

4

LANDSCAPE STRATEGY - (HARD LANDSCAPE; TREES & SOFT LANDSCAPE)

4.1 Introduction



This Chapter sets out the general approach to the design of hard and soft landscape elements as follows:

- **Carriageways with associated footways and cycleways** (including kerbs, level changes, trim materials, service covers, workmanship).
- **Trees/ Soft landscaping**
- **Special situations**
 - principal footpaths/link paths independent of roads.
 - quaysides; water.
 - focal spaces (and children's play).
 - kiosks; minor buildings.

Chapter 8 is complementary to this Chapter and includes applied guidance and specific design details for the different parts of the Movement Hierarchy.

The guiding principle for the selection of materials is to concentrate high cost materials on focal areas. The concentration of high quality finishes in specific areas is preferred to an even spread of mediocrity. Hence the extensive use of blacktop (Tarmac) is acceptable where the financial savings are used to add natural stone trim and provide higher quality street furniture and stone in major spaces, routes and at junctions.

4

LANDSCAPE STRATEGY - (HARD LANDSCAPE; TREES & SOFT LANDSCAPE)

4.2 Strategy Objectives



Fig 4.3 trees and ramps on a quayside at Bideford



Fig 4.5 soft landscaping softens buildings

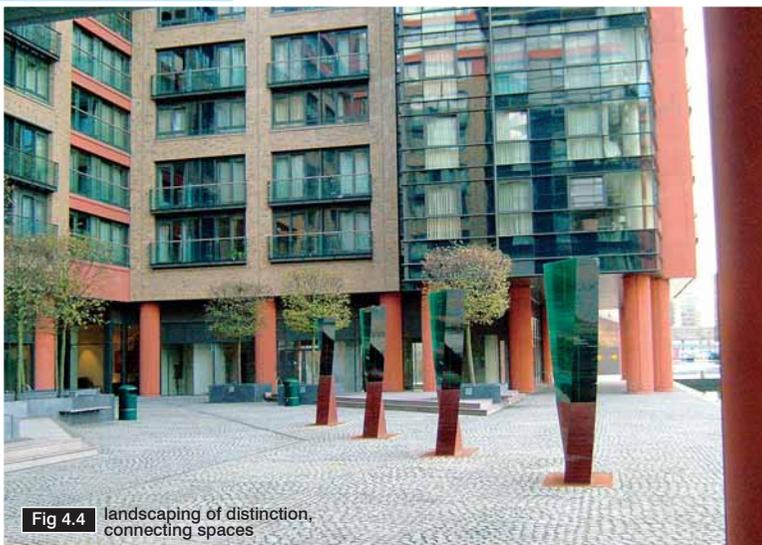


Fig 4.4 landscaping of distinction, connecting spaces

- To create areas and places which are accessible to all, including people with disabilities.
- To create landscapes which have local identities, variety and uniqueness.
- To create landscapes which connect places and guide people through the area and link to the existing town.
- To integrate landscape (including trees) into specific public spaces and roads as a foil to the built environment and to enhance local identity.
- To integrate the sea wall, new and existing lifting bridges; quayside promenades and connections to other spaces.
- To include the water as part of the landscape - (appearance from land and water need to be given equal consideration).
- To provide areas of protection from the elements.
- To ensure that hard and soft landscaping for each site and area is considered from the beginning of the design process in order to accommodate all elements including services, access, parking etc.
- To provide tree lined boulevard streets as a fundamental landscape feature.
- To provide a coherent overall design framework for the public realm, enabling the integration of the buildings, the streetscape and its working components, art, lighting, and third party equipment into a contemporary composition of quality and vision and avoiding unnecessary lines and patterns.

4

LANDSCAPE STRATEGY - (HARD LANDSCAPE; TREES & SOFT LANDSCAPE)

4.3 Hard Landscape Guidance

4.3.1 Carriageways

The guidance is intended to be applied to detailing up road proposals once the final alignments / geometries have been established. Guidance on design details is provided in Section 8.



MUST

- Distributor Road and Feeder Road carriageways and footways/ cycleways must follow the design details and use of materials in Sections 8.2 and 8.3.
- Access roads must be shared surface for both pedestrian and vehicular traffic and be designed in accordance with section 8.4.
- Junctions between Distributor or Feeder roads and Access roads must be formed as footway crossings using raised granite platforms indicating pedestrian priority. (Design details in Section 8.2 and 8.3).
- All areas intended for adoption should be to the Borough's Adoptable Standards.

SHOULD

- The **Access roads** should be seen as streets which could become public spaces at certain times of the day/year, and are unique and identifiable.
- **Access roads/spaces** are encouraged to be varied and each street should have its own character.

COULD

- On feeder roads pedestrian crossings should, where possible, be formed by using raised granite platforms which link to kerb and gutter details.

4.3.2 Footways adjacent to roads

Although wide pavements can be attractive they depend on activity. If under used they can seem bleak. Streets must be designed to give a strong urban character, relevant to their surroundings and role in the hierarchy of spaces.

Footways must exhibit a consistent appearance but need not be identical. Distributor Roads will be more consistent while Access roads are encouraged to have their own character.

Tactile paving There are a number of different types of tactile paving available, which can be used to define hazards; for example dimpled stone or clay blocks or pavers, brass or stainless studs, plastic studs in a variety of colours e.g. Fig 4.10. The choice of tactile paving material should relate to the material paving the junction (and see approvals protocol, Section 9.6.5).



Fig 4.9 footways and street furniture carefully considered

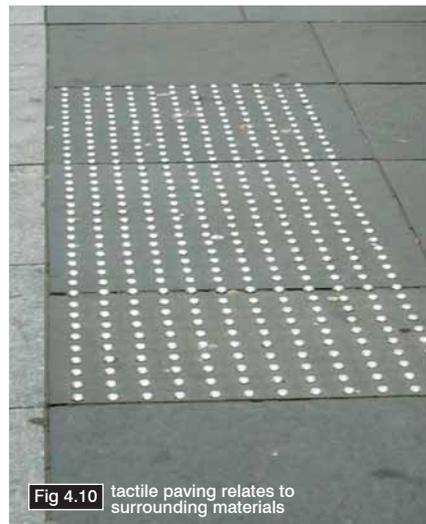


Fig 4.10 tactile paving relates to surrounding materials

MUST

- Distributor Road and Feeder Road carriageways and footways/ cycleways must follow the design details and use of materials in Sections 8.2 and 8.3.
- Access roads must be shared surface for both pedestrian and vehicular traffic.
- Transverse granite strips are to be used as a standard detail wherever possible.
- Service connections from main services into buildings should ALWAYS be located under these strips.
- Where footways could be trafficked by vehicles, they must be designed to withstand such loadings. Bollards, channels or other such devices should be used to prevent vehicles from mounting footways.

SHOULD

- Different surfaces should be used to express changes of use (Fig 4.6, 4.7), such as between vehicles and pedestrians except on shared surfaces on the Access roads. This can also be used to warn of possible dangers such as the edge of a quay wall.
- Items of street furniture should be clearly grouped to minimise the extent of tactile paving.
- Tactile paving should be designed in collaboration with Transportation Services. Materials should be chosen to relate to the quality and character of the material paving the junction. (Refer to Fig 4.10).

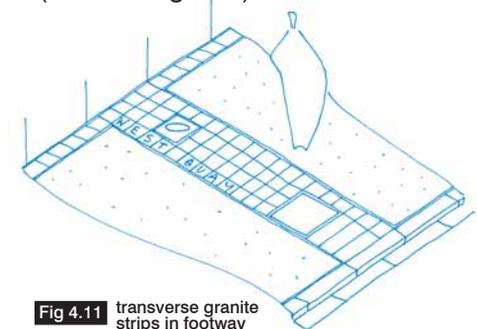


Fig 4.11 transverse granite strips in footway

4.3 Hard Landscape Guidance



Fig 4.12 cycling sign in paving

4.3.3 Cycleways

Cycleways are to be provided along all Distributor Roads in both directions, and will be mandatory. Some variations on this may be required in the existing town centre due to lack of available space. They should be designed as an integral part of the road layout, along with tree planting, on-street parking provision and service routings (see Chapter 8).

Cycleways must be designed to contribute to a coherent system, linking the different part of the Borough. Cycling is to be specifically permitted on the new quaysides.

MUST

- **Distributor Roads** - cycleway design should follow the details in Chapter 8. **Feeder** and **Access Roads** make no special provision for cycles.
- Developments must be discussed at an early stage with the Borough's Cycling Officer and CLAG, so that cycle facilities are properly planned and not added as an afterthought.

SHOULD

- **Cycle parking** provision should be based on the requirements of Section 5.3.7.
- **Signage** for cycleways should be clear, but low-key and unobtrusive.
- Like tactile paving, corduroy should be designed in collaboration with Transportation Services. Materials should be chosen to relate to the quality and character of the material paving the junction.

COULD

- **Signage** for cycleways could be set in the ground as in Fig 4.12.

4.3.4 Footpaths independent of roads

See 4.6 – “Principal Pedestrian Linking Routes”.

4.3.5 Kerbs, “interface strips” and ‘junctions between materials’

Kerbs, “interface strips” and the design of junctions between materials are critical in defining and unifying space as well as being a linking/dividing element between different materials and details, defining the proportions of building to pavement to road.

Applied guidance and design details for specific situations are provided in Section 8.



MUST

- Kerb detailing must conform to the requirements of Section 8.
- Granite must be used for the kerbs of all Distributor and Feeder Roads, and in Focal Spaces.
- Dropped kerbs must be incorporated at all junctions to allow access for all.
- The orientation, proportion, scale, colour and finish of kerbs and manhole covers must be considered integral to the design of the street and not designed as an afterthought (Fig 4.13).
- Changes in level or use must be denoted by different and contrasting materials (Fig 4.14).
- Use the pavement as a plinth for the architecture, especially where the building material is used for the pavement areas, (on access roads or focal spaces).
- The junction between all vertical elements of the landscape and the ground must be carefully considered to provide a well designed, clean and clearly articulated transition of materials and angles. It must also be consistently implementable on site.

SHOULD

- When kerbs are flush, the kerb material should be used to define the line of the pavement and proportion of space.



COULD

- Where appropriate, the building material could be used in the junction between building and landscape, creating a 300mm wide interface trim strip, which may form the primary paving material in Access Streets (Fig 4.15, 4.16).
- Where a raised physical separation is needed for dividing a road from the pavement other devices such as bollards could be used instead of raised kerbs. Where this is done, it is important that there should still be a clear delineation in the surface material.

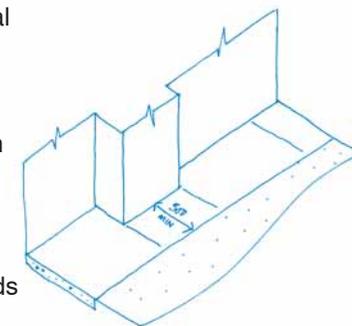


Fig 4.16 300mm minimum interface strip in appropriate material

4.3 Hard Landscape Guidance



Fig 4.17 walls could be used as seating but need skateboard deterrent

4.3.6 Steps and level changes; dwarf walling

Designers should bear in mind the possibilities for these features being used for informal seating (Fig 4.17). Designs should aim to resist skateboard damage. Steps, like other changes of level, should be marked by contrasting materials.

4.3.7 Workmanship

In order to produce a good quality environment good workmanship is essential. Typical faults which can ruin a scheme are poor setting out of paving layouts, poor cutting of slabs and blocks, excessive use of diagonal cuts, and excessive use of concrete infill. Poor detailing around service covers can be very detrimental.

Planning applications will require the submission of drawings at 1/20 scale showing construction details and laying patterns (see 9.3.3-[1]).

MUST

- Paving materials must be laid to achieve a smooth finish so that no trip hazards occur and wheelchair users have a comfortable ride.
- Considerable care must be taken in the layout, detailing and workmanship around street furniture, junctions and other obstacles, and consideration must be given to the proper placing of service covers.
- All service covers must be aligned with the paving joints.

SHOULD

- Gratings, manhole covers etc should be integrated carefully into the design and layout of the surface materials (Fig 4.13).



Fig 4.13 manhole covers lined up with paving pattern

4

LANDSCAPE STRATEGY - (HARD LANDSCAPE; TREES & SOFT LANDSCAPE)

4.4 Soft Landscape Guidance

Fig 4.18 soft landscape:
both exotic species



Native species of plant are suitable for locations adjoining 'natural' areas on the south side of Holes Bay, but in most locations native plants offer too restricted a range of design opportunities. Poole's favourable climate widens the choice of plant species, hence the intention is that exotic plants are used more architecturally as features and landmarks, with less striking indigenous species used more 'naturally' for background.



Fig 4.19 and native plants
grow well in Poole



Fig 4.20 soft landscape: trees and planting
soften impact of hard landscape

4

LANDSCAPE STRATEGY - (HARD LANDSCAPE; TREES & SOFT LANDSCAPE)

4.4 Soft landscape Guidance

4.4.1 General

In higher density areas further greening of the environment by vertical planting should be encouraged. Blank walls could be planted with either self clinging climbers or with shrubs and small trees trained to grow flat against the wall.

The Manual does not specify plant species for other locations, but for information Section 9. 6.7 [1] to [4] lists plants that are considered suitable for the area, based on experience of Poole's unique microclimate.



Fig 4.21 soft landscaping: bedding plants add dramatic colour



Fig 4.22 bold planting can augment architecture

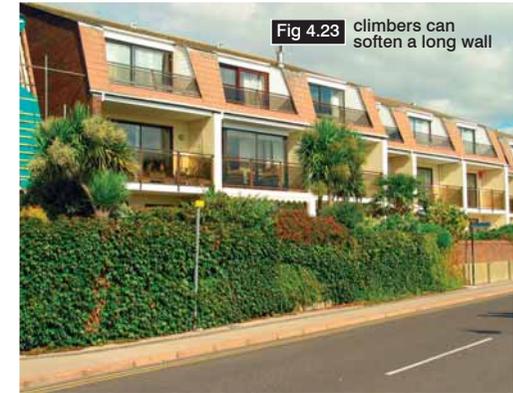


Fig 4.23 climbers can soften a long wall

MUST

- The character of a site's landscape must be considered from the earliest stages in the design process.
- Planting in the public realm must be carefully considered and related to the activities that surround it.
- A landscape strategy drawing and landscape design statement, outlining how the soft landscape relates to the overall landscape scheme and its surroundings, must accompany all planning applications.
- Every planting scheme should be designed taking the mature size, longevity and maintenance requirements of all plant material from trees through to mown grass into account.

SHOULD

- Wherever possible, soft landscape schemes should contribute to the Sustainability Strategy (see Section 9.1).
- Planting design should to be bold (refer to Fig 4.21, 4.22). It should be designed to meet practical needs, respond to the architecture, and provide varied visual interest at different eye-levels. Much planting fails from being walked on, raised planting areas need to be considered in the context of the spatial design, and not just put into the space to add interest or conceal bad architecture.
- Consideration should be given to desire lines: mown grass and planting will inevitably be trampled on if placed across natural routes.



- Long-term management instructions, in the form of a written statement, for renewal of planting based on design should be provided by the designers to assist in maintaining the long term integrity of the landscape design.
- Plant varieties – planting should provide seasonal interest and not rely on evergreen shrubs for ‘all year round’ interest.
- In planting schemes all plant types should be utilised e.g. bulbs, grasses, perennials, shrubs, & trees . Ecologically compatible groups of perennials should be used to provide low maintenance, seasonally interesting planting schemes. Native grasses and perennials should be considered in all planting schemes; they bring an extra dimension of movement and a variety of seasonal highlights.
- Poole’s micro climate supports a wide range of plants. Many less hardy varieties will thrive here and a variety of shrubs from New Zealand, Australia,

South Africa, The Mediterranean and California should be used as accent plants within planting areas.

- Climbers – to provide further greening in the environment vertical planting should be encouraged, blank walls could be planted with either self clinging climbers or shrubs and small trees that when trained grow flat against a wall. (Fig 4.23 - 4.25) (Species listed in box at 4.4.2).
- In areas such as the Holes Bay Buffer Strip planting should be solely of native species appropriate to the situation.
- Bedding – bedding displays in focal areas should be considered in appropriate areas, taking future maintenance into account. Bedding displays are historically associated with seaside towns and appeal to a wide range of people.

COULD

- Bedding as art. Some bedding and annual plant displays could form part of the art strategy, with artists designing the planting schemes on an annual or bi-annual basis.
- Undeveloped sites could be planted temporarily with wildflower seed mixes prior to building works commencing, this would provide visual interest and contribute to the environment for the periods before the sites were developed.

Fig 4.25



4.4.2 Choice of species - climbers and wall shrubs

Recommended climbers include:

- Hedera sp. (ivy)
- Parthenocissus sp. (Virginia creeper)
- Campsis radicans
- Vitis ‘Brant’ and other cultivars (vine)
- Jasminum (jasmine)
- Hydrangea petiolaris (climbing hydrangea)

Wall shrubs/ small trees that can be trained to grow flat against a wall include:

- Ficus species (Fig)
- Pycracantha sp
- Ceanothus
- Cytisus battandieri

4

LANDSCAPE STRATEGY - (HARD LANDSCAPE; TREES & SOFT LANDSCAPE)

4.5 Soft Landscape Guidance - Trees

Trees will form an important part of landscape proposals for sites throughout the Regeneration Area, not least because they are the only landscape elements which can match the scale of the large new buildings that will be typical of the area.

Trees will also form a key part of the landscape treatment of Distributor Roads, as specified in the Masterplan.



Fig 4.27 trees can modify the impact of large buildings



Fig 4.26 larger trees complement well designed buildings

4.5.1 General

Trees planted in urban street situations need high-quality detailing if they are to survive and flourish. Tree planting is frequently rendered impossible by lack of prior planning of service routes and sight-lines, and it is vital that these problems are overcome. Tree pits should always be detailed as shown in the Manual.

The Manual does not specify tree species for other locations. However, Section 9. 6.7 [3] lists a number of trees regarded as suitable and known to flourish in the area.

MUST

- Distributor Roads must be planned to accommodate large trees on both sides at 10.0 m spacing as set out in Section 8.2.1.
- Feeder Roads must be planned to accommodate medium-sized trees on one or both sides at 10.0 m spacing as set out in Section 8.3.1.
- Services and road layouts **MUST** be planned to allow street tree planting.
- The type and scale of tree must be matched to its surroundings to ensure that both are mutually supportive visually. Trees must respond to the architecture and urban morphology and the use of the area.
- Tree pits to the details shown in Fig 4.28 & 4.29 must be used as standard. Trees must be planted with structural tree soil, in tree pits or trenches large enough to support the trees as they mature. All tree pits and trenches must have root barriers. All trees must be planted with root directors. The bases of all tree pits must have adequate drainage. A convenient system of irrigation must also be provided.
- Where CCTV systems are required they should be planned from an early stage, at the same time as tree planting is being designed.

SHOULD

- Large trees should normally be planted in smaller groups at 14m centres on the new promenades - see Sections 8.7 and 8.8.
- Medium sized trees should be planted along Access Roads at centres to suit design.
- When selecting species of street trees, the effects of leaf fall on cleansing costs should be borne in mind.
- Wherever possible, street trees should be sited in shrub beds to reduce the effects of leaf fall.
- Permeable resin bound aggregate should be specified over tree pits for use in hard-surfaced tree locations in lieu of loose material to avoid maintenance issues. (Fig 4.31). Tree grilles may be justifiable in some circumstances, in which case designs (1) should be in keeping with adjacent street furniture AND (2) should resist gravel disturbance by street-sweeping machines.
- Tree guards should be used wherever the possibility of damage makes them necessary (Fig 4.32).

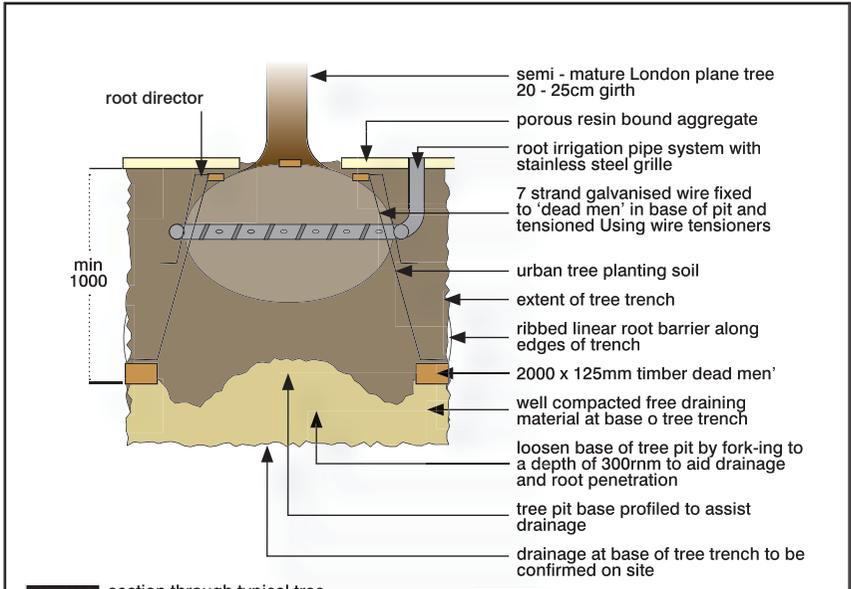


Fig 4.28 section through typical tree planting trench



Fig 4.30 tree planting trench in paving, showing root directors, continuous trench and irrigation pipes (Greenleaf Products)



Fig 4.31 typical standard treatment for tree pits with resin-bound gravel, incorporating irrigation pipes [NB Poole spec requires flush granite trim surrounds]



Fig 4.32 good quality tree guards to be used as appropriate (Townscape)

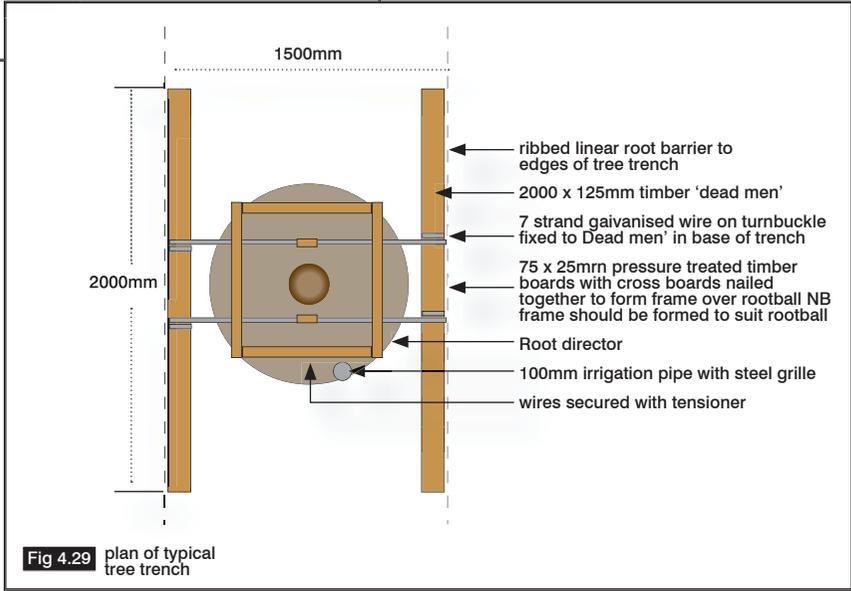


Fig 4.29 plan of typical tree trench

4

LANDSCAPE STRATEGY - (HARD LANDSCAPE; TREES & SOFT LANDSCAPE)

4.5 Soft Landscape Guidance - Trees



Fig 4.33 Gingko

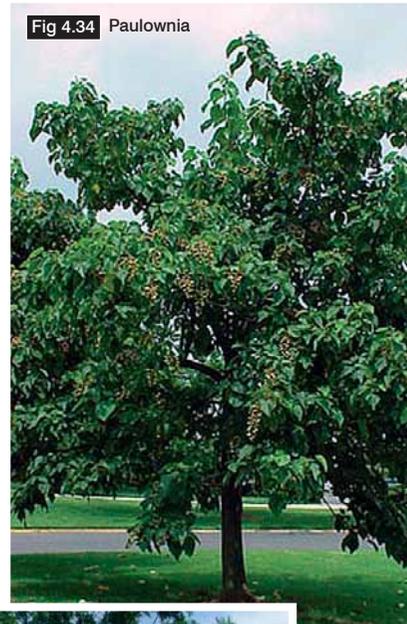


Fig 4.34 Paulownia



Fig 4.35 Birch



Fig 4.36 Ash

4.5.2 Street tree Species

Street trees are regarded as important to the Regeneration Area for two particular reasons. Firstly, the high density developments that are being planned will offer less scope than normal for traditional landscaping, and secondly, the scale of the new buildings demands trees rather than low-level shrub planting alone.

Street trees need careful selection and should be chosen to suit the situation. An important principle is to ensure a good degree of continuity of treatment in terms of tree size and species in a given area. The following short list highlights the principal options, with a fuller list in Section 9.6.5.

CHOICE OF STREET TREE SPECIES

Recommended larger trees include:

- *Acer campestre* (upright cultivars)
- *Castanea sativa*
- *Corylus colurna*
- *Gingko biloba* (Fig 4.33)
- *Platanus x acerfolia*

Recommended medium sized trees include:

- *Pyrus* 'Chanticleer'
- *Paulownia tomentosa* (Fig 4.34)
- *Betula pendula* (Fig 4.35)
- *Fraxinus oxycarpa* 'Raywood' ash (Fig 4.36)
- *Acer campestre*
- *Sorbus intermedia*

4

LANDSCAPE STRATEGY - (HARD LANDSCAPE; TREES & SOFT LANDSCAPE)

4.6 Principal Pedestrian Linking Routes

The Poole Regeneration project will only deliver an integrated new quarter of the town if the pedestrian links between the existing town and the new development areas are clear, attractive, safe, inviting and effectively connect the new development area with the existing town. Indications of direction can be achieved with signage but the landscape treatment must also provide clear visual clues to pedestrian movement.



Fig 4.37 unified materials, lighting and street furniture link important destinations

4.6 Principal Pedestrian Linking Routes

4.6.1 Introduction

The Masterplan identifies the following key pedestrian links to the existing town (see Fig 2.2) which must be addressed, maintained and developed as part of the preparation of development applications:

- Dee Way - Barbers Piles open Space - Thames Street - Poole Quay
- Whittles' Way - RNLI - Asda - Town Centre via North Street
- Asda - across Holes Bay Road - Railway Station
- RNLI/Asda - Hunger Hill Burial Ground - Town Centre
- Whittles Way - Marston Street (new link) - Old Orchard
- Link to Carter Community College
- Poole Bridge - Shapwick Road/ Hamworthy Park

In addition, a pedestrian/ cycle link is required to link along the shore of Holes Bay, and a "green link path" around the power station site, also Fig 2.2.

Pedestrian link routes which connect the new and older parts of the town should be designed using a generally uniform treatment so that users will easily be able to recognise them.

MUST

- Links to the town from the quayside must be as direct as possible and associated with existing attractions (St James' Church, Custom House, Quay, Guildhall) to connect with potential attractors on the new quayside.
- Links to the existing town must incorporate elements of the quayside promenades and Distributor roads in particular. Paving materials, kerbs, lighting, signage and pools of light should be used to reinforce a common theme. (Fig 4.37 & 4.38).

SHOULD

- Direct visual connection should be achieved from the start point in the existing town as far as possible to views or glimpses of the water and quayside.
- Soft landscaping should emphasise the route with lines of planting, being careful not to obscure potential views.
- Signage should be used only where ambiguity exists.
- Materials for footpaths across public open spaces should be appropriate for the space and should follow established or carefully considered desire lines. Blacktop should not be used as a path surfacing within areas of soft landscape.

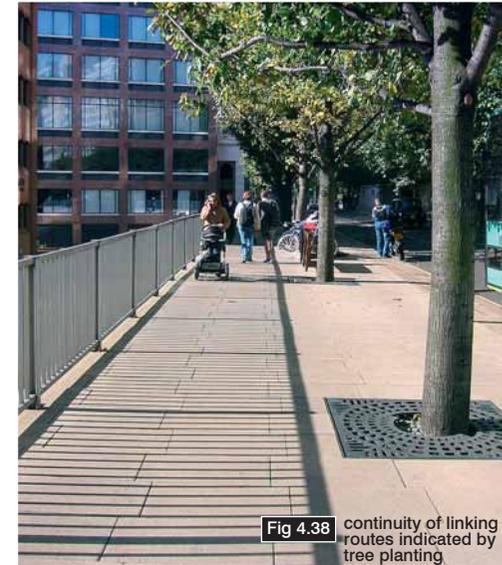


Fig 4.38 continuity of linking routes indicated by tree planting



Fig 4.39 distinctive lighting highlights important routes

4

LANDSCAPE STRATEGY - (HARD LANDSCAPE; TREES & SOFT LANDSCAPE)

4.7 Interface with Water - Quaysides and Sea Wall; Water Features

Poole and water are intrinsically linked. The Back Water Channel, Holes Bay and Poole Harbour are physical and visual assets.



Fig 4.40 most of the Quay has no railings and where necessary very simple forms should be used (Broxap BX 1522 Bridgewater)

4.7.1 General:

There is the opportunity for water to be used in many ways and interact with the streetscape; from celebrating the existing water as the life blood of Poole to using water as an artistic element introducing the sound of moving water to urban conditions.

4.7.2 Quaysides

Quayside widths are set out in the Masterplan as follows:

- **Between the Bridges**
normally 12 to 15m width.
May vary to 8.0m wide as an exception, but only “where this is connected with the delivery of other significant and desirable features”.
- **Bay Views**
varies between 8 and 12m width.
- **Hamworthy Gate**
normally between 12 and 15m width.
- **Hamworthy Quayside**
varies between 12 and 15m width.

Cycling will normally be permitted on quaysides, as shown in Fig 2.2 (including the quayside north of the new bridge). More details on the sea wall are in Section 9.4.

Traditionally, there have been no railings on Poole Quay, and it is intended to continue this tradition on the new quaysides as far as possible. However, a key principle is that railings must be provided where there is a fall of more than 0.6m onto a hard surface.

Where quayside railings are needed the design shown in Fig 4.40 (already in use at Custom House Steps on Poole Quay) should be used.

MUST

- The quayside detailing and materials must conform to the requirements of Sections 8.7 and 8.8.
- Every opportunity must be taken to relate public space to water by pedestrian access to new quaysides, proximity, glimpses or views.
- Quayside promenades must reflect their use as modern leisure spaces whilst making reference to the historic quaysides of Poole and the town’s association with trade, boat building and timber yards. In appropriate locations timber could be introduced as a paving material.
- In designing the new quaysides, due consideration must be given to pedestrian safety, durability, drainage, litter and cleansing, the impact of vehicle use and the cost and convenience of maintenance.
- Fencing must be provided along the quays where there is a drop of more than 600mm onto a hard surface. Where provided, fencing must normally be 1.0m back from the quay edge.

SHOULD

- Quaysides should be designed to accommodate childrens’ play (see 4.9).

4

LANDSCAPE STRATEGY - (HARD LANDSCAPE; TREES & SOFT LANDSCAPE)

4.7 Interface with Water - Quaysides and Sea Wall; Water Features



Fig 4.41 existing sea wall - an example of design quality

4.7.3 Sea Walls

The detailed design of the new sea walls are covered in Section 9.4. The design of the new walls must be acceptable in appearance and in operational terms, and they must be designed to ensure a long life before major repair will be required. Sections where the existing wall is capable of refurbishment must be made safe to a satisfactory standard. The waterfront should be designed to allow lower-level access to the water at points, without encouraging swimming in an operational area. For this purpose, sections of the wall should be constructed at a lower level (see Fig 8.19 and 8.26), and floating sections included in designs in areas acceptable to the Harbour Commissioners. Subject to approval, facilities for mooring should be provided.

4.7.4 Water features

Water can be a positive feature in focal spaces, acting to enliven spaces and involve the public (Fig 4.42 and 4.43). Water features can either be static or more dynamic.

MUST

- Any new water features must be designed to relate to seasonal conditions. Spaces in which they are located should be designed to “work” when the water is turned off.

SHOULD

- Water feature designs should take into consideration maintenance, safety and the local micro-climate.



Fig 4.42 water as entertainment



Fig 4.43 water as part of the street scene

4

LANDSCAPE STRATEGY - (HARD LANDSCAPE; TREES & SOFT LANDSCAPE)

4.8 Focal Spaces or Points

Public focal spaces within the regeneration area will need to be beautiful spaces, accommodating a variety of uses if they are to attract people to stay in them and add to the vitality and prosperity of the town. They must be located in places where people will be passing or congregating and where surrounding activities, views and microclimate complement public enjoyment. They should provide furniture and planting to make the spaces more comfortable, with seats to rest on, shelters (from sun, wind and rain) to sit under, and trees to provide shelter and dappled shade.

4.8.1 General

The Masterplan and spatial framework identify a number of key Focal spaces, some existing and some which must be provided in the new development (See Figure 2.2).

4.8.2 Focal spaces - location

Spaces of different sizes and character in the general locations and at the sizes listed must be provided as part of development proposals, and at appropriate intervals throughout the Regeneration Area. On the quaysides these will occur around or near the junctions with access routes at distances of around 80m apart fitting in with block sizes where footfall and visual legibility is higher. These areas (particularly the major ones) should normally be designed to be enlivened by uses like cafes and bars with outdoor seating areas to create a vibrant atmosphere.

On the Hamworthy side a major large scale waterfront focal space is shown in the Masterplan. Section 8.9 sets out how the design of this space should be approached.

Identified new focal points / spaces shown in the Masterplan are:

- **by Poole Bridge**
approx 850 sq.m.
- **end of Dee Way**
approx 500 sq.m.
- **end of Whittles Way**
approx 900 sq.m.
- **“Hamworthy Quayside”**
approx 2100 sq.m (does not include area of quayside walkway).
- **Hamworthy Gate waterfront space**
approx 2000 sq m.
- **Hamworthy Gate ‘village green’ space**
approx 2000 sq m.

Additionally, the Masterplan shows [1] Holes Bay waterfront buffer space (approx 6800 sq.m) and [2] a “Through” space between West Street and West Quay Road of approx 1400 sq m.

4

LANDSCAPE STRATEGY - (HARD LANDSCAPE; TREES & SOFT LANDSCAPE)

4.8 Focal Spaces or Points



Fig 4.44 focal spaces are venues for events

4.8.3 Focal Point or Space design

MUST

- Focal spaces must be provided with adequate levels of seating appropriate to their character, so that the best views are utilised and people can have a choice of sunny or shady seating.
- Consideration must also be given to noise and light pollution that might be generated by activities in the spaces, with regard to their potential to cause nuisance.
- The spaces must relate to surrounding streets and architecture, with materials carefully chosen to blend in with materials already in use in that locality. They should feel safe for all users both during the day and at night time. Sight lines should be maintained across the spaces so that both views in and out of the spaces are not obscured. Lighting should help to define the spaces both in terms of the size and character.



Fig 4.45 Poole Quay is already a popular venue for events



Fig 4.46 seats addressing a space

- All focal spaces must incorporate dedicated multi use space which can be used for a variety of activities, including events like performance, street markets, street theatre, organised music, and future festivals depending on scale.
- Spaces must include specific areas that are capable of taking the weight and accommodating the turning circles of service and emergency vehicles. Areas not capable of taking such loading must be protected from vehicle access.

- The major open space at Hamworthy Quayside is identified as the principal event space of the Regeneration Area. It should be designed as a full time dedicated space to accommodate formal and informal events and as a performance space.
- Focal points or spaces must be provided at suitable intervals and of sufficient dimensions to ensure their appropriate use, in compliance with the space standards summarised below at 8.6.2.



Fig 4.47 a built-in electric supply is needed for performance spaces. Temporary stages can be useful

- Provision of services, especially temporary power supplies, must be made in major focal spaces (Fig 4.47).

SHOULD

- Outdoor refreshment areas will provide vitality by creating an opportunity to stop, relax, eat, meet, watch and enjoy the area from sociable uses like pubs, bars, cafes and restaurants. Spill out space should provide around 2.5m per single run of tables and chairs should be allowed for.
- Incorporate interesting and attractive features of different kinds.
- Incorporate features reflecting Poole's past and historic identity where appropriate.

COULD

- In focal areas preference should be given to natural or self-finishing materials. These should be chosen to blend in with the architecture and should be laid to ensure they can stand vehicular use.

4

LANDSCAPE STRATEGY - (HARD LANDSCAPE; TREES & SOFT LANDSCAPE)

4.9 Children's Play

Children's play should be integrated into the public realm (including the new Quaysides), though not necessarily in traditional form. Skateboard facilities and more traditional play areas may be required in some locations. It is most important that any equipment requiring safety surfacing should NOT be placed in any area subject to mechanical maintenance.

Fig 4.48 small interventions like this game can have a major impact



SHOULD

- The quayside promenades should be designed to accommodate children's play at a level appropriate to expected demand (i.e. to include demand from visitors as well as residents). (Refer to Borough of Poole Play Strategy).
- Any item connected with children's play and leisure activity should be of high visual design quality as well as imaginative and challenging.
- Within play areas benches should be provided for carers and these should be placed where play-space can be easily viewed and, where possible, south facing. Spaces should be welcoming for both children and their carers.
- Clear sight lines into and out of play areas should be maintained for safety.

COULD

- There could be a need or opportunity for a small play facility on the open space near the Bridge (Barbers Piles) or at the old Burial Ground or other areas.



Fig 4.50 skateboard parks can be integrated into other spaces



Fig 4.49 public art can be fun too

4

LANDSCAPE STRATEGY - (HARD LANDSCAPE; TREES & SOFT LANDSCAPE)

4.10 Outdoor Cafes, Kiosks and Shelters etc

Outdoor cafe refreshment areas and kiosks are now a feature of public life in Britain. They have benefits in introducing interest and vitality into public areas, but their location and design requires careful consideration.

MUST

- The position of cafes in the public realm must avoid any confusion in the delineation or use of pedestrian space (Fig 4.51).
- The position of cafes/outdoor eating arrangements in the public realm must follow the Borough of Poole's 'Tables and Chairs in the Open Air guidance' ['Refreshments Consent'] where on the public highway.
- The design of new minor buildings and kiosks must be of high quality. Buildings in important locations should be architect designed, acting as landmarks or art pieces.

SHOULD

- Pavement cafes will function most effectively in a place that catches the sun and is sheltered from winds and pollution, and hence careful consideration should be given to orientation.
- Designs for outdoor spaces should allow for shelters at appropriate locations, such as viewpoints or natural waiting areas (including points where pedestrians must wait for bridge opening).



Fig 4.51 outdoor cafes allows for pedestrian movement



Fig 4.52 even a smoking shelter can be an attractive piece of streetscape