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By Email

12th February 2021

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Land to the south-west of Fairview Road, Gordon Hill, Enfield – Highways Advice

EAS Transport Planning has been appointed by Nicholas Holdings (hereinafter referred to as the 'client') to provide highways advice in regard to the potential development of a new access road off Fairview Road, Gordon Hill in Enfield (hereinafter the 'site').

The location of the site under consideration and the developable extents are shown within the drawing included with **Appendix A**.

The new road is proposed to give access to a parcel of land located to the west of the existing dwellings off Woodridge Close and Arnold House, both located to the west of The Ridgeway. No access from these two sites is currently available into the proposed development parcel.

The northern half of the site includes a thick wooded area, a small part of which would be affected by the said access road. The proposed route of the access road is therefore designed to minimise the impact on mature trees within this wooded area.

A topographic survey has been undertaken at the site under consideration, and the drawings of this are included within **Appendix B**.

It is proposed that the land parcel under consideration is taken forward for development under the Call for Sites allocation process, within the emerging Local Plan for Enfield (Local Plan for Enfield 2018 - 2036).

Planning History of the Site

The site is located within the administrative boundaries of London Borough of Enfield ('LBE'), who administer both the local planning process and highways network.

A review of the local planning register via the LBE website has shown that a planning application for the redevelopment of Arnold House as a 15-unit residential has been granted in 2004, with additional planning conditions approved in 2009. This development is yet to be taken forward.

The Proposed Development

It is proposed to redevelop the land parcel to provide a residential development of circa 50 dwellings. The development is proposed to be accessed off a new road, developed off the western end of Fairview Road. The proposed road is designed to turn south towards the development site beyond the site access.

An optional small area for parking along the edge of the road is also being recommended by the clients, which would allow for pedestrians along Merryhills Way, which links The Ridgeway and the Lavender Hill with Trent Park to the west, to park within the site.

The Proposed Road Construction - 'No-Dig' Option

The proposed road will therefore extend into the site to serve the proposed residential development. It is proposed that to limit the impact upon the woodland area, a 'No dig' road construction solution is used to develop the new access road. The proposed road construction would therefore be limited to the road and connected footway only.

'No dig' road construction systems use a Root Protection System which avoids any impact by the development of roads within the respective tree's root protection areas, whilst providing a strong and safe structural solution to support the future traffic loads.

The proposed new road is designed to limit the number of affected mature trees to a minimum, including a 3m offset away from the carriageway edge on either side of the road. The road is also designed in line with highway design standards, including providing a 5.5m wide carriageway, as well as limiting any gradients to 8% at most.

The proposed layout for the no dig construction solution is included within **Appendix C**.

There are several accepted techniques used to construct roads that allow for tree root protection zones, in this instance the arboriculturist has suggested a method used in Hampshire. This is attached at **Appendix D**. As can be seen this is the very comprehensive and structurally sound system incorporating reinforced concrete sections in order to bridge roots. Clearly this system would have a long structural life.

It is assumed that such a road would be maintained as a private road by the developers (and maintained at their expense, or the subsequent land-owners), and not be adopted as public highway. It is however not excluded by the developers that this road could be adopted as highway in the future, if it is agreeable to do so by LBE.

The Proposed Road Construction - Traditional Construction

An alternative traditional road construction system is also prepared in line with adoptable road construction standards for Enfield.

This alternative option has a similar carriageway alignment and also includes the use of embankments on either side of the road, set at gradients of 1:2.

It is noted that the highest change in level between the proposed carriageway and the existing ground surface is circa 2.1m. This would necessitate an embankment of 4.3m in width.

It is noted that any trees located within the construction area of the carriageway and the embankment will need to be cleared to allow for the proposed road construction.

The proposed alternative layout is included within **Appendix E**.

Summary

EAS Transport Planning has been commissioned to review the development of a potential access route into a site parcel located to the west of Woodridge Close and The Ridgeway, in Enfield.

It is noted that the area includes a thick wooded area, through which the access road will need to be routed, with access taken as an extension of the existing Fairview Road. The road is designed so as to minimise any tree loss, as much as possible.

Two potential design options have been prepared, including a 'No-Dig' road construction system approach, which avoids negative impacts on the tree root protection areas, as well as an alternative option using the adoptable standard road construction system. Both options are considered fully deliverable, and would allow access into the said developable land parcel.

It is therefore concluded that the access road can be delivered safely and with a low impact on local tree loss. It is also anticipated that the additional trips generated by the scheme on Fairview Road to be minimal. The scheme has the potential to provide additional nearby parking for walkers to the local countryside off Merryhills Way.

Yours sincerely

Enc:

Appendix: A - Site Location Plan

Appendix: B - Topographic Survey

Appendix: C - 'No-Dig' Option

Appendix: D - 'No-Dig' Hampshire Standard Detail

Appendix: E - Standard Construction Option

Appendix: A - Site Location Plan

Site Location Plan




- Site Location, Fairview Road, Enfield



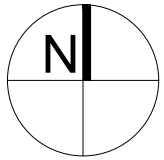
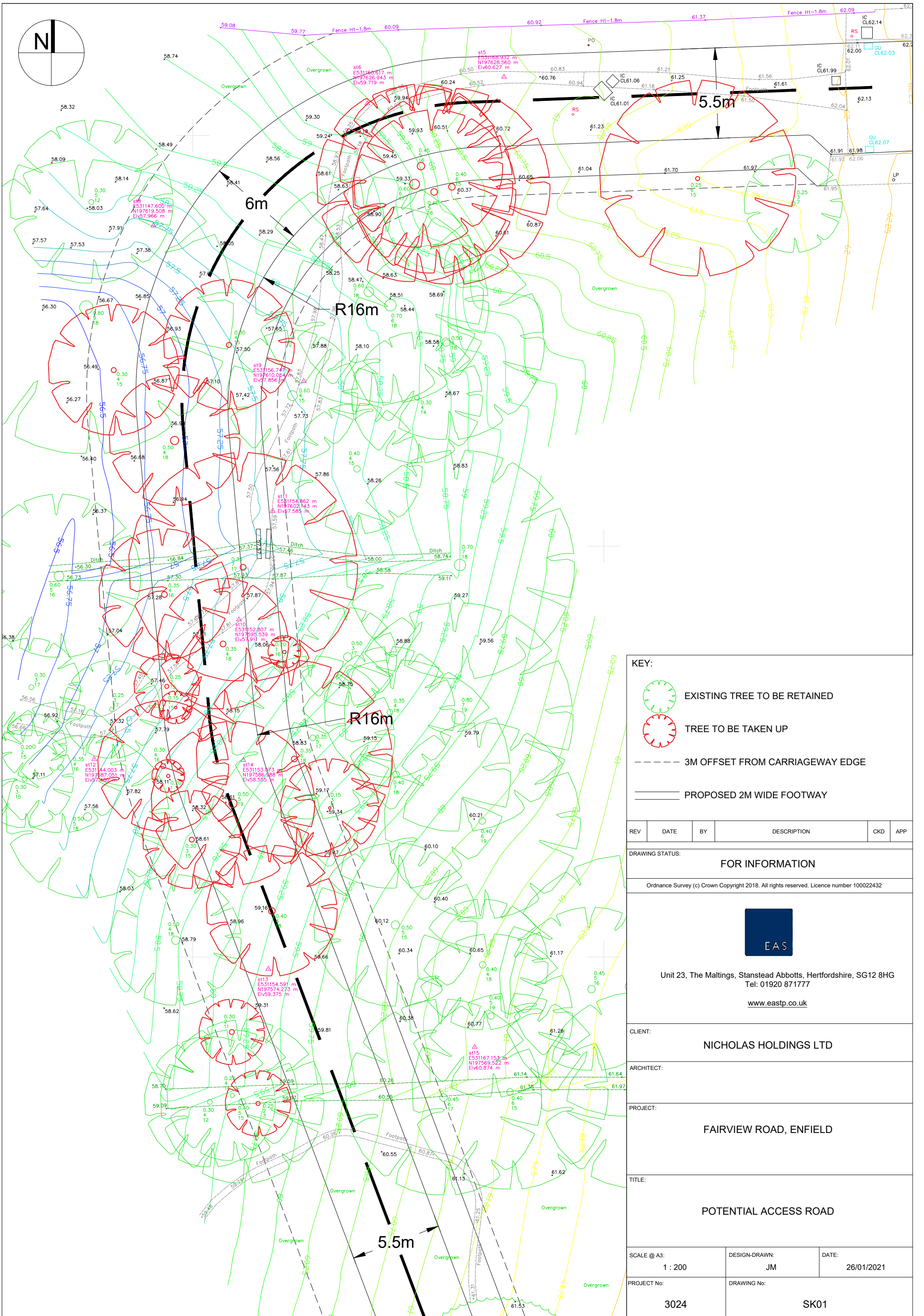
SITE

PROPOSED
ACCESS
ROAD
DETAIL
AREA

REV	DATE	BY	DESCRIPTION	CKD	APP
DRAWING STATUS:					
FOR INFORMATION					
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CLIENT:			NICHOLAS HOLDINGS LTD		
ARCHITECT:					
PROJECT:			FAIRVIEW ROAD, GORDON HILL		
TITLE:			LOCATION PLAN		
SCALE @ A3:		DESIGN-DRAWN:		DATE:	
1 : 2,000		JM		15/02/2021	
PROJECT No:		DRAWING No:			
3024		SK03			

Appendix: B - Topographic Survey

Appendix: C - 'No-Dig' Option



KEY:

- EXISTING TREE TO BE RETAINED
- TREE TO BE TAKEN UP
- 3M OFFSET FROM CARRIAGEWAY EDGE
- PROPOSED 2M WIDE FOOTWAY

REV	DATE	BY	DESCRIPTION	CKD	APP

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CLIENT: **NICHOLAS HOLDINGS LTD**

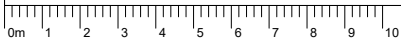
ARCHITECT: **NICHOLAS HOLDINGS LTD**

PROJECT: **FAIRVIEW ROAD, ENFIELD**

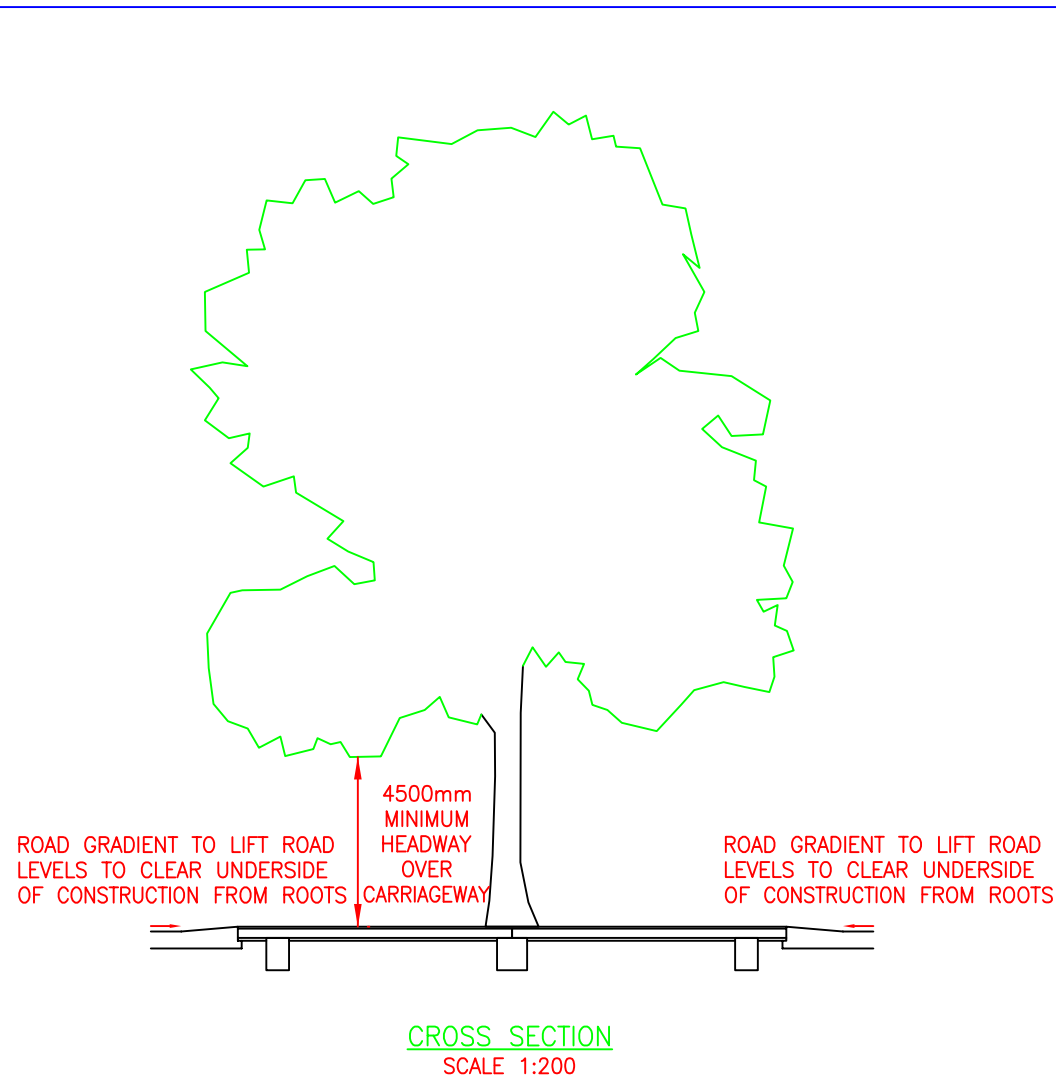
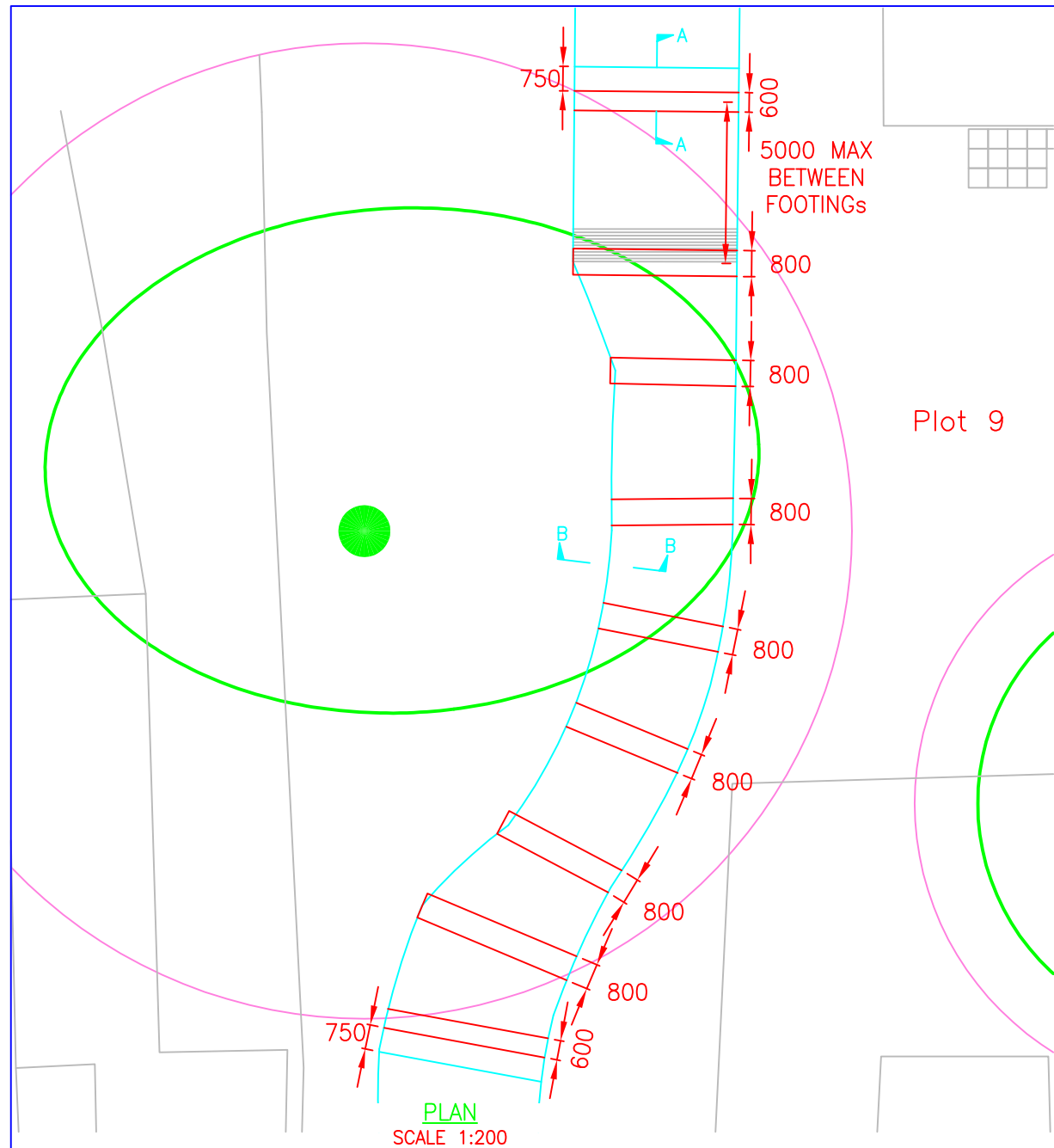
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SCALE @ A3: 1 : 200	DESIGN-DRAWN: JM	DATE: 26/01/2021
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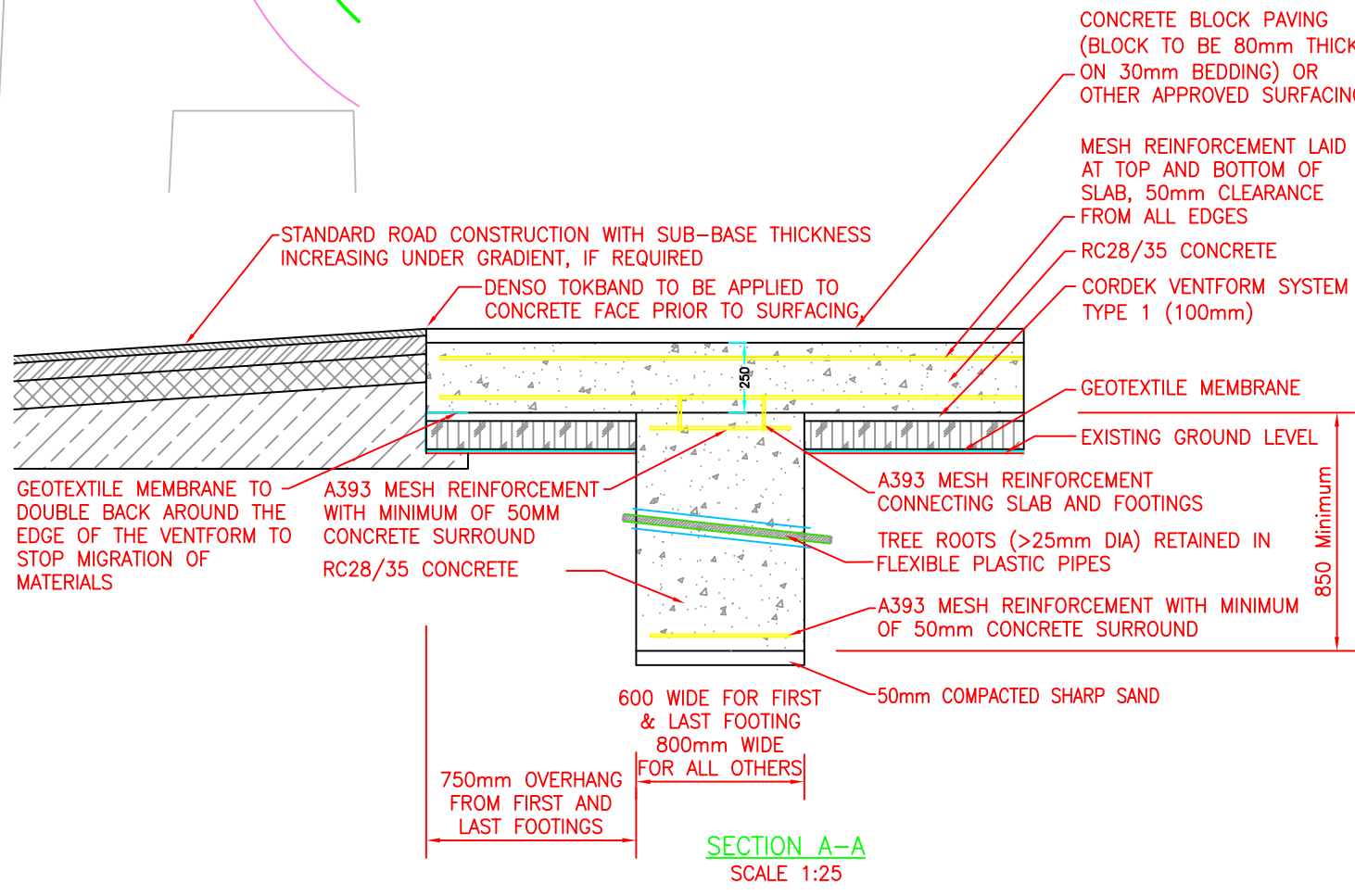
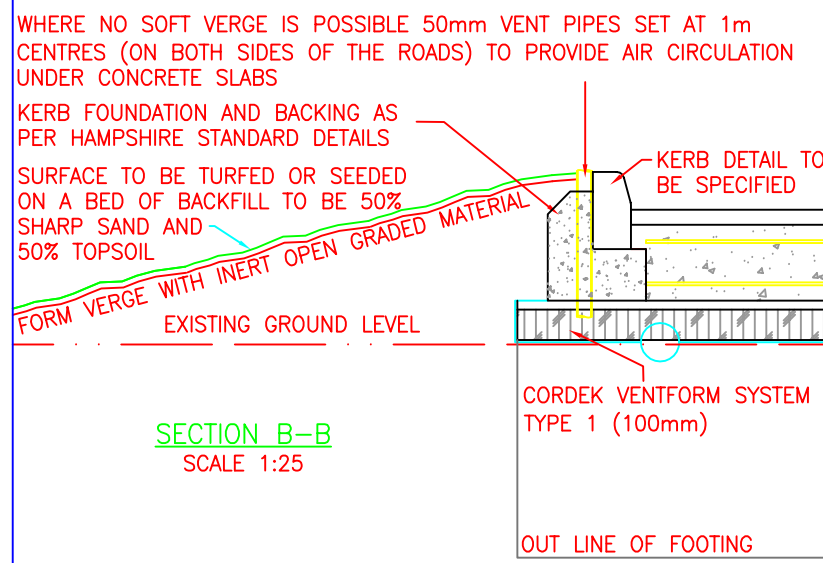
PROJECT No: 3024	DRAWING No: SK01
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Appendix: D - 'No-Dig' Hampshire Standard Detail



- NOTES:**
- WHERE APPROPRIATE, GROUND VEGETATION ALONG LINE OF PROPOSED ROAD TO BE TREATED WITH A TRANSLOCATED HERBICIDE (GLYPHOSATE) AS ADVISED BY HIGHWAYS ARBORICULTURALIST.
 - ALL EARTHWORKS WITHIN THE RPA OF RETAINED TREES TO BE HAND EXCAVATED IN ACCORDANCE WITH BS 5837:2005.
 - GROUND PREPARATION WITHIN THE ROOT PROTECTION AREA (RPA) OF RETAINED TREES TO BE ADVISED BY HIGHWAYS ARBORICULTURALIST AND IF AGREED RESTRICTED TO THE REMOVAL OF THE LOOSE TOPSOIL/HUMUS LAYER ONLY. ANY MAJOR HOLLOWES TO BE FILLED WITH INERT NO-FINES AGGREGATE TO PROVIDE A LEVEL SURFACE.
 - FOOTINGS TO BE LAID OUT IN AN ESSENTIALLY RADIAL PATTERN AT RIGHT ANGLES TO ROAD CENTRELINE BUT POSITIONS CAN BE MOVED SLIGHTLY TO AVOID MAJOR ROOTS
 - EXACT LOCATION OF ALL EXCAVATION TO BE AGREED ON SITE.
 - FOOTINGS MAY REQUIRE DEEPENING WHEN BUILT IN POOR STRENGTH GROUND CONDITIONS.
 - FOR SITES WITH A CROSSFALL, FOOTINGS SHALL BE PROFILED TO ACHIEVE THE DESIRED ROAD SURFACE PROFILE
 - FOOTINGS TO BE DUG IN ONE OPERATION WITH LOOSE SOIL REMOVED TO ENSURE GOOD AND SMOOTH SIDES AND BASE. CONCRETE TO BE POURED INTO FOOTINGS AS SOON AFTER EXCAVATION AS POSSIBLE.
 - ALL TREE ROOTS, GREATER THAN 25MM IN DIAMETER, TO BE RETAINED AND WORKED AROUND.
 - RETAINED ROOTS WITHIN THE FOOTINGS TO BE ENCASED IN FLEXIBLE PLASTIC PIPES OF AN APPROPRIATE DIAMETER TO GIVE 5 TO 20mm CLEARANCE AROUND THE ROOT. PIPES TO EXTEND A MINIMUM OF 100mm BEYOND THE FOOTING ON EITHER SIDE. PIPES TO BE SPLIT TO SPREAD OVER ROOT THEN TAPED BACK TOGETHER.
 - ALL CONCRETE TO BE DESIGNATED MIX RC 28/35 WITH S2 WORKABILITY. TESTING TO BE CARRIED OUT AS REQUIRED.
 - CONCRETE TO BE PROTECTED FROM DRYING OR FREEZING FOR AT LEAST 5 DAYS AFTER POURING.
 - WHERE SERVICES MUST BE PLACED WITHIN THE ROOT PROTECTION AREA, THEY SHOULD BE POSITIONED TO AVOID FOOTINGS WITH REFERENCE TO NJUG GUIDANCE AND PREFERENCE GIVEN TO DUCTING WHERE POSSIBLE TO AVOID FUTURE DISTURBANCES.
 - CORDEK VENTFORM SYSTEM TO BE INSTALLED IN ACCORDANCE WITH THE MANUFACTURERS INSTRUCTIONS.



AMENDMENT	DATE	DRAWN	CHKD	APPD

CONSULTANT

Hampshire County Council Engineering

STUART JARVIS BSc. DipTP FCIBT MRTPL DIRECTOR OF ENVIRONMENT, THE CASTLE, WINCHESTER.

SCHEME

STANDARD DETAILS

DRAWING TITLE

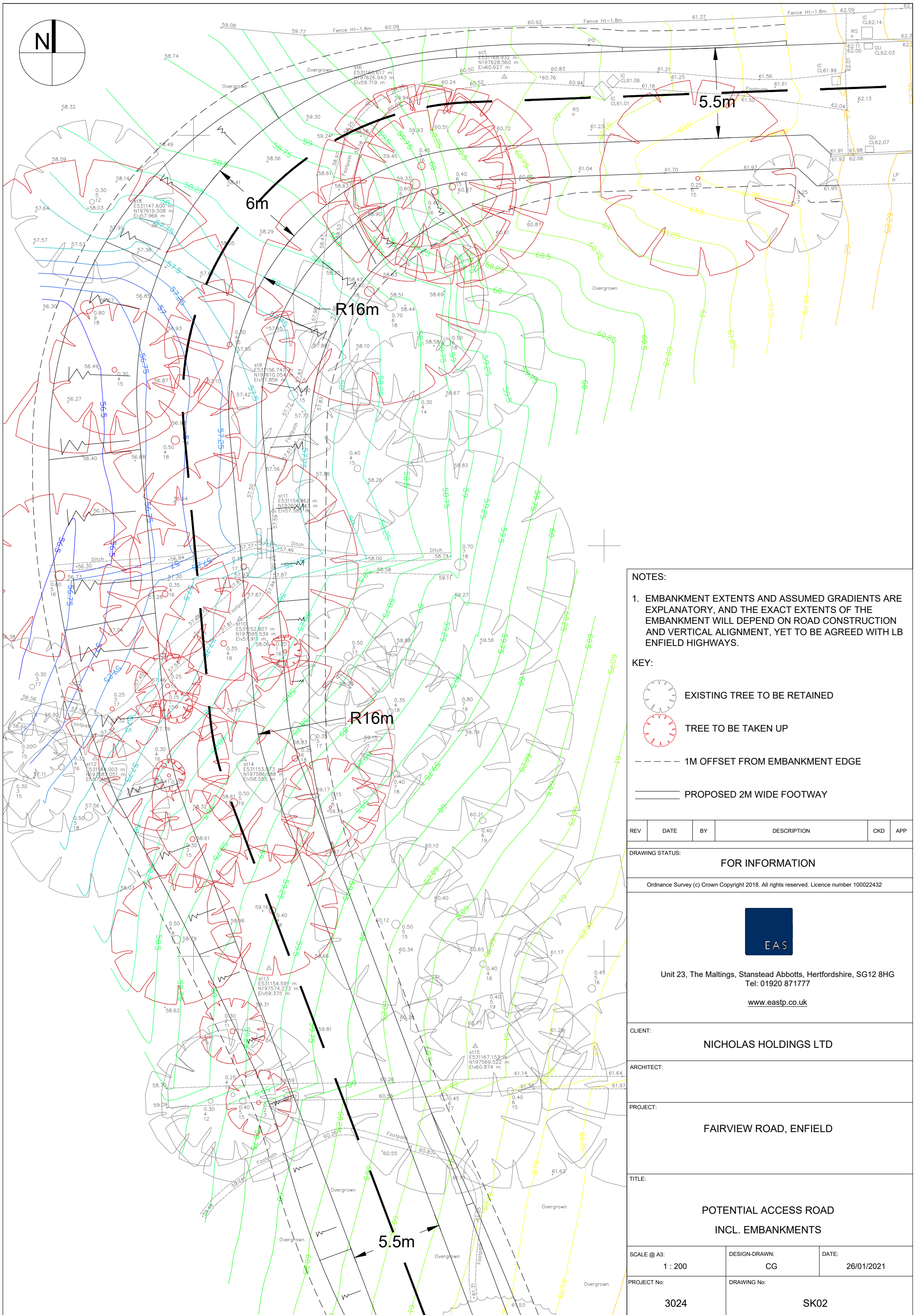
CARRIAGEWAY DETAILS FOR CONSTRUCTION WITHIN THE ROOT PROTECTION AREA OF MATURE TREES TO BE RETAINED

HCC CADplot:	CHECKED	SCALE
DRAWN TL	MT	A3 VARIES
CAD LMH	APPROVED	DATE SEPT. 2009
DRG No. HCC9/C/0155		REVISION

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
Appendix: E - Standard Construction Option



NOTES:

1. EMBANKMENT EXTENTS AND ASSUMED GRADIENTS ARE EXPLANATORY, AND THE EXACT EXTENTS OF THE EMBANKMENT WILL DEPEND ON ROAD CONSTRUCTION AND VERTICAL ALIGNMENT, YET TO BE AGREED WITH LB ENFIELD HIGHWAYS.

KEY:

-  EXISTING TREE TO BE RETAINED
-  TREE TO BE TAKEN UP
-  1M OFFSET FROM EMBANKMENT EDGE
-  PROPOSED 2M WIDE FOOTWAY

REV	DATE	BY	DESCRIPTION	CKD	APP

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NICHOLAS HOLDINGS LTD

ARCHITECT:

PROJECT:
FAIRVIEW ROAD, ENFIELD

TITLE:
POTENTIAL ACCESS ROAD
INCL. EMBANKMENTS

SCALE @ A3: 1 : 200	DESIGN-DRAWN: CG	DATE: 26/01/2021
PROJECT No: 3024	DRAWING No: SK02	

