

Land off Sandwash Close, Rainford Site 9EA Statement on Highways Matters

VN70704-TN01

Introduction

1. This Paper is prepared by Gareth Davis, Director of Vectos, (highways and transport planning specialists) on behalf of English Land Ltd to provide supporting information on access to site 9EA in the emerging St Helen's Local Plan.
2. The site is identified on the Proposals Map under 'Land to the West of Sandwash Close, Rainford' for 6.96 hectares of Class E, B2 and B8 development. The land that is under the client's ownership is shown in **Dwg B8513-AEW-XX-XX-DR-A-0007**. It can be seen that the clients land ownership includes land fronting onto Sandwash Close around giving around 125m of frontage.
3. In addition to the direct frontage onto Sandwash Close the client benefits from rights of access as is shown below in **Appendix A**. This access route is 39m long and 8m wide fence to fence.
4. In 1992 Site 9EA was granted permission (1291/017) for a 6500m² industrial building and outline permission for an industrial development which has been lawfully commenced. This is an extant permission which can be lawfully completed. The access layout for that 1992 permission is given in **Dwg B8513_AEW_XX-XX-DR_A-0010**, using the land over which the client has access rights and the plan shows the access options available for that site. My client and their industrial agents inform me that this layout is deliverable in light of current market conditions and given the flexible terms of the extant permission.
5. Furthermore in 2012, a planning application was approved (P/2012/0043) for employment use (B1,B2,B8) of 15,500m². This included the formation of a new access road linking the site to both Pasture Lane and Sandwash Close. This application was for a large floorplate logistics unit.
6. As has been described in Gareth Middleton's statement the demand for industrial units here has evolved for small and medium (SME) sized industrial units and it is this context that this statement has been prepared.
7. The Inspector's Matters in Question 6 asks, "**Can a safe and suitable access be achieved to Sites 9EA and 8HA?**" A related question is Question 9, namely "**Will infrastructure to support the allocations be delivered at the right time and in the right place?**"
8. This Paper responds to those questions in highway terms.

Q6: Can Safe and Suitable Access be provided to Site 9EA?

9. Fundamentally, Site 9EA already benefits an industrial access from Sandwash Close by virtue of the extant permission. English Land Ltd have access rights over this to connect and develop their land to the south.
10. The nature of the existing access into Site 9EA is described in **Photo 1** in **Appendix B** attached. The access width is 6.4m plus footway and kerbed edging and has good visibility onto Sandwash Close that complies with the required standards. Since that image was taken the adjacent occupier (Rustage Transport) has temporarily placed gates and vehicles there to prevent overnight parking of transient vehicles. The current nature of the access is given in **Photo 2**. Notwithstanding, our client retains unfettered access through it and this access road can be used to provide a suitable and safe access to serve industrial development on site 9EA.
11. Designing for Deliveries (2006) published by the Freight Transport Association recommends a standard width of 7.3m for HGV access but states that for straight sections of highway HGV can pass with a width of 6m, therefore the existing site access provides a suitable access for HGVs.
12. There is also an adjacent unsurfaced pavement strip which offers a safe and suitable route for employees accessing the site. This can be easily surfaced (or an alternative pavement strip can be provided further to the west (within our client’s ownership). There is also an alternative footpath along a public right of way, running east to west for pedestrians connecting Mill Lane to Rainford and offers an alternative safe and suitable pedestrian access to the site.
13. As well as the existing highway over which English Land Ltd have rights of access, they also own land adjacent to Site 9EA which has direct frontage onto Sandwash Close. This is indicated in **Figure 1** below. The nature of those access points is shown in the **Photos 3, 4 and 5** in **Appendix B** for the eastern, central and western accesses. Therefore, this clearly presents an alternative safe and suitable access opportunity to access and develop site 9EA. It can independently serve site 9EA or can be used in combination with the existing access road for a one way in/out.

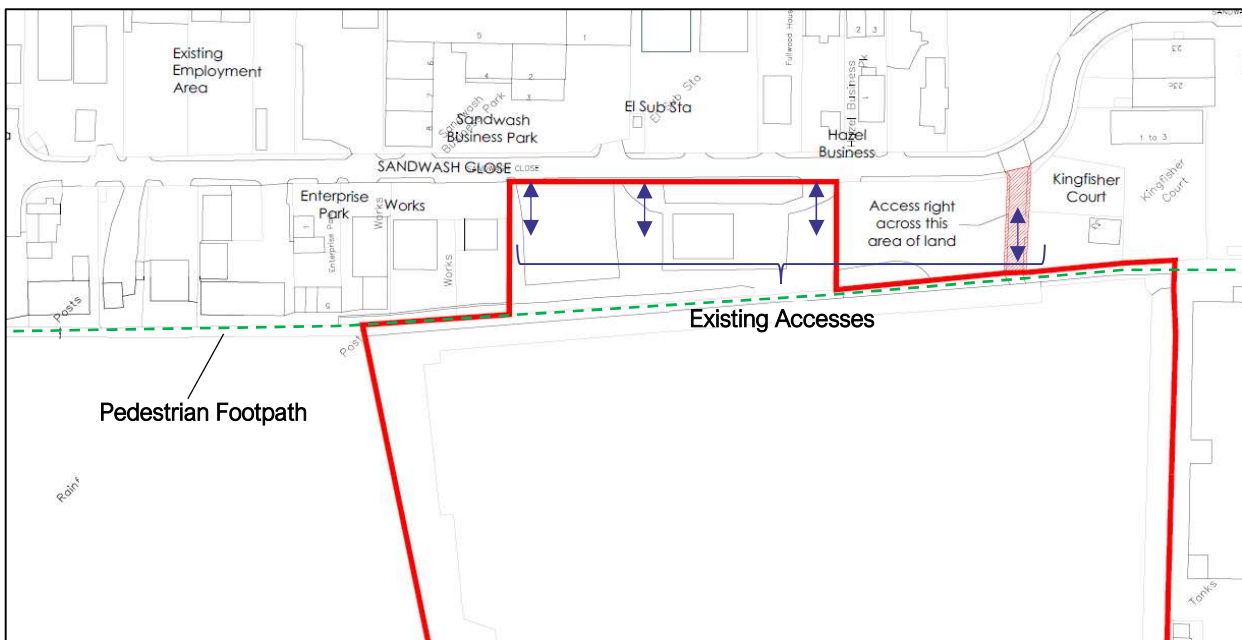


Figure 1 Existing Site Accesses to Site 9EA

14. In summary, there are alternative access opportunities into site 9EA which are safe and suitable for vehicles and pedestrians which are within the control of English Land Ltd.
15. The footpath that runs across the site can also be easily managed to ensure that there are safe crossings for pedestrians. This footpath also provides an alternative route for pedestrians to access the site, particularly from the main desire lines from Rainford or Mill Lane.
16. The wider access to Sandwash Close by industrial traffic is a well-established activity and suited to the type of industrial activity characterised by SME-type development.
17. The indicative layout drawing **B8513_AEW_XX-XX-DR_A-0014 P3** shows a layout that is consistent with the extant permission but also provides an alternative layout to reflect a mixed medium and small sized format to reflect current demand and includes the development of the vacant land fronting Sandwash Close with options for alternative accesses or a combined access with the existing access road.
18. **Dwg B8513_AEW_XX-XX-DR_A-0015 P1** provides an alternative layout to reflect just a small unit format, including the development of vacant land fronting Sandwash Close and similar access options.
19. These layouts for SME-type industrial sites will provide developments that are less intensive for HGV movements and less time critical than the large logistics sheds of the type promoted as part of the 2012 planning application. That is because they tend to have a mix of processes and activities, including manufacturing on site, and these tend to be less time critical for the movement of goods.
20. Therefore in my opinion, given the type of development as described above and the site access options available, access to Site 9EA by HGVs, employee vehicles and pedestrians from Sandwash Close is safe and suitable for a development of this nature.
21. This view is reflected in the UDP allocation, extant planning permission, and planning history (above). It is also consistent with the Council's evidence (Sustainability Appraisal: SA Report (2019) - Paragraph 4.2.13) which acknowledges the current road network for Site 9EA is able to cope with additional traffic without causing congestion.

Q 9: Will infrastructure to support the allocations be delivered at the right time and in the right place?

22. The above assessment has demonstrated that Site 9EA can be accessed via the existing access road, or via the adjacent land fronting Sandwash Close, or in combination. Therefore, there is no highway infrastructure constraints on access.
23. The layout of access to Sandwash Close needs just some minor highways works to remove the fencing, to surface the footway and provide dropped kerbs for pedestrians.
24. Sandwash Close itself is designed to accommodate industrial traffic and does not present a constraint to further industrial development. Therefore, there is no requirement for additional works to deliver development on site 9EA.

25. If deemed necessary, at the future planning application stage, minor improvements can be made to improve the entrance to Sandwash Close at Mill Lane within the control of the adopted highway to enhance safety and improve the quality of the approach. These measures may include improved white lining, pavement and kerb repairs, and signage which would improve the quality of the entrance into the estate and benefit all users of the Sandwash Close estate.
26. In conclusion, the infrastructure to support the allocation can be readily delivered at the right time and in the right place.

Drawings:

B8513-AEW-XX-XX-DR-A-0007

B8513-AEW-XX-XX-DR-A-0010

B8513-AEW-XX-XX-DR-A-0014 P3

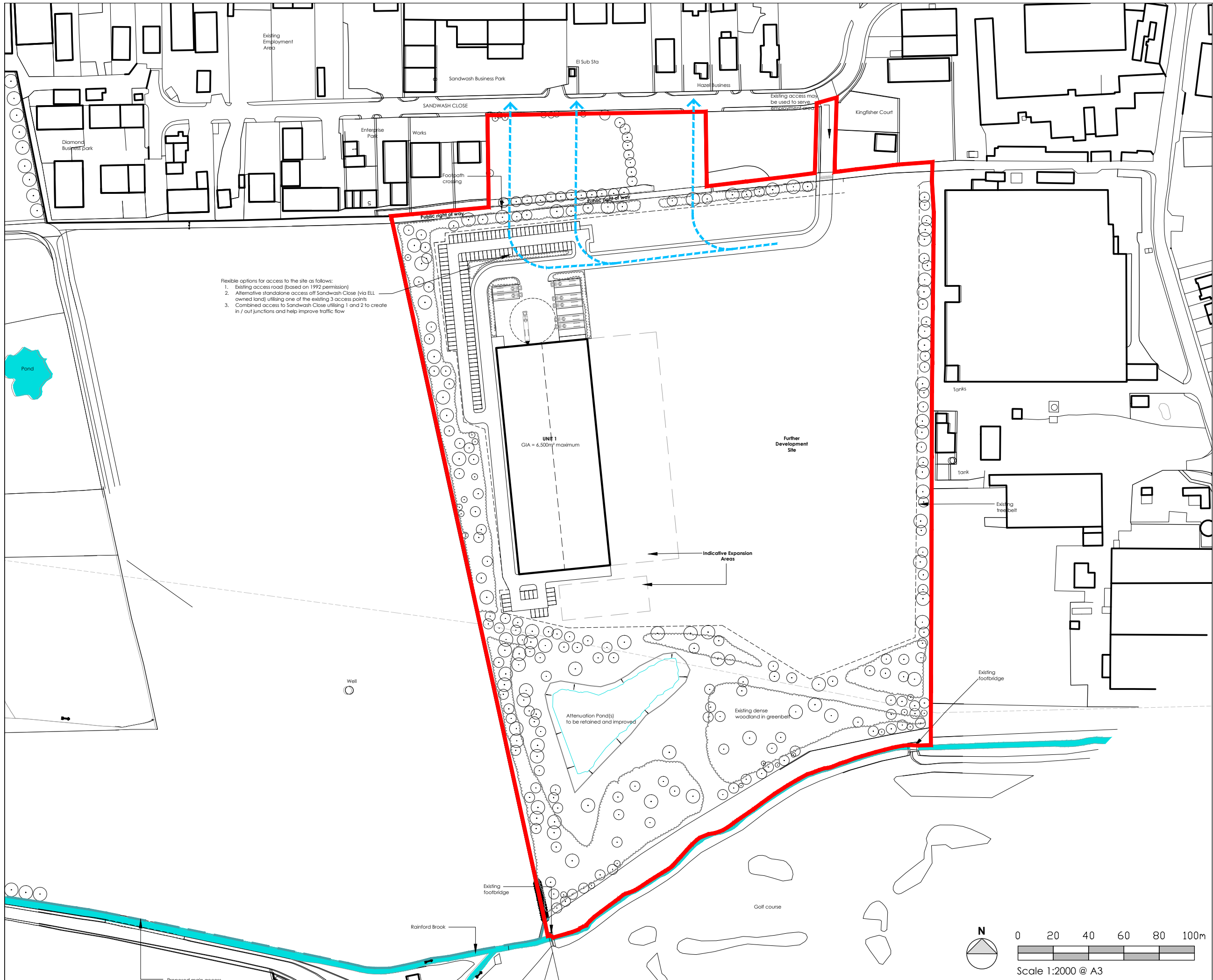
B8513-AEW-XX-XX-DR-A-0015 P1

English Land Ltd Site Ownership

Feasibility Site Plan (Option 1) According to 1992 Planning Permission

Feasibility Site Plan (Option 2) Mixed Small & Medium Format

Feasibility Site Plan (Option 3) Small Unit Format



Flexible options for access to the site as follows:

- Existing access road (based on 1992 permission)
- Alternative standalone access off Sandwash Close (via ELL owned land) utilising one of the existing 3 access points
- Combined access to Sandwash Close utilising 1 and 2 to create in / out junctions and help improve traffic flow

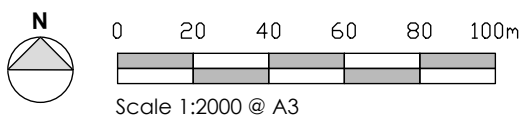
- NOTES**
- All dimensions and levels are to be checked on site.
 - Any discrepancies are to be reported to the architect before any work commences.
 - This drawing shall not be scaled to ascertain any dimensions. Work to figured dims only.
 - This drawing shall not be reproduced without express written permission from AEW.
 - Title overlay drawings and ownership boundaries are produced using of reasonable endeavors. AEW cannot be responsible for the accuracy or scale discrepancy of base plans supplied to them.

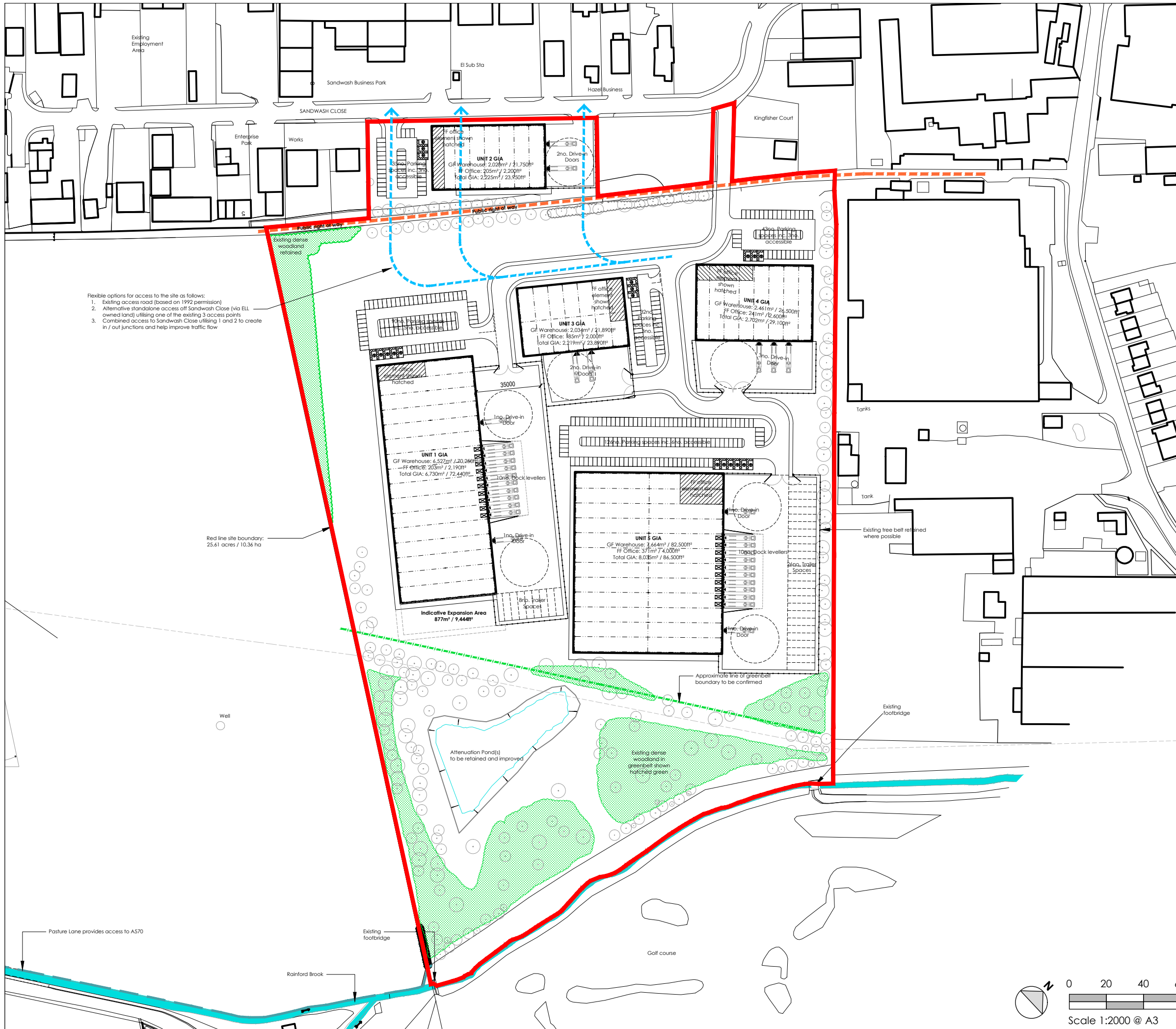
DESIGN HAZARD IDENTIFICATION

- No significant Hazards have been identified in this drawing

- NOTES**
- HGV circulation subject to tracking analysis.

P4	19/05/21	MW	AS
Note removed			
P3	17/05/21	MW	AS
Flexible access options added			
P2	11/05/21	MW	AS
Second access removed, red boundary line revised, access road widened to 7.3m			
REV	Date	Drawn by:-	Checked by:-
Status	Purpose of Issue		
S2	For Information		
drawing stage	Status		
client	English Land Ltd / Vengrove		
project	Sandwash Close, Rainford		
drawing title	Site plan showing 1992 consent (Ref 1291/017)		
date	27/01/17	drawn	AW
scale@A3	1:2000	checked	AL





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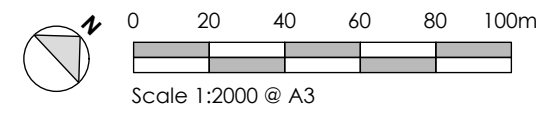
- HGV circulation subject to tracking analysis.

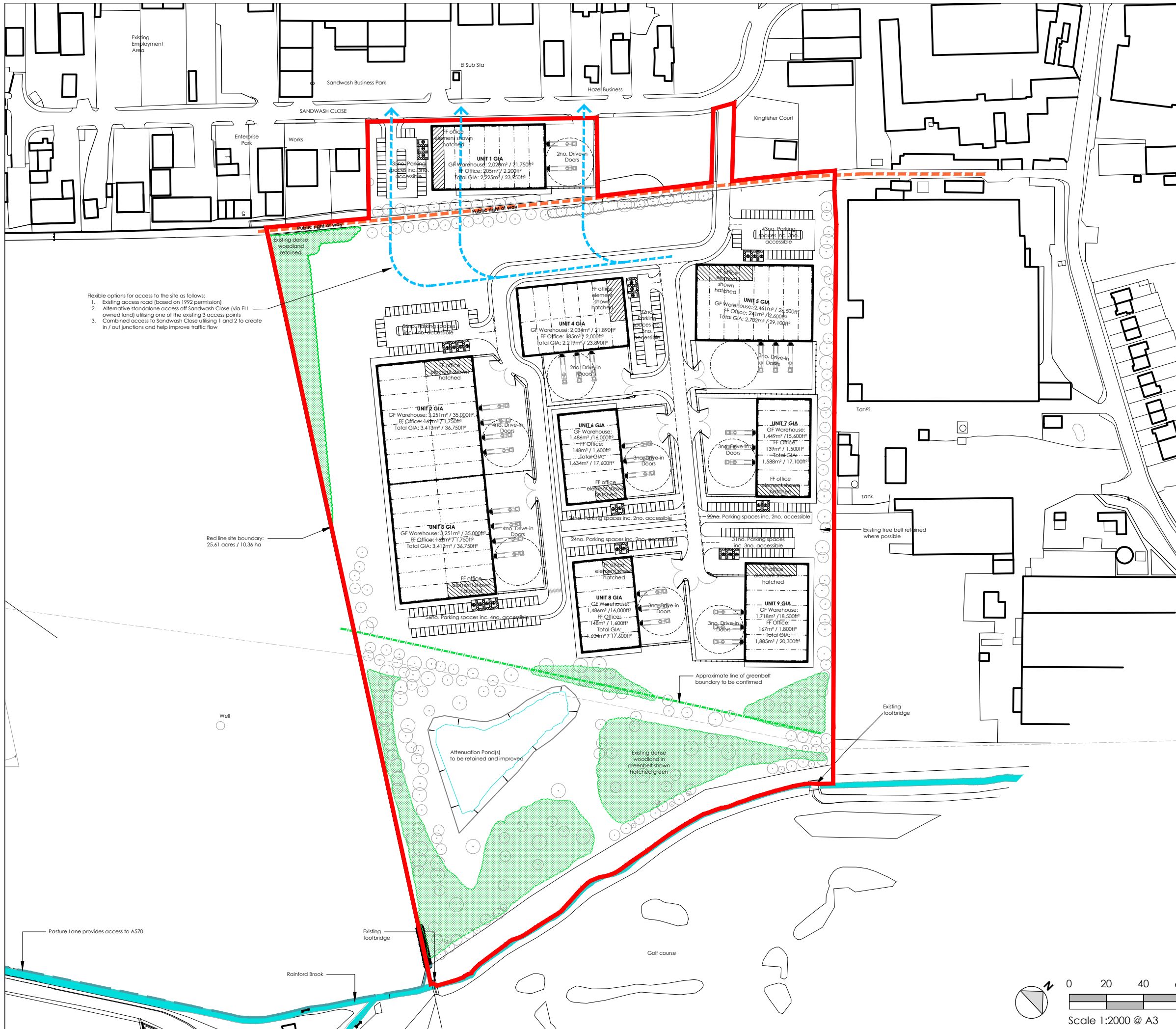
Key

- Existing Trees
- Existing Public right of way footpath
- Existing services drain
- Site boundary
- Rainford Brook Water Course

Unit Name	Ground Floor GIA	First Floor (Offices) GIA	Overall GIA	Car Parking (Accessible)
Unit 1	6,527 m ² / 70,250 ft ²	2,033 m ² / 21,900 ft ²	8,560 m ² / 92,150 ft ²	90 (5)
Unit 2	2,025 m ² / 21,750 ft ²	205 m ² / 2,200 ft ²	2,225 m ² / 23,950 ft ²	35 (3)
Unit 3	2,034 m ² / 21,890 ft ²	185 m ² / 2,000 ft ²	2,219 m ² / 23,890 ft ²	32 (3)
Unit 4	2,461 m ² / 26,500 ft ²	241 m ² / 2,600 ft ²	2,702 m ² / 29,100 ft ²	43 (3)
Unit 5	7,664 m ² / 82,500 ft ²	371 m ² / 4,000 ft ²	8,035 m ² / 86,500 ft ²	126 (4)
TOTAL UNIT GIA			21,911 m² / 235,880 ft²	326 (20)
RED LINE SITE BOUNDARY			25.61 acres / 10.36 ha	

P3	19/05/21	MW	AS
Note removed			
P2	17/05/21	MW	AS
Flexible access options added			
P1	14/05/21	MW	AS
Initial Issue			
REV	Date	Drawn by:-	Checked by:-
Status	Purpose of Issue		
S2	For Information		
drawing stage	Feasibility		
client	English Land Ltd		
project	Sandwash Close, Rainford		
drawing title	Feasibility Site Plan		
date	14/05/2021	drawn	MW
scale@A3	1:2000	checked	AS





NOTES

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DESIGN HAZARD IDENTIFICATION

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NOTES

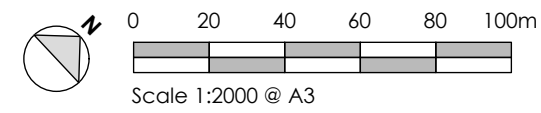
- HGV circulation subject to tracking analysis.

Key

- Existing Trees
- Existing Public right of way footpath
- Existing services drain
- Site boundary
- Rainford Brook Water Course

Unit Name	Ground Floor GIA	First Floor (Offices) GIA	Overall GIA	Car Parking (Accessible)
Unit 1	2,000 m ² / 21,750 ft ²	205 m ² / 2,200 ft ²	2,225 m ² / 23,950 ft ²	35 (3)
Unit 2	3,251 m ² / 35,000 ft ²	162 m ² / 1,750 ft ²	3,413 m ² / 36,750 ft ²	56 (4)
Unit 3	3,251 m ² / 35,000 ft ²	162 m ² / 1,750 ft ²	3,413 m ² / 36,750 ft ²	56 (4)
Unit 4	2,034 m ² / 21,890 ft ²	185 m ² / 2,000 ft ²	2,219 m ² / 23,890 ft ²	32 (3)
Unit 5	2,461 m ² / 26,500 ft ²	241 m ² / 2,600 ft ²	2,702 m ² / 29,100 ft ²	43 (3)
Unit 6	1,486 m ² / 16,000 ft ²	148 m ² / 1,600 ft ²	1,634 m ² / 17,600 ft ²	24 (2)
Unit 7	1,449 m ² / 15,600 ft ²	139 m ² / 1,500 ft ²	1,588 m ² / 17,100 ft ²	22 (2)
Unit 8	1,486 m ² / 16,000 ft ²	148 m ² / 1,600 ft ²	1,634 m ² / 17,600 ft ²	24 (2)
Unit 9	1,718 m ² / 18,500 ft ²	167 m ² / 1,800 ft ²	1,885 m ² / 20,300 ft ²	31 (3)
TOTAL UNIT GIA	20,713 m² / 223,040 ft²		20,713 m² / 223,040 ft²	323 (26)
RED LINE SITE BOUNDARY			25.73 acres / 10.41 ha	

P1	20/05/21	MW	AS
Initial Issue			
REV	Date	Drawn by:-	Checked by:-
Status	Purpose of Issue		
S2	For Information		
drawing stage	Feasibility		
client	English Land Ltd		
project	Sandwash Close, Rainford		
drawing title	Feasibility Site Plan Option 2		
date	20/05/2021	drawn	MW
scale@A3	1:2000	checked	AS



**Appendix A
Confirmation on Rights of Access to Site 9EA
BBS Law Letter 5th May 2021**

5 May 2021

Our Ref: DAB/DAB/410943

Email: daniel@bbslaw.co.uk

English Land Limited
Frogs Leap,
Fulshaw Park,
Wilmslow,
Cheshire SK9 1QQ

Dear Sirs

Re. Land on the south side of Sandwash Close, Rainford

I write to confirm that the property above as registered under title MS311523 as owned by you and as edged red on the title plan attached has the benefit of a right of way with or without vehicles over the land I have coloured yellow below.

This right is granted by a Deed dated 4th March 1992.



Yours faithfully

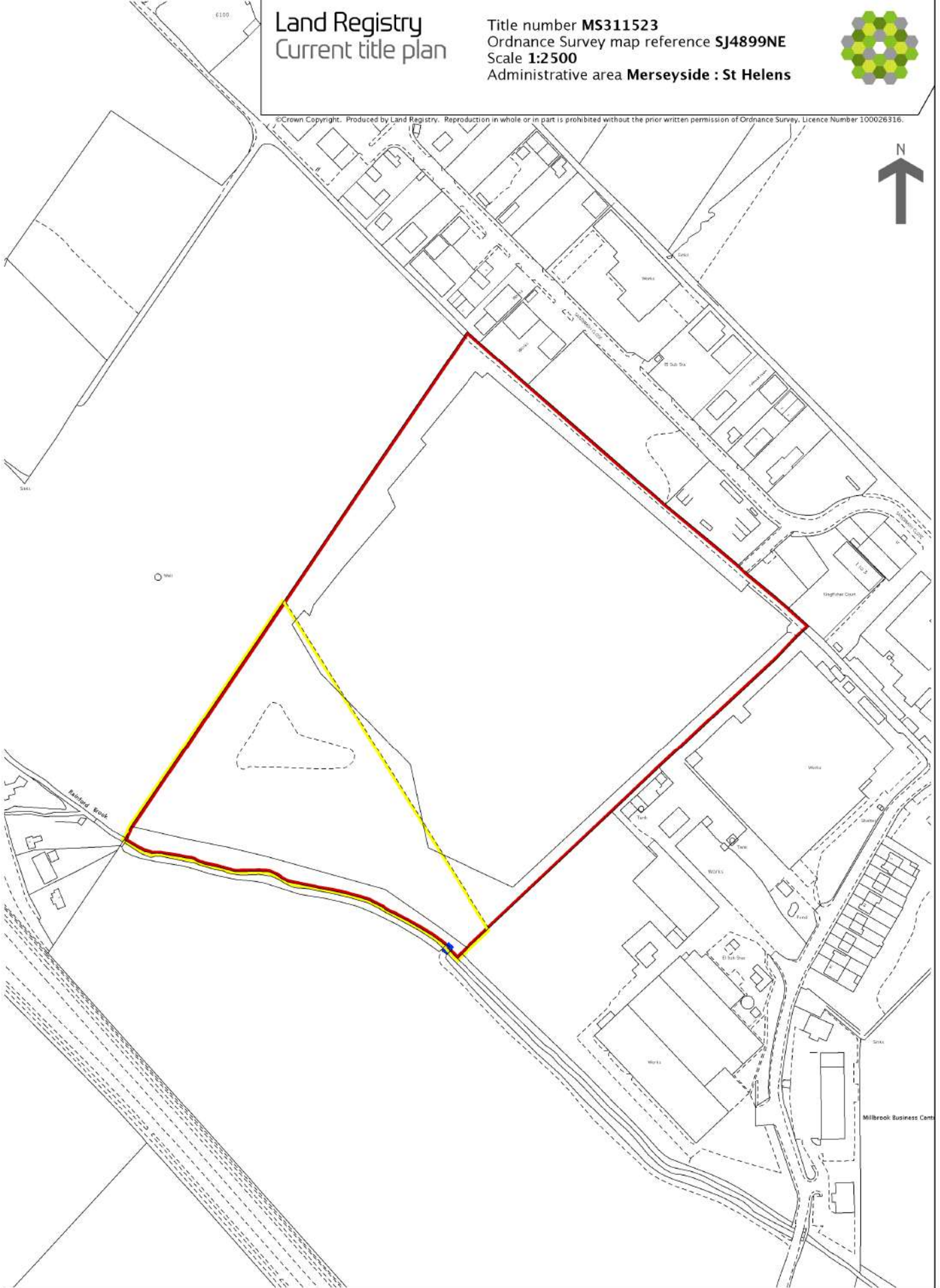
Daniel Berger
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This title is dealt with by Land Registry, Birkenhead Office.

Appendix B Site Access Photos



Photo 1 Existing Access from Sandwash Close (c.2016)



Photo 2 Existing Access from Sandwash Close, (2021)



Photo 3 Eastern Site Access from Adjacent Land owned by English Land Ltd onto Sandwash Close (2021)

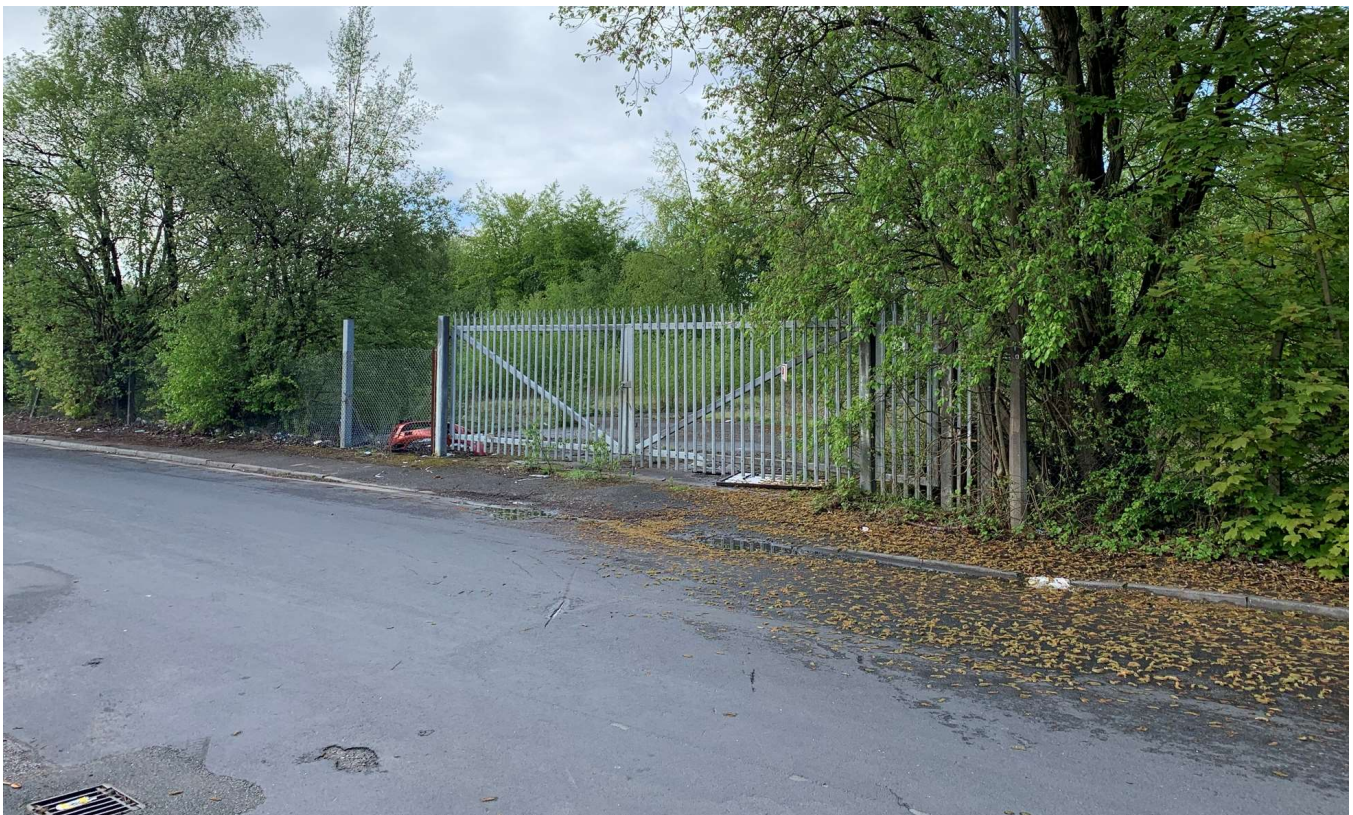


Photo 4 Central Site Access from Adjacent Land owned by English Land Ltd onto Sandwash Close (2021)



Photo 5 Western Site Access from Adjacent Land owned by English Land Ltd onto Sandwash Close (2021)