GLOUCESTER DOCKS

1.0 PUBLIC REALM STRATEGY

1.1 The public realm areas of the Docks are likely to be completed on a staggered timescale, as and when the existing buildings they surround are converted or new build takes place. The strategy has been developed to ensure that a consistent, high quality approach is taken to the treatment of the public realm at various stages in the redevelopment and enhancement of the Docks. It will:

- Recommend a palette of new paving materials and street furniture and give guidelines for their use.
- Advise on the treatment of remaining features of conservation value.
- Advise on disability issues to ensure that the public realm is accessible to all.
- Advise on the use of soft landscape elements.

2.0 PAVING MATERIALS AND THEIR USES

2.1 Forest of Dean Sandstone Paving

**Areas of Use:** This high quality, locally produced material should be used for all pedestrian squares, seating areas and other spaces between buildings which are untrafficked and away from the dock edge (which has its own special treatment).

**Description:** 200, 300 and 400mm gauge x random lengths. Cut finish to block edges. Diamond sawn or flame textured finish. Paving arranged 90 degrees to the principal direction of travel.

2.2 Granite Paving

**Areas of Use:** This material is intended for all trafficked areas. It will withstand vehicle use and its mid-grey colour and impermeable surface will not show tyre marks or oil stains.

**Description:** 200 x 300mm blocks with cropped edges and bush hammered finish. Supplied by Stonepave, product reference G398

2.3 Resin Bound Aggregate

**Areas of Use:** All dock edge areas, as defined by the space between the existing warehouses and the sandstone coping stones at the dock edge. Where buildings do not define this space, or are set back further than the usual distance, the resin bound aggregate treatment should still be used to help define a continuous dockside walkway that retains to some extent an industrial character in keeping with the remaining historic buildings and operational elements.
**Description:** 6mm silver grey/terracotta mix. Supplied by Sureset, product reference S1199/00.

**Detailing:** The material is applied as a flexible mixture within panels with defined edges. This is required as there is a technical limit to the quantity applied as a single installation. 2mm stainless steel bands are proposed to function as a panel edging, running vertically from building edge to dock edge) and as a design feature within the finished surface (to highlight entrances, for example). They are also proposed as a consistent perimeter detailing for the buildings. In this case a 5mm linear band will be offset by 500mm from the building edge. This width will accommodate down pipes, existing ground level building features and incorporate a channel for services ducts. (See Fig 1)

![Fig 1.](image)

**Key to illustrative sketch:**

A Resin Bound Gravel surface material - surface run-off to dock.
B Granite pavers, secondary surface material.
C 5mm proposed stainless steel perimeter strip at c.500mm offset from building Uniform building edge treatment designed to reinforce the building envelope & Support establishment of levels/falls.
D 2mm proposed stainless steel perimeter strip to mark edge of gravel panels.
E 2mm proposed stainless steel perimeter strip to mark change from gravel material to an alternative treatment.
F 500mm channel beside building to accommodate down-pipes, service duct & other ad-hoc features.
G 400mm channel for dockside power ducting, lighting supply etc. Set away from dockside stone coping at consistent 750mm from dockside.
H Mooring rings re-set within the bound gravel material, at a consistent distance from the dock edge [provisionally 1000mm].
I 2mm stainless steel strip to form panels of bound gravel, utilising building edge and features for placement.
2.4 Dock Edge Detailing

2.4.1 The dock edge treatment incorporates a continuous and regularly spaced line of in-ground up lights, designed as feature lighting to highlight the continuity of the dock edge as a circulation route. The dock edge will also incorporate a number of existing mooring rings and bollards, which will be retained within the new bound gravel treatment.

2.4.2 To accommodate a range of dockside features, the design proposes a 400mm service strip beside the dock edge coping stones, defined by a stainless steel strip. Based on a guideline width of 700mm for the coping stones (or for concrete capping in areas beside the main basin), the 2mm stainless steel strip would be located at a consistent distance of 1100mm from – and parallel to – the dock wall.

2.4.3 The service strip will contain a service duct to carry power for boats, events and dockside lighting units. The strip is designed to be removable in the event of works to the ducting or lighting units being required, thus safeguarding the main surfaced area. (See Fig 2)

Key to illustrative sketch:

A 400mm service channel behind dock wall.
B Dock wall coping stone width - variable dimension, but generally consistent between dock 'corners'. Proposed service channel width to be uniform dimension regardless of coping stone dimension.
C Dock side jewel up lighter, for dock edge route orientation, spacing at c.4m centres. Placement at centre of service channel.
D 2mm stainless steel delineation band for bound gravel panels.
E Existing dock wall coping stone. Structural and sub-surface details awaited from British Waterways.
F Dock edge furniture to be retained in-situ and set within new surface treatment.
2.4.4 Should it prove practicable to provide a Sustainable Urban Drainage System within the area, further advice will be provided on suitable materials including porous pavements.

3.0 STREET FURNITURE

3.1 Street furniture will have a contemporary character and will be simple, robust and elegant. In order to ensure continuity a standard palette should be used throughout the area. Where possible, useful elements such as seating should be used, rather than bollards, to define spaces and protect stone paving.

**Seats and Benches** (see Fig 3)
Powder coated steel and timber seat, with or without backrest:
Ref: “Nu con respaldo”, by Santa and Cole, supplied by Seesaw Design
Timber to be FSC certified, durable seasoned hardwood, to BS 5756.
Colour of powder coating for metalwork: RAL 7021 (grey/black, matt finish)
Seat size 3700 x 665 x 806mm (with backrest)
Bench size 3700 x 585 x 370mm (without backrest)
Seats generally to have backrest, except where a dual aspect is required.

Fig 3.
Litter Bins (See Fig 4)
Galvanised steel powder coated bin:
Ref: “Punto”, by HESS Form + Licht, supplied by Light Engine (Chelsom Ltd)
Powder coated in RAL 7021 (grey/black, matt finish) Suitable Stubber Plates should be fitted or cigarette bins.

Fig 4.
Litter Bin

Bollards (See Fig 5)
Galvanised steel bollard with aluminium cap:
Ref: “Morano”, Type A ref 60.14404.1
Powder coated in RAL 7021 (grey/black, matt finish)
With chain detail where necessary to manufacturer’s specification. Chain fastener mounted on bollard ref 90.10017.0

Fig 5.
Bollard, showing chain detail
Signage
There is a suggestion by the SWRDA and URC that a new, citywide signage system should be designed and adopted. If this happens, the signage in the Docks would be expected to comply with the wider system. Consequently, there is no specification for signage in this document. If the citywide system looks unlikely to materialise, a recommendation will be added at a later date. A simple, high quality, contemporary approach would be seen as appropriate, however, and some suitable images are included. (See Fig 6)
4.0 **LIGHTING**

4.1 A combination of functional ambient lighting and feature illumination will be used in the docks to:

- Provide sufficient lighting levels in the main public areas and transit routes to ensure safe and well-used spaces.
- Highlight features such as the dock edge and the many historic buildings.

4.2 Light spill must be controlled in order to minimise conflict between the use of public spaces and the adjacent residential uses. Wall-mounted units should be used throughout the Docks in order to minimise street clutter, with occasional column lights providing a feature where buildings are not available. Where lights are to be mounted upon listed buildings, Listed Building Consent will be required.

**Wall Mounted Public Realm Lighting**
Base lighting requirements positioned at c.5m height.
iGuzzini "Platea"
7444.15, 1144 arm, TG1542 Louvre
230V/35W
3000K Colour Temperature (See Fig 7)

**Column Lights**
1. Similar style to above
   iGuzzini "Platea"
   7444.15, 1144 arm, TG1542 Louvre, 5m
   230V/70W
   3000K Colour Temperature

2. Feature columns with reflected light luminaires
   iGuzzini “Mini Nuvola” 7739
   230V/150W
   3000K Colour Temperature (See Fig 8)

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**Fig 7.**
Wall Mounted Public Realm Light

[Image]

**Fig 8.**
Feature Lighting Columns
Dock Edge Feature Lighting (See Fig 9)

1. Dock edge “jewel” lighting units as a continuous dock edge detail. Flush in-ground fitting with brushed stainless steel finish. Undirected light beam, likely to be LED units.


Fig 9.
Dock Edge Lighting

Key to illustrative sketch:

A Dock edge ‘jewel’ units, central within 400mm service strip.
B Lighting for illumination of buildings - a proposal for the Docks as a whole within the Lighting Masterplan.
C Concentrated beam from internally angled lighting unit, located between windows at defined points along the building façade.
5.0 TREATMENT OF HISTORIC FEATURES

5.1 The Docks represent a significant heritage resource for Gloucester and the substantial remaining features should be enhanced and preserved within the context of providing a safe and durable public realm. The listed buildings and original dockside coping stones are complemented by a range of historic features, including mooring posts, mooring rings and a rail infrastructure. There are also fragments of original paving above ground and the possibility of more substantial remains below ground.

5.2 In the case of the paving, a full investigation below ground should be made before any new paving is undertaken, and the results recorded. Much of the original paving will be either unusable or unsuitable, but consideration should be given to preserving and restoring areas large enough to tell a story about the Docks' previous uses. Complete features such as engineering brick crossovers from dockside to warehouse entrance should be re-laid if necessary for safety reasons and made good with matching reclaimed materials. All railway lines in their original positions should be exposed and retained as a paving feature. Where easy alternative routes exist, the original limestone bed should be retained also, with interpretation material incorporating a warning about the uneven nature of the surface. Mooring posts and rings should be retained in their original positions. These will mainly occur neatly within the dockside service strip.

6.0 DISABLED ACCESS

6.1 It is expected that the whole of the public realm will be accessible to the disabled. Any steps will need adjacent ramps. Paving surfaces should be smooth (except in the case of historic features), unacceptable gradients must be avoided and street furniture should be sited out of the main pedestrian flow. It is accepted that the waters edge will be unprotected in most cases, in the interests of preserving the character of the area and allowing access for boats. However, where it is considered necessary to provide protection this will take the form of the above specified bollard and chain feature in the larger public areas fronting the waterside. In busy or narrow areas, such as in front of building entrances, protection in the form of the above specified bollard with an appropriate inflexible connector to observe community safety needs should be provided. If this is unobtainable, an alternative railing system in the Woodhouse “Geo” system would also be appropriate. (See Fig 10)

Fig 10. Alternative Railing Design
7.0 **SOFT LANDSCAPE**

7.1 Historically, the Docks would have been a hard landscaped environment and the inclusion of planting now would tend to dilute its particular character. All grass or shrub planting is to be avoided completely. Tree planting should be avoided completely within the historic core of the Docks, but may be acceptable in the following locations:

1. Along perimeter roads, though this should only take place where there is sufficient space and where historic buildings would not be screened.

2. In large exposed spaces with no backdrop of historic buildings, such as along the east side of Victoria Basin. In this case, the inclusion of a formal row of suitable trees would give valuable shade in summer and could be designed to complement the proposed new buildings. Suitable trees would be formal narrow crowned varieties with light foliage. *Acer campestre* “Streetwise”, *Malus trilobata*, *Farrinus angustifolia* “Raywood”, *Acer x freemannii* and *Alnus cordata* would all be suitable.

3. The City Council would not object to further planting of suitable native species including black poplar, alder and willow along the west bank of the river, subject to there being no detrimental effect upon the river bank by being planted too close or the loss of views across the meadows due to planting being too dense. Any proposals would be subject to liaison between the Council, the Environment Agency and British Waterways.
Policy, Design and Conservation