

Boat storage, slipways and rigging areas:

These areas will be accessible but also as soft as possible for biodiversity, urban greening, biophilic benefit and minimising the risk of damaging sails.

The boat storage areas around the building will be paved with grass-concrete paving, allowing for species-rich seeding but ease of movement. The boat storage surface to the waterfront will be crushed stone seeded with wildflowers.

Slipways will be visually low key; constructed from concrete to enable ease of launching from trailers and the electric powered rescue boat.

The access route and rigging area will be buff-coloured asphalt to be accessible while blending into the natural environment.



Grass-concrete pavers



Crushed stone surface with wildflowers



Concrete slipway



Buff-coloured asphalt

Access road, car parking and activity area:

Surfaces will be suitable for emergency/maintenance access throughout the site and to the waterside.

The site access junction with Moorhall Road will be a black top tarmac with the drive being made good up to the site entrance, where the existing concrete hardstanding will be utilised for further vehicle access towards the buildings as well as for car parking and footpaths through the activity area.

The coach parking and reversing area will have a buff-coloured asphalt surface to blend with the existing hardstanding, as well as the pedestrian access path from the site entrance to the coach drop-off.



Existing hard surface route towards lake



Existing concrete surface for car parking



Black Top Tarmac with PCC roadkerb for pedestrian access footway

Around the buildings:

The accessible space between the building will be paved with buff-coloured asphalt to allow surface levels to tie into the building FFL for step-free access.

The fire escape route to the back of the main building will be an elevated metal grate walkway to mitigate the impact on the adjacent woodland vegetation.

The maintenance access to the back of the buildings as well as the utility spaces to the storage and workshop building will be paved with grass-concrete pavers to allow greening and a permeable hard surface above root protection zones.



Buff-coloured asphalt



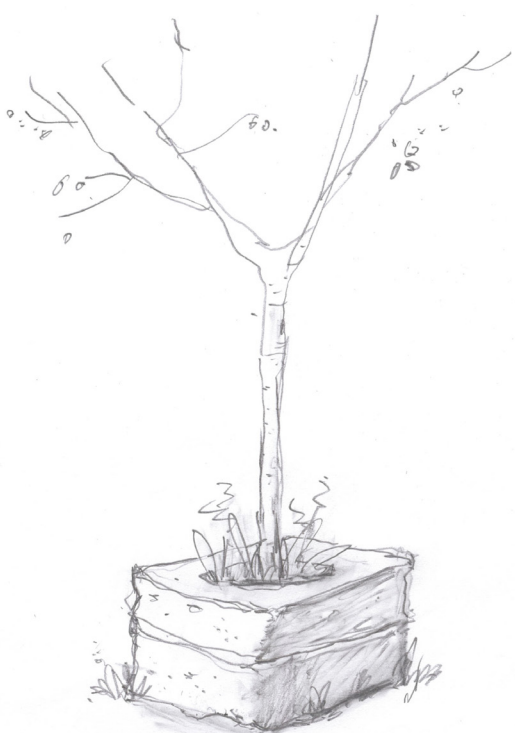
Metal grate walkway



Grass-concrete pavers



Concrete blocks



Raised planters



Large concrete slabs and structures



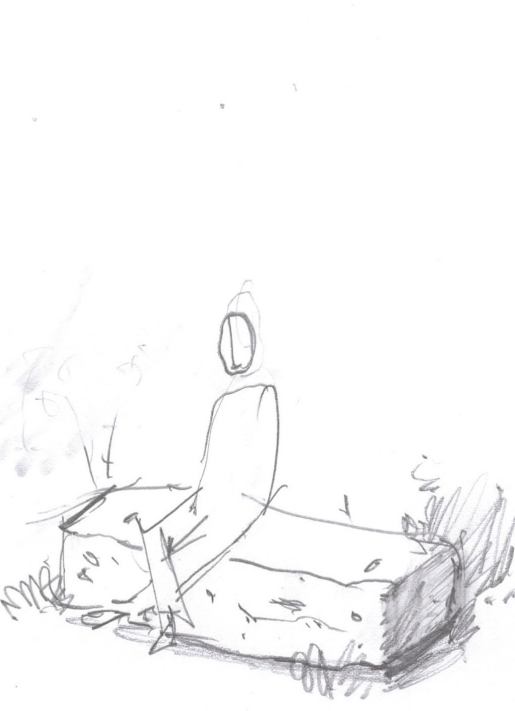
Seating steps



Existing weighbridge to be retained



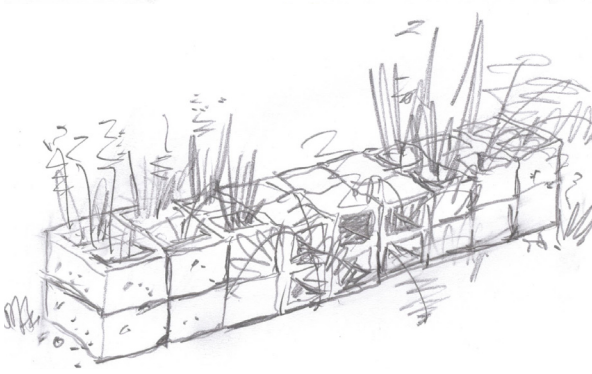
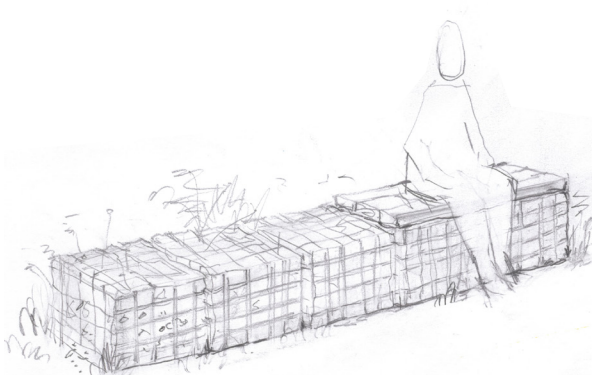
Concrete pillars



Seating benches



Concrete rubble

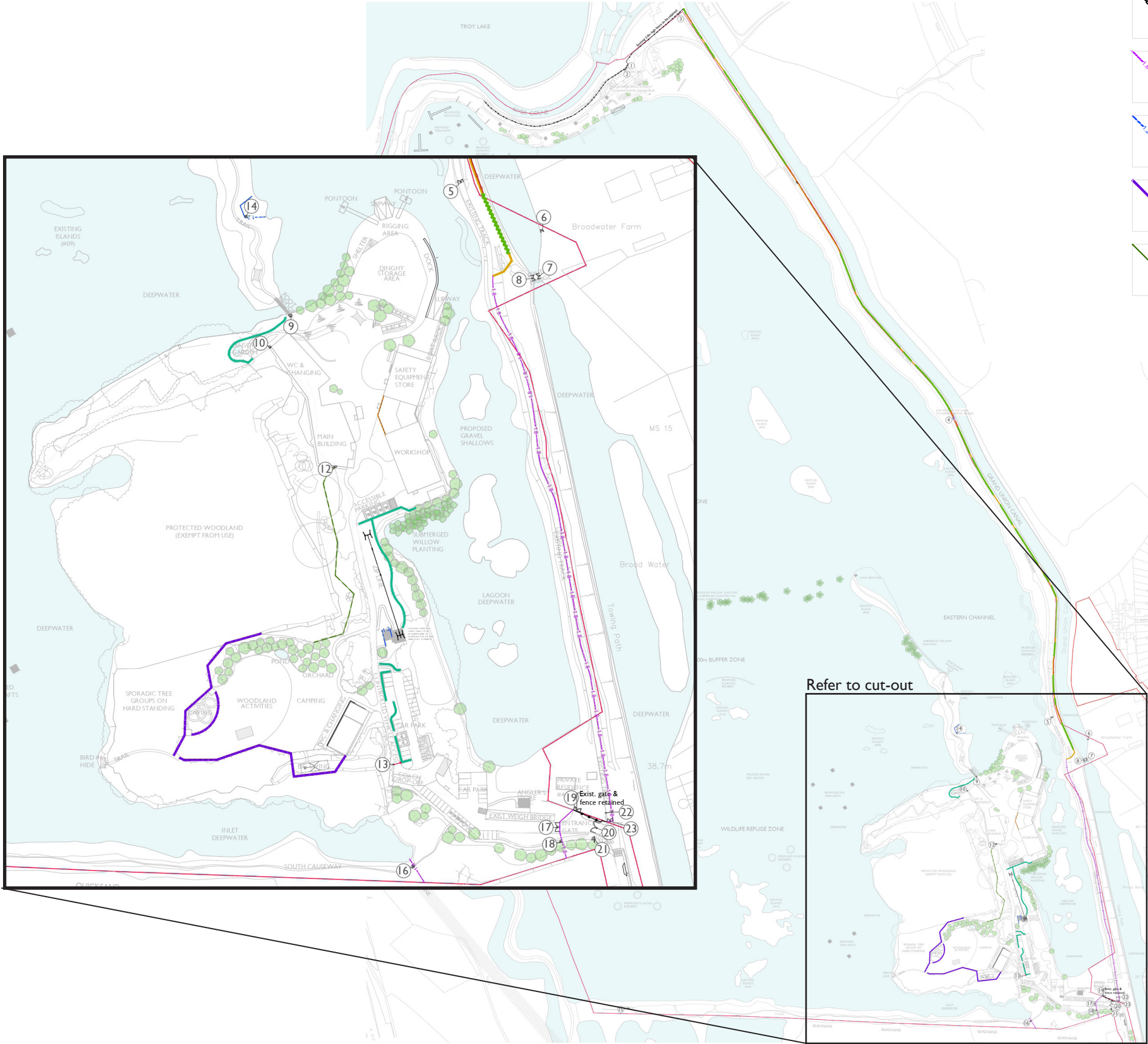


Rubble wall planters

Note: Refer to detailed sections, page 50 and following



Refer to drawing HWSFAC-COL-00-XX-DR-L-I210



- Existing fencing along northern side boundary to be retained
- 1.8 m high V-Mesh Security Fencing
- 1.2 m high chestnut pale fencing
- 2.0 m high planted acoustic wall, Gramm EcoSoundBlok
- 1.2m high living woven willow fencing
- 1.5 m high native hedgerow
- 1.2 m high dry hedging with bramble and ivy planting alongside
- 1.5 m high hazel hurdle fence combined with dry hedging
- Dense and robust existing vegetation along towpath, providing sufficient deterrence against entry
- Architectural metalwork to workshop

# GATE SCHEDULE * existing gate retained						
#	Type	Width	Height	Material	Operation	Location
1	Single leaf *					Existing Pedestrian gate
2	Double leaf *					Existing vehicular gate sailing club
3						Existing Jack's Mill gate
4						Existing Wharf gate
5						Existing gate along track
6						Existing gate to Mayling's Wharf
7						Existing gate to Canal Bridge (East)
8						Existing gate to Canal Bridge (West)
9	Single leaf	1.5m	1.2m	Timber picket	manual, lockable	Pedestrian access to Island 9
10	Single leaf	1.2m	1.2m	Timber picket	manual, lockable	Pedestrian access to emergency walkway
11	Double leaf*					Existing gate to private property
12	Single leaf	1.2m	1.2m	Timber picket	manual, lockable	Pedestrian access to emergency walkway
13	Boom barrier	4.0m	1m	Metal	manual, lockable	Vehicular access to buildings & beach
14	Single leaf	1.2m	1.2m	Timber picket	manual, lockable	Entrance to HS2 Bat Roost
15	Single leaf	1.5m	1.8m	V-Mesh Security	manual, lockable	West end of causway
16	Single leaf	1.5m	1.8m	V-Mesh Security	manual, lockable	East end of causway
17	Double leaf	4m	1.8m	V-Mesh Security	manual, drop bolt locking	Vehicular site entrance
18	Single leaf	1.2m	1.8m	V-Mesh Security	manual, lockable	Pedestrian site entrance
19	Double leaf*	5.0m	1.5m	Steel	manual, drop bolt locking	Existing gate to private residence
20	Double leaf*					Existing vehicular gate to peninsula
21	Single leaf*					Existing pedestrian gate to peninsula
22	Boom barrier					Existing boom barrier to eastern track
23	Double leaf	3.0m	1.8m	V-Mesh Security	manual, drop bolt locking	Vehicle entrance to eastern track
24	Double leaf*					Existing gate to private property
25	Double leaf*					Existing gate to private property
26	Double leaf*					Existing gate to private property
27	Double leaf*					Existing gate to private property
28	Double leaf*					Existing gate to quarry site
29	Double leaf*					Existing gate to quarry site
30	Double leaf*					Existing gate to private property