

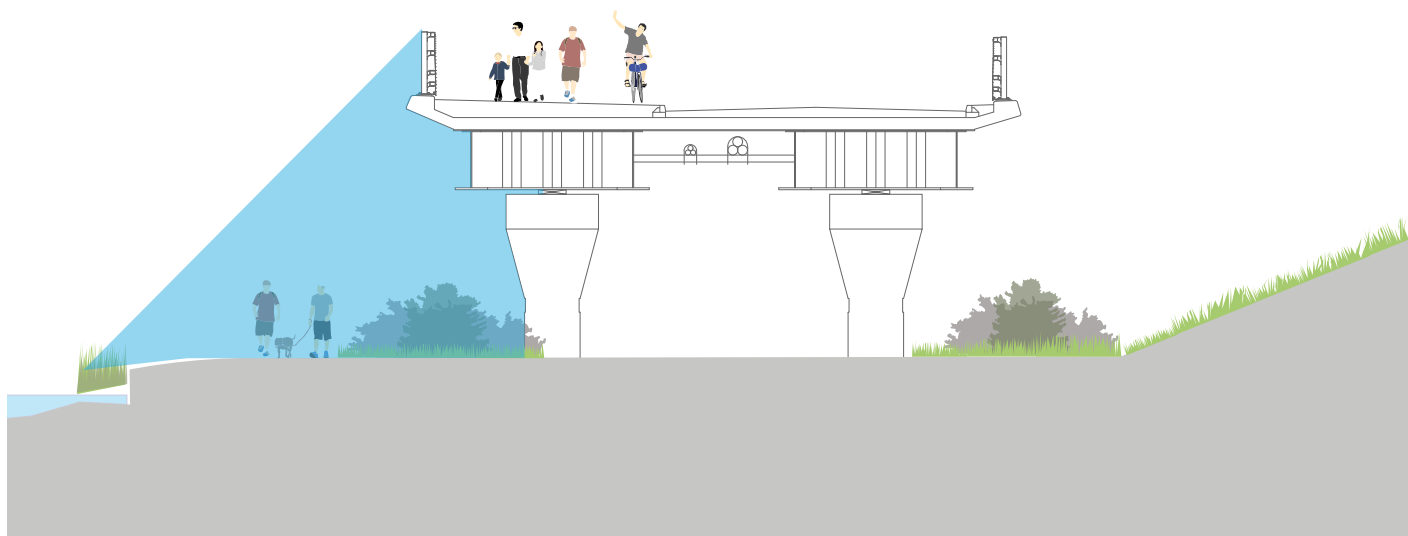


Figure 86. Illustration of the degree of openness along the riverside -original submitted scheme

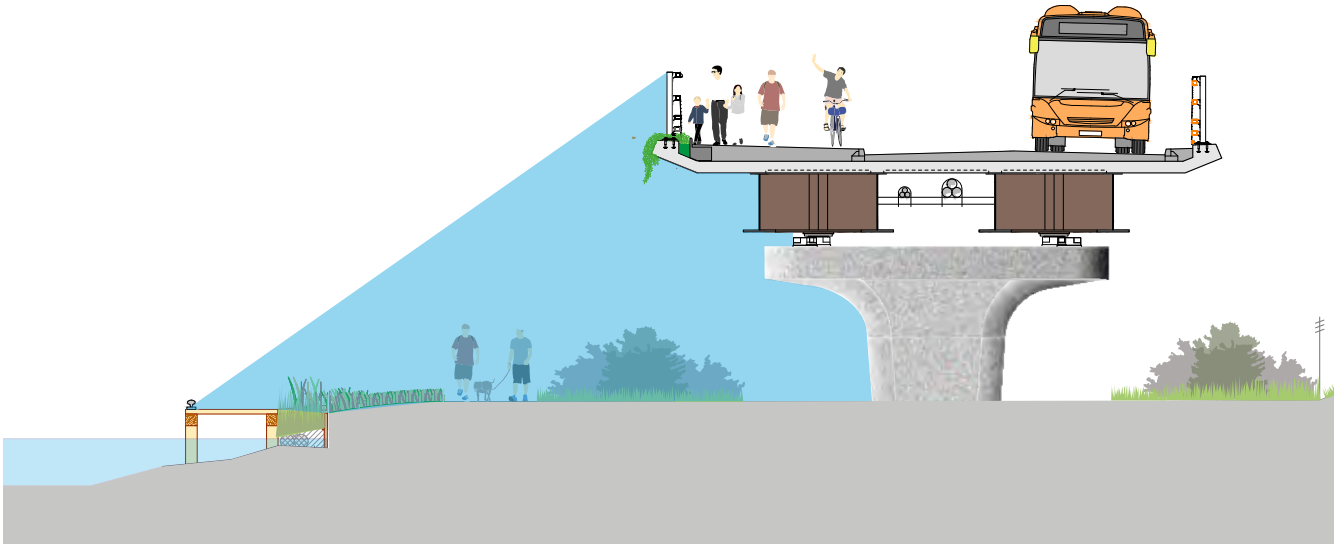


Figure 87. Illustration contrasting the degree of openness along the riverside between the original submitted scheme and proposed submitted scheme



Figure 88. Selected flared single column design

Single columns

- 18.14 The viaduct columns have been changed to a single row of columns in the amended application. This provides the following advantaged:
- A single column creates fewer interruptions in the riverside space.
 - Fewer columns avoids a cluttered appearance and minimises visual obstruction.
 - The single columns pull the structure to the centre line of the route, opening up the riverside space and maximizing direct mid-day light from the south.
 - Single pier units are more simple, reduce the number of elements in the view and allow the superstructure above to become the dominant feature.
 - The main visual column mass is transverse (perpendicular) to the road centreline, presenting the thinnest edge to the side view to emphasise the dominant horizontal element of the girder and deck above.
- The column shape incorporates curves and ellipses in both plan and elevation providing a softer form.
 - The tapering form adds elegance and interest.
 - The column tapering to a wide top indicates a strong connection between superstructure and pier and a light connection to the ground, rather like a table leg.
 - The taper and flared column capital (headstock) appears elegant and better represents the structural forces acting upon the pier.

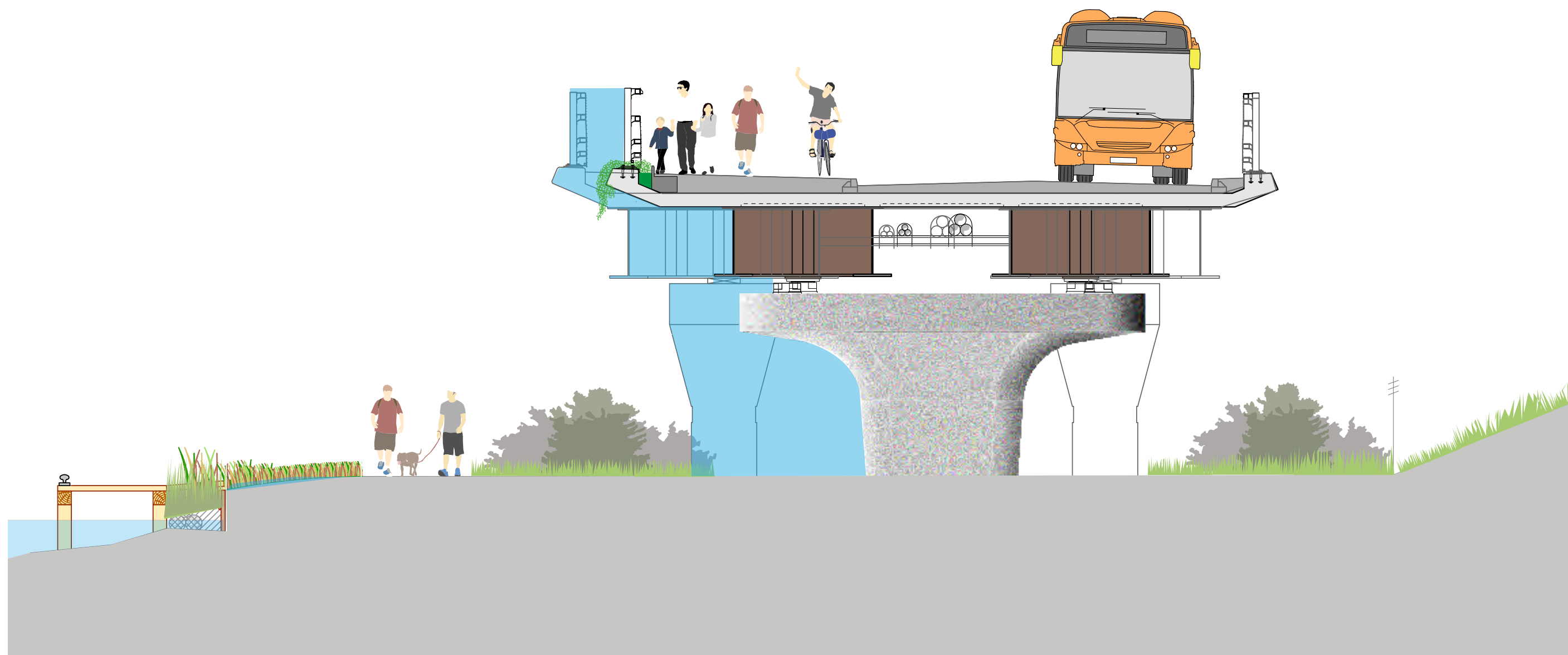


Figure 89. Illustration of the relative degree of openness along the riverside between the original submitted scheme and the proposed revised scheme



Figure 90. Underpass park, Toronto (Toronto Star)



Figure 91. Underpass park, Toronto (Toronto Star)



Figure 92. Playspace at Underpass park, Toronto.



Figure 93. Concept design for Underpass Park, Toronto



Figure 94. Games courts, Underpass park, Toronto



Figure 95. 'Playscape'



Figure 96. Under the Freeway Market, Idaho

19 Undercroft

- 19.1

The design rationale for the bridge is for simple and elegantly engineered structure, not one that is elaborate or decorated.
- 19.2

A number of international examples for the treatment of spaced below road viaducts were considered and illustrated in the photographs opposite.
- 19.3

Whilst railings or fencing enclosing the undercroft may ultimately prove to be necessary (for example to deter anti-social behaviour/rough sleeping), the preferred approach is to leave undercroft open.
- 19.4

The undercroft area will be levelled and scraped to create and planted to form an areas of marshy ground. This will support ecology and habitat. New marshy habitat, whilst also passively deterring anti-social behaviour, will avoid the need for fencing.
- 19.5

The opportunities to introduce other features, such as natural play equipment, are limited by flood constraints.
- 19.6

Where a fence is needed in future, this can be secured by way of a planning condition/ legal agreement and subject to detailed design and further consideration.
- 19.7

Any fence must not present a barrier to wildlife passing through. Animal by-pass features may need to be incorporated.



Figure 97. Colonnade Mountain Bike Park, Seattle (Joe Mabel)



Figure 98. Colonnade Mountain Bike Park, Seattle (Sage Ross)



Figure 99. Colonnade Mountain Bike Park, Seattle (Sage Ross)

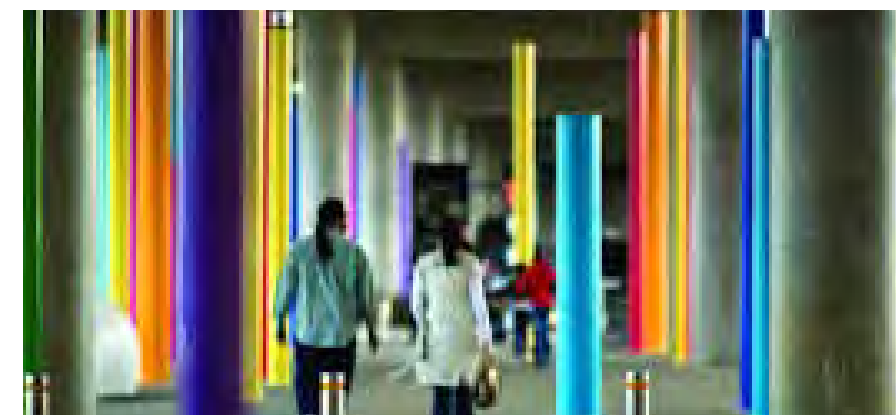


Figure 100. SEART Park, Mount Wellington, New Zealand



Figure 101. SEART Park, Mount Wellington, New Zealand



Figure 102. I-93 Lighting Project, Boston Mas.



Figure 103. Possible examples of enclosing railings that may be installed in the future to enclose some or all of the viaduct undercroft.

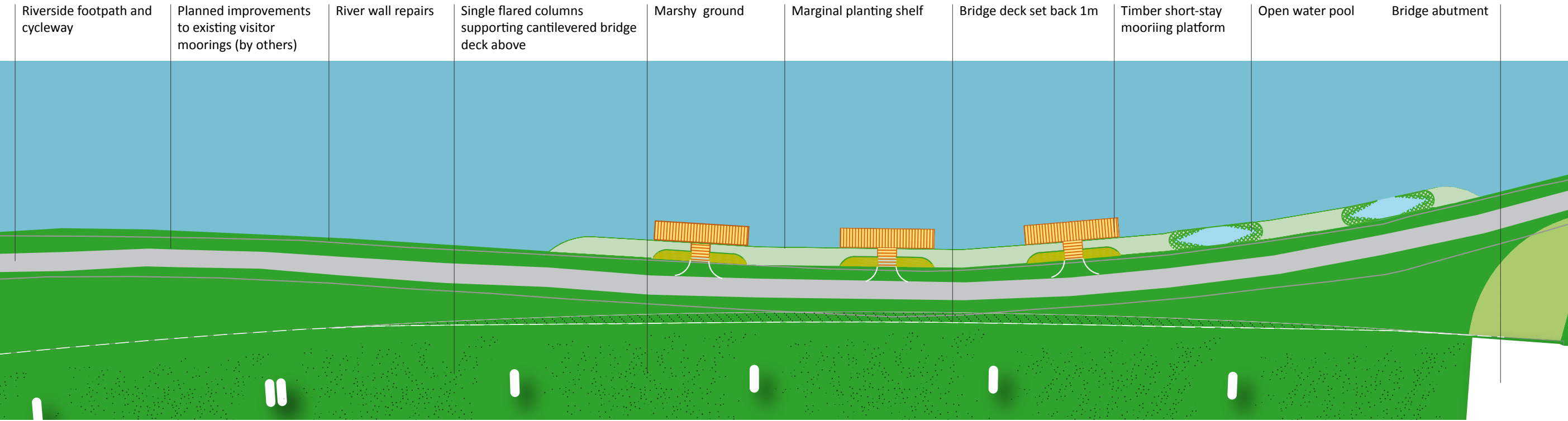


Figure 104. Artists impression of proposed marginal shelf with temporary mooring and open pools (NTS).
(To note that retained and proposed trees have been omitted for clarity)

20 River Edge

Mooring platforms

- 20.1
- Three timber mooring platforms would be provided as part of the riverbank enhancements. These will provide additional short-stay mooring facilities, which are lacking in the area.
- 20.2
- The mooring platforms and the new riverbank edge would help to improve the interface of the site with the River Thames and enhance people’s experience of the edge of the River Thames in this location.

River edge wall and marginal shelf

- 20.3
- Proposed enhancements include repair to the hard-edged concrete wall at the riverbank and the creation of a new marginal shelf with native marginal species.
- 20.4
- Riverside, native, marginal planting will be planted along the newly created marginal shelf area at the edge of the River Thames associated with the new mooring platforms.
- 20.5
- Proposed planting species have been updated to be native species suitable for planting within the river corridor. The previously proposed green panels and ‘fedging’ have been removed from the amended proposals.

Undercroft

- 20.6
- The design beneath the viaduct has been amended to include the creation of areas of marshy wetland and grasses, providing an area for seasonal flooding, and a diverse marshy habitat. The design intention is to allow people to see beneath the viaduct, through to the railway embankment, and discourage public access.

Existing Moorings

- 20.7
- Three timber mooring platforms would be provided as part of the riverbank enhancements (alongside the marginal shelf landscaping improvements). These would be new river elements which will provide additional short stay mooring facilities, which are lacking in the area. The mooring platforms and the new riverbank edge would help to improve the interface of the site with the River Thames and enhance people’s experience of the edge of the River Thames in this location.

Column set-backs

- 20.8
- In order to increase the openness for towpath users, the supporting structural elements have been pushed towards the centreline of the viaduct. The steel beams have been pushed further under the viaduct, which in turn is supported by a single wide column that flares at the top to support the beams.

Mosaic

- 20.9
- The existing mosaic will be reinstalled into a new area, which is more visible to passers-by.
- 20.10
- The existing mosaic will be carefully lifted, repaired and reinstalled into a new area, which is more visible to passers-by. New seating would be provided at the relocated mosaic and near to the location of timber mooring platforms, where enhanced views of the river may be enjoyed.

Seating

- 20.11
- New seating would be provided at the relocated mosaic and near to the location of moorings, where enhanced views of the river may be enjoyed.

Information boards

- 20.12
- Information, or story, boards are proposed at locations throughout the linear space, which could provide information on the habitat enhancements and the locally occurring Loddon Lily, and to celebrate the confluence of the Thames and Kennet.
- 20.13
- There is opportunity for the local community and schools to be involved in the design of the information / story boards, the reinstallation of the mosaic and the planting of Loddon Lily / marsh plant species beneath the viaduct.

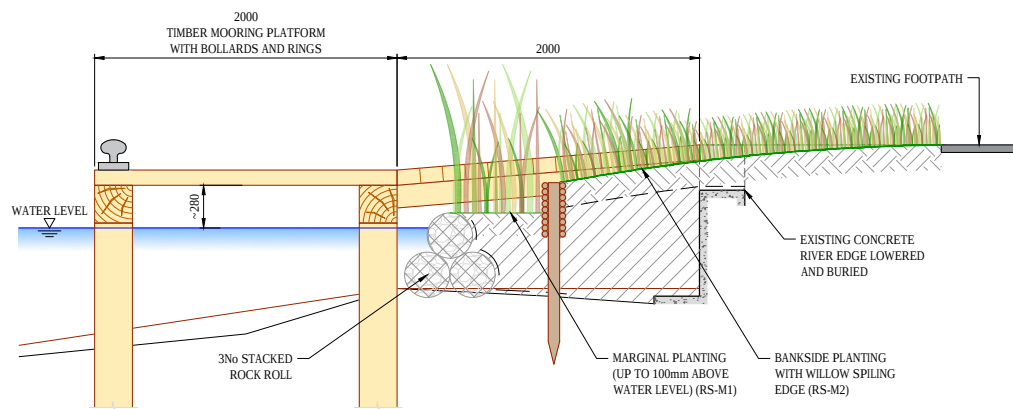


Figure 105. Cross section through proposed timber platform for temporary mooring (NTS)

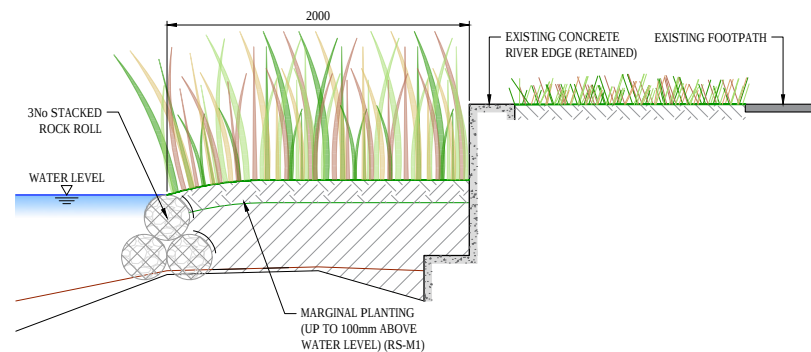


Figure 106. Cross section through proposed marginal planting shelf (NTS)

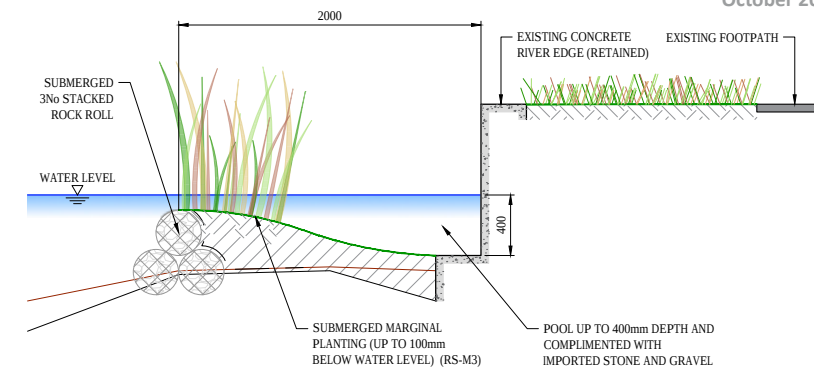


Figure 107. Cross section through proposed open water pool (NTS)

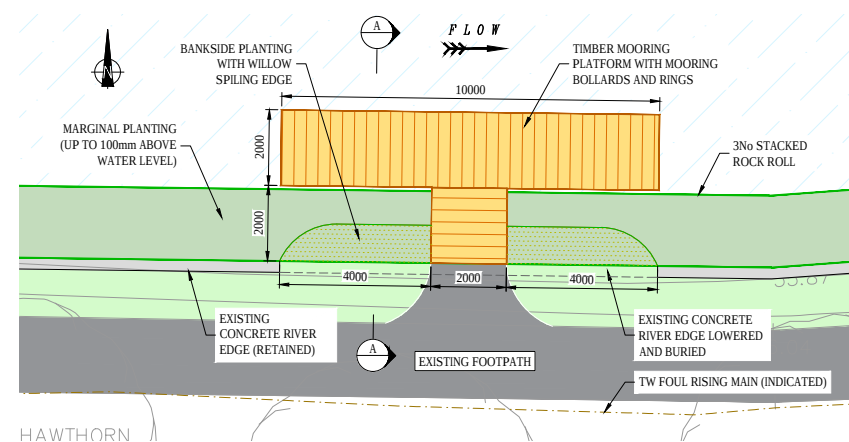


Figure 108. Sketch layout of typical temporary mooring platform (NTS)

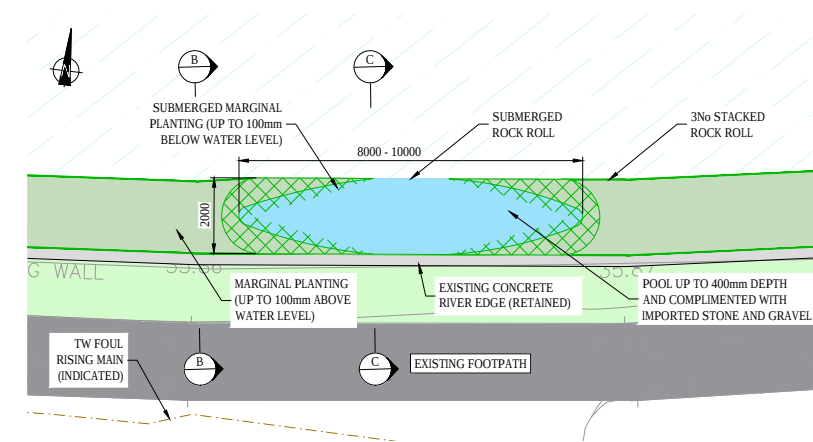


Figure 109. Sketch layout of typical open water pool (NTS)

Off-set viaduct alignment

- 20.14 The viaduct has been narrowed by 1m for a short section east of the River Kennet to provide additional width between the viaduct structure and the towpath and river.
- 20.15 This includes narrow foundations for the SSE cable to be located north of structure.

Trees

- 20.16 The Willow tree east of the Kennet Mouth (T88) will now be retained
- 20.17 Proposed new tree planting has been positioned taking into account services and maintenance access, including the SSE cable which lies to the north of the viaduct foundations.

National trails and cycle routes

- 20.18 The Thames Path National Trail and National Cycle Routes will continue on their existing routes through the site on completion of the scheme.



Figure 110. Examples of marginal planting

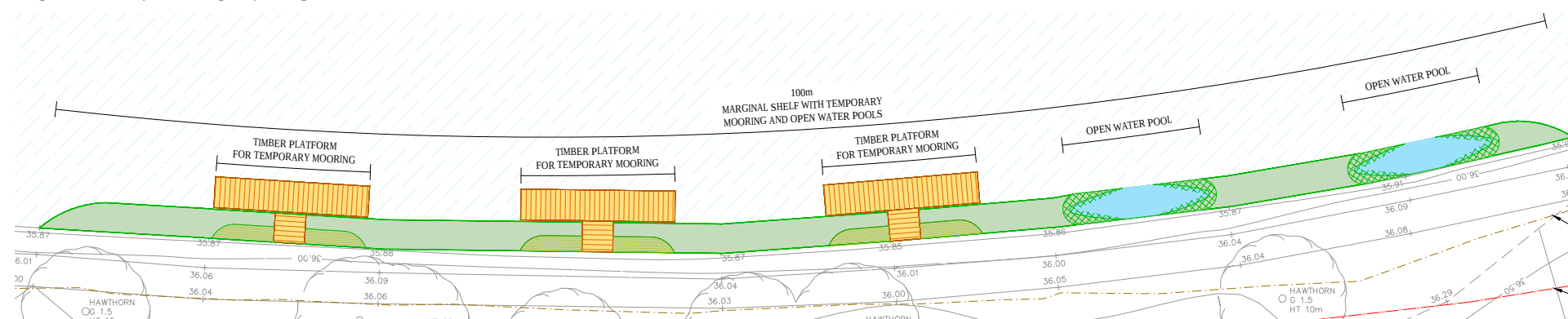


Figure 111. River edge dimensions (NTS)

21 Colours, materials and finishes

- Colour**

21.1

The use of colour has been carefully considered and specified to enhance and mark the bridge, whilst reflecting the sustainable material choices made in the design.

21.2

The surrounding landscape tones are greens and browns combined with darker water tones. These are generally subdued, recessive tones.

21.3

Many of the surrounding built forms (rail gantry's, electricity pylons gasometers etc.) are prominent, but grey-toned, often set against and blending with the skyline.

21.4

The choice of colour is designed to cause the bridge to both relate to its setting and to partly contrast with it. A mainly neutral palette of greys and off-whites is designed to create a calm and unified appearance whilst minimising overall prominence. Contrasting weathered steel elements are designed to respond to the landscape and the adjacent historic dark red brick bridge structures.

21.5

These broad colour bands (water, brown/ green, grey, sky) have influenced the selection and grading of colours applied to the bridge and viaduct structures.

21.6

The structure, where it is visible in local views, rises above the bands of water and green.

21.7

Columns are set back away from the outer edges of the structure so that they are within the shadow of the main deck and are designed to be low-mass, darker grey in tone and therefore recessive. An anti-graffiti coating will be applied.

21.8

A strong horizontal band of weathered steel traverses the entire length of the structure as a unifying structural element. Where it is visible between trees, this will read as a bold blade of deep brown/red sweeping across the landscape.

21.9

The cantilevered light grey in situ concrete deck and painted light grey steel parapets railings have been selected for the bridge deck/parapet/rails in order to blend with the adjacent grey structures and the sky and to provide a good contrast with the richer/ darker-toned/shadowed elements below.



Figure 113. Balustrade rail with mesh infill



Figure 112. Example of weathering steel finish



Figure 114. Example of gabion wall



Figure 115. Example of gabion wall junction with concrete deck



Figure 116. Example of gabion clad abutment at junction with weathering steel beam

Materials

- 21.10 The main materials are as follows:
- Weathered steel beams/girders
 - In situ concrete deck
 - Metal parapet
 - In situ concrete columns
 - Road surfaces
 - Gabion walls to abutments
 - Galvanised metal trim
 - Fencing

In situ concrete deck

- 21.11 Concrete surfaces close to traffic and accessible to the public have a higher class finish.
- 21.12 The appearance of the bridge can be affected by the quality of the concrete finish. A high quality concrete mix and finish is specified.
- 21.13 Highly visible bridge elements such as the abutments are specified with a smooth and uniform texture and appearance with formwork to leave no stains on the concrete to give a controlled, high quality finish.
- 21.14 A minimum 50% GGBS concrete mix is specified to give a light grey/creamy colour. Ground granulated blast furnace slag is off-white in colour and substantially lighter than Portland cement. This whiter colour is also seen in concrete made with GGBS, especially at addition rates of 50% cent and above.
- 21.15 The more aesthetically pleasing appearance of GGBS concrete can help soften the visual impact of large structures such as bridges and retaining walls.

- 21.16 GGBS is a cement replacement that has properties that enable it to be used as a replacement for Ordinary Portland Cement (OPC) in concrete – OPC is energy intensive to manufacture and less sustainable. GGBS is a waste product obtained from smelting iron ore. The specified concrete mix therefore incorporates the sustainable recycling of waste material.

Weathering steel beams/girders

- 21.17 Weathering steel was developed to eliminate the need for painting. It forms a stable rust-like appearance if exposed to the weather.
- 21.18 Initially, weathering steel has a dark yellow appearance. This is followed by a gradual change in colour of the protective rust to a stabilised dark brown/red. This process occurs over a one to two year period when exposed to the outside environment.
- 21.19 The main bridge and viaduct is supported by a largely continuous flanged 'I' beam. Halfway along the combined bridge and viaduct there is a gap Where beams don't abut, to allow for thermal expansion, this detail is reflected below in twin back-to-back columns. this is covered by a weathering steel strip..
- 21.20 The visible I Beams (on the outer face) are gently cambered over the main bridge span, horizontally curved in plan at the river face, and gradually taper in depth from the deeper bridge span to the shallower viaduct.

- 21.21 Steel is the most recycled material in the world and recycled steel is used in the manufacture of all new steel. In the European steel industry as a whole, recycled scrap steel accounts for 56% of total steel making. Scrap steel is valuable so whenever it can be recovered it is, therefore specifying a higher recycled content does not stimulate further recycling. The use of weathering steel eliminates the chemicals needed for paint which typically has a high volatile organic compound (VOC) content in order to be durable in an external environment. Therefore the material choice is highly sustainable.



Figure 117. Example of gabion clad abutment at junction with concrete deck



Figure 118. Example of weathering steel beam meeting abutment



Figure 119. Example of gabion clad abutment at junction with concrete deck



Figure 120. Example of railing with horizontal rails emphasizing curving form of viaduct

Metal parapet railings

- 21.22 The parapet railings must act to contain vehicles and are therefore necessarily a robust design.
- 21.23 The railings will be light grey painted with a comparatively simple post and rail form. A metal mesh is attached to the rails to prevent people climbing up.

In situ concrete columns

- 21.24 The columns have a tapering based and curved and flared capital form, rather than being simple circular or rectangular columns tubes. As noted earlier, there will be of a darker grey concrete so that they are more recessive.
- 21.25 This will be achieved by using Pulverised Fuel Ash (PFA) as a cement replacement. PFA is a waste product obtained from coal-fired power stations and millions of tonnes are stockpiled within the UK. Therefore the specified mix is another sustainable material choice.
- 21.26 Anti-graffiti coatings will be applied.

Route surfaces

- 21.27 The surface of the carriageway, footway and cycleway will be asphalt.

Gabion walls

- 21.28 Gabion walls are proposed to clad the bridge abutments and other retaining structures.
- 21.29 The galvanised steel cages will be filled with a light grey stone mix.
- 21.30 The walls will incorporate bird nesting boxes.

Galvanised metal trim

- 21.31 The gabion walls will be finished with a galvanise metal trip where it joins with the main bridge deck structure and girders.
- 21.32 The trim will be formed so as to create a shadow gap in longer distance views.
- 21.33 The strips will be fitted with neat bolted connections.

Fencing

- 21.34 The scheme has been designed with the potential for future perimeter fencing below the viaduct if required to further deter anti social behaviour . The design of fencing would be agreed at a later date if required.

Sustainability and materials

- 21.35 Fuller details on the approach to sustainability are set out in the Environmental Statement Chapter 9, Sustainability.
- 21.36 The embodied carbon of the proposed development has been reduced by the specification of materials with low environmental impacts over their life-cycles including the incorporation of scrap and waste products.
- 21.37 As much as reasonably achievable, materials used will be responsibly and sustainably sourced by the principal contractor (for example, by using schemes compliant with BES 6001).
- 21.38 Where appropriate and financially viable, locally sourced materials will be favoured to reduce the environmental impact of transporting materials.

22 Public realm

Approach

- 22.1 The public realm in the area of the new route comprises footpaths, footbridges, grassland, woodland and the river edges.
- 22.2 The overall approach is to maintain existing footpath connections and bridges and to maintenance the relationship with the river.
- 22.3 The new route will provide a new higher level footpath and cycleway that will connect into the existing path network to the east and west.
- 22.4 There will be creation of new habitat and provision of new tree and shrub planting adjacent to the viaduct.
- 22.5 The wide bridge span at the Kennet Mouth is designed to maintain an open feel beneath it and maintain views to and through the adjacent bridges. This will also make it easy to see the footpath ahead.
- 22.6 Where existing footpaths through The Coal LWS are affected by the new route, alternative routes are proposed nearby that still offer direct connections.
- 22.7 The Horseshoe bridge will be retained, maintaining connections.

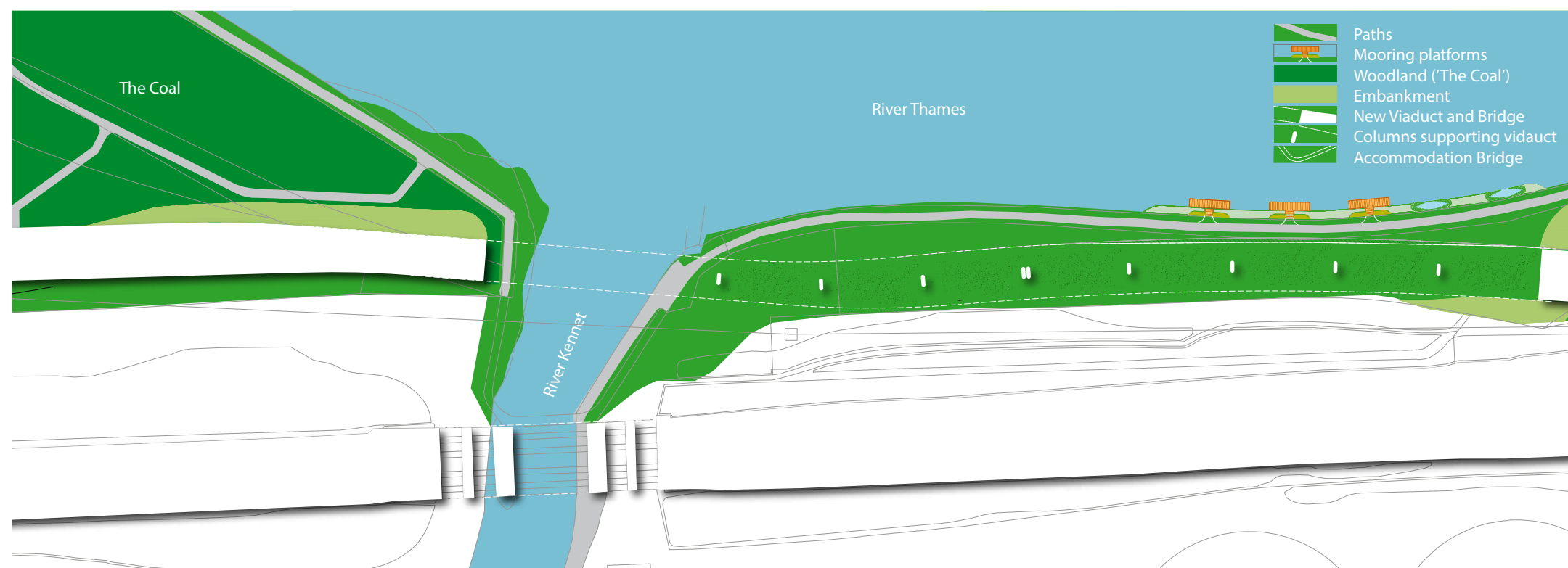


Figure 121. Public realm plan
(To note that retained and proposed trees have been omitted for clarity)

23 Access and movement

Scheme Overview	
23.1	RBC’s Local Transport Plan states that: “An MRT system must be designed to meet a set of standards above and beyond a quality local bus. The long-term vision incorporates a network that expands the public transport offer rather than replacing existing networks, and it will be branded as such. The MRT network extends beyond Reading to offer public transport and interchange options to the wider travel to work area. The Park and Ride objectives and policies support the MRT and interchange options, aiming to reduce private transport mileage and improve journey times and air quality on some of Reading’s busiest roads.”
23.2	The East MRT scheme is a segregated fast track public transport, pedestrian and cycle route that will support enhanced accessibility and continued sustainable growth in Reading, Wokingham Borough and the wider area. It would provide a new dedicated walk, cycle and public transport link from central Reading to existing residential and employment areas to the east and south-east of Reading, including Thames Valley Park, Woodley, Winnersh and Wokingham.
23.3	The purpose of the scheme is to improve access to and from Reading eastwards for buses, pedestrians and cyclists. This will help relieve the forecast increase in travel demand along the heavily congested A4 corridor, which provides access to existing residential employment and educational sites, as well as Reading town centre, Reading railway station and substantial planned development in Wokingham Borough and Reading town centre.
23.4	The scheme will provide urban connectivity and access to wider strategic transport networks. It will deliver significant capacity and reliability enhancements to support future growth, through modal shift and increasing capacity in the transport network. This improved capacity will assist in unlocking housing development already committed in Reading and Wokingham boroughs; improve accessibility and reliability of the network; and will be a catalyst for improving the vibrancy of the town centre and encourage employers to locate here.



Figure 122. Walking and cycling access

Summary of Benefits	
23.5	A summary of the benefits of the scheme is listed opposite:
Wider Benefits	Walking and Cycling
• Delivers a fundamental element of the wider sustainable transport strategy for Reading and the Thames Valley, enabling a public transport corridor on the Reading – Wokingham – Bracknell corridor and in north Reading linked to the proposed Third Thames crossing; • Meets the policy/infrastructure requirements in Reading and Wokingham’s Local Plans to enable the planned levels of economic growth and housing delivery; • Increases public transport accessibility and affordability, resulting in improved social equality and decreased levels of isolation for the most vulnerable in society.	• Potential capacity to cater for 120 to 450 pedestrians per hour and 60 to 300 cyclists per hour; • Provides a faster route option and enhanced user experience for people walking and cycling from the A4 London Road/A3290 roundabout to Reading Railway Station and town centre offering; • lighting and low gradient, • adjacent to low trafficked carriageway offering regular natural surveillance from regular bus services, • alternative crossing of the River Kennet Mouth for towpath users to avoid the stepped Horseshoe Bridge, • alternative route to avoid flood risk areas;

Key Benefits

The scheme will deliver a new dedicated bus and cycle route away from congestion to:

- allow bus operators to offer faster, more reliable bus services alongside local stopping services.
- provide alternative means (bus/MRT and cycle) to travel along the corridor
- provide significantly increased levels of transport capacity for movement into and out of Reading to accommodate planned and future development growth through more sustainable means (up to 2000 trips per day bus and additional cycle capacity)
- accommodate the highway trips that are forecast not to complete their trips due to building delays/congestion into the future.
- achieve a journey time saving for bus services using the route of 6 to 13 minutes in the peak periods plus journey time reliability
- accommodate an expected increase in public transport patronage of 15% compared to the future without the scheme (based upon the modelled assumptions for the Business Case).
- provide a new direct cycle route, which will be lit, segregated, low gradient, low trafficked route, which does not flood and benefits from natural surveillance from the passing regular bus services.
- support an expected increase in cycling of 114 new trips per day compared to the future without the scheme (based upon the modelled assumptions for the Business Case).
- reduced rat-running in some eastern parts of Reading and reduced reliance on the car.

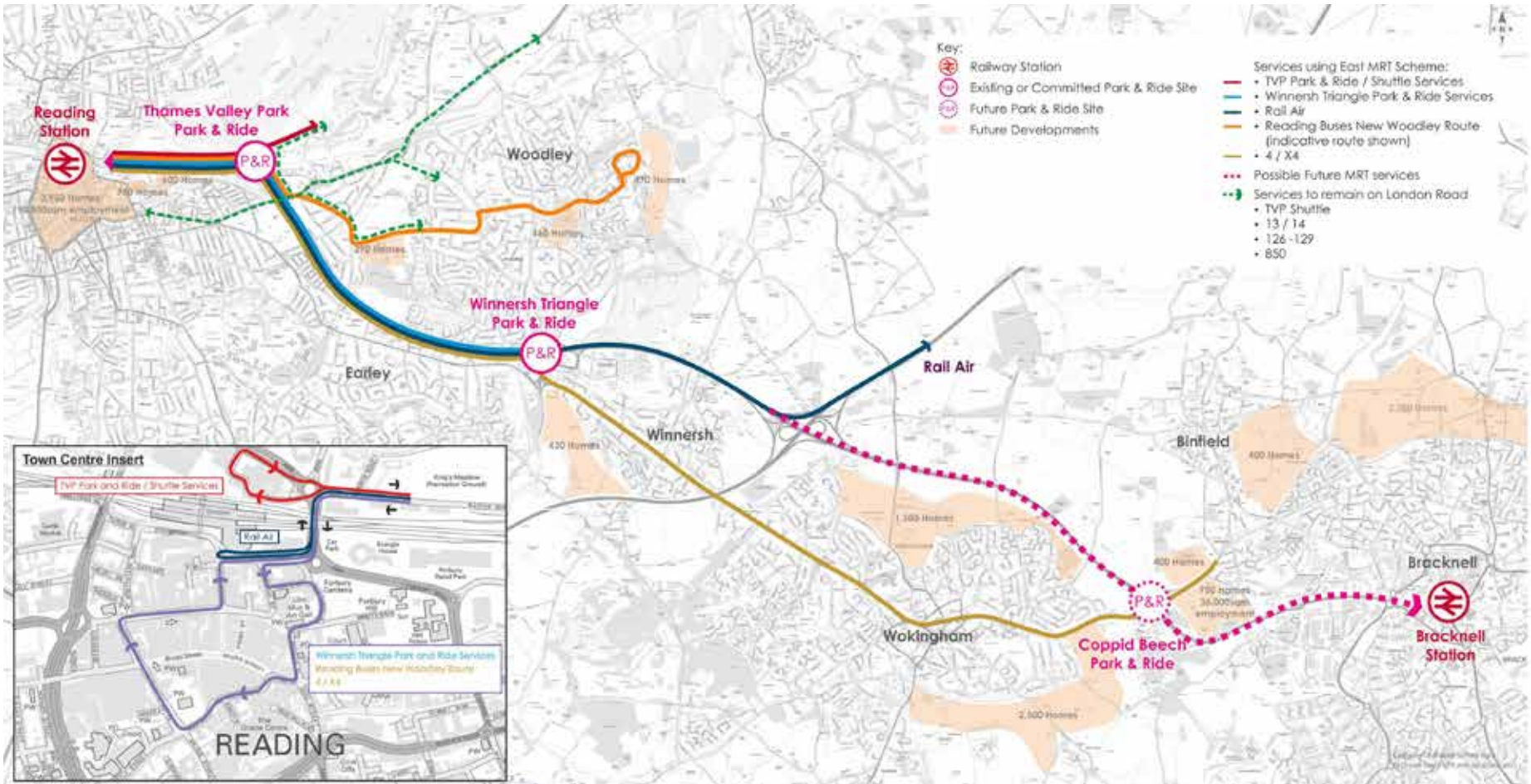


Figure 123. Bus services that could use the route

Public Transport

- Promotes healthy living, well-being and active lifestyles by providing enhanced opportunities for walking and cycling;
- Increases levels in cycling of 114 new trips/day, (based on work to inform the Business Case, specifically, cycling increases based on timesaving and improved facilities utilising DfT TAG UNIT A5.1).
- Improves pedestrian and cyclist safety through the provision of a fast track and dedicated cycle and pedestrian route directly into the centre of Reading; and
- Connects the cycle hire schemes at Thames Valley Park to the central areas of Reading.
- Offers the potential capacity to cater for up to 2,000 two-way people trips per hour by the introduction of new bus services, and therefore the ability to accommodate future forecast travel demands;
- Increases public transport patronage by up to 15% (based on the demand modelling undertaken to inform the Business Case);
- Significantly increases capacity for accessing (and leaving) Reading town centre and Reading Railway Station;
- Significantly improves public transport connectivity between Reading and Wokingham Boroughs;
- Provides opportunity to facilitate future bus services east of Reading towards Wokingham and Bracknell and the potential TVP P&R at Coppid Beech; and
- Reduces journey times and improves reliability for public transport services using the East MRT Scheme.

Highway

- Reduces rat-running in some eastern parts of Reading and provides alternative means to travel along the congested corridor to accommodate the highway trips that are forecast not to complete their journey in the modelled peaks in the future, as a result of building delays/congestion.
- Accommodates two right turning buses at the proposed East MRT Scheme and Napier Road junction which is predicted to operate well within capacity causing minimal to no delays to traffic accessing and egressing Tesco;
- Causes minimal delays to existing traffic at the Napier Road approach to Reading Bridge roundabout due to off-site improvements; and
- Accommodates bus movements at the Thames Valley Park Drive / A3290 roundabout.

Future Opportunities

- 23.6 This eastern section will form part of a longer term MRT network for the Thames Valley or operate as a standalone MRT route. The link also provides future opportunity to link to a Third Thames Crossing to provide MRT to a P&R north of the River Thames.
- 23.7 Reading is planned to benefit from significant investment in the following strategic networks (see section 4.15 above for further details):
- Elizabeth Line (Crossrail).
 - The Western Rail Link to Heathrow (WRLth);
 - HS2; and
 - M4 Junctions 3-12: Smart Motorway scheme .

- 23.8 The East MRT scheme will improve accessibility to these strategic transport networks, allowing residents from existing and planned development living to the east of Reading to reach the rail services and Reading town centre, or visitors arriving from the motorway to use the P&R at TVP or Winnersh into Reading town centre.



Figure 124. Landscape strategy plan

24 Landscape

Existing Landscape Context

- 24.1

The site is located on low lying landform, adjacent to the southern bank of the River Thames, that runs to the north of the site. The confluence between the River Kennet and the River Thames, falls roughly within the middle of the site. To the south, the Great Western Main Line Railway is raised on an embankment.
- 24.2

Overall, the site has a sense of enclosure and a sense of being part of the River Thames corridor through the urban area, with few views out to adjacent areas. Its character is of urban open space and river-edge. There are strong influences from the railway and infrastructure corridor to the south of the site boundary, with views of the railway, moving trains, gantries and overhead cables; which counteracts the calmer and more attractive River Thames to the north of the tow path.

- 24.3

A Public Right of Way (PRoW), the Thames Path National Trail and National Cycle Routes 4 and 5 (Thames Valley) pass through the site, on the route of the towpath adjacent to the River Thames. National Cycle Route 4 turns southwards off from the River Thames towpath and follows the alignment of the River Kennet.
- 24.4

Broad-leaved woodland is present in the western section of the site, which lies within a Local Wildlife Site (LWS). There are also scattered trees, and some areas of dense scattered scrub, throughout the site. A number of individual trees and tree groups are subject to a TPO designated as a woodland TPO, W2 of Tree Preservation Order: - Land North & East of Tesco site, Napier Road, Reading (August 2006), within the centre of the site (bounded to the east by River Kennet and to the west by the Tesco's car park), within the LWS. There are no TPOs upon the eastern part of site within the Borough of Wokingham. A survey recorded 128 individual trees and 65 tree groups (4 are category A, 88 are category B, 98 are category C, and 3 are category U). There are no TPOs upon the eastern part of site within the Borough of Wokingham.

Landscape Design Principles

- 24.5

The proposed East Reading MRT will comprise a fast-track public transport, pedestrian and cycle route. It will connect the A3290 at Thames Valley Park, to Napier Road, Reading town centre and the railway station, with part of the route raised on bridge and viaduct.
- 24.6

To the north of the proposed East MRT route, the existing section of Thames Path and National Cycle Route will remain at ground level, following the towpath of the River Thames. In contrast to the swift conveyance of the East MRT route, the landscape strategy seeks to create a place around the existing pedestrian and cycle path, and acknowledge this existing linear corridor as an alternative, 'slow' leisure route.



24.7 The design intention, for a leisure route with low key intervention landscape design approach, pays respect to the time layers of transportation routes along this stretch of the River Thames and engineered crossings of the Kennet Mouth. The proposed East MRT creates a 21st Century bridge, viaduct and transport route, the engineering detail of which is visible from the towpath, and seen in juxtaposition to the slower, more leisurely route of the towpath.

24.8 33 individual trees (19B, 13C & 1C category shrub) will be removed along with 11 whole tree groups and hedgerows and 10 sections of tree groups (comprising an estimated 57 trees) (approx. 0.172 ha). Part of tree group G119 approx. 0.0562 ha will be removed as a result of the proposed P&R development.

24.9 In total of 0.116 ha of tree groups to be removed [equating to an estimated 117 trees and 670 hedge plants/shrubs/small hedge trees].

24.10 81 individual trees will be planted along with 0.17 ha of understorey and hedgerow planting, plus the enhancement of 3.65 ha of existing woodland and scrub habitat.

24.11 Further details of tree removal and planting are given in the following chapter.

24.12 The landscape strategy is based on the principle of retaining existing trees and areas of habitat, as far as possible, and supplementing these with new native tree planting and integrated ecological enhancement, including repair and enhancement of the hard-edged, concrete wall, riverbank and the creation of a new marginal shelf with native marginal species. It seeks to provide low key interventions, suited to the river edge and urban, linear, open space context of the site, which would enhance the experience of current leisure activities, and provide reason for pausing and resting within the area.

24.13 The overall aims of the landscape strategy are therefore to:

- Enhance the experience of using the Thames Path and National Cycle Route through the site;
- Improve the interface of the site with the River Thames;
- Provide landscape and ecological mitigation and enhancement; and
- Create pocket places, for stopping and sitting, and for community uses



Figure 125. Mosaic artwork to be relocated and restored