



HAVE YOUR SAY ON INTERMODAL LOGISTICS PARK NORTH (ILP NORTH)

Welcome to our consultation event. Tritax Big Box is excited to share our proposals for ILP North, a new Strategic Rail Freight Interchange (SRFI) project, with an intermodal rail terminal and logistics accommodation on land in the Newton-le-Willows area.

This event is part of our **non-statutory consultation**, which aims to introduce the project, listen to your views, and answer any questions you may have. Your feedback is vital to shaping the design and development of this project.

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. They include:

- An **intermodal rail terminal** for transferring goods between rail and road.
- **Warehousing and distribution facilities** to support efficient logistics operations.

SRFIs facilitate the transfer of freight from road to rail, contributing to economic growth and reducing congestion and carbon emissions.

WHAT IS A NATIONALLY SIGNIFICANT INFRASTRUCTURE PROJECT (NSIP)?

ILP North is classified as an NSIP due to its scale and strategic importance and will therefore follow the Development Consent Order (DCO) process. Unlike most planning applications, permission for NSIPs is granted directly by the Government rather than local planning authorities.



WHAT IS A DEVELOPMENT CONSENT ORDER (DCO)?

A DCO is the consent required for NSIPs. The DCO process provides a dedicated framework designed to address the complexities associated with large infrastructure projects. The application will be examined by the **Planning Inspectorate**, with the final decision made by the **Secretary of State for Transport** following consultation and a series of examination meetings, held in public, to consider the proposals.

WE ARE LISTENING

This consultation is an early opportunity for the community to learn about the project and provide initial feedback. This feedback will be used to help shape the project proposals. The **non-statutory consultation** will run from **Monday 27 January to Friday 21 March 2025**, and we encourage you to provide feedback during this period.

NEXT STEPS

We are currently preparing our DCO application. This involves:

- **Detailed design work.**
- **Extensive environmental and technical surveys and assessments.**
- **Incorporating community feedback.**

Later this year, we will present updated plans at a statutory consultation, providing another opportunity for you to engage with the project and share your views.

Thank you for visiting today, and we look forward to hearing your feedback!

WHAT IS ILP NORTH?

ILP North would provide a modern SRFI located in the Newton-le-Willows area. The project will enhance local, regional, and national freight links and facilitate the North West's access to global markets.

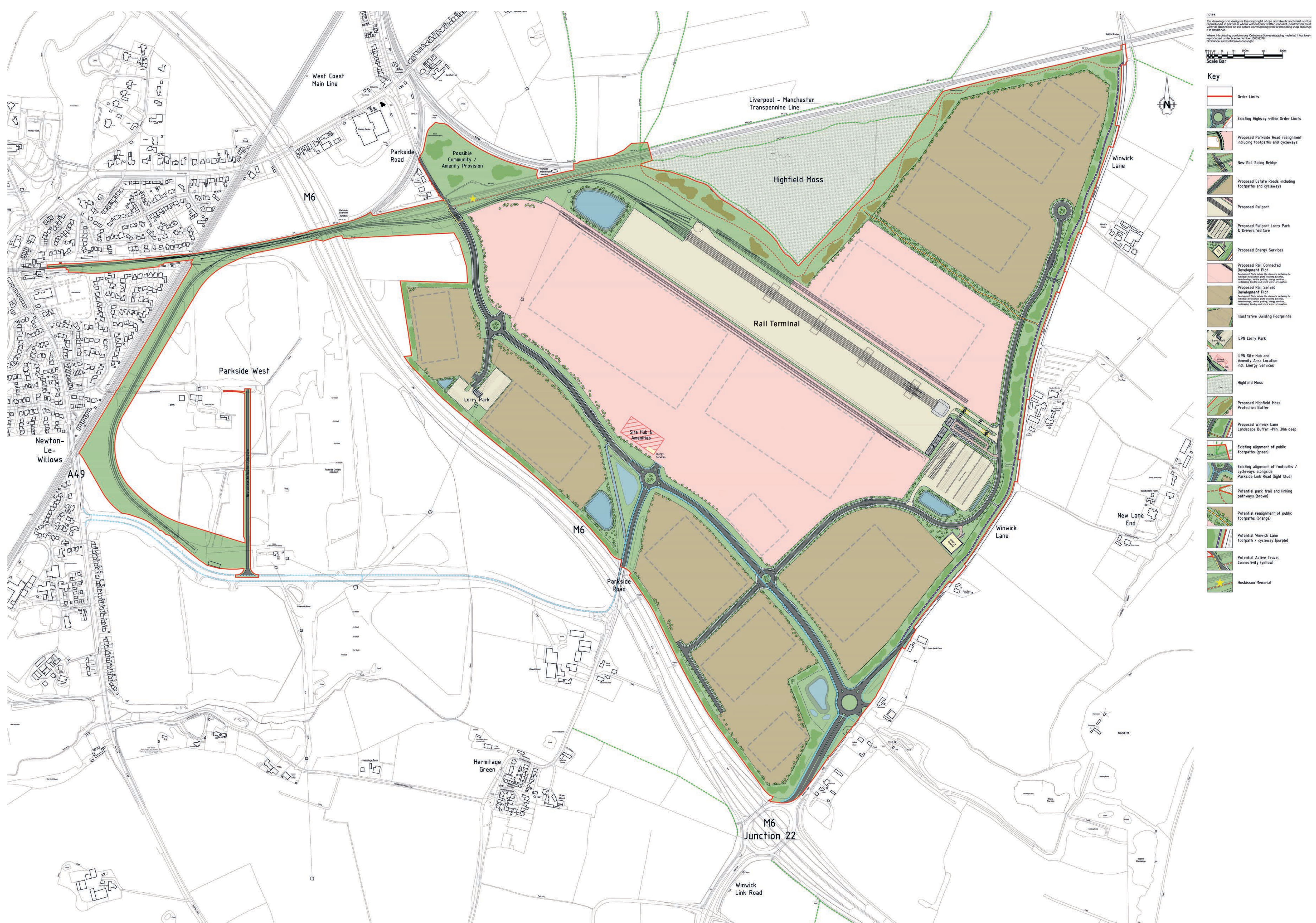
The development will deliver:

- A new intermodal rail terminal.
- Up to 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.
- Road access from Junction 22 of the M6.
- Landscaping, planting works, and land allocated for ecological mitigation, contributing to the area's biodiversity and enhancement, and environmental quality.
- Connections for footpaths, cycleways, and bridleways, promoting sustainable and active travel options.

ILP North is designed to shift freight from road to rail, reducing emissions, traffic congestion, and supporting the UK's Net Zero objectives.

ILLUSTRATIVE CONSULTATION PLAN

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 plan for the purpose of consultation is below:



Illustrative consultation plan

OUR PROPOSED SRFI PROJECT

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.

WHY ILP NORTH?

Located near Junction 22 of the M6, ILP North will provide seamless connectivity to the Strategic Road Network and major rail lines, making it a vital logistics hub for regional and national operations. The project aims to shift freight transport from road to rail, reducing road congestion and cutting carbon emissions.

RAIL CONNECTIVITY

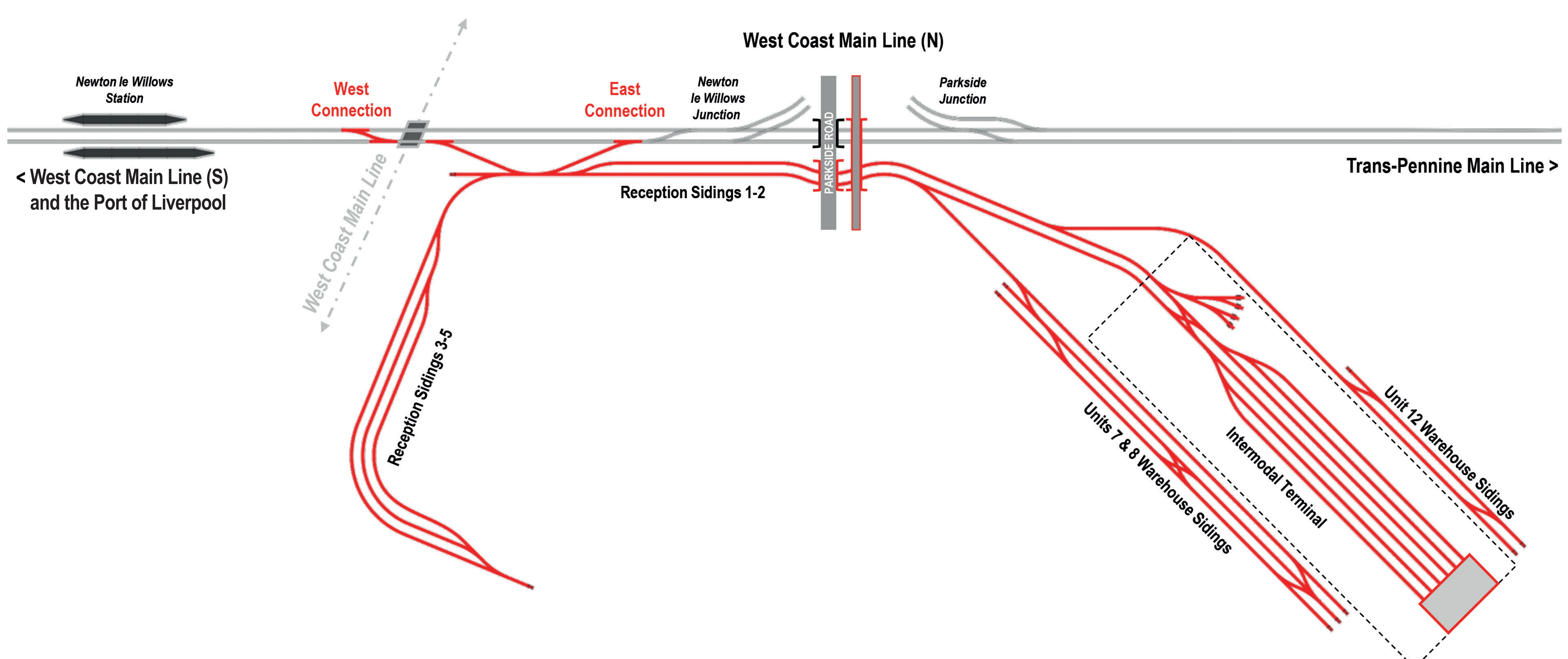
West Coast Main Line (WCML):

The UK's primary north-south rail corridor, connecting Scotland, the Midlands, and London as part of the Strategic Rail Freight Network. Freight capacity for ILP North is included and protected alongside passenger capacity upgrades*.

Liverpool-Manchester Transpennine Line:

A key east-west route supporting regional trade, with upgrades* enabling W12 gauge clearance for maximum height and width containers, linking to North Sea ports for growing European freight demand.

*these upgrades are independent of the ILP North proposals.



Rail connection diagram

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.

Trains will arrive via dedicated reception sidings to minimise disruption to the mainline, with efficient unloading and

reloading using reach stackers and gantry cranes. Containers will be stacked for storage or transferred directly to HGVs for local or regional delivery.

Network Rail has been closely involved in the terminal's design to ensure compatibility with existing infrastructure and passenger services. Ongoing consultation with rail stakeholders will continue as plans progress, refining operational details and maintenance strategies for the DCO application.

POLICY CONTEXT

SHAPING A SUSTAINABLE FUTURE WITH ILP NORTH

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.

NATIONAL POLICY ALIGNMENT

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.

REGIONAL POLICY INTEGRATION

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

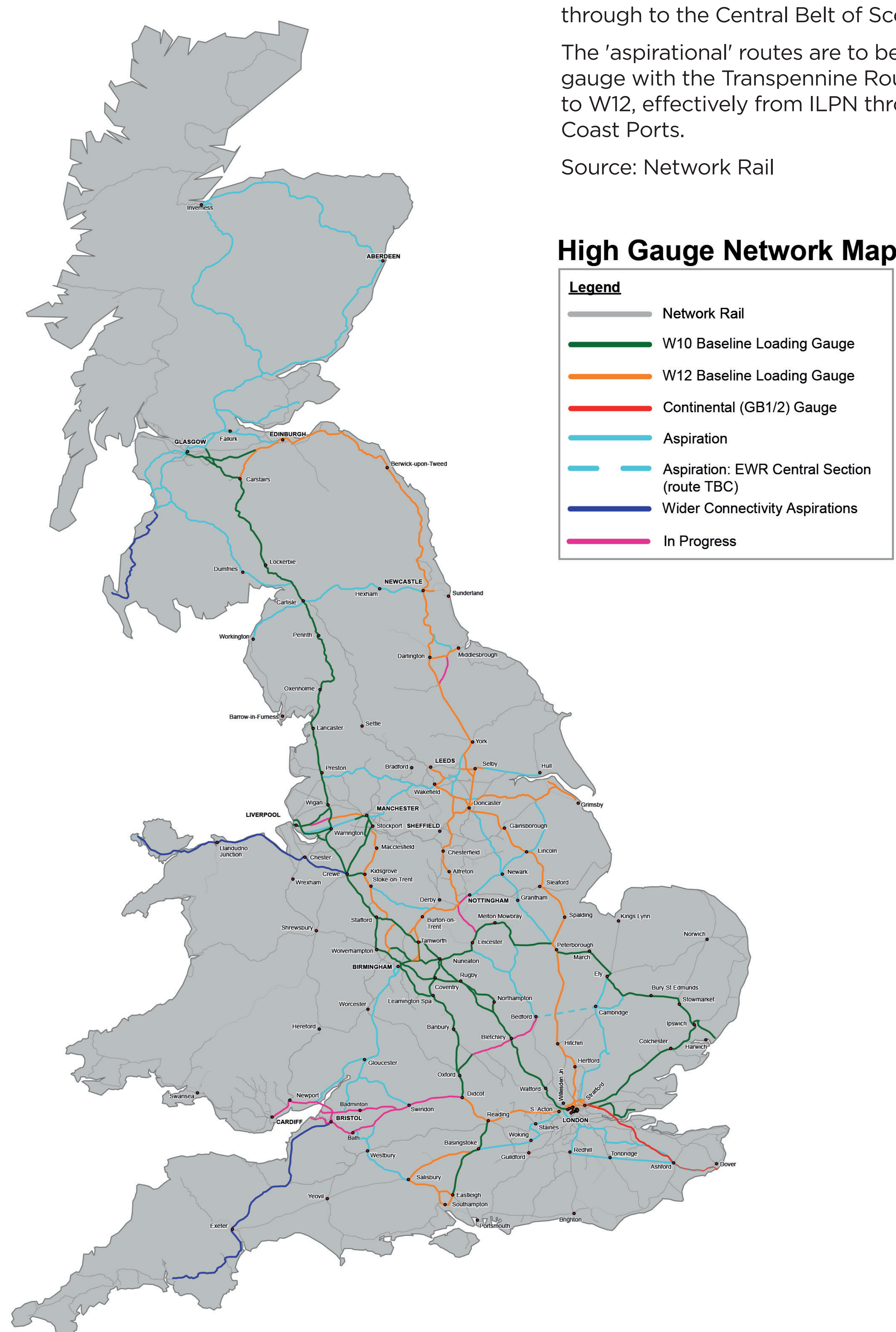
Delivery of an SRFI in this area is a long-standing policy objective and remains so. The majority of the land for ILP North is allocated as an SRFI under the St Helens Local Plan (referred to in the Local Plan as Parkside East). Adopted in 2022, the Local Plan recognises the site’s importance to regional infrastructure and economic development.

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

The WCML can take W12 with restrictions on tracks used through some stations, north of Bletchley through to the Central Belt of Scotland.

The ‘aspirational’ routes are to be upgraded to high gauge with the Transpennine Route Upgrade being to W12, effectively from ILPN through to the East Coast Ports.

Source: Network Rail



SITE LOCATION

Located near Newton-le-Willows, ILP North sits midway between Manchester and Liverpool, providing exceptional benefits for freight logistics, aligning with longstanding ambitions to develop an SRFI in the area.

- **Proximity:** Just east of M6 Junction 22, near the M6/M62 interchange at Junction 21a.
- **Rail Access:** Adjacent to the West Coast Mainline and Liverpool-Manchester railway, connecting to the UK's rail freight network.
- **Strategic Allocation:** The majority of the land has been allocated for SRFI development in the St Helens Local Plan (2022).
- **Road Access:** Direct access to the M6 J22 via the Parkside Link Road.
- **Port Access:** Efficient links to key ports such as Liverpool, for access to global markets.
- **Delivering Liverpool City Region's Freeport:** Part of the Liverpool City Region Freeport, a special economic zone designed to promote trade, investment, and innovation while creating jobs.

ILP NORTH IN THE WIDER PARKSIDE AREA

The site is part of the larger Parkside area, which includes:

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

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. Approved in 2021, it is under construction and 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.



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 the construction phase 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.
- **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 OPPORTUNITIES

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.



UP TO 6,000
onsite jobs once operational



UP TO 1,500
of these onsite jobs are likely to be
in office based and managerial roles



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



APPROX £15.7 MILLION
in business rates annually

TRANSPORT AND ACCESS

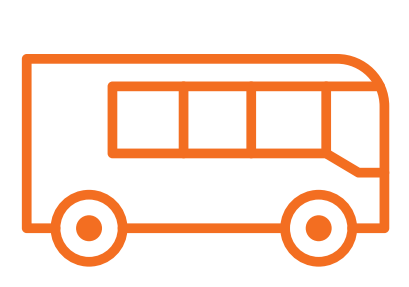
ILP North is strategically located to provide optimal access for freight movement, integrating road and rail infrastructure to support sustainable logistics.

RAIL ACCESS

- **Adjacent Rail Lines:** The site is connected to the West Coast Mainline and the Liverpool-Manchester railway, two of the UK's core Strategic Rail Freight Network routes.
- **Intermodal Capabilities:** This location enables seamless transfer of goods between road and rail, reducing the need for long-distance lorry journeys.

PROMOTING SUSTAINABLE TRAVEL

Tritax Big Box is committed to reducing reliance on private cars and promoting sustainable travel options through an integrated Travel Plan. This plan will encourage:



Public Transport: Collaboration with local services to ensure convenient access.



Cycling: Provision of cycle paths and secure bike storage.



Car sharing: Encouraging shared travel to reduce vehicle numbers and single occupant car trips.

ROAD ACCESS

- **Proximity to the M6:** ILP North is situated just east of Junction 22, with easy access to the M6/M62 interchange at Junction 21a.
- **Direct Connection via Parkside Link Road:** Once operational, the site will connect directly to the Parkside Link Road, ensuring access to the motorway network for all vehicles.

ROUTE MANAGEMENT AND PARKING

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 PROVISIONS:

- **Comprehensive Parking:** Proposals include parking for staff, visitors, operational vehicles, and HGVs, adhering to relevant standards.
- **Overnight Facilities:** Dedicated overnight parking with appropriate amenities for drivers, meeting SRFI requirements.

Precise parking capacity will be determined during preparation of the DCO application and shared during statutory consultation.

PUBLIC RIGHTS OF WAY (PROW)

As a result of the development, it is likely that the majority of routes on the site will either be affected through diversion or re-routing. Only if considered absolutely necessary would stopping up a section of a route be considered.

There are also a number of opportunities to improve the overall PROW network across the site through:

- Diversion of existing PROWs to accommodate the development and to enhance connectivity from nearby settlements and other key linkages;
- Retention of the network of PROW at the northern extent of the site, close to Highfield Moss and the railway line;

- Enhancement of the PROW network within the 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;
- Enhancement of connectivity between the site and nearby settlements, such as Winwick, Croft, Lowton, Golborne and Newton-le-Willows;
- Upgrading stiles to gates, chicanes and upgrading PROW surfaces.

To view the routes in and around the site, please refer to the printed copies of PROW Plan available today's event.

HIGHWAYS MODELLING

UNDERSTANDING THE ROAD NETWORKS

ILP North benefits from access to both the Strategic Road Network (SRN) and the Local Highway Network, ensuring efficient connectivity for freight and commuter traffic:

- **Strategic Road Network (SRN):** Comprising motorways and trunk roads, this is managed and maintained by National Highways. ILP North is located close to Junction 22 of the M6, providing seamless access to the SRN.
- **Local Highway Network:** Managed by St Helens Council, Wigan Council and Warrington Council this network supports local traffic and provides links to the SRN.

This strategic positioning ensures that ILP North can effectively balance national, regional, and local connectivity needs.

TRANSPORT WORKING GROUP (TWG)

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

ASSESSING HIGHWAY IMPACTS

Detailed traffic modelling will assess ILP North's impact on the highway network and identify any necessary mitigation. This process, conducted in collaboration with National Highways and local authorities, ensures a thorough understanding of future traffic and infrastructure needs.

TRAFFIC MODELLING SCENARIOS

Traffic scenarios will be agreed with National Highways and local authorities through the Transport Working Group (TWG) and tested in the traffic modelling to assess both existing and future conditions, with and without the scheme.

A COLLABORATIVE APPROACH

- **Stakeholder Engagement:** Ongoing collaboration with National Highways and St Helens, Wigan and Warrington Councils.
- **Evidence-Based Planning:** Data-driven insights to inform sustainable transport solutions.

PLANNING FOR THE FUTURE

Tritax Big Box is committed to ensuring that ILP North integrates seamlessly into the highway network, supporting safe and efficient traffic movement for years to come. Detailed findings and proposed solutions will be shared as part of the statutory consultation process.



Example image of Tritax Big Box development

ILP NORTH AND THE ENVIRONMENT

The design 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. Topics that will be covered include:

- 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

To provide additional context and details we have prepared topic papers for each assessment category. These papers outline the methodologies used, initial findings, and key insights. Summaries of key topics are provided below, while full papers are available for download on our website or at deposit locations.

LANDSCAPE AND VISUAL

The development would alter the local landscape character and people's views of the site, during both the construction and operational phases. The EIA will include full consideration of these impacts in a Landscape and Visual Impact Assessment (LVIA), which will include photo-realistic views of the proposed development from key locations within the surrounding area.

To minimise landscape and visual effects during construction, we'll focus on controlling lighting and managing construction zones with the local community in mind. For the operational phase, careful scheme design will aim to integrate the development into the local landscape and into people's views, including the provision of accessible green corridors around the site and new planting which will be detailed in a Landscape Masterplan and managed through a Landscape and Ecology Management Plan (LEMP). In addition, analysis of the existing landscape will inform the design of buildings throughout the site, including their position, height and external appearance.



Example image of a Tritax Big Box development

ILP NORTH AND THE ENVIRONMENT

AIR QUALITY

We're dedicated to protecting local air quality throughout the construction and operational phases. Key pollution sources near the site include: M6, local roads, and the railway.

Our plans:

- Detailed air quality modelling.
- Measures to control dust during construction and manage vehicle emissions.
- Encouragement of greener travel options: electric vehicle charging, cycling, and public transport.

The development will help shift freight from road to rail, reducing overall emissions. The Environmental Impact Assessment (EIA) will evaluate potential impacts and outline mitigation measures.

NOISE AND VIBRATION

Construction and operational phases have the potential to generate noise and vibration from activities like site works, traffic, and freight trains. Vibration from HGVs using new roads is unlikely to be significant due to the road's smooth, well-maintained surfaces.

Mitigation Plans:

- Construction: Noise and vibration managed through Best Practicable Means (BPM) and a Construction Environmental Management Plan (CEMP).
- Operation: Mitigation through design measures, potentially including acoustic bunding, barriers, and site layout adjustments.
- Additional measures, such as plot specific barriers and enclosures, will be explored where required.

Noise modelling will take place in 2025 to assess impacts and develop mitigation measures, with the aim of avoiding any significant adverse effects.

FLOOD AND DRAINAGE

The development could affect flood risk and drainage, particularly in relation to surface water flow, water quality, and foul water management.

Our Approach:

- Sustainable Drainage Systems (SuDS) will be implemented on the site to manage flood risk and surface water quality/quantity.
- Ongoing assessments and hydraulic modelling will refine these strategies to ensure effective water management during construction and operation.

We are consulting with stakeholders to finalise flood risk and drainage measures, in order to, so far as possible, prevent pollution and mitigate any potential impacts.



Example image of a Tritax Big Box development



Example image of a Tritax Big Box development

ILP NORTH AND THE ENVIRONMENT

ARCHAEOLOGY AND CULTURAL HERITAGE

A thorough assessment is underway to protect the archaeology and built heritage of the site. Key findings include:

- The site of the **Battle of Winwick** (1648) partially overlaps the site.
- **The Huskisson Memorial** (Grade II listed) is within the site.
- There are a number of scheduled, listed and locally **listed heritage assets** within the surroundings.
- Potential **buried heritage remains** from the Prehistoric, Roman, medieval and post-medieval periods.

We are working with Historic England and local councils to ensure careful research and consultation. Plans include further surveys and, if necessary, excavation and recording to protect heritage.

We're also exploring ways to enhance public access to the Huskisson Memorial and improve appreciation of local heritage.

ENERGY AND CLIMATE CHANGE

Greenhouse Gas Emissions:

The development will generate emissions during construction and operation. A full lifecycle analysis is being conducted, and measures such as renewable energy systems and sustainable construction practices will be implemented to reduce emissions. Once operational, the project will support a modal shift that will support in reducing overall emissions.

Climate Risks:

We're assessing risks like storms, heatwaves and flooding. Designs will focus on resilience with features such as landscaping and shaded areas.

Sustainability:

The development will incorporate energy-efficient designs, renewable energy and recycling, minimising the environmental impact. Input from the public will help guide these efforts.

ECOLOGY AND BIODIVERSITY

The site's development has the potential to affect local wildlife, particularly at Highfield Moss SSSI.

Construction Phase:

A Construction Environmental Management Plan (CEMP) will manage potential impacts. Among other measures which will be outlined in the CEMP, throughout the construction phase; a 50m buffer shall be observed between site works and Highfield Moss SSSI, and drainage design shall ensure water levels within the SSSI are maintained and, where possible, improved.

Operational Phase:

Measures will address concerns like the degradation of Highfield Moss and recreational pressure. Mitigation includes buffer zones, habitat improvements, and drainage management. These measures will avoid impacts on the SSSI and ensure Biodiversity Net Gain (BNG) is maximised on site.

A suite of protected species surveys will determine what mitigation and enhancements shall be implemented in order to protect the favourable conservation status of protected species on and within the vicinity of the site.



Indicative image of outdoor space at a Tritax Big Box development

DCO 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.

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.

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.

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.



HAVE YOUR SAY

Our non-statutory consultation will run from **Monday 27 January** until **11:59pm** on **Friday 21 March 2025**.

The **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 design of ILP North. These refinements will then be presented during the **statutory consultation** phase, expected to be towards the end of 2025.

TAKE PART IN THE CONSULTATION

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.
- **Online:** Complete the feedback form on our website.
- **Email:** Submit comments to ilpnorth@consultationonline.co.uk.
- **Post:** Write to us at **Freepost ILP NORTH** (no stamp needed)

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 Intermodal Logistics Park North. Our project team is here to assist and provide information about the proposals.

 www.tritaxbigbox.co.uk/our-spaces/intermodal-logistics-park-north/

 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



Example image of a Tritax Big Box development