Marshalls News

SPRING SUMMER '88

Published for stockists, specifiers and users of precast concrete products

MORE OF THE SAME FOR STOCKISTS

This time last year we told our stockists that 1987 would be another year of growth in the market for decorative concrete products. It was – our results proved the point. We're telling you now that there will be even more of the same this year. Trust us.

If we did well last year, then so did you. Either that or some stockists did exceptionally well! It's all down to the products being clearly on show and backed up with Marshalls point of sale material.

For our part we are heavily promoting paving and walling products to back up all our stockists. Full colour ads, in quality home interest magazines, will be running through the prime buying months. And we predict a very high response rate.

Other than conventional advertising the company is heavily involved in other activities with a high publicity value, including major exhibitions. You stock up – we'll back up.

The Public wants choice — we've got it!

First there was the backyard and a strip of standard paving to the dustbin and the coal bunker. If you were a teeny bit up-market there were more under the washing line – what decadence!

Then came the patio and the general public never looked back. The watchword today is "choice" which means a constant flow of new paving designs. This season alone Marshalls has added three. They are not replacements – they are *extra* to the seven paving types already on the market for Home & Garden use.

Athenian, with its distinctive and very appealing cobble-effect, comes in the choice of two designs – square or radius – which can be used separately or together to create imaginative paving designs. Circles, swirls and Greek key designs are possible with the radius design. Both types are in a 450 × 450 × 40mm size and Buff colour.

Pendle has the riven-faced features of natural stone but is lower in price than other reproduction pavings and much lower in price than the real thing. It is available in two sizes to give the option of laying in a regular square pattern or with the staggered bond pattern which is typical of natural stone. Pendle is a "pressed" paving and comes in natural, red or buff colours.

NEW PRODUCT '88

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HERITAGE STEPPING STONES

NEW PRODUCT '88

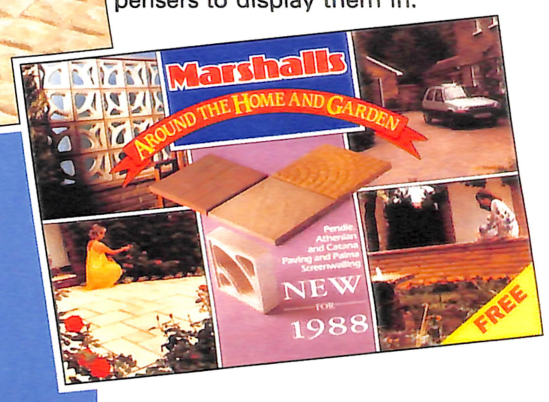
Added to the Heritage paving range this season are 15" diameter stepping stones, with Heritage's authentic riven-faced features and Yorkstone and Old Yorkstone colours. They are ideal for use across lawned areas, either separately or in conjunction with a Heritage patio.

With Palma, the latest Superscreen design from Marshalls, a number of pattern permutations are possible. Blocks can be arranged to form a series of circular motifs, wave effects or repeating arcs. This latest design is probably the most versatile yet, in a Superscreen range that already includes six distinctive pattern blocks.

With Palma it is possible to create stylish walls for shelter and privacy but without the closed-in feeling of conventional walls. The new design is compatible with the existing pilasters, copings and caps in the Superscreen range.

Around the Home & Garden

Marshalls' informative and lavishly illustrated publication "Around the Home & Garden" has been increased to 44 pages this season. Still with the same popular mix of product details, design ideas *and building tips, copies are available for you to issue* to customers – along with handy counter-top dispensers to display them in.



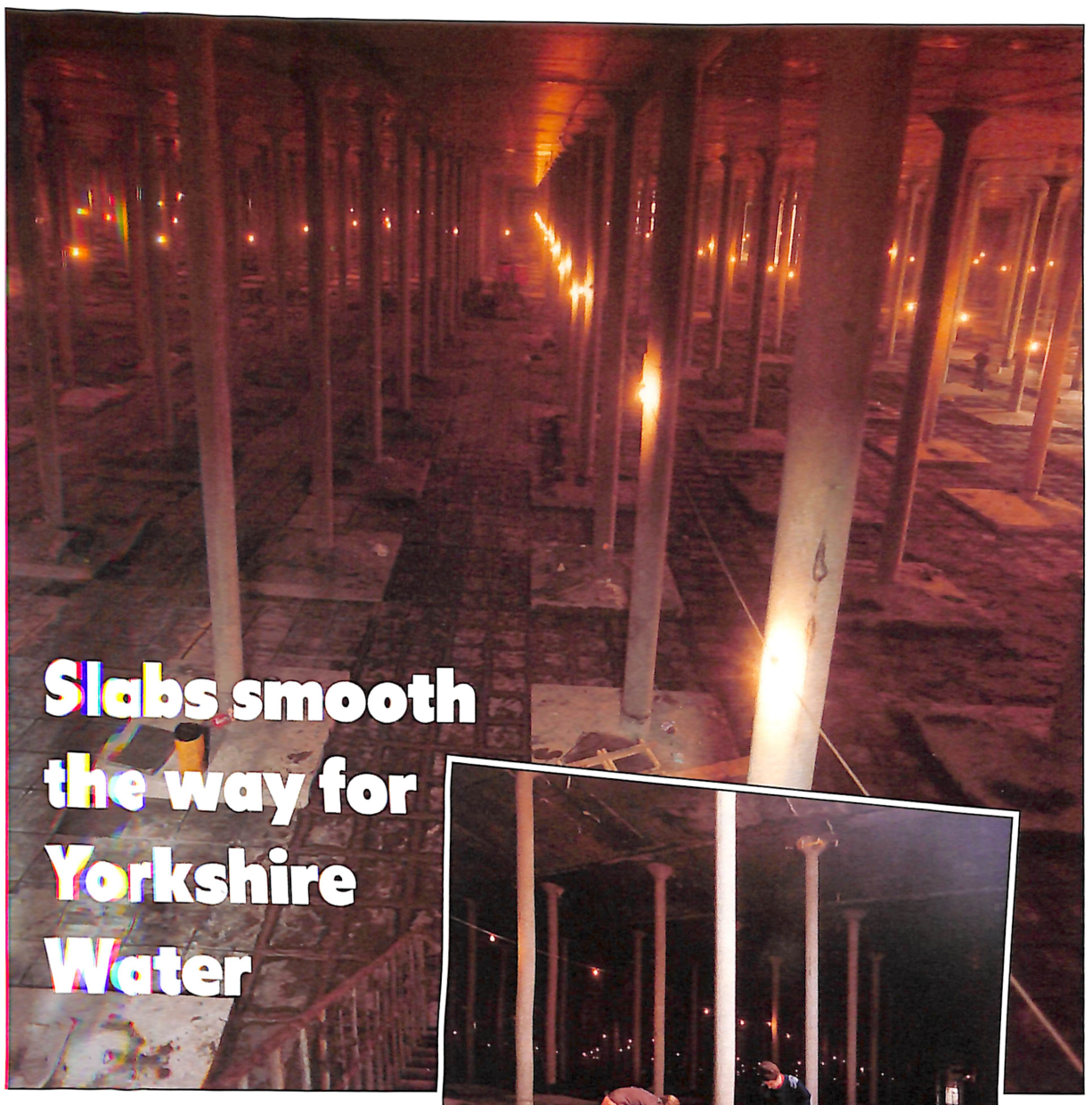
New videos

Hot on the heels of the DIY Concrete Block Paving video, Marshalls Mono has produced another one – this time covering the installation of paving and walling.

This latest video programme shows, in simple form, how a DIY enthusiast can create garden features, patios and walls. As a sales aid to merchants it is invaluable – either for showing on the premises or loan/hire/sale to potential customers.

Copies are available now.

Slabs smooth the way for Yorkshire Water



Paving joints at Chellow Heights reservoir were filled with dry mix mortar, followed by mortar grout.

The paved floor area provides a smooth surface for cleaning.

Lining the bottom of a covered reservoir with 45,000 Marshalls paving slabs was an innovation by consulting engineers, MRM Partnership, Bristol, and their Morecambe-based contractor, Harbour & General Works Ltd, which eliminated the need for an awkward insitu concreting operation, involving a large number of expansion joints. Substituting slabs for insitu enabled work to continue through the winter, when concreting would have been curtailed. It also provided a smoother and harder finished surfacing than insitu, which will make periodic cleaning of the reservoir more effective.

The site of the operation was the Yorkshire Water, Western Division, water treatment works at Chellow Heights, Bradford, where major new work has turned a disused, open Victorian reservoir into a covered one for storage of potable water.

The 300 × 100 metre reservoir now has an insitu concrete roof, supported by 970 slender cylindrical columns, each springing from square base pads. To surface the floor around the pads with insitu concrete would have entailed expansion joints around each base and at regular intervals across the intervening floor area. Because of the limited access under the roofed area the logistics of insitu would have been difficult whereas slabs were relatively easy to move and install.

The 600 × 600 × 50mm slabs were laid wide-jointed to achieve a pattern which avoided cutting. They were laid on a minimum 25mm screed (average 28mm) over an existing but time-worn concrete floor. Completion of the work was by filling the joints to within 12mm of the top with a dry mix, followed by a poured mortar grout. With the joints scraped flush the reservoir floor is now smooth-surfaced for periodic cleaning operations to remove any settled material.

Bollards to help those with sight handicaps

Three new bollards from Marshalls are thought to be the first to be developed in response to the Institution of Highways and Transportation's guidelines for providing for people with a mobility handicap.

The bollards are waist-high so as not to be a low trip hazard for the blind or partially sighted. They are also banded at the top to meet the requirements of those authorities which have adopted this form of identification as an aid for those with a sight handicap. Ribs on the tops of the bollards are intended to be a tactile indicator of the direction of pedestrian flow.

As the guidelines recommend that bollards contrast with their background or are two-tone, Marshalls offer a choice of aggregate finishes. Additionally, bollards with white-painted banding are also available.

MILLBANK BOLLARDS

Residents had a say

Tom Raine Court in Darlington, named after a life-long local Salvationist, is home to 72 single people of all ages who, for a variety of reasons, have nowhere else to turn for help. The operative word is "home," there is nothing of the Victorian institution about this new development for the Salvation Army Housing Association.

The residents of the old building, which Tom Raine Court replaces, were consulted at the design stage and their preferences for a homely feel are expressed in the finished buildings. Clustered around two landscaped courtyards, the complex of buildings has a village feel to it. Paving the courtyards with Marshalls Keyblok Brindle is a perfect link between the separate brick buildings and helps to create the homely village atmosphere.

Designed by Co. Durham-based Anthony Burns Architects, in conjunction with the Housing Association's Major David Blackwell RIBA, the development has single room self-contained flats, a community centre and a rehabilitation workshop. The contractor was Northallerton-based Walter Thompson Ltd.

Keyblok — the permanent way

*** Keyblok Brindle, in radiating stretcher bond around the Island Gardens Station on the Docklands Light Railway. Keyblok is also widely used around other stations on the new line.**

Meanwhile the Edgley Garden Railway in Roxton, Bedfordshire, also puts Keyblok to good use. David Edgley, a rail baron of no mean repute in those parts, says that Keyblok is ideal for the embankments. He comments "They are laid dry and the friction between them is amazing." That's what we've been saying all along.

Pencil round Keyblok
— smooths the way for small wheels

Being innovative with rectangular concrete block paving (short of making it square or round) would at first sight seem to be the ultimate test – but Marshalls have done it. The result is a pencil round type of rectangular Keyblok that is smooth-jointed enough for supermarket trolleys to run over without any irritating vibration.

The trouble in the past has been the distinctive chamfered edges of rectangular concrete block paving. Chamfered edges are needed to prevent edge spalling when the blocks are being laid and vibrated. They are also part of the distinctive appeal of blocks, but they can be reduced in size. Hence the pencil-round type – still proof against spalling but smoother for small wheels.

A novel idea that doesn't hold water

Concrete rarely wins the approval of ecologists – but make holes in it, hide it underground, call it a soakaway and suddenly the reactions are favourable. Although Marshalls' segmental soakaways have that kind of effect on ecologists, their use is actually dictated by the practical problems of surface water disposal.

Buildings, car parks and roads, in urban areas, have an effect on the land that is more than skin-deep, in that they limit the amount of rainwater absorbed by the ground. Apart from the possibility of damage to foundations, as a result of lowered water tables, the water still has to go somewhere.

This in turn raises problems of overloading or flash flooding of sewers or streams – always assuming that there is a convenient sewer or stream. In practice the drainage of surface water from new developments is strictly controlled, so soakaways often provide the only answer that satisfies developers, local authorities, water boards – and ecologists.

Irrespective of size, the 1.5, 2.1 and 6 metre diameter soakaways made by Marshalls work on the same principle. Water from roof or paving is collected in the soakaways where it can be absorbed into the surrounding ground. Segmental soakaways are virtually underground circular tanks with holes!

In contrast, the more traditional type of gravel-filled soakaway cannot accept the same sudden volume discharge of storm water which the tank-type segmental soakaway can. Inevitably the traditional type also loses effectiveness through long-term silting.

The interlocking segments which make up the 1.5 and 2.1 metre diameter segmental soakaways can be carried and positioned by two men.

The method of determining the size of segmental soakaway required is based on a simple calculation which takes into account the area to be drained, the level of the water table, the heaviest hourly rate of rainfall and so on. The permeability of the ground is also a factor but the calculation is not difficult.

Installation is just as simple, requiring only a ring foundation from which the interlocking segments can be built up. In the case of 1.5 and 2.1 metre soakaways the individual segments can be lifted and positioned by two men, but mechanical assistance is needed with the 352 kg. panels used for the 6 metre soakaway. In all cases cover units complete the work, with manhole access where required.

Apart from difference in diameter, soakaways can vary greatly in overall size. Soakaways which are seven metres in depth are not exceptional – the governing factor being the depth of permeable strata.

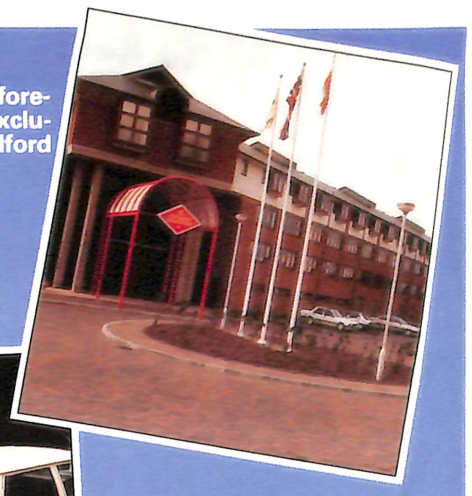
After construction, filter fabric is wrapped around the soakaways, covering the holes and preventing silt and soil from falling into the chambers. By this method the surrounding excavations can be back-filled with the excavated spoil, rather than with bought-in granular material.

Applications for soakaways range from road drainage and small-scale domestic use to drainage of the considerable surface areas involved in commercial developments.

Lifting equipment is needed for the segments of the 6 metre diameter soakaway. (Top) Non-perforated segments are used above the level of the inlet pipe. (Left Soakaways seven metres in depth are not exceptional.

SALFORD

Keyblok Brindle used for the forecourt of The Copthorne, an exclusive new hotel in the Salford Docks re-development.

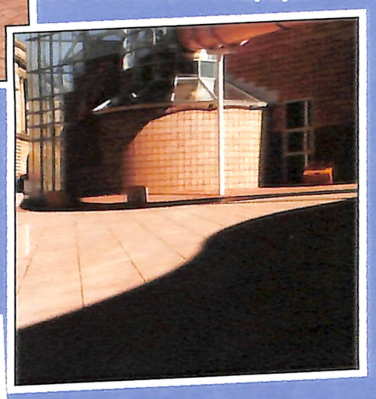


LONDON

*** Over 5,000m² of Arcadian fantail setts form the parking areas around the new Marco Polo office development in Battersea. The development is the new home of the Observer newspaper.**

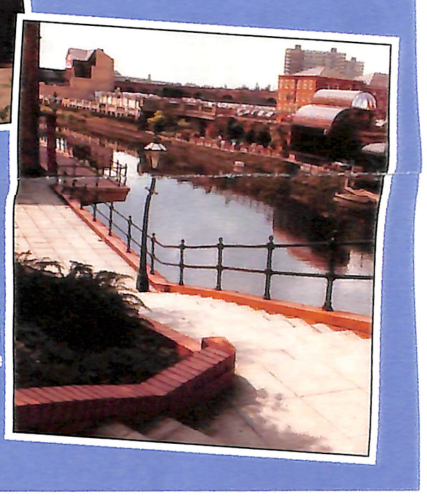
BLACKBURN

The perfect accompaniment to High Tech architecture – Perfecta paving alongside the new "Waves" swimming pool.



TADWORTH

Landscaping showed off the full potential of the Wimpey homes on this Surrey development. That's how to sell houses! Heritage paving was widely used.



MANCHESTER

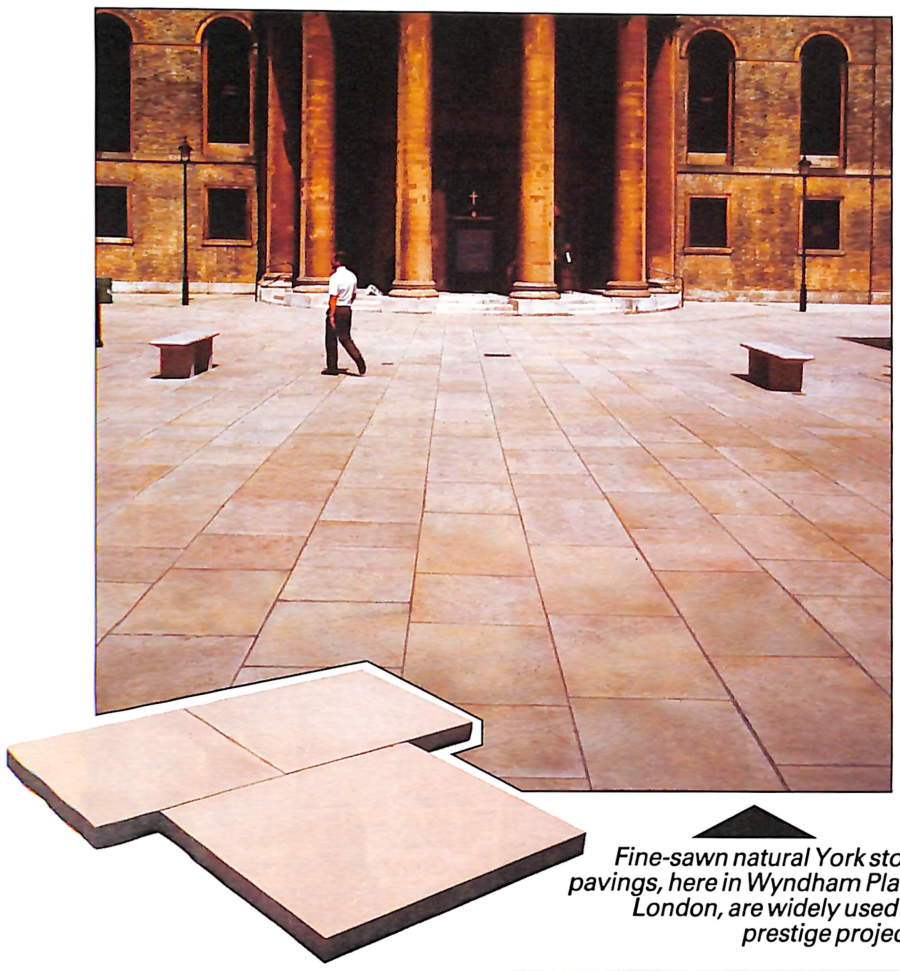
Once virtually an open sewer, the River Irwell is coming back to life and landscaping is helping in the overall improvement. Standard paving used here for a riverside walk behind Granada studios.

Parking patterns

Car parks need not be featureless deserts, although they often are. Concrete block paving has the power to transform them into landscape assets – as in the case of this simple but well thought out scheme. Arcadian fantail setts (for trafficked areas) and Rialta setts (for parking bays) have been combined to provide a very distinctive office car park. The parking bays are picked out in buff-coloured Rialta.

NATURAL STONE PAVING

specifying it means getting in early — and saving money



Fine-sawn natural York stone pavings, here in Wyndham Place, London, are widely used on prestige projects.

Where Natural York Stone is concerned Marshalls Mono makes a special point of inviting architects and specifiers to visit the quarries to discuss their requirements. But, far from being joy-rides, visits invariably save money for specifiers.

The reasons are not far to see. The resurgence of natural stone pavings for prestige architectural and conservation schemes has brought home to more than one architect that it isn't only in appearance that stone differs from concrete pavings. Size is probably the most important difference, but one that is misunderstood by specifiers. Yet size has a significant impact on costs.

Sawn stone pavings to a one-way gauge and in random lengths, for example, are up to 25% lower in cost per square yard than paving specified to a dimensional two-way size. Quite apart from the price, the characteristic laying patterns achieved with random length sawn stone unmistakably say "stone," where dimensional two-way sizes could perhaps say "very high quality concrete."

Certainly Marshalls can always supply stone pavings to standard concrete paving or any other sizes (up to 6 feet square or 9 feet long), but invariably at a cost premium. That is simply because wastage is involved in cutting "standard" sizes from blocks which have been lifted from the quarry in whatever sizes nature will give them up – none of them standard sizes!

This one factor alone highlights the need for consultation with the quarry at an early project planning stage. Working from the beginning to sizes that can be economically produced avoids needless extra cost later. Discussion on paving thickness can also be fruitful at this stage as there is often a tendency for architects to overspecify.

Early consultation is equally important because of the time scale involved from lifting roughly-shaped blocks in the quarry, right through to the finished sawn pavings. Production can never be as responsive to sudden volume demand as in a concrete plant and time is needed to build up stocks for major schemes. Saws cutting blocks at a steady 2 feet per hour cannot be speeded up – rush jobs or no.

Riven pavings also have some thickness variation which inevitably adds to laying costs. So where a one-way gauge has been specified, the installed cost will be higher than with sawn pavings. The variation in thickness is unavoidable because nature will not always give beds of standard thickness that the quarryman can split along.

Quite apart from the cost factor a visit is worthwhile just to see sawn or riven pavings en masse. Small samples, seen in an office, are a poor substitute and cannot give a representative impression of the colour range or banding. Colour banding often occurs in Marshalls Elland Edge Flagrock – the hardest wearing York-stone – and while most specifiers love it, there are also those who want more uniform colour. The surest way to decide is to go to the quarry and see what the options are.

Riven-faced paving for the recent pedestrianisation of Tower Hill.

The same applies to riven pavings which can only be split and fettled by hand to give the distinctive irregular surface finish. With riven pavings one pitfall for the unwary is the fact that they are lower in cost than sawn pavings – but only when the riven pavings are in random sizes. When they are specified to a one-way gauge they are immediately on the same price level as one-way gauge sawn pavings.

Marshalls Mono

Marshalls News is published by Marshalls Mono Ltd. Southowram, Halifax HX3 9SY. Telephone (0422) 57155.

Nelson's flags

Junior Environment Minister, Lord Caithness, helped to lay the first flags for the re-paving of Trafalgar Square.

Marshalls expects...

Admiral Nelson's flags may call to mind the famous message before Trafalgar but, long after the famous sea battle, they are now of the natural stone variety in a major refurbishment of London's Trafalgar Square. The message these days is more likely to be "Marshalls expects that every flag will do its duty."

The company is currently supplying 2,200 square yards of fine-sawn natural stone paving as its part of a £1.85 million refurbishment of the Square being undertaken by Tarmac Construction.

Work has begun on the repaving for the Special Services Group of the Property Services Agency, London Region, to a new more attractive paving pattern designed by consultants, Donald Insall and Partners.

The paving is a joint Lancashire and Yorkshire venture with eight-ton blocks of stone from Marshalls Scoutmoor quarry at Ramsbottom, being trucked over the border to Halifax for sawing. The completed pavings are unusual for their size – most are six feet square and four inches thick – and for the number of radius pavings to be fitted around the fountains. To ensure absolute accuracy of angles for these radius pavings a Marshalls team prepared templates on site.

The Scoutmoor stone, a very hard flagrock with a distinctive dark blue tinge, cannot be naturally riven and is available only in sawn-face finishes. The same stone, but from a long-closed quarry in the Ramsbottom area, was used when Trafalgar Square was last paved, during the early twenties.

A mixture of random size riven pavings and sawn pavings was used for the courtyard of St. James's Court Hotel in London.

At the courtyard of St. James

The creation of a half-acre courtyard garden was the final stage of a £45 million refurbishment at St. James's Court Hotel, London's newest luxury hotel. York stone from the Elland Edge bed of flagrock, at Southowram, was used extensively in the paving of the courtyard.

The project was masterminded by Siddeley Landscapes and developed in connection with landscape architects, Design Land London. Natural stone was used for its quality finish which created an image entirely in keeping with a top hotel.

The central courtyard is linked to the main road by a "Victorian Lane" in a bold paving pattern. Pavings in sawn and riven-faced finishes were used, along with setts and sawn kerbs.