

COLNE HARBOUR

public space design guide



Funded by the B-SURE project: Interreg North sea Programme

public space design guide

COLNE HARBOUR



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1.0

MISSION STATEMENT



The purpose of this Public Space Design Guide is to provide clear guidance for the design, appearance and quality of the public space that fronts the river, together with the public links to it. The objective of these public works is to unify the river frontage; to provide it with coherence and legibility. High quality design using good quality materials in imaginative ways, appropriate to a Hythe River front setting, is required in order to achieve this goal.

The works shall enhance the setting of the river and its historical Hythe character, to provide a unique public realm experience. The redevelopment of the sites fronting the river shall relate and integrate with the public works. In respect of the identified Nodes, the redevelopment shall provide a greater level of integration and public uses. The new development combined with the public works will provide Colchester with a new high quality environmental amenity and at the same time add value to the riverside development. The more attractive the public realm is to the public, the more people will want to visit and live in the area.

2.0

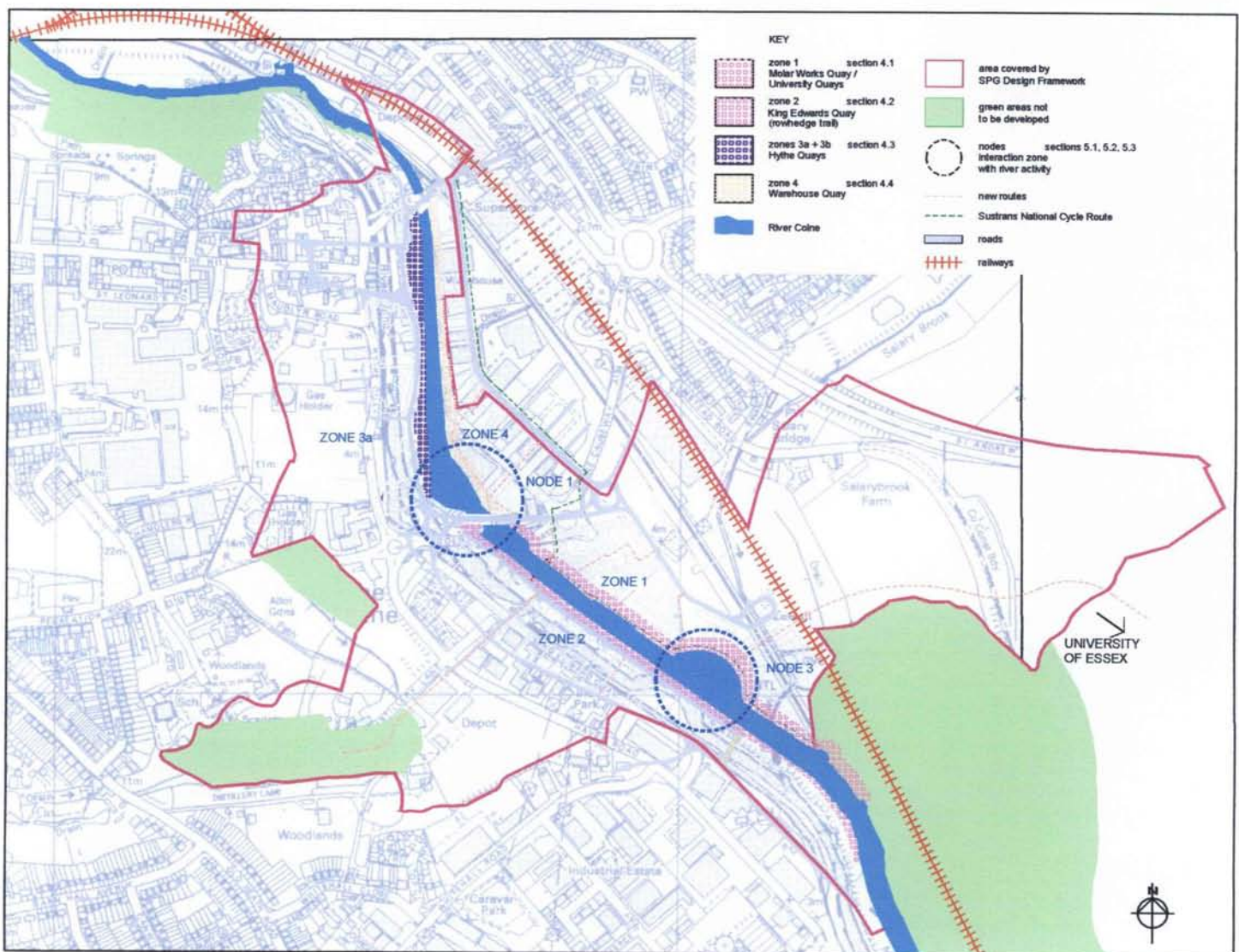
DESIGN STRATEGY



It is recognised that the river frontage and associated public works will be carried out by a number of developers over a number of years. To ensure continuity between the separate phases of the works and that the objective of unifying the river frontage is met; this Design Guide identifies: the minimum scope of works, the design of principle elements within the works and the materials to be used together with street furniture and lighting. The prescriptive nature of this document does not exclude the opportunity for the localised introduction of elements of design flare and excitement, however, this can not be at the expense of maintaining the unity of the river frontage.



The riverside areas form part of a wider network of cycleways and footpaths that create sustainable movement corridors throughout the area. The east bank is part of the Sustrans National Cycle Route 1, identified locally as the Wivenhoe Trail. The west bank will become part of the Rowhedge trail, a new riverside cycle route linking Colne Harbour and the village.

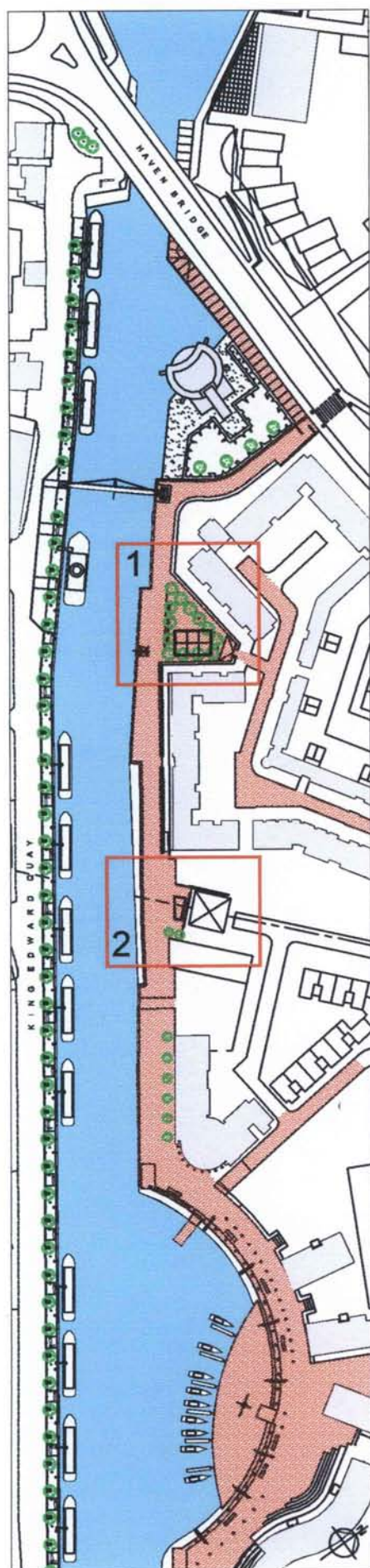


Design Statement

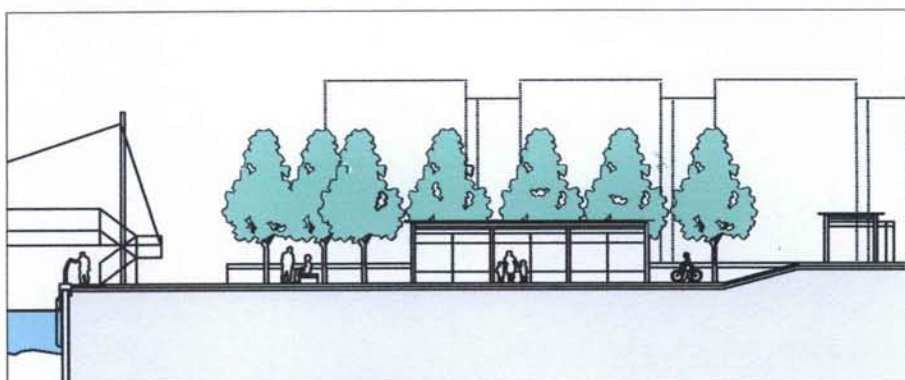
Establish a new quayside that incorporates elements of the existing river wall construction features together with new pocket park and legible public links through the adjoining recently approved development. All to provide an attractive environment for pedestrians and cyclists with areas to linger.

GENERAL SCOPE OF WORK

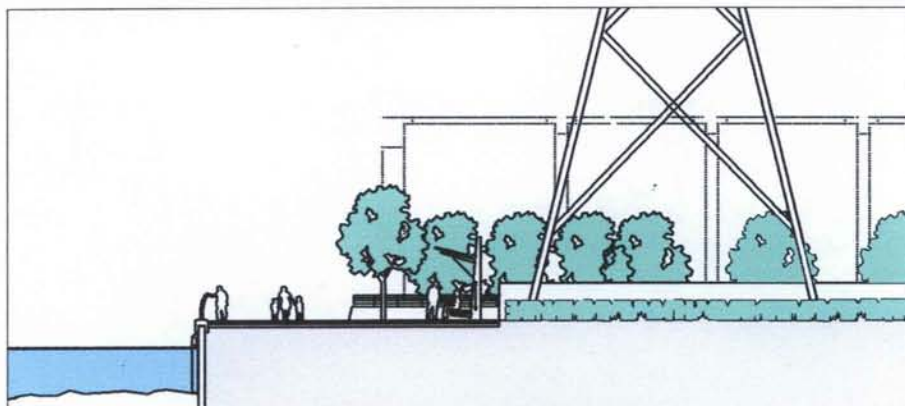
- Existing steel sheet pile river wall to be retained, refurbished and upgraded. See River Wall 6.1
- Areas of dilapidated timber/gabion river wall to be replaced by steel sheet piling with timber/rail and buffer/facing. See River Wall 6.1.
- Riverside foot/cycle way in order of 10.0m wide.
- Pocket park to be created; to be of a higher design and material standard than the riverside foot/cycle way area. See Landscape 13.0.
- Public Art commissioned to provide a functional piece, integrating the use of this space with the strong aesthetic of the pylon.
- Tree planting at the: pocket park, feature shelter and in isolated riverfront areas to be formally arranged. See Landscape 13.0.
- Provision to be made for bridge landing point on river walk/cycleway.
- Circular building shown on triangular site adjacent to Haven Bridge indicates aspiration and potential for the site.
- Public Art to be located in the pocket park and other suitable locations. See Public Art 9.0.
- Street lighting to be provided at regular intervals (10.0m centre max.) along the river edge of the walkway and ornamental lighting in the pocket parks. See Lighting 11.0.
- For materials, street furniture, planting, special elements see Sections 10.0-13.0.



ZONE 1 LOCATION

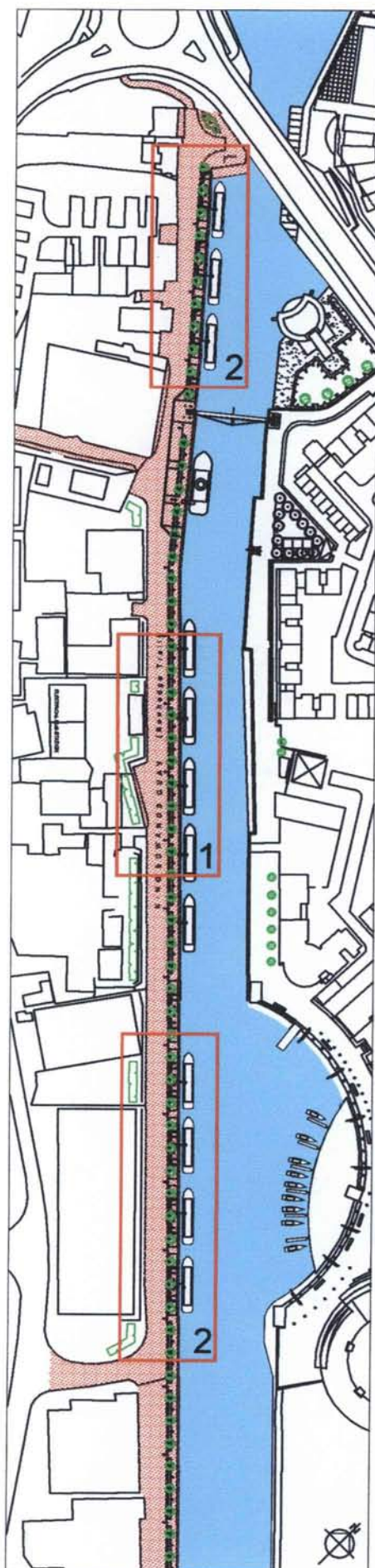


CROSS SECTION 1 - POCKET PARK



CROSS SECTION 2 - COMBINED FEATURE CANOPY + SEATING





ZONE 2 LOCATION

Design Statement

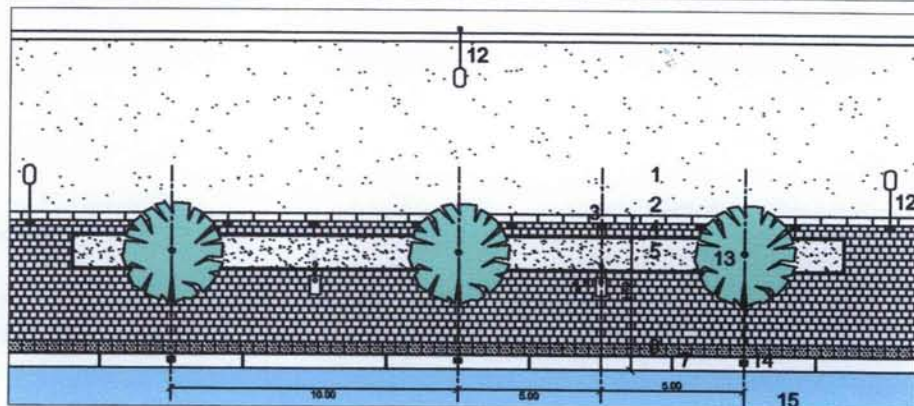
The establishment of a strong linear quayside edge to the river to provide an attractive environment for visitors, future development and a counter balance to the existing back drop of poor quality industrial buildings. It will also form part of the emerging Rowhedge Trail.

General Scope of Work

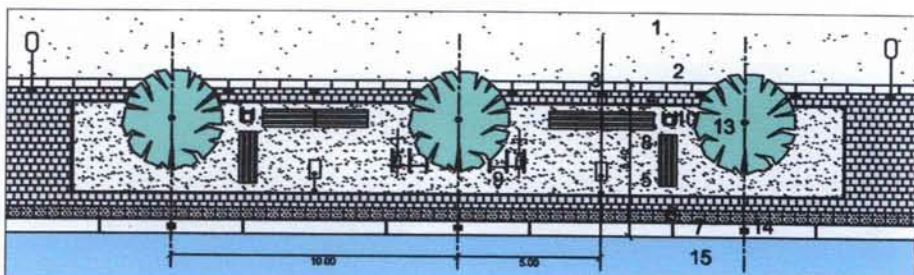
- Existing sheet pile river wall to be retained and upgraded. See River Wall 6.1.
- New footway along the river edge, circa 5m wide. Opposite Distillery Lane footpath to be widened for traffic calming and sufficient area for: landing the pedestrian bridge, kiosks and temporary structures. See Materials + Detailing 10.0.
- New river wall capping/walkway edge. See under River Wall 6.1.
- Surface paving to include contrasting finishes in seating locations. See under Materials + Details 10.0.
- Formal tree planting along complete length of King Edward Quay at regular centres, 10.0m max. See Landscape 13.0.
- Variety of seating arrangements, 'L' form groupings and single seat units, generally provided in locations 1 and 2, see Street Furniture 12.0.
- Street lighting to be at regular intervals along river edge. See under Lighting 11.0.
- Existing site/buildings abutting King Edward Quay to be screened with brick walls, railings and planting. See Materials+Detailing 10.0 and Landscape 13.0.
- For materials, street furniture, planting, special elements see Section 10.0-13.0.
- Public foot bridge to be incorporated. See under Bridges 8.0.
- For Public Art opportunities see under Public Art 9.0.
- Day and permanent mooring facilities.
- Electric, water and sewage facilities for moored boats.



1 existing asphalt road	6 450x450 tactile paving	11 river edge lighting
2 flat 300mm kerb	7 concrete capping river edge	12 street lamp
3 bollards @3300c/s.	8 seating	13 e.h.s. structure trees
4 large concrete setts, grey	9 cycle stand	14 mooring points
5 bound porous crushed grey granite contained by h/d metal frame	10 litter bin	15 River Colne

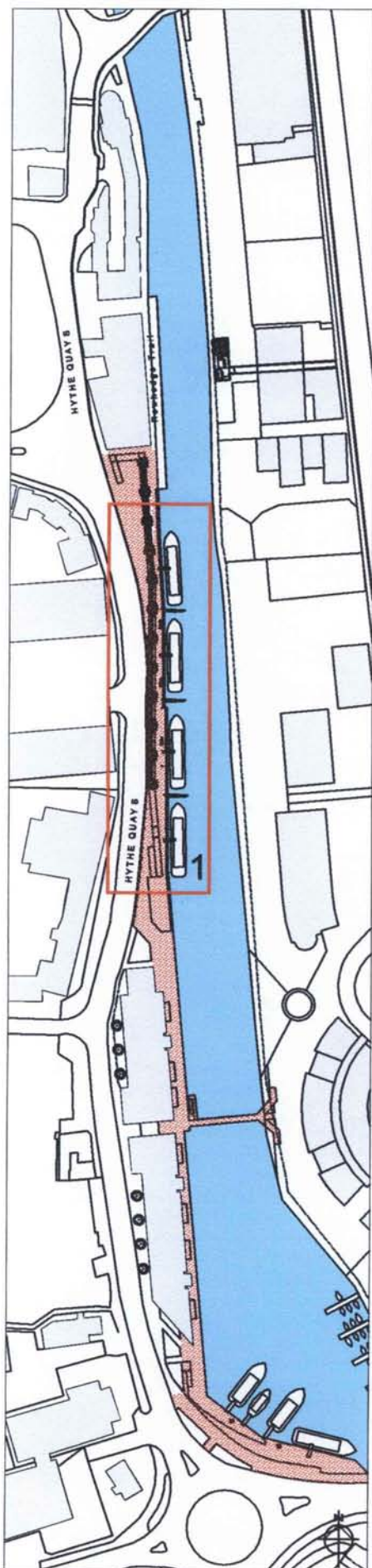


PLAN 1 - TYPICAL RIVER EDGE/ROADWAY



PLAN 2 - TYPICAL SEATING AREA





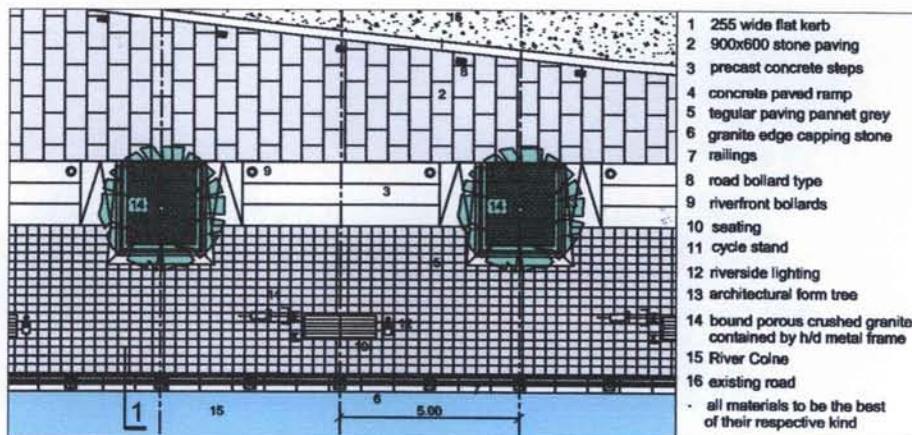
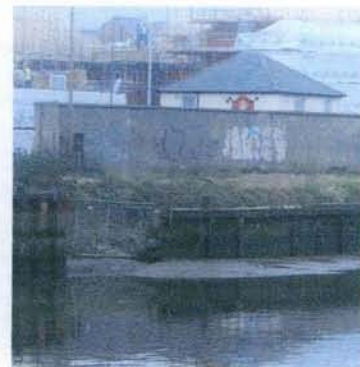
ZONE 3a LOCATION

Design Statement

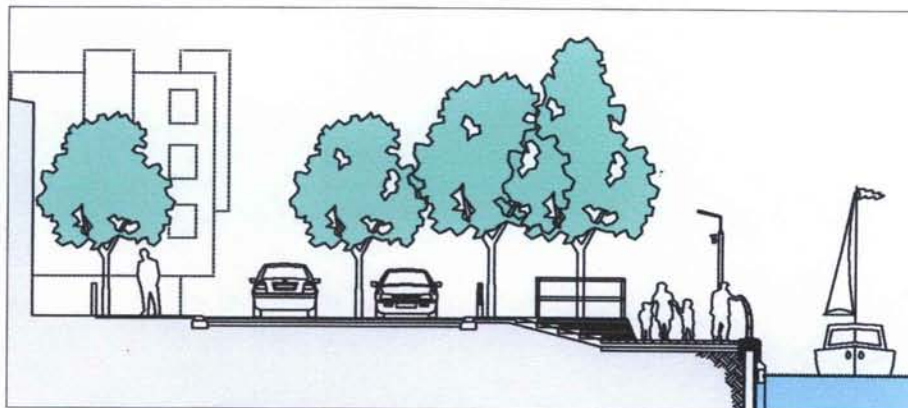
Provide direct access and views of the river from the Hythe Quays footpath and link both sides of the river wall with a new pedestrian bridge. Add diversity and drama to the river front by re-routing the river walkway to enable some buildings to be constructed right up to the river edge and the possibility to overhang it.

GENERAL SCOPE OF WORK

- Demolish wall(s) between Hythe Quays Road/ foot way and river foot way.
- New sheet piling river wall to replace existing badly deteriorated timber wall, incorporating standard capping detail. See River Wall 6.1.
- In the zone between the narrow riverside site to the south and the conservation area to the north, a wide paved and stepped transition area to be provided, extending from the public footpath to the river edge incorporating formal tree planting, railings, seating and lighting, etc. See below.
- Architectural design pedestrian bridge to be provided with good public visibility and access. See Bridges 8.0.
- Riverside footpath to the south, in the area of the narrow riverside site, to be routed onto the roadside, comprising concrete paving slabs, granite sett margins and protection bollards. See Materials + Details 10.0.
- Access to the area below Colne Causeway embankment to be retained.
- Houseboat/restaurant boat mooring facilities.
- Electrical, water and sewage facilities for moored boats.
- Opportunities for Public Art. See Public Art 9.0.
- For material, street furniture, lighting, planting, special elements see Sections 10.0 – 13.0.

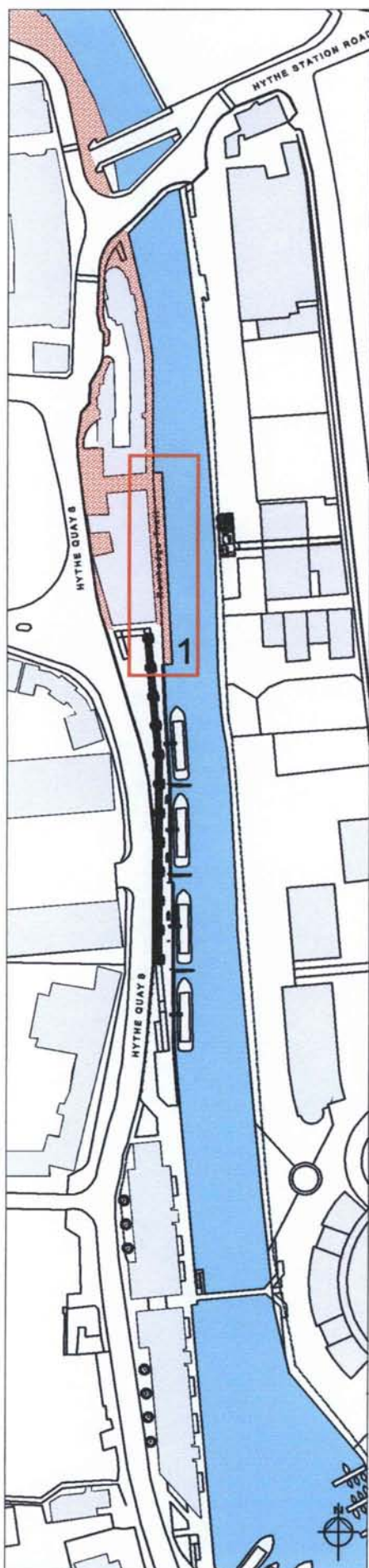


PLAN 1 - PAVED AND LANDSCAPED TRANSITION ZONE



CROSS SECTION 1 - TRANSITION ZONE





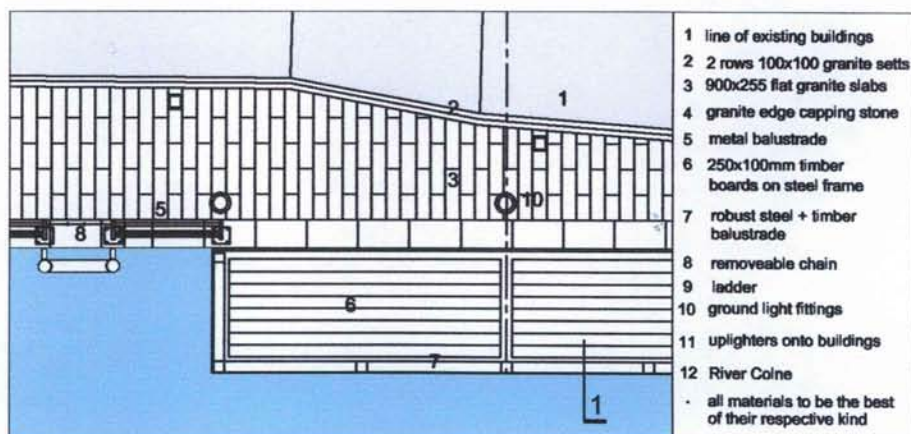
ZONE 3b LOCATION

Design Statement

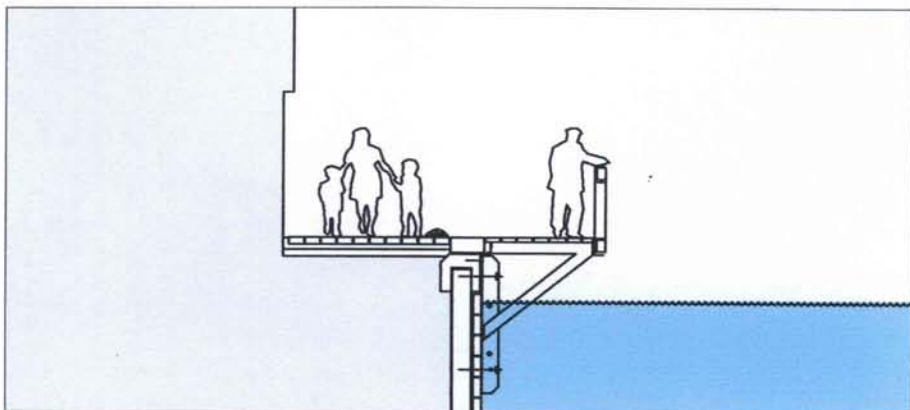
To be designed and finished to enhance the historical Hythe riverfront character and the surroundings of the conservation area. This can be achieved in either a traditional or contemporary manner.

GENERAL SCOPE OF WORK

- Existing badly deteriorated timber wall replace with steel sheet piling faced with timber to provide traditional river wall appearance. See River Wall 6.2.
- Existing concrete block river wall either retain and renovate (See River Wall 6.3); or replace with steel sheet piling timber faced as above.
- River foot way to extend from edge of river up to face of the buildings. See Plan 1 below.
- Enhance the conservation character with walkway finished in 250x900x75mm grey granite slabs See under Materials + Details 10.0.
- To increase the existing very narrow foot way width projecting timber 'jetty' to be constructed in steel and robust timber sections incorporating well detailed connections with matching balustrade. See Plan + Section 1 below.
- Railings to be sympathetic to conservation area, can be traditional/contemporary design.
- Ramp access to be provided to Hythe Station Road. To be DDA compliant.
- Sensitive lighting of contemporary design to contrast with the historical character of the area and respond to the narrow width of the river front.
- For materials, street furniture, lighting, planting, special elements. See Section 10.0 – 13.0.
- The walk/cycle way will form part of the emerging Rowhedge Trail.

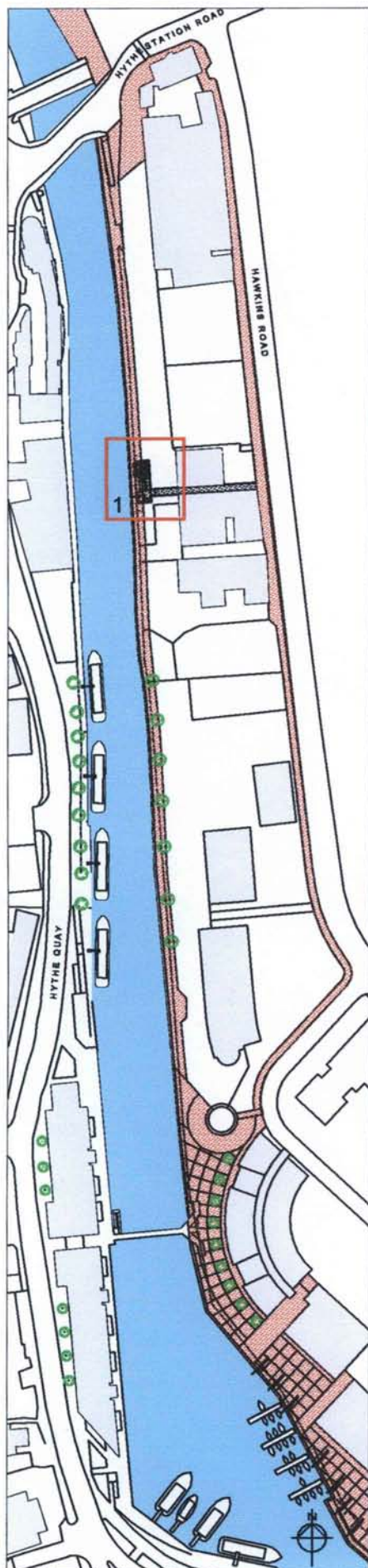


PLAN 1 - WALKWAY + TIMBER JETTY



CROSS SECTION 1 - WALKWAY + TIMBER JETTY





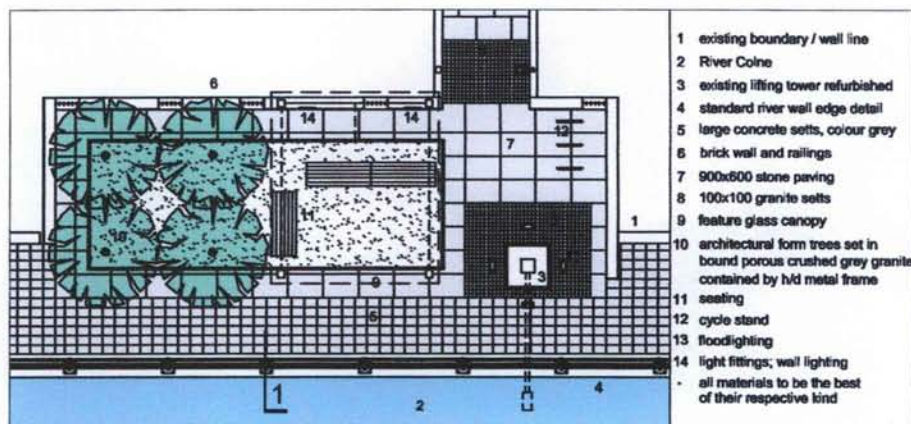
ZONE 4 LOCATION

Design Statement

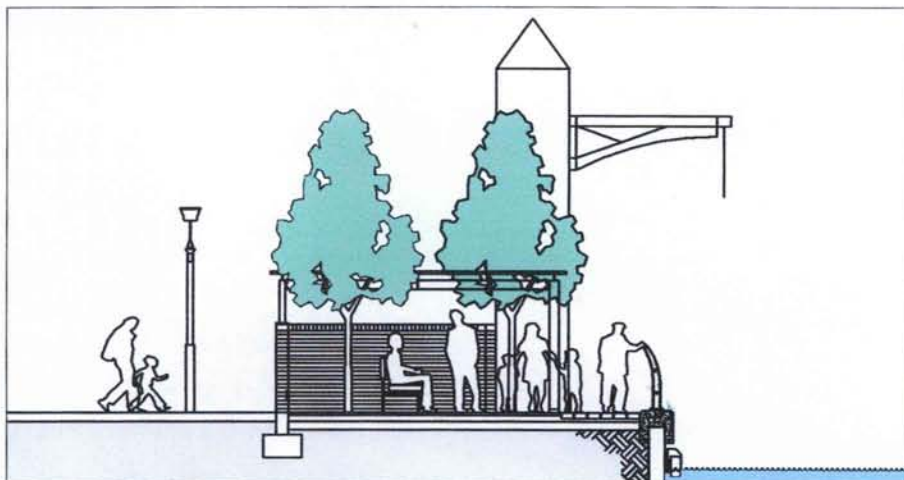
Establish a new linear quayside to improve access along the river. The existing hoisting tower to be retained and a pocket park created around it. New public links to be provided to the river walk/cycle way from Hawkins Road connecting into the pocket park/nodes. New developments shall be integrated into the public realm/river walkway.

General Scope of Works

- Existing deteriorated timber wall to be replaced with steel sheet piling faced with timber. See River Wall 6.2. In area facing conservation zone 3b timber facing to reflect historic character. See River Wall 6.1.
- Existing sheet piling river wall to be upgraded and new standard capping detail included. See River Wall 6.1
- Redundant flood/boundary walls to be demolished, as and when sites are redeveloped, and foot way/cycle path increased circa 4.0m.
- Foot way width to be increased in vicinity of new footbridge to accommodate bridge staging point.
- Ramp access to be provided from Hythe Station road to foot/cycle way.
- Railings to be provided along whole length of the foot/cycle way. See Street Furniture 12.0.
- Existing hoisting tower to be retained and renovated.
- Pocket park – locate around hoisting tower, enclose with 1.8m brick wall and railings, incorporate formal tree planting, combined shelter/seating of individual high quality design, street furniture and lighting. To be of higher quality design and materials than the river walk/cycle way. See under Landscape 13.0 and Materials 10.0
- Public links from Hawkins Road to connect into pocket park and pedestrian bridge landing area.
- For materials, street furniture, lighting, artwork, planting, special elements see Section 10.0-13.0
- Potential for Public Art within this zone. See under Public Art 9.0



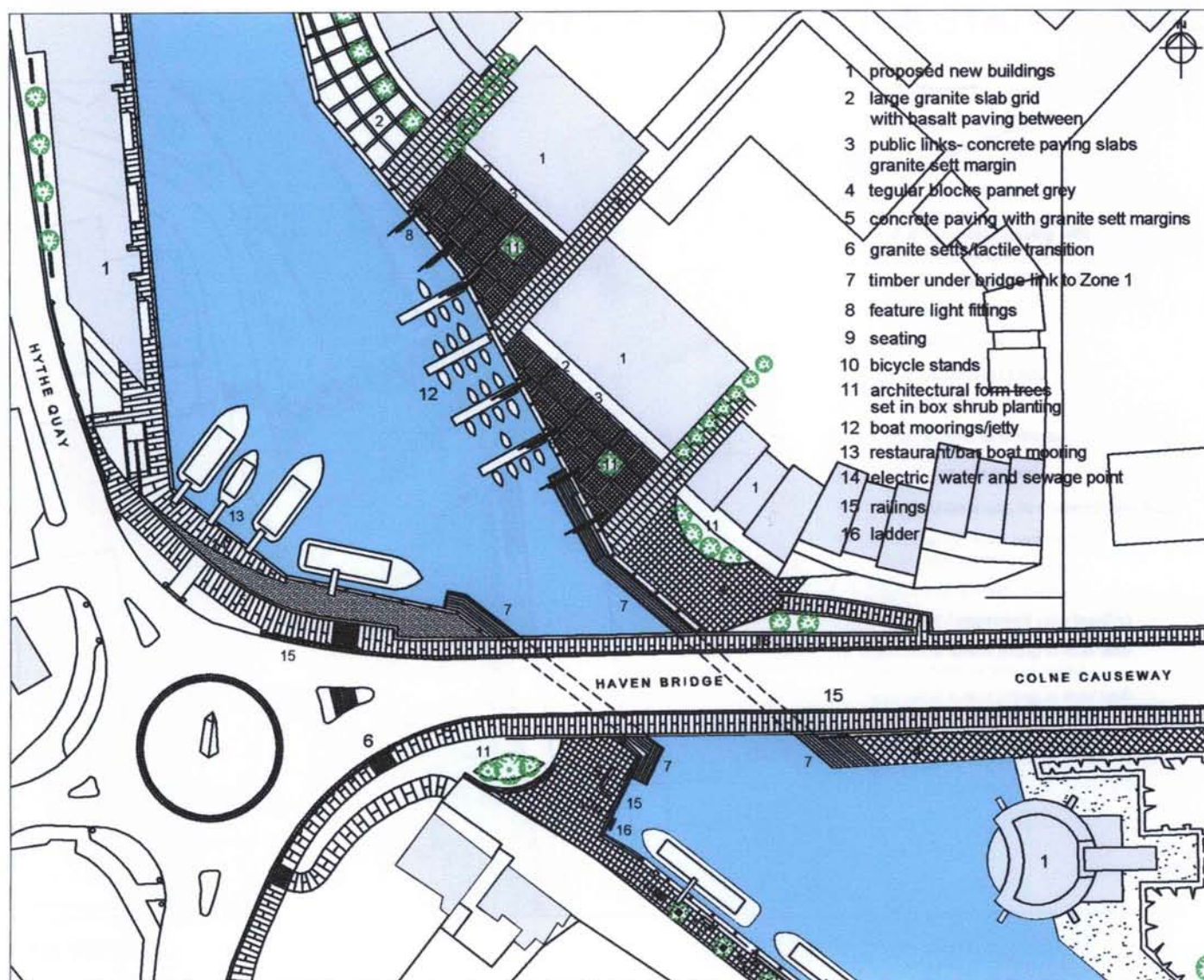
PLAN 1 - POCKET PARK



CROSS SECTION 1 - POCKET PARK



5.1 NODE 1 HYTHE QUAY/COLNE CAUSEWAY



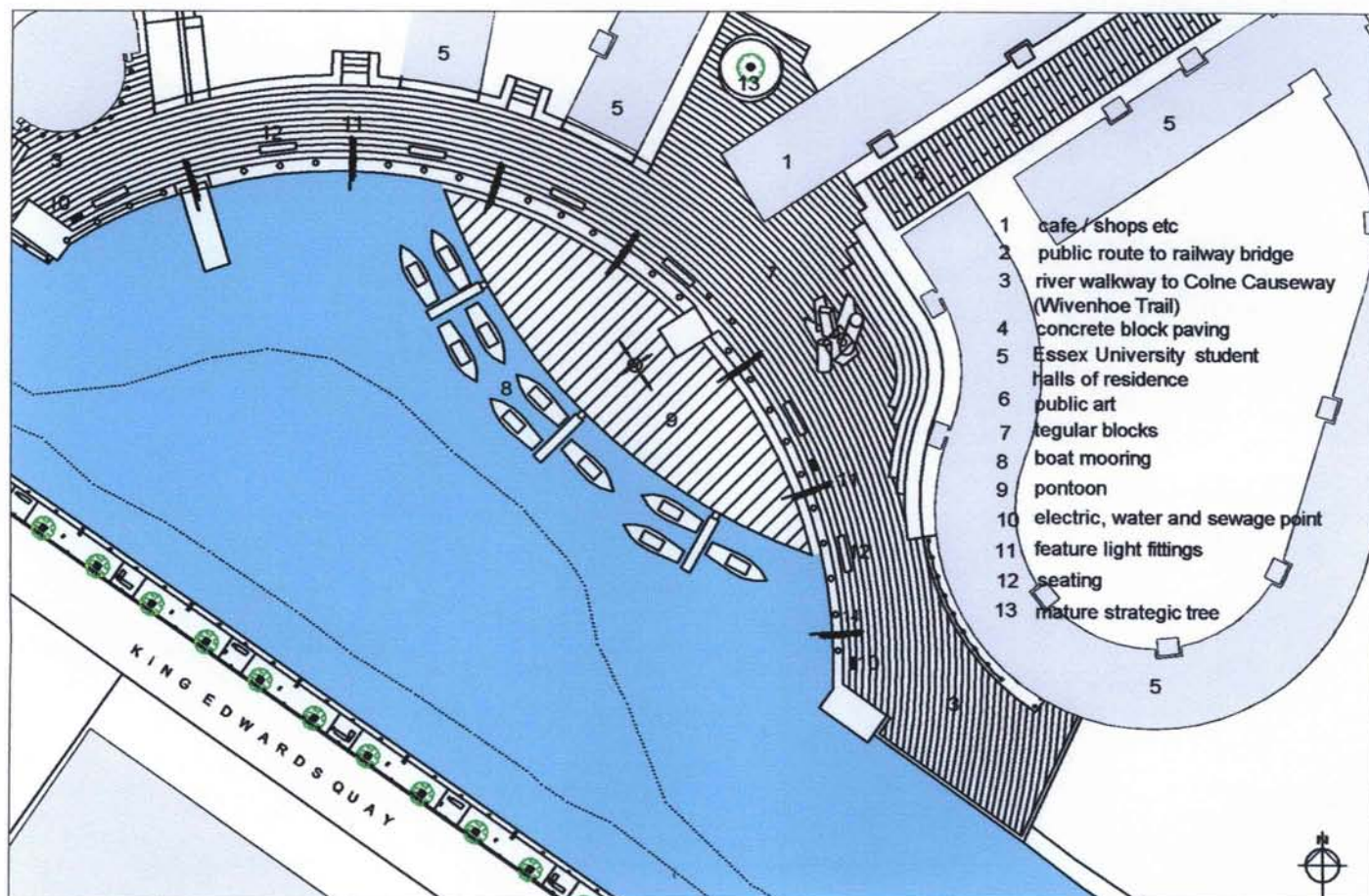
5.1 NODE 1

DESIGN STATEMENT

To be a large and exciting public activity space, a destination and dynamic focal point for the regeneration of the area. The development shall contain commercial uses (cafes, bars, etc.) to support the public activity. The buildings shall be integrated with and contain the public space with form and massing defining and containing it.

- Existing river wall to be upgraded, new capping edge detail. See Riverwall 6.1.
- Large public spaces to be provided finished with high quality materials, to be well designed and detailed, to extend from the face of the buildings to the river.
- The hard landscape design to incorporate a strong geometric overlay to give the spaces a sense of scale and interest. See layout above and Materials/Detailing 10.0.
- Opportunities for high quality individual and imaginative designed seating. See Street Furniture 12.0 and Public Art 9.0.
- Bold general lighting, ground, river edge and underwater. See Lighting 11.0. Artist opportunities. See Public Art 9.0.
- Restaurant/bar boat mooring facilities that accommodate tidal river level changes.
- Electrical, water and sewage connections.
- Upgrading of Colne Causeway Bridge to integrate with the river front character.
- Foot way/cycle path to link up with foot-path of Colne Causeway.
- Signal controlled crossing on Colne Causeway to link the Zones.
- Suspended walkways under the bridge to link the Zones and Node 1.
- Water feature located in river or paved areas.
- Tree planting to be formal, see Section 13.0.
- For materials, street furniture, lighting, artwork, planting, special element, see Section 10.0 - 13.0.
- Developments abutting this area are to contain and reinforce the public space.
- Design, material and landscape to be of higher quality than the main riverwalk.





5.3 NODE 3

Design Statement

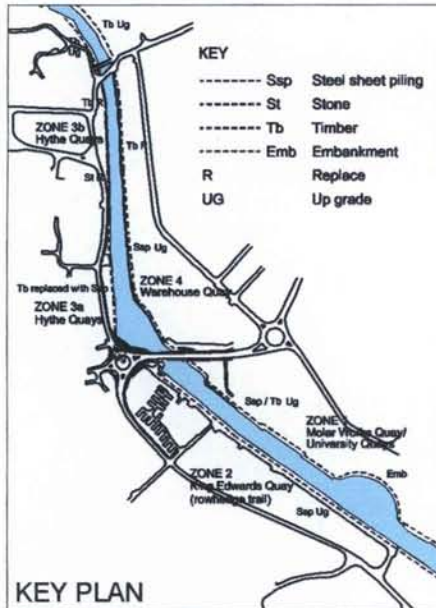
A timber jetty is to be constructed in the turning basin to support small boat activity on the river. The large public area requires street furniture and lighting that relates to the scale of space.

General Scope of Work

- Timber jetty of an elliptical form located in the confines of the turning basin, with floating pontoons for boat mooring.
- Replace existing lighting with dynamic riverside feature lighting. See Lighting Section 11.0.
- Individual high quality design seating. Could provide opportunity for artists commission. See under Public Art 9.0.
- The space provides the opportunity for large scale Public Art. See Public Art Section 9.0.
- Strategic mature individual feature tree.
- Direction signage.



design statement



The riverwall shall provide an attractive edge/containment to the river. The design is to be of robust character with bold detailing. The industrial nature of the existing steel sheet piling to be upgraded/partly timber faced to provide a wall of greater character. The capping to the river wall has an important dual function, providing a top detail to the river. In the conservation area the river wall to

be in keeping with the historical character of the area. In a number of areas railings, generally for safety reasons, will need to be integrated with the river wall capping.

OVERALL SCOPE OF WORKS

- There are three types of existing river wall construction: steel sheet piling, timber and stone. The sheet piling, from a visual inspection is in good condition and can be upgraded to meet the requirements of the Design Guide. The timber construction is in very poor condition and is to be replaced. The existing concrete block construction is to be inspected to establish structural integrity.
- The key plan identifies the location of the types of wall construction and their status: existing, upgraded or replaced.
- Existing steel sheet piling in zones 1, 2, 3a and 4 river wall to be retained where it is structurally sound and be upgraded in accordance with detail 6.1.
- The existing timber river wall in Zone 3a to be replaced with steel sheet piling, faced with timber rails and buffers, as detail 6.1.
- Existing timber wall in Zone 3b replace with steel sheet piling fully faced with timber to replicate a traditional appearance. See detail 6.2.

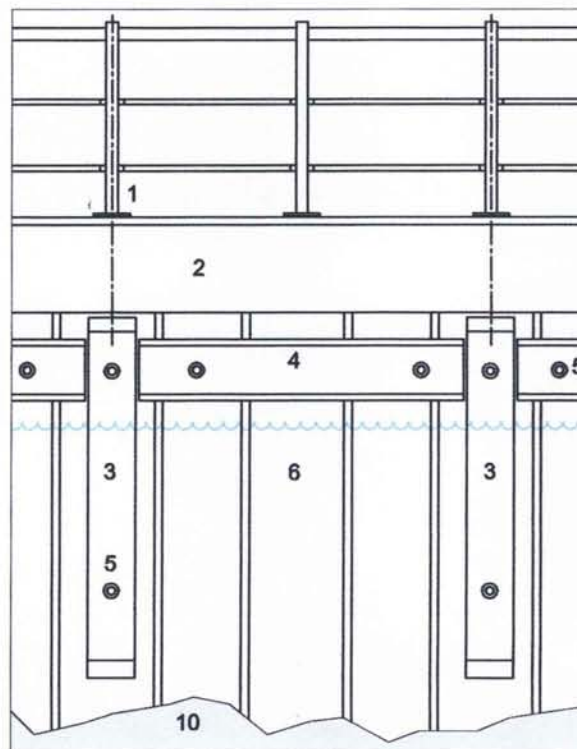
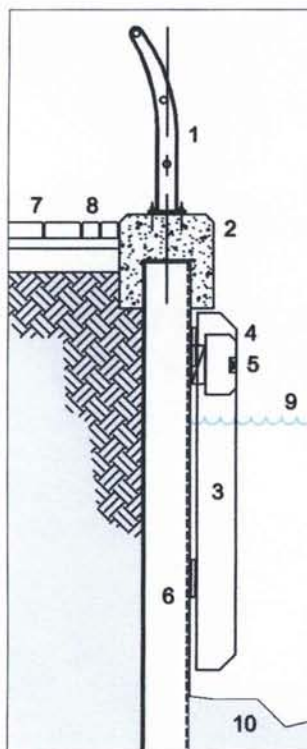
- The existing concrete block wall to be either renovated, as detail 6.3, or replaced with steel sheet piling fully faced with timber as detail 6.2.
- The existing timber river wall in Zone 4 directly opposite Zones 3a & 3b, to be replaced with a steel sheet piling faced with timber rails and buffers as detail 6.1.
- Timber river wall and earth embankment north of Station Road bridge shall be replaced with new steel sheet piling with standard capping detail and faced with timber rails and buffers as detail 6.1.
- Safety chains shall be fixed to the face of the river wall. Ladders shall be provided, at appropriate centres, to provide access from and to the river.



6.1 steel sheet piling existing upgraded or new detail

Existing steel sheet piling is to be cut or extended to provide continuity of levels/edge detail. Top of sheet piling to have insitu concrete capping of a constant width/depth to a bush hammered

finish with smooth edge margins. Timber baulks to be set out in a regular rhythm and be bolted back to the face of the steel sheet piling. Railing posts to be bolted to top of concrete capping.



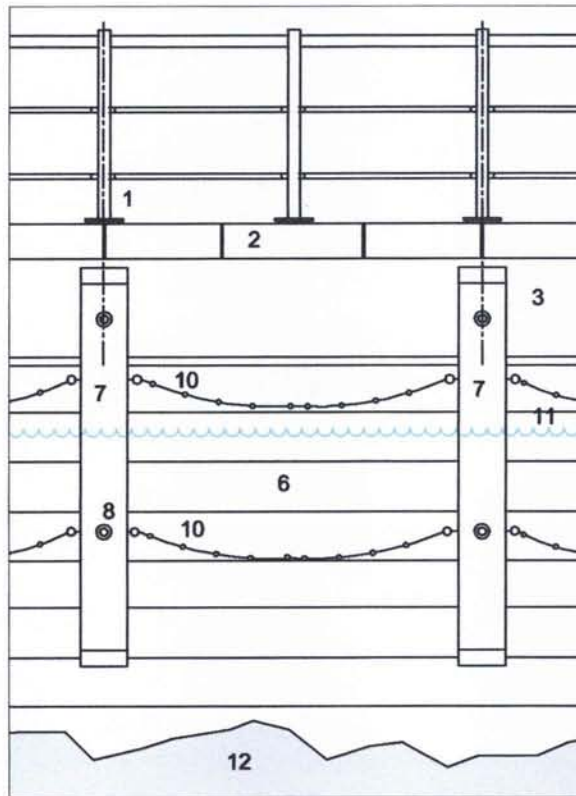
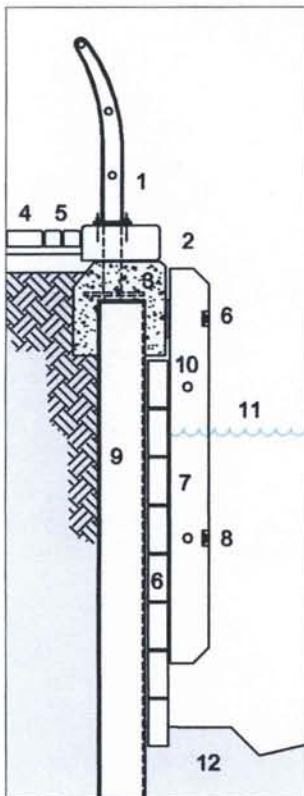
- 1 handrail / railings
 - 2 insitu concrete capping block with chamfered top edges
 - 3 300x250x3000mm (min) heart oak timber baulks at 2.4 / 3.0m centres (max)
 - 4 325x175mm (min) heart oak timber buffers with chamfered corners, countersunk bolted fixings, set 125mm below concrete capping.
 - 5 countersunk bolt fixings
 - 6 existing or new steel sheet piling
 - 7 walk/cycleway of large concrete setts colourgrey
 - 8 abutment detail
 - 9 mean high tide level
 - 10 river bed, level varies
- materials to be of good quality



6.2 traditional timber faced steel sheet piling detail

New sheet piling to be faced with timber to match the appearance of a traditional timber river wall. Timber buffer baulks to extend over the concrete capping and the capping to be set at a level

for it to be topped by a granite walkway/edge stone. Railing support post to pass through cutouts in the edge stone and be fixed to concrete capping below.

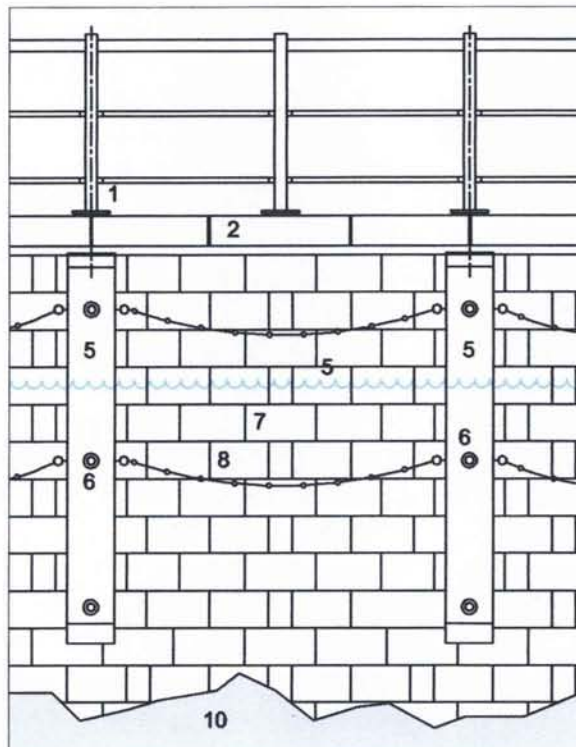
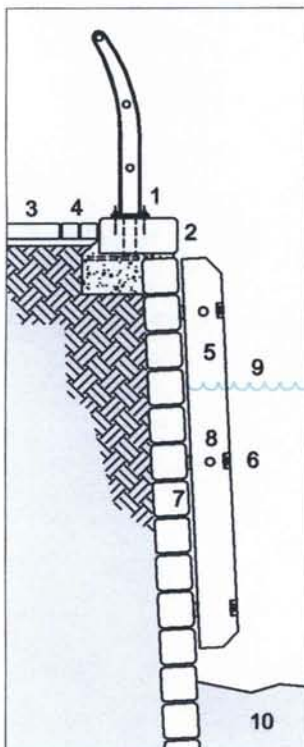


- 1 Railings fixed through stone edging block into concrete capping below.
- 2 900x500x225mm silver grey granite edge stone fully bedded with cut-out for handrail fixings, lined and levelled and set back from face of concrete capping
- 3 precast concrete capping with chamfered leading edge set below paving level
- 4 900x250x75mm granite slab paving
- 5 100x100 granite setts detail
- 6 250x125mm heart oak timber planks
- 7 250x250x2400mm heart oak timber baulks with chamfered top and bottom leading edge
- 8 countersunk bolt fixings
- 9 new steel sheet piling
- 10 safety chains secured back to bronze fixing eye screwed to timber baulks
- 11 mean tide level
- 12 river bed, level varies
- materials to be of good quality

6.3 existing stone river wall detail

Existing concrete/stone block wall to be refurbished: loose blocks to be secured/rebedded, joints to be raked out and repointed with waterproof mortar. New silver grey granite capping/edge stone.

Railings to be fixed through granite capping stone to concrete base under. Timber buffer baulks to be bolted to the face of the wall.



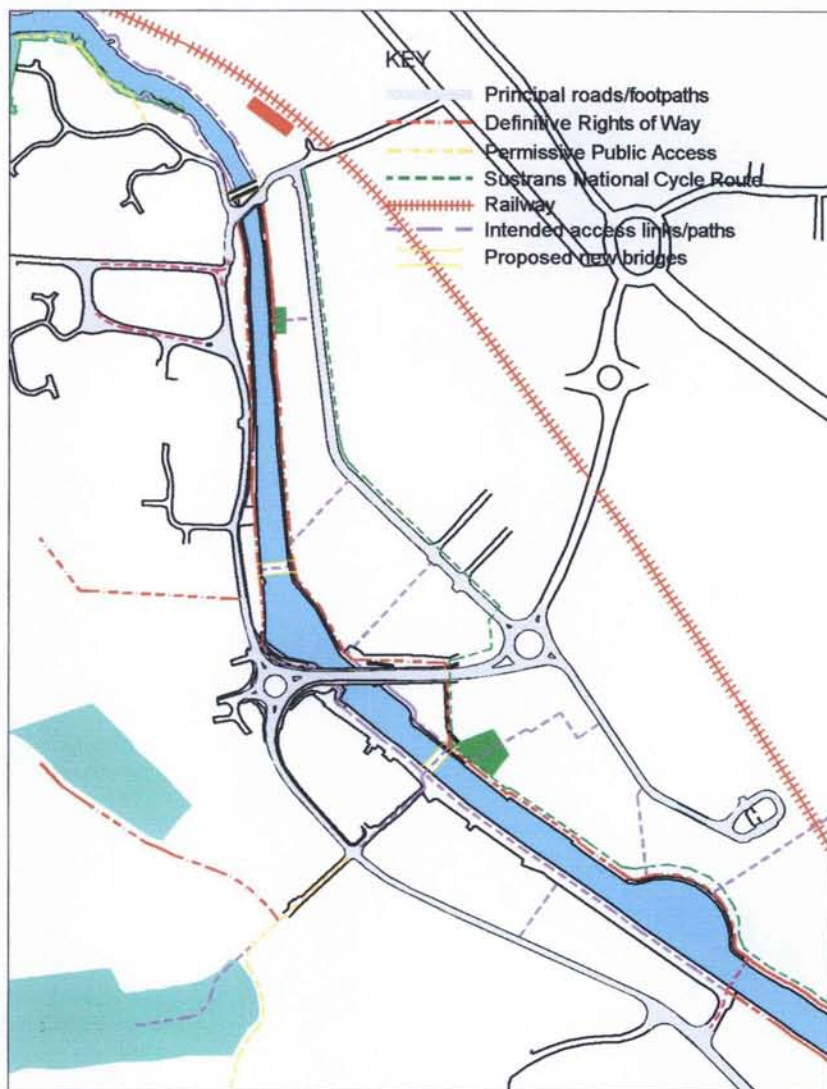
- 1 handrail / railings fixed through stone edging block to concrete base under
- 2 new 900x500x225mm silver grey granite edge stone fully bedded and drilled for railing post fixings
- 3 900x250x75mm granite slab paving
- 4 100x100 granite setts detail
- 5 250x200mm heart oak timber baulk protection buffers at circa 2.4m centres with chamfered top and bottom leading edges
- 6 counter-sunk bolt fixings
- 7 existing concrete block wall
- 8 safety chains secured back to s/s fixing eyes
- 9 mean tide level
- 10 river bed, level varies
- materials to be of good quality
- structural integrity of wall to be checked.



Design Statement

Accessibility to the river frontage and its walk/cycle paths is important to ensure the maximum public enjoyment of this unique riverside area.

- Existing public links/routes to the riverfront need to be clearly identified and indicate that they lead to the river. See Strategic Plan.
- New public/private links, from the surrounding area roads and footpaths, to the riverfront need to be provided/constructed across the sites that abut the river. See Strategic Plan.
- Entry points to the river access links in the surrounding area need to be clearly identified and visible.
- The access links shall connect to the pedestrian river crossing bridges and relate to the pocket parks.
- Existing links shall be upgraded to match new links.
- Surface finishes shall comprise: concrete paving slabs, laid between bands of grey granite setts, between grey granite kerbs/edging. See Materials 10.0.
- Street lighting set out at regular intervals (10.0m. max.). See Lighting 11.0.
- Pedestrian/cycle route - as part of Sustrans National Cycle Route.



STRATEGIC PLAN

8.0

BRIDGES

NEW PEDESTRIAN RIVER CROSSING BRIDGE

Design Statement

The new river crossing bridges have four principle functions: to link the opposing sides of the river walkway and their hinterland, provide an architectural/sculptural element of interest along the river, a "crossing experience", and be a symbol of regeneration for the area.

Scope of Works

- They are to be located in the positions generally identified on the Zone Masterplans.
- They are to relate to the pocket parks and river front public links, existing or new.
- They are to be of a high standard, have an architectural/sculptural quality, a strong silhouette and significant height.
- To be visible from distant locations.
- To be well detailed, in particular, connections between different elements.
- To be fabricated from high quality durable materials and finishes.
- Connecting structure to the riverside walkway is to be carefully integrated.
- The walkway level/structure of the bridge shall be at a height, or incorporate lifting/moving mechanism, to allow boats to pass under at mean high water.
- Shall be suitable for pedestrian and disabled access.
- To be imaginatively illuminated.
- Shall be easily accessible and visible to the public from the river frontage and surrounding areas.



MILLENNIUM BRIDGE, NEWCASTLE-UPON-TYNE



8.2 EXISTING COLNE CAUSEWAY ROAD BRIDGE

design brief

Design Statement

The bridge is to be integrated into and form part of the Colne Harbour public works. It is the most exposed public element and accordingly needs to respond to its important position.

Scope of Works

- Existing railings to be cleaned down and repainted in long-life durable paint, two-pack epoxy M.I.O paint, colour silver grey.
- Steel support structure to be cleaned down and repainted with long-life durable paint, in two-pack epoxy M.I.O paint, colour silver grey.
- Footpath to be repaved with concrete paving slabs with granite sett margin.
- To be sensitively illuminated.



8.3 HYTHE STATION ROAD ORIGINAL HISTORIC BRIDGE

design brief

Design Statement

The bridge is to be renovated in a manner that will enhance its original historic character to compliment the Hythe Conservation Area.

Scope of Works

- Structural integrity to be checked and any necessary remedial works to be carried out.
- Redundant elements and services attached to the bridge, which are not part of the bridge structure, to be removed.
- Any damage or areas of decay to be made good to match the existing.
- The brick piers are to be made good, repointed to match in lime cement mortar to a 'struck' finish and completely cleaned down.
- The steel structure is to be cleaned back to a firm base/finish and repainted with high quality, long-life durable epoxy M.I.O. paint. Colour to be mid-silver grey satin finish.
- Separate footpath to be removed and complete surface relaid in large grey granite setts fully bedded and pointed flush to be DDA compliant.
- Transition details to be provided between bridge surface finish and abutting road finish in small granite setts fully bedded and flush pointed, to be DDA compliant.
- Bridge to be sensitively illuminated with obscured lighting where possible, i.e. light fittings located under flange to wash sides of bridge with light. Street lamps are not to be fixed to the bridge.
- Information of the bridge's history to be provided on a plaque fabricated from grit blasted stainless steel set off brick piers.
- Also refer to Node 2.



8.4 HYTHE STATION ROAD CURRENT ROAD BRIDGE

design brief

Design Statement

The design quality of the bridge and its finishes are to be upgraded to provide a more contemporary design appearance to contrast sympathetically with the historic conservation surroundings.

SCOPE OF WORK

- Footpath on bridge to be resurfaced with concrete paving slabs with granite sett margin.
- Existing railings to be replaced with a high quality contemporary designed railing of a robust character. Any mild steelwork shall be hot dip galvanised and finished with two-pack epoxy M.I.O paint, colour silver grey. Could be an element for artist commissions.
- Existing steel support structure to be cleaned down, repainted and finished with a two-pack M.I.O paint, colour silver grey.
- The intermediate span support structures are to have (3 no.) new heart oak timberbaulks (300x100mm) buffers bolted to their face. All bolt heads to be countersunk and set out in an orderly manner.



8.5 EXISTING REDUNDANT RAILWAY BRIDGE

design brief

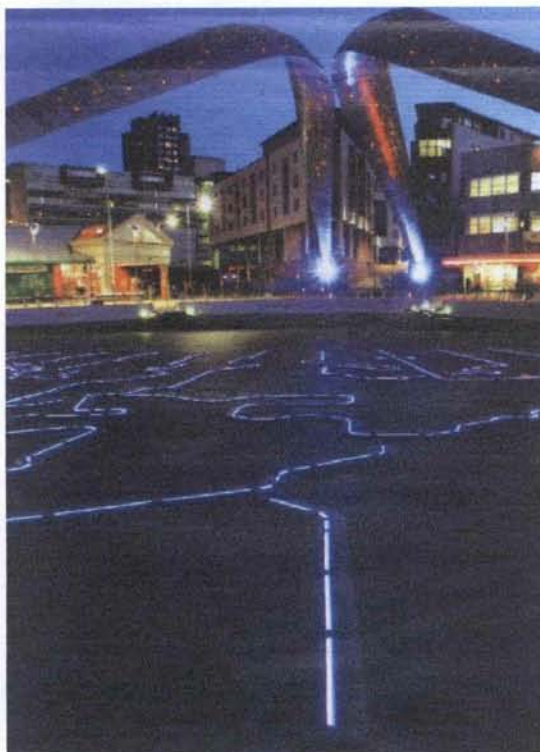
Design Statement

An aspiration of the Colne Harbour Public Works is for this bridge to be re-used as a pedestrian crossing but renovated in a manner that retains reference to its historic railway use.

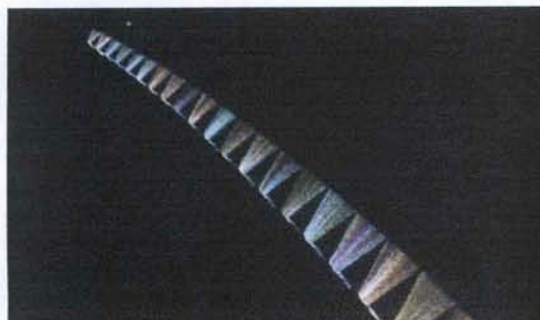
Scope of Works

- Inspect bridge structure to establish its structural soundness and carry out any necessary structural works to support its use as a pedestrian bridge.
- Railway tracks to be retained.
- The existing steel structure is to be cleaned down, any damage to be made good and finished in durable long-life paint, two-pack epoxy M.I.O, colour silver grey.
- Construct a walkway, in between railway tracks, of timber railway sleepers treated to resist rotting. Any bolt fixings through the sleepers are to be at regular intervals and set out in an organised manner.
- A new stainless steel handrail and horizontal railings to be provided; detailed in a manner to isolate it from the original bridge structure and be of a design that will not detract from the original bridge.
- Transition detail to be provided between the timber railway sleeper surface of the bridge and the abutting footpaths.
- Sensitive lighting to be provided to highlight the bridge structure and walking surface.





PHOENIX INITIATIVE, COVENTRY



ALBA DA MILANO



CRISTAL PALACE PARK

Developers will be expected to commission or contribute to the commissioning of works by artists which enhance the attraction, identity and image of the Colne Harbour area and its component parts.

Public art commission will relate to one or more of these categories:

- Larger scale works of significant impact.
- A linear work consisting of a series of elements to link the whole riverside area.
- Works local to particular sites (such as pocket parks) which are integral to the development of these sites.

These works will be expected to:

- Instill and reflect the essence of the area by exploring the historic industries and activities and its distinctive ecological character.
- Add to attractiveness, legibility and orientation.
- Demonstrate best practice in planning and implementation.

The range of acceptable works will include:

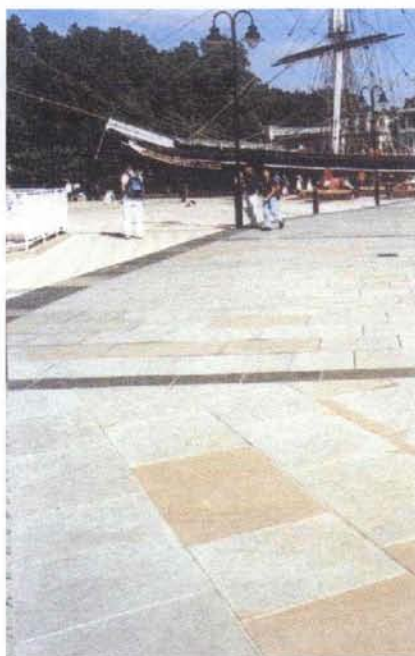
- Commissioned elements which, added together, create a major linear work, made up of parts occurring throughout the riverside area. These will be separately commissioned over time by different developers according to an artist's 'master-design' (commissioned by the Borough Council). This large-scale work will provide a sense of unity to the whole river frontage.
- 'Locally specific' art works in pocket parks and nodes, designed to engender a sense of ownership by the community of regular users of the space. These will be smaller-scale works integrated into the design of the space. They may contribute to functions such as play or orientation. A palette of materials will be established in order to maintain unity amongst these works.
- In exceptional circumstances provision of capital items such as seating, bridges, jetties etc., will be acceptable. These will, however, need to demonstrate their architectural/design significance and show how an artist or artists have contributed to this.
- In exceptional circumstances historical port artifacts, if of significant interest and impact, and put together/displayed in an imaginative manner will be acceptable. The display/arrangement of these artifacts will need to demonstrate how an artist or artists have contributed.

For more detailed guidance on establishing an artist's brief, implementation, ownership, care and maintenance, sources of specialist advice and support please refer to 'A Framework for Public Art in Colchester'.



10.1 MATERIALS

design statement



- Materials to be good quality and of a robust character compatible with a Quayside/Hythe environment.
- A limited palette of materials shall be used, to participate in the unification of the riverside and related areas, generally as identified in the Schedule below.
- The colour of materials to be in the grey to charcoal range.
- The materials and the ways they are used should reflect the robust character of a Quayside in a contemporary manner.
- In the conservation area of the Hythe, the materials are to be of natural origin.
- Materials in the node areas and pocket parks shall be of a higher quality than the general walk/cycle way areas.
- Art to be integrated into the everyday general environment. This can be achieved by artists being involved/commissioned in the design of street furniture, surfacing, landscaping and individual pieces of furniture such as canopies. See Public Art 9.0.
- The setout, junction and abutments of the materials are to be carefully considered and well detailed. See Detailing 10.2.
- Material specification and in use location is given in the Schedule below.

location	item/material	colour/finish	size	use
zone 1, 2, 3a, 4, node 3	insitu concrete capping	grey, bushhammered smooth margins	to be agreed, all to match	river wall capping/ walkway edging
zone 1, 2, 3a, 4, node 3	large coloured concrete setts	dark grey	320x240x80mm 240x240x80mm	river walk/cycle way paving
node 1, pocket parks	natural basalt/ caithness natural stone paving slabs	diamond sawn/flamed	900x600x75mm 600x400x65mm	paving to public squares
zones 1, 2, 4 and node 1	granite slabs	silver grey fine picked square cut	900x255x75mm	large area subdivision/ modulation
zone 3b	heart oak timber planks	natural (vac vac treatment)	250x75mm	projecting walkway
zone 3b	granite slabs	silver grey, fine picked square cut	900x255x75mm	river walkway in conservation areas
zone 3b	granite kerbstone	Silver grey bullnose edge	900x450x225mm	river wall/walkway capping/edging
roads, footpath links	reconstituted granite kerbs	silver grey	915x255x140mm	road kerb, footpath edging
footpath/links	concrete paving slab	grey, smooth face, square edge	900x600x65mm	footpath/links/ seating areas
throughout	granite setts	silver grey	100x100x100mm	perimeter/abutment details
river edge where there is not a handrail	platform edge paving incorporating offset blisters	dark grey	450x450x60	to identify hazard/ river edge where there are not any railings
throughout	tactile concrete paving	grey, square cut	450x450x70	in footpath to identify safe crossing areas



design statement

The setout and detailing of the external works shall be to a high standard of design. Careful consideration is to be given to how a sense of scale can be given to large paved areas, abutment of different materials, different material module sizes, different finishes and colours, how openings and abutments in the paving are detailed, etc. In this respect the following principles are to apply.

- Large paved areas to be given a sense of scale and interest by an overlay of a larger module pattern in different materials/module sizes.
- Node 1 paving layout to relate to the building face(s), set out in a large grid pattern (circa 4.0mx4.0m) to create a sense of scale and interest, utilizing high quality natural stone materials (see Materials 10.1). The positioning of; trees, lights, fittings and street furniture etc., is to relate to the grid module.
- Large paved areas: to be designed to provide water runoff with surface water collection tanks under. (As Geolight System by Hepworth or similar)
- Openings and cutouts in paved areas shall be trimmed in contrasting module/materials. For example: paving slab areas to be trimmed with three rows of granite setts, in large grey concrete sett paved areas opening to be trimmed with flat granite kerbs set flush with paving.
- Tree pit openings to have 6mm thick, steel flat plate frame in addition to above opening details.
- The paving pattern at abutments to other materials or building elements shall generally be different to that of the main paved area.
- Contrast can be created by the use of different module sizes of the same material or by employing a different set out.
- Where different materials are used side by side the module sizes of the different materials are to be significantly different.
- Material colours shall be in the grey to charcoal range. Hard contrasting materials/colours are to be avoided.
- Insitu concrete capping to the steel sheet piling river wall to be of a high standard of finish well vibrated to ensure there are not any air holes. The finish shall be bush hammered with smooth edges margins.
- The paving/details shall respond to street furniture fixings.
- Paving slabs to be laid with staggered joints.
- Large grey concrete sett paving to be laid in stretcher bond.
- Granite setts to perimeter margins to be laid with inline joints.
- Granite setts and slabs to be pointed flush and DDA compliant.
- Design in the pocket park shall be to a higher quality than the riverfront walk/cycle edge ways.
- There is opportunity for Public Art involvement in the layout/design of the hard landscape works. Refer to Public Arts 9.0.
- Public links shall be finished in 900x600mm concrete paving slabs with 5 rows of 100x100x100mm grey granite setts of 2400mm intervals.

general



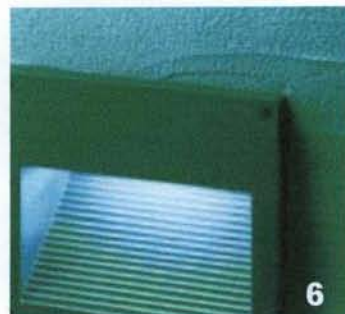
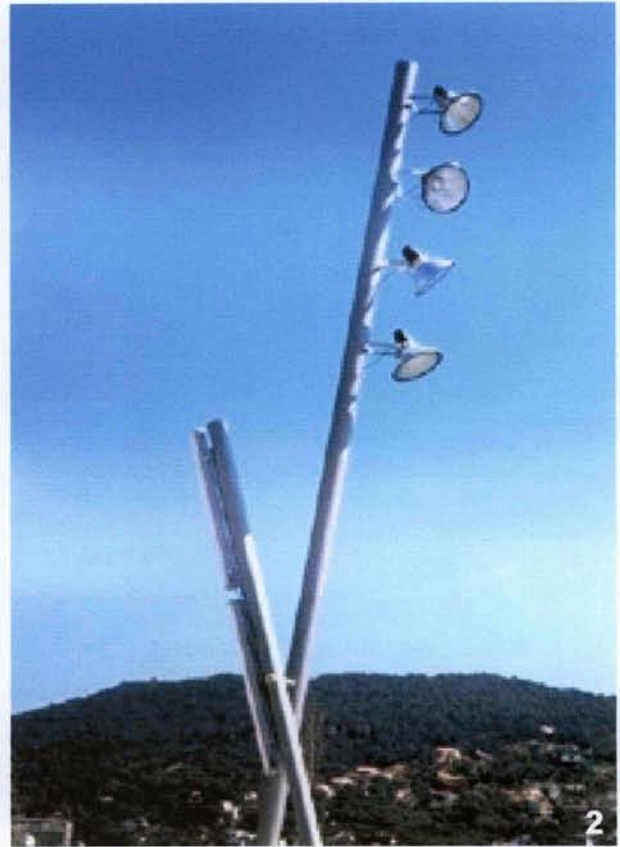
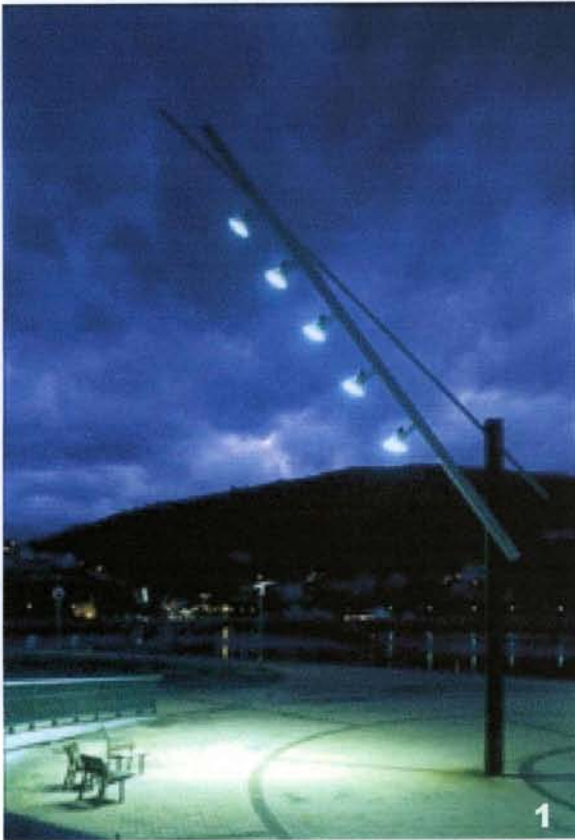
design brief



- The light fittings to be of high quality and contemporary design, evocative of a port/hythe environment.
- The continuity of light fittings throughout the area is to participate in the harmonisation of the river front areas.
- The light fittings are not only required to provide adequate lighting for safe access, but to add to the dynamic of the public realm.
- Lighting design and position of fittings to conform to environmental constraints of light pollution.
- The light fittings for nodes 1 & 2 are selected for their sculptural silhouette, qualities evocative of a port installation.
- The external works shall be detailed to respond/accept the light fitting/connection.
- Important elements to be illuminated, i.e./ bridges and the historic lifting tower.
- Lighting, in addition to the basic requirements identified, provides an opportunity for local artist involvement, in particular within the Node areas and pocket parks. See under Public Art 9.0.
- The paved area of Node 1, which is overlooked from Colne Causeway, shall have fibre optic lighting set flush into the paving (see under Public Art 9.0).
- The type and finishes of the fittings, their location and other details are given in the Schedule below.

ref no	location setout	use	fitting description	size	material finish/colour
01	node 1 circa 8.0m setout zone 3a	feature/general lighting	post with two cantilevered arms carrying five individual fittings (blinkers optional) of industrial/port character.	15.0m overall	steel, hot dip galvanised, aluminium reflectors
02	node 2 (replace existing fittings)	Feature/general lighting	two crossing tubular sections of different lengths carrying four small flood and two fluorescent lamps.	8.9m overall	steel, hot dip galvanised, aluminium reflectors
03	all zones 10.0m centres max	general riverfront/street lighting	tubular pole, 'u' bracket mounting carrying industrial quality light fitting with curved deflector over.	4.74m overall	steel hot dip galvanised, steel deflector overpainted martelet type paint
04	pocket parks special accent areas	feature/ accent lighting	steel and plastic column, incorp. optical film technology, providing a luminous light column	5.0m overall	aluminium, epoxy M.I.O paint finish, colour dark silver grey
05	node 1, zone 3b, localised accent areas	decorative/safety/ orientation ground lighting. To river edge etc.	recessed mounted circular fittings, domed top	150/220 mm dia	stove powder coated colour silver aluminium blue/orange filters
06	steps/ramps walls	identification/ safety	rectangular fitting with concealed lamp, recessed mounting	230x195 mm dia	stove powder coated silver aluminium, blue/orange filter
07	lifting tower buildings of interest	display lighting	flat round fitting with non-glare deflector	220mm dia	stove powder coated silver aluminium blue/orange filter
----	Node 1	artistic/decorative fibre optic	small bezel set into paving	35mm dia	s/s bezels white/blue/orange filters







- The street furniture shall be of a high quality contemporary design and of robust character, evocative of a port environment.
- To be manufactured to a high standard from good quality and durable materials.
- The furniture shall be thoughtfully positioned throughout the works, generally as indicated in Zone and Node plans.
- The external works shall be detailed to respond/accept the items of furniture.
- In respect of seating, a variety of arrangements are to be provided, individual and grouped for social interaction. King Edwards Quay is to have a single seat unit along the river edge and three units set out in an 'L' arrangement set back from the river edge. (See Schedule below)
- Node locations, subject to approval, are areas that can accept street furniture of individual design flair and imagination. See under Nodes X and Public Art 9.0. These items should be of a robust scale and character and make reference to their surroundings/port environment.
- Type and specification of the street furniture is given in the schedule below.
- The specified furniture shall be used throughout the works to participate in the unifying of the river frontage and associated areas.

ref. no.	location	description	size	material, finish/colour
benches 01	zone 1, 2, 3a and pocket parks	combination of bench units with and without backrests	combination of 1800mm individual units	timber strip bench+ back rest, stained grey brown, cast iron support, oxiron paint, dark grey
▪	nodes	individual design, robust character. Also refer to Public Art sec. 9.0	general large scale to suit location	stone, concrete, metal, timber
cycle racks 02	nodes, pocket parks, selected zone areas	tubular rail supporting four curved tubular arms	unit module 3015x1585x900mm	tubular rail sand blasted s/s, arms hot dip. galv.
03	all zones	tubular cycle stand, 'D' hoop	750x800x50mm dia	hot dip galvanized
guard rails 04	zone 1, 2 localised areas only, 3a, 3b localised areas only, zone 4	bow form, comprising curved uprights with 3 horizontal rails, robust character	robust section sizes 1200/1500mm module	ductile iron post and steel rails, all to hot dip gal. finish
▪	zone 3b conserv. area, jetty	individual design integrated with jetty, combination of timber and steel, post at regular 1200mm centre, incorp. articulated junctions	large timber and steel sections i.e. 200x200 timber top/handrail	structural steel section, hot dip galv and natural heart oak timber
litter bins 05	throughout	rectangular form, with square 'u' shape frame covering removal litter bin	400x200x625mm	electro plated steel



ref. no.	location	item description	size	material finish/colour
tree guards 06	in selected areas	robust rod sections with straight ends, spike ground fixings	437mm dia x 1800mm high	steel hot dip galv., epoxy MIO paint finish, dark silver grey
drinking fountains 07	nodes, pocket parks	rectangular monolithic form, sidespout and push button control, robust industrial character, set in groups of 3.	300x150x120mm	Cast iron forged oxiron paint finish colour dark grey, s/s spout+ push button
mooring 08	general short stay tie-up moorings along river edge	large domed top mooring bollard with integral baseplate	240mmdiax250mm high	cast iron, epoxy MIO paint finish, dark silver grey
▪	large/house boat mooring	robust individual design to take into account tidal flow, integrated with river wall sheet piling	to be agreed	hot dip galv. steel
signage 09	throughout	sign post 120mm dia tube with different sized panels	3300mm overall height	stainless steel shot blasted finish aluminium panels
pergola 10	zone 2, other locations to be agreed	contemporary modular design, comprising slatted timber screen supported on steel frame	module size 3520x4975x3090mm	steel frame hot dip. galv. finish, timber strips redwood
bollards 11	throughout	contemporary design with vertical edging, flat top	short 127mmdia x 644mm tall 127mm dia x 900mm	ductile iron, epoxy MIO paint finish, dark silver grey
12	conservation area road side	bollard with horizontal ribs, peaked top	1087x240x140mm	ductile iron, epoxy MIO paint finish, dark silver grey

- paint finish- generally where metal is to be painted it shall be epoxy M.I.O paint, colour dark silver grey.

01



11



02



03



04



05



06



07



08



09



11



12



LANDSCAPING

13.1 design statement



The landscape works and related planting shall be designed to reinforce the continuity of the public space works. The landscape design, species of trees and plants selected shall have a strong form to relate to the hard utilitarian environment of a port and the underlying character of the river itself.

- The landscape design and works shall be to a high standard.
- The landscape design to have a formal emphasis.
- Tree planting along the river edge and in pocket parks to be at regular intervals to provide rhythm and a strong physical presence. See Schedule below.
- Pocket park landscaping to be of a higher standard to that of the main riverfront and have individual character.
- Tree planting is a vital component of the public space works and will not be accepted as subservient to proposed service routes, etc.
- Trees planted in hard paved areas to be surrounded by densely planted low box hedging or ivy. Openings in the paving to have steel frame surround and paving detail. See under Materials and Details 10.0.
- Trees and plants shall be of good quality stock and suitable for their location and ground conditions.
- Structural trees to river/road edge shall be semi-mature, extra heavy standard. Other trees shall be semi-mature and of a size to suit their location but generally presumed to be semi-mature heavy standard.
- All trees, shrubs and ground cover plants to be of good quality and size.
- Shrubs and under planting shall be evergreen and of good size.
- Surface water collection tanks to be installed under the surrounding hard/soft landscape works to provide water storage for plant watering; as Geolight System by Hepworth or similar.
- Planting methods in paved area to be carried out in a manner to guard against soil compaction around the tree roots. See planting specification 13.0.
- Watering points shall be provided to enable full watering access to the landscape works.
- Watering tubes to be provided for trees set in hard paved areas.
- Species details and their respective locations are given in Schedule below.
- For detailed planting information see Planting Specification.
- Colchester Borough Council landscape officer to be fully consulted on landscape proposal.

species	use	size/form	density/spacing	location
trees				
London plane patanus hispanica	structure planting/ riverside walkway	extra heavy standard semi mature 28-34cm girth	10m centres max	throughout river walkway and primary routes
chancellor non-fruiting (sterile) pear	ornamental architectural	heavy standard semi mature 18-24cm conical architectural form	5m centres max	nodes, pocket parks, small spaces
alnus glutinos	theme tree	heavy standard semi mature 18-24cm conical architectural form	5m centres max	linking individual sites to river
shrubs				
hawthorn	screen hedging	500-800mm high	close centres	throughout
ground cover				
single colour green ivy	ground cover	400mm dia	Close centres	throughout



- 1.0 Tree planting, extra heavy standards to be planted in 800 min squared tree pit 450-750 deep, standards to be planted in 650 min squared tree pit 400 deep. These planted centrally within a 1m squared 50mm minimum deep dark wood chip mulch.
- 2.0 Tree pits (other than "non- compactable") to be backfilled with clean topsoil with tree fertiliser added, firmed in after planting. All trees to have irrigation/aeration system units fitted, fully surrounding the root ball.
- 3.0 Any trees within hard landscape areas are to be planted in tree trench/pit backfilled with non- compactable "Amsterdam" tree soil. Detailed specifications should allow a minimum 5 cubic meter trench (preferable)/pit allocation, backfilled to a depth of between 750 and 900mm deep (dependent on water table depth) in 300mm layers compacted to 1.5-2.0 mega pascals. Individual pits/trenches should have a minimum 100mm deep permeable sub-grade and, vitally, be well drained and irrigated (illustrate proposed irrigation method and drainage run) topped with 150mm sand and surface landscaping. "Hit me" type tree guards (visible from within the vehicle) should be specified for the trees in car park areas, bonded gravel filled matrix block should be specified rather than iron grilles at ground level and using underground guying for support. All these measures in line with recognized good practice to help ensure satisfactory establishment of the trees.
- 4.0 Tree support should comprise a stake (single for standard, double with double biodegradable tie for extra heavy) one-third the height of the clear stem, 300mm minimum depth below ground level with a biodegradable tie toward the head of the stake; or be underground guyed using a seven strand galvanised wire with adjustable gripples secured to 2 no. sleeper deadmen at the base of the tree pit. Stakes shall be removed at between two to three years, when trees are established.
- 5.0 Shrub planting, container grown stock. Shrubs to be planted in a planting hole big enough to accommodate the plant without root damage, to a minimum of 300mm cubed. Minimum pot size 2-3 litres unless specified differently. Plants to be firmed, watered in and dead or damaged branches removed after planting.
- 6.0 Shrub planting, bare root stock. Plant between mid-November and mid-March, slit planted incorporating slow release fertiliser.
- 7.0 Hedge planting, 1+2 transplants or container grown stock to be used, planted in double staggered rows 300mm apart on raised cams at 450mm intervals. Plants to be cane supported, mulch matt guarded, firmed and watered in, with slow release fertiliser added and dead or damaged branches removed after planting. Transplants/whips to be planted between mid-November and mid-March.
- 8.0 Turfing
 - Rotovate and level topsoil as required and remove any debris and stones above 30mm diameter and add pre-seeding fertiliser to manufacturers recommendations. Use cultivated, weed free amenity turf laid with broken joints well butted up, work from planks so as not to damage turf and water as necessary to avoid shrinkage.
- 9.0 Imported soil and screened topsoil should be free from any rubble, subsoil and stones bigger than 50mm. Topsoiled areas to be cultivated by hand or machine prior to planting, no compaction by machine. Topsoil planting minimum depths 450mm for shrub/tree beds, 150mm for turf/seeded areas.
- 10.0 All tree and shrub planting and turfing to be carried out in accordance with British Standard 3936 and 4428.
- 11.0 A five year schedule of landscape management should be submitted. The management plan should, where appropriate, include detailed specifications for:
 - Replacement of dead, dying or dangerous trees.
 - Replacement of dead, dying shrubs.
 - Replacement of distressed/failing turf.
 - Weeding planted areas.
 - Spot treat planted and grassed areas.
 - Watering.
 - Grass cutting.
 - Tidying beds and pruning shrubs and trees.
 - Replacement planting for planted areas.
 - Repair of defective hard landscape, fencing, gates and street furniture.
 - Inspection timetable for all the above.



In respect of the river edge the objective is to provide, where possible, a working quayside relationship to the water without railings.



- In zones of the river edge where railings are not required, the river edge is to be clearly identified, for example, by use of perimeter tactile surfaces, ground level lighting and capstans at close regular centres, etc.
- Safety equipment will need to be incorporated into the river wall/walkway design; including access points to the river, grab chains along the river wall and rescue equipment.
- A safety audit needs to be carried out and submitted to Colchester Borough Council with any planning application for the river front public works.
- Paving to be laid/finished to be DDA compliant.
- Tactile surfaces to be used at pedestrian road crossing points, changes of level and potentially hazardous locations/situations.



Responsibility for, and maintenance of the public space works needs to be clearly defined. Maintenance is fundamental to the long term enjoyment and durability of these public spaces.

- The Council will seek the establishment of a Social Enterprise Management Company as the ideal method of ownership and maintenance.
- Initially individual companies may set up to manage individual developments with a latter option of universal adoption through a social enterprise.
- To cover the cost of maintenance service charges will apply to individual businesses as well as individual properties.

The river front and public access links shall be part of any planning application for any site in the identified SPG Design Framework area.

- Shall comply with the Colne Harbour Public Space Design Standard Document and Design Framework.
- Shall include detailed layouts (1:200 scale min.) of the river walk/cycle path and public links and pocket parks.
- Shall incorporate large scale (1:50 min) drawings of the principle details.
- Shall incorporate drawings (1:200 and 1:50) of any special elements.
- Shall incorporate concept design of any artwork/sculpture proposed including information on location, size and materials.
- Shall identify how the proposals integrate and provide a seamless connection with adjoining public space works.
- Shall include a structural/integrity survey of the river wall by an independent engineer.
- Shall include specification of materials, planting, street furniture and lighting, etc.
- The owners/developers to check and satisfy themselves that the existing sheet piling/river wall(s) is sound and structurally capable of performing its function for 25 years. A report shall be provided to Colchester Borough Council by an independent Engineer.
- The public space works shall be to the approval of Colchester Borough Council. Approvals from other agencies to be dealt with by applicants, i.e./ Environmental Agency, Anglian Water Port Authority, etc.

