



# INTERMODAL LOGISTICS PARK NORTH

INFORMAL NON-STATUTORY  
CONSULTATION BROCHURE

Monday 27 January – Friday 21 March 2025



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# INTRODUCTION TO THE PROPOSALS

**Tritax Big Box is bringing forward proposals for Intermodal Logistics Park North (ILP North), a new Strategic Rail Freight Interchange (SRFI) project, with an intermodal rail terminal and logistics accommodation and warehousing near Newton-le-Willows.**

The ILP North project will deliver an intermodal SRFI of local, regional and national importance.

SRFI stands for Strategic Rail Freight Interchange. These are modern distribution and warehouse parks that are linked to both the rail and strategic road systems. They include a rail terminal for the loading and unloading of goods between trains, trucks, and buildings onsite. They provide critical logistics infrastructure for importers and exporters, for manufacturers and distributors and for local and inter-regional distribution.

ILP North is classed as a Nationally Significant Infrastructure Project (NSIP) and will proceed through the Development Consent Order (DCO) planning process. This is because the proposals

meet the thresholds set in the Planning Act 2008 relating to SRFIs which mean that consent must be sought by a DCO and not a planning permission under the Town and County Planning Act 1990.

You can find detailed information about the project on our website at [www.tritaxbigbox.co.uk/our-spaces/intermodal-logistics-park-north/](http://www.tritaxbigbox.co.uk/our-spaces/intermodal-logistics-park-north/).

On the site, you can view project information, submit your feedback through an online feedback form, and explore our topic papers. These papers offer in-depth information on key aspects of the project, such as transport, environmental impact, and design. For further details on the topic papers, please refer to page 17 of this brochure.

## WHO IS TRITAX BIG BOX?

Tritax Big Box Developments (TBBD) is a Tritax Big Box REIT associated company dedicated to logistics development. TBBD specialises in identifying and securing strategic land and developing large-scale, best-in-class logistics facilities that meet the evolving needs of modern businesses.

Tritax Big Box is the developer behind the ILP North project. Tritax Big Box has a proven track record in developing strategic logistics infrastructure, with an experienced development team that has been involved in dynamic, speculative and occupier-led development schemes across the United Kingdom.

## CONTACT US

@ ilpnorth@consultationonline.co.uk

✉ Freepost ILP NORTH (no stamp needed)

📞 01744 802043

# NEXT STEPS

Our informal non-statutory consultation will take place from **Monday 27 January until 11:59pm on Friday 21 March 2025**. The first phase of consultation will provide an opportunity to introduce Tritax Big Box and members of its consultant team as well as outline the proposals to the community.

The feedback we receive at this stage, coupled with the ongoing environmental and technical surveys, will play a crucial role in shaping the emerging design of ILP North that we will then present at a further 'statutory' consultation.

For more information about our consultation events please refer to page 20 of this brochure.

## WHAT IS A NATIONALLY SIGNIFICANT INFRASTRUCTURE PROJECT (NSIP)?

Certain types of large-scale developments are classified by the Government as Nationally Significant Infrastructure Projects (NSIPs). Unlike most planning applications, permission for NSIPs is granted directly by the Government rather than local planning authorities. ILP North meets the thresholds relating to SRFIs for the project to be considered an NSIP and will therefore follow the Development Consent Order (DCO) process.

## WHAT IS A DEVELOPMENT CONSENT ORDER (DCO)?

A DCO application is the process of obtaining consent for developments categorised as NSIPs. The DCO process provides a dedicated framework specifically designed to address the complexities associated with large, complex infrastructure projects. It is a comprehensive and structured planning procedure, ensuring that all aspects of the development are meticulously scrutinised.

The granting of the DCO is carried out by the Secretary of State who oversees the respective government department. It's important to note that different types of projects fall within the approval remit of different government departments. In the case of ILP North, this will be the Secretary of State for Transport.

Further information about the DCO process can be found at: <https://infrastructure.planninginspectorate.gov.uk/application-process/the-process/>

# WHAT IS ILP NORTH AND WHY IS IT NEEDED?

## WHAT IS AN SRFI?

SRFI stands for Strategic Rail Freight Interchange. These are modern distribution and warehouse parks that are linked to both the strategic rail freight and road networks.

SRFIs play a crucial role in supporting efficient rail freight distribution logistics, especially in areas with growing demand and increasing congestion on the road network. SRFIs facilitate the transfer of freight from road to rail, contributing to economic growth and reducing congestion and carbon emissions.

An SRFI is often referred to as an 'in-land port' due to its ability to successfully transfer freight from road to rail when linked to the UK's coastal ports.

Government policy dictates that SRFIs are important because they can provide a range of transport, environmental, and economic benefits.

## WHY IS ILP NORTH NEEDED?

The recently updated National Networks National Policy Statement (NNNPS) identifies that transport is currently the largest contributor to UK domestic greenhouse gas emissions. As part of the Government's published 'Transport Decarbonisation Plan', it is necessary to reduce carbon emissions associated with transport in line with national net zero targets. ILP North addresses this challenge by promoting sustainable logistics solutions, supporting economic growth, and enhancing supply chain resilience.

**ILP North addresses several critical needs:**

## NETWORK PERFORMANCE AND RESILIENCE

Rail freight is a key component of the UK supply chain, supporting connectivity and economic growth. Post-pandemic, rail freight has returned to pre-COVID levels and is set to expand.

Strategic Rail Freight Interchanges (SRFIs) like ILP North lower costs, integrate warehousing, and enable efficient road-to-rail transfers, making them essential for moving goods between the North West, UK ports, and inter-regional markets.

## USER NEEDS

The logistics industry is largely road-based, but as operators aim to reduce carbon emissions, demand for rail freight is rising. ILP North is strategically located near major rail routes, trunk roads, and population centres, providing the infrastructure needed for efficient road and rail connectivity, along with storage and processing facilities.

## CONNECTIVITY AND ECONOMIC GROWTH

ILP North will create thousands of on-site jobs, with further roles in construction and the wider local and regional supply chain. By enabling efficient, low-carbon freight transport to and from ports, it boosts UK productivity, competitiveness, and decarbonisation efforts.

## ENVIRONMENTAL BENEFITS

Rail freight produces only 1% of UK greenhouse gas emissions and can remove up to 76 lorries from the roads for every freight train, resulting in 1.6 billion fewer HGV kilometres every year nationally<sup>1</sup>. ILP North supports the shift from road to rail, cutting congestion, reducing emissions, and aligning with the UK's zero carbon ambitions.

The Development Consent Order (DCO) application will provide detailed evidence of the project's critical role in meeting these national goals.

<sup>1</sup> Source: Network Rail.

# ECONOMIC BENEFITS

ILP North represents a multi-million-pound investment that will deliver far-reaching economic benefits for the region, including:

**Job Creation:** Thousands of jobs will be created during construction of the project and the long-term operation of the site.

**Supply Chain Growth:** The project will stimulate additional employment opportunities across local and regional supply chains for manufacturers of

parts and completed products as well as retailers and suppliers.

**Sustainability Benefits:** The project will facilitate a significant shift from road to rail freight into and out of the North West making a positive contribution to UK Net Zero targets.

## EMPLOYMENT

Tritax Big Box is committed to maximising employment benefits and will develop a tailored Employment and Skills Strategy. This will ensure that the site supports a variety of employment opportunities, including apprenticeships, training, and career development for the local workforce.

It is anticipated that this project could deliver the following economic benefits:



**CIRCA. 6,000**  
onsite jobs once operational



**AROUND 25%**  
of these onsite jobs are likely to be in office based and managerial roles



**CIRCA. £175 MILLION**  
per annum Gross Value Added (GVA)

# POLICY CONTEXT



ILP North is designed to align with and support key government and regional policies aimed at driving sustainable economic growth, improving connectivity, and reducing environmental impacts.

## GOVERNMENT AMBITIONS

### National Networks National Policy Statement (NNNPS)

ILP North supports the goals of the NNNPS by promoting the shift of freight from road to rail. This aligns with the Government's Rail Freight Growth Target, which prioritises the development of SRFIs to reduce road congestion and deliver environmental and economic benefits.

### Rail Freight Growth Target

The UK Government has set a target to increase rail freight by at least 75% by 2050. This initiative aims to enhance the UK's low-carbon economy by reducing emissions, improving connectivity, and strengthening supply chain resilience. The development of SRFIs is critical to achieving this growth. ILP North will play a key role in delivering it.

### Liverpool City Region's Freeport

ILP North is an integral part of Liverpool City Region's Freeport, a special economic zone established by the Government to stimulate investment and trade. Its strategic location enhances the Freeport's logistics capabilities, facilitating efficient transport of goods to and from regional and global markets.

### St Helens Local Plan

The majority of the land for ILP North, is allocated as an SRFI under the St Helens Local Plan (referred to in the Local Plan as Parkside East). Adopted in 2022, the Local Plan formalises this allocation, recognising the site's importance to regional infrastructure and economic development.

**Tritax Big Box's proposals will realise local, regional and national ambitions for the site.**

# SITE LOCATION

ILP North is located near to Newton-le-Willows, St Helens, midway between the cities of Manchester and Liverpool. The site benefits from excellent road and rail access, located to the east of the M6 Junction 22 and near to the M6/M62 interchange at Junction 21a. It is adjacent to the UK's West Coast Mainline (north-south) and Liverpool to Manchester Transpennine (east-west) rail infrastructure. Both of these rail lines form core routes within the UK's Strategic (Rail) Freight Network and provide access to the UK's coastal ports and inter-regional markets.

## WHY THIS LOCATION?

ILP North's location provides exceptional benefits for freight logistics, aligning with longstanding ambitions to develop an SRFI in the area.

**Direct Rail Access:** Proximity to the West Coast Mainline (north-south) and Liverpool-Manchester Transpennine (east-west) rail infrastructure offers immediate connectivity to the UK's rail freight network, in any direction.

**Connectivity to Ports:** Efficient transport links to key ports, including Liverpool, and the UK's largest Deep-Sea ports at Felixstowe and London Gateway ensure seamless access to global markets.

**Direct Road Access:** The site benefits from direct access to the M6 J22 via the Parkside Link Road.

**Inclusion of an allocated Site:** The majority of the land has been designated for the development of an SRFI in the St Helens Local Plan, adopted in 2022, reflecting the strategic importance of the site.

**Delivering Liverpool City Region's Freeport:** ILP North is also part of the Liverpool City Region Freeport, a special economic zone designed to promote trade, investment, and innovation while creating jobs.



## HOW DOES ILP NORTH SIT WITHIN THE WIDER PARKSIDE AREA?

The wider Parkside area is made up of two parts:

- **ILP North (including land formerly referred to as Parkside East):** Located east of the M6, Tritax Big Box's development will include a rail terminal and direct access to M6 Junction 22.
- **Parkside West:** Positioned on the southeastern edge of Newton-le-Willows, this area largely encompasses the former Parkside Colliery and is being developed independently by Langtree and St Helens Council.

Tritax Big Box's focus is solely on delivering ILP North.

## PARKSIDE LINK ROAD

The Parkside Link Road (funded by Liverpool City Region Combined Authority) is a vital infrastructure project designed to support the wider Parkside development area. It provides a direct route between the A49 and M6 Junction 22, eliminating the need for traffic to pass through Winwick village. This was approved in 2021 and is under construction, expected to be completed by Spring 2025.

Once operational, ILP North will link directly to the Parkside Link Road, ensuring seamless access to M6 Junction 22.



# OVERVIEW OF THE PROJECT

## ILP North will deliver:

- A new intermodal rail terminal.
- C.767,000 sq. m. (c.8.2m sq. ft.) of warehousing and ancillary buildings with a total footprint of c.590,000 sq. m. (c.6.3m sq. ft.) and c.177,050 sq. m. (c.1.9m sq. ft.) of mezzanine floorspace.
- Dedicated road access from Junction 22 of the M6.
- Land allocated for landscaping, planting works, and ecological mitigation, contributing to the area's biodiversity and environmental quality.
- Connections for footpaths, cycleways, and bridleways, promoting sustainable and active travel options.



The DCO application for ILP North will include an Environmental Impact Assessment (EIA). This assessment will be based on a Parameter Plan, which defines the key constraints and limitations for the proposed development. This includes aspects such as building scale, total floorspace, and land usage. The Environmental Statement will be prepared in accordance with the parameters outlined in the plan, ensuring that all environmental impacts are assessed thoroughly. The current draft Parameter Plan will be available at in-person and online events and on the project website.

# OUR PROPOSED SRFI PROJECT



Tritax Big Box is developing ILP North, a modern SRFI located near Newton-le-Willows. This transformative project will feature an intermodal rail terminal and advanced logistics facilities, providing essential infrastructure for the efficient transfer, storage, and distribution of goods. ILP North is designed to address growing logistics demands while supporting a significant shift from road to rail freight, offering economic, operational, and environmental benefits.

Its proximity to Junction 22 of the M6 ensures seamless access to the Strategic Road Network, enabling smooth integration of rail and road logistics. This ideal location positions ILP North as a logistics hub of both regional and national importance.

The primary aim of an SRFI is to reduce lorry movements on roads by transferring freight to rail. This modal shift helps alleviate congestion, supports decarbonisation goals, and contributes to a more sustainable freight network.

The required capacity for rail freight from ILP North has been carefully planned to ensure there is no conflict with passenger services, enabling smooth rail operations for all users.



## The West Coast Main Line (WCML)

The UK's primary north-south rail corridor, linking Scotland, the Midlands, and London, and forming a core part of the Strategic Rail Freight Network. The capacity required for freight that will arrive and depart from ILP North is being included and protected as work is being undertaken to enhance overall capacity for passenger traffic.

## The Liverpool-Manchester Transpennine Line

A key east-west route connecting the region's ports and supporting regional trade and logistics. The completion of the Transpennine route upgrade will accommodate the maximum height and width containers at the railway gauge W12, providing access to the North Sea ports, with their growing demand for rail to serve the European Short Sea unaccompanied freight flows.

# TRANSPORT AND ACCESS ARRANGEMENTS

## The rail freight terminal

The rail freight terminal facilities at ILP North are being designed with flexibility and scalability in mind to meet future demand.

When fully operational, the terminal will be capable of accommodating up to 16 trains per day, enabling efficient movement of freight across the UK.



## ACCESS

ILP North is ideally positioned for efficient transport connections, with direct access to both road and rail infrastructure.

**Road Access:** Located just east of M6 Junction 22, the site is near the M6/M62 interchange at Junction 21A. Once operational, ILP North will connect directly to the Parkside Link Road, ensuring seamless access to the motorway network.

**Rail Access:** Adjacent to the West Coast Mainline (north-south) and Liverpool-Manchester Transpennine (east-west) rail infrastructure, the site benefits from proximity to core routes in the UK's Strategic Rail Freight Network.



## SUSTAINABLE MODES OF TRAVEL

Tritax Big Box is committed to promoting sustainable travel options to reduce reliance on private cars. A Sustainable Transport Strategy will be developed to encourage active travel and public transport, such as:



This plan will include a vision and measures to promote greener travel choices for both staff and visitors.

## ROUTE MANAGEMENT STRATEGIES

HGV Routing: To minimise impact on local roads, route management strategies will be implemented to ensure traffic uses suitable routes and is concentrated on the strategic road network.

## PARKING PROVISION

The proposals will include parking for staff, visitors and operational vehicles and HGVs that is consistent with the relevant standards.

Overnight parking facilities will be provided, meeting the requirements for SRFI developments, including appropriate facilities for drivers.

The precise parking capacity will be determined as part of the DCO application and shared during statutory consultation.

Tritax Big Box is dedicated to delivering a well-connected, sustainable logistics park that integrates seamlessly into the Region's transport infrastructure while minimising its environmental impact.

# HIGHWAYS MODELLING

## STRATEGIC AND LOCAL HIGHWAY NETWORKS

The highway network serving ILP North can be divided into two main categories:

**Strategic Road Network (SRN):** Comprising motorways and trunk roads, this is managed and maintained by National Highways .

**Local Highway Network:** Managed by St Helens Council, Wigan Council and Warrington Council as appropriate based on the relevant local authority area, this network covers roads that serve local traffic and provide connections to the SRN.

ILP North is strategically positioned near Junction 22 of the M6, enabling efficient access to the SRN while integrating with the local highway network to support regional connectivity.

## TRANSPORT WORKING GROUP (TWG)

Tritax Big Box recognises that traffic is an important local issue and has established a TWG to work closely with the local highways authorities as the project progresses.

## ASSESSING THE IMPACT OF ILP NORTH

To fully evaluate the potential impact of ILP North on the highway network and establish what mitigation may be required, a series of detailed assessments using traffic modelling tools and techniques will be undertaken. These assessments involve close collaboration with National Highways and the local highways authorities, ensuring a comprehensive understanding of future traffic scenarios and infrastructure needs.

## TRAFFIC SCENARIOS TO BE ASSESSED

A range of traffic scenarios will be agreed with National Highways and the local highways authorities through the Transport Working Group (TWG) to be tested in the traffic modelling developed to assess the scheme. These scenarios will present and assess existing and future traffic conditions, with and without the scheme in place.





# ENVIRONMENTAL IMPACT ASSESSMENT (EIA) AND ANTICIPATED IMPACTS OF ILP NORTH

## WHAT IS AN EIA?

The development of ILP North involves a rigorous **Environmental Impact Assessment (EIA)** process to evaluate the potential effects of the project on the environment. The findings of this assessment will be compiled into an **Environmental Statement (ES)**, which will be submitted as part of the DCO application.

The EIA ensures that the project is designed and implemented with environmental protection at its core, identifying measures to avoid, mitigate, or compensate for any significant effects.



## Stages of the EIA Process

### Baseline and Desktop Surveys

- Collection of data to understand the existing environmental conditions.

### EIA Scoping

- Identification of key issues to focus on during the assessment, informed by statutory bodies.

### Preliminary Environmental Information Report (PEIR)

- Presentation of draft assessment findings and proposed mitigation to support statutory public and stakeholder consultation.

### Preparation of Environmental Statement (ES)

- Comprehensive documentation of the EIA findings and proposed mitigation measures.

### Submission and Examination

- Submission of the ES alongside the DCO application, followed by the Examination of the Application by the Examining Authority, with input from Interested Parties.

### Decision Making

- Examining Authority's report to the Secretary of State who will then determine the Application.

## Key Areas of Assessment

The EIA will assess the following categories to ensure a thorough evaluation of ILP North's potential impacts:

- Socio-economic Impacts
- Geology, Soils, Land Contamination, and Groundwater
- Agricultural Land Quality
- Energy, Waste, and Climate Change
- Cultural Heritage
- Ecology and Biodiversity
- Landscape and Visual Impacts
- Surface Water and Flood Risk
- Noise and Vibration

- Air Quality
- Transport and Access
- Health and Well being

## Supporting Information

To provide additional context and detail, we have prepared topic papers on each of the assessment categories listed above. These papers offer further insights into the methodologies used for the assessments and the results gathered so far.

## They will be:

- Available at the public consultation events for review.
- Downloadable from the documents section of our website for ongoing reference.

## TOPIC PAPERS:

- Air Quality
- Acoustics and Vibration
- Climate and Energy
- Flood and Drainage
- Geology, Soils, Land contamination and Hydrogeology
- Archaeology
- Landscape and Visual
- Ecology
- Rail Freight
- Socio-economics
- Transport and Highways
- Public Rights of Way
- Policy and Need
- Population and Health
- Heritage

# DCO CONSENTING PROCESS AND ANTICIPATED PROJECT TIMELINE

## 1 Q3/Q4 2024

### Environmental Impact Assessment (EIA) Scoping

The EIA Scoping sets out what needs to be assessed in the EIA to help define how to approach the assessment and what information may be needed to identify the likely significant effects from a development.

## 2 Q1 2025

### Informal Non-Statutory Consultation

Non-Statutory Consultation is not mandated by law but is often undertaken voluntarily by project developers to gather input and engage with stakeholders. The comments received during Non-Statutory Consultations do play a significant role in informing the decision-making process and improving the quality of project design.

## 3 Q4 2025

### Statutory Consultation

Statutory Consultation for DCOs is mandatory and governed by specific legislation set out in the Planning Act 2008. Tritax Big Box is legally required to take account of feedback and explain as part of its application how it has done this.

## 4 Q2 2026

### Submission

Ahead of submission, the applicant is required to take into account any relevant responses received during formal consultation.

## 6 Q4 2026

### Examination

The Planning Inspectorate has up to six months to carry out the examination. During this stage Interested Parties who have registered by making a Relevant Representation are invited to provide more details of their views in writing. Careful consideration is given by the Examining Authority to all the important and relevant matters including the representations of all Interested Parties, any supporting evidence submitted and answer provided to the Examining Authority's questions set out in writing or posed at hearings.

## 5 Q3 2026

### Acceptance

The acceptance stage begins when an applicant submits an application for development consent to the Planning Inspectorate. There follows a period of 28 days (excluding the date of receipt of the application) for the Planning Inspectorate, on behalf of the Secretary of State, to decide whether or not the application meets the standards required to be accepted for examination.

## 7 Q2 2027

### Examining Authority Reporting

The Examining Authority must prepare a report on the application to the relevant Secretary of State, including a recommendation, within three months of the close of the six month Examination stage.

## 8 Q3 2027

### Decision

The relevant Secretary of State then has three months to make the decision on whether to grant or refuse the development consent.

# CONSULTATION INFORMATION

We are committed to ensuring that the community and stakeholders have meaningful opportunities to provide feedback on our proposals for ILP North. Our consultation process includes both informal non-statutory and statutory stages to engage with as many people as possible.

The **informal non-statutory consultation** is an early opportunity for the community to learn about the project and provide initial feedback. Feedback from this stage, combined with ongoing environmental and technical surveys, will shape the emerging design of ILP North. The project will be refined before it is presented for further consultation during the **statutory consultation** phase, anticipated to be undertaken at the end of 2025.

## IN-PERSON EVENTS

We are hosting four in-person consultation events as part of the non-statutory consultation:

| DATE                             | LOCATION  | TIME             |
|----------------------------------|---|------------------|
| <b>Monday 10 February 2025</b>   | <b>Crownway Community Centre,</b><br>Crown St, Newton-le-Willows, WA12 9DA                | 2.00pm - 7.00pm  |
| <b>Thursday 13 February 2025</b> | <b>Golborne Parkside Sports &amp; Community Club,</b><br>Rivington Ave, Golborne, WA3 3HG | 2.00pm - 7.00pm  |
| <b>Friday 28 February 2025</b>   | <b>Winwick Leisure Centre,</b><br>Winwick, Warrington, WA2 8LQ                            | 2.00pm - 7.00pm  |
| <b>Saturday 1 March 2025</b>     | <b>Newchurch Parish Hall,</b><br>7-9 Common Ln, Culcheth, Warrington, WA3 4EH             | 10.00am - 2.00pm |

These events will provide an opportunity to learn more about the project, meet the consultant team, and share your views.

## ONLINE WEBINAR

For those unable to attend one of the in-person events, we will be holding an online webinar on

**Wednesday 5 March 2025 from 6.30pm - 8.00pm.**

You can sign up for the webinar on our website at:

[www.tritaxbigbox.co.uk/our-spaces/intermodal-logistics-park-north/](http://www.tritaxbigbox.co.uk/our-spaces/intermodal-logistics-park-north/)

Or email the project team at: [ilpnorth@consultationonline.co.uk](mailto:ilpnorth@consultationonline.co.uk)

SCAN TO SIGN UP  
TO OUR WEBINAR



## DEPOSIT LOCATIONS

Consultation materials, including the consultation brochure, feedback form, and freepost envelopes, will also be available at community deposit locations:

| LOCATIONS   | OPENING TIMES*  |
|---|---|
| <b>Newton-le-Willows Library</b><br>Crow Ln E, Newton-le-Willows, WA12 9TU  | Mon: 10am-7pm<br>Tues, Thurs, Fri: 10am - 5pm<br>Wed, Sat: 10am - 1pm<br>Sun: Closed  |
| <b>Culcheth Library</b><br>440 Warrington Rd, Culcheth, Warrington, WA3 5SL | Mon: 2pm - 5pm<br>Tues: 10am - 1pm, 2pm - 6pm<br>Thurs: 10am - 1pm, 2pm - 5pm<br>Fri: 10am - 4pm<br>Sat: 10am - 1pm<br>Wed, Sun: Closed |
| <b>Golborne Library</b><br>Tanners Ln, Golborne, Warrington, WA3 3AW        | Mon-Wed, Sat: 9am - 2pm<br>Thurs, Fri: 12pm - 5pm<br>Sun: Closed  |

*\*subject to change on bank holidays*

### Materials in alternative formats

All consultation documents can be provided in alternative accessible formats upon request, such as:

- Large print
- Audio

To request alternative formats, contact the communications team at:

Email: [ilpnorth@consultationonline.co.uk](mailto:ilpnorth@consultationonline.co.uk)

Phone: 01744 802043

### How to Respond

There are several ways to submit your feedback during the non-statutory consultation:


- Feedback forms: Available at in-person events and deposit locations or via the freepost address (Freepost ILP NORTH).
- Online: You can complete the feedback form on our website.
- Email: Submit comments to [ilpnorth@consultationonline.co.uk](mailto:ilpnorth@consultationonline.co.uk).
- Post: Write to us at Freepost ILP NORTH (no stamp needed)
- Deadline: All responses must be submitted by **11:59pm on Friday 21 March 2025**.

We encourage everyone to share their thoughts within this period to help us refine the plans for ILP North.

# CONTACT US

We welcome your questions, feedback, and comments about ILP North. Our project team is here to assist and provide information about the proposals.

 [www.tritaxbigbox.co.uk/our-spaces/intermodal-logistics-park-north/](http://www.tritaxbigbox.co.uk/our-spaces/intermodal-logistics-park-north/)

 [ilpnorth@consultationonline.co.uk](mailto:ilpnorth@consultationonline.co.uk)

 01744 802043

 Freepost ILP NORTH (no stamp needed)



We look forward to hearing from you and thank you for your interest in ILP North.

