

# 2

## THE SPATIAL FRAMEWORK

### 2.1 A Hierarchy of Spaces

Figure 2.1 is the key reference to the Masterplan for the Regeneration Area prepared by Terence O'Rourke plc and shows the hierarchy of spaces for movement across and within the sites for pedestrians and vehicles.

The different types of space in the "Spatial Framework" are set out below, and the Manual's guidance for each different type must be followed. Section 9.6.1 contains a guide to the expected cost per square metre in relation to different types of space that will be required to produce the appropriate level of quality.

Figure 2.1 also shows the area to which the provisions of this Manual apply.

#### **ROADS 1. Distributor Roads**

These are the major roads through the town, carrying heavy traffic, necessitating controlled pedestrian crossings and segregation of vehicles, cyclists and pedestrians. New Distributor Roads on the Hamworthy side must follow the 'Application of Guidance' as tree lined boulevards, with 5 metre wide footways and parking and cycleways on both sides of the carriageway. On the Poole town side, ownership and existing services will impose restrictions on the amount of space available, and the scope for street trees. However, designs should follow the 'Application of Guidance' as closely as is physically possible. Distributor Roads will be adopted by the Local Highway Authority.

#### **ROADS 2. Feeder Roads**

These are the next level of road around the town, carrying less traffic and linking between major roads and access to blocks. They will also necessitate segregation of vehicles from pedestrians. There is the opportunity with some Feeder Roads, such as the lower end of West Street, where it gives access to the Quay, to make it feel less dominated by vehicles. Feeder Roads will normally be adopted by the Local Highway Authority.

#### **ROADS 3. Access Roads**

These are the small roads which lead into development sites with access for service vehicles and residents only, or giving access to the new quays. These should be pedestrian-friendly roads using shared-surface and other techniques to ensure pedestrian safety. In some cases it should be possible to encourage different uses depending on the time of day. Design guidance is less specific than for other types of road, and designers are encouraged to introduce a distinctive identity. Not all these roads will be adopted by the Local Highway Authority.

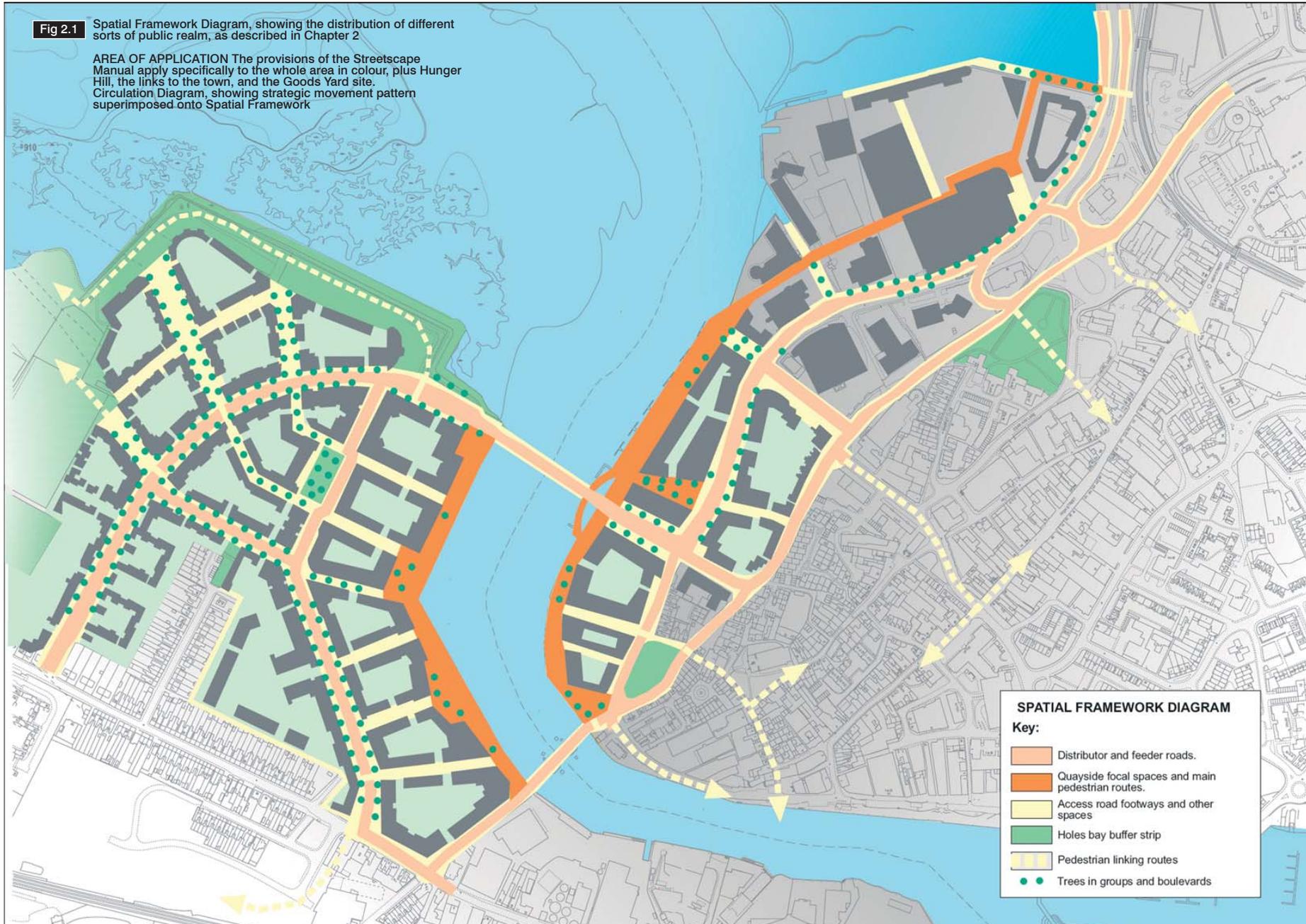
#### **QUAYSIDES 4. Quayside Promenades**

These are an integral part of the public spaces but will have a unique character. They will be leisure spaces, giving pedestrians access to the water's edge and forming a part of a continuous circular walk over the existing and proposed bridges as well as linking different parts of Poole and Hamworthy. The issue of adoption is dealt with in Section 9.5.

Fig 2.1

Spatial Framework Diagram, showing the distribution of different sorts of public realm, as described in Chapter 2

**AREA OF APPLICATION** The provisions of the Streetscape Manual apply specifically to the whole area in colour, plus Hunger Hill, the links to the town, and the Goods Yard site. Circulation Diagram, showing strategic movement pattern superimposed onto Spatial Framework



## 2.1 A Hierarchy of Spaces

### **PUBLIC SPACES 5.**

#### **Focal Spaces**

These are the public open spaces which provide the opportunities for activities and events to take place. There will be a variety of hard and soft landscaped spaces of different scales at frequent and regular intervals along the major pedestrian routes, providing an easily recognisable link between different parts of the town. The Streetscape Manual sets out a guidance framework for the design of spaces and the use of materials. However some of the focal spaces will offer the opportunity for further innovation. Focal spaces associated with particular developments will be open to the public at all times. Some of the more important public spaces will be adopted but the adoption of others will be subject to negotiation.

### **PEDESTRIAN / CYCLE ROUTES 6.**

#### **Major**

These public routes provide links between destinations in the new areas, such as from the new bridge to the rail station and between the quayside and existing parts of the town. An important principle is that the treatment - design, alignment, signage, artwork, lighting, use of materials - of these major pedestrian routes should provide linkage and continuity between the new developments and the existing town.

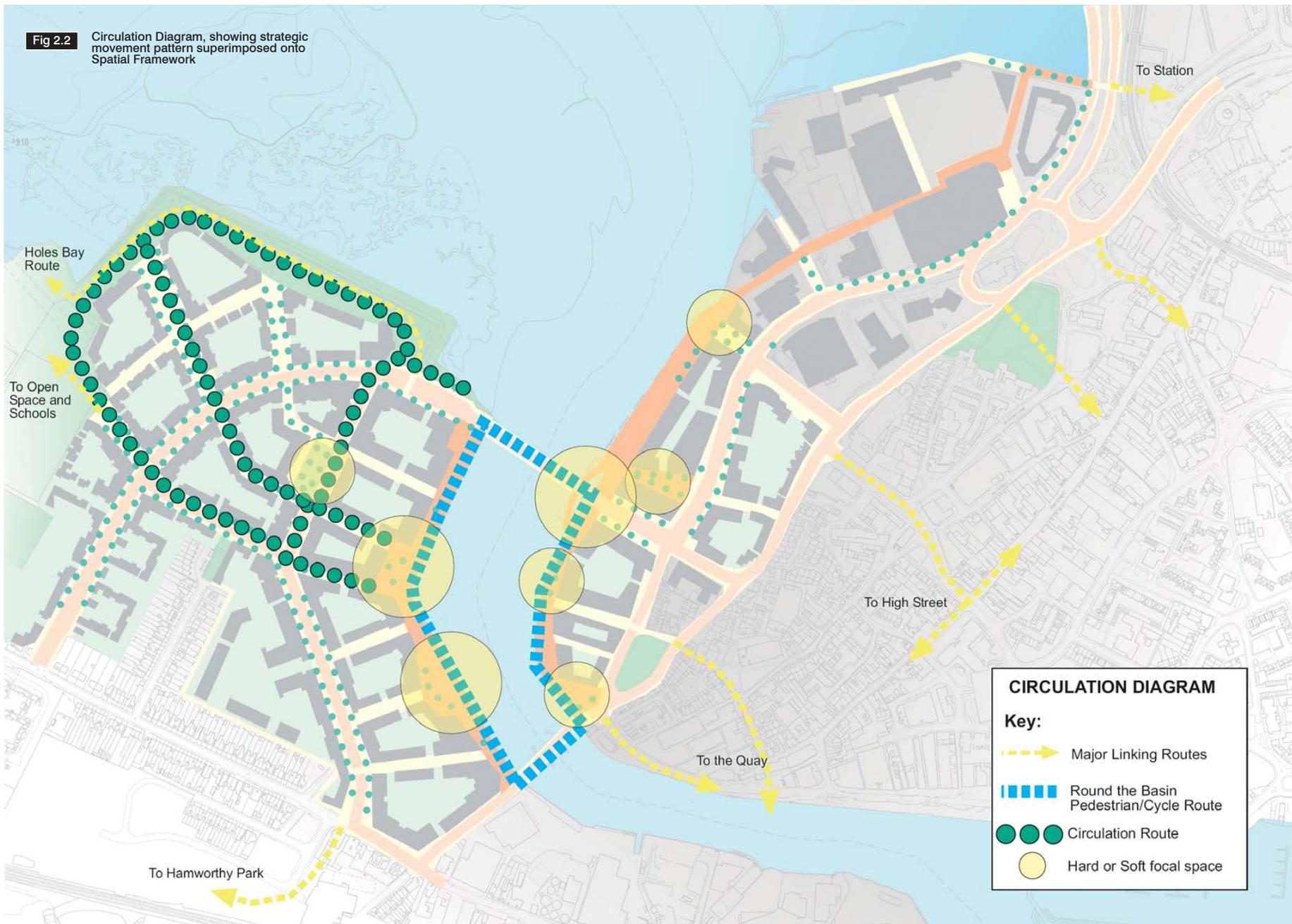
The Manual identifies these major links (including the “Round Holes Bay route” and the “Green circulation route”) and sets out guidance at 4.6.

### **PEDESTRIAN ROUTES 7.**

#### **Minor**

There will be numerous minor routes within and around the new developments. Although these are less important features it is vital that a good standard of design is maintained down to this level of detail. These areas will not normally be adopted and the extent of public access will be a matter for negotiation with developers.

**Fig 2.2** Circulation Diagram, showing strategic movement pattern superimposed onto Spatial Framework



**CIRCULATION DIAGRAM**

**Key:**

- Major Linking Routes
- Round the Basin Pedestrian/Cycle Route
- Circulation Route
- Hard or Soft focal space