



LHSRG

LANE HEAD SOUTH RESIDENTS GROUP

**HISTORY OF THE LAND WEST OF WINWICK LANE
AND THE CURRENT PROPOSED
TRITAX DEVELOPMENT**

CURRENT INFORMATION & FACTS

MARCH 2026



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LANE AND THE CURRENT PROPOSED
TRITAX DEVELOPMENT**

- CURRENT INFORMATION & FACTS -



INTRODUCTION

The Land and area we all know

- We've all chosen to live in this area for a reason - the open space, the heritage and farmland, and the character of our community.
- We all know there is a current proposal by Tritax Big Box to build huge warehouses and a rail freight terminal, which could accommodate ½ mile long trains!
- Known as (All these titles refer to the SAME THING)
 - SRFI (Strategic Rail Freight Interchange),
 - Tritax ILPN (Intermodal Logistics Park North)
 - Parkside Phase 3 / Parkside East.
- Parkside Phases 1 and 2 are already underway, This current proposal has nothing to do with the other 2 developments.



Knowledge is power

- We all have common fears: increased traffic, noise, light pollution, and the permanent loss of greenbelt land.
- There is a lot of hearsay and rumours going around.
- To protect our community effectively, we need to move beyond speculation and master the facts.
- This presentation isn't just about sharing our concerns; it's about understanding exactly what we are up against - from the history of this land to the current Tritax bid to any developers' future timeline.
- Knowledge is our best tool right now.



Tonight's presentation

- To help us navigate the complexities of this proposal, we've compiled a comprehensive overview of the facts, the logistics, and the planning stages.
- The following slides walk us through where this all started, where it stands today, and what the future looks like if this (or any other development) moves forward.



HISTORY

Brief Parkside Site History

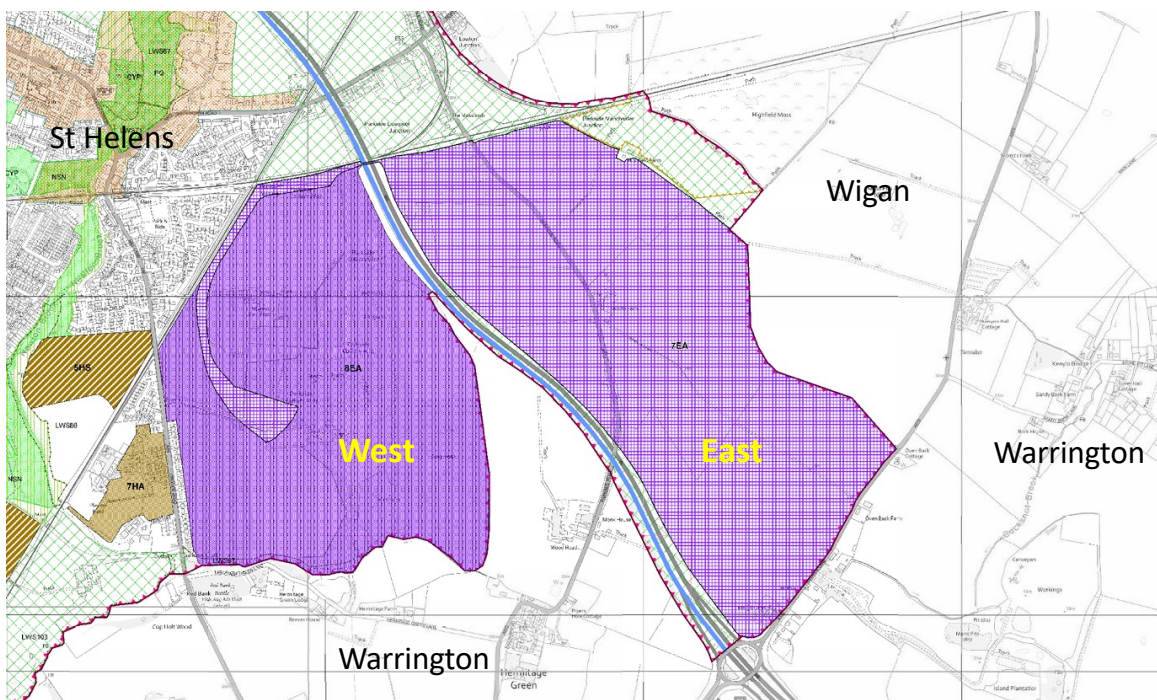
- Today's proposal for a SRFI is nothing new. Ever since Parkside colliery closed in 1993 there has been interest in developing the area for a SRFI and warehousing.
- Railtrack submitted a planning application in 2001 for a rail freight distribution facility. Application was withdrawn when Railtrack entered administration.
- Astral Developments submitted an application for a SRFI in 2006. Application was withdrawn in 2010 by ProLogis (who took over) due to economic downturn but declared future interest remained.

1993

2001

2006

Parkside West & Parkside East



West = 79.57 ha

East = 124.55 ha

West & East - Green Belt Status

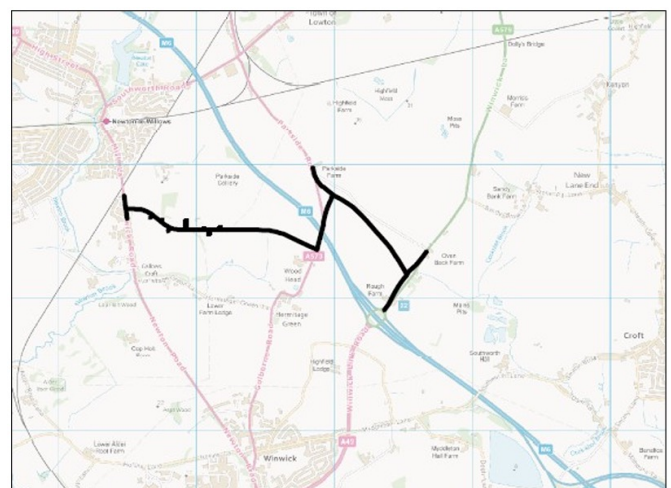
- St Helens Council (SHC) conducted a Green Belt review in 2018 in preparation for a new local plan.
- They proposed to remove Parkside West and Parkside East from the Green Belt citing **Very Special Circumstances** (unique location, job creation etc) for the development of warehousing and a SRFI.
- In July 2022 the Planning Inspectorate approved the St Helens Council Local Plan (2022 to 2037) thereby formally removing Parkside West & Parkside East from the Green Belt.

2018

2022

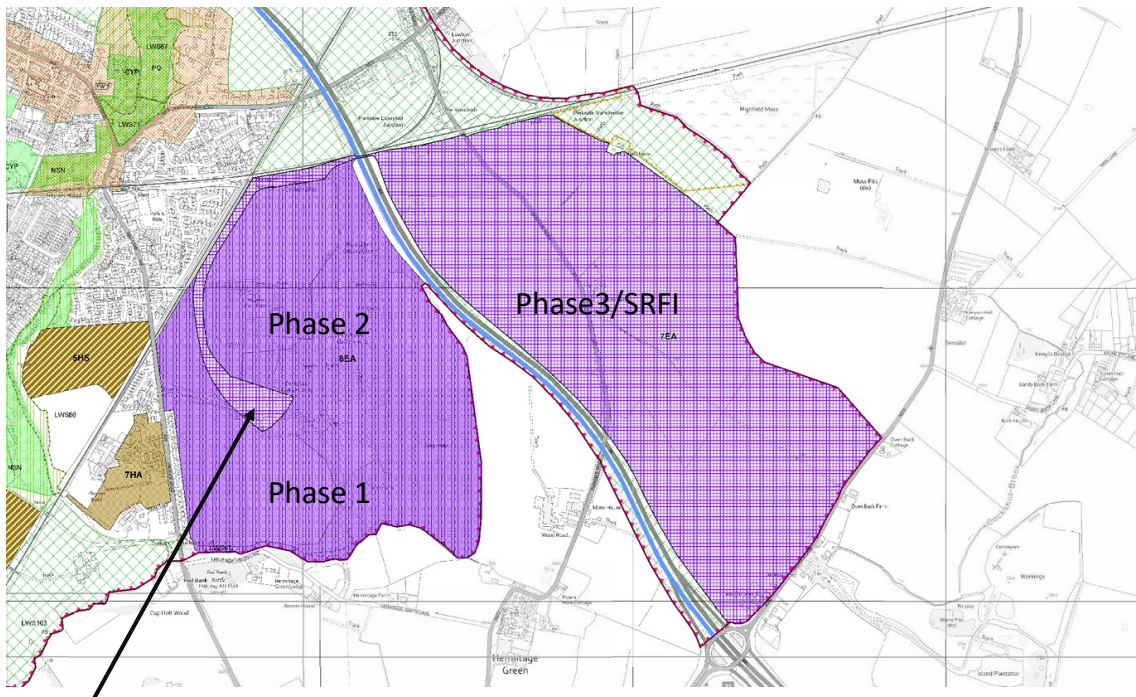
Parkside Link Road (PLR)

- The PLR's sole purpose is to open up Parkside West & East for development ('enabling infrastructure').
- The business case for the PLR is based purely on the forecast economic benefits from the Parkside developments.
- Full planning approval granted in Nov 2021 following a public inquiry in Jan 2021.



2021

Parkside - Phases 1,2 & 3/SRFI



Reserved land for rail sidings

Phase 1 & Phase 2 - Current Status

- Parkside West was acquired by 'Parkside Regeneration LLP' (a 50/50 joint venture between St Helens Council and Langtree Land & Property PLC) from ProLogis in 2013.
- Phase 1 and Phase 2 are on Parkside West.
- Phase 1
 - 1m sqft of floorspace, 3 warehouses.
 - Outline planning approval Nov 2021 following a public inquiry in Jan 2021. Full planning approval granted in March 2024.
 - Land clearance currently in progress.
- Phase 2
 - 1.6m sqft of floorspace for warehousing/manufacturing.
 - Full planning approval granted in February 2026.
 - Detail design yet to be completed.

2013

2021

2026

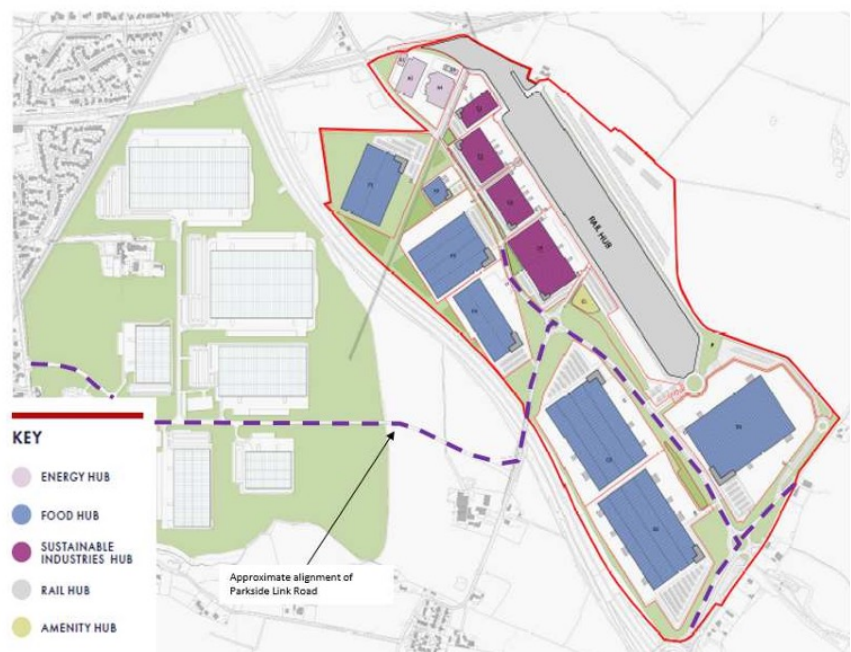
Phase 3/SRFI - Recent History

- Parkside East is not owned by Parkside Regeneration LLP. The proposed development on Parkside East is not linked to phases 1 & 2 on Parkside West, other than the reserved rail siding.
- At the time of the Parkside Link Road public inquiry (Jan 2021) Parkside East was under the control of iSec Group LLP.
- iSec had developed a masterplan for a SRFI and a food manufacturing/logistics hub. iSec claimed to be in advanced discussions with an unnamed freight operating company for the SRFI.

2021

iSec illustrative master plan

- The iSec masterplan was used as evidence at the PLR public inquiry to demonstrate that a nationally significant SRFI could be accommodated on Parkside East.
- We know little of what happened to the iSec masterplan after the public inquiry.



SRFI established in principle

- With the approval of the St Helens Council Local Plan and the acceptance by the Planning Inspectorate of the evidence tabled at the Parkside Link Road public inquiry the principle of a SRFI on Parkside East is **firmly established**.
- However, any proposal for a SRFI (eg Tritax proposals) and associated warehousing must still go through the appropriate application and approval process.

The Tritax Proposal

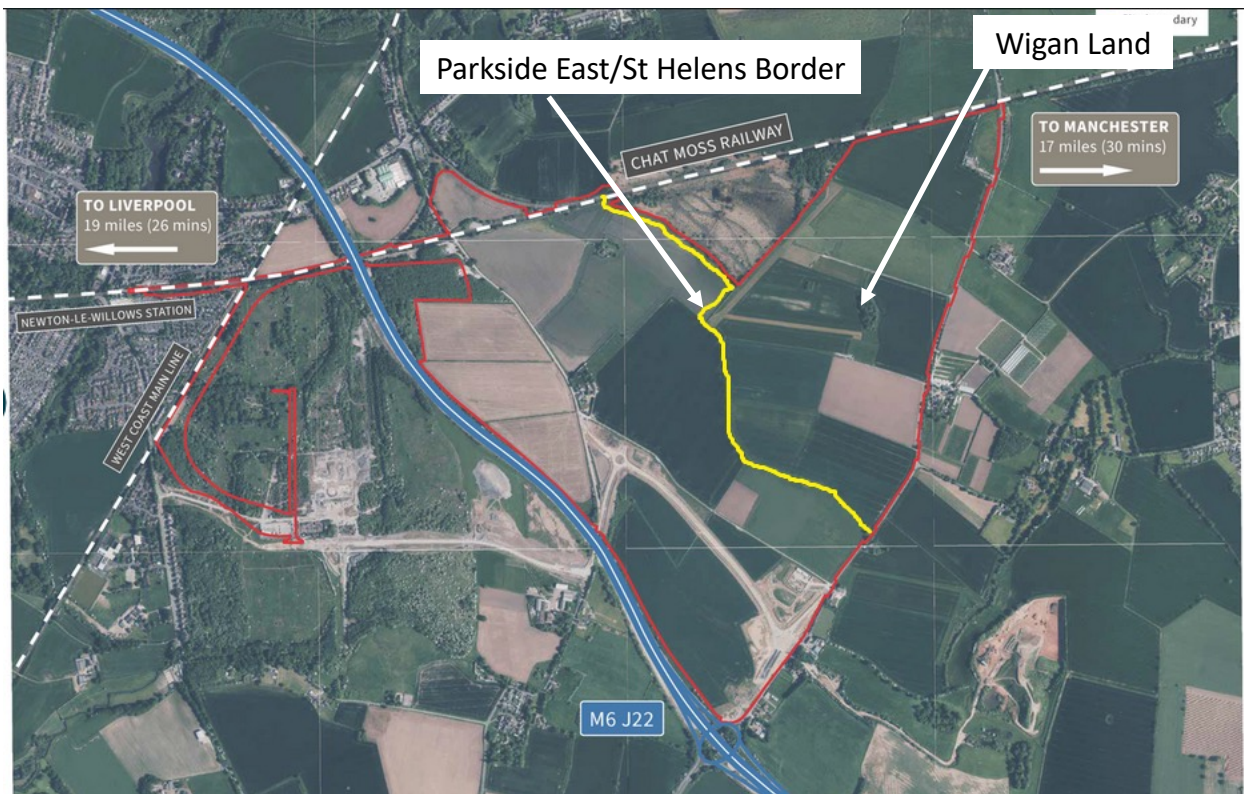


- Tritax acquired 221 acres of Parkside East in October 2023 from an unnamed vendor.
- The Tritax proposal for a SRFI and associated warehousing first came into public view in November 2024 with the issue of their Environmental Impact Assessment Scoping Report.
- Their proposal goes far beyond the confines of Parkside East with the main site encompassing land within the Wigan boundary west of Winwick Lane and mitigation measures extending far beyond the main site.

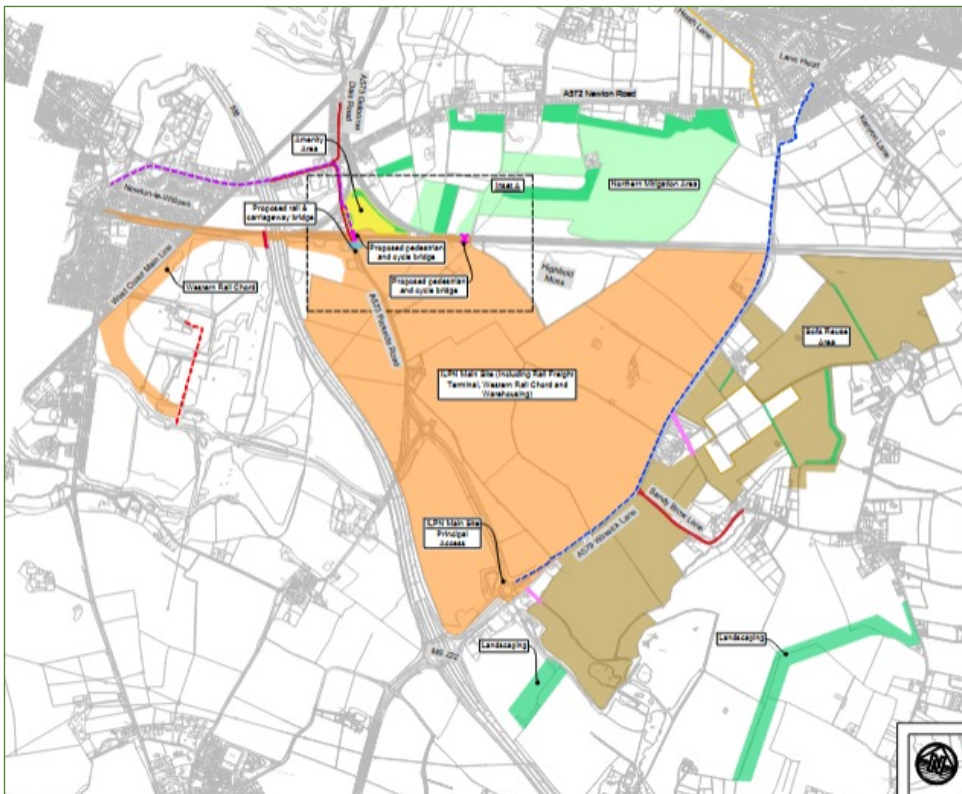
2023

2024

The Tritax Proposal - Main Site



Impact beyond the Main Site



The impact on our local area extends far beyond the main site. Taking land for soil dumping, ecological offset and mitigation box ticking.

The Tritax Proposal - cont'd

- The land west of Winwick Lane within the Wigan boundary is currently in the Green Belt.
- Tritax held many meetings with Local Authorities, including Wigan Council, throughout 2024.
- In late 2024 and early 2025 Wigan Council were preparing their draft local plan. The Wigan initial draft local plan was issued for consultation in April 2025.
- One of Wigan's initial draft policies is to allocate the land west of Winwick Lane to become part of the proposed SRFI and logistics development on Parkside East and thereby remove it from the Green Belt. This is currently on hold pending investigations. (as at March 2026)

2024

2025

Tritax - Public Consultation to date

- Tritax claim to have sent newsletters about their proposals to ~ 32,000 addresses.
- Tritax held a non-statutory consultation from 27th Jan to 21st Mar 2025. Very little detail available in the consultation material. ~230 responses received.
- Tritax held their statutory consultation from 28th Oct to 23rd Dec 2025. **Consultation material did not include transport, noise or air quality assessments.** ~900 responses received.
- Many have complained that the consultation was meaningless without the omitted assessments.

MARCH
2025

DECEMBER
2025

Public Consultation next steps

- The next step is for Tritax to hold a consultation on **transport, air quality and noise**. This was previously planned for spring 2026 but has now been delayed until early summer 2026 (possibly June). No exact date has been declared, but we have been informed today that it may be as early as June.
- It is important that as many residents as possible respond to the next consultation.
- The next consultation is the last opportunity for members of the 'general public' to have their say, to ensure we get the best possible results for the community.

EARLY SUMMER
(possibly June)
2026

Nationally Significant Infrastructure Projects

- The development of a SRFI is classed as a Nationally Significant Infrastructure Project – NSIP.
- NSIPs are not dealt with by local authorities following the normal planning application process.
- NSIPs are handled directly by the Planning Inspectorate (PI) by the Development Consent Order (DCO) process.
- The PI make a recommendation to the relevant Secretary of State as to whether a NSIP should be approved or rejected.
- Individuals or groups can be involved in the DCO process by registering as an 'Interested Party'.

The DCO Process

1	Pre-application Show	This is where we are today with public consultation ongoing.
2	Acceptance Show	Tritax submit a DCO application (autumn 2026 ?) and the PI have 28 days to accept or reject the application.
3	Pre-examination Show	Inspectors appointed. Interested Parties are invited to register, open for 30 days minimum.
4	Examination Show	PI examine the application and review evidence from Interested Parties. May take up to 6 months.
5	Recommendation Show	PI make a recommendation to the S of S to approve or reject. Within 3 months of the end of examination.
6	Decision Show	S of S decides to approve or reject. Within 3 months of recommendation.
7	What happens after the decision is made Show	S of S decision can be challenged in the High Court

* DCO – Development Consent Order *PI – Planning Inspectorate *SofS – Secretary of State

DCO Process Community Involvement

- Individuals or groups can register as an 'Interested Party'.
- The Planning Inspectorate have a preference for individuals presenting the same evidence to form a group to be come an Interested Party.
- When registering as an Interested Party the individual/group is required to provide in writing the evidence that they wish to present at the examination stage.
- Object or support is not evidence.
- Evidence presented by qualified experts carries more weight.

Development Consent Order Powers

- Once a DCO is granted the applicant is able to use a wide range of powers including compulsory purchasing.
- The range of powers granted with a DCO are designed to ensure there are no obstacles to the development.

Liverpool Freeport & Parkside

- The Liverpool City Region Freeport was officially approved by central government in December 2022.
- Parkside is the largest site in the LCR Freeport.
- Occupants of a freeport benefit from a range of tax & customs benefits (e.g. business rates relief).
- St Helens Council get to keep all of the business rates generated by Parkside but they have to be ringfenced for specific revenue and capital projects.
- At this stage it is unclear as to whether land in the Wigan borough would be included in the LCR Freeport.

2022

The Freightliner Involvement

- There is a misconception that the Tritax proposal is somehow dependent on Freightliner moving from Old Trafford to Parkside East. This is not true, there is no dependency.
- The principle of a SRFI was established long before talk of building a new stadium for MUFC. The GM Mayor and others are simply seizing on an opportunity.
- Freightliner may well move to Parkside but there are many other freight operating companies that could be a tenant on the Parkside East site.
- *The Tritax proposal does not go away if Freightliner stay in Old Trafford!*

What can we do ?

- Read, review and comment on the transport, noise and air quality consultation - local knowledge is important.
- Tell Tritax to keep everything inside the allocated Parkside East site.
- Challenge the available rail freight capacity - previous assessments assumed HS2 would free up capacity on the WCML. Do we know any rail experts ?
- Local community groups to discuss options for Interested Party involvement in the examination in public.

EARLY SUMMER
(possibly June)
2026