

Intermodal Logistics Park North Ltd

INTERMODAL LOGISTICS PARK NORTH (ILPN)

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

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Chapter 1: Introduction

INTRODUCTION

1. This document is the pre-application Programme Document for the Proposed Development of Intermodal Logistics Park North (ILPN) Rail Freight Interchange (RFI). The aim of the Programme Document is to set out the main steps that the Intermodal Logistics Park North Ltd ('the Applicant') anticipates to take during the preparation of the application.
2. The Programme Document is a live document, for the duration of the pre-application phase of the Proposed Development and is updated and re-published when changes to the programme are made and/or the Proposed Development reaches key milestones in the pre-application phase. The Programme Document has been prepared in accordance with the guidance set out within the Planning Inspectorate's Pre-application Prospectus¹.
3. The subsequent sections of this Programme Document are structured as follows:
 - **Chapter 2:** Background to the Proposed Development
 - **Chapter 3:** A description of the pre-application service that the Applicant has subscribed to
 - **Chapter 4:** The pre-application programme
 - **Chapter 5:** The main issues for resolution
 - **Chapter 6:** Engagement with statutory bodies, local planning authorities and landowners
 - **Chapter 7:** Pre-application risks

¹ <https://www.gov.uk/guidance/nationally-significant-infrastructure-projects-2024-pre-application-prospectus>

Chapter 2: Background to the Proposed Development

THE APPLICANT

4. Tritax Big Box Developments Ltd (“Tritax”) is a subsidiary of the logistics development arm of Tritax Big Box REIT plc, a FTSE 250 company. The business is dedicated to providing best-in-class greener logistics buildings, a collaborative and entrepreneurial approach, and providing an unrivalled choice of building locations and scale.

THE SITE

5. The ILP North Site is partly located within the Liverpool City Region Freeport zone. The St Helens Local Plan, adopted in 2022, identifies a large part of the Site (referred to as the Parkside East allocation) as being suitable for a Strategic Rail Freight Interchange (SRFI). It is described as a ‘transformational’ employment opportunity which will make a major contribution to the economic development of the North-West region and beyond, given its strategic interface between the Liverpool and Greater Manchester City Regions (as well as Warrington). Tritax has acquired 230 acres of the allocated site.
6. The adopted Local Plan allocation was underpinned by a number of strategic studies into the local/regional/national need for an SRFI and the locational benefits of the site. The Local Plan policy (LPA09) specifies that the site has a gross area of approximately 124.55ha, of which at least 60ha is reserved for development of a Strategic Rail Freight Interchange (SRFI). Further land is also included (to the west of the M6), which is intended to facilitate the provision of rail access to the Site from the north.
7. In strategic terms, the ILP North Site is located between the Transpennine (East-West Liverpool – Manchester (Chat Moss Line)) and West Coast Mainline rail lines. The Site is also directly adjacent to the M6 motorway (Junction 22) whilst also being in close proximity to the M62 motorway. Consequently, the Site is well located to support North-South and East-West movements, particularly import and exports between Liverpool, Hull, Scotland, and Felixstowe.

THE PROPOSED DEVELOPMENT

8. The Proposed Development comprises an SRFI and associated development, comprising:
 - provision of a logistics park comprising up to c.767,000 square metres (m²) (gross internal area or GIA) of warehousing and ancillary buildings with a total footprint of up to 590,000m² at ground floor level and up to 177,050m² of mezzanine floorspace, 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;
 - 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;
 - habitat creation, enhancements and compensation; which includes a BNG parcel (formerly proposed to be an amenity area), north of the Huskisson Memorial, bounded by the rail lines and Parkside Road;
 - farmland and Southworth Quarry to the east of Winwick Lane for the reuse of topsoil and landscaping including stopping up gaps in hedgerow and tree belts to screen views from the east;
 - noise attenuation measures;
 - new pedestrian and cycle access routes and connections and infrastructure including provision of new, diversion and stopping up of existing PRoW where required ;

- provision of park hub and amenity units;
- 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.

Chapter 3: The Planning Inspectorate’s pre-application service

LEVEL OF SERVICE

9. The Applicant has subscribed to the Planning Inspectorate’s tier 2 level of pre-application service, this is the standard service.
10. Contained within this service level, the Applicant has up to six annual project update meetings with the Inspectorate at key project milestones in the pre-application phase. The Applicant will also be seeking a standard draft document review service and an embedded risk review process.
11. The Programme set out within this Programme Document reflects this approach that has been subscribed to.

Chapter 4: The pre-application programme

PROGRAMME

12. The following section summarises the timetable and activities necessary for an effective pre-application process, including the level of pre-application services requested.

Intended Submission

13. The submission of the Development Consent Order (DCO) application is targeted for Q2 2027.

Pre-Application Timetable

14. The below sets out a timetable of the Applicant’s pre-application process running from July 2024 to submission with key dates and milestones noted; where milestones have been reached and completed these are ‘greyed out’ within the table.

Table 1 Pre-application timetable

| Pre-application stage | Date |
|---|--|
| <i>Project launch</i> | <i>July 2024</i> |
| <i>Submission of EIA Scoping Request</i> | <i>5 November 2024</i> |
| <i>Scoping Opinion issued by PINS</i> | <i>16 December 2024</i> |
| <i>Informal (Non-Statutory) Consultation</i> | <i>27 January 2025 – 21 March 2025</i> |
| <i>Consultation on draft Statement of Community Consultation (SoCC)</i> | <i>8 August – 8 September 2025</i> |
| <i>Adoption of SoCC</i> | <i>21 October 2025</i> |
| <i>Statutory Consultation in accordance with SoCC</i> | <i>28 October – 23 December 2025</i> |

| Pre-application stage | Date |
|---|-------------------------------|
| Proposed PUM 6 | September 2026 |
| Additional targeted statutory consultation in accordance with the SoCC on highways, noise and air quality | September 2026 – October 2026 |
| Submission of draft documentation to PINS for review | October 2026 - November 2026 |
| Proposed PUM 7 | November 2026 |
| Adequacy of consultation milestone (AoCM) | Q4 2026 |
| Proposed PUM 8 | January 2027 |
| DCO Submission | February 2027 |

Chapter 5: The main issues for resolution

ISSUES

15. Having regard to the Generic Impacts section of the National Policy Statement for National Networks (“NPSNN”) designated on 24 May 2024, the Applicant’s consideration of the current main issues relating to the Site and the current pre-application process is outlined below. The list of issues will be kept under review and updated as the Proposed Development progresses.

Landscape and Visual

16. Due to the nature and scale of the Proposed Development, there is potential for landscape and visual effects. The Applicant has consulted with relevant parties, including Wigan, St Helens and Warrington Councils and is continuing this engagement throughout the pre-application process. This has helped to establish baseline information and agree the proposed methodology, preliminary zones of theoretical visibility (ZTVs) and appropriate viewpoints for assessment (to be undertaken in accordance with the 3rd edition GLVIA guidance).
17. The landscape and visual assessment for the Proposed Development (construction and operational phases) will include consideration of:
- the effect of the Proposed Development on the landscape;
 - the effect on visual receptors of the Proposed Development;
 - the impact of the Proposed Development on the surrounding settlements; and
 - proposed mitigation.
18. Following feedback received from the 1st statutory consultation, the Applicant has reduced the maximum heights of all of the proposed units, including the units closest to Winwick Lane, to provide a staggered range of heights, break up the massing and reduce the visual impact to the nearest receptors. The landscape and visual impact assessment has been fully updated to reflect this response to consultation feedback and will be fully reconsulted upon during the 2nd Statutory Consultation, the main purpose of which otherwise is to consult upon the proposed highway mitigation package of works.

Agricultural Land and Minerals

19. The Applicant has commissioned the appropriate field surveys to accurately establish the Agricultural Land Classification Grades of the Site (and constituent development parcels) to inform soil management at the construction and operation phases of the Proposed Development (as per the Defra Construction Code).
20. The Applicant has also undertaken the relevant surveys to identify any mineral resources on the Site due to the location of the DCO Site within Mineral Safeguarding Areas as defined in the Wigan and Warrington Local Plans. The survey results have indicated that there are

limited extents of viable resource and the resources present are considered to be of limited value.

Archaeology and Built Heritage

21. The Applicant undertook a preliminary assessment of any significant effects, as set out within the Preliminary Environmental Impact Report (PEIR) which was consulted upon in the 1st Statutory Consultation. This will be reported in the ES which will describe the significance of any heritage assets affected, including any contribution made by their setting. The Applicant will assess both the effects upon built heritage and the effects upon archaeology. This is not part of the 2nd Statutory Consultation.
22. An introductory meeting was held with Historic England and St Helens Council at the start of the process to prepare an appropriate desk-based assessment and, where necessary, a field evaluation to inform potential mitigation strategies.
23. Further consultation with relevant heritage consultees including Historic England, Wigan, St Helens and Warrington Councils is ongoing.

Climate Change and Carbon Emissions

24. The NPSNN is clear that national network infrastructure plays an important role in supporting decarbonisation to reduce and mitigate climate change impacts and to facilitate the economy-wide transition to Net Zero (and potentially beyond). Opportunities to minimise, prevent and offset emissions in design and construction have been assessed and are set out within the Carbon Management Plan, which will be submitted with the Application.

Ecology (including Habitats Regulations Assessment and Biodiversity Net Gain)

25. Site surveys have been undertaken to establish the baseline position and the potential impacts on ecosystems, habitats and protected species. Surveys to date include: a site walkover; UK Habitats Classification; hedgerows; breeding birds; wintering birds; migratory birds; eDNA for Great Crested Newts; reptiles; invertebrates; water voles; otters; bat activity and bat static detector deployments; and badger surveys. Survey work is ongoing to cover all of the land contained within the draft Order Limits.
26. The Applicant has held meetings with Natural England (NE), the Lancashire Wildlife Trust (LWT) and representatives of the Merseyside Environmental Advisory Service (MEAS – advising St Helens Council) to identify key issues and how the project will take advantage of opportunities to conserve and enhance biodiversity and geological conservation interests as well as consider how the proposal will deliver biodiversity net gain. Further meetings with Natural England have taken place as part of their Discretionary Advice Service (DAS) to discuss matters raised as part of their response to the Scoping request and the 1st Statutory Consultation on topics such as the study area, receptors and mitigation in relation to ecology and biodiversity and air quality; mitigation in relation to Highfield Moss Site of Special Scientific Interest (SSSI); and the hydrological regime of the Site and Highfield Moss SSSI.

Arboriculture/Woodland

27. The design development of the Proposed Development has identified and appraised existing trees and woodlands with the aim of retention where practically possible. On-site field surveys have been completed and an arboricultural impact assessment will accompany the ES, which assesses the impact of the Proposed Development and where appropriate identifies any mitigation and tree protection required.
28. This is not part of the 2nd Statutory Consultation.

Water Resources and Flood Risk

29. The DCO Site is located within Flood Zone 1. Initial meetings have taken place with the Environment Agency, and the relevant local planning authorities (including Lead Local Flood Authorities (LLFAs)/Internal Drainage Boards) to establish the key receptors (aquifers, existing surface water features, sewer networks), the baseline principles for assessment (including hydraulic modelling) and future off/on-site mitigation strategies (Sustainable Drainage Systems (SuDS) - allowing for climate change adaptation) which will be embedded into the design of the Proposed Development. Engagement with these parties and other relevant consultees is ongoing throughout the pre-application process.
30. This is not part of the 2nd Statutory Consultation.

Ground Conditions

31. The Site is predominantly agricultural land but it is necessary to consider land contamination and instability matters as part of the design development for the Proposed Development. The Applicant has held meetings with the Environment Agency and the relevant local authorities to identify appropriate data-sources and on-site survey requirements to inform the construction and operational phase assessments.
32. This is not part of the 2nd Statutory Consultation.

Waste and Materials

33. The Applicant will seek to demonstrate that the Proposed Development will adhere to the waste hierarchy, preventing and reducing waste produced where feasible and maximising preparation for reuse and recycling for waste that cannot be prevented. The Proposed Development will appraise the use Modern Methods of Construction and other sustainable design practices.
34. This is not part of the 2nd Statutory Consultation.

Air Quality/Dust Emissions

35. The NPSNN details that increases in emissions of pollutants during the construction or operation phases of projects on the national networks can result in effects on local air quality and could contribute to impacts on human health, protected species and habitats.
36. Discussions have taken place with the relevant local authorities and statutory consultation bodies to identify appropriate data-sources, additional survey requirements, agreement on

assessment methodology and receptor positions and to discuss potential mitigation measures. These discussions will continue throughout the pre-application stage of the DCO application.

37. An assessment of the effects on air quality following mitigation implemented as part of the proposed highway works has been undertaken and is provided as an update to the air quality assessment previously consulted upon.
38. This is part of the 2nd Statutory Consultation.

Noise and Vibration

39. The Applicant notes the NPSNN cross-refers to the Noise Policy Statement for England which promotes good health and good quality of life through effective noise and vibration management. It is also acknowledged that noise effects of the proposed development on ecological receptors should be assessed in accordance with the NPSNN.
40. The Applicant has undertaken meetings with the relevant local planning authorities (St Helens, Wigan and Warrington) to discuss the scope and methodology of the noise and vibration assessment. It is proposed that engagement continues throughout the pre-application process and to consider whether mitigation measures are needed both for operational and construction noise.
41. An assessment of the effects of noise from transport sources following mitigation implemented as part of the proposed highway works has been undertaken and is provided as an update to the noise assessment previously consulted upon.
42. This is part of the 2nd Statutory Consultation.

Traffic, Transport and Highways

43. The Applicant has undertaken consultation with the highway authorities focusing on proposed approach and modelling through a Transport Working Group attended by Wigan, Warrington, St Helens, National Highways and Transport for Greater Manchester. This has led to reaching agreement on the appropriate scope/methodology which will underpin the transport assessment.
44. In order to ensure full overview and co-ordination of the modelling (and ultimately the Applicant's highway proposals and mitigation) requirements of the respective statutory local/national highways authorities, the Applicant will continue detailed engagement through the initial pre-application stage with the Transport Working Group.
45. The proposed highway mitigation package is the principal subject of the 2nd Statutory Consultation.

Public Rights of Way (PRoW) and Non-Motorised Users

46. Formal and informal pedestrian routes crossing the DCO Site have been mapped with the aim of developing an appropriate scheme layout, whilst ensuring the functionality and

connectivity of the green infrastructure network is maintained and any necessary works are undertaken, where possible, to avoid or mitigate any adverse impact.

47. Highways and PRow officers at St Helens Borough Council, Wigan Council and Warrington Council have been consulted in relation to the Applicant's PRow Strategy. Active travel and non-vehicular access requirements to the DCO Site will also be established through new active travel routes and infrastructure together with proactive engagement with relevant statutory consultation bodies.

Rail Engineering

48. Formal engagement with Network Rail has been positive and Network Rail has appointed a project sponsor and further scheme design workshops and surveys have been undertaken.
49. These workshops are helping to inform the delivery and layout of the scheme with technical input from Network Rail to agree connection to the network.

Chapter 6: Engagement

ENGAGEMENT WITH LOCAL PLANNING AUTHORITIES AND RELEVANT CONSULTATION BODIES

50. Ongoing meetings have been held with St Helens Borough Council (commencing 10 July 2024), Wigan Council (3 July 2024) and Warrington Borough Council (14 June 2024), which are the host authorities. The meetings introduced members to the proposals and included a presentation from the Applicant about the developer, the proposal site, the vision for ILP North and the DCO process. Key discussion points established in the initial meeting with St Helens Borough Council included the potential economic benefits of the project, job creation, and social value, as well as the consultation strategy and the importance of the site from the council's point of view. Key discussion points in meetings with Wigan Council include the expected delivery and construction timeline of the project, with members asking to be kept informed. Key discussion points in meetings with Warrington Borough Council include transport, impact on the Green Belt, capacity of the railway, movement of vehicles and the impact of the development on local roads, as well as clarification on the vision for the Proposed Development and effects on resident views. Political briefings were undertaken in advance of the Applicant's project launch and for the informal consultation and are ongoing.
51. Planning Performance Agreements (PPAs) have been agreed with the LPAs. The PPAs will extend these through each milestone.
52. A tripartite Working Group was set up with St Helens Borough Council, Wigan Council and Warrington Borough Council and meetings are ongoing. The Applicant established a separate working group for transport (discussed below) and held a number of topic specific meetings with officers.
53. The Applicant has also held further meetings or briefings as appropriate with the following prescribed bodies, in addition to the Applicant's non-statutory and statutory consultation:
 - Network Rail;
 - Natural England;
 - The Environment Agency (EA);
 - The Historic Buildings and Monuments Commission for England (Historic England);
 - The relevant Parish Councils; and
 - Relevant statutory undertakers with whom the Applicant proposes to agree protective provisions as part of the DCO.
54. The Applicant has had significant engagement with Network Rail, and will continue to progress those meetings in respect of rail connections and delivery.

55. The Applicant has entered into discretionary advice service agreements with the respective statutory consultation bodies to ensure appropriate cost recovery.

ENGAGEMENT WITH LANDOWNERS

56. The Applicant owns 364.25 acres of land contained within the draft Order Limits.
57. Proactive relationships have been established with adjacent landowners to facilitate appropriate ongoing access for the Applicant's appointed consultant team to undertake baseline surveys and the Applicant will continue to negotiate with relevant owners as the draft Order Limits is refined throughout the pre-application process.

Chapter 7: Pre-application risks

POTENTIAL RISKS

58. The below sets out the Applicant's initial identification of risks to achievement of the pre-application programme.

Public Consultation Awareness

59. The Applicant has planned a comprehensive public relations/consultation exercise. This included as part of the Project Launch an open dialogue and ongoing engagement with key stakeholders.

Informal Consultation – 27 January 2025 to 21 March 2025

60. The Applicant undertook a non-statutory 'informal' consultation which ran from 27 January 2025 to 21 March 2025. The consultation included four in person events, two webinars (one for members of the public and one for parish councils), preparation of topic papers and an updated project website. Members of the public could provide their feedback via a variety of channels, including online and paper feedback forms, via the dedicated project email or telephone line, and traditional letter submissions.
61. In total, 239 consultation responses were received during the non-statutory consultation. The comments received have been taken into account in the ongoing design development process.

First Statutory Consultation – 28 October 2025 to 23 December 2025

62. The first formal statutory consultation commenced in October 2025 and ran until 23 December 2025.
63. As part of this consultation, a comprehensive suite of material was made available, including a Preliminary Environmental Information Report (PEIR) and draft versions of application plans and documents. The consultation material was made available through the project website (<https://www.tritaxbigbox.co.uk/our-spaces/intermodal-logistics-park-north/>), at a number of deposit locations and was presented through a series of in-person consultation events, an online webinar and a series of targeted briefings with the three Councils and other relevant consultees.

Second Statutory Consultation – September 2026 to October 2026

64. The second targeted statutory consultation will be held from September 2026 to October 2026. This will focus on the transport mitigation package and associated updates to environmental assessments (in particular noise and air quality assessments). It will also set out the Applicant's response to feedback on the scale and height of development and will include a full update to the landscape and visual impact assessment.

LPA and statutory body resourcing and capacity

65. The Applicant is aware that resources of statutory bodies and local authorities can be constrained which might impact the extent and quality of engagement or consultation responses. The Applicant has therefore proactively sought to enter into PPAs with respective LPAs and statutory consultation bodies' enhanced/ discretionary advisory services, with the aim of maximising the availability and engagement of the parties during pre-application consultation stages. In addition, the Applicant team have provided ongoing engagement and briefings throughout the pre-application stage to support the bodies in accessing and engaging with the Proposed Development.

Transport and Highways

66. The Applicant notes that the protracted nature of traffic/highway modelling can impact programme. The Applicant established a Transport Working Group (TWG) with the relevant statutory authorities (LPAs plus National Highways) to discuss and co-ordinate all transport matters including modelling. The members of the Transport Working Group are as follows:

Table 2 TWG membership

| Name | Organisation |
|--|----------------------------------|
| Sinead Turnbull, Lewis Evans | Tritax |
| Paul Froggatt, Tom Althorpe, Vassil Pavlov, Joe Payne, Zoltan Toskai | Stantec |
| Simon Hilditch, Alessandro Pagiani | BWB |
| Stephen Riley | Wigan Council |
| Stephen Gill, Ryan Dyson, Michelle Zenner, Sean Traynor | St Helens Borough Council |
| Alistair Johnson, Mike Taylor | Warrington Council |
| Nevill McKenzie, Emma Trevett, Peter Wilson | WSP |
| Jonathan Marsh, Emma Anforth | Transport for Greater Manchester |
| Laura Appleton | AECOM |
| Paul Gray, Ben Bell | Systra |
| Richard Skitt | Mott Macdonald |
| Adam Johnson | National Highways |

67. The Transport Working Group convenes monthly and discussions have centred on the method of assessment which includes the opportunities for sustainable transport to generate the vision and validate approach; trip generation methodology; the appropriateness of comparable Rail Freight sites for surveying; the modelling approach at both the strategic and local junction level; and general operational concerns of the highway network.
68. The Applicant has delayed the start of the 2nd Consultation to allow feedback received from advisers to the TWG to be taken on board.