

**GUY
TAYLOR**
ASSOCIATES

SKEGNESS FORESHORE
SKEGNESS MASTERPLAN REFRESH

DESIGN CODE
December 2018

<http://www.guytaylorassociates.co.uk>



**GUY
TAYLOR**
ASSOCIATES

Contact

Newark Office:

Top Lock Studio
Navigation Yard
Newark NG24 4TN

t: +44 (0)1636 605100

e: newark@guytaylorassociates.co.uk

Manchester Office:

HQ Building
2 Atherton Street
Manchester M3 3GS

t: +44 (0)161 826 1042

e: manchester@guytaylorassociates.co.uk

Sheffield Office:

Roco 342
Glossop Road
Sheffield S10 2HW

t:t: +44 (0)114 299 1405

e: sheffield@guytaylorassociates.co.uk

Derby Office:

The Coach House
29, Kedleston Road
Derby DE22 1FL

t: +44 (0) 01332 477525

e: derby@guytaylorassociates.co.uk

RIBA 
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Introduction

SKEGNESS CHARACTER

Skegness is outstanding on the east coast for its combination of seaside and exhilarating fun pursuits, potentially the Blackpool of the east.

Since the growth of Skegness from village to seaside resort its fabric has formed around holidaying fun. There are historic traces dating back to the later years of the nineteenth century when seaside as holiday destinations began to take hold. Skegness reflects several periods of changes to recreational fashions and demands of seaside attractions. Prominent remaining features are some from the masterminding phase of Rowland Jenkins' during the first half of the twentieth century.

Change, an essential part of this offering of assembled fun, should be framed within Skegness' unique character and the materials that are used should be entrained to this effect.

Leisure in Skegness has taken three main forms which can be broadly mapped. Sport is paramount at the north end. Nature reigns at the south. In between is fun, novelties and sensational experiences.

There are three main typologies of pedestrian navigation: among clusters of entertainment, retail and food and drink outlets; clear views and vistas; and curling paths of discovery. The latter two have become somewhat compromised as accretions of commercial outlets have cut off views whilst hidden corners have been opened up, necessarily, for improved surveillance. It is envisaged that unblocking the vista from Lumley Road/ Clock Tower/ Tower Esplanade approach to the sea will restore much of that natural excitement of arrival at the seaside - Skegness' main raison d'être.

The furnishing of the public realm, how it allows and frames views and vistas, its paved surfaces, links with the sea, distinctive furnishings, trees and ornamental plantings, should present a coherent and identifiable treatment extending throughout the Foreshore reflecting its distinctive character.

This Design Code and Pattern Book seeks to ensure that Skegness' much visited Foreshore public realm presents a welcoming experience; exhilarating, inclusive and memorable - making Skegness memorable for the next fifty years and more.



About this technical manual

The purpose of this design code is to act as a reference document for designers and developers operating within the public realm and private spaces of Skegness. It provides guidance to uplift and reinforce Skegness' character on the material selection, visual aesthetic and quality expectations for surface materials, street furniture, trees and planting. The objective is to ensure a coherent, sustainable, readily understood identity.

The contents of this public realm Design Code are both prescriptive, where specific materials and elements are generally to be used, as well as descriptive, outlining the expectations on design, layout and other material considerations. This manual should to be read in conjunction with East Lindsey Local Plan and will be updated periodically over time.



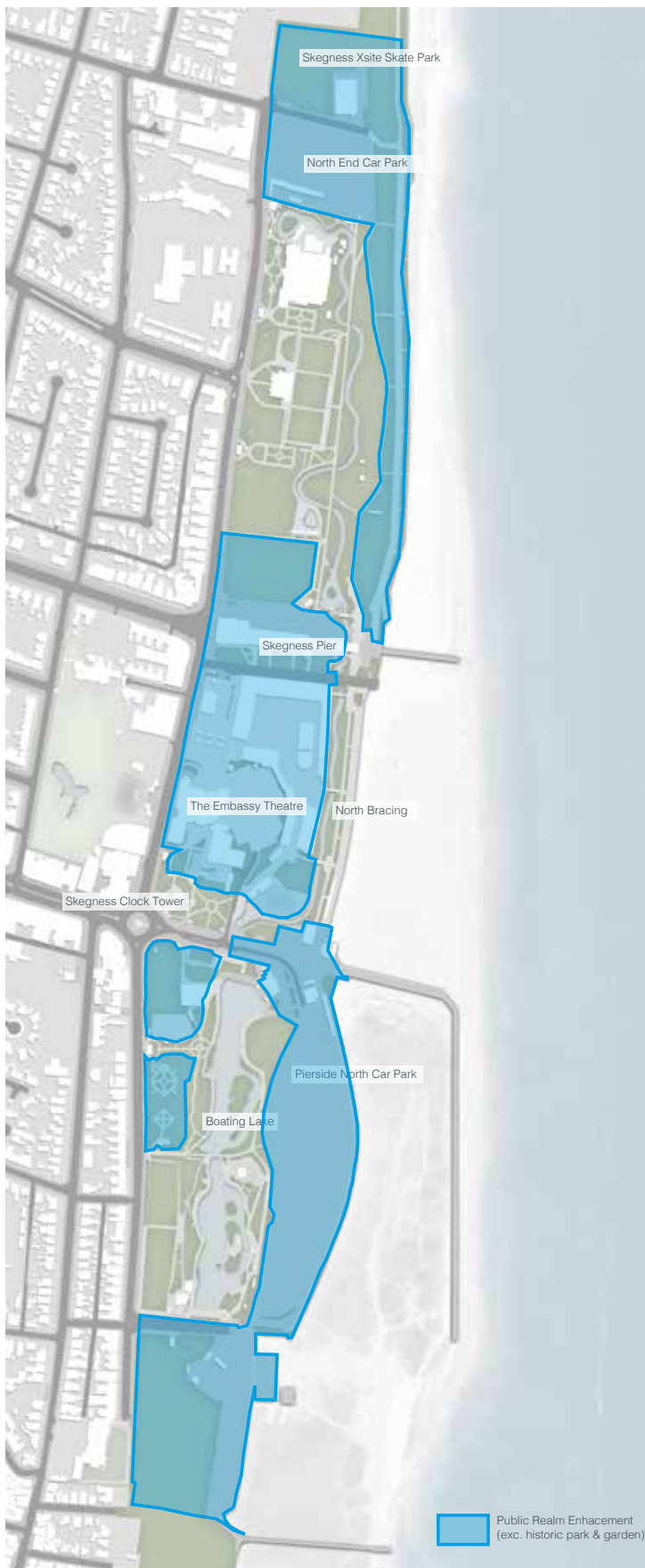
Skegness Foreshore

Grade II listed Historic Park & Garden



Skegness Foreshore

Public Realm (outside Historic Park & Garden)





Existing view from the Clock Tower. This could be transformed into an iconic vista for

1 VIEWS AND VISTAS

Recovering key views and vistas to the beach can be accomplished through carefully judged placement of temporary and permanent buildings and street furniture. There is little expectation of re-opening views that used to be enjoyed a hundred years ago from Tower Gardens to the sea. Yet it is not a wholly unachievable aspiration to envisage a vista being realised from the main approach. From Lumley Road, anticipation would be afforded glimpsing past the Clock Tower. Then once past the Clock Tower (supposing I Love Ices were moved) on Tower Esplanade a most spectacular view would be revealed.

It is expected to maximise this future vista with a high standard of distinctive lighting columns, coherent rationalised street furniture and pedestrian priority. The potential of a Tower Esplanade vista is to bring a great aesthetic advantage, an arrival point with impact and a powerful image for people's memory bank of their time in Skegness.





2 SURFACE MATERIALS

Principles for streetscape composition
Permeable resin bound paving
York stone paving
Plank paving
Granite setts
Timber boardwalks
Asphalt
Hazard warning
Inspection covers
Drainage furniture
Dropped kerbs
Kerbs
Courtesy crossings

A connected, inclusive and prioritised pedestrian offering is essential to the leisure experience of the Foreshore. There are four principal surface materials used to furnish the streets and spaces within the Foreshore areas: concrete, resin bound, York stone and granite.

It is envisaged that with its high pedestrian activity, the Foreshore would become de-segregated, a shared space for multiple user functions, applying principles expressed in Manual for Streets 2 (CIHT).

This section on materials outlines the various unit sizes, material finishes and composition of surface materials. This materials palette and advised location and material combination, such as ensuring a third paving material interfaces between different paving types, is intended to establish a distinctive and lasting ground plane for the Foreshore now and into the future.

A set of guiding principles for surface materials are outlined, supported by illustrative material composition studies. These represent the standard details and layouts expected within the Foreshore public realm.

SURFACE MATERIALS

PRINCIPLES OF STREETScape COMPOSITION

Surface treatments to streets and spaces within the Foreshore are to be informed by the following key principles as illustrated.

- 1 Shared space in the Foreshore indicating pedestrian relaxation and to vehicular traffic uncertainty and slow careful progress. Level surface throughout with minimal traffic management related signs and street furniture.
- 2 Linear paving elements to be used in the main direction of travel to accentuate the extensive length of, for instance, the Esplanade.
- 3 York stone to have its use continued as appropriate to smaller garden spaces.
- 4 Edge details in granite setts.
- 5 Close textured SureSet permeable resin bound surface to be utilised as an upgrade for poured concrete, modular paving elements and tarmac.
- 6 Transitional paving bands of plank paving, either 3.6m or 6.0m band width depending on scale, between different surfaces to be sparkling granite aggregate.

Permeable resin bound paving



Extensive pedestrian areas

Permeable resin bound surfacing of natural aggregate or marble elements to be laid in high trafficked areas (pedestrian with vehicular).

Colours to be selected or bespoke to follow a designer's colour strategy. User differentiation, for example cyclists, to be signalled with a varied shade or colour, thus reducing the need for repeated signage.

Patched repairs following services trench works to be matched to original (SureSet keep each recipe). Additional edge detailing in a contrasting material as appropriate. Installation of SureSet permeable resin bound surfaces onto existing non-permeable surfaces such as concrete or asphalt may entail modification of existing drainage solutions.

Key Criteria	
Product	Primary 'streets' as shared space.
Appearance	Linear paving elements to be used in the main direction of travel to accentuate the extensive length of, for instance, the Esplanade.
Depth	Depth 18mm: build up as advised by SureSet.
Sealant	As advised by SureSet.



York stone paving



Smaller garden spaces

The standard module of York stone paving to be used in places such as smaller public gardens with a more intimate character. 600mm wide, hand cut in random lengths and 63mm or 75mm thick with a hand cut finish. Laid in gauged widths in broken bond.

Key Criteria	
Appearance	Hand cut all sides.
Unit sizes	600mm width x varying length x 63/75 mm deep.
Jointing	6-8 mm.
Sealant	Pave Saver contamination repellent.



Plank paving



Concrete paving plank

Smaller unit concrete plank paving with sparkling natural granite aggregate to be laid at the interface of two different materials as a separating detail in 3 or 5 rows of 120mm widths.

To be utilised in its wider size of 164mm as a surface indicating change.

Key Criteria	
Material	Tobermore.
Appearance	Diamond sawn all sides.
Unit sizes	Mixed lengths: widths 122mm or 164mm: 120mm thickness.
Laying pattern	Half-lap (staggered).
Jointing	6 mm
Sealant	Pave Saver contamination repellent.

Granite Setts



Granite setts are to be laid as carriageway surfacing in historic streetscapes where appropriate and for courtesy crossings. The two colour mix of light and mid grey granite is to be laid in a random pattern, with a double mid grey channel against all kerb edges.

Key Criteria	
Material	Granite.
Appearance	Bush hammered surface Diamond sawn all sides Hewn top edge to 20mm.
Unit sizes	100 x 200 x 150 mm thick.
Jointing	6-8 mm
Colour	Grey or Silver.

SURFACE MATERIALS

Timber boardwalks



Timber boardwalk gives low impact pedestrian and cycle access across dunes with control access in sensitive areas. Boardwalks should allow for wheelchair and mobility scooter use, and connect with other accessible paths.

Generally only use kick rails to prevent wheelchairs, bicycles and walkers from veering off platform edges where a fall height barrier is not required; in parts with fall height hazard include handrails, in-filled with timber horizontals or stainless steel wires.

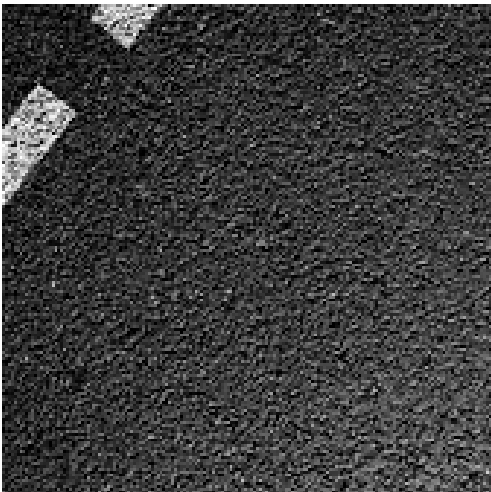
Apply slip prevention on wooden boardwalks and bridges in areas where boardwalks are in damp and shady places for example anti slip strips of bauxite chip impregnated glass reinforced plastic (GRP).

Avoid the use of treated timber over waterways, as toxic residues can leach into aquatic ecosystems.

Key Criteria	
Material	Durable timber e.g. pitch pine, jarrah
Appearance	Even surface without trip edges. Levels 3%-7% acceptable
Unit sizes	Dependant on timber and usage
Edge restraint	Kick edge restraints; handrails where fall heights present a hazard
Fixings	Stainless steel, counter sunk
Finish	Natural: no paints or preservatives to be used over sensitive areas



Asphalt



Asphalt is used as the principal carriageway surfacing material in the Foreshore car parks. Approaches to car parks within areas of shared space should not be surfaced in asphalt.

Key Criteria	Asphalt Carriageway
Surface course	1. Hot Rolled Asphalt with 0-10 mm chippings or high stone content.
Surface thickness	50 mm thick.
Base	2. 300 mm thick concrete base to Highways standard.
Mastic channel	3. 225 mm wide 50 mm thick mastic asphalt channel beside kerb

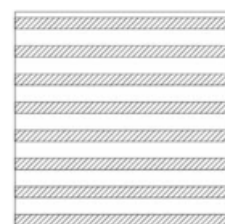
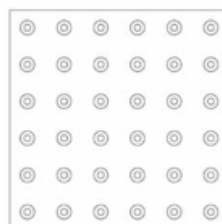


Hazard warning paving



Tactile or hazard warning paving is to be used where pedestrian users will potentially encounter a change in surface continuity or free movement, such as interacting with vehicle cross movements or defined level changes in the form of steps. The tactile nature of blister or corduroy paving units are described below.

Key Criteria		
Paving type	Blister paving	Corduroy paving
Description	Blister tactile paving is to be used at controlled crossings and where there is an uncontrolled crossing point across a vehicular route, such as a raised table, to warn users of the danger and minimise risk of inadvertently walking into a vehicle route.	Corduroy tactile paving is used in association with steps or where visually impaired people need to be warned of a hazard and advised to proceed with caution. Corduroy paving should be supplied in the same material as the surrounding paving to provide visual integration.
Unit Size	400 x 400 x 63mm thick.	400 x 400 x 63mm thick.
Material	Marshalls: composite concrete stone appearance.	To match surrounding material.
Laying pattern	Stack bond to national guidelines.	Stack bond to national guidelines.
Appearance	Raised circular blisters to meet technical access standards.	Grooved stone to meet technical access standards.



Inspection covers

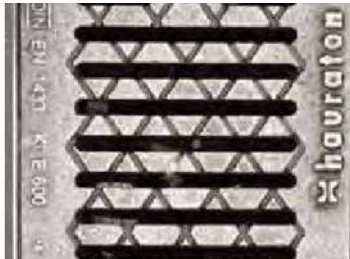


The integration of inspection covers within the streetscene will follow the principle to align access and inspection covers where possible to the general grain of paving slabs, for both existing and newly placed covers as part of streetscape improvements.

The insertion of recessed manhole covers within the footway will ensure continuity of paving surface material with the expectation that paving joints will run through the recessed cover. Not all covers allow for recessed material, such as fire hydrants and sewer covers, but where applicable 100mm deep inset covers to loading class B125/C250/D400 (location dependant) will be encouraged.



Drainage furniture



Drainage Channels

Linear drainage channels are to be used to collect surface water where gullies are not suitable. A standard cross grooved channel cover width of either 149mm for pedestrian or 199mm for carriageway is to be used. The narrower channel may be used on footways for private boundary definition and localised

Key Criteria	
Product	Hauraton SW100/6 'Heelguard' grating.
Supplier	Hauraton
Class	C250 for footways / D400 for carriageway/vehicle crossovers.
Channel Type	Faserfix Super KS100 channel.
Material	Galvanised steel.
Dimensions	149 / 199 mm in width with 10mm spacing crosshatch grip.



Gully Covers

Gully covers are to be integrated into both footway and carriageway pavement design with detailed consideration given to surface falls and gradients as part of the drainage design.

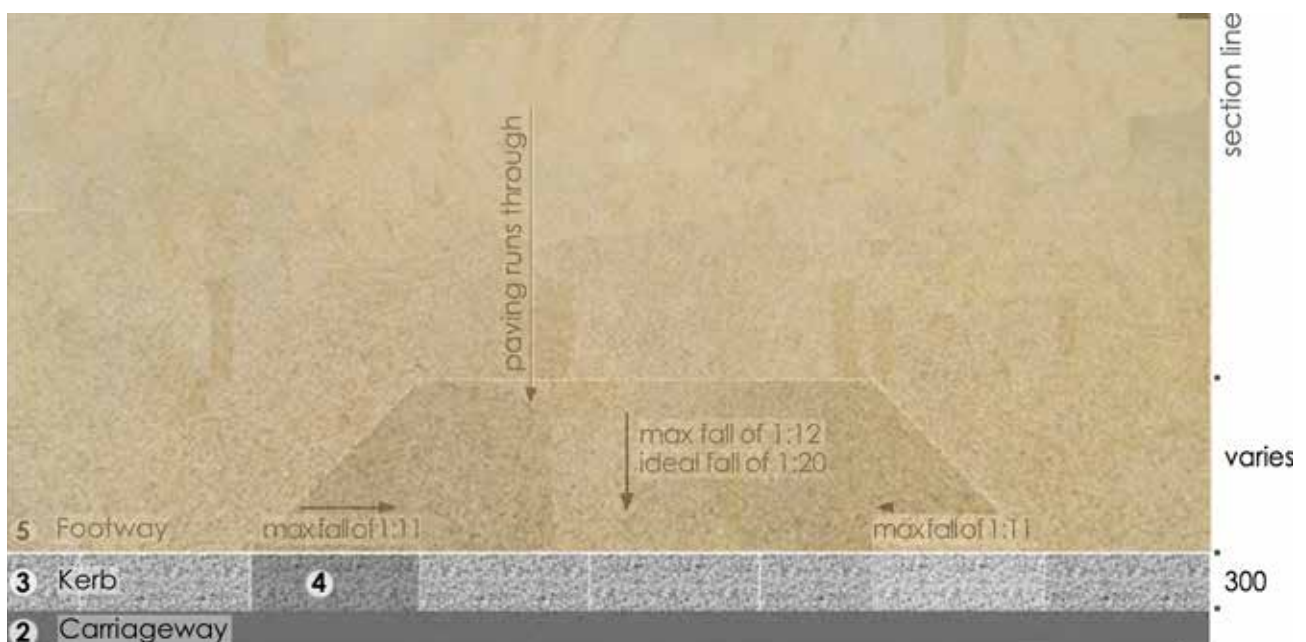
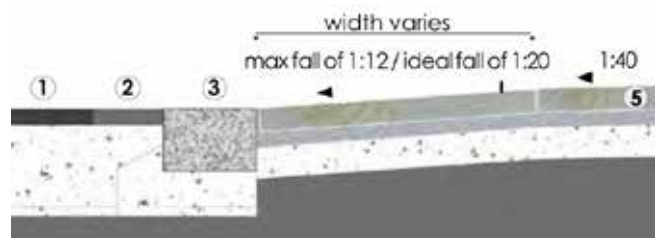
Key Criteria		
Cover location	Footway	Carriageway
Product	Hauraton City (Class C250)	City (Cycle friendly DU5801M) (Class D400)
Supplier	Hauraton	Durey Castings
Material	Stainless Steel grating & frame, Straight bar, 10mm spacing.	Ductile Iron Black painted.
Dimensions	300 x 300 x100 mm	450 x 400 x100 mm

Dropped kerbs



Dropped kerbs to be used only outside the Shared Space area. Dropped kerbs, whereby the pedestrian footway is lowered to meet adjacent carriageway, may be used at both controlled crossings and informal, uncontrolled crossings along pedestrian desire lines. The creation of accessible gradients to the sloped surface should be constructed as a continuation of the surrounding pavement materials, establishing a seamless integration and maintaining pavement continuity. The dropped kerb is generally to be laid flush with carriageway surfacing, with a maximum upstand of 15mm permissible.

1. Hot rolled asphalt carriageway | 2. Mastic channel 225 mm | 3. Wide 300 mm granite kerb | 4. Transition granite kerb | 5. York stone footway



SURFACE MATERIALS

Kerbs

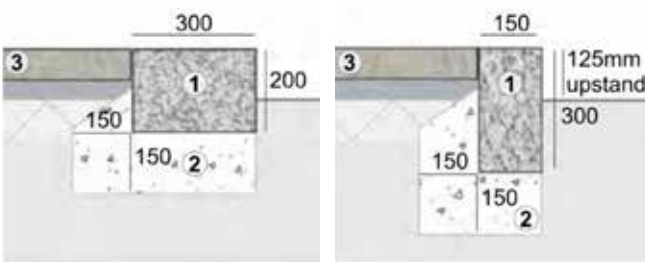


Kerbs to be used only outside the Shared Space areas.

Silver grey granite is to be used for all kerb edges. Kerb width is dependant upon the overall scale of the street but 300mm wide kerb is the predominant width for newly installed kerbs. A narrower 150mm wide kerb may be used for narrow lanes and alleyways as well as for courtesy crossings.

Additionally, narrow York stone edging kerbs (50 x 225mm) may be placed at the rear of footpaths or planted areas to provide a flush transition. These edge kerbs may also be used to mark a change in york stone paving direction.

Key Criteria		
Kerb type	Wide kerb	Narrow kerb
Material	Granite.	Granite.
Colour	Silver grey.	Silver grey.
Appearance	Flamed finish front and top face, sawn all sides.	Flamed finish front and top face, sawn all sides.
Dimensions	300 x 200 x 900 mm Straight lengths / radial units.	150 x 300 x 900 mm Straight lengths / radial units.



1. Granite Kerb 2. Concrete bed & haunch 3. Adjacent footway

Courtesy crossings

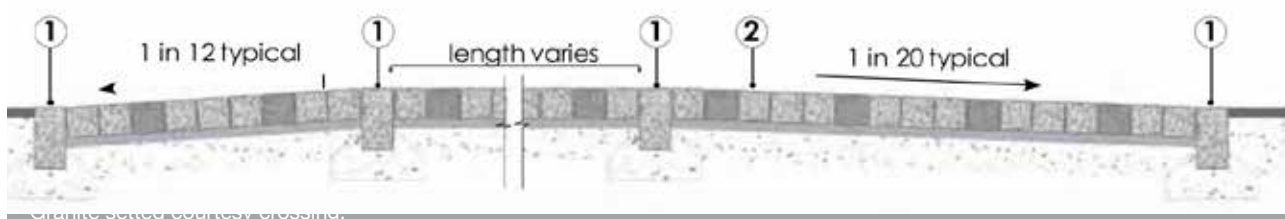
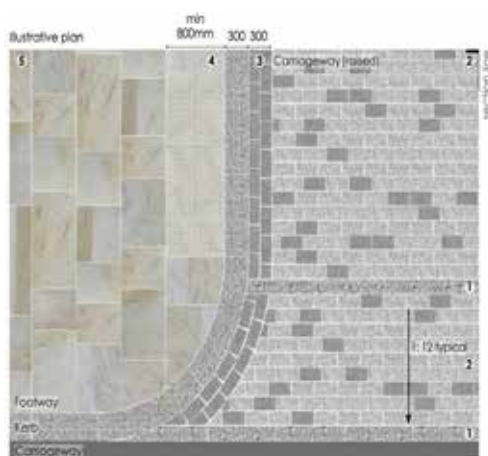


Pedestrian priority over vehicles should be extended through the introduction of raised courtesy crossings where appropriate, for example linking the Foreshore area with the town across South Parade and Grand Parade. Easily negotiable street crossing points consisting of a raised area of carriageway between footways effectively makes the footway continuous and can significantly enhance the walking experience. People should be able to cross streets frequently and in a direct, inclusive and uncomplicated manner. Raised crossings may continue as raised carriageways or descend after crossover to maintain kerb edge continuity.



Prioritising pedestrians should include wide zebra crossings and a number of informal crossings. These may be constructed with white chippings embedded in the carriageway asphalt, or

Raised crossings must provide appropriate tactile hazard warning paving in the form of blister paving slabs on approach. Granite setted courtesy crossings maintain the double mid grey channel beside kerbs, with standard narrow granite kerbs at the top and bottom of the sloped gradient.



Granite setted courtesy crossing.



3

STREET FURNITURE

Principles for furniture placement
Cycle stands
Litterbins and recycling bins
Lighting
Seating
Integrated furniture protection
Wayfinding and interpretation signs
Steps, handrails & balustrades
Heritage features

Street furniture provides a range of opportunities to guide, inform, accommodate resting and sheltering, and above all to display Skegness' pride and hallmark identity. This section identifies the elements of furniture that contribute to the street scene and considers their placement and distribution. It is the intention that such items provide a high quality, convenient and comfortable experience to all users who engage with them and are rationalised so as not to clutter the public realm or impede movement and activities.

Lighting should be coherent and suited to the different character areas of the Foreshore - sport area, entertainment area and nature area - and extend the Foreshore appeal beyond summer months. In areas such as the dunes to the south of the south boating lake this nature area should be intrinsically dark: any lighting here should ensure minimum impact to wildlife.

Integrate lighting with street furniture in key parts of the Esplanade - to provide an ambient atmosphere through darker seasons of the year, extending the appeal of the Foreshore area.

Sustainable options should be selected: materials that are durable in salt-laden winds and high uva light; low maintenance materials, for example, not requiring regular painting; materials and installations resilient to demanding use.

A set of guiding principles for furniture placement is outlined, supported by descriptions of furniture elements and key criteria for specification.

STREET FURNITURE

PRINCIPLES FOR STREET FURNITURE PLACEMENT

Street furniture styling should reinforce Skegness' special characteristics. Welcoming and available, and above all fun! A place that remembers its history and crafted work which is evident in detailing of concrete 'logs', castellations, and detailed ironwork - taking the spirit behind those creations forward into contemporary creative designs.

Street furniture relationships and placement opportunities within the Foreshore area are to be informed by the following key principles as illustrated.

1	A clear pedestrian width of two thirds of North Bracing Esplanade.
2	Street furniture should be located in a zone to maintain unobstructed access for maintenance and delivery vehicles.
3	A clear bicycling width of 3 metre running parallel to the existing low esplanade wall, free of obstacles and clutter and signalled by a distinction in paving material.
4	Items such as post boxes and signage should offer a clear space for gathering around and avoid obscuring the vision and visibility of users .
5	Lighting columns should be part of the contemporary excitement for the central Foreshore area - and of original designs.
6	Inlaid uplighting should be an integral part of key locations and promenades.
7	Cycle stands should be located at route nodes in semi-prominent positions.
8	Signage should converge into a few rationalised locations; signage should be away from key views and vistas.
9	Bollard placement a rarity in shared space, used only when informed by definite need and carefully considered in response to context and movement patterns.

Lighting



Blackpool lighting columns

Bespoke sculptural lighting should be commissioned to give Skegness distinctive contemporary iconic imagery in addition to lighting function. Architecturally structural lighting columns should be used along key vistas such as the Clock Tower to Esplanade route and North Bracing Promenade.

Lighting design should provide coherent integrated lighting between different lighting typologies: architectural structural lighting features, festive lighting, and ambient lighting integrated with seating and other features.

Low energy lighting installations should encourage visitors to stay in the area after dark, using colour and changing displays, (Bournemouth gives an example).



County Antrim lighting columns



Bournemouth lighting columns

Lighting



Nature Areas: More distant located pathways in nature areas should be designated for minimal impact lighting.

Addagrip UV charged composite granules added to resin bound surfacing products are an effective solution. Their glow can last for up to 10 hours. Similarly eco-discs with UV charged composite granules, should be used to light the way along boardwalks without need for additional lighting.

Footway lighting: Paths can be kept clear of accumulated street furniture by using wall mounted lights such as Urbis Schreder Bloco, or inlaid ground lighting such as Urbis Schreder Ponto.

Selection on light colour and tone, and beam angle should be part of an integrated lighting plan.



Type	Bloco: Cree XR-E, 1.2W, luminous efficacy 80 lm/LED Ponto: Cree XP-E, 1.2W
Appearance	Selection of reflector arc and beam angle
Unit size/ shapes	GBloco: 235mm dia:or 214x235mm, or 294x154mm Ponto: 110mm dia Dependant on location
Tightness level	Bloco: IP66 Ponto: IP67
Fixings	External screws stainless steels
Finish	Bloco: Glass and die cast aluminium, polyester powder coated Ponto: synthetic body reinforced with fibre glass, with a stainless steel finish frame, with 12mm tempered glass protector.

Cycle stand



Cycle stands are to be located in safe, well surveilled and convenient locations in response to an existing or anticipated need for cycle parking. Where space is limited it will be appropriate to install a short run of hoop stands.

In prominent locations use of an unusual bike stand like the Wonderwall will capture ideas of fun and fitness.

Product (below)	Wonderwall
Supplier	H-B Designs
Appearance	Galvanised steel



Compound (1100 Litre bins)

Clusters of general and recycling bins (1100 Litre Bins) to be located along the foreshore area in locations outside of the Registered Park and Garden.

Locations to be accessible to waste collection vehicles.

Suggested Supplier	MetroSTOR
Features	Enclosure designed to fit around Eurobin (1100 litre bin)
Materials	HDPE Planking or galvanised steel



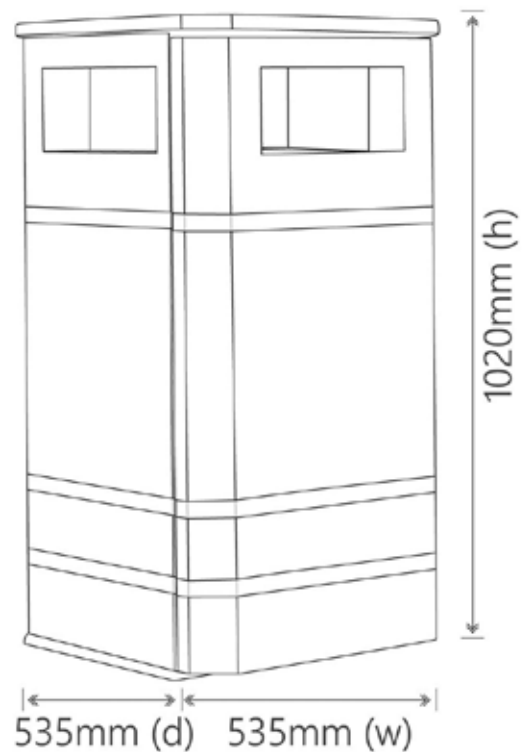
Litter Bins and Recycling Bins for Historic Park & Garden areas

Litterbins should be placed where they do not obstruct pedestrian desire lines and the visibility of users, are carefully positioned to reduce clutter and visual impact and are inkeeping with the surrounding built environment.

Suggested Suppliers	Broxap Derby Standard Litter Bin
Features	Traditional heavy duty
Materials	Galvanized steel



Example galvanized steel bin by Broxap



Litter Bins and Recycling Bins for Public Realm Enhancement (inc Bracing)

Litterbins should be placed where they do not obstruct pedestrian desire lines and the visibility of users, are carefully positioned to reduce clutter and visual impact and are inkeeping with the surrounding built environment.

Suggested Supplier	Zenith
Features	Contemporary stainless steel litter bin
Materials	Stainless steel



Example stainless steel bin by Zenith



Seating for Historic Park & Garden areas

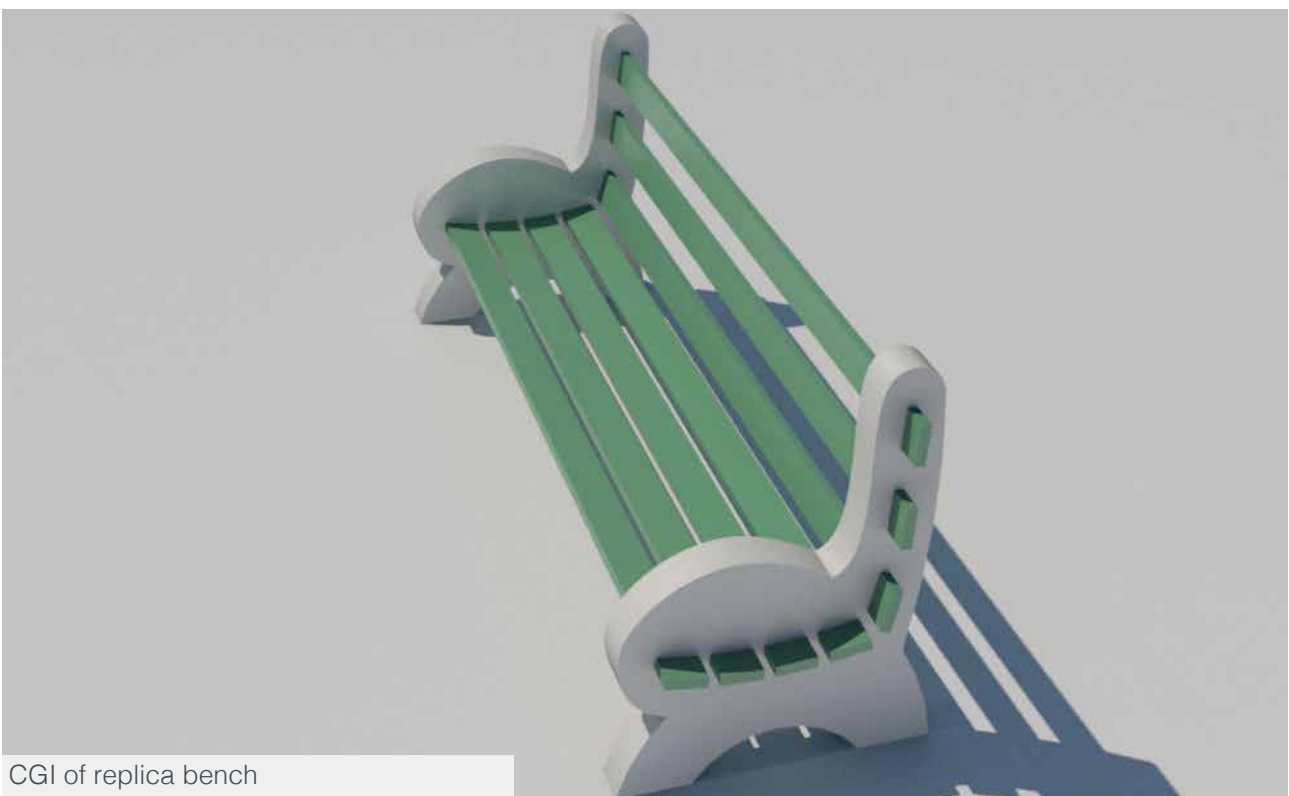


Existing concrete / timber bench

Seating is a vital component of the public realm. Comfortable seating should be placed in the right locations and out of pedestrian desire lines, with sufficient space either side of designated furniture to invite all users to pause safely. Considered seating provides users with a place to rest or to stay longer.

The historic seats are combined contoured concrete and blue painted timber slats with fixing detail. The Council is still in possession of the original formwork for the cast concrete ends. It is proposed that new seats are fabricated to match as required.

Product	Bespoke seating to match existing.
Features	Fabricated using original concrete form-work (still in the council's possession)
Materials	Cast concrete ends. Timber or recycled plastic slats. Colour Green (colour code TBC)



CGI of replica bench

Seating

for Public Realm Enhancement (inc Bracing)

North Bracing promenade could accommodate bespoke features of concrete + timber detail seats with concrete 'tables' and planting similar to these precedent images (below) from Sheffield.

The planted areas beside Tower Esplanade could provide seating if given raised smooth contoured concrete perimeters. There is scope for responsive shaping which would increase the distinctiveness of the area.

Suggested Suppliers	Broxap
Features	Granite benches combined with hardwood slats for a contemporary style as well as granite benches paired with planters.
Materials	Durable and robust natural stone



Integrated furniture protection



Groove cut into stone



Stone upstands and armrests

Street furniture elements are exposed to general wear and tear and activities such as skateboarding often resulting

in damage. Furniture elements that may be affected are planters, walls, steps and benches, and in particular long exposed lengths of seating and walling.

It is important to consider potential problems and measures to restrict damage at an early stage in the design process. Considerations over the positioning of street furniture elements, their height and material choice may all influence the exposure and risk of damage. Protective measures should be 'designed-in' to all street enhancement schemes where vulnerable features or exposed edges are included.

In the case of stone furniture and edges, the insertion of grooves cut into stone elements add a 'break' to a continuous edge. Similarly the surface treatment of the

stone finish, such as cropping or rustic finish, may also provide deterrent. Intermediate armrests or upstands to benches not only provide edge protection but also add additional ease of use and comfort for the user.



Rough cropped stone face to planter

STREET FURNITURE

Wayfinding and interpretation signs



Wayfinding at the Foreshore should be covered by two sign types.

A slender monolith style similar to those in the Legible London suite to show map, 'You are Here' as well as an alphabetical listing of retail and entertainment outlets.

Finger posts indicate a few destinations route more directly, though with less information.

All signs to be strategically placed to be obvious and accessible, and to allow clear movement and views.

Sign materials to have a high quality, long-lasting finish



Type	Wayfinding beacon
Appearance	Monolith, stainless steel frame
Information	Vitreous enamel imprinted with map locating all listed destinations: an alphabetical directory of destinations: You Are Here with ten minute walking circle: transport options.
Type	Guide post
Appearance	Fingerpost, recycled plastic
Information	Place names only with additional symbols as needed in engraved lettering. Colour options.

Steps, handrails and balustrades



Steps and handrails are required where immediate level changes occur along footways that cannot be resolved in an inclusive manner by using surface gradients and slopes.

Steps occur infrequently in the Foreshore area. Both around the South Boating Lake and in the sunken gardens level differences involve step (refer to Heritage Features below).

In areas not replacing heritage steps, the preferred approach is to use a 'stone' riser that give visual definition by colour contrast.

Step treads in this context to be a permeable resin bound surface. This offers both evenness and grip.

Balustrade replacements should be selected to sustain a smart appearance without regular re-painting. Mild steel or stainless steel, circular section or square section as appropriate.

Handrail and balustrade design must accord with relevant access guidance in terms of material choice, profile, placement

Key Criteria	
Handrail materials	Stainless steel
Appearance	316 grade stainless steel, bead blasted finish
Accessories/ options	Integrated illumination an optional addition
Step riser material	Marshalls conservation kerb granite aggregate, shot textured appearance
Step tread materials	Permeable resin bound (if not heritage steps)

Note: Heritage features to be developed for Draft 2. This page for information purposes only.

Heritage features

Areas of historic paving and street furniture make a significant contribution to the public realm and their ongoing contribution to Skegness history through its material fabric is a key consideration. When evaluating existing heritage features, the following criteria should be considered;

Condition	The material asset is still structurally sound and provides a lasting contribution to the street or space The material asset is safe and does not provide access challenges in terms of safety, slip resistance, visual contrast as well as not being an obstacle to required movement
Contribution	Where assets reinforce a historic composition, alignment or make an aesthetically valuable contribution to the streetscene such that the retention and/or replication of the asset will extend the uniqueness of place
Historic value	This requires an assessment to determine heritage value based on the age, condition, contribution and any relevant heritage listings. This will allow for discussion of retention, potential reuse, replication or removal.



Caption

In the case of removal of an asset, enhancement schemes should seek opportunities to re-interpret the history of a place with a modern intervention, extending the historic character in terms of proportions, detailing and composition of new material elements.

Heritage features



A range of heritage assets may be found within the surface groundplane, as unique objects of street furniture .

Historic paving materials

The sunken garden features steps and paths in York stone, which should remain the surfacing material in this garden. Scheduling improvement works should replace the patch mortar at front of the risers with a full York stone riser. During improvement works to steps, introduction of accessible features such as hazard paving and handrails that are compliant with current legislation, should be undertaken with sensitivity to the original steps. Stone should be the material of choice for surfacing. Replacement handrails should be stainless steel to negate rust corrosion blasting off mortar fixings and avoiding the inevitable wearing of painted surfaces.

Around the south boating lake any repairs or replacements to steps should retain the historic 'rope' motif of textured concrete step nosings.



Repairs generally to historic materials should work to replicate the appearance, in material, shape, texture, colour, and making only neat and inconspicuous junctions.

Historic street furniture elements

•Significant heritage furniture assets may include:

- Manhole covers
- Walls
- Retaining structures to higher ground
- Benches
- Kiosks





4

TREES & PLANTING

Principles for planting

Trees

Tree surrounds

Standard tree pit construction

Planting beds

In this era of climate change tree planting is a vital component towards ensuring ecosystem services. A seaside location is particularly harsh for many trees and demands a long term strategic approach to tree planting.

All planting should be selected for suitability to coastal conditions. Healthy, thriving planting adds a living component to the urban infrastructure.. Feature lines of tall trees have potential to add rhythm and awe to the Foreshore. It is important to avoid negative impact from plants in poor health and for this reason consideration should be given to elements which will be free from unkempt leaf desiccation, such as high quality UV stabilised synthetic palm trees.

Raised planters should offer seating perimeters as well as a depth of soil conducive for a range of plants that accept the weather and salt, but which need a more loam based substrate. Well designed perennial planting, mass block planting and matrix planting will contribute much in exuberance, colour and length of season to the Foreshore.

Shrubs should be used infrequently and judiciously. Shrub planting that will inevitably cause a maintenance burden of frequent clipping back away from impacting pedestrian areas, should be avoided.

Automatic regular Irrigation should be used during establishment stages. .

TREES & PLANTING



PRINCIPLES FOR PLANTING

Planting opportunities within the Foreshore are to be informed by the following key principles as illustrated.

- 1** Appropriate space for root and canopy growth to be ensured around existing heritage trees retained or newly planted feature trees.
- 2** Street tree planting at 8 m centres between avenue trees to also consider below ground utility constraints, proximity to buildings and carriageway movement.
- 3** Clear stem to street trees to be minimum 2.5-2.75m.
- 4** Planting beds within natural ground are preferred to allow for successful planting and less intensive maintenance.
- 5** Introduction of above ground planters (fixed or moveable) where protection is desired or below ground constraints determine this.

Trees



Trees provide an enhanced sense of place and contribute greatly to biodiversity and well being. New planted areas for trees must include a layered shelter belt. Chestnut paling fencing inside of which two further shelter belts of trees will be required. Desirable species will be protected by tough fast-growing outer groups of trees, some of which will be seen as sacrificial, temporary planting during the establishment years of the desirable species.

Tree avenues may be located to frame views and vistas. Locating trees within the foreshore should consider any impact on views. Designing tree planting should examine trees grids and avenues for their contribution to rhythm as well as welcome shade.



As well as the limitations to the use of trees, consideration should be given to the positive use of the size, shape, form, texture, colour and seasonal interest that trees can provide, such as flowering trees and those offering striking autumnal colour.

Automated irrigation to tree pits is preferred. In cases where this is not provided, the use of 'treegators' on each tree for manual watering purposes is required.



Standard tree surrounds



The standard tree surround in new street planting should be a permeable resin bound aggregate which allows water and air to tree roots without rigid constriction to the growing trunk and is free depressions in which wind-blown litter is caught. The specification should include a flexi-zone in close proximity to the tree trunk to allow for trunk growth without structural adjustment.

This method may also be applied to mature trees where, for instance, pavement buckling is occurring.

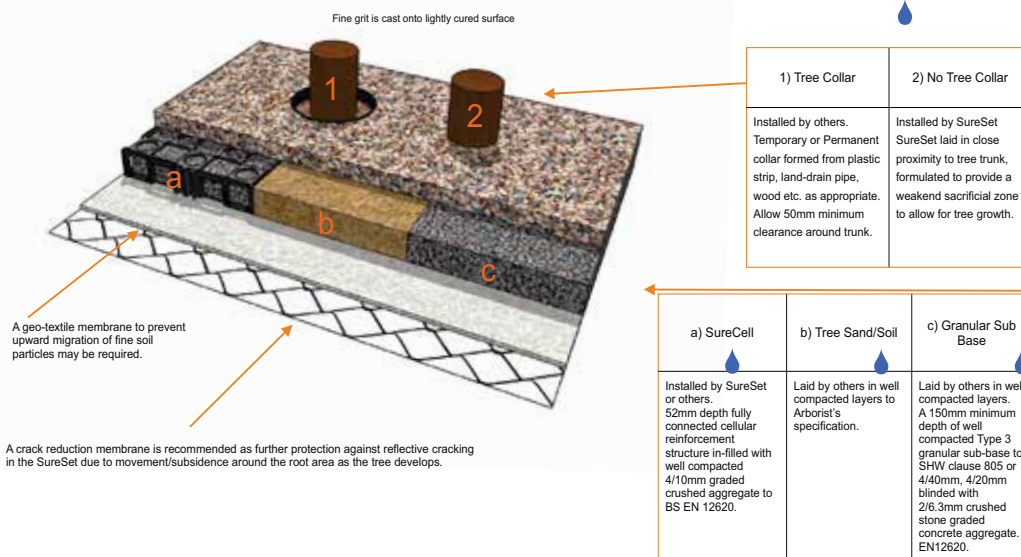
In areas where vehicle overrun is a potential hazard, use structural layers designed according to Highways Agency

Tree Pits Immature and Newly Planted Trees (SuDS Compliant)



Information for specifiers, engineers and contractors

A SureSet aggregate size of 6mm requires a standard depth of 30mm
 A SureSet aggregate size of 10mm requires a standard depth of 40mm*



Please refer to specification guidance notes on reverse side.

SureSet UK Ltd © T149 v4

Key Criteria	
Product	Sureset resin bound tree pit
Appearance	6mm aggregate requiring depth of 30mm: fine grit finish cast onto lightly cured surface
Membranes	Geotextile membrane to prevent upward migration of soil and sand particles; and crack reduction membrane to protect against reflective underground movement as tree develops.

Standard tree pit construction

The standard detail for newly planted trees should utilise the following components, composition of which may be varied in proportion to suit the specific requirements of tree planting location.

Tree pit should be dug to the same depth of tree rootball and three times its width.

Key Components	
Tree planting	Newly planted tree to be planted level with nursery line
Tree surround	Permeable resin bound surface if in hardscape; keep clear of turf when planted in softscape
Infill material	Flexi-pave prous infill on porous stone base to make up levels
Root barrier	Root barrier where necessary
Structural soil cells	Use if tree pit close to vehicl route: Stratacell or similar to maximise width and depth of supported root zone infilled with topsoil (BS 3882 sandy loam)
Stabilisation	Subsurface guying to deadmen or ground anchors
Irrigation and aeration	60mm dia irrigation pipe immediately around he rootball
Soil ameliorant	Soil ameliorant to include mycorrhiza Rootgrow or similar
Drainage layer	100mm drainage layer of clean gravel beneath the geonet membrane

Planting and planter beds



Planting selections, with the exception of a few key bedding schemes, should be selected for their permanence, high impact and low maintenance burden. This involves planting groups balanced in competition, designed for maximum effect at key times, and with plants placed to not need frequent clipping. After the first establishment season plantings should not need irrigating.

Planted elements - formal and informal hedges and shrubs, ornamental perennial planting, climbing plants, seasonal bedding plants and lawn areas - should all be selected for the ability to thrive in seaside conditions, their strong visual aesthetics and biodiverse contributions.



Bedding planting is labour intensive, often unimaginative, but resonates with cultural history and can offer high colour content. For sustainability reasons, bedding planting should be limited to only a few locations and be resourced with high aspirations and spend per ml.



Planting beds



Wide granite edging

The preferred approach to implementing long lasting planting schemes is twofold.

At grade planting in the form of low retained planting beds support the ability for plant roots to extend into natural ground conditions, to establish good drainage conditions and allow ease of access for maintenance to the benefit and vitality of the planting. Plants should be limited to those that thrive in seaside conditions.

Planting beds are to be retained by a low raised natural stone kerb of either granite or hammered stone appearance, to reduce litter collection demands and protect planting from pedestrian overrun.

Raised beds offer bespoke seating design opportunities in conjunction with a deeper soil substrate that enables a broader range of plant material.

Raised planters should have adequate drainage with consideration given to the sub-base and its drainage capability: topsoil to be a sandy loam. Automatic irrigation should be included in permanent planters to reduce maintenance costs.

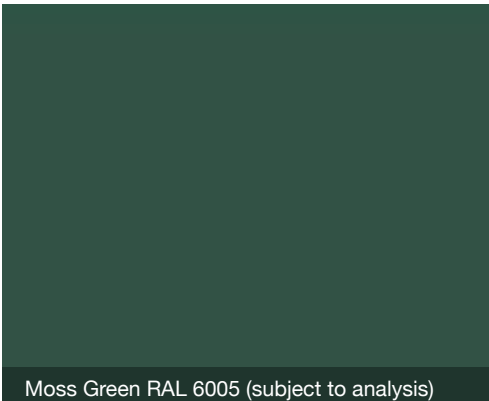
The volume of soil provided within fixed planters will determine the most suitable plant species to be grown for long term impact,



Key Criteria	Minimum topsoil depths required
Lawn	250 mm
General planting	450 mm
Large shrubs	500 mm

5 COLOUR SCHEME

for Historic Park & Garden area



A new colour scheme is proposed for the Historic Park and Garen area.

The colour scheme is subject to a historical paint analysis and approval by the Local Authority's Conservation Officer and Historic England.

The council has identified the previous use of green on some of the existing historic features:

Cast Iron Gate Posts to rear of Southern Bowling Greens (it would appear they were originally green with a later layer of silver)



The new colour scheme is proposed throughout the Historic Park and Garen area i.e. weather shelter main posts, framing etc. to be in green with a two tone cream colour scheme for remaining panels (dark cream at lower level with a lighter cream for the upper areas, soffit, fascia etc.) Please see Artists impressions on pg. 52.



Artist's impression of existing railing painted green RAL 6005



Artist's impression of existing shelters painted green RAL 6005 and cream

