



## 6.1 SITE, USES AND LAYOUT

### 6.1.1 SITE USES

The Edmonton EcoPark is identified as a site safeguarded for existing waste management and its continued use for waste management purposes is supported in the draft NLWP. The Project would promote and maintain the role of the Edmonton EcoPark as the primary waste management site for north London.

### 6.1.2 AMOUNT OF DEVELOPMENT

The amount of development proposed has been established through modelling of forecast future waste generation as set out in the Need Assessment (AD05.04) and a review of technology options to deliver the required ERF as set out in the Alternatives Assessment Report (AD05.03). In combination, these assessments have established the facilities required, as described in Section 3 of this DAS, and set the brief for the design of the Project. On-going operation of the existing EfW facility during development has also been a driver that has influenced the site layout as it would not be feasible to close the Edmonton EcoPark during construction.

### 6.1.3 SITE ORGANISATION

The need to meet operational requirements and deliver a safe and efficient working environment has driven the organisation of the proposed works. The proposed organisation of the Edmonton EcoPark would establish a clear distinction between operational and public zones:

- a. operational zone: the western part of the Edmonton EcoPark, adjacent to the industrial estates, would accommodate the majority of operational activities including circulation and access to the main waste management facilities. Access to this area would be from the south or north, with a main circulation road distributing traffic along the Edmonton EcoPark.
- b. public zone: the area to the east would feature a landscape edge responding to the SMINC and the LVRP. This area would accommodate a new access for staff and visitors, EcoPark House and a new public gateway to the Edmonton EcoPark.

The organisation of the Edmonton EcoPark into two distinct areas also seeks to address environmental considerations by creating a landscape buffer between the operational activities to the west and the LVRP. This would assist in reducing the impacts of any noise and light emissions from buildings and external spaces.

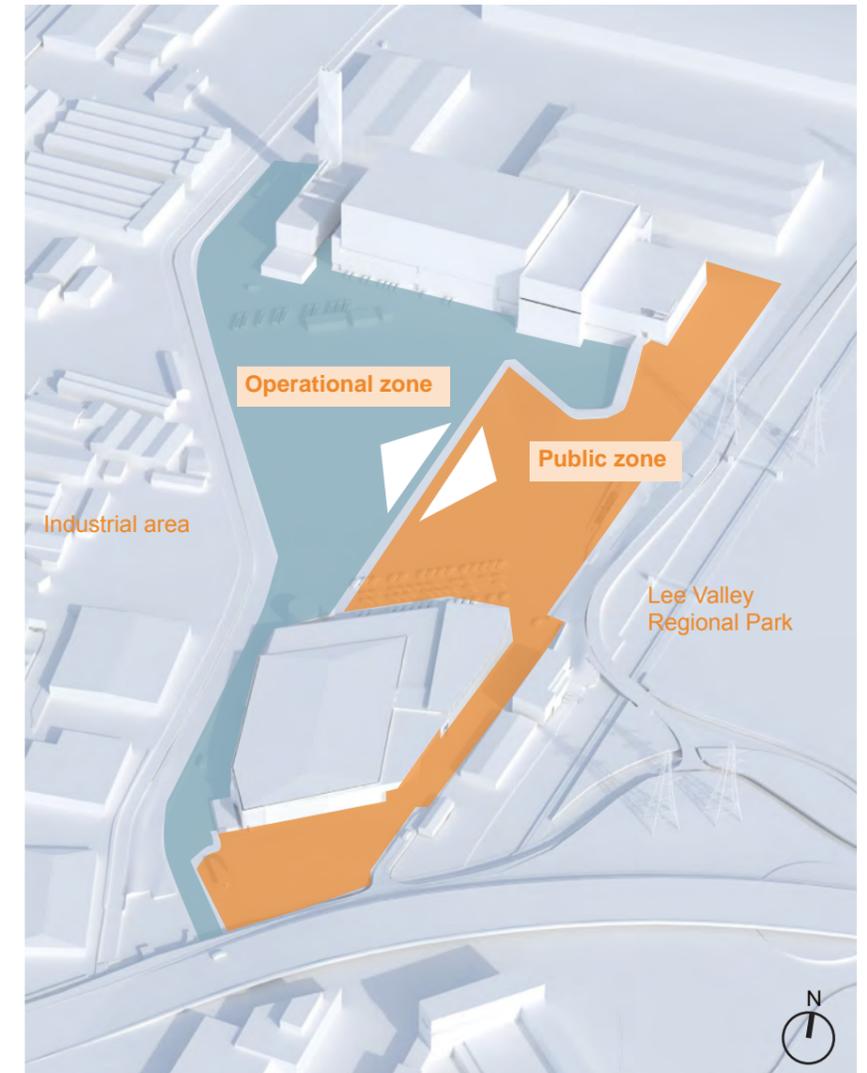


Figure 6.1: Edmonton EcoPark proposed organisation

### 6.1.4 SITE LAYOUT

The layout of the Edmonton EcoPark has been developed to support the continuous operation of waste management activities during demolition and construction phases, the relocation of some of the existing waste management activities on-site and safeguarding of the existing EfW facility for future waste development. Figure 6.2 shows the layout of the proposed EcoPark upon completion (after demolition of the existing EfW facility). The main features of the proposed layout are:

- a northern area accommodating the proposed ERF;
- a southern area accommodating the RRF and EcoPark House;
- a central space, where the existing EfW facility is currently located, which would provide a large consolidated area for future waste treatment facilities; and
- a new landscape area along the eastern edge, adjacent to the LVRP.

1. Energy Recovery Facility (ERF)	12. Vehicle wash
2. Resource Recovery Facility (RRF)	13. Transport Offices and Staff Facilities
3. EcoPark House	14. Toilets for crews delivering to site
4. ERF Weighbridges and ancillary offices.	15. Stack
5. RRF Weighbridges and ancillary offices.	16. Cooling Condensers
6. RRC Weighbridge and ancillary offices.	17. Raw Water Pre-Treatment Plant
7. Main Security Gatehouse	18. ERF Fire Water Tank
8. Satellite Gatehouses	19. Electrical Connection Upgrade
9. Transport Operations and Parking for on-site operational vehicles	20. Gas Compound
10. Fuelling area	21. External Stores and Contractors area
11. Oil and Fuel Storage area	22. RRF Ancillary Elements their spatial organisation and internal
	23. Waste-water treatment plant
	24. Staff and visitor car park

This section sets out the uses and layout for the following elements of the proposals:

- ERF;
- RRF; and
- EcoPark House.



Figure 6.2: Illustrative site layout at completion

## 6.1 SITE, USES AND LAYOUT

### 6.1.5. ENERGY RECOVERY FACILITY

#### Location

The process of converting waste to energy requires a sequence of plant components which result in a long rectangular building footprint. A series of elements associated with the ERF would also require close proximity to the main building.

The location for the proposed ERF and ancillary elements considered the following site specific operational and physical constraints:

- the need to reduce disruption to waste management activities during construction and allow for continuous operation of the existing EfW facility before it is decommissioned;
- retention of the existing EfW weighbridge and in-ramp during construction;
- retention of the existing site access from Advent Way;
- accommodating an access via Deephams Farm Road;
- protection of existing utility corridors at the Application Site;
- incorporating a landscape area to the east of the Edmonton EcoPark to be sensitive to the LVRP; and
- the potential need to relocate existing support facilities in intermediate construction phases. These include external stores, oil and fuel storage, and the fuelling area.

These spatial requirements informed the possible location of the ERF, as illustrated in Figure 6.3.



Figure 6.3: Options considered for ERF location

## 6.1 SITE, USES AND LAYOUT

### Orientation

The orientation and maximum bunker depth of the proposed ERF was determined by site specific geotechnical conditions and the need to protect groundwater. This has been informed by site investigations to determine geological conditions.

The geology at the Application Site comprises Made Ground, Alluvium, Kempton Park Gravels, London Clay, Lambeth Group, Thanet Sand and White Chalk and there are aquifers beneath the Application Site. Figure 6.4 shows the geology of the Application Site in relation to the proposed ERF location. The London Clay provides protection to the underlying aquifers by limiting vertical movement of groundwater. Maintaining a layer of low permeability clay would reduce the risk of potential contamination of the deeper aquifer from the surface and shallow soils. Advice from the EA recommended a five to eight metre exclusion zone between the base of the ERF foundations and the base of London Clay. The proposed ERF location incorporates a five metre exclusion zone as shown in Figure 6.4.

During design development, an ERF orientation that located the bunker in the north-west of the Application Site was considered, however this would not achieve the required depth of London Clay.

The proposed east-west orientation of the ERF, with the tipping hall located to the east and the process hall and stack located to the west, would ensure that at the deepest point of the ERF (the waste bunker retaining wall) there would be depth of approximately 7m of London Clay and a depth of approximately 12m of London Clay below the waste bunker itself as shown in Figure 6.4. Furthermore, an east-west orientation would result in the tallest part of the proposed ERF and stack being located further from the LVRP while retaining an area along the eastern edge for landscaping.

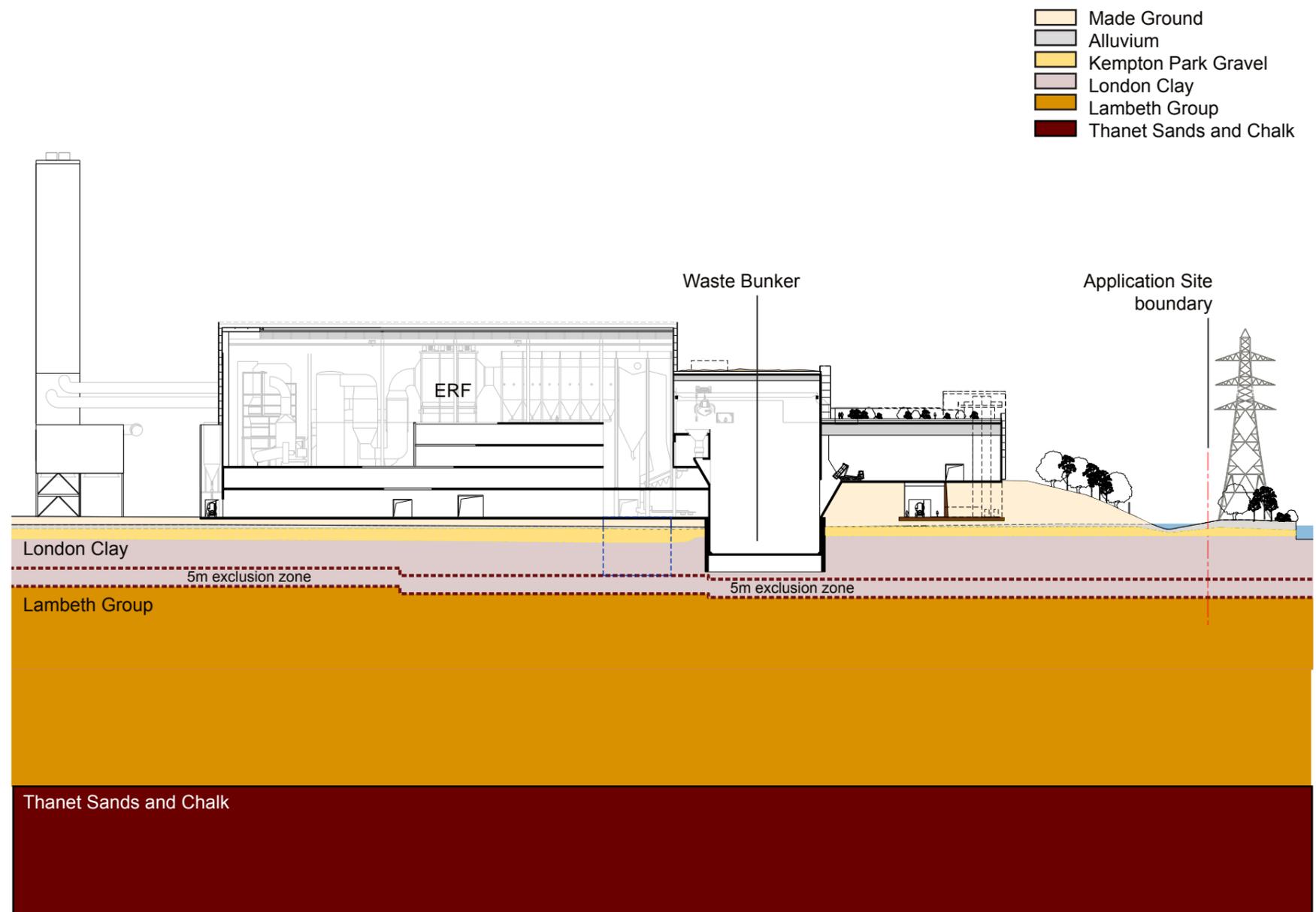


Figure 6.4: Illustrative long section of proposed ERF, showing the strata beneath the facility (Depth of strata illustrative only)

**Layout**

The layout of the proposed ERF was informed by the process of converting waste to energy. Plant components are arranged in a linear sequence from tipping hall to the stack. From east to west, the main components of the ERF would be:

1. tipping hall, where the waste is delivered, would be a column-free space, located 10m above ground level. This is due to the required level difference between the bunker and tipping hall base levels. The waste (now regarded as fuel) to be processed in the ERF would be delivered by vehicles which access the tipping hall from its north side, via a one direction ramp, after being weighed. Vehicles would reverse to tip into the waste bunker. Empty vehicles would leave the tipping hall from the south, down an out ramp, on their way to the outbound weighbridge, located at ground level, where they would again be weighed.
  2. adjacent to the tipping hall would be the waste bunker, where the waste would be mixed to create a homogeneous stock of fuel for the optimal operation of the ERF.
  3. the crane hall, which would house two overhead grab cranes to mix the fuel, would be located above the waste bunker. The crane would be managed from an adjacent control room to the north of the crane hall, from which the bunker could be easily observed.
  4. contiguous to the waste bunker, to its west, would be the process hall which would house two waste process lines (each consisting of a grate and boiler).
  5. the turbine hall would sit under the process hall and accommodate the turbine and the generator, together with workshops.
- The last elements in the waste process line would be the cooling condensers (6) and the stack (7) which would be separated from the main ERF building.

The last elements in the waste process line would be the cooling condensers (6) and the stack (7) which would be separated from the main ERF building.

Facilities for employees at the ERF would be consolidated to the north of the waste bunker in the ERF offices (8). The proposed location of the ERF offices allows segregation from ERF operations.

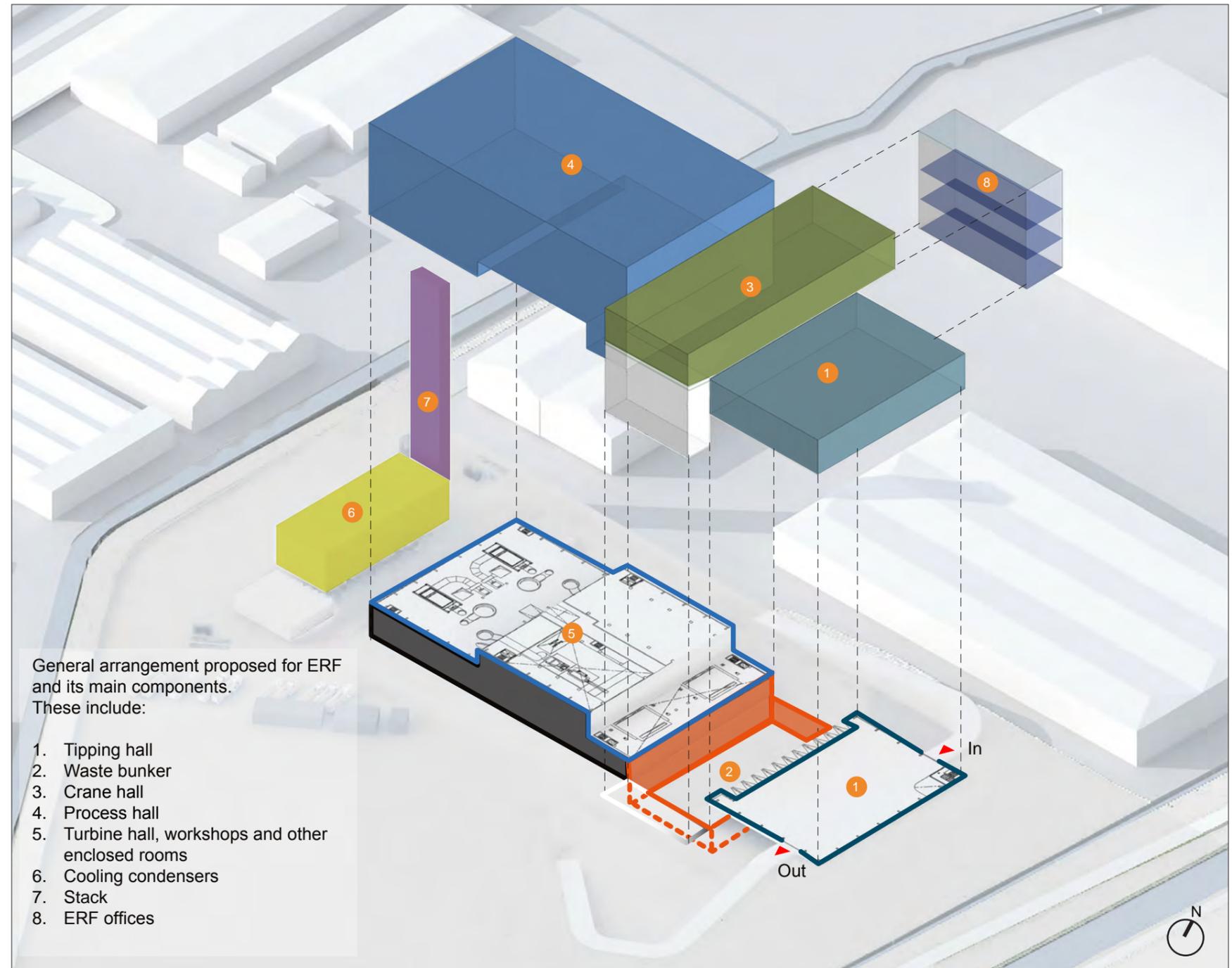


Figure 6.5: Illustrative exploded axonometric view of the main components of the ERF

# 6.1 SITE, USES AND LAYOUT

## 6.1.6. RESOURCE RECOVERY FACILITY

### Location

The RRF would consolidate the operations of the existing BWRf, FPP facilities in the RFPF as well as a new RRC for use by both the public and small businesses. A combined RRF would allow for the immediate management of the waste and recyclable materials that are delivered to the RRC.

Two RRF locations were considered; a northern location, to the east of the existing EfW facility and a southern location, to the south of the existing EfW facility. While the northern location would result in the RRF being located in close proximity to the proposed ERF, a southern location was preferred because:

- a. the size of the area east of the existing EfW facility is constrained and would be required as a construction area to support the decommissioning and demolition of the existing EfW facility and construction of the proposed ERF; and
- b. it would provide a consolidated area of equivalent scale to the existing facilities and the location would limit disruption to on-going activities.

### Layout

The RRF would comprise four distinct zones:

1. tipping apron - a hard surface circulation area for incoming vehicles to tip their contents;
2. a zone for the reception, sorting and preparation and storage of waste;
3. the RRC; and
4. RRF offices containing staff facilities.

The position of the tipping area and the reception zone were determined by the access requirements of approaching vehicles as well as the locations of the weighbridges and their queuing areas. The provision of adequate queuing space is important for the success of site-wide operational circulation.

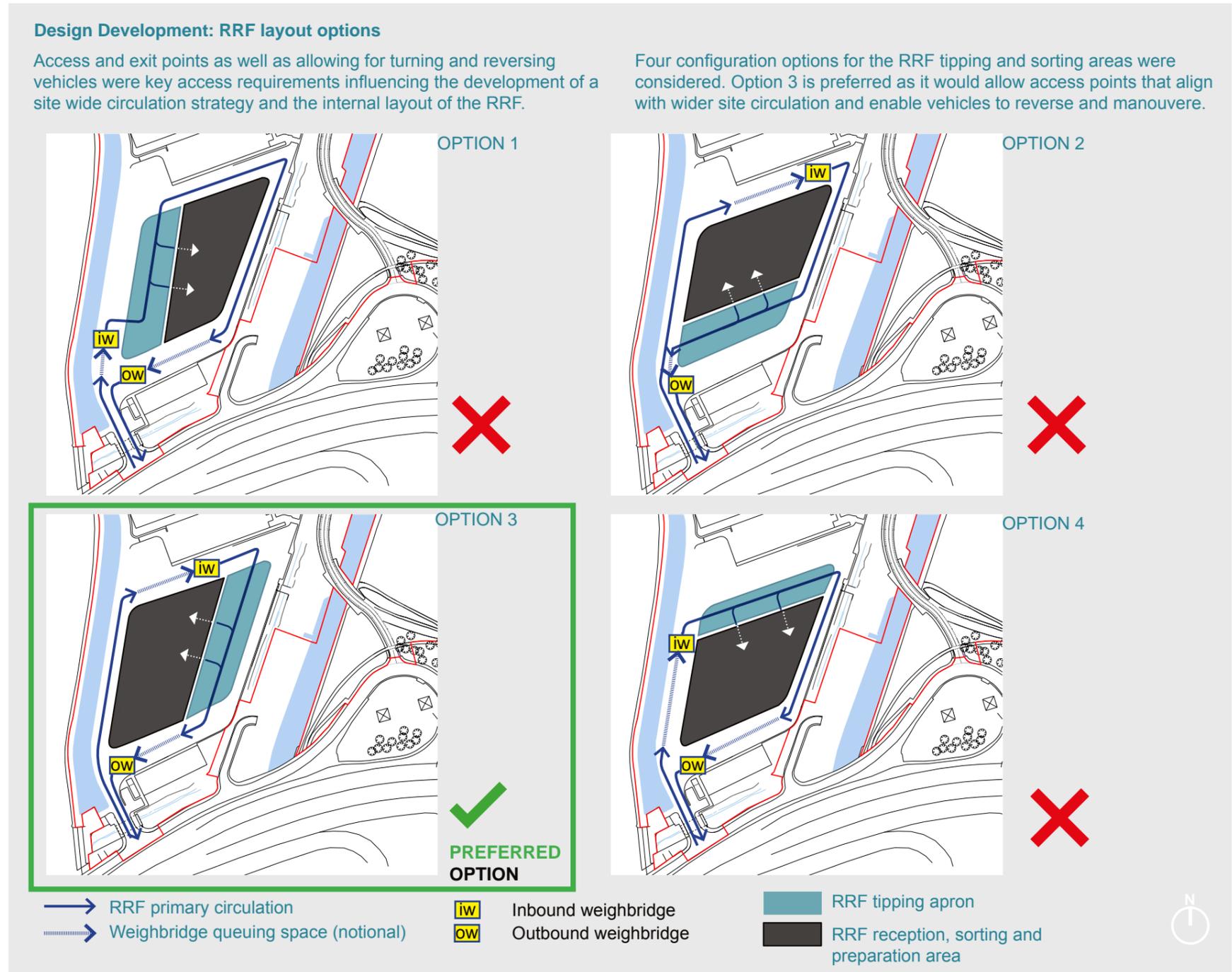


Figure 6.6: Design development: RRF layout options

Two arrangements were considered to combine the RFPF and RRC elements: the first would split the RRC across two levels; the second would consolidate all RRC functions on a single level. The Project proposes the RRC at a raised level to support the separation of operational and public areas and to provide easy access to the tipping area for the public.

The RRF would be arranged with operational facilities (the tipping apron and the reception, sorting and preparation area) in the west side of the RRF and the publically accessible RRC would be located to the east, facing EcoPark House. The division of these areas would facilitate efficient vehicle circulation and site management while reinforcing safety on-site.

The RRF offices would be consolidated in a mezzanine floor above the RRC and tipping apron so that both the public and operational areas would be visible from staff facilities.

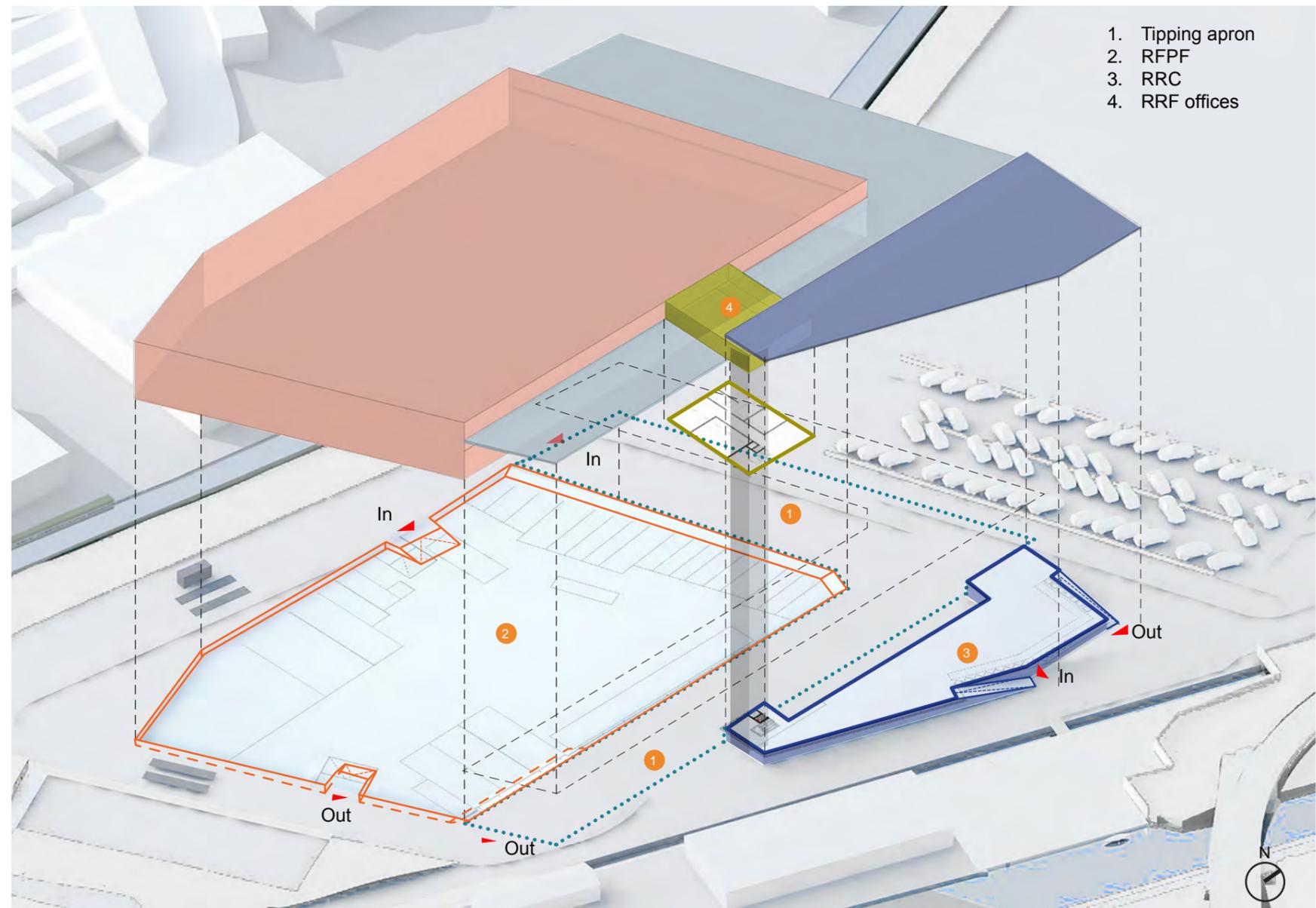


Figure 6.7: Illustrative exploded axonometric view of the main components of RRF and RRC

## 6.1 SITE, USES AND LAYOUT

### 6.1.7. ECOPARK HOUSE

#### Location

EcoPark House would be the public gateway to the Edmonton EcoPark, providing a visitor, community and education facilities and office accommodation, including a base for the Edmonton Sea Cadets. Two location options were considered in design development:

- the wharf in the east of the Edmonton EcoPark, adjacent to the River Lee Navigation;
- adjacent to the existing main entrance in the south of the Edmonton EcoPark.

The wharf location was considered to be most appropriate because:

- this area would not be required for operational activities;
- there would be greater opportunity to benefit from the naturally sheltered landscape setting of the LVRP and the River Lee Navigation;
- it would accommodate the relocation of Edmonton Sea Cadet facilities on-site; and
- a new visitor entrance could be created, separate to operational access.

The proposed location of EcoPark House responds to flood risk mitigation and access requirements by allowing for:

- 8m set-back from the River Lee Navigation (or in line with the existing wood yard structure);
- 8m set-back from Enfield Ditch (or in line with existing wharf structure); and
- minimum set-back of 3m from the red line boundary and/or site edges, to allow access around the new structures.

#### Layout

The layout of EcoPark House has been developed to face the River Lee Navigation, providing a direct link to support the activities of the Edmonton Sea Cadets and views of the LVRP and the Edmonton EcoPark. The design accommodates a mix of segregated and shared spaces for the Edmonton Sea Cadets and other users.

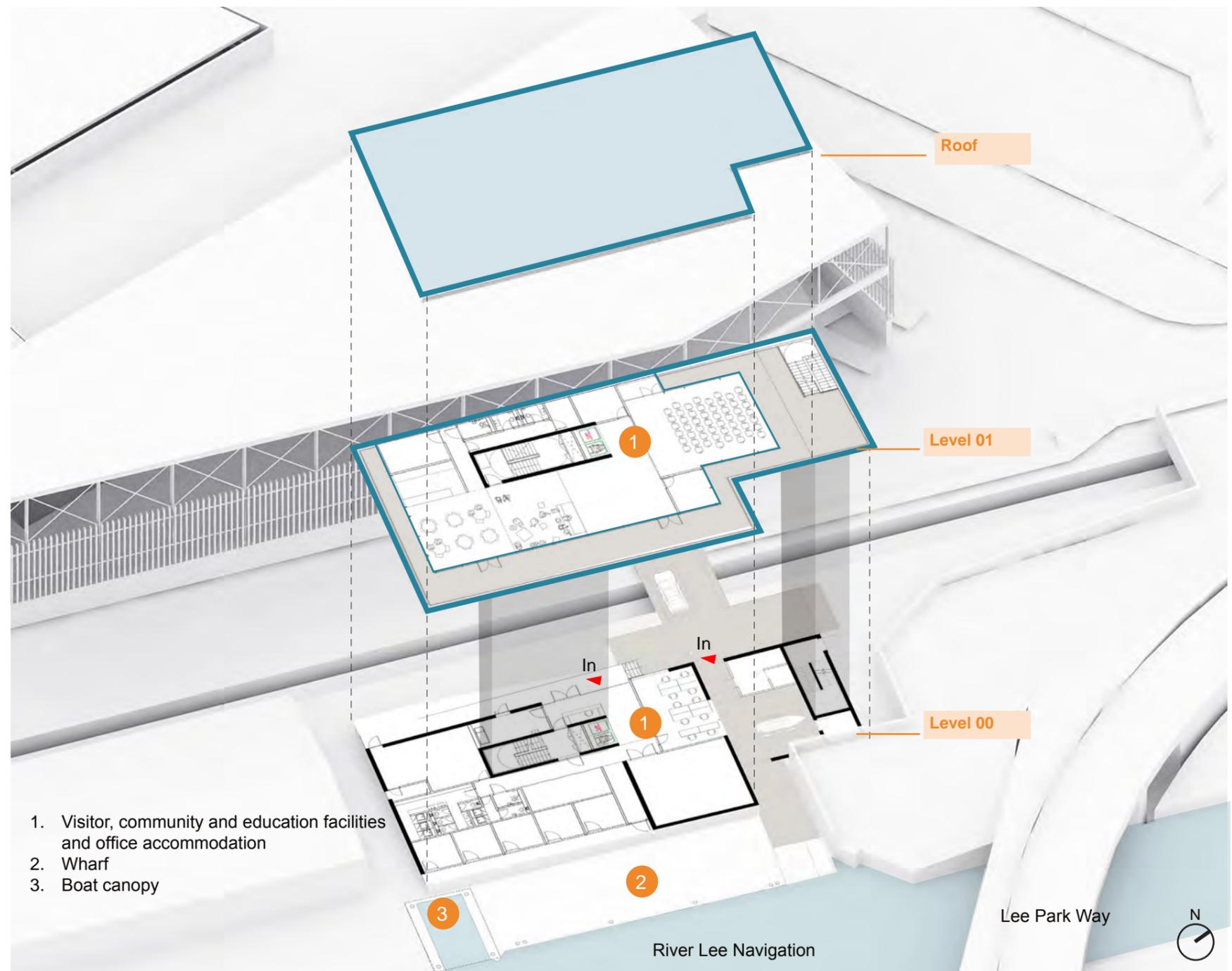


Figure 6.8: Illustrative exploded axonometric view of EcoPark House (illustrative internal layout)

## 6.2 ACCESS AND CIRCULATION

The development of the design has considered access and movement for the Edmonton EcoPark including new access points to the Edmonton EcoPark, internal site circulation, emergency access and pedestrian/cycling routes.

The proposals have been informed by:

- the need to allow for continued operation of the Edmonton EcoPark during decommissioning, demolition and construction stages;
- an understanding of operational requirements for the Edmonton EcoPark;
- safety considerations arising from waste management processes and activities (requiring the separation of pedestrians, cyclists and cars from operational vehicles);
- recognition of the potential to introduce new access points to the north and east of the Edmonton EcoPark;
- the need to ensure that the proposed circulation movements would work during phased implementation;
- provision of safe and inclusive access that aims to allow for ease of access for all; and
- maintenance of existing Public Rights of Way, footpaths and cycle routes.

### 6.2.1 ACCESS POINTS

The Edmonton EcoPark is currently accessed via one single point to the south of the Edmonton EcoPark off Advent Way; this is a two way road access, shared by operational vehicles, staff and visitors. The Project proposes the creation of two new access points in addition to the existing access off Advent Way:

- eastern access off Lee Park Way (for public, staff and visitors); and
- northern access along Deephams Farm Road leading from Ardra Road (access for construction traffic and waste delivery vehicles).

The proposed access points for the Edmonton EcoPark have been arranged in order to allow construction and operational traffic to be separated during decommissioning, demolition and construction stages and to provide separate access for operational and non-operational traffic during operation.

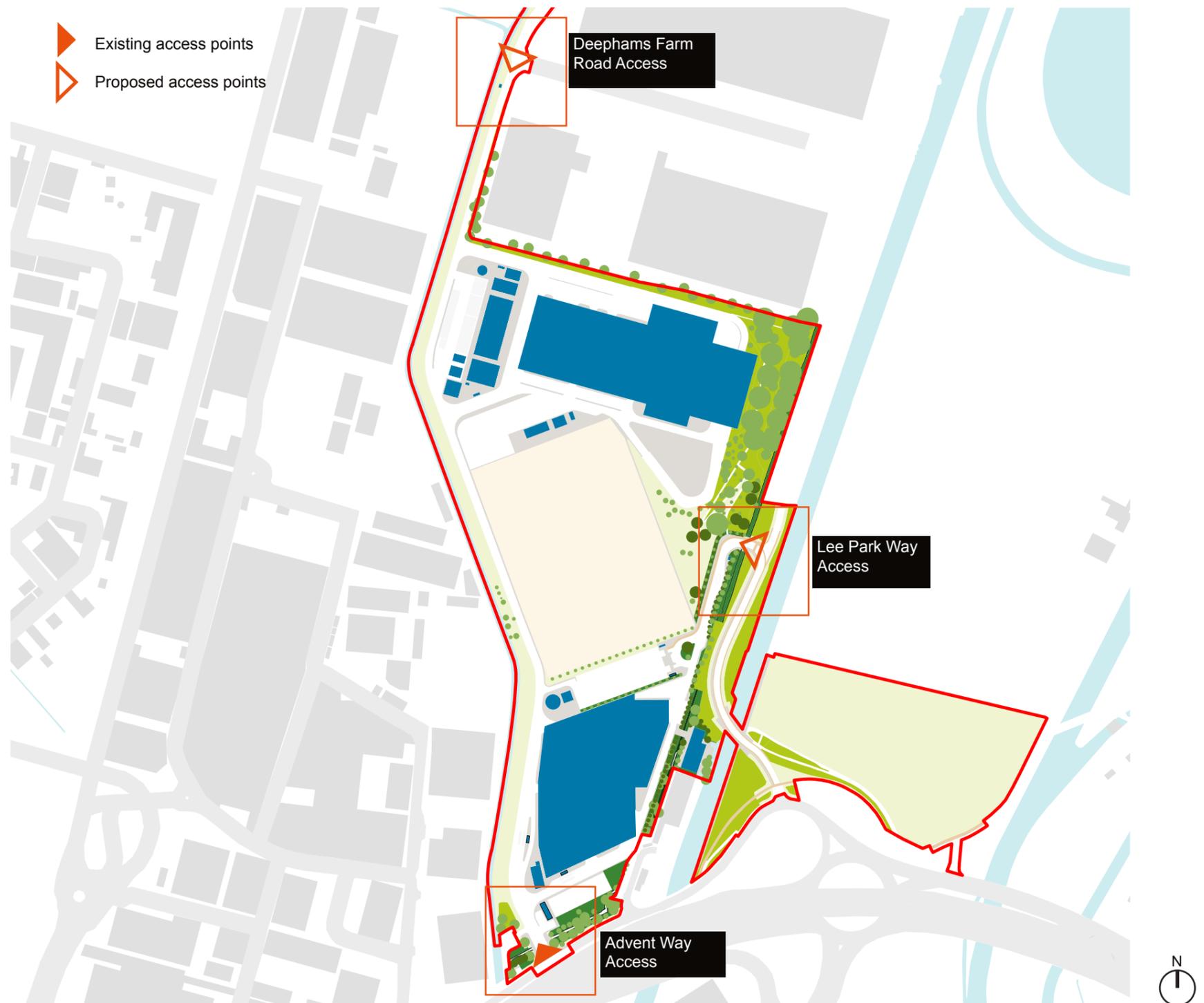


Figure 6.9: Existing and proposed access points to the Edmonton EcoPark

**Access from Advent Way (South)**

The Edmonton EcoPark's existing main access off Advent Way would continue to serve as the main access point for operational vehicles, crossing a bridge over the Enfield Ditch to enter and exit the Edmonton EcoPark.

It is proposed that the access would be widened to improve operational access to the Edmonton EcoPark. The proposed width of the widened access would be equivalent to four lanes of traffic and a larger turning radius from Advent Way. This would allow for three lanes of traffic and a generous footpath as shown in Figure 6.12. Together, these measures would accommodate manoeuvring of large operational vehicles and improved visibility.

In addition, a new security gatehouse is proposed. This would be the main security building within the Edmonton EcoPark consolidating facilities for gate management, a CCTV room and security staff welfare.



Existing bridge over Enfield Ditch Proposed widening of Advent Way access

Figure 6.10: Photo of Advent Way access looking into the Edmonton EcoPark

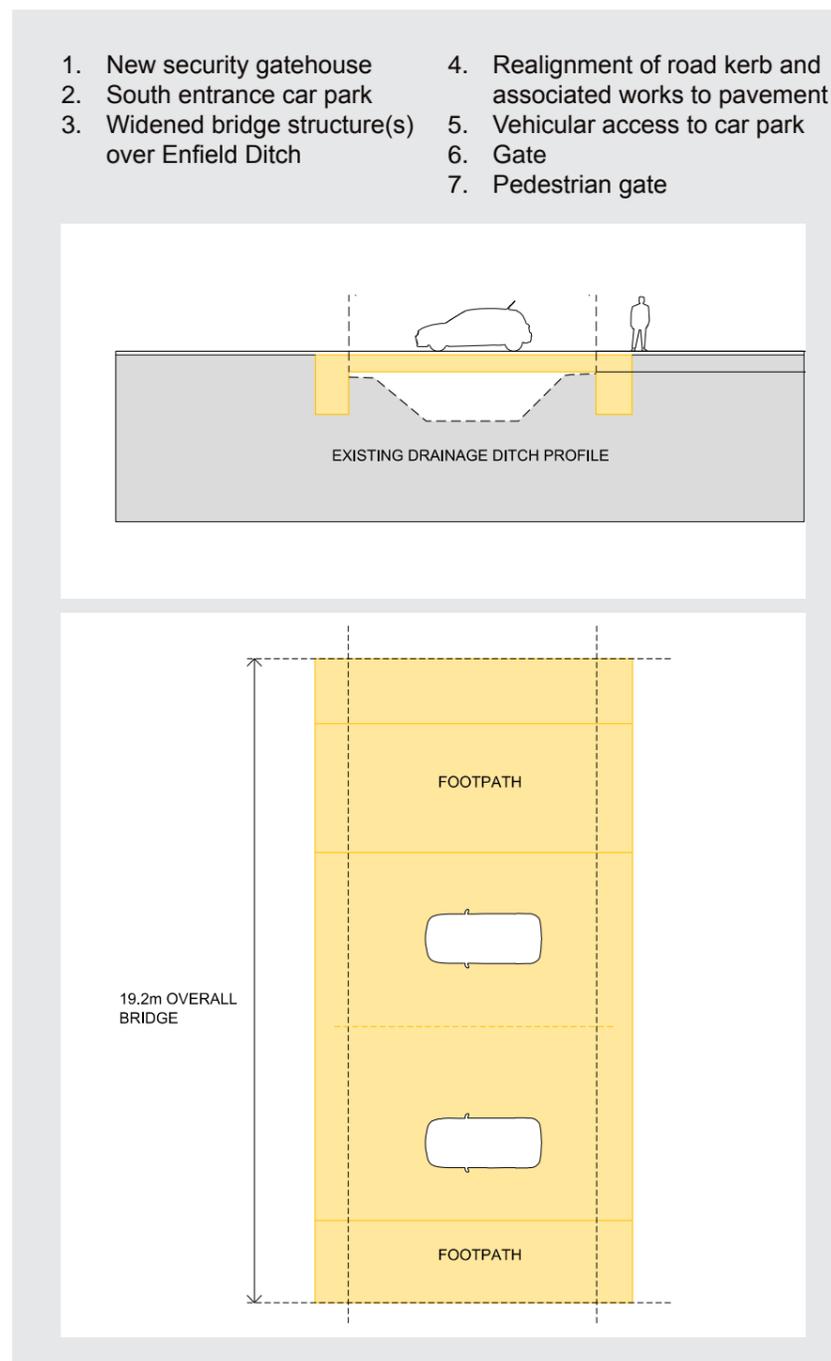


Figure 6.11: Illustrative plan and section of the access bridge over Enfield Ditch, showing proposed improvements and extension.

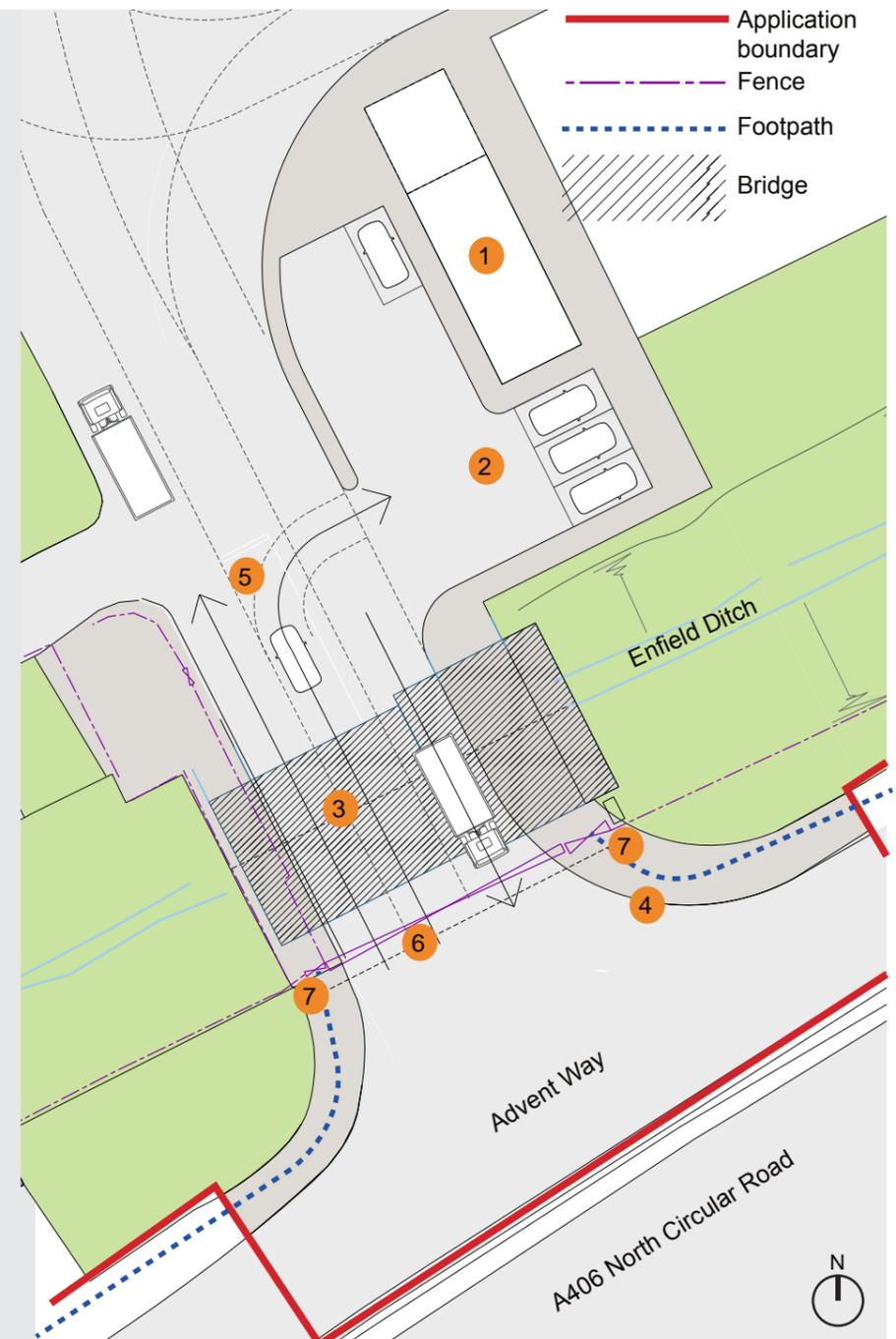


Figure 6.12: Illustrative access from Advent Way.

## 6.2 ACCESS AND CIRCULATION

### Access from Deephams Farm Road

The existing emergency access at the north-western corner of the Edmonton EcoPark would be used as a new entrance point for large operational traffic. This access point would additionally be used as the primary access point for construction traffic. This would separate operational traffic for the existing EfW facility and traffic associated with the construction of the proposed ERF, contributing to safety on-site.

The access point utilises Deephams Farm Road and Ardra Road both of which are currently unadopted and owned and maintained by Kennet Properties Ltd. It is intended that Deephams Farm Road would be acquired and form part of the operational Edmonton EcoPark.

Works necessary to make the access suitable for operational and construction traffic include provision of a new security barrier and gatehouse to control vehicular traffic, improvement to the road surface of Deephams Farm Road (and potentially to Ardra Road which leads on from Deephams Farm Road) along with new fencing, CCTV and improved lighting.

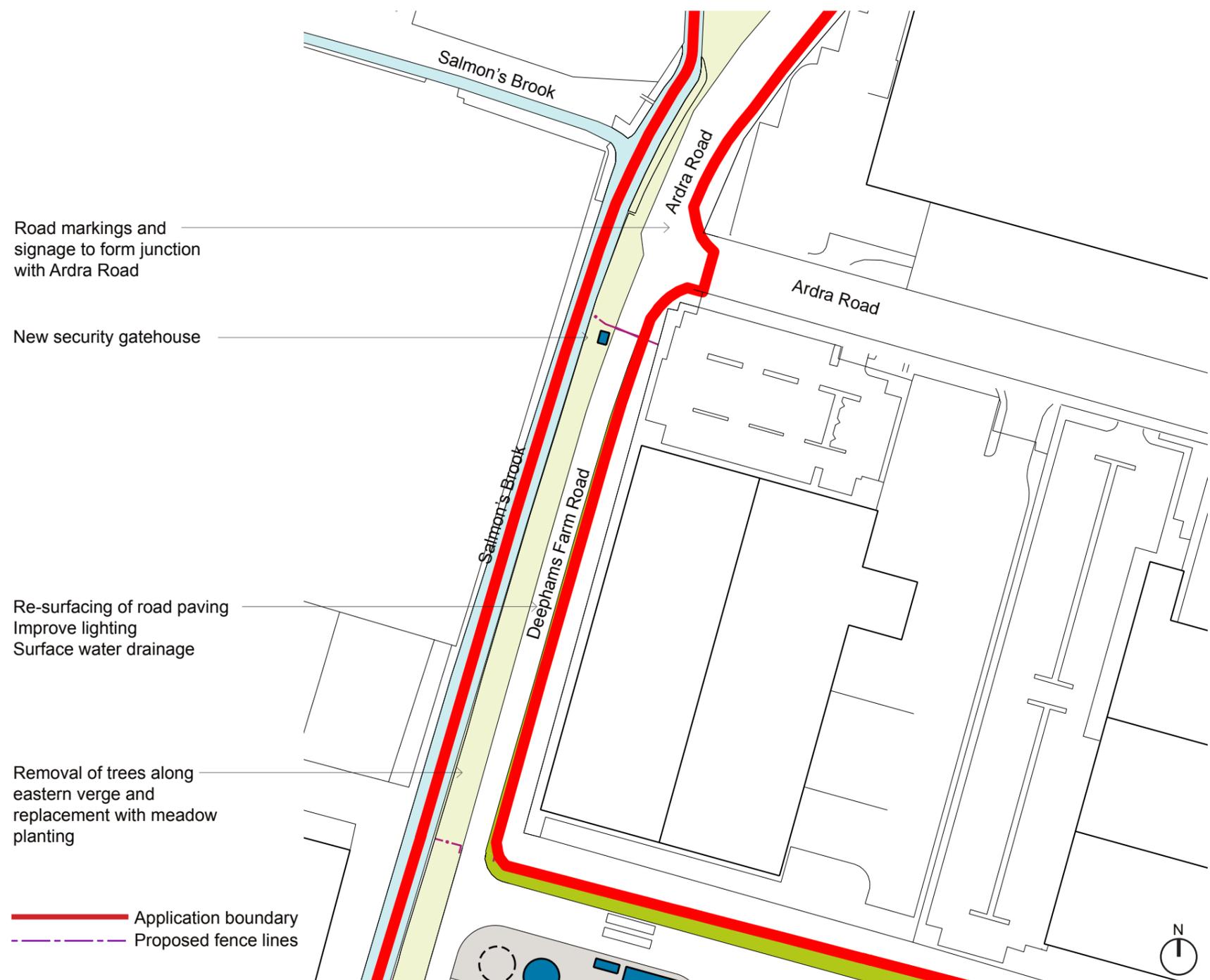


Figure 6.13: Illustrative access from Deephams Farm Road

### Access from Lee Park Way (East)

Lee Park Way currently runs along the west of the River Lee Navigation before crossing over this river and forming a junction with Advent Way. The new proposed access from Lee Park Way would provide a secure vehicle, pedestrian and cycle access to the Edmonton EcoPark as shown in Figure 6.14, allowing for visitors to EcoPark House (including Edmonton Sea Cadets), staff accessing the main staff car park and access to the RRC for members of the public. Within the Edmonton EcoPark traffic would be separated from the operational traffic movements to the west.

Lee Park Way is currently unadopted and is owned and maintained by LVRPA. Improvement works to Lee Park Way and the creation of a new access point into the Edmonton EcoPark would be carried out in order to create the new entrance as illustrated in Figure 6.16.

Two vehicle barriers would be installed on Lee Park Way: one vehicle barrier to control access to the Edmonton EcoPark; and one to prevent vehicles travelling north of the Edmonton EcoPark entrance.

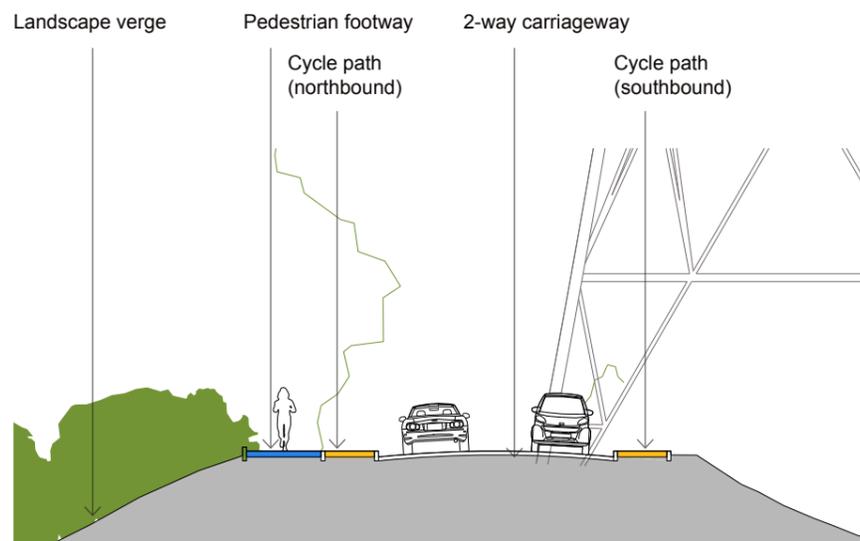


Figure 6.14: Illustrative cross section of improved Lee Park Way

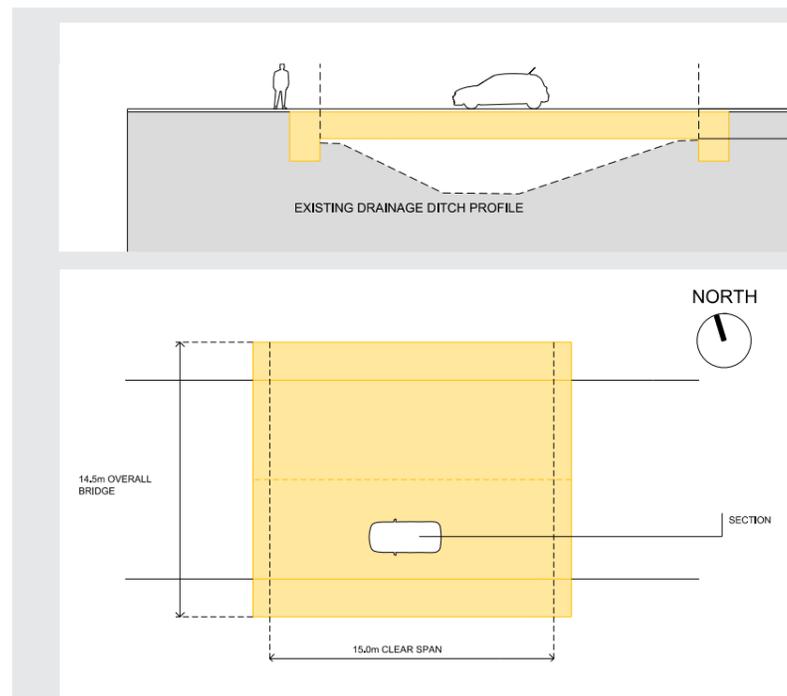


Figure 6.15: Illustrative plan and section of the new proposed access bridge over Enfield Ditch

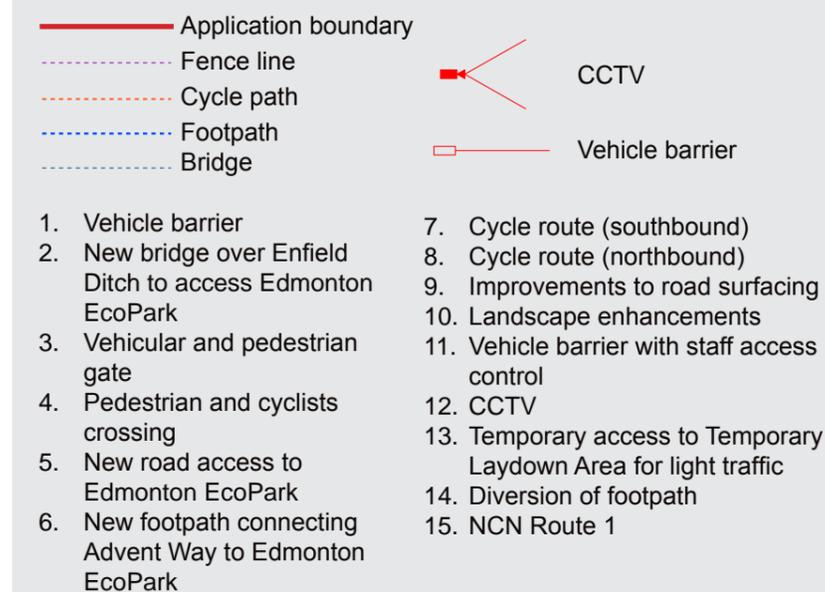


Figure 6.16: Illustrative access from Lee Park Way

## 6.2 ACCESS AND CIRCULATION

### 6.2.2 OPERATIONAL VEHICLE CIRCULATION

Edmonton EcoPark vehicle circulation has been considered in order to determine the required access for the Project, to ensure that the design of the Project accounts for operational and maintenance requirements and that the Edmonton EcoPark would provide safe and inclusive access. The majority of internal circulation in the Edmonton EcoPark would be related to operational traffic. A range of different vehicles would need to access the facilities within the Edmonton EcoPark, including 24-hour access to the ERF and RRF.

Vehicle movements associated with the Project would include:

- refuse collection vehicles (RCVs) and Heavy Goods Vehicles (HGVs) to and from the Edmonton EcoPark;
- slave vehicles (transfer bulked waste from the RRF to the ERF);
- deliveries to the Edmonton EcoPark;
- staff and visitors; and
- private vehicles/commercial vehicles driving to and from the RRF.

The indicative vehicle circulation within the Edmonton EcoPark aims to ensure that the Edmonton EcoPark would be safe for vehicles, pedestrians and cyclists and would contribute to operational efficiency. For construction, a traffic management plan would be produced which would include the proposed traffic management strategy, temporary diversions of highways or other public rights of way and the site boundaries access points as set out in the CoCP (AD05.12).

Three operational circulation options were considered during design development which aimed to:

- reduce vehicle crossovers;
- provide a logical system that could be adopted by all Edmonton EcoPark users;
- develop a strategy that could be adopted for potential future uses on-site;
- allow space for potential future development on the Edmonton EcoPark; and
- allow for weighbridge positions.

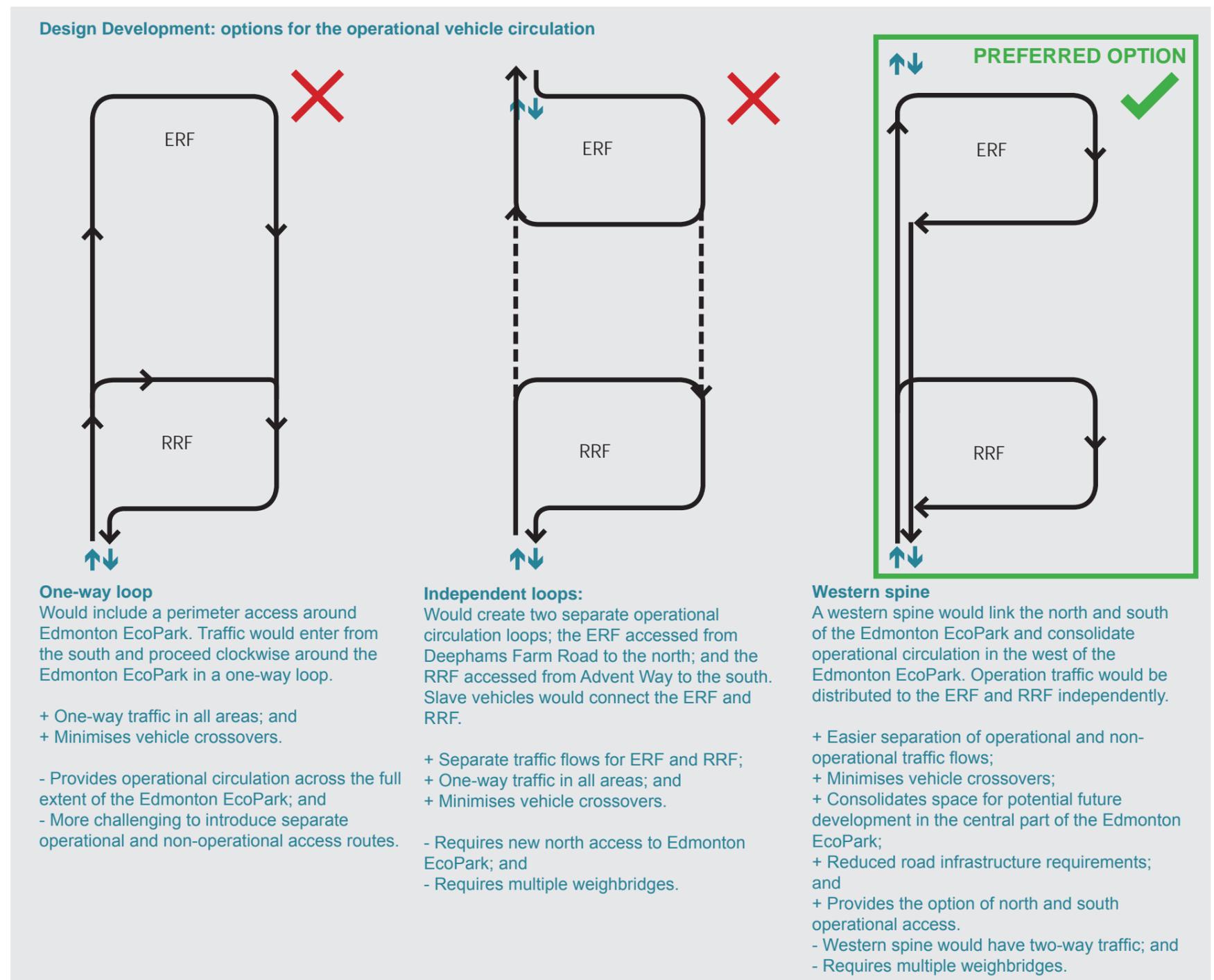


Figure 6.17: Options for the Edmonton EcoPark vehicle circulation (note non-operational flows are assumed to be separate in each scenario)

The proposed design allows for the western spine circulation as the preferred option. Advantages of this option are set out in Figure 6.18. The proposed internal circulation approach as illustrated as Figure 6.18 would allow for the following access arrangements:

**Operational vehicles:**

- waste delivery to the ERF from either Deephams Farm Road or Advent Way;
- access to the RRF from the western spine;
- a right turn lane on the western spine for vehicles accessing the RRF from Advent Way;
- exit from the RRF through Advent Way; and
- five weighbridges provided at strategic locations around the Edmonton EcoPark including a weighbridge on the non-operational route for commercial vehicles driving to and from the RRC.

**Non-operational vehicles:**

- separated from operational traffic;
- access from Lee Park Way; and
- separate route for vehicles, pedestrians and cyclists visiting the RRC or EcoPark House;

The indicative circulation strategies for the ERF and RRF are described in Sections 6.2.3 and 6.2.4. Internal circulation strategies have been developed taking into account the indicative Edmonton EcoPark operational circulation in order to optimise efficiency and safety within the Edmonton EcoPark.

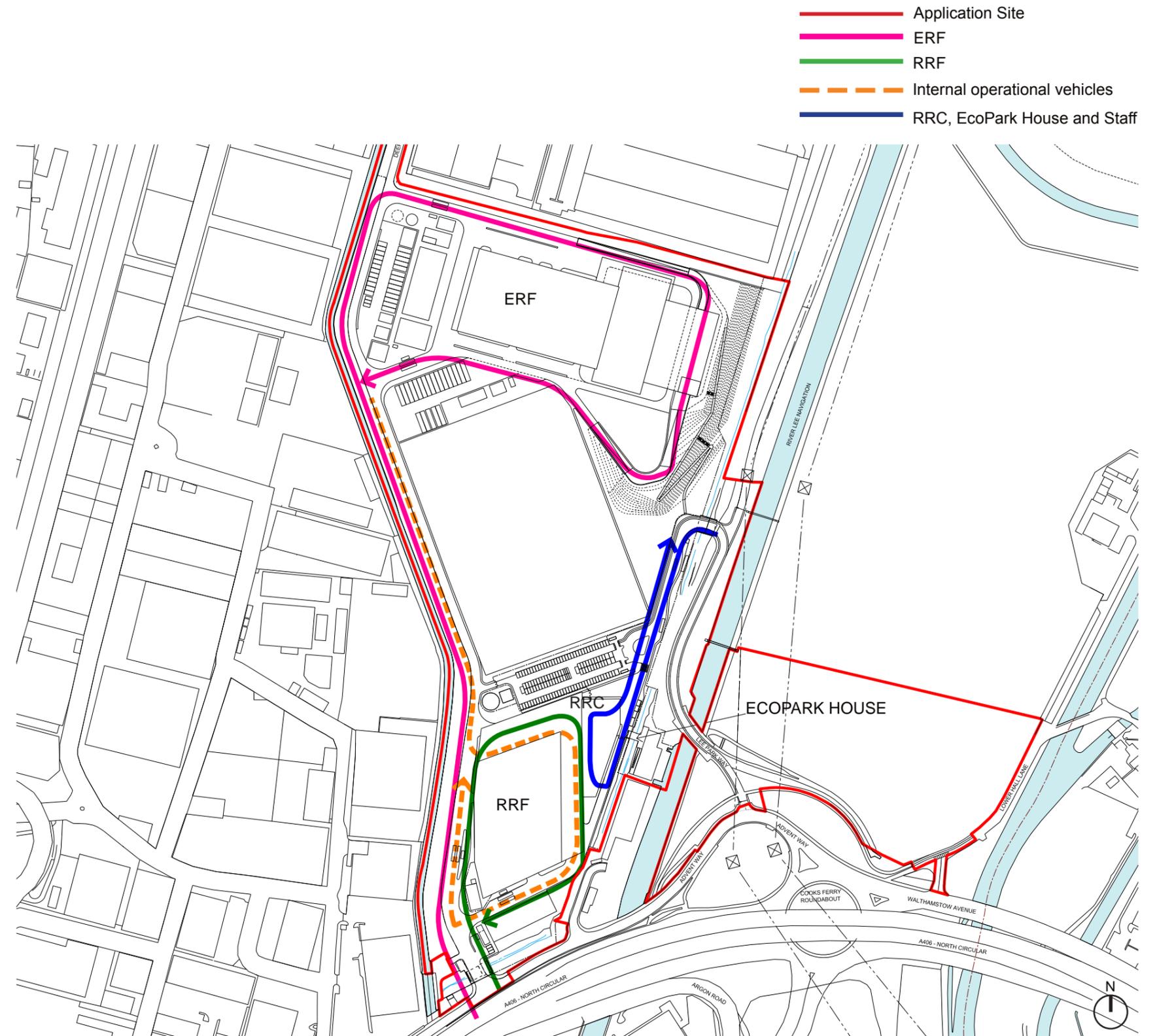


Figure 6.18: Illustrative Edmonton EcoPark internal circulation

## 6.2 ACCESS AND CIRCULATION

### 6.2.3 ERF CIRCULATION

The ERF operation would require the following vehicle movements, as shown in Figure 6.19:

1. access to tipping hall;
2. access to silos;
3. access to bottom ash;
4. maintenance access to the plant;
5. bypass road;
6. inbound weighbridge; and
7. outbound weighbridge.

The design of the ERF vehicle circulation accommodates vehicle access from the western spine via a one-way circulation loop. The tipping hall would be accessed via a one-way system where vehicles carrying waste would enter the tipping hall via the in-ramp, travel through the elevated tipping hall, and exit via the out-ramp to the south of the tipping hall. Vehicles not accessing the tipping hall would use a bypass road directly beneath the tipping hall to access other elements of the ERF as shown in Figure 6.19.

The inbound weighbridge (6) would be located off the western spine to the north of the ERF and an outbound weighbridge (7) would be located before the ERF circulation loop rejoins the western spine to the south of the ERF.

#### Maintenance Access

The design of the ERF provides for elevations which would be accessible for maintenance as described in Section 6.12 of this DAS. The indicative ERF circulation would accommodate emergency and maintenance access to the east of the ERF via the in-ramp, at the top of the landscape embankment and out-ramp.

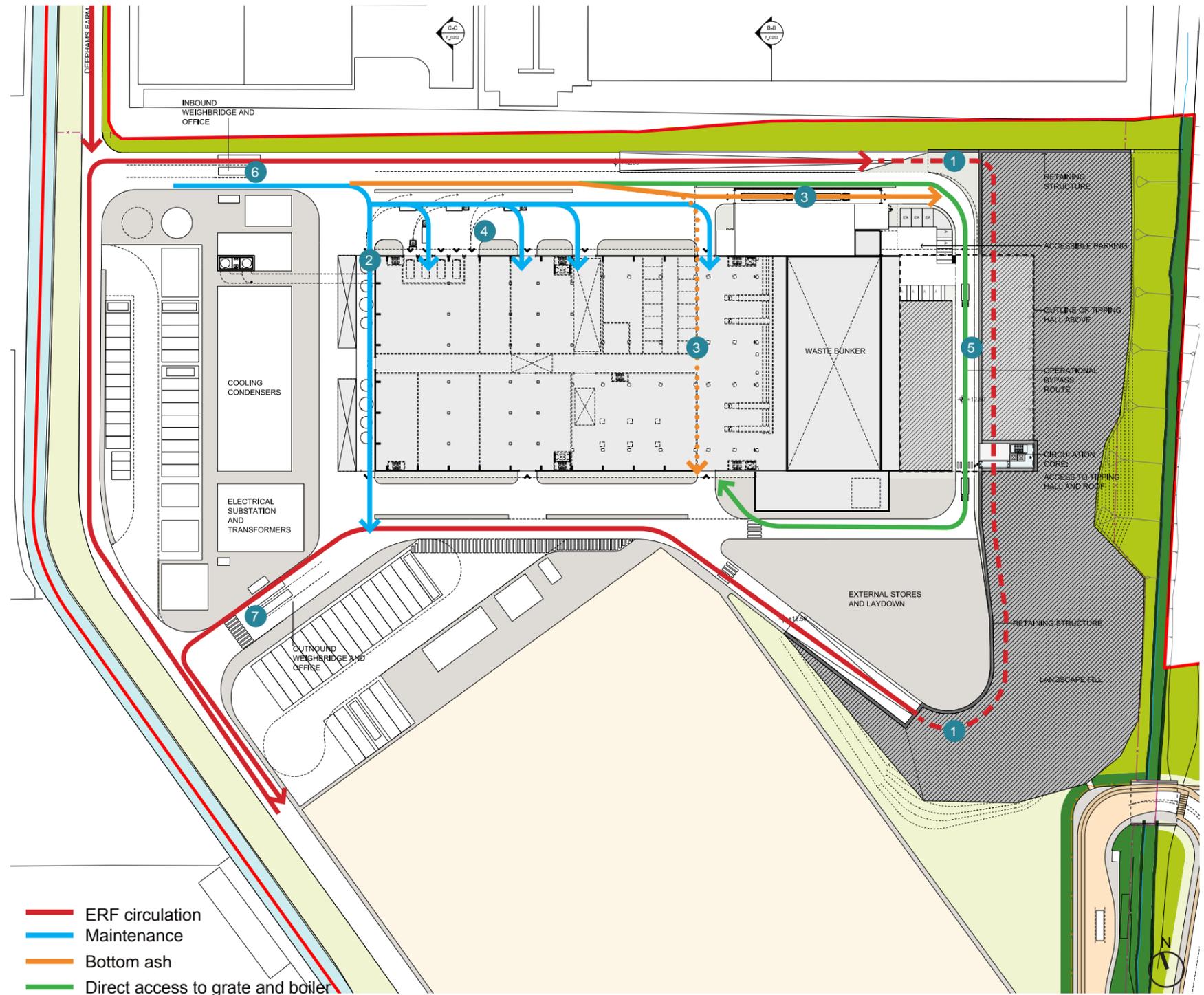


Figure 6.19: Illustrative ERF primary vehicular circulation

## 6.2.4 RRF CIRCULATION

The RRF circulation routes would accommodate:

- RRC deliveries;
- RCVs and HGVs to the RRF;
- loader; and
- container swap over vehicles.

### RRF deliveries

The design of the RRC could accommodate a range of domestic and small scale commercial vehicles driving to and from the RRC. A weighbridge would be located in east of the Edmonton EcoPark for commercial vehicles.

### RCVs

The RRF would be likely to receive waste from all Constituent Boroughs. The design provides for a typical vehicle tipping height of 7.5m as well as an area accommodating discharging vehicles with a tipping height up to 10.6m. RCVs would enter the RRF at the north of the RRF and exit to the south of the RRF. The indicative circulation accommodates queuing space to reduce disruption or blocking of to the inbound weighbridge or outbound weighbridge.

### HGVs

The design of the RRF would be capable of accommodating vehicles up to 18.75m in length and up to 3.5m in width, a kerb to kerb turning radius of up to 22.5m and a tipping height of up to 7.5m. Bulkers and HGVs would tip in areas located in the north section of the RRF.

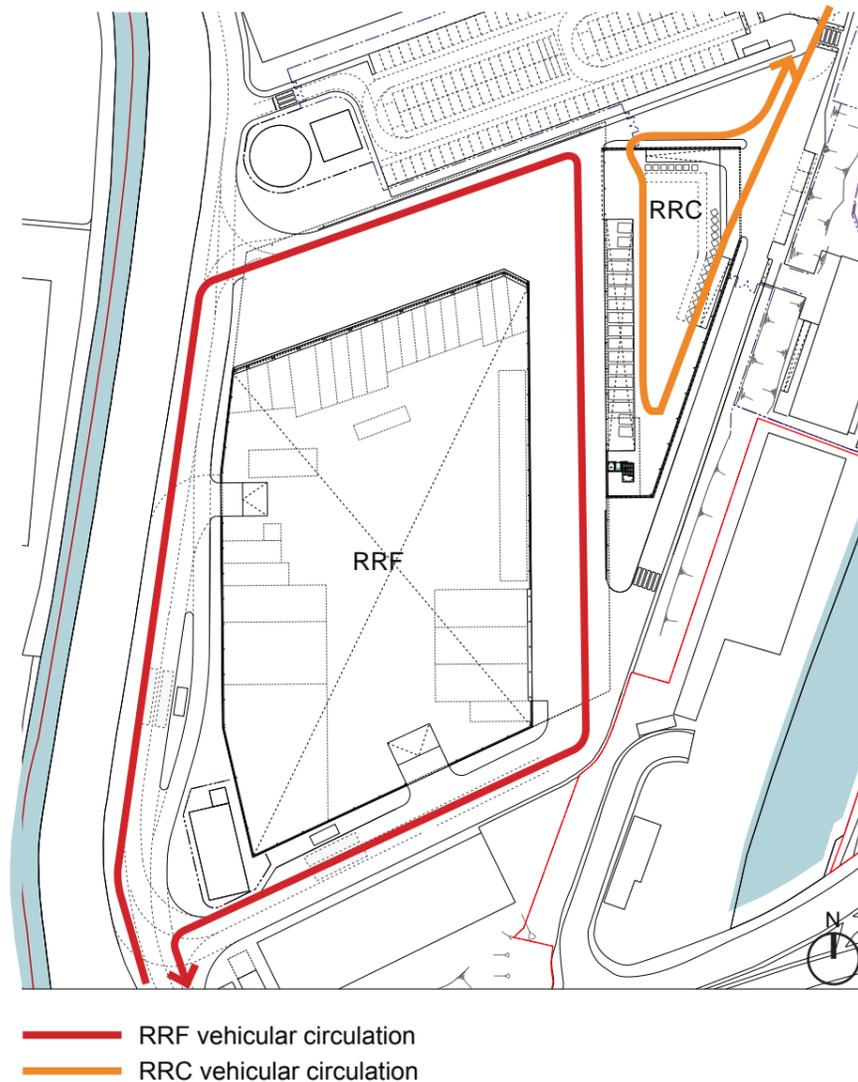


Figure 6.20: Illustrative RRF circulation

## 6.2.5 ECOPARK HOUSE CIRCULATION

The design accommodates the existing slipway to the north of the wharf adjacent to the River Lee Navigation for the Edmonton Sea Cadets' use to launch vessels into the River Lee Navigation. The bridge over Enfield Ditch to the west of EcoPark House would provide for Edmonton Sea Cadets to access the boat shed and the slipway as shown in Figure 6.21. A 5m wide zone would be secured to the west of EcoPark House for emergency access.

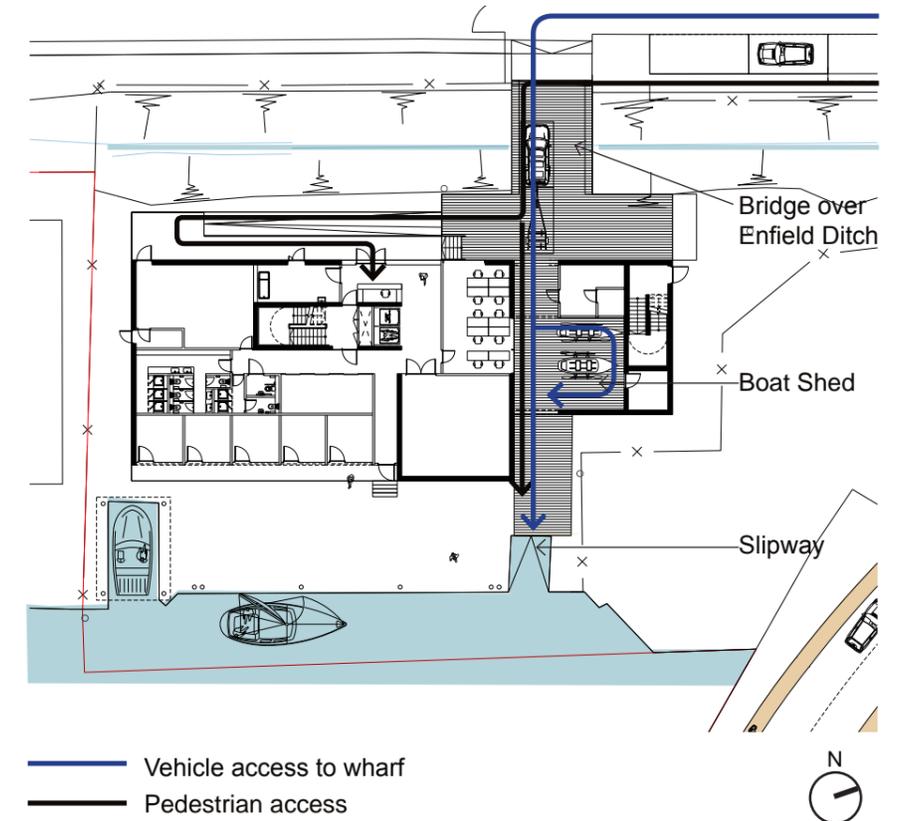


Figure 6.21: Illustrative Edmonton EcoPark House circulation

## 6.2 ACCESS AND CIRCULATION

### 6.2.5 PARKING AREAS

The design for parking areas provides for an appropriate level of parking to meet operational requirements and taking into account the existing poor public transport access to the Edmonton EcoPark.

#### Operational parking

The operation of the Edmonton EcoPark would be supported by an internal fleet of vehicles and operational staff would require transport support facilities, both of which necessitate an operational parking area. The Project makes provision for operational parking in and around the ERF as shown in Figure 6.22.

The design of the Project provides for operational parking within the Edmonton EcoPark during the demolition of the existing EfW facility and construction of the proposed RRF and ERF to facilitate the continued operation of the Edmonton EcoPark. The location of the proposed operational parking allows the potential to relocate existing parking and transport support facilities north of the existing EfW facility during construction of the RRF and to subsequently extend this area to the west of the ERF after construction of the ERF and demolition of the existing EfW facility.

#### Non-operational traffic (staff and visitors)

Parking for non-operational vehicles is currently located in a number of locations across the Edmonton EcoPark providing a total of 212 car parking spaces for staff and visitors.

Up to 132 car parking spaces, 26 cycle spaces, 6 motorcycle spaces and three coach/minibus spaces are proposed at the Edmonton EcoPark at the locations shown in Figure 6.22. The design allows for a new central parking area for non-operational traffic accessed from Lee Park Way. Adequate provision of accessible and electrical vehicle parking spaces would be included. Accessible parking spaces would also be created next to EcoPark House and the east of the ERF to provide easy access to these facilities.

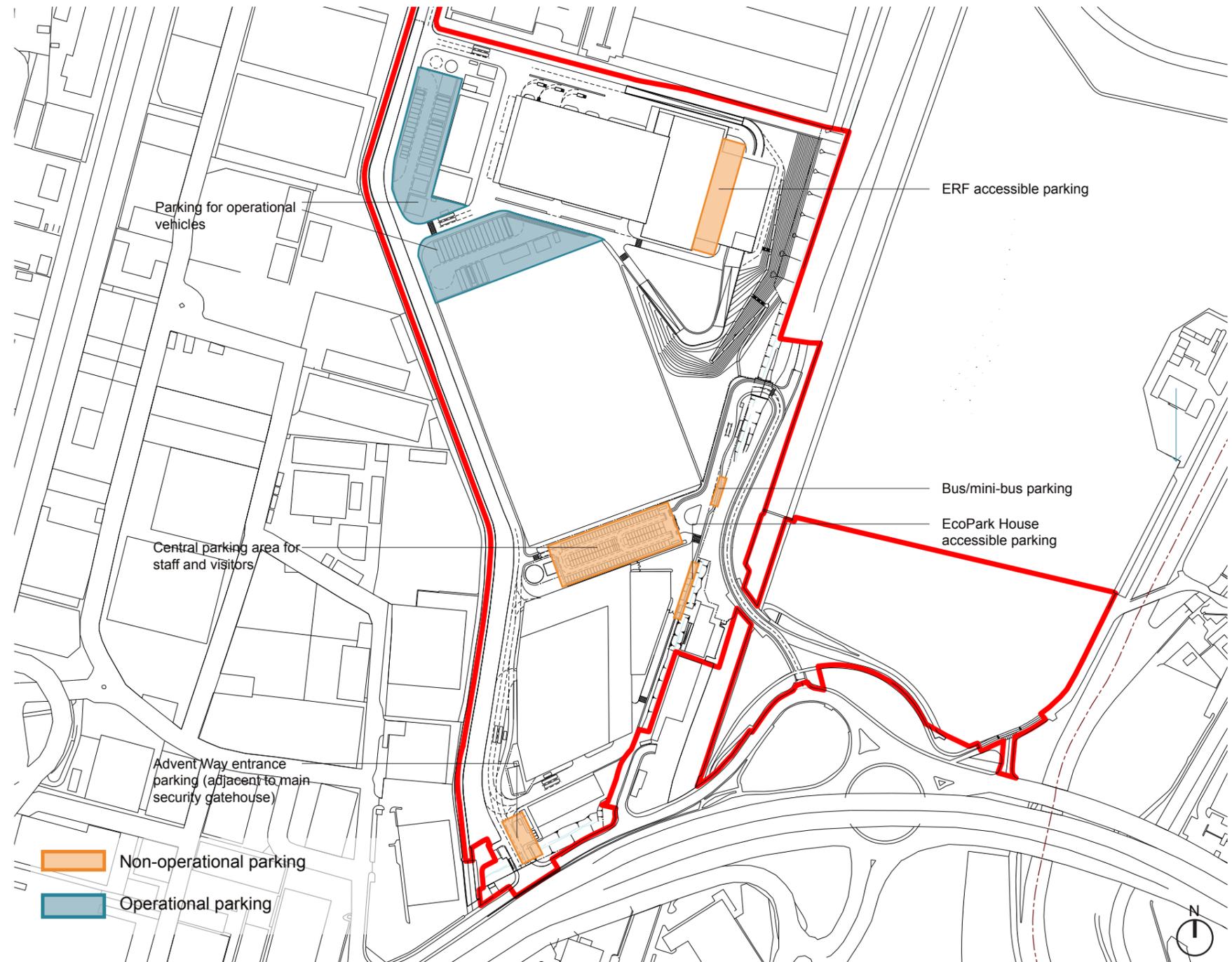


Figure 6.22: Illustrative location of operational and non-operational parking zones

## 6.2.6 CYCLIST AND PEDESTRIAN ROUTES

Access for pedestrians would be made via Advent Way (staff only) and Lee Park Way (staff and visitors). The design of the Project would improve to the poor existing cycling and pedestrian environment from Lee Park Way and Advent Way.

A network of routes within the Application Site would provide accessible and secure access between the different facilities. The design provides for three different types of pedestrian routes illustrated in Figure 6.25:

- standard footpaths for staff and visitors separated from light vehicles which would be secure with no heavy traffic would be allowed;
- protected footpaths for staff within operational areas which would be separated from heavy traffic, for example through fences; and
- covered footpath connecting the central non-operational parking area with the ERF for likely frequent use by staff and visitors. This route would be integrated within the landscape area in the east of the Edmonton EcoPark (see Figure 6.24).

Where road crossings within the Edmonton EcoPark are unavoidable, secure traffic management strategies would be introduced such as raised table crossings to reduce vehicle speeds.

The design allows for a dedicated sheltered walkway to connect to the proposed ERF from EcoPark House and the non-operational parking areas (including accessible parking areas) for staff and visitors. This walkway would lead to an access point on the eastern end of the ERF on the same level as the tipping hall. This would be the start of the visitors' route to the ERF.

Lee Park Way forms part of NCN Route 1. New cycle paths would be created along Lee Park Way providing access from Advent Way for staff and visitors as well as incorporating NCN Route 1. Within the Edmonton EcoPark, the cycle routes would connect to the central non-operational parking area where cycle storage facilities would be provided.



Figure 6.23: Illustrative example of a covered footpath

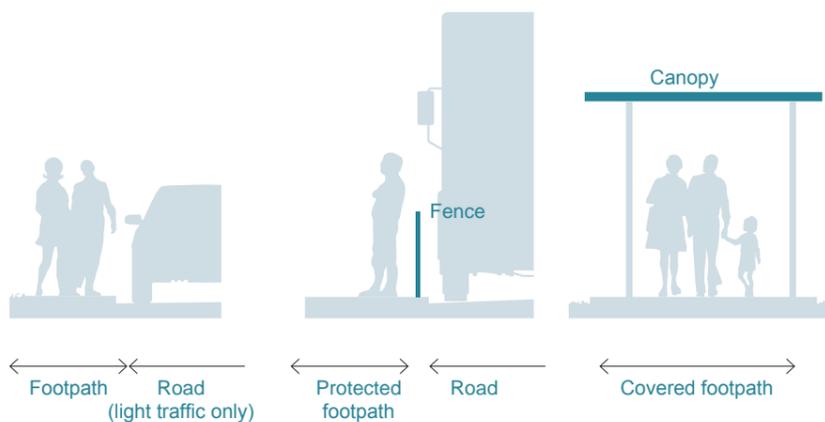


Figure 6.24: Illustrative typical sections of proposed footpaths

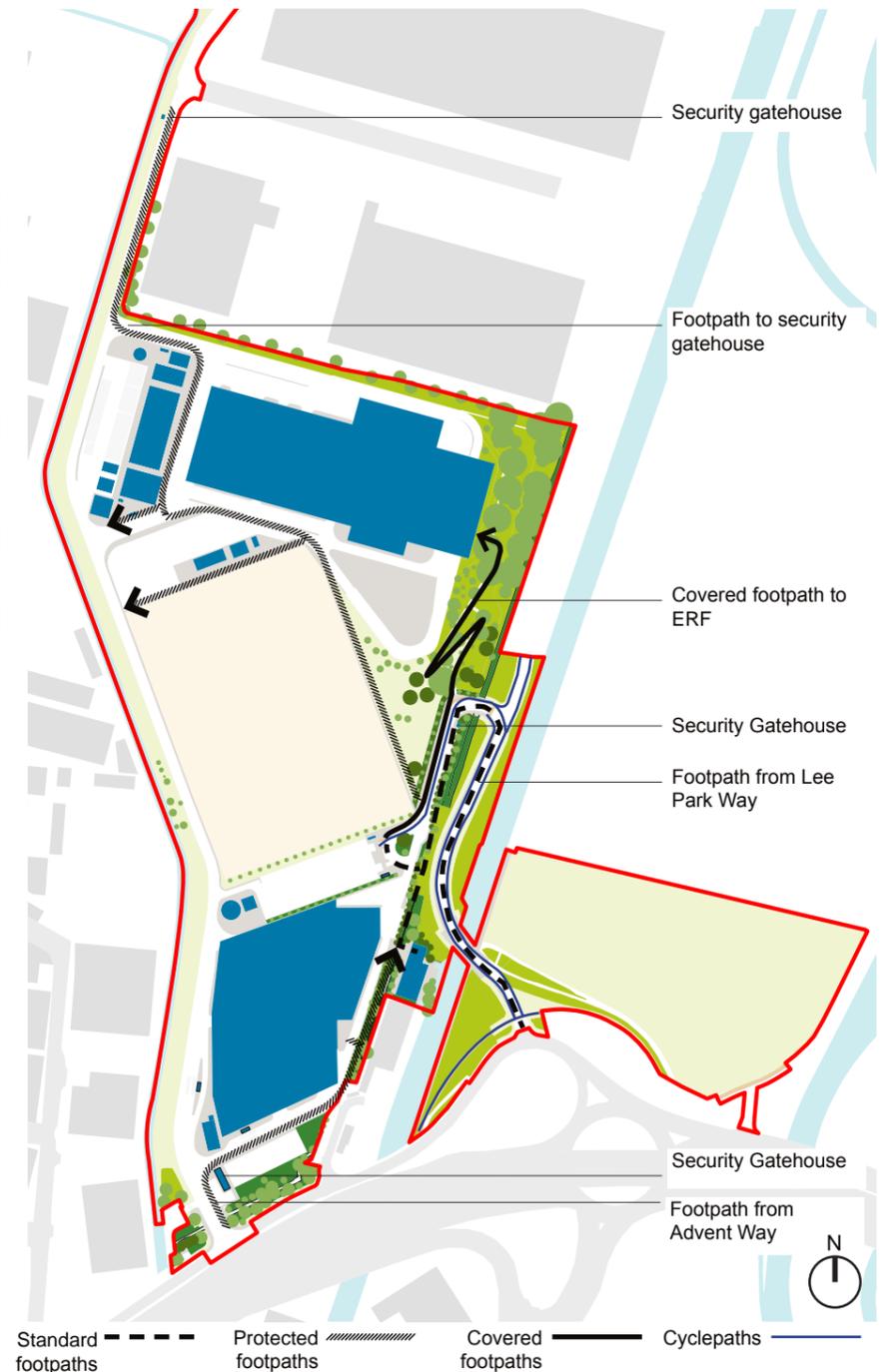


Figure 6.25: Illustrative footpaths and cyclepaths

## 6.2 ACCESS AND CIRCULATION

### 6.2.7 ACCESSIBILITY

This section describes the key accessibility considerations for the staff and public areas of the Edmonton EcoPark and the ERF, RRF and EcoPark House. For the design approach to wayfinding refer to section 6.4.7 Focus Elements.

Accessibility has been a key driver throughout the design process. It has been considered at all scales, from masterplan (access to and circulation within the Edmonton EcoPark) to building level. An inclusive environment for the Edmonton EcoPark is one that would provide opportunities for all users to move safely and efficiently around the Edmonton EcoPark. The design would accommodate inclusive access, for example through measures to aid wayfinding, step-free access routes and areas to rest.

#### Edmonton EcoPark

Within the central non-operational parking area there would be accessible and enlarged parking spaces. The dimensions and slopes of staff and visitor routes would comply with Part M of the Building Regulations and other applicable regulations and guidance.

#### ERF

The design allows for visitor and staff access both via an accessible covered footpath through the landscape area in the east of the Edmonton EcoPark and from the non-operational car park at ground level. Provision would be made for step-free access to all required levels including the green roof and observation platform (for staff and visitors) as well as ERF offices (for staff). This access is illustrated in Figure 6.26.

#### RRC and RRF offices

The RRC hall would be located above ground level. Vehicle access would be provided via a designated in-ramp and out-ramp and step-free access would be provided for staff and visitors to access all required levels of the RRC and RRF.

#### EcoPark House

Accessible non-operational car parking spaces would be located close to EcoPark House. The design allows for step-free access to the River Lee Navigation and EcoPark House and step-free access to all required levels of EcoPark House would be provided.

### 6.2.8 VISITORS' ROUTE

The design allows the potential for visitors to observe and learn about waste management activities at the Edmonton EcoPark by creating an inclusive and integrated visitors experience. The visitors' route would follow footpaths described in Sections 6.2.6. There would be a permanent route for visitor circulation.

EcoPark House would act as the gateway to the Edmonton EcoPark, welcoming the public and providing information on the waste management activities and facilities at the Edmonton EcoPark and form the start for a guided tour through the Edmonton EcoPark to the RRF and ERF. The Project makes provision for visitors to observe waste management activities through internal observation areas in the RRF and ERF as well as offering new views over the Lee Valley and towards central London from an observation platform on the tipping hall roof of the ERF.

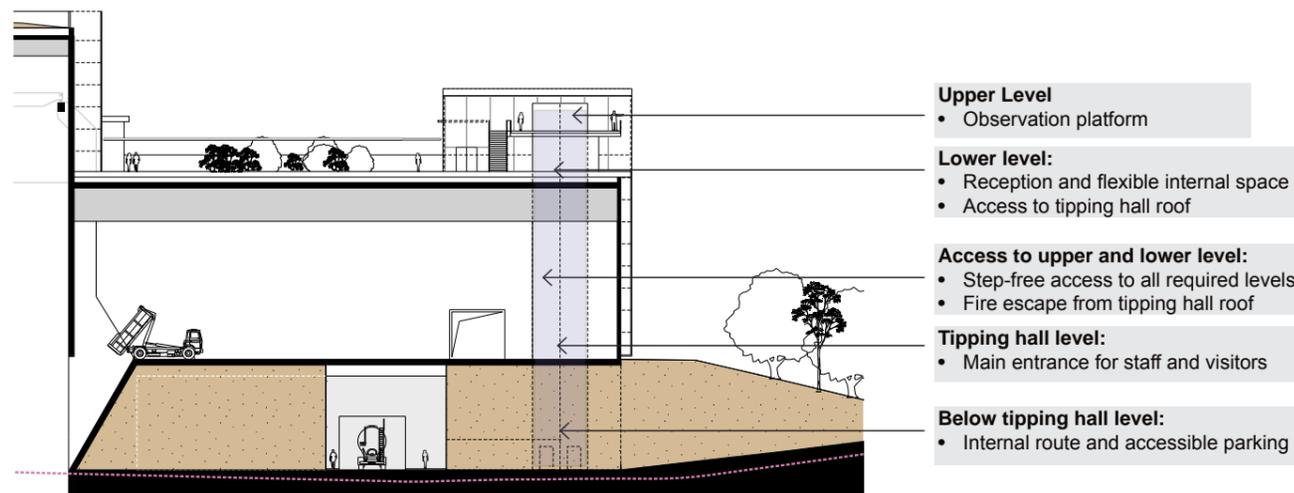


Figure 6.26: Staff and visitors access to the ERF



Figure 6.27: Proposed publicly accessible green roof above the ERF tipping hall as part of the visitors route.