TRITAX BIG BOX

# INTERMODAL LOGISTICS PARK (ILP) NORTH

## Design Approach Document

October 2025

aja architects

**This DRAFT Design Approach Document has been prepared on behalf of Intermodal Logistics Park North Ltd by AJA Architects with input from the following consultants:**

Legal Advisors

Planning Consultants

Transport and Traffic Consultants

Air Quality Consultants

**Environmental Impact Assessment Co-ordinators**
**Energy and Climate Change,**
**Major Accidents and disasters,**
**Population and human health**

**Strategic Rail Advisors**

**Surface water and flood risk,**
**Geology, Soils and Contaminated Land,**
**Lighting, Civil Engineering,**
**Surface Water and Flood Risk,**
**Rail Engineers**

**Design Champion**

**Landscape and Visual Effects Consultants**

**Cultural Heritage,**
**Archaeology Consultants**

**Noise and Vibration Consultants**

**Ecology and Biodiversity Consultants**

**Community Engagement Advisors**

**Utilities Advisor**

**Rail Engineers**

**Rail Project Management**

**Quantity Surveyor**

**Land Referencing Consultant**

**Material and Waste Advisors**

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# 1.0◆ Introduction

## 1.1 GENERAL

Intermodal Logistics Park North Ltd (‘the Applicant) is a Tritax Big Box Developments company and Tritax Big Box REIT plc associated company. Tritax Big Box Developments is the development arm of Tritax Big Box REIT plc which owns, manages and develops supply chain infrastructure that is critical to the UK economy. The company has the UK’s largest logistics investment and development portfolio, providing businesses with the space to succeed.

Using its sector specialism market insights the Applicant proactively manages high-quality logistics assets, typically let on long-term leases, majoring on locations that have good access to power, connectivity and people.

AJA Architects have been appointed by Intermodal Logistics Park North Ltd for the development of the proposed Strategic Rail Freight Interchange (SRFI).

Intermodal Logistics Park North Ltd. (‘the Applicant’) is promoting proposals for a new strategic rail freight interchange (SRFI) and associated development on land to the east of Newton-le-Willows, in the jurisdictions of St Helens Borough Council, Wigan Council and Warrington Borough Council. An SRFI is a large multi-purpose freight interchange and distribution centre linked into both the rail and trunk road systems. SRFIs reduce the cost of moving freight by rail and encourage the transfer of freight from road to rail.

Under the Planning Act 2008, the proposals qualify as a Nationally Significant Infrastructure Project (NSIP). Accordingly, an application for a Development Consent Order (DCO) is to be made to the Planning Inspectorate (PINS), which will examine the DCO application on behalf of the Secretary of State (SoS) for Transport.

## 1.2 THE SITE

The development of the Main Site as an SRFI (referred to in PEIR Chapter 03) lies within St Helens Borough and Wigan Borough. Land within Warrington Borough is required for highway works on Winwick Lane and land for the deposition of topsoil's arising from the earthworks that are required to reprofile the site for the development of ILPN (subject to the Applicant reaching agreement with the landowners).

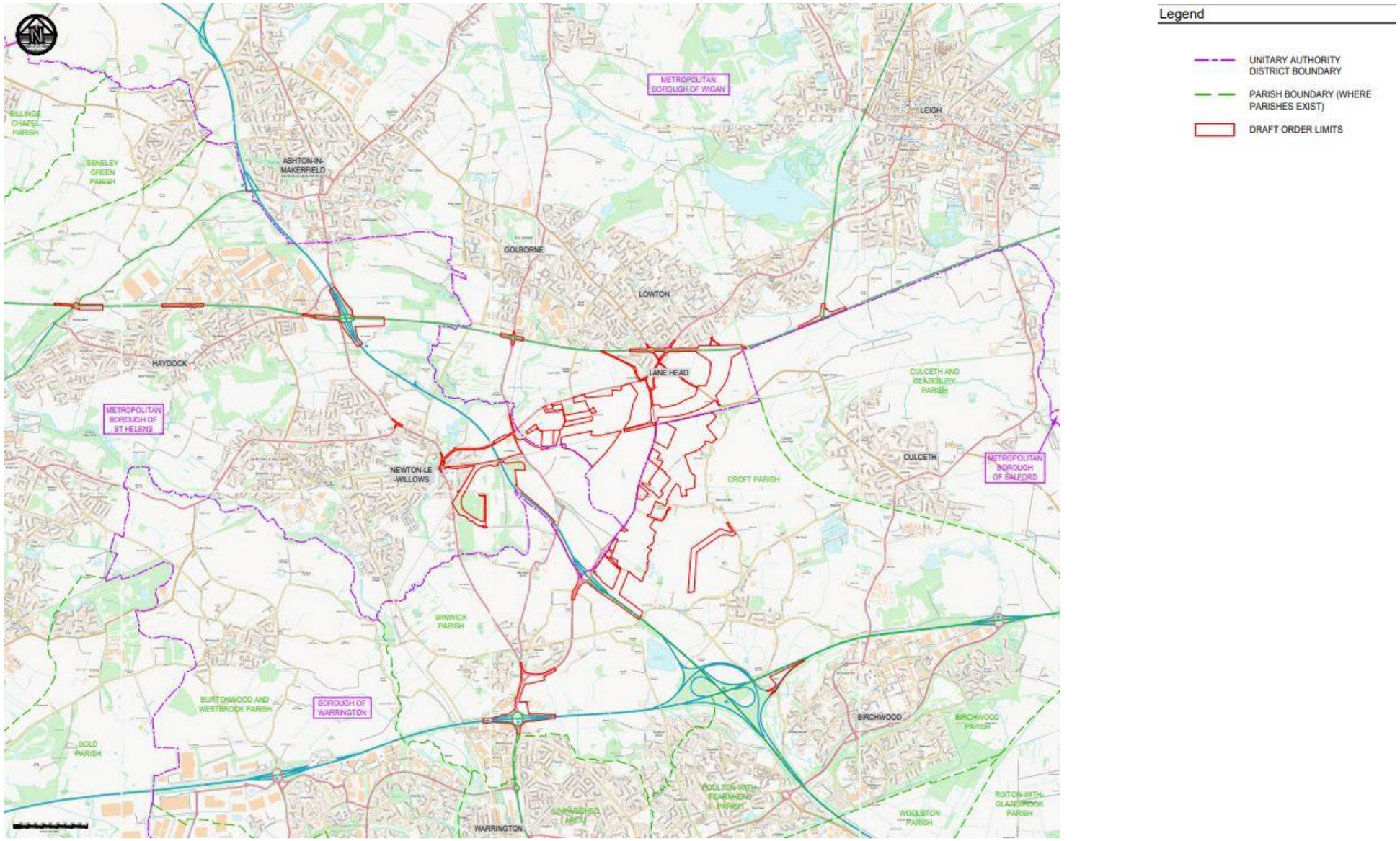


Fig 1. Site Location Plan (Order Limits) (Document Reference PEIR Figure 1.1)

## 1.2 NATIONAL POLICY GUIDANCE

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

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

ILPN accords with the policy contained in the NPS as the proposal has the potential to deliver the following:

- an intermodal area where containers are lifted between rail freight wagons and container lorries;
- rail-connected buildings either with their own dedicated rail siding or sufficiently close to the rail terminal to allow containers to be moved from the rail wagons into the warehouse by overhead cranes or reach stackers without the need for them to be loaded first onto a HGV or ‘tugmaster’ yard tractor vehicle;
- rail-served buildings which allow containers to be moved from the rail wagons into the warehouse by means of an HGV or ‘tugmaster’ vehicle.
- rail-accessible buildings with the potential either to be rail-connected or rail-served.


Fig.2 Image of a freight train and container loading reach stacker

Fig.3 Image of a Gantry Crane

Fig.4 Image of stacked containers

## 1.3 DCO SUBMISSION / PROJECT SUMMARY

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

1.3.2 The Proposed Development qualifies as an NSIP under Section 26 of the Planning Act 2008 (as amended). The qualifying criteria are that the project must:

- be a part of the railway network in England;
- be at least 60 ha in area;
- be capable of handling consignments of goods from more than one consignor and to more than one consignee, and at least four goods trains per day; and
- include warehouses to which goods can be delivered from the railway network in England either directly or by means of another form of transport.

1.3.3 The Proposed Development meets all of these criteria and the Applicant will therefore be applying for a DCO.

1.3.4 The components of the Proposed Development are summarised in the section below:

### Development of the Main Site

- provision of a logistics park comprising up to c.767,000 square metres ($m^2$) (gross internal area or GIA) of warehousing and ancillary buildings with a total footprint of up to 590,000$m^2$ at ground floor level and up to 177,050$m^2$ of mezzanine floorspace, comprising a mixture of units with the potential to be rail-connected, rail served and rail accessible units;
- provision of a rail terminal capable of accommodating up to 16 trains (up to 775m in length) per day, including connections to the mainline and ancillary development such as container storage, cranes for the loading and unloading of shipping containers, Heavy Goods Vehicle (HGV) parking, rail control building, fuelling facilities and staff facilities;
- a rail turn-back facility within the Western Rail Chord capable of accommodating trains up to 775m in length;
- New bridges across the Chat Moss Line to enhance connectivity and replace level crossings to improve safety;
- closure and diversion of two rail level crossings (Parkside No. 1 and Lowton Moss);
- provision of overnight lorry parking with welfare facilities and HGV fuelling facilities for users of the SRFI;
- new internal roads and works to existing road infrastructure on the Main Site;
- closure of existing access and provision of new access to Newton Park Farm and neighbouring properties;
- new electricity substations;
- new energy centre(s) and potential for battery storage;
- provision of roof-mounted photovoltaic arrays and/or canopy photovoltaic arrays over parking areas capable of providing direct energy supply to buildings on which they are mounted and/or distributing and exporting power via the energy centre(s);
- strategic landscaping and open space, including: bunds up to 3m above the reprofiled ground level, hard and soft landscape works, amenity features and planting;
- earthworks to regrade the Main Site to provide development plateaus, appropriate access, connections to the railway, development plots and landscape zones;

- habitat creation, enhancements, compensation and provision of publicly accessible space;
- an amenity area north of the railway line bounded by rail lines and Parkside Road, providing amenity open space, landscaping and screening as well as heritage interpretation;
- farmland to the north of the Liverpool to Manchester railway and south of the A572 Newton Road for the provision of BNG requirements, new and realigned PRoW and landscaping including tree belts to screen views from the north;
- farmland to the east of Winwick Lane for the reuse of topsoil and landscaping including stopping up gaps in hedgerow and tree belts to screen views from the east;
- noise attenuation measures;
- new pedestrian and cycle access routes and connections and infrastructure including provision of new, diversion and stopping up of existing PRoW where required;
- provision of public transport hub;
- demolition of existing on-site structures (including existing residential dwellings / farmsteads and commercial premises);
- utility compounds, plant and service infrastructure;
- security and safety provisions inside the ILPN SRFI including fencing and lighting; and
- drainage works including creation of attenuation ponds and sustainable drainage features.

**Highway works**

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

# 2.0◆ Site Analysis

## 2.1 PLANNING CONTEXT

As stated previously, the development of the Main Site as an SRFI (referred to in PEIR Chapter 03) lies within St Helens Borough and Wigan Borough. Land within Warrington Borough is required for highway works on Winwick Lane and land for the deposition of topsoil's arising from the earthworks that are required to reprofile the site for the development of ILPN (subject to the Applicant reaching agreement with the landowners).

Figure 5 below identifies the location of ILPN in the context of these administrative boundaries.

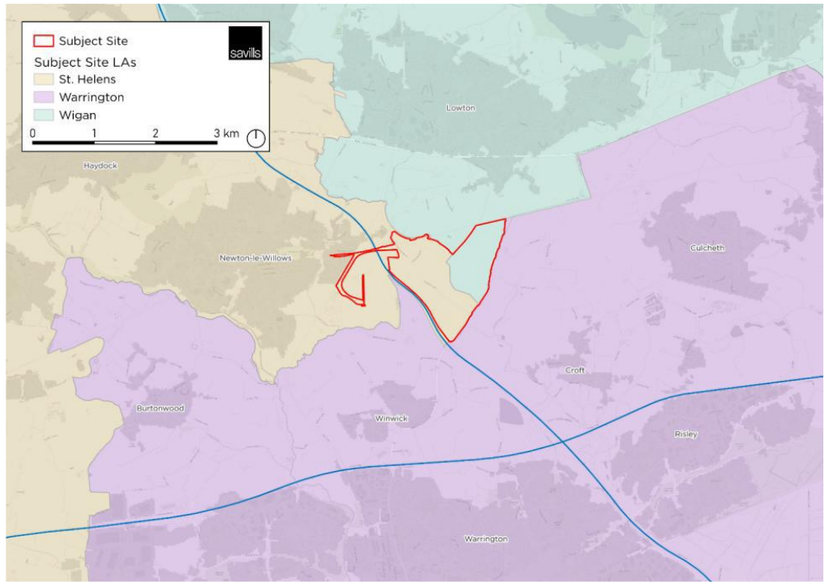


Fig. 5 Scheme Location (DCO Main Site and Western Rail Chord)

The Main Site and the Western Rail Chord extend to some 200.47 hectares, of which some 115.6 hectares are allocated for employment development in the adopted development plan under Policy LPA09 Parkside East *'suitable in principle for development of a Strategic Rail Freight Interchange'*. The Western Rail Chord forms part of the allocation in the St Helens Local Plan for Parkside West (Policy LPA10). The remainder of the land within St Helens Borough lies within the Green Belt. The land required within Wigan Borough is presently located within the Green Belt. An emerging local plan for Wigan Borough proposes the release of this area land for the Main Site from the Green Belt. The land required within Warrington Borough lies within the Green Belt. There are no emerging proposals to release this land from the Green Belt.

## 2.2 SITE LOCATION

The DCO Site, is located on the eastern extent of Newton-le-Willows. The DCO Site is located within the local authority areas of St Helens Borough Council, and Warrington Borough, both within the Liverpool City Region Combined Authority, and Wigan Council, within the Greater Manchester Region Combined Authority.

The site is split broadly into five sections:

- the 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;
- the Western Rail Chord – land to the west of the M6 motorway and to the east of the West Coast Mainline where the rail chord for the SRFI will be located;
- The Northern Mitigation Area – land to the north of the Chat Moss Line (Liverpool – Manchester) railway line incorporating land for biodiversity net gain (BNG), PRoW, landscaping and soil management;
- The Amenity Area - an area north of the railway line bounded by rail lines and Parkside Road, providing amenity open space, landscaping and screening and a proposed viewing area for the Huskisson memorial, including heritage interpretation;
- Soils Reuse Area – land to the east of Winwick Lane to be used for the purposes of reuse of soils; and,

In addition, there are a number of remote highways works, which are within land contained within the draft Order Limits that includes the potential options that are being considered to inform a package of potential highways mitigation. These are located outside of the Main Site and the Western Rail Chord.

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). The Highfield Moss Site of Special Scientific Interest (SSSI) is also adjacent to the northern boundary of the Main Site.

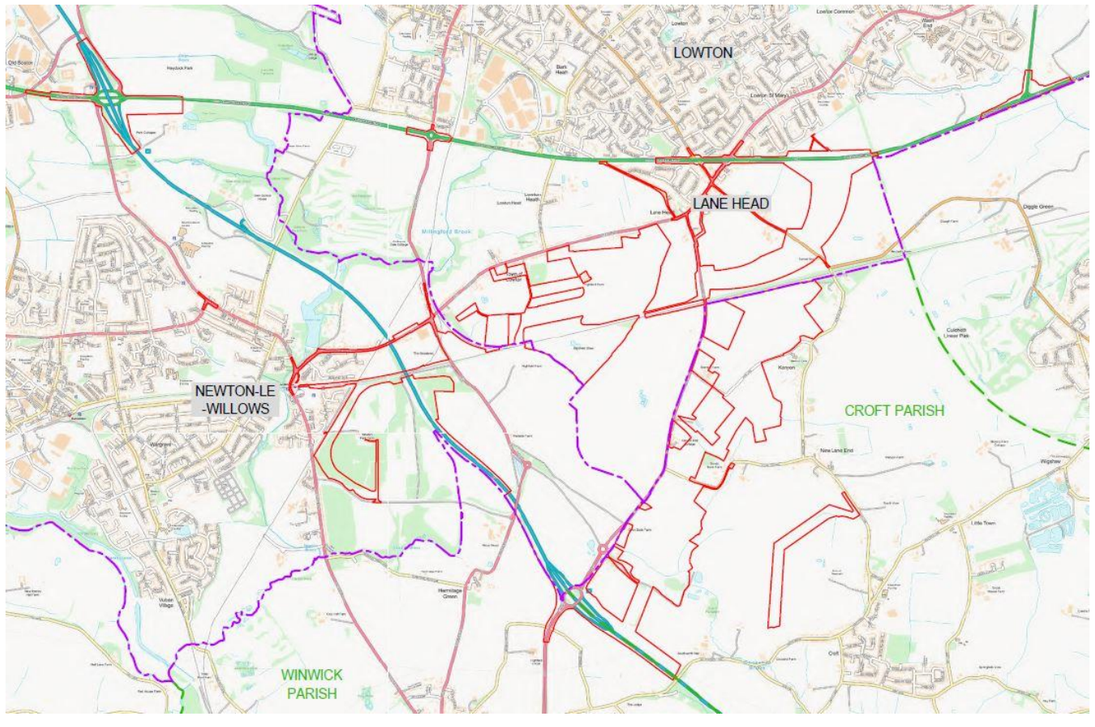


Fig. 6 Site Location Plan (Extract from PEIR Figure 1.1)

## 2.3 SURROUNDING AREA AND EXISTING SITE FEATURES

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). The Highfield Moss Site of Special Scientific Interest (SSSI) is also adjacent to the north of the Main Site, which is described in more detail below.

A number of other uses exist on the Main Site currently, including:

- Croft IGP / IPO Sports Dog Club, Winwick Lane;
- Dolly Bridge Stud, Winwick Lane;
- Golden Orb Solutions, Parkside Road;
- Highfield Farm farmhouse and associated buildings, Parkside Road;
- Parkside Farm farmhouse and associated buildings, The Stables and Barrowcliffe Cottage, Parkside Road;
- The Stables, Parkside Road;
- Procon Ltd, Parkside Road;
- Approximately 725m of Parkside Road, between Parkside Road Bridge and Barrow Lane;
- Kenyon Hall Airfield, which is a small airfield used by the Lancashire Aero Club for recreational flying of small propeller planes; and
- Warrington Model Flying Club, which is a model club for radio-controlled model aircraft;

The majority of the Main Site is composed of agricultural fields used for arable crops, with some small patches of woodland located in the east. There are also a number of residential properties, farmsteads and two commercial yards within the Main Site. Parkside Road (A573) runs through the DCO Site in an approximately north-south direction before passing over the M6 where it provides access to Parkside Link Road West. Within the Main Site it also links to Parkside Link Road East which in turn provides access to Winwick Lane. Parkside Link Road West and East comprise the Parkside Link Road which opened on 30th May 2025 and connects the A49 Winwick Road to the west with Winwick Lane to the east.

A triangular parcel of land located to the north of the railway line bounded by rail lines and to the east of Parkside Road forms part of the Amenity area.

The Western Rail Chord area within the DCO Site is bordered to the west by the West Coast Mainline railway, to the north by the Chat Moss Line and to the east by land associated with the former Parkside Colliery. It lies to the north of Parkside Link Road West.

The Western Rail Chord area is comprised of scrub land and areas of woodland which are set within the context of an area of redevelopment with commercial uses proposed, as part of the Parkside West development.

The Northern Mitigation Area comprises a number of agricultural fields located between the Chat Moss Line and Newton Road.

## 2.4 HERITAGE CONTEXT

The built heritage of the Main Site and surrounding area is captured within Appendix 12.2 Built Heritage Statement

## 2.5 PUBLIC RIGHTS OF WAY

There are a number of existing public rights of way (PROW) and permissive routes that cross the site within the Draft Order Limits. The routes enter and leave the site at various points around the perimeter of the Main Site including level crossings over the Chat Moss railway line.

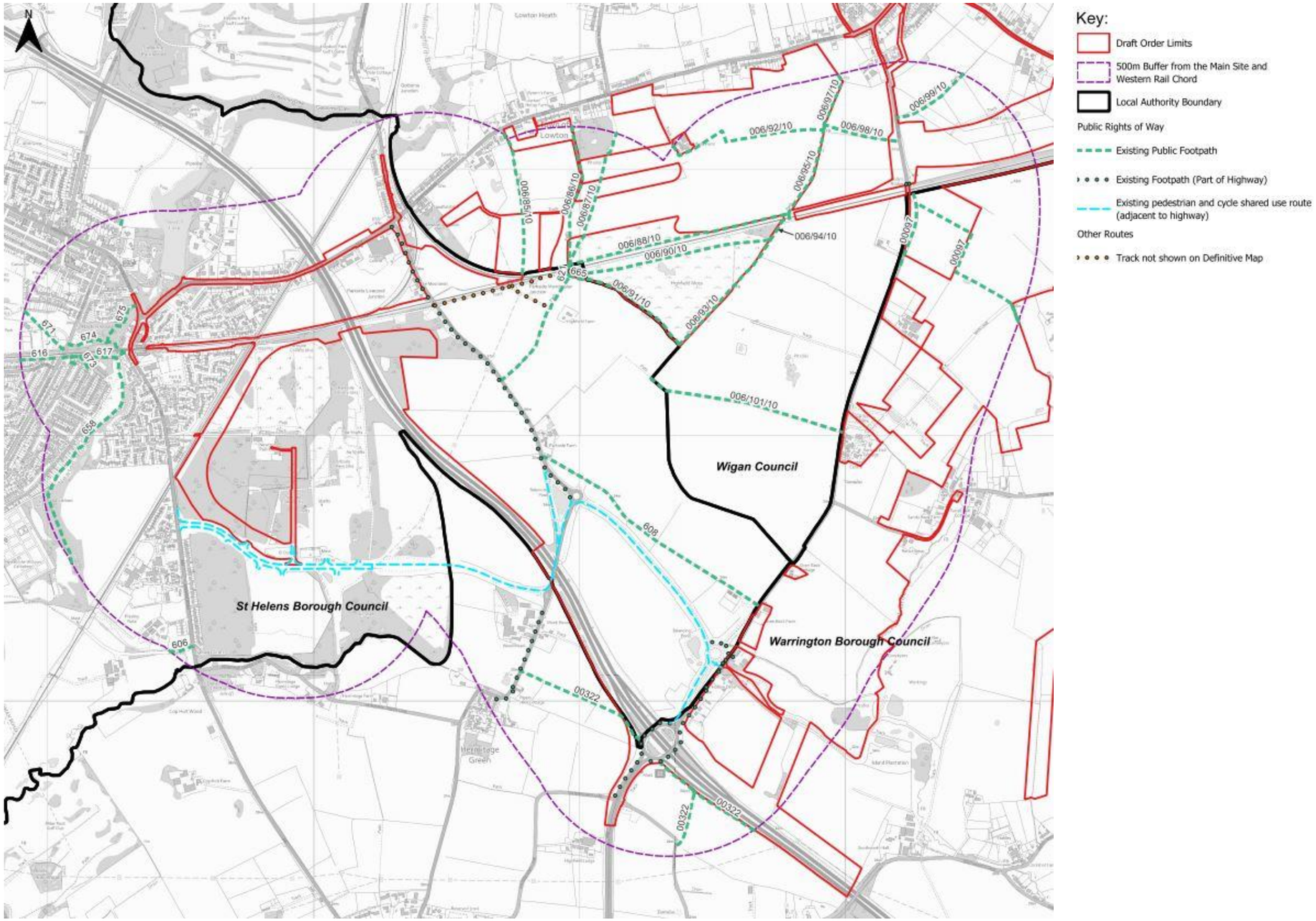


Fig 7. Existing Public Rights of Way (Document Reference PEIR Figure 1.1, Appendix 10.6 )

## 2.6 SITE DEMOLITION

There are a number of buildings within the Main Site that have been identified as being required to be demolished to realise the Proposed Development, and these have been identified on Fig 8. below (Document Reference PEIR Figure 3.5)

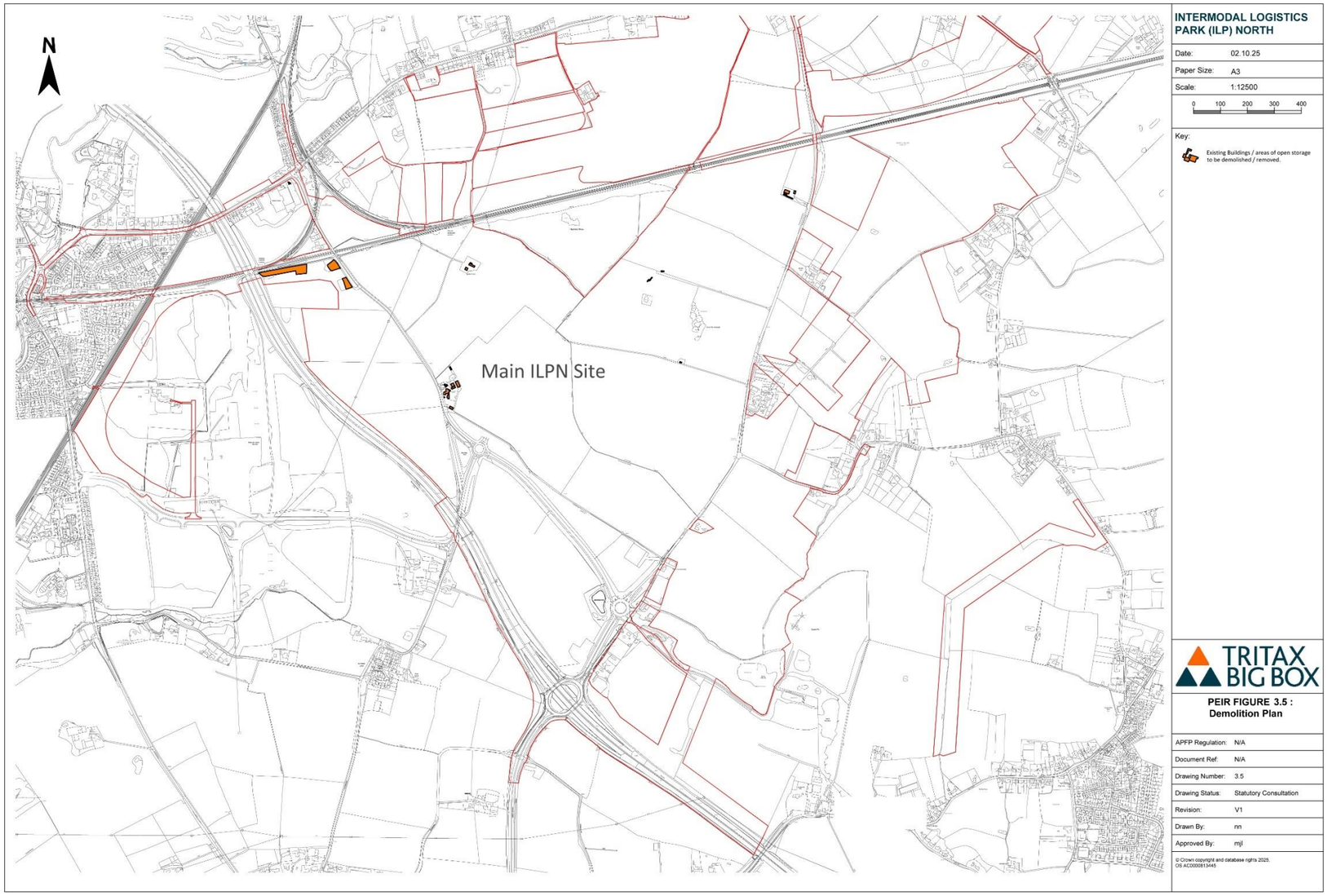


Fig 8. Demolition Plan (Document Reference PEIR Figure 3.5)

## 2.7 SITE OPPORTUNITES AND CONSTRAINTS

Having regard to policy, environmental and economic matters, key opportunities and constraints have been identified and these have informed and influenced the design of the application and have been identified below.

### 2.7.1 Opportunities

- The Main SRFI is approximately 193 hectares in total. The site covers a significant area and is capable of accommodating a substantial development.
- The regular form of the Main Site naturally provides opportunity for development of differing size and scale.
- The proximity of M6 Junction 22 and provides an excellent opportunity to connect the site to the local, regional, and national road network, opening up the site and offering the potential of a development of strategic importance.
- Furthermore, the ability to link to the north of the existing Parkside Link Road provides greater flexibility in mitigating the highways impact upon the surrounding area.
- The location of the existing railway infrastructure, its alignment, and the known availability of freight paths on the network mean that the potential to locate an SRFI in this location is available.
- The scale of the site means that appropriately sized, massed, and designed buildings together with appropriate screening and mitigation measures can be accommodated easily and sensibly.
- The topography of the site, and the level change, whilst not insignificant can be accommodated within a site of this scale appropriately to create development plateaus appropriate for logistics operations and also rail connected developments.
- An enhanced landscape design provides the backbone of the ecological mitigation strategy and can create important wildlife connectivity across the site, as well as accommodating rerouted footpaths.
- ILPN Ltd's commitment to sustainability, delivering buildings of the highest quality and commitment to building buildings to Net Zero Carbon in Construction as well as achieving a minimum BREEAM Excellent rating and EPC A, provides the ability to providing future-proofed development that can attract new occupiers and deliver new employment to the area.

### 2.7.2 Constraints

- With no specific access, designed to meet the needs of the proposed scheme, all new vehicular, pedestrian and cycle access strategies will need to be formulated.
- Highfield Moss is a Site of Significant Strategic Importance (SSSI) and as such is treated as the natural limit of development and an area to be respected within the design.
- The proximity of closest residential properties and existing business premises will require careful consideration and appropriate mitigation measures.
- There are a number of views from the surrounding area, all of them need to be sensitively addressed,  and careful consideration with respect to scale and general building design but particularly the roof scape as this is the most influential element when seen from distance.
- There are a number of existing services that either cross the site or run alongside its boundaries and need to be maintained to service other developments and the wider area.
- There are a number of Public Rights of Way and Permissive Routes that cross the site and these need to be considered within the development proposals to maintain the connectivity that the area currently benefits from.
- There are a number of existing watercourse and ponds within the development site and any loss or realignment needs to be sensitively addressed.

# 3.0◆ Design Development

## 3.1 DESIGN OBJECTIVES

The Intermodal Logistics Park North Rail Freight Interchange (ILPN RFI) represents a forward-thinking response to the UK's evolving freight and infrastructure needs. Guided by a robust Design Vision and a set of clearly articulated Design Principles, the scheme is positioned to deliver significant economic, social, and environmental benefits at local, regional, and national levels.

By prioritising design quality, sustainable transport connections, active commuting, and enhanced access to the countryside, the ILPN RFI aims to set a new benchmark for Nationally Significant Infrastructure Projects (NSIP). The commitment to biodiversity net gain, sustainable water management, and the sensitive integration of heritage assets further underscores the Project's holistic approach to placemaking and environmental stewardship.

Through iterative design development, ongoing stakeholder engagement, and adherence to best practice standards, the ILPN RFI will not only support the decarbonisation of freight and the achievement of net zero targets but also foster high-quality local employment and improved community amenities. The principles and vision set out in this report will ensure that the Project remains resilient, adaptable, and exemplary in delivering value for all stakeholders, now and into the future.

## 3.2 DESIGN PRINCIPLES

The Design Principles that have guided the preliminary design of the Intermodal Logistics Park North Rail Freight Interchange (ILPN RFI) are set out in detail and described in the next chapter of this document. These principles are developed to ensure the project meets its strategic objectives as a nationally significant infrastructure development, supporting modal shift, economic growth, and environmental sustainability.

The following eight design principles identified below will evolve through the early stages of the Project's development, later providing a fixed reference point through the later stages to ensure a successful scheme is delivered responding to all relevant design opportunities. Key considerations include:

**1 Design Quality**

A cohesive architectural approach that brings together built form, colour, and materials to deliver a unified identity. The design will reflect simplicity, durability, and local character, creating a high-quality environment for workers and visitors alike.

**2 Transport Network Connections**

The masterplan will support efficient, low-impact freight operations by integrating rail and road infrastructure in a way that maximises functionality while minimising disruption to the surrounding area.

**3 Sustainable Commuting**

The site will promote active and low-carbon commuting through walking, cycling, and public transport connections, supporting accessibility for employees and reducing reliance on private vehicles.

**4 Access to the Countryside**

The project will improve accessibility and functionality of the surrounding countryside, enhancing opportunities for walking, recreation, and nature connection for local communities, and strengthening links across the site.

**5 Landscape Design and Visual Integration**

A high-quality landscape framework will shape the development, delivering a strong sense of place through thoughtful placemaking. Green buffers, tree planting, and well-designed public spaces will provide visual amenity, support wellbeing, and create a distinctive environment for those who work, visit, or pass through the site.

**6 Biodiversity Benefits**

The development will deliver measurable biodiversity net gain through habitat creation, ecological connectivity, and long-term stewardship of natural assets, integrated into both built and landscaped areas.

**7 Sustainable Water Management**

Water will be managed as a visible and integral part of the landscape through sustainable drainage systems (SuDS), natural features, and water-sensitive design, reducing flood risk and supporting biodiversity.

**8 Recognition of Heritage**

The design will celebrate the area's heritage, including the historic Chat Moss railway, the Huskisson Memorial, Winwick Battlefield and the area's mining heritage by supporting opportunities for interpretation where appropriate.

An overarching Design Principle for ILPN is:

*'To develop a sustainable, future-proofed Strategic Rail Freight Interchange through a multidisciplinary team of engineers, planners and environmental specialists, using an iterative process of development, testing, and refinement, and incorporating feedback from stakeholder consultation and statutory processes.'*

## 3.3 THE DESIGN VISION

The Design Vision and Principles for the Proposed Development are set out in detail in the Design and Visions Principles Document and are there to present the approach to the design of the Project.

The Principles will be secured through Requirement in the draft DCO, and makes a commitment that these will be maintained and developed in the future detailed design and delivery phase of the Proposed Development in accordance with the National Policy Statement for National Networks (NPS NN) requirements for 'good design'.

The Design Vision for ILPN RFI establishes the overall 'Vision' for the Proposed Development to support the DCO submission. It identifies how the four design criteria identified within the National Infrastructure Commissions Design Principles for National Infrastructure (climate, people, places and value) have informed the overarching design principles. It also provides a structure for a coherent design process that will continue up until submission of the DCO and beyond consent being achieved.

The Design Vision for the scheme is:

*'ILPN will be central to the UK's economy, the regional economy and the local economy. It will deliver sustainable methods of distribution to meet the challenges of net zero and support long-term economic growth through the creation of high-quality local jobs. It will integrate into its surroundings, enhancing the local context, and improve access to the countryside for recreation, thus delivering multiple social and environmental benefits.'*

Fig 9. Illustrative Artists Impression of a TBBD Development and landscaping integration.

## 3.4 DESIGN EVOLUTION

This section sets out how the ILPN scheme has evolved from initial identification through scheme development and public consultations to application.

**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.


Fig 10. Illustrative Masterplan (Document Reference PEIR Figure 4.6)

**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.

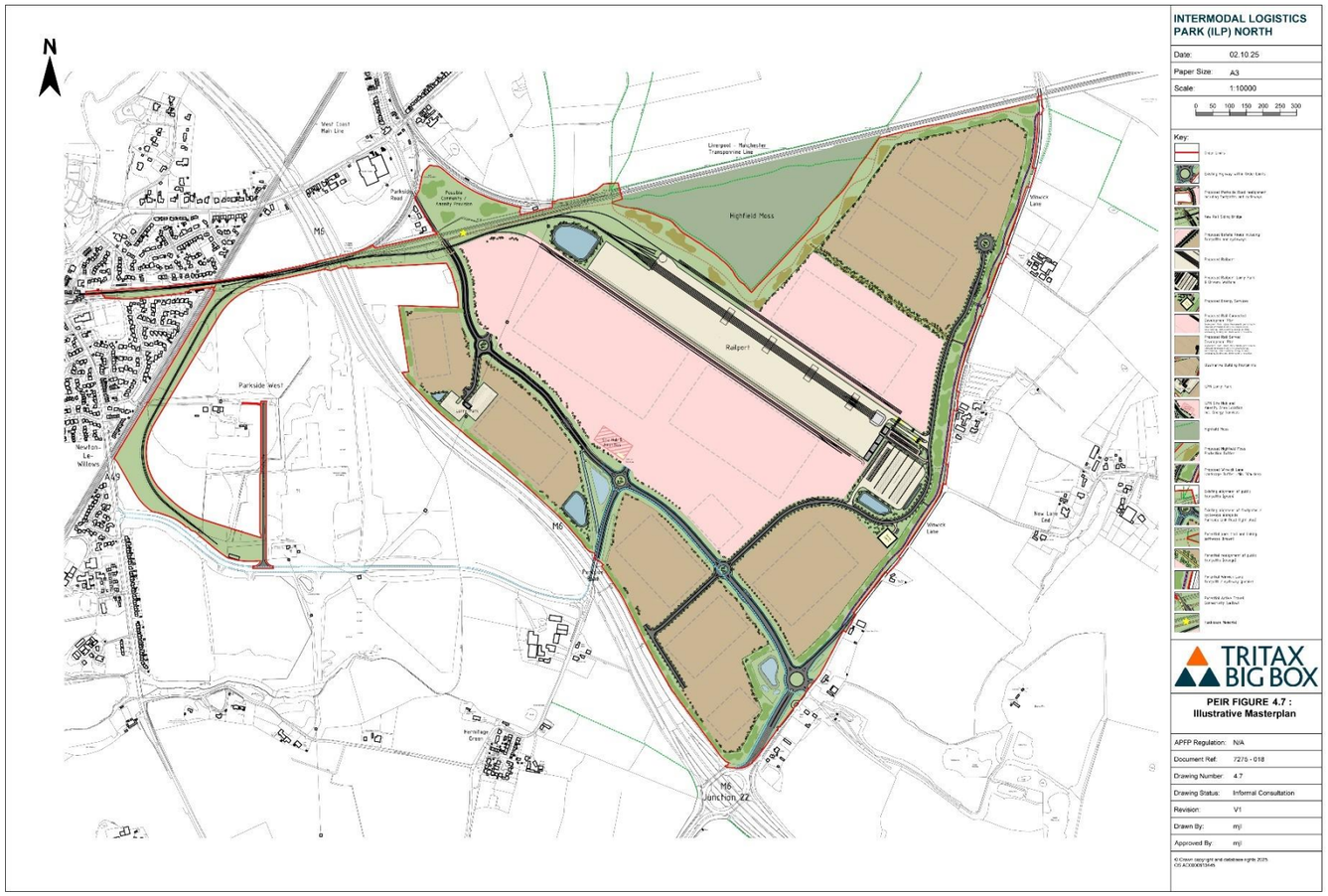


Fig 11. Illustrative Masterplan (Document Reference PEIR Figure 4.7)

**Spring 2025 – Further refinements:**

- A new lorry park was introduced to provide lorry parking facilities for non-ILPN HGVs, in addition to the already proposed HGV lorry park dedicated to the rail terminal. Lorry parking and driver facilities are requirements of national planning policy to address the shortage of HGV driver facilities nationally.
- 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.
- The Huskisson Memorial has been identified as a key historical point of interest and to be recognised within the site

**April 2025 – Landscape-led design changes:**

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

**October 2025 - Current consultation layout:**

- Updated rail and footpath bridge at Parkside Road and a new footpath bridge adjacent to Parkside Road bridge to improve connections.
- New PROWs, including a bridge near Highfield Moss SSSI to replace an unsafe level crossing.
- Adjustments to warehouse layouts and rail chords to integrate earthworks and drainage.
- Up to 767,000m² of warehousing and ancillary buildings, alongside sustainable landscaping, drainage and biodiversity features.


**INTERMODAL LOGISTICS PARK (ILP) NORTH**

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| Paper Size: | A3 |
| Scale: | 1:10000 |

0 50 100 150 200 250 300

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TRITAX BIG BOX

**PEIR FIGURE 3.2 : Illustrative Masterplan**

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|---|---|
| APFP Regulation: | N/A |
| Document Ref: | 7275 - 095 Rev B |
| Drawing Number: | 3.2 |
| Drawing Status: | Statutory Consultation |
| Revision: | V3 |
| Drawn By: | mjl |
| Approved By: | mjl |



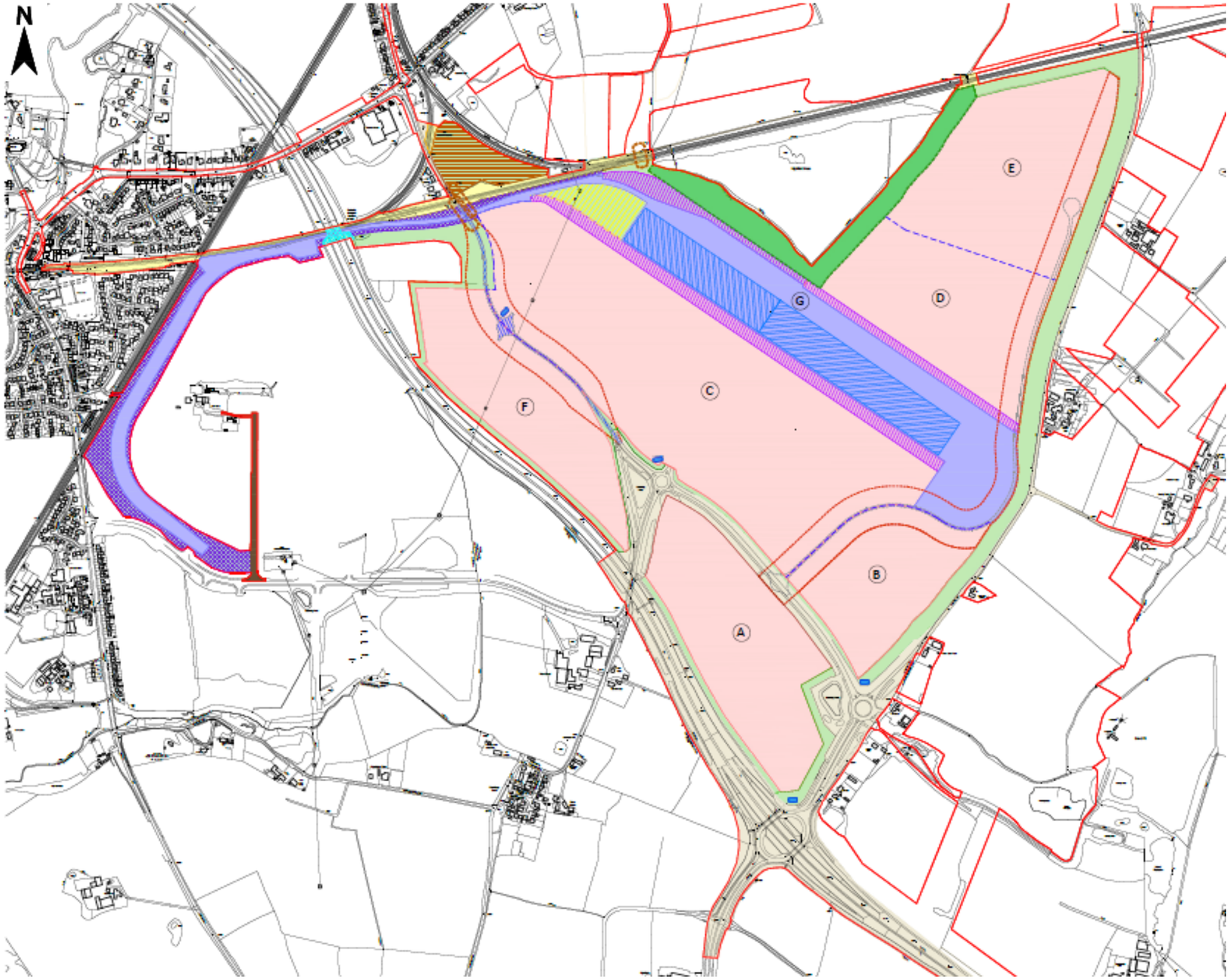
Fig 12. Illustrative Masterplan (Document Reference PEIR Figure 3.2 V3)

## 3.5 DESIGN PARAMETERS

The proposed development for the SRFI site has been designed through a series of development parameters set out in the draft Parameters Plan. The draft Parameters Plan has been informed by, and evolved as responses, feedback and constraints have fed into the design. Each development zone includes all elements integral to each development plot, including buildings, hardstandings, parking, landscape and planting, utilities and drainage infrastructure.

The Parameters Plan also sets parameters for the following:

- Rail freight interchange including rail sidings, gantry cranes, container hardstanding, lorry park, welfare building, bridge infrastructure and estate road access as shown in Zone G, including the rail corridor within open land. The parameters plan proposes a 'limit of deviation' for the western rail chord and associated works;
- Highway infrastructure corridors, including carriageways, landscaping, footpaths, laybys and cycleways. The parameters plan proposes a 'limit of deviation within which internal roads will be contained;
- External road infrastructure within landscaped corridors alongside Winwick lane and Highfield Moss, including the Parkside Road realignment.
- Appropriate landscape offsets will be provided around the Highfield Moss SSSI boundary.
- The draft Parameters Plan indicates the located of the proposed Highfield Moss Protection Zone, which provides a buffer of at least 50m wide between the SSSI and the Proposed Development.
- The design has been developed to achieve a neutral effect on hydrological conditions at Highfield Moss SSSI.
- Areas for Highfield Moss SSSI protection, including landscaping, earthworks and drainage infrastructure,
- Landscape and planting, new pedestrian footpaths, new bridge infrastructure over rail line, new pedestrian / cycleway over rail line, new pedestrian footpath infrastructure over rail line, new cycleways and amenity areas for public use;
- Access routing to and from Newton Park Farm, Sycamore Cottage and surrounding buildings from Parkside Link Road; and
- Signage for the development.




Key

- Draft Order Limits
- Open land / landscaping, including bunding, fencing, attenuation ponds, public footpaths and cycleways, estate road infrastructure, drainage infrastructure, realignment of Parkside Road and bridgeworks.
- Private open land, non accessible to the public
- Highfield Moss protection zone including landscaping, earthworks and drainage infrastructure.
- Amenity Area
- Parkside road realignment, including associated footpaths, cycleways, landscaping and drainage infrastructure.
- Area of existing highways and land reserved adjacent to existing highways for construction / laydown of materials /compounds, highways, engineering and drainage works.
- Existing rail corridor
- Rail freight interchange including rail sidings, gantry cranes, container hardstanding, lorry park, bridge infrastructure and estate road access.
- Limit of deviation for Western rail chord and associated works
- Rail corridor within open land
- Rail corridor within development zones
- Location of Container Stack up to 7 high
- Location of Container Stack up to 5 high
- A New road bridge infrastructure over rail line
- B New pedestrian / cycleway infrastructure over rail line
- C New pedestrian footpath infrastructure over rail line
- Extent of M6 motorway (retained as existing) within the Draft Main Order Limits above the existing and proposed rail infrastructure
- Notional alignment of new estate roads
- Deviation Potential of Parkside Road and new estate roads. The boundaries of zones through which a limit of deviation runs will change depending on the final alignment of the infrastructure within the limit of deviation
- Boundary between development zones. The boundary will change depending on the final alignment of the infrastructure and the limits of deviation.
- Access routing to and from Newton Park Farm, Sycamore Cottage and surrounding buildings from Parkside Link Road.
- Development signage locations
- X Development Zones

NOTE 1: Development Zones include the existing buildings to be demolished, the new alignment Parkside Road, estate road infrastructure, rail freight interchange link to estate road and elements pertaining to individual development plots including buildings, hardstandings, parking, energy services, landscaping, bunding, fencing and storm water attenuation.

Fig 13. Parameters Plan
(Document Reference PEIR Figure 3.1 v2)

| Schedule of Parameters for Development Zones | | | | | |
|---|---|---|---|---|---|
| Zone | Number of Warehousing Units / Buildings *[1] | Maximum development floor space per Zone (m²) | Other Defined Element Within Zone | Maximum building / element height measured to roof ridge / highest point in metres above Ordnance Datum | Equivalent building height relative to FFL |
| A | 1 to 5 warehousing units | 76,000 sq.m. | | 63.15m | Up to 30m |
| B | 1 to 3 warehousing units | 50,000 sq.m. | Energy Services | 63.50m | Up to 30m |
| C | 1 to 10 warehousing units | 245,000 sq.m. | Energy Services | 63.50m | Up to 30m |
| | 3 to 4 Site Hub buildings | 1,500 sq.m. | | 48.50m | Up to 15m |
| D | 1 to 3 warehousing units | 85,000 sq.m. | | 64.00m | Up to 30m |
| E | 1 to 4 warehousing units | 80,000 sq.m. | | 63.45m | Up to 30m |
| F | 1 to 4 warehousing units | 55,000 sq.m. | | 65.35m | Up to 30m |
| | | | Lorry Park | N/A | N/A |
| | | | Welfare | 45.35m | Up to 10m |
| G | 1 to 6 buildings | 3,000 sq.m. | | 49.00m | Up to 15m |
| | | | Yard<br>Container stacks 5 high<br>Container stacks 7 high<br>Gantry Cranes<br>Lorry Park | <br>48.50m<br>53.30m<br>59.00m<br>44.00m | <br>Up to 14.5m<br>Up to 20.3m<br>Up to 25m<br>Up to 10m |
| Total maximum floor space across the development*[2] | 590,000 sq.m. | | | | |

*[1] These are the potential number of main use buildings in each zone and excludes any ancillary buildings or structures.
*[2] This total floor space is the maximum floor space (excluding mezzanine space) that will be developed across the site notwithstanding that the maximum floor space stated for each Zone combined would exceed this figure i.e. it is the overall floor space cap for each zone excluding mezzanine floor space.

Fig 14. Parameters Zone Schedule (Document Reference PEIR Figure 3.1 v2)

## 3.6 ILLUSTRATIVE MASTERPLAN

In the preparation of the DCO, a draft Illustrative masterplan has been developed, and the evolution of that masterplan is described in section 3.3.

Whilst the illustrative masterplan has evolved, it has both informed and reflected the parameters of the scheme described in section 3.4 .

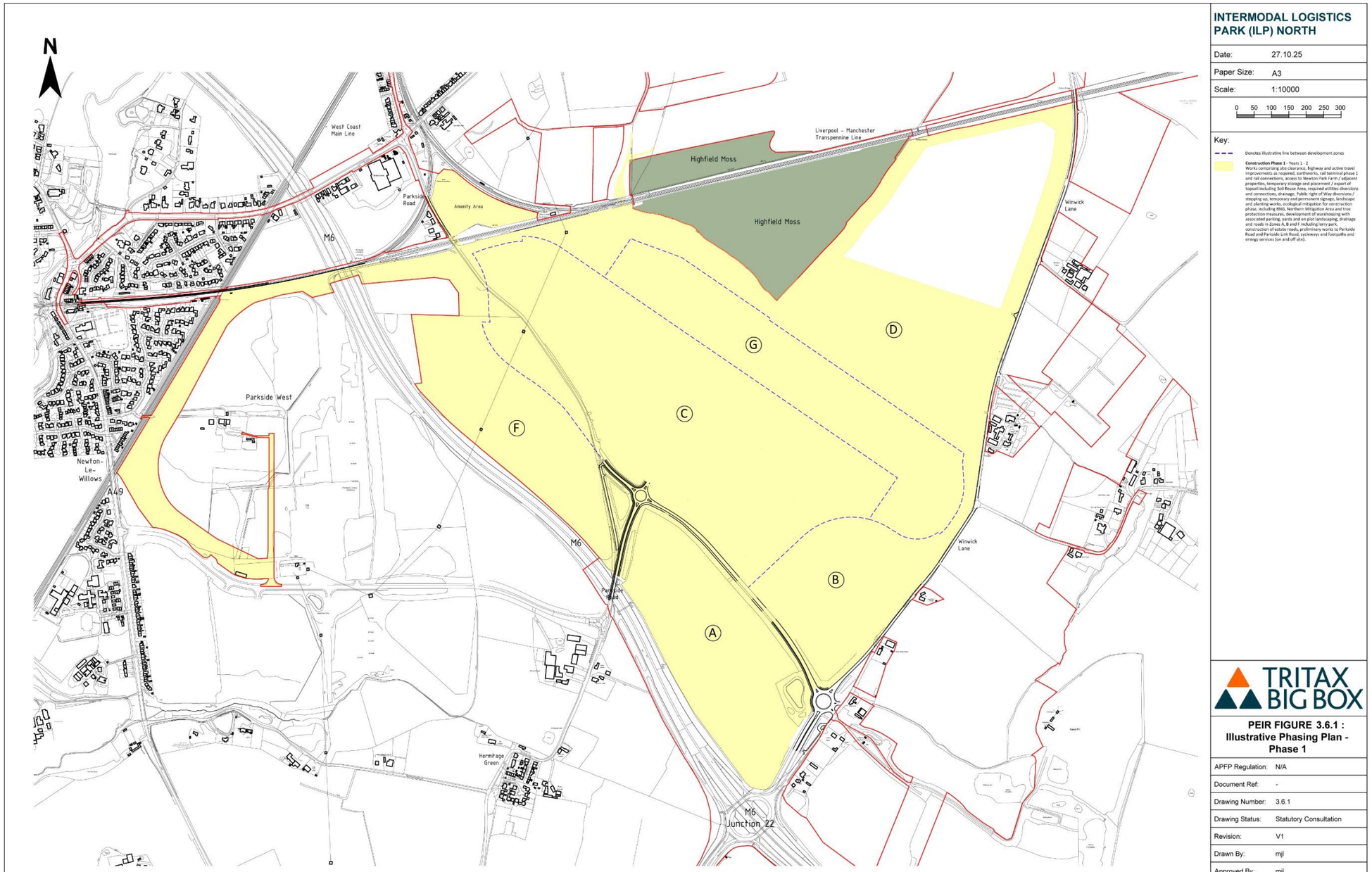
It is important that the scheme ultimately delivers a place where people want to work, with a strong identity of its own reflecting the requirements of an SRFI, whilst reflecting the surrounding uses and context.

The component parts of the Illustrative masterplan are described in section 1.3.4.


Fig 15. Illustrative Masterplan (Document Reference PEIR Figure 3.2 V3)

## 3.7 ILLUSTRATIVE PHASING

The following pages show the illustrative phasing proposals for the ILPN Proposed Scheme, and as described in PEIR Chapter 3.




**INTERMODAL LOGISTICS PARK (ILP) NORTH**

| | |
|---|---|
| Date: | 27.10.25 |
| Paper Size: | A3 |
| Scale: | 1:10000 |

0 50 100 150 200 250 300

Key:

Denotes illustrative line between development zones

**Construction Phase 1** - Years 1 - 2
Works comprising site clearance, highway and active travel improvements as required, earthworks, rail terminal phase 1 and rail connections, access to Newton Park Farm / adjacent properties, temporary storage and placement / export of topsoil including Soil Reuse Area, required utilities diversions and connections, drainage, Public right of Way diversions / stopping up, temporary and permanent signage, landscape and planting works, ecological mitigation for construction phase, including ENG, Northern Mitigation Area and tree protection measures, development of warehousing with associated parking, yards and on plot landscaping, drainage and roads in Zones A, B and F including lorry park, construction of estate roads, preliminary works to Parkside Road and Parkside Link Road, cycleways and footpaths and energy services (on and off site).

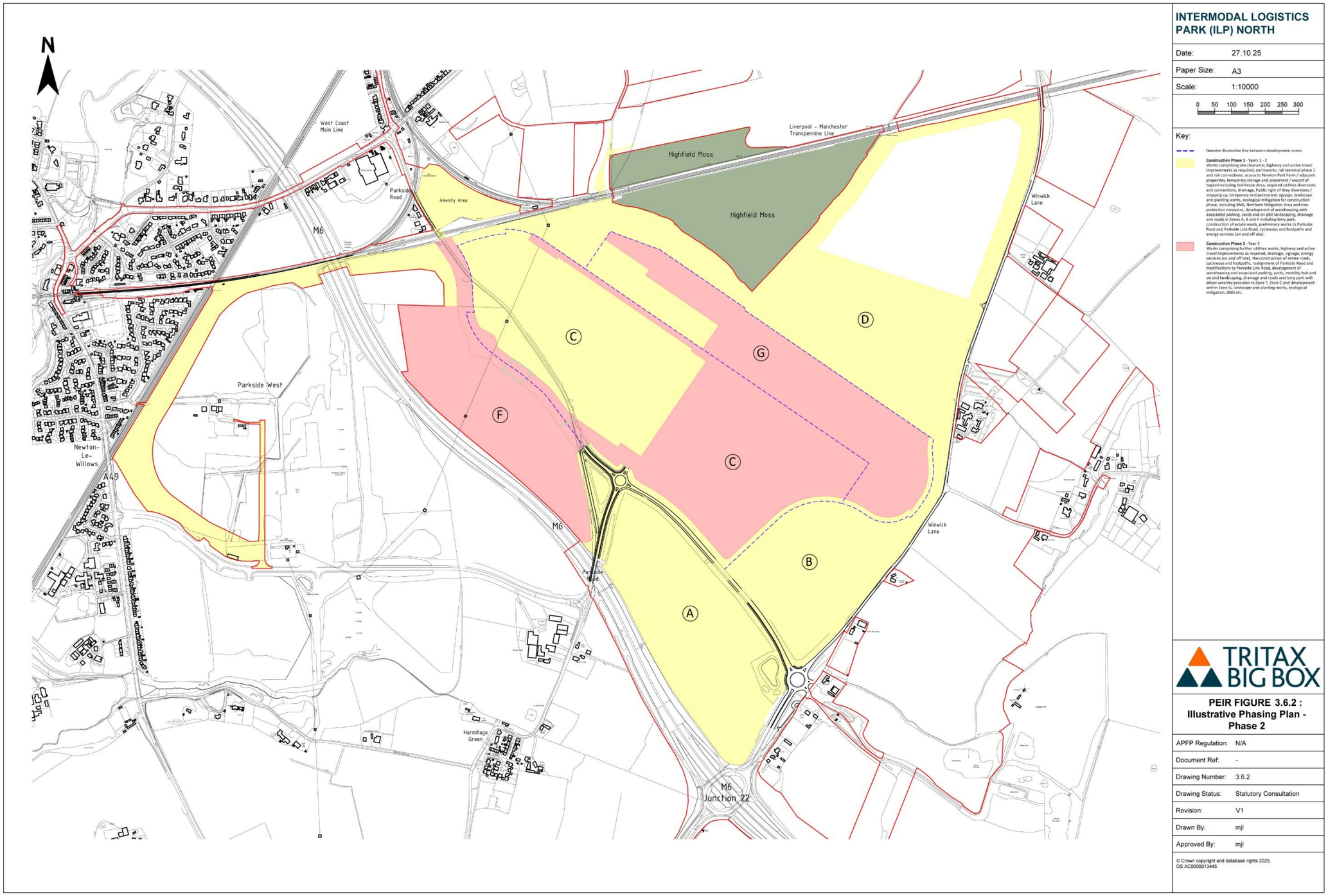
TRITAX BIG BOX

**PEIR FIGURE 3.6.1 : Illustrative Phasing Plan - Phase 1**

| | |
|---|---|
| APFP Regulation: | N/A |
| Document Ref: | - |
| Drawing Number: | 3.6.1 |
| Drawing Status: | Statutory Consultation |
| Revision: | V1 |
| Drawn By: | mjl |
| Approved By: | mjl |



Fig 16. Illustrative Phasing Plan – Phase 1 (Document Reference PEIR Figure 3.6.1)




**INTERMODAL LOGISTICS PARK (ILP) NORTH**

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| Date: | 27.10.25 |
| Paper Size: | A3 |
| Scale: | 1:10000 |

0 50 100 150 200 250 300

Key:

Denotes illustrative line between development zones

**Construction Phase 1** - Years 1 - 2
Works comprising site clearance, highway and actiee travel improvements as required, earthworks, rail terminal phase 1 and rail connections, access to Newton Park Farm / adjacent properties, temporary storage and placement / export of topsoil including Soil Reuse Area, required utilities diversions and connections, drainage, Public right of Way diversions / stopping up, temporary and permanent signage, landscape and planting works, ecological mitigation for construction phase, including BNG, Northern Mitigation Area and tree protection measures, development of warehousing with associated parking, yards and on plot landscaping, drainage and roads in Zones A, B and F including lorry park, construction of estate roads, preliminary works to Parkside Road and Parkside Link Road, cycleways and footpaths and energy services (on and off site).

**Construction Phase 2** - Year 3
Works comprising further utilities works, highway and active travel improvements as required, drainage, signage, energy services (on and off site), the construction of estate roads, cycleways and footpaths, realignment of Parkside Road and modifications to Parkside Link Road, development of warehousing and associated parking, yards, mobility hub and on plot landscaping, drainage and roads and lorry park with driver amenity provision in Zone F, Zone C and development within Zone G, landscape and planting works, ecological mitigation, BNG etc.

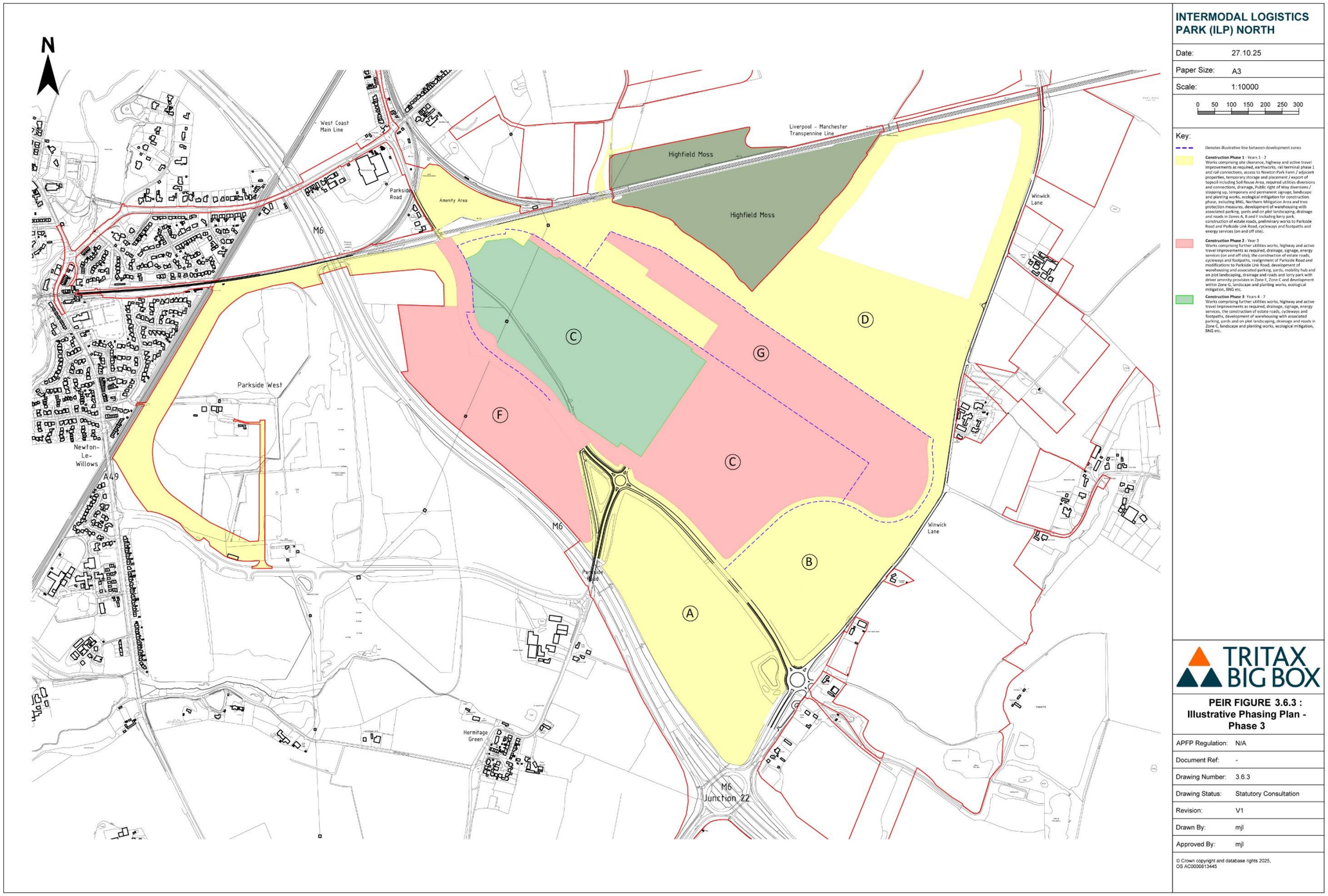
TRITAX BIG BOX

**PEIR FIGURE 3.6.2 : Illustrative Phasing Plan - Phase 2**

| | |
|---|---|
| APFP Regulation: | N/A |
| Document Ref: | - |
| Drawing Number: | 3.6.2 |
| Drawing Status: | Statutory Consultation |
| Revision: | V1 |
| Drawn By: | mjl |
| Approved By: | mjl |



Fig 17. Illustrative Phasing Plan – Phase 1 (Document Reference PEIR Figure 3.6.2)




**INTERMODAL LOGISTICS PARK (ILP) NORTH**

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| Date: | 27.10.25 |
| Paper Size: | A3 |
| Scale: | 1:10000 |

0 50 100 150 200 250 300

Key:

Denotes illustrative line between development zones

**Construction Phase 1** - Years 1 - 2
Works comprising site clearance, highway and active travel improvements as required, earthworks, rail terminal phase 1 and rail connections, access to Newton Park Farm / adjacent properties, temporary storage and placement / export of topsoil including Soil Reuse Area, required utilities diversions and connections, drainage, Public right of Way diversions / stopping up, temporary and permanent signage, landscape and planting works, ecological mitigation for construction phase, including BNG, Northern Mitigation Area and tree protection measures, development of warehousing with associated parking, yards and on plot landscaping, drainage and roads in Zones A, B and F including lorry park, construction of estate roads, preliminary works to Parkside Road and Parkside Link Road, cycleways and footpaths and energy services (on and off site).

**Construction Phase 2** - Year 3
Works comprising further utilities works, highway and active travel improvements as required, drainage, signage, energy services (on and off site), the construction of estate roads, cycleways and footpaths, realignment of Parkside Road and modifications to Parkside Link Road, development of warehousing and associated parking, yards, mobility hub and on plot landscaping, drainage and roads and lorry park with driver amenity provision in Zone F, Zone C and development within Zone G, landscape and planting works, ecological mitigation, BNG etc.

**Construction Phase 3** - Years 4 - 7
Works comprising further utilities works, highway and active travel improvements as required, drainage, signage, energy services, the construction of estate roads, cycleways and footpaths, development of warehousing with associated parking, yards and on plot landscaping, drainage and roads in Zone C, landscape and planting works, ecological mitigation, BNG etc.

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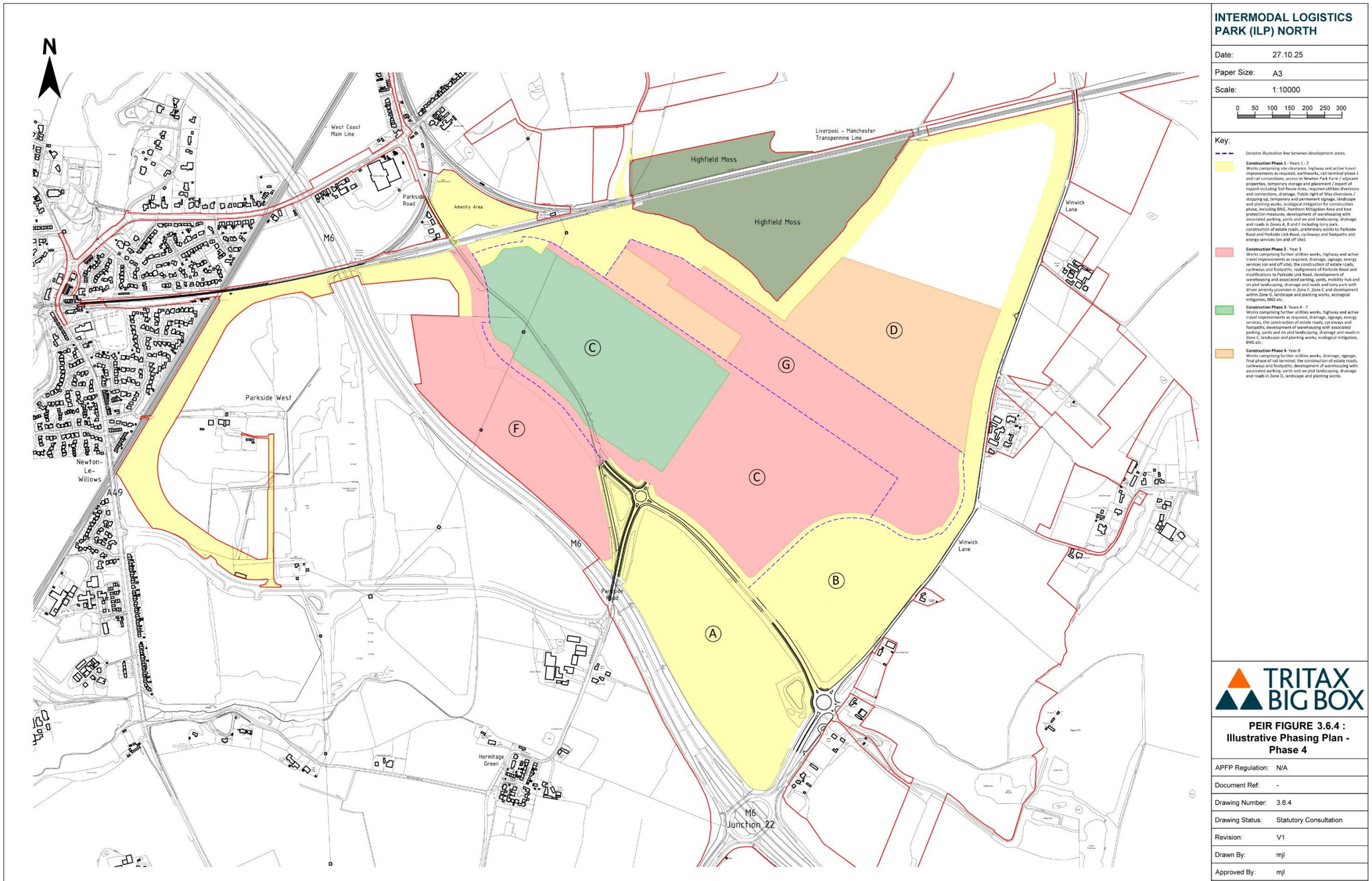
**PEIR FIGURE 3.6.3 : Illustrative Phasing Plan - Phase 3**

| | |
|---|---|
| APFP Regulation: | N/A |
| Document Ref: | - |
| Drawing Number: | 3.6.3 |
| Drawing Status: | Statutory Consultation |
| Revision: | V1 |
| Drawn By: | mjl |
| Approved By: | mjl |



Fig 18. Illustrative Phasing Plan – Phase 1 (Document Reference PEIR Figure 3.6.3)




**INTERMODAL LOGISTICS PARK (ILP) NORTH**

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| Date: | 27.10.25 |
| Paper Size: | A3 |
| Scale: | 1:10000 |

0 50 100 150 200 250 300

Key:

Denotes illustrative line between development zones

**Construction Phase 1** - Years 1 - 2
Works comprising site clearance, highway and active travel improvements as required, earthworks, rail terminal phase 1 and rail connections, access to Newton Park Farm / adjacent properties, temporary storage and placement / export of topsoil including Soil Reuse Area, required utilities diversions and connections, drainage, Public right of Way diversions / stopping up, temporary and permanent signage, landscape and planting works, ecological mitigation for construction phase, including BNG, Northern Mitigation Area and tree protection measures, development of warehousing with associated parking, yards and on plot landscaping, drainage and roads in Zones A, B and F including lorry park, construction of estate roads, preliminary works to Parkside Road and Parkside Link Road, cycleways and footpaths and energy services (on and off site).

**Construction Phase 2** - Year 3
Works comprising further utilities works, highway and active travel improvements as required, drainage, signage, energy services (on and off site), the construction of estate roads, cycleways and footpaths, realignment of Parkside Road and modifications to Parkside Link Road, development of warehousing and associated parking, yards, mobility hub and on plot landscaping, drainage and roads and lorry park with driver amenity provision in Zone F, Zone C and development within Zone G, landscape and planting works, ecological mitigation, BNG etc.

**Construction Phase 3** - Years 4 - 7
Works comprising further utilities works, highway and active travel improvements as required, drainage, signage, energy services, the construction of estate roads, cycleways and footpaths, development of warehousing with associated parking, yards and on plot landscaping, drainage and roads in Zone C, landscape and planting works, ecological mitigation, BNG etc.

**Construction Phase 4**- Year 8
Works comprising further utilities works, drainage, signage, final phase of rail terminal, the construction of estate roads, cycleways and footpaths, development of warehousing with associated parking, yards and on plot landscaping, drainage and roads in Zone D, landscape and planting works.

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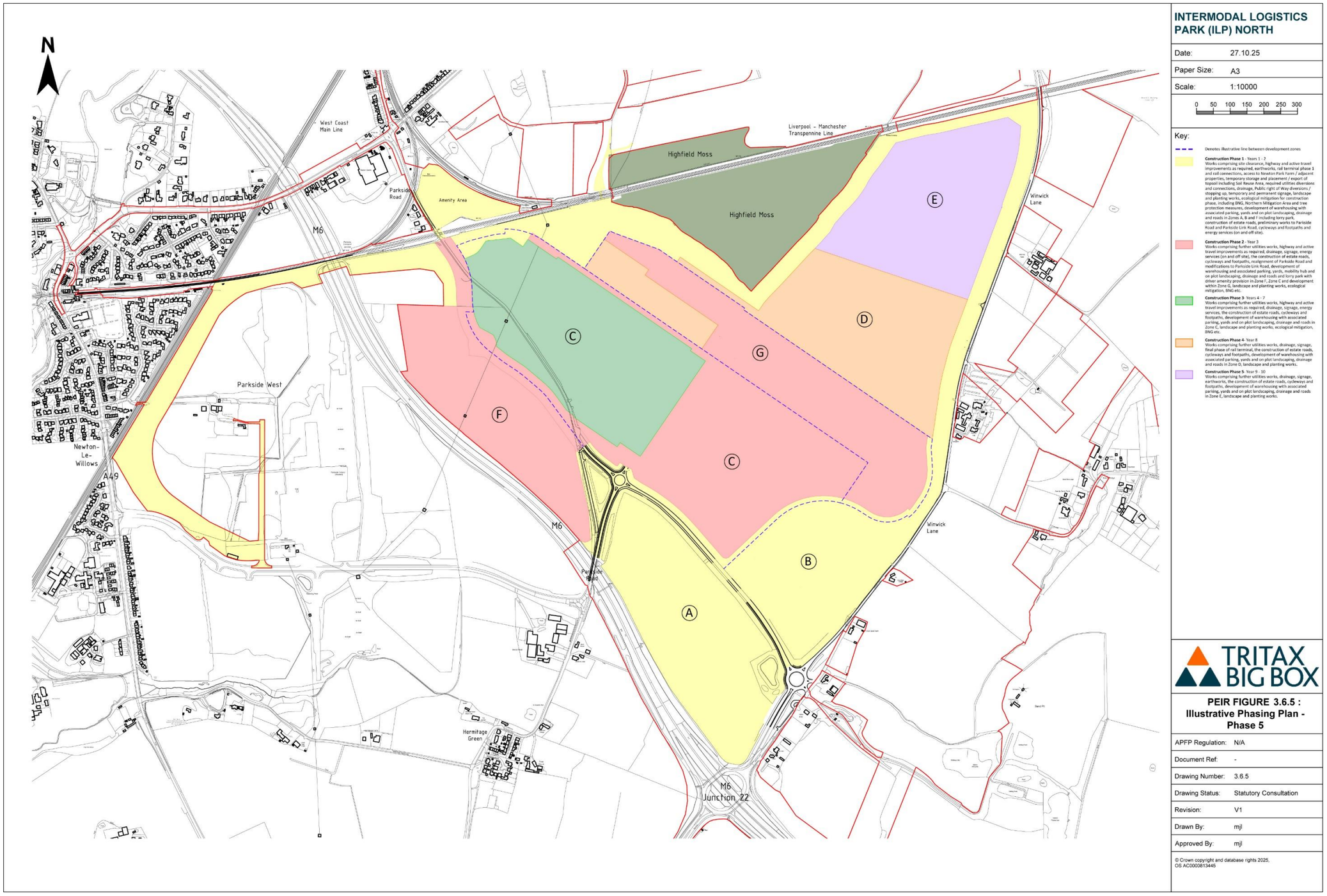
**PEIR FIGURE 3.6.4 : Illustrative Phasing Plan - Phase 4**

| | |
|---|---|
| APFP Regulation: | N/A |
| Document Ref: | - |
| Drawing Number: | 3.6.4 |
| Drawing Status: | Statutory Consultation |
| Revision: | V1 |
| Drawn By: | mjl |
| Approved By: | mjl |



Fig 19. Illustrative Phasing Plan – Phase 1 (Document Reference PEIR Figure 3.6.4)




**INTERMODAL LOGISTICS PARK (ILP) NORTH**

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| Date: | 27.10.25 |
| Paper Size: | A3 |
| Scale: | 1:10000 |

0 50 100 150 200 250 300

Key:

Denotes illustrative line between development zones

**Construction Phase 1** - Years 1 - 2
Works comprising site clearance, highway and active travel improvements as required, earthworks, rail terminal phase 1 and rail connections, access to Newton Park Farm / adjacent properties, temporary storage and placement / export of topsoil including Soil Reuse Area, required utilities diversions and connections, drainage, Public right of Way diversions / stopping up, temporary and permanent signage, landscape and planting works, ecological mitigation for construction phase, including BNG, Northern Mitigation Area and tree protection measures, development of warehousing with associated parking, yards and on plot landscaping, drainage and roads in Zones A, B and F including lorry park, construction of estate roads, preliminary works to Parkside Road and Parkside Link Road, cycleways and footpaths and energy services (on and off site).

**Construction Phase 2** - Year 3
Works comprising further utilities works, highway and active travel improvements as required, drainage, signage, energy services (on and off site), the construction of estate roads, cycleways and footpaths, realignment of Parkside Road and modifications to Parkside Link Road, development of warehousing and associated parking, yards, mobility hub and on plot landscaping, drainage and roads and lorry park with driver amenity provision in Zone F, Zone C and development within Zone G, landscape and planting works, ecological mitigation, BNG etc.

**Construction Phase 3** - Years 4 - 7
Works comprising further utilities works, highway and active travel improvements as required, drainage, signage, energy services, the construction of estate roads, cycleways and footpaths, development of warehousing with associated parking, yards and on plot landscaping, drainage and roads in Zone C, landscape and planting works, ecological mitigation, BNG etc.

**Construction Phase 4**- Year 8
Works comprising further utilities works, drainage, signage, final phase of rail terminal, the construction of estate roads, cycleways and footpaths, development of warehousing with associated parking, yards and on plot landscaping, drainage and roads in Zone D, landscape and planting works.

**Construction Phase 5**- Year 9 - 10
Works comprising further utilities works, drainage, signage, earthworks, the construction of estate roads, cycleways and footpaths, development of warehousing with associated parking, yards and on plot landscaping, drainage and roads in Zone E, landscape and planting works.

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**PEIR FIGURE 3.6.5 : Illustrative Phasing Plan - Phase 5**

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|---|---|
| APFP Regulation: | N/A |
| Document Ref: | - |
| Drawing Number: | 3.6.5 |
| Drawing Status: | Statutory Consultation |
| Revision: | V1 |
| Drawn By: | mjl |
| Approved By: | mjl |



Fig 20. Illustrative Phasing Plan – Phase 1 (Document Reference PEIR Figure 3.6.5)

# 4.0◆ Design Principles

## 4.1 GENERAL

Set out in this chapter are the eight design principles that have been derived to visualise and ultimately create a proposed development that meets its strategic objectives as a nationally significant infrastructure development, supporting modal shift, economic growth, and environmental sustainability.

## 4.2 DESIGN QUALITY

1. Employ a consistent palette of materials and colors
2. Prioritise robust, low-maintenance construction methods and finishes.
3. Integrate architectural features that enhance wayfinding, safety, and comfort.
4. Ensure all buildings and public spaces contribute to a unified sense of place.

Fig 21. Illustrative Office Material Application

Fig 22. Illustrative Facility and Consistent Application of Materials and Colours

Fig 23. Aerial Image of a TBBD development illustrating a consistency of design approach.

## 4.3 TRANSPORT NETWORK CONNECTION

1. Develop a sustainable design that considers future use, including integration with the Liverpool City Region Freeport zone.
2. Maximise the opportunity to support growth of rail freight in the region and to deliver rail served buildings.


Fig 24. The Illustrative Railport within ILPN

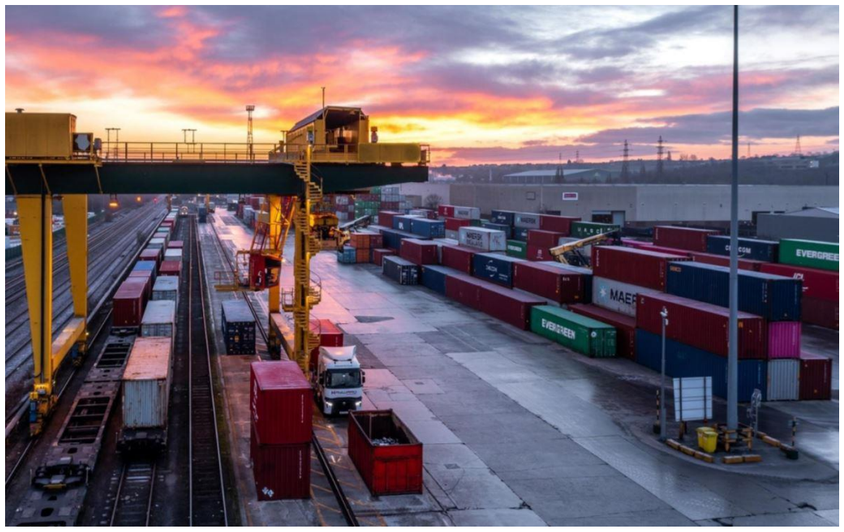

Fig 25. Illustrative Railport Operation Image

3. Ensure the scheme design prioritises the experience and safety of all users, including freight operators, logistics occupiers, employees and the local community.
4. Ensure accessibility for pedestrians, cyclists, and other non-motorized users through the incorporation of links to Public Rights of Way (PRoWs), creation and diversion of footpaths including provision for active travel corridors.

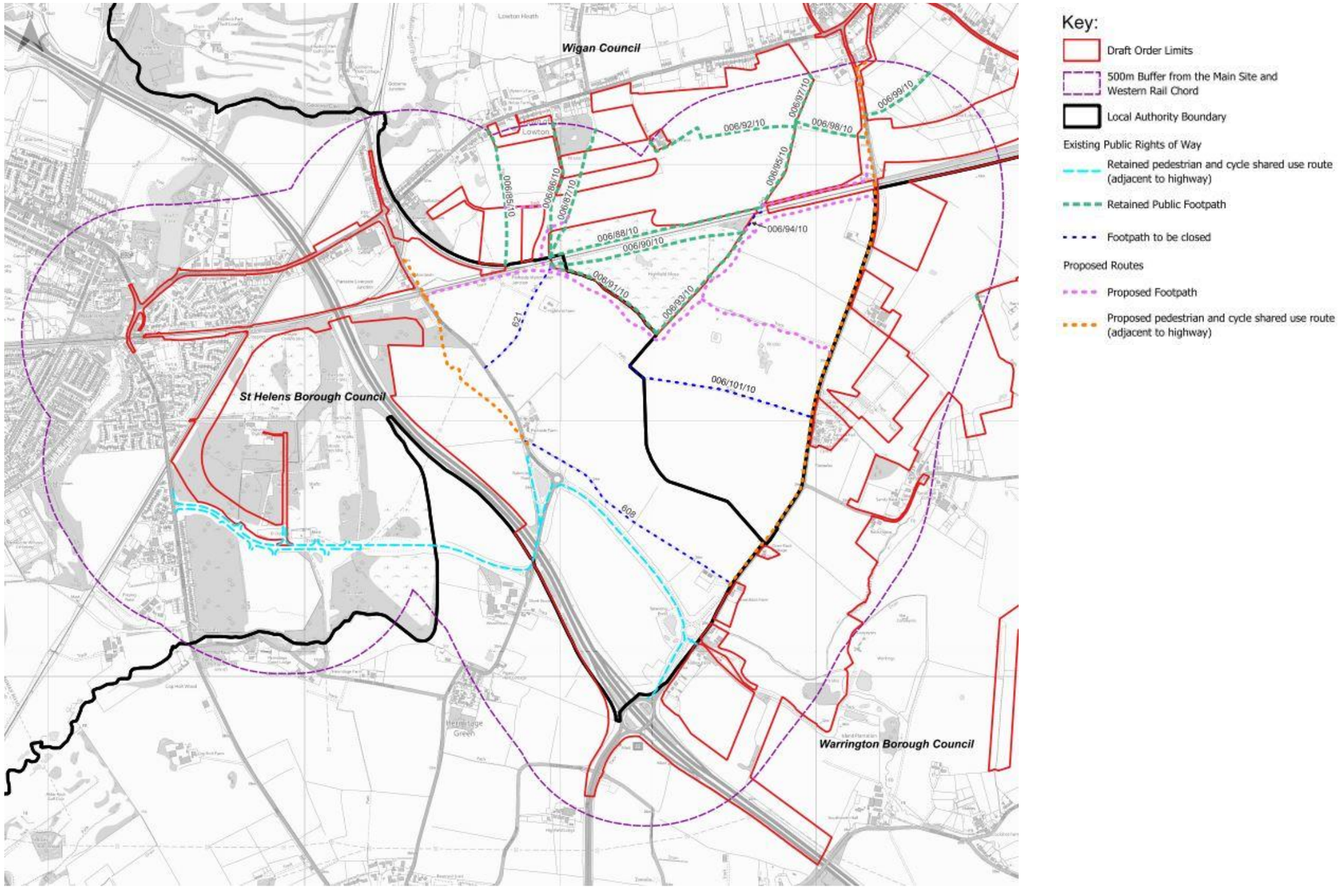


Fig 26. Proposed Public Right of Way network (Document Reference PEIR Figure 3, Appendix 10.6)

## 4.4 SUSTAINABLE COMMUTING

1. Provide safe, direct pedestrian and cycle routes throughout the site.
2. Integrate high-quality bus stops and public transport interchanges.
3. Offer secure cycle parking facilities.
4. Provide infrastructure for sustainable travel, including bus provision, electric vehicle charging and active travel routes.
5. Prioritisation of active and public transport.
6. Implement travel plans and incentives to encourage sustainable commuting.

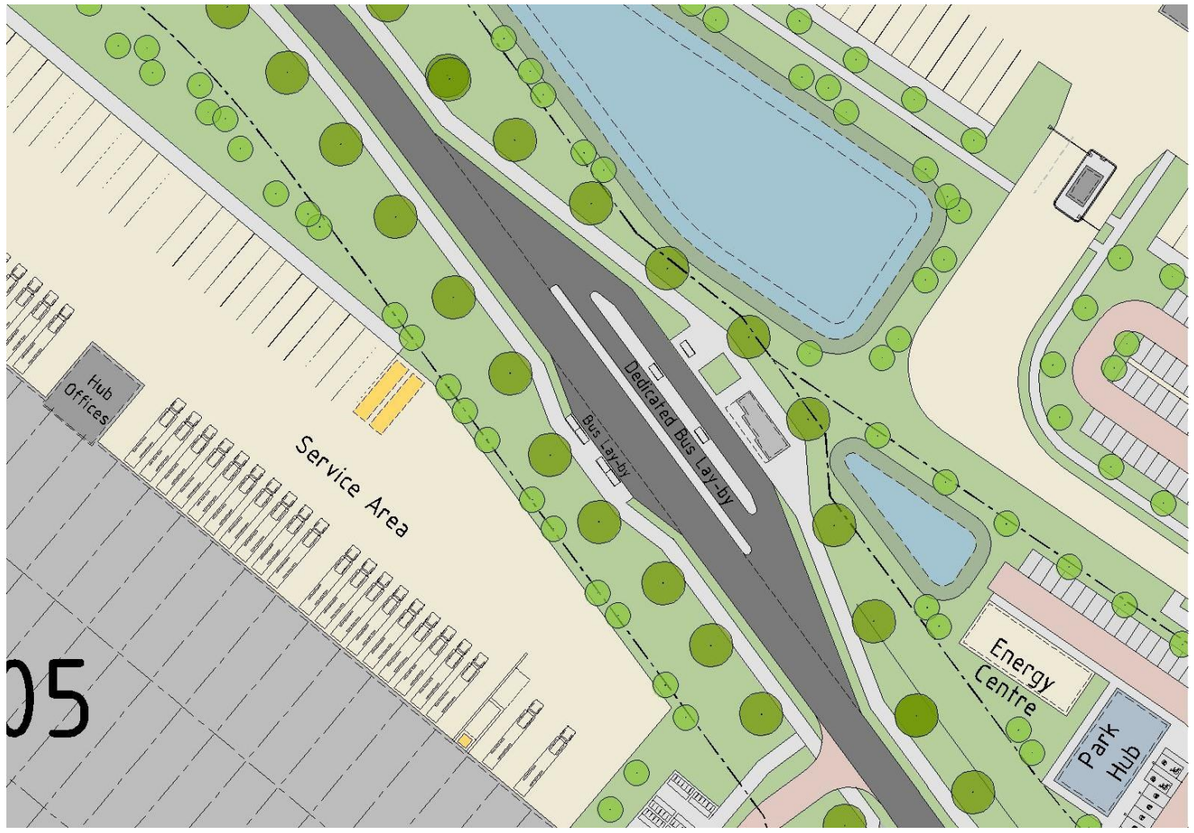


Fig 27. Illustrative Bus Terminal and Mobility Hub alongside Parkside Road as part of the ILPN Development


Fig 28. Illustrative bus stops within the ILPN Development

Fig 29. Illustrative Sedum roofed and timber clad cycle shelter

Fig 30. EV Charger

## 4.5 ACCESS TO THE COUNTRYSIDE

1. Create new and improved public rights of way.
2. Design gateways and signage to invite exploration of the wider countryside.
3. Provide recreational spaces within the site.
4. Strengthen ecological and recreational links across the development.

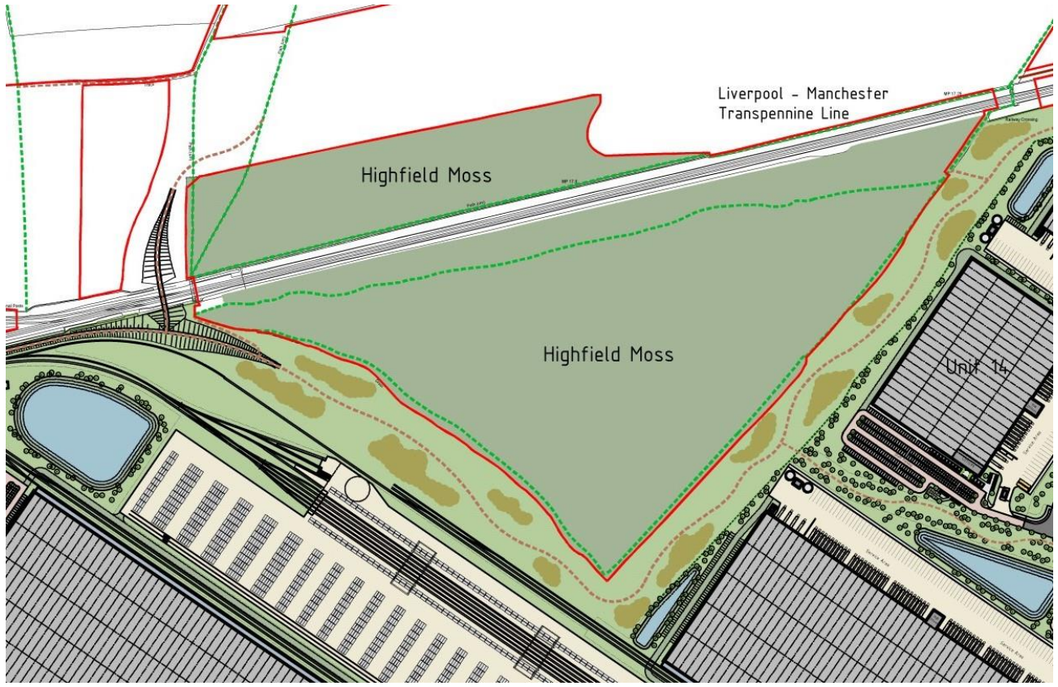


Fig 31. Highfield Moss with its Existing Public Rights of Way and the New Public Rights of Way that pass around it

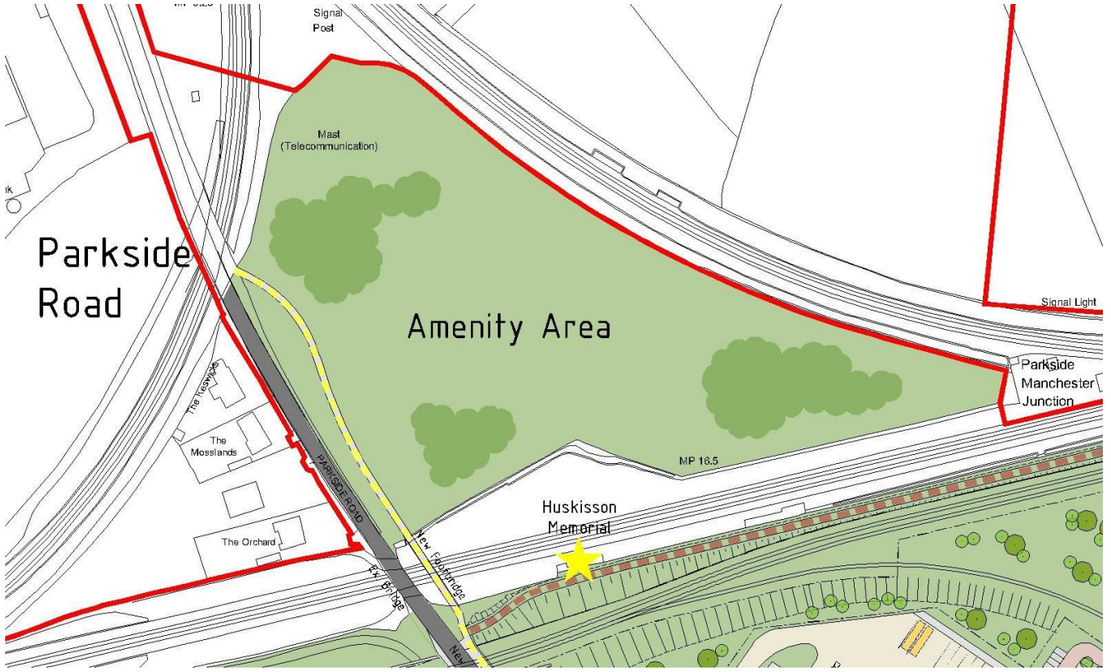


Fig 32. Proposed Public Amenity Area to the north of the Main Site

## 4.6 LANDSCAPE DESIGN AND VISUAL INTEGRATION

1. Produce a landscape design that contributes to local character, provides visual amenity and screening, and integrates the Proposed Development into its surroundings.
2. Provide planting to screen and integrate the development into the landscape.
3. Consider early planting to establish vegetation and integrate the Proposed Development sooner.
4. Use locally appropriate species for planting, prioritizing native varieties.
5. Minimize obtrusive light pollution through careful lighting design.
6. Design noise barriers for both visual and acoustic amenity.
7. Minimize impacts to heritage assets and key environmental features.


Fig 33. Illustrative Landscaping Masterplan (Document Reference PEIR Figure 3.4.2)


Fig 34. Illustrative Northern Habitat Area (Document Reference PEIR Figure 3.4.11)


Fig 35. Illustrative Eastern Off-Site Planting Areas (Document Reference PEIR Figure 3.4.12)

## 4.7 BIODIVERSITY

1. Integrate habitat corridors and wildlife crossings into the masterplan.
2. Replace habitat losses and provide additional habitat to achieve at least a 10% net gain in biodiversity.
3. Monitor and manage biodiversity outcomes over the long term.
4. Retain and enhance vegetation where possible, minimizing removal.
5. Minimize impacts to protected species through mitigation and enhancement measures.

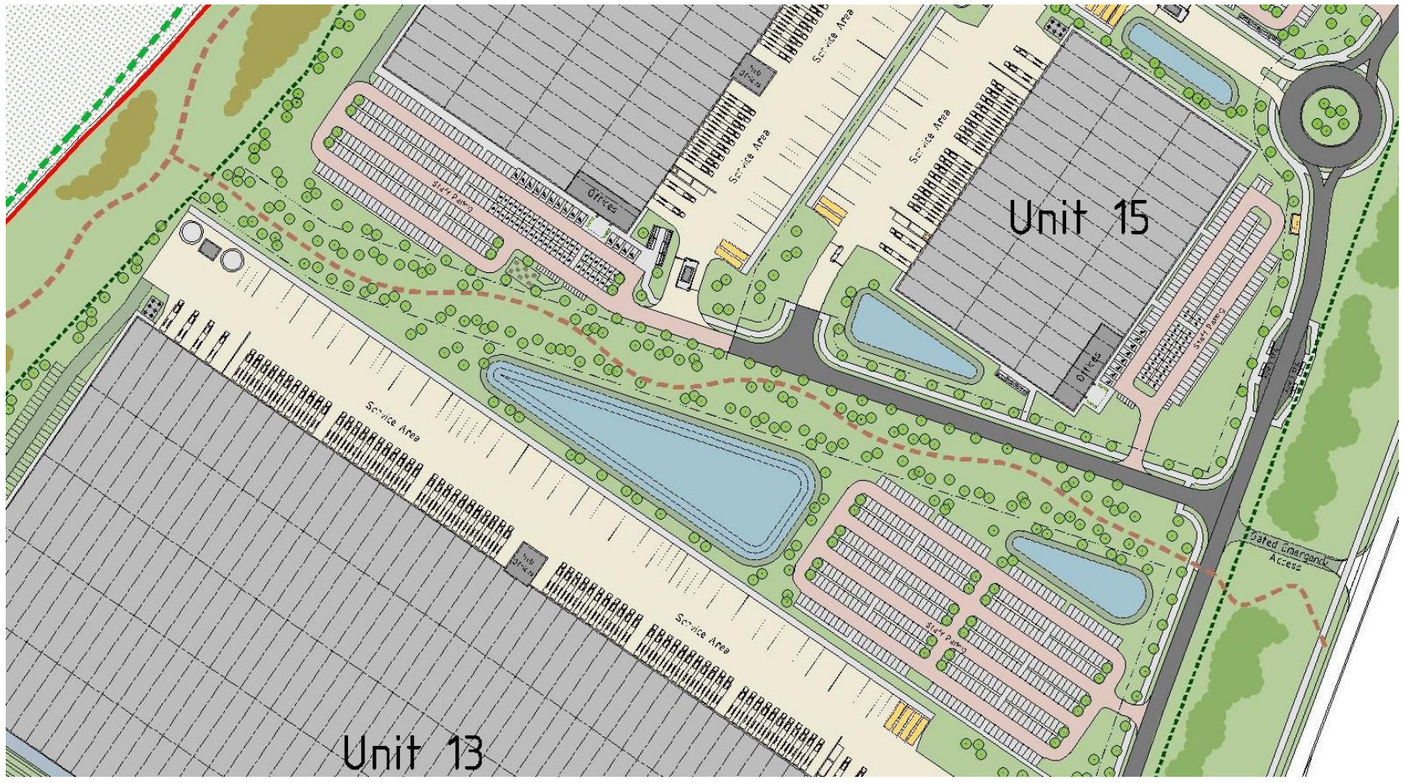


Fig 36. Illustrative Public Right of Way and landscape corridor with the ILPN site linking the Highfield Moss buffer and the eastern green corridor.

## 4.8 SUSTAINABLE WATER MANAGEMENT

1. Integrate the Proposed Development into the local landscape, managing impacts on flood zones and watercourses, and ensuring resilience to climate change.
2. Ensure the Proposed Development is designed to provide greater resilience to flooding than the existing baseline.
3. Work with natural flood cycles, avoiding increased flood risk to downstream receptors.
4. Incorporate climate change allowances into drainage and flood management strategies.
5. Prepare drainage strategies to limit peak discharge rates and overall volume.
6. Construct compensatory floodplain areas as needed.
7. Comply with sustainable drainage system (SuDS) best practices.
8. Minimize deterioration in water quality and hydromorphology.
9. Select route corridors and infrastructure locations to minimize direct impacts on floodplains and watercourses.

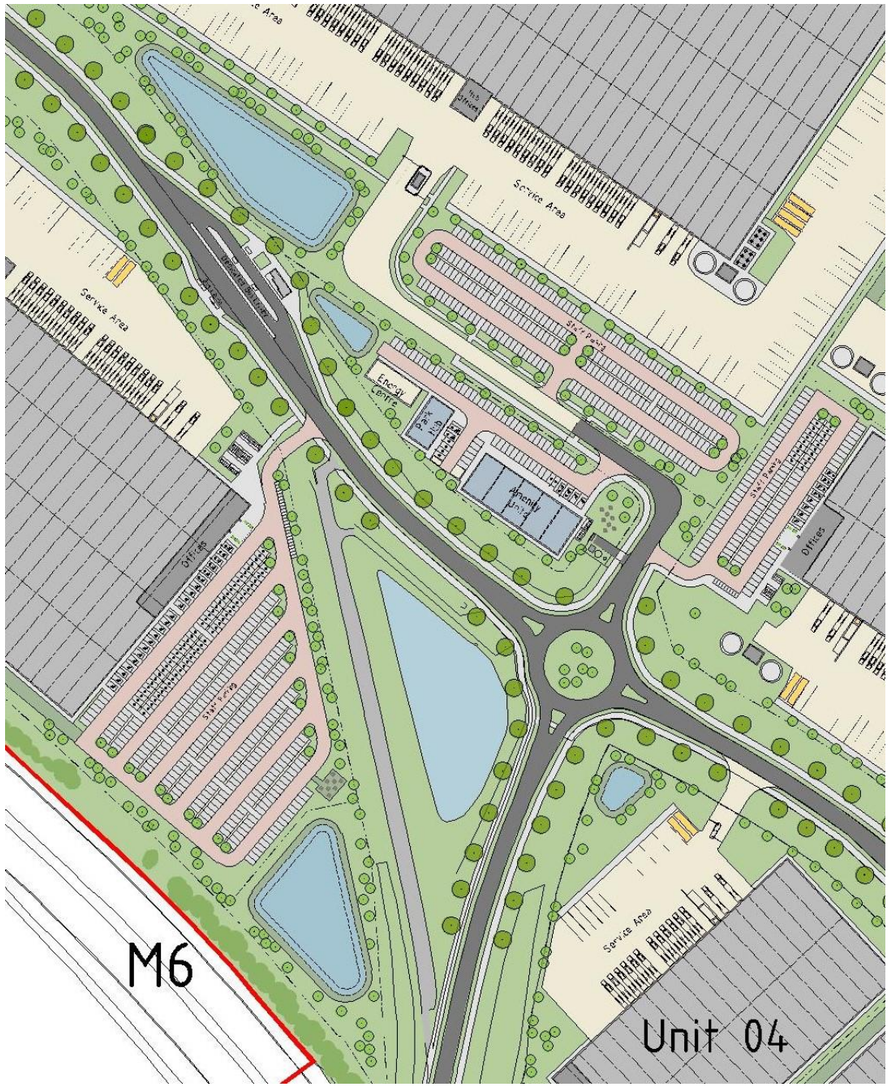


Fig 37. Illustrative water features within the ILPN development

## 4.9 RECOGNITION OF HERITAGE

1. Support heritage interpretation including of railway heritage, the Huskisson memorial, Winwick Battlefield and the mining heritage.
2. Support opportunities for community engagement with heritage.

Fig 38. The Huskisson Memorial alongside the Chat Moss Railway Line.

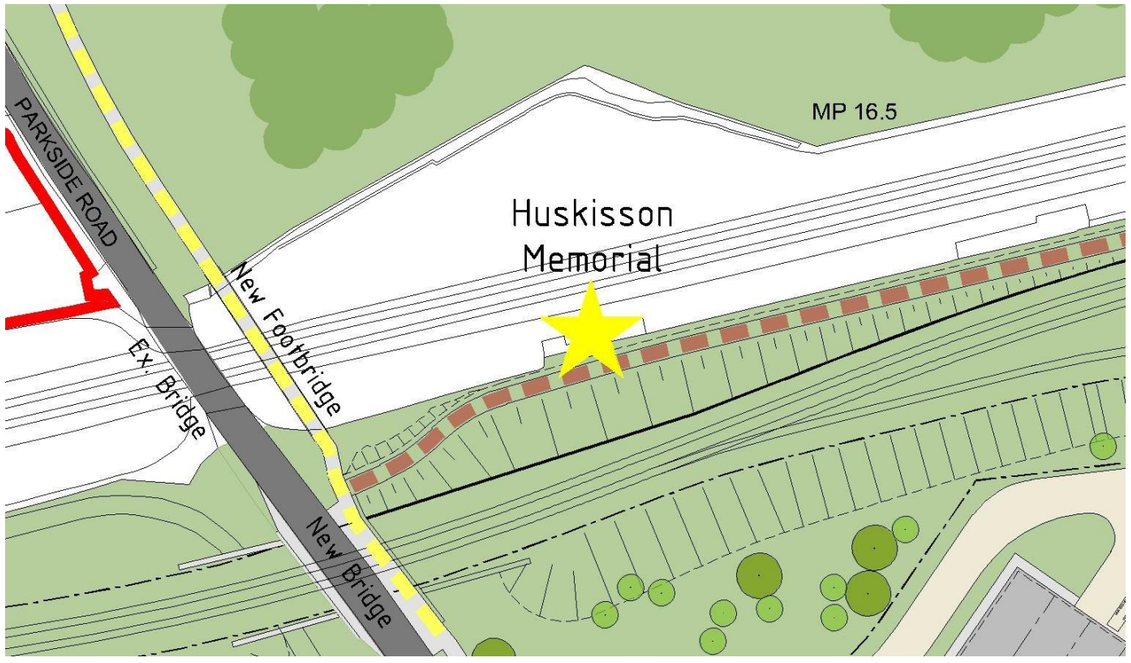


Fig 39. Integration of the Huskisson Memorial with the ILPN Development.

# 5.0◆ Conclusion

## 5.1 CONCLUSION

5.1.1 The ILPN site, offers an excellent opportunity to create a strategic rail freight interchange in a location of identified need, with opportunity to connect to the Chat Moss Rail Line, the M6 at Junction 22 and the new Parkside Link Road infrastructure;

5.1.2 The ILPN site, as a result of work that has been ongoing since the inception of the Proposed Development, has the opportunity to provide an exemplar scheme by way of a clear Design Vision, a set of Design Principles and the provision of a set of parameters that would address the environmental considerations, intermodal connectivity, sustainable attributes, operational activity and prospective occupier needs;

5.1.3 The Proposed Development is capable of supporting up to 16 trains per day and a rail-served development of up to c.767,000 square metres ($m^2$) (gross internal area or GIA) of warehousing and ancillary buildings with a total footprint of up to 590,000$m^2$ at ground floor level and up to 177,050$m^2$ of mezzanine floorspace, comprising a mixture of units with the potential to be rail-connected, rail served and rail accessible units, generating substantial economic and sustainability benefits, which are achieved through the transfer of freight from road to rail;

5.1.4 The Proposed Development complies with the NPS, and the considered design and assessment of the scheme ensures that it will continue to evolve in response to both Statutory and Public Consultation as well as the defining characteristics of the surrounding area in order to limit and mitigate its effects, as required by the NPS.