

COPELAND COASTAL DESIGN GUIDE

EXECUTIVE MEMBER: Councillor Phil Greateorex, Portfolio Holder
LEAD OFFICER: Julie Betteridge, Head of Regeneration and Community
REPORT AUTHOR: Diane Ward, Regeneration Projects Officer

WHAT BENEFITS WILL THESE PROPOSALS BRING TO COPELAND RESIDENTS

The Design Guide has been produced as a resource for groups wishing to undertake public realm improvements along the coast. The guide presents the opportunity to strengthen the existing vernacular style of settlements along the coastline through a set of design principles, materials, street furniture and planting palettes that could create a common language between all settlements and beaches along the coast. The Design Guide gives ideas, supplier lists and approximate costings to help groups budget and plan their projects. Improving the coastline and building upon its strengths is key to developing the coast as a sought after destination which will improve the economic sustainability of the coast alongside enhancing this valuable community asset.

WHY HAS THIS REPORT COME TO THE EXECUTIVE?

(eg Key Decision, Policy recommendation for Full Council, at request of Council etc.)

Endorsement by the Executive will support the use and implementation of the Design Guide by encouraging Council departments to reference the guide as well as local community groups and parish councils.

RECOMMENDATION:

The Executive are requested to endorse the Copeland Coastal Design Guide.

1. INTRODUCTION

- 1.1 Copeland Borough Council's Coastal Initiative is a five year programme aimed at enhancing and celebrating Copeland's Coast. The Design Guide was commissioned by the Coastal Initiative Project Board as a key early document to be produced.
- 1.2 The guide focuses on the coast and coastal settlements with the exception of Whitehaven as the town is subject to the more in-depth *Whitehaven Town Centre and Harbourside Supplementary Planning Document*.

- 1.3 The purpose of the guide is to act as a resource for groups wishing to undertake public realm improvements along the coast. The guide presents the opportunity to strengthen the existing vernacular style of settlements along the coastline through a set of design principles, materials, street furniture and planting palettes that could create a common language between the settlements and beaches along the coast.
- 1.4 With consistent use of the Design Guide by local groups and council departments the coastline will be able to boast a design quality which translates into a more coherent coastline with fewer uncoordinated public realm instalments.

2. PROPOSALS

- 2.1 Executive endorses the Coastal Design Guide: this will encourage groups to acknowledge and use the guide and ensure public realm coherence which will improve the overall aesthetic of the coast.
- 2.2 With the potential for a number of projects to take place along the coast and to prevent further ad hoc installations, the production of a design guide was fundamental to provide direction on both design and materials for the coastal public realm including seating, litter bins, dog bins, recycling facilities, footpath links, planters, vehicular restraints, picnic areas, interpretation facilities, boundary treatments, surfacing, way-markers, footpath links and lighting.

3. ALTERNATIVE OPTIONS TO BE CONSIDERED

- 3.2 Do nothing – as the guide is now produced, it will be available to local groups and council departments who wish to use it. However without the endorsement of the Executive the take up of the guidance may be poor. If CBC do not endorse the document it will be difficult to ask others to do so.

4. CONCLUSIONS

- 4.1 The Coastal Design Guide provides a real opportunity to give guidance and co-ordinated support to local groups wishing to implement public realm improvement schemes along the coast and enhance the coastal environment.

5. STATUTORY OFFICER COMMENTS

- 5.1 The Monitoring Officer's comments are: No comments
- 5.2 The Section 151 Officer's comments are: There are no additional financial implications to the Council identified by this proposal, however, any additional costs will need to be found from within existing budgets.
- 5.3 EIA Comments: A screening report has been completed and a full EIA is not required. During the production of the guide disability and beach groups were consulted.
- 5.4 Other consultee comments, if any:

6. HOW WILL THE PROPOSALS BE PROJECT MANAGED AND HOW ARE THE RISKS TO BE MANAGED?

- 6.1 The document can be downloaded/ viewed from the coastal pages of the Council's website and is therefore easily available. Hard copies will be provided where requested. All applications to Copeland Community Fund involving coastal public realm improvements will be assessed to ensure compliance with the Design Guide. The guide will be promoted through both the Coastal Partnership and the Coastal Community Network. Any works undertaken as part of the Coastal Initiative will comply with the Coastal Design Guide.
- 6.2 Risk: Groups could fail to use the guide. However if the Council endorse it this will increase the profile and encourage use. All applicants to Copeland Community Fund wishing to undertake coastal public realm improvements will be referred to the Coastal Design Guide.

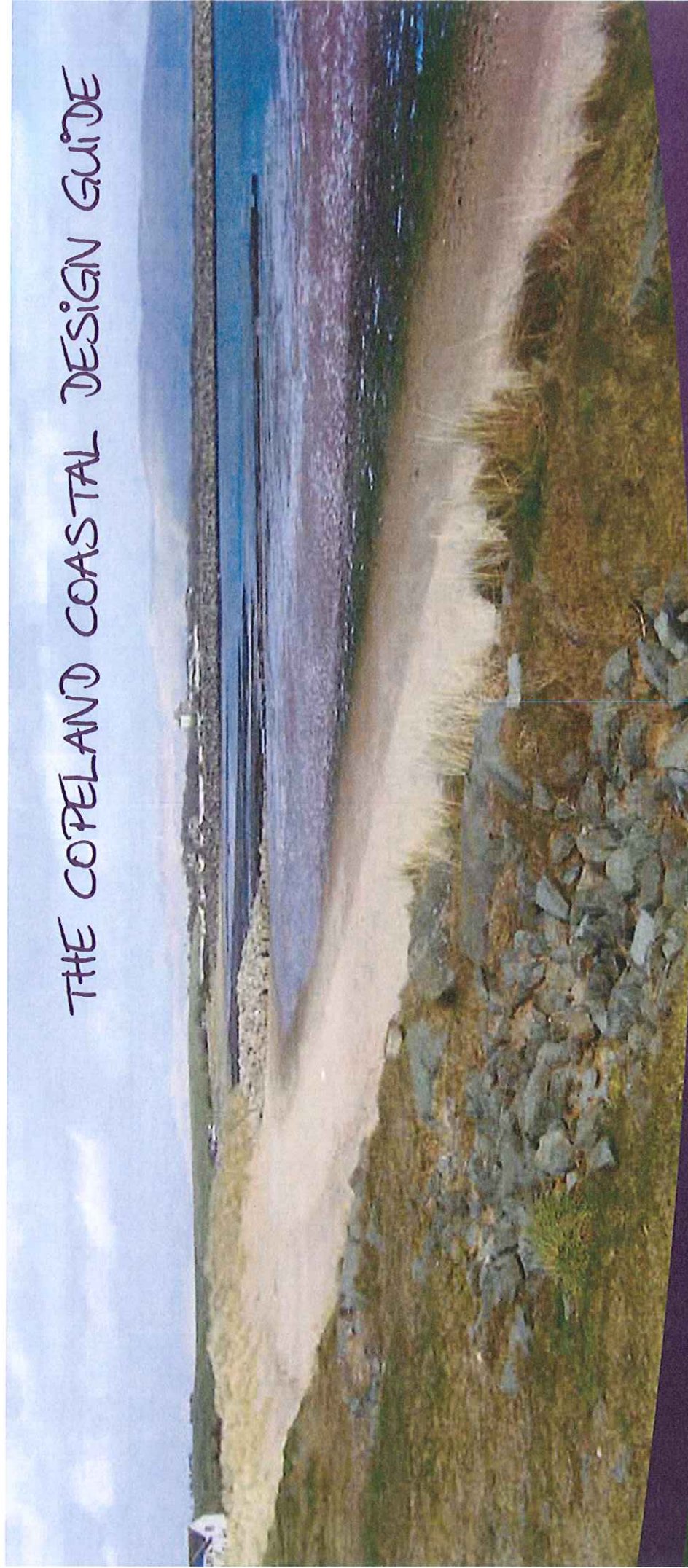
7. WHAT MEASURABLE OUTCOMES OR OUTPUTS WILL ARISE FROM THIS REPORT?

- 7.1 Design Guide usage will translate into co-ordinated and complimentary improvements along the coast.

List of Appendices

Appendix 1 – Copeland Coastal Design Guide

THE COPELAND COASTAL DESIGN GUIDE



GILLESPIES

SEPTEMBER 2011

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INTRODUCTION AND BACKGROUND

PURPOSE OF THE DESIGN GUIDE

This design guide aims to provide a structured and coherent framework for the future improvement of Copeland's coastline.

This design guide has been created as a resource for groups wishing to undertake public realm improvements along the coast. eg. parish councils, community groups etc... It also contains ideas for improvements at the Quality Coast Award (QCA) beaches that can be used as a basis for future projects.

It is hoped that the guide will be used by groups to stimulate ideas when designing their own improvements, adopting the design principles, material palettes and plant lists from the guide when implementing their schemes

Improving the coastline and building upon its strengths will be key to developing the area as a sought after destination, and enhance what is already a valuable community asset.

This design guide focuses on the Cumbrian coast within Copeland Borough and the settlements and beaches that lie along it. Building upon a more rationalised and simplified approach. There is an opportunity to strengthen the existing vernacular style of settlements along the coastline through a simple and comprehensive palette of paving materials, street furniture and signage. This can be extended out towards the beaches and along the coast line.

The design guide puts forward a palette of design principles as well as materials and street furniture that create a common language between all the settlements and beaches existing along the coast.

STRUCTURE OF THE DESIGN GUIDE

The intention is that this guide will be used to inform future improvements to the public realm along the length of the Copeland coast, setting out a template onto which future work along the coast can be based.

In order to create a more considered approach to the provision of new elements within the coastal public realm and create a more cohesive identity for the area, this document has been organised into the following categories:

ASSESSMENT OF CONTEXT AND CURRENT SITUATION

Offers an introduction to the context for the design guide and the wider initiatives which have an impact on the coast.

CONCEPTS AND PRINCIPLE DESIGN CONSIDERATIONS

Over-arching design principles that create the foundation to the future improvements to be made along the coast outlining opportunity for creating local identity and ensuring this aspect is used to strengthen local character.

MATERIALS PALETTE AND PLANTING

Information regarding furniture, signage, materials and planting palettes (including costings) that should be used when considering future improvements.

POTENTIAL ENHANCEMENTS

Details of improvements to the coastal public realm that can be made to the four amenity beaches of St Bees, Seascale, Silcroft & Haverigg and the rest of the Copeland coast.

USING THIS DESIGN GUIDE

This guide has been developed as a simple referencing tool to aid and assist in selection and design of future enhancements relating to the coast and the beaches that lie along it.

Persons or groups intending to carry out work to public realm along the coast, can consult this design guide and use it to structure their work in line with the overall vision for Copeland's coast.



THE COASTAL VISION

To enhance and celebrate Copeland's coast. Supported through the four key objectives:

- **Partnership & Engagement:** to increase co-ordination and information sharing regarding the coast, to support this a Coastal Partnership and a Coastal Community Network have been established.
- **Sustainable Communities:** aimed at bringing forward employment opportunities for local people.
- **Environment & Access:** to improve the coastal environment which this Design Guide supports by offering a key reference for future public realm projects.
- **Tourism:** to improve the tourism offer along Copeland's coast.

COASTAL ACCESS

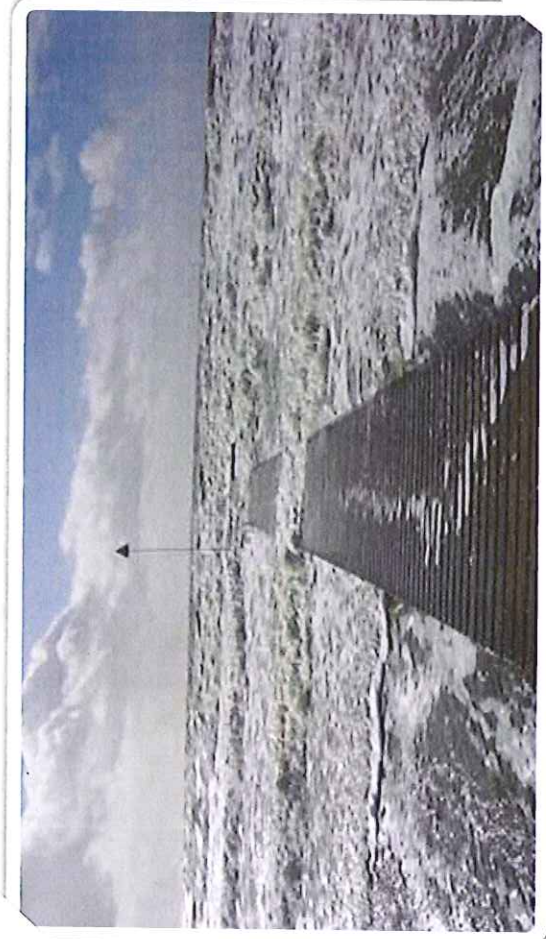
This design guide will support the Environment and Access objective of the Coastal Initiative.

Coastal access is a key issue to the continued and future success of the Copeland coast. Better walking routes between settlements will encourage visitors and allow for better enjoyment of the assets that Copeland has to offer.

A key opportunity for developing tourist infrastructure in Copeland and along the Copeland coast is the implementation of the 'Marine and Coastal Access Act 2009', which sets out the need:

'to make provision for and in connection with the establishment of an English coastal walking route and of rights of access to land near the English coast'

Part 9 of the act promotes an objective to create a route for the whole of the English coast, with the intention to create one or more long distance routes along which the public are able to make recreational journeys on foot.



STAKEHOLDER BUY IN

In addition to the over arching principles, for this design guide to be successful, there needs to be active 'buy in' by stakeholders who will be involved with the future development and improvement of 'Copeland's Coast'.

This guidance document has been developed to respond to the needs of the stakeholders, respecting the needs of the environment and the aspiration to create first class coastal destinations.

Stakeholders have been engaged at key points in the creation of this design guide, ensuring that it will become an invaluable document for anyone who is involved with the enhancement of the Copeland coastline.

A list of organisations that have been consulted during the production of this design guide can be found at the end of this document.





THE CURRENT SITUATION

Copeland's coast stretches from Lowca in the North to Duddon Bridge in the south, it has a rural coastline of untouched beaches, sandstone cliffs, green lowlands and is punctuated with elements of industrial heritage and settlements of varied scale.

Although the character of the West Cumbrian Coastal plain is markedly different to the surrounding borough, there are a number of different and unique character types that exist along its coastline.

Along this stretch of the coastline the majority of settlements have a strong sense of character. The exposed nature that is common to the majority of the low level coastline to the south of St Bees, sits in stark contrast to the back drop of the Cumbrian fells that lie to the east and sandstone cliffs in the north around Whitehaven and Lowca.

At present the coastline does not read as a whole, while poor connections exist between the coastline and the satellite settlements that sit adjacent to the coast.



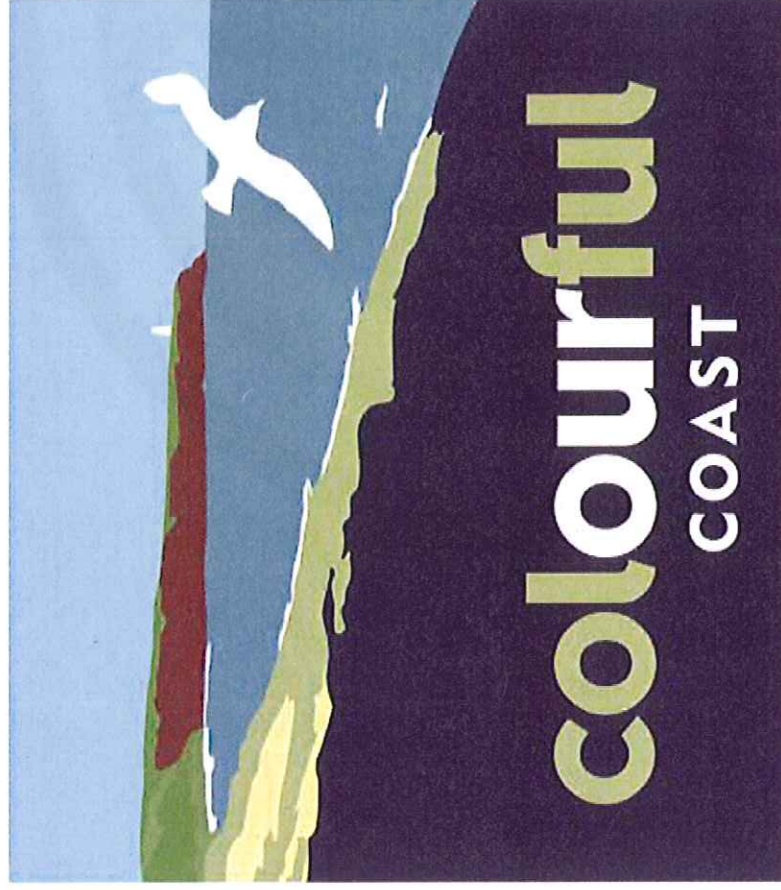
THE QUALITY COAST AWARD BEACHES

Keep Britain Tidy's prestigious Quality Coast Award recognises and rewards beaches in England that achieve the highest standards of beach management. It is a nationally recognised mark of approval which guarantees to visitors that the beach is one of the best in the country.

Currently, four beaches along the Copeland coastline have achieved this award:

- St Bees
- Seascale
- Silcroft
- Haverigg

THE COLOURFUL COAST

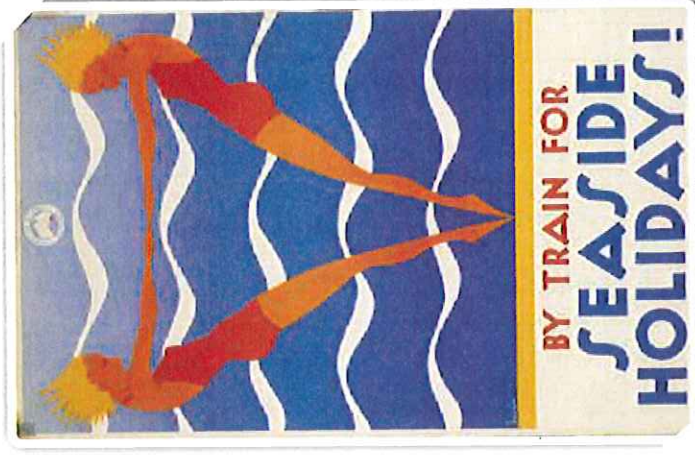


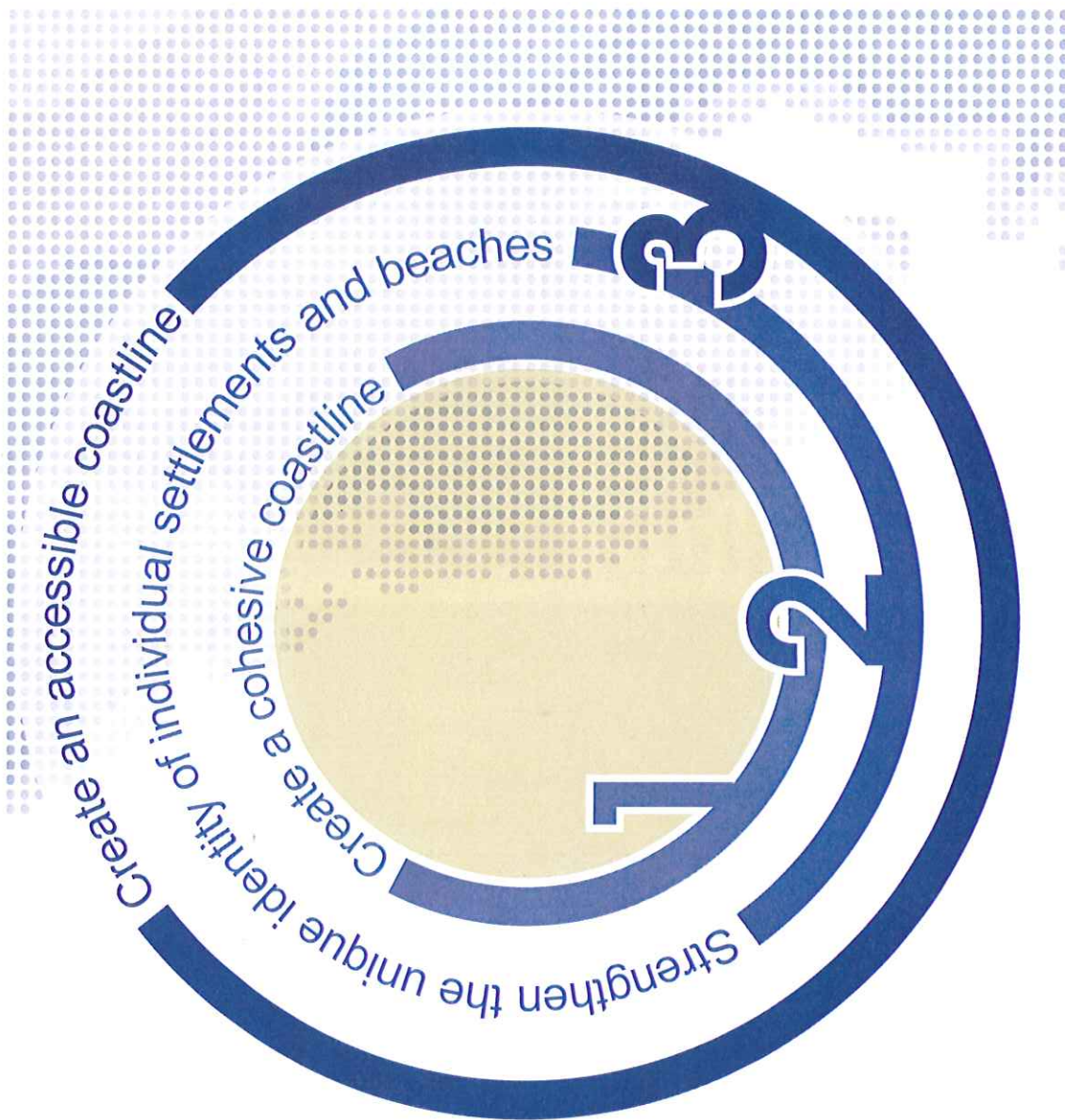
WHITEHAVEN TO ST BEES

	C=37 M=14 Y=51 K=0		C=46 M=4 Y=69 K=28		C=39 M=9 Y=61 K=26		C=9 M=3 Y=41 K=0
	C=39 M=9 Y=0 K=0		C=47 M=9 Y=0 K=34		C=21 M=75 Y=39 K=52		C=21 M=75 Y=39 K=52
							C=74 M=84 Y=16 K=52

Existing as a coastal project between the towns of Whitehaven and St Bees, the 'Colourful Coast' is a stretch of the Copeland coastline that has been developed by the National Trust. This branding exercise has been developed to strengthen the area's identity and help promote it as a desirable location for visitors.

Potential opportunities to strengthen the coastal identity could be taken up by further use of the colour palette along the coast. Buildings, beach huts, flags and posters could be used to great effect. This has the potential to become a nationally recognised attraction such as the "Jurassic Coast" on the south coast or Tobermory in Scotland.





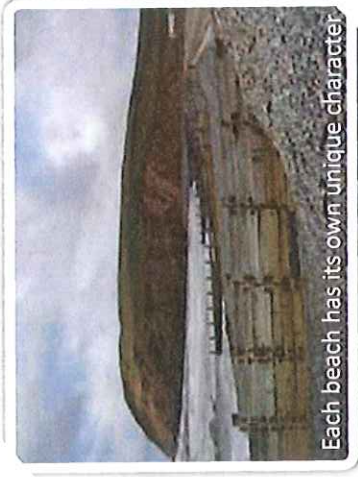
PRINCIPLE DESIGN CONSIDERATIONS

This design guide promotes 3 overarching principles that are integral to the design process and implementation of all elements along the Copeland coastline

1

CREATE A COHESIVE COPELAND COASTLINE

The Copeland coastline needs to be given a stronger sense of identity, with better communication needed between the coastal path and settlements that lie along it, while at the same time retaining and enhancing the unique character of the individual beaches and settlements.



Each beach has its own unique character

2

STRENGTHEN THE UNIQUE IDENTITY OF INDIVIDUAL SETTLEMENTS AND BEACHES

Through the appropriate detailing of the surfacing, furniture and signage palette, principles within this design guide will help to define characteristics of each of the individual locations, creating local distinctiveness for each of the settlements while ensuring that they remain in touch with their regional place along Copeland's coastline.



Local materials reinforce local identity

3

CREATE AN ACCESSIBLE COASTLINE

In order for Copeland's coastline to be used and enjoyed by as many people as possible it needs to be made accessible to as many people as possible.

Improvement of amenities and facilities will improve usability and attract a wider range of people to the coast.



Access improvements will benefit all

THE PALETTE

For the coastline to build upon its existing and unique character a more ordered and coherent approach needs to be taken towards the provision of materials and street furniture.

The 'palette' of materials has been developed to not only respond to the unique conditions presented by the coastal environment but also create a strong link with the existing vernacular of the surrounding settlements and the natural assets of the landscape.

Materials, street furniture and landscape within the 'palette', have been selected to withstand the coastal environment and with maintenance issues in mind, being simple to source and replace if required.

Future maintenance is a key consideration and for this reason only materials requiring minimum levels of maintenance have been selected.

Palettes have been developed to ensure the local character is strengthened and the coastal character enhanced, allowing each of the locations to retain their individual character while at the same time ensuring that they have a commonality that defines them as being part of the Copeland coastline.

Materials and street furniture have been selected as two distinct palettes in order to provide a more flexible approach to selection, allowing proposals to be tailored to the needs of the individual locations.

The rugged and natural feeling of the Copeland Coastline has been reflected in the style and shape of the items specified in each palette. Robust and simple shapes predominate without unnecessary ornament or colour. To develop a sense of consistency along the coast both palettes specify square shaped components that will combine well and provide a visual narrative that can be easily extended over time.

HIGHWAY CONSIDERATIONS

All works carried out to the public highway in conjunction with this design guide, including the installation of boardwalks, gates, etc.. On Public Rights of Way (PROW), should be subject to Highway Authority Consent.

PRIVATE STAKEHOLDER CONSIDERATIONS

All works intended to be carried out on private land in conjunction with this design guide, should first obtain full permissions from the relevant land owner before any proposals are developed.



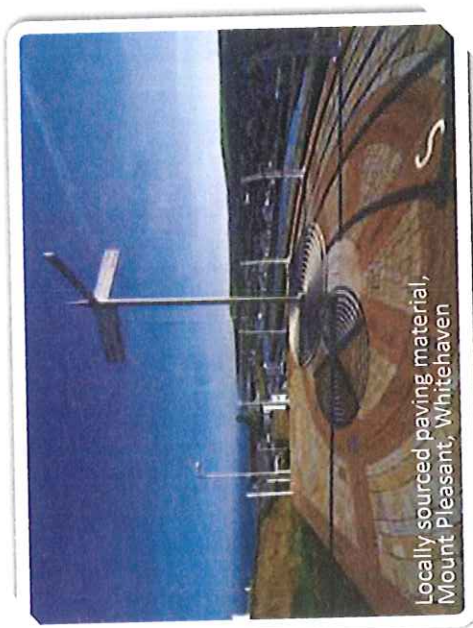
DESIGN FOR DISABLED ACCESS

In order to improve accessibility to the Copeland coast, a pragmatic and measured approach needs to be followed to create amenity improvements that work towards making the coastal environment available to as many people as possible.

It should be noted that due to the often rural and challenging nature of the coastal landscape, it is not always possible to create totally accessible beaches.

Proposed improvements to the beach should consider the eventual users of the beach and all interventions should improve disabled access to the beach and its surrounding areas.

All work proposed in conjunction with this design guide should be developed in collaboration with the relevant council access officer and/or local access group.



SIGNAGE PALETTE 1



FINGER POSTS	
Material:	Recycled plastic (black)
Dimensions:	2235mm high x 100mm square post
Accessories:	Pointed finger is 150mm X 30mm X 600mm with white engraved text



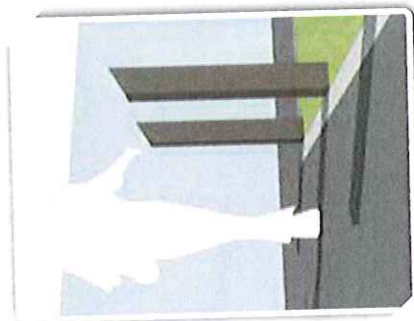
WELCOME SIGNAGE (NON-HIGHWAY)	
Material:	Recycled plastic (black)
Dimensions:	3000mm high x 100mm double square post
Accessories:	Infill panels with white engraving



INTERPRETATION BOARDS	
Material:	Recycled plastic (black)
Dimensions:	As required
Accessories:	As required



BENCH SEATING	
Material:	Recycled plastic (black)
Dimensions:	1600mm to 1800mm long x 400mm high x 450mm deep
Accessories:	single armrest in the centre of the bench



BOLLARDS	
Type:	Circular bollard with flat top
Material:	Recycled plastic (black)
Dimensions:	1000mm high with 100mm diameter
Accessories:	50mm white reflective strip



PICNIC BENCHES	
Material:	Recycled plastic (black)
Dimensions:	2000mm long with wheelchair access

FURNITURE PALETTE 1

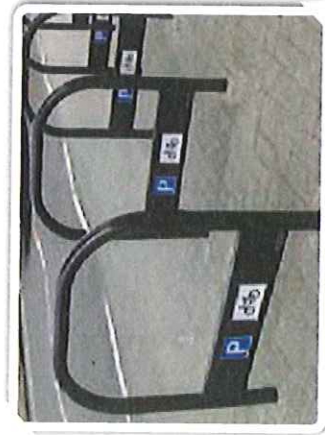


LITTER BIN	
Type:	Slatted recycled plastic litter bin with lid
Material:	Recycled black plastic slats with stainless steel frame
Dimensions:	120 litres bin volume with 100 litre liner capacity
Accessories:	Ashtray set into lid & moulded plastic liner with sack retention system

MATERIALS PALETTE 1



SCREENING	
Type:	Close panel boarding
Material:	Recycled plastic lumber (black)
Dimensions:	1200mm to 2000mm tall as required



CYCLE STANDS	
Type:	Hoop top cycle stand with taper plate
Material:	Steel reinforced Polyurethane
Dimensions:	750mm high x 750mm wide

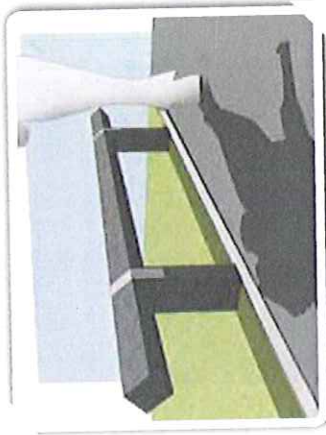


FENCING	
Type:	Post and Rail
Material:	Recycled plastic lumber (black)
Dimensions:	1200mm high

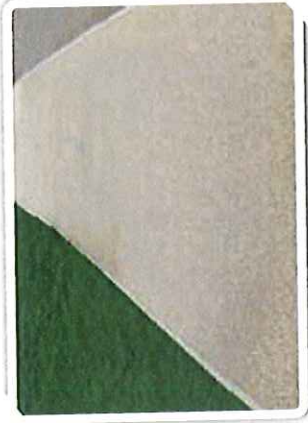


PLAY AREA FENCING	
Type:	Post and Rail
Material:	Recycled plastic lumber (coloured)
Dimensions:	1200mm high

MATERIALS PALETTE 1



KICK RAIL	
Type:	Bird mouth post and kick rail barrier
Material:	Recycled plastic (black)
Dimensions:	400mm high; 140 x 100mm post with 100 x 100mm



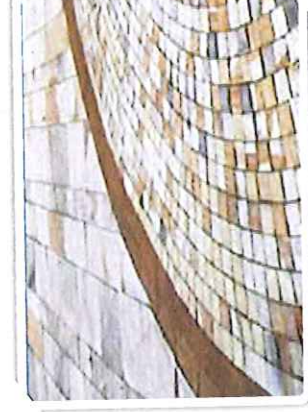
PRIMARY PATHWAYS	
Surfacing:	Resin Bound Gravel (light brown)
Edging:	50mm PCC or timber edging strips



STONE WALLING	
Type:	Natural stone walling
Material:	St Bees Sandstone
Dimensions:	To match existing



SECONDARY PATHWAYS	
Surfacing:	Pedestrian grade asphalt
Edging:	50mm PCC or timber edging strips



FEATURE PAVING AREAS	
Material:	Sandstone (St Bees Red and Yorkstone)
Source:	Locally



ROADS & PARKING BAYS	
Surfacing:	Vehicular Grade Asphalt (black) with locally sourced chippings rolled into surface
Edging:	145mm pre cast concrete kerb with exposed aggregate
Marking:	Bays demarcated with matching textured concrete blocks

SIGNAGE PALETTE 2



Type:	Single post with multiple fingers
Material:	Timber (seasoned oak)
Dimensions:	2235mm high x 100mm square post
Accessories:	Pointed finger is 150mm X 20mm X 600mm with plain routing text



Type:	Double post with multiple signage planks/panels
Material:	Timber (seasoned oak)
Dimensions:	3000mm high x 100mm double square post
Accessories:	Board infill panels with plain routed engraving



Material:	Timber (seasoned oak)
Style:	Lectern style information board
Base:	Timber posts or locally sourced beach cobbles
Accessories:	As required



Material:	Timber (green oak)
Dimensions:	1600mm to 1800mm long x 400mm high x 450mm deep
Accessories:	Backrest with single armrest in the centre of the bench



Material:	Timber (green oak)
Dimensions:	1600mm to 1800mm long x 400mm high x 450mm deep
Accessories:	None

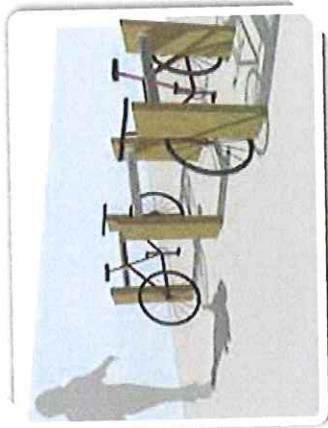


Material:	Timber (green oak)
Dimensions:	2000mm long with wheelchair access
Accessories:	None required

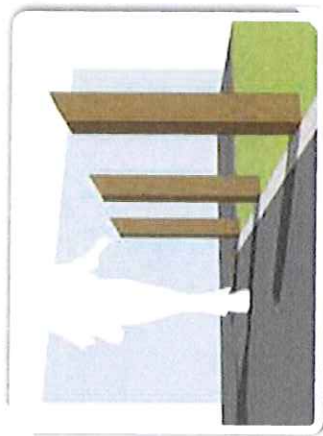
FURNITURE PALETTE 2



LITTER BIN	
Type:	Square bin with fixed top and lockable front opening
Material:	Seasoned timber
Dimensions:	Minimum 100 litre capacity
Accessories:	Lid to prevent seagull foraging



CYCLE PARKING	
Type:	Post and rail
Material:	Timber (green oak)
Post	1000mm with one way weathered top
Rail	800mm high with matt finish stainless steel tubing



BOLLARDS	
Type:	Square bollard with one way weathered top
Material:	Timber (green oak)
Dimensions:	1000mm high, 100mm width
Accessories:	50mm white reflective strip



MATERIALS PALETTE 2	
SCREENING	
Type:	Close panel boarding
Material:	Tanalised soft timber
Dimensions:	1200mm to 2000mm tall as required



DISABLED PARKING BOLLARD	
Type:	Square bollard with integrated disabled sign
Material:	Timber (green oak)
Dimensions:	600mm high with 200mm diameter
Accessories:	50mm white reflective strip

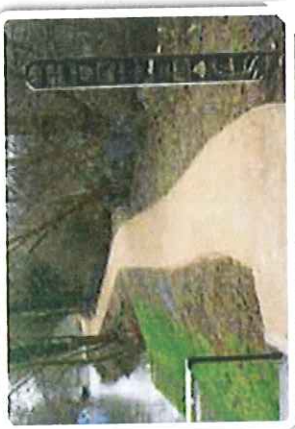


FENCING	
Type:	Post and rail
Material:	Timber (green oak)
Dimensions:	1200mm high

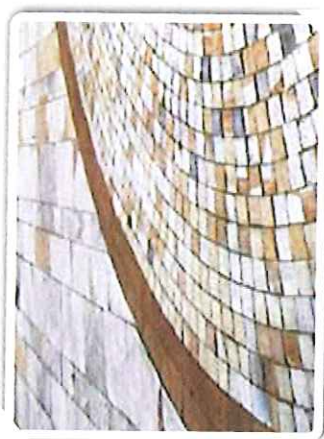
MATERIALS PALETTE 2



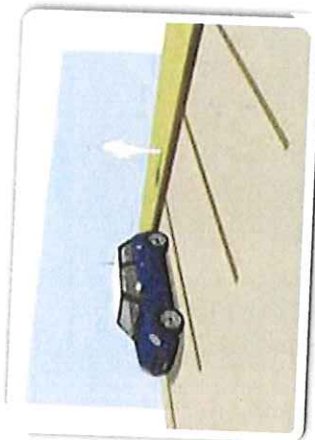
KICK RAIL	
Type:	Bird mouth post and kick rail barrier
Material:	Timber (green oak)
Dimensions:	400mm high, 140 x 100mm post
Rail Dimensions:	100 x 100mm top rail



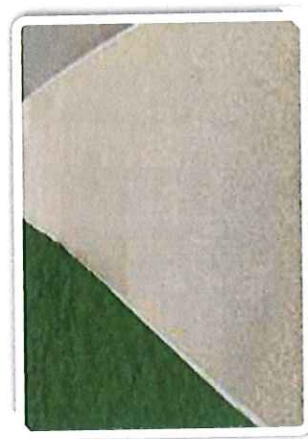
SECONDARY PATHWAY	
Material	Self-binding gravel (light brown) 6mm to dust of locally sourced material
Thickness:	40-50mm over 100mm compacted sub base
Edging:	30mm tanalised timber edging strips



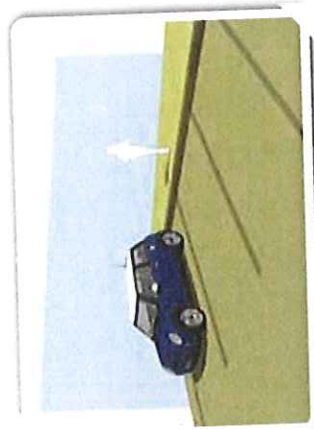
FEATURE PAVING AREAS	
Material:	Sandstone (St Bees Red and Yorkstone)
Source:	Locally



PARKING BAY	
Surfacing:	Resin bonded gravel
Kerbing:	300 x 200mm timber sleepers (green oak)
Demarcation:	200 x 150mm timber sleepers sat flush into ground



PRIMARY PATHWAY	
Material:	Resin Bound gravel (light brown) 4-6mm
Edging:	Timber or aluminium edging strips



OVERSPILL PARKING BAY	
Surfacing:	6 - 8mm loose gravel of locally sourced material or grass
Re-inforcement:	Recycled plastic cellular reinforcement system 40mm thickness
Kerbing:	300 x 200mm timber sleepers (green oak)
Demarcation:	200 x 150mm timber sleepers sat flush into ground

MATERIALS PALETTE 2



STONE WALL	
Type:	Natural stone walling
Material:	Locally sourced beach cobbles
Dimensions:	To match existing or as required

SUPPLIERS LIST

Street furniture and signage identified within the design guide palettes can be obtained from the following suppliers:

PALETTE 1

BRITISH RECYCLED PRODUCTS

Unit 3B, Beehive Mills,
Hebble End,
Hebden Bridge,
West Yorkshire,
HX7 6HJ
Tel: 0845 050 8415
www.britishrecycledproducts.com

GLASDON UK LIMITED

Preston New Road
Blackpool
Lancashire
FY4 4UL
Tel: 01253 600410
www.glasdon.com

PPL (PARKDALE PLAY & LEISURE) LTD

The Sidings Business Park
Skipton
North Yorkshire
BD23 1TB
Tel: 01756 700123
www.parkdaleplay.co.uk

FURNITUBES INTERNATIONAL LTD

Meridian House
Royal Hill
Greenwich
London
SE10 8RD
Tel: +44 (0)20 8378 3200
www.furnitubes.com

PALETTE 2

JACKSONS FENCING

Stowling Common
Ashford
Kent
TN25 6BN
Tel: 01233 750393
www.jacksons-fencing.co.uk

THE OSPREY COMPANY

Guards Rd,
Coldstream,
Berwickshire,
Scotland,
TD12 4EE
Tel: 01890 883127
www.signsbynature.co.uk

CHRIS NANGLE FURNITURE

Unit 8, Site A
Rednal Industrial Estate
West Felton
Shropshire
SY11 4HS
Tel: 01691 611864
www.chrisnanglefurniture.co.uk

WOODSCAPE LIMITED

1 Sett End Road West,
Shadsworth Business Park,
Blackburn,
Lancashire,
BB1 2QJ
Tel: 01254 685185
www.woodscape.co.uk

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PALETTE 1 - COSTINGS

SIGNAGE	UNIT PRICE/RATE		
Finger Posts	£90 (guide price)	unit	Supply Only
Signage	£1000 (guide price)	unit	Supply Only
Interpretation Boards	£700 (guide price)	unit	Supply Only
FURNITURE			
Bench seating	£ 280.00	unit	Supply Only
Bollards	£ 40.00	unit	Supply Only
Picnic benches	£ 490.00	unit	Supply Only
Litter bin	£ 503.00	unit	Supply Only
Cycle stands	£ 157.00	unit	Supply Only
MATERIALS			
Screening	£ 80.00	per l/m	Supply and Install
Fencing	£ 42.00	per l/m	Supply and Install
Play area fencing	£ 50.00	per l/m	Supply and Install
Kick rail	£ 26.00	per l/m	Supply and Install
Stone walling	£ 250.00	per l/m	Supply and Install
Feature paving areas	£ 120.00	per m²	Supply and Install
Primary pathways	£ 85.00	per m²	Supply and Install
Secondary pathways	£ 50.00	per m²	Supply and Install
Roads	£ 60.00	per m²	Supply and Install
Road kerbs	£ 30.00	per l/m	Supply and Install

PALETTE 2 - COSTINGS

SIGNAGE	UNIT PRICE/RATE		
Finger Posts	£80 (guide price)	unit	Supply Only
Signage	£900 (guide price)	unit	Supply Only
Interpretation Boards	£600 (guide price)	unit	Supply Only
FURNITURE			
Bench seating type 1	£ 350.00	unit	Supply Only
Bench seating type 2	£ 280.00	unit	Supply Only
Picnic benches	£ 460.00	unit	Supply Only
Litter bin	£ 535.00	unit	Supply Only
Bollards	£ 40.00	unit	Supply Only
Disabled parking Bollard	£ 50.00	unit	Supply Only
Cycle Parking	£ 170.00	unit	Supply Only
MATERIALS			
Screening	£ 70.00	per l/m	Supply and Install
Fencing	£ 50.00	per l/m	Supply and Install
Kick rail	£ 25.00	per l/m	Supply and Install
Feature paving area	£ 120.00	per m²	Supply and Install
Primary pathways	£ 85.00	per m²	Supply and Install
Secondary pathways	£ 27.00	per m²	Supply and Install
Parking bay	£ 105.00	per m²	Supply and Install
Timber Road kerbs	£ 20.00	per l/m	Supply and Install
Overspill parking bay	£ 27.00	per m²	Supply and Install
Stone wall	£ 250.00	per l/m	Supply and Install

BIODIVERSITY & PLANTING

The improvement of biodiversity along the Copeland's coast will be key in maintaining its reputation as a wildlife haven and encourage visitors to enjoy the natural environment the coast has to offer.

NATTERJACK TOADS

Highway and car parking areas need to be designed to take into account the movements of Natterjack Toads and other small animals.

To prevent them from being trapped within the carriageway and risk falling into drains and road gullies, gaps should be created between road kerbs at regular intervals to provide a means of escape to adjacent soft landscape areas.

COASTAL FLORA

Reduced mowing regimes to promote establishment of native wildflowers and grasses is recommended by this guide. This will help to improve habitats for other wildlife, as well as add colour and provide visual interest throughout the year.

PLANTING

Planting is suggested to improve the visual amenity of the beaches covered in this guide. Native and non-native plants can be introduced to provide shelter, improve biodiversity and create a sense of place.

The key to successful establishment is to plant young stock and to ensure watering is carried out during the establishment period. Mulching and wind protection are recommended in more exposed sites to protect new areas of planting.

TREES TOLERANT TO FULL EXPOSURE

- *Alnus glutinosa* (common elder)
- *Pinus nigra* (European black pine)

- *Populus alba* (white poplar)
- *Quercus ilex* (Holm oak)

TREES FOR PLANTING SLIGHTLY BACK FROM THE SEA

- *Acer platanoides* (Norway maple)
- *Crataegus laevigata* (hawthorn)
- *Pinus sylvestris* (Scots pine)
- *Sorbus aucuparia* (rowan)

SHRUBS FOR EXPOSED SITUATIONS LIABLE TO SALT WINDS

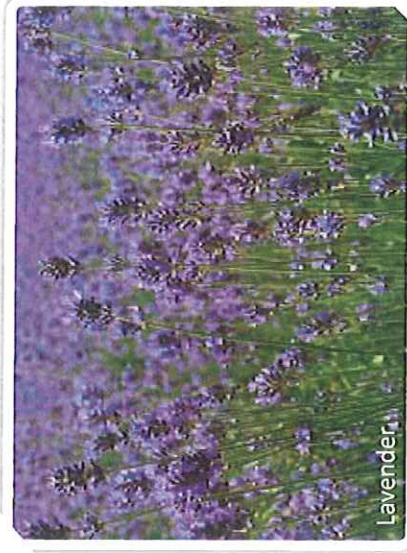
- *Olearia macrodonta*
- *Rosa rugosa*
- *Rosa pimpinellifolia*
- *Tamarix tetrandra*
- *Hippophae rhamnoides*
- *Elaeagnus x ebbingei*

SHRUBS FOR OPEN SITUATIONS SLIGHTLY BACK FROM THE SEA

- *Cistus x purpureus*
- *Cytisus x praecox*
- *Hebe brachysiphon*
- *Lavandula angustifolia* 'Hidcote'
- *Philomis fruticosa*
- *Rosa pimpinellifolia*
- *Senecio greyii*

SHRUBS FOR HEDGES WITH SOME PROTECTION FROM DIRECT SEA-WIND

- *Escallonia rubra*
- *Fuchsia magellanica*
- *Griselinia littoralis*
- *Pittosporum tenuifolium*
- *Rosa rugosa*



CURRENT SITUATION - ST BEES

A family friendly beach with a wide range of amenities on offer, St bees benefits from close links to the historic Priory building, its village and the nearby train station.

STRENGTHS

- Mile long sandy beach
- Pedestrian linkages to the village through the historical core of the Priory
- Start of the Wainwright Coast to Coast walk
- Railway Station provides access for visitors using both the beach and the Coast to Coast Walk.

WEAKNESSES

- Lack of tourist information
- Poor sense of arrival
- Limited biodiversity
- Impact of car park

OPPORTUNITIES

- Develop tourist information hub
- Improve gateway onto beach from village
- Improve biodiversity
- Reduce negative impact of car park
- Create a historical walk to village
- extend and upgrade play facilities to accommodate a wider range of age groups

ALP

STRENGTHS



WEAKNESSES



OPPORTUNITIES

ST BEES - SITE APPRAISAL



KEY:

- QUALITY COAST AWARD BOUNDARY
- GATEWAY
- ART FEATURE
- KEY BUILDING
- KEY ROUTE
- CAR PARK
- GRASSED AREAS
- KEY AREAS
- EXISTING BOUNDARY
- VISUAL SCREEN
- CAR PARK
- RECYCLING POINT
- TOILETS
- CAFE
- PLAY AREA
- LIFBOAT
- DOG TOILET
- PICNIC AREA

PROPOSALS - ST BEES

THE TOOLKIT

To build upon the strengths of this location and re-inforce its status as quality amenity beach, materials and furniture for this beach should be selected from Palette 1



Example of beach hut initiative

THE BEACH

Although primarily a resort beach, St Bees also has a strong rural aspect that is clearly present in the surrounding landscape, most notably in the form of St Bees head on the north side of the beach.



Tree planting to break up car park

THE ENHANCEMENTS

The plan opposite indicates a range of possible enhancements for St. Bees beach that focus on;

- Improved sense of arrival
- Increasing biodiversity
- Emphasising existing assets

Development of a tourist information hub for the beach at St Bees will improve the sense of arrival and provide the beach with a focal point to inform visitors of the amenities that St Bees has to offer.

Relocation of the play area will allow views of the beach to be opened up from the car park and create a real opportunity for an exciting play feature to be developed.

Planting of trees and wildflower grass areas will help to improve biodiversity, creating stronger links with the rural setting of St Bees Head and help to lessen the visual impact of the car park.



Enhance setting of start of coast to coast walk



CURRENT SITUATION - SEASCALE

A compact and well provisioned beach that caters for a wide range of family activities that are easily accessible by both car and train.

STRENGTHS

- Links to Hadrian's Cycleway
- Good selection of amenities/ play facilities
- Close proximity to railway line & free car park

WEAKNESSES

- Approach road corridor lacks character
- Station is poor "gateway" to beach
- Information board lacks presence
- Under provision of picnic facilities
- Recycling centre and toilets are a focus

OPPORTUNITIES

- Consider tree planting along approach road to improve biodiversity
- Develop gateway potential of train station
- Improve setting of information board
- Improve provision of picnic area
- Upgrade toilets and screen recycling area

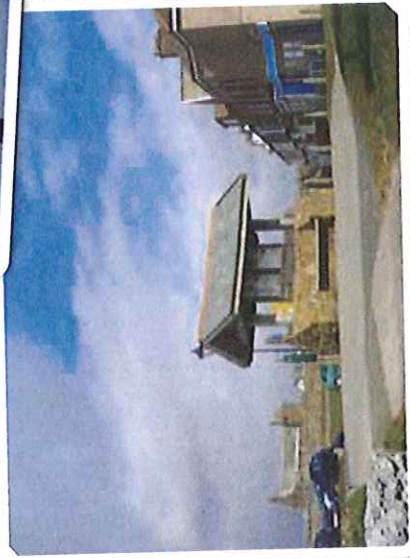
STRENGTHS

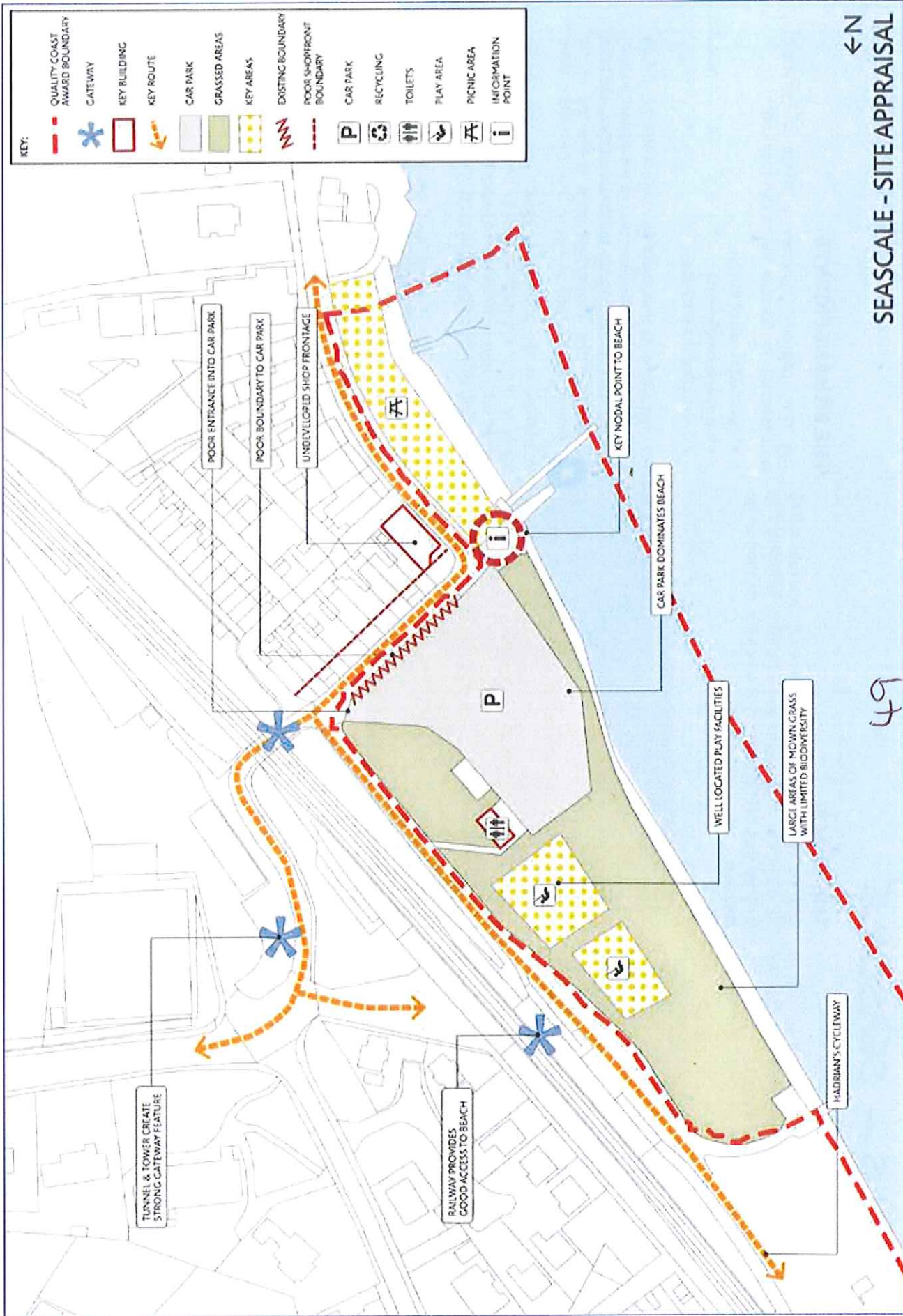


WEAKNESSES



OPPORTUNITIES





SEASCALE - SITE APPRAISAL

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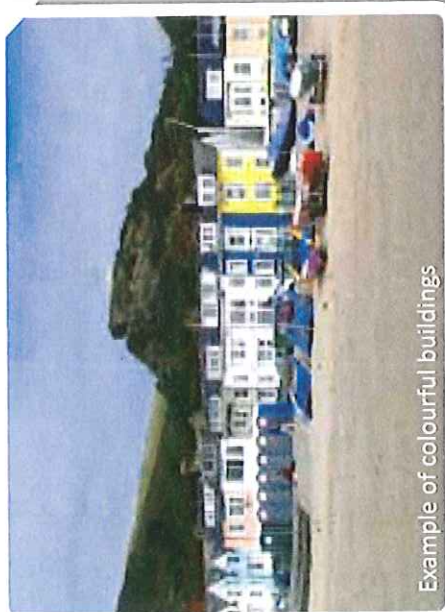
PROPOSALS - SEASCALE

THE TOOLKIT

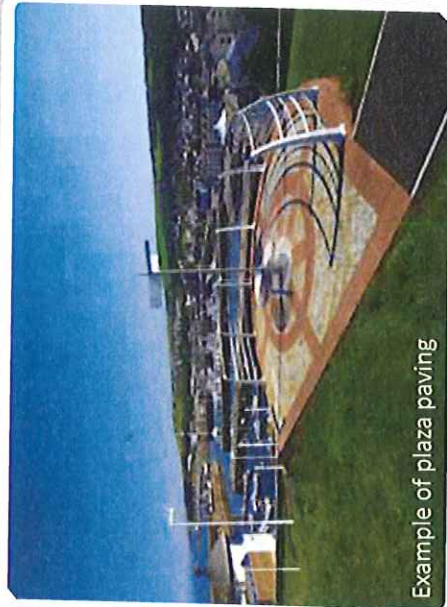
To build upon the strengths of this location and reinforce its status as a quality amenity beach, materials and furniture for this beach should be selected from Palette 1.

THE BEACH

With its strong resort beach character, Seascale beach has a number of strengths and amenities, including play facilities that help position it as a popular location along the coast.



Example of colourful buildings



Example of plaza paving

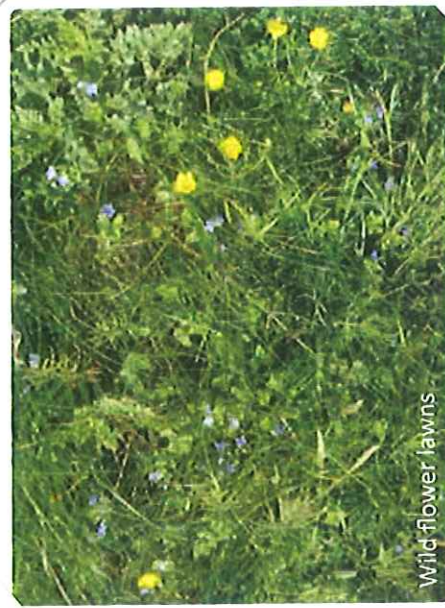
THE ENHANCEMENTS

The plan opposite indicates a range of possible enhancements for Seascale Beach that focus on;

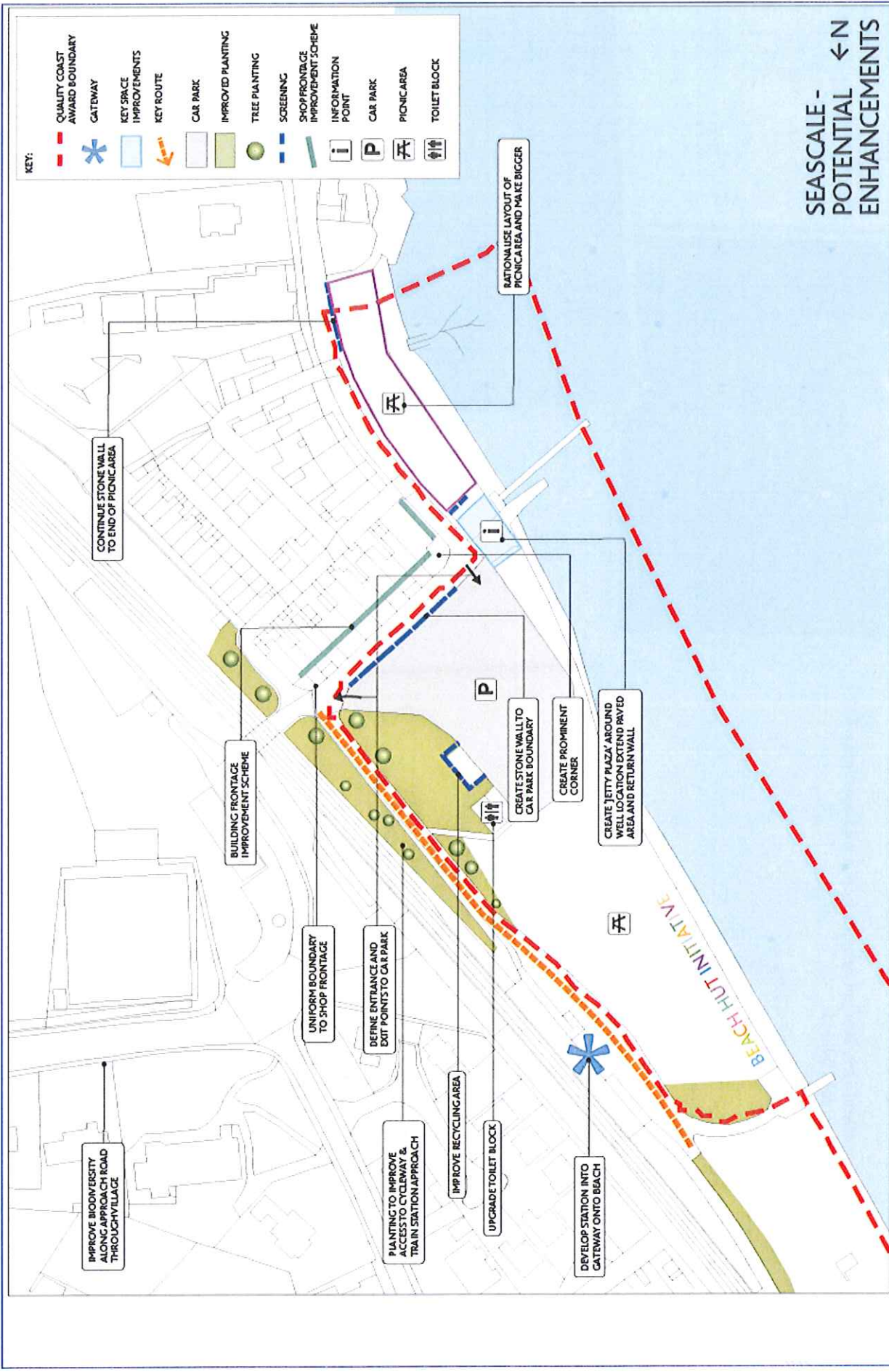
- Improved sense of arrival
- Increasing biodiversity
- Developing the jetty area

Key improvements that could be made would be a shop frontage scheme to add colour to create a distinctive local identity. This would improve the beach setting, enhance the setting of the information point at the top of the millennium jetty and improve views from the train station.

In addition to the potential improvements that can be made to the seafront, there is also the opportunity to enhance the approach road to the beach that runs through the village, with tree planting in grass verges.



Wild flower lawns



SEASCALE -
POTENTIAL
← N
ENHANCEMENTS

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CURRENT SITUATION - SILECROFT

Located within the boundary of the National Park, Silecroft benefits from a wild coastline with the dramatic back drop of the lake district fells behind.

STRENGTHS

- Caters for a range of activities
- Isolated, remote, unspoilt & wild beach
- SSSI area to the east
- Impressive landscape setting

WEAKNESSES

- Car park in poor state of repair
- Potential conflicts with beach user groups
- Poor quality toilet facilities
- Lack of integrated public information and interpretation
- Poor pedestrian connections to village & train station

OPPORTUNITIES

- Rationalise car park and provide DDA compliant routes to improve access and encourage exploration
- Better organise/manage beach use to accommodate a wide range of users
- Improved toilet facilities/changing facilities to support beach activities
- Create tourist information/facilities focal point and refreshment kiosk
- Improve links between beach and village

STRENGTHS

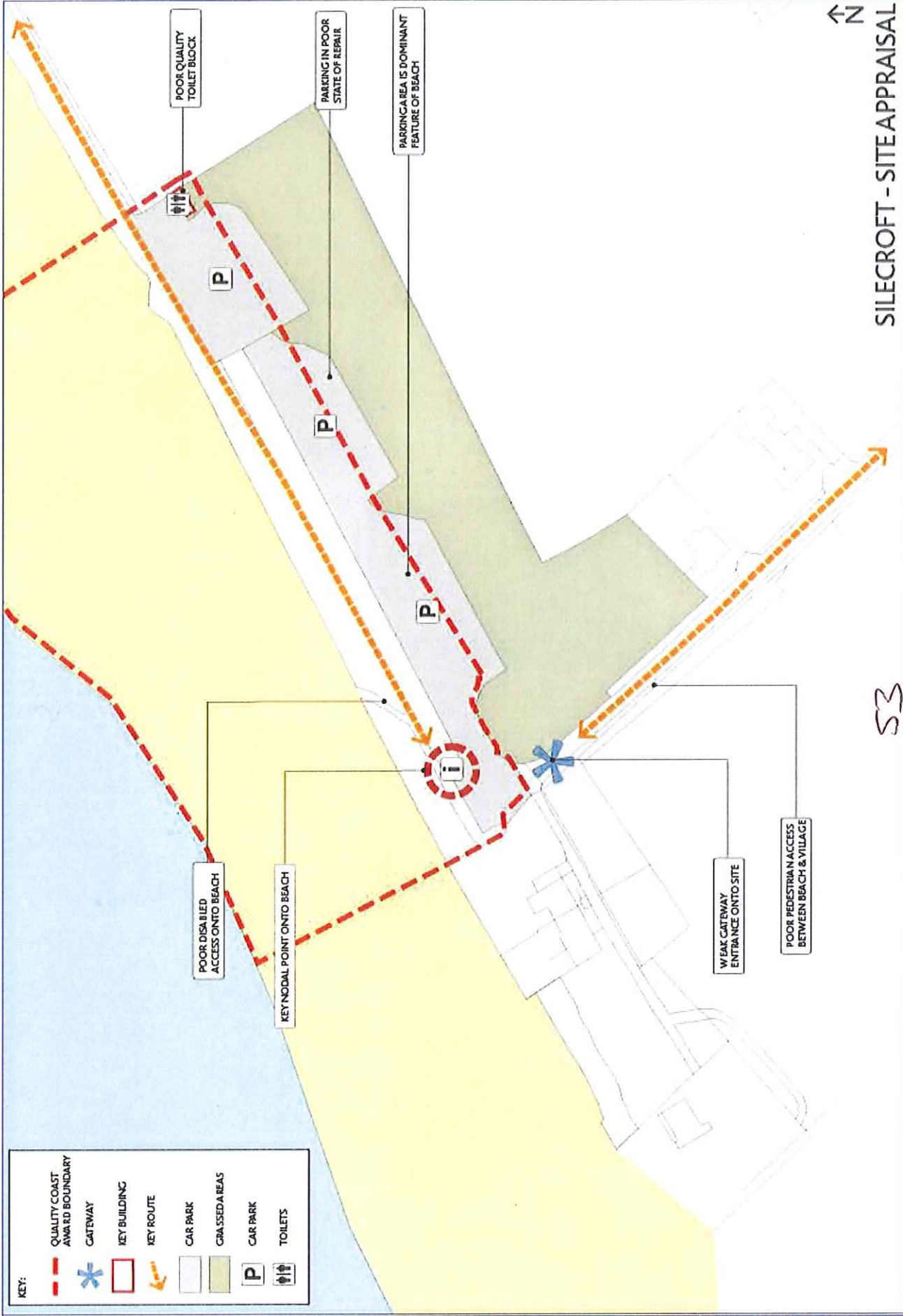


WEAKNESSES



OPPORTUNITIES





S3

SILECROFT - SITE APPRAISAL

PROPOSALS - SILECROFT

THE TOOLKIT

To maintain the remote and rural aspect of this beach, materials and furniture should be selected from Palette 2.



Example of bespoke timber information point

THE BEACH

The most remote of the coastal award beaches, Silecroft benefits from a rural aspect that is quite different from the resort style locations found at St Bees and Seascale.



Well designed information hub acts as focal point

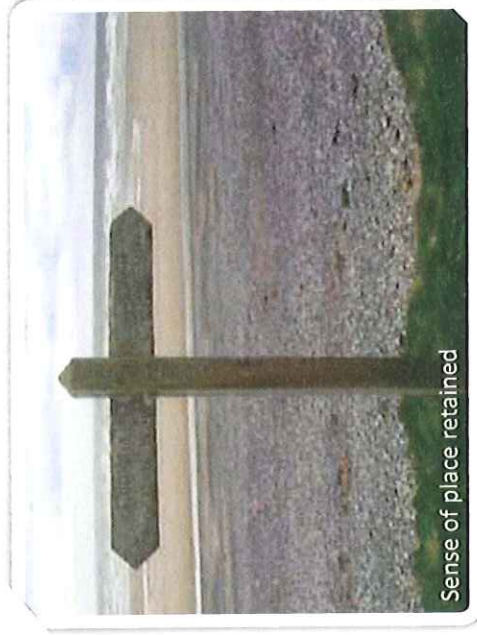
THE ENHANCEMENTS

The plan opposite indicates a range of possible enhancements for Silecroft Beach that focus on;

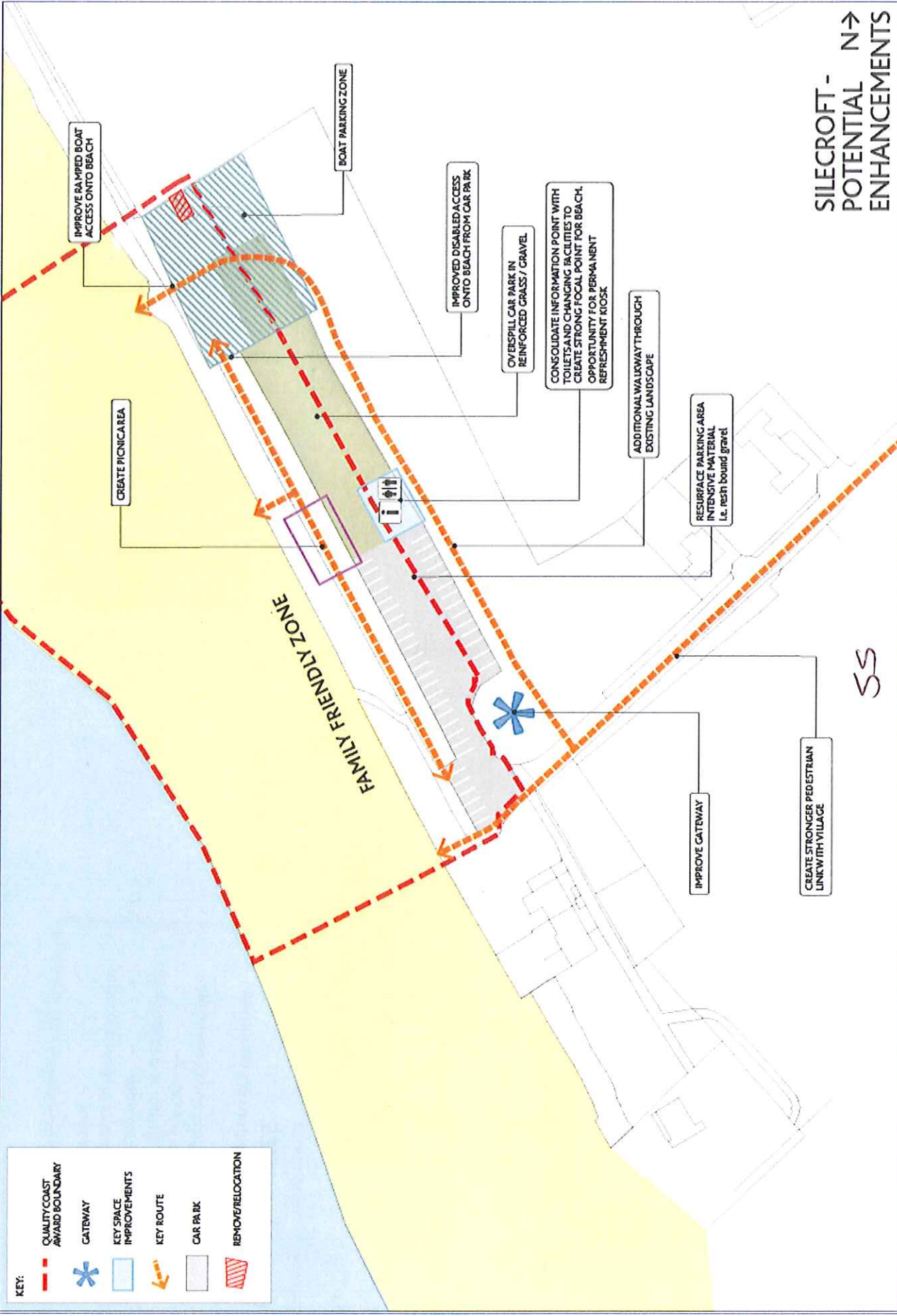
- Making better use of the car park
- Retaining the natural feel of the beach
- Focussing tourist facilities in one location

Relocating the existing facilities on the beach to a more central location, forming a central information point for the beach will create a more user friendly beach.

Other key interventions such as an improved pedestrian link into the village and resurfacing of the existing car park, would create stronger links with the village and its train station as well as promote more efficient use of the car park and help to better organise the use of the beach by visitors.



Sense of place retained



SILECROFT - POTENTIAL ENHANCEMENTS

SS

CURRENT SITUATION - HAVERIGG

A beach with a number of provisions and family amenities, it also benefits from its close links with the surrounding environment of the adjacent sand dunes, Hodbarrow Nature Reserve and Haverigg Haws.

STRENGTHS

- Close proximity to residential area
- Family friendly
- Large range of facilities & activities
- Prominent ridge walk along beach

WEAKNESSES

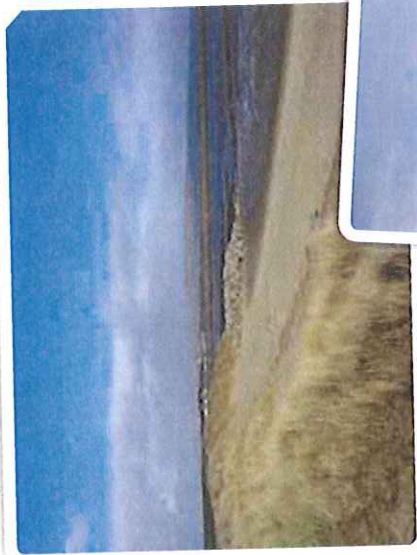
- Poor sense of arrival
- Limited disabled access onto beach
- Existing shelter and toilet block is of poor visual amenity

OPPORTUNITIES

- Create gateway feature at entrance to beach
- Improve DDA aspects and connectivity between facilities and beach
- Upgrade existing shelter and toilet block
- Create art trail along ridge
- Improve the setting of artwork to create an outdoor classroom

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STRENGTHS

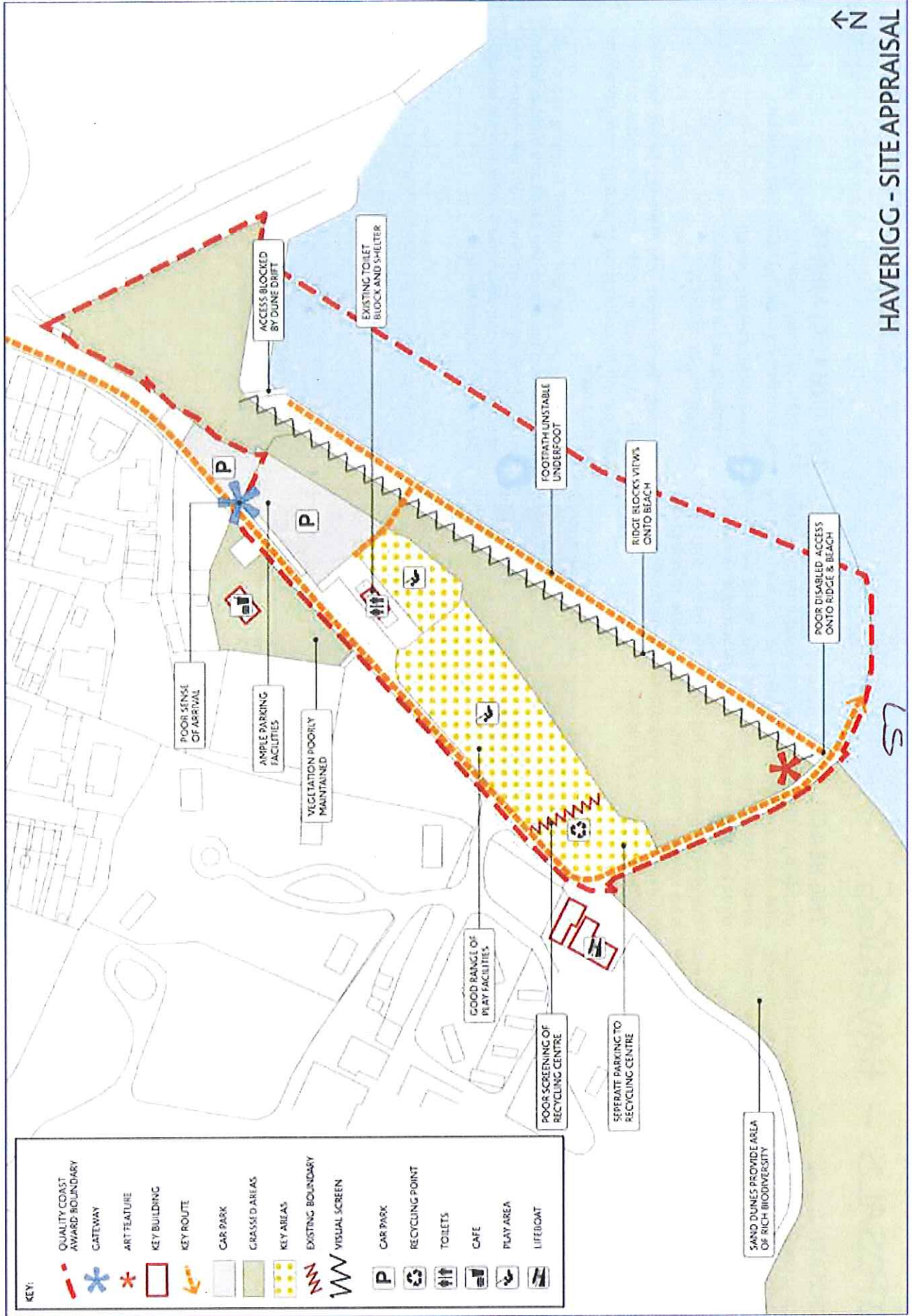


WEAKNESSES



OPPORTUNITIES



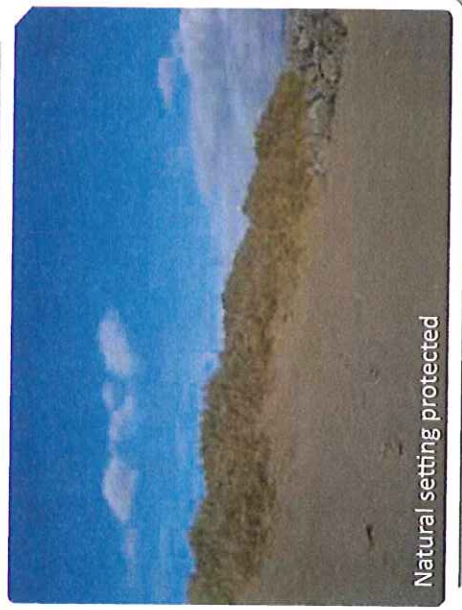


PROPOSALS - HAVERIGG

THE TOOLKIT

To build upon the strengths of this location and re-inforce its close links to the surrounding natural environment, materials and furniture for this beach should be selected from Palette 2

In order to compliment the proposed materials and furniture put forward in Palette 2, the future renovation/ refurbishment of the play area equipment should also utilise wooden play equipment.

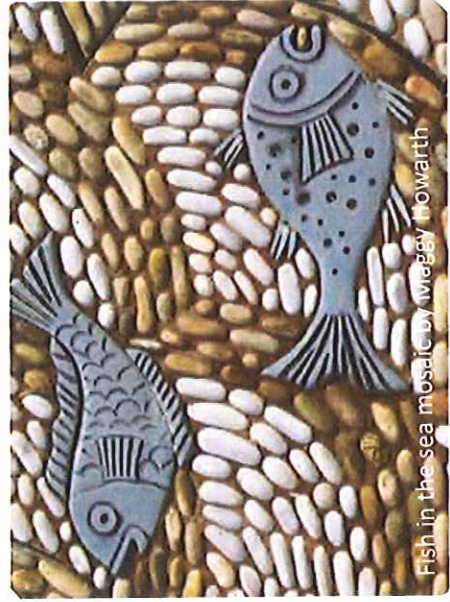


Natural setting protected

THE BEACH

In addition to the wide variety of play and amenity facilities that firmly establish this location as a quality amenity beach, Haverigg also has strong links to the dunes and shore line that surround it. Its natural setting is a key asset.

The general feeling is that whilst this beach does have man made facilities, there is a real desire to reflect the natural environment - particularly because it is dominated and defined by the sand dunes.



Fish in the sea mosaic by Meggy Howarth

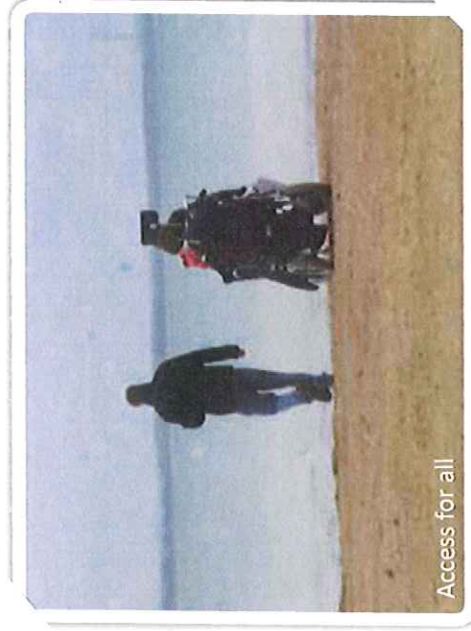
THE ENHANCEMENTS

The plan opposite indicates a range of possible enhancements for Haverigg Beach that focus on;

- Integration of public art trail
- Improving sense of arrival
- Improving accessibility

Improving the gateway into Haverigg beach from the village and developing more accessible routes onto the coastline will be essential to encourage more people to use the beach.

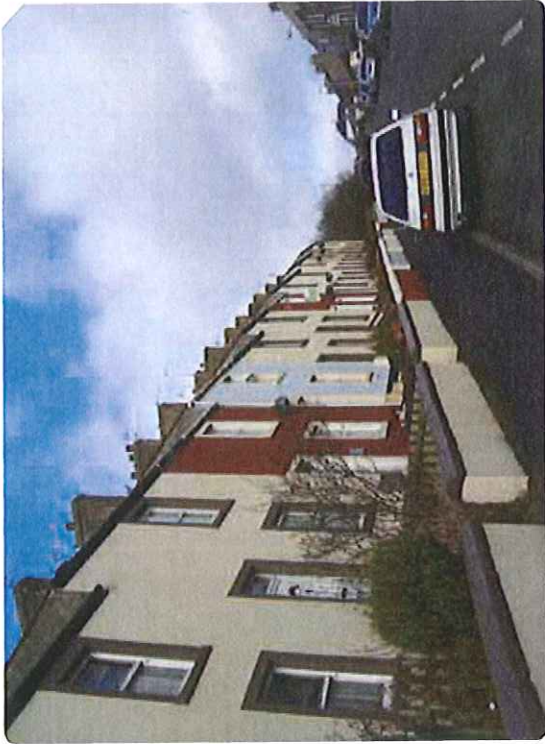
An accessible art trail and outdoor teaching space will create a unique feature for the beach and build upon the success of the existing art work. This will improve the range of facilities the beach has to offer and encourage a wider range of people to use it.



Access for all



LOWCA



SITE APPRAISAL

Located at an elevated position above sea level, Lowca exists as a linear settlement with dramatic views of the surrounding area. The rich history that is present in this old mining village includes the site of a Roman Fort and links to the foundry and tanning history of the area.

Access to the beach is difficult due to the topography of the area but still possible, with elevated pathways providing the more desirable route for walkers to enjoy the coastline.

Housing and built form within the village is varied but uniform in scale, with a number of the residential properties with pastel coloured frontages adding character to the area.



POTENTIAL ENHANCEMENTS

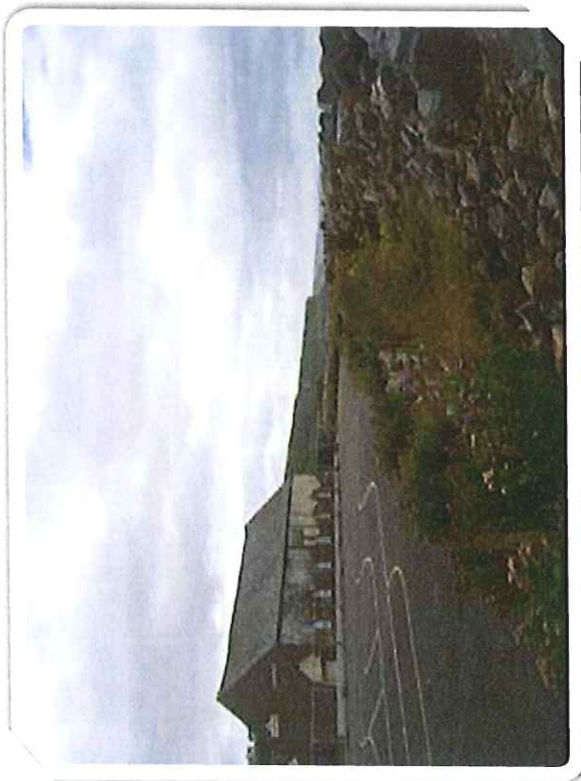
In order to define Lowca as a more desirable location along the Cumbrian coast and help to promote its historic legacy and natural beauty:

- Create formal coastal walks from central focal point with defined pathways and car parking facilities
- Potential for public art installation to punctuate start of coastal walking routes
- Provide signage and interpretation to promote areas of historical significance and coastal walks
- House frontage scheme to improve the setting
- Improve biodiversity along coastal upland walking routes

PALETTE

A key aspect of the rural beaches is their remote locations and more natural setting, for this reason the palette of materials, signage and furniture to be used is palette 2.

PARTON

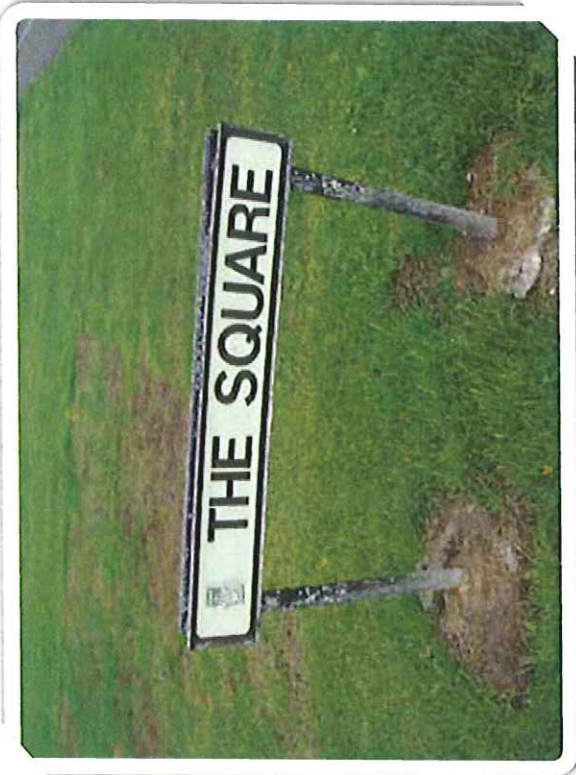


SITE APPRAISAL

Although located at sea level in close proximity to the beach, the railway line running along the coast creates a strong segregation between the village of Parton and the beach.

Access to the beach is restricted by the railway line bridge with the existing access for vehicles restricted to two underpasses that are constrained by very low head room.

The disused pub is a key issue with the storm bunds creating the additional constraint of restricting views out to sea from its ground floor windows. The slip way and small boat storage provides an added aspect to the beach and there is a large amount of hardstanding open space surrounding both the pub and the boat yard.



POTENTIAL ENHANCEMENTS

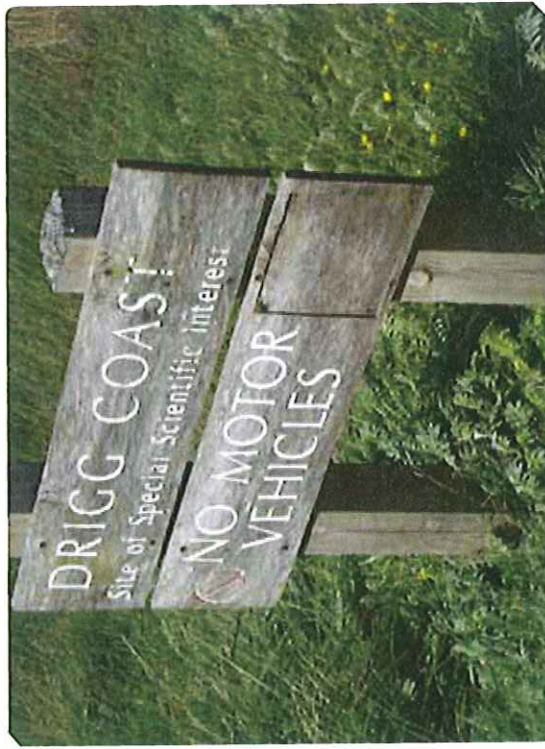
To better relate the settlement of Parton with the adjacent beach and better make use of its existing facilities, the following recommendations should be considered:

- Make better use of 'The Square', creating a more attractive gateway feature and focal point to the area that provides simpler access for both vehicle and pedestrians through the railway line bridge off of Main Street
- Improve setting of beach front with car parking provision and a more defined entrance/boundary to the boat yard/pub to expand on this facility
- Create first floor viewing deck to pub, offering views sea views over storm bunds and create beer garden to maximise use of space available
- Provide setting for recently acquired 'boulder' seats and decked seafront walkway to promote views out to sea

PALETTE

A key aspect of the rural beaches is their remote locations and more natural setting, for this reason the palette of materials, signage and furniture to be used is palette 2.

DRIGG



SITE APPRAISAL

The most remote of the rural beaches, the coastline at Drigg is located a good distance from the village and railway station.

This remoteness allows for a nature reserve to flourish, with additional protection being offered by the site of special scientific interest designation. The isolated nature of this beach and the rich wildlife it offers are a key asset to the continued success of the beach.

Key detractors of the location are the approach road to the beach and the poor parking and gateway facilities that greet you upon arrival.



POTENTIAL ENHANCEMENTS

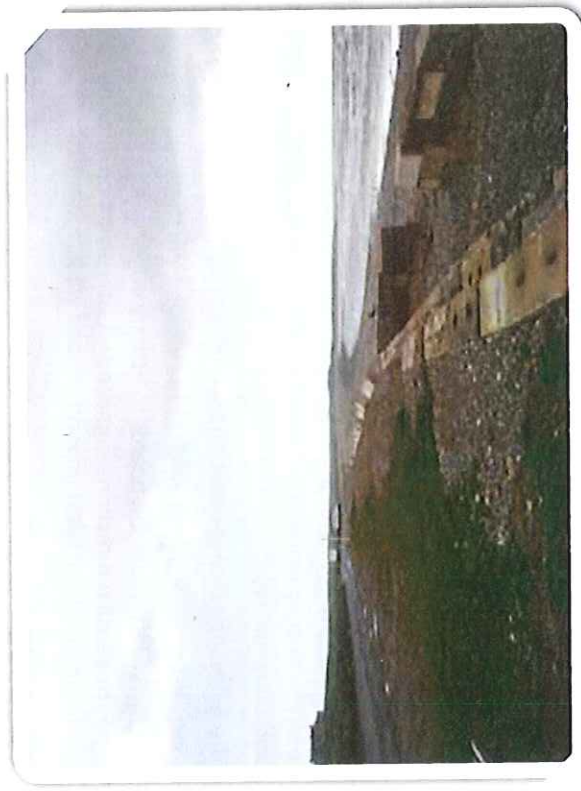
To improve the approach to Drigg beach and further secure its status as a prominent wildlife location :

- Enhance biodiversity along approach road to beach
- Provide formalised car park area at entrance to beach
- Consolidate signage and interpretation into single focal point adjacent to car park to fully promote surrounding wildlife resources and beach
- Improve pedestrian gateway and access onto beach

PALETTE

A key aspect of the rural beaches is their remote locations and more natural setting, for this reason the palette of materials, signage and furniture to be used is palette 2.

BOOTLE



SITE APPRAISAL

A wild and rural location, the beach at Bootle is located a fair distance from the Hamlets of Bootle and Hycemoor but is easily accessible by car and parking is available on the sea front.

Recent work to protect and manage a 200m stretch of the shore line from coastal erosion has been carried out but fails to create a welcoming environment on the beach.

Currently the signage associated with the nearby Eskmeals site creates a poor welcome to the beach and creates confusion about when is safe to use the beach in relation to ongoing operations at the MOD site.

POTENTIAL ENHANCEMENTS

The following recommendations should be considered in order to improve upon the recent coastal erosion control works that have recently been completed:

- Improved welcome onto beach with gateway signage
- Consider re-configuration of Eskmeals signage present on the beach
- Formalise car park and improve setting of beach to compliment the recent stretch of tidal protection work.
- Improved pedestrian access from the car park onto the shoreline.
- Directional signage to highlight location and facilities available at nearby Bootle & Hycemoor

PALETTE

A key aspect of the rural beaches is their remote locations and more natural setting, for this reason the palette of materials, signage and furniture to be used is palette 2.

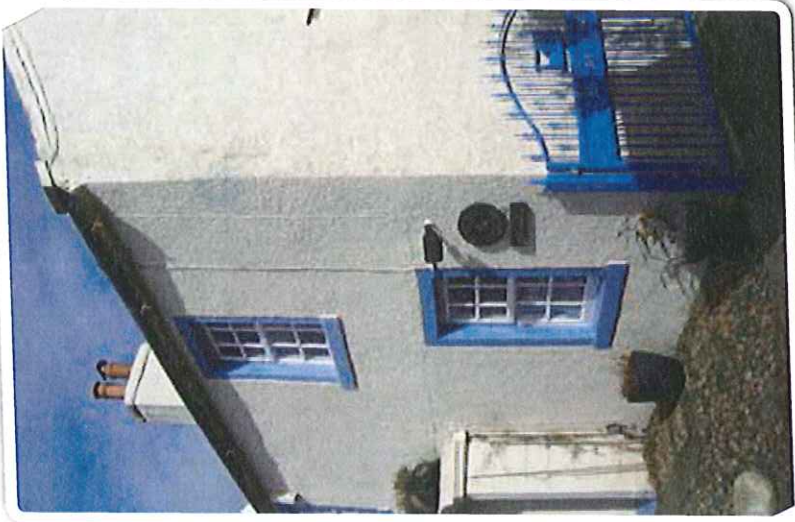
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RAVENGLASS

SITE APPRAISAL

Due to its location and peaceful setting on the estuary, Ravenglass stands out as a very unique settlement along the Copeland coastline. It has a strong sense of character that is further reinforced by the existing furniture and colour palette that is evident throughout the village.

A number of activities and historic sites are located within or in close proximity to the village, including Hadrian's Cycleway, Muncaster Castle and a Roman Bath House.



POTENTIAL ENHANCEMENTS

Due to the unique setting and distinctive characteristics that exist at Ravenglass, it is intended that street furniture and elements of signage should be consistent with the existing elements of street furniture located along the waterfront and not follow the types put forward by the design guide palettes.

The following recommendations should also be considered:

- Provide gateway signage into the village from the A595
- Install interpretation boards to estuary edge
- Provide clear directional signage and interpretation information to locations of historical importance and wildlife interest

PALETTE

A key aspect of Ravenglass is its unique palette of materials, signage and furniture. Proposed elements of street furniture and signage should be consistent with that existing.

The Copeland Coastal Design Guide has been developed by Gillespies in close collaboration with Copeland Borough Council, drawing on the collective knowledge, expertise and aspirations of its officers to produce this document. The following groups and organisations have been consulted in the production of this guide;

COPELAND BOROUGH COUNCIL	HAVERIGG BEACH BUDDIES & MILLOM TOWN COUNCIL
PARTON PARISH COUNCIL	COPELAND DISABILITY FORUM
LOWCA PARISH COUNCIL	SOUTH COPELAND DISABILITY GROUP
ST BEES PARISH COUNCIL	WEST CUMBRIA TOURISM PARTNERSHIP
ST BEES BEACH ADVISORY GROUP	CUMBRIA WILDLIFE TRUST
SEASCALE PARISH COUNCIL & BEACH GROUP	RSPB
RAVENGLASS COASTAL PARTNERSHIP	CUMBRIA COUNTY COUNCIL
HADRIAN'S WALL PARTNERSHIP	LAKE DISTRICT NATIONAL PARK AUTHORITY
BOOTLE BEACH GROUP	NATIONAL TRUST
BOOTLE PARISH COUNCIL	NATURAL ENGLAND
SILECROFT BEACH ADVISORY GROUP & WHICHAM PARISH COUNCIL	RAVENGLASS PARISH COUNCIL

This Design Guide is available electronically from the Copeland Borough Council website:

www.copeland.gov.uk

Contact details are also available on the website.

Information on sources of funding is available from the Copeland Community Fund website:

www.copelandcommunityfund.co.uk

Under the Marine and Coastal Access Act 2009, Natural England has started work on the England Coast Path, a new National Trail around England's open coast. The stretch between Whitehaven and Allonby has been chosen as one of six pilot areas for the path.

More details are available on the Natural England website

www.naturalengland.org.uk



Proud of our past. Energised for our future.

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