

# Parkside Phase 2 and Phase 3

**The phase 2 consultation closed this July**

Official Plans for phase 2 should be published on the St Helens council site in **September 2024.**

LHSGR will discuss official plans at their meeting on Monday 16<sup>th</sup> September if the plans are available



# Consultation Plans

Although now closed for comments, this website is worth a look  
<https://parksideconsultation.com/the-site/>



# What the P2 consultation says.....

- Parkside enjoys a strategic location between Liverpool and Manchester, **with its own link road to Junction 22 of the M6 motorway** (the link road ends at the new roundabout on Winwick Lane) It's also a key part of the Liverpool City Region Freeport.
- Three new buildings – outline plans only – Our application will include the option of both industrial and logistics (HGV) uses
- Detailed consent for the site infrastructure, such as roads, drainage and what we call the 'development platform'



# What the P2 consultation doesn't say.....

- It doesn't mention implications for Lowton or Winwick Lane once
- Winwick Lane has been the preferred route to the A580 from Junction 22 – it is already over capacity during peak times and when the motorway is closed.
- There are no active travel routes to anywhere apart from within Merseyside (walk, bus or cycle)
- No mention of the extension of the Atherleigh bypass
- Phase 3 is coming soon and wants to eat into farmland.



# More info from the Warrington Councillor Stuart Mann (Burtonwood & Winwick)

- It **MUST** be remembered that the initial approval given by the then Secretary of State for the construction of the link road on 11th November 2021 coincided with the approval of the first phases of the Parkside Regeneration scheme (92,900 m2 of employment floorspace)
- In his approval it is clearly laid out that junction improvement works at Delph Lane (B&Q), Winwick Park Roundabout, Swan Junction and Hollins Lane junction should occur
- Page 11 if you want to see the details of these conditions on the following link.
- [https://assets.publishing.service.gov.uk/media/618cf0bde90e070441bcf5e7/21-11-11\\_-\\_DL+IR\\_Former\\_Parkside\\_Colliery\\_3253194.pdf](https://assets.publishing.service.gov.uk/media/618cf0bde90e070441bcf5e7/21-11-11_-_DL+IR_Former_Parkside_Colliery_3253194.pdf)





# Potentially Phase 3



# Phase 3 - Parkside east and now ILP North

(Intermodal Logistics Park North)

- Whilst phases 1 & 2 form part of a joint venture between St Helen's Borough Council and Langtree phase 3 is considered an integral part of Liverpool's city region freeport but by private enterprise.
- The proposal is for a Strategic Rail Freight Interchange (SRFI) where rail will meet road.
- This is a significant development that will impact the wider communities of Winwick, Hermitage Green, Lowton, Newton-le-Willows, Lowton, Golborne and Croft.
- It will create opportunities for the area in terms of work but concerns regarding impact on traffic, congestion and green spaces.
- Informal public consultation about the proposals are due at the start of 2025, with formal statutory consultation currently planned for the end of 2025.
- More information about the proposal can be found at the following link.  
<https://tritaxsymmetry.com/projects/ilpnorth/>.
- Stuart Mann and Councillor Kevin Burgess as well as the ward councillors for Culcheth, Glazebury & Croft will be directly liaising with Tritax on a regular basis. If not already doing so, is it possible for Lowton East Councillors do the same?