councils and National Highways. Options include potential upgrades at key junctions such as the M6 Junctions 21A, 22 & 23; M62 Junction 9; and other local routes. A potential relief for Lane Head (Lane Head South Relief Road) is also being considered; it would run between Winwick Lane and the A580. These improvements would ensure the road network can safely and efficiently support the project, while also improving travel for the wider community.

The highways proposals are still at an early stage and will form the subject of a separate future statutory consultation exercise. This will provide an opportunity for stakeholders and the public to review the detailed options and give feedback before final proposals are submitted. Further information about the various highway mitigation options can be found on page 18.

*Main Site refers to land to the east of the M6 motorway, to the south of the Chat Moss Line and to the west of Winwick Lane incorporating the triangular parcel of land located to the west of Parkside Road and to the north of the Chat Moss Line (as shown on the plan on page 12).

Example image of a Tritax Big Box development



EMERGING PROPOSALS

A MODERN LOGISTICS HUB

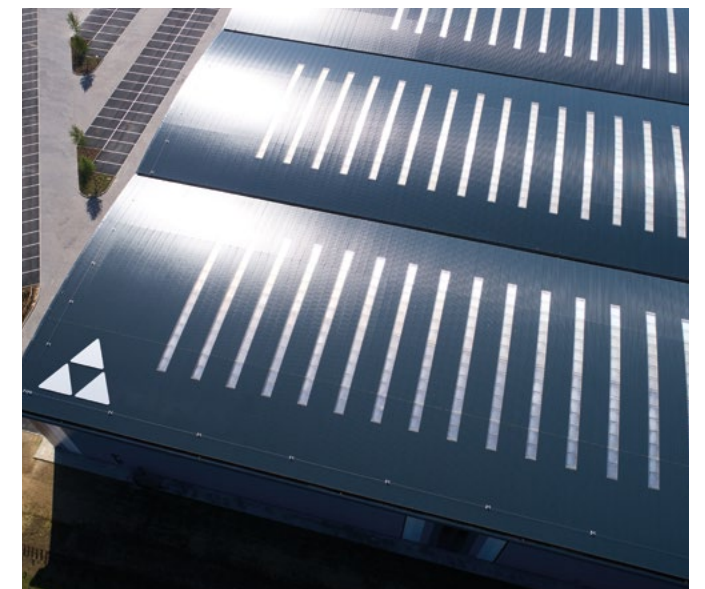
ILPN RFI is being designed as a flexible facility capable of meeting future freight demands. The rail terminal will be ultimately able to accommodate up to 16 trains per day (32 movements) on the rail network at times to ensure smooth operation alongside passenger services.

The scheme's location next to Junction 22 of the M6 offers direct access to the Strategic Road Network, making it ideally placed to integrate rail and road logistics enabling the efficient movement of goods.

ILPN RFI will deliver:

- A new intermodal rail terminal.
- C.767,000 sq. m. (c.8.2m sq. ft.) of warehousing and ancillary buildings with a total footprint of c.590,000 sq. m. (c.6.3m sq. ft.) and c.177,050 sq. m. (c.1.9m sq. ft.) of mezzanine floorspace.
- Dedicated road access from Junction 22 of the M6 via Parkside Link Road East.
- Land allocated for landscaping, planting works, and ecological mitigation, contributing to the area's biodiversity and environmental quality.
- Connections for footpaths, cycleways, and bridleways, promoting sustainable and active travel options.

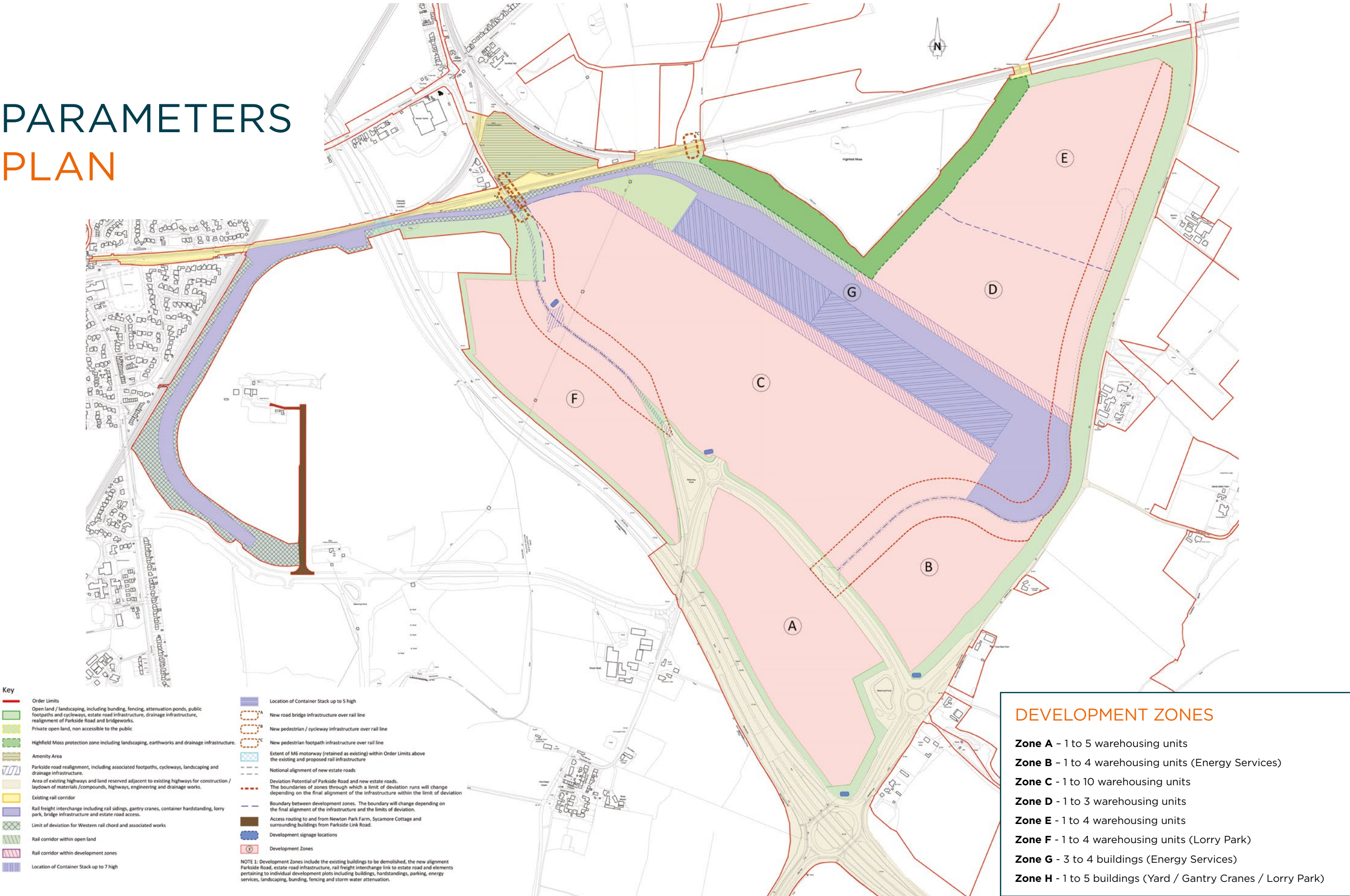
Together, these proposals position ILPN RFI as a regionally and nationally significant logistics hub, enabling a shift from road to rail freight, supporting jobs and supply chains, and contributing to the UK's decarbonisation goals.



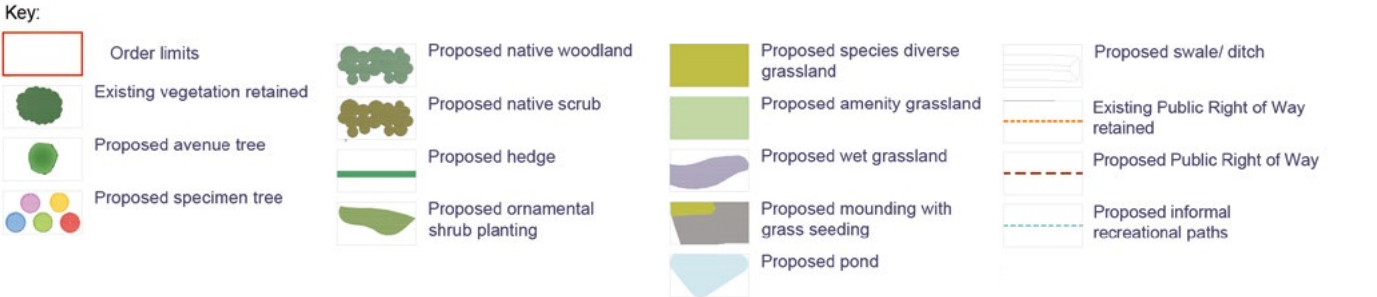
ILLUSTRATIVE MASTERPLAN



PARAMETERS PLAN



LANDSCAPE MASTERPLAN



ENVIRONMENTAL IMPACT ASSESSMENT (EIA) – WORK SO FAR

WHAT IS THE EIA AND WHY IS IT IMPORTANT?

The EIA is a systematic process designed to identify, predict, and assess potential environmental effects arising from the proposed ILPN RFI project. Its purpose is to ensure that environmental factors are thoroughly considered during project design and decision-making, minimising and mitigating negative impacts and maximising benefits where possible.

EIA SCOPING AND PROGRESS TO DATE

The EIA Scoping Report was submitted to the Planning Inspectorate (PINS) in November 2024, with the Scoping Response received in December 2024. These documents identified the topics requiring detailed assessment, which have been shaped by consultation, on-site investigations, and stakeholder engagement. As such, the topics listed in the table are being thoroughly assessed as part of the EIA with detailed information provided in the Preliminary Environmental Information Report (PEIR), taking into account feedback received during informal consultation, ongoing consultation with statutory bodies and the scoping exercise.

PRELIMINARY ENVIRONMENTAL INFORMATION REPORT (PEIR)

The PEIR serves as a detailed early assessment of the project. It includes findings from 18 months of studies and fieldwork. The PEIR has also been informed by Scoping feedback and ongoing discussions with consultees.

Most potential impacts can be avoided or minimised through project design, mitigation measures, and best practice during construction and operation. Some localised significant effects are anticipated, particularly related to landscape and visual amenity, as is to be expected for developments of this nature.

Efforts to reduce these effects are ongoing. The PEIR findings will guide the final Environmental Statement (ES) based on the definitive layout and design.

Assessment topics and PEIR Chapters

ASSESSMENT CATEGORY	CHAPTER
Introduction	1
Site description	2
Project description	3
Site selection, alternatives and scheme evolution	4
EIA Scope and methodology	5
Land use and socio-economic effects	6
Transport and traffic	7
Air quality	8
Noise and vibration	9
Landscape and visual effects	10
Ecology and biodiversity	11
Cultural heritage	12
Archaeology	13
Surface water and flood risk	14
Geology, soils and contaminated land	15
Materials and waste	16
Energy and climate change	17
Population and human health	18
Major accidents and disasters	19
Cumulative, in-combination and transboundary effects	20
Conclusions	21

TRANSPORT, ACCESS AND HIGHWAYS

ACCESS

ILPN RFI is ideally positioned for efficient transport connections, with direct access to road and rail infrastructure.

Road Access: Located just east of M6 Junction 22, the site is near the M6/M62 interchange at Junction 21A. Once operational, ILPN RFI would connect directly to the Parkside Link Road East, ensuring easy access to the motorway network.

Rail Access: Adjacent to the West Coast Mainline (north-south) via the Chat Moss line, part of the Liverpool-Manchester TransPennine (east-west) rail infrastructure, so that the site benefits from proximity to core routes in the UK's Strategic Rail Freight Network.

Walking and cycling: New shared walking and cycling paths will connect across the site, including two new bridges over the railway, as well as including parapet enhancements to Dolly's Bridge, which is located on Winwick Lane. Within the site, traffic speeds would be limited to 20mph, creating a safe and pleasant environment.

Local councils, highway authorities and community representatives have been actively engaged with. Their feedback has already influenced the strategy for management of on-site traffic, and consultation will continue as the transport strategy develops.

Since our non-statutory consultation, we have been undertaking highways modelling and assessments alongside consultation with the Transport Working Group (TWG) to understand the potential impact of ILPN RFI on the local road and highway networks. This work is ongoing, and we are not yet in a position to present findings or potential impacts. Further consultation on transport and transport-related topics will take place in Spring 2026.

HIGHWAYS MITIGATION

The project has been designed thus far, to minimise traffic and transport impacts during both construction and operation. Careful planning of HGV routes ensures that lorry traffic avoids narrow lanes, weight-restricted roads, and local communities. These designated routes will be formally set out in a Construction Traffic Management Plan (CTMP) covering the construction phase and a Delivery, Servicing and HGV Management Strategy for the operational phase, which will also include measures for access, routing, trip generation and monitoring.

Construction Phase Measures

- Designated HGV routes would be agreed with local authorities.
- CTMP in place to guide and monitor construction traffic.
- Measures such as signage, wheel washing, road condition surveys, banksmen at sensitive points, and street cleaning.
- Abnormal load deliveries to be carefully planned in consultation with highway authorities.



Operational Phase Measures

To ensure long-term sustainability, minimise and manage traffic generation, the project will incorporate:

- Rail-first design – prioritising freight by rail over road to cut HGV movements.
- Sustainable access features: bus stops, a public transport hub, secure cycle parking, walking and cycling routes, and staff changing facilities.
- Travel planning and audits to encourage active travel and continuously improve transport management.
- Use of ANPR cameras to enforce routing, and avoid operational HGV traffic travelling north on Winwick Lane (beyond the Parkside Link Road East junction).
- EV charging infrastructure with data collected to track uptake.

Junction improvements: Initial discussions with the TWG, and a preliminary assessment of traffic routing to, and from, the site have been undertaken. This assessment has identified 14 remote junctions and a 15th option of the potential Lane Head South Relief Road where potential upgrading work may need to be undertaken to support future traffic levels. It is important to note that improvement works will not

be needed at all of these locations. These options will be refined in collaboration with the relevant local highway authorities and National Highways, subject to further detailed traffic modelling assessments. The need for a potential relief road to relieve any additional traffic levels in Lane Head caused by the project is also being assessed.

The potential highway mitigation measures will not be finalised through this consultation. They will instead be the subject of a separate statutory consultation exercise, giving stakeholders and the public the opportunity to review detailed proposals and provide feedback before decisions are made. You can read more about the identified works in our Highway Mitigation Options Report.

A robust monitoring framework will be implemented to ensure that the mitigation measures which are taken forward operate effectively. Reviews of HGV routing compliance, EV charging usage and staff travel patterns will be undertaken and the information will be shared with local authorities and stakeholders as necessary. Where needed, new measures will be introduced to address emerging issues and further strengthen sustainability.

Example image of a Tritax Big Box development



LANDSCAPE AND VISUAL

DESIGN CONSIDERATIONS

To reduce potential landscape and visual effects, the project has been designed with people’s views and local landscape character in mind. Key elements of landscape and visual mitigation include:

- Sensitive footpath design and new walking routes, including a new recreational loop, around the perimeter of the site
- Provision of extensive native woodland planting, including a 50m-wide wooded corridor beside Winwick Lane for visual screening, landscape integration and habitat connectivity purposes
- Screen planting on the boundaries of fields to the south of Newton Road and to the east of Winwick Lane. In these locations, planting would strengthen the existing field pattern, enhance landscape character and support biodiversity through the retention and reinforcement of hedgerows and the reintroduction of hedgerow trees
- Creation of species-diverse grassland meadows, localised mounding, new footpath routes and scrub planting as a buffer between the project and the boundary of Highfield Moss to provide ecological mitigation and to relieve recreational pressure within the moss
- Earth bunds, including beside Winwick Lane up to 3m in height, to screen vehicle movements
- Reduction in the height of buildings from 35m at informal consultation stage, to a maximum of 30m following analysis of key views of the project

Example image of a Tritax Big Box development



ASSESSMENTS



During construction:

- Most change will be experienced close to the site.
- Residents and footpath users within approximately 2km would experience the largest visual change.



At opening of the project (Year 0):

- Whilst landscape and visual effects would be contained to within an approximate 2km radius from the site, some users of local footpaths and residents living close to the site, such as on Winwick Lane and Newton Road, would experience significant visual change.
- Landscape character would significantly change within the site, and within some adjacent character areas due to the introduction of the project.



Fifteen years following the opening of the project (Year 15):

- Whilst some significant landscape and visual effects would remain, proposed mitigation would integrate the project into the existing landscape and visual setting with less residual significant landscape and visual effects identified.
- The mitigation has been designed to enhance and strengthen the perimeter of the Main Site through the planting of native trees, which would assist in screening the proposed buildings, rail infrastructure and vehicles on internal roads.

SUMMARY

The project would change the local landscape and people’s views, especially during construction and in the early years after opening. However, over time, woodland planting, bunds and green corridors would reduce landscape and visual change. By Year 15, built form would be less evident to people and the local landscape would include established new woodland belts, habitats and an improved public right of way network.

Policy and Long-Term Benefits

The proposals align with national and local planning policies by:

- Embedding green infrastructure as part of the design
- Respecting local landscape character
- Creating new habitats and biodiversity areas
- Providing better footpath and cycle connections

ECOLOGY AND BIODIVERSITY

DESIGN CONSIDERATIONS

To help protect and enhance local ecology, the project has been designed with nature conservation at its heart.

Key features include:

- Habitat creation including native scrub, wildflower meadows, wet grassland, and tree planting
- Considerate habitat creation, inclusion of a wide buffer zone and sensitive design of drainage to provide protection of Highfield Moss SSSI/NNR
- Sustainable drainage systems (SuDS) to manage surface water while also supporting biodiversity
- Sensitive lighting and pollution control to protect wildlife and sensitive habitats
- Bat, bird, and hedgehog boxes, plus log piles and an embankment for reptiles
- Translocation or reseedling of rare plants like maiden pink and marsh gentian to maintain viable populations
- Long-term habitat management to maximise ecological value



ECOLOGICAL ASSESSMENTS

Extensive ecological assessments have been carried out to understand the existing environment and guide the design of the project. These include habitat and species surveys, environmental DNA sampling of ponds for great crested newts, breeding and wintering bird studies, bat surveys, reptile surveys, and invertebrate monitoring.



During construction

- Most of the site is arable land of limited ecological value, but care would be taken to protect key species and habitats.
- A Construction Environmental Management Plan (CEMP) would guide best practice, including dust control, pollution prevention, and protection of species such as nesting birds, small mammals, and reptiles.
- Protected species such as bats, great crested newts, and barn owls would be safeguarded through licensing and mitigation measures where necessary.



During operation (At Year 0)

- Some habitat loss would occur, including hedgerows and ponds.
- Mitigation measures include habitat creation, bat boxes, bird boxes, barn owl boxes, and enhancements for reptiles and invertebrates.
- Rare species like the bleeding heart spider and barn owl would receive species-specific protection measures.



During operation (At Year 15)

- New habitats would have established, supporting bats, birds, reptiles, and invertebrates.
- Long-term benefits include enhanced biodiversity, ecological connectivity, and improved habitat quality.
- Habitat creation would provide at least 10% biodiversity net gain.

AIR QUALITY

The project has been carefully assessed to understand its potential impact on air quality during both the construction and operational phases. This assessment considered baseline conditions, identified possible effects, and outlined mitigation measures to ensure minimal disruption to surrounding environments and communities.

CONSTRUCTION IMPACT

Fugitive dust and road vehicle exhaust emissions during construction were assessed using industry best practice guidance. Based on the results, mitigation measures have been identified to minimise effects. These include:

- Production and implementation of a detailed Dust Management Plan as part of the CEMP. This is based on the requirements of the Institute of Air Quality Management guidance for construction sites.
- Production and implementation of a Construction Traffic Management Plan (CTMP) to control vehicle movements and associated emissions in the vicinity of the site.
- Air quality and dust monitoring at site boundaries.

OPERATIONAL IMPACT

The potential impacts of the project during its operational phase have been carefully assessed, including:

- **Rail emissions from locomotives operating within and around the development:** Impacts on local air quality from rail emissions were not predicted to be significant. This is due to the limited number of movements and use of electrified or dual fuel locomotives as far as possible.
- **Sensitive ecological areas, including Highfield Moss SSSI:** A modelling study confirmed that rail emissions are not predicted to significantly affect this protected ecological site.
- **Road traffic emissions from vehicles accessing the site:** A full assessment of the project and associated Highway Works will be undertaken when more detailed transport modelling is concluded. This will be revisited in the ES in line with ongoing consultation with local authorities.

ACOUSTICS AND VIBRATION

An assessment of the potential noise and vibration impacts associated with the ILPN RFI has been undertaken for both the construction and operational phases. This assessment has been carried out in accordance with recognised industry best practices and is fully aligned with relevant Government guidance and local planning policy.

KEY EFFECTS IDENTIFIED



During construction

- No significant effects are predicted overall.
- Some temporary, short-term impacts may occur from occasional out-of-hours or night-time works.
- These activities would be controlled through the CEMP, applying Best Practicable Means (BPM) to minimise noise and vibration.



During operation

- No significant effects are predicted due to the mitigation measures embedded across the Main Site.

MITIGATION MEASURES

To manage and reduce noise and vibration, the following measures are built into the proposals:

- Application of BPM through the site-wide CEMP to control construction noise.
- Acoustic bund along the south-east boundary along Winwick Lane.
- Acoustic barrier between the Western Rail Chord and western noise sensitive receptors.

FURTHER ASSESSMENT

A full traffic and rail noise assessment of the project and associated Highway Works will be undertaken when more detailed transport modelling is concluded, and further acoustic modelling will be undertaken to assess its associated impacts.

FLOOD RISK AND DRAINAGE

The assessment has reviewed how the project may affect local water resources and flood risk during both construction and operation. Embedded design measures, including a robust surface water drainage strategy, would ensure that rainwater is managed effectively, protecting water quality and avoiding any increase in flood risk downstream. During construction, the CEMP would be in place to prevent pollution and control runoff.

KEY FINDINGS

- A network of Sustainable Drainage Systems (SuDS) would be used to manage surface water and mimic natural drainage processes.
- The project would not increase flood risk in surrounding areas, nor reduce water quality in rivers or waterbodies. Treatment and attenuation are provided within the project.
- Further technical work, including a Flood Risk Assessment and Sustainable Drainage Statement, will be produced before the application is submitted to demonstrate compliance with local and national standards.
- Consultation with United Utilities is ongoing to ensure the project can be safely accommodated by the local foul water and potable water networks.
- The project would not compromise the objectives of the Water Framework Directive, which aims to protect and enhance water environments.

SUMMARY

With drainage measures and mitigation in place, the project would have no significant effects on water quality, surface water, foul water or potable water supplies. Flood risk to surrounding areas would not increase, and the project would be designed to meet national policy requirements for sustainable water management.

GEOLOGY, SOILS, LAND CONTAMINATION AND HYDROGEOLOGY

The Main Site has mostly remained as farmland, with a few farm buildings and small ponds. Beneath a thin layer of topsoil, the ground is mainly made up of natural clay (till), over sandstone bedrock, with the till thickening north eastwards and often absent in the west. Investigations have confirmed that there are no significant sources of contamination in the soils or groundwater, and importantly, there is no shallow groundwater connection between the site and Highfield Moss SSSI. Although the site sits within a Mineral Safeguarding Area, no viable sand or gravel resources would be lost.

KEY EFFECTS IDENTIFIED



During construction

- Potential risks include dust, disturbance to topsoil, and possible pathways for contamination.
- The CEMP would control dust, soil handling and excavation methods.
- Soil from earthworks would be reused on site where possible, following strict guidance.



During operation

- Fuel tanks (associated with the rail terminal) and the energy centre will be designed with secondary containment and drainage systems to protect groundwater.
- Any unexpected contamination found would be managed through a remediation strategy agreed with regulators before work begins.

MITIGATION MEASURES

To manage risks and protect soils and groundwater, the following measures are built into the proposals:

- Careful handling and re-use of soils during construction.
- Use of a Materials Management Plan to track and control soils and excavated materials.
- Preparation of a Foundation Works Risk Assessment if deeper foundations are needed.
- Robust remediation strategy in case unexpected contamination is encountered.
- Built-in safeguards for fuel tanks and the energy centre to protect the underlying aquifer.

SUMMARY

- The project would be delivered safely, with strict controls to protect soils and groundwater.
- No significant contamination issues have been identified.
- Some high-quality farmland would be required to be taken out of agricultural use, but this has been carefully considered and balanced with the benefits of the project. Where possible, high-quality topsoil would be reused both on-site and off-site.
- All other potential effects are assessed as slight adverse or negligible once mitigation is applied.

ARCHAEOLOGY

The project is considering how construction may affect buried archaeological remains within the site and surrounding area. This work has drawn on historic records and prior archaeological investigations in the area (summarised in a Desk Based Assessment) and prior geophysical surveys of the site, which record evidence of prehistoric funerary and settlement activity in the wider area, though to evidence of post medieval agriculture and land management. Further geophysical survey in the remainder of the site, as well as a fieldwalking exercise, will inform a test trench evaluation of the site. and field investigations to understand what evidence of past human activity may be present.



KEY EFFECTS IDENTIFIED

- Unmitigated groundworks have the potential to disturb previously unrecorded remains.
- Where possible, important remains would be preserved in situ. Where this is not feasible, the development impact would be carefully mitigated (i.e., excavated and recorded before development).



DURING OPERATION

- Once built, the development would not be expected to have any further effects on archaeological remains.
- Any requirements for investigation or protection would also extend into future decommissioning if needed.



COMMUNITY AND LEGACY

- Findings will be shared with the public through reports, digital resources and interpretation, helping to improve understanding of the area's history.
- There are opportunities to connect archaeological interpretation with wider heritage measures at places such as the Huskisson Memorial and the Registered Battlefield relating to the Battle of Winwick.

SUMMARY

Archaeological remains have the potential to be affected during construction, but a clear programme of preservation in place or by record would ensure they are managed appropriately. With this mitigation in place, no significant long-term effects are expected. The work offers an opportunity to leave a positive legacy by enhancing public knowledge of the site's historic environment.

HERITAGE

The assessment has looked at how the project may affect heritage assets, both designated and non-designated, within the local area. This included reviewing historic records, carrying out field surveys, and considering the setting of listed buildings, scheduled sites and the registered battlefield at Winwick. The assessment also took into account national planning policy and local heritage guidance.

KEY FINDINGS

Construction phase:

- Some Grade II listed buildings and heritage sites – including the Huskisson Memorial, Newton Park Farmhouse, the Barn to the east of Newton Park Farmhouse, and the Wall, Gates and Gate Piers at Kenyon Hall – are expected to experience temporary, indirect adverse effects due to changes in their setting.
- The Battle of Winwick (Registered Battlefield) may also experience very minor direct effects during construction, however these are similar to work already consented as part of the Parkside West redevelopment.
- These impacts would be short to medium term and reversible.

Non-designated assets:

- The Highfield Farm Barn would be lost due to demolition. It is considered of very low heritage value, and so this is a minor loss in the context of the wider public benefits of the project.

Operation phase:

- Once operational, no significant effects are expected for heritage assets within the study area. Most heritage assets would experience neutral effects meaning that their significance would be preserved.
- Some minor long-term changes to setting of certain assets (Wall, Gates and Gate Piers at Kenyon Hall [Grade II], Oven Back Farm [locally listed building]) may remain, but these would be at the lower end of the scale of harm and would need to be considered alongside the public benefits of the project.

Heritage interpretation is proposed for the Huskisson Memorial and the Battle of Winwick, improving opportunities for public appreciation and understanding of these important assets.

SUMMARY

The project would have temporary impacts during construction on several local heritage assets, mostly due to changes in their setting, however these would be temporary and reversible. One non-designated heritage asset of low significance will be lost. In the longer term, no significant adverse effects are expected, and opportunities exist to enhance public understanding of key heritage sites such as the Huskisson Memorial and the Battle of Winwick.

POPULATION AND HEALTH

ILPN RFI has been designed with people in mind—recognising that changes to the environment can influence health and wellbeing in many ways. The assessment of population and human health draws on best practice guidance from Institute of Environmental Management and Assessment (IEMA) and considers a wide range of factors that affect how people live, move, and interact with their surroundings.

WHAT’S BEEN CONSIDERED?

- Access to open space and PRoW for recreation and active travel
- Changes to transport patterns and flow
- Visual impacts on community identity and sense of place
- Air quality, noise and vibration
- Loss or change to community resources and social spaces
- Socio-economic factors including employment and local services
- Demand for healthcare services

CONSTRUCTION

During construction:

- PRoWs would be enhanced where possible and in the case of diversions, any temporary diversions will be carefully managed
- Noise and air quality would be controlled through best-practice construction methods
- Local employment opportunities would bring economic benefits to the area
- No significant health impacts are expected during this phase

Example image of a Tritax Big Box development



OPERATIONAL PHASE

- New footpaths and green corridors would connect communities and promote healthier lifestyles
- Visual improvements and landscaping would help integrate the development into its surroundings
- Noise levels would be managed through bunds and acoustic screening
- Air quality and healthcare demand are expected to remain stable
- Overall, the project would support a healthier, more connected community

LOOKING AHEAD (YEAR 15)

- Green infrastructure would have matured, creating a more pleasant and natural environment
- Established walking and cycling routes would support long-term wellbeing
- Wildlife-friendly planting and open spaces would enhance biodiversity and community enjoyment
- The project would be well-integrated, offering lasting benefits to local people

ILPN RFI is designed not just to minimise impact—but to actively improve the health and wellbeing of the local community. From new walking routes and green spaces to job creation and thoughtful design, it offers long-term benefits that would grow over time.

By Year 15, the area would be greener, more connected, and better equipped to support the needs of residents and visitors alike.



SOCIO ECONOMICS

ILPN RFI is designed to bring long-term economic benefits to the region—supporting jobs, boosting local business, and helping people develop new skills. It responds to local needs and builds on existing strengths in construction, transport, and logistics.

What's Being Delivered:

- Potential for thousands of new jobs across the operational phase, in addition to hundreds during the construction phase
- Opportunities for training, up-skilling and re-skilling local residents through an Employment, Skills and Training Plan
- Major investment in the local economy through wages, business rates and growth
- Support for local authorities to retain and reinvest revenue
- Improved access to employment land and infrastructure
- A plan that complements existing housing and community services



During Construction

- Circa 400 on-site jobs per year would be created over an estimated 10-year construction period.
- Once wider economic effects are considered, this rises to up to 600 jobs per year.
- The local workforce is well-placed to benefit, with strong skills in construction and transport.
- The development would generate £230 million in construction-related economic value (GVA) over the estimated 10-year construction period.
- No significant pressure on housing or social infrastructure is expected during this phase.

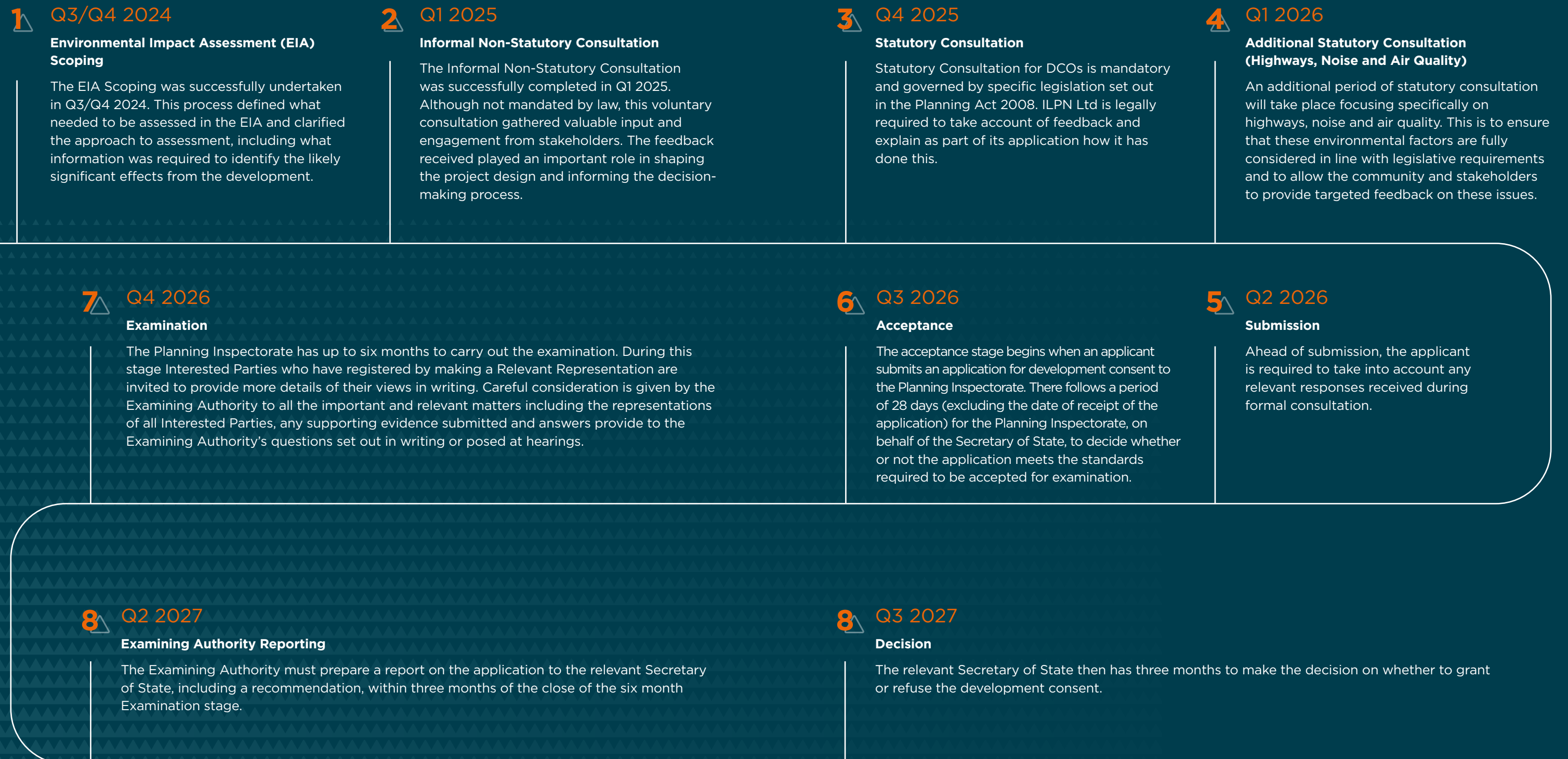
Once Operational

- When complete, the development would support up to 6,000 jobs across logistics, transport, and support services.
- The logistics sector is growing rapidly and offers a wide range of career paths.
- The development would generate £230 million per annum in economic value (GVA) once fully operational.
- Local authorities would benefit from new business rates revenue, even within Freeport zones.
- The development helps address a shortfall in logistics floorspace, supporting future growth
- Opportunities for training and employment will be supported through a dedicated Employment, Skills and Training Plan.

ILPN RFI would deliver thousands of jobs, major economic investment, and long-term opportunities for local people. It's designed to support inclusive growth—helping residents gain new skills, access better jobs, and benefit from a stronger local economy.

By working with local authorities and communities, the development would create a lasting legacy of opportunity, resilience, and prosperity.

DCO CONSENTING PROCESS AND ANTICIPATED PROJECT TIMELINE



HOW WE'LL USE YOUR FEEDBACK AND NEXT STEPS

Your feedback is an essential part of shaping the final proposals for ILPN RFI.

Following the statutory consultation, we will carefully review all the comments and insights provided by local communities, stakeholders, and statutory bodies. This feedback will help us:

- Refine the proposals
- Complete the Environmental Statement (ES)
- Address concerns
- Submit a well-informed DCO application

A Consultation Report will be submitted as part of the DCO application, summarising the feedback received and detailing how it influenced the final project design.



HOW TO GET INVOLVED

We hope that you will take the opportunity to learn more about our proposals for ILPN RFI and help shape the final proposals. The deadline for responses is 11:59pm on Tuesday 23 December 2025.

Here is how you can get involved:

Visit our website: View our proposals, our maps and plans and detailed environmental information and provide us with your feedback by visiting our consultation website at <https://www.tritaxbigbox.co.uk/our-spaces/intermodal-logistics-park-north/>

Attend our events: Come along to one of our in-person consultation events. Members of the project team will be on hand to discuss the project with you and answer questions. These events are detailed on the following pages.

Contact us: If you have any questions, suggestions, or would like to provide feedback on our proposals, our communications team is here to assist you.

YOU CAN REACH US VIA:

@ Email: ilpnorth@consultationonline.co.uk

Phone: 01744 802043

Post: FREEPOST ILP North

UNABLE TO GET ONLINE?

If you are unable to access the internet and unable to attend one of our in-person events, you can contact the project phonenumber on **01744 802043**. A member of our team will be happy to arrange for copies of the consultation materials and printed feedback form to be sent in the post. If you would like this document in an alternative format (such as large print or different language) please get in touch with the project team via the contact channels listed above.

CONSULTATION EVENTS

We hope that you will be able to attend one of the following events to learn more about ILPN RFI, speak with the project team and share your thoughts

DATE	VENUE	TIME
Saturday 15 November 2025	Newton Community Centre, Park Road South, Newton-le-Willows, WA12 8EX	10am - 2pm
Friday 21 November 2025	Winwick Leisure Centre, Myddleton Lane, Winwick, Warrington, WA2 8LQ	2pm - 7pm
Saturday 22 November 2025	Newchurch Parish Hall, 7-9 Common Lane, Culcheth, Warrington, WA3 4EH	10am - 2pm
Saturday 29 November 2025	Church Lane Community Centre, Lowton, 243 Church Lane, Lowton, Warrington WA3 2RZ	10am - 2pm

ONLINE WEBINAR

For those unable to attend one of the in-person events, we will be holding an online webinar on **Wednesday 3 December 2025** from **6.30pm - 8.00pm**.

You can sign up for the webinar on our website at:
www.tritaxbigbox.co.uk/our-spaces/intermodal-logistics-park-north/
Or email the project team at: ilpnorth@consultationonline.co.uk



DEPOSIT LOCATIONS

A physical copy of some of the consultation documents, along with feedback forms and Freepost envelopes, will be available to view throughout the consultation period at the deposit locations detailed below. A hard copy of the Preliminary Environmental Information Report (PEIR) can be requested for a charge £0.35 per page to cover printing and posting costs.

LOCATIONS	ADDRESS	OPENING
Newton-le-Willows Library	Newton-le-Willows Library, Crow Lane East, Newton-le-Willows, WA12 9TU	Monday: 10am – 7pm Tuesday: 10am – 5pm Wednesday: 10am – 1pm Thursday: 10am – 5pm Friday: 10am – 5pm Saturday: 10am – 1pm Sunday: Closed
Golborne Library	Golborne Library, Tanners Lane, Golborne, WA3 3AW	Monday - Wednesday: 9am – 2pm Thursday - Friday: 12pm – 5pm Saturday: 9am – 2pm Sunday: Closed
Culcheth Library	Culcheth Library, 440 Warrington Road, Culcheth, Warrington, WA3 5SL	Monday: 2pm – 5pm Tuesday: 10am – 1pm and 2pm – 6pm Wednesday: Closed Thursday: 10am – 1pm and 2pm – 5pm Friday: 10am – 4pm Saturday: 10am – 1pm Sunday: Closed
Winwick Leisure Centre	Winwick Leisure Centre, Myddleton Lane, Winwick, Warrington, WA2 8LQ	Monday – Thursday: 4pm - 10pm Friday: 4pm – 11pm Saturday: 12pm – 11pm Sunday: 12pm – 9pm

CONTACT US

Contact a member of the team for any enquiries regarding the project:

Email: ilpnorth@consultationonline.co.uk

Phone: 01744 802043

Post: FREEPOST ILP North

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

