

Marshalls

News

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MARSHALLS DIVERSIFIES WITH ITS NEW ROSEDALE COLLECTION

Marshalls Mono has widened its presence in the garden leisure and landscaping markets with its diversification into the manufacture of hardwood outdoor furniture — in ready-assembled and flat pack form. The company's new Rosedale collection, which had its first trade showing at GLEE in September, has 17 designs of chairs, seats, benches and tables.

The move into garden furniture isn't as strange as it may seem as the company already has a skilled woodworking department. It also has a sales force and a nationwide network of stockists concentrating on garden products. So the furniture gives Marshalls another string to its bow — but without the need to set up a separate marketing organisation.

As with its paving and walling products Marshalls is concentrating on substantial marketing back-up to stockists and emphasis on strict quality control. Prices are inclusive of delivery and, where required

by individual dealers, there is direct delivery to customers.

One big advantage for the general public is that the furniture can be purchased singly or in any combination of designs to create a complete patio set. Over half the designs come in flat pack form for home assembly and in most cases are secured by the use of simple wedge-lock joints. The Rosedale Collection is just as useful to the landscaping industry. Many of the pieces are particularly suitable for local authority schemes, parks, picnic areas etc.

Rosedale is at the top end of the quality range for leisure fur-

niture. Marshalls Mono has gone for products that will last for years and keep their good looks.

In the short period since the launch of Rosedale the trade's response has been more than just encouraging. The number of retail stockists already established means that the company will be in a position to make a significant impression on the consumer market in 1987, its first selling season. One of the first orders alone, from a Scottish-based Garden Centre group, was for 40 benches.

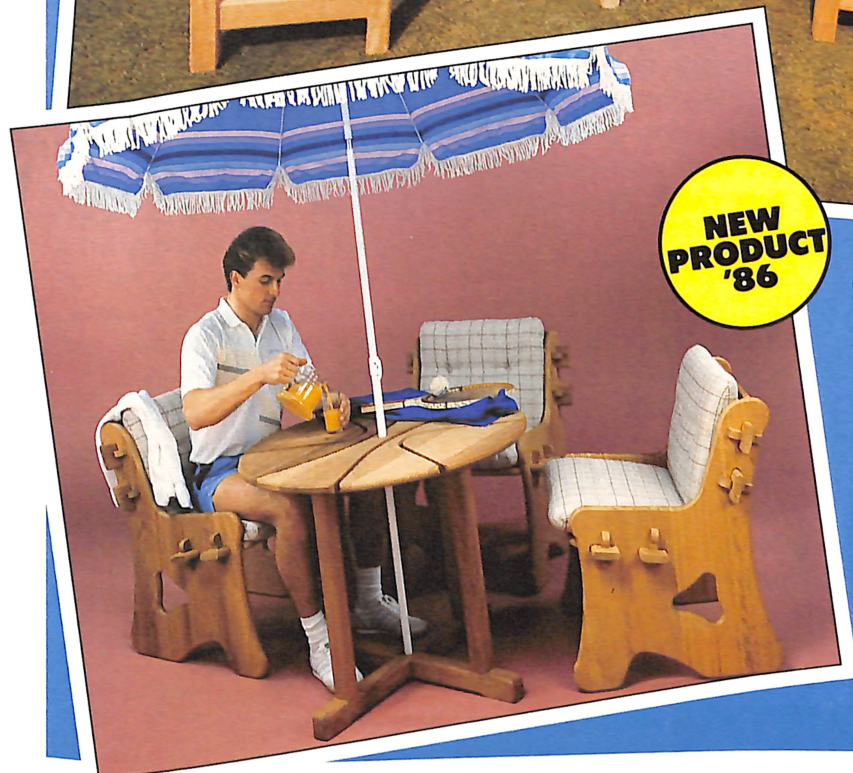
The consumer market aside, sales to local authorities and the specification market in general are ahead of target, with Caernarvon, Conway and Colchester benches in particular demand for parks and sportsground use and for architectural landscaping.

NEW
PRODUCT
'86



(Above)
The Dunster table, Athlone chairs and Caernarvon seat (background) are just three of the 17 designs in the new Rosedale collection of outdoor furniture.

NEW
PRODUCT
'86



(Left)
There are twelve Rosedale designs for self-assembly, including the Farnham chairs shown here.

Heritage Yorkstone Walling with a newly- quarried look

Following the introduction last year of a reconstructed walling stone with a "ready-aged" appearance, Marshalls Mono has now gone into production with an additional version which has a "newly-quarried" look.

Launched under the name of Heritage Yorkstone Walling, the new material is made in a number of different block sizes and in four course depths to allow matching with the building styles of different stone areas. In addition to matching with natural stone, the course depths have also been calculated to readily tie-in with standard internal blockwork.

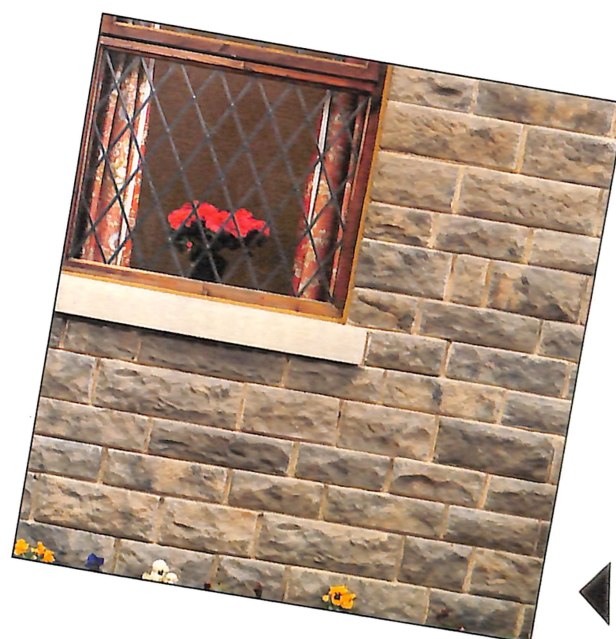
There are separate packs for each of the four course depths — each pack containing a pre-determined mixture of block lengths to give 5m² of walling, inclusive of 10mm joints. To avoid the

possibility of repeat faces being laid adjacent to each other the Yorkstone Walling blocks are produced from a large number of different moulds — each modelled from selected stone masters.

Yorkstone Walling is a fully load-bearing material which is suitable for structural use for private dwelling and commercial developments. In addition to the walling blocks, two copings are in production for single and double skin walls. Yorkstone Walling is also fully compatible with Marshalls York Paving which was introduced in the Spring of this year.



(Above)
The new Heritage Yorkstone Walling.



(Left)
Heritage Old Yorkstone Walling, introduced last year.

Sunday Times selects Marshalls again

Marshalls paving and walling was a major feature of the *Sunday Times* garden at this year's Chelsea Flower Show — so much so that the company's materials have already been booked for 1987. The *Sunday Times* is again running a readers' design competition for its garden at Chelsea, with the theme of a woodland garden.



Jetfloor Plus adds up 8 out of 9

Although there are over 20 manufacturers of beam and block flooring, Trent Jetfloor was selected for eight out of nine floors of this type installed at the Energy World housing development in Milton Keynes. The reason for the company's monopoly is Jetfloor Plus, the unique and highly insulated suspended flooring system which has expanded polystyrene infill blocks between pre-stressed precast beams.

The idea of Energy World is to demonstrate just how effectively normal homes can be insulated and equipped to reduce heating costs — hence the use of the Jetfloor Plus system with its 'U' value of 0.2. More often than not floors are overlooked, in spite of the fact that, in modestly insulated buildings, up to 25% of heat loss is through un-insulated floors.

Only one of the builders involved had used the Jetfloor Plus system before but all commented on the ease and speed of installation, in spite of severe weather during the early stages on site. The houses using the system were out of the ground faster than those with conventional methods of construction.

Following their experiences at the Energy Park, four of the builders have already placed orders to use Jetfloor Plus on other housing developments.

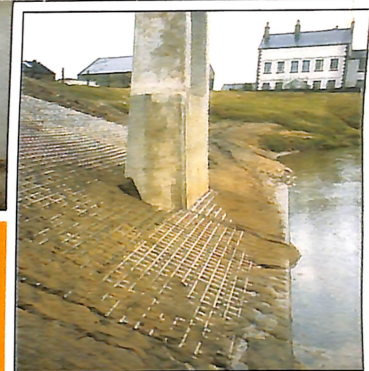
When EPS panels have been placed between the pre-cast beams, the Jetfloor Plus Floor is completed with a vapour membrane and flooring grade chipboard.

A step up from the kerb

The name was meant to indicate its most obvious use when Marshalls developed Conservation Kerb. But rules are made to be broken and they most certainly have been at Warwick University where Conservation Kerb has been used to form steps leading up to a new gatehouse at the entrance to the campus. In spite of this unaccustomed context the kerb is perfectly in keeping with the hi-tech architecture and the Fiorota marble cladding around the base of the building.



BRIDGE BUILDER BANKS ON MONOSLABS



There have been footbridges across the River Wyre at Churchtown in North Lancashire since the 13th Century but the latest version, built for Lancashire County Council by Queghan Construction of Oldham, is sure to be around for a great deal longer than its predecessors. The concrete, steel and timber suspension bridge replaces an Edwardian wire and timber structure — known to nervous locals as the "swing bridge" — which was carried away by the river in a winter flood.

As a considerable part of the river bank was also carried away it was essential to protect the river banks around the piers and anchor blocks of the new bridge. For very good reasons Marshalls Type E Monoslab grass/concrete units were selected for the job, in preference to more traditional methods. As the individual units can be placed manually they were

Type E Monoslabs have been used to form curtain walls around the bridge piers on both banks. The inset photograph, taken prior to seeding, shows clearly by the silt line just how necessary it is to protect the banks.

easier to install than stone pitching or gabion baskets and aesthetically were preferable to insitu concrete or plastics.

The Monoslabs, forming curtain walls around piers and anchors on both banks, were laid on 20mm of sharp sand over Terram 1000 filter fabric. Foundations for the piers and anchor blocks were formed within protective steel sheet pile cofferdams and surrounded by 150mm of Selected Fill 2 material.

The new bridge has longitudinal locked-coil cables between the reinforced concrete piers. Stainless steel suspender cables support longitudinal mild steel stiffening beams and cross members which carry the timber deck.

Monolok — the energy saver

Marshalls Mono took the Milton Keynes Development Corporation at its word on energy conservation when the company supplied Monolok block paving for a cycle path around the perimeter of the new town's much publicised Energy World housing development. And already fuel savings have been recorded among

local inhabitants who choose to leave cars at home and bike it down to the P.T.A. or the pub.

That may not have been exactly what the corporation had in mind with Energy World but every little helps! As the blocks do not have chamfers, Monolok also helps in providing a smooth ride and conserving human energy!

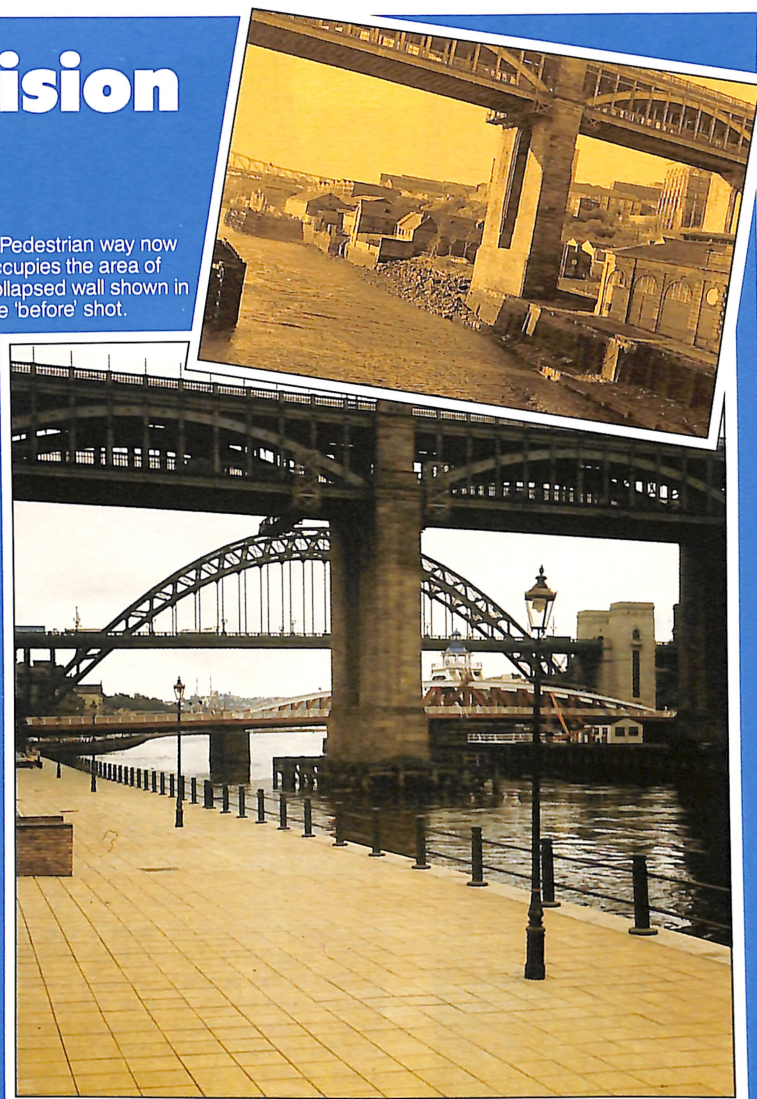
Perfecta vision replaces eye-sore

A smart new pedestrian way came as an added bonus when City Engineers at Newcastle-upon-Tyne decided on the site for a new low-level interceptor sewer, to link with a pumping station down-river.

A clutter of unused jetties and old workshops, which downgraded the quayside area of the city, had to be demolished and the river bank piled in preparation for the sewer. This work also left the way clear to open up the riverside for car parking and pedestrian use.

Contractors for the scheme, Mowlem Northern, used 1400m² of Marshalls Perfecta Pavings (450mm² x 70mm) for a pedestrian way that has transformed the previously neglected area. The scheme is the fore-runner of urban renewal work which will bring new life to the waterfront area around the famous Tyne Bridge.

A Pedestrian way now occupies the area of collapsed wall shown in the 'before' shot.



KEW WHAT A SCORCHER FOR SAXON

MULTIFLOORIA

Saxon pavings from Marshalls are proving to be very suitable for paving mangrove swamps, laying paths through tropical rain forests or building patios in the Namib Desert. At least that has been the experience at the Royal Botanic Gardens where Saxon pavings have been used for pathways through the ten climatic regions which are contained within a new Princess of Wales tropical conservatory at Kew. The figure rises to eleven (or many more!) when paved exterior areas, which are subject to the variety of English weather, are also included.

The new tropical conservatory, which replaces a number of old buildings on adjacent sites, has very cleverly designed roof lines to win the maximum heat from low angle Winter Sun and to deflect excessive summer sun. The way that the structure sits in, rather than on the ground, and its gradual stepping down from North to South to catch the sun are engineering solutions to the problems of energy conservation, rather than being simply a designer's whim.

But this structural form has allowed an exciting internal layout, with a great variety of levels, high viewing points and visual interest far superior to the regimented planting of single-level Victorian conservatories. There are many different levels and inclined paths connecting



Tropical rain forest inside and just rain outside for the Saxon paving at Kew Gardens.

one to another. Saxon's coarse-textured surface finish is ideal for its non-slippery surface — even when wet. And you can't get

much wetter than a tropical rain forest, even when the rain comes from air pressure jet humidifiers.

CAMBRIDGE — KEEPING UP SURFACE APPEARANCES

On the surface everything looks peaceful in Cambridge's Grafton Centre but, rather like Peyton Place, there are undercurrents beneath the Marshalls Keyblok paving. More particularly there are currents where none should be as Cambridge suffers from a mild attack of the modern urban disease of sewer collapse. Concrete block paving doesn't make the sewer problem go away but it does have the advantage of leaving the area unscarred after remedial work has been done and the blocks have been replaced.

Sewer collapses apart, the

area has been excavated on a number of occasions for maintenance work by statutory bodies. But on Cambridge City's instructions reinstatement has been made by gas, water, electricity and post office workers, using the blocks already on site. In addition to looking better it can eliminate the need to return at a later stage to effect a permanent reinstatement.

It sounds too simple to be otherwise but Cambridge is probably in a minority in taking this course. In other areas too many black top reinstatements to block paved surfaces tell another story.



Chambers stand up to inspection

With the introduction of the new British Standard Code of Practice (BS 8301) for inspection chambers the good news is that the Marshalls system stands up to full inspection. A number of new components have been added to the existing range — the most significant being new 'D' chamber sections, in three depths, which are now used to construct chambers up to 2.7 metres in depth. The range now covers all installations.

For chambers up to a metre in depth, the units available are either the 'Mini', or Types A, B and C. By the use of reducers, Types A, B and C chamber sections are interchangeable and allow changes in cross-section of shaft and chamber.

Chamber Type Selection Table		
Size of Drain	Number and Position of Branches	Chamber Type
CHAMBERS NOT EXCEEDING 1M IN DEPTH		
Not more than 150mm	No Branches	A (Mini)
	One from one side only	A
	One from each side	B
	Two from one side only	B
Not more than 200mm	Two from one side and up (two from the other)	D
	One from one side only	A
	One from each side	B
	Two from one side only	B
Not more than 250mm	Two from one side and up (two from the other)	D
	One from one side only	B
	One from each side	C
	Two from one side only	D
CHAMBERS FROM 1M TO 1.5M IN DEPTH		
CHAMBERS FROM 1.5M TO 2.7M IN DEPTH		
		D

Keyblok — for the use of

Marshalls Keyblok concrete block paving has moved into the jet age at RAF Northolt where it has been used very successfully to provide hard-standing pads for parked aircraft. Previously aircraft were parked on areas with tar binder surfacing but this was unsatisfactory because wheels tended to sink into the surface.

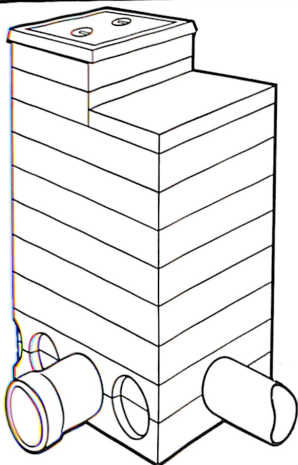
The 80mm thick rectangular blocks were laid on 20mm of sand (less than normal because of final levels) over an existing concrete sub-base. Six pads have been in use for a year and have performed without any problems.

Keyblok has also been used at RAF Abingdon and, although the area concerned is very small, its use there is highly significant. For the Property Services Agency just 18 square metres of block paving was a simple, and effective method of replacing a

failed insitu slab on the main taxiway.

By the use of blocks to replace the failed insitu slab (with adjoining insitu slabs serving as edge restraints) the area was back in operation in three hours. The alternative would have involved a relatively expensive and time-consuming operation to put in a new insitu slab. The taxiway would also have been out of action during the curing period.

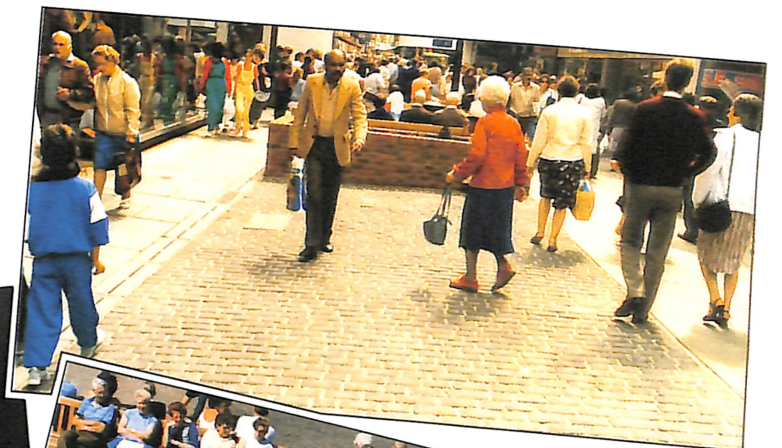
For the same reasons concrete block paving is an obvious repair and replacement method for loading areas, hauliers' yards, in fact any heavily trafficked area where curing time for insitu concrete would cause unacceptable disruption.



Rialta — only one but looks older

Since its introduction, a year ago, Rialta concrete block paving has been enthusiastically accepted and widely used for domestic driveways, conservation schemes and pedestrian precincts. Other applications that Marshalls never envisaged include edging around panels of pav-

ing slabs and even its use as decorative kerb. More typical of Rialta use are the decorative circles in a paved area on Mablethorpe's sea front (bottom), as part of a pedestrian scheme in Kings Lynn (top) and to form footpaths in the Conservation area at Whitburn, Tyne & Wear (left).



Telford — an appealing environment

Although traditional surfacings had been used in other areas, Telford Development Corporation decided in favour of the texture, colours and up-market appearance of concrete block paving for its new show-piece shopping and entertainment centre in the heart of the new town. Marshalls Keyblok has been used by the corporation's landscape architects to create a 7000m² pedestrian forum which forms the centre of the new scheme. To date there have been two phases of paving work, the first by Sir Alfred McAlpine involving 4000m² and the most recent by Tarmac with nearly 3000m².

Quite apart from professional pride in good design there was a sound commercial reason for the landscapers to specify concrete block paving. A

spokesman says, "New commercial enterprise is very important to us and we believe that providing an appealing environment is a very effective way of attracting it to Telford. Retail units are easier to let if traders can see that we are providing the sort of landscaped setting where they can prosper".

The new town has been created by linking and expanding a number of old townships in the rolling countryside of North Shropshire. Ironbridge — where the industrial revolution began with the ironmaster Abraham Darby — Madeley, Oakengates and Wellington, are now almost cheek by jowl with new business parks. But because Telford has been designed as a "forest city", with a liberal sprinkling of woodland, parks and lakes, the different townships still retain

their individual characters.

In contrast with the old townships, the new centre is unashamedly a mixture of high-tech and post-modernist architecture and part of its undoubted attraction derives from this emphasis on functional design.

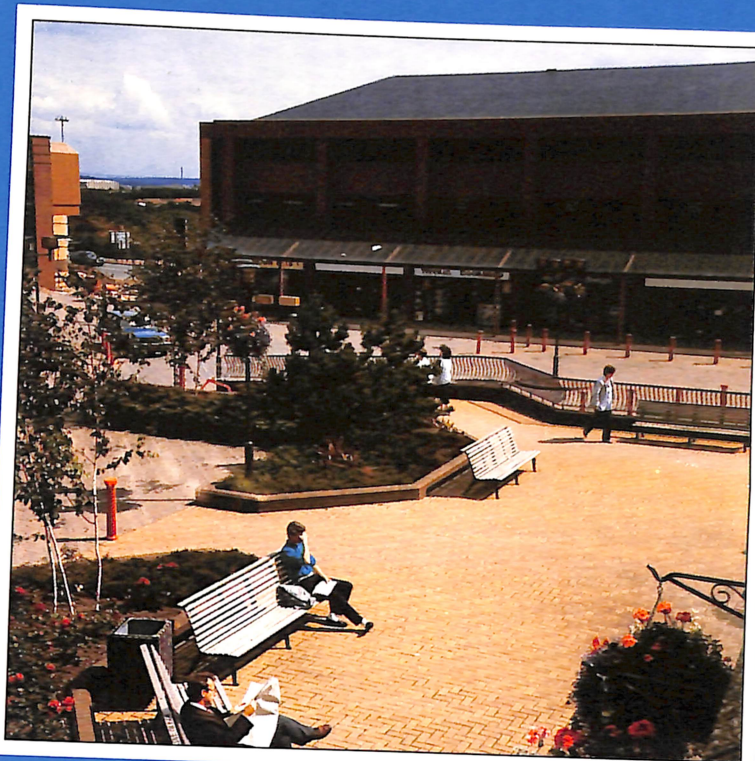
The landscapers make the point that most pedestrianisation schemes are really paved streets but in Telford they had the opportunity to start from the drawing board. The results are easy pedestrian access to covered shopping areas and car

parking that is close at hand — and free.

The pedestrian forum is an important part of the architecture, with a striking water feature, community sculpture, soft landscaping, places where street events can be held and other areas where jaded shoppers and the elderly can sit and watch the World go by.

At a later stage of development, as restaurants, pubs, cafes and other places of entertainment become operational, the forum will also be alive in the evenings. Already there is a pub and night club, with tables spilling out on to the paving — but out of deference to our climate that area is partially covered.

There is still a little way to go before the forum is the bustling place it is designed to be but already it has an ambience and is a pleasant place to walk around. Concrete block paving undoubtedly plays a part in the success of the development. A bland surfacing would have been monotonous and inappropriate on an area of this size but Keyblok, with its texture and colour, links the separate elements in a visually appealing way.



Blocking round the dock

Since trade moved to container terminals, down river from London, a massive £279 million Government regeneration programme and private capital have begun to turn eight square miles of grim Victorian dockland into very desirable leisure, residential and business areas. From London Docks by Tower Bridge to Royal Docks in the East, waterfront housing schemes, hi-tech business parks and marine leisure developments are sprouting alongside converted dock buildings. The idea of inner city renewal isn't new but nothing in Europe matches it for scale

in creating what the London Docklands Development Corporation calls the "Water City of the 21st Century."

Concrete block paving is playing an important part in the development. And it isn't difficult to see why with developments like Brunswick Quay (pictured) in the Surrey Docks, where Keyblok Brindle has obviously been chosen not just as a surfacing, but as an integral part of the architecture.

The new housing, by Daniel Homes, derives from warehouse design — but in the best possible way. Similarly the block paving echoes the textured look of a

cobbled wharf but with a surface much more suited to pedestrians.

The small plan of the blocks and using the same Brindle colour throughout, optically widens the quayside. The blocks have been laid in basket weave for the paths and herringbone for the road with a retained crane track providing the division on one side — and even more nostalgia.

Marshalls Mono has already supplied up to 300,000 square metres of concrete block paving for the regeneration of London's Docklands.

Marshalls — Nationwide



LIVERPOOL

Eskoo-Six used as the decorative surfacing of an old slipway on the Albert Dock renewal scheme.



BIRMINGHAM

Part of the 17,000m² area of concrete block paving used for the trafficked areas at the new Birmingham Freepoint. Marshalls grey and charcoal Eskoo-Six and Brindle Keyblok, all in 80mm thickness, have been used exclusively for the work.



LANCASTER

A simple but effective scheme in Aalborge Square, using Saxon paving. It looks newly-finished but in fact the photograph was taken after three years of use.



GLASGOW

Formerly a wholesale fish market, "The Briggait" is undergoing a role change to become a retail, exhibition and concert centre. Perfecta Paving has been used widely for internal floor finishes — like here in the Merchants' Hall, at the heart of the scheme.



CAMBRIDGE

Cambridge County Council's new post-modernist Shire Hall demonstrates that quadrangles can be both notable architectural features and also an ideal place for covered parking. Perfecta paving has been used over the roof deck of the parking area — along with Boulevard planters.



BRANDON

Boulevard street furniture has been used to good effect in this Suffolk market square. It's also a market place for other Marshalls products with Saxon paving, Brindle Keyblok and Keykerb used on this very attractive scheme.



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Mono

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