

# 3

## CORE STRATEGY AND TOPIC STRATEGIES

### 3.1 Core Strategy

The Core Strategy of the Streetscape Manual is to provide advice, recommendations and requirements for the integrated use of materials, planting, lighting, artwork, signage and street furniture to achieve a high-quality public realm for different parts of the new development, recognising that different levels of treatment are appropriate in different places.

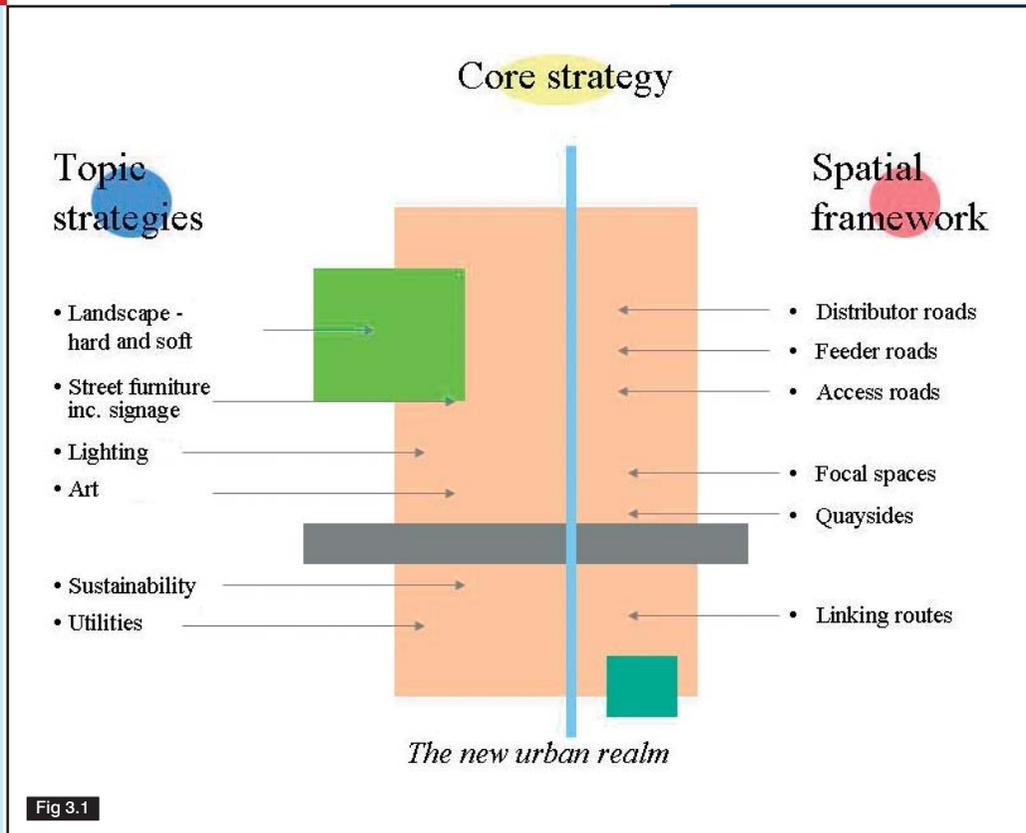
**Level 1 - the new Quays and Focal spaces, given the highest quality treatment with an emphasis on artwork and special lighting**

**Level 2 - other elements throughout the Regeneration Area, given a high quality treatment**

**Level 3 - Access Roads, where individualistic treatment is acceptable**

**Level 4 - the Holes Bay Buffer Strip, given a generally naturalistic treatment**

## 3.2 Topic Strategies



The Core Strategy is developed through a series of Topic Strategies (see Fig 3.1). Each strategy is designed to be inter-supportive of the others . . . all need to be taken into account. They are:

- **Landscape - Hard landscape; Trees and soft landscape Chapter 4.0**
- **Street Furniture/Signage Chapter 5.0**
- **Lighting Chapter 6.0**
- **Art Chapter 7.0**
- **Sustainability Strategy Chapter 9.1**
- **Utilities (Services) Strategy Chapter 9.2**

Using the provisions of these different strategies, public places and spaces of differing character can be created.

Chapter 8.0 gives information and guidance on using the advice from the Strategies in different situations - in the design of roads, footpaths, quaysides and public spaces.

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### 3.3 Objectives

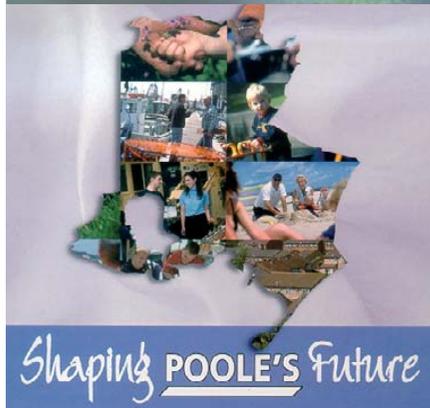
The first four Topic Strategies have these common objectives which run through the Manual. To:-

- **Ensure shared ownership of the public realm as a successful part of the Regeneration Area.**
- **Achieve fitness for purpose in terms of specification of materials and maintenance.**
- **Provide treatments which reflect the hierarchy of routes in the spatial strategy, avoiding conflict between pedestrian, cyclist and vehicular movement.**
- **Make the design of the public realm one which will encourage and attract use by the community of Poole and visitors to the town.**
- **Realise the highest quality for design, materials and workmanship across all parts of the public realm.**
- **Encourage and enable innovation and creativity within all constituent parts of the public realm.**
- **Concentrate available budgets in key areas of the new development.**
- **Minimise disruption to the public realm by access for underground utilities.**
- **Avoid conflict between pedestrian, cyclist and vehicular movement.**
- **Use design treatments to link areas or districts together, creating a sense of place and a strong relationship between old and new parts of the town.**
- **Facilitate inclusive access for all (pedestrians, people with disabilities, dog walkers, cyclists).**

## 3.4 Sustainability



Sustainability is recognised as a highly-important aspect of all forms of development today. It is, however, no longer seen as simply a matter of resource conservation, but has been broadened to include economic, social and 'quality of life' issues. As such, these underpin most aspects of the Manual's approach to the design and operation of the future public realm. The Sustainability Strategy is in Section 9.1.



## 3.5 Overview - Use of Materials for Surfacing and Street Furniture

As a lead-in to the use of materials in the Manual, this is a brief overview of its requirements for the use of materials in different situations as set out in Chapters 4 and 8. However, it is important to read the Manual fully to appreciate its detailed requirements.

Resin-bound surfacing is recommended in the Manual at various points. However, it will only be confirmed for use if it successfully completes trials designed to establish its compatibility with street cleaning equipment. If trials are not successful, an alternative material will be substituted in later editions of the Manual.



### A Surfacing materials

#### 1 Focal spaces (level 1 area)

**If part of main circulation system**

Granite/Purbeck stone/resin-bound gravel. **Elsewhere** use high quality materials appropriate to the surroundings.

#### 2 Quaysides (level 1 area)

Purbeck stone; granite, resin-bound gravel; arranged from the quay edge to the buildings as shown in Fig 8.26.

Timber and granite edging to quay, as shown in Fig 8.23 and 8.24.

#### 3 Distributor Roads - Carriageways, Footways, Cycleways (level 2 area)

**Carriageways** – bitmac, or granite pavers in places. Raised granite platforms at junctions; granite kerbs and channels.

**Footways** – bitmac, or granite pavers (in places) plus granite trim and “interface strips” as in Fig 4.11 and 4.16 Crossing points in contrasting bituminous flexible material. Quality tactile/ corduroy paving/

**Cycleways** – bitmac, can be contrasting colour. To be separated from carriageway by upstanding paint line. See Fig 8.2.

#### 4 Feeder Roads - Carriageways, Footways (level 2 area)

**Carriageways** – bitmac; Granite kerbs (chamfered) & channels.

**Footways** – textured bituminous flexible surface or quality paving slabs. Chamfered granite kerbs.

**Cycleways** – No separate cycleways on Feeder roads.

#### 5 Access Roads (normally shared surface) (level 3)

Surfaces not specified; no separate cycleway.

#### 6 Pedestrian linking routes

**Through developed areas** – quay-related materials, e.g. purbeck stone, granite, flexible bituminous textured paving, resin-bound gravel.

**Through public open spaces** – most materials acceptable, but not bitmac.

## B Street Furniture Materials

**1 Focal spaces, Quaysides, main Pedestrian linking routes** [level 1]

**2 Distributor Roads and Feeder Roads, second-level Pedestrian linking routes** [level 2]

**3 Access Roads (normally shared surface) individual treatment** [level 3]

**4 Holes Bay Buffer Strip naturalistic** [level 4]

item	level 1	level 2
<b>Seating</b>	<b>Frames</b> - stainless steel or galvanised <b>Seats</b> - timber, stone or SMC.	<b>Frames</b> - galvanised <b>Seats</b> - timber or SMC.
<b>Bollards</b>	Stainless steel or Corten. Bespoke bollard designs may be appropriate as part of art-based schemes.	Mild steel or timber.
<b>Litter bins</b>	Poole standard.	Poole standard.
<b>Cycling</b>	Cycle parking stainless steel hoops.	Agreed alternative.
<b>Third-party products</b>	High quality or bespoke.	Agreed alternative.
<b>Lighting columns</b>	Stainless steel.	Stainless steel or agreed alternative.
<b>Railings</b>	<b>Quaysides</b> approved design (Fig 4.40) where needed. <b>Focal spaces</b> Good quality stainless steel - bespoke designs may be appropriate as part of art-based schemes. Good quality guardrailing.	High quality metal railing in prominent locations.
<b>Fencing</b>	High quality metal fencing.	

Other aspects of hard landscaping (4.3), soft landscape (4.4; 4.5), street furniture (5.3), signage (5.4), lighting (6.0), art (7.0), the design of spaces (8.0), services (9.2), the new sea walls (9.4), maintenance provision (9.5).

All these form key parts of the Manual but are not summarised here. See the appropriate chapters and sections.