

Intermodal Logistics Park North Ltd

INTERMODAL LOGISTICS PARK NORTH (ILPN)

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

Project Reference TR510001

Preliminary Environmental Information Report (PEIR)

Chapter 02: Site Description

October 2025

Planning Act 2008

The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017

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

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

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

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

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

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

Chapter 2 ♦ Site Description

INTRODUCTION

- 2.1 This section provides an overview of the existing environmental features, constraints and opportunities within the DCO Site as well as the wider setting. Further detail of the baseline conditions as relevant to each environmental topic is provided within each EIA topic in Chapters 6-19.

THE APPLICATION SITE BOUNDARY

- 2.2 The DCO Site is split broadly in five sections (see PEIR Appendix 10.6, Figure 1.1):
- the Main Site – land to the east of the M6 motorway, to the south of the Chat Moss Line and to the west of Winwick Lane incorporating the triangular parcel of land located to the west of Parkside Road and to the north of the Chat Moss Line. The Main Site is approximately 193 hectares in size;
 - the Western Rail Chord – land to the west of the M6 motorway and to the east of the West Coast Mainline where the rail chord for the SRFI will be located. The Western Rail Chord is approximately 15.3 hectares in size;
 - The Northern Mitigation Area – land to the north of the Chat Moss Line (Liverpool – Manchester) railway line incorporating land for biodiversity net gain (BNG), PRoW, landscaping and soil management. The Northern Mitigation Area is approximately 47.6 hectares in size;
 - The Amenity Area - an area north of the railway line bounded by rail lines and Parkside Road, providing amenity open space, landscaping and screening 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. The Soils Reuse Area is approximately 93.7 hectares in size and may require temporary stockpiling for logistical purposes through the undertaking of the soil reuse works; and soil reuse works; and
 - Remote Highways Works - land contained within the draft Order Limits that includes the potential options that are being considered to inform a package of potential highways mitigation, including the Lane Head South Relief Road and other options listed in Table 2.1 below. These are located out of the Main Site and the Western Rail Chord. The Remote Highways Works are across approximately 130.9 hectares of land.

- 2.3 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, and is described in more detail below. A number of other uses exist at the Main Site currently which will cease, with existing structures to be demolished as explained below:
- Croft IGP Club, Winwick Lane;
 - Dolly Bridge Stud, Winwick Lane;
 - Golden Orb Solutions, Parkside Road;
 - Highfield Farm farmhouse and associated buildings, Parkside Road;
 - Parkside Farm farmhouse and associated buildings, The Stables and Barrowcliffe Cottage, Parkside Road;
 - Procon Ltd, Parkside Road;
 - 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 club for the flying of radio controlled model aircraft.
- 2.4 The majority of the Main Site is comprised of agricultural fields used for arable crops, with some small patches of woodland in the east. There are also a number of residential properties, farmsteads and two commercial yards within the Main Site, as explained above. 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.
- 2.5 A triangular parcel of land located to the north of the Chat Moss Line and to the east of Parkside Road also forms part of the Main Site.
- 2.6 The Western Rail Chord area within the DCO Site is approximately 15.3 hectares in size and 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. West.
- 2.7 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. This is partly consented and partly being promoted through the Town and Country Planning Act process.

- 2.8 The Northern Mitigation Area comprises a number of agricultural fields located between the Chat Moss Line and Newton Road.
- 2.9 The Soils Reuse Area comprises a number of agricultural fields to the east of Winwick Lane and south of the Chat Moss Line, bordering several existing land uses such as Kenyon Hall Farm and Morris Farm.
- 2.10 The Remote Highways Works is to be determined through assessment and review with relevant stakeholders, as set out in the Highways Mitigation Options Report (PEIR Appendix 7.2). The Highways Mitigation Options Report outlines the potential options that have been determined following consultation with the Local Highway Authorities and the initial transport modelling that has been undertaken. There are 15 mitigation options which have been considered, the locations of these are shown in Table 2.1 below.

Table 2.1 Highways Mitigation Options Description

No.	Location	Location Description
1	M6 Junction 21A	The proposed junction improvement is located at the M6 Junction 21A on the interchange link connecting the M62 Westbound to the M6 North and Southbound.
2	M62 Junction 9	The proposed junction improvement is located on the M62 Junction 9. This junction features an elevated roundabout over the M62, connecting Winwick Road (A49) to the south and Newton Road (A49) to the north.
3	A49 Winwick Park Roundabout	The proposed junction improvement is located on the Winwick Park Roundabout between M62 junction 9 and M6 Junction 22 along Newton Road (south) and Winwick Road (north).
4	M6 Junction 22	The proposed junction improvement is located on the M6 Junction 22 southbound merge slip road.
5	Lowton Junction	Lowton T-Junction is located at the junction between Parkside Road, Newton Road and Southworth Road.
6	Church Street / Mill Lane signal junction	The proposed junction improvement is located along Southworth Road at the junction with Mill Lane and Church Street.

No.	Location	Location Description
7	Ashton Road	Ashton Junction is located at the junction between Ashton Road, High Street, and Crown Lane at the northeast to Newton-Le-Willows.
8	Haydock Island	The proposed junction improvement is located on the M6 Junction 22, Haydock Island Junction, at the intersection with the A580.
9	Goldborne Island	The proposed junction improvement is located at the Golborne Island roundabout on the A588 south of Golborne and Lowton towns.
10	East Lancashire Road	The proposed junction improvement is located along the East Lancashire Road (A580) at the intersection with Church Lane, south of Lowton town.
11	Newton Road	The proposed junction improvement is located along the East Lancashire Road (A580) at the intersection with Newton Road, south of Lowton town.
12	Atherleigh Way	The proposed junction improvement is located along the East Lancashire Road at the intersection with Altherleigh Way (North).
13	Piele Road	The proposed Junction improvement is located along the East Lancashire Road (A580) at the intersection with Hydock Ln, south of Haydock Ln Industrial Estate.
14	Stanley Bank Way	The proposed junction improvement is located along the East Lancashire Road (A580) at the intersection with Stanley Bank Way, north of Haydock and Blackbrook.
15	Lane Head	The proposed corridor of the Lane Head South Relief Road is located between Winwick Lane and East Lancashire Road (A580).

KEY ENVIRONMENTAL CONSTRAINTS

2.11 A summary of the key environmental constraints reported in Chapter 6 to 19 are as follows:

Ecological and Environmental constraints

- 2.12 Manchester Mosses Special Area of Conservation (SAC) is located approximately 5.6 km south-east of the Main Site. Rixton Clay Pits (SAC) is located approximately 7.5km south-east of the Main Site.
- 2.13 Highfield Moss Site of Special Scientific Interest (SSSI) and Risley, Holcroft & Chat Moss site National Nature Reserve (NNR) is located adjacent to the northern boundary of the Main Site and is intersected by the Chat Moss railway line. The SSSI contains a number of key habitats, including: mixed valley mire communities on the peat; acidic marshy grassland on the glacial deposits; and, unimproved acidic grassland on the railway mound and cutting. The Highfield Moss SSSI area two small areas to the west, either side of the Chat Moss railway line is also classified as Common Land in accordance with the Countryside and Rights of Way Act 2000 (CRoW Act).
- 2.14 A number of Sites of Biological Interest (SBI) and Local Wildlife Sites (LWS), of county importance are located both adjacent and within 2 km of the DCO Site. Further detail can be found in PEIR Chapter 11.
- 2.15 Surveys have identified trees and buildings with potential for bat roosts, including one confirmed day roost of a common pipistrelle. Activity levels across the site are generally low to moderate, with no significant commuting corridors recorded. However, the presence of roosting features and protected species means further surveys and mitigation may be required, particularly around Highfield Moss SSSI and woodland areas.
- 2.16 Multiple Important Ecological Features (IEFs) including those of botanical interest and fauna have been identified and will be further assessed to determine likely impacts on those features.
- 2.17 The EA's Flood Map for Planning¹ shows the entirety of the DCO 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 60m west of the Western Rail Chord, associated with the Newton Brook.
- 2.18 The EA's Risk of Flooding from Surface Water map² shows various areas of the site to be at 'low', 'medium' and 'high' risk of surface water flooding, however the DCO site is shown to be predominantly at very low probability of flooding from pluvial sources. Areas indicated to be at potential risk of surface water flooding generally correlate with the location of existing surface water bodies and existing topographical low points.
- 2.19 The DCO Site is within the Lower Mersey Basin and North Merseyside Permo-Triassic Sandstone Aquifers groundwater body catchment which has a WFD overall waterbody quality classification of 'poor', largely due to agriculture and land management. The catchment has an objective of achieving 'good' overall status by 2027.
- 2.20 The DCO Site falls within United Utilities' sewerage area, though it is currently understood not to be served by a public foul water drainage system. Preliminary discussion with United

¹ EA Flood Map for Planning: <https://flood-map-for-planning.service.gov.uk/>

² Risk from Surface Water Map: <https://check-long-term-flood-risk.service.gov.uk/map>

Utilities indicate that a connection to the public foul and combined sewerage network could be possible, subject to further assessment. The final drainage approach is yet to be confirmed.

- 2.21 The DCO Site lies within Zone III (Total Catchment) of groundwater source protection zone, with a small section of the Western Rail Chord falling within Zone II (Outer Catchment). Additionally, parts of the site are located within a Nitrate Vulnerable Zone and a Drinking Water Safeguard Zone for groundwater. Further detail can be found in PEIR Chapter 14.
- 2.22 The M6 Air Quality Management Area (AQMA) is designated along the entire length of the M6 motorway within St Helens borough. The boundary of the AQMA reaches into the western boundary of the Main Site and through Junction 22 of the M6, which is within the Draft Order Limits. Further detail can be found in PEIR Chapter 8.

Heritage constraints

- 2.23 There are 17 designated heritage assets and 24 non-designated heritage assets (NDHA) identified within a 1 km radius of the DCO Site. The *'Huskisson Memorial on south side of 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. Further detail can be found in PEIR Chapter 12.
- 2.24 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 located directly adjacent to, and partially overlapping with, the western edge of the Draft Order Limits. It is classified as high sensitivity.
- 2.25 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. Further detail can be found in the Heritage Asset Map.
- 2.26 The site of a medieval park, Newton Park, Newton-in-Makerfield, is partially located within the western part of the DCO Site boundary.

Land and PROW constraints

- 2.27 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.
- 2.28 The DCO Site is in an area of low unexploded ordnance (UXO) risk. The DCO Site is in a Coal Authority reporting area but not a Development High Risk Area. Parts of the DCO Site are within a minerals safeguarding area (MSA) for Sand and Gravel. The DCO Site sits within an Oil and Gas licencing area for which a number of Petroleum Exploration and Development Licences have been issued. The licences do not give permission for operations but grant exclusivity to licensees within the defined area.

- 2.29 Ground conditions across the site are variable, with superficial deposits including Devensian Till, Glaciofluvial Ice Contact deposits, Lacustrine deposits, and areas with no superficial cover. Peat deposits are mapped within Highfield Moss SSSI and may extend onto the site. Bedrock geology consist mainly of the Chester Formation, with the Kinnerton Sandstone and Manchester Marls formations present in the west. Several geological faults are mapped across the site.
- 2.30 Site investigations recorded consistent topsoil, Made Ground containing anthropogenic materials, lacustrine deposits in one location, and peat in two locations associated with former ponds. Till deposits were widespread, particularly in the northeast, with thickness up to over 9.00m. Weather Chester Formation deposits were encountered beneath the Till, but the base was not proven.
- 2.31 Lacustrine and peat deposits, as well as Made Ground near former ponds, may act as sources of hazardous ground gases. Monitoring to date has recorded no significant methane or flow rates and only low levels of carbon dioxide, indicating no requirement for gas protection measures. Monitoring is ongoing. Further detail can be found in PEIR Chapter 15.
- 2.32 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.
- 2.33 A number of PRow cross the Main Site, including the following (see PEIR Appendix 10.6, Figure 1.1):
- Footpath 006/101/10
 - Footpath 006/100/10
 - Footpath 621
 - Footpath 608
- 2.34 Appendix 10.6 (Annex 1, Figure 1.2) illustrates an area of land designated as Registered Common Land in the Common Land Register (Entry CL1) which is maintained by Wigan Council, a Commons Registration Authority.
- 2.35 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.

Noise constraints

- 2.36 Baseline monitoring has identified road traffic noise as the dominant sound across the Main Site, with occasional rail noise and industrial activity near commercial areas. Receptors near the railway lines adjacent to the Main Site are already frequently exposed to frequent passenger train passes and occasional freight train passes. Further detail can be found in PEIR

Chapter 9.

Summary

- 2.37 Further details of the key environmental constraints which are summarised above are contained in Chapter 6 to 19 of this PEIR.