◆ Air Quality

INTRODUCTION

1. 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, Wigan and Warrington Councils. 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, thereby reducing carbon emissions and contributing to the UK's target to achieve net zero by 2050.

2. 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.

3. Before making a DCO application, an Environmental Impact Assessment (EIA) of the Proposed Development will be undertaken in accordance with the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 ('the EIA Regulations'). EIA is a process that provides the decision maker with sufficient information about the likely environmental effects of a project and is used to improve the environmental design of a development proposal. The first stage of this process was the submission of a request for a formal scoping opinion under Regulation 10 of the EIA Regulations.

4. The Applicant submitted an EIA Scoping Report to the Planning Inspectorate in October 2024. This outlined the work undertaken to date and sought advice from the Inspectorate on the likely significant effects of the Proposed Development and the topics that needed to be assessed as part of the Environmental Impact Assessment (EIA). A Scoping Opinion was received in December 2024 and this will be used to inform the EIA process for the Proposed Development. A summary of the main comments received and how the Applicant intends to address these are set out in the table below.

Table 1 Scoping Opinion comments and responses

Inspectorate's Comments	Applicant's Response
Effects from combustion plant such as CHP are scoped into the assessment. The study area and approach for this assessment should be discussed and where possible agreed with	The Applicant notes this comment. The scope of any assessment of effects associated with combustion plant emissions will be discussed and agreed with the

Inspectorate's Comments	Applicant's Response
relevant consultation bodies and should include effects on both human and ecological receptors.	relevant consultation bodies and will include effects on both human and ecological receptors.

5. This topic paper outlines the current assessment of the potential impact of the Proposed Development on air quality. It has been prepared by Redmore Environmental Ltd. The author of this topic paper is Emily Macey BSc (Hons) MSc MIAQM MIEnvSc, a Senior Air Quality Consultant with over five years of industry experience. This topic paper has been reviewed by Jethro Redmore BEng (Hons) MSc CEnv PIEMA MIAQM MIEnvSc, Director of Redmore Environmental, with 19 years of relevant UK experience.

6. The study area lies in the boroughs of St Helens, Wigan and Warrington. Air Quality Management Areas (AQMAs) are designated where there are exceedences of the annual mean levels of a pollutant as defined by Air Quality Objectives. St Helens Borough Council has declared four, with the DCO Site located partly within an AQMA encompassing the M6 for its entire length within the borough. Wigan and Warrington have also declared AQMAs within the vicinity of the DCO Site.

7. The main changes to local air quality from the Proposed Development are likely to be associated with emissions from vehicle and freight train movements to and from the DCO Site, as well as potential dust emissions during construction.

8. There are a number of air quality monitoring sites in St Helens and in neighbouring Wigan and Warrington, which record concentrations of nitrogen dioxide (NO_2). Data from these locations will be used to verify the air quality model that will be built for this assessment and ensure the outputs are accurate.

9. The air quality model will be used to assess the levels of air pollutants at the DCO Site as well as at sensitive locations nearby. In particular the model will be used to estimate current and potential future levels of air pollutants (NO_2, particulate matter with an aerodynamic diameter of less than 10µm (PM_{10}) and particulate matter with an aerodynamic diameter of less than 2.5µm ($PM_{2.5}$)). A construction dust assessment will also be carried out to determine any potential impact on sensitive receptors in the area. The following sections outline the scope of the assessment to be undertaken.

RELEVANT LAW, POLICY AND GUIDANCE

Introduction

10. The DCO application will be determined pursuant to the Planning Act 2008 and relevant regulations, the National Networks National Policy Statement ('NPSNN', adopted 2024) and the National Planning Policy Framework (NPPF). Relevant local planning policy are material considerations.

Legislation

11. There are a number of ambient air quality standards currently adopted within the UK through various statutory instruments and policy documents. These are maximum ambient pollutant concentrations that are not to be exceeded either without exception or with a permitted number of exceedances over a specified timescale, with the main requirements provided through the following mechanisms:

- The Air Quality Standards Regulations (2010)[1] and subsequent amendments;
- The Environmental Targets (Fine Particulate Matter) (England) Regulations (2023)[2];
- Department for Environment, Food and Rural Affairs (DEFRA), The Air Quality Strategy, 2023[3]; and,
- DEFRA, Environmental Improvement Plan 2023[4]

12. The relevant air quality standards, termed either 'Air Quality Objectives' for NO_2 and PM_{10} or 'Interim Target' and 'Concentration Target' for $PM_{2.5}$, are provided in Table 2.

Table 2 Air Quality Objectives/Interim Target/Concentration Target

Pollutant		Period	Air Quality Objective/ Interim Target/Concentration Target
Description	Units		
NO_2	$\mu g/m^3$	Annual mean	40
	$\mu g/m^3$	1-hour mean, not to be exceed	200
PM_{10}	$\mu g/m^3$	Annual mean	40
	$\mu g/m^3$	24-hour mean, not to be exceeded on more than 35 occasions per annum	50
	$\mu g/m^3$	Annual mean Interim Target	12

[1] The Air Quality Standards Regulations 2010, UK Government, 2010.

[2] Environmental Improvement Plan, DEFRA, 2023.

[3] AQS: Framework for Local Authority Delivery, DEFRA, 2023.

[4] Environmental Improvement Plan 2023, DEFRA, 2023.

Pollutant		Period	Air Quality Objective/ Interim Target/Concentration Target
Description	Units		
$PM_{2.5}$	$\mu g/m^3$	Annual mean Concentration Target	10

13. Local Authorities are required to review and assess air quality within their areas of jurisdiction. This involves comparing present and likely future pollutant concentrations against the air quality objectives. If it is predicted that levels exceed the allowed limits, the Local Authority is required to declare an AQMA and take measures, as outlined in an accompanying Air Quality Action Plan, to reduce pollution concentrations to below the relevant values.

14. Paragraphs 5.7 to 5.16 of the National Networks NPS (NPSNN)[5] provides guidance on generic air quality impacts and their assessment. Paragraph 5.13 of the NPSNN states that the environmental statement should describe:

- Existing air quality emissions and concentrations;
- Forecasts of emissions and concentrations at the time of opening, assuming that the scheme is not built (the future baseline) and taking account of the impact of the scheme;
- Any significant air quality effects, their mitigation and any residual effects, distinguishing between the construction and operation stages and taking account of the impact of any road traffic generated by the project;
- The predicted emissions, concentration change and absolute concentrations of the proposed project after mitigation methods have been applied;
- Any potential impacts on nearby designated habitats from air pollutants; and,
- The proximity and nature of nearby receptors which could be impacted, including those more sensitive to poor air quality.

15. Paragraph 5.15 of the NPSNN advises that the assessment should take Defra's future projections of UK air pollutant emissions into account and provide judgement on whether the project would affect the UK's ability to comply with the Air Quality Standards Regulations (2010).

16. The National Planning Policy Framework (2024) (NPPF) is supported by the Planning Practice Guidance. The NPPF[6] states that significant development should be focused on locations which are or can be made sustainable, primarily through offering genuine choice of transport modes. It goes further to suggest that opportunities to improve air quality or mitigate impacts

[5] NPSNN, Department for Transport, 2024.

[6] NPPF, Ministry of Housing, Communities and Local Government, 2023.

should be identified and that any new development in AQMAs and Clean Air Zones is consistent with the local air quality action plan.

Regional Planning Policy

17. The following document provides the regional planning policy of relevance to the DCO Site:

- Towards a Spatial Development Strategy for the Liverpool City Region up to 2024. The policies relevant to air quality are Policy LCR SS1, Policy LCR DP5 and Policy LCR DP7. It is at a relatively early stage of preparation, has not yet been through Examination in Public and is expected to have unresolved objections. As such, and in accordance with the NPPF, it cannot currently be afforded any material weight. Its progress will be monitored throughout the DCO application preparation process.

- Places for Everyone Joint Development Plan Document[7] which is a joint development plan document covering nine of the ten Greater Manchester authority areas (including Wigan). The policies relevant to air quality are Policy JP-S5 and Policy JP-C5.

Local Planning Policy

18. The following documents provide the local planning policy of relevance to the DCO Site:

- St Helens Borough Local Plan up to 2037[8]. The policies relevant to air quality are Policy LPA02, Policy LPA12, Policy LPD01, Policy LPD09 and Policy LPA09;

- The Wigan Local Plan Core Strategy[9]. The policy relevant to air quality is Policy CP 17; and,

- Warrington Local Plan 2021/22 - 2038/39[10]. The policy relevant to air quality is Policy ENV8.

Guidance Documents

19. Air quality guidance which is relevant to the assessment is set out in:

- DEFRA (2022) 'Local Air Quality Management Review and Assessment Technical Guidance (TG22)'[11];

- Institute of Air Quality Management (IAQM) (2017) 'Land-use Planning and

[7] Places for Everyone Joint Development Plan Document, Greater Manchester Combined Authority, 2024.

[8] St Helens Borough Local Plan up to 2037, SHBC, 2022.

[9] Wigan Local Plan Core Strategy, Wigan Council, 2013.

[10] Warrington Local Plan 2021/22 - 2038/39, Warrington Borough Council, 2023.

[11] Local Air Quality Management Technical Guidance (TG22), DEFRA, 2022.

Development Control: Planning for Air Quality'[12];

- IAQM (2024) 'Guidance on the Assessment of Dust from Demolition and Construction V2.2'[13];
- Wigan Council (2011) 'Development and Air Quality Supplementary Planning Document (SPD)'[14];
- DEFRA (2024) 'Interim Planning Guidance for $PM_{2.5}$'[15]; and,
- Natural England (2018) 'Natural England's approach to advising competent authorities on the assessment of road traffic emissions under the Habitats Regulations'[16].

SITE DESCRIPTION

Site location

20. The DCO Site is located on the eastern extent of Newton-le-Willows in a flat, agricultural landscape. The DCO Site is located within the local authority areas of St Helens Borough Council, within the Liverpool City Region Combined Authority; Wigan Council, within the Greater Manchester Combined Authority; and Warrington Borough Council.

21. The DCO Site is split broadly in two 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, which bisects the DCO Site in a northwest southeast orientation, and to the east of the West Coast Mainline.

22. 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 Main Site south of the Chat Moss Line is approximately 198 hectares in size. The Highfield Moss Site of Special Scientific Interest (SSSI) is also adjacent to the north of the DCO Site, which is described in more detail below. A number of other uses exist at the Main Site currently, including:

- Kenyon Hall Airfield, which is a small airfield used by the Lancashire Aero Club for recreational flying of small propeller planes;

[12] Land-use Planning and Development Control: Planning for Air Quality, IAQM, 2017.

[13] Guidance on the Assessment of Dust from Demolition and Construction V2.2, IAQM, 2024.

[14] Development and Air Quality SPD, Wigan Council, 2021.

[15] https://uk-air.defra.gov.uk/pm25targets/planning.

[16] Natural England's approach to advising competent authorities on the assessment of road traffic emissions under the Habitats Regulations, Natural England, 2018.

- Warrington Model Flying Club, which is a model club for radio controlled model aircraft; and,
- Highfield Farm, which is comprised of two agricultural/residential buildings set within a curtilage surrounded by agricultural fields.

23. 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 a commercial yard within the Main Site. Parkside Road (A573) runs through the DCO Site to the south before passing over the M6 where it provides access to Parkside Link Road West.

24. The 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.

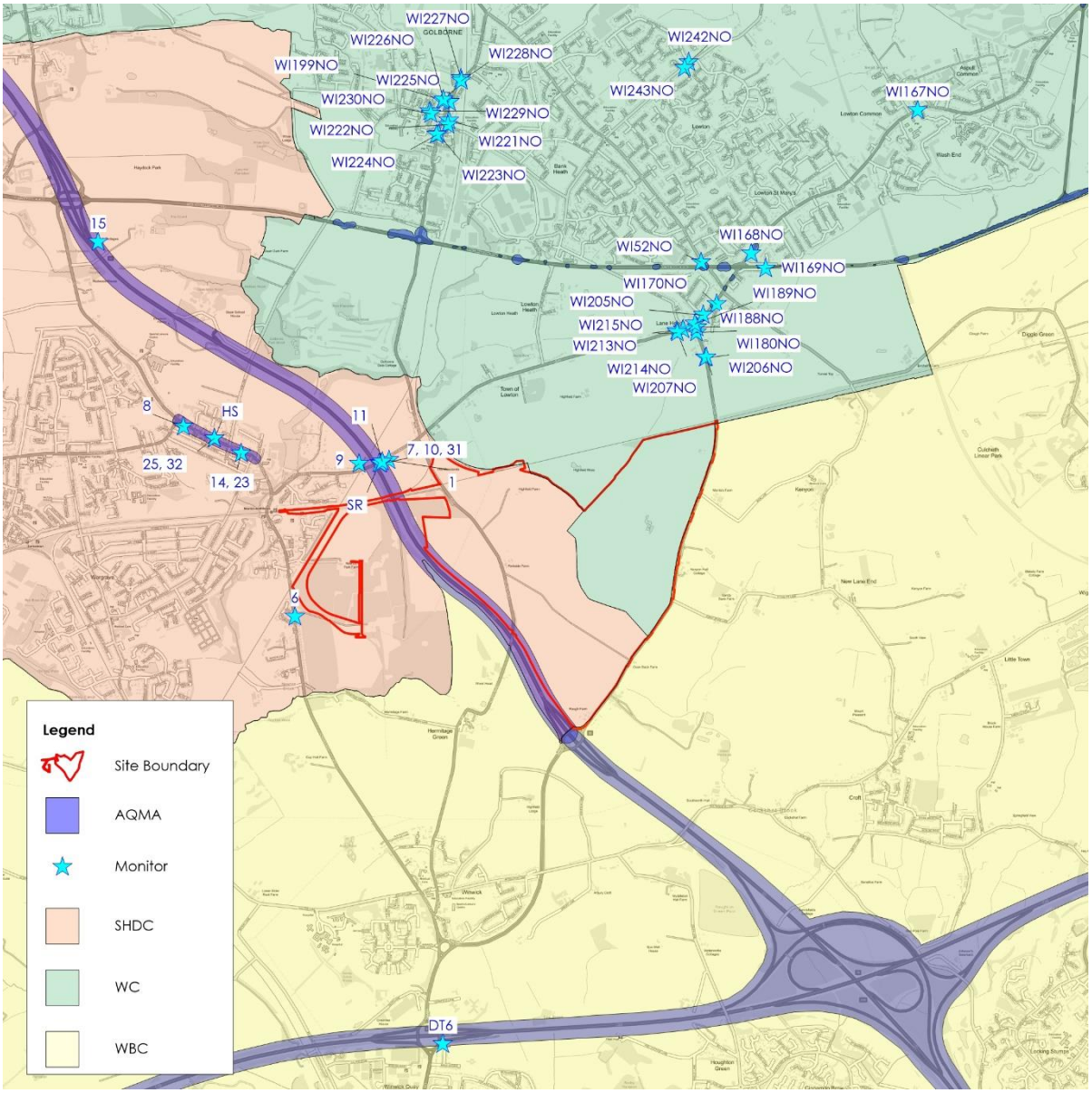
25. The Western Rail Chord of the DCO Site is approximately 12 hectares in size and is bordered to the west by the West Coast Mainline railway, to the north by the Chat Moss Line and to the east by the Parkside West Development. The Western Rail Chord is comprised of safeguarded land for the rail-turn head to enable trains to be serviced to and from the North and the East.

26. The Western Rail Chord is comprised of scrub land and areas of woodland which are set within the context of an area of redevelopment with commercial uses proposed, which is known as Parkside West, and is currently being promoted through the Town and Country Planning Act process.

Baseline environment

27. AQMAs of relevance to the Proposed Development have been designated by St Helens Borough Council, Warrington Borough Council and Wigan Council. Traffic generated by the Proposed Development has the potential to cause air quality impacts within these sensitive areas. The AQMA locations, Local Authority boundaries and monitoring locations are shown in Figure 1.

Figure 1 AQMA Extents and Monitoring Locations



28. The main source of pollutants in the vicinity of the DCO Site is traffic on the M6 that borders the western boundary of the DCO Site. Secondary sources include the railway to the north, as well as other road links.

29. Background concentrations of air pollutants taken from DEFRA mapping in the area surrounding the DCO Site are summarised in Table 3. This gives an indication of the background air quality in a 1km area surrounding land within the DCO Site boundary, but is not representative of locations directly next to roads. These values and local monitoring data will be used as a starting point in the dispersion modelling which will be used to assess the impact from the Proposed Development.

Table 3 Background Pollutant Concentration Predictions

National Grid Reference (NGR) (m)	Predicted 2024 Background Pollutant Concentration (µg/m^3)		
	NO_2	PM_{10}	$PM_{2.5}$
360500, 394500	13.25	13.14	7.92
360500, 395500	13.33	13.39	8.01
361500, 394500	12.71	14.02	8.07
361500, 395500	10.59	12.42	7.34

30. As shown in Table 3, the predicted background pollutant levels are below the relevant air quality standards across the DCO Site.

31. The air quality monitors to be used in the assessment are maintained by St Helens Borough Council, Warrington Borough Council and Wigan Council, as shown in Figure 1 above. Table 4 presents the results of monitoring of pollutant concentrations undertaken by St Helens Borough Council, Warrington Borough Council and Wigan Council in the vicinity of the DCO Site. Local monitoring results generally indicate compliance with the objective within the vicinity of the DCO Site. However, elevated NO_2 concentrations have been recorded within Wigan at the Winwick Lane and Newton Road junction, which is shown in bold. This is currently an air quality area of concern and will be considered in detail throughout the assessment.

Table 4 Local Monitoring Results

Monitoring Site		Local Authority	Monitored NO_2 Concentration (µg/m^3)				
			2019	2020	2021	2022	2023
HS	St Helens High Street	SHBC	31	30	30	27	25.1
SR	St Helens Southworth Road	SHBC	**43**	34	34	37	31
1	170 Southworth Road	SHBC	24.9	23.2	24.1	18.9	19.5
6	Parkside Lampost	SHBC	21.5	17.3	20.9	17.7	20.0
7, 10 31	160 Southworth Road	SHBC	31.4	31.5	36.5	27.8	26.8
8	157 High Street	SHBC	23.0	19.8	23.4	20.3	19.1
11	Southworth Road LP 11	SHBC	34.0	31.7	35.1	28.9	26.6

Monitoring Site		Local Authority	Monitored NO_2 Concentration ($\mu g/m^3$)				
			2019	2020	2021	2022	2023
14, 23	19 High Street	SHBC	30.7	28.0	34.4	25.5	27.7
25, 32	High Street Monitor	SHBC	30.0	24.7	31.2	26.0	26.9
15	2 Parkside Cottages	SHBC	27.1	25.9	26.6	23.2	25.7
DT6	WA37 Elm Road	WBC	-	23.9	28.4	24.5	-
WI167NO	Newton Road	WC	26.3	18.7	20.6	19.2	19.2
WI168NO	Newton Road	WC	35.7	24.8	25.4	25.0	24.3
WI169NO	East Lancashire Road	WC	32.7	23.9	26.1	24.1	22.8
WI205NO	Newton Road	WC	-	22.4	23.0	22.9	21.1
WI170NO	Newton Road	WC	28.5	21.4	22.7	21.4	19.3
WI180NO	**4 Winwick Lane**	WC	**57.9**	**41.9**	**44.6**	**45.3**	**42.4**
WI188NO	Winwick Lane	WC	38.3	27.9	30.6	30.7	28.5
WI189NO	Newton Road	WC	35.1	22.0	25.3	21.9	-
WI206NO	Winwick Lane	WC	-	20.4	22.6	20.7	-
WI207NO	Winwick Lane	WC	-	24.7	27.3	23.2	-
WI214NO	Newton Road	WC	-	-	17.1	17.0	-
WI215NO	Newton Road	WC	-	-	19.0	17.7	-
WI213NO	Newton Road	WC	-	-	17.1	16.0	14.9
WI52NO	Church Lane	WC	39.4	27.1	30.5	29.7	-
W199NO	Church Street	WC	-	21.3	23.1	22.8	-
WI226NO	Charles Street	WC	-	-	20.8	20.3	19.0
WI227NO	Church Street	WC	-	-	25.1	23.9	21.4
WI228NO	Church Street	WC	-	-	21.6	22.4	20.8
WI225NO	Charles Street	WC	-	-	19.9	20.5	19.7
WI229NO	Heath Street	WC	-	-	22.8	21.1	-
WI221NO	Tanner's Lane	WC	-	-	20.9	21.8	19.6
WI222NO	Tanner's Lane	WC	-	-	22.1	24.9	23.0

Monitoring Site		Local Authority	Monitored NO_2 Concentration ($\mu g/m^3$)				
			2019	2020	2021	2022	2023
WI223NO	High Street	WC	-	-	20.7	22.4	20.9
WI224NO	High Street	WC	-	-	29.6	30.3	27.3
WI230NO	Heath Street	WC	-	-	27.1	29.1	27.0
WI242NO	Slag Lane	WC	-	-	-	17.1	-
WI243NO	Slag Lane	WC	-	-	-	17.9	16.8

** Air Quality Objective for NO_2 is 40µg/m^3. There is one exceedance in 2023 which is shown in bold.*

32. Local monitoring data will be used to verify the results of dispersion modelling. Representative sensitive receptor locations will be selected at which to assess the impacts of the Proposed Development.

DEVELOPMENT DESCRIPTION

33. The Proposed Development is an SRFI with associated development comprising:

- provision of a rail terminal serving up to 16 trains per day, including ancillary development such as container storage, cranes for the loading and unloading of shipping containers, Heavy Goods Vehicle (HGV) parking, rail control building and staff facilities;
- a rail turn-back facility within the Western Rail Chord;
- up to c.767,000 square metres (m^2) (gross internal area) of warehousing and ancillary buildings with a total footprint of c.590,000m^2 and up to c.177,050m^2 of mezzanine floorspace, subject to ongoing design and market assessment, comprising a mixture of units with the potential to be rail-connected, rail served and additional units;
- new road infrastructure and works to existing road infrastructure;
- provision of overnight lorry parking for users of the SRFI;
- new energy centre and electricity substations, including central battery storage and potential provision of central Combined Heat and Power (CHP) units to augment the grid supply in the case of demand exceeding instantaneous firm and variable supplies;
- provision of photovoltaics and battery storage on site;
- strategic landscaping and open space, including alterations to public rights of way and

the creation of new ecological enhancement areas;

- demolition of existing on-site structures (including existing residential dwellings / farmsteads and commercial premises);
- potential relocation of the Huskisson Memorial; and
- earthworks to regrade the DCO Site to provide appropriate access, connections to the railway, development plots and landscape zones.

OUR APPROACH TO THE ASSESSMENT

Introduction

34. The assessment will employ the methodologies and guidance set out in Local Air Quality Management Technical Guidance LAQM TG (22)[17], IAQM Land-Use Planning and Development Control: Planning for Air Quality[18], DEFRA Interim Planning Guidance for $PM_{2.5}$[19] and IAQM Guidance on the Assessment of Dust from Demolition and Construction V2.2[20]. It will also accord with paragraphs 5.7 to 5.19 of the NPSNN[21], summarised in the introduction of this topic paper.

35. The main purpose of the assessment is to determine the current conditions in the area and what effects future emissions associated with vehicle and locomotive movements, as well as operation of any CHP units and other power generation plant, might have on existing sensitive human and ecological receptors. In addition, the potential for dust from the Proposed Development during construction will be assessed at nearby sensitive human and ecological receptors.

Dust from Construction

36. There is potential for construction dust to impact on sensitive human and ecological receptors neighbouring the Proposed Development.

37. An assessment to determine the impacts of dust caused by construction works will be included in the PEIR and ES. This will be carried out in accordance with the IAQM Guidance on the Assessment of Dust from Demolition and Construction V2.2[22]. The main stages of works are earthworks, construction and disturbance caused by dust emissions from construction vehicles arriving and leaving the DCO Site. The guidance indicates that an assessment should consider sensitive human receptor locations within 250m of the DCO Site boundary and within 50m of the construction vehicle route up to 250m from the DCO Site entrance, as well as

[17] Local Air Quality Management Technical Guidance (TG22), DEFRA, 2022.

[18] Land-Use Planning & Development Control: Planning for Air Quality, IAQM, 2017.

[19] https://uk-air.defra.gov.uk/pm25targets/planning.

[20] Guidance on the Assessment of Dust from Demolition and Construction V2.2. IAQM, 2024.

[21] NPSNN, Department for Transport, 2024.

[22] Guidance on the Assessment of Dust from Demolition and Construction V2.2. IAQM, 2024.

ecological receptors within 50m of the DCO Site boundary and within 50m of the construction vehicle route up to 250m from the DCO Site entrance.

Pollutants from Road Vehicles, Locomotives and On-Site Energy Production

38. Pollutants considered in the assessment will be NO_x, NO_2, PM_{10} and $PM_{2.5}$. These are from road vehicles, trains and on-site energy production within the potential CHP units.

39. The Proposed Development is partly located within an AQMA declared by St Helens Borough Council due to high annual mean NO_2 concentrations. As such, it is important to assess the local highway infrastructure and predicted vehicular increases to measure what effects the Proposed Development will have on local air quality. This will be carried out in accordance with the IAQM Land-Use Planning and Development Control: Planning for Air Quality[23]. The same is applicable to the local rail network as locomotives can also be a source of NO_2. As such, increased movement on the network within the AQMA and at the rail interchange itself will be considered.

40. The air quality assessment will use traffic data derived from a strategic model developed as part of the transport assessment. This will feed into a computer dispersion model which will be verified to replicate a baseline year using monitoring data. Once calibrated, the model will be adjusted with future years traffic data and the changes to NO_2, PM_{10} and $PM_{2.5}$ concentrations estimated. This will allow the assessment to look at the impact the Proposed Development will have.

LIKELY MAIN EFFECTS OF THE PROPOSALS

41. The likely impacts on air quality are from construction dust and vehicle movements during construction and operation, as well as rail emissions and energy generation emissions during operation. As stated in the following section and depending on the results of the assessment, certain mitigation measures may be required to reduce the impacts.

PROPOSED APPROACH TO MITIGATION

Construction

42. Impacts associated with dust emissions during construction can be mitigated by implementing the methods provided in the IAQM 'Guidance on the Assessment of Dust from Demolition and Construction' document[24]. This will include production of a Construction Environmental Management Plan (CEMP), which will subsequently be implemented and adhered to. This will include site-specific mitigation measures to control dust emissions to an acceptable level.

43. Impacts associated with vehicle exhaust emissions during construction can be mitigated by implementing a suitable Construction Traffic Management Plan, inclusive of suitable vehicle routing restrictions. Consideration of restrictions on emission standards for vehicles accessing

[23] Land-use Planning and Development Control: Planning for Air Quality, IAQM, 2017.

[24] Guidance on the Assessment of Dust from Demolition and Construction V2.2. IAQM, 2024.

the DCO Site could also be provided if necessary.

Operation

44. If impacts associated with operational phase road vehicle exhaust emissions are found to be significant, possible examples of mitigation recommended by the IAQM[25] are:

- Improvements to off-site highway infrastructure;
- Provision of a detailed Travel Plan which sets out measures to encourage sustainable means of transport (public, cycling and walking) via subsidised or free-ticketing, improved links to bus stops, improved infrastructure and layouts to improve accessibility and safety;
- Electric Vehicle charging provisions; and,
- Support for and promotion of car clubs.

45. If impacts associated with operational phase rail exhaust emissions are found to be significant, possible examples of mitigation are:

- Increased use of electric and hybrid locomotives to reduce emissions at source.

NEXT STEPS

46. Further work is programmed to advise on the potential impact of the Proposed Development on Air Quality. This includes the following:

- Continue to undertake EIA, with ongoing consultation, discussions and agreements being sought with the Environmental Health Officers at St Helens Borough Council, Warrington Borough Council and Wigan Council. This will include consideration of the assessment of rail and energy generation emissions due to the current uncertainty in specific methodology;
- Develop a computer dispersion model informed by traffic figures from the strategic modelling carried out by the transport assessment. The purpose of the dispersion model is to predict future changes in pollutant concentrations at human and ecological receptors that are deemed to be at risk;
- Include rail transport impact within the computer dispersion model, if required based on initial screening of anticipated number of daily locomotive movements;
- Include energy generation emission impact within the computer dispersion model, if required based on final energy strategy for the DCO Site; and,
- Undertake the construction dust assessment of potential impacts at human and

[25] Land-Use Planning & Development Control: Planning for Air Quality, IAQM, 2017.

ecological receptors.

47. The results of the various assessments will be reviewed on an iterative basis and used to inform the relevant mitigation strategy for the development. This will then be discussed and agreed as far as practicable with the relevant consultees during the statutory consultation period.

48. This topic paper forms part of the material available for the informal consultation that is taking place between 27 January 2025 and 21 March 2025. Should you wish to comment on this paper or any other matters related to the Proposed Development you can respond to the informal consultation via:

- ILP North website – *www.tritaxbigbox.co.uk/our-spaces/intermodal-logistics-park-north*
- Email *ilpnorth@consultationonline.co.uk*
- Freepost ILP North
- 01744 802043