Intermodal Logistics Park North Ltd

INTERMODAL LOGISTICS PARK NORTH (ILPN)

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

Project reference TR510001

Preliminary Environmental Information Report (PEIR)

Chapter 3: Project Description

October 2025

Planning Act 2008

The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017

This document forms a part of a Preliminary Environmental Information Report (PEIR) for the Intermodal Logistics Park North (ILPN) project.

A PEIR presents environmental information to assist consultees to form an informed view of the likely significant environmental effects of a proposed development and provide feedback.

This PEIR has been prepared by the project promoter, Intermodal Logistics Park North Ltd. The Proposed Development is described in Chapter 3 of the PEIR and is the subject of a public consultation.

Details of how to respond to the public consultation are provided at the end of Chapter 1 of the PEIR and on the project website:

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

This feedback will be taken into account by Intermodal Logistics Park North Ltd in the preparation of its application for a Development Consent Order for the project.

Chapter 3 ◆ The Proposed Development

INTRODUCTION

3.1 This chapter of the PEIR describes the project that the Applicant is consulting on, i.e. a new Strategic Rail Freight Interchange (SRFI) on land to the east of Newton-le-Willows. It begins by explaining the purpose of the Proposed Development and then describes the proposed rail and road infrastructure, buildings, the landscape strategy and public rights of way (PRoW). The chapter concludes with a description of development construction methods and phasing and how the SRFI would operate.

3.2 This chapter provides the definitive project description on which other chapters of the PEIR rely. It should be read in conjunction with the draft DCO Parameters Plan, reproduced in the PEIR as Figure 3.1, the draft ILPN SRFI Illustrative Masterplan reproduced in the PEIR as Figure 3.2, and the draft Components Plan, reproduced in the PEIR as Figure 3.3.

3.3 The Planning Act 2008 provides that development consent may be granted for both an NSIP, referred to as 'Principal Development', and for 'Associated Development', which is development associated with the Principal Development. This distinction is not relevant to an assessment of the Proposed Development's environmental effects, which should be considered in the round.

PURPOSE OF A STRATEGIC RAIL FREIGHT INTERCHANGE

3.4 Paragraph 2.15 of the NPSNN states:

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

3.5 Paragraph 4.87 of the NPS describes the key elements of an SRFI application:

'Applications for a proposed SRFI should provide for a number of rail connected or rail accessible buildings, plus rail infrastructure to allow more extensive rail functionality within the site in the longer term. Applicants should deliver rail terminal infrastructure and / or buildings capable of rail connection in conjunction with the wider development.'

3.6 Paragraph 4.88 of the NPS further goes on to state:

'However, the Secretary of State recognises that applicants may need to deliver warehousing ahead of the final delivery and commissioning of connections to the rail network coming

forward. In these circumstances, the Secretary of State will want to ensure that operational rail connections are brought forward in a timely manner, which may include using requirements that secure operational rail connections after a specified period and/or before a development threshold is reached.'

3.7 Having regard to the above, ILPN SRFI incorporates the following:

- An intermodal area (the Railport), where containers are lifted between rail freight wagons and container lorries;
- The ability to accommodate Rail connected buildings: a warehouse or other building either with its own dedicated rail siding or which is sufficiently close to the railport 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 onto an HGV or Tugmaster vehicle;
- Rail served buildings: a warehouse forming part of the SRFI, but which would require containers to be moved from or to the railport by means of an HGV or Tugmaster vehicle;
- Rail-accessible buildings with the potential either to be rail-connected or rail-served.

CONSULTATION TO DATE

3.8 The Applicant submitted an EIA Scoping Report to the Planning Inspectorate in October 2024. This outlined the work undertaken to date and sought advice from the Inspectorate on the likely significant effects of the Proposed Development and the topics that needed to be assessed as part of the Environmental Impact Assessment (EIA). A Scoping Opinion was received in December 2024. A summary of the main comments received under section 2.0 of the scoping opinion and how the Applicant has addressed these are set out in Table 3.1

Table 3.1 Scoping and informal consultation summary

ID	Ref	Description	Inspectorate's comments	Applicant response
2.0.1	Paragraph 3.2 Paragraph 3.10	Project elements and options	In addition to the rail freight infrastructure, the Scoping Report lists other elements such as energy infrastructure, battery storage, a Combined Heat and Power Plant (CHP), and photovoltaics that are not yet confirmed but may form part of the Proposed Development. The Inspectorate expects that at the point an application is made, the description of the Proposed Development will be sufficiently detailed to include the design, size, capacity, technology, and locations of the different elements of the Proposed Development. Where details are not yet known, the assumptions applied to the impact assessment in relation to these aspects should also be set out. Where flexibility is sought, the ES should clearly set out and justify the maximum design parameters that would apply for each option assessed and how these have been used to inform an adequate assessment in the ES. The Applicant should nevertheless make every attempt to narrow the range of options within the ES, explain clearly which elements of the Proposed Development have yet to be finalised and provide the reasons. At the time of application, any Proposed Development parameters should not be so wide-ranging as to represent effectively different developments. It should be noted that if the Proposed Development materially changes prior to submission of the Development Consent Order	Table 3.2 sets out the specified parameters for each zone in the draft Parameters Plan.

ID	Ref	Description	Inspectorate's comments	Applicant response
			(DCO) application, the Applicant may wish to consider requesting a new Scoping Opinion.	
2.0.2	Figure 1.1 Paragraphs 3.9 and 3.25	Parkside West Scheme Parkside Link Road	An area of redevelopment known as Parkside West and the Parkside Link Road are both identified within the Scoping Report project description as potential or future developments overlapping (temporally and spatially) with the Proposed Development. The Parkside Link Road is identified as the main construction access to the Proposed Development and is stated to be currently under construction. The ES should confirm the status and location of these developments and be clear how both developments have been taken into account within the aspect assessments and/ or as projects considered in the cumulative effects assessment.	Parkside Link Road (PLR) opened in May 2025. It forms part of the future baseline. Effects of traffic generated by the Proposed Development are assessed on PLR, together with underlying growth and redistribution. Parkside West is consented but not yet developed. It will be considered in the cumulative effects assessment.
2.0.3	Paragraph 3.16	Parameters	The Scoping Report refers to a maximum building height of 35m, but no minimum building height. No maximum or minimum height is given for the lower buildings that are proposed to be in zones of greatest sensitivity and no depths of foundations are provided. This should be set out and used to inform the assessment in the ES. Measurement units should be expressed in relation to the existing ground levels.	Table 3.2 sets out the specified parameters for each zone in the draft Parameters Plan. Foundation depths have not been determined at this stage but will be designed to protect the underlying aquifer (see Chapter 15).

ID	Ref	Description	Inspectorate's comments	Applicant response
2.0.4	n/a	Operation of the Proposed Development	The Scoping Report provides few details of the operation of the Proposed Development, which has limited the Inspectorate's ability to comment on this matter. The ES should provide sufficient information on the operation of the Proposed Development to provide certainty on the environmental effects and mitigation requirements. This should include, but not necessarily be limited to: operational requirements including the main characteristics of the freight process; site access; expected train movements; loading and unloading activities; operational working hours; phasing, if relevant; working hours; employment and workforce requirements; and energy use. Where uncertainty remains, the ES should describe how the parameters for the assessment have been developed and how this has informed the assessment of effects.	Additional information is provided within this project description, sufficient to consider the likely significant environmental effects of the Proposed Development.

ID	Ref	Description	Inspectorate's comments	Applicant response
2.0.5	n/a	Transport and traffic	The Scoping Report identifies potential for offsite highway works to be required that have not yet been defined. The ES should therefore describe how the spatial scope of the assessment for operational transport and traffic has been derived and demonstrate how the scope of the assessment has been discussed and where possible agreed with relevant consultation bodies.	A separate Highways Mitigation Options Report has been prepared for this consultation, setting out potential highway mitigation works, some or all of which may be required to mitigate the effects of the Proposed Development. These were developed in consultation with the Transport Working Group, comprising technical representatives from St Helens Council, Wigan Council, Warrington Council, National Highways, and the applicant's consultant team. The ES that accompanies the application will confirm which of these works will ultimately form part of the application.
2.0.6	n/a	Project description consistency	The Inspectorate notes some aspect chapters contain additional information on the description of the proposed development (such as references to piling) that is not included within Scoping Report Chapter 3.	The project description underpins the aspect assessments presented in the PEIR and the final ES. Where technical specialists

ID	Ref	Description	Inspectorate's comments	Applicant response
			A consistent project description that is used to underpin all the aspect assessments should be provided in the ES.	have provided advice on design, through iterative feedback, using EIA as a good design tool, the Applicant has sought to incorporate this in the project description.

PROPOSED DEVELOPMENT OVERVIEW

3.9 The Proposed Development (the DCO Site) is a Strategic Rail Freight Interchange (SRFI) and associated development. The Proposed Development has been designed and is proposed to be defined through a series of development parameters as set out in the draft Parameters Plan, Figure 3.1. Figure 3.2 is the draft Illustrative Masterplan, this provides a layout demonstrating one way in which the Proposed Development could come forward within these parameters. The components of the Proposed Development are summarised in the section below and then each element is described in more detail in relation to the draft Parameters Plan (Figure 3.1) and the draft Components Plan (Figure 3.3).

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 590,000m^2 at ground floor level and up to 177,050m^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 (see Table 3.4);
- 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).

3.10 The gross area for the draft Order Limits is 492.7 hectares (ha). The area of the Main Site and Western Rail Chord is 200.47 ha, with the remainder of the gross area attributable to remote highway works, the Northern Mitigation Area and the Soils Reuse Area.

MAIN PROJECT ELEMENTS OF THE PROPOSED DEVELOPMENT

3.11 This section describes the main project elements as identified in the section above in further detail, this section should be read in conjunction with the draft Parameters Plan (Figure 3.1) and the draft Illustrative Masterplan (Figure 3.2). Table 3.2 sets out the specified parameters for each zone in the draft Parameters Plan.

Table 3.2 Schedule of Parameters for Development Zones

Zone	Number of warehousing units / buildings[1]	Maximum development floorspace per Zone (m^2)	Other Defined Element with Zone	Maximum building / element height measured to roof ridge / highest point in metres AoD	Equivalent building height relative to FFL
A	1 to 5 warehousing units	76,000 m^2		63.15m	Up to 30m
B	1 to 3 warehousing units	50,000 m^2	Energy Services	63.50m	Up to 30m
C	1 to 10 warehousing units	245,000 m^2	Energy Services	63.50m	Up to 30m
	3 to 4 warehousing units	1,500 m^2		48.50m	Up to 15m
D	1 to 3 warehousing units	85,000 m^2		64.00m	Up to 30m
E	1 to 4 warehousing units	80,000 m^2		63.45m	Up to 30m
F	1 to 4 buildings	55,000 m^2		65.35m	Up to 30m
			Lorry Park	N/A	N/A

[1] *These are the potential number of main use buildings in each zone and excludes any ancillary buildings or structures.*

Zone	Number of warehousing units / buildings[1]	Maximum development floorspace per Zone (m^2)	Other Defined Element with Zone	Maximum building / element height measured to roof ridge / highest point in metres AoD	Equivalent building height relative to FFL
			Welfare	45.35m	Up to 10m
G	1 to 6 buildings	3,000 m^2		49.00m	Up to 15m
			Yard		
			Container Stacks 5 high	48.50m	Up to 14.5m
			Container Stacks 7 high	53.30m	Up to 20.3m
			Gantry Cranes	59.00m	Up to 25m
			Lorry Park	44.00m	Up to 10m
Total maximum floorspace at ground level across the Proposed Development[2] 590,000 m^2					

The Main Site

3.12 The development of ILPN SRFI comprises the following elements:

Demolition

3.13 The existing buildings on the Main Site would be vacated and demolished in order to facilitate the regrading of the land in preparation for development. The existing buildings and areas of open storage to be demolished and/or removed are set out on the Demolition Plan (Figure 3.5) and listed below:

[2] *This total floorspace is the maximum floorspace (excluding mezzanine space) that will be developed across the DCO Site, notwithstanding that the maximum floorspace stated for each zone combined would exceed this figure, i.e. it is the overall floorspace cap for each zone excluding mezzanine floorspace.*

- Croft IGP 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, Parkside Road
- The Stables, Parkside Road;
- Barrowcliffe Cottage, 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.

3.14 Other demountable structures and equipment associated with existing businesses and recreational activities, such as the airfield, would be removed by the tenants following expiry of their existing lease agreements.

3.15 The Proposed Development will require part of Newton Park Drive and the private access to Newton Park Farm, the Bungalow and Sycamore Cottage to be closed, in order to facilitate the construction of the Western Rail Chord; and will provide a replacement access to the three properties.

Rail Infrastructure

3.16 The Rail Terminal for the Proposed Development will be located to the south of the Chat Moss Line, which runs from Liverpool to Manchester, and to the east of the West Coast Mainline. All the lines in this area are electrified using Overhead Line Equipment (OLE). All types of freight trains will be able to access the terminal, including electric, trimodal (electric, battery and diesel) and diesel, including diesel trains run on HVO (hydrotreated vegetable oil).

3.17 The connection to the reception sidings and Rail Terminal will be from the Chat Moss Line, providing access to the west (Port of Liverpool) and the east (Trans Pennine to East Coast ports), with connections off the Chat Moss Line connecting to the West Coast Mainline for the north (Scotland) and the south (the Midland terminals, Felixstowe, London Gateway and Southampton ports).

3.18 Trains to and from Scotland and via eastern routes will utilise the reception sidings located to the east of the West Coast Mainline, in the area known as the Western Rail Chord. This is to allow trains up to 775m to be received and departed that are shunted into and out of the Rail Terminal via the eastern reception sidings. The Western Rail Chord position needs to be

sufficiently away from the West Coast Main Line which is in a cutting in this location; and to be connected directly to the mainline points on the Chat Moss Line.

3.19 The location of the connections to the main line had been envisaged in the Local Plan Allocation, to be able to utilise the location of the former Parkside Colliery Sidings connections. In consultation with Network Rail, this is no longer possible. They will now be situated further east, in the short section of track between Newton-le-Willows Station and Newton-le-Willows Junction (to Golborne). This revised location improves the performance of the connections to the network over previous schemes and will help maximise capacity for passenger and freight services. It means freight trains will not need to run the wrong way through the station like the coal trains used to, will avoid significant railway power infrastructure now in place where the colliery track was, and enable trains to run into the terminal at speeds of up to 30mph.

3.20 The location of the mainline connections is critical for Network Rail and is a key design driver for the Rail Terminal and its resulting location within the Main Site, including all the rail reception sidings and the ultimate positioning of the Railport within the SRFI, and the Western Rail Chord.

Rail Terminal

3.21 The Rail Terminal is designed to accommodate up to 16 trains per day (32 rail movements). It is being designed to ensure that a viable and efficient Railport (intermodal terminal) operation is capable of receiving at least 4 trains per day from the outset, with the overall scheme being developed out in phases, to reflect market demand. It is envisaged that the phasing will incorporate an incremental increase in the terminal slab area, to cater for the maximum forecast container storage requirements, with additional gantry crane installation to support increased container volume handling. As container volumes increase then the height of container stacking will be increased accordingly.

3.22 The terminal sidings will be long enough for freight trains up to 775 metres in length to be received, serviced and dispatched, with a minimum of shunting, in accordance with the requirements of the NPSNN.

3.23 The Western Rail Chord is required as anticipated in the Local Plan Allocation, but revised in detail and size. This is to accommodate the new location of the mainline connections, allow for a third line to enable a train to be received and another departed, utilising the same engine, with the third line providing an engine release and run around. It also provides for drainage, vehicular access for Network Rail to service the connections and the terminal operator to service the infrastructure, as well as allow for sound barriers and appropriate planting as visual screening on the western boundary none of which were envisaged / designed at the time of the original local plan allocation.

3.24 When a train arrives or departs it will utilise the reception sidings, either within the Western Rail Chord for trains for Scotland and the TransPennine routes; or the reception sidings situated parallel to the Liverpool–Manchester mainline, for trains for the South and Liverpool.

3.25 A freight train would only be cleared to pass its last passing place or passing loop, once there is a cleared route into a reception siding. This is to prevent trains being held locally, and will

avoid adverse impacts on other services during the movement of freight trains in and out of the Rail Terminal.

3.26 The Rail Terminal will be an open access facility, available to all logistics businesses to deliver and collect freight by rail to both the Railport and rail connected buildings. The Chat Moss Line and West Coast Mainline are already electrified and the ILPN SRFI design will accommodate electric hauled intermodal trains from the outset.

Railport operations

3.27 As set out above, the rail connections to ILPN SRFI have been designed to enable trains to enter the terminal at speeds that minimise the time a train would need to leave the main line. Trains entering the Main Site from either direction would move either directly into the one of the four Rail Terminal sidings served by gantry cranes or into one of four reception sidings running alongside the main line. From the reception sidings, trains might continue on to rail-connected buildings via the run-around chord on the northern edge of the Main Site.

3.28 Trains coming from the reception sidings will be hauled into the terminal, with the engine released using a traverser, instead of a headshunt, to return. A traverser is a linear mechanical piece of track that can move to relocate an engine to another line within a much shorter space than required with fixed track normally used to create a headshunt, to achieve the same purpose. Trains may be shunted in part by a predominantly battery powered shunter, if they are not capable of moving under their own power, i.e. without using the OLE.

3.29 West bound departures for Liverpool and the South could operate with a straight exit from the terminal through to the mainline. East and North (Scotland) bound trains would need to be shunted into the Western Rail Chord and would depart onto the mainline from there.

3.30 Once in the intermodal terminal, gantry cranes or reach stackers would be used to remove and load containers from the train. Gantry cranes would run on rails and move up and down the terminal. They would be powered by electricity for clean and reduced noise emission during operation. The main benefit of gantry cranes is that they allow a faster operation with more space to stack containers. A reach stacker is a large mobile lift truck which can pick up containers and move around flexibly. While reach stackers are flexible, they require more manoeuvring space.

3.31 Initially reach stackers may be used to service both the rail and the yard operations until the volume of containers and number of trains warrants also using gantry cranes. The main benefit of gantry cranes is a faster operation for loading and unloading trains.

3.32 Containers unloaded from a train would be transferred by the crane to a temporary stockpile nearby or, more often, transferred directly onto a flatbed trailer pulled by a lorry or a tugmaster yard tractor vehicle. Loaded containers (laden) being heavier, cannot be stacked more than 5 high (max 14.5m). The container stacks provide users with a capacity to hold stock, taking delivery on a just in time basis. This also assists the train operators by maximising the utilisation of trains, moving bulk orders and delivering individual containers later, as needed.

3.33 These vehicles would then:

- transport the container directly to one of the B8 buildings on the Main Site for processing. From there the contents of the container will be batched and forwarded to customers, who might include manufacturers, retailers and private individuals, using vehicles ranging from HGVs to vans;

- transfer the container to a storage area where it can be held until needed; and,

- if lorry-hauled, deliver the container to a business elsewhere in the region, generally within a 20 mile radius of the Main Site. Depending on the planned departure time, the containers will either be loaded directly onto a train (truck to train) or held in a 'hot lane' parallel and next to the rail line (under the gantry), or stored in a container stack in the yard (truck to stack).

3.34 Containers being returned will either contain a backload of goods (laden) or be returned empty. Empty containers eventually need to be returned to the shipping lines and can be used to fill a train when there is insufficient laden containers. Empty containers can be stored up to seven high (maximum 20.3m). The laden containers, up to five high, as for the inbound containers.

3.35 The Regions' imbalance of trade, with more imports than exports, provides a competitive transport cost for exporters, as the container owner will not want to transfer an empty container at its cost, if it can secure a payload. The Proposed Development will therefore provide the opportunity for import, export and onward distribution of goods via rail as well as road.

3.36 The ILPN SRFI would operate on a 24 hour / seven days a week basis. Staff at the Rail Terminal and in B8 buildings would work in shifts. The Applicant will implement a site-wide Travel Plan secured through the DCO to provide the workforce with alternatives to single occupancy private cars and to reduce/minimise private car use.

3.37 The Rail Terminal will be fenced for security and will incorporate ancillary office, maintenance and mess room accommodation, car parking for Rail Terminal staff and dedicated 24 hour lorry park for users of the Railport. It would be lit to enable 24-hour operation, using lighting designed to minimise light pollution including directional lighting on gantry cranes. Lighting would be pole-mounted with a maximum height of 30 metres. Directional LED lighting would be installed to minimise light spill.

3.38 The proposed Railport infrastructure would be built in phases to reflect demand. The envisaged phasing is described later in this chapter (see Construction and Phasing).

B8 logistics buildings

3.39 As set out in Table 3.2, the majority of the Main Site (outside the rail terminal area) would be occupied by buildings falling within use class B8[3], i.e. storage or distribution. ILPN SRFI would contain up to 590,000 square metres (m^2) (gross internal area or GIA) of floorspace at ground

[3] *Town and Country Planning Use Classes Order 1987*

level and a maximum of 177,050 square metres (m^2) of internal mezzanine floorspace[4,5].

3.40 The B8 logistics buildings would vary in height across the site up to a maximum of 30m, could be provided as additional mezzanine floorspace depending on occupier requirements.

3.41 The logistics buildings will incorporate freight loading bays and will have associated areas for lorry manoeuvring and parking and staff car parks. All warehouse units on the Main Site will be rail served and in addition, buildings alongside the Rail Terminal will have the potential to be rail connected. Each building will be surrounded by an area of land reserved for outdoor space including landscape works and surface water drainage features.

3.42 Within these maximum total floor areas, the draft DCO specifies (through a requirement securing the parameters on the draft Parameters Plan) the minimum and maximum number of B8 buildings proposed in each zone of the site (as set out in Table 3.2). This will ensure that the Proposed Development can reflect occupier demand, which might be for a few very large buildings or a larger number of smaller buildings.

3.43 Sustainable drainage systems (SuDS) would be employed across the Main Site. The detailed SuDS design for each building plot would be the subject of submissions to the relevant LPA where the plot is located under the terms of a proposed DCO Requirement.

3.44 B8 buildings on the Main Site would be designed to accommodate solar photovoltaic (PV) panels on usable roof space as part of the Energy Strategy, which is discussed further below. Not all roof space is usable as some space is needed for access, is occupied by plant or roof lights for natural daylight so would not be able to accommodate PV panels. The electricity generated using PV would either supply the occupier of the building or, depending on demand, could also be stored, distributed, and/or exported via the Energy Centre.

3.45 The detailed design of each building would be the subject of submissions to the LPAs under the terms of a proposed DCO Requirement. The Applicant proposes that a Design Code for buildings and landscape in the ILPN SRFI would be submitted with the DCO application for the Proposed Development. The Design Code would ensure consistency in the appearance of development across the Site. Figure 3.7 provides images of the Applicant's recent logistics developments elsewhere to provide an indication of how the B8 buildings might be designed. The DCO application will also include a Design Approach Document (DAD) in accordance with PINS guidance.

3.46 The security requirements for each building plot will reflect individual occupier requirement. Some buildings will be in fenced and gated compounds, the design of which would be specified in the Design Code.

3.47 Within the Main Site, internal distributor roads would branch from the Parkside Link Road

[4] *A mezzanine floor is an intermediate level built between the main floor and the ceiling of a double-height building. A mezzanine floor does not extend across the whole area of the building and might have partly open sides. In B8 logistics buildings, mezzanine floors are often used to provide ancillary office space and staff facilities and/or additional storage space.*

[5] *Based on the region's market conditions it is anticipated that a figure of up to 30% of ground level floor space.*

(PLR) to serve B8 buildings across the Main Site. These internal distributor roads would be single carriageway roads incorporating cycle paths and footpaths, set in landscaped corridors. The roads would be lit using lighting designed to minimise light pollution. These internal roads are not intended for adoption as public highways but would be private roads available for public use. These roads would be maintained by the appointed management company. The Rail Terminal would have a lit, private, dedicated access off the PLR.

Access

3.48 Access to the Main Site will be from the PLR, which opened on 31 May 2025, and connects to M6 Junction 22. The Proposed Development will connect directly to the PLR, and realigned Parkside Road, via a series of existing and newly constructed roundabouts.

3.49 To facilitate the direct access to the development from Parkside Road and the associated intensified use, the existing carriageway on Parkside Road would need to be widened and structural improvements undertaken to accommodate regular HGV use. Furthermore, suitable active travel facilities will need to be added to the road corridor to facilitate pedestrian access and sustainable travel on both sides of the road, consistent with the design of the recently constructed Parkside Link Road East.

3.50 This will facilitate the availability of rail connected development plots to the south of the proposed eastern rail chords, to enable the full potential to utilise rail as sustainable distribution in accordance with the provisions of the NPSNN, and as set out in the SRFI Needs Assessment. The policy requires that applications for a proposed SRFI should provide for a number of rail connected or rail accessible buildings, plus rail infrastructure to allow more extensive rail functionality within the site in the longer term. Applicants should deliver rail terminal infrastructure and / or buildings capable of rail connection in conjunction with the wider development. A network of internal estate roads is proposed to provide access to the Rail Terminal and warehousing. Roads and junctions will be designed to promote the safe and efficient movement of goods vehicles and car traffic. Parallel footways and cycleways will be provided. A network of internal estate roads is proposed to provide access to the Rail Terminal and warehousing. Roads and junctions will be designed to promote the safe and efficient movement of goods vehicles and car traffic. Parallel footways and cycleways will be provided.

3.51 To minimise disruption during construction, it is proposed to construct a new offline section of carriageway adjacent to the existing, rather than widen and reconstruct the existing carriageway. The existing carriageway will be stopped up on completion. This will provide visibility and geometry in line with adoptable standards and enable safe and efficient access to development plots.

3.52 Parking provision on site will serve occupiers in terms of both freight and staff needs and will be determined in relation to the relevant parking standards of the highway authorities and in conjunction with consideration of sustainable transport measures identified as part of the DCO application, these will be agreed in conjunction with the highway authorities. In addition, ILPN SRFI will provide dedicated 24-hour parking for users of the Rail Terminal and also a separate 24-hour lorry park for users of the Main Site. The NPSNN states the Government's commitment to providing more lorry parking and better services in lorry parks at paragraph 2.4. The NPSNN goes on to say that appropriate lorry parking facilities reduce the risk of

unsuitable lorry parking. For SRFIs, facilities should serve those drivers using the site. In operational terms two lorry parks are required, one that will be managed by the rail terminal operator and utilised by lorries visiting the rail terminal; the other lorry park will be for lorries attending any of the logistics buildings on the site.

3.53 Car parks would be provided adjacent to the Rail Terminal and each B8 building for staff and visitors. The draft Illustrative Masterplan (Figure 3.2) demonstrates that the proposed parameters allow for the provision for HGV and car parking to local authority maximum standards, totalling approximately 1,152 lorry spaces and 6,009 car parking spaces.

3.54 Parking areas and service yards will be designed to meet EV requirements in line with standards set out in local policy, including car EV charging provision at completion and the installation of infrastructure for future HGV and increased car charging.

HGV Routing

3.55 The Delivery, Servicing and HGV Management Strategy will include detail on the formal routing plan that sets out preferred and restricted routes for HGVs travelling to and from the Main Site.

3.56 The primary purpose is to minimise the impact of HGV movements arising from the Proposed Development on the local road network, residents, and the environment, while ensuring efficient access to the Main Site.

3.57 Key Objectives are:

- Protect Local Communities
  Reduce noise, congestion, and safety risks in residential areas.

- Preserve Local Roads
  Avoid use of unsuitable roads that may be narrow, structurally weak, or not designed for large vehicles.

- Support Air Quality Goals
  Minimise emissions by reducing unnecessary travel on congested or sensitive routes.

- Enhance Road Safety
  Direct HGVs to roads that are better suited to their size and weight.

- Promote Operational Efficiency
  Ensure HGVs have clear, efficient access to the strategic road network (e.g., motorways and A-roads).

3.58 The proposed strategy identifies the following access routes for HGVs:

- M6 via Junction 22 - HGVs will exit the site via Parkside Link Road East and travel c0.3km south along Winwick Lane and join M6 via Junction 22;

- M62 via M6 Junction 21A – HGVs will exit the site via Parkside Link Road East and travel

c0.3km south from the site along Winwick Lane and either a) join M6 southbound via Junction 22, and then M62 via Junction 21A of M6 or b) join Winwick Link Road and travel south to join M62 westbound via Junction 9 of M62;

- A580 via M6 Junction 23 – HGVs will exit the site via Parkside Link Road East and travel c0.3km south from the site along Winwick Lane and join M6 northbound via Junction 22. HGVs will then join A580 via Junction 23 of M6;

- A49 via M62 Junction 9 – HGVs will exit the site via Parkside Link Road East and travel c0.3km south from the site along Winwick Lane and either a) join M6 southbound via Junction 22 and then join M62 westbound via Junction 21A of M62, or b) join Winwick Link Road and travel south before exiting onto A49 via Junction 9 of M62, or Winwick Park Roundabout.

3.59 Winwick Lane (south of A572 Newton Road and north of the M6 J22 roundabout) is subject to an existing weight restriction, and this will remain in place. Additional restrictions will be implemented to prevent HGV movements associated with the Proposed Development turning northbound along Winwick Lane from the junction with Parkside Link Road East.

3.60 Due to varied destinations, multiple routing options will be necessary. However, based on existing restrictions; routing through Lane Head, Croft, New Lane End, Little Town and Culcheth is completely prohibited.

3.61 The Delivery, Servicing and HGV Management Strategy will be secured by Requirement in the DCO. It will:

- provide the strategy plan to end users of the Main Site and their drivers, which they will need to agree to;

- use Automatic Number Plate Recognition (ANPR) cameras at key junctions to detect prohibited movements, or an agreed alternative method; and

- impose fines on occupants of the Main Site for their drivers who breach the agreed routes.

3.62 The Delivery, Servicing and HGV Management Strategy will be managed through the Site Management Company, most likely through the Travel Plan Coordinator. The structure of the strategy is flexible so it can be adapted and updated over time.

Sustainable Access and Movement Strategy

3.63 The Transport Vision for the Proposed Development will be built on guiding principles aiming to:

- promote sustainable, accessible, and equitable development;

- respond locationally to the Skills and Training Plan, supporting employees including apprentices to access the Proposed Development;

- prioritise active and public transport over car use;
- support health, wellbeing, and futureproof infrastructure;
- improve access for staff and surrounding communities; and
- reduce congestion and improve road safety through design.

3.64 The Sustainable Access and Movement Strategy (SAMS) will outline how people can travel to, from, and within the Main Site in a way that supports environmental, social, and economic sustainability. It will focus on promoting walking, cycling, public transport, and reducing car dependency.

3.65 The SAMS will also aim to create safe, inclusive, and efficient transport networks that encourage healthy lifestyles, lower emissions, and support local development goals.

3.66 Currently the Main Site is farmland which has the following limitations which reduce the attractiveness and usability of sustainable travel options. These include:

- Walking: Some pedestrian routes are poorly connected and raise safety and security concerns, reducing the appeal of walking.
- Cycling: Although the area lacks dedicated cycle routes, off-road paths like the Sankey Valley Trail offer some connectivity. However, current infrastructure is limited and needs upgrades to support increased demand and improve safety.
- Buses: Local bus stops are within 400m of the Main Site and offer direct services to Wigan, Warrington, and St Helens. Facilities are basic but functional.
- Rail: Newton-le-Willows Station, about 1.5km away, provides regular services to major cities. It is accessible by bike and bus, making it viable as part of a multimodal journey. Cycle parking is available, and bus routes connect directly to the station.

3.67 Overall, while the Main Site has existing connections, improvements in pedestrian, cycling, and public transport infrastructure are needed to support sustainable travel and encourage a shift away from car use.

3.68 In keeping with current policy rather than using the traditional "Predict and Provide" model (which encourages road expansion and car use), the strategy will adopt a "Vision and Validate" approach. This means setting a vision for sustainable growth and designing transport to support that vision, ensuring infrastructure aligns with policy goals and encourages a shift to sustainable travel. This will include some of the following elements:

Movement Strategy

3.69 Access and Layout:

- The new access points from PLR.
- Streets will prioritise pedestrians with 20mph limits and sustainable design.

3.70 Walking and Cycling:

- New and upgraded shared pedestrian/cycle routes and connections to existing PROWs.
- Design will comply with national standards (e.g. cycle infrastructure design (LTN 1/20), Manual for Streets, etc.).
- Public Rights of Way (PROWs):
- The retention or rerouting of certain PROW to preserve connectivity.

Onsite Interventions

3.71 Mobility Hubs:

- Mobility hubs are highly visible, safe and accessible spaces where public, shared and active travel modes are co-located. It is envisaged that a mix of bus stop(s) with Real Time Passenger Information [RTPI] and cycle parking will be provided.

3.72 Shuttle Bus:

- Bespoke staff shuttles aligned with shift times, reducing reliance on private cars, serving the main mobility bus stops, along with the secondary and tertiary stops throughout the site.

3.73 Travel Plan Measures:

- Includes an electronic Travel Welcome Pack, car sharing, information on the existing local cycle routes and bus services to promote sustainable travel habits.

Off-Site Interventions

3.74 Walking and Cycling:

- Lighting and footway improvements
- new Toucan crossings.

3.75 Public Transport:

- Dedicated staff bus services connecting the site to Warrington, Wigan and St. Helens, including connections to Newton-le-Willows station via high quality, commuter services.
- Potential for future integration of the dedicated services to the existing public transport offer
- Shuttle services provided to support expected shift patterns to maximise ridership and sustainable travel

3.76 The Applicant will aim to deliver transport improvements that benefit not just the Proposed Development but also nearby communities, enhancing connectivity and supporting wider sustainability goals.

Energy Strategy

3.77 The Energy Strategy for the Proposed Development facilitates the B8 units being capable of enabling occupiers to work towards net zero for energy use in operation, and also seeks to future-proof for potential electric vehicles for freight and site operations.

3.78 The Proposed Development is a long-term project. Different occupiers of the B8 units can have quite different energy demand profiles, both with respect to peak demand and variability over a day. Alongside this, freight-sector decarbonisation in the UK may involve both electrification and use of hydrogen and it is difficult to predict with complete certainty whether one will dominate or a mix will prevail.

3.79 The key tenet of the Energy Strategy, and the resulting proposals for the quantum of solar PV and design of the energy infrastructure, therefore, is to set a net zero carbon goal but take a staged, flexible and responsive approach to achieving that over time – developing both as occupiers' needs and technology choices become clearer.

3.80 As such the Proposed Development design incorporates:

- roof-mounted solar photovoltaic (PV) panels, initially at the levels described in the below table for B8 building roofs, with the roof, building and yard designed for 100% coverage of the available roof space;
- the option of further canopy-mounted solar PV panels in parking areas to provide additional generation and shading;
- ducting and reserved yard space for potential future battery storage to enhance the amount of PV which can be used on each of the buildings;
- reserved space for Energy Centre(s), to allow the potential for future connection of low carbon technologies such as additional battery storage or other forms of renewable generation; and
- future-proofing in the development layout masterplan to reserve space and access for electric charging, with 20% of car parking spaces having active charging (80% passive i.e. trunking) and/or hydrogen fuelling for road freight vehicles, tugs and other site plant.

3.81 The solar PV capacity will be specified in detail at future design stages as it depends on evolving actual occupier demand and the available usable roof space after considering ventilation and daylighting. However, based on present-day panel technology, the peak installed capacity (set out in the Energy Strategy accompanying the DCO application) could equate up to approximately 77 MWp of usable alternating current (AC) power. The installed power capacity per m^2 may increase in future as solar PV panel technology improves and so is not considered to be a parameter that should be constrained. As a minimum, deployment of PV will be sufficient to meet the BREEAM and EPC targets.

3.82 The principle of the Energy Strategy is for PV provision to match the actual building electrical demand through the maximum economic PV solution. This principle of providing on-site renewable energy capacity to meet actual energy needs is consistent with the recommendation of the UKGBC Net Zero Carbon Building Standard (2025, Pilot Version) for PV deployment. While the Pilot Version of the standard currently recommends a generic target for PV per m^2 of floor space, actual energy demand and the appropriate PV capacity will be determined by tenants' needs. Balancing the intermittency of PV generation against the variability of tenant energy demand also depends on the available grid connection capacity and/or utilising battery storage on site. To get best environmental and economic value from renewable generation, it is important to match renewable energy generation to actual demand and to facilitate this with suitable grid connection capacity and/or on-site storage.

3.83 The quantum of PV deployment, potential battery storage, and grid connection capacity will therefore be determined and developed in a phased manner as actual tenant energy needs become clearer. This will occur over time as phases of the Proposed Development are constructed and occupied. It will be carried out in line with the Energy Strategy principle of matching renewable generation to demand as set out above.

3.84 At this stage, modelling in the Energy Strategy has shown that the available roof space of the Proposed Development would be more than capable of generating enough PV electricity to meet the currently anticipated tenant energy demands on an annual basis. The Proposed Development description allows for use of up to 100% of available roof capacity and structurally the buildings will be designed to support this.

Table 3.3: Initial base build PV deployment by building size

SqFt	SqM	Min output in MWp
0	0	0
100,000	9,290	0.260
150,000	13,935	0.370
200,000	18,580	0.470
250,000	23,226	0.560
300,000	27,871	0.630

SqFt	SqM	Min output in MWp
350,000	32,516	0.700
400,000	37,161	0.760
450,000	41,806	0.820
500,000	46,451	0.860
550,000	51,096	0.900
600,000	55,741	0.930
650,000	60,386	0.960
700,000	65,032	0.980
750,000	69,677	1.000
800,000	74,322	1.010
850,000	78,967	1.020
900,000	83,612	1.030
950,000	88,257	1.030
1,000,000	92,902	1.030

Lorry park

3.85 As set out on the draft Illustrative Masterplan (Figure 3.2) there would be a dedicated lorry park, comprising 143 HGV parking spaces, for users of the Rail Terminal and a separate lorry park, comprising 85 HGV parking spaces, for the users of the buildings of the logistics park, with facilities for drivers.

Terrain remodelling, landscape and habitats

3.86 The Main Site will be developed with a landscape strategy that will incorporate elements including tree and shrub planting and surface water features. These will be designed to provide biodiverse wildlife habitats.

3.87 Appropriate landscape offsets will be provided around the Highfield Moss SSSI boundary and other identified sensitive receptors following further assessment work. The draft Parameters Plan (Figure 3.1) indicates the located of the proposed Highfield Moss Protection Zone, which provides a buffer 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.

3.88 ILPN SRFI will provide 10% biodiversity net gain as part of the Proposed Development, this may be via a mixture of on- and off-site habitat creation and enhancement areas.

3.89 An area of land to the north of the railway line has been included in the draft Order Limits to provide open space for landscape and BNG measures, this is termed the Northern Mitigation Area.

3.90 The design includes for the retention of existing habitats where possible and creation of new green infrastructure across the Main Site, including native species woodland, native species hedgerows, individual trees, grasslands and permissive PRoW.

3.91 The draft Illustrative Environmental Masterplan, Figure 3.4, illustrates the proposed location of the following landscape elements:

- Native species woodland;
- Native species hedgerow;
- Native species scrub;
- Native species individual trees; and
- Grassland, including wet grassland and species diverse grassland.

3.92 A draft outline Landscape and Ecological Management Plan (LEMP), which links to the draft Illustrative Landscape Masterplan has been prepared, which covers the construction and operational phases of the Proposed Development and sets out the objectives for the existing and proposed landscape elements at the Main Site, along with management prescriptions to ensure the successful establishment of new green infrastructure and the future maintenance of the Proposed Development. Post-consent, this outline plan will be developed into a detailed plan which must be in substantial accordance with the outline and will require approval by the LPAs, this will be secured through a Requirement in the DCO. The Proposed Development must be undertaken in accordance with the approved plan.

3.93 In summary, the landscape proposals shown on the draft Illustrative Environmental Masterplan (Figure 3.4) include for the creation of approximately:

- 26 hectares of native species woodland;
- 9 km of native species hedgerow; and
- 1,500 individual native species trees.

3.94 In addition, new ditches and swales required as part of the Drainage Strategy will increase the extent of watercourse habitat across the draft Order Limits PEIR and Chapter 11: Ecology and Biodiversity provides detail on other new landscape elements to be introduced, comprising grassland and scrub areas for example.

3.95 Bunds up to 3m above the reprofiled ground level will be formed within south-western boundary (adjacent to the M6), the Winwick Lane frontage and part of the northern boundary (to the east of Highfield Moss SSSI). They will provide acoustic attenuation and/or visual screening depending on which part of the Main Site they are located in. They will be formed using material from the Main Site, so far as is practicable, and will be landscaped, with the precise form of planting to be determined.

Public rights of way and amenity routes

3.96 As a result of the Proposed Development, the majority of PRoW on the DCO Site will be affected through diversion. Notwithstanding this, a number of opportunities to improve the overall PRoW network across the DCO Site would be undertaken, (refer to PEIR Appendix 10.6 - Draft Public Rights of Way Appraisal and Strategy) through:

- diversion of existing PRoWs to accommodate the Proposed Development and to enhance connectivity from nearby settlements and other key linkages;
- retention of the network of PRoW at the northern extent of the Main Site, close to Highfield Moss SSSI and the railway line;
- the introduction of a new route in the ecological buffer around Highfield Moss SSSI, extending west to Parkside Road and east to Winwick Lane, providing a circulatory route around the entirety of the site north of the PLR and realigned Parkside Road;
- stopping up of two level crossings on the Liverpool-Manchester railway line and provision of a pedestrian bridge to replace the westernmost of the existing level crossings. These changes will create a significantly safer connection over the Liverpool-Manchester railway line. In addition, the provision of a new east-west link located directly to the north of the railway line, east of 006/88/10 and at the southern extent of 006/95/10, will connect over to Winwick Lane in the east and ensure that PRoW users have an additional option once the level crossing is stopped up here.
- provision of improved pedestrian and cycle links at two existing road bridges over the Liverpool-Manchester railway line: including a new pedestrian bridge across the railway alongside Parkside Road at the north-western extent of the Main Site; and improvements to Winwick Lane at the north-eastern extent of the Main Site. The improvement on Winwick Lane would connect to a new pedestrian and cycle route located alongside Winwick Lane which would connect to Lane Head, north of the DCO

Site and would run south along the landscape buffer along Winwick Lane to connect to the PLR and Parkside Road;

- enhancement of the PRoW network within the Main Site, through the creation of well-connected routes which are set within attractive green corridors, providing publicly accessible connections to the wider network of PRoWs within the local area; and
- enhancement of connectivity between the Main Site and nearby settlements, such as Lane Head, Lowton, Golborne and Newton-le-Willows.

3.97 The following table lists the specific changes to PRoW within the Main Site (refer to PEIR Appendix 10.6 - Draft Public Rights of Way Appraisal and Strategy).

Table 3.4 Changes to PRoW within the Main Site

Route Number	Location	Potential Impact During Operation
St Helens 608	Located within the Main Site, connecting to Winwick Lane at its south-eastern extent. Close to the Parkside Link Road.	Footpath to be stopped up. Users diverted to Parkside Link Road and upgraded Parkside Road which will provide a similar function.
Well-worn path (within St Helens)	Located within the north-western extent of the Main Site, connecting to Parkside Road at its western extent and footpath 621 at the eastern extent.	Retained and upgraded to a permanent publicly accessible route in the same location.
St Helens 621	Located within the Main Site, connecting to Parkside Road at its western extent. Close to Highfield Farm. Northern extent links directly to a level crossing over the Liverpool-Manchester railway line.	Footpath to be stopped up, aside from the very northern extent between 665 and the railway line which will remain. The northern extent of 621 currently forms a level crossing. This will be closed and replaced with a new pedestrian footbridge, which will provide a safer crossing over the railway line. Users of the stopped up part of 621 will be diverted further up Parkside Road to the nearby well-worn path which will maintain provision from Parkside Road into the footpath network at the northern extent of the Main Site.
St Helens 665	Located within the Main Site, connecting 621 to Wigan 006/91/10.	None. This footpath will be within the ecological buffer around Highfield Moss SSSI and may require minor alteration to connect to the new pedestrian footbridge over the railway line, which will replace 621.

Route Number	Location	Potential Impact During Operation
Wigan 006/101/10	Located within the eastern extent of the Main Site, connecting to Winwick Lane at its eastern extent. This path does not connect to another PRoW at its western extent but there is an informal path across the field connecting to PRoWs 006/91 and 006/93 at the southern end of Highfield Moss SSSI.	Footpath to be completely stopped up. Users diverted to new footpath located approximately 300m to the north which will create improved, continuous east-west connectivity between Winwick Lane, in the vicinity of Kenyon Hall Cottage, and the Highfield Moss SSSI area.
Wigan 006/94/10, 006/88/10 and 006/95/10	Located at the north-eastern extent of the Main Site.	Footpaths to be retained, however the level crossing which connects these routes, over the Liverpool-Manchester railway line, will be stopped up to improve safety. The provision of improved pedestrian and cycle access over the Parkside Road and Winwick Lane road bridges, plus the new pedestrian bridge, will be an overall betterment to PRoW access over the railway line in the vicinity of the Main Site.

3.98 Where possible, access to the wider network of PRoW will be maintained during the construction phase, with management in place to ensure that all routes can be safely used, including temporary diversions and closures across the Main Site and beyond where necessary. Prior to earthworks to establish the plateau level within each zone, footpaths 101, 156 and 169 will be stopped up. New linkages in the Northern Mitigation Area and new linkages around Highfield Moss SSSI and along the northern edge of the Main Site will be established once the relevant stages of earthworks have been completed. A draft Public Rights of Way Strategy forms PEIR Appendix 10.6 and a final version will be submitted alongside the DCO application, which will be secured by Requirement.

3.99 Public safety is the main concern when considering interactions with users of the PRoW, and as such, a cautious approach would be taken by the construction contractor when managing the Main Site and the wider PRoW network. Measures to ensure the safety of users will be incorporated into the outline Construction Environmental Management Plan (oCEMP) and are expected to comprise fencing and the use of banksmen where construction traffic is required to cross a PRoW.

3.100 A series of permissive paths are proposed as part of the Proposed Development to improve

public access where possible and desirable, these are shown on the draft Illustrative Environmental Masterplan (Figure 3.4).

3.101 Pedestrian and cycle access across, and into the Main Site will be provided as the site is progressively completed. A detailed review of pedestrian facilities is incorporated in the supporting draft Transport Assessment (TA) and Sustainable Access and Movement Strategy (SAMS). The TA provides a detailed review of local cycling facilities, addressing routes within the vicinity of the DCO Site, including local and national cycle routes, dedicated cycle path links and any other cycle specific infrastructure. Provision of cycle facilities for occupiers will meet the relevant policy requirements.

Utilities

3.102 There are a number of existing utilities affected by the Proposed Development that will require diversion, protection or removal. Through early engagement with the network owners, these activities will be coordinated to minimise disruption and ensure that the connectivity and capacities of the networks are neither compromised or reduced.

3.103 Initially there are a small number of existing properties within the draft Order Limits that will need to be disconnected from the existing networks as part of the site clearance and demolition works. These disconnections shall be undertaken locally, releasing the Main Site for development without interrupting any existing supplies to adjacent retained properties.

3.104 The most notable utility constraint to the Main Site is an existing 132kv overhead electric power line which intersects the site on its western edge. This will be retained as existing, and the development has been designed around its easements, foundations and 'swing-sag' stand offs. This is to ensure the safety, operation and future maintenance of the lines is unaffected. Further consultation will be undertaken during the construction phase to ensure works to install infrastructure beneath these lines is undertaken safely.

3.105 There is also an 11kv overhead electric line running parallel with Parkside Road which will be diverted into Parkside Road as part of the works. There is a further 11kv overhead line in the southern corner adjacent to junction 22, which will be diverted to facilitate development. Numerous subsurface services exist within the highway along the existing Parkside Road, which will require localised diversion to accommodate the realignment of Parkside Road.

3.106 Along the Parkside Link Road East, a number of local services exist which will require localised diversion or protection to accommodate new access and junctions on to the link road, as depicted by the masterplan. Similar works could also be required along Winwick Lane where emergency accesses are proposed, along with bunding and active travel facilities. This will be determined by the affected undertakers at a future date.

3.107 Local low voltage electric and communications apparatus connecting to Newton Park Farm will need to be diverted to accommodate the WRC. There are also a number of high voltage electric cables which route from Newton Park Drive to Parkside Link Road West which are likely to need diverting along the WRC.

3.108 The Proposed Development will include appropriate provision for potable water, electricity and telecommunications supplies. Connections to existing off site regional utility distribution

infrastructure will be undertaken by utility providers under their existing statutory powers. Initial consultation has commenced, but the exact points of connection will be determined by these undertakers at a future date, and may be phased based on the build programme.

3.109 For the disposal of foul and surface water, a new network of drainage and sewers will be provided. Where required, existing utilities will be managed and diverted in consultation with the relevant providers.

3.110 An existing riparian owned surface water culvert between the Highfield Moss SSSI and Kenyon Hall Farm is to be diverted locally to facilitate the optimisation of development plateaus, but will not affect the overall routing of surface water within the catchment.

3.111 Provision is included within the Main Site for new electricity sub-stations, metering kiosks, and other utility infrastructure as required to distribute supplies within the development.

3.112 As part of the offsite highway improvements, localised diversions and protections are also likely to be required to facilitate increased highway capacity, such as through carriageway widening and realignment.

3.113 It is intended that provisions will be included in the draft DCO dealing with the protection, interaction and diversion of relevant utilities and the Applicant is in the process of engaging with the relevant statutory undertakers in this regard.

Drainage works

3.114 Surface water runoff will be collected and conveyed through a network of sustainable drainage features that provide treatment, conveyance and attenuation of flows across the Main Site. The strategy will utilise existing outfalls into the surrounding watercourse network, and infiltration into the ground where this is feasible. The drainage scheme will be designed to have a neutral effect on Highfield Moss SSSI.

3.115 Foul water will be collected separately to surface water and directed towards a new sewer system within the Main Site. This will then discharge to the wider sewerage network which is owned and maintained by United Utilities to the west around the A572/A573 junction and east on Sandy Brow Lane, at an agreed rate.

Highway and railway works

3.116 The A573 Parkside Road, between the PLR and the existing Chat Moss railway line bridge, is to be realigned such that it can be brought up to a similar standard as the PLR and provide the optimum alignment with the wider masterplan. The existing Parkside Road will be stopped up on completion of the realignment.

3.117 A new access will be provided to Newton Park Farm via the Parkside West development, this is because the Western Rail Chord will sever the existing residential access from Newton Park Drive.

3.118 There is potential that further highway works will be required; this will be determined through assessment, review and agreement with Local Highway Authorities and National Highways as

the project progresses. The Highways Mitigation Options Report (PEIR Appendix 7.2) outlines potential options that have been determined following consultation with the Local Highway Authorities and the initial transport modelling that has been undertaken. This includes the potential for a relief road at Lane Head, as set out in Table 3.5. As modelling progresses and feedback and discussions with the Transport Working Group continue, these options will be evaluated and refined leading to the development of a highways mitigation package to be submitted as part of the DCO application.

Table 3.5 Potential remote highways options

No.	Location	Council	Overview
1	M6 Junction 21A	Warrington Borough Council	Carriageway widening to extend and upgrade the existing diverge slip road arrangement
2	M62 Junction 9	Warrington Borough Council	Roundabout upgrades to include: • additional circulatory lane at northern, southern and western arms; • additional entry lane on northern arm; • additional entry lane on southern arm; • additional exit lane onto eastern arm (M62); and • additional slip road lane on western arm (M62).
3	A49 Winwick Park Roundabout	Warrington Borough Council	Roundabout upgraded to include: • amended signals; • a 'through about' roundabout northbound; • segregated left turn lane from Winwick Link Road to Newton Road (A49) Southbound; and • additional entry lane also provided on Newton Road (A49) North.
4	M6 Junction 22	Warrington Borough Council	Additional auxiliary merge lane on M6 South

No.	Location	Council	Overview
5	Lowton Junction	St Helens Borough Council	Junction recently upgraded to a signalised junction, potential to reevaluate signal phasing and priorities and footway improvements
6	Church Street / Mill Lane signal junction	St Helens Borough Council	Improvements to existing signalised junction to include carriageway widening and pedestrian crossings on Mill Lane (North).
7	Ashton Road	St Helens Borough Council	Existing mini-roundabout to be converted to signalised junction
8	Haydock Island	St Helens Borough Council	Slip road and approach upgrades to include: • dedicated left turning lane on East Lancashire Road (East) on to M6 South bound; • carriageway widening on M6 Southbound diverge to provide two lanes up to back of diverge nose; • carriageway widening on M6 Northbound slip road to provide 3 lanes; • additional queue capacity for left turn lane on East Lancashire Road (West); • carriageway widening to accommodate additional lane for extended left turn queue capacity on M6 southbound merge slip road; • Lodge Lane dedicated left turn to be widened to increase flare length.
9	Goldborne Island	Wigan Council	Existing roundabout junction converted into signalised junction
10	East Lancashire Road	Wigan Council	East Lancashire Road / Newton Road upgrades: • carriageway widening on East Lancashire Road (East) to provide extended right turn lane; and • carriageway widening on Newton Road (North) to provide dedicated left turning lane.

No.	Location	Council	Overview
			East Lancashire Road / Church Lane upgrades: • carriageway widening on East Lancashire Road (East) for extended left turn lane; • 4m left turn only lane from East Lancashire Road (East) to Church Lane (South); • carriageway widening on East Lancashire Road (West) to provide additional left turn lane; • carriageway widening on Church Lane (North) to provide additional left turning lane; and • number of islands to be extended to accommodate left turning lanes and pedestrian crossings.
11	Newton Road	Wigan Council	New signal junction with additional dedicated right turn lane on Newton Road (West). Carriageway widening to facilitate additional lane.
12	Atherleigh Way	Wigan Council	Signal junction upgrades to include: • carriageway widening on East Lancashire Road (East) to provide extended right turn lane; • carriageway widening on East Lancashire Road (West) to provide additional queue capacity and additional left turn lane; and • carriageway widening on Atherleigh Way to provide additional left turn lane.
13	Piele Road	St Helens Borough Council	Additional lane for straight through movements
14	Stanley Bank Way	St Helens Borough Council	Carriageway widening to provide additional dedicated left turn lane on East Lancashire Road (East). Carriageway widening on East Lancashire Road (West) to provide additional queueing capacity for left turn lane.
15	Lane Head	Wigan	New relief road to Lane Head South (A580 to Winwick

No.	Location	Council	Overview
		Council	Lane) incorporating: • active travel facilities along its length; • roundabout on Winwick Lane; • roundabout on Kenyon Lane; and • roundabout on the A580 East Lancashire Road.

3.119 There is potential that as part of the highway works TROs will be required to regulate, restrict, or prohibit the use of the public highway by vehicles and pedestrians. Table 3.6 outlines the likely TROs required. Further TROs may be required for the associated highway mitigation works which are outlined in Appendix 7.2. These will be assessed, presented and agreed with stakeholders as the traffic analysis progresses.

Table 3.6 TRO options

No.	Location	Council	Overview
1	Winwick Lane	Wigan Council	Speed limit reduced to 50 mph

3.120 Two railway level crossings would be closed and diversions provided, as set out on the draft Parameters Plan (Figure 3.1). Presently, both crossings are currently at grade and uncontrolled. Any increase in pedestrian traffic would increase the risk to the safety of the public and the railway, therefore the most appropriate remedy to this is closure and diversion. The locations of the level crossings are:

- Parkside No 1 - West of the Moss; and
- Lowton Moss - East of the Moss.

3.121 Two new bridges for pedestrian or combined pedestrian and cyclist use would be provided as part of the Proposed Development, these are set out on the draft Parameters Plan (Figure 3.1). The location of the new bridges are:

- bridge to take the shared use footway/cycleway alongside the A573 Parkside Road over the Chat Moss Railway Line; and
- footbridge to replace Parkside No 1 (level crossing closure) over the Chat Moss Railway Line.

3.122 In addition to the provision of two new footbridges, the Proposed Development would include parapet enhancements to Dolly's Bridge which is located on Winwick Lane. The enhancement

would be part of facilitating the new active travel provision along Winwick Lane. The parapet replacement would upgrade the existing facilities to best practice standards in the interest of pedestrian, vehicular and rail safety.

3.123 There is potential that active travel highway works will be required, this will be determined through assessment, review and agreement with Local Highway Authorities and National Highways as the project progresses. The table below sets out a number of potential active travel measures at this stage.

Table 3.7 Active Travel Options

No.	Location	Council	Overview
1	East Lancashire Road	Wigan Council	Footway widening along the A580 between Church Lane and Newton Road.
2	Newton Road	Wigan Council	Footway cycletrack provision along Newton Road from Winton Road to the East Lancashire Road.
3	Winwick Lane / Winton Rd	Wigan Council	Footway cycletrack provision along Winwick Lane from the development and connection across to Winton Road.
4	Heath Lane	Wigan Council	Minor carriageway widening, signage and lining to facilitate improved cycle facilities.
5	Southworth Road	St Helens Borough Council	Improvements incorporating a mixture of: • footway widening; • on carriageway cycle lanes; and • carriageway widening to facilitate the above

DEVELOPMENT PARAMETERS

3.124 The DCO application for the Proposed Development will seek consent for development parameters – a maximum outer envelope for specified types of physical development – within which detailed proposals for individual buildings and infrastructure would come forward for subsequent approval. The ES for the Proposed Development will assess the likely significant environmental effects of these 'Rochdale Envelope' parameters.

3.125 The proposed parameters for the Proposed Development are shown on the draft Parameters Plan in Figure 3.1. The parameters for ILPN SRFI are informed by and reflect the development shown in the draft Illustrative Masterplan (Figure 3.2). The main features of the parameters are set out in Table 3.2.

3.126 The maximum proposed building heights are expressed as height above ground level (AGL) following site levelling and preparation, and height above ordnance datum (AOD), a fixed measure of height above mean sea level used as a consistent point of reference. In each development zone a maximum number of buildings is proposed. For example a zone might contain five smaller buildings or anything between one and four larger buildings, in all cases not exceeding the maximum floorspace parameter for the zone as set out in Figure 3.1.

3.127 Each development zone includes all elements integral to each development plot, including buildings, hard standings, parking, landscape and planting, utilities and drainage infrastructure. Although some of the development footprints identified in the development zones, as described above, amounts to more than the total floorspace stated, the draft DCO provides for a collective overall footprint of c.767,000 square metres (m^2) (gross internal area or GIA) of warehousing and ancillary buildings with a total ground floor footprint of up to 590,000m^2 and up to 177,050m^2 of mezzanine floorspace, subject to ongoing design and market assessment. An area for the proposed Energy Centre(s) is also identified.

3.128 The draft Parameters Plan, Figure 3.1, also sets parameters for the following:

- rail and Rail Terminal infrastructure including connections from the existing railway, sidings, gantry cranes and areas for the temporary stacking of freight containers;
- highways infrastructure corridors including carriageways, landscaping, footpaths, laybys and cycleways. The parameters plan proposes lateral 'limits of deviation' within which internal roads would be contained;
- external road infrastructure within landscaped corridors;
- areas for landscape and planting, bunds, footpath, bridleway and watercourse diversions, new ponds and swales and amenity areas for public use;
- a development zone for a site hub containing site management and security offices, welfare, catering and recreational areas, energy services and a marketing suite, with ancillary parking and planting;
- location for the mobility hub; and
- signage for the development.

CONSTRUCTION AND PHASING

3.129 The proposed Draft Order Limits, as indicated on Figure 1.1, include land likely to be required to enable construction of the Proposed Development. At this stage it is assumed that all temporary construction and laydown areas required for the DCO Site will be contained within the Draft Order Limits.

Main works elements

3.130 It is anticipated that the general construction programme will broadly be broken down into the following key components:

- construction of new site access on the new Parkside Link Road (PLR);
- realignment of Parkside Road including construction of new site accesses and bridges;
- site preparation, demolition and clearance;
- highway works including additional remote highway works (as set out in Table 3.5)
- Main Site works:
  - internal highway works; and
  - earthworks, removal of topsoil, creation of level plateaus for Rail Terminal, including Railport, and logistics buildings.
- construction of new bridges, closure of level crossings, diversion of PRoW, creation of new PRoW and other accesses;
  - energy centre;
- Rail Terminal;
- Rail infrastructure including new bridges;
- boundary and screen planting, Soil Reuse area, Northern Mitigation Area and landscaping; and
- storage and logistics buildings including on-plot landscaping.

Development programme and phasing

3.131 The Proposed Development would be constructed in a series of planned phases. Early phases of warehousing (up to 147,468 sq.m[4]) are proposed to be delivered prior to the Rail Terminal becoming operational. This approach is supported by the NPSNN at paragraph 4.88 where support is given to delivery of warehousing ahead of the final delivery and commissioning of connections to the rail network. This approach protects the Applicant from unforeseen delays with Network Rail connections and works positively for the longer construction period often required for a rail terminal in comparison to logistics buildings.

3.132 The indicative but cautious construction programme is shown in Table 3.8 and likely phasing is illustrated in Figure 3.6. It is proposed that development would take place in phases with floorspace thresholds or triggers specified for the completion of on and off-site highways works and elements of the Rail Terminal.

Table 3.8 Indicative Phasing Plan of the ILPN SRFI Development

Phase	From (year)	Indicative description of works
	Within 12 months of DCO consent	• Discharge of DCO Requirements • Land drawdown • Technical approvals with Local Highway Authorities, Network Rail, National Highways, Environment Agency, Lead Local Flood Authority • Surveys • Main contractor tender process • Ecological mitigation for construction phase, including BNG and tree protection measures • Pre-construction earthworks strategy and main contractor mobilisation
Construction phases		
1	1 – 2	• 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 • Energy services (on and off-site)
2	Year 3	• 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

Phase	From (year)	Indicative description of works
		• Realignment of Parkside Road and modifications to Parkside Link Road • Development of warehousing with 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 in Zone G • Landscape and planting works, ecological mitigation, BNG etc
3	Year 4 – 7	• Further utilities works • Highway and active travel improvements as required • Energy services • Signage • Drainage • Development of warehousing with associated parking, yards and on plot landscaping, drainage and roads in Zone C • The construction of estate roads, cycleways and footpaths • Landscape and planting works, ecological mitigation, BNG etc
4	Year 8	• Final phase of rail terminal • Further utilities works • Signage • 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 • Drainage • Landscape and planting works
5	Year 9 – 10	• Further utilities works • The construction of estate roads, cycleways and footpaths • Signage • Development of warehousing with associated parking, yards and on plot landscaping, drainage and roads in Zone E • Earthworks • Drainage • Landscape and planting works

Implementation plans

3.133 The construction programme will generally commence with establishing access and construction compounds, followed by topsoil stripping, creating plateau and installing temporary drainage works. Other infrastructure would be constructed after each plateau has been established. There are eight Zones shown on the draft Parameters Plan including the Rail Terminal and Western Rail Chord. The Rail Terminal would have a finished level between c32 – 34m AOD and would lead to a surplus of subsoil, which would be used for fill in part of Zones B and C to the south of the Rail Terminal, which would have a finished floor level of c33.5m AOD. There would be a surplus of subsoil material from Zones C and G, which would be placed in Zone D, to the north of the Rail Terminal and would have a finished floor level of c33.45 - 34m. Zones A and F to the south of Zone C would have a finished floor level of between c33.15 - 33.35m AOD. Zones A, E and F would achieve a cut and fill balance of subsoil within each plot.

3.134 There would be a surplus of topsoil of varying grades. Higher quality soil, suitable for best and most versatile agricultural land would be placed, where practicable, on farmland to the immediate east (the Soils Reuse Area), which has been included in the Draft Order Limits as shown on the draft Components Plan (Figure 3.3), or may be used for landscaping or restoration schemes on other development sites in the wider area. Lower quality soils will be used in on site landscaping, screening bunds, the area of land north of the railway identified as a potential amenity area, in creating BNG land to the immediate north (the Northern Mitigation Area), with any remaining to be used in the Soils Reuse Area to the east of the DCO Site. Soils will be tested and segregated into the grade that is suitable for the end use. Soil will be stripped, stored in temporary stockpiles and transported to the appropriate location in accordance with a CL:AIRE DoW CoP Materials Management Plan (to be prepared by the Principal Contractor), to preserve the quality of soil and to minimise its handling, compaction and degradation.

3.135 Construction of logistics buildings is likely to commence initially either side of Parkside Link Road in Zones A and B, followed by alongside the Rail Terminal in Zone C, logistics buildings in zones F and G, and finally logistics buildings in the northern part of the site in Zones D and E [6]. The estate road network and other utilities would be extended to serve each Phase of development.

3.136 The potential environmental effects of construction work are assessed in the technical chapters of this PEIR. To further assist the assessment of environmental effects and to provide a clear picture of the measures proposed to protect the environment and local amenity during construction, the DCO application for the Proposed Development will be accompanied by the following documents.

- ***Construction Environmental Management Plan (CEMP)*** – describing the measures the Applicant proposes to protect the environment of the DCO Site and its surroundings during construction, where relevant this will also include Construction Method

[6] This could be reviewed subject to market demand. No more than 147,468 m^2 of floorspace would be occupied and operational before the Rail Terminal is able to commence operation.

Statements (CMS) which will explain how specific elements of the ILPN SRFI and associated infrastructure would be built.

- ***Construction Traffic Management Plan (CTMP)*** – including the measures to ensure that construction traffic will not cause an unacceptable increase in traffic on local roads, including routing restrictions for construction traffic.

- ***Site Waste and Materials Management Plan (SWMMP)*** – covering the minimisation and management of waste generated and the management of soils, during construction.

- ***Landscape and Ecology Management Plan (LEMP)*** – explaining how the landscape and planting and habitat protection and enhancement will be undertaken with a view to securing specified landscape, visual, ecology and biodiversity benefits.

- ***Habitat Management and Monitoring Plan (HMMP)*** - to include management targets and methodologies for all habitats to be created to ensure they meet their target biodiversity net gain (BNG) conditions.

3.137 It is proposed that outline versions of these implementation plans will be submitted with the DCO application and that the draft DCO will include Requirements for the submission and approval of final versions of the implementation plans by the relevant planning authorities after the DCO is 'made'. Each implementation plan will include provisions for its own review in consultation with the relevant planning authorities.

Construction Working Hours

3.138 At this stage anticipated normal working hours during construction are:

- 07:00 to 19:00 hours Mondays to Saturdays; and

- No routine working Sundays and Bank Holidays.

3.139 Normal working hours are subject to the exceptions set out below. If exceptional circumstances occur the relevant local planning authority and appropriate environmental health department will be advised and provided with appropriate method statements and risk assessments.

3.140 In order to maintain these working hours, the contractor(s) may require a period of up to half an hour before and up to one hour after normal working hours for start-up and close down of activities. Start up and close down activities will not include operation of plant or machinery giving rise to noise with the potential to disturb nearby residents or the arrival of any construction HGV's at Site before 07:00 hours.

3.141 These hours will be strictly adhered to, unless, or in the event of, the following:

- Works are carried out within existing buildings or buildings constructed as part of the authorised development inclusive of power floating floors.

- Works to the highway agreed with the relevant highway authority.

- Works are carried out with the prior approval of the relevant planning authority.
- Works are associated with slip form working.
- Works involve deliveries, movements to work, maintenance and general preparation works but not including running plant and machinery for a period of one hour either side of the above times.
- Works involve any oversize deliveries or deliveries where daytime working would be excessively disruptive to normal traffic operation.
- Works involve removal / diversion / protection of existing services and installation of new services or drainage.
- Works are associated with an emergency.
- Works involve overnight traffic management measures.
- Works involve completion of an operation that would otherwise cause greater interference with the environment / general public if left unfinished.

3.142 The occurrence of exceptional works defined above will be notified to the relevant planning authority within 72 hours of their commencement, in accordance with sections 61 and 62 of the Control of Pollution Act 1974.

OPERATIONAL SITE MANAGEMENT

Site management

3.143 During the operation of the ILPN SRFI there would be ongoing management of the Main Site to ensure a high quality environment is maintained. These management controls would also apply throughout the construction phase to ensure that occupiers of buildings that have been occupied do not experience disruption or disturbance.

3.144 Once completed, the site will be managed by a management company. This organisation will be responsible for ensuring the planned management and maintenance of the Main Site, including shared areas of public realm and unadopted areas.

3.145 A site-wide Delivery, Servicing and HGV Management Strategy will set objectives and a strategy for the delivery of measures to promote sustainable freight management. It will identify prevailing local HGV restrictions in the area and specify the proposed routes on the strategic road network that will be promoted for HGV journeys to and from the ILPN SRFI as well as more sensitive routes where HGV movements would be restricted. An HGV signage strategy will be developed in the version of the Delivery, Servicing and HGV Management Strategy submitted with the DCO application.

3.146 The Delivery, Servicing and HGV Management Strategy will include a package of measures that will assist in managing and monitoring HGV movements. An enforcement methodology will be developed with the Relevant Planning and Highway Authorities. The measures will

raise awareness of the strategy, support efficient operations of the Main Site and encourage positive freight patterns.

3.147 A Delivery, Servicing and HGV Management Strategy will outline how goods, services, and waste will be safely and efficiently managed at the Proposed Development, while minimising disruption to site users and surrounding communities. Key aims will include:

- **Efficient Operations**: Scheduling and managing deliveries to avoid peak hours and reduce congestion.
- **Safety**: Ensuring safe interaction between service vehicles, pedestrians, and cyclists on site.
- **Sustainability**: Encouraging low-emission or electric delivery vehicles and consolidated deliveries to reduce carbon impact.
- **Site Design**: Providing appropriate service yards, loading bays, turning space, and clearly marked routes.
- **Waste Management**: Setting procedures for regular and efficient waste collection and recycling.
- **Access Control**: Monitoring and controlling delivery access to avoid conflicts and manage site security.

3.148 Overall, the strategy will ensure that delivery and servicing activity supports the smooth, safe, and sustainable operation of the DCO Site.

3.149 The Sustainable Access and Movement Strategy (SAMS) will be a plan that outlines how people can travel to, from, and within the Proposed Development in a way that supports environmental, social, and economic sustainability. It will focus on promoting walking, cycling, public transport, and reducing car dependency. The SAMS will also aim to create safe, inclusive, and efficient transport networks that encourage healthy lifestyles, lower emissions, and support local development goals.

3.150 A Framework Travel Plan (FTP) is a strategic document developed at an early stage of a large or phased development such as ILPN SRFI where final occupiers or full details of site operations are not yet known. Key features of the FTP will be:

- **flexible and adaptable**: providing an overarching approach to managing travel, which can be tailored as occupiers and operational details become known;
- **promoting sustainable travel**: encouraging walking, cycling, public transport, car sharing, and other sustainable transport modes to reduce reliance on private car use;
- **set objectives and targets**: establishing baseline goals (e.g. reduce single-occupancy car trips by X%) and outlining how these will be monitored and reviewed; and
- **defining management structure**: identifying who will oversee implementation (usually

a Travel Plan Coordinator) and how future occupiers will be involved.

3.151 The FTP will set out initiatives such as: welcome packs for new staff; cycle parking and facilities; shuttle buses or car share schemes; and, season ticket loans or discounts.

DECOMMISSIONING

3.152 The EIA has not assessed decommissioning as ILPN is intended to be a permanent development and consideration for decommissioning at this stage would be too hypothetical to be meaningful. As such, powers in relation to decommissioning are not being sought through the DCO.