from edge to common ground

Upper Lee Valley Landscape Strategy
February 2010

part 2
projects

Witherford Watson Mann Architects
Jonathan Cook Landscape Architects
supporting partners
from edge to common ground

Upper Lee Valley
Landscape Strategy
February 2010

part 2
projects

consultant team
Witherford Watson Mann Architects
Jonathan Cook Landscape Architects
Peter Clark, Agricultural Consultant
Claire Pritchard, Food Consultant
British Waterways
Rider Levett Bucknall, Cost Consultants
Philipp Ebeling, photography
Olivia Tusinski, interviews
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.
contents

Projects list
A  Walthamstow Wetlands
B  Central Leeside
C  Forest to Green Belt
projects list

A
1 Lammas Land to Back River
2 Hackney Marshes
3 Aqueduct path to Hackney Marshes
4 Thames Water site
5 Lea Bridge Road
6 Black Path
7 Aqueduct Path
8 Leyton Marsh
9 Dagenham Brook
10 Clapton Toypath
11 Walthamstow Marshes
12 Flood Relief Channel path, southern section
13 Low Hall playing fields
14 Clapton Common
15 Thames Water Coppermill Works
16 Spring Hill - Coppermill Lane
17 West Warwick Reservoir
18 Alternative N1 foot and cycle path
19 Coppermill entrance to reservoirs
20 Markfield Recreation Ground
21 Douglas Eyre Playing Fields
22 Ferry Lane - Forest Road
23 The Paddock
24 Walthamstow Reservoirs
25 Back River Path
26 Chestnut Road to the Paddock
27 Blackhorse Lane Waterfront Park
28 Miselle Brook to Chandler Marsh
29 Marsh Lane to Stonebridge Lock
30 Park Lane - Marigold Road to Wild Marsh East

B
31 Flood Relief Channel path 2
32 Banbury Reservoir
33 Folly Lane
34 River Ching Walk
35 Central Leaside open space
36 Central Leaside waterspace
37 Kimberley Road to River Ching
38 Central Leaside Flood Relief Channel
39 North Circular landscape enhancements
40 Old Railway Line to Chingford Mill
41 Salmons Brook
42 Infrastructure sites Central Leaside
43 Salmons Brook path
44 Picketts Lock

C
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 Creek
55 Swan and Pikes Pool - Enfield Lock
56 Swan and Pikes productive cluster
57 Turkey Brook - Sewardstone
58 Island Village
59 Gunpowder Park
60 Rammy Lock
61 Rammey Marsh
62 Small Lea footpath
63 Links to north

- 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
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

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

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 of existing shrubbery at narrow point
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
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.
22 Ferry Lane Parkway
Projects 22 - 25

22 Ferry Lane Parkway - connecting to Tottenham High Road
22a Entrance to LVRP
22b 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).
Walthamstow Wetlands

Projects list

1 Lammas Land to Back River
2 Hackney Marshes
3 Aqueduct path to Hackney Marshes
4 Thames Water site
5 Lea Bridge Road
6 Black Path
7 Aqueduct Path
8 Leyton Marsh
9 Dagenham Brook
10 Clapton Towpath
11 Walthamstow Marshes
12 Flood Relief Channel, southern section
13 Low Hall playing fields
14 Clapton Common
15 Thames Water Coppermill Works
16 Spring Hill - Coppermill Lane
17 West Warwick Reservoir
18 Alternative N1 foot and cycle path
19 Coppermill entrance to Reservoirs
20 Markfield Recreation Ground
21 Douglas Eyre Playing Fields
22 Ferry Lane - Forest Road
23 The Paddock
24 Walthamstow Reservoirs
25 Back River Path
26 Chesnut Road to the Paddock
27 Blackhorse Lane Waterfront Park
<table>
<thead>
<tr>
<th>Project number and Name</th>
<th>Current condition</th>
<th>Proposal</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Lammass Land to Back River</td>
<td>Existing path to railway bridge</td>
<td>Widen path and clear entrance from playing fields.</td>
</tr>
<tr>
<td>2 Hackney Marshes</td>
<td>Path across the marsh</td>
<td>Path down caravan of Hackney Marshes from Olympic Park to entrance of Middlesex Filter Beds.</td>
</tr>
<tr>
<td>3 Aqueduct path to Hackney Marshes</td>
<td>New bridge</td>
<td>New bridge across Back River at end of Aqueduct path, direct connection to Hackney Marshes central path.</td>
</tr>
<tr>
<td>4 Lee Bridge Road</td>
<td>New foot and cycle paths</td>
<td>Connect to existing railway underpass.</td>
</tr>
<tr>
<td>5 Black Path</td>
<td>Hackney Town Centre alignments</td>
<td>Replace line of sight to Extension Bridge.</td>
</tr>
<tr>
<td>6 Aqueduct Path</td>
<td>New path surface</td>
<td>Path of sight to Extension Bridge.</td>
</tr>
<tr>
<td>7 Leyton Marsh</td>
<td>Scrap to west side</td>
<td>Made ground, raised levee.</td>
</tr>
<tr>
<td>8 Dagenham Moor</td>
<td>New path</td>
<td>South side of railway chord, new bridge to Low Hall playing fields.</td>
</tr>
<tr>
<td>9 Walthamstow Marshes</td>
<td>Boundary Ditch</td>
<td>No path at present.</td>
</tr>
<tr>
<td>10 Claydon Common</td>
<td>Claydon Common</td>
<td>Existing open space, with mature plane trees and Victorian public toilets.</td>
</tr>
</tbody>
</table>

**Project schedule 1-14**

- **UPPER LEE VALLEY**
  - Witherford Watson Mann Architects

- **Extend Paddocks to the foot and cycle path** to raise awareness of activities on Lea Bridge Road.
- **Review of cycle routes and signage**.
- **New access ramp to existing bridge**.
- **Continue path alignment**.
- **New bridge over Back River**, connecting to Hackney Marshes central path.
- **Path down centre of Hackney Marshes** from Olympic Park to entrance of Middlesex Filter Beds.
- **Additional entrance to Waterworks Centre**, clear entrance to Middlesex Filter Beds and reconfigure pathways.
- **New public open space**.
- **Permeability and sight lines from Lee Valley road to Back River**.
- **Operational site, no public access**.
- **Continue Aqueduct path through site through** south east section of site as public open space with views corridor to the marshes.
- **Combined narrow foot and cycle path, directly along road**.
- ** pits points at bridges**.
- **Operational site, no public access**.
- **Path linking into Sandy Lane**.
- **Open land between Waterworks Centre site and Lee Bridge Road**.
- **Paddocks are set away from Lee Bridge Road by 20-35 metres**.
- **Review of cycle routes and signage.**
- **Path line hard to follow**.
<table>
<thead>
<tr>
<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>
</tr>
</thead>
<tbody>
<tr>
<td>n/a</td>
<td>Indicative cost, incl. 24% Prelims, overhead &amp; profit.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Medium</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>
<td></td>
<td></td>
</tr>
<tr>
<td>n/a</td>
<td>£180,000</td>
<td>Hackney Marshes Study (Can凛 Lonsdale for LB Hackney)</td>
<td>LB Hackney</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<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>Depend on development of the site</td>
<td>Detailed survey, feasibility study</td>
</tr>
<tr>
<td>n/a</td>
<td>Consolidate and link wild spaces, Thematic routes, A network offering choices</td>
<td>ULV Landscape Strategy</td>
<td>Thames Water</td>
<td>EA, LVRPA</td>
<td>Depend on development of the site</td>
<td>Detailed feasibility study</td>
</tr>
<tr>
<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>LVRPA</td>
<td>Site operation Ground conditions for tree planting</td>
<td>Detailed feasibility study Site operator negotiations, Historical research, Soil tests, trial planting</td>
</tr>
<tr>
<td>Medium</td>
<td>Need; Stretching out to high streets, Circular walks</td>
<td>ULV Landscape Strategy/ Walthamstow Marshes Study</td>
<td>LB Hackney?</td>
<td>English Heritage, LB Hackney, LB Waltham Forest, LVRPA</td>
<td>Thane Water</td>
<td>Detailed feasibility study</td>
</tr>
<tr>
<td>n/a</td>
<td>Impact, deliverability/ Thematic routes, a network offering choice</td>
<td>ULV Landscape Strategy/ Walthamstow Marshes Study</td>
<td>LVRPA</td>
<td>LVRPA</td>
<td>Land ownership (TW site) Possible water mains pipes</td>
<td>Detailed feasibility study</td>
</tr>
<tr>
<td>Medium</td>
<td>Consolidate and link wild spaces</td>
<td>ULV Landscape Strategy/ Walthamstow Marshes Study</td>
<td>LVRPA</td>
<td>LVRPA</td>
<td>Contamination (bomb rubble)</td>
<td>Detailed feasibility study</td>
</tr>
<tr>
<td>n/a</td>
<td>Connected by its rivers, consolidate and link wild spaces</td>
<td>Lea Bridge Road Planning Framework, ELGG1.4.07</td>
<td>?</td>
<td>Environment Agency, LB Waltham Forest</td>
<td></td>
<td></td>
</tr>
<tr>
<td>n/a</td>
<td>Connected by its rivers</td>
<td>ULV Landscape Strategy, ELGG 1.4.00, 1.4.03</td>
<td>British Waterways</td>
<td>British Waterways</td>
<td></td>
<td></td>
</tr>
<tr>
<td>n/a</td>
<td>Consolidate and link wild spaces, A network offering choices, 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>
<td>Health &amp; safety/ Indemnity: Containment of roots of new trees, to preserve channel well; possible rail upgrade</td>
<td>Detailed feasibility study Negotiations with landowners,</td>
</tr>
<tr>
<td>n/a</td>
<td>High need</td>
<td>ULV Landscape Strategy, ELGG 1.4.01</td>
<td>LB Waltham Forest</td>
<td></td>
<td>Contamination (bomb rubble)</td>
<td>Soil tests, trial planting</td>
</tr>
<tr>
<td>n/a</td>
<td>Medium impact, deliverability</td>
<td>ULV Landscape Strategy</td>
<td>LB Hackney</td>
<td>LB Hackney</td>
<td>Highways</td>
<td></td>
</tr>
</tbody>
</table>
## Project Schedule 15-27

<table>
<thead>
<tr>
<th>Project number and Name</th>
<th>Current condition</th>
<th>Proposal</th>
</tr>
</thead>
<tbody>
<tr>
<td>15 <strong>Thames Water Coppermill Works</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>a Edge of Thames Water Works - south</td>
<td>Operational site, land at site perimeter</td>
<td>Tree planting to edges - Willow</td>
</tr>
<tr>
<td>b Edge of Thames Water Works - west</td>
<td></td>
<td>Tree planting to edges - Willow</td>
</tr>
<tr>
<td>c Edge of Thames Water Works - north</td>
<td></td>
<td>Tree planting to edges - Plate rails using Coppermill Lane</td>
</tr>
<tr>
<td>16 <strong>Spring Hill - Coppermill Lane</strong></td>
<td>Existing bridge</td>
<td>Improve access to bridge, new ramps to DDA compliance</td>
</tr>
<tr>
<td>a Spring Bridge</td>
<td>Existing bridge</td>
<td></td>
</tr>
<tr>
<td>b Parkway entrance</td>
<td>Island of shrubs, trees in middle of path</td>
<td>Clear shrubs</td>
</tr>
<tr>
<td>c Thames Water fence line</td>
<td>False turn close to path edge</td>
<td>Move fence line back to base of reservoir bank, behind Coppermill Stream</td>
</tr>
<tr>
<td>d New path</td>
<td>Path issues around existing bridge</td>
<td>Create new path along base of reservoir, crossing over at Coppermill Stream</td>
</tr>
<tr>
<td>e Cycle sign</td>
<td>Existing cycle track in campus line, tree clearance at entrance</td>
<td>New cycle access to bridge, existing ramp accordingly</td>
</tr>
<tr>
<td>f Edge of Coppermill Meadows</td>
<td>Made ground, open space</td>
<td>Replant edge of Coppermill Meadows (plant only), relocate Thames Water cut-off</td>
</tr>
<tr>
<td>17 <strong>West Warwick Reservoir</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>a Gated ramp</td>
<td>Bundled reservoir, low and high reservoir in gravity chain</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>b Viewing platform</td>
<td></td>
<td>Viewing platform on southern end of bundled reservoir, allowing views over the marshes towards the city and Canary Wharf</td>
</tr>
<tr>
<td>c Habitat extension</td>
<td>Water edge and habitat extension i.e. floating reedbeds</td>
<td></td>
</tr>
<tr>
<td>d Path retraining</td>
<td></td>
<td></td>
</tr>
<tr>
<td>e Gated footbridge</td>
<td></td>
<td></td>
</tr>
<tr>
<td>f Boardwalk and planted pontoon</td>
<td></td>
<td></td>
</tr>
<tr>
<td>18 <strong>Alternative M1 Foot and Cycle path</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>a New footpath</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>b New bridge</td>
<td>Open space to either side of Lee Navigation</td>
<td>New foot and cycle bridge and access ramps over Lee Navigation</td>
</tr>
<tr>
<td>19 <strong>Coppermill entrance to reservoirs</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>a Operational compound</td>
<td>The Coppermill building is used as training centre for Thames Water, important to maintain an undisturbed operational compound close to Thames Water works</td>
<td>Set back perimeter of operational compound, new fence</td>
</tr>
<tr>
<td>b Coppermill Stream</td>
<td>Obstructed views through Coppermill</td>
<td>Tree clearance in front of Coppermill Stream to enable views onto the Coppermill from Coppermill Lane</td>
</tr>
<tr>
<td>c Visitor entrance</td>
<td></td>
<td>New visitor entrance via footbridges and a new path between West Warwick Reservoir and the Coppermill Stream</td>
</tr>
<tr>
<td>d Coppermill Tower</td>
<td>Existing tower to Coppermill</td>
<td>Possible access to Coppermill Forest from west via footbridge over Coppermill Stream, offers views over the reservoirs</td>
</tr>
<tr>
<td>20 <strong>Markfield Recreation Ground</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>a Stonebridge Brook</td>
<td>Stonebridge Brook currently severed</td>
<td>Devonport and naturalised brook through Markfield Recreation Ground</td>
</tr>
<tr>
<td>b Front to River Lee</td>
<td>Footpath relatively narrow (nearly park, fenced)</td>
<td>With possible public access to West Warwick Reservoir and implementation of new bridges to Markfield, new frontage (path width, fence, tree planting) onto the riverside</td>
</tr>
<tr>
<td>21 <strong>Douglas Eyre Playing Fields</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>a Douglas Eyre Playing Fields</td>
<td>Privately operated playing fields, no public access</td>
<td>In addition to the Flood Relief Channel path to the west of the playing fields (project 12), open access from Havacden Road to connect into FRC path</td>
</tr>
<tr>
<td>b Pearl Lane - Forest Road</td>
<td></td>
<td></td>
</tr>
<tr>
<td>a Pearl Lane</td>
<td>Ferry Lane and Forest Road, connecting to Tottenham High Road and into Walthamstow</td>
<td>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. Set back fencing on reservoirs by 3met</td>
</tr>
<tr>
<td>b Entrance to jLRP</td>
<td>Entrance point to jLRP, should a viewing include from Tottenham High Station</td>
<td>Create new generous entrance to jLRP. Clear shrubs in front of Lack keepers house and landscape the new open space. Intensively tree planting to small open space next to Jarrow Road, additional bridge over Pymmes Brook south of road to open up entrance point. Viewing terrace off Ferry Lane to island between Lee Diversion and Lee Navigation, possible location for water side use</td>
</tr>
<tr>
<td>c Parkay tree planting</td>
<td></td>
<td>Create central strip to Ferry Lane - Forest Road where possible - Pine trees</td>
</tr>
<tr>
<td>22 <strong>The Paddock</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>a River edge</td>
<td>Dense woodland to centre of Paddock, surrounding rivers not visible</td>
<td>River edge naturalisation, cut down level and create area of wet woodland, plant Poplars. Refer to project 25 Back River path</td>
</tr>
<tr>
<td>b Victoria Line Ventilation Tower</td>
<td>Existing ventilation tower, fenced off</td>
<td>New enclosure to ventilation shaft. Include external stairs and viewing platform to overlook the Paddock and the reservoirs</td>
</tr>
<tr>
<td>23 <strong>Waterlooville Reservoirs</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>a Entrance off Pearl Lane</td>
<td>Existing entrance, Portalakien rangers' office</td>
<td>New entrance with new gatehouse</td>
</tr>
<tr>
<td>b Visible car and path</td>
<td></td>
<td></td>
</tr>
<tr>
<td>c Network of public access paths</td>
<td>Park access only</td>
<td>Water public access</td>
</tr>
<tr>
<td>24 <strong>Blackhorse Lane Waterfront Path</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>a Waterfront Park</td>
<td>Existing industrial use, with park beside Dagenham Brook</td>
<td>New medium density mixed use area, with park beside Dagenham Brook</td>
</tr>
<tr>
<td>Priority</td>
<td>Criteria for high prioritisation/ Vision objectives met</td>
<td>Proposal by</td>
</tr>
<tr>
<td>----------</td>
<td>--------------------------------------------------------</td>
<td>-------------</td>
</tr>
<tr>
<td>Medium: possible Quick win</td>
<td>Tame the utilitarian landscape</td>
<td>ULV Landscape Strategy</td>
</tr>
<tr>
<td>£1,300,000</td>
<td>Impact, deliverability; Inclusive and c/o/ public spaces; Stretching out to the high streets</td>
<td>LB Hackney / ELGG 1.4.04 ULV Landscape Strategy</td>
</tr>
<tr>
<td>£8,000,000</td>
<td>Access to big landscapes, create views</td>
<td>Walthamstow Reserves Visioning Study / ULV Landscape Strategy</td>
</tr>
<tr>
<td>£20,000</td>
<td>Impact, deliverability; A network offering choices</td>
<td>Walthamstow Reserves Visioning Study / ULV Landscape Strategy</td>
</tr>
<tr>
<td>£25,000</td>
<td>Need, impact; Access to big landscapes, Create views, Thematic routes</td>
<td>Walthamstow Reserves Visioning Study / ULV Landscape Strategy</td>
</tr>
<tr>
<td>n/a</td>
<td>Consolidate and link wild spaces</td>
<td>EA / ULV Landscape Strategy / ELGG 1.3.19</td>
</tr>
<tr>
<td>n/a</td>
<td>Stretching out to the high streets</td>
<td>ULV Landscape Strategy / ELGG 1.3.11</td>
</tr>
<tr>
<td>£1,000,000</td>
<td>Impact, deliverability; possible quick win/ Inclusive and c/o/ public spaces Stretching out to the high streets</td>
<td>ULV Landscape Strategy</td>
</tr>
<tr>
<td>£750,000</td>
<td>Impact, deliverability/ Consulate and link wild spaces Circular walks Communicate and publish</td>
<td>Walthamstow Reserves Visioning Study / ULV Landscape Strategy</td>
</tr>
<tr>
<td>£750,000</td>
<td>Impact, deliverability/ Consulate and link wild spaces</td>
<td>ULV Landscape Strategy, ELGG 1.3.14, 1.3.15</td>
</tr>
<tr>
<td>n/a</td>
<td>Stretching out to the high streets</td>
<td>ULV Landscape Strategy, ELGG 1.3.13</td>
</tr>
<tr>
<td>n/a</td>
<td>Stretching out to the high streets</td>
<td>LB Waltham Forest / ELGG 1.3.11</td>
</tr>
</tbody>
</table>
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 a 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
37d Potential relocation and better access from Angel Road station
37e New foot- and cycle-bridge over River Lee Navigation
37f Potential re-use of former Angel Road Works
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/Recreation Ground
43j Productive landscapes to north of Montagu Road Rec
43k New foot- and cycle- bridge over railway/ Meridian Way
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
## Upper Lee Valley

### 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>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. Deculvert and naturalise Moselle Brook on Scotland Green, creation of wetland/river edge area at park edge.</td>
</tr>
<tr>
<td>30 Park Lane - Marsh East</td>
<td>Existing open space in housing estates behind Neighbourhood Centres</td>
<td>Existing open space in housing estates behind Neighbourhood Centres, small scale community gardens for residents of surrounding housing estates.</td>
</tr>
<tr>
<td>31 Fixed Relief Channel Path</td>
<td>No public path at present</td>
<td>Path along FRC connecting Central Lea Valley area to north and south. New path from playing fields required leading into existing path from Eatons Mead onwards. Existing path is tucked in between a fence and back of houses. Relocate fence to create views towards the channel and the reservoirs. Run path east of FRC between Chalk Bridge and Chingford Mill; open existing maintenance path to public. Path to connect to Lee Valley Road, running to east of Wyles Green Reservoir.</td>
</tr>
<tr>
<td>32 Banbury Reservoir</td>
<td>No watersports use currently</td>
<td>Review access, parking, possible use of former pumping station.</td>
</tr>
<tr>
<td>33 Folly Lane</td>
<td>Path very narrow, beneath established hedge.</td>
<td>Path very narrow, beneath established hedge.</td>
</tr>
<tr>
<td>34 River Ching Walk</td>
<td>Tree planting to south of road.</td>
<td>Cascade development planting to create clear link towards the River Ching.</td>
</tr>
<tr>
<td>35 Central Leasoe open space</td>
<td>Industrial/retail sites</td>
<td>Possible creation of new open space around confluence of Salmons and Pymmes Brook.</td>
</tr>
<tr>
<td>36 Central Leasoe quayside</td>
<td>Industrial/retail sites. Existing sideling at Dodford Wharf</td>
<td>Possible canal basin / marina.</td>
</tr>
<tr>
<td>Priority</td>
<td>Criteria for high prioritisation</td>
<td>Proposal by</td>
</tr>
<tr>
<td>----------</td>
<td>---------------------------------</td>
<td>-------------</td>
</tr>
<tr>
<td>Medium</td>
<td>Stretching out to the high streets</td>
<td>ULV Landscape Strategy</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>£2,395,000</td>
<td>Medium</td>
<td>Need/ Stretching out to the high streets Inclusive, civil public spaces</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>£2,750,000</td>
<td>High</td>
<td>Need/ Extend local food production</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>£2,850,000</td>
<td>n/a</td>
<td>A network offering choices</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Medium</td>
<td>A chain of big landscapes</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Medium</td>
<td>Stretching out to the high streets</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Medium</td>
<td>Stretching out to the high streets Connected by its rivers</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Medium</td>
<td>Connected by its rivers</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>n/a</td>
<td>Inclusive, civil public spaces Tame the utilitarian landscape</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>37 Kimberley Road to River Ching</td>
<td>New foot and cycle path</td>
<td>New footpath along existing path.</td>
</tr>
<tr>
<td>38 Athletics Centre</td>
<td>Existing open space</td>
<td>Pathway along existing open space.</td>
</tr>
<tr>
<td>39 Path to River Ching</td>
<td>Existing footbridge</td>
<td>New footbridge.</td>
</tr>
<tr>
<td>40 Old railway line</td>
<td>Waste land, no public access</td>
<td>Extension of old railway line.</td>
</tr>
<tr>
<td>41 Montagu Road Recreation Ground</td>
<td>Existing bridge</td>
<td>New footbridge.</td>
</tr>
<tr>
<td>42 New bridge over railway / Meridian Way</td>
<td>Existing undercroft</td>
<td>Ambient lighting.</td>
</tr>
<tr>
<td>43 Bridge over railway / Meridian Way</td>
<td>Existing undercroft</td>
<td>Ambient lighting.</td>
</tr>
<tr>
<td>44 New bridge over railway / Meridian Way</td>
<td>Existing undercroft</td>
<td>Ambient lighting.</td>
</tr>
<tr>
<td>Indicative cost incl. 20% Prelims, overhead &amp; profit</td>
<td>Priority</td>
<td>Criteria for high prioritisation/ Vision objectives met</td>
</tr>
<tr>
<td>---</td>
<td>---</td>
<td>---</td>
</tr>
<tr>
<td>n/a</td>
<td>Medium</td>
<td>Tame the utilitarian landscape</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>Medium</td>
<td>Tame the utilitarian landscape</td>
</tr>
<tr>
<td>n/a</td>
<td>Medium</td>
<td>Tame the utilitarian landscape</td>
</tr>
<tr>
<td>£1,750,000</td>
<td>Medium</td>
<td>A network offering choices Stretching out to the high streets</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Connected by its rivers Tame the utilitarian landscape Consolidate and link the wild spaces</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></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,
moving 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 half way 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 cafe 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 watercourses 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 Boundary Ditch</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>a Gateway</td>
<td>Brook and footpath have little visibility from Herford Road, entrance to path is hidden behind car park for pub and recycling containers.</td>
<td>Public realm improvements, increasing visibility and ease of access</td>
</tr>
<tr>
<td>b Public space</td>
<td>Area in front of train station.</td>
<td>Create public realm improvements, pedestrian access, new street furniture and benches.</td>
</tr>
<tr>
<td>c Bridge over Meridian Way</td>
<td>New footbridge connecting pedestrian area to Prince's Link and River Lee</td>
<td>New bridge over railway and Meridian Way connecting residential areas to Prince's Link and River Lee</td>
</tr>
<tr>
<td><strong>44 Lea Valley Road</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>a Roundabout Meridian Way</td>
<td>Level planting on roundabout.</td>
<td>Create threshold to Lea Valley Road by planting Plane trees to centre of roundabout</td>
</tr>
<tr>
<td>b Lea Valley Road planting</td>
<td>Plane trees to either side of the road, intermittent trees to south.</td>
<td>Plant trees in line of trees</td>
</tr>
<tr>
<td>c Foot and cycle path</td>
<td>No dedicated cycle path, footpath in narrow tarmac on one side and busy road on other, mature trees reduce path width.</td>
<td>Relocate trees, wider footpath on either side of road at bottom of reservoir bank to create a combined foot and cycle path between the roads of trees.</td>
</tr>
<tr>
<td>d Wharf Road</td>
<td></td>
<td></td>
</tr>
<tr>
<td>e Structure planting</td>
<td>Street dominated by parked cars and terraces.</td>
<td>Structure planting to south of road, Plane trees</td>
</tr>
<tr>
<td>f New Station bridge</td>
<td>Existing bridge with stepped access.</td>
<td>New bridge with ramped access</td>
</tr>
<tr>
<td><strong>South Street</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>a Queen Mary's School Ground</td>
<td></td>
<td>Upgrade bricked pathways</td>
</tr>
<tr>
<td>b New Green</td>
<td></td>
<td></td>
</tr>
<tr>
<td>c Path Lea Valley Road - reservoir path</td>
<td>Between 5-12m wide strip of land next to channel</td>
<td>New path to the east of the Flood Relief Channel</td>
</tr>
<tr>
<td>d Path through Brimsdown</td>
<td>Industrial estate, no through access to river</td>
<td>Foot and cycle path continuing the line of Duck Lees Lane through industrial estate. Require removal of one unit for improved access to river edge</td>
</tr>
<tr>
<td>e New bridges</td>
<td></td>
<td></td>
</tr>
<tr>
<td>f New Station bridge</td>
<td>Feature on existing footpath.</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>g Community allotment gardens</td>
<td>Community allotment gardens between overflow channel and Mossops Creek, including small clubhouse.</td>
<td>Community allotment gardens between overflow channel and Mossops Creek, including small clubhouse.</td>
</tr>
<tr>
<td><strong>45 Columbia Wharf</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>a Path to west of Lee Navigation</td>
<td>Path is fragmented and does not provide public access from Wharf Road</td>
<td>New path to west of Lee Navigation, linking into new bridge over existing moorings.</td>
</tr>
<tr>
<td>b Structure planning both sides of Lee Navigation</td>
<td>Maneuvering vans between hard surfaces and overgrown paths.</td>
<td>White paper to both sides of navigation</td>
</tr>
<tr>
<td>c Waterway</td>
<td></td>
<td></td>
</tr>
<tr>
<td>d Path through Brimsdown</td>
<td>Industrial estate, no through access to river</td>
<td>Foot and cycle path continuing the line of Duck Lees Lane through industrial estate. Require removal of one unit for improved access to river edge</td>
</tr>
<tr>
<td>e New bridges</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Yardley Hill and Pole Hill</strong></td>
<td>Cycle path narrow.</td>
<td>Intensively planted, combined foot and cycle path</td>
</tr>
<tr>
<td>a Kings Head Hill</td>
<td>Cycle path narrow.</td>
<td>Intensively planted, combined foot and cycle path</td>
</tr>
<tr>
<td>b New entrance to Epping Forest</td>
<td>Forest nearly reaches down to Kings Head Hill. Entrance unclear</td>
<td>Reduce traffic to secondary street and landscape down to island between Holly Road and Hawkins Road. Creative entrance from forest, including a new footpath from Kings Head Hill to existing paths.</td>
</tr>
<tr>
<td>c Pathways through the Forest</td>
<td>Confusing network of existing paths, no clear hierarchy</td>
<td>Clarity path hierarchy to allow for better orientation in the forest, could be achieved through consistent width and surfacing of main routes.</td>
</tr>
<tr>
<td>d Yardley Hill</td>
<td>Yardley Hill offers great views over the valley down to the city</td>
<td>Creative views interpretation panel, market</td>
</tr>
<tr>
<td>e New path to reservoir</td>
<td>Feature and woodland.</td>
<td>New path from Yardley Hill to Kings George V Reservoir crossing.</td>
</tr>
<tr>
<td>f New car park</td>
<td>Feature</td>
<td>New car park on Sawdrome Road at crossing of Yardley Hill and Flood Relief Channel path</td>
</tr>
<tr>
<td><strong>Flood Relief Channel Path - 1</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>a Path Eaton's Mead - Lee Valley Road</td>
<td>Approximately 3/4 mile of land next to channel.</td>
<td>Create new path between Eaton's Mead and Lee Valley Road to the east of the Flood Relief Channel, connect into the urban area at Eton's Mead and College Gardens</td>
</tr>
<tr>
<td>b Crossing Lee Valley Road - Phase A</td>
<td>Path through industrial estate.</td>
<td>New upgraded crossing at Lee Valley Road</td>
</tr>
<tr>
<td>c Path Lee Valley Road - Phase B</td>
<td>Path through industrial estate.</td>
<td>New path to the east of the Flood Relief Hospital</td>
</tr>
<tr>
<td>d New Public Park</td>
<td>Park</td>
<td>New public open space with children's activity and wildlife area, connections to Flood Relief Channel path.</td>
</tr>
<tr>
<td>e Mita Park</td>
<td>Existing dirt track.</td>
<td>Resurface path for pedestrian and cycle use.</td>
</tr>
<tr>
<td>f Connection to Southern Park</td>
<td>Feature</td>
<td>New path.</td>
</tr>
<tr>
<td><strong>King George V Reservoir</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>a New Park</td>
<td>Feature</td>
<td>New path.</td>
</tr>
<tr>
<td>b New bridge</td>
<td>Existing bridge between reservoirs.</td>
<td>Ramp access to the reservoir bank, connecting to existing bridge at Mollison Avenue. New footbridge across reservoir on top of bund wall, possibly steel and timber structure with balustrade, bridge over floodgate channel. Floating walkways to either side of the path, provide habitat for birds and fish, conceal security fencing. 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><strong>Enfield Wash to Lee Navigation</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>a Existing car park</td>
<td>Feature</td>
<td>Structure planting along Flood Relief Channel, to the west of new path.</td>
</tr>
<tr>
<td>b New Park</td>
<td>Feature</td>
<td>New path.</td>
</tr>
<tr>
<td>c New Public Park</td>
<td>Park</td>
<td>New path.</td>
</tr>
<tr>
<td>d New bridge</td>
<td>Existing bridge.</td>
<td>Ramp access to the reservoir bank, connecting to existing bridge at Mollison Avenue. New footbridge across reservoir on top of bund wall, possibly steel and timber structure with balustrade, bridge over floodgate channel. Floating walkways to either side of the path, provide habitat for birds and fish, conceal security fencing. 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 New Footbridge</td>
<td>Feature</td>
<td>Structure planting along Flood Relief Channel, to the west of new path.</td>
</tr>
<tr>
<td>f New Park</td>
<td>Feature</td>
<td>New path.</td>
</tr>
<tr>
<td>g New Public Park</td>
<td>Park</td>
<td>New path.</td>
</tr>
<tr>
<td>h New bridge</td>
<td>Existing bridge.</td>
<td>Ramp access to the reservoir bank, connecting to existing bridge at Mollison Avenue. New footbridge across reservoir on top of bund wall, possibly steel and timber structure with balustrade, bridge over floodgate channel. Floating walkways to either side of the path, provide habitat for birds and fish, conceal security fencing. 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>i New footbridge</td>
<td>Feature</td>
<td>New path.</td>
</tr>
<tr>
<td>j New Public Park</td>
<td>Park</td>
<td>New path.</td>
</tr>
<tr>
<td>k New bridge</td>
<td>Existing bridge.</td>
<td>Ramp access to the reservoir bank, connecting to existing bridge at Mollison Avenue. New footbridge across reservoir on top of bund wall, possibly steel and timber structure with balustrade, bridge over floodgate channel. Floating walkways to either side of the path, provide habitat for birds and fish, conceal security fencing. 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>l New footbridge</td>
<td>Feature</td>
<td>New path.</td>
</tr>
<tr>
<td>m New Public Park</td>
<td>Park</td>
<td>New path.</td>
</tr>
<tr>
<td>n New bridge</td>
<td>Existing bridge.</td>
<td>Ramp access to the reservoir bank, connecting to existing bridge at Mollison Avenue. New footbridge across reservoir on top of bund wall, possibly steel and timber structure with balustrade, bridge over floodgate channel. Floating walkways to either side of the path, provide habitat for birds and fish, conceal security fencing. 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>o New footbridge</td>
<td>Feature</td>
<td>New path.</td>
</tr>
<tr>
<td>p New Public Park</td>
<td>Park</td>
<td>New path.</td>
</tr>
<tr>
<td>q New bridge</td>
<td>Existing bridge.</td>
<td>Ramp access to the reservoir bank, connecting to existing bridge at Mollison Avenue. New footbridge across reservoir on top of bund wall, possibly steel and timber structure with balustrade, bridge over floodgate channel. Floating walkways to either side of the path, provide habitat for birds and fish, conceal security fencing. 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>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>
<td>---------</td>
<td>-------------------------------------------------</td>
</tr>
<tr>
<td><strong>£360,000</strong></td>
<td>High: Possible quick win</td>
<td>Need, impact, deliverability/ Inclusive and c/iv public spaces/ A network offering choice</td>
</tr>
<tr>
<td><strong>£20,000</strong></td>
<td>High</td>
<td>Need/ Stretching out to the high streets</td>
</tr>
<tr>
<td><strong>£7,900,000</strong></td>
<td>Medium</td>
<td>Dependent on development</td>
</tr>
<tr>
<td><strong>£2,275,000</strong></td>
<td>Medium</td>
<td>A network offering choice/ Consolidate and extend wild spaces</td>
</tr>
<tr>
<td><strong>£175,000</strong></td>
<td>High</td>
<td>Impact, deliverability/ Create views</td>
</tr>
<tr>
<td>n/a</td>
<td>Medium</td>
<td>A network offering choice/ Connected by its rivers</td>
</tr>
<tr>
<td><strong>£1,100,000</strong></td>
<td>High</td>
<td>Impact, Need/ A network offering choice/ A chain of big landscapes/ Circular walks/ Create views</td>
</tr>
<tr>
<td>n/a</td>
<td>Medium</td>
<td>Need/ Stretching out to the high streets</td>
</tr>
</tbody>
</table>
54 Moodena Creek
Moodena Creek
Footpath along Moodena Creek, from Lee Navigation into Brimsdown Industrial Estate. Landscaping and footpath end abruptly in industrial area.

55 Swan and Pike Pool - Enfield Lock
a Mournings at Swan and Pike Pool
Former large turning basin
Allocate for mounings in basin

b Public space
A Strategic view next to Swan and Pike Pool (London-Lock, Lee Valley Walk and Lee Valley Pathway)
Create public space with seating and public facilities between former railway track and basin, clear area of shrubs to allow better views.

c Viewing tower
Pasture
New viewing tower towards the productive cluster allowing for views over the area.

d Enfield Lock
Royal Small Arms Factory barely visible
New public space beside River put

56 Swan and Pike productive cluster
a Prince of Wales School and Royal Small Arms Factory
Weekend produce market

b Birchgrove planting on old railway track
Existing waste land on former Royal Small Arms railway track.
Community gardens, held with outreach from nearby Energy Centre. Include public footpath connecting the residential areas to the north with Brimsdown.

c Birch Park and Alders End
Existing waste land in north to King George V. Recreation
Create productive horticulture of waste areas from community gardens to existences of various uses.

d Ginshouse on King George V. Recreation
Bridled narrow path on high, no public access.
Create access ramp and steps to reserve bank, public transport. Fingalising wider paths to riparian beds. Small clubhouse for allotments and beekeeping located at bottom of bank.

e Glasshouses at Sewardstone
Existing glasshouses in poor condition
Community gardens, or intensified private use

57 Turkey Brook
a Crossing over A10 Great Cambridge Road
Existing bridge over dual carriage way next to Enfield Cemetery, stepped access road
Signalled surface level crossing, allowing step free access along London Loop

b Path Turkey Station to Horsemill Road
Footpath running along Turkey Brook
Clearance and soft landscaping to entrance of path at Turkey Station, widen and resurface footpath along Turkey Brook, incorporate bridge in streetscape

c Hemford Road to Acton Park
River bank, already lit up
New path north at Turkey Brook, new bridge at Acton Park, allow for access from Hemford Road and Beaconsfield Road

d Turkey Bridge and Acton Park
Bridge over concrete channel through Acton Park
Naturalistic river banks towards the park, possibility to create extensive woodland

e Turkey Bridge and Acton Park
Bridge over steep stepped access
New bridge over Turkey bridge ramp up

f Turkey Bridge to Mollison Avenue
Turkey Brook runs in concrete channel along the park
In channel habitat improvement, reinforce visibility of brook from Bilton Way, for example by introducing high planting.

58 Island Village
a Island Village allotments
Parkstrip 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 park gardens in raised beds

59 Gunpowder Park
a River edge access
Flood Relief Channel fenced off
Open existing EA access road for public use; low level fencing; with hedge

b Copse and pond
Gunpowder Park east of existing tree planting
Removal tree planting on higher ground, re-planting

c Innova Business Park to Rammey Lock
Mown path on Rammey Marsh. New entrance
New entrance

d Path between Long Croft Drive and New Ford Road
Open land
New path connecting Medcalf Road to Turkey Brook path on Mollison Avenue

e Path between Station Road and Long Croft Drive
Surfacing path along Medcalf Road
Removal path along Medcalf Road

f Crossing Station Road
No pedestrian crossing on Station Road, A12
Signalled crossing at entrances to Lee Valley Country Park

60 Innova Business Park
a Innova Business Park to Waltham Gardens
Mown path on Rammey Marsh
New path

b Innova Business Park to Rammey Lock
Mown path on Rammey Marsh
New entrance

61 Rammey Marsh
a Rammey Marsh - West
Former landfill site; out part of original marshland extent
Production landscapes; glasshouses

b Small Lea Crafting Improvement
The course of Small Lea across Rammey Marsh
Create projects and improve habitat along the watercourses

c Trestle bridge
Existing tree planting along Medcalf Road
Removal path along Medcalf Road

d Path between Small Lea to Rammey Lock
Informal green path
Removal path for pedestrian use

e Innova Business Park to Wallisian Place
Mown path on Rammey Marsh
New path

f Innova Business Park to Rammey Lock
Mown path on Rammey Marsh
New entrance

62 Small Lea footpath
a Connecting to Turkey Brook path
Open land
New path connecting Medcalf Road to Turkey Brook path on Mollison Avenue

b Alternative pedestrian route to Millwood Avenue
Narrow footpath running along Millwood Avenue, stretch of open land running along Small Lea, possibly site acquisition required.
Alternative route to between Small Lea and Innova Business Park. Path should continue to existing bridge close to Ordnance Road, new signalled crossing to Ordnance Road, leading towards Medcalf Road

c New bridge crossing to Innova Business Park
Open land on Rammey Marsh
New bridge over Small Lea

d Path between London Craft Drive and New Ford Road
No path following the Small Lea between London Craft Drive and New Ford Road; any informal dirt path possible crossing the playing fields.
Surface path for pedestrian use, clearance to west of the Small Lea to allow for pathway. Continue path into marsh and connect to new bridge.

e Path between Station Road and Long Craft Drive
Existing green path running along back of houses
Create gateway of steel, mirror with telescopic gateway, reinforce path for pedestrian use and ares where necessary, clear shrubbery affecting width of passage

f Crossing Station Road
No pedestrian crossing on Station Road, A 12
Signalled crossing at entrances to Lee Valley Country Park

63 Links to north
a New crossing and gateway to Lee River Country Park
Mixed existing signage, gateway
New signage, benches and information maps. Replace existing gate and fencing

b Foot and cycle path along Horsemill Stream
Existing path, used as maintenance access for the EA
Open to public

c New bridge
Open space along stream
Create new path along Comet Stream, between the Flood Relief Lea and Wallsham Abbey, running through northern end of Town Mead, along the existing car park and onto Commitli, possibly site acquisition required. New bridge required across Horsemill Stream and Cometli Stream.

d Path along Comet Stream
Open space along stream
Create new path through southern end of Town Mead, connecting to new path along Comet Stream

e Path through Town Mead
Public open space, area next to playing field
Create new path through southern end of Town Mead, connecting to new path along Comet Stream

witherford watson mann architects

project schedule 54-63
<table>
<thead>
<tr>
<th>Indicative cost, incl. 24% Prelims, overhead &amp; profit</th>
<th>Priority</th>
<th>Criteria for high prioritisation/ Vision objective met</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>£35,000</td>
<td>Medium</td>
<td>Tame the utilitarian landscape</td>
<td>ULV Landscape Strategy</td>
<td>LB Enfield</td>
<td>Private</td>
<td>LB Enfield, LVRPA</td>
<td>Consultations with BID</td>
</tr>
<tr>
<td>£1,950,000</td>
<td>High</td>
<td>Impact, deliverability</td>
<td>Tame the utilitarian landscape, Create views</td>
<td>British Waterways, ELGG, LVRPA</td>
<td>Private, Thames Water</td>
<td>LVRPA, LB Enfield, Thames Water, British Waterways</td>
<td>Detailed feasibility study</td>
</tr>
<tr>
<td>£610,000</td>
<td>High</td>
<td>Impact, deliverability</td>
<td>Tame the utilitarian landscape, Extend local food production</td>
<td>ULV Landscape Strategy, ELGG 1.1.06, 1.1.07, 1.1.08</td>
<td>LVRPA, Thames Water, Private</td>
<td>LVRPA, Thames Water</td>
<td>Old railway line employment land designation, Soil testing, Productive landscapes forum</td>
</tr>
<tr>
<td>n/a</td>
<td>Medium</td>
<td>Connected by its rivers</td>
<td>ULV Landscape Strategy, ELGG 1.1.09</td>
<td>TFL, LB Enfield, Network Rail</td>
<td>LB Enfield, LVRPA</td>
<td>Flood storage required in this area</td>
<td>Detailed feasibility study</td>
</tr>
<tr>
<td>n/a</td>
<td>Medium</td>
<td>Extend local food production</td>
<td>ULV Landscape Strategy</td>
<td>Private</td>
<td>LB Enfield</td>
<td>Land contamination</td>
<td>Productive landscapes forum</td>
</tr>
<tr>
<td>£740,000</td>
<td>High</td>
<td>Impact, deliverability</td>
<td>A chain of big landscapes</td>
<td>ULV Landscape Strategy</td>
<td>LVRPA, Environment Agency</td>
<td>LVRPA, Environment Agency</td>
<td>Land contamination, indemnity, subsidence</td>
</tr>
<tr>
<td>£1,500,000</td>
<td>High</td>
<td>Impact, deliverability</td>
<td>A chain of big landscapes, Consolidate and link wild spaces</td>
<td>ULV Landscape Strategy</td>
<td>LVRPA, Environment Agency</td>
<td>LVRPA, Environment Agency</td>
<td>EA operational site Indemnity, Start discussions with Rammey Lock Cruising Club, Bridges study</td>
</tr>
<tr>
<td>£320,000</td>
<td>Medium</td>
<td>Consolidate and link wild spaces</td>
<td>ULV Landscape Strategy</td>
<td>LVRPA, TFL</td>
<td>Environment Agency, LVRPA</td>
<td>Contaminated land</td>
<td>EA project scoping for habitat enhancements in place</td>
</tr>
<tr>
<td>£625,000</td>
<td>High</td>
<td>Impact, deliverability</td>
<td>Connected by its rivers, A network offering choices</td>
<td>ULV Landscape Strategy</td>
<td>LVRPA, Broxbourne BC</td>
<td>LVRPA, LB Enfield, Broxbourne BC</td>
<td>SINC</td>
</tr>
<tr>
<td>£425,000</td>
<td>Medium</td>
<td>Connected by its rivers, A network offering choices</td>
<td>ULV Landscape Strategy, ELGG 1.1.11</td>
<td>LVRPA, Epping Forest DC</td>
<td>LVRPA, Epping Forest DC</td>
<td>Land assembly</td>
<td>Detailed feasibility study</td>
</tr>
</tbody>
</table>