

Lane Head South Residents Group

Meeting minutes, Bi-monthly meeting on Monday 19th January 2026
7.15pm, The Conference Room at the Travelodge, Lane Head, Lowton

Guest Speaker: Steven Riley (Team Leader - Transport Policy, Wigan Council)

Introduction and formalities

Kathleen Johnson (chair) introduced the meeting and welcomed everyone.

Kathleen explained the Fire safety procedure and asked everyone to make themselves aware of the nearest Fire Exit.

Apologies for absence received from: Gill Dickinson, Graham Wardle, Cllr Mike Smith and Edward Houlton.

Approval of minutes from last meeting held 17th November 2025, proposed by Colin Johnson and seconded by Kath Houlton.

Current financial position: £910 in bank, plus cash of £67.95.

Kathleen announced that Howard Cooper is retiring as treasurer and welcomed Andy Lomas who has volunteered to be treasurer until the next AGM when all committee roles will be up for election/renewal.

Advent Calendar Competition

Heather Lomas thanked all participants in the community advent calendar competition, we lit up Lowton from 1st December – 24 December – there were some great ideas, and the winner was 6th December, the house was on Newton Road. We're hoping to repeat this next year.

Update on local issues:

Gareth Edwards provided an update following the last meeting when Andy Burnham and Jo Platt attended, and thanked everyone for their contribution. A lot of questions were asked and we made our views heard. Both Andy and Jo made some strong commitments, Andy left to go away and review and provide a view on the proposal, and he has subsequently written to air his concerns. Jo Platt confirmed that she was not happy with the proposals, and she has confirmed in writing her objections to the plan. You may have seen their responses on Facebook. Gareth read a precis from Andy Burnham's response and Jo Platt's objection.

Thank you for all your thoughts, questions, and comments at the meeting in November. It made a real difference and not sure they would have responded in quite the same way without hearing all our concerns.

Gareth explained what happens next regarding the Tritax proposals:

The first statutory consultation period closed 23 Dec 2025. A second consultation on traffic, air quality, and noise will take place. It has been suggested that it may start in February 2026, we think it

is more likely to be early spring. In the meantime, we are going to take down the signs and put new posters up nearer the next consultation period, please let us have any ideas you have for posters. After that consultation Tritax will review comments, update their proposals and submit an application to the Planning Inspectorate. We think this is likely to be towards the end of Q2 2026. There will be a period of examination in public, with the ability to question and challenge the proposals. Our involvement ceases at this point, unless a group or individuals register as an Interested Party. An Interested Party can take part in the examination in public. We have done similar things in the past, it's a lot of work, and the local community groups need to consider it - if we don't register then our involvement ceases at the end of consultation.

Guest Speaker, Question and Answer session

Kathleen explained a set of questions have been prepared and forwarded to Steven Riley.
Note: The prepared questions prompted many varied, overlapping and repeated questions from residents, too many to be captured in these minutes. However these minutes attempt to capture the key issues raised. The questions raised by residents reflected the total objection by residents to the Tritax proposal.

Steven Riley introduced himself and explained his remit includes Planning application / Highways, scheme development, and strategic plan.

Q1 When is the ILPN traffic, air quality and noise forecast due to be published?

SR - Initial date shared was February, but earliest date is likely to be the spring. We are still at the point of developing the transport model. The transport working group meet monthly, with reps from St Helens, Warrington, and Wigan at that meeting. I anticipate it will show high level of congestion, which everyone is concerned with. I was involved in Parkside phase1 and Parkside Link Road and I recommended refusal. Wigan council are taking this very seriously. There is still a lot of work to do and I understand why people are frustrated.

SR - Once the work is completed, I will come back and explain the outcome.
Some residents raised concerns that they had only recently heard of the Tritax proposal. Gareth and Cllr Stuart Mann (Warrington Borough Council) provided some background to the various long running (more than 5 years) Parkside proposals. Both noted that still a large number of people are not fully aware, this is something we need to improve upon.

Q2 Why is it necessary to utilise land within the Wigan boundary for the ILPN given that an SRFI was mooted originally without Wigan land?

SR - The scope of the proposal has grown and it must go through an assessment process. On transport we must give the developer a chance. It is being done in the right way.
Resident: Wigan Council has allocated land in the green belt.

SR - The land has been allocated after employment assessment. We need to provide jobs, the site will bring jobs to Golborne and Lowton. It's important that we bring jobs to the borough. If we allocate land it gives us a level of control, criteria in the local plan.

Resident: Is there any financial gain for Wigan Council?

SR - We want to bring jobs to the community, not financial gain.

Resident: Of the 6000 jobs proposed, 3500 jobs are existing jobs from the site in Trafford. For the other jobs they can come from 20-mile radius.

SR - the situation in Manchester is not yet confirmed and it [the move] is not necessarily going to happen.

Resident :Flooding issue – soil that they move and dump in fields creates hillocks, where does the water run off to? A lot of clay and sand in this area, the water is not going away. It already floods badly down Winwick Lane as it is.

SR - Sorry but I am unable to answer questions on floods and drainage

Q3 Please explain the proposed route of the potential LHS Relief Road. Why is it not an extension of A579 Atherleigh Way?

SR - Tritax Highways option 15 is a potential link from Winwick Lane across Kenyon Lane into the East Lancs. It is going to be looked at in great detail. We are having conversations [at the transport working group] but Warrington is not in support of a link directly from Atherleigh Way, or any route across Warrington land.

Resident: Tritax is coming so you are wanting to put a bypass in, you wouldn't have done it before Tritax?

SR - Finding funding for the bypass has always been a problem.

Q4 We note the Tritax proposal to use ANPR cameras to stop HGVs from the main site going north along A579 Winwick Lane and also using A49 Winwick Road. We also note there is no such provision for HGVs exiting the main site from A573 Parkside Road. Under the Tritax proposals HGVs will exit the site onto the A572 Newton Road and, after being deterred by the low bridge on Golborne Dale Road and signage, will head towards Lane Head along Newton Road. Yet again, LHSRG asks Wigan Council to impose a weight limit along Newton Road from its junction with Parkside Road to the A580. This would go a very long way to removing HGV traffic from Lane Head?

Summary of discussion: SR expressed his understanding of traffic issues in the area and he objected to Parkside phase 1 and the link road on highways impact on behalf of Wigan Council. SR will recommend his colleague, Danny Orrell from traffic management, comes to the next meeting. (Danny is more familiar with weight limit implementation).

Resident: Tritax pretend to listen but steamroll things through.

SR - There is a lot of collaboration with other districts, thinking carefully and reflecting about the impact on the villages along with the safety aspect. We are still going through transport working process. Yes, to date we have all worked in a collaborative way. I am unable to say at this stage until we have an outcome. I want to reassure you that it is being done in the right way. Early summer we will be able to share with you this is the impact it will have, and we can debate it.

Q5 Can you explain how local traffic from the new Rowan Avenue estate will exit the site?

SR: I will have to take this away. (SR was not familiar with the development off Rowan Avenue).

Q6 Can you give an update on the Lane Head Air Quality Improvement Scheme?

SR: The Lane Head improvements (at the junction of Winwick Lane and Newton Road) will be up and running on 6th Feb 2026.

Q8 Has effective liaison between Warrington and Wigan increased over the last 12 months? Is there still suspicion?

SR: Effective liaison has improved. We attend a transport working group every month, with representatives from St Helens, Wigan, and Warrington. We are not yet at mitigation stage, but seem to be on same page and doing it in the right way.

The Q&A session ended and SR offered to come back and share with us when there is more information available.

Kathleen thanked Steven for attending the meeting.

AOB

Transport for Greater Manchester (TfGM) is running a consultation on the 'Greater Manchester Transport Strategy 2050'. All are welcome to contribute and the consultation ends on 9th March. Details are available on the LHSRG website.

Next Meeting: Monday 16th March.

This meeting will also be our Annual General Meeting where committee members will be confirmed / elected. Anyone wishing to take a role on the committee please get in touch, all welcome!
Meeting closed 9pm.