

Project

2135 - Scarborough Harbour West Pier
Redevelopment

Subject

Landscape Design Statement

09 November 2023



1.0 Landscape Precedents

Albert Docks, Liverpool
 Relevance- regeneration through visitor economy in historical context

The Albert Docks of Liverpool were once derelict and abandoned since the decline of Liverpool as a port. Since regeneration in 1986, they have now been transformed into a major tourist destination with shops, cafes, restaurants and bars. The site also offers 150 river view apartments, as well as the Tate Liverpool and the Beatles Story.



Blackpool, Lancashire
 Relevance- regeneration through visitor economy with contemporary detailing and art integrated into street furniture

Blackpool is a tourist destination with millions of visitors every year. Blackpool sea front stretches 7 miles along the Fylde Coast sea front, and the promenade makes up the North, Central and South Shores; it is most renowned for the Golden Mile. The Golden Mile is a popular area home to a multitude of year-round, family-friendly events, activities and attractions, including the iconic Blackpool Tower.



Pebble seats on Blackpool Promenade

Ilfracombe Pier, Devon
 Relevance- regeneration through visitor economy with focal feature art installation

- In 2019, major plans for the regeneration of the pier included:
- Creating an official entrance so people know they are entering the harbour
 - Improving the facilities for the commercial operations with brand-new, fit-for-purpose, ticket sales kiosks that are modern, inviting and designed in cooperation with the interested boat trip operators
 - Removing the 1950s booths which will open up the vista of the harbour entrance to be welcoming for residents and visitors
 - Widening the road, vastly improving the safety of pedestrians and cars
 - Creating a larger trading area for the commercial boat operators along the side of the pier, alleviating the cramped and congested area occupied by the old booths, creating a more pleasant environment for commercial harbour users and visitors
 - Infrastructure improvements to provides fresh water for modern hygiene standards



The site has been designed to suit mass footfall and has been made from robust materials for exposed coastal locations. In 2011, Blackpool had a major investment and funds for regeneration.

South Shields, Tyneside
 Relevance- regeneration through visitor economy with contemporary detailing and art integrated into street furniture

The South Tyneside Council and Royal Haskoning proejct was an opportunity to resolve coastal defence issues and enhance a unique environment to compliment the range of attractions in South Shields. It involved demolishing a failing seawall, constructing a 500m promenade and sea wall and landscaping. Environmental impacts were minimised by re-using materials on site where practiable and cost-effective to do so.



Sculptures by Juan Munoz

Smeaton's Pier, St Ives

Relevance- historical context with active fishing trade and tourist economy mix

- Smeaton's Pier was extended by 300ft in the 1890s
- The extention of the pier is the reason St Ives has two lighthouses; the old pier ended where the shorter, original lighthouse stands.
 - The pier and the original lighthouse are both named after John Smeaton, the civil engineer who designed the structures.
 - When the extension was complete a new 9 metre tall lighthouse was built at the end.
 - Smeaton's Pier has a reservoir at its base that fills up at high tide to reduce wave action in the harbour.
 - The three arches were designed to circulate seawater to prevent the build-up of sand.
 - The pier is still a working pier used by local fishermen.



The Harbour- traditional harbour backdrop with significant heritage/ conservation value accomodating a mix of uses.

2.0 Landscape Heritage Approach

The landscape approach to heritage has been developed from the Heritage Statement provided at the stage two submission by Maddison James Associates, which identifies four areas of potential heritage value;

- Aesthetic Value –Value deriving from the ways in which people draw sensory and intellectual stimulation from a place.
- Historical Value –Value deriving from the ways in which past people, events and aspects of life can be connected through a place to the present.
- Communal Value –Value deriving from the meanings of a place for the people who relate to it, or for whom it figures in their collective experience or memory.
- Evidential Value –Value deriving from the potential of a place to yield evidence about past human activity.

The Heritage Statement assesses these four values for the pier as;

- The aesthetic value is neutral. There is a small section of sandstone walling that is of architectural interest but the majority of the pier that remains visible is formed in concrete dating from 1910. The surfaces are modern and have no architectural value.
- The historic value is high. The West Pier was constructed as part of the harbour development works carried out in the early 19th century. along with the construction of the (slender) West Pier, the East Pier is constructed and the lighthouse installed at the end of Vincent’s Pier. West Pier is altered further in the mid-19th century along with the construction of Lighthouse Pier.
- The communal value is high. The West Pier is an integral part of the harbour and the harbour is the heart of Scarborough, a town that has developed first out of the fishing community and later as a seaside resort. The site has a long association with the sale of fish first as an open market and later from within the fish sheds.
- Evidential value is moderate. It is likely that the original pier structure remains within the existing concrete fabric and strong archaeological evidence will exist whilst the pier remains in its current form. Any works will need to consider the impact they may have on any remaining historic fabric whether visible or buried.

Landscape Heritage Strategy

The landward end of the pier is the arrival point for visitors acting as the threshold space, this area of the pier is more focused on the visitor economy (and less on the historical, but active, fish trade of the pier) and contains the most significant heritage features such as cafe building, historical sett paving adjacent to the northern edge of the site and sandstone walling on the northern pier edge.

To enhance the character and quality of this ‘entry’ space it is proposed to use materials and a design approach to strengthen the historical landscape context of the space.

The active use by the fish trade is important in providing historical and current context, both visually with both activity and artefacts, and by the characteristic smells associated with the fishing trade, it is important that in areas more dedicated to the fishing trade that the landscape design is ‘low-key’ allowing the live character of the working pier to be apparent.



Large timber sections as traditional material



Images from Hull Fishing Trail



Images from Hull Fishing Trail



Existing timber pier edge detail

Existing external features;

No works are proposed for the extant section of sandstone walling along the northern landward section of the pier edge. Existing mooring bollards may be relatively modern features, but these will be retained. There are no other significant historical features still evident other than aspects of the buildings which have been considered by the architects.

Proposed surfaces

Traditional sandstone paving will be used as a surface material within the landward section of the pier providing a historical landscape context for 'building 1', and visually linking with the pedestrian surfacing along Foreshore Road and Sandside. Sandstone paving material will be used within the vehicle loaded spaces in this part of the pier but with a smaller unit size characteristic of historical usage as sett paving.

Proposed materials

The use of large section timbers will be referenced in terms of materials and character for street furniture wherever possible, including bollards and seating.

Interpretation

To reflect the high communal and historic value of the pier reference to the historical context will be included on the wayfinding totem located at the pier entrance and two Historical Interpretation panels located within the Heritage Area. Content is to be developed under a separate brief but is likely to include images and text connecting the importance of the pier to the development of the town - this may also include links to relevant websites and QR codes.

Within the street furniture items branding themes will be developed including emblems cut etched or marked into metal work and timber surfaces. This may include the wayfinding totem, interpretation panels, seats and bollard. Emblems will be developed under the same brief as the wayfinding and interpretation development.

In surfacing materials there is also potential to include emblems in a similar approach to that used on the Hull Fishing Trail, but in this circumstance the approach would be to apply this within the pier space only, referencing the heritage and used as a linking theme running throughout the pier.

An area for a heritage art feature is also included within the main project - again a feature which will be developed and implemented at a later stage.



Mooring bollard and fishing paraphernalia



Sandstone setts north of the site.



traditional paraphernalia of fish trade creating character to the pier.

3.0 Functional Areas

The pier currently accommodates a number of different broad functions externally, the area for many of these functions spacially overlap, and all are generally poorly defined currently, if defined at all. The proposal seeks to define these different functions and develop a layout that supports safe effective operation of these functions and assist legibility for all users.



Area 8: Pier Entrance/Arrival Space/Pier edges
The existing building to be refurbished is red brick, sand stone details. Timber beams protect some pier edges which could be used throughout the new development. Timber beams could be used to provide seating in areas.

A ballance needs to be made in making the pier safe for visitors, maintaining the fish trade functions and retaining the open aspect of much of the pier and the pier edges.

Some materials present in the existing pier are still in good condition, such as areas of concrete so would be cost effective to keep existing materials. Any historical features should be retained wherever possible to maintain the integrity of the pier

Area 1: Adopted Highway Interface
Ensure working pier function is not compromised for deliveries & collections, facilitating vehicle access but promoting pedestrian priority where possible.

Need to integrate materials with existing highway materials Creating a seamless transition with Foreshore Road/ Sandside.

Railings and barriers cause pedestrian bottlenecks. Extents of adoption need to be established.



Area 3: Access Spine
The access spine needs to be able to cope with vehicles accessing the site and pedestrian use. Current emphasis on vehicle access puts pedestrian use very low down on priorities. Features could be used for traffic management and pedestrian protection. Concrete, Hardicrete or similar would be ideal as robust and can have details cast in.



Area 7: Pedestrian Circulation
No defined space other than at the pier entrance (area 1) but pedestrians mix with other uses over most of the pier. The developed will need to prioritise and define pedestrian space to encourage visitor usage by pedestrians. Ideally the access route will be kerbless (needs coordination with drainage and accessibility) and have linked materials throughout so as to prioritise pedestrians and keep traffic speeds slow. Current pedestrian areas are unattractive and a patchwork of materials.



Area 2: Fish trade & Vehicle loading
This area serves the fishing industry by providing layover for HGV's, loading and turning areas. The material should be robust to cope with industrial use. Scope to retain and refurbish existing particularly heritage harbour side furniture and fittings . Need to understand peak periods of activity and Layover requirements.

Area 4: Front facing fish trade
The demolition of bait sheds and building no. 4 result in a clear area of space which leads to the service yard. This area should keep the heritage elements and features and the clear space should be reinstated. Would benefit from consistent uniform surface finish. This area is located next to the designated parking spaces so the use of timber bulks could work as separation.

Area 5: Parking
Ideal material is concrete as it is has good characteristics for longevity and requires minimal maintenance. However, concrete needs to be properly cured before layers can be applied so Hardicrete may be more time and cost effective. This function currently dominates the pier.

Area 6: Public Space
Currently public access is possible over most of the pier but there is no definition of pedestrian only spaces, the proposal includes an area for temporary events space which is a new function, also to be used as overflow/ flexible parking. The space needs to cope with vehicle use and also be visually appealing for the holding of events. Needs to be more civic and pedestrian priority than others. Thick stone or high quality Concrete finish would be ideal.

3.1 Functional Zones - 1, 2 & 3

1. Adopted Highway Interface



Same spec. natural stone setts, kerb and paving flags as used along Foreshore Road and Sandside in adopted highway, to integrate with historical context and adopted highway materials palette.

Review of requirement for railings at junction as these act as a bottleneck to pedestrian movement.

Pedestrian priority level crossing in high quality material transitioning to access zone.

To enable ease of movement through the space and to avoid conflict between different users, there should be clearly defined zones. The definitions of zones can be subtle with features like planters, seats etc. or a change in the surfacing material can let users know they are entering into a different zone. The key aspect of the development is to have vehicle management to ensure the safety of pedestrians through the site.

The use of bespoke pieces of street art have been successful in places like South Shields and along Ilfracombe Harbour. These create interest in a space to engage people, can reference the history of the site and help define spaces acting as vehicle barriers.

2. Fish Trade Zone



The fishing industry is a crucial and important part of the community and a key aspect of the identity of Scarborough Pier. The development of the pier must ensure that the fishing trade can continue to function as this provides local employment and is part of the visitor experience of this working pier.

3. Access Spine



Simple use of materials and inlay patterns to deconstruct pedestrian and vehicle areas, but allow for vehicle movements. Makes the space feel bigger and unifies different elements.

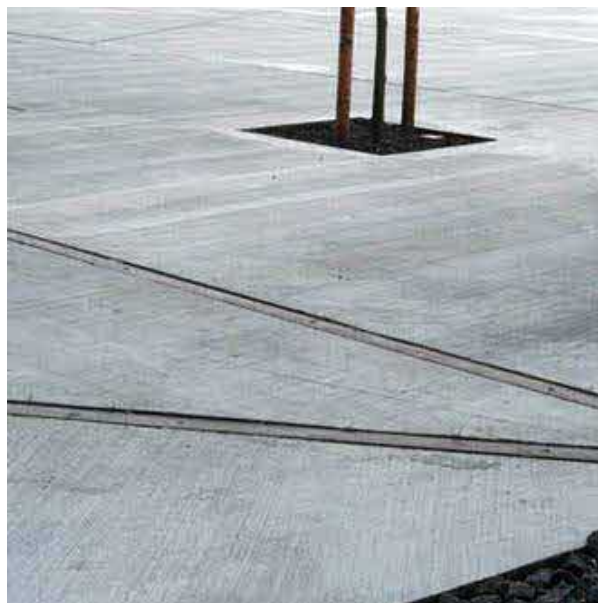
Can use materials on the carriage way area in public realm and high quality public realm materials in the carriage way to blur the definitions.

3.2 Functional Zones - Zones 4 & 5

4 & 5. Public Facing Fish Trade/ Public Parking



- Miles macadam or similar Hardicrete and Hardicoat finishes
- Could potentially be overlaid onto existing and range from 40-60mm thick. This would allow for repairs and delivery of clean uniform highly robust finish.
- Can be installed like macadam and used in coastal environments.
- Can also be pigmented and have aggregates places so could move over into areas 3, 6 and 7.
- Batch pour concrete also has potential in terms of texturing and clean simple inlay details.



3.3 Functional Zones - Zones 6, 7 &

6, 7 & 8. Public Space/Pedestrian Circulation/Pier Entrance
Arrival zone & Pier Edges



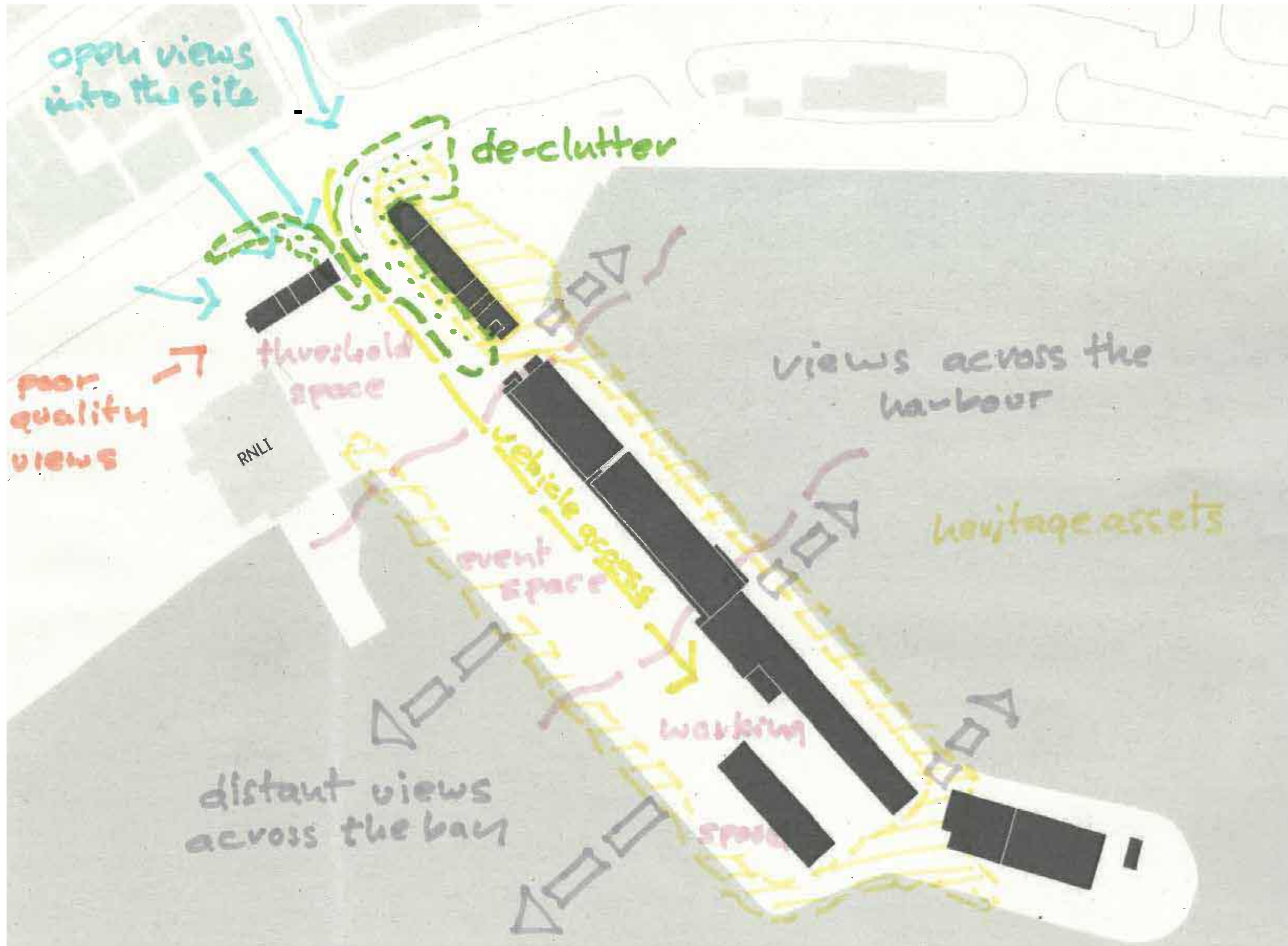
Pier arrival space currently visually & physically obstructed by existing kiosks, proposal orientates the footprint for the new kiosk and public toilets building along the main pier axis opening up views into the pier and allowing the creation of a threshold space. The listed building at the northern side of the pier entrance provides a strong heritage link which will benefit from the creation of landscape setting using materials such as natural stone, wood and metal relating to features and materials used in the building and within the local context of the site.

Public Space should be higher quality materials, but robust enough to withstand the exposed environment. Language of materials and furniture should reference the pier location, retaining elements where possible, and replicating and re-interpreting to strengthen the unique identity and heritage of the space fitting for contemporary use.

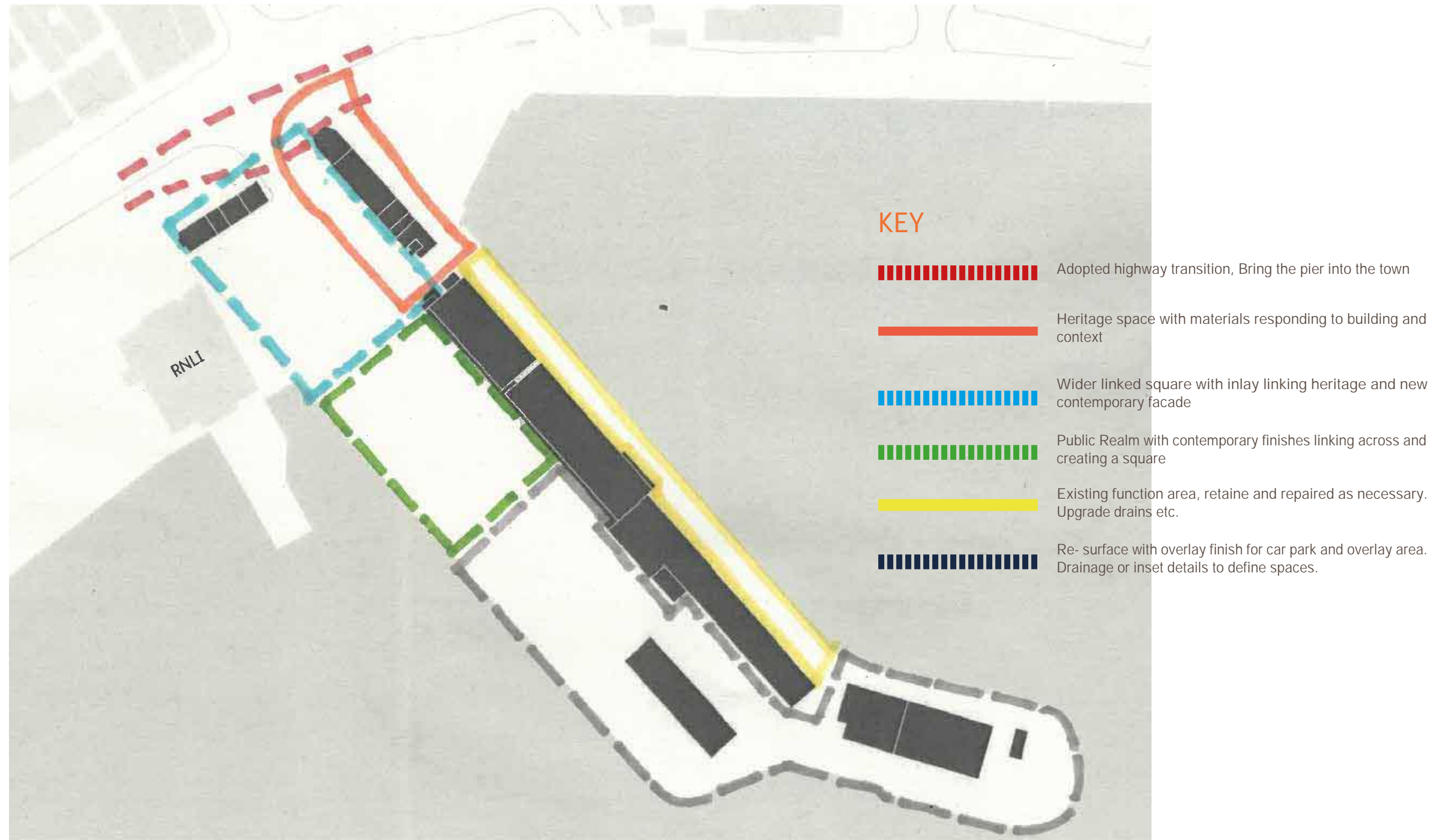
Pedestrian circulation should be defined through materials and furniture encouraging visitors to explore the pier and increase their dwell time. Seating should be arranged in social groups, inclusive and accessible, contain different comfort solutions for people with different needs.



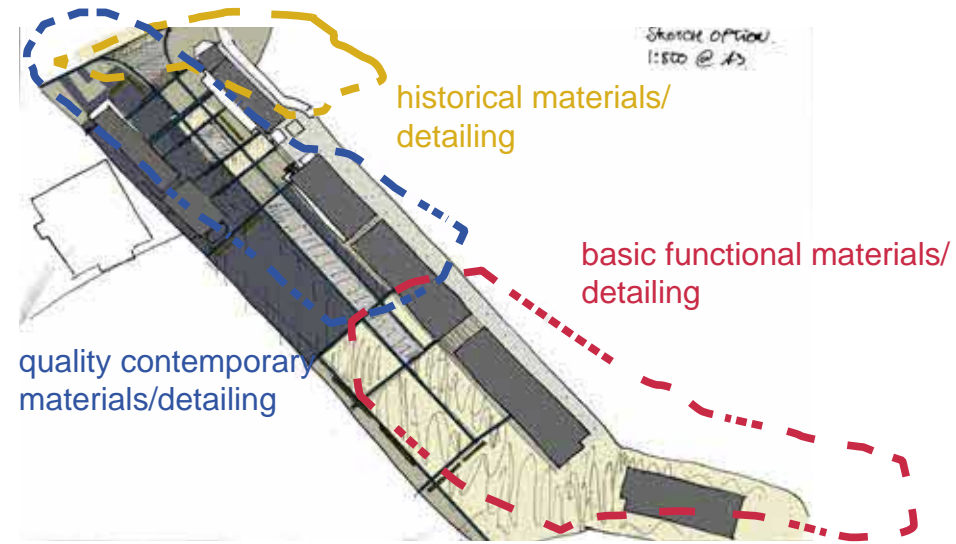
4.0 Landscape Character Analysis



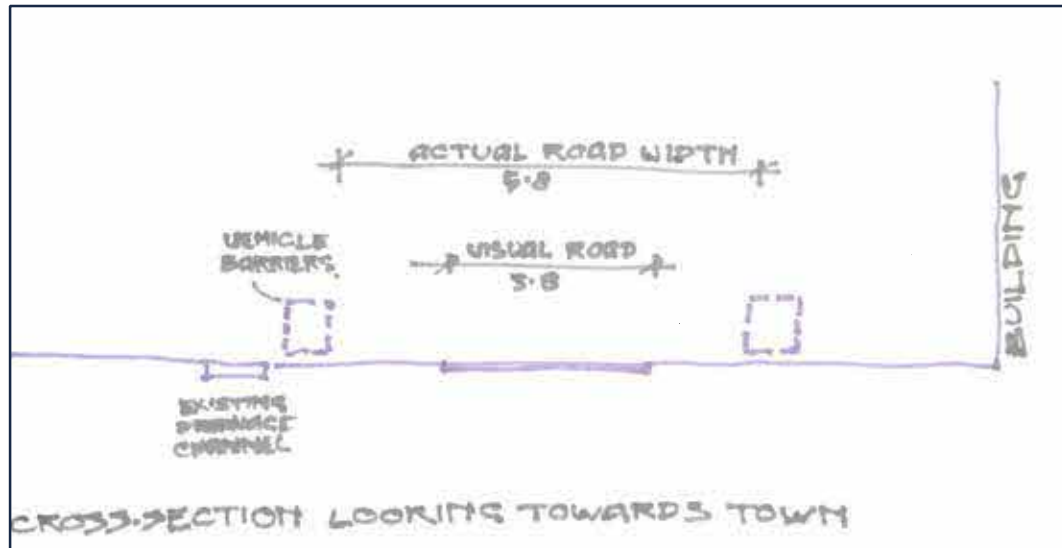
4.1 Landscape Character Areas- Options



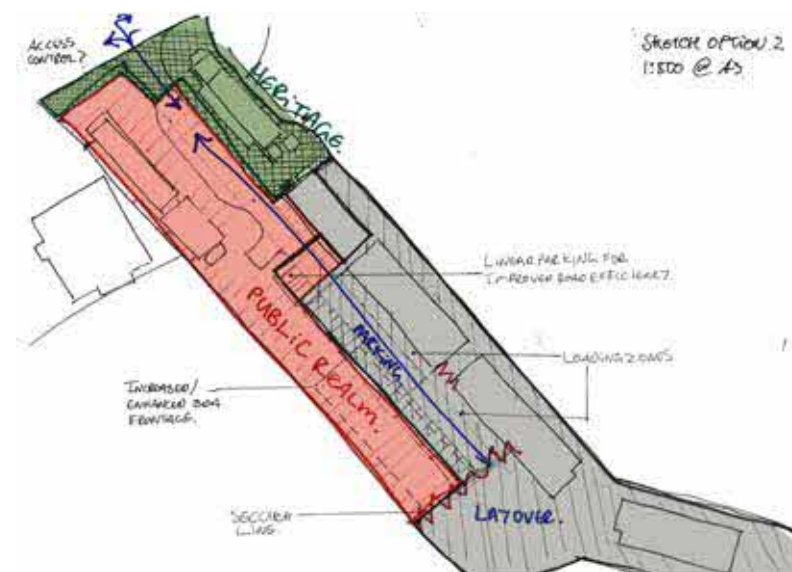
4.2 Landscape Character Areas- Options (Continued)



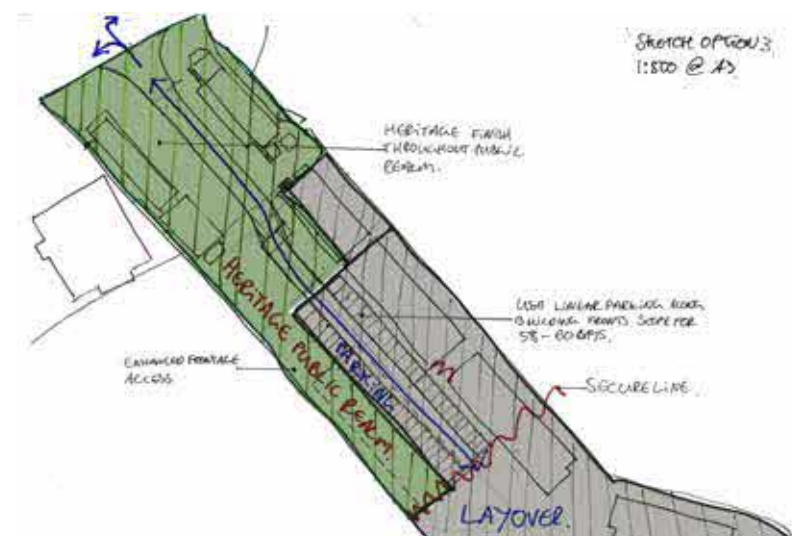
- Option A- Functional arrangements as per JSA option B;
- Central vehicle & pedestrian access spine
 - Public space full width between access spine & pier edge
 - Car park full width between access spine & pier edge, beyond public space



Approach to Access Spine

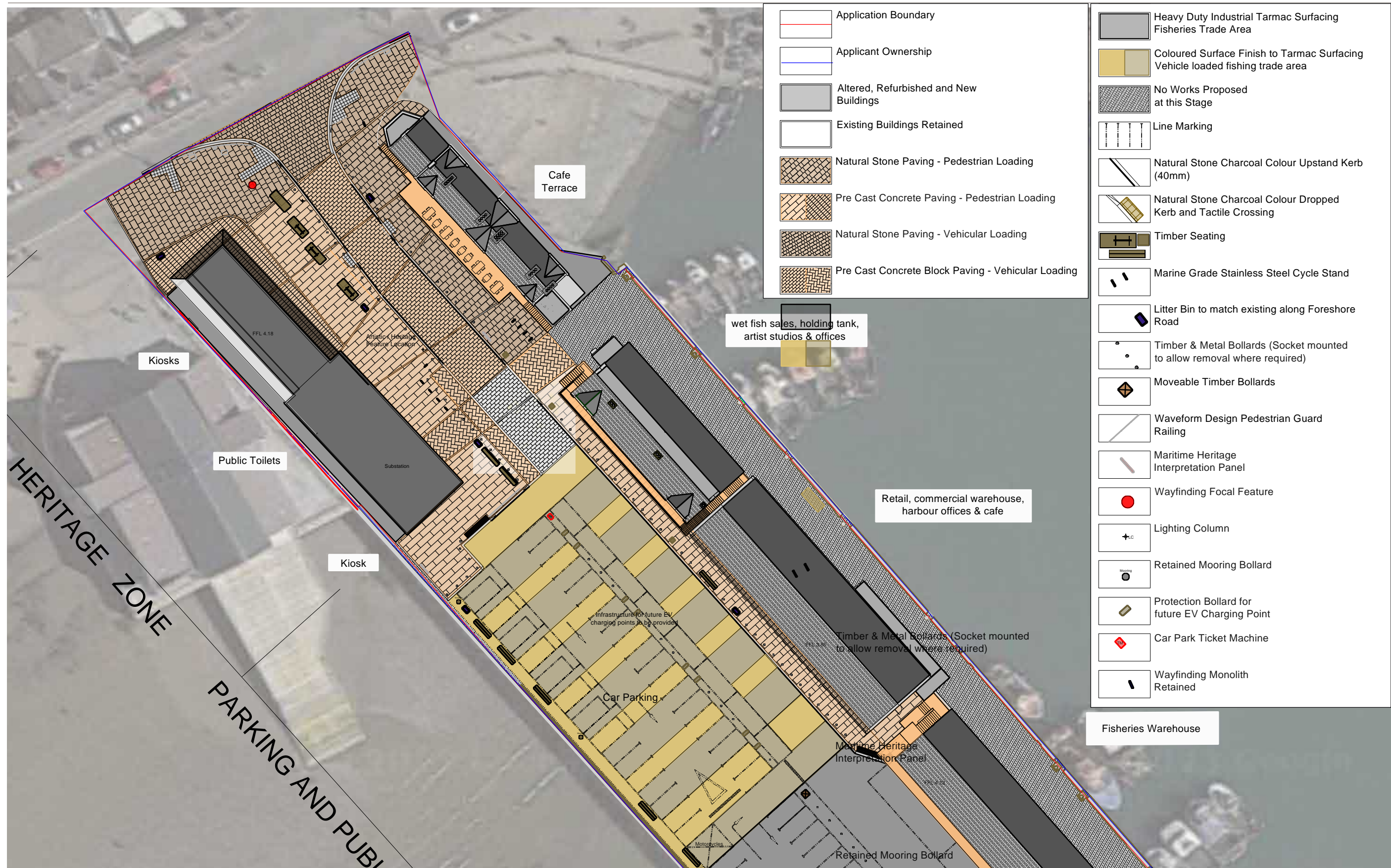
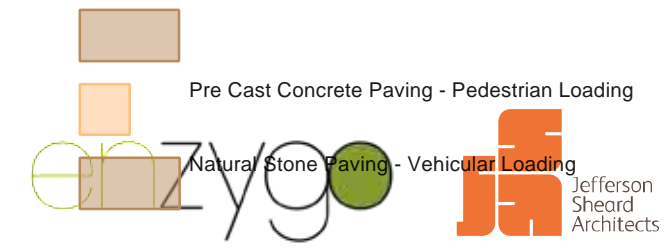


- Option B- Linear parking arrangement along single side of access spine;
- Linear public space 'stretches' along southern pier edge
 - Single row of parking accessed directly off access spine



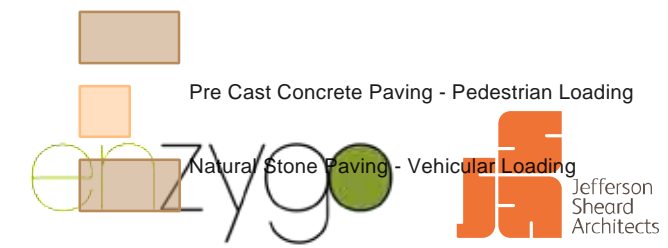
- Option C- Linear parking arrangement along both sides of access spine;
- Public space 'stepped' to narrower strip along southern pier edge
 - Double row of parking accessed directly off access spine

5.0 Landscape General Arrangement Plan - Shore End

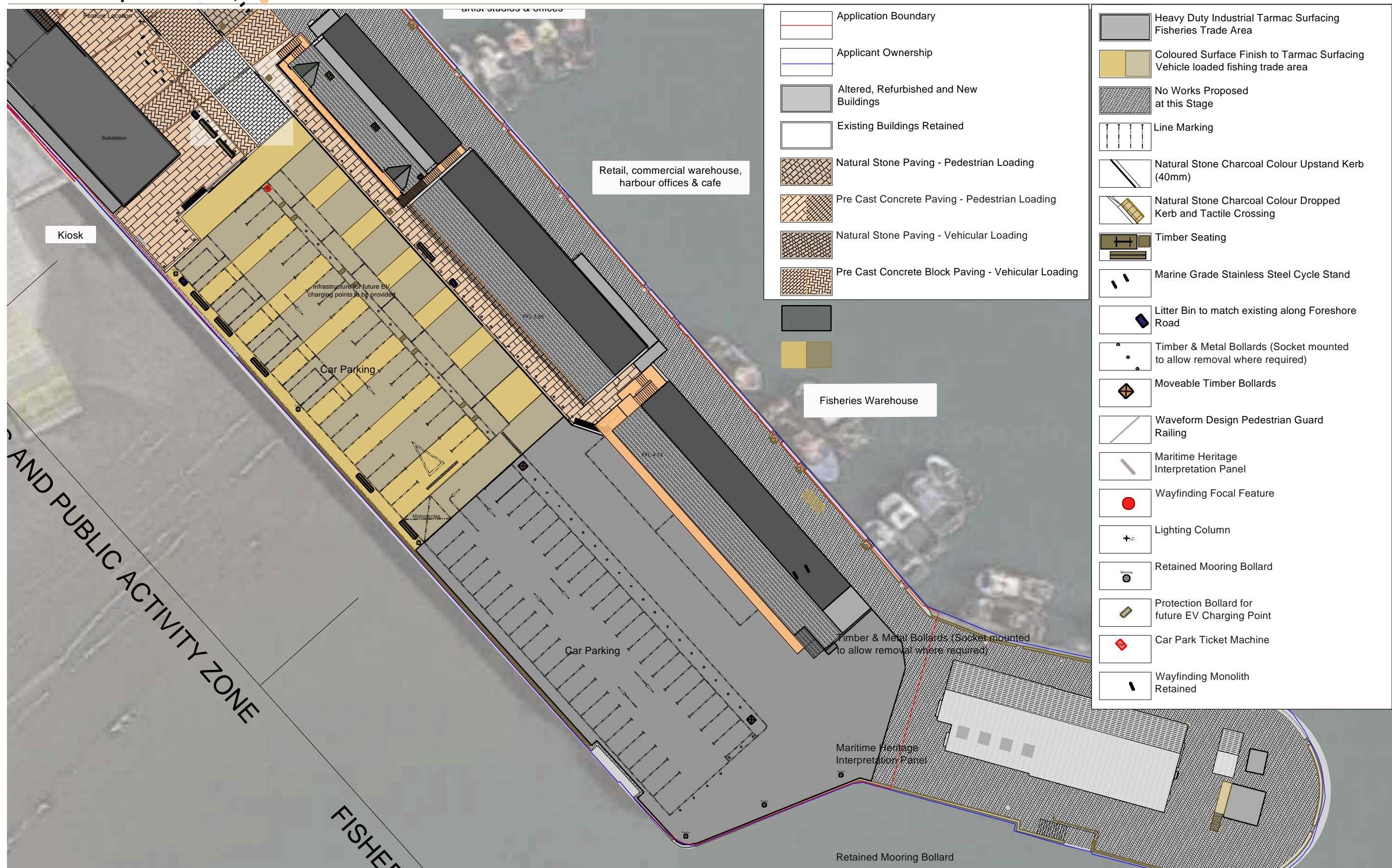


	Application Boundary		Heavy Duty Industrial Tarmac Surfacing Fisheries Trade Area
	Applicant Ownership		Coloured Surface Finish to Tarmac Surfacing Vehicle loaded fishing trade area
	Altered, Refurbished and New Buildings		No Works Proposed at this Stage
	Existing Buildings Retained		Line Marking
	Natural Stone Paving - Pedestrian Loading		Natural Stone Charcoal Colour Upstand Kerb (40mm)
	Pre Cast Concrete Paving - Pedestrian Loading		Natural Stone Charcoal Colour Dropped Kerb and Tactile Crossing
	Natural Stone Paving - Vehicular Loading		Timber Seating
	Pre Cast Concrete Block Paving - Vehicular Loading		Marine Grade Stainless Steel Cycle Stand
	wet fish sales, holding tank, artist studios & offices		Litter Bin to match existing along Foreshore Road
	Retail, commercial warehouse, harbour offices & cafe		Timber & Metal Bollards (Socket mounted to allow removal where required)
	Timber & Metal Bollards (Socket mounted to allow removal where required)		Moveable Timber Bollards
	Waveform Design Pedestrian Guard Railing		Maritime Heritage Interpretation Panel
	Wayfinding Focal Feature		Lighting Column
	Retained Mooring Bollard		Protection Bollard for future EV Charging Point
	Car Park Ticket Machine		Wayfinding Monolith Retained

5.1 Landscape General Arrangement - Seaward End



FFL 4.18



- Application Boundary
- Applicant Ownership
- Altered, Refurbished and New Buildings
- Existing Buildings Retained
- Natural Stone Paving - Pedestrian Loading
- Pre Cast Concrete Paving - Pedestrian Loading
- Natural Stone Paving - Vehicular Loading
- Pre Cast Concrete Block Paving - Vehicular Loading

- Heavy Duty Industrial Tarmac Surfacing Fisheries Trade Area
- Coloured Surface Finish to Tarmac Surfacing Vehicle loaded fishing trade area
- No Works Proposed at this Stage
- Line Marking
- Natural Stone Charcoal Colour Upstand Kerb (40mm)
- Natural Stone Charcoal Colour Dropped Kerb and Tactile Crossing
- Timber Seating
- Marine Grade Stainless Steel Cycle Stand
- Litter Bin to match existing along Foreshore Road
- Timber & Metal Bollards (Socket mounted to allow removal where required)
- Moveable Timber Bollards
- Waveform Design Pedestrian Guard Railing
- Maritime Heritage Interpretation Panel
- Wayfinding Focal Feature
- Lighting Column
- Retained Mooring Bollard
- Protection Bollard for future EV Charging Point
- Car Park Ticket Machine
- Wayfinding Monolith Retained

6.0 Landscape - Access and Circulation

Pedestrian Access.

Footpaths to both sides of the access road extend from the shore frontage into the heart of the site, and alongside the events space. Beyond this point formal footpaths give way to the vehicle priority spaces associated with the fisheries working areas and car parking. Surfaced are flush except for a 40mm kerb upstand along the footpath to the front of the retained buildings to provide a clear 'tapping edge' for partially sighted visitors, and further defined by a colour contrast provided by the black granite kerb/buff yorkstone paving junction between the access road space and the footpath.

At the entrance to the site areas of pedestrian only spaces are significantly increased in area as compared to the existing, further into the site as pedestrian flow volumes are expected to decrease, footpaths become less broad and more space is allowed for vehicle movement.

There are dropped kerbs along the footpath alongside the retained building which will be fully accessible with tactile paving and drop kerbs. Vehicles will be kept off pedestrian areas by physical features such as bollards, benches and other street furniture to ensure pedestrian space is protected from 'wildcat'

Cycle Access.

Cycle access is intended to be undertaken along the vehicle access road rather than footpath space to help minimise conflict between pedestrians and cyclists. A cycle route is not demarked as it is considered that peak pedestrian flows will be significant, and in such circumstances pedestrians can be unaware of the presence of cyclists, and cyclists tend to travel at higher speeds where there is a demarked cycle lane.

It is considered that this is a safe approach with regard to cyclist/vehicle safety as the design intends to manage vehicle speeds by use of similar materials in the vehicle and pedestrian areas, and by avoiding the use of standard road treatments and by reducing the vehicle lane widths to a minimum.

Cycle stands are provide away from areas of high intensity use pedestrian spaces to ease parking and locking of cycles, but at places that are easily accessible to cyclists, allowing them to dismount close to the stands. Where possible, visibility between stands is accommodated so that cyclists can more easily find vacant stands. Stands are located close to the main destinations on the pier.

Vehicle Access.

Changes to the geometry of the junction with Foreshore Road have been minimised however it is proposed to change the surface material to a natural stone setts (maintaining a similar approach on the adopted highway along Sandside). This not only helps to define the pier entrance as a high quality space but signals to vehicle drivers that they are entering a place where pedestrians may frequently be walking in the road space.

The junction control priorities will remain largely unchanged with a stop light for vehicles leaving the pier. A carriageway width of 6.0m extends into the site, as this is the minimum width to allow two large vehicles to pass, helping to manage vehicle speeds within the site. Parallel parking within the 6.0m width is provided further into the site to facilitate deliveries/collections associated with the fisheries businesses.

Two large vehicle spaces are provided on the northern edge by the outside building 8 leading to a turning head sufficient to accommodate the largest expected vehicle. On the southern edge of the access road (vehicles heading out of the site) there are two bays for deliveries to the new kiosk building.

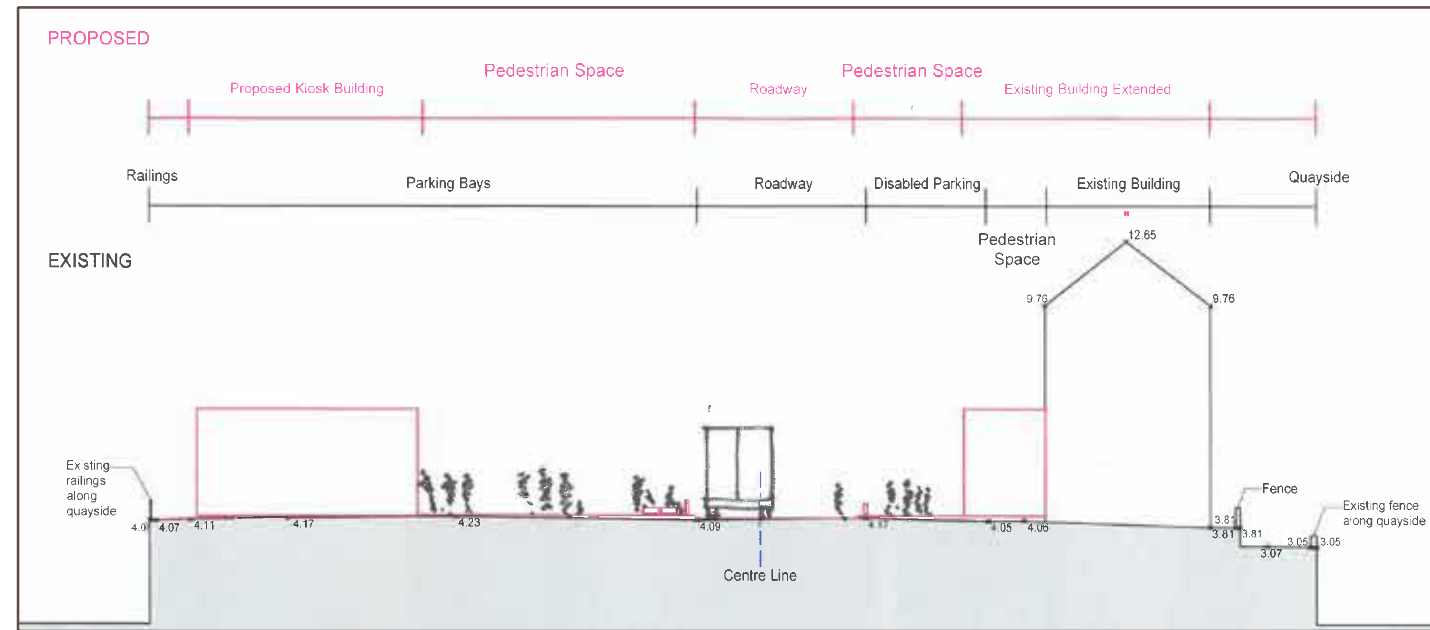
Standard parking bays are provided for eighty-one cars in total with 8 accessible parking spaces.

Fuel deliveries to fisheries boats will be maintained as existing with a route along the northern side of the buildings, which returns along the access road.

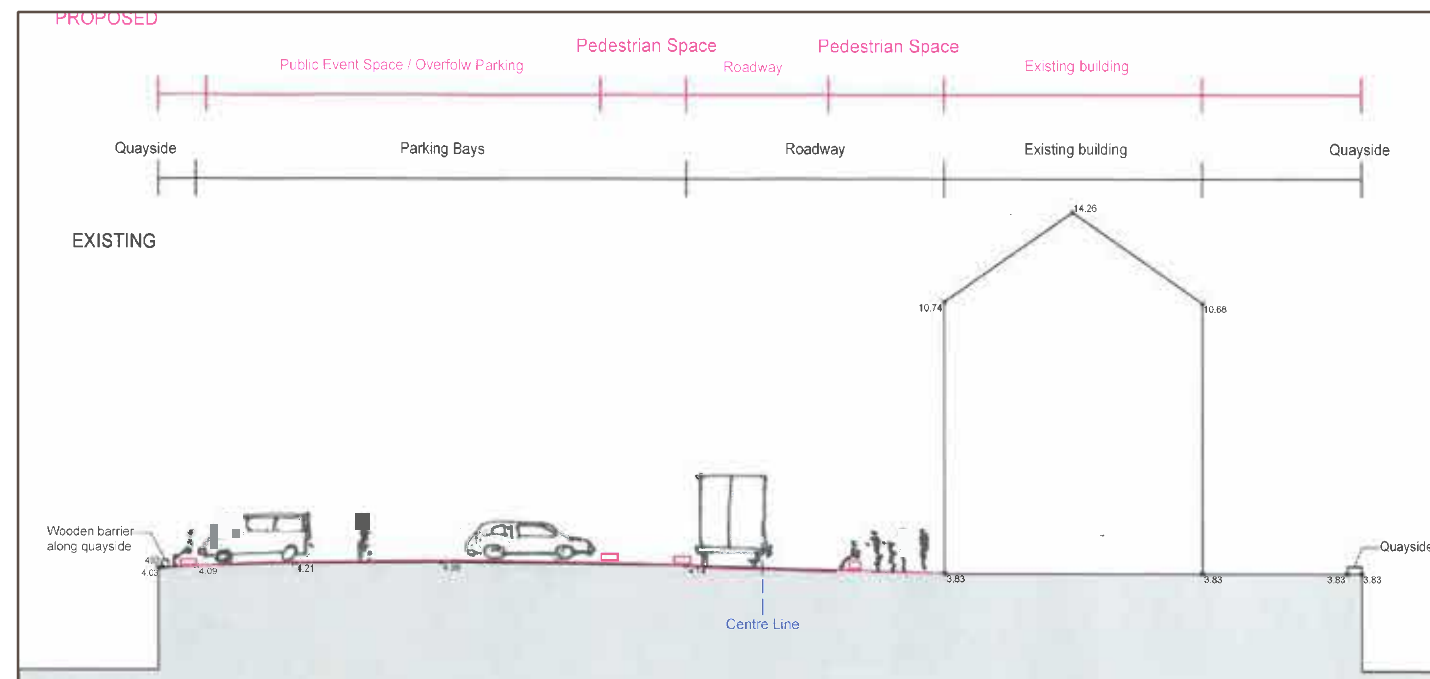


7.0 Landscape - Cross-Sections

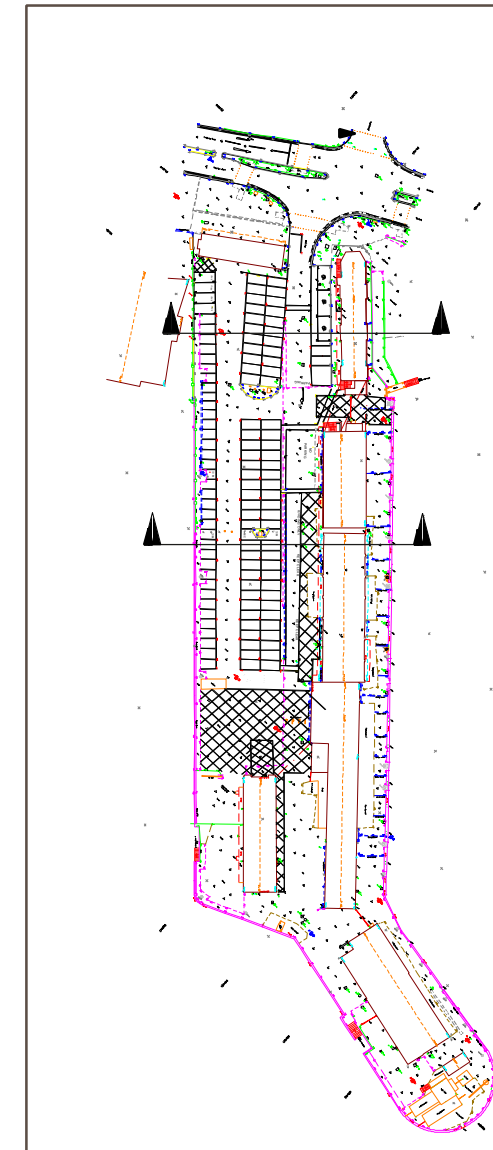
Comparison of pedestrian flow between existing and proposed



Cross-Section A - A Through Heritage Area



Cross-Section B - B Through Car Park / Public Space



Cross-Section A - A

Cross-Section B - B

8.0 Landscape Character Zoning

Zoning.

The principle of zoning different areas of the site has been carried through to the proposed design, this helps to define the three key functions and character areas of the site;

Heritage Area-

This acts as the threshold Space connecting the town with the pier, and encompasses the building with greatest historical interest and architectural detailing, and also adjoins the traditionally paved footpaths and slipways of Sandside. Footfall in this part of the site is expected to be highest with proposed new cafe in the refurbished building and the new kiosks on the southern edge.

Approach to the streetscape design in this area is to use traditional surface materials which are robust and high quality, as appropriate for a key visitor destination in the town. Detailing will use quality materials in a contemporary way, reducing the scale of the space, providing visual linkage between proposed and existing buildings, significantly raising the spaces visual qualities and sense of place, but most importantly, whilst not imposing a whole new identity which is alien to this unique location.

Parking and Public Space-

This space in the main body of the pier is the principal public parking area, there will be pedestrian visitors visiting attraction in the adjacent buildings but lower numbers than in the Heritage Area. Disabled parking and future EV charging is accommodated within this area.

Fisheries Working Zone-

This zone prioritises the fishing trade activities with parking spaces for cars and larger vehicles necessary for the full functioning of the fish trade. The general public are not excluded from this area but there are no additional attractions other than the existing pier and its working life.



9.0 Landscape Materiality - Heritage Area Surfacing

Refer to;

Hard Landscape Plan
SHF.718.002.ENZ.XX.00.DR.L.00.001
and
SHF.718.002.ENZ.XX.00.DR.L.00.002



P1 Hard Surface Material

Description; Vehicle Loaded Natural Yorkstone Sett Paving.

Product: Natural Yorkstone (or equivalent) 120/160/200mm Length x 100mm wide x 100mm depth. Laid stretcher bond. Build-ups to engineers spec. (To match existing similar along Sandside).

Supplier; To be determined



P2 Hard Surface Material

Description; Vehicle Loaded Concrete Block Paving.

Product: Pre-cast concrete units 200 x 100 x 80mm depth, laid stretcher bond. Braemar, 25/25/50 Arran Stone (tex)/Arran stone/Alto Silver mix. Build-ups to engineers spec.

Supplier; Tobermore, @tobermore.co.uk or similar approved.



P3 Hard Surface Material

Description; Vehicle Loaded Concrete Block Paving, Occasional Over-run.

Product: Pre-cast concrete units 200 x 100 x 80mm depth, laid 45deg. herringbone bond. Braemar, 25/25/50 Arran Stone (tex)/Arran stone/Alto Silver mix. Build-ups to engineers spec.

Supplier; Tobermore, @tobermore.co.uk or similar approved.



P4 Hard Surface Material

Description; Pedestrian Loaded Yorkstone Paving.

Product: Natural Yorkstone (or equivalent) 300-600mm length, 300/450/600mm random coursed, 70mm depth. Build-ups to engineers spec. Laid staggered bond' (Etched graphics ref. maritime history to be developed).

Supplier; To be determined



P5 Hard Surface Material

Description; Pedestrian Loaded Concrete Paving. (as per Heritage Area).

Product: Pre-cast concrete units 600 x 300 x 80mm depth, laid stretcher bond, Braemar 25/25/50 Arran Stone (tex)/Arran stone/Alto Silver mix. Build-ups to engineers spec. (Etched graphics ref. maritime history to be developed).

Supplier; Tobermore, @tobermore.co.uk or similar approved.



P3 Hard Surface Material

Description; Vehicle Loaded Concrete Block Paving, Occasional Over-run.

Product: Pre-cast concrete units 200 x 100 x 80mm depth, laid stack bond. Braemar, 25/25/50 Arran Stone (tex)/Arran stone/Alto Silver mix. Build-ups to engineers spec.

Supplier; Tobermore, @tobermore.co.uk or similar approved.



P7 Hard Surface Material

Description; Contrast Tactile Paving.

Product: Natural stone red granite blister paving. Build-ups to engineers spec.

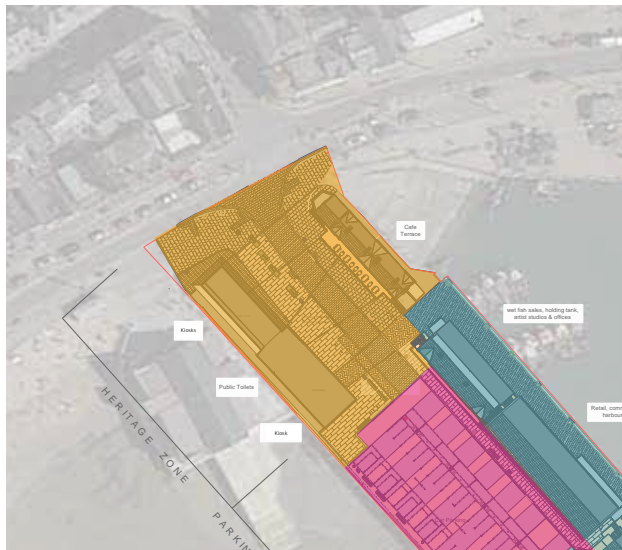
Supplier; To be determined



9.1 Landscape Materiality - Heritage Area Surfacing

Refer to;

Hard Landscape Plan
SHF.718.002.ENZ.XX.00.DR.L.00.001
and
SHF.718.002.ENZ.XX.00.DR.L.00.002

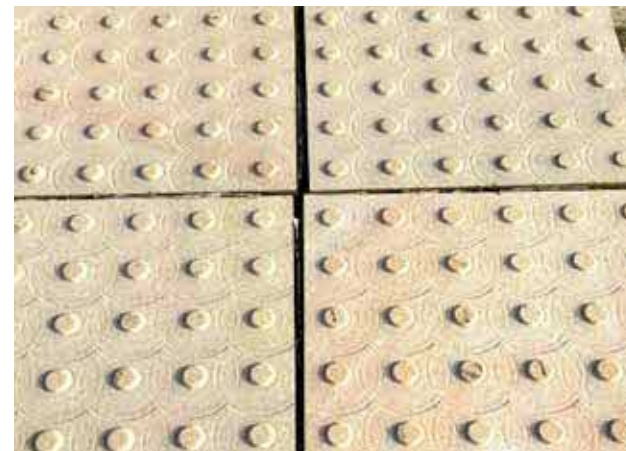


P8 Hard Surface Material

Description; Tactile Paving.

Product: Natural Stone Yorkstone (or equivalent) blister paving. Build-ups to engineers spec.

Supplier; To be determined



P9 Hard Surface Material

Description; Corduroy Hazard Paving.

Product: Standard pre cast concrete corduroy paving. Build-ups to engineers spec.

Supplier; Contractors choice



P15 Hard Surface Material

Description; Vehicle Loaded Concrete Block Trim Detail

Product: Pre-cast concrete units 600 x 150 x 150mm depth, . Manhattan, Silver. Build-ups to engineers spec.

Supplier; Tobermore, @tobermore.co.uk or similar approved.



K1 Hard Surface Material

Description; Straight & Radius Upstand Kerb.

Product: Natural Whinstone Charcoal (or equivalent) 300 x 600-900 x 250mm depth, pencil bullnose kerb, 40mm upstand. Build-ups to engineers spec.

Supplier; To be determined



K2 Hard Surface Material

Description; Straight & Radius Flush and Drop Kerbs.

Product: Natural Whinstone Charcoal (or equivalent) 300 x 600-914 x 210mm depth, laid flush. Build-ups to engineers spec.

Supplier; To be determined



K3 Hard Surface Material

Description; Straight & Radius Channel block.

Product: Natural Whinstone charcoal colour (or equivalent) 300 x 600-900 x 150mm depth, laid flush. Build-ups to engineers spec.

Supplier; To be determined



9.2 Landscape Materiality - Heritage Area Furniture

F1 Bollard

Description; Metal & Timber Bollard.

Product: Rough and Ready Bollard. Powder coated steel frame with hardwood timber inserts. Socket mounted where required.

Supplier; Streetlife, enquiriesuk@streetlife.com or similar approved.



F2 Seating

Description; Timber Slat Seating Unit.

Product: Mobile Surf Isles. Wavy timber slats and powder coated steel. Closed frame. (Etched graphics referencing maritime history to be developed).

Supplier; Streetlife, enquiriesuk@streetlife.com or similar approved.



F2* Seating

Description; Timber Slat Seating Unit.

Product: Solid Surf Isles. Timber slats and powder coated steel. With back rests and arm rests. Closed frame. (Etched graphics referencing maritime history to be developed).

Supplier; Streetlife, enquiriesuk@streetlife.com or similar approved.



F3 Seating

Description; Timber Sleeper Seat.

Product: Drifter Bench without back, powder coated steel base (Etched graphics referencing maritime history to be developed)

Supplier; Streetlife, enquiriesuk@streetlife.com or similar approved.



F4 Seating

Description; Timber Sleeper Seat with Backrest.

Product: Drifter Bench with backrest and armrests and powder coated steel base (Etched graphics referencing maritime history to be developed)

Supplier; Streetlife, enquiriesuk@streetlife.com or similar approved.



F5 Cycle Parking

Description; Metal Cycle Stand.

Product: Marine grade stainless steel Leatherhead cycle stand.

Supplier; Kent Stainless, kentstainless.com or similar approved.



F6 Litter Bin

Description; Litter Bin.

Product: MLB Litter Bin, black with gold banding and lettering.

Supplier; Wybone, hello@wybone.co.uk. or similar approved.



F7 Wayfinding Totem

Description; Wayfinding Totem with Enamel Graphics.

Product: Bespoke metal structure with enamel graphics to match existing wayfinding suite, except cylindrical in shape.

Supplier; To be determined.



9.3 Landscape Materiality - Heritage Area Furniture

F8 Marine Heritage Interpretation Panel

Description; Metal/Timber Interpretation Board.

Product: Bespoke potentially from historical Otter Board (see next image) with graphics to match existing wayfinding branding. (Etched graphics referencing maritime history to be developed).

Supplier; To be determined.



F8 Marine Heritage Interpretation Panel

Description; Reclaimed Otter Board.

Product: Potential salvaged item.

Supplier; To be determined.



F13 Pedestrian Guard Rail

Description; Decorative Pedestrian Guard Rail.

Product: Waveform design stainless steel panel and post system

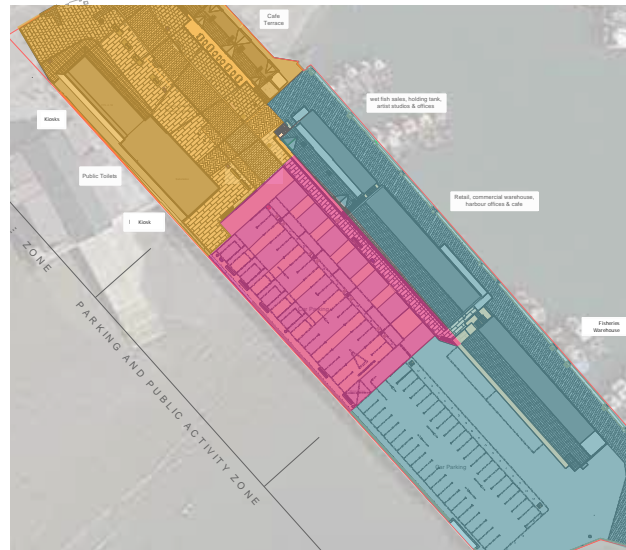
Supplier; To Be Determined



9.4 Landscape Materiality - Parking and Public Space Surfacing

Refer to;

Hard Landscape Plan
SHF.718.002.ENZ.XX.00.DR.L.00.001
and
SHF.718.002.ENZ.XX.00.DR.L.00.002



P5 Hard Surface Material

Description; Pedestrian Loaded Concrete Paving. (as per Heritage Area).
Product; Pre-cast concrete units 600 x 300 x 80mm depth, laid stretcher bond, Braemar 25/25/50 Arran Stone (tex)/Arran stone/Alto Silver mix. Build-ups to engineers spec. (Etched graphics ref. maritime history to be developed).

Supplier; Tobermore, @tobermore.co.uk or similar approved.



P9 Hard Surface Material

Description; Corduroy Hazard Paving.
Product; Standard pre cast concrete corduroy paving. Build-ups to engineers spec.

Supplier; Contractors choice



P10/11 Hard Surface Material

Description; Coloured Surface/Aggregate Treatment to Heavy Duty Industrial Grade Tarmac.
Product; Mid /dark buff colour, to be determined.

Supplier; To be determined.



K1 Hard Surface Material

Description; Straight & Radius Upstand Kerb.

Product; Natural Whinstone charcoal colour (or equivalent) 300 x 600-900 x 250mm depth, pencil bullnose kerb, 40mm upstand. Build-ups to engineers spec.

Supplier; To be determined



K2 Hard Surface Material

Description; Straight & Radius Flush and Drop Kerbs.

Product; Natural Whinstone charcoal colour (or equivalent) 300 x 600-914 x 210mm depth, laid flush. Build-ups to engineers spec.

Supplier; To be determined



9.5 Landscape Materiality - Parking and Public Space Furniture

F1 Bollard

Description; Metal & Timber Bollard.

Product: Rough and Ready Bollard. Powder coated steel frame with hardwood timber inserts. Socket mounted where required.

Supplier; Streetlife, enquiriesuk@streetlife.com or similar approved.



F6 Litter Bin

Description; Litter Bin. (as per heritage area).

Product: MLB Litter Bin, black with gold banding and lettering.

Supplier; Wybone, hello@wybone.co.uk.



F9 Seating Bollard

Description; Timber Seating Bollard.

Product: Timber seating bollard (Etched graphics referencing maritime history to be developed) Square Flat Top 700 high x 450 x 450mm.

Supplier; Bollard Street, sales@bollardstreet.com or similar approved.



F3 Seating

Description; Timber Sleeper Seat.

Product: Drifter Bench without back, powder coated steel base (Etched graphics referencing maritime history to be developed)

Supplier; Streetlife [redacted] or similar approved.

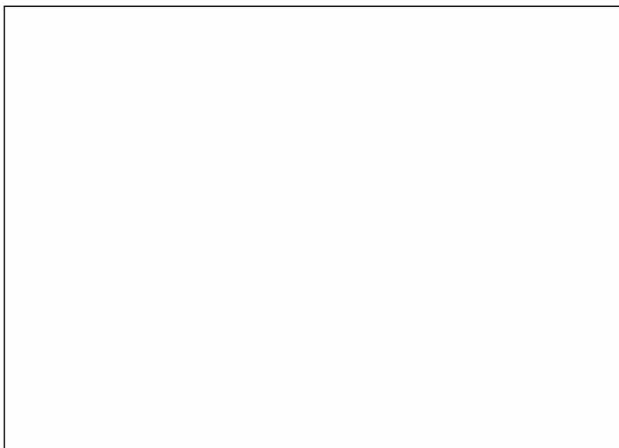


F10 EV Charger Unit

Description; Double EV Charger Point.

Product: Double charging Point. Product to be determined.

Supplier; To be determined



F11 EV Charger Protection Bollard

Description; Protection Bollard for EV Charger.

Product: Steel frame bollard with timber cladding for informal sitting. Bespoke bollard with (Etched graphics referencing maritime history to be developed).

Supplier; Bespoke Chris Nagle Furniture [redacted] or similar approved.



9.6 Landscape Materiality - Fisheries Trading Zone Surfacing and Furniture

Refer to;

Hard Landscape Plan
SHF.718.002.ENZ.XX.00.DR.L.00.001
and
SHF.718.002.ENZ.XX.00.DR.L.00.002



P12 Hard Surface Material

Description; **Heavy Duty Industrial Grade Tarmac.**

Product; **Standard colour, product to be determined**

Supplier; **To Be Determined**



F1 Bollard

Description; **Metal & Timber Bollard.**

Product; **Rough and Ready Bollard. Powder coated steel frame with hardwood timber inserts. Socket mounted where required.**

Supplier; **Streetlife [redacted] or similar approved.**



F12 Bollard

Description; **Moveable Timber Bollard.**

Product; **Timber bollard with steel frame. Bespoke bollard with forklift fittings for lifting and placing. (Etched graphics referencing maritime history to be developed).**

Supplier; **Bespoke Chris Nagle Furniture, [redacted] or similar approved.**

