

Construction

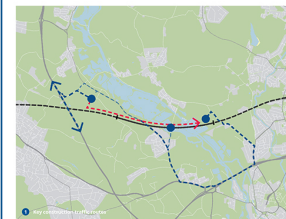
You said: Reduce lorry movements on local roads

"The road network, already overstrained, is my main concern. Pre-cast as much as possible to reduce congestion."

We did:

Our launching girder will transport 4,000 lorries worth of concrete above the valley.

Our proposed haul road will carry thousands of lorries during construction.



You said: Minimise disruption to the use of the Grand Union Canal

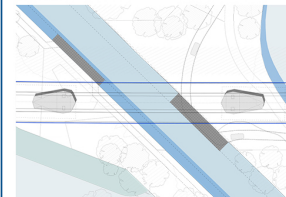
"In relation to the Grand Union Canal, please minimise disruption to water and tow-path uses."

"Keep the canal open!"

We did:

Working closely with the Canal and River Trust, the Harrow Angling Society and the local authority, we are proposing to provide continuous access along the Grand Union Canal.

With agreement from the Canal and River Trust and local authority, we propose to build a floating walkway for users of the towpath and a temporary access road for fishermen, whilst keeping the canal open for boats. Our construction jetties will also not cross the canal which means it can stay open during our works. This does mean we have to construct foundations and piers east of the Grand Union Canal from Harvil Road.



1 Grand Union Canal access maintained as much as possible

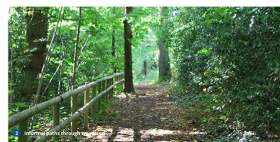
Landscape Design

You said: Retain as much woodland as possible

"It is important to retain as much as possible of what we have already, including the relatively 'natural' feel of the area."

We did:

Unfortunately trees will have to be removed for construction but as far as possible, loss of trees and other landscape features will be minimised. On completion, where trees have been removed, new planting will be informed by native species which are commonly found in the local area.



1 New bridge crossing the River Colne

2 New bridge crossing the River Colne

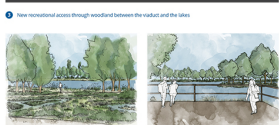
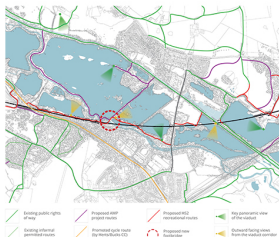
Recreational Opportunities

You said: Maintain access to the lakes

"To be a success the project will need to open up access to the lakes and create more recreational areas."

We did:

We are proposing a bridge over the River Colne, providing a new link from the southern lakes to the northern lakes, addressing the long-standing severance of these areas.



1 New footbridge crossing the River Colne

2 New footbridge crossing the River Colne

Viaduct Design

You said: Maximise views through the viaduct

"The less piers the better..."

We did:

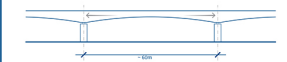
The viaduct will have 80m spans over water and 60-80m spans in the woodland areas.



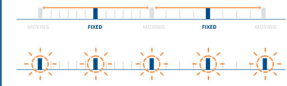
"It would be good to have different spans in line with their immediate surroundings"

We did:

The arcs in the structure allow for long and slender spans. They also give more flexibility in how long each span is, and where piers are located.



Where the engineering requires special structures, these are located at key landscape intersections. This provides interest in the areas most commonly experienced by the public.

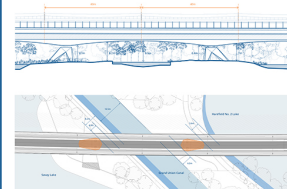


You said: Pay special attention where people will get close to the viaduct

We did:

- At the Grand Union Canal crossing we propose to:
- Open up views across the lakes
- Provide meandering paths and a viewing area for Savoy Lake
- Engage with the community on artwork to be included

Texture on piers at low level provides interest up close, whilst avoiding large blank faces vulnerable to graffiti.



1 Grand Union Canal crossing in plan and elevation

Noise Requirements

You said: Protect local communities and wildlife from train noise

"Protecting people from noise has to be the number 1 priority."

We did:

Where the trains run closest to the community, we will install full-height solid barriers.



1 An full-height solid noise barrier - Functional appearance

Protecting local communities from train noise was the public's top priority. However, understandably residents also want a noise barrier that is as unobtrusive as possible.

While our initial design achieved the necessary noise protection, we wanted to push it further to reduce the visual impact of the barrier.

Through further design development we are presenting a design that:

- Provides important noise mitigation, but is as unobtrusive as possible in doing so
- Balances the proportions of concrete to noise barrier
- Reduces clutter
- Minimises the amount of noise barrier that is visible
- Controls water run-off which will reduce unsightly staining



1 An full-height solid noise barrier - Developed design

You said: Create visually unobtrusive barriers

"An appropriate balance between visual impact on local residents and protecting the nearest residents from train noise."

We did:

Where we can, we will install partially transparent noise barriers.



1 Partially transparent noise barriers - Functional appearance

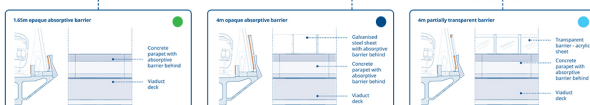
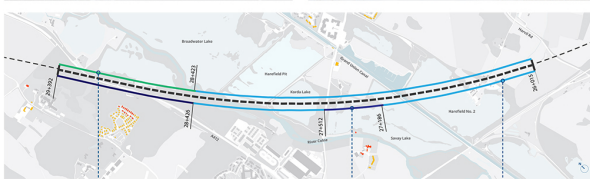
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1 Partially transparent noise barriers - Developed design



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