

Intermodal Logistics Park North Ltd

INTERMODAL LOGISTICS PARK NORTH (ILPN)

Intermodal Logistics Park North (ILPN) Strategic Rail Freight Interchange (SRFI)

Project reference TR510001

DELIVERY, SERVICING AND HGV MANAGEMENT STRATEGY

OCTOBER 2025

Planning Act 2008

♦ Introduction

INTRODUCTION

Introduction

1.1 Stantec has been appointed by Intermodal Logistics Park North Ltd ('the Applicant') to provide transport and highways advice in support of the proposed Intermodal Logistics Park North Strategic Rail Freight Interchange (ILPN SRFI). This Delivery, Servicing and HGV Management Strategy forms part of a suite of highway management plans, including the following:

- Framework Travel Plan; and
- Construction Traffic Management Plan.

Site Location

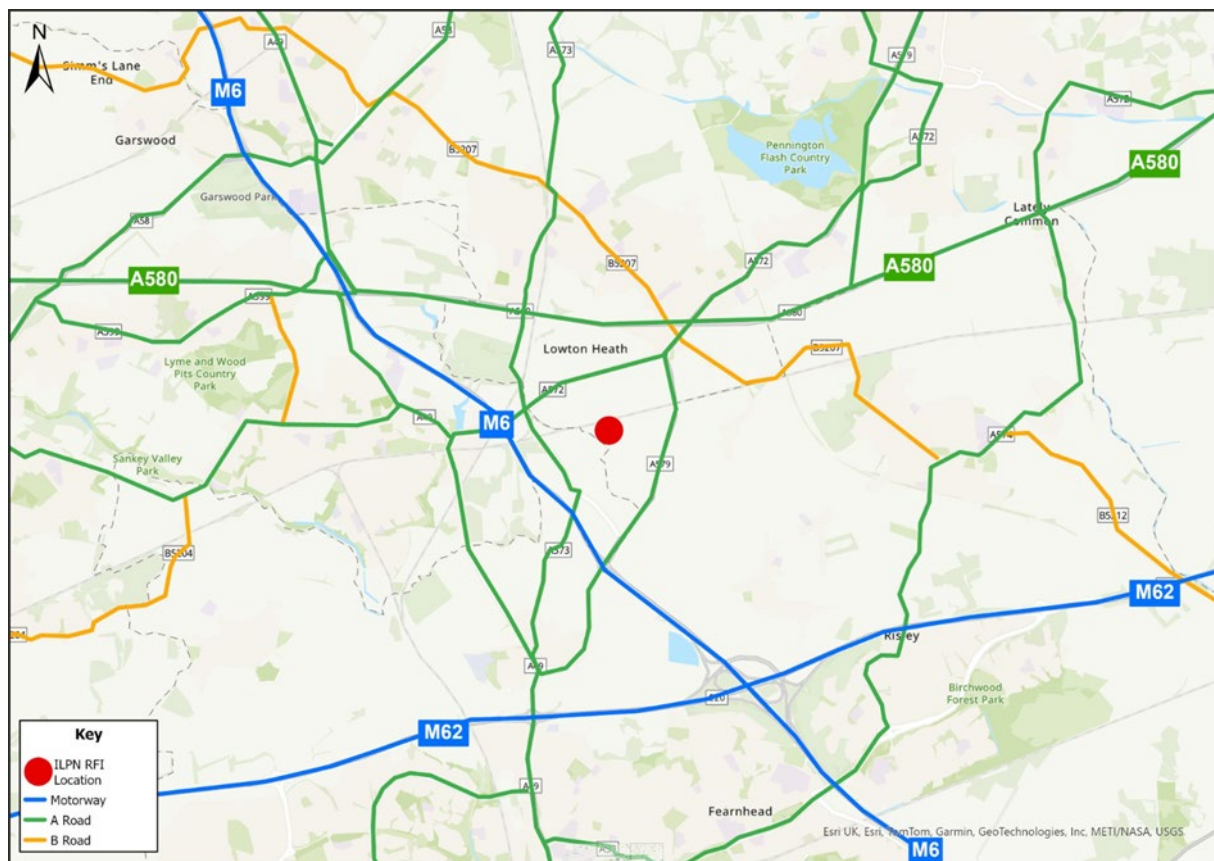
1.2 The DCO Site is split broadly in five sections as follows:

- 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 Main Site is approximately 193 hectares in size.
- 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 Western Rail Chord is approximately 15.3 hectares in size.
- The Northern Mitigation Area – land to the north of the Chat Moss (Liverpool – Manchester) railway line incorporating land for biodiversity net gain (BNG), PRoW, landscaping and soil management. The Northern Mitigation Area is approximately 47.6 hectares in size.
- The Amenity Area - an area north of the railway line bounded by rail lines and Parkside Road, providing amenity open space, landscaping and screening.
- Soils Reuse Area – land to the east of Winwick Lane to be used for the purposes of reuse of soils. The Soils Reuse Area is approximately 93.7 hectares in size and may require temporary stockpiling for logistical purposes through the undertaking of the soil reuse works; and soil reuse works.

1.3 The detail outlined within this Delivery, Servicing and HGV Management Strategy is mainly focused on the activities within the Main Site area, whilst also providing coverage of the other areas within the DCO Site as necessary.

- 1.4 The Main Site is situated approximately 2.7km east of the Newton-le-Willows town centre, within the local authority boundaries of St. Helens Metropolitan Borough Council, Warrington Borough Council and Wigan Council. The Chat Moss railway line, connecting Liverpool to Manchester, bounds the Proposed Development to the north, Winwick Lane (A579) bounds the Proposed Development to the east, and the M6 motorway bounds the Proposed Development to the south and west. In addition, Parkside Road, followed by Parkside Link Road (PLR) east runs northwest to southeast through the site.
- 1.5 Figure 1.1 shows the location of the Proposed Development.

Figure 1.1 Site Location



Development Proposals

- 1.6 The Proposed Development is a new Strategic Rail Freight Interchange (SRFI). The Proposed Development will incorporate the following elements:
- 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;
 - provision of a logistics park comprising up to c.767,000 square metres (m2) (gross

internal area or GIA) of warehousing and ancillary buildings with a total footprint of up to 590,000m² at ground floor level and up to 177,050m² of mezzanine floorspace, subject to ongoing design and market assessment, comprising a mixture of units with the potential to be rail-connected, rail served and rail accessible units;

- 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;
- potential for new road and pedestrian/cycle bridges across the Chat Moss Line to enhance connectivity and replace level crossings to improve safety;
- new pedestrian and cycle access routes and connections and infrastructure including provision of new, and diversion of existing, Public Right of Way (PRoW) where required;
- provision of public transport hub; and
- potential highway 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).

Objectives

- 1.7 The overall objectives of this Delivery, Servicing and HGV Management Strategy, which relates to the operational phase of the Proposed Development, are as follows:
 - identify the designated routes for Heavy Goods Vehicles (HGVs) accessing the Proposed Development;
 - minimise disruption caused by freight movements to local communities;
 - ensure safe and efficient access to the Proposed Development for HGVs;
 - ensure provision of and access to welfare facilities for drivers;
 - support sustainable logistics practices aligned with climate goals;
 - outline the management of the movement of HGVs; and
 - identify measures and interventions that will be applied to HGVs accessing the Proposed Development.
- 1.8 The Delivery, Servicing and HGV Management Strategy presents the HGV routing strategy for the operational phase of the Proposed Development and is a systematic approach to the planning and managing of movements of HGVs associated with the proposed development to optimise efficiency, reduce costs, and minimise negative impacts such as congestion, noise

and air pollution, and road deterioration.

1.9 This report has been produced in line with Chapter 10 of the Travel and Transport Supplementary Planning Document (SPD) July 2024 produced by St. Helens Borough Council (SBC) which provides guidance on freight management, including guidance on the content of HGV Management Plans. The SPD includes the following key aims:

- minimise the negative impacts of delivery and servicing transport generated by the units;
- manage delivery movements to reduce the number of HGV trips, particularly during peak periods;
- promote safe internal loading and unloading operation;
- ensure provision of and access to welfare facilities for drivers;
- provide a mechanism for information to be given to HGV drivers about appropriate off-site parking and routing; and
- appoint an HGV Management Plan co-ordinator, who has responsibility for managing the plan overall.

1.10 The objectives outlined in above are in line with the SBC Travel and Transport SPD.

1.11 This report has considered and supports the objectives set out within the Wigan Transport Strategy 2024, specifically the aim to *“support sustained investment in freight networks and infrastructure”*.

1.12 The report also considers Transport for the North’s (TfN) Freight and Logistics Strategy November 2022 which has a key objective of *“increasing efficiency, reliability, integration, and resilience in the transport system”*. Warrington Borough Council’s (WBC) fourth Local Transport Plan was adopted in December 2019 and has a number of key objectives which this Delivery, Servicing and HGV Management Strategy aims to meet:

- Policy FM 1 – Improve the management and routeing of freight traffic by:
 - routing freight that does not serve the town centre away from the town centre;
 - where possible, routeing freight away from town and village centres; and
 - continuing to manage the routes that Abnormal Loads use in the borough.
- Policy FM 3 – Work with partners in the freight industry to reduce emissions from freight through best practice, use of alternative powered vehicles, driver training, consolidation centres and traffic management
- Policy FM 8 – Work with partners to identify ways of increasing the use of rail freight
- Policy FM 11 – All new developments and major developments should build into the

design for planning approval sufficient provision for lorry parking at industrial estate / distribution centre locations

- Policy FM 16 – Use the enforcement regime to control inappropriate freight parking

- 1.13 The objectives detailed above seek to support the aims and objectives of the key local stakeholders and has been discussed and agreed via the Transport Working Group (TWG) for inclusion in this overarching document.
- 1.14 This Strategy aims to tackle the impacts from the Proposed Development, noting that issues currently exist on the local highway network which the SPD is aiming to alleviate through guidance on requirements for new developments.

Report Structure

- 1.15 The Delivery, Servicing and HGV Management Strategy is structured as follows:
- Section 2: outlines the strategy for overall freight management;
 - Section 3: describes the toolkit of measures to be implemented;
 - Section 4: provides detail on the proposed HGV routing strategy; and
 - Section 5: describes the implementation plan of the Delivery, Servicing and HGV Management Strategy.

Strategy for Freight Management

STRATEGY FOR FREIGHT MANAGEMENT

Introduction

- 1.16 The Proposed Development offers significant potential for shifting freight transport away from road-based methods. Promoting this modal shift is a key strategy for reducing overall congestion and lowering carbon emissions. Where road transport remains necessary, movements will be managed through the measures set out in the Delivery, Servicing and HGV Management Strategy.
- 1.17 This strategy will apply a systematic approach to the planning and managing of movements of HGVs associated with the proposed development to optimise efficiency, reduce costs, and minimise negative impacts such as congestion, noise and air pollution, and road deterioration. The overarching approach will follow a 'remove, reduce, and mitigate' policy to address the residual impacts of road freight operations.

Freight by Rail

- 1.18 The site is uniquely positioned along the West Coast Main Line (WCML), the most critical corridor for non-bulk rail freight in Great Britain and south of the Chat Moss Line, which runs from Liverpool to Manchester. This strategic location aligns with the Government's vision to establish a national network of rail freight interchanges capable of accommodating the longest and heaviest freight trains, thereby enhancing the efficiency and capacity of rail-based logistics.

Freight by Road

- 1.19 Where a modal shift is not feasible, enhancements in road freight efficiency—such as improved scheduling and route planning—can deliver meaningful reductions in fuel consumption, journey times, and environmental impact. Techniques including back-loading, strategic route management, and schedule optimisation are available and can significantly improve operational efficiency while reducing the number of vehicle movements required on site.
- 1.20 Back-loading, for example, involves utilising vacant space in lorries following a delivery to remove goods from the Proposed Development. This eliminates the need for a separate vehicle trip, thereby reducing traffic volumes and minimising the ILPN SRFI's impact on the surrounding area.
- 1.21 Effective route management can also help reduce overall travel distances and avoid congestion hotspots, further contributing to the ILPN SRFI's sustainability objectives.
- 1.22 Individual occupiers will be required to sign up to the measures and enforcements outlined in this Delivery, Servicing and HGV Management Strategy via the legal lease agreements.

Toolkit of Measures

TOOLKIT OF MEASURES

Introduction

- 1.23 At a site-wide level, a comprehensive set of measures will be implemented at the ILPN SRFI to support and promote sustainable HGV management. These measures are detailed in this Section and summarised in Section 5 Implementation Plan with detail on responsibilities and timescales.
- 1.24 Central to the success of these measures will be the establishment of a management representative responsible for overseeing the monitoring and review of all initiatives. To manage the day-to-day operation of the Delivery, Servicing and HGV Management Strategy, a Travel Plan Coordinator (TPC) will be appointed. Further details regarding the TPC's role are outlined in the Framework Travel Plan (FTP).
- 1.25 Modern logistics practices aim to operate distribution facilities and associated transport services with maximum efficiency, minimising resource use and operational costs for moving freight. In addition to site-level HGV management, the distribution sector makes extensive use of vehicle scheduling and routing technologies. With HGV driver hours now further constrained by the Working Time Directive, and amid ongoing driver shortages, it is essential to avoid known congestion hotspots to preserve valuable driver time and reduce fuel consumption.

Driver Welfare Facilities

- 1.26 Driver welfare facilities will be provided within the proposed Lorry Park area identified within Zone F on the draft Parameters Plan and will be made available to all drivers affiliated with ILPN SRFI site user operations. The Lorry Park area located to the south of the Railport will provide welfare facilities to those HGV drivers serving the Railport facility and will be managed by the Railport operator. Facilities will be conveniently located to ensure ease of access for drivers. These will include, but are not limited to:
- dedicated male and female toilet facilities for HGV drivers;
 - rest areas with heating/cooling facilities and access to food and drink vending machines; and
 - electric sockets for charging of mobile phones etc.
- 1.27 The availability of dedicated driver welfare facilities on-site at ILPN SRFI will offer a more attractive and practical option for drivers to take their mandatory breaks, compared to using nearby laybys. These purpose-built amenities will enhance comfort, convenience, and compliance, supporting efficient operations and improving the overall driver experience.

- 1.28 The facilities will help tackle issues such as insufficient safe and secure overnight parking for HGVs locally which often leads to inappropriate HGV parking and littering, as noted within the St. Helens Transport and Travel SPD – Chapter 10.

Restricted Parking

- 1.29 Appropriate parking controls will be implemented along all ILPN SRFI access roads to prevent unauthorised or indiscriminate lorry parking. The enforcement mechanisms and monitoring strategy will be outlined within the occupier legal agreements and will allow fines to be enforced against occupiers for breaches by their affiliated drivers.

Improved Vehicle Standards

- 1.30 Recent developments in vehicle technology have prioritised improvements in fuel efficiency and reductions in emissions. Notably, redesigned cab and trailer bodies with enhanced aerodynamic profiles have led to fuel savings of approximately 10–15%. In parallel, manufacturers are producing new engine models that emit significantly lower levels of pollutants, contributing to broader carbon reduction goals and more sustainable freight operations.
- 1.31 The TPC will engage with individual operators to promote the benefits of modern vehicle design. Where feasible, operators will be encouraged to incorporate these advanced vehicle types into their fleets. This will help ensure that fuel efficiency and emissions performance align with current standards, delivering optimal environmental and operational savings.
- 1.32 Operators will be encouraged to adopt HGV-specific satellite navigation systems, which offer significant operational benefits. These systems are designed to optimise routing for HGVs, helping to avoid unsuitable roads, reduce journey times, and improve overall fleet efficiency.

Regular Maintenance Checks of Vehicles

- 1.33 Routine vehicle inspections can lead to measurable reductions in both fuel usage and carbon emissions. Poorly maintained vehicles – particularly those experiencing incomplete combustion – tend to produce significantly higher levels of pollutants.
- 1.34 At the ILPN SRFI site, regular checks of goods vehicles will be actively promoted by the TPC to the site occupiers as a measure of good practice. The Management Company and TPC will foster a culture of high maintenance standards, especially among HGVs that are based at and operate within the ILPN SRFI site. This approach aims to ensure consistent fuel efficiency and lower carbon emissions across the fleet.

HGV Routing Strategy

HGV ROUTING STRATEGY

Introduction

- 1.35 The HGV Routing Strategy section of this Delivery, Servicing and HGV Management Strategy outlines the approved routes for HGVs travelling to and from the Proposed Development. The strategy focuses primarily on routing HGVs on the Strategic Road Network (SRN) to minimise the impact on the local road network from a capacity, safety, air quality, amenity, social and noise perspective. The Delivery, Servicing and HGV Management Strategy will be secured by a DCO requirement and outlined within the occupier legal lease agreements.
- 1.36 Key components of the overall routing strategy include:

Regulatory Compliance

- Ensure routes comply with weight, height and width restrictions.
- Adhere to local and national HGV restrictions (e.g. Low Emission Zones).
- Consider permit requirements for abnormal loads.

Use of Technology & Data

- Installation of Automatic Number Plate Recognition (ANPR) cameras at Winwick Lane junction and within the Proposed Development, to ensure that HGVs do not use prohibited routes.
- Occupiers to encourage implementation of GPS-based HGV routing software that factors in real-time traffic and road restrictions.

Road Network & Infrastructure Considerations

- Prioritise road designed for HGVs (motorways & major A roads) over minor roads.
- Consider bridge heights and weak structures.
- Identify key logistics hubs and optimise routes to/from warehouses, ports, and distribution centres.

Minimising Environmental & Social Impact

- Preventing impacts of site-related HGV traffic in residential areas and near schools via the use of HGV route enforcement.

- Encourage optimisation of delivery schedules to avoid peak traffic times.
- Encourage use of alternatives fuels and low-emission zones compliance.

Cost Efficiency & Operational Considerations

- Optimise fuel efficiency by reducing unnecessary mileage and idling.
- Balance load distribution to avoid excessive wear on specific routes.
- Consider toll costs and potential savings from alternative routes.

Stakeholder Coordination

- Engage with local authorities, businesses, and communities when planning routes. This is being undertaken as part of the pre-application consultation and through the Transport Working Group (TWG) which includes the Local Highway Authorities and National Highways.
- Ensure drivers are trained on preferred routes and aware of restrictions via information dissemination to the occupiers by the TPC.
- Review and adjust routing strategies based on feedback and performance metrics when considered necessary following discussion with the LHAs.

1.37 This document sets out how the Applicant intends to implement the Delivery, Servicing and HGV Management Strategy with the aim to reduce the impact of HGVs created by the Proposed Development on the local highway network.

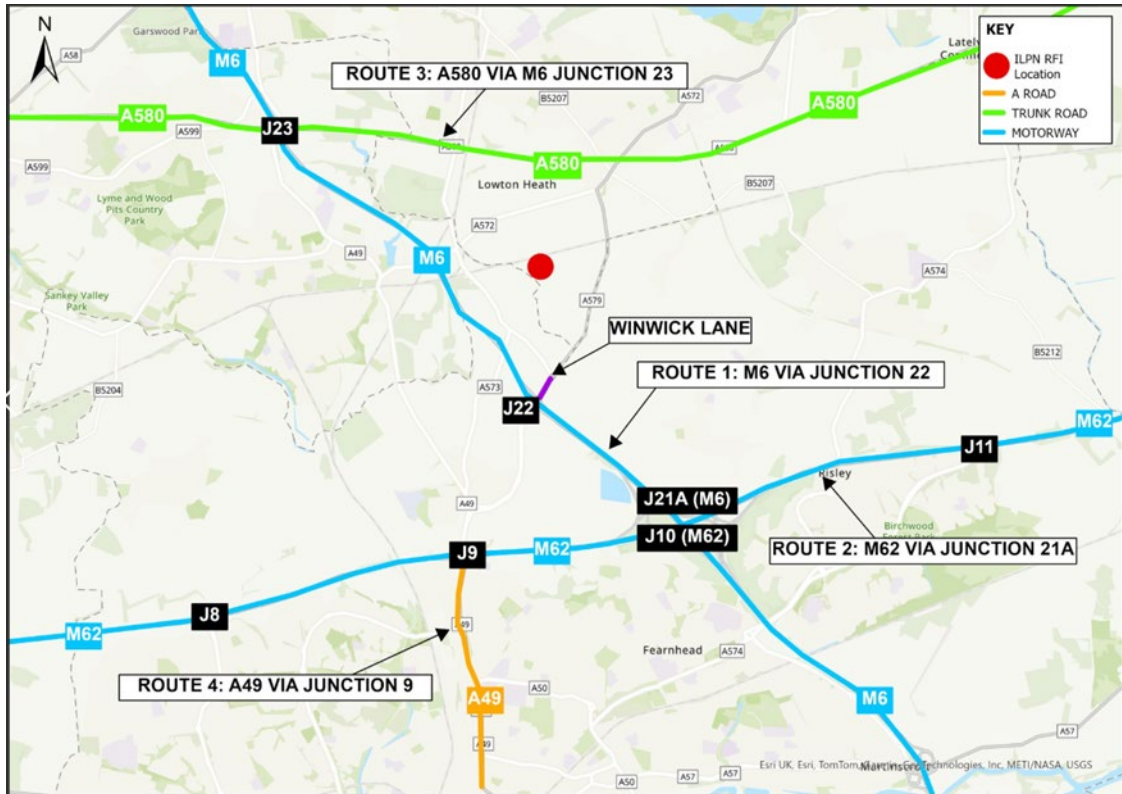
HGV Routes

1.38 The following routes are proposed for ILPN SRFI HGV access:

- Route 1 – M6 via Junction 22 – HGVs will travel south along Winwick Lane (between Parkside Link Road East and M6 Junction 22) and join the M6 southbound via Junction 22
- Route 2 – M62 via M6 Junction 21A – HGVs will travel south along Winwick Lane (between Parkside Link Road East and M6 Junction 22) and join the M6 southbound via Junction 22. HGVs will then join the M62 eastbound via Junction 21A of the M6
- Route 3 – A580 via M6 Junction 23 – HGVs will travel south along Winwick Lane (between Parkside Link Road East and M6 Junction 22) and join the M6 northbound via Junction 22. HGVs will then join the A580 via Junction 23 of the M6
- Route 4 – A49 southbound via M62 Junction 9 – HGVs will travel south along Winwick Lane (between Parkside Link Road East and M6 Junction 22) and join the M6 southbound via Junction 22. HGVs will then join the M62 westbound via Junction 21A of the M62 before exiting onto the A49 southbound via Junction 9 of the M62

1.39 The routes are illustrated in Figure 1.2.

Figure 1.2 HGV Routes



1.40 The permitted HGV routes shown in Figure 1.2 also reflect that all HGVs routing to and from the Proposed Development will be prohibited from routing via Winwick Lane (A579) between north of the roundabout junction with Parkside Link Road East and the junction with the A572. An existing weight restriction is in place for traffic travelling southbound along Winwick Lane from the junction with A572, whilst the northbound restriction on Winwick Lane will be enforced via the proposed ANPR system. Further detail of how this will be enforced is provided in Section 3.

1.41 It is important to be clear from the outset that multiple routing options are required for the site due to the wide range of destinations HGVs are likely to travel to and from.

1.42 Discussions with the Local Highway Authorities, via the TWG, have taken place to understand existing HGV restrictions in place on the local highway network. Figure 2 in Appendix A shows the existing routes within each of the authorities with HGV restrictions. Figure 2 also shows the proposed prohibited routes, which are Parkside Road between the Parkside Link Road Roundabout and the A572. In addition, HGVs will also be prohibited from travelling northbound along Winwick Lane.

1.43 By prohibiting HGVs from using Winwick Lane in both directions north of the roundabout junction with Parkside Road, HGVs will be deterred from using the routes towards the areas of Lane Head, Croft and Culcheth.

Measures & Enforcement

1.44 This section outlines the methods and measures that will be in place to ensure that HGVs accessing the ILPN SRFI comply with designation routes, restrictions, and regulations. These measures will be crucial for mitigating the impacts of the Proposed Development, protecting infrastructure, and minimising environmental and social impacts.

1.45 The strategy of measures and enforcement is set out in the section below:

Key Enforcement Measures

Existing

- Traffic Regulation Orders (TROs): Legally enforce weight, height, width, or time-based restrictions on certain roads.
- Low Emission Zones (LEZ) & Clean Air Zones (CAZ): Restrict non-compliant HGVs from entering certain areas.

Proposed

- The Delivery, Servicing and HGV Management Strategy will be secured by a requirement in the DCO, compliance with which is a legal obligation and will be included within the legal lease agreements of each occupier.

Physical Infrastructure & Signage

Proposed

- Clear Signage: Ensure HGV route restrictions are well-marked to prevent accidental violations
- ANPR Cameras will be installed at the Winwick Lane junction and within the Proposed Development: Used to monitor HGV movements and inform the issue of fines for non-compliance.

Stakeholder Engagement & Education

Proposed

- Driver Training: The TPC to ensure that ILPN SRFI HGV operators are aware of preferred routes and restricted routes.
- Driver Information: TPC to provide Driver Information Packs which will be issued to all ILPN SRFI HGV drivers containing details on routing, location of facilities and any site access requirements. This information will be provided via the occupiers for dissemination to the relevant drivers.
- Collaboration with Logistics Companies: Encourage compliance through incentives, route guidance, and penalty awareness via information provided by the TPC.

- 1.46 Further to the above, the Applicant, via the TPC, will work with its end users and subsequent third parties to ensure its drivers are aware of the Delivery, Servicing and HGV Management Strategy.

ANPR Enforcement

- 1.47 All HGVs routing to and from the site will be prohibited from using Winwick Lane (between the Parkside Link Road roundabout junction on Winwick Lane and the junction of Winwick Lane / A572).
- 1.48 To prevent HGV movements to and from the site via Winwick Lane (north), the Applicant is committed to installing ANPR cameras to monitor the HGV access behaviour at the site entrance. The proposed ANPR camera locations are within the draft Order limits.
- 1.49 The ANPR cameras will be able to capture any vehicles that leave one of the units within the ILPN SRFI site and turn left towards Lane Head. It should be noted that there is an existing scheme in place to prohibit HGVs travelling southbound along Winwick Lane towards the Proposed Development.

Violations to Agreed Routing Strategy

- 1.50 It must be noted that the Applicant can only undertake enforcement against HGVs that are starting trips or ending trips from units within the Proposed Development based on the occupier's legal lease agreement. They cannot discipline other HGVs on the network.
- 1.51 The Applicant, via the to-be-appointed TPC, will undertake active management and monitoring of the ANPR and the compliance with the Delivery, Servicing and HGV Management Strategy.
- 1.52 The identification process of breaches of the Delivery, Servicing and HGV Management Strategy and then associated enforcement is set out in the following sections below.

Detections & Identification

- 1.53 Violations will be identified through the ANPR cameras detecting HGVs in the proposed restricted zones.

Evidence Collection

- 1.54 Before taking action, the necessary evidence will be gathered including vehicle registration and company details, the time, date, and location of the violation and any camera footage available.

Enforcement Actions

- 1.55 A fine of £1,000 (the level of financial penalty will be confirmed by the Applicant prior to occupation) will be issued to the relevant occupier against each breach of the Delivery, Servicing and HGV Management Strategy. The enforcement process will be written into the legal lease agreement that each occupier will be required to sign up to prior to occupation.

- 1.56 The fine will increase in line with the Retail Prices Index to maintain effectiveness and will be reviewed in line with the ongoing operating costs of the ANPR system, allowing for increases if additional penalties are required for multiple breaches and to ensure the system is fully funded. An appeal process will be implemented to allow drivers to justify any exceptional reasoning for the breach, for example the presence of a traffic diversion authorised by the relevant Local Highway Authority.
- 1.57 Any financial penalty will be reinvested by the Management Company and TPC into the upkeep of the enforcement system.

Engagement with Transport Operators

- 1.58 The engagement with those operating from the Proposed Development will include notification of any driver violations to logistics companies and operators and the need for corrective action, such as additional driver training.

Preventative Measures & Follow Up

- 1.59 In order to reduce repeat violations, the following will be undertaken if required:
- review & improve signage to ensure clear route restrictions;
 - enhance monitoring with additional ANPR cameras;
 - campaigns to inform drivers and companies about routing policies;
 - stronger collaboration with operators to encourage voluntary compliance;
 - increasing fines on occupiers that repeatedly breach the strategy; and
 - audit and review existing routing strategies to ensure that they are practical and effective.

Monitoring

- 1.60 Ongoing monitoring of the Delivery, Servicing and HGV Management Strategy will be the responsibility of the TPC and site Management Company for the ILPN SRFI.
- 1.61 An annual monitoring report will be prepared by the TPC and site Management Company which will detail the number of violations, associated enforcement, any updates in measures to try and reduce the number of violations for the following year. Monitoring will be completed, and documentation kept updated with the monitoring reports to be submitted to the Local Highway Authorities.

Implementation Plan

IMPLEMENTATION OF MEASURES

Implementation of Measures

- 1.62 Implementation of the Delivery, Servicing and HGV Management Strategy measures will be an important part of the development process. The TPC will be appointed by the Management Company and will be responsible for implementing, monitoring and reviewing the Strategy.
- 1.63 As with all plans and associated measures, it is important to establish a clear timeline for both implementation and periodic review. Using the toolkit of measures identified in above, the measures in Table 1.1 will be reviewed by the TPC and provided at the ILPN SRFI when necessary.

Table 1.1 Implementation Measures

Time	Task/Measure	Responsibilities	Benefit
Pre-Occupation	Directional mapping to be produced in order to be disseminated to future users through hard copies, web-based information	ILPN SRFI TPC	ILPN SRFI TPC
Pre-Occupation	HGV Restriction & Routing Signage	ILPN SRFI	ILPN SRFI, HGV Drivers, Visitors
First Occupation	ANPR HGV Routing Enforcement	ILPN SRFI / TPC	Local Residents
Pre-Occupation	Appointment of TPC to additionally monitor and enforce Delivery, Servicing and HGV Management Strategy	ILPN SRFI Management Company	Single and coordinated management of all movements at ILPN SRFI

Time	Task/Measure	Responsibilities	Benefit
First Occupation	Management team in place alongside the TPC to be responsible for the Delivery, Servicing and HGV Management Strategy	ILPN SRFI Management Company / TPC	Single and coordinated management of all movements at ILPN SRFI
First Occupation	Early Driver Welfare Facilities	ILPN SRFI Management Company and future occupiers	ILPN SRFI, HGV Drivers
Upon occupation of 147,468sqm of floorspace	Additional Driver Welfare Facilities	ILPN SRFI Management Company and future occupiers	ILPN SRFI, HGV Drivers