

LEVITT BERNSTEIN

KENNEDY AVENUE, ENFIELD, EN3 4PB

Highways Due Diligence Report

JANUARY 2022



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This report dated 31 January 2022 has been prepared for Levitt Bernstein on behalf of Enfield Council (the "Client") in accordance with the terms and conditions of appointment dated 17 January 2022 (the "Appointment") between the Client and Arcadis Consulting (UK) Limited ("Arcadis") for the purposes specified in the Appointment. For avoidance of doubt, no other person(s) may use or rely upon this report or its contents, and Arcadis accepts no responsibility for any such use or reliance thereon by any other third party.

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1 Introduction

1.1 Terms of Reference

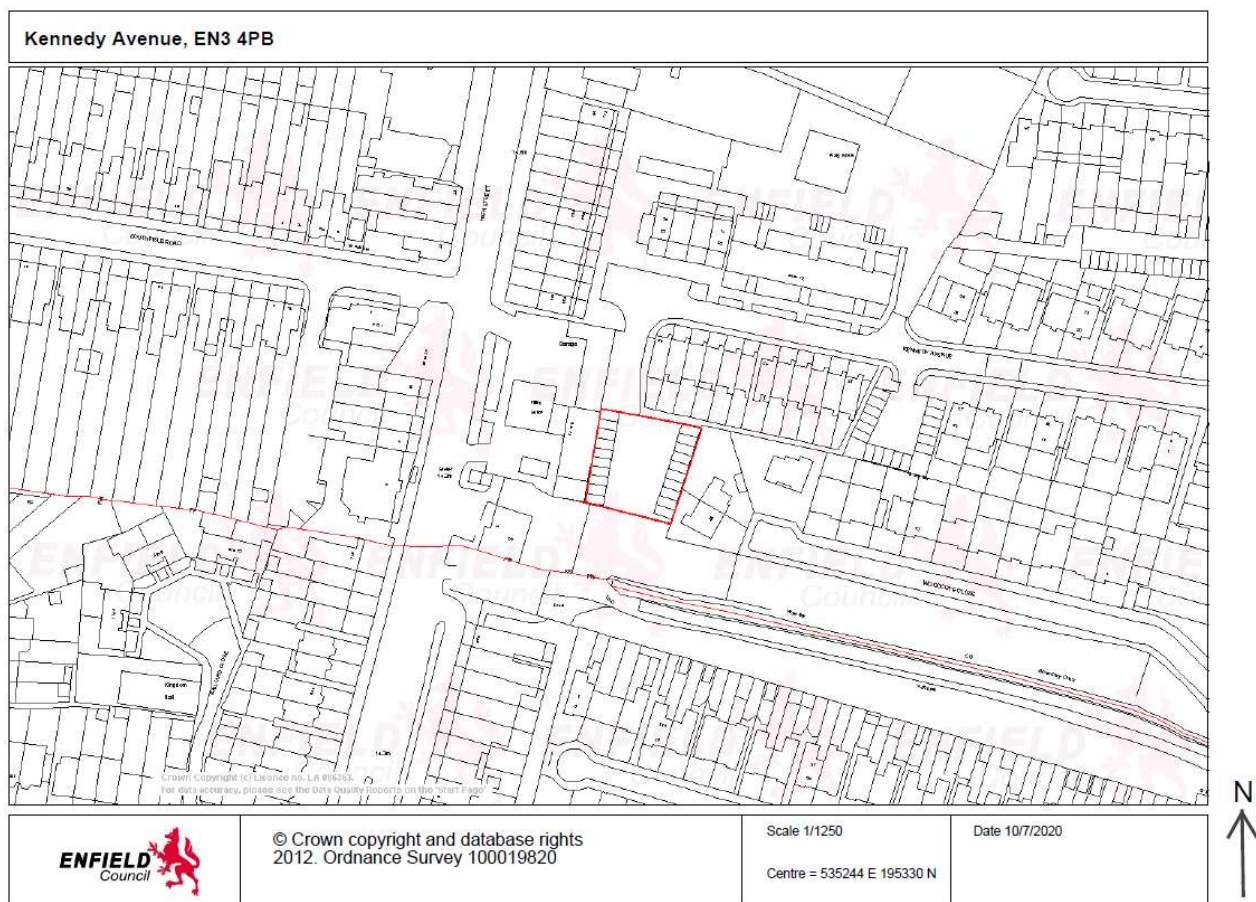
Arcadis Consulting (UK) Limited (Arcadis) has been commissioned by Levitt Bernstein on behalf of Enfield Council ('the Client') to undertake due diligence appraisals in connection with Kennedy Avenue Car Park, Enfield, EN3 4PB ('the Site').

The objective of this desktop appraisal is to provide pragmatic advice to de-risk each of the sites. The aim of this report is to:

- Review existing transport, highway, access and movement related to information regarding the Site and its surrounding area;
- Provide outline information on potential transport and highway constraints which may impact on the land value or redevelopment potential for the Site; and
- Identify potential development opportunities based upon local characteristics and risks.

The site location is shown in Figure 1.

Figure 1: Site Location Plan (as provided by the Client)



1.2 Sources of Information

As part of this desk study report various sources of information have been used and are detailed below:

- Crash Map (www.crashmap.co.uk)
- Transport for London WebCAT (www.tfl.gov.uk/info-for/urban-planning-and-construction/planning-with-webcat/webcat)

1.3 Limitations and Expectations

This report has been prepared for the Client in accordance with the terms and conditions of appointment. Arcadis cannot accept any responsibility for any use of or reliance on the contents of this report by any third party. The copyright of this document, including the electronic format shall remain the property of Arcadis.

This report has been compiled from a number of sources, which Arcadis believes to be trustworthy. However, Arcadis is unable to guarantee the accuracy of information provided by others. The report is based on information available at the time. Consequently, there is a potential for further information to become available, which may change this report's conclusion and for which Arcadis cannot be responsible.

2 Site Setting and History

2.1 Site Location and Land Use

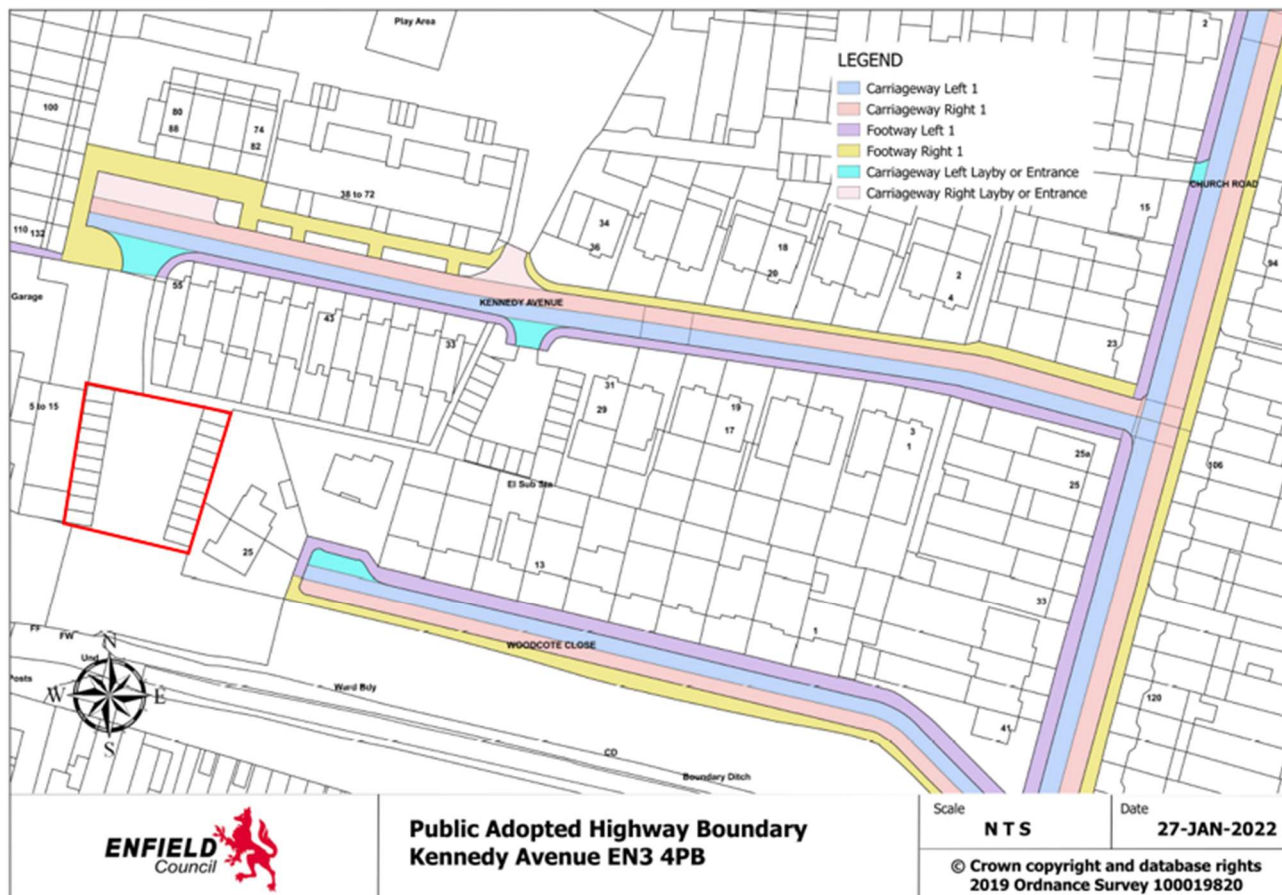
Table 1: Details relating to Site Location

Site Location / Address	Kennedy Avenue, Enfield, EN3 4PB
National Grid Reference	535244, 195330
Approximate Site Area	The Site covers an area of approximately 0.07 ha (hectares).
Description of Site	<p>The Site is a rectangular in shape and has rows of garages on the eastern and western site boundaries that were built in the 1970s according to the representative from Enfield Council.</p> <p>The site surface is covered with hardstanding and used for car parking. A brick wall, with metal fencing, is identified along the northern boundary of the site and a private garden along the southern boundary.</p> <p>The site can be accessed by vehicles, cyclists and pedestrians from Kennedy Avenue.</p>
Topography	The topography of the Site is flat at approximately 13m Above Ordnance Datum (AOD). The regional topography is expected to decrease in elevation to the east towards the River Lee, approximately 1km east.
Surrounding Area	<p>The site is located within a residential and commercial area.</p> <p>North: Immediately north of the site is residential housing, consisting of two-storey houses and four-storey flats.</p> <p>South: South of the site is private land.</p> <p>East: Residential properties with gardens are located immediately adjacent to the east.</p> <p>West: Commercial properties are located immediately adjacent to the west of the Site.</p>

2.2 Highways Register - Highway Boundary

The public adopted highway boundary of the site and surrounding area has been provided by Enfield Council, this is shown in Figure 2. According to Enfield Council's Highways Register, the site access onto Kennedy Avenue is not directly from adopted carriageway. There is land between the site and the adopted carriageway of Kennedy Avenue which is unclassified. The ownership status of this land is unknown based on the Highways Register.

Figure 2: Highway Status (as provided by the Client)



2.3 Planning Policy

2.3.1 Draft Enfield Local Plan (ELP) 2019 – 2039 – Sustainable Transport

The draft Enfield Local Plan (ELP) was approved for consultation on 9th June 2021. The ELP's overarching objective regarding transport is *“to deliver a transport network that improves the health and wellbeing of all Londoners and to achieve an 80% mode share for active and sustainable travel by 2014”*. The ELP sets out several policies and outcomes, including two regarding sustainable transport.

T1 – Promoting Sustainable Transport

Travel choice and sustainable transport connectivity will be improved through the Borough and to other parts of London and beyond. Therefore, new development will be expected to:

- Safeguard existing land and buildings where necessary to accommodate active travel, public transport or related support functions and future access to future infrastructure projects;
- Deliver improvements to the transport network where they contribute towards sustainable regeneration and development within the Borough, promote sustainable modes of travel, reduce severance, improve safety and environmental quality and support businesses;
- Be car-free (or offer a low level of parking provision) and support complementary measures, such as car clubs and contribute towards well-designed walking and cycling routes; and
- Reduce traffic and promote safety of the transport network.

New and planned transport investment will be required to support the levels of planned growth within the Borough over the plan period, as well as increasing the proportion of journeys via walking, cycling and public transport. These include:

- a) Ensuring that major development contributes to the delivery of the West Anglia mainline to improve frequency of train services to eight trains per hour; upgrades to the Piccadilly Line; more frequent rail services to at least four trains an hour peak and three trains an hour off-peak on the Enfield Town/Cheshunt services to and from Liverpool Street; more frequent rail services to at least four trains an hour at Meridian Water – including capacity improvements, accessibility, public realm or step-free access to mitigate impact of development or to unlock potential for growth;
- b) Where appropriate contribute to the delivery of new public transport infrastructure and services where it is in areas of low public transport accessibility; and
- c) Safeguarding space to deliver future improvements to Underground, Overground and National Rail including the future inter-urban rail route through Enfield to serve London and wider southeast.

T2 – Making Active Travel the Natural Choice

New development will be expected to support the healthy streets approach. Priority will be given to measures that encourage a shift to active transport modes and an increase in cycling and walking particularly journeys under 2 kilometres, along with public transport and high-quality public realm. Proposals will be expected to:

- a) Improve walking access and routes to local services, including schools and retail locations, with new routes, networks and streets designed to meet regional and local guidance and standards, including the healthy streets indicators set out in Transport for London guidance;
- b) Improve access to and where appropriate, contribute to the delivery of the cycling and walking route network, including green chains and links as set out on the Policies Map;
- c) Provide and ideally exceed minimum standards in respect of high quality short and long stay cycle parking provision on site or contribute to offsite provision where this is not feasible;
- d) Promote road safety and safer cycling and pedestrian movement around town centres and transport nodes and traffic-calming measures within residential areas and the wider pedestrian environment; and
- e) Create or contribute to the creation of quieter neighbourhoods throughout the borough, through the removal of road traffic and prioritising active travel measures over car journeys. Streets should also include new pedestrian crossings and 20 mph speed limits, where appropriate; and where appropriate require contributions towards creating well-connected, high quality, convenient and safe network of cycling and walking routes to local destinations.

2.3.2 The London Borough of Enfield Transport Plan 2019-2041

The Transport Plan aims to transform transport and mobility in Enfield to allow people to travel and goods to be transported in a healthy and sustainable way. The priorities of the Transport Plan are to:

- Make active travel the natural choice, particularly for those trips less than 2km (1.2 miles);
- Make more school trips safe, sustainable and healthy;
- Reduce the impact of private vehicles on our streets;
- Make the public transport network more accessible and the natural choice for longer trips; and
- Maintain our assets for the benefit of the public.

The objectives of the Transport Plan are to:

- Deliver Cycle Enfield and supporting measures which encourage more cycling and walking in the borough;

- Promote safe, active and sustainable transport to and from schools;
- Monitor air quality and develop and deliver interventions which address local issues;
- Manage growing demand for on-street parking;
- Focus on and improve priority locations, making them safer for vulnerable road users;
- Improve local reliability of and accessibility to the public transport network; and
- Maintain and improve the transport network in Enfield, including developing potential interventions.

2.3.3 Development Management Document – Parking Standards

Within the Development Management Document (Adopted November 2014), it is expected that car parking proposals “will be considered against the standards set out in the London Plan”.

New developments will also be considered against the following conditions:

- a) The scale and nature of the development.
- b) The public transport accessibility (PTAL) of the site.
- c) Existing parking pressures in the locality.
- d) Accessibility to local amenities, and the needs of the future occupants of the developments.

For developments where no standards exist, parking should be provided to ensure that:

- e) Operational needs are adequately met, having regard to the need to maximise use of sustainable modes of transport.

2.3.4 The New London Plan – Parking Standards

The New London Plan, published in January 2021, outlines the mayor’s environmental, economic, social and transport strategic policy framework which is aimed to improve London as a region over the next 20-25 years. Chapter 10 of this document sets out the Transport policy including the Healthy Streets Indicators and the maximum car parking standards.

The London Plan 2021 maximum car parking standards taking account of PTAL (Public Transport Access Levels) for residential car parking are shown in Table 2.

Table 2: Maximum residential parking standards in accordance with Table 10.3 of the London Plan 2021

Location	Number of Beds	Maximum parking provision*
Central Activities Zone Inner London Opportunity Areas Metropolitan and Major Town Centres All areas of PTAL 5 – 6 Inner London PTAL 4	All	Car free
Inner London PTAL 3	All	Up to 0.25 spaces per dwelling
Inner London PTAL 2 Outer London Opportunity Areas	All	Up to 0.5 spaces per dwelling
Inner London PTAL 0 – 1	All	Up to 0.75 spaces per dwelling
Outer London PTAL 4	1 - 2	Up to 0.5 – 0.75 spaces per dwelling +

Location	Number of Beds	Maximum parking provision*
Outer London PTAL 4	3+	Up to 0.5 – 0.75 spaces per dwelling+
Outer London PTAL 2 - 3	1 - 2	Up to 0.75 spaces per dwelling
Outer London PTAL 2 – 3	3+	Up to 1 space per dwelling
Outer London PTAL 0 - 1	1 - 2	Up to 1.5 spaces per dwelling ^Δ
Outer London PTAL 0 - 1	3+	Up to 1.5 spaces per dwellings ^Δ

* Where Development Plans specify lower local maximum standards for general or operational parking, these should be followed.

~ With the exception of disabled persons parking, see Policy T6.1 Residential parking.

+ When considering development proposals that are higher density or in more accessible locations, the lower standard shown here should be applied as a maximum.

^ΔBoroughs should consider standards that allow for higher levels of provision where there is clear evidence that this would support additional family housing.

The Site has a PTAL rating of 1a (see Appendix A) and is located in outer London, therefore the maximum provision is up to 1.5 spaces per dwelling would be applicable.

3 Access and Movement Overview

3.1 Existing Access Arrangements

The Site currently has its main access for vehicles from Kennedy Avenue, north of the Site. The Site is accessible for pedestrians and cyclists from the same road and there is also a small footpath connecting Kennedy Avenue and High Street (A1010).

3.2 Adjacent Land Uses and Amenities

The area surrounding the Site is predominantly residential land use. The residential dwellings generally consist of semi-detached houses, two storeys in height. Kennedy Avenue, located north of the Site, has four storey flats in addition to the two storey homes.

There is a varied range of amenities in the vicinity of the Site. The nearest primary schools from the Site are St Matthew's C of E Primary School, located approx. 600m north of the Site, and Houndsfield Primary School, located around 1.3km to the southwest of the Site. There are also several secondary schools in the area, with the closest being Oasis Academy Hadley, just over 1km, to the east of the Site.

ASDA, the nearest supermarket, is located at a walking distance of less than 100m north of the Site on High Street. There are also several dining and drinking establishments along High Street, both north and south of the Site.

For health services, the NHS' Nightingale House Surgery is less than a five-minute walk to the south of the Site, while the nearest pharmacy from the Site is Virens Chemist, just 30m further down Hertford Road.

There are four churches, all within 1km of the Site. St Alphege Church is just over 100m to the south of the Site, while Lincoln Road Chapel, Ponders End URC Church and St Matthew's Church are to the north, approx. 300-500m away.

Lee Valley Leisure Complex, a 10,000 acre and 26-mile-long linear park with two large reservoirs is located circa 1.2km to the south east of the site. There are a range of leisure activities at the park, such as cycling, walking, white water rafting, horse riding, nature reserves and wide-open spaces. The nearest Leisure Centre from the Site is Southbury Leisure Centre which is just around 1.3 miles away.

3.3 Pedestrian Accessibility

Kennedy Avenue, which provides the main access route to the Site, from the north, is a two-way single carriageway with an adopted footway on both sides of the carriageway. It then runs east of the Site, connecting to Church Road. Footpath Number 317 is located to the northwest of the Site and connects Kennedy Avenue to the A1010.

3.4 Cycle Infrastructure

National Cycle Route 1 is just over 1km to the east of the Site, as well as new cycling infrastructure being developed along the A1010 Hertford Road. There are also various other connecting routes through parks and open spaces, away from busy roads.

3.5 Parking

The Site is not located within any Controlled Parking Zones.

There are no parking restrictions on roads in the vicinity of the Site and on-street parking is common throughout. On-street parking on one side of the carriageway can be seen on Kennedy Avenue while it is seen on both the sides of Church Road.

3.6 Analysis of Collision Data

An indicative analysis of the most up to date five-year period of collision data has been undertaken using the DfT registration of collisions, accessible via [Crashmap.co.uk](https://crashmap.co.uk). Please note, no details of collisions have been requested, only statistics. An extract from Crashmap showing the exact locations of the incidents can be viewed within Appendix B.

Kennedy Avenue, Enfield, EN3 4PB

No collisions have been identified within the immediate vicinity of the Site.

Approximately 70m west of the Site, six collisions were recorded on the A1010 High Street/Southfield Road three arm junction. One out of the six was serious and the remaining slight in severity. One of the slight collisions involved a pedestrian.

Three incidents were recorded approximately 150m southwest of the Site on the A1010 High Street, two of which were slight in severity while the remaining incident was Fatal involving a pedestrian.

4 Future Site Access and Considered Risks

For the purpose of the analysis for this report, it is assumed that the Site would be considered for future residential development. In the context of the surrounding area, this would be deemed appropriate due to the surrounding residential land use.

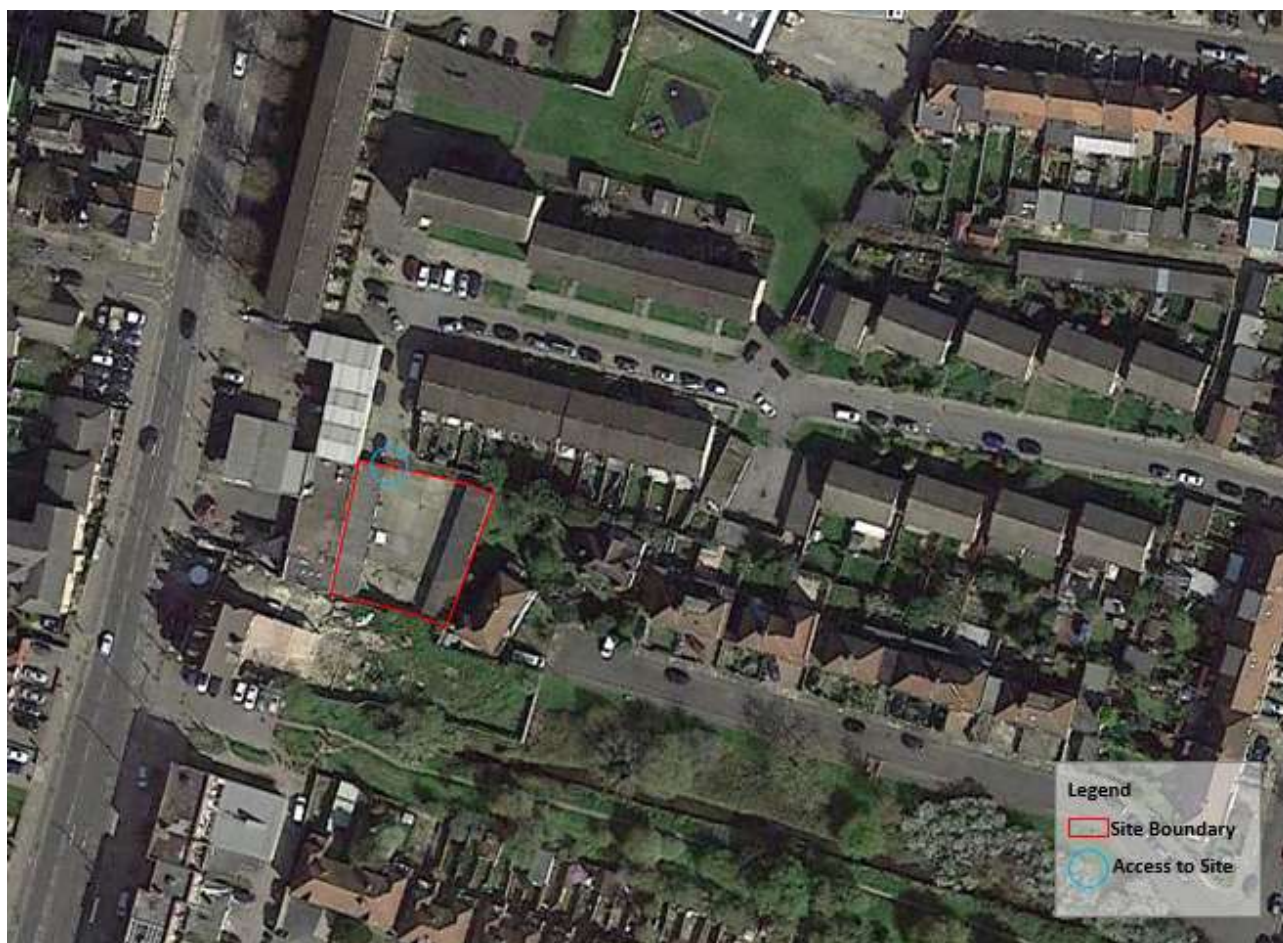
Considering the existing neighbouring sites in surrounding areas, the Site would be suitable for residential development. This could take the form of units and flats of a similar height to the neighbouring buildings. A single vehicle access would have the capacity to support this scale of development.

The Site currently has a direct access for all modes via Kennedy Avenue. The location is considered suitable, as access is already established, meaning that future use as a vehicle access and pedestrian access is unlikely to raise any concerns from a highway perspective.

The Site has an established access, however, there is an area of land between the site access and Kennedy Avenue that has not been identified as adopted highway. Access is therefore taken over third-party land and would require the private landowner agreement to continue to use this access for future use. The section of uncategorised land is also used for car parking, which would potentially be displaced onto the adopted highway to facilitate access arrangement. Due to this land not being allocated as adopted highway, there is a risk in reaching agreement with the private landowner to maintain access for the site. The existing access is the only potential motorised vehicular access to and from this site and is illustrated in Figure 3.

Connections from the Site, namely the footpath connecting onto the A1010 High Street to the west provide the opportunity for any future development to promote trips by sustainable travel modes, which will have inclusion and environmental benefits.

Figure 3: Potential Access Option (Background Source – Google)



5 Conclusions and Recommendations

5.1 Conclusions

The Site is considered to be suitable for residential use, with a comparison of a similar sized plots nearby being utilised for residential purposes. Existing access arrangements for the Site have the potential to be maintained. However, the feasibility of this would need to be assessed as part of any design.

Table 3: Summary

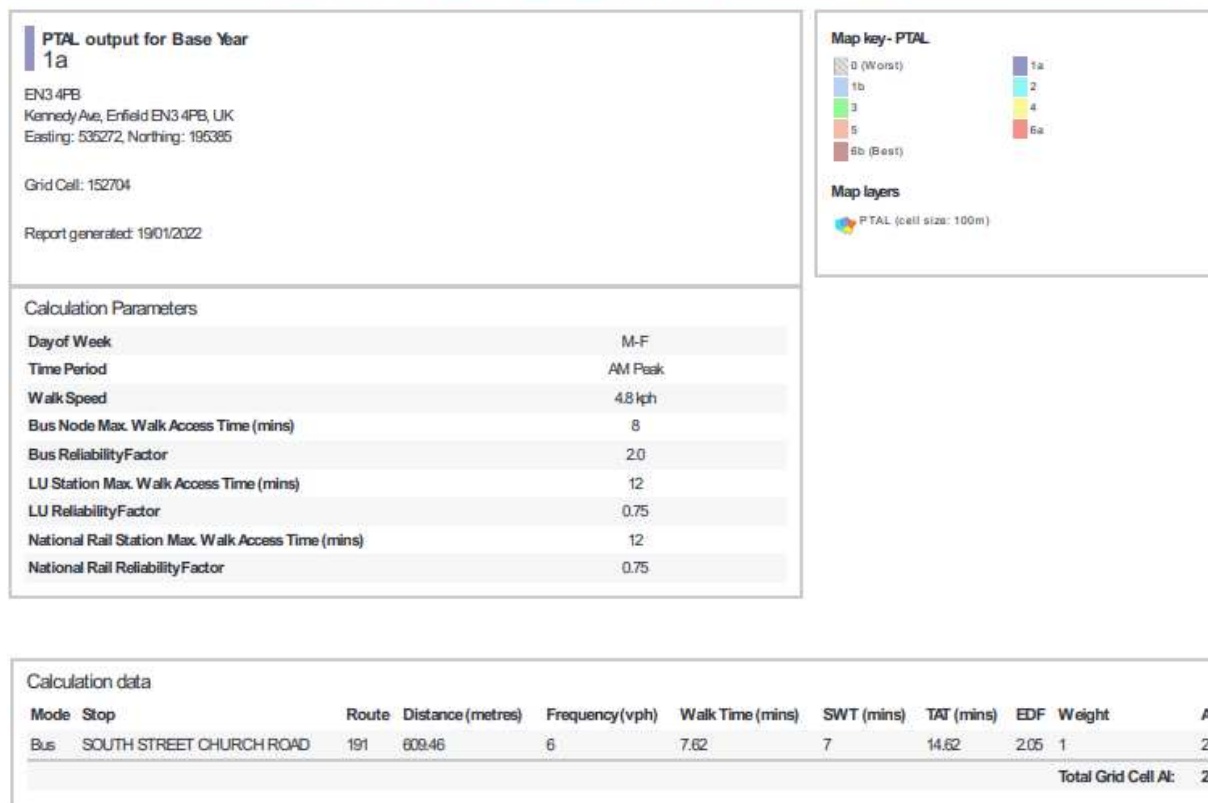
Current Access	Vehicular access is currently achieved directly via Kennedy Avenue. Pedestrian and cyclist access are provided via Kennedy Avenue as well as pathways running east and Footpath 317 running west of the Site.
Surrounding Area	The Site is located within a residential area with properties with gardens. There are several schools located nearby and dining and drinking establishments along the A1010 Hertford Road. Lee Valley is also located close by to the east of the Site, with a huge range of leisure activities.
Current Visibility	Visibility from the existing site access does not create any issues, as the existing access and the Site is on a flat terrain, it allows sufficient visibility for drivers and existing users of the Site.
Current Restrictions	The visibility of any future access will have to meet the visibility splay standards such that it would not prejudice highway safety for all highway users. The width of Kennedy Avenue leading to the Site is constrained by on-street parking on both sides of the carriageway, such that it operates one-way only for most of its length.
Access Solutions	Access could be maintained at the established points of access, as it is established and currently considered viable for its purpose. However, it is highlighted that the access to Site is beyond the adopted public highway boundary and crosses third party land. Continued use of the access point to the East plot would be subject to more detailed analysis and negotiations with the landowners and residents.
Risks	The carriageway and footway to the front of the Site is not adopted and private cars currently park on this third-party land across the access, therefore there is a risk in bringing this plot forward. Maintaining the access over third party land could be subject to negotiations with the landowner and potential ransom issues. The visibility of the access will be no worse than the existing situation. However, analysis should be undertaken during the design process in the future stages of the Site development.

5.2 Recommended Works to De-Risk Site

Information regarding land ownership of the area between the Site and Kennedy Avenue would be required. Visibility from the existing access will need to be considered in development designs to mitigate highway safety concerns such that they are not compromised.

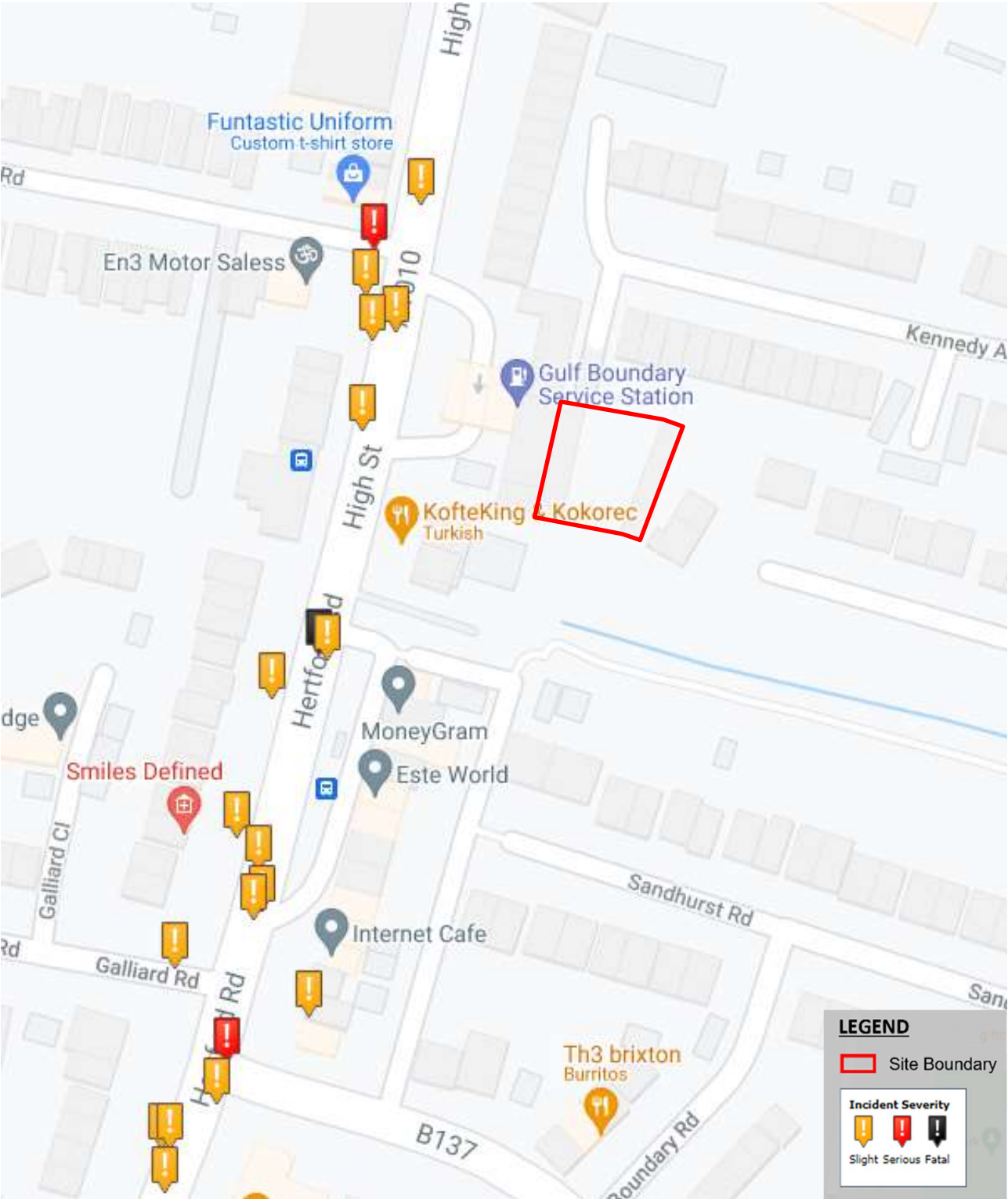
Depending on the scale of proposed development, it would be useful to undertake a high-level trip generation as a comparison to the existing use of the Site to provide an indication of the impact on the surrounding highways due to the change of use of this site.

To establish the full requirements for planning application submission, discussions with colleagues at Enfield Council will need to be undertaken.



Calculation data										
Mode	Stop	Route	Distance (metres)	Frequency (vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	WORLDS END LANE HIGHLANDS AVENUE	W9	502.1	4	6.28	9.5	15.78	1.9	1	1.9
Bus	LONSDALE DRIVE, CHILTERN DENE	377	74.93	2	0.94	17	17.94	1.67	0.5	0.84
Total Grid Cell AI:										2.74

APPENDIX B
Crashmap Figure



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