

GRAYS PIER

Location Assessment



BECKETT RANKINE
Marine Consulting Engineers



CONTENTS

Yacht Club Integration

Site 4 - Brooks Wharf

Site 5 - The Wharf

Site 7 - Columbia Wharf West

Site 11 - Town Wharf Inner

Site 12 - Town Wharf East

Site 13 - Pier Wharf

Site 14 - Beach River Wall

Examples



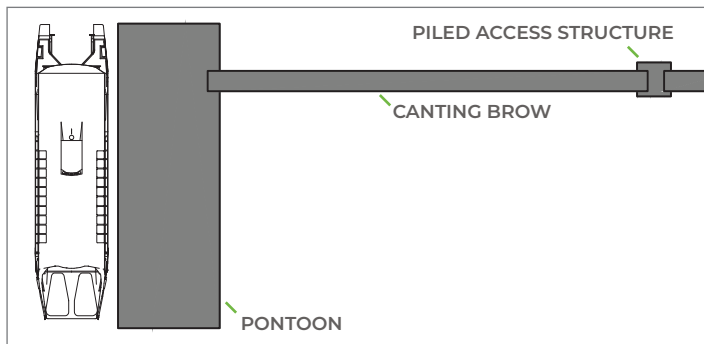
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YACHT CLUB INTEGRATION

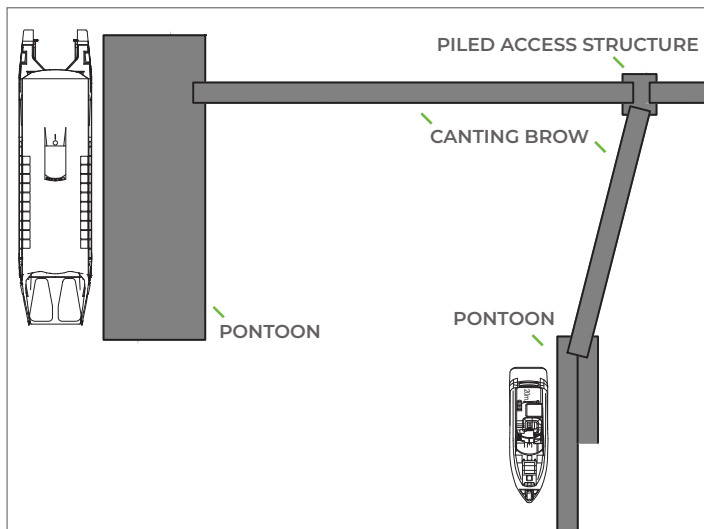
The typical pier has no integration with the Yacht club or pedestrian moorings. The typical pier consists of a piled access structure leading to a canting brow which lands on the pontoon.

A secondary access brow could be mounted off the piled access structure to provide pedestrian access to the yacht club mooring.

A further option could be explored where an enclosed marina is created by a fixed access structure such as a breakwater / wall. This would be an order of magnitude more costly than either of the pier options.



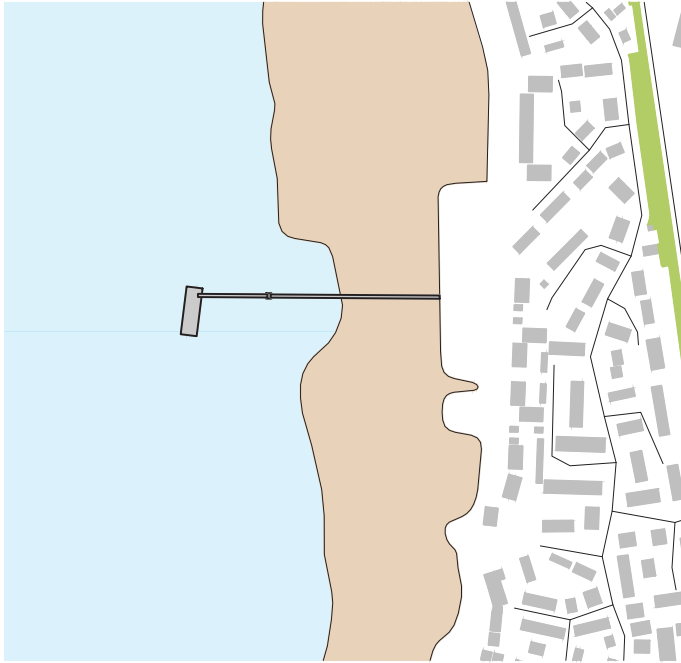
Low Integration: Typical Pier only.



Medium Integration: Typical Pier with access to pedestrian mooring pontoons.



SITE 4 - BROOKS WHARF



Assessment Criteria		Score
01	Pedestrian Access	1
02	Transport Access	3
03	Effect on Residents	2
04	Effects on Commercial	3
05	Water Depth	3
06	Navigation Risk	2
07	Relative Cost	2
08	Existing Structures	2
Total (/100)		71

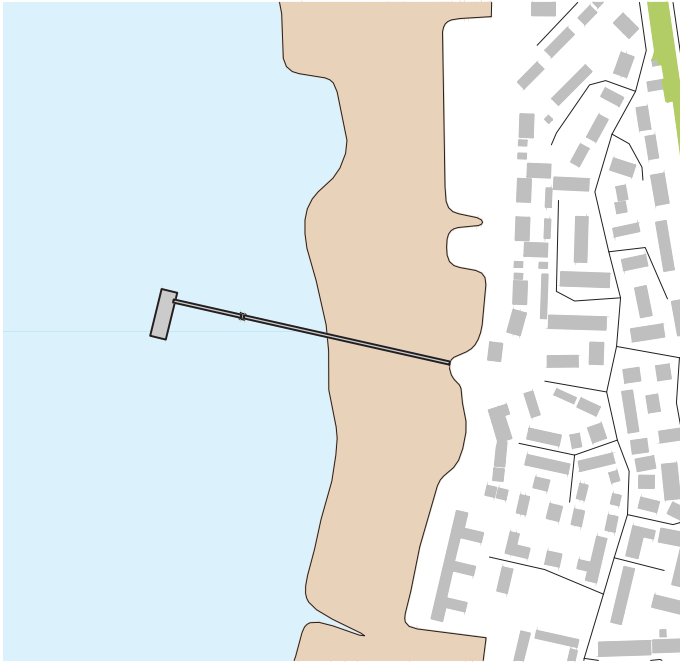
Brooks Wharf is an area of frontage previously developed for pedestrian access and recreation.

It features a piled outstand which protrudes into the river and acts as a barrier between the proposed pier and adjacent residents, which cannot be said of much of the Grays frontage.

This has the effect that any access structure can be shorter than at other sites.



SITE 5 - THE WHARF



Assessment Criteria		Score
01	Pedestrian Access	1.1
02	Transport Access	3
03	Effect on Residents	2
04	Effects on Commercial	3
05	Water Depth	3
06	Navigation Risk	2
07	Relative Cost	2
08	Existing Structures	3
Total (/100)		74

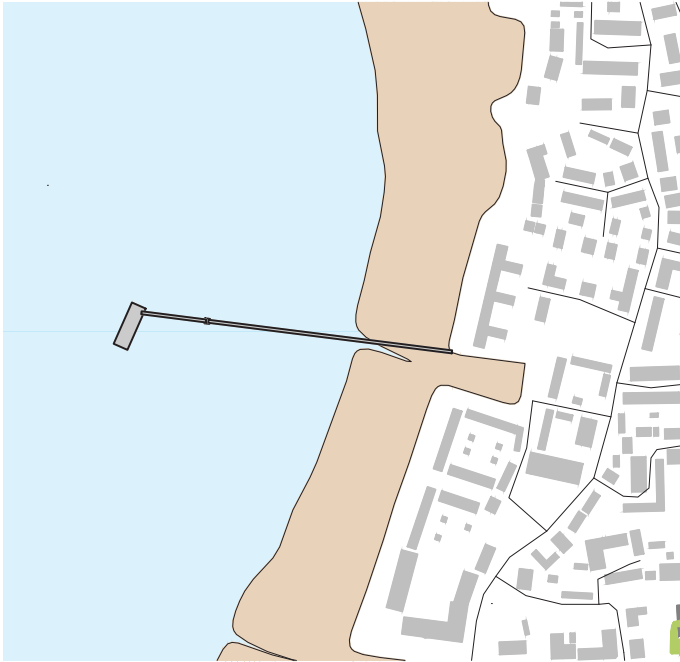
The Wharf is a pub located on the Grays frontage a short walk from the town centre. A piled outstand is located directly in front of the pub where a bankseat could be located.

Although the Wharf is currently closed, the existing car-park provides sufficient clearance from local residents that any noise from day to day pier operation may not be heard.

It also provides room for landside development which could be encouraged alongside the pier development.



SITE 7 - COLUMBIA WEST WHARF



Assessment Criteria		Score
01	Pedestrian Access	2
02	Transport Access	3
03	Effect on Residents	1
04	Effects on Commercial	3
05	Water Depth	3
06	Navigation Risk	2
07	Relative Cost	2
08	Existing Structures	2
Total (/100)		73

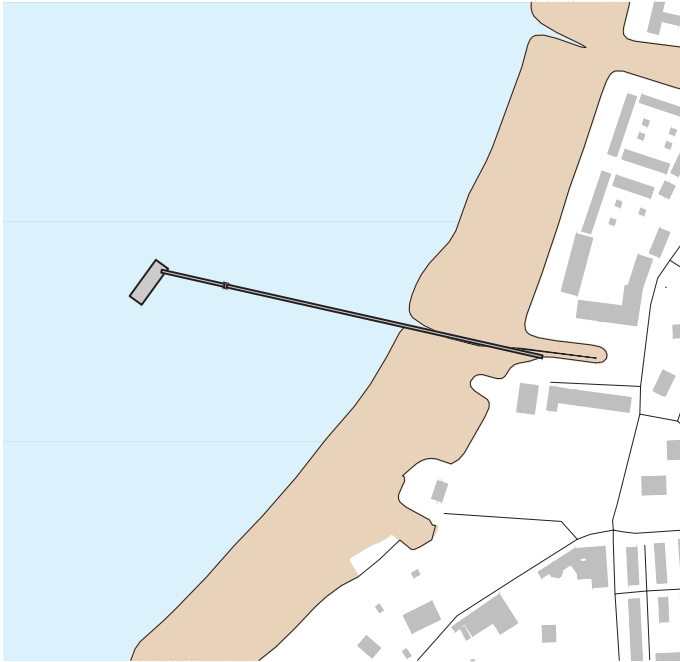
Columbia Wharf was used by vessels as recently as the 1960's but few traces remain of its past.

The area is currently residential in nature and a pier at this location would be in close proximity to the existing residents.

The area has strong links to the town centre by both road and footpath.



SITE 11 - TOWN WHARF INNER



Assessment Criteria		Score
01	Pedestrian Access	2.9
02	Transport Access	3
03	Effect on Residents	1
04	Effects on Commercial	3
05	Water Depth	3
06	Navigation Risk	1
07	Relative Cost	2
08	Existing Structures	2
Total (/100)		72

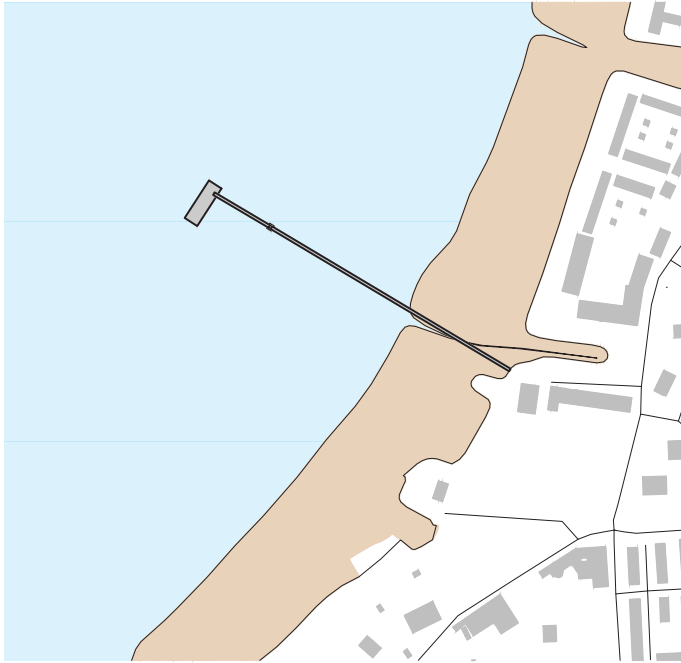
Town Wharf dates back to medieval times where it was used for vessels ferrying goods, animals and passengers. The area is lower than the flood defence level.

The pier has direct straight line access to the town centre and the train station.

The site is very similar to Town Wharf East in nature but access is set back further into the wharf.



SITE 12 - TOWN WHARF EAST



Assessment Criteria		Score
01	Pedestrian Access	2.8
02	Transport Access	3
03	Effect on Residents	1
04	Effects on Commercial	3
05	Water Depth	3
06	Navigation Risk	1
07	Relative Cost	2
08	Existing Structures	2
Total (/100)		72

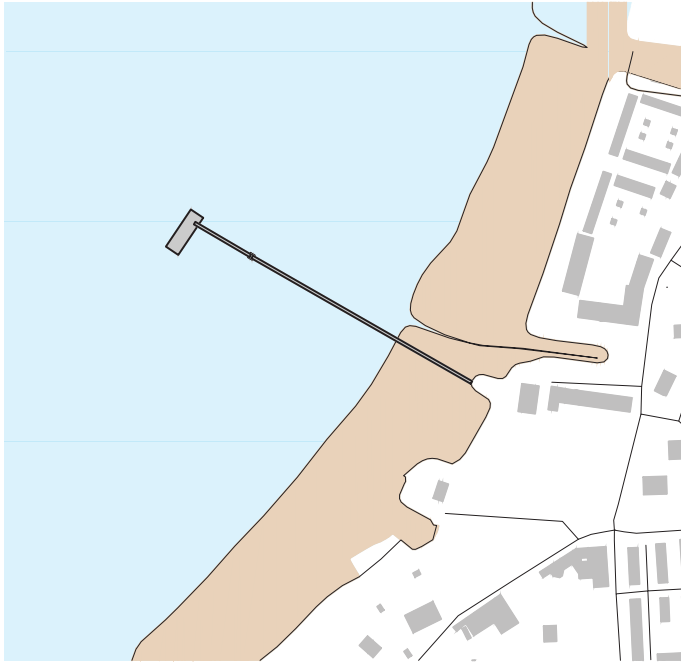
Town Wharf dates back to medieval times where it was used for vessels ferrying goods, animals and passengers. The area is lower than the flood defence level.

The pier has direct straight line access to the town centre and the train station.

The site is very similar to Town Wharf Inner in nature but access is set forward closer to the channel.



SITE 13 - PIER WHARF



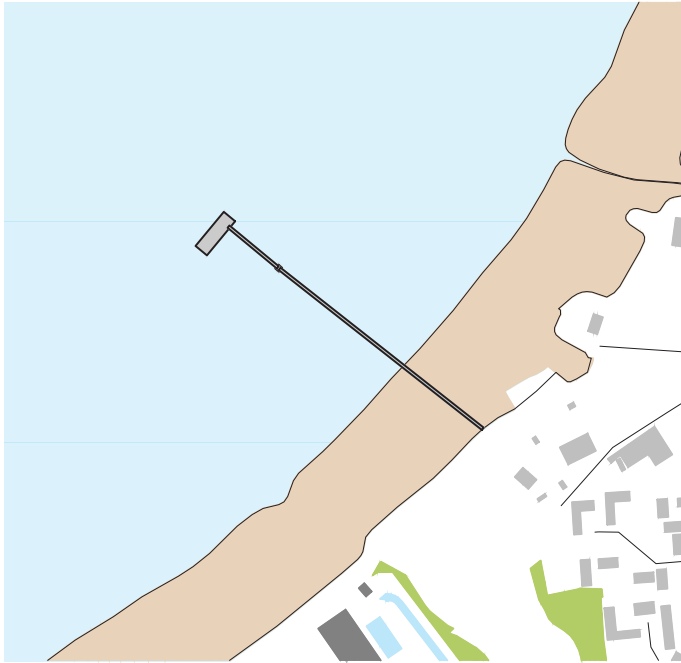
Assessment Criteria		Score
01	Pedestrian Access	2.8
02	Transport Access	3
03	Effect on Residents	2
04	Effects on Commercial	3
05	Water Depth	3
06	Navigation Risk	1
07	Relative Cost	2
08	Existing Structures	3
Total (/100)		78

Pier Wharf houses the bankseat of a 400ft pier which used to serve passenger ferries.

The site has near straight line access to the town centre and train station although is below flood defence level and access is controlled by a series of flood gates.



SITE 14 - BEACH RIVER WALL



Assessment Criteria		Score
01	Pedestrian Access	1.8
02	Transport Access	3
03	Effect on Residents	3
04	Effects on Commercial	2
05	Water Depth	3
06	Navigation Risk	1
07	Relative Cost	2
08	Existing Structures	2
Total (/100)		70

Grays Beach is backed by parkland and a local nursery. There is potential for landside development in conjunction with the proposed pier.

The pier has a more direct impact on the yacht club moorings than other options which may require more in-depth liaison and mitigation.



EXAMPLES





Queenborough Harbour



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Battersea Power Station



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Royal Wharf Pier



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Gravesend Pier



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Wandsworth Riverside Quarter Moorings



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Imperial Wharf Marina



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