

INTERMODAL LOGISTICS PARK (ILP) NORTH

Design Code

October 2025



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



Legal Advisors



Planning Consultants



Transport and Traffic Consultants



Air Quality Consultants



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



Strategic Rail Advisors



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



Design Champion



Landscape and Visual Effects Consultants



Cultural Heritage,
Archaeology Consultants



Noise and Vibration Consultants



Ecology and Biodiversity Consultants



Community Engagement Advisors



Utilities Advisor



Rail Engineers



Rail Project Management



Quantity Surveyor



Land Referencing Consultant



Material and Waste Advisors

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1.0 ♦ Introduction

1.1 GENERAL

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

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

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

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

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

1.2 PURPOSE OF THE DESIGN CODE

The purpose of the Design Code is to ensure the design quality of an SRFI and to enable swift delivery of the development.

This will be achieved by:

- Providing clear design guidance on the character and quality of development;
- Providing coding which both the Local Planning Authorities and developers can use to ensure a consistent level of quality is achieved over the entire development;
- Ensuring consistency and co-ordination between the various parts of the development;
- Providing clear guidance for assessing responses to site tenders and guidance for assisting in determination of the detailed plans.

The Design Code is intended to be a general guide for the development team and will provide the Local Authorities with an approved checklist against which the proposals can be assessed.

All proposals are informed by the content of the Code and will be judged according to the interpretation and appliance of its content.

The Design Code covers:

- Sustainability;
- Primary and secondary highway infrastructure;
- The Public Realm and Public Rights of Way;
- The Railport;
- Building Design principles including building forms, types and frontages to the site boundaries;
- Building materials;
- External plant and equipment;
- Boundary treatment and fencing;
- Lighting;
- Landscape strategy;

This document sets out a series of design guidelines that assists in shaping the development on the site. This will help to ensure consistency in design quality across the site.

1.3 DESIGN CODE INFORMANTS

Informing the content and format of this Design Code, use has been made of nationally available documentation in the form of the National Design Guide (NGD), The National Model Design Code (NMDC) Parts 1 and 2, together with the National Policy Statement for National Networks and its specific references to the need for and assessment of Strategic Rail Freight Interchanges (SRFI).

Whilst the NGD, and both sections of the NMDC, do not make reference specifically to an SRFI, they do offer a template of ten defining characteristics by which the SRFI can be appraised and delivered against, whilst accepting the very specific requirements of an SRFI.

This in turn, allows the scheme to be coded, in a manner both appropriate to its context and function.

1.4 DESIGN THEME

The Design Theme for ILPN is for a contemporary development, reflecting its location and strategic importance.

As a strategically important site, it is essential that the design of ILPN is modern and forward looking to fully complement the wider areas as well as looking to attract locally, regionally and nationally important occupiers to the site.

The design principles that will realise this theme are described in this Design Code. These include Building Form, Building Height, Office Design, Materials and Colour Palette.

1.5 THE LANDSCAPE VISION

The combination of the proposed architectural built form, vernacular and structural landscaping provides additional planting where appropriate to enhance tree cover and habitat connectivity across the site. This aims to work with the scale of the proposed built form to provide a well-vegetated setting for the scheme, adding to its strong sense of identity.

Key to achieving this will be the realisation of a high-quality environmental setting which provides opportunities for public realm and amenity spaces for site users and attractive publicly accessible routes which are organised around strong design principles.

In combination, the architecture and the landscaping of the site will create a safe and welcoming environment for new employment facilities.

The development has been designed to respond to the arboriculture, ecological, landscape, visual, hydrological, and topographical constraints of the site. Where possible, existing vegetation is retained and new green infrastructure elements are proposed as part of the development proposal.

The proposed landscape will provide considerable new areas of planting which softens the likely effects on surrounding landscape character and local views.

1.6 LANDSCAPE PRINCIPLES

The Proposed Development Design Objectives are set out in the Design Vision Document, however the objectives which are most relevant to the landscape and visual mitigation are:

- **Access to the Countryside**
The project will improve accessibility and functionality of the surrounding countryside, enhancing opportunities for walking, recreation, and nature connection for local communities, and strengthening links across the site.
- **Landscape Design and Visual Integration**
A high-quality landscape framework will shape the development, delivering a strong sense of place through thoughtful placemaking. Green buffers, tree planting, and well-designed public spaces will provide visual amenity, support wellbeing, and create a distinctive environment for those who work, visit, or pass through the site.
- **Biodiversity Benefits**
The development will deliver measurable biodiversity net gain through habitat creation, ecological connectivity, and long-term stewardship of natural assets, integrated into both built and landscaped areas.
- **Sustainable Water Management**
Water will be managed as a visible and integral part of the landscape through sustainable drainage systems (SuDS), natural features, and water-sensitive design, reducing flood risk and supporting biodiversity.

2.0 ♦ Site Location, Context and Analysis

2.1 SITE LOCATION

The DCO Site, is located on the eastern extent of Newton-le-Willows. The DCO Site is located within the local authority areas of St Helens Borough Council, and Warrington Borough, both within the Liverpool City Region Combined Authority, and Wigan Council, within the Greater Manchester Region Combined Authority. The main site is approximately 193 hectares in size;

The site is split broadly into five sections:

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

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

The majority of the land contained within the Main Site is bound to the north by the Chat Moss Line (Liverpool – Manchester railway line), to the west by the M6 motorway and to the southeast by Winwick Lane (A579). The Highfield Moss Site of Special Scientific Interest (SSSI) is also adjacent to the northern boundary of the Main Site.

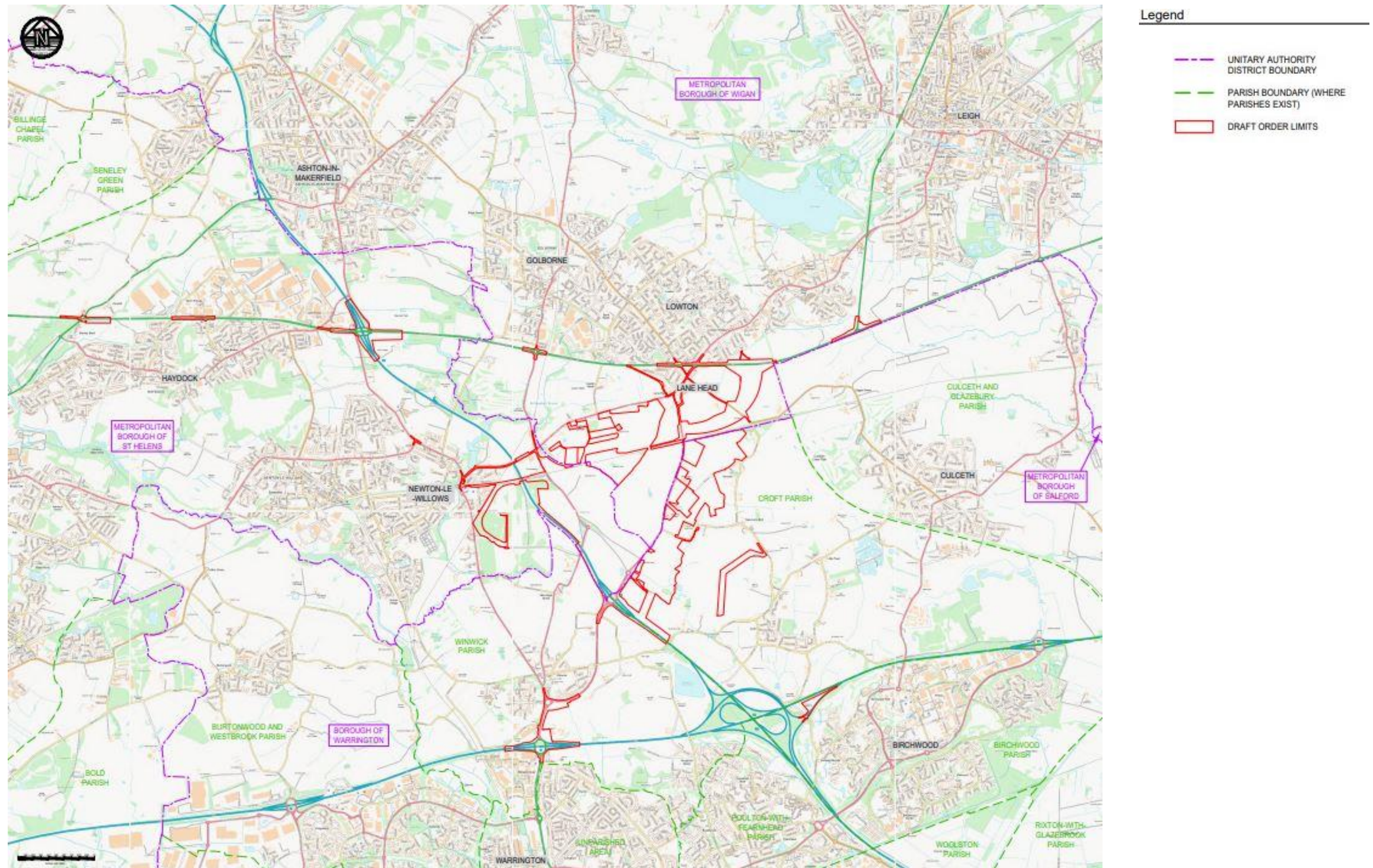


Fig 1. Site Location Plan (Order Limits), (Document Reference PEIR Figure 1.1)

2.2 EXISTING SITE FEATURES

2.2.1 The majority of the land contained within the Main Site is bound to the north by the Chat Moss Line (Liverpool-Manchester railway line), to the west by the M6 motorway and to the southeast by Winwick Lane (A579). The Highfield Moss Site of Special Scientific Interest (SSSI) is also adjacent to the north of the Main Site, which is described in more detail below.

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

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

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

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

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

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

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

2.2.2 Railway Infrastructure

The Main site is located close to the Strategic Rail Network and is situated 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).

2.2.3 Highway Infrastructure

The Main Site is situated in a highly accessible location in terms of vehicular access and is extremely well served by road as well as rail, with access via Parkside Link Road East and Winwick Lane onto the M6 motorway via Junction 22 and thereafter the wider SRN.

The M6, forms the western boundary of the Main Site. The Proposed Development will access the M6 directly via the Winwick Interchange (Junction 22 of the M6). The M6 connects to the A580 north of the Proposed Development, and the M62 to the south of the Proposed Development. The A49 Winwick Link Road from the Winwick Interchange also provides access to the M62.

Approximately 5km north of the Winwick Interchange, the M6 connects to the A580 (East Lancashire Road) via Junction 23 of the M6. The A580 provides access between Liverpool to the west of the Proposed Development and Manchester to the east.

The M62 is accessed approximately 2.7km south of the Proposed Development via junction 21A of the M6. The M62 provides a connection between Liverpool and Hull, as well as providing access to Manchester and Leeds.

Parkside Link Road East is a new two-way single carriageway that connects to Parkside Road at its northern end and Winwick Road at its Southern end.

2.2.4 Landform / Topography

The DCO Site is relatively flat in topography, with the Main Site ranging from approximately 31 m Above Ordnance Datum (AOD) to 41 m AOD, the Western Rail Chord land ranging from 29 m AOD to 36 m AOD, the Soil Reuse Area ranging from 28 m AOD to 40 m AOD, and the Northern Mitigation Area ranging from 33 m AOD to 42 m AOD.

The DCO Site is not covered by any statutory or non-statutory landscape designations and there are no statutory landscape designations covering the study area.

2.2.5 Watercourses

There are no watercourses within the DCO Site, however there are small brooks and ditches, which are designed to drain farmland, some of which are present along the northern boundary of the Main Site, adjacent to Highfield Moss SSSI. An unnamed stream flows in a south-easterly direction to the south of the Main Site, beyond the A579. There are surface water drainage features within the DCO Site, such as attenuation features and swales associated with the Parkside Link Road, and small ponds in the north-east.

The waterbodies and ditches in and around the Main Site and the Western Rail Chord, are illustrated within Figure 2, Local watercourse network.

The Cockshot Brook, a designated EA Main River, is located to the east of the Main Site and flows in a southerly direction. Minor watercourses, which flow from the south east of the Main Site outfall to the Cockshot Brook and the highway drainage associated with Parkside Link Road connect to these minor watercourses.

There are also ditches present along the northern boundary of the Main Site, adjacent to the Highfield Moss SSSI. There are noted to be ditches within the Highfield Moss SSSI, which receive incoming flows from the north of the railway line. A cross-field drain is assumed to drain the SSSI as well as any incoming drainage upstream of this. The drain is understood to discharge via a 525mm culvert which outfalls to a tributary of the Cockshot Brook to the south-east of the DCO Site, beyond the A579. A section of this ditch is understood to be siphoned beneath the Chat Moss Line. Millingford Brook and Ellam's Brook flow to the north of the Main Site and the Western Rail Chord where they converge and flow to the west of the Western Rail Chord as the Newton Brook.

There are surface water drainage features within the DCO Site, such as attenuation features, culverts and swales associated with the Parkside Link Road. There are small ponds in the north-east of the DCO Site, which ultimately outfall into the Cockshot Brook. However, additional survey will be undertaken to confirm the connection. A culvert is located beneath the A579 (Winwick Lane) within the south of the Main Site. The culvert is associated with the new drainage surrounding Parkside Link Road and ultimately outfalls to the Cockshot Brook.

A culvert is also located to the west of the Main Site, beneath the M6 motorway. The culvert is approximately 450mm in diameter and the west of the site is understood to drain to this culvert.

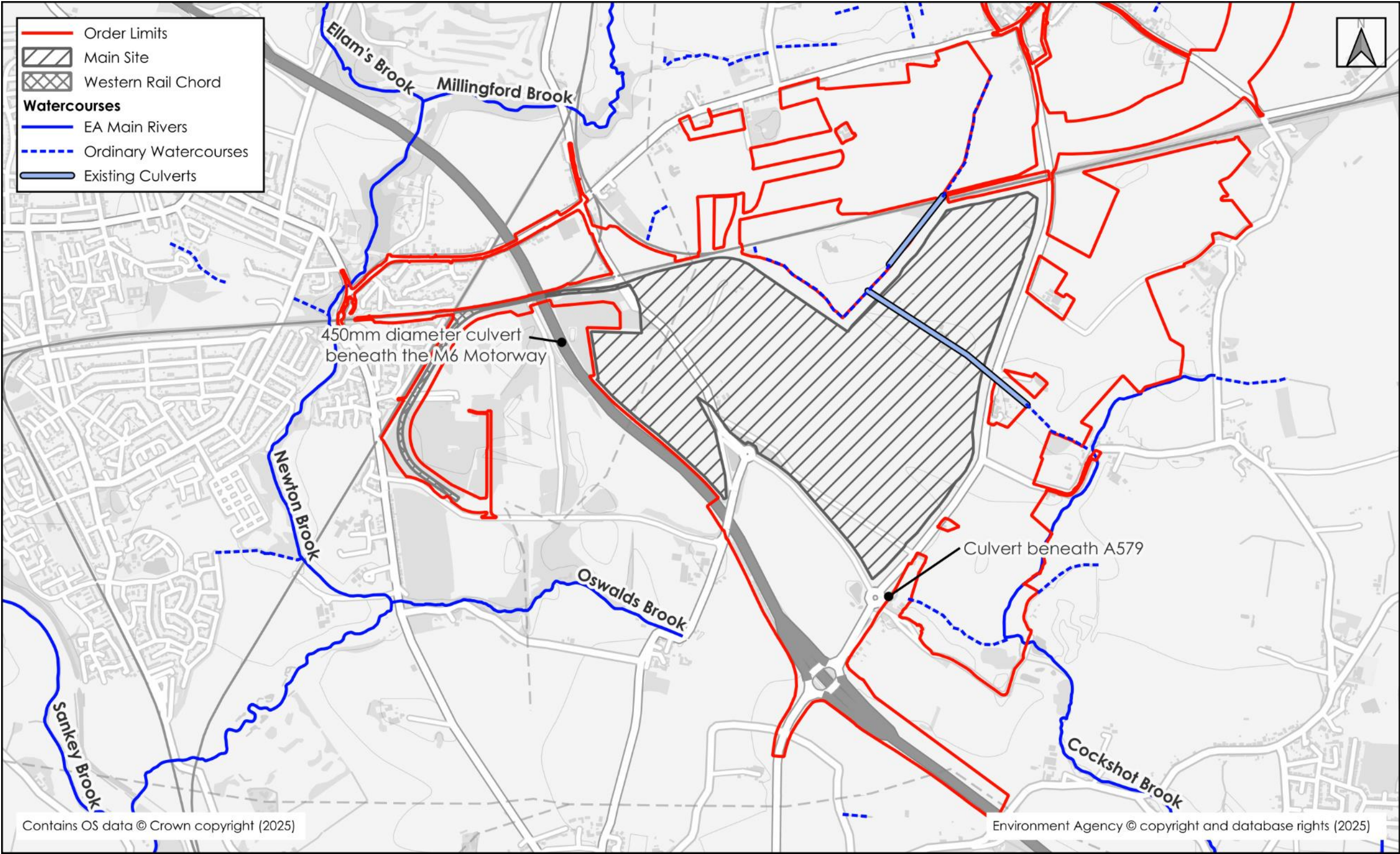


Fig 2. Local Watercourse Network

2.2.6 Existing Public Rights of Way

A number of Public Rights of Way cross the Main Site, including the following:

- Footpath 006/101/10
- Footpath 006/100/10
- Footpath 621
- Footpath 608

Key:

- Draft Order Limits
- 500m Buffer from the Main Site and Western Rail Chord
- Local Authority Boundary
- Public Rights of Way**
- Existing Public Footpath
- .-.- Existing Footpath (Part of Highway)
- Existing pedestrian and cycle shared use route (adjacent to highway)
- Other Routes**
- .-.- Track not shown on Definitive Map

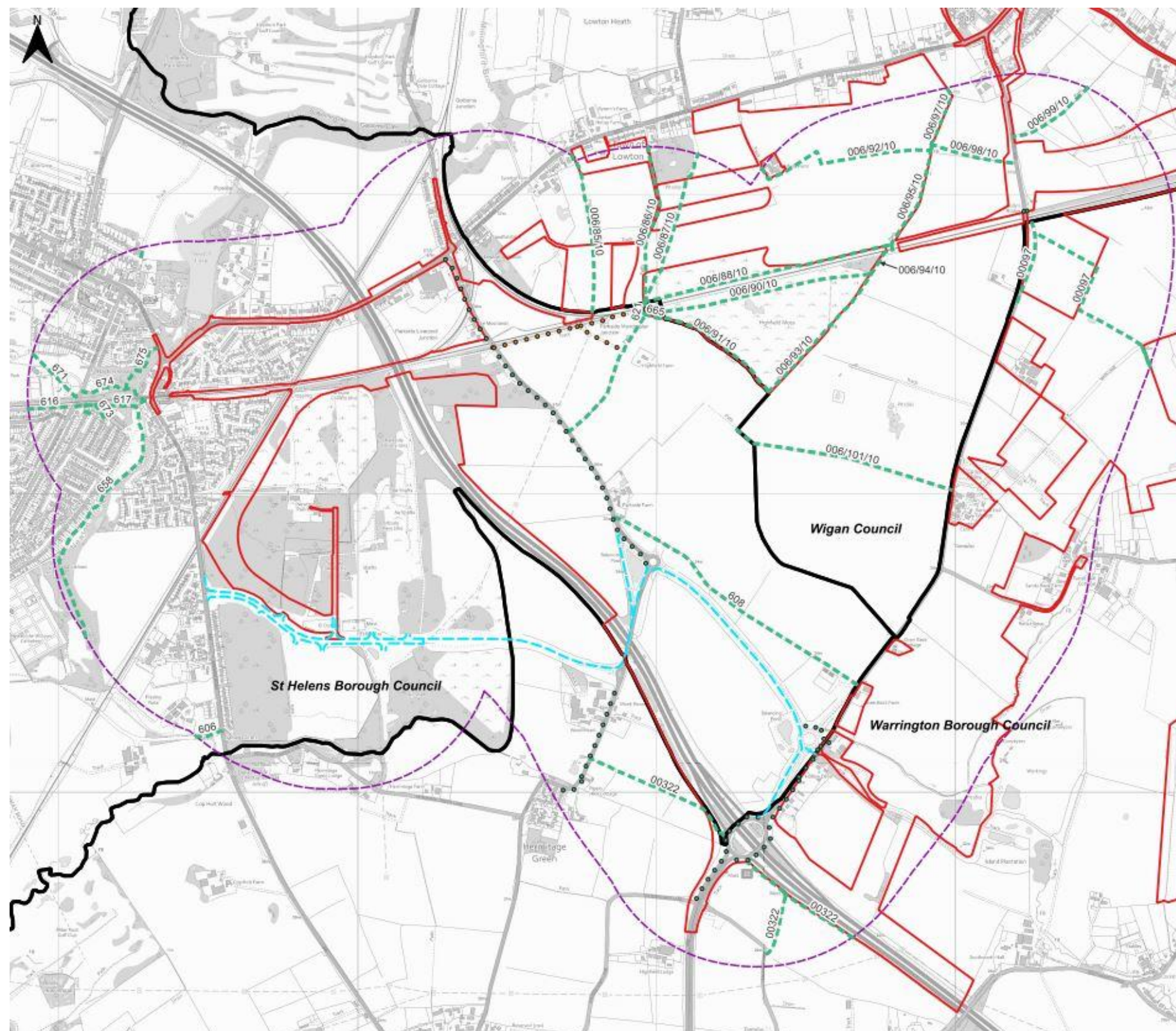


Fig 3. Existing Public Rights of Way Plan

(Document Reference PEIR Figure 1.1, Appendix 10.6)

There is an area of land designated as Registered Common Land in the Common Land Register which is maintained by Wigan Council, a Commons Registration Authority.

The boundary and extent of the Common Land broadly aligns with that of the Highfield Moss SSSI which immediately adjoins the Main Site of the DCO Site (but which is excluded from the Proposed Development). Accordingly, no works are proposed to be undertaken within the boundary of the Common Land and the associated rights of common will not be interfered with nor impacted by the Proposed Development.

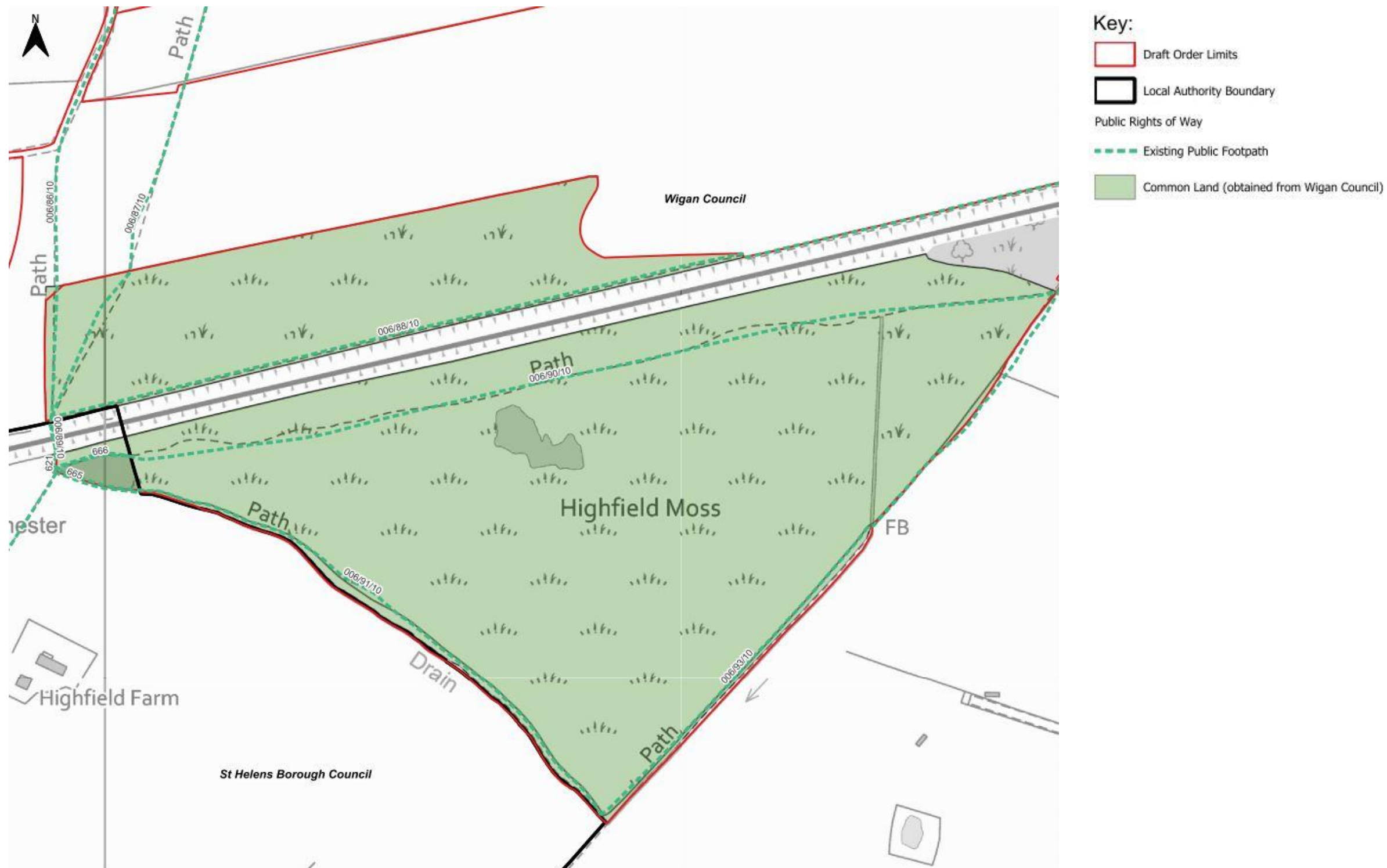


Fig 4. Public Rights of Way Plan, (Document Reference PEIR Figure 10.6, Figure 1.2)

2.3 SURROUNDING AREA

2.3.1 Character

Areas immediately outside of the draft Order Limits are generally similar in character, comprising level or gently undulating farmland interspersed with farmsteads, smallholdings and freestanding dwellings. In the wider area the prevalence of urban settlements becomes more apparent with the towns of Newton-le-Willows to the west, Lowton Village to the north and Winwick to the east. In addition, the Main Site is bound to the north by the Chat Moss Line, to the west by the M6 motorway and to the southeast by Winwick Lane (A579). The Highfield Moss Site of Special Scientific Interest (SSSI) is also adjacent to the north of the Main Site.

2.3.2 Local Settlements

The area directly to the north of the Main Site is largely open farmland before reaching the Lowton. The main area of Lowton is situated north of the A580 East Lancashire Road, and whilst mainly residential, also has the commercial centre of Lowton Business Park. Immediately abutting Lowton and straddling the West Coast Mainline is Golborne. Similarly, Golborne is also largely residential but also has the larger commercial area of Stone Cross Business Park.

To the east of the Main Site, are the smaller residential areas of New Lane End, Little Town and Croft.

Southwest of the Main Site and Junction 22 on the M6 is the village of Winwick, bounded on the east by the newly upgraded Winwick Link Road and on the south by the M62 with a direct connection via Junction 9.

The largest conurbation in the local area is the town of Newton-le-Willows, west of the Main Site and the M6. The town sits north and south of the Chat Moss Railway Line and is easily accessible from both Junctions 22 and 23 on the M6. Again, principally residential, it has the large Sankey Valley Industrial Estate to the west of the town.

Slightly further afield, and to the south is the large town of Warrington with all the large scale infrastructure you would expect.

2.3.3 Local Amenity

The local towns and villages all provide the typically associated schools, medical centres, retail, commercial centres, as well as links to the rail network with two stations in Newton-le-Willows.

In addition there are also a number of smaller, publicly accessible parks, two golf courses in the Alder Root Golf Club and Haydock Park Golf Club as well as the famous Haydock Park racecourse.

2.4 FLOOD RISK

The EA's Flood Map for Planning shows the entirety of the Main Site to be in Flood Zone 1 (defined as land having a less than 1 in 1,000 annual probability of fluvial or tidal flooding). The nearest EA Flood Zone 2 and 3 extents are located approximately 110m west of the Western Rail Chord, associated with the Newton Brook.

There are no EA Flood Zone extents associated with the Oswalds Brook, to the south of the Western Rail Chord, or the minor watercourses within the Study Area. This is considered to be due to the relatively small catchment areas (less than 3km²) of these watercourses.

The EA's Risk of Flooding from Surface Water map shows the potential flooding which could occur when rainwater does not drain away through the normal drainage systems or soak into the ground. The Main Site is shown to be predominantly at very low probability of flooding from pluvial sources. Three pluvial flow routes are shown to generally flow in a south-easterly direction within the Main Site, which appear to originate within the Main Site. Areas indicated to be at potential risk of surface water flooding generally correlate with the location of existing surface waterbodies and existing topographical low points.

The Sankey Canal, located approximately 1.5km south-west of the Western Rail Chord, is the nearest canal to the Main Site which is elevated approximately 12m above the canal, at the nearest point. Due to the distance and topographical elevation of the Main Site, the Sankey Canal is not considered to pose a flood risk to the Main Site or the Proposed Development.

2.5 HERITAGE CONSTRAINTS

There are 17 designated heritage assets and 24 non-designated heritage assets (NDHA) identified within a 1 km radius of the DCO Site. Five of the assets are within (or partially within) the draft Main Order Limits as follow;

- Huskisson Memorial on the South Side of the Railway, is a Grade II Listed Building located adjacent to the northern part of the Main Site, and adjacent to the Chat Moss Railway Line. The Huskisson Memorial is a small temple-like memorial, which is in memory of William Huskisson, who was the MP for Liverpool at the time of the railway line's opening and was fatally injured during the opening celebrations;
- The Registered Battlefield of the Battle of Winwick (also known as Battle of Red Bank) 1648, which sits across both St Helens and Warrington Borough, is partially located within the DCO Site and is directly adjacent to the zone of the western rail chord and is classified as high sensitivity;
- Highfield Farm Barn (NDHA);
- Parkside Road Bridge (NDHA); and
- High Street and Willow Park Conservation Area falls partially within the wider draft Order Limits as there are potential highways mitigation and active travel works which are within the Conservation Area boundary.

No Scheduled Monuments are located within the DCO Site. One Scheduled Monument is located within a 1 km radius of the Main Site: 'St. Oswald's Well', which is located to the south-east of the DCO Site, 150m South of Woodhead.

The site of a medieval park, Newton Park, Newton-in-Makerfield, is partially located within the western part of the DCO Site boundary adjacent to the zone of the western rail chord.

3.0 ♦ Scheme Parameters

3.1 GENERAL

As well as defining codes for a scheme that responds to the setting within which it sits, and that is described in previous chapters, the Design Code is also informed by and reflects the development shown in the parameters for the SRFI.

The gross area for the draft order limits is 492.7 hectares (ha). The area of the Main Site and West Rail Chord is 200.47 ha, with the remainder of the gross area attributable to remote highways works, the Northern Mitigation Area and the Soils Reuse Area.

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

The parameters plan also sets parameters for the following:

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

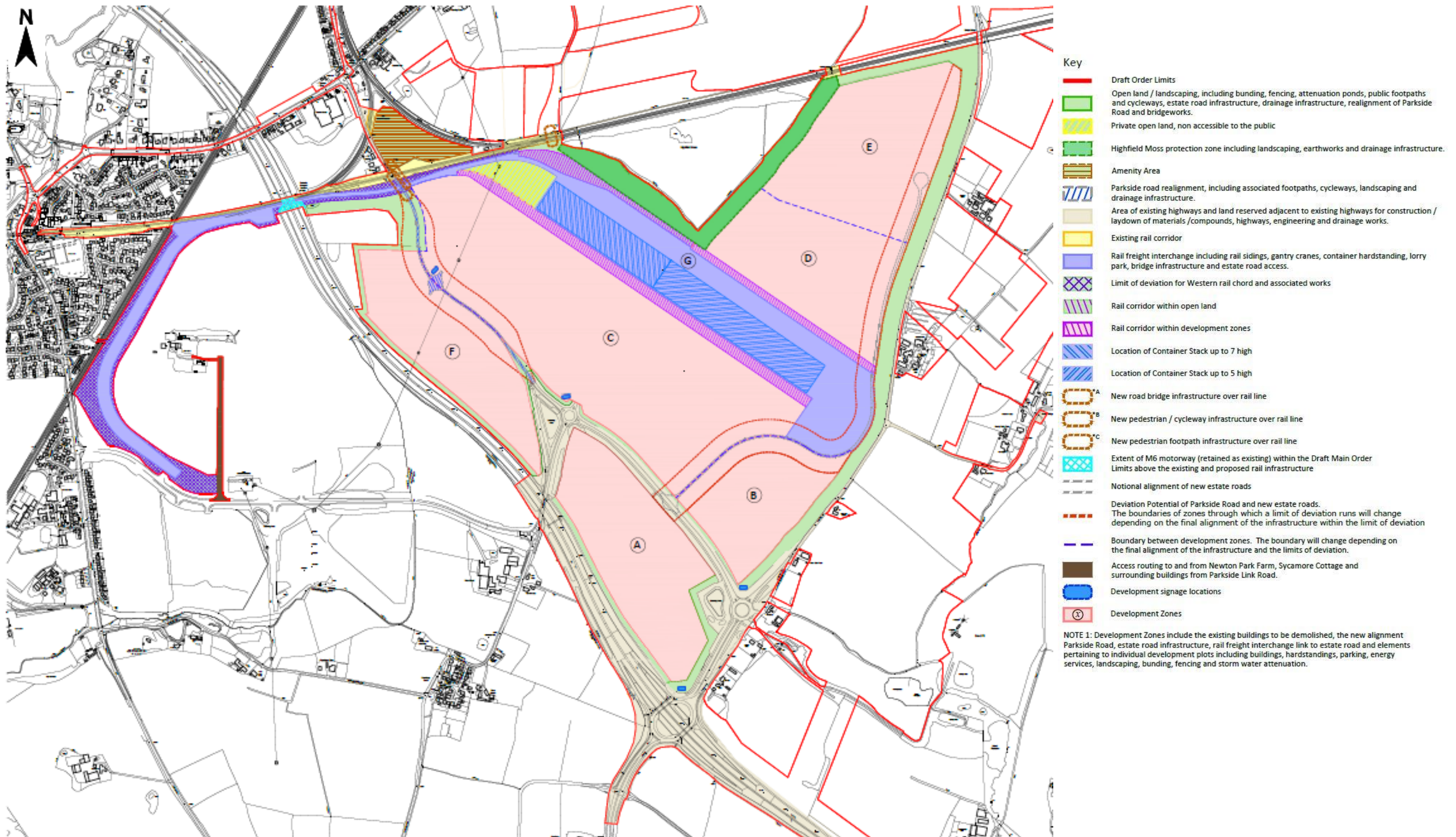


Fig 5. Parameters Plan, (Document Reference PEIR Figure 3.1 V2)

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

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

*² This total floor space is the maximum floor space (excluding mezzanine space) that will be developed across the site notwithstanding that the maximum floor space stated for each Zone combined would exceed this figure i.e. it is the overall floor space cap for each zone excluding mezzanine floor space.

Fig 6. Parameters Zone Schedule, (Document Reference PEIR Figure 3.1 V2)

4.0 ♦ Illustrative Masterplan and Landscape Strategy

4.1 GENERAL

In the preparation of the DCO, a draft Illustrative masterplan has been developed, which has evolved as a consequence of the feedback received from the application.

Whilst the Illustrative masterplan has evolved, it has both informed and reflected the parameters of the scheme described in the previous chapter and was developed hand in hand, and in turn, now informs the Design Code.

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

The component parts of the illustrative masterplan which are subject to the coding described in this document are as follows:

- 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 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 good 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;
- Potential for new road and pedestrian / cycle 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);
- 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 the 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 DCO 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 connection and infrastructure including provision of new, diversion and stopping up of existing PRow where required;
- Provision of public transport hub;
- Demolition of existing on-site structures (including existing residential dwellings / farmsteads and commercial premises);
- Utility compounds, plant and service infrastructure;
- Security and safety provisions inside the ILPN RFI including fencing and lighting; and
- Drainage works including creation of attenuation ponds and sustainable drainage features.
- Development signage



Fig 7. Illustrative Masterplan, (Document Reference PEIR Figure 3.2 V3)

4.2 ILLUSTRATIVE LANDSCAPE STRATEGY

The main site will be developed with a landscape strategy that will incorporate elements including tree and shrub planting and surface water features, which will be designed to provide biodiverse wildlife habitats.

Appropriate landscape offsets will be provided around the Highfield Moss SSSI boundary.

The draft Parameters Plan (Fig. 5) indicates the location of the proposed Highfield Moss protection zone and provides a buffer of at least 50m wide between the SSSI and the Proposed Development. The design has been developed to achieve a neutral effect on hydrological conditions at Highfield Moss SSSI.

ILPN RFI 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.

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.

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.

The Draft Illustrative Landscape Masterplan (Fig 8, PEIR Document reference 3.4.2), illustrates the proposed location of the following landscape elements:

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

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.



Fig 8. Illustrative Landscape Masterplan, (Document Reference PEIR Figure 3.4.2)

4.3 KEY ELEMENTS OF THE ILLUSTRATIVE LANDSCAPE STRATEGY



Fig 9. Landscape Masterplan – Northern Habitat Area, (Document Reference PEIR Figure 3.4.11)

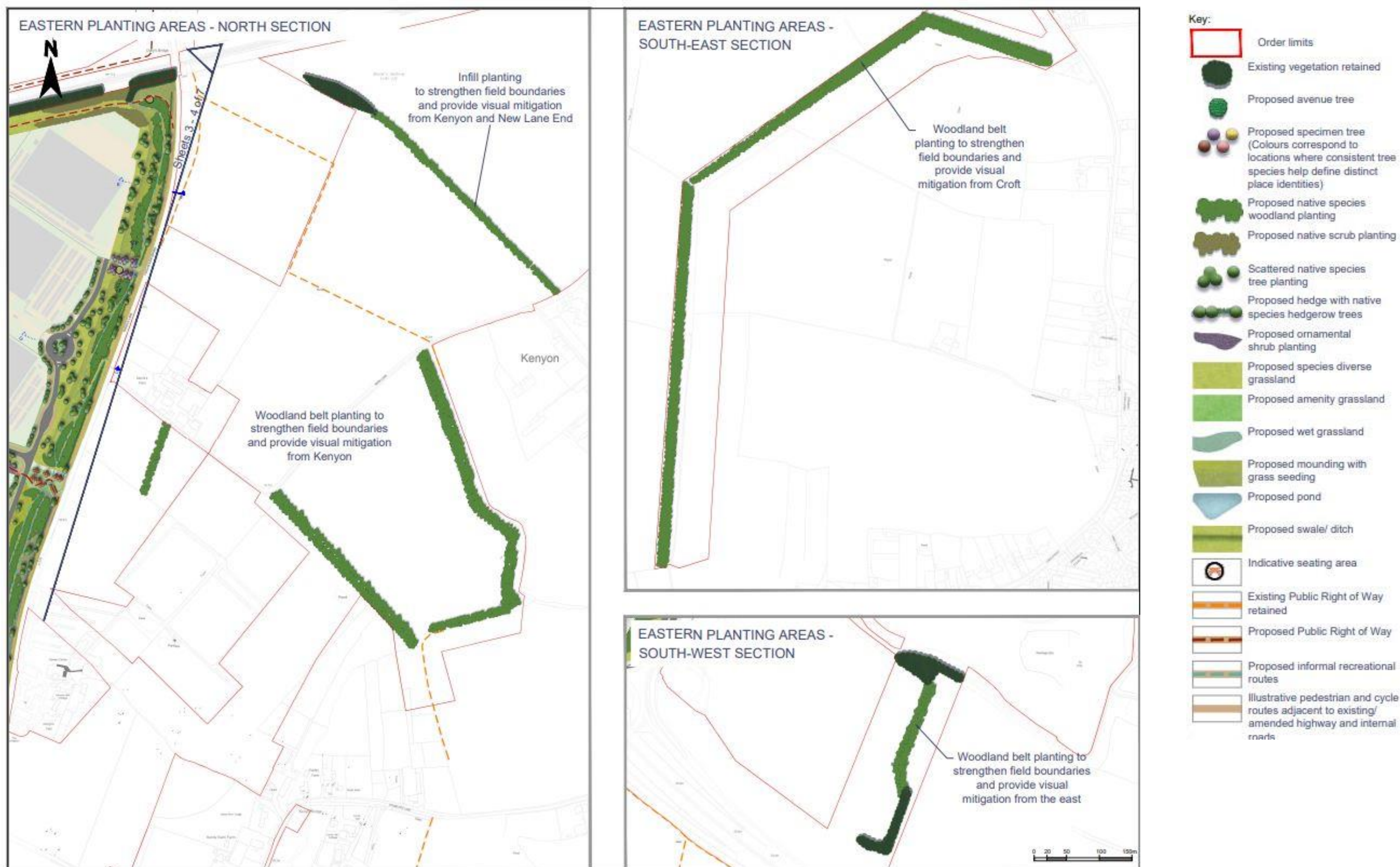


Fig 10. Landscape Masterplan – Eastern Planting, (Document Reference PEIR Figure 3.4.12)

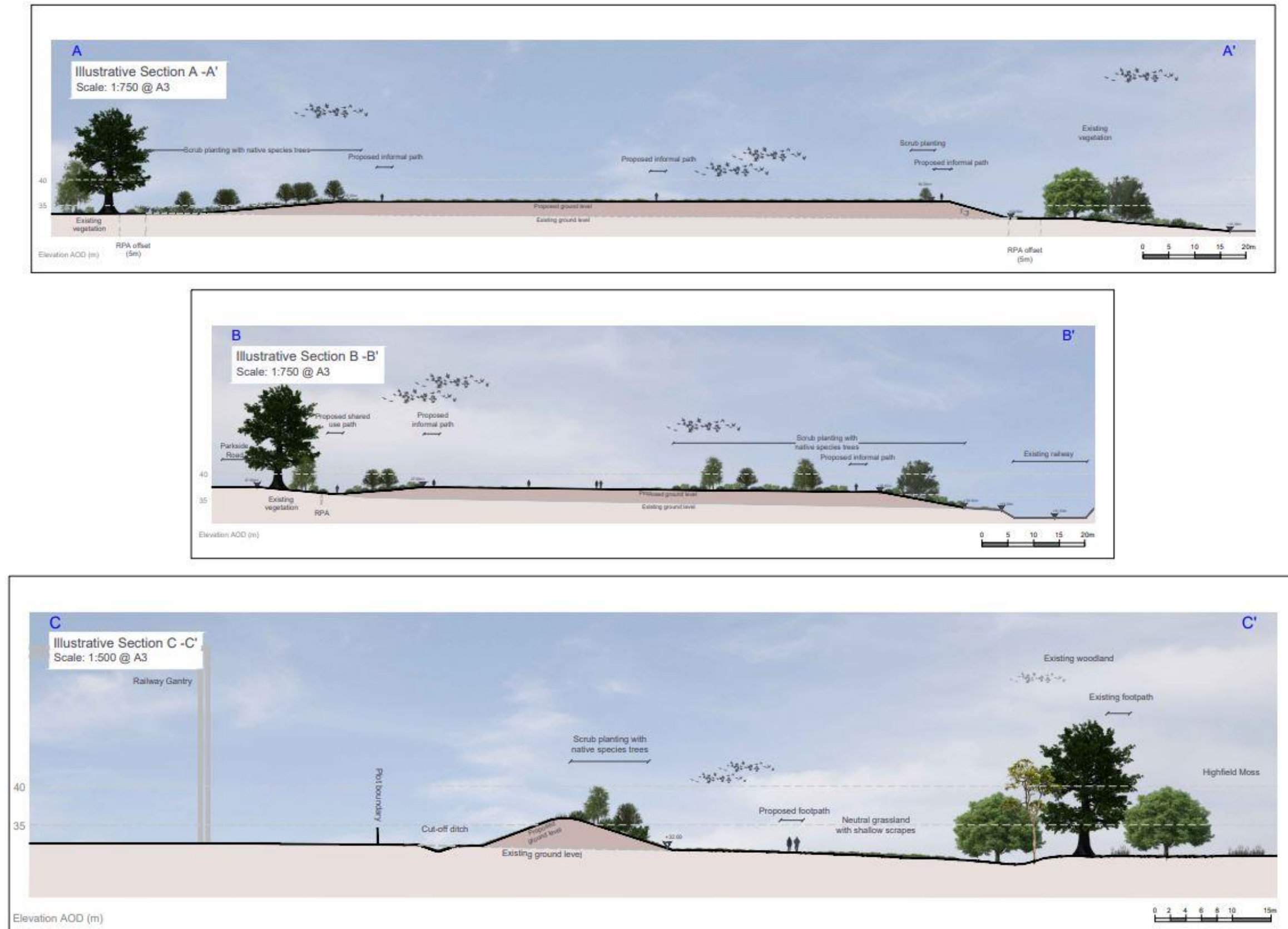


Fig 11. Illustrative Sections, (Document Reference PEIR Figure 3.4.13)

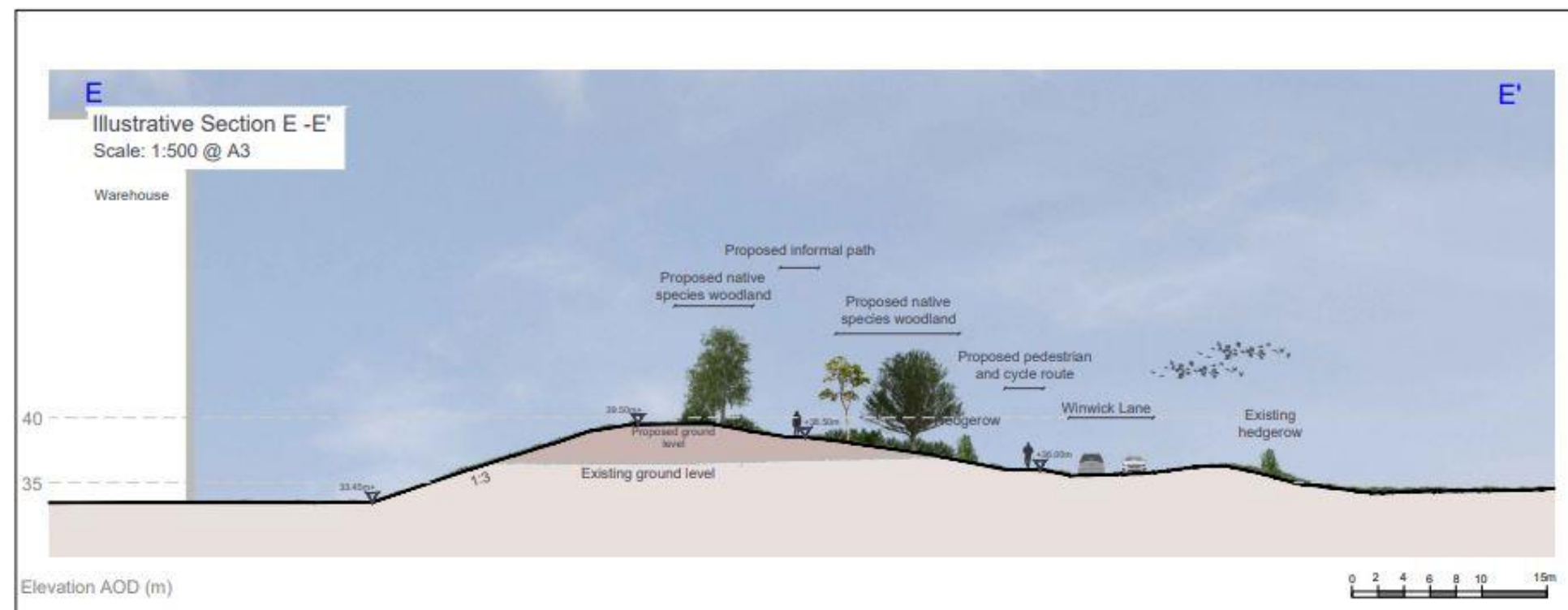
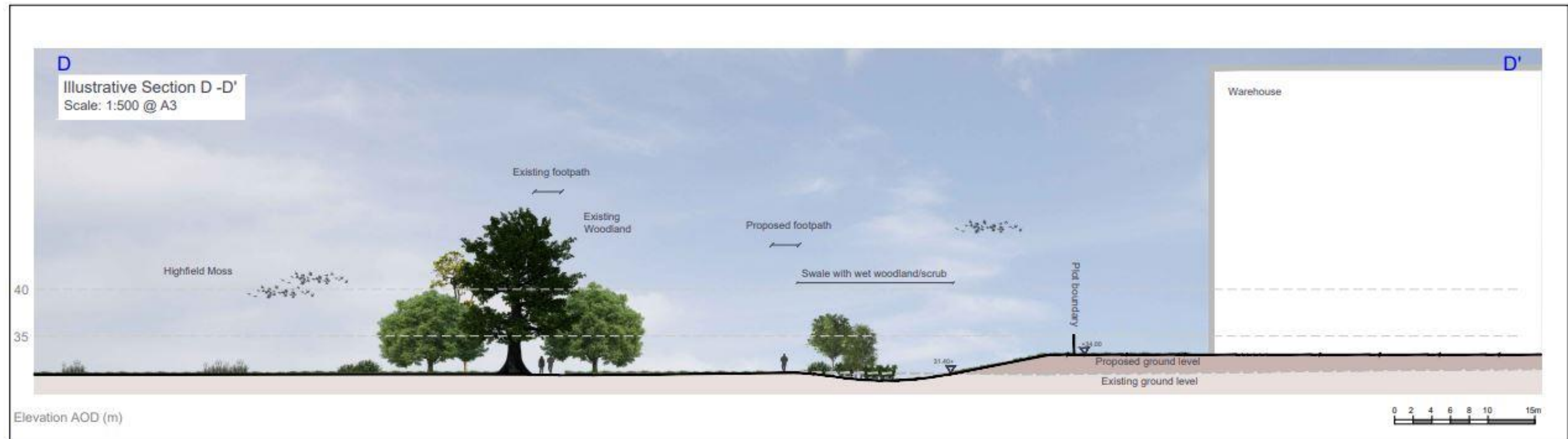


Fig 12. Illustrative Sections, (Document Reference PEIR Figure 3.4.14)

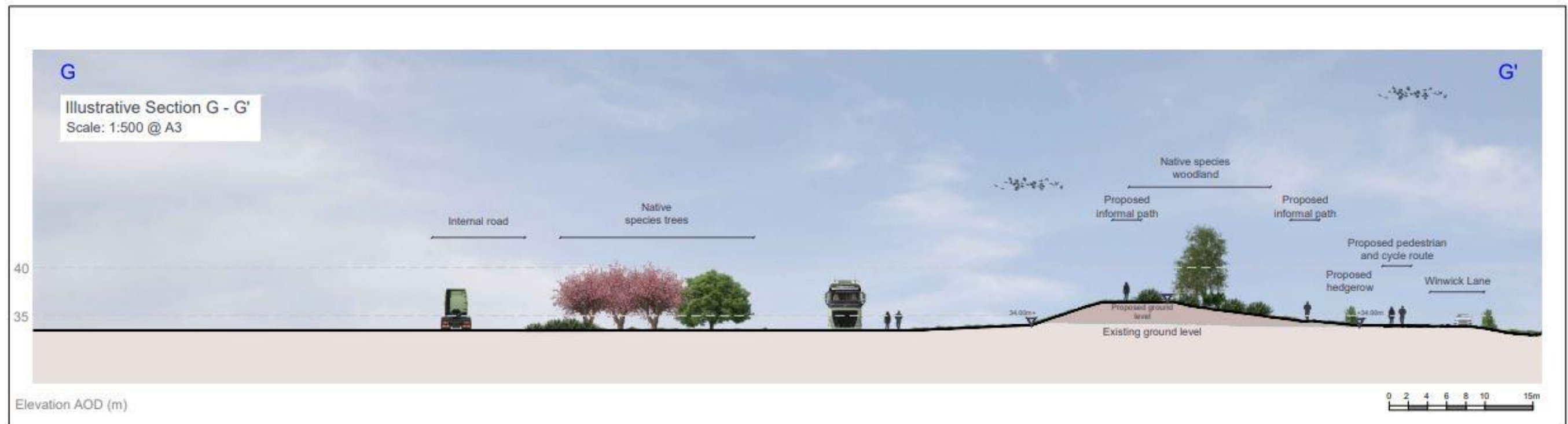
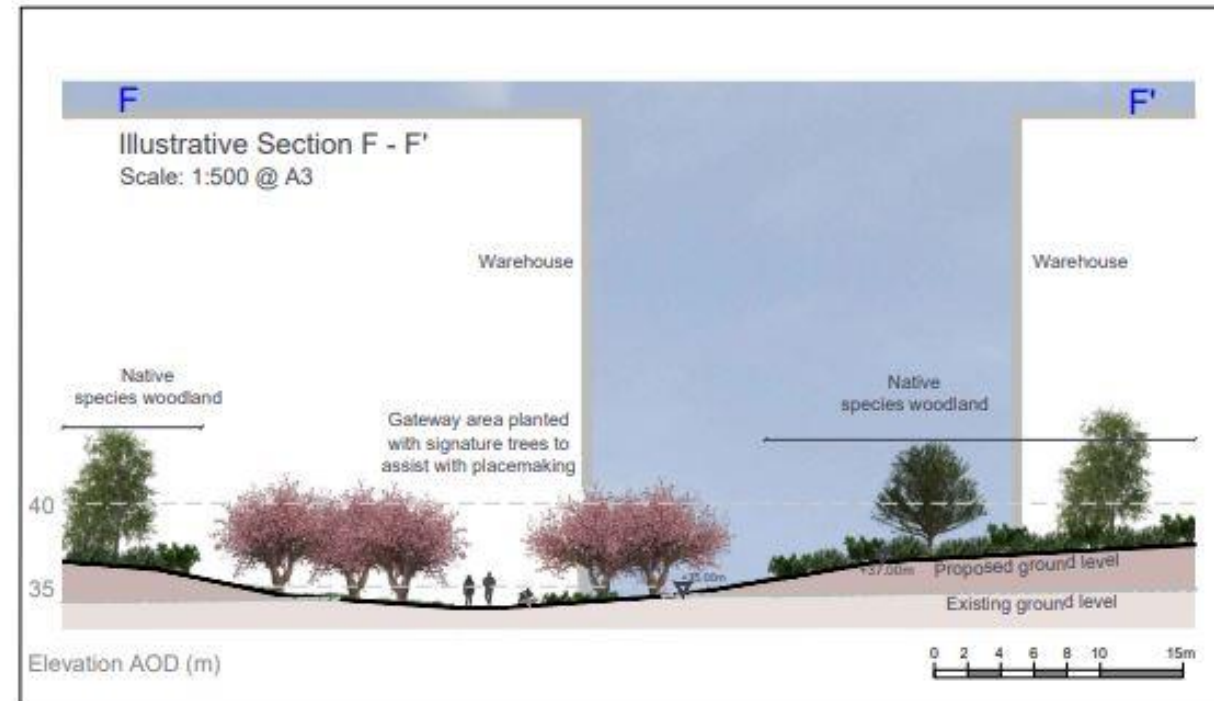


Fig 13. Illustrative Sections, (Document Reference PEIR Figure 3.4.15)

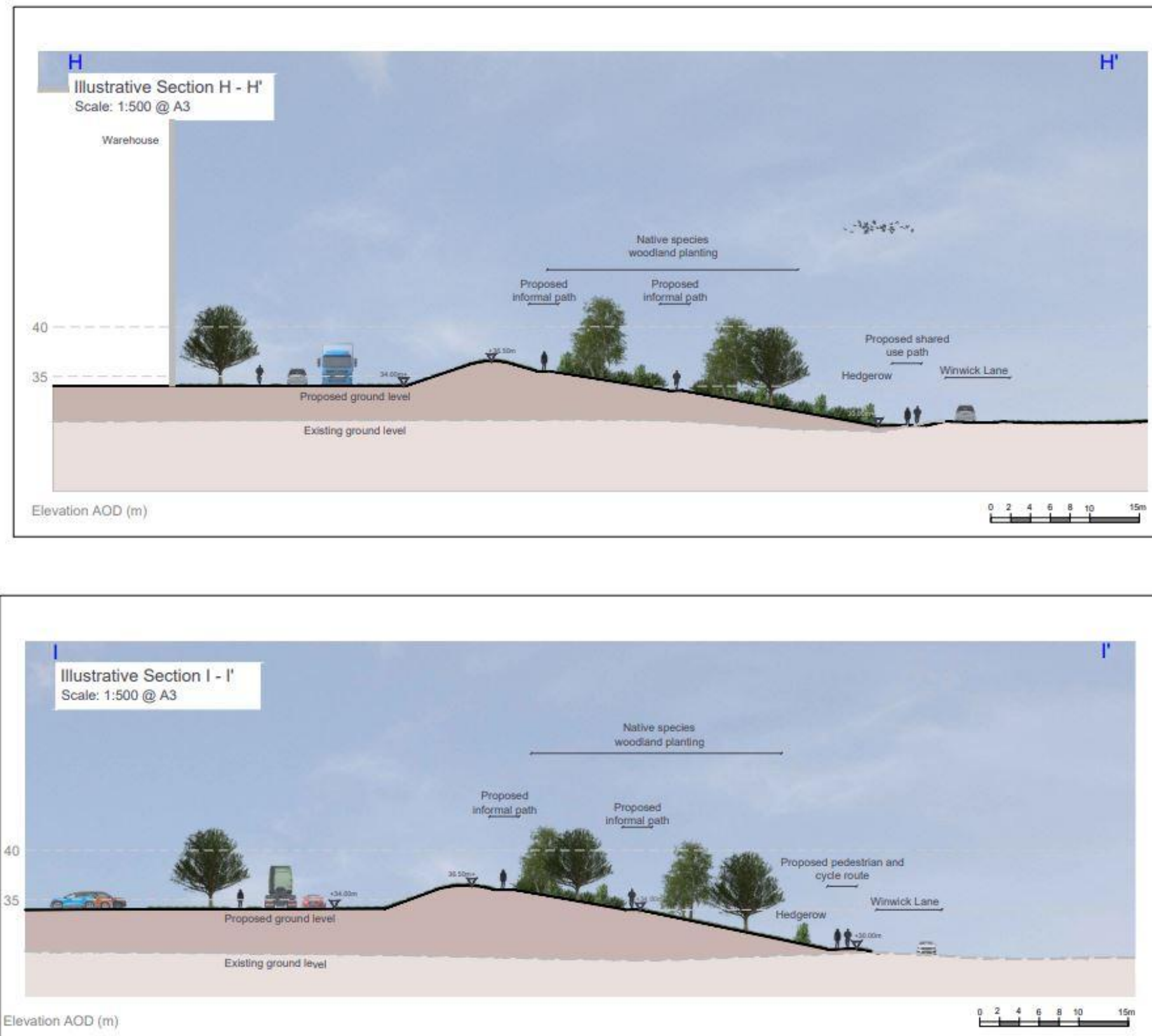


Fig 14. Illustrative Sections, (Document Reference PEIR Figure 3.4.16)

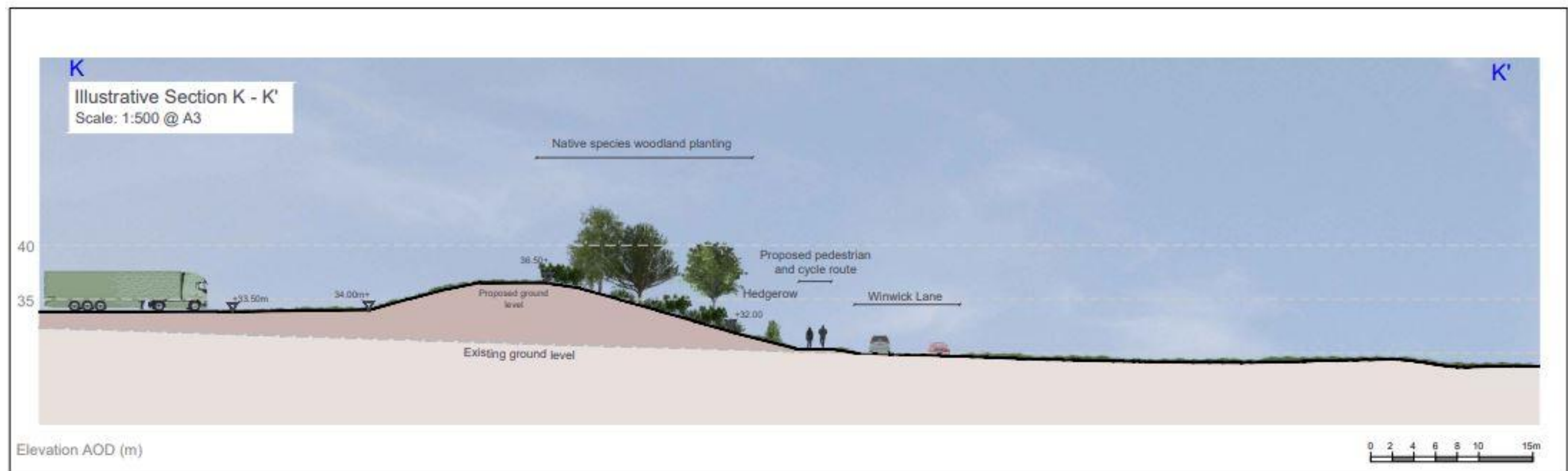
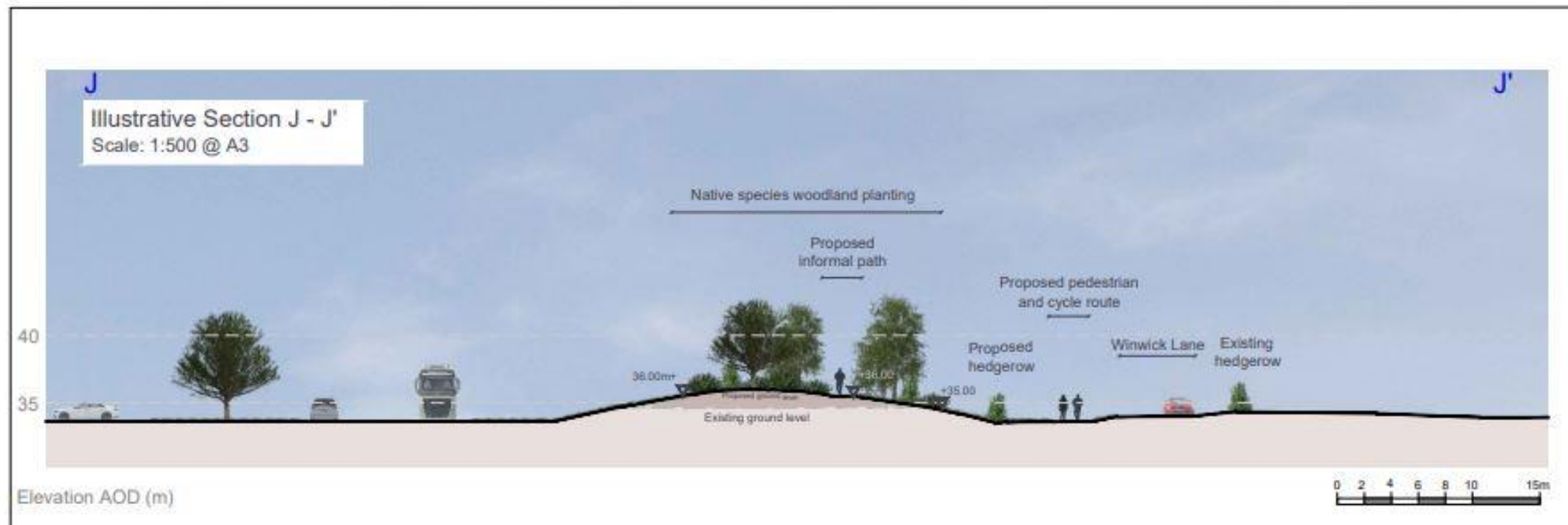


Fig 15. Illustrative Sections, (Document Reference PEIR Figure 3.4.17)

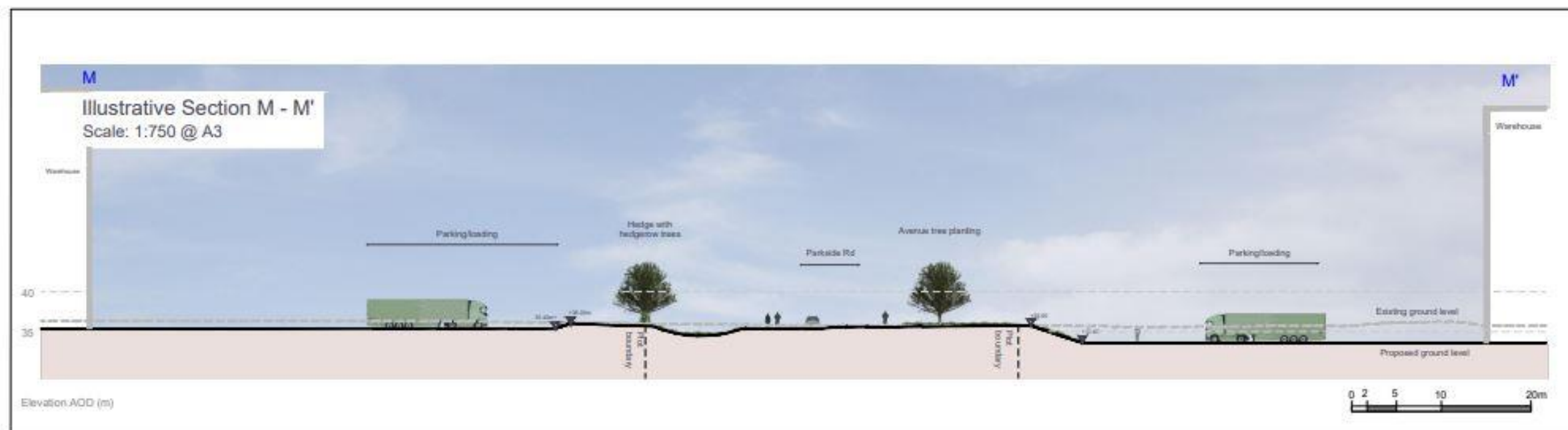
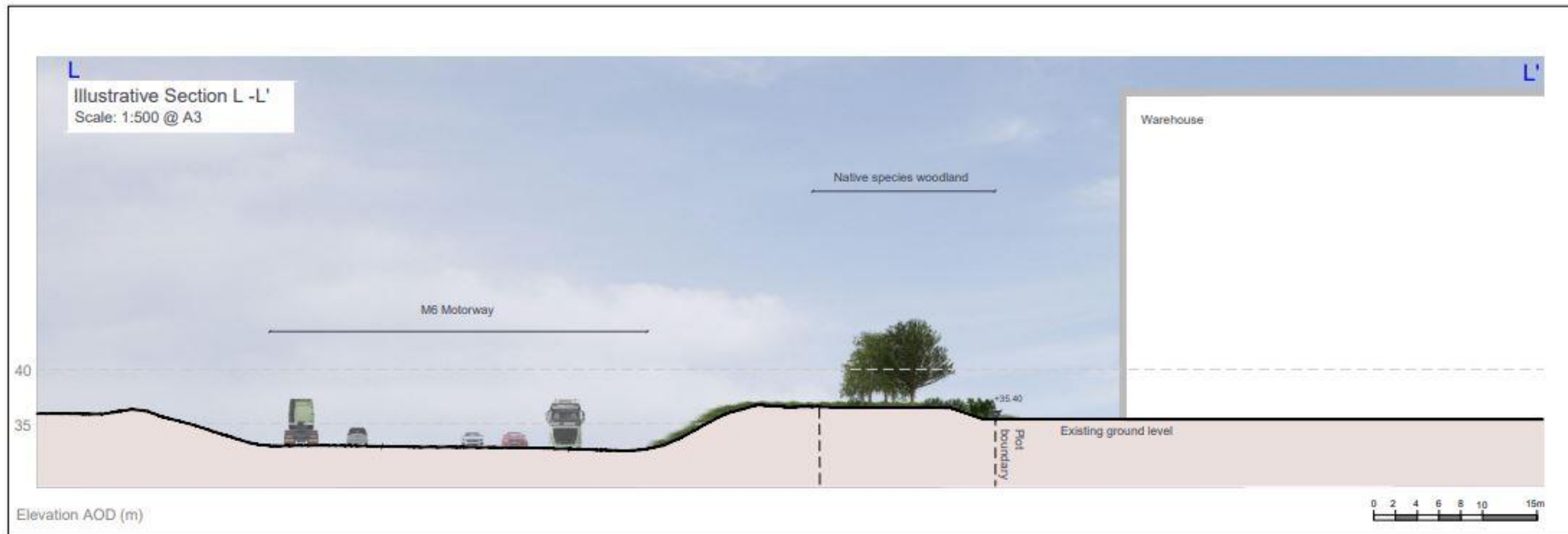


Fig 16. Illustrative Sections, (Document Reference PEIR Figure 3.4.18)

5.0 ♦ Design Code 01 - Sustainability

5.1 GENERAL

Having regard to policy, environmental and economic matters, it is the intention that this new development will pay high regard to energy efficiency and sustainability, seeking to meet, and exceed where possible, current legislation on the efficient use of materials and energy. To that end the following specific codes are proposed in order to achieve that aspiration:

Specific codes:

- Tritax Big Box are a Keystone Member of UKGBC and aim to meet UKGBC's definition for net zero carbon in construction and aim to deliver these new buildings at net zero carbon in construction paying high regard to energy efficiency, sustainability, and carbon offsetting. Evidence associated with each phase of the development, will be collated into a Green House Gas reduction Report;
- Energy efficiency and suitability measures will be assessed for technical review, installation and running costs, payback periods and plant space availability prior to implementation;
- The design of the buildings aim to maximise the amount of natural lighting available and make use of energy efficient products throughout. The heating and ventilation systems will be designed to minimise the energy consumption wherever possible;
- Materials will be locally sourced wherever practicable and the use of non-recyclable plastics will be avoided;
- The building will be designed to major on the thermal performance and air tightness from the outset. If a need arises for greater energy requirements the principle would be for this to be provided from renewable sources where practicable;
- The development will target BREEAM – Excellent and an EPC A rating;
- External lighting will be designed to ensure no lighting is installed facing towards the perimeter boundaries and all lighting will be installed with non-translucent covers;
- Waste and recycling provisions will be provided within the scheme based upon discussions with prospective operators regarding the operations of the proposed units;
- Water requirements for the scheme will provide a drainage scheme which will be compliant with the requirements of CIRIA guidance on SUDS, including the use of permeable paving in the car parking areas and on-plot footpaths.
- Each individual development site will incorporate the provision of EV charging facilities to 20% of the total parking bays with provision designed in to connect the balance of the parking in the future as take up of electric vehicles increases. In addition, ductwork within the service areas of each development will be provided to allow for the future installation of electric HGV charging points as the technology develops in this sector.



6.0 ♦ Design Code 02 – Parkside Road Realignment

6.1 GENERAL

Parkside Road (A573) is a two-way single carriageway that connects Southworth Road (A572) to the north of the Proposed Development via a signalised junction, which has recently been upgraded and runs through the DCO site in an approximate north-south direction. Parkside Link Road West and East comprise the Parkside Link Road which opened on 30th May 2025.

6.2 PARKSIDE ROAD REALIGNMENT - SPECIFIC DESIGN CODE

- New realignment will link to the Parkside Link Road roundabout as shown on the Illustrative Masterplan. This will provide a direct connection for both the vehicular entrances and footpath / cycleways;
- The internal roads that provide dedicated access to the development plots are a minimum 7.3m wide, which provides two way directional flow of traffic, thereby allowing continuous movement of vehicles without the requirement for dedicated turning lanes;
- Segregated footpaths and cycleways will be provided to both sides of the internal distributor roads, with a 3m wide combined internal footpath cycleway to all estate roads.
- All carriageways, including the footpath / cycleways are to be surfaced in bituminous macadam, being the most appropriate and robust road surface for a large-scale commercial development;
- The main carriageways, footpaths and cycleways will comprise a clearly marked, and well illuminated route along their length, thereby increasing site permeability and connectivity with its surroundings;
- Main carriageways, footpaths and cycleways to be lit using lighting designed to minimise light pollution, designed in accordance with the Lighting Strategy.



Fig 17. Extract from Illustrative Masterplan (Fig. 7) (Document Reference PEIR Figure 3.2), to illustrate Parkside Road alignment

6.3 PARKSIDE ROAD REALIGNMENT – LANDSCAPE DESIGN CODE

- Footpaths and cycleways to be separated from the carriageway by a planted or grass verge of a minimum of 3m in width to facilitate avenue tree planting with a minimum width of 2m between the kerb and the edge of the path;
- Avenue tree planting will be provided along the internal distributor roads both within the 3m verge and within hedgerows and planting along the edge of the road infrastructure to define the route and create an attractive green corridor for pedestrians and cyclists;
- Species selection to provide seasonal interest. Similar species of a larger scale to be used around the main circulatory loop to define road hierarchy and enhance legibility;
- Trees to be maintained with an appropriate clear stem height as they mature to avoid obstructing /conflict with vehicles;
- Tree planting to be designed and maintained in accordance with advice in the Trees and Design Action Group 'Trees in Hard Landscapes A Guide for Delivery' to ensure the long term success of the trees;
- Species and seed mix selection to be agreed at the detailed design stage drawing on selected species and seed mix lists contained within the DAD and LEMP. Species rich grass verges to be maintained with cutting limited to 1-3 times per year.
- Road lighting to be located within the landscaped verge and designed so not to constrain the arrangement of native structure planting including tree planting.

7.0 ♦ Design Code 03 – Internal Distributor Roads

7.1 GENERAL

Within the SRFI Site, internal distributor roads will branch from the Parkside Link Road to serve buildings and other areas across the site. These internal distributor roads will be single carriageway roads set in landscaped corridors with an emphasis on place making and legibility. The landscaping will establish new planting, incorporating native species of local importance, which creates new green infrastructure links across the site.

These internal roads are not intended for adoption as public highways under the Highways Act 1980 but will be private roads available for public use. These roads will be maintained by the appointed Management Company.

7.2 INTERNAL DISTRIBUTOR ROAD – SPECIFIC DESIGN CODES

- Direct access from the Parkside Link Road roundabouts will be taken at the points shown on the Illustrative Masterplan (Fig. 7). This will provide a direct connection for both the vehicular entrances and footpath / cycleways;
- The internal roads that provide dedicated access to the development plots are a minimum 7.3m wide, which provides two way directional flow of traffic, thereby allowing continuous movement of vehicles without the requirement for dedicated turning lanes;
- Segregated footpaths and cycleways will be provided to both sides of the internal distributor roads, with a 3m wide combined internal footpath cycleway to all estate roads.
- Existing Public Rights of Ways to accommodate the Proposed Development and to enhance connectivity from nearby settlements and other key linkages will be diverted;
- The existing Public Right of way network to the north of the Main site, close to Highfield Moss and the railway line is to be retained;
- All carriageways, including the footpath / cycleways are to be surfaced in bituminous macadam, being the most appropriate and robust road surface for a large-scale commercial development;
- The main carriageways, footpaths and cycleways will comprise a clearly marked, and well illuminated route along their length, thereby increasing site permeability and connectivity with its surroundings;
- Main carriageways, footpaths and cycleways to be lit using lighting designed to minimise light pollution, designed in accordance with the Lighting Strategy.



Fig 18. Extract from the Illustrative Masterplan (Fig 7), (Document Reference PEIR Figure 3.2)

7.3 INTERNAL DISTRIBUTOR ROAD – LANDSCAPE DESIGN CODES

- Planting beyond the footpaths and cycleways, up to the development plot boundaries to include species rich grassland, native hedgerows with trees and native structural planting;
- Footpaths and cycleways to be separated from the carriageway by a planted or grass verge of a minimum of 3m in width to facilitate avenue tree planting with a minimum width of 2m between the kerb and the edge of the path;
- Avenue tree planting will be provided along the internal distributor roads both within the 3m verge and within hedgerows and planting along the edge of the road infrastructure to define the route and create an attractive green corridor for pedestrians and cyclists;
- Species selection to provide seasonal interest. Similar species of a larger scale to be used around the main circulatory loop to define road hierarchy and enhance legibility;
- For legibility, tree planting alongside the internal distributor roads and within the native structure planting to be to a larger scale;
- Trees to be maintained with an appropriate clear stem height as they mature to avoid obstructing /conflict with vehicles;
- Tree planting to be designed and maintained in accordance with advice in the Trees and Design Action Group 'Trees in Hard Landscapes A Guide for Delivery' to ensure the long term success of the trees;
- Species and seed mix selection to be agreed at the detailed design stage drawing on selected species and seed mix lists contained within the DAD and LEMP.
- Road lighting to be located within the landscaped verge and designed so not to constrain the arrangement of native structure planting including tree planting.

8.0 ♦ Design Code 04 – The Public Realm and Public Rights of Way

8.1 GENERAL

The principal pedestrian and cycle access points to the Proposed Development will be located on Winwick Lane and Parkside Road, providing direct and convenient connections to the surrounding network. As part of the Applicant's commitment to promoting sustainable and active modes of travel, a comprehensive network of shared footways and cycleways will be integrated throughout the Proposed Development. These routes will be designed to facilitate safe and efficient movement for pedestrians and cyclists, encouraging modal shift away from private car use and supporting wider health and environmental objectives.

In addition to the internal active travel infrastructure, new bridges will be constructed at the northern boundary of the Proposed Development, spanning the existing railway line. These bridges enhance connectivity and ensure seamless integration for pedestrians, cyclists and vehicles with adjacent areas. The Proposed Development will also include parapet enhancements to Dolly's Bridge which is located on Winwick Lane. The enhancements would be part of facilitating the new active travel provision along Winwick Lane. The parapet enhancements would upgrade the existing facilities to best practice standards in the interest of pedestrian, vehicular and rail safety. The overall design philosophy of the Proposed Development prioritises pedestrian movement, with a 'pedestrian-first' approach embedded into the layout.

8.2 ACCESSIBILITY – WALKING AND CYCLING

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, 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 and the railway line;
- 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;
- Creation of a circular route around the periphery of the Main Site, connecting the existing route beside the Parkside Link Road to the proposed new link beside Winwick Lane, through the ecological buffer beside Highfield Moss, along the upgraded track not shown on the Definitive Map and down the northern extent of Parkside Road;
- Enhancement of connectivity between the Main Site and nearby settlements, such as Lane Head, Lowton, Golborne and Newton-le-Willows;
- Stopping up of two level crossings on the Liverpool-Manchester railway line and provision of a pedestrian bridge to replace them, located beside westernmost of the two crossings. These changes will create a significantly safer connections 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: Parkside Road at the north-western extent of the Main Site; and 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 beside Winwick Lane which would connect to Lane Head, north of the Main Site;
- 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. This includes provision of a shared pedestrian and cycle route beside Winwick Lane, which will extend north to Lane Head and extended pedestrian and cycle access north of the Parkside Link Road, up towards the Southworth Road – Newton Road junction. Aside from the provision of new PRoW, the Illustrative Landscape Masterplan (PEIR Figure 3.4) includes provision of informal recreational routes within green corridors. For example within the proposed Winwick Lane green corridor, it is proposed that informal recreational routes will be located on the proposed earth bund;
- Upgrading styles to gates, chicanes and upgrading PRoW surfaces.

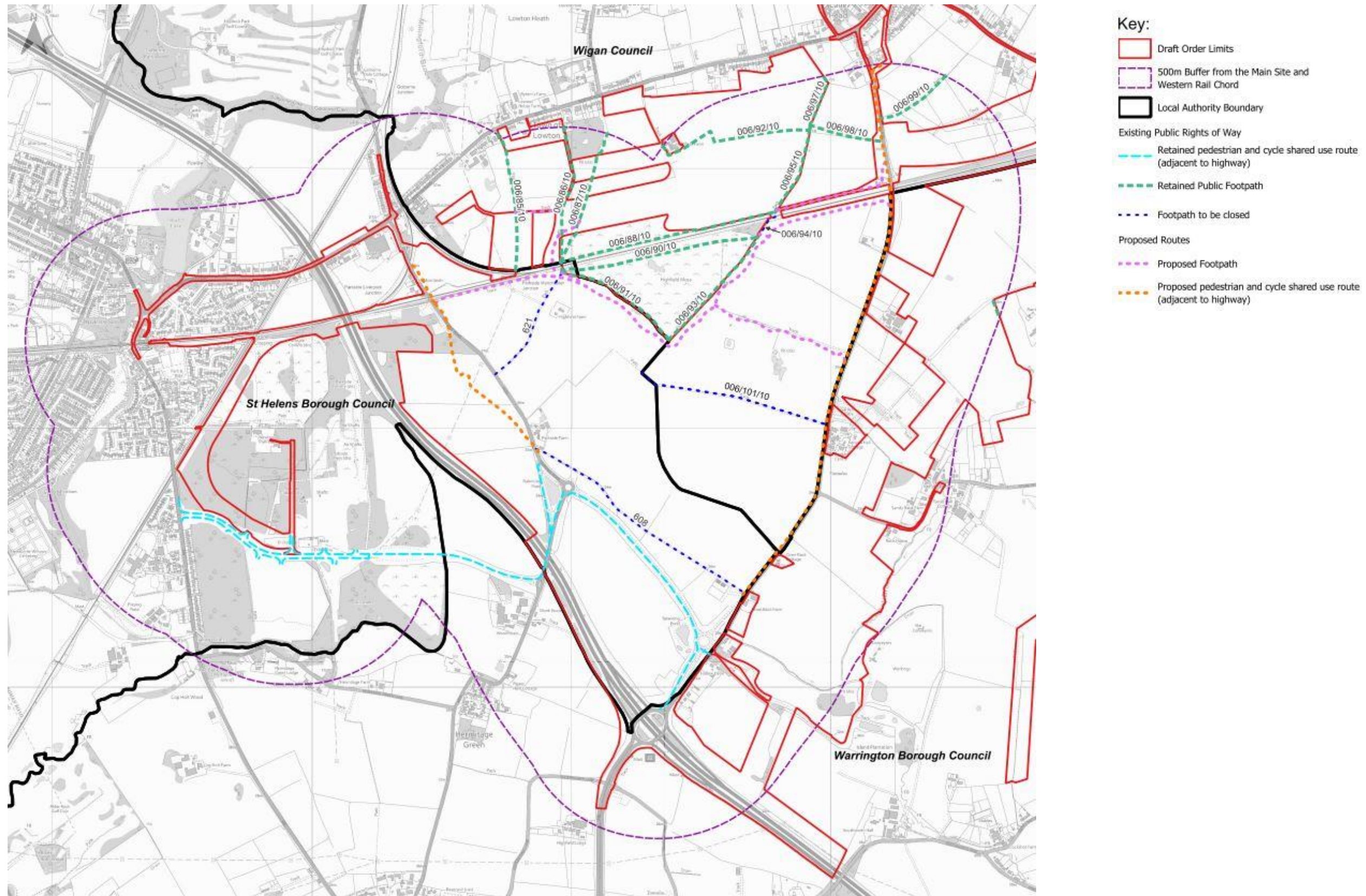


Fig 19. Proposed Public Rights of Way Plan, (Document Reference PEIR Figure 3, Appendix 10.6)

9.0 ♦ Design Code 05 – Development Plots

9.1 GENERAL

It is proposed that the design of the SRFI will comprise defined development plots, accessible from the internal distributor roads and consist of units of varying sizes & site layout arrangements, to appeal to the requirements of individual occupiers. Whilst individual occupiers may have some exacting requirements that will have to be specifically addressed, the design codes set out below will provide the starting point for all developments to be considered against.

9.2 SPECIFIC CODES

- Building layouts will be configured such that the active office frontages will address the internal distributor roads or the adjacent highways to enhance the public realm;
- Car parking will be readily accessible & visible from both the internal distributor roads and the active office frontage to provide natural surveillance.
- The amount of car parking on each plot will be determined by the Local Authority standards with a need to support the Framework Travel Plan;
- This will include a minimum 6% disabled parking provision
- Where possible, there will be a minimum of 2m of on-plot landscaping between the development & the plot boundary with the internal distributor road / Parkside Link Road infrastructure;
- Segregation of car and service vehicle access will be provided for each of the individual plots;
- This segregation should be in the form of separate access positions;
- Covered cycle parking will be provided in accordance with the approved ratios and will be positioned close to each building entrance in a secure, visible & well-lit location;
- Service areas will be a minimum depth to allow for a 25m diameter turning circle;
- Where security is required to service yards and the building perimeter, this will be in the form of green coated paladin fencing, minimum 2.4m high;
- Visual screening will be provided to the perimeter of the site by on plot landscaping;
- All car parking and frontage landscaping areas to be open and un-fenced to 'face on' to the frontage and include landscaping in car parking areas where practicable;
- Boundaries between buildings to be security fencing within grassland.



Fig 20. Illustrative On Plot Landscaping

10.0 ♦ Design Code 06 - Railport

10.1 GENERAL

It is proposed that the design of the SRFI will include an intermodal freight terminal or Railport capable of accommodating up to 16 trains up to 775m in length per day, with hard surfaced areas for container storage and HGV parking and cranes for the loading and unloading of shipping containers from trains and lorries.

10.2 SPECIFIC CODES

- The Railport and returns area will both be screened visually through the use of landscaped bunds to the south and west to minimise its impact on the wider area and amenity space.
- Vehicular access will be taken from an internal estate road, which in turn connects to the Parkside Link Road.
- The Railport, via the internal estate road network within the Main Site, will allow for the use of HGV's or tugmaster trailers to move containers to the non-directly rail connected buildings and allow for the whole park to be rail-served.
- The Railport will also be provided with dedicated ancillary office and welfare accommodation as well as parking facilities for the employees. The accommodation will match the design aesthetic of the rest of the development.



Fig 21. Extract from Illustrative Masterplan (Fig 7) (Document Reference PEIR Figure 3.2) of Railport

11.0 ♦ Design Code 07 – Building Design, Colour Palette and Lighting

11.1 GENERAL

Reference has already been made, as to how the development should ultimately deliver a place where people want to work, with a strong identity of its own, reflecting the requirements of an SRFI, whilst respecting the surrounding uses and context.

To that end, the form of the distribution buildings will need to address the following two primary drivers, as well as addressing the brief of the client to sit alongside their own portfolio of developments but be a clearly identifiable scheme that responds to the individual needs of the wider marketplace.

- To sit harmoniously within the site setting when seen from key long views.
- To present an attractive, well considered, and high-quality design when seen from shorter views and avoiding a monolithic appearance.

From the long views, the site will generally be seen against the agricultural landscape, therefore, its impact can be mitigated using a subtle banding from a suitable colour palette, balanced with sensitively designed vertical elements to break up the long elevational expanses. The roof scape was also a key consideration in order to assist in assimilating the built forms within their immediate context.

The buildings will be subject to detailed design approval post-consent and whilst individual occupiers may have some exacting requirements that will have to be specifically addressed, the design codes below set the overall design principles

11.2 SPECIFIC CODES – BUILDING FORM

- To sit harmoniously when seen from long views, building facades will include horizontal elements to assist in anchoring the building into their setting. This can be achieved with combinations of horizontal cladding and/or bands of glazing;
- Curved roof forms to be used to soften the profile of the building;
- To present an attractive and well considered design when seen from shorter views within the public realm, buildings will use a combination of horizontal and vertical elements to avoid a monolithic appearance.



Fig 22. Illustrative building form

11.3 SPECIFIC CODES – BUILDING HEIGHT

The development plots, as shown on the Illustrative Parameters Plan are designed to differing criteria with regard to building height in order to provide the maximum flexibility the occupiers demand, as well as respecting the impact upon the wider landscape. As such the maximum heights of the buildings have been set between 15m to 30m above FFL, and all relative to their own building plateaus. This in turn has dictated 'glass ceilings' beyond which the buildings won't protrude.

11.4 SPECIFIC CODES – OFFICE DESIGN

- Office accommodation will be located to overlook the car parking areas and entrance spaces;
- Different cladding types will be used on the office elevations to assist in creating an active and well-designed frontage which is readily distinguished from the rest of the building;
- Large areas of glazing will be used to create prominent entrance areas;
- Entrance areas are to be emphasised with the use of external porticos so that they are clearly visible from the approach to the building as with other units throughout the park meaning entrances will be easily identified for each building;
- Curtain walling to offices, including the main entrance portico will comprise full height glazing modules, incorporating brise soleil, at each level to maximise the enhancement of these components, whilst sitting in a contrasting colour cladding to differentiate them from the rest of the building whilst sitting harmoniously within the facades.



Fig 23. Illustrative example of office design and main office arrangement

11.5 SPECIFIC CODES – MATERIALS

The correct choice of materials is key to the successful integration of the development into the existing landscape. The existing buildings within the application site, consist of traditional, domestic scale buildings, farmsteads and two commercial yards. The material pallet is one of traditional brick and tile appropriate to scale of the properties and when they were constructed. The commercial yards are typical of their usage. Large format rendering of commercial distribution buildings with such material types presents difficulties in scale and application, as well as not being appropriate to the functionality or future adaptability of the buildings.

Other materials such as render and timber were also considered, but again they were dismissed on the same grounds, as well as the ongoing maintenance and replacement they require affecting their sustainability credentials.

The use of green walls was also considered, but the ability for them to grow successfully, in an operational environment was questioned given their susceptibility to impact and also the areas required to make a meaningful statement made them very cost prohibitive.

On that basis, the use of metal cladding systems, combined with the integration of feature glazing panels, with alternative panelling systems and curtain walling for the office elements was deemed to be the most appropriate range of materials for the buildings within the SRFI, and their application can be defined as follows:

- The building designs will include the use of different cladding profiles, to create subtle variations in texture and provide relief to large elevations;
- Office elevations will use either flat or micro-rib profile panels;
- Where the offices are inset into the body of the main building, then the band of cladding below the building eaves will be consistent around the whole building;
- Warehouse elevations will use profiled cladding types in a combination of both vertical and horizontal orientations.
- Coatings to building cladding will be a non-glossy matt material, to ensure the new buildings are visually recessive;
- The roofs will be finished in Anthracite (RAL 7012) with a non-glossy matt coating to be recessive and so that glare is avoided when viewed from the wider landscape, PV panels will be fixed directly to the roof, following the curve, and coloured Anthracite or a similar dark grey to minimise the differentiation between the panels and the main roof.



Fig 24. Illustrative example of a PV installation on the roof

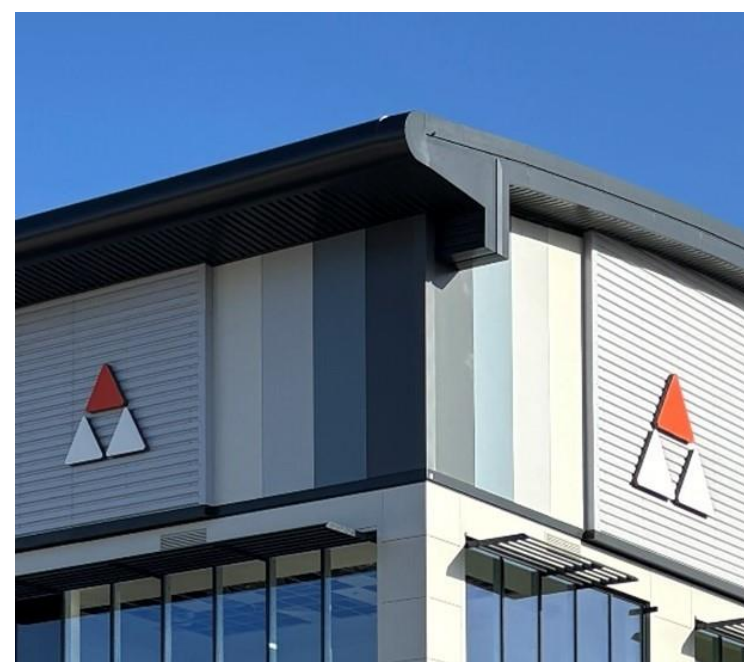


Fig 25. Application of material and colour

11. 6 SPECIFIC CODES – COLOUR PALETTE

The colours have been chosen to create a subtle yet contemporary appearance, and one that doesn't mimic surrounding developments to create its own sense of place.

The colour palette is as follows:

Warehouse Roof:

- Anthracite (RAL 7016)

Warehouse Eaves and Fascia:

- Atlantic Blue (RAL 5020)

Warehouse Walls (including corner feature areas):

- Albatross (RAL 240 80 05)
- Alaska Grey (RAL 7000)
- Hamlet (RAL 9002)
- Oyster (RAL 7035)
- Slate Grey (RAL 7012)

Offices:

- Hamlet (RAL 9002)

Offices Entrance Portico:

- Atlantic Blue (RAL 5020) with Narrow flashing to internal jambs (Beacon Orange RAL 2004).

Hub Offices

- Roof: Anthracite (RAL 7016)
- Walls: Slate Grey (RAL 7012)



Fig 26. Typical Office Material Application



Fig. 27 Application of Material and colour



Fig 28. Typical Elevation Material Application

11.7 SPECIFIC CODES – EXTERNAL LIGHTING

A modern external lighting installation is vitally important to the Proposed Development for many reasons including, but not limited to, the following:

- To provide safety for pedestrians from moving vehicles, railway and cranes;
- To provide ease of wayfinding and navigation for staff and visitors;
- To provide security and deter antisocial behaviour;
- To set the architectural scene and urban landscape;
- To control direction signage and their relationship with other illuminated material;
- To protect installations from accidental or deliberate damage; and
- To allow safe access and maintenance.

The lighting applications will provide both an aesthetic quality and also provide the appropriate levels of illumination required for the space they inhabit. All external lighting shall be provided in accordance with the Relevant Policies and Guidance as listed below;

International Guidance

- Commission Internationale De L'Eclairage (CIE 150),
- Guidelines for Minimising Sky Glow (CIE 126),

National Guidance

- The National Planning Policy Statement for National Networks 2024,
- National Planning Policy Framework December 2024 amended February 2025,
- National Planning Practice Guidance,
- Lighting in the Countryside: Towards Good Practice,
- SLL Lighting Guide 1: The Industrial Environment,
- SLL Lighting Guide 15: Transport Buildings,



Fig 29. Column mounted and building mounted light fittings for Development plots and highways

British Standards

- BS 5489: Code of Practice for the Design of Road Lighting – Part 1: Lighting of Roads and Public Amenity Areas,
- BS 13201: Road Lighting – Part 1, 2, 3, 4: Performance Requirements
- BS EN 12464-2: Lighting of Workspaces. Outdoor Work

Local Guidance

- St Helens Borough Local Plan Up to 2037 - Policy LDP01- Ensuring Quality Development,
- Wigan Local Plan: Core Strategy (Wigan Council, 2024) - Policy CP 17 Environmental protection,
- Warrington Local Plan (Warrington Borough Council 2023) - Policy ENV8 – Environmental and Amenity Protection,
- Places for Everyone Joint Development Plan (2024) - Policy JP-P1 Sustainable Places,

Institute of Lighting Professionals (ILP) Guidance

- ILP Guidance Notes for the Reduction of Obtrusive Light (Guidance Note 01/21),
- ILP Guidance Note 08 for Bats and artificial lighting in the UK,
- ILP Professional Guidance 05 for the Brightness of Illuminated Advertisements

A lighting strategy setting out the location and type of lighting proposed, will use applications to discharge DCO requirements and the lighting will be a combination of building mounted and column mounted lighting units. The application of the codes can be defined as follows;

- Lighting will be designed to minimise obtrusive light and optimise energy.
- Lighting will be LED light source to provide optimum energy efficiency and accurate targeting of light output to keep obtrusive light effects to an absolute minimum.
- External lighting will be installed to provide sufficient illumination for safe circulation and promote a feeling of safety and security for staff and other users after dark. ‘Secured by Design’ principles will be adopted and emphasis will be placed on achieving good uniformity of light distribution. All illumination levels will be set as low as practicable while complying with safety and security recommendations. Spill of light onto building facades and outside of the target area for illumination will be minimised through careful design, specification and positioning of lighting equipment.
- All illumination levels will be set as low as practicable while complying with safety and security recommendations and the design levels set out in BS EN 12464 ‘Light and lighting – Lighting of work places – Part 2: Outdoor work places’ and BS 5489-1 ‘Design of road lighting- Lighting of roads and public amenity areas’.
- Walkways shall be illuminated during hours of low natural light and darkness predominantly for safety and security. Lighting shall be provided by luminaires mounted on lighting columns of as low a height as reasonably practicable. Where possible low level illuminated bollards shall be utilised.
- At the outer edges of the Proposed Development luminaires will as far as practicable be positioned so that they are out of view of sensitive receptors. Mounding, fencing and planting that is being provided for visual and noise reduction reasons will be recruited to assist in achieving this.
- At the outer edges of the Proposed Development luminaires will be complete with back light shields or optics with sharp cut off will be used where required to minimise impact on sensitive receptors.
- Light shall be targeted to the intended area and unwanted light spill shall be avoided through the use of integrated shielding louvres within the luminaire housing.

- The lighting lux levels will be kept to a minimum when sited close to ecologically sensitive areas and designed in collaboration with a qualified ecologist to minimise light spill into sensitive locations.
- The lighting to primary access roads, including Parkside Link Road and internal estate roads will be provided from adoptable column mounted luminaires, installed to meet adoptable standards.
- On Plot Circulation is considered vehicle movement areas which connect car parks and service yards to the Primary Access Roads. Lighting shall be provided from standalone lighting columns and building mounted luminaires with a limited mounting height not exceeding 8m.
- High mast lighting shall be introduced where standard column mounted lighting is deemed impractical. The use of high mast lighting shall be limited to the Rail Terminal, including the Container Handling Area.
- Lighting for the Rail Terminal, in areas where gantry cranes are operating, the underside of the gantry cranes will carry floodlights to illuminate the working area immediately below the crane. Lighting will generally be provided from high mast and column mounted luminaires positioned to provide optimum light distribution with minimal light spill to minimise the quantity of masts. High mast luminaires will be limited to a maximum height of 30 metres; a lower mounting height will be used wherever practicable.
- Lighting for service areas / yards will be provided from column mounted luminaires around the perimeter of the yard and directed towards the building. Maximum column height will be 10 metres; a lower mounting height will be used wherever practicable. Additional luminaires may also be located over loading bays/lorry dock areas and aimed downwards, mounted at a maximum height of 10 metres. All units will have flat glass and mounted horizontally.
- Car parks will be lit by luminaires mounted on standalone lighting columns. Maximum column height will be 8 metres; lower mounting heights will be used wherever practicable.
- Luminaires shall generally be mounted on buildings and on standard lighting columns and shall be arranged to maximise the amount of light reaching trafficked hard surfacing while minimising spill light onto adjacent areas.
- Illuminated signage shall comply with guidance given in ILP PLG 05 'The Brightness of Illuminated Advertisements', when lighting vertical structures such as external estate signage, it will be designed to minimise light spill around and over the structure.

12.0 ♦ Design Code 08 – Security, Accessibility, Plant, Boundaries and Signage

12.1 GENERAL

The purpose of the Design Code is to control the detail of future applications to discharge the DCO requirements, and as such there are a number of component parts that make up the ultimate finished development that specific codes can be applied but don't fall under generic headings and this chapter is set up to capture those elements.

12.2 SPECIFIC CODES - SECURITY

- Gatehouses will be provided at the entrance to the service areas to monitor and control the flow and access to the individual buildings subject to the size of the individual units;
- Secure parking will be provided for cycles located in highly visible locations;
- External lighting will be designed to BS 5489 to achieve appropriate levels of illumination in all areas;
- Good natural surveillance will be provided for parking and pedestrian areas, including footpaths and cycleways;
- All external doors fitted with secure frames and locks.



Fig 30. Example of secure and covered cycle shelter



Fig 31. Example of secure gatehouse at entrance to service areas

12.3 SPECIFIC CODES – ENERGY EFFICIENCY AND SUSTAINABILITY

- Tritax Big Box are a Keystone Member of UKGBC and aim to meet UKGBC’s definition for net zero carbon in construction and aim to deliver these new buildings at net zero carbon in construction paying high regard to energy efficiency, sustainability, and carbon offsetting. Evidence associated with each phase of the development, will be collated into a Green House Gas reduction Report;
- A proportion of the energy requirements for the development will be addressed through the provision of onsite generation of renewable energy with PV arrays mounted on the roofs, with 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;
- Energy consumption will be minimised by making maximum use of natural heating and cooling processes;
- Each individual development site will incorporate the provision of EV charging facilities to 20% of the total parking bays with provision designed in to connect the balance of the parking in the future as take up of electric vehicles increases. In addition, ductwork within the service areas of each development will be provided to allow for the future installation of electric HGV charging points as the technology develops in this sector.
- Energy conservation will be maximised through the use of efficient building fabric;
- Natural daylighting will be maximised within office elements with areas of glazing. Excessive solar gain will be avoided by considering aspect, glass specification and external shading features such as brise soleil;
- The percentage of rooflights within the distribution buildings has been set at 10% of the floor area, which in combination with feature glazing withing the wall maximises natural daylighting, whilst minimising heat gain;
- Office elements will seek to make best use of natural ventilation by considering office depth and dual aspect planning, where the requirement permits;
- Buildings will be designed to incorporate Building Energy Management Systems to control heating, lighting, ventilation, hot water supply and renewable energy interfaces;
- All materials will be selected for their robustness, recyclability, value and availability from local and sustainable sources, which can be verified by data sheets provided by the relevant manufacturer/supplier;
- The use of non-recyclable plastics will be avoided, and alternative materials requested to be put forward for consideration;
- The availability of a material from a local source, whether that be the raw material or manufacturing facility will be given full consideration;
- The use of materials and surface treatments which produce harmful emissions will be avoided.



Fig 32. Examples of EV charging posts and bays within car park

12.4 SPECIFIC CODES – ACCESSIBILITY

The new development will be fully Equality Act 2010 compliant with all areas being fully accessible.

- All crossings within the development will comprise dropped kerbs and tactile paving;
- All entrances and exits will be designed with level thresholds;
- Vertical access will be provided to all levels;
- Accessible parking areas will be located as close as possible to the main vertical circulation points to minimise travel distance.

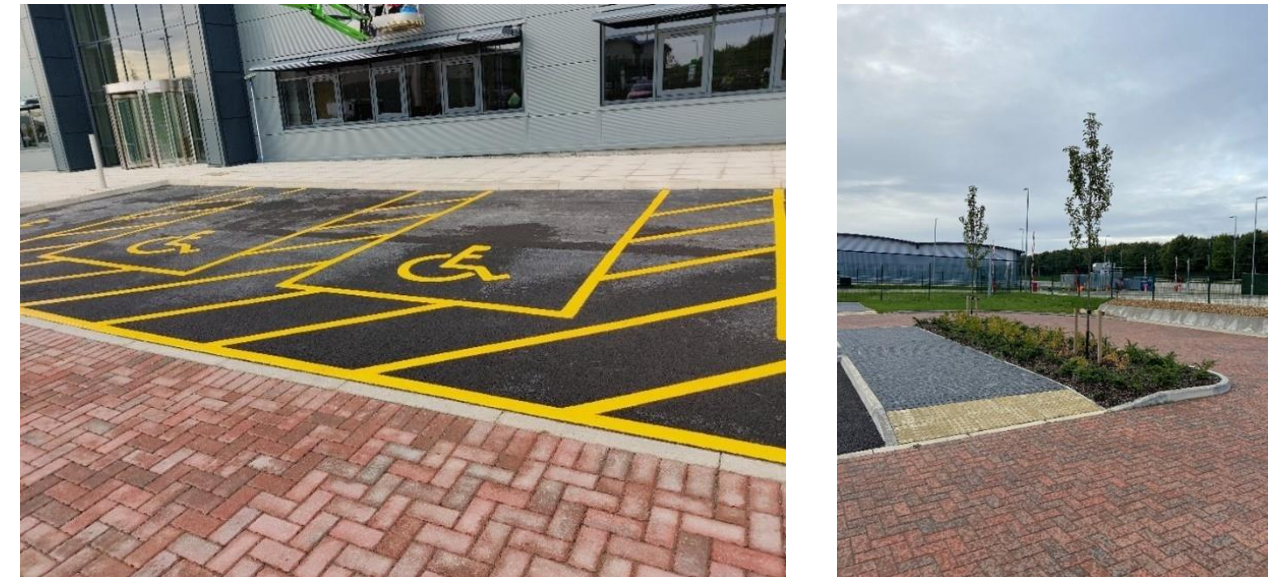


Fig 33. Accessible parking adjacent to the Main entrance and drop kerb / level crossing detail within the car park

12.5 SPECIFIC CODES – WASTE AND RECYCLING

- Where external waste management areas are required by occupiers, these will comprise covered bins to separate out recyclable materials effectively screened within a gated enclosure;
- Enclosures to be timber hit and miss construction and 2.4m high.



Fig 34. Secure waste and recycling enclosures

12.6 SPECIFIC CODES – EXTERNAL PLANT AND EQUIPMENT

- All external plant and equipment will be effectively screened within a gated enclosure;
- Enclosures to be timber hit and miss construction and 2.4m high;

12.7 SPECIFIC CODES – BOUNDARY TREATMENT AND FENCING

It is accepted that a certain amount of security fencing will be required for health and safety and security purposes. However, rather than fencing being automatically applied to the full extents of all boundaries around units, consideration will be given at the detailed design stage to appropriate alignments. For example, where practical, positioning fencing tightly to service yards and the railport would enable the car parks and landscaped areas to remain within more open 'frontage' areas creating a greater level of amenity along estate roads/footpath/cycle routes.

- Where service yards and operational areas require enclosure, this will be between 2.4m and 3.0m high green coated steel paladin fencing, with appropriate gates and barriers;
- Where security fencing is required, also plant native boundary hedging where practical to soften the appearance and increase biodiversity.;
- Where possible, car parking areas will remain open with barriers to control out of hours vehicle access if required by the occupiers;
- Native hedgerow boundaries to define spaces and create a sense of ownership along unit frontages where security can be more relaxed;



Fig 35. Typical Security Fencing

12.8 SPECIFIC CODES – ESTATE SIGNAGE

Estate signage will be provided at the entrance to the development. This will be prominent and designed to reflect the character of the development and the Tritax Big Box branding.

These will create a gateway into the site. Directional signage will be provided within the development site identifying individual occupiers. A modular system will be used which permits adaption and expansion as functional needs require, whilst establishing a family of signs to create a cohesive approach to estate signage. Directional signage will be illuminated where required.

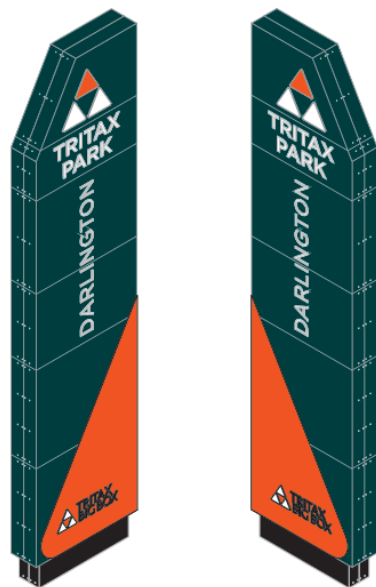


Fig 36. Typical Park Entrance Signage

12.9 SPECIFIC CODES – BUILDING SIGNAGE

The application clearly identifies signage locations on both the facades and roofs of the building for the developer's signage and individual occupier signage will be subject to their own Advertisement Consent applications.



Fig 37. Typical Roof mounted developer signage



Fig 38. Illustrative building signage