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#### 9.1 Sustainability Strategy - Sustainability in the design, construction and operation of the public realm

The understanding of Sustainable Development has broadened over recent years to include concern with both [1] the environment and [2] human welfare. It is no longer just a matter of energy and resource conservation. Today, sustainable communities are described by the DCLG as: active, inclusive and safe; well run; environmentally sensitive; well-connected; thriving; well served; fair to everyone.

Many different criteria for sustainability have been suggested, but they all clearly cover similar ground. So far as the public realm is concerned, the following Sustainability Criteria in the ODPM report “Millennium Villages and Sustainable Communities” seem helpful:

- 1 Resource consumption should be minimised (electricity and gas consumption, water, use of land; use of vehicles).
- 2 Existing site features (local environmental capital) should be protected and enhanced.
- 3 Design quality should be high.
- 4 Residents should enjoy a high quality of life.
- 5 Equality and social inclusion should be increased.
- 6 Participation in governance should be as broad as possible.
- 7 Environmental and quality of life objectives should be integrated.

The Streetscape Manual is concerned with Criteria 1 to 4 directly, while 5 and 6 are largely outside its scope. Criterion (7) means that no one of these criteria should be dispensed with in favour of others. Hence, for example, low running costs should not be pursued at the expense of quality of life.

## 9.1 Sustainability Strategy - Sustainability in the Design, Construction and Operation of the Public Realm

**Resource consumption** – The public realm consumes energy in several ways. Firstly, in the energy and materials used in its construction. Second, in the running costs of street lighting, street cleaning and litter clearance; maintenance of planting areas and soft open spaces, and maintenance costs associated with public artworks. These have to be balanced by the sustainable benefits to the community of good design quality and quality of life.

**Existing site features** – There is little in the Manual on the protection of existing site features, partly because there is relatively little to protect on brownfield sites. However, section 8.10 is designed to ensure retention and protection of the Holes Bay shoreline strip for nature conservation purposes.



**Design quality** – A principal *raison d'être* of the Manual is to secure high quality design of public spaces, and much of its material is specifically directed to achieve this. Good design quality helps create an environment that people like living in and hence are prepared to identify with and look after.

**Quality of life** – The Manual's aim is to help offer a high quality of life by promoting an extensive public realm which offers adequate space, and is maintained to a good standard. The provision of a connected system of new 10-15m wide waterfronts, in particular, is intended to contribute to public amenity and enjoyment. The Manual seeks landscape treatment, decorative lighting and artwork which will contribute to quality of life. Trees, particularly street trees, will help absorb carbon dioxide from traffic emissions.

*The section of the Masterplan headed "Impact on the Environment" (para 2.19 to 2.22) should be referred to.*

### 9.1.1 Sustainability Strategy - Objectives

- to offer a high quality of life by promoting spacious, well designed and well-maintained public areas.
- to achieve landscape treatments, street and decorative lighting and artwork which will contribute to quality of life.
- to create opportunities for large-scale planting of street trees which will help absorb carbon dioxide from traffic emissions.
- to use local materials (particularly Purbeck stone) as part of the treatment of the new quaysides.
- to provide shorefront treatment to Holes Bay which contributes to the quality of life of the general population, enhances wildlife interest and protects the Bay against disturbance.
- to ensure cycling provision throughout the new developments (including on the new quays) as a means of reducing powered vehicle use.
- To choose materials, street furniture and lighting equipment taking the ease and costs of maintenance into account.

## 9.1.2 Sustainability Guidance

**Choice of materials** – Use should be made of natural materials whenever possible. Locally-sourced materials (particularly Purbeck stone) should form a significant part of the surfacing of the new quaysides. European-sourced granite (e.g. French blue-grey) is preferred to Far Eastern. The use of recycled materials should be considered in appropriate cases. Where timber is used for surfacing it should be from a verified sustainable source.

**Choice of street furniture** – Street furniture should be chosen for both acceptably low maintenance costs and contribution to design quality and quality of life. Street furniture should be located in such a way as to minimise maintenance costs, and opportunities for providing seating on dwarf walls should be pursued (e.g. Fig 5.15 and 5.16).

### **Choice of lighting equipment**

– Lighting equipment should be chosen for both acceptably low running and maintenance costs and contribution to design quality and quality of life. Installations should pay particular attention to minimising light pollution, especially in areas where light levels are currently low. Control systems should be provided to avoid the use of power at times when lighting is not needed. Low-level lighting systems should be used in appropriate situations. Care should be taken not to misinterpret the required lux levels in “Secured by Design”.

### **Taking advantage of solar gain/ protection from the weather**

– The Masterplan seeks “small parks, gardens, rear gardens, roof terraces and balconies suitable for enjoying Poole’s warm, sunny climate” (chapter 2). The Manual supports this approach to the positioning and design of public spaces. The Masterplan also looks for buildings in narrow lanes to be designed so that sunlight can penetrate to the streets by means of appropriate building heights, and such devices as roof setbacks. The Manual seeks the provision of shelters from inclement weather in key open spaces.

### **Alternative power/energy in the public realm**

– Developments should aim to follow the lead of the Seldown Eco-Village project in designing low-energy use developments. Sources of alternative power for streetscape items (such as parking meters, powered water features and artworks) should be considered wherever possible.

### **Sustainable urban drainage systems**

– Poole has policy of seeking sustainable drainage systems (SUDS) whenever possible. It remains to be determined how feasible this will be in the Regeneration area, most of which is reclaimed land. Section 8.10 indicates design principles for the buffer strip to Holes Bay, and includes a permanent wet ditch as a barrier to public intrusion. Roof run off from the site could be piped into these wetlands and filtered prior to being discharged into Holes Bay.

**Shorefront planting** – The Holes Bay buffer strip should be planted with native plant species typical of this habitat. This planting and the water feature will contribute to the wildlife value of the development. The access track should be surfaced with recycled material from the power station in order to provide a habitat to re-locate some chalk-loving plants from the site.

**Street trees** – In the new higher-density developments, planting space will be scarce. Street trees will form an important part of the strategy for introducing natural elements into the new developments. Trees absorb carbon dioxide and help to combat pollution in urban areas, and at the same time contribute to public amenity and quality of life. The manual includes a range of species that should thrive in the difficult conditions likely to be encountered, some of which are native. The majority have smaller leaves, chosen to avoid excessive difficulties with street cleaning.

**Promotion of cycling** – Good cycling provision helps to cut down vehicle use. The Manual includes the requirement for cycleways along distributor roads and the new quays. It also includes links which will contribute to cycle provision ‘around Holes Bay’, plus requirements for cycle parking provision.



# 9

## SUSTAINABILITY AND UTILITY STRATEGIES; 9.2 Strategy and Guidance Utilities



**Fig 9.1** poor choice of materials and poor maintenance can damage the character of any area

### 9.2.1 Introduction | Utilities

The provision and maintenance of utilities is a highly important issue so far as Streetscape is concerned. As Fig 9.1 shows the standards used for the repair of utilities can have a seriously damaging effect on the appearance of the public realm. Not only should repairs be carried out properly, but services should be installed in an intelligent way which does not compromise street tree planting or cause other problems.

### 9.2.2 Liaison with service suppliers

Research covering a number of other towns and cities has confirmed that positive management and cooperation with the statutory service suppliers can achieve a satisfactory measure of control, to the benefit of all. At the highest appropriate level the Borough of Poole will seek to reach an understanding with the statutory suppliers and agree to a set of common principles with regard to the design, installation, re-installation and maintenance of services. This high level understanding and establishment of principles is seen as essential in setting the agenda for subsequent liaison activities.

### 9.2.3 Principles for the installation and repair of services

In the existing areas of Poole the principles will cover excavation, re-instatement, maintenance and upgrading of existing lines. In the Regeneration Area the principles will also cover initial design and installation to agreed formats and locations.

Where infrastructure is to be installed, such as in Hamworthy, unconstrained by existing development, it will be possible to establish a defined services reserve associated with each class of road as defined in the spatial framework. The common principles will establish the agreement of the service providers to work within the constraints of these reserves.

The common principles should be developed into a Code of Practice covering the design, installation, excavation, re-instatement and maintenance of services. This can then be monitored at regular technical liaison meetings. Particular attention must be paid to the usage of appropriate, trained re-instatement contractors.

An agreement will be sought to install services in the services reserve in accordance with the National Joint Utilities Group (NJUG) recommendations Publications Nos 7 and 10. (1997 and any subsequent revisions).

### 9.2.4 Individual services requirements

Experience from other cities and towns researched by B and B indicates the following:

- **IT, Telecoms:** Placed in dedicated ducts with associated draw pits. Agree cover details with service provider (recessed etc).
- **Electricity:** Normally placed in the ground to aid heat dissipation. Where ducts/draw pits used, as for telecoms. Need to be separate from telecoms to avoid electro magnetic interference.
- **Foul/Surface Water Drainage:** Gravity systems laid in ground to levels as necessary. Usually separate from other services.
- **Water, Gas:** Would lend themselves to a common pre-cast trench approach but this has not been achieved elsewhere, may be developed in association with the statutory undertakers. Otherwise they should be laid in ground with particular attention to management of excavation and re-instatement.

It should be possible to make use of the agreed services reserve format as a condition of adoption of roads constructed by a developer.

### 9.2.5 Strategy | Utilities

- To establish ongoing liaison arrangements with Utilities interests at the earliest possible stage in order to ensure that utilities provision and installation is handled in the most beneficial way possible.
- To create a streetscape environment that will allow the utilities to be managed, maintained and upgraded in a controlled way, minimising disruption and damage to the paving materials.
- To ensure that services are provided in a way that does not conflict with street strategic tree planting.
- To preserve the integrity of soft landscape and its associated root systems, to allow a mature landscape to evolve.

## 9.2 Strategy and Guidance Utilities

### 9.2.6 Guidance | Utilities

Differing design approaches will need to be developed for different classes of highway and open space. Appropriate approaches will be required for areas of existing urban infrastructure and for areas where new construction is to take place.

#### MUST:

- Installation, diversion, upgrading and repair must be undertaken within an agreed managed framework that will minimise disruption to the public and the fabric of the public realm.
- Utilities must be laid as appropriate in accordance with recommendations of the National Joint Utilities Group (NJUG) recommendations Pub No.7, 1997.
- The location of all utilities is to be considered at the beginning of the design process in order to avoid conflict with landscape requirements. Utilities should be planned to avoid compromising street tree planting required by the Manual.
- The guidelines in NJUG Publication 10 (“Guidelines for...services in proximity to trees”) should be followed.
- Electricity and water supplies should be provided to open spaces as per Section 8.6.

#### SHOULD

- Common service trenches/ducts should be adopted wherever possible to minimise future disruption and prevent damage to tree roots.
- Services Common Service Zone has been designed for the new development site. Services that require being laid in the ground should be laid adjacent to trenches so that service routes run parallel to each other.
- Covers should be laid in paving in line with joints and integrated into the streetscape.

The detailed schematics for common service trench demonstrates the following:

- 1 Recommendation for size of common trench/ducted system.
- 2 Detailed recommendations of industry agreements on spacing of specific utility provisions in co-locational situations reflecting adoption in other developments.
- 3 Recommendation of how applications for utility runs maybe administered and implemented to achieve the aims of common service trench/ducts.
- 4 Indication of how the integration of surface treatments with a ducted system can be achieved to minimize future disruption and maintenance costs.

**Designers and developers of roads and buildings should ensure that the design of service routes and installations takes full account of the requirements of the Streetscape Manual from the earliest stage.**

**Service runs should be designed in a way which does not conflict with strategic street tree planting design.**

**Branch services should be laid under pavements below transverse granite strips as per Chapter 8.**

## 9.3 Planning Applications and Streetscape SPG

### 9.3.1 Introduction

Proposals in general should be developed taking account of the Poole Local Plan, the Masterplan and other SPG including the Design Code and the Landscape Design Code. Among other things, it is important that the character of a site's landscape is considered from the earliest stages in the design process. Equally, attention is drawn to the requirement for an artist's involvement from an early stage.

This section notes all the material required to be submitted as part of a planning application to meet the requirements of the Manual.

### 9.3.2 Guidance | Material required to be submitted with a planning application - Outline stage

Much of the material listed below for a full application will be required as part of an outline application. What is required will need to be agreed with the Case Officers at an appropriate time. However, detailed hard and soft landscape proposals will not normally be required at outline stage.



## 9.3 Planning Applications and Streetscape S P G

### 9.3.3 Guidance | Material required to be submitted with a planning application - Full application stage.

#### 1 “Streetscape Briefing Document”

Developers proposing to carry out development of sites within the Regeneration Area must submit a “Streetscape Briefing Document” setting out how their proposals meet the requirements of the Manual. So far as design details are concerned, this should include:

##### General

- How the proposals relate to the requirements of the strategy - the Design Principles (1.4), major themes (1.6.2 to 4), Spatial Framework (2.0) and details of the Manual.
- How the proposals meet the Sustainability Strategy (9.1).
- How the proposals meet the Utilities Strategy (9.2).
- If proposals differ from the Manual’s requirements, an explanation of why, and the reasons for the proposed alternative solution.
- How the proposals relate to neighbouring developments.
- General information at scale 1:500 and 1:200

#### Materials

- Proposed sources of materials and where to obtain further information; case studies of where to see materials already in use.

#### Specification and details

- Details showing means of coursing, junction details, kerbs. Edging, channels service covers.
- Engineering specification including make-up, thickness, unit size, etc.
- Sketches to illustrate general distribution of elements.
- Detailed sections and plans at 1:20/1:10/1:5.

**The manual also requires the submission of the following as part of the application:-**

#### 2 Landscape proposals for the site.

Firstly, a Landscape Design Statement, plus Hard landscape proposals (Section 4.1-5); Soft landscaping (Sections 4.5 to 4.7) and special situations including focal spaces, watersides and kiosks (Sections 4.8 to 12).

#### 3 Public Art Strategy for the site

Section 7.3.2. This should include specific proposals for the future maintenance of new artworks.

#### 4 Signage Strategy for the site

Section 5.4.2 MUST. Proposals should always include standard signage (including heritage, Section 5.4.5) in appropriate locations.

#### 5 Lighting Strategy for the site

Section 6.1. Proposals should always include Focal and decorative lighting (Section 6.6).

#### 6 Proposals for maintenance arrangements for the site as part of the wider Regeneration Area

Section 9.5.

#### 7 Proposals for the new sea wall

Design, construction and maintenance of the new sea wall as part of the wider Regeneration Area – Section 9.4.



#### **9.3.4 Guidance | Section 106 Agreements - general**

Section 106 of the 1990 Town and Country Planning Act enables the Borough of Poole to enter into a series of legal agreements with developers to ensure that impacts arising from developments are mitigated. These agreements will be used to secure infrastructure improvements, affordable housing contributions, a high quality for the public realm, public access and other elements described in the SPG “Obligations”, including future maintenance.

#### **9.3.5 Guidance | Section 106 Agreements - lighting**

In the majority of developments, S 106 Agreements permitting Service Authorities to install and maintain wall-mounted street lighting will be required.

S 106 Agreements will be required to cover the installation and maintenance of elements of the lighting strategy.

#### **9.3.6 Guidance | Section 106 Agreements - artwork**

In the majority of developments, S 106 Agreements for the financing of substantial public artworks as set out in Chapter 7 will be required.

S 106 Agreements will be required to cover the installation and maintenance of elements of the art strategy.

#### **9.3.7 Guidance | Maintenance arrangements**

Suitable and acceptable arrangements for the future maintenance of all aspects of the public realm will need to be agreed at an early stage. It is expected that this will be guaranteed by a combination of legal agreements and planning conditions.

Commutated sums will be required for the adoption of all areas of public open space and may also form part of other maintenance arrangements.

An outline legal agreement with draft heads of terms will be included at 9.5.4.

## 9.4 Guidance | New Sea Walls - Design, Construction and Maintenance

The projects which comprise the Regeneration Area include 3 lengths of new quayside, each of which also requires the construction of new or upgraded lengths of sea wall.

### 9.4.1 Introduction

The 3 lengths of new quayside are as follows:

- 1 Between the Bridges, town side  
- new quayside and sea wall.
- 2 North of new bridge, town side  
- new quayside and sea wall.
- 3 Between the bridges, Hamworthy side
  - (a) new quayside throughout
  - (b) upgraded sea wall to former Poole Power Station quay and Sydenhams
  - (c) new sea wall to Pilkington frontage.

Proposals will be required for the design and construction of these walls, in accordance with the following SPG advice. Apart from planning approval, applicants are reminded that all construction below the high water mark must be separately approved by PHC. The Council's intention is to take on responsibility for these walls and the adjoining quaysides so long as the design and construction is to such a standard that maintenance liability is minimised (see 9.4.6 below).

### 9.4.2 Sea walls - design and construction, general

Sea defences/ sea wall and new/ upgraded quaysides are to be designed and built by the developers of the adjacent sites.

The Environment Agency emphasises the need for a Strategic Flood Risk Assessment for the whole development area, to be followed by the design of sea defences as a coherent scheme to ensure that there are no gaps in flood protection.

The sea wall design must be agreed to an appropriate level as part of the outline planning approval. Detailed design should be agreed at a later stage to a design including the parameters below. Once agreed for one site, the same general design will be required to be used for the remaining sites, unless special circumstances apply.

Separate proposals for upgrading the sea walls of the power station site and possibly elsewhere will need to be agreed. Fig 9.1 (a to d) shows the sea walls at present.

### 9.4.3 Design parameters - new walls

The detailed design parameters should include the following:

- The walls should be designed to have 50-100 year life without the need for major repairs. This requirement means that a concrete-faced wall should be provided.
- This could be achieved in various ways eg by using pre-cast units, in-situ concrete or steel sheet piles with a concrete facing. Textured or cast features may be appropriate.
- The new sea wall must have a visually interesting appearance from the water as well as the land, and avoid oppressive visual effects.
- In certain places it will be appropriate to include lower-level sections as shown in Fig 8.19, 8.24 and 8.26.
- Within the stretches of new public quayside, on both sides of the Channel, a total of two sets of new steps must be provided, designed to be gated off as necessary, one on each side of the Channel.
- The new sea wall must be designed and detailed so as to allow for large and small craft to tie up informally in the longer term should future circumstances allow this. This should be in a form acceptable to PHC.

- Floating walkways should be provided as required by the Borough of Poole (not in the new basin) in a form acceptable to PHC, with adjacent quayside railings where necessary [required if pontoons are closer than 2.0m to quayside].
- Quay edge details should accord with section 8.7, Fig 8.26. Water should not drain directly from the Quays into the Harbour.
- The new sea wall should be constructed in a manner that will encourage colonisation by marine creatures.

#### **9.4.4 Design parameters- refurbishing existing walls**

It is assumed that the existing basic quay structure will be retained. It will however need to be modified to accommodate any mooring arrangements and other operating requirements notified by Poole Harbour Commissioners.

Some kind of facing to prevent public access below the quay structure will be required for safety reasons.

#### **9.4.5 Flood protection**

The level of flood protection will be determined in conjunction with the Environment Agency. They should be continuous in extent and form across individual developments.

Where existing drainage would pass through the new structures to the Harbour, the outfall will require a mechanism to prevent backflow. It is possible that a new pumping station or stations will be required at some points. This will be determined through the Strategic Flood risk Assessment.

Finished floor levels should be agreed in consultation with the Environment Agency.

#### **9.4.6 Ownership and future maintenance**

The Borough Council's intention is to take on responsibility for the new sea walls and the adjoining quaysides so long as the design and construction is to such a standard that there will be little or no maintenance liability for at least 25 years, and no major work required for 50 years.

If the new quays are adopted as Highway, the walls will be "Highway Retaining Structures". If the quays are not Highway the walls will be "Coast Protection Structures".

Alternatively, in the event that the walls are not taken on by the Council, it will be necessary to agree maintenance proposals for the new sea wall which:-

- deliver acceptable defined standards of maintenance
- are financially adequate to deliver long-term maintenance
- are organisationally stable in the long term
- do not allow the possibility of the fragmentation of future maintenance responsibilities.

Poole Harbour Commissioners will require plans to be in place to ensure ongoing upkeep of the new quaysides before giving their approval for construction.

Agreed maintenance arrangements will be formalised through both legal agreements and planning conditions.

## 9.5 Guidance | Management and Maintenance of the New Public Realm

By the time the Regeneration area is built out there could be almost an additional 100,000 square metres of public highway and space to maintain.

### 9.5.1 introduction

The Council will adopt the major transport network, and intends to adopt/ take on the new quay walls (subject to agreed standards of design and construction-para 9.4.6). It also intends to take on responsibility for the new quaysides and public spaces, although not necessarily as Public Highway, so long as suitable Commuted Sums can be agreed. It is anticipated that the buffer strip to Holes Bay will be adopted.

### 9.5.2 Criteria for acceptable maintenance arrangements

Should agreement not be possible, acceptable proposals for the future maintenance of these areas will be required.

Such proposed maintenance arrangements must meet the following criteria. They should:

- Deliver the following:
  - o full uninterrupted/ unobstructed public access 24 hours a day, in perpetuity
  - o guaranteed access for public events approved by the Council
  - o high standards of maintenance throughout all areas
  - o maintenance of public order
- Be financially and organisationally stable and sustainable in the long term.
- Give a degree of public accountability to the maintenance of spaces used by the public.

Proposals which allow or could allow the fragmentation of future maintenance responsibilities will not be acceptable.

### 9.5.3 Alternative models for maintenance provision

There are a number of alternative models available for on-going maintenance, should it be necessary to consider this option.

These include:

- 1 Adoption with some support from agreed sums provided through Section 106 Agreement.
- 2 Land gifted to the Council but not adopted; supported by agreed sums provided through Section 106 Agreement.
- 3 Maintenance by 'Not-for Profit' Management Company covering maintenance across sites in different ownerships. Financial support by charges on properties or agreed sums provided through Section 106 Agreement.
- 4 Management Company set up as successor by original developers.
- 5 Maintenance Trust supported by agreed sums provided through Section 106 Agreement or other means.

Agreed maintenance arrangements will be formalised through both planning conditions and S 106 legal agreements. Clear and sustainable funding will need to be part of the agreement.

### 9.5.4 Outline legal agreement

With draft heads of terms to be added to the Manual at a later date.



## 9.6 Supplementary Technical Information

### 9.6.1 Cost Guide

The Guidance on the design and choice of surface treatment materials, lighting, street furniture and public art etc., in the public realm, are based upon an estimated cost per square metre in the different types of spaces identified in the Spatial Framework. It is expected that all developments will comply with these estimates in the installation of public realm.

The estimate was based on the quality of finish expected and comprises the following:

- The purchase and laying of a surface finish, including kerbs and channels, assuming services, drainage and appropriate sub-base has been provided.
- The purchase and installation of street lighting in the form of columns and wall-mounted fittings, but assuming cabling is provided.
- The purchase and installation of street furniture, including litter bins, signage, seating, bollards, railings etc.
- The commissioning, design and installation of public art throughout the regeneration areas.

Different guide costs apply to different parts of the space hierarchy:

<b>Distributor Roads and Feeder Roads (footways only, but including street lighting)</b>	£125 per square metre
<b>Access Roads</b>	£250 per square metre
<b>Quayside Promenades</b>	£375 per square metre
<b>Focal Spaces</b>	£375 per square metre
<b>Major Pedestrian Routes</b>	£250 per square metre
<b>Other Pedestrian Routes (including links to existing town)</b>	£125 per square metre

The original cost estimates were based on April 2003 prices for spaces of similar quality. The above table has updated costs based on inflation to 2007. Since building will not take place over the whole regeneration site at the same time, all future cost estimates must be revised to take account of inflation.

## 9.6 Supplementary Technical Information

### 9.6.2 Performance and event spaces - service requirements

Most Focal spaces can be used for performances but will not be provided with specific facilities such as changing room space. However, focal spaces must normally include facilities for access to power such as a drop down power unit within associated the paving area. Those that are intended to accommodate occasional events should also have water points provided.

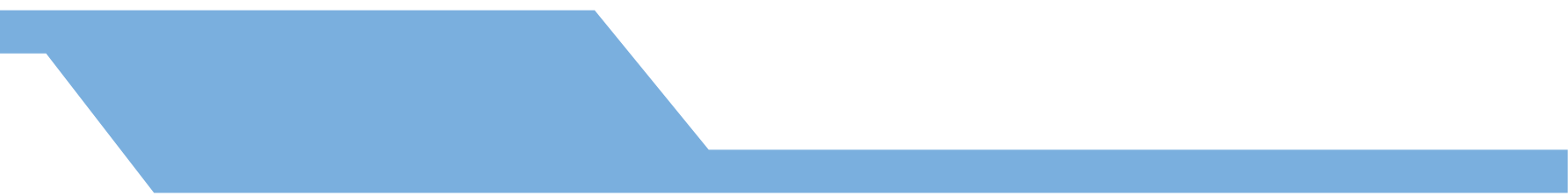
The large “Hamworthy Beach“ open space, is, however intended for the presentation of organised events. A service block should be provided either as a specific building or in a building attached to the space to enable this use to be accommodated. This would amount to around 800 square metres for changing, toilet and shower facilities.

### 9.6.3 Performance and event spaces - space requirements

The inclusion of a network of focal spaces, especially along the quaysides, is a major factor in creating a successful public realm. In addition to the Manual, developers and designers are referred to the principles of urban design outlined in the Council’s “Design Code”, the Masterplan and in the Government publication, “By Design”.

The following technical information refers to Performance spaces, but it must be borne in mind that spaces will only be successful if they are located on a major pedestrian route, with active frontages such as shops, cafes or other public uses, in an area with good and interesting views and in a location with a favourable microclimate.

- 1 Space requirements for performance areas. In order to allow the focal spaces used for street entertainment and other activities, it will be necessary to ensure that around 80/95 sq. metres space is available. The figure of 80 sq. metres is derived from the “AJ Metric Handbook” core acting area of 6m by 9m (i.e. excluding sets and circulation areas) from a theatre stage which translates into a 10 m diameter circle. The circular performance area at the out door amphitheatre space at Swanage has a diameter of 11 m and inclusion of the surrounding two rows of seating area takes this figure to 22m. Additional space for PA equipment may be required.



2 Spill out space for tables and chairs  
Areas for an active social use must be a minimum of 2.5 to 3 metres depth. A figure of 9 square metres per table is appropriate. This should allow for a single table depth with four chairs together with circulation space within an approved enclosure on public land. Enclosures are not required on private land.

3 Pedestrian standing and watching space requires a minimum 6 metres depth surrounding a performance space. This equates to a circular space of about 325 square metres.

In order to make an area look lively, a figure of 1 person per 1.3 square metres is needed. For the above performance space this would be about 250 people.

4 A fixed seating area requires a space allowance of circa 2 m depth, based on a double sided flat bench. These benches offer the most used and flexible form of seating being less obstructive, can be stood on and offer back to back arrangement. They vary from around 750 to 900mm width with an allowance of 0.5m each side for legroom and 1.8m to 2m length. A figure of 4 square metres per bench.

5 Pedestrian movement space around the above, needs minimum 6 metres depth. Pavements are generally around 2m wide and this figure seems appropriate for a major pedestrian walkway. Inability to be able move easily through a crowd is a source of considerable frustration and for disabled users often fear or panic.

6 Emergency access space of 4m could be incorporated as part of pedestrian movement space. This is generally the minimum accepted requirement.

## 9.6 Supplementary Technical Information

### 9.6.4 Lighting – Technical Notes

Guidance on the general principles associated with road lighting is given in BS5489 Part 1: Road Lighting.

Guidance on lighting for Urban Centres and Public Amenity Areas can be found in BS 5489 Part 9.

Information on Lux levels to be added in later editions.

### 9.6.5 Protocol for Highways approvals

The majority of minor developments on the Highway are exempt from planning permission. As such they are normally carried out by Transportation Services without reference to Planning Design and Control Services.

Within the Regeneration Area as defined in Fig 2.1, and associated areas in the town centre, all schemes on the Highway prepared by Transportation Services will be designed with the opportunity of comment/ design input from Planning Design and Control Services from an early stage. The intention is that schemes should comply with the requirements of this Manual, including the use of materials and the quality of design.

This protocol includes schemes provided under section 278 agreements, schemes for the installation of services where these might in any way interfere with tree-planting opportunities shown in the Manual, and schemes for tactile and corduroy areas at crossings.

### 9.6.6 Specification for bound gravel surfaces

A suitable specification for resin-bound gravel surfaces is to be determined following trials and added to later versions of this Manual.



### 9.6.7 Tree and shrub species suitable for use in the town centre regeneration area

#### INTRODUCTION

**Native planting** – Native planting is appropriate in more strategic “buffer” planting type situations (e.g. Holes Bay North on Hamworthy side), or associated with larger open spaces within development areas (where appropriate and in conjunction with ornamental planting). However these must be right for location and design of development.

**Ornamental planting** – Urban connecting areas and smaller focal and open spaces should have ornamental planting to connect and flow through spaces and contribute to the architecture/urban morphology of the development area, softening and complementing the forms of the buildings. In some situations planting will be essential to help integrate developments with the surrounding landscape.

**Plant lists** – The following lists of plant species are considered appropriate for consideration in the Regeneration Areas based on experience of Poole’s unique microclimate. They should not be seen as definitive. Rather, they are indicative for the Landscape Architect to design from in both strategy and detail.

Any given project needs to be approached from first principles, integrating landscaping provision with building layout, architecture and spatial elements. The landscape design will be expected to demonstrate clearly strategies for planting within developments (to include a written statement on the design) whilst producing detailed designs and planting plans.

#### 1 PLANTS FOR GENERAL ORNAMENTAL PLANTING

Pittosporum (not dwarf varieties)  
Griselinia littoralis & cvs.  
Olearia spp.  
Prunus ‘Otto Luykens’  
Prunus lusitanica  
Sarcococca spp.  
Abelia spp.  
Rosmarinus cvs.  
Choisya spp. & cvs.  
Cistus spp. & cvs.  
Fatshedera lizei  
Grevillea ‘Canberra Gem’  
Hebe (shrub varieties)  
Hydrangea arborescens ‘Annabelle’  
Hypericum x moserianum cvs.  
Kerria japonica “Gold Guinea”  
Lavandula “Sawyers”  
Osmanthus burckwoodii  
Phormium spp & cvs.  
Photinia fraseri cvs.  
Skimmia confusa ‘Kew Green’ (not japonica cvs.)  
Spirea arguta  
Viburnum tinus cvs.

#### 2 EXOTIC ORNAMENTAL PLANTING

The following planting taken from New Zealand, Australia, South Africa, the Mediterranean, California and semi-arid type planting takes account of Poole’s microclimate. This planting is suitable for central urban areas and will be useful in responding to architecture.

Callistemon sp and cvs  
Fatsia japonica  
Genista aetnensis  
Grevillea ‘Canberra Gem’ and “Olympic Flame”  
Hebe (shrub varieties)  
Clanthus cvs.  
Myrtus cvs.  
Ozothamus rosmarinifolius ‘Silver Jubilee’  
Phormium spp. & cvs.  
Stachyurus praecox  
Yucca spp. & cvs.  
Campsis cvs.  
Lippia citriodora  
Acacia spp.  
Carpenteria Californica  
Cordyline cvs.  
Sophora spp.  
Phoenix canarensis  
Chamaerops humilis

## 9.6 Supplementary Technical Information

### 3 TREES

All trees should be chosen to suit their location and to respond to the architecture, urban morphology and use of any given area.

#### i Roads (distributor/ feeder/ access roads); New Quaysides

possibilities include:

Acer campestre [1]  
 Betula albosinensis 'Fascination'[2]  
 Betula pendula  
 Castanea sativa  
 Corylus colurna  
 Cupressus sempervirens [3]  
 Fraxinus oxycarpa "Raywood"  
 Gingko biloba  
 Paulownia tomentosa [4]  
 Phoenix canariensis [5]  
 Platanus x acerfolia  
 Pyrus "Chanticleer"  
 Sorbus intermedia  
 Tilia platyphyllos "rubra" [6]

#### ii Individual trees for specific locations & focal points - generally smaller spaces

possibilities include:

Phoenix canariensis  
 Magnolia kobus  
 Malus evereste  
 Liquidambar styraciflua 'Worplesdon'

#### NOTES

- 1 *Use upright cultivars in restricted situations*
- 2 *Suitable for access roads, not larger spaces*
- 3 *For cul-de-sacs & small spaces responding to architecture*
- 4 *Use only in sheltered areas*
- 5 *May be used if a palm is required. Must be planted at 3.0m height.*
- 6 *Can have some honeydew problems-use only in appropriate locations*

### 4 LANDSCAPE "BUFFER" INTERFACE WITH NATURAL ENVIRONMENT

The following species are a mixture of native and non-native species which have been used successfully in interfacing areas of development with the natural environment, and are included for information.

However, the Holes Bay Buffer Strip (Section 8.9) is a special case requiring the use of native plants appropriate to its immediate vicinity.

Rosa rubiginosa  
 Rosa canina  
 Prunus spinosa (not near buildings or urban settings)  
 Frangula alnus .  
 Sorbus aucuparia  
 Betula pendula  
 Ligustrum vulgare  
 Fuschia (shrub varieties)  
 Cotoneaster (shrub varieties)  
 Spartium junceum  
 Hippophae rhamnoides  
 Ulex gallii  
 Lavatera x clementii cvs.  
 Lonicera periclycleum 'Graham Thomas'  
 Symphoricarpos albus  
 Tamarix  
 Viburnum Opulus

## 9.7 Reference Information

### 9.7.1 Manufacturers referred in the Manual

<b>Broxap</b>	cycle parking; guardrail	www.broxap.com
<b>Furnitubes</b>	seating, bollards	www.furnitubes.com
<b>Greenleaf</b>	planting products	01424-717797
<b>Holophane</b>	lighting	www.holophane.eu.com
<b>Marshalls</b>	bollards	www.marshalls.co.uk
<b>Orsogril</b>	fencing	www.orsogril.co.uk
<b>Urbanplan</b>	seating	www.urbanplan.co.uk
<b>Santa and Cole</b>	seating	www.seesawdesign.com
<b>Streetlife</b>	seating; signage	www.streetlife.nl
<b>Timberplay</b>	play equipment	www.timberplay.com
<b>Townscape</b>	bollards, tree guards	www.townscape-products.co.uk
<b>Urbis</b>	lighting	www.urbislighting.com
<b>Voss</b>	seating, cycle posts	www.vossstreetfurniture.com
<b>Woodhouse</b>	bespoke shelters, electronic information	www.woodhouse.co.uk

### 9.7.2 Reference Documents [1] National

National Guidelines for Re-instatement  
CIBSE Guide to lighting  
DTER SUDS Guidance  
BS 1234 (BS generally).

### 9.7.3 Reference Documents [2] Urban and Street Design

“By Design” ODPM/CABE  
“Paving the Way” CABE  
“Streets for All” and “Streets for All South West” English Heritage  
“Better Streets, Better Places” ODPM.

### 9.7.4 Reference Documents [3] Borough of Poole and related Reference Documents

- Local Plan, First Alteration, adopted March 04.
- Poole Bridge Regeneration Initiative- Planning and Design Guidance for the Central Area of Poole (The Masterplan).
- Supplementary Planning Guidance-Design
  - Design Code
  - Landscape Design Code;
  - Design Code; SUDS;
- Supplementary Planning Guidance - Other issues
  - Obligations SPG;
  - Open Space SPG;
  - Affordable Housing SPG.
- Borough of Poole Play Strategy
- Tables and Chairs on Public Highway Guidance [‘Refreshments Consent’] available from Environmental Consumer Protection].
- Public Art and % for Art Policy.
- Poole Nature Conservation Strategy.
- Other relevant guidance documents.

## 9.7 Reference Information

### 9.7.5 Project Team

The Streetscape Manual was a collaborative project between the staff of the Borough of Poole and the Council's consultants B+Buk/smallGLOBAL and Working pArts, part funded by the South West of England Regional Development Agenc. Following public consultation the manual was revised and reworked by staff of the Borough of Poole.

Members of the project team are listed below.

#### B+B

Landscape Architects  
Harriet Bourne - hb@bbuk.demon.co.uk

#### smallGLOBAL are...

IDE-Architecture: Urban Design + Architecture  
John Nordon - john@knowidea.org.uk

Inflate: Nick Crosbie

Klien Dytham Architecture: Mark Dytham

Jam Jamie Anley

Atopia: Vong Phaophanit + Claire Oboussier

DLE: Jon Coxeter-Smith

Halcrow Consulting: Mike Fearnley

#### Working pArts:

Public Art consultant to Poole Council  
Geoff Wood

#### Borough of Poole:

John Biggs  
Richard Tazewell  
Phil Warburton  
James Gilfillan  
Nigel Jacobs  
Dave Rickards  
John Sayers  
Tim Holder  
John Rice  
Graham Richardson  
Nickola Moore  
Paul Hillman  
Stuart Terry  
Ian Milner  
PC Jon Pearce

#### Streetscape working group:

Planning Services, Urban Design  
Planning Services Urban Design  
Planning Services Urban Design  
Planning Services Development Control  
Strategic Planning  
Environmenal & Consumer Protection  
Transportation, Maintenance  
Transportation, Highways  
Transportation, Highways  
Tourism/ Marketing  
Cultural Services, Arts Development  
Leisure  
Leisure  
Financial Services  
Poole Constabulary, Community Liaison Officer

This edition edited and revised by Richard Tazewell following public consultation.

Graphic Design by M&A Design.

Publication date February 2007

#### (Footnotes)

1 What is a sustainable community?- short definition. ODPM website, October 2005.



# Street SCAPES

shaping the future places of poole

Poole Bridge Regeneration initiative  
DESIGN STRATEGY GUIDANCE MANUAL

## Streetscapes - Shaping The Future Places of Poole

Poole Bridge Regeneration Initiative • Design Strategy Guidance Manual • Supplementary Planning Guidance: Dec 2005

### Purpose of this strategy:

This manual is for developers and designers to ensure that the new streets, quaysides and public spaces created by Poole's regeneration have a consistent and attractive appearance and integrate with the town's existing streetscapes and character. It provides developers with design guidance whilst not wishing to stifle innovation or creativity in individual developments and will be updated to ensure that Poole's streetscapes reflect changing conditions

### Production Team

John Biggs, Planning Services  
Richard Tazewell, Planning Services

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Peter Watson (BA Hons) MRTPI  
Head of Planning, Design & Control Services