



HAVE YOUR SAY

Welcome to our consultation event, Intermodal Logistics Park North Ltd is pleased to share its proposals for ILPN RFI, new Strategic Rail Freight Interchange (SFRI) project with an intermodal rail terminal, 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.



WHAT IS AN SRFI?

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.

ABOUT THE CONSULTATION

This event is part of our statutory consultation, presenting you with updated proposals and information about ILPN RFI to encourage your feedback on the draft proposals. The proposals have been informed by ongoing assessment work and feedback given at the non-statutory consultation held earlier in 2025.

The statutory consultation is a formal requirement for Nationally Significant Infrastructure Projects (NSIPs) such as ILPN RFI and offers a vital opportunity for community input in shaping the final design of the project and the Development Consent Order (DCO) application which will be 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 for ILPN RFI;
- Mitigation measures proposed to avoid or minimise potential impacts identified in the preliminary environmental information (as presented in the Preliminary Environmental Information Report (PEIR);
- Potential highway mitigation options; and
- Updated draft maps and plans.



RESPONDING TO YOUR FEEDBACK

We would like to thank those who participated 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:

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 crossings.

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

We have also added a wider landscape, ecological and noise buffer along the northern boundary and alongside Winwick Lane.

Warehouse plots have been reshaped and reoriented to reduce potential noise impacts.

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 Management Plans have been 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 proposed an increase in the Order Limits to seek 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 SRFI allocation.

WHAT IS ILPN RFI AND WHY IS IT NEEDED?

WHAT IS AN 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.

An SRFI provides three key elements:

- The connecting rail infrastructure and reception sidings, used to receive and dispatch trains from and to the national rail network.
- 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.



SHAPING A SUSTAINABLE FUTURE WITH ILP NORTH

ILPN RFI is designed to align with and support key government and regional policies aimed at driving sustainable economic growth, improving connectivity, and reducing environmental impacts.

NATIONAL POLICY STATEMENT FOR NATIONAL NETWORKS (NPSNN)

ILPN RFI supports the aims of the NPSNN by promoting a shift of freight from road to rail, helping to reduce congestion and deliver environmental and economic benefits in line with Government priorities.

Rail Freight Growth Target

The UK Government aims to increase rail freight by at least 75% by 2050. Developing new SRFIs is essential to achieving this goal. ILPN RFI will make a key contribution by enabling low-carbon freight transport and improving national connectivity.

REGIONAL POLICY INTEGRATION

Liverpool City Region Freeport

ILPN RFI is a key part of the Liverpool City Region Freeport, a special economic zone established to stimulate investment and trade. Its strategic location strengthens the Freeport’s logistics capabilities, enabling efficient transport of goods to regional and global markets.

St Helens Local Plan

Delivering a Strategic Rail Freight Interchange (SRFI) in this area is a long-standing policy objective. Most of the land for ILPN RFI is allocated as an SRFI under the St Helens Local Plan (Parkside East). Adopted in 2022, the plan recognises the site’s importance for regional infrastructure and economic growth.

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 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 OPPORTUNITIES

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



UP TO 6,000
onsite jobs once operational



UP TO 1,500
of these onsite jobs are likely to be
in office based and managerial roles



CIRCA. £175 MILLION
per annum Gross Value Added (GVA)



APPROX £15.7 MILLION
in business rates annually

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.



EMERGING PROPOSALS

ILPN RFI is being designed as a flexible facility capable of meeting future freight demands.

The rail terminal will ultimately be able to accommodate up to 16 trains per day (32 movements) on the rail network at times to ensure smooth operation alongside passenger services.

Located near Newton-le-Willows, ILPN RFI sits midway between Manchester and Liverpool, located next to the Liverpool to Manchester Railway

Line (Chatt Moss Line) and thereby also linked to the West Coast Main Line (WCML), together providing access in all directions, Network Rail's Strategic Freight Network. ILPN RFI is also located next to Junction 22 of the M6 ILPN RFI has 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 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.



PROJECT EVOLUTION

Since our non-statutory consultation earlier this year we have been conducting a series of surveys and environmental assessments to refine our proposals for ILPN RFI.

This comprehensive approach has allowed us to make significant progress in several key areas.

EARLY 2025

Non-statutory consultation layout

The initial draft proposed a rail terminal, warehousing, new access from the M6 and Parkside Link Road, alongside an energy centre and integrated green infrastructure. A landscape corridor was planned along the northern boundary to buffer and enhance ecology near Highfield Moss SSSI, a formally designated conservation site. The scheme also included new public amenity space and sustainable drainage features.

Adjustments were then made in response to technical work, including:

- A wider landscape, ecological and noise buffer along the northern boundary and alongside Winwick Lane.
- A reconfigured rail terminal layout to maximise the opportunity for rail connected buildings and deals with engineering challenges and opportunities that minimise impacts on passenger services.
- Added footpath and cycle routes for better connectivity and for recreational use.
- Relocated energy centre to serve future phases more effectively.

AUTUMN 2025

Statutory consultation layout

Refinements were made to the layout for ILPN based on the feedback we received during the non-statutory consultation and ongoing technical work and assessments.

Adjustments were then made in response to technical work, including:

- A new lorry park now serves HGVs heading to both the rail terminal and logistics park, meeting national planning policy requirements for driver facilities.
- The Site Hub has been relocated to a central position.
- A secure entrance was added to the railport in response to feedback.
- Additional substations were installed to ensure energy reliability.
- The width of the multifunctional green corridor beside Winwick Lane was increased to a minimum of 50m to preserve the character, visual amenity, and recreational value of this key landscape feature.
- Includes creation of high quality natural habitats on land surrounding Highfield Moss SSSI.
- Warehouse plots were reshaped and reoriented to reduce potential noise impacts and improve views from nearby roads and homes.

TRANSPORT, ACCESS AND HIGHWAYS

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

RAIL ACCESS

- **Adjacent Rail Lines:** The site is connected to the West Coast Mainline via the Chat Moss line and the Liverpool-Manchester TransPennine railway line, two of the UK's core Strategic Rail Freight Network routes.
- **Intermodal Capabilities:** This location enables seamless transfer of goods between road and rail, reducing the need for long-distance lorry journeys.

ROAD ACCESS

- Located just east of the 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, ensuring easy access to the motorway 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.



HIGHWAY MITIGATION AND JUNCTION IMPROVEMENTS

Initial transport modelling has identified a number of junctions that may require upgrades to support future traffic associated with the ILPN RFI project. Not all identified locations will need work, and potential options will be refined in collaboration with local highway authorities and National Highways following further detailed assessments.

Highway improvements are being considered in partnership with local councils and National Highways to support the project and enhance travel for the wider community. Options currently under consideration include upgrades at key junctions such as:

- **M6 Junctions 21A, 22 and 23**
- **M62 Junction 9**
- **Other local routes**

The potential need for a Lane Head South Relief Road, running between Winwick Lane and the East Lancashire Road (A580), is also being assessed. These proposals are at an early stage and will be subject to a future statutory consultation, providing stakeholders and the public with the opportunity to review and comment before final plans are submitted to the Planning Inspectorate.

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.

More detailed information can be found in the Highways Mitigation Options Report.

TRANSPORT, ACCESS AND HIGHWAYS

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

- 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.
- EV charging infrastructure with data collected to track uptake.
- 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).

DEVELOPMENT TRAFFIC

The project will incorporate mitigation measures from the outset to minimise traffic and transport impacts during construction and operation. Proposed HGV routes have been carefully planned to avoid narrow lanes, weight-restricted roads, and local communities. These routes will be detailed in a Construction Traffic Management Plan for the build phase and a Delivery, Servicing and HGV Management Strategy for operation, covering access, routing, trip generation, and monitoring.

Mitigation during the construction phase will include:

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



LANDSCAPE AND VISUAL

ILPN RFI is subject to a rigorous Environmental Impact Assessment (EIA) to evaluate potential effects on the environment.

Findings will be compiled in an Environmental Statement (ES) as part of the DCO application.

The EIA ensures the project is designed with environmental protection at its core, identifying measures to avoid, mitigate, or compensate for any significant effects.

The topics assessed as part of the EIA include:

- Socio-economic Impacts.
- Geology, Soils, Land Contamination, and Groundwater.
- Energy, Waste and Climate Change.
- Cultural Heritage.
- Ecology and Biodiversity.
- Landscape and Visual Impacts.
- Surface Water and Flood Risk.
- Noise and Vibration.
- Air Quality.
- Transport and Access.
- Health and Wellbeing.

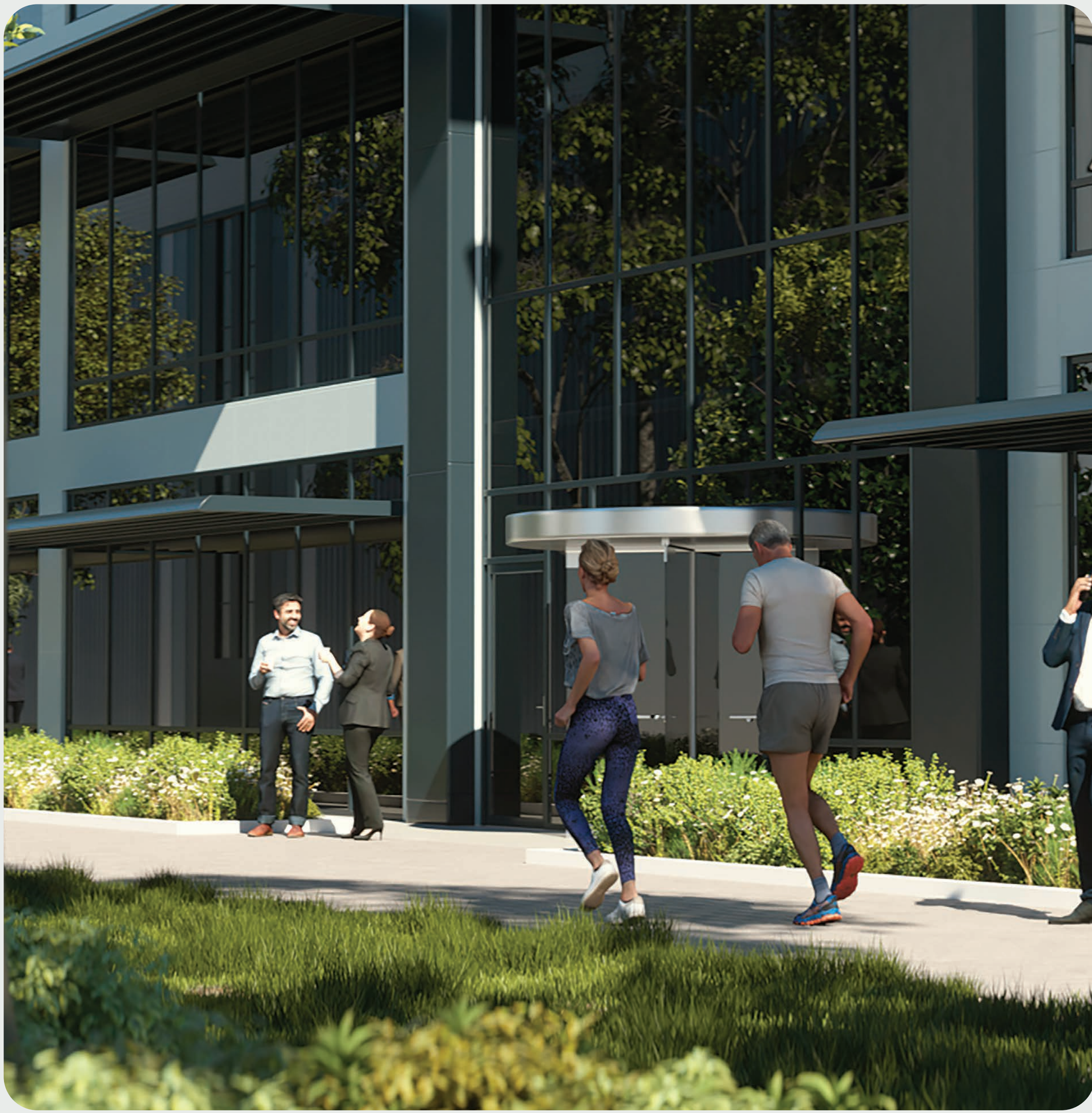
LANDSCAPE AND VISUAL

As part of the EIA we have undertaken a Landscape and Visual Impact Assessment that identifies how the project may affect local views and the character of the surrounding landscape. It ensures that potential visual and landscape effects are minimised or mitigated wherever possible, while maintaining essential operational requirements.

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:

- Provision of new footpaths, including a new recreational loop around the perimeter of the site, connecting with the existing footpath network and enhancing connectivity within green corridors.
- Provision of extensive native woodland planting, including a 50m-wide wooded corridor beside Winwick Lane for visual screening, landscape integration and habitat connectivity.
- Linear belts of native tree planting on the boundaries of fields to the south of Newton Road and to the east of Winwick Lane which will provide screening, enhance field structure and landscape character and support biodiversity.

- Creation of species-diverse grassland meadows, localised mounding, new footpath routes and scrub planting between the project and Highfield Moss to provide ecological mitigation and relieve recreational pressure within the Moss.
- Earth bunds, including beside Winwick Lane, would be up to 3m in height and would provide visual mitigation, including screening of vehicle movements.
- Reduction in the height of buildings from 35m at informal consultation stage, to maximum of 30m following analysis of key views of the project.





AIR QUALITY AND NOISE VIBRATION

AIR QUALITY

We're dedicated to protecting the local air quality throughout the construction and operational phases.

CONSTRUCTION IMPACT

Fugitive dust and road vehicle 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, based on the requirements of the Institute of Air Quality Management guidance.
- Production and implementation of a Construction Traffic Management Plan to control vehicle movement and associated emissions.
- 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 site: the impacts from these emissions were not predicted to be significant due to limited number of movements and use of electrified or dual fuel locomotives.
- Sensitive ecological areas, including Highfield Moss SSSI: A modelling study confirmed that rail emissions are not predicted to significantly affect this protected 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.

NOISE AND VIBRATION

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

DURING CONSTRUCTION

- No significant effects from either construction noise or vibration have been predicted.
- Some temporary, short-term impacts may occur from occasional out-of-hours or night-time works.
- These activities would be controlled through Construction Environmental Management Plans (CEMPs).

DURING OPERATION

- No significant noise effects have been predicted as a result of on-site operational activity, which includes the consideration of rail terminal operations and heavy goods vehicle activities, reflecting the effectiveness of the mitigation measures embedded across the Main Site.
- Work is ongoing to provide a detailed assessment of potential off-site road and railway traffic noise impacts during the operational phase.

FLOOD RISK AND DRAINAGE

FLOOD RISK AND DRAINAGE

The assessment has reviewed how the project may affect local water resources and flood risk during both construction and operation.

KEY FINDINGS

- A network of Sustainable Drainage Systems 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.
- Consultation with United Utilities is ongoing to ensure the project can be safely accommodated by the local foul water and potable water networks.
- Further technical work, including Flood Risk Assessment and Sustainable Drainage Statement, will be produced before the application is submitted to demonstrate compliance with local and national standards.
- The project would not compromise the objectives of the Water Framework Directive, which aims to protect and enhance water environments.

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 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 there is no shallow groundwater connection between the site and Highfield Moss.

KEY FINDINGS

During the construction phase

- 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 guidelines.

During the operational phase

- Fuel tanks 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.

ARCHAEOLOGY AND HERITAGE

ARCHAEOLOGY

The assessment reviewed potential impacts on buried archaeological remains using historic records, previous investigations, and geophysical surveys showing evidence of prehistoric activity. Further investigations will be undertaken during development to enhance understanding of the site’s history.

KEY FINDINGS

- Important remains will be preserved in situ where possible; otherwise, impacts will be carefully mitigated.

Operational Phase

- No further effects on archaeological remains once construction is complete.

Community and Legacy

- Findings will be shared publicly to improve understanding of local history.
- Opportunities exist to link archaeological interpretation with wider heritage measures at sites such as Huskisson Memorial and the Battle of Winwick battlefield.

HERITAGE

The survey examined potential impacts on designated and non-designated heritage assets, using historic records, field surveys, and guidance from national and local policy. It considered listed buildings, scheduled sites, and the registered battlefield at Winwick.

KEY FINDINGS

Construction Phase

- Temporary, indirect adverse effects on some Grade II listed buildings and sites, including Huskisson Memorial, Newton Park Farmhouse and Barn, and Kenyon Hall’s Wall, Gates and Gate Piers.
- The Battle of Winwick may experience very minor direct effects, similar to those already consented for Parkside West.
- All impacts are short to medium term and reversible.

Operational Phase

- Minor long-term changes to the setting of some designated assets. Potential for low level of ‘less than substantial harm’ to one asset only - Kenyon Hall’s Wall, Gates and Gate Piers – otherwise effects would be neutral. Opportunities for benefits to the interpretation and understanding of the Huskisson Memorial and Battle of Winwick.

Non-Designated Assets

- Highfield Farm Barn will be demolished; its very low heritage value makes this a minor loss given the project’s wider public benefits.
- The setting of Oven Back Farm may be affected, however this would be very minor.



POPULATION AND HEALTH

ILPN RFI has been designed with people in mind – recognising that changes to the environment can influence health and well being 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 HAS BEEN CONSIDERED?

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

During the construction phase

- 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.

During the 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.

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.



ECOLOGY

To reduce potential effects to sensitive ecological features (habitats and wildlife), the project has been designed to avoid impacts to ecology and biodiversity where possible and where this is not possible to provide compensation and mitigation to ensure that the biodiversity of the local area is maintained or enhanced.

Key elements of ecological mitigation include:

- Habitat creation around Highfield Moss Special Site of Scientific Interest (SSSI) to ensure sensitive habitats and species are buffered from the Proposed Development.
- Drainage and water management with the design of the Proposed Development will protect and reduce potential impacts on Highfield Moss SSSI.
- Habitat creation across the DCO Site will provide more than a 10% biodiversity net gain from baseline conditions and will increase the quality, connectivity, and diversity of habitats in the local area.
- Habitat creation will include species rich hedgerows, woodlands, scrub, ponds, and grasslands creating a mosaic of natural habitats and publicly accessible greenspace.
- Habitats have been designed to create and enhance ecological connectivity through the DCO Site and connect with the wider local habitat network.
- Species specific mitigation will ensure the continued conservation of protected and notable species such as bats, birds, reptiles, and amphibians.
- Ecological enhancements will create habitats and provide additional opportunities that will improve the suitability of the area for a range of wildlife across the locality and provide opportunities to secure the future conservation of several nationally scarce plant species.





DCO CONSENTING PROCESS AND PROJECT TIMELINE

1

Q3/Q4 2024

Environmental Impact Assessment (EIA) Scoping

The EIA Scoping sets out what needs to be assessed in the EIA to help define how to approach the assessment and what information may be needed to identify the likely significant effects from a development.

2

Q1 2025

Informal Non-Statutory Consultation

Non-Statutory Consultation is not mandated by law but is often undertaken voluntarily by project developers to gather input and engage with stakeholders. The comments received during Non-Statutory Consultations do play a significant role in informing the decision-making process and improving the quality of project design.

3

Q4 2025

Statutory Consultation

Statutory Consultation for DCOs is mandatory and governed by specific legislation set out in the Planning Act 2008. Tritax Big Box is legally required to take account of feedback and explain as part of its application how it has done this.

4

Q2 2026

Submission

Ahead of submission, the applicant is required to take into account any relevant responses received during formal consultation.

5

Q3 2026

Acceptance

The acceptance stage begins when an applicant submits an application for development consent to the Planning Inspectorate. There follows a period of 28 days (excluding the date of receipt of the application) for the Planning Inspectorate, on behalf of the Secretary of State, to decide whether or not the application meets the standards required to be accepted for examination.

6

Q4 2026

Examination

The Planning Inspectorate has up to six months to carry out the examination. During this stage Interested Parties who have registered by making a Relevant Representation are invited to provide more details of their views in writing. Careful consideration is given by the Examining Authority to all the important and relevant matters including the representations of all Interested Parties, any supporting evidence submitted and answer provided to the Examining Authority's questions set out in writing or posed at hearings.

7

Q2 2027

Examining Authority Reporting

The Examining Authority must prepare a report on the application to the relevant Secretary of State, including a recommendation, within three months of the close of the six month Examination stage.

8

Q3 2027

Decision

The relevant Secretary of State then has three months to make the decision on whether to grant or refuse the development consent.



NEXT STEPS

HOW WE'LL USE YOUR FEEDBACK AND NEXT STEPS

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

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

- Consider and respond to concerns raised.
- Refine the proposals.
- Complete the Environmental Statement.
- 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.

Here is how you can get involved:

- By returning a feedback form at our in-person events or via the freepost address.
- By completing the feedback form on our consultation website.
- By getting in touch via email.

The deadline for responses to the statutory consultation is **11:59pm on Tuesday 23 December 2025**.



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