from edge to common ground

Upper Lee Valley Landscape Strategy February 2010

part 2 projects

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A project partnership of Lee Valley Regional Park Authority, Design for London / London Development Agency, Greater London Authority, English Heritage, Natural England, Environment Agency, British Waterways, Thames Water, Government Office for London and the London Boroughs of Enfield, Haringey, Hackney and Waltham Forest, has formed to develop the Upper Lee Valley Landscape Strategy. The project focus is on the environment of the Lee Valley Regional Park, its waterways and the relationship of these areas to the surrounding urban areas to provide a more accessible, more multifunctional area of open space of regional importance.

Stretching six miles from the Olympic fringe to the M25 the Upper Lee Valley is part of the London Stanstead Cambridge Peterborough (LSCP) Growth Corridor and is identified in the London Plan as an Opportunity Area. The Upper Lee Valley contains potentially outstanding areas of green spaces, waterways and reservoirs. These spaces have the potential to significantly improve the quality of life of people who live and work in the area and spread the benefits of the Olympic legacy. At the same time, the area suffers from significant fragmentation, a lack of visual and physical connectivity and unclear function, leading to a lack of a sense of place or strong unifying identity. A disconnected landscape, poor environment and low value land uses reinforce a poor image and an undervaluing of the area by local communities. Large sections of the local communities do not have access to quality open spaces. Transport corridors, industrial areas and land owned by Thames Water act as barriers to the River Lea and the Regional Park with public access to the area made more difficult due to a lack of physical and/or easily legible routes and connections.

There is growing recognition that attractive and high quality network of functional green and blue spaces (i.e.green infrastructure) can act as a catalyst for social, economic and physical regeneration, raise value and attract inward investment. Easy access to a high quality environment can significantly improve the quality of life and sense of well being of the people who live, work and visit the area. Open spaces also have a role to play in mitigating the effects of climate change and reducing the urban heat island effect. Improved parklands and waterways are therefore crucial to the success of the Upper Lee Valley and are at the heart of the Upper Lee Valley Vision.

The purpose of the study is to:

1. Develop a coherent landscape and public space framework owned by key stakeholders for the whole area. This should inform projects, designs and masterplans across the Upper Lea Valley and surrounding urban areas, and strike a balance between overall coherence and local identity.

2. Produce a prioritised Action/Delivery Plan that will define key intervention which will deliver an improved park and attractive, high quality green infrastructure.

3. Accelerate the delivery of projects by supporting capital funding bids and guiding the investment decisions of organisations such as LVRPA, British Waterways, Environment Agency and Thames Water, Borough Local Investment Plans, Growth Area Funding and funding programmes of the GLA, TFL, LDA and HCA, with a coherent programme of projects which include improvements to access, permeability and visitor offer.

4. Identify the parameters of an integrated management plan owned by partners and stakeholders which can ensure the sustainability of projects.

This study is presented in two parts: Part 1 covering the vision and strategy, and this volume with more detailed scoping of projects.

acknowledgements

With thanks to the steering group for their support and their valuable expert input. Thanks also to the borough officers and experts who contributed to a series of thematic workshops at the start of the study.

Special thanks to Rose Jaijee (NLSA), Levent Kerimol (Design for London), Stephen Wilkinson (LVRPA) of the client group for their encouragement and advice.
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- Gate
- Viewpoint
- Proposed path
- Open path to public
- Improve path
- New bridge / underpass
- Improve bridge / underpass
- Leisure use on waterbody
- New public open space
- Habitat enhancement
- Glasshouse
- Allotment / community garden
- Coppicing woodland
- Leisure building

Path
Station
Leisure / infrastructure building
Retail
Watercourse
Open space
walthamstow wetlands
The “Walthamstow Wetlands” have the potential to become a regionally significant and locally valuable asset. We propose that “Walthamstow Wetlands” is made up of Walthamstow Reservoirs, Walthamstow Marshes, Markfield Park, the Paddock Site, Tottenham Marshes and the proposed Blackhorse Lane Waterfront Park working together to create a significant regional offer - the area of these open spaces totals more than 400 hectares. Central to the concept is increased access to the Walthamstow Reservoirs, an important SSSI owned by Thames Water, through a visitor centre and managed entry points. (The reservoirs currently receive 17,000 visitors per annum, and studies suggest could welcome in excess of 100,000.)

The area would function as a network of open spaces, with diverse characters and uses, somewhat in the manner of Hampstead Heath or the Lea River Country Park, profiting from the area’s good public transport accessibility and proximity to the Olympic Park. This model requires an substantial infrastructure of paths offering a variety of walks for different interests.

The east-west routes into the area from adjacent urban centres and nearby stations are currently highways-dominated but have sufficient width for adjustment of profile to form segregated pedestrian and cycle paths, and structured tree planting.

Adjacent parks can also serve as gateways for local communities, in the way that Springfield Park already works, allowing users to experience the full space of the valley, and if they choose to access the valley space from there. Both Low Hall Playing Fields and the proposed Blackhorse Lane Waterfront Park would be able to link this area into existing residential areas.

The status of the West Warwick Reservoir is of particular interest. Separated from the rest of the Walthamstow Reservoirs by a low railway line, the benefits of separate operation and incorporation into the chain of fully public open spaces is worth investigating. This would have the effect of transforming a stretch of valley currently no more than one footpath wide from Springfield Park to Tottenham Marshes. The incorporation of the Paddock, with enhanced wetland habitats, into a back river path would increase the visibility and public awareness of the distinctive character of the area.
Lea Bridge Road
Projects 3 - 8, 12

3 Aqueduct path to Hackney Marshes
3a New bridge across Back River at end of Aqueduct path
3b Reconfigured entrances to Essex and Middlesex
Filter Beds beside new bridge

4 Thames Water site
4a Permeability to river edge
4b Wide landscape strip to river edge
4c Aqueduct path continued through site, south east section public open space

5 Lea Bridge Road
5a Foot and Cycle paths set away consistently from road edge, drainage swale, clearance of shrubs, new crossings.
5b New secondary bridges supporting separate foot and cycle paths.
5c Direct path linking to Sandy Lane, reconfiguring Ice Centre car park, line with Black Poplars
5d Possible park building (e.g. Youth Hostel) to north of Waterworks site.
5e Riding centre paddocks extended to footpath edge.

6 Black Path
6a Reform Black Path across Riding Centre paddocks and Ice Centre overflow car park: new paddock boundaries, revised overflow car park footprint, path lined with Plane trees.
6b Black Path through Thames Water site: subject to development of site

7 Aqueduct path
7a New, direct connections to Lea Bridge Road foot and cycle paths and crossing
7b Shrub clearance around Lea Bridge Road entrances
7c Straighten path, pave in clay pavers

8 Leyton Marshes
8a Scrape to west side of Leyton Marshes, planting of Black Poplars
8b Set back northern edge of Leyton Marshes from existing Black Poplars, wall in rubble gabions
8c Scrape to east side of Leyton Marshes

12 Flood Relief Channel, southern section
12a Structure planting (Willows) and widened footpath along Flood Relief Channel.
Lea Bridge Road is envisaged as a key public space gateway, with existing facilities given additional focus by a new youth hostel to the north of the Waterworks Centre. Recent clearance of shrubs and low-level vegetation would be taken further, establishing direct, open connections to the large landscape spaces beyond: to Sandy Lane, Leyton Marshes, north and south along the Aqueduct path to the Coppermill and to Hackney Marshes (and on to the Olympics), and to Walthamstow and Hackney with the reinstatement of the Black (or Porters) Path (an ancient pathway leading from Epping Forest to Smithfield). It is proposed that linear tree planting runs on these routes off, rather than primarily along, Lea Bridge Road. With the addition of several mostly small scale bridges, a generous separation between foot- and cycleways and highway can be achieved.

Reinstatement of the Black Path (see also the following pages) could be achieved with no net loss of paddock space to the Riding Centre, by moving the current southern fence line towards Lea Bridge Road; loss of space to the Ice Centre overflow car park could be similarly compensated by a change to its northern edge. The current operators have been consulted about these proposals, who see some benefits in being able to share car parking and other possible synergies helped by a more direct link. Detailed concerns would need to be addressed in further design feasibility work.

Achieving the path across the current Thames Water site is subject to development, as is its reinstatement in the Argyll Industrial Estate.
the Black Path

Project 6
Although much of the Black Path is discernable in the contemporary urban grain, with minor interruptions and deviations, the path changes from regular streets to small alleyways with no continuity or coherence. The project would aim to reinstate this ancient path through a unifying streetscape design, which will profile its identity as a historic element in the structure of East London.

Reinstatement of the path line across the floodplain would offer better connections into the valley from the centres of Walthamstow and Hackney, and form an improved route for commuter cycling. The legibility of the path through the centre of Hackney should also be improved.
Spring Hill - Coppermill Lane
Projects 7, 15 - 19

7 Aqueduct path
7c Straight path along line of Aqueduct, pave in clay pavers

15 Thames Water Coppermill Works
15a Tree planting to edges of Thames Water works - Willows
15b Tree planting to edges of Thames Water works - Planes along Coppermill Lane

16 Spring Hill - Coppermill Lane
16a Spring Bridge access improvements
16b Clearance to front of Coppermill Stream
16c Move fence line back to base of reservoir bund, behind Coppermill Stream
16d New path along base of reservoir, crossing over Coppermill Stream
16e Lowering of Cattle Creep by 0.5m, extension of ramps
16f Reprofile edge of Coppermill Meadows, relocate Thames Water car park

17 Controlled public access to West Warwick Reservoir (option)
17a Gated ramp from Coppermill Lane
17b Viewing platform
17c Water edge habitat extension
17d Boardwalk and floating platform
17e Gated footbridge at Markfield Recreation Ground

18 Alternative N1 Foot and Cycle path
18a Foot and cycle path formed between railway and West Warwick Reservoir. Relocation of railway perimeter fence.
18b New Foot and Cycle bridge and access ramps over River Lee Navigation

19 Coppermill entrance to reservoirs
19a Set back perimeter of operational compound
19b Clearance to front of Coppermill Stream
19c Visitor entrance via 2 footbridges and path along East Warwick Reservoir
19d Possible visitor access to Coppermill tower
The paths and roads forming Spring Hill and Coppermill Lane are a clear and relatively well-used crossing of the valley that through the absence of through access for vehicles is free of the traffic that undermines the quality of other crossings.

A number of improvements are proposed to the quality of Coppermill Lane to the east of the High Bridge: clearing of excess vegetation, a new section of path along the Coppermill Stream by West Warwick Reservoir, moving the fence to the reservoir side of the Coppermill Stream and deepening of Cattle Creep, the 5 feet high passage under the railway line. A secondary visitor entrance to Walthamstow Reservoirs is proposed from Coppermill Lane, bypassing Thames Water’s operational compound, and offering possible access to the Coppermill tower. The path on the line of the former aqueduct should be continued north of the railway junction, establishing a ‘spine’ of direct physical and visual connections between the Coppermill, Lea Bridge Road, Hackney Marshes and the Olympics. A north-south cycle route through the reservoirs should be established, which could run between the railway and West Warwick Reservoir.

The possibility of connecting West Warwick Reservoir, with enhanced wetland habitats, to Markfield Recreation Ground and Springfield Park should be investigated, since this would widen and link the public park space at a point where it is currently just a towpath in width. This carries certain operational consequences, the alternative arrangement is that it remains accessed from the main Walthamstow Reservoirs complex, opened up to greater public access.
Ferry Lane Parkway
Projects 22 - 25

22 Ferry Lane
22a Ferry Lane Parkway - connecting to Tottenham High Road
22b Entrance to LVRP
22c Plane trees on central strip, fence to reservoirs moved back and replaced

23 The Paddock
23a River edge naturalisation: cut down level and create area of wet woodland, Poplar, Willow and Alder trees
23b New enclosure to the Victoria Line ventilation shaft, include viewing platform to overlook the Paddock and the reservoirs

24 Thames Water Walthamstow Reservoir Site
24a New entrance off Ferry Lane with new gatehouse / entrance building
24b Visitor centre and visitor attractions

25 Back River Path
25a From Markfield Recreation Ground / EastWarwick Reservoir cycle path. Runs along existing natural river channel
25b Boardwalk through the Paddock and on wateredge
25c Runs north from Hale Wharf, bridge across at Stonebridge Lock
The proposals comprise both landscape improvements and enhanced foot- and cycle connections in both north-south and east-west directions.

To west and east of the valley, developments at Tottenham Hale and Blackhorse Lane will bring the city closer to the water. With the removal/reconfiguration of the Tottenham Hale gyratory already underway, the design of Monument Way - Ferry Lane - Forest Road should follow a single design identity, conceived as a ‘parkway’ with plane trees on a central strip and intermittent planting on either side, dependent on local conditions and views. Better separation of foot and cycle paths from the highway is also proposed.

A north-south link from the East Warwick Reservoir along the Lea Diversion to the Paddock and Hale Wharf would form a ‘back river’ path, establishing a degree of access to the wild spaces along the watercourse edge. This could be accompanied by level changes at the edge of the Paddock, extending the amount of wetland habitat.

At the intersection of these routes, the proposed entrance and visitor facilities for the Walthamstow Reservoirs should form a cluster of landscape buildings with the Ferry Boat pub, the pumping house and the Victoria Line ventilation shaft (which would benefit from some remodelling, possibly with a viewing platform constructed beside).
UPPER LEE V ALLEY   I   witherford watson mann architects
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27 Blackhorse Lane Waterfront Park
1. **Lammas Land to Back River**
   - Current: Existing path to railway bridge
   - Proposal: Wide path and clear entrance from playing fields.

2. **Hackney Marshes**
   - New path to back river
   - Path across the marsh
   - Path down the centre of Hackney Marshes from Olympic Park to entrance of Middlesex Filter Beds
   - New access ramps to existing bridge
   - Existing path to railway bridge
   - Path down entrance to Hackney Marshes through Olympic Park to entrance of Middlesex Filter Beds
   - River edge naturalisation to north of Back River.

3. **Aqueduct path to Hackney Marshes**
   - New bridge
   - Enclosure to filter beds
   - No entrance to Waterworks Centre from south. Middlesex Filter beds inherited difficulties to locate from Hackney Marshes.
   - New entrance to Waterworks Centre, clear entrance to Middlesex filter beds and reconfigure pathways.
   - New public open space.

4. **Thames Water site**
   - Permeability to river edge
   - Landscape to river edge

5. **Aqueduct path and public open space**
   - Continue Aqueduct path through site, south west section of site as open public space with view corridor to the marsh.

6. **Lee Bridge Road**
   - New foot and cycle paths
   - New secondary bridge supporting separate foot and cycle paths.
   - Bridge required to cross River Lea. Aqueduct Path and Flood Relief Channel

7. **Black Path**
   - Hackney town centre alignments
   - Review of cycle routes and signage

8. **Waterway**
   - Mossa paddocks
   - Paddocks are set away from Lea Bridge Road by 20-35 metres.
   - Extend paddocks to the west and cycle path to raise awareness of wildlife on Lea Bridge Road

9. **Aqueduct Path**
   - New path surface
   - Path on line of former aqueduct; bound gravel path in good condition.
   - New access range to existing bridge.

10. **Leighton Marsh**
    - Scrape to west side
    - Made ground, raised level. 
    - Scrape to west side of marsh to form awed habitat

11. **Dagenham Brook**
    - New path
    - Dagenham Brook runs across Marsh Lane playing fields

12. **Clapton Common**
    - Existing open space, with mature plane trees and Victorian public toilets (closed)
    - Clear back sluices, alter road alignment to improve visibility of entrance to Spring Hill public usage for Victorian public toilets

13. **Clapton Common**
    - Clapton Common
    - Existing open space, with mature plane trees and Victorian public toilets (closed)
    - Clear back sluices, alter road alignment to improve visibility of entrance to Spring Hill possible public use for Victorian public toilets

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**Project Schedule 1-14**

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<table>
<thead>
<tr>
<th>Indicative cost, incl. 24% Prelims, overhead &amp; profit</th>
<th>Priority</th>
<th>Criteria for high prioritisation vision/objectives met</th>
<th>Proposed by</th>
<th>Site owner</th>
<th>Key stakeholders</th>
<th>Constraints</th>
<th>Next steps</th>
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<td><strong>£180,000</strong></td>
<td>n/a</td>
<td>Reaching out to high streets</td>
<td>Walthamstow Marshes Study (WWM for LVRPA), ELGG 1.4.07</td>
<td>LB Waltham Forest?</td>
<td>LVRPA</td>
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<td><strong>£430,000</strong></td>
<td>Medium</td>
<td>Network offering choice</td>
<td>ULV Landscape Strategy</td>
<td>LB Hackney, LB Waltham Forest, Thames Water, LVRPA</td>
<td>LVRPA</td>
<td>Medium Consolidate and link wild spaces</td>
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<td><strong>£1,280,000</strong></td>
<td>High</td>
<td>Impact &amp; deliverability: quick win/ Inclusive and civil public spaces</td>
<td>ULV Landscape Strategy / Walthamstow Marshes Study</td>
<td>LB Waltham Forest</td>
<td>LB Waltham Forest</td>
<td>High Consolidate and link wild spaces</td>
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<td>Need/ Stretching out to high streets, Circular walks</td>
<td>ULV Landscape Strategy / Walthamstow Marshes Study</td>
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<td>English Heritage, LB Hackney, LB Waltham Forest, LVRPA</td>
<td>High Consolidate and link wild spaces</td>
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<td>Impact, deliverability/ Thematic routes, a network offering choice</td>
<td>ULV Landscape Strategy / Walthamstow Marshes Study</td>
<td>LVRPA</td>
<td>LVRPA</td>
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<tr>
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<td>Consolidate and link wild spaces</td>
<td>ULV Landscape Strategy / Walthamstow Marshes Study</td>
<td>LVRPA</td>
<td>LVRPA</td>
<td>High Consolidate and link wild spaces</td>
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<tr>
<td><strong>£1,000,000</strong></td>
<td>Medium</td>
<td>Connected by its rivers, Consolidate and link wild spaces</td>
<td>Lee Bridge Road Planning Framework, ELGG1.4.07</td>
<td>?</td>
<td>Environment Agency, LB Waltham Forest</td>
<td>High Consolidate and link wild spaces</td>
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<tr>
<td><strong>£430,000</strong></td>
<td>Medium</td>
<td>Connected by its rivers</td>
<td>ULV Landscape Strategy, ELGG 1.4.08</td>
<td>British Waterways</td>
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<tr>
<td><strong>£430,000</strong></td>
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<td>A network offering choices, Connected by its rivers, Tame the utilitarian landscape</td>
<td>LB Waltham Forest/ ELGG 1.4.01, 1.3.11 ULV Landscape Strategy</td>
<td>Private, Environment Agency, LB Waltham Forest, Thames Water</td>
<td>LB Waltham Forest, LVRPA, Environment Agency, Thames Water</td>
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<td>Impact, deliverability</td>
<td>ULV Landscape Strategy</td>
<td>LB Hackney</td>
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## Project Schedule 15-27

<table>
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<tr>
<th>Project number and Name</th>
<th>Current condition</th>
<th>Proposal</th>
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<tbody>
<tr>
<td>15 Thames Water Coppermill Works</td>
<td>Operational site, land at site perimeter</td>
<td>Tree planting to edges - Wiverns</td>
</tr>
<tr>
<td>15 Edge of Thames Water Works - south</td>
<td>Operational site, land at site perimeter</td>
<td>Tree planting to edges - Wiverns</td>
</tr>
<tr>
<td>15 Edge of Thames Water Works - north</td>
<td></td>
<td>Tree planting to edges - Plate free using Coppermill Lane</td>
</tr>
<tr>
<td>16</td>
<td></td>
<td></td>
</tr>
<tr>
<td>17 West Warwick Reservoir</td>
<td>Gated ramp</td>
<td>Gated ramp from Coppermill Lane, connecting to new path running along the top of the bank on west of reservoir.</td>
</tr>
<tr>
<td>18 Alternative MT and Cycle path</td>
<td></td>
<td></td>
</tr>
<tr>
<td>20 Markfield Recreation Ground</td>
<td>Open space between reservoir bank and railway line.</td>
<td>New fenced foot and cycle path between West Warwick Reservoir and railway line, does not provide access to Thames Water site. Relocation of railway perimeter fence.</td>
</tr>
<tr>
<td>21</td>
<td></td>
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</tr>
<tr>
<td>22 Ferry Lane - Forest Road</td>
<td>Open space to either side of Lee Navigation.</td>
<td>New foot and cycle bridge and access ramps via Lee Navigation.</td>
</tr>
<tr>
<td>23</td>
<td></td>
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<tr>
<td>24</td>
<td></td>
<td></td>
</tr>
<tr>
<td>25 The Paddock</td>
<td>Dense woodland to centre of Paddock, surrounding rivers not visible</td>
<td>Create more generous entrance to LVRP.</td>
</tr>
<tr>
<td>26</td>
<td></td>
<td></td>
</tr>
<tr>
<td>27 Blackhorse Lane Waterfront Park</td>
<td>Existing industrial area</td>
<td>New medium density mixed use area, with park beside Dagenham Brook.</td>
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</tbody>
</table>

### Notes
- **Douglas Eyre Playing Fields**
  - Privately operated playing fields, no public access. In addition to the Flood Relief Channel path to the west of the playing fields (project 12), open access from Hawarden Road to connect into FRC path.
- **Markfield Recreation Ground**
  - Footpath relatively narrow (inside park, fenced). With possible public access to West Warren Reservoir and implementation of new bridges at Markfield, new frontage (path width, fence, tree planting) onto the riverside.

### New Enclosures
- **Victoria Line Ventilation Tower**
  - New enclosure to ventilation shaft. Include external stairs and viewing platform to overlook the Paddock and the reservoirs.
- **Withamstone Reservoirs**
  - Existing entrance, Portalskin rangers’ office.

### New Bridges
- **Stonebridge**
  - New bridge across River Lea
- **Hawarden Road bridge**
  - New bridge over River Lea
- **Hawarden Road to FRC**
  - New footpath along existing natural river channel.
  - New path along existing natural river channel.

### New Pathways
- **Spring Hill - Coppermill Lane**
  - Existing bridge
  - Improving access to bridge, new ramps to EDA compliance.

### New Footpaths
- **West Warwick Reservoir**
  - Gated footbridge.
  - Gated footbridge onto Markfield Recreation Ground, ramp required on recreation ground.

### New Walkways
- **Douglas Eyre Playing Fields**
  - Existing underpass to railway line, low clearance (1.5metres).
  - Lower cattle creep by 0.5metres, extend existing ramps accordingly.

### New Footbridges
- **West Warwick Reservoir**
  - Gated ramp

### New Planting
- **Douglas Eyre Playing Fields**
  - Intensify tree planting to small open space next to Jarrow Road, additional bridge over Pymmes Brook south of road to open up entrance point.

### New Access
- **Ferry Lane - Forest Road**
  - New foot and cycle path to north of road set away from street, supported by secondary bridges over waterbodies.
  - Set back fencing and remove shrubs to the Paddock to allow for views through.

### New Connectors
- **Hawarden Road**
  - New path along existing natural river channel.
  - New path along existing natural river channel.
<table>
<thead>
<tr>
<th>Priority</th>
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<th>Key stakeholders</th>
<th>Constraints</th>
<th>Next steps</th>
</tr>
</thead>
<tbody>
<tr>
<td>Medium: possible Quick win</td>
<td>Tame the utilitarian landscape</td>
<td>ULV Landscape Strategy</td>
<td>Thames Water</td>
<td>Thames Water, LVRPA, LB Waltham Forest</td>
<td>Operational; utilities</td>
<td></td>
</tr>
<tr>
<td>£1,000,000</td>
<td>Impact, deliverability/ Inclusive and (c)l public spaces</td>
<td>LB Hackney / ELGG 1.4.04 ULV Landscape Strategy</td>
<td>Thames Water</td>
<td>LB Hackney, LB Waltham Forest, British Waterways</td>
<td>High water table Contamination</td>
<td>Detailed study commissioned by LB Hackney</td>
</tr>
<tr>
<td>£8,000,000</td>
<td>Access to big landscapes, create views</td>
<td>Walthamstow Reservoirs Visioning Study/ ULV Landscape Strategy</td>
<td>Thames Water</td>
<td>Natural England, Thames Water</td>
<td>Operational/ visitor access. Viability of visitor attraction/ alternative incorporation in chain of public parks; SSSI/ SPA</td>
<td>Walthamstow Reservoirs Feasibility study and Business Plan commissioned September 2008</td>
</tr>
<tr>
<td>Medium</td>
<td>Access to big landscapes, create views</td>
<td>ELGG 1.3.18 ULV Landscape Strategy</td>
<td>Thames Water</td>
<td>LVRPA, TIL</td>
<td>Operational/ visitor access</td>
<td>TIL greenways project</td>
</tr>
<tr>
<td>High</td>
<td>Need, impact/ Access to big landscapes, Create views, Thematic routes</td>
<td>Walthamstow Reservoirs Visioning Study/ ULV Landscape Strategy</td>
<td>Thames Water</td>
<td>Natural England, Thames Water</td>
<td>Operational (including chemical storage); viability</td>
<td>Walthamstow Reservoirs Feasibility study and Business Plan commissioned September 2008</td>
</tr>
<tr>
<td>n/a</td>
<td>Consolidate and link wild spaces</td>
<td>EA/ULV Landscape Strategy/ ELGG 1.3.19</td>
<td>LB Haringey</td>
<td>LB Haringey, Environment Agency, Thames Water</td>
<td>Water quality</td>
<td>Progress on misunderstandings</td>
</tr>
<tr>
<td>n/a</td>
<td>Stretching out to the high streets</td>
<td>ULV Landscape Strategy/ ELGG 1.3.11</td>
<td>Private</td>
<td>LB Waltham Forest</td>
<td>Site ownership</td>
<td>Negotiations with site owners with FRC</td>
</tr>
<tr>
<td>£1,300,000</td>
<td>Impact, deliverability/ Inclusive and (c)l public spaces Stretching out to the high streets</td>
<td>ULV Landscape Study</td>
<td>LB Haringey, LB Waltham Forest, Thames Water</td>
<td>LB Haringey, LB Waltham Forest</td>
<td>Related to removal of Tottenham Hale gyratory, services, highways capacity</td>
<td>Detailed feasibility study</td>
</tr>
<tr>
<td>£370,000</td>
<td>Impact, deliverability/ Create views</td>
<td>ULV Landscape Strategy</td>
<td>LB Haringey</td>
<td>Environment Agency, LB Haringey</td>
<td>Japanese Knotweed, possible land contamination, security re. ventilation tower</td>
<td>Soil survey, Detailed feasibility study</td>
</tr>
<tr>
<td>£270,000</td>
<td>Impact, deliverability/ Consolidate and link wild spaces Circular walks Communicate and publish</td>
<td>Walthamstow Reservoirs Visioning Study/ ULV Landscape Strategy</td>
<td>Thames Water</td>
<td>Natural England, LB Hackney, LB Waltham Forest, Thames Water</td>
<td>Operational site</td>
<td>Feasibility study Sept 2009</td>
</tr>
<tr>
<td>£750,000</td>
<td>Impact, deliverability/ Consolidate and link wild spaces</td>
<td>ULV Landscape Strategy, ELGG 1.3.14, 1.3.15</td>
<td>Thames Water</td>
<td>Natural England, LB Hackney</td>
<td>SINC, habitat impacts</td>
<td>Detailed feasibility study</td>
</tr>
<tr>
<td>n/a</td>
<td>Stretching out to the high streets</td>
<td>ULV Landscape Strategy, ELGG 1.3.13</td>
<td>Private</td>
<td>LB Waltham Forest</td>
<td>Bridging over railway lines, ramp impact, viability</td>
<td>Ashley Green link feasibility study commissioned Jan 2010</td>
</tr>
<tr>
<td>n/a</td>
<td>Stretching out to the high streets</td>
<td>LB Waltham Forest / ELGG 1.3.11</td>
<td>Private</td>
<td>LB Waltham Forest</td>
<td>Dependent on site development</td>
<td>Feasibility study commissioned Sept 2009</td>
</tr>
</tbody>
</table>
central leeside
Central Leeside

The three north-south watercourses weaving and linking through the area - the Salmons/ Pymmes Brook, River Lea Navigation, Flood Relief Channel - are characteristic of the Lee Valley. Landscape corridors and public access along each of these, with connections between, would form a distinctive public realm for the Central Leeside area. With the expansive space of the reservoirs and marshes to north and south, the urban rivers (Lee Navigation and Pymmes Brook) should be seen as generous urban public spaces, between clearly defined frontages, while the Flood Relief Channel runs through a wider, wilder landscape.

A total of four cross-valley foot-and cycle-routes can be formed out of existing partial routes and alignments, transforming east-west connectivity and access, which is currently only served by the poor pedestrian environment of the North Circular. These links, including to the Salmons Brook and River Ching, would widen the catchment of the valley landscape to Northumberland Park, Edmonton Green, Highams Hill and Chingford.

The concentration of waste, energy and sewage infrastructure, and the future renewal or replacement of these facilities presents the opportunity to form a connected network of open spaces north of the North Circular. Public visitor access to new facilities should be conceived in relation to routes, public realm and possible viewpoints. Structure planting along highways and watercourses, and ambient lighting can both be used to emphasise the metropolitan scale of the infrastructure while improving its immediate environs. A public artwork marking the valley beside the North Circular viaduct could celebrate the Lea Valley's record of industrial innovation.
Park Lane - Stonebridge Lock
Projects 25, 28 - 30

25 Back River path
25c Back River path from the Paddock to Stonebridge Lock
25d Platforms to Back River

28 Moselle Brook to Clendish Marsh
28a Daylighting of Moselle Brook, tree planting beside watercourse; pedestrian access closed
28b New bridge over railway and Meridian Way, ramped access and viewing platform
28c Improve underpass

29 Marsh Lane to Stonebridge Lock
29a New bridge at Stonebridge Lock
29b New paddling pool
29c Lockside shared space / hard landscape
29d Weekly waterside produce market
29e New Lido: views to Wild Marsh
29f New adventure playground
29g New foot and cycle path with structure planting beside recycling facility - Plane trees

30 Park Lane / Marigold Road to Wild Marsh East
30a Small scale allotments between blocks
30b Poplars and swale to north of Marigold Road
30c Public area beside Marigold Road allotments
30d Poplars to north of path
30e New allotments / community gardens beside Pymmes Brook
30f Community Glasshouse - possible waste heating
30g New foot/ cycle path
30h New bridge connecting to existing bridge over Lee Diversion
A series of physical and functional connections from Northumberland Park to the Lea marshes, providing growing space and leisure activities for the local and wider park public. The boundaries between civil and wild are adjusted, with historic justification: allotments/community gardens to the west of Pymmes Brook at the Marigold Lane park entrance (historically fields not marshland); an adventure playground, paddling pool and lido at Stonebridge Lock (there was a pool here in the 1930s); daylighting of the Carbuncle Ditch along Carbuncle Passage (as a habitat space, with current access removed) and at Scotland Green Park.

The combination of local deprivation and parks deficiency justify investment in improved physical connections: including landscape works to Marigold Road; reopening of Marsh Lane beside the new recycling centre with a signalled surface crossing over Watermead Way; a new foot and cycle bridge at Shelbourne Road/Carbuncle Passage; and a deepening of the tunnel from Park View Road to Clendish Marsh for cycle and pedestrian use.
Central Leeside
Projects 32 - 43

32 Banbury Reservoir landscape enhancements:
Structure planting (white poplar) to Banbury Road/Folly Lane. Reopening of Folly Lane to through traffic to be reviewed.

33 Folly Lane
33a Community Woodland: reinforce tree planting
33b Hedgerow Path: widen path, new boundary treatment to south
33c Walthamstow Avenue Playing Fields: possible BMX/scrambler track

34 River Ching walk:
34a Tree planting to Walthamstow Avenue
34b Daylighting of River Ching, new footpath, through stadium site

35 Central Leeside Open Space: Potential to develop new open space around confluence of Salmons and Pymmes Brook as part of any development.

36 Central Leeside
36a Central Leeside Waterspace: possible canal basin/marina
36b Quayside landscape to the River Lee Navigation

37 Kimberley Road to River Ching
37a New path
37b Potential to create new open space and pathways within gasworks site development
37c New foot- and cycle-bridge over railway/ Meridian Way
Potential relocation and better access from Angel Road station
37d New foot- and cycle-bridge over River Lee Navigation
37e Potential re-use of former Angel Road Works
37f New foot- and cycle-path connecting to footbridge
37g Viewpoint added to footbridge
37h New foot- and cycle-path along playing field edge to River Ching Walk

38 Central Leeside Flood Relief Channel
38a New foot- and cycle-path from North Circular to Chingford Mill
38b Open Shadbolt Avenue cycle path
38c Riverside tree planting and habitat enhancement
38d New foot- and cycle- path from Harbert Road to Chalk Bridge
38e Replacement/ extension of foot- and cycle- accessible Chalk Bridge
38f New foot- and cycle- path from Chalk Bridge to Blackhorse Lane

39 North Circular landscape enhancements
39a Roadside tree planting (white poplars)
39b Ambient lighting to viaduct undercroft
39c Identify island as possible site for a public artwork to mark crossing of the valley for the users of the North Circular

40 Old Railway Line to Chingford Mill
40a Extension of old railway line path
40b New foot- and cycle- bridge over railway/ Meridian Way
40c New foot- and cycle- bridge over Pymmes Brook
40d New ramp to existing bridge on Lee Park Way
40e Realignment/ straightening of cycle path, tree planting (white poplars)

41 Salmons Brook: tree planting (willows) to existing landscape strip
42 Infrastructure site Deephams/ Ecopark
42a Deephams: new open space for flood storage and habitat
42b Deephams: link to river and productive landscape
42c New foot- and cycle-bridge connecting to existing path to south of William Girling Reservoir
42d Productive landscape (orchard) beside existing path, new boundary treatment
42e Existing path to Hall Lane: new boundary treatment

43 Salmons Brook path
43i Tree planting to Montagu Road at cemeteries/Rec Ground
43j Productive landscapes to north of Montagu Road Rec
43k New foot- and cycle- bridge over railway/ Meridian Way
Salmons Brook
Project 43

The course of the Salmons Brook presents an interesting opportunity for a green link connection between Enfield Town, Edmonton Green and Central Leeside, counteracting the strong division by the north-south infrastructure of the A10, Fore Street/ Hertford Road, and the A1055 Meridian Way. A landscape strip of 2 - 5 metres exists along most of the brook’s course, either through existing open space or between back gardens, permitting this to be delivered without substantial public sector land assembly.

This green link runs parallel to the proposed ‘Opportunity Route’ bus linking regeneration areas at Central Leeside and Edmonton Green with Enfield Town.
Central Leeside

Projects list

28 Moselle Brook
29 Park Lane to Stonebridge Lock
30 Park Lane - Marigold Road to Wild Marsh East
31 Flood Relief Channel path 2
32 Banbury Reservoir
33 Folly Lane
34 River Ching Walk
35 Central Leeside open space
36 Central Leeside waterspace
37 Kimberley Road to River Ching
38 Central Leeside Flood Relief Channel
39 North Circular landscape enhancements
40 Old Railway Line to Chingford Mill
41 Salmons Brook
42 Infrastructure site Central Leeside
43 Salmons Brook path
44 Picketts Lock
45 Boundary Ditch - Picketts Lock
**project schedule 28 - 36**

<table>
<thead>
<tr>
<th>Project number and Name</th>
<th>Current condition</th>
<th>Proposal</th>
</tr>
</thead>
<tbody>
<tr>
<td>28 Moselle Brook</td>
<td></td>
<td></td>
</tr>
<tr>
<td>a Moselle Brook (Carumbicle Ditch)</td>
<td>Brook is culverted along most of its length.</td>
<td>Deculvert Moselle Brook between back of houses, naturalise banks including tree planting. Close pedestrian access.</td>
</tr>
<tr>
<td>3 Bridge over railway and Meridian Way</td>
<td>High stepped access, capped structure</td>
<td>New bridge over railway and Meridian Way, allow for ramped access and viewing platform over the marshes.</td>
</tr>
<tr>
<td>a Existing underpass</td>
<td>Increase clear height of underpass by including further side</td>
<td></td>
</tr>
<tr>
<td>29 Marsh Lane to Stonesbridge Lock</td>
<td></td>
<td></td>
</tr>
<tr>
<td>a Bridge at Stonesbridge Lock</td>
<td></td>
<td>New bridge over Pymmes Brook south of the lock.</td>
</tr>
<tr>
<td>5 Fielding Point</td>
<td></td>
<td>New pavilion and access to Stonesbridge Lock.</td>
</tr>
<tr>
<td>9 Lockside shared space</td>
<td></td>
<td>Road with soft landscaping.</td>
</tr>
<tr>
<td>0 Wades watermead produce market</td>
<td></td>
<td>Hard landscaping to create public open space at lock, include seating.</td>
</tr>
<tr>
<td>1 Link</td>
<td></td>
<td>New Link at Stonesbridge Lock.</td>
</tr>
<tr>
<td>13 Halo</td>
<td></td>
<td>Halo planting, semi-natural and new landscaping between access way to Stonesbridge Lock and Pymmes Bridge.</td>
</tr>
<tr>
<td>19 Marsh Lane foopath</td>
<td>Existing track leading to Meridian Way, narrow</td>
<td>Recreate function, clear shrubs and recreating path.</td>
</tr>
<tr>
<td>a Halo planting beside recycling facility - Plane trees.</td>
<td>Structure planting beside recycling facility - Plane trees.</td>
<td></td>
</tr>
<tr>
<td>30 Park Lane - Marigold Road to Wild Marsh East</td>
<td></td>
<td>Small scale community gardens for residents of surrounding housing estate.</td>
</tr>
<tr>
<td>a Community gardens</td>
<td></td>
<td>Semi-natural community gardens for residents of surrounding housing estate.</td>
</tr>
<tr>
<td>9 Marigold Road</td>
<td></td>
<td>Semi and Pooper toes to south of Marigold Road.</td>
</tr>
<tr>
<td>4 Public area beside allotments</td>
<td>Existing allotments, not visible from street.</td>
<td>Create small public area beside existing allotments. Allow for views over allotment site.</td>
</tr>
<tr>
<td>4 Structure planting</td>
<td></td>
<td>Poplar trees, 10% existing path leading into the marshes.</td>
</tr>
<tr>
<td>11 Pymmes Brook community gardens</td>
<td></td>
<td>New community gardens between Waterside Way and Pymmes Bridge.</td>
</tr>
<tr>
<td>1 Glasshouses</td>
<td></td>
<td>New community glasshouses. Possible waste heating.</td>
</tr>
<tr>
<td>1 Path across Wild Marsh West</td>
<td></td>
<td>New paths across Wild Marsh West.</td>
</tr>
<tr>
<td>6 Bridge over River Lee Navigation</td>
<td></td>
<td>New bridge over Lee Navigation connecting Wild Marsh East and West.</td>
</tr>
<tr>
<td>a Marsh Lane footpath</td>
<td>Existing path leading to River Lee Navigation, no connection to Wild Marsh West</td>
<td>Semi-natural river bank.</td>
</tr>
<tr>
<td>b Existing bridge over River Lee Navigation, no connection to Wild Marsh West</td>
<td>Semi-natural river bank.</td>
<td>Full restoration of river back to west of Lee Navigation between Stonesbridge Lock and Chalk Bridge.</td>
</tr>
<tr>
<td>31 Flood Relief Channel Path - 2</td>
<td></td>
<td>Path along FRC connecting Central Lea Valley area to north and south.</td>
</tr>
<tr>
<td>a Middle section between Waltham Way and Banbury Reservoir</td>
<td>No public path at present</td>
<td>Path along FRC connecting Central Lea Valley area to north and south.</td>
</tr>
<tr>
<td>32 Banbury Reservoir</td>
<td></td>
<td>Park areas along path required leading into existing path from Eatons Mead onwards. Existing path is tucked in between a fence and back of houses. Relocate fence towards FRC, clear path of shrubs to create views towards the channel and at the reservoirs.</td>
</tr>
<tr>
<td>b Banbury Reservoir</td>
<td></td>
<td>New path along FRC between Chalk Bridge and Chingford Mill, open existing maintenance path to public. New path to connect to Lee Valley Road, running to east of Willes Green Reservoir.</td>
</tr>
<tr>
<td>33 Folly Lane</td>
<td></td>
<td>New riverside footpath along FRC.</td>
</tr>
<tr>
<td>a Community Woodland</td>
<td>Existing woodland, thinly planted, flying pr_SECRET</td>
<td>Tree planting requires reinforcement.</td>
</tr>
<tr>
<td>34 River Ching Way</td>
<td></td>
<td>Path very narrow, bend established hijacker.</td>
</tr>
<tr>
<td>a Walthamstow Avenue</td>
<td>Existing playing field, not use</td>
<td>Wider path, new boundary treatment to south.</td>
</tr>
<tr>
<td>b Walthamstow Avenue</td>
<td>Existing playing field, not use</td>
<td>Possible function for FRC, new footpath.</td>
</tr>
<tr>
<td>c Waltham Lodge Sport centre</td>
<td>Existing playing field, not use</td>
<td>Reactivate neighbouring playing fields.</td>
</tr>
<tr>
<td>36 Central Leaslde open space</td>
<td></td>
<td>Possible creation of new open space around confluence of Salmons and Pymmes Brook, as apart of any new open space.</td>
</tr>
<tr>
<td>30 Central Leaslde Waterside</td>
<td></td>
<td>New waterside, possible use of former pumping station.</td>
</tr>
<tr>
<td>a New waterside</td>
<td></td>
<td>Landscape enhancements.</td>
</tr>
<tr>
<td>b New waterside</td>
<td></td>
<td>Possible function for FRC, new footpath.</td>
</tr>
<tr>
<td>c New waterside</td>
<td></td>
<td>Reactivate neighbouring playing fields.</td>
</tr>
</tbody>
</table>

**Wider context**

- **Project number and Name**
  - 28 Moselle Brook
  - 29 Marsh Lane to Stonesbridge Lock
  - 30 Park Lane - Marigold Road to Wild Marsh East
  - 31 Flood Relief Channel Path - 2
  - 32 Banbury Reservoir
  - 33 Folly Lane
  - 34 River Ching Way
  - 36 Central Leaslde Waterside

- **Current condition**
  - No public path at present
  - No waterways use currently
  - Existing woodland, thinly planted, flying problem
  - Existing playing field, not use
  - Tree planting to south of road.
  - Consistent structure planting to create clear link towards the River Ching
  - Existing playing field, not use

- **Proposal**
  - Path along FRC connecting Central Lea Valley area to north and south.
  - Review access, parking, possible use of former pumping station
  - Path very narrow, bend established hijacker.
  - New riverside footpath along FRC.
  - Reactivate neighbouring playing fields.

**Project schedule**

- **Project numbers**
  - 28 - 36
  - Project schedule 28 - 36

- **Wider context**
  - Semi-natural river bank.
  - Existing track leading to Meridian Way, narrow.
  - Semi-natural community gardens for residents of surrounding housing estate.
  - Small scale community gardens for residents of surrounding housing estate.
<table>
<thead>
<tr>
<th>Priority</th>
<th>Criteria for high prioritisation</th>
<th>Proposal by</th>
<th>Site owner</th>
<th>Key stakeholders</th>
<th>Constraints</th>
<th>Next steps</th>
</tr>
</thead>
<tbody>
<tr>
<td>£2,390,000</td>
<td>Medium</td>
<td>Stretching out to the high streets</td>
<td>ULV Landscape Strategy</td>
<td>Environment Agency, LB Haringey</td>
<td>Water quality</td>
<td>Detailed feasibility study</td>
</tr>
<tr>
<td>£2,375,000</td>
<td>Medium</td>
<td>Need/ Stretching out to the high streets Inclusive, civil public spaces</td>
<td>ULV Landscape Strategy</td>
<td>Environment Agency, LB Haringey, LVRPA</td>
<td>Viability of leisure facilities</td>
<td>Viability study BW watersports facility replacement</td>
</tr>
<tr>
<td>£700,000</td>
<td>High</td>
<td>Need/ Extend local food production</td>
<td>ULV Landscape Strategy, LVRPA</td>
<td>LB Haringey, LVRPA</td>
<td>Possible land contamination</td>
<td>Bridges study Productive landscape working group Soil tests</td>
</tr>
<tr>
<td>n/a</td>
<td>Medium</td>
<td>A network offering choices</td>
<td>ULV Landscape Strategy, ELGG 1.2.02, 1.2.01</td>
<td>Environment Agency, Thames Water</td>
<td>Health &amp; Safety/ Indemnity, Containment of tree roots</td>
<td>Detailed feasibility study</td>
</tr>
<tr>
<td>n/a</td>
<td>Medium</td>
<td>A chain of big landscapes</td>
<td>ULV Landscape Strategy</td>
<td>Thames Water</td>
<td>Thames Water, private?</td>
<td>Operational</td>
</tr>
<tr>
<td>n/a</td>
<td>High</td>
<td>Need/ Stretching out to the high streets</td>
<td>ULV Landscape Strategy, Folly Lane Amenity Assessment 2007, ELGG 1.3.01, 1.3.03, 1.3.06, 1.3.07</td>
<td>LB Waltham Forest</td>
<td>LB Waltham Forest</td>
<td></td>
</tr>
<tr>
<td>n/a</td>
<td>Medium</td>
<td>Stretching out to the high streets Connected by its rivers</td>
<td>ULV Landscape Strategy</td>
<td>Private</td>
<td>LB Waltham Forest</td>
<td></td>
</tr>
<tr>
<td>n/a</td>
<td>Medium</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>n/a</td>
<td>Dependent on development Connected by its rivers</td>
<td>ULV Landscape Strategy</td>
<td>Private</td>
<td>LB Enfield, Environment Agency</td>
<td>Land contamination</td>
<td></td>
</tr>
<tr>
<td>n/a</td>
<td>Dependent on development Inclusive, civil public spaces Tame the utilitarian landscape</td>
<td>ULV Landscape Strategy</td>
<td>Private</td>
<td>LB Enfield, British Waterways</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
### Project Schedule 37 - 44

<table>
<thead>
<tr>
<th>Project number and Name</th>
<th>Current condition</th>
<th>Proposal</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Upper Lee Valley</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>37 Kimberley Road to River Ching</td>
<td>No crossing; foot and cycle-way runs directly beside North Circular</td>
<td>New path from Ladysmith playground across the gasholder site into Silvermere Drive.</td>
</tr>
<tr>
<td>38 Clarendon Arch</td>
<td>Existing brick arch; new path alongside Salmons Brook.</td>
<td>New path alongside Salmons Brook.</td>
</tr>
<tr>
<td>39 Angel Road Works</td>
<td>Existing historic works building.</td>
<td>New foot and cycle path through woodland.</td>
</tr>
<tr>
<td>40 Path over River bridge</td>
<td>Existing footbridge.</td>
<td>New ramped access to existing bridge.</td>
</tr>
<tr>
<td>41 Bridge over Pymmes Brook</td>
<td>Existing bridge.</td>
<td>New ramped access to existing Lee Valley Parkway bridge.</td>
</tr>
<tr>
<td>42 Path over Lee Navigation</td>
<td>Existing path.</td>
<td>New foot and cycle path alongside Clarendon Arch.</td>
</tr>
<tr>
<td>43 Old railway line to Chingford Mill</td>
<td>No path running alongside.</td>
<td>New path along railway line, potential open space beside.</td>
</tr>
<tr>
<td>44 Path along River bank between back gardens to Church Lane.</td>
<td>New path alongside industrial estate.</td>
<td></td>
</tr>
<tr>
<td><strong>Central Leaides Flood Relief</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>45 Salmons Brook, Central Leaides</td>
<td>Existing woodland with informal pathways.</td>
<td>Tree planting along the full width landscape strip to the east side, running through industrial estate.</td>
</tr>
<tr>
<td>46 Central Leaides Infrastructure Sites</td>
<td>Existing path through industrial estate.</td>
<td>Tree planting along the full width landscape strip to the east side, running through industrial estate.</td>
</tr>
<tr>
<td>47 Old railway line</td>
<td>Waste land, no public access.</td>
<td>Extension of old railway line path, possible open space beside.</td>
</tr>
<tr>
<td>48 Bridge over Meridian Way</td>
<td>Existing bridge.</td>
<td>New foot and cycle path connecting to existing bridge over North Circular.</td>
</tr>
<tr>
<td>49 Bridge over Pymmes Brook</td>
<td>Existing bridge.</td>
<td>New foot and cycle path connecting to existing bridge over Pymmes Brook.</td>
</tr>
<tr>
<td>50 Path along River bank between back gardens to Church Lane.</td>
<td>New path alongside industrial estate.</td>
<td></td>
</tr>
<tr>
<td><strong>North Circular</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>51 North Circular Landscape</td>
<td>Industrial site.</td>
<td>Tree planting alongside existing undercroft.</td>
</tr>
<tr>
<td>52 Ambleside area</td>
<td>Existing brick arch.</td>
<td>Ambient lighting to undercroft.</td>
</tr>
<tr>
<td>53 Public Art</td>
<td>Existing path.</td>
<td>Island as possible location for artwork to mark crossing of the valley for the users of the North Circular.</td>
</tr>
<tr>
<td>54 Path over River bridge</td>
<td>Existing bridge.</td>
<td>New ramped access to existing Lee Valley Parkway bridge.</td>
</tr>
<tr>
<td>55 Bridge over Meridian Way</td>
<td>Existing bridge.</td>
<td>New ramped access to existing Lee Valley Parkway bridge.</td>
</tr>
<tr>
<td><strong>Salmos Brook, Central Leaides</strong></td>
<td>Existing woodland with informal pathways.</td>
<td>Tree planting along the full width landscape strip to the east side, running through industrial estate.</td>
</tr>
<tr>
<td>56 Bridge over Pymmes Brook</td>
<td>Existing bridge.</td>
<td>New ramped access to existing Lee Valley Parkway bridge.</td>
</tr>
<tr>
<td>57 Path along River bank between back gardens to Church Lane.</td>
<td>New path alongside industrial estate.</td>
<td></td>
</tr>
<tr>
<td><strong>Salmons Brook Path</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>58 Salmons Brook Path</td>
<td>Existing path on east side of Salmons Brook.</td>
<td>New path alongside industrial estate.</td>
</tr>
<tr>
<td>59 Path along River bank between back gardens.</td>
<td>New path alongside industrial estate.</td>
<td></td>
</tr>
<tr>
<td>60 Bridge over Pymmes Brook</td>
<td>Existing bridge.</td>
<td>New foot and cycle path connecting to existing bridge over Pymmes Brook.</td>
</tr>
<tr>
<td>61 Path along River bank between back gardens to Church Lane.</td>
<td>New foot and cycle path connecting to existing bridge over Pymmes Brook.</td>
<td></td>
</tr>
<tr>
<td>62 Path along River bank between back gardens.</td>
<td>New foot and cycle path connecting to existing bridge over Pymmes Brook.</td>
<td></td>
</tr>
<tr>
<td><strong>Picketts Lock</strong></td>
<td></td>
<td>Enhanced leisure cluster, with new facilities and better synergies between uses, with improved links to Ponders End and Riverside.</td>
</tr>
<tr>
<td>Indicative cost incl. 24% Prelims, overhead &amp; profit</td>
<td>Priority</td>
<td>Criteria for high prioritisation/ Vision objectives met</td>
</tr>
<tr>
<td>--------------------------------------------------</td>
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<td>---------------------------------------------------------</td>
</tr>
<tr>
<td>n/a</td>
<td>n/a</td>
<td>A network offering choices Stretching out to the high streets</td>
</tr>
<tr>
<td>n/a</td>
<td>Medium</td>
<td>Tame the utilitarian landscape</td>
</tr>
<tr>
<td>n/a</td>
<td>Medium, possible quick win</td>
<td>Tame the utilitarian landscape</td>
</tr>
<tr>
<td>n/a</td>
<td>Dependent on development</td>
<td>A network offering choices Stretching out to the high streets</td>
</tr>
<tr>
<td>n/a</td>
<td>Medium</td>
<td>Tame the utilitarian landscape</td>
</tr>
<tr>
<td>n/a</td>
<td>Dependent on development</td>
<td>Connected by its rivers Tame the utilitarian landscape Consolidate and link the wild spaces</td>
</tr>
<tr>
<td>£1,750,000</td>
<td>Medium</td>
<td>Stretching out to the high streets Connected by its rivers</td>
</tr>
<tr>
<td>n/a</td>
<td>Medium</td>
<td>Inclusive and civil entrances</td>
</tr>
</tbody>
</table>
forest and green belt
Forest and Green Belt

This section of the Lee Valley is relatively modest in the area of open space available, in comparison to the extensive open spaces adjacent, at Trent Park, Epping Forest and River Lee Country Park, as well as the farmland in which these are set.

The relatively limited areas available can nonetheless be used with great impact: the Lea Meanders at Ponders End are already a place of significant character, and with their proximity to existing population and public transport can form a ‘tributary park’ where the larger valley can be perceived and accessed. A synergy between water leisure on both Lee Navigation and reservoir is possible, and a diverse leisure offer can create a sense of spectacle. Diversification and improved access through and along Picketts Lock facilities can also contribute to this leisure cluster.

Use of the dividing wall at King George V reservoir for a public route would at a stroke make the expansive space of the valley floor perceptible, and bring Epping Forest and the green belt at Sewardstone within view and easy walking distance (approximately one hour from Ponders End to Yardley Hill) from the Enfield side. Similar access between reservoirs is already possible at Staines, West London (though a more discreet security solution than fences both sides would be desirable).

Enfield Lock and Rammey Lock sit between Trent Park, Epping Forest and the River Lee Country Park. A productive landscape area around Swan and Pike Pool would form part of a more generous and distinctive public realm at the intersection of the Lee River Walk and London Loop. New connections across the rivers at Rammey Marsh and Gunpowder Park would open up the valley space. Connections along the Flood Relief Channel and Small Lee would significantly improve links with existing and planned assets at Waltham Abbey and Waltham Cross.
Ponders End to Yardley Hill
Projects 46 - 51

46 Lea Valley Road
46a Tree clump in centre of roundabout, Plane trees
46b Intensify existing planting south of Road, to lead into Wharf Road - Plane trees
46c Improve foot and cycle path, relocate Thames Water perimeter fence (north side) to bottom of reservoir bank, move security fence on bridge to include cycle path

47 Wharf Road
47a Improved foot and cycle path form new Ponders End Station bridge to Columbia Wharf, widen footpath
47b Structure planting south of road - Plane trees

48 South Marsh
48a New access road
48b New marina on South Marsh
48c Service Building for new marina
48d Cafe on reservoir bank connecting to marina
48e Intensify usage of open space: area for mini golf, picnic area, adventure playground
48f New paths and bridges
48g New allotment and community gardens with clubhouse

49 Columbia Wharf
49a New foot and cycle path along west of River Lee Navigation with new bridge to south
49b Structure planting along both sides of River Lee Navigation, White Poplar
49c Watermeadow with boardwalks and bird hides
49d New path through Brimsdown
49e Bridges over Lea Navigation, Mill Stream
49f New foot and cycle path on west bank of River Lee Navigation to Mossops Creek

51 King George V Reservoir
51a Tree stand next to bridge - Black Poplar
51b Ramped access, connecting to existing bridge at Mossops Creek. New foot path across reservoir on top of existing partition wall.
51c New bridge across overflow gap
51d Ramped access, connecting to new bridge over Flood Relief Channel, starting halfway down the bank to maintain operations path
Our proposals continue the intent and logic of the Ponders End ‘Framework for Growth’, looking to establish a cluster of leisure activities to make the most of existing landscape quality and waterspace layout and potential. Extension of existing moorings or a new marina north of the lock would form the basis for a more extensive visitor offer. Between the Lee Navigation and the reservoirs there is space for diverse uses, such as playground and mini-golf. Community allotment gardens on the remains of South Marsh would put this unused space to productive use and contribute to civilising this area. Landscape enhancements should contribute to the definition of this open space ‘public room’, reinforcing the lines of the watercourses.

Location of the marina is subject to technical and commercial feasibility work, with access and siting of facilities key considerations. The location to the east of the River Lee Navigation (underneath the powerlines) has been illustrated here, since it offers scope for landscape and habitat extension and enhancement around the old Lea meanders. An alternative location to the west of the River Lee Navigation has been favoured in previous studies of this possible project.

Maximising synergies between marina and the sailing club is considered important to the creation of a waterspace hub in this location, and should be investigated in any further study. Options to consider are the relocation of the sailing club to the west side of the reservoir, or a shared café in this location, benefiting from the spectacular views along the valley.

With new bridges to Brimsdown and South Marsh to the north, connecting to Duck Lees Lane, and to the Visteon site in the south, connecting to Picketts Lock, it would be possible to link this area of open space and river landscape with a wider hinterland.
Turkey Brook to Sewardstone
Projects 55 - 56, 62

55 Swan and Pike Pool - Royal Small Arms Factory
55a Moorings at Swan and Pike Pool
55b Public space improvements and viewing tower to south of Swan and Pike Pool
55c Public space enhancing visibility of Royal Small Arms Factory

56 Swan and Pike productive cluster
56a Weekend produce market at Prince of Wales School and Royal Small Arms Factory
56b Community glasshouse heated with waste heat from Energy Centre
56c Allotment / community garden
56d Beehives on timber rafts
56e Small holdings

62 Small Lea path
62a Connecting to Turkey Brook path
62b Foot and cycle path along Small Lea
Existing links are effective, a series of bridges (several of them recent realisations) establishing connections from Enfield Lock station to Sewardstone. The proposed foot/cycle path along the Small Lea is continued to the Turkey Brook footpath. In the remnants of Wild Marsh, between King George V Reservoir and Island Village, a productive landscapes cluster is proposed, with allotments, community gardens and an area for beehives.

To east and west there are possible extensions in the form of community greenhouses heated by Enfield Energy Centre and smallholdings on current pasture land between the Flood Relief Channel and Sewardstone.

This productive cluster can be linked with possible weekend produce markets at Prince of Wales Primary School or the public space beside the Royal Small Arms Factory on Island Village. Widening of the public realm beside the Rifles pub would increase the visibility of the Royal Small Arms Factory.
Rammey Marsh to Gunpowder Park
Projects 59 - 63

59 Gunpowder Park
59a Habitat improvement
59b Coppicing woodland to east

60 Rammey Lock
60a Small scale public facilities at Rammey Lock
60b Bridge to Gunpowder Park extension
60c Public space and habitat improvement to waste ground / former Lea meanders
60d Reinstate bridge
60e New moorings
60f New bridge

61 Rammey Marsh
61a Glasshouses / possible use of waste heat
61b Habitat improvement along old course of Small Lea
61c Structure planting along M25
61d Naturalisation along old course of Small Lea

62 Small Lea footpath
62b New foot / cycle path along Small Lea
62c Bridge to west side path
62d New path
62e Pathway improvements
62f New crossing

63 Links to north
63a New crossing and gateway to River Lee Country Park
63b Foot / cycle path along Flood Relief Channel
63c Improve routes into Waltham Abbey
   - along Cornmill Stream
   - through Town Mead
Existing assets north of the M25 at Waltham Abbey and River Lee Country Park are currently being supplemented by the construction of the White Water Canoeing Centre. The proposals here address the weak linkages between landscape and park areas to either side of the M25. It is notable that the four watercouses to the north of Waltham Cross - Waltham Abbey are each followed by a pathway; this diminishes to a single good path under the M25; we propose to supplement these by improving and opening to the public existing paths along the Small Lea and the Flood Relief Channel. Linkages along Cornmill Stream would provide a foot and cycle route to the services and attractions at Waltham Abbey independent of the busy Highbridge Street.

At Gunpowder Park and Rammey Marsh, we propose that the higher ground is planted as woodland, and that the lower lying spaces either side of the rivers are united into a single expansive semi-wild space, linked by bridges at two locations to offer a wide choice of walking routes.

Habitat linkages to the Lee River Country Park can be achieved beside the Small Lea and Lee Navigation.
Forest and Green Belt

Projects list
45 Boundary Ditch - Picketts Lock
46 Lea Valley Road
47 Ponders End and Wharf Road
48 South Marsh
49 Columbia Wharf
50 Yardley Hill and Pole Hill
51 Flood Relief Channel path 3
52 King George V. Reservoir
53 Durants Park - Lee Navigation
54 Mossops Greek
55 Swan and Pike Pool - Enfield Lock
56 Swan and Pike productive cluster
57 Turkey Brook - Sewardstone
58 Island Village
59 Gunpowder Park
60 Rammey Lock
61 Rammey Marsh
62 Small Lea footpath
63 Links to north
<table>
<thead>
<tr>
<th>Project number and Name</th>
<th>Current condition</th>
<th>Proposal</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>43</strong> Boundary Ditch</td>
<td>Access for local traffic</td>
<td>Intensify tree planting, combine foot and cycle path.</td>
</tr>
<tr>
<td>a. Gateway</td>
<td>Public realm improvements, increasing visibility and ease of access</td>
<td>New pedestrian crossing over Mollison Avenue.</td>
</tr>
<tr>
<td>b. Bridge over Meridian Way</td>
<td>New bridge over railway and Meridian Way connecting residential areas to Pondera Lock and River Lee</td>
<td>New pedestrian crossing over Mollison Avenue.</td>
</tr>
<tr>
<td><strong>44</strong> Lea Valley Road</td>
<td>Access to marina</td>
<td>New public entrance to forest, including a new footpath from Kings Head Hill to existing paths.</td>
</tr>
<tr>
<td>a. Roundabout Meridian Way - Lea Valley Road</td>
<td>No public access to bunded reservoir. Viewpoint on reservoir bank, possible café. Interface with King George V sailing club, marina</td>
<td>Community allotment gardens.</td>
</tr>
<tr>
<td>b. Foot and cycle path</td>
<td>Floating reedbeds to either side of the path, provide habitat for birds and fish, conceal security fencing</td>
<td>Low level planting on roundabout. Create threshold to Lea Valley Road by planting Plane trees to centre of roundabout.</td>
</tr>
<tr>
<td>c. Structure planting</td>
<td>Pathways through the Forest Confusing network of existing paths, no clear hierarchy Clarify path hierarchy to allow for better orientation in the forest, could be achieved through consistent width and surfacing of main routes.</td>
<td>Upgrade foot and cycle path.</td>
</tr>
<tr>
<td>d. Path through Brimsdown</td>
<td>Industrial estate, no through access to river</td>
<td>Create new path between Eatons Mead and College Gardens.</td>
</tr>
<tr>
<td>e. New bridges</td>
<td>New bridges over Millstream and two bridges over Lee Navigation. Bridge to towpath required to allow for boat access to marina.</td>
<td>New bridges over Millstream and two bridges over Lee Navigation. Bridge to towpath required to allow for boat access to marina.</td>
</tr>
<tr>
<td><strong>51</strong> Flood Relief Channel Path - 1</td>
<td>Approximately 7m wide strip of land next to channel</td>
<td>Connect the east-west links at centre of Durants Park, create new path to allotments next to Alma Road and open maintenance access clear.</td>
</tr>
<tr>
<td>a. Path Eaton’s Mead - Lea Valley Road</td>
<td>Path through Brimsdown Industrial estate, no through access to river</td>
<td>New path from Yardley Hill to King George V Reservoir crossing.</td>
</tr>
<tr>
<td>b. Path to Lee Valley Road - Reservoir path</td>
<td>Floating reedbeds to either side of the path, provide habitat for birds and fish, conceal security fencing</td>
<td>New bridge over railway at crossing of Yardley Hill and Flood Relief Channel path.</td>
</tr>
<tr>
<td>c. Sewers and Ponds</td>
<td>Pathway through the Forest Confusing network of existing paths, no clear hierarchy Clarify path hierarchy to allow for better orientation in the forest, could be achieved through consistent width and surfacing of main routes.</td>
<td>New bridge over railway at crossing of Yardley Hill and Flood Relief Channel path.</td>
</tr>
<tr>
<td>d. Mitigations</td>
<td>Existing dirt track.</td>
<td>New public open space with children’s activity and wildlife area, connections to Flood Relief Channel path.</td>
</tr>
<tr>
<td>e. Connection to Sudbrooke Park</td>
<td>New path.</td>
<td>New public open space with children’s activity and wildlife area, connections to Flood Relief Channel path.</td>
</tr>
<tr>
<td><strong>52</strong> King George V Reservoir</td>
<td>Tree stand next to existing bridge.</td>
<td>Tree stand next to existing bridge.</td>
</tr>
<tr>
<td>a. Tree stand</td>
<td>Tree stand next to existing bridge.</td>
<td>New pedestrian crossing over Millson Avenue. Possible to negotiate pedestrian access to the Lea Navigation via existing street leading to the eastern warehouse.</td>
</tr>
<tr>
<td>b. Existing bund wall between reservoirs</td>
<td>Ramp access leading onto new bridge over Flood Relief Channel, bridge starting halfway up the bank to keep maintenance access clear.</td>
<td>In case of a redevelopment of the Pondera End Industrial Estate, pedestrian route to South Marsh should be provided.</td>
</tr>
<tr>
<td><strong>53</strong> Enfield Wash to Lee Navigation</td>
<td>Fragmentary existing east-west paths through Durants Park with unpleasant route along Alma Road. Bridge across railway at Duck Lea Lane is hidden away. No pedestrian crossing at Millson Avenue at this point.</td>
<td>Structure planting along Flood Relief Channel, to the west of new path.</td>
</tr>
<tr>
<td>a. Erfield Wash to Lee Navigation</td>
<td>Fragmentary existing east-west paths through Durants Park with unpleasant route along Alma Road. Bridge across railway at Duck Lea Lane is hidden away. No pedestrian crossing at Millson Avenue at this point.</td>
<td>Lewis Wharf Path Existing bund wall between reservoirs. Ramp access leading onto new bridge over Flood Relief Channel, bridge starting halfway up the bank to keep maintenance access clear.</td>
</tr>
<tr>
<td>b. Existing bund wall between reservoirs</td>
<td>Ramp access leading onto new bridge over Flood Relief Channel, bridge starting halfway up the bank to keep maintenance access clear.</td>
<td>Lewis Wharf Path Existing bund wall between reservoirs. Ramp access leading onto new bridge over Flood Relief Channel, bridge starting halfway up the bank to keep maintenance access clear.</td>
</tr>
<tr>
<td>c. Trees along Flood Relief Channel</td>
<td>Structure planting along Flood Relief Channel, to the west of new path.</td>
<td>Lewis Wharf Path Existing bund wall between reservoirs. Ramp access leading onto new bridge over Flood Relief Channel, bridge starting halfway up the bank to keep maintenance access clear.</td>
</tr>
<tr>
<td>d. Existing bund wall between reservoirs</td>
<td>Ramp access leading onto new bridge over Flood Relief Channel, bridge starting halfway up the bank to keep maintenance access clear.</td>
<td>Lewis Wharf Path Existing bund wall between reservoirs. Ramp access leading onto new bridge over Flood Relief Channel, bridge starting halfway up the bank to keep maintenance access clear.</td>
</tr>
<tr>
<td>e. Trees along Flood Relief Channel</td>
<td>Structure planting along Flood Relief Channel, to the west of new path.</td>
<td>Lewis Wharf Path Existing bund wall between reservoirs. Ramp access leading onto new bridge over Flood Relief Channel, bridge starting halfway up the bank to keep maintenance access clear.</td>
</tr>
<tr>
<td>Priority</td>
<td>Criteria for high prioritisation/ Vision objective met</td>
<td>Proposal by</td>
</tr>
<tr>
<td>----------</td>
<td>------------------------------------------------------</td>
<td>-------------</td>
</tr>
<tr>
<td>Medium</td>
<td>need, impact</td>
<td>ULV Landscape Strategy LVRPA, ELGG 1.2.07</td>
</tr>
<tr>
<td>£360,000</td>
<td></td>
<td></td>
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<tr>
<td>Medium</td>
<td>High: Possible quick win</td>
<td>ULV Landscape Strategy ELGG 1.2.07, LB Enfield</td>
</tr>
<tr>
<td>£230,000</td>
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<tr>
<td>Medium</td>
<td>Need/ Stretching out to the high streets</td>
<td>ULV Landscape Strategy LB Enfield</td>
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<tr>
<td>£7,900,000</td>
<td>Includes £3,100,000 for marina</td>
<td>SW/LB Enfield / Framework for growth, ELGG 1.2.18</td>
</tr>
<tr>
<td>Medium</td>
<td>A network offering choice</td>
<td>ULV Landscape Strategy LB Enfield / Framework for growth</td>
</tr>
<tr>
<td>£2,275,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Medium</td>
<td>A network offering choice</td>
<td>ULV Landscape Strategy LVRPA, ELGG 1.2.07</td>
</tr>
<tr>
<td>£175,000</td>
<td></td>
<td></td>
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<tr>
<td>Medium</td>
<td>A network offering choice</td>
<td>NLSA Vision for Upper Lee Valley, ULV Landscape Strategy</td>
</tr>
<tr>
<td>£4,160,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Medium</td>
<td>Need/ Stretching out to the high streets</td>
<td>ULV Landscape Strategy</td>
</tr>
<tr>
<td>Project number and Name</td>
<td>Current condition</td>
<td>Proposal</td>
</tr>
<tr>
<td>---------------------------------</td>
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<td>--------------------------------------------------------------------------</td>
</tr>
<tr>
<td>54 Mesopsa Greek</td>
<td><em>Mesopsa Greek</em> Footpath along Mesopsa Creek, from Lee Navigation into Brimsdown Industrial Estate. Landscaping and footpath end abruptly in industrial area.</td>
<td>Planting along Stechlingadder Lane leading towards Brimsdown Station</td>
</tr>
<tr>
<td>55 Swan and Pike Pool - Enfield Lock</td>
<td><em>Measures at Swan and Pike Pool</em> (London-Lock, Lee Valley Walk and Lee Valley Pathway)* Pasture north of Royal Small Arms railway track and car park next to basin.</td>
<td>Create public space with seating and picnic facilities between former railway track and basin, clear area of shrubs to allow better views.</td>
</tr>
<tr>
<td>56 Swan and Pike productive cluster</td>
<td><em>Prince of Wales School and Royal Small Arms Factory</em> Weekend produce market.</td>
<td>Community glasshouses, feed with washload from nearby Energy Centre. Include public footpath connecting the residential areas to the north with Brimsdown.</td>
</tr>
<tr>
<td>57 Turkey Brook</td>
<td><em>Crossing over A49 Great Cambridge Street</em> Signalled surface level crossing, allowing step free access along London Loop</td>
<td>Community glasshouses, or identified private use.</td>
</tr>
<tr>
<td>58 Island Village</td>
<td><em>Village allotments</em> Park strip does not offer a great variety of activities and could act as a better connector between Island Village and Gunpowder Park Implement small scale allotments and community garden parks in raised beds.</td>
<td></td>
</tr>
<tr>
<td>59 Gunpowder Park</td>
<td><em>River edge access</em> Flood Relief Channel fenced off. Open existing EA access road for public use; low level fencing, with hedge</td>
<td></td>
</tr>
<tr>
<td>60 Rammy Lock</td>
<td><em>Café and canoes hire at Rammy Lock</em> Open space, next to Rammy Lock Cruising Club. Existing Rammy Lock Cruising Club café/bar opened to public.</td>
<td></td>
</tr>
<tr>
<td>61 Rammy Marsh</td>
<td><em>Rammy Marsh - West</em> Former landfill site, out part of original marshland extent. Productive glasshouses, pathways Planting along New, Money Brook.</td>
<td></td>
</tr>
<tr>
<td>62 Small Lea footpath</td>
<td><em>Connecting to Turkey Brook path</em> Open land. New path connecting Medcalf Road to Turkey Brook path on Mollison Avenue.</td>
<td></td>
</tr>
<tr>
<td>63 Links to north</td>
<td><em>Mixed existing signage, gateway</em> New signage, benches and information maps. Replace existing gate and fencing.</td>
<td></td>
</tr>
<tr>
<td>64 Swan and Pike Pool</td>
<td><em>Path along Royal Small Arms Railway</em> Mixed existing signage, gateway. Pathway used as maintenance access for the EA Public open space next to playing field Create new path through southern end of Town Meadow, connecting to new path along Commmill Stream.</td>
<td></td>
</tr>
<tr>
<td>Indicative cost, incl. 24% Prelims, overhead &amp; profit</td>
<td>Priority</td>
<td>Criteria for high prioritisation/ Vision objectives met</td>
</tr>
<tr>
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<tr>
<td>£35,000</td>
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<td>Tame the utilitarian landscape</td>
</tr>
<tr>
<td>£1,950,000</td>
<td>High</td>
<td>Impact, deliverability/ Tame the utilitarian landscape, Create views</td>
</tr>
<tr>
<td>£610,000</td>
<td>High</td>
<td>Impact, deliverability/ Tame the utilitarian landscape, Extend local food production,</td>
</tr>
<tr>
<td>n/a</td>
<td>Medium</td>
<td>Connected by its rivers</td>
</tr>
<tr>
<td>n/a</td>
<td>Medium</td>
<td>Extend local food production</td>
</tr>
<tr>
<td>£740,000</td>
<td>High</td>
<td>Impact, deliverability/ A chain of big landscapes</td>
</tr>
<tr>
<td>£1,500,000</td>
<td>High</td>
<td>Impact, deliverability/ A chain of big landscapes, Consolidate and link wild spaces</td>
</tr>
<tr>
<td>£320,000</td>
<td>Medium</td>
<td>Consolidate and link wild spaces</td>
</tr>
<tr>
<td>£625,000</td>
<td>High</td>
<td>Impact, deliverability/ Connected by its rivers, A network offering choices</td>
</tr>
<tr>
<td>£425,000</td>
<td>Medium</td>
<td>Connected by its rivers, A network offering choices</td>
</tr>
</tbody>
</table>