8 APPLICATION OF GUIDANCE - DESIGN DETAILS AND ILLUSTRATIVE DESIGNS FOR SPECIFIC SITUATIONS

8.1 Introduction

This Chapter sets out design details for typical situations - Distributor roads, Feeder roads, Access roads, Quayside walkways, Footpaths and focal spaces as defined in the spatial framework. It also includes illustrative designs for quayside focal spaces, and information on the Holes Bay buffer strip.

8.1 Introduction

In designing these types of roads and spaces the general design, details, principles, materials, laying patterns and other features shown on the drawings in Section 8 of the Manual MUST be applied.

The designs/ details in this Chapter should be read in conjunction with the strategy and guidance in the previous Chapters (4 to 7), which also apply. Chapter 4 contains specifically related material.

No drawings or details have been provided for the structural design of the substrate – this should be designed to an appropriate standard by the developer's design team. Where roads or footways are to be adopted, these must be designed to Adoptable Standards.

Where materials and details are not specified, developers' teams are free to put forward their own proposals, subject to the considerations in Chapters 4 to 7.

The new waterfront walkways are dealt with differently on either side of the water but use the same approach in terms of strategy, guidance and street furniture.

The design advice in this Chapter is intended to give the certainty and direction required by developers whilst being open to flexible interpretation, and allowing design innovation within a strong framework.

Highways approval – All the designs and details in this Chapter and the contents of this Manual have been approved generally for use by the Borough of Poole. Designs in keeping with the Manual will be acceptable to the Highways Authority, although in each case they must be submitted for detailed approval by the Authority. All designs must also comply with current editions/publications of the "Specifications for Highway Works" and the "Design Manual for Roads and Bridges", published by the Highways Agency, and generally to be to adoptable standards.

Workmanship – A high standard of workmanship is vital in order to achieve good quality public realm. Please refer to Section 4.3.7.

8.2 Distributor Roads - Design, Materials and Dimensions

Distributor roads are the main roads through the town. Their principal function is for the movement of vehicles and people. For safety reasons it is therefore important that space for pedestrians and cyclists is clearly identified.

The design principles and details apply generally to both the Poole and Hamworthy sides. There should be no problem in achieving the complete design package on the Hamworthy side. However, on the Poole side, the transport network will be based on the line of existing roads and designs may be constrained at various points by existing dimensions and underground services. In such case, development will be expected to follow the basic principles of this guidance, adapting it where necessary.

8.2.1 Summary box for Distributor roads.

(and please see Figures 8.1 – 8.4)

Carriageways	Blacktop flexible surface OR 300 x 300 granite pavers.
Footways width 5.0m standard	Blacktop flexible surface OR 300 x 300 granite pavers. Bitmac areas MUST be detailed with granite trim • Transverse granite strips every 7-10m paved in 300 x 300mm granite paving slabs (Fig 4.11 and 8.2) • 300mm strip of granite paving adjacent to building frontages • granite kerbs throughout
Cycleways 1.5m width.	Cycleways are mandatory in both directions. Flexible surface - may be in contrast colour. Separated from carriageway by upstanding paint line (except on Twin Sails bridge). Separated from footway by kerbs.
Kerbs; channels	Granite obligatory for kerbs and channels, both in 500mm lengths. Dimensions Kerbs 250mm wide x 200 deep; channels 200mm wide x 125 deep. Standard gratings.
Crossing points	Flexible surface in contrast colour. Tactiles - use studs of contrasting colour set in granite paving to maximise visibility for the partially sighted.
Pedestrian guardrailing	To be kept to a minimum and selected to complement other street furniture.
Junctions	All junctions must be paved with 100 x 100 and 300 x 300 granite paving or setts, as shown in Fig 8.7.
Services; service covers	To be laid under carriageways. Spur services should be located under transverse granite strips (see 'Footways' above). Services MUST be planned to avoid conflict with street trees. Service covers MUST be set within transverse granite strips. All covers must be recessed and aligned with the paving joints.

Parking	On-street parking, parallel to footway, integrated with cycleways and tree planting.
Trees; landscaping	Avenues of street trees to be planted at 10.0m centres on Hamworthy side and wherever possible on town side, integrated with cycleways and parking. Landscape - see Section 4.4 Trees must be planted in accordance with the details shown in Fig 8.2, 4.28 and 4.29 including • trench planting • structural soil • root diverters as necessary • irrigation • resin-bound gravel finish.
Seats	To be provided between trees where needed. At these points footways should be widened to allow a minimum unobstructed footway width of 5.0m.
Litter/etc bins	No specific recommendation-see section 5.3.5.
Pavement cafes/ kiosks	Allow space where Distributor Roads run through commercial areas. At these points footways should be widened to allow a minimum unobstructed footway width of 5.0m.
Pedestrian Signage	Use approved system; fix to walls or street furniture, as well as separate posts.
High-level lighting	12.0m columns, laid out to avoid shading of the carriageway by trees. Use approved system (to be determined with first development).
Pedestrian lighting	Lighting by pavement luminaires on high-level columns, plus additional wall-mounted units if necessary. Major routeways - low-level lines of light.
Focal lighting	Should be included as a normal part of all development proposals - e.g. lighting of individual buildings, trees etc. to reinforce the “Pools of Light” concept.
Art	No specific advice, but see Chapter 7.0.

Potential West Quay Road “Address Street”

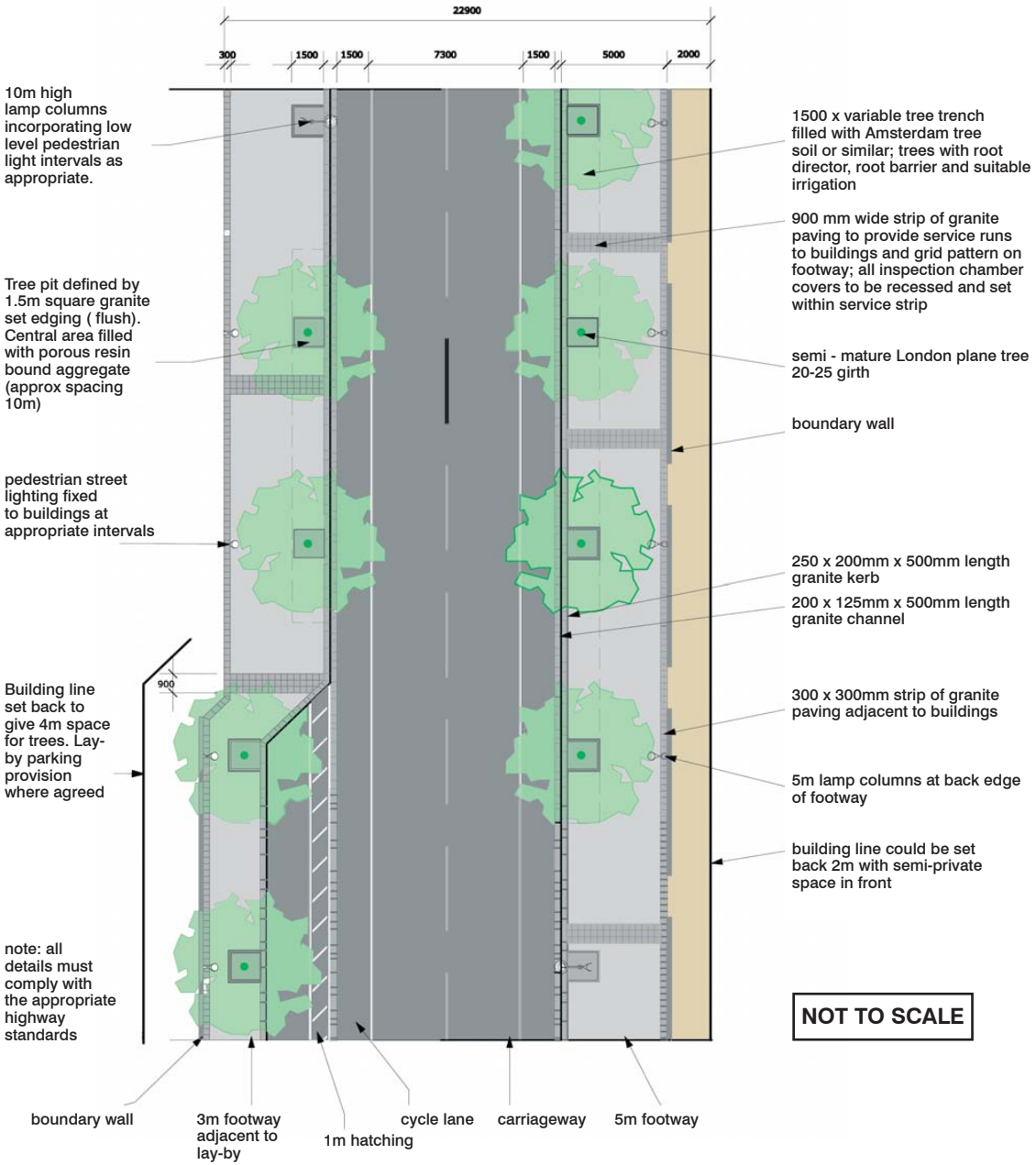
Fig 8.1 Distributor Road extract from Masterplan

8.2 Distributor Roads - Design, Materials and Dimensions

Fig 8.3 Distributor Road blacktop finish with granite kerbs and channels, granite trim, cycle lanes and street tree boulevard

Fig 8.5 tree pits in bound gravel allow drainage and ease maintenance. *(NB Poole spec requires flush granite edging)*

Fig 8.4 typical Distributor Road layout



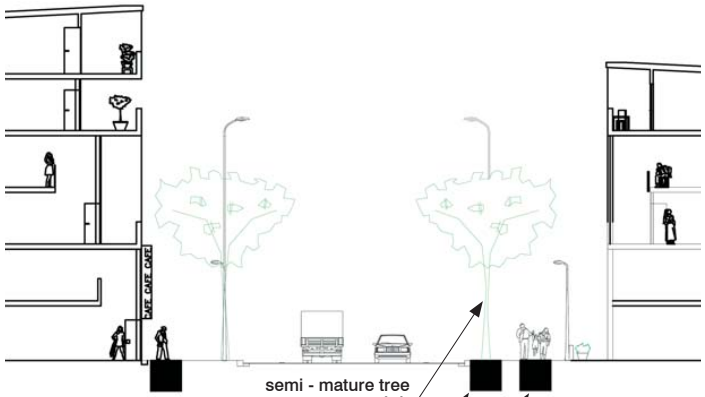


Fig 8.2 Distributor Road plan and section showing lighting column and tree spacing, 5m footways, on street parking and cycleways

8.3 Feeder Roads | Design, Materials and Dimensions

These are important roads through the town, giving access to individual development sites. The principal function of the Feeder roads is for the movement of vehicles and people. For safety reasons it is therefore important that pedestrians are separated from vehicles.

In the absence of a final road layout it is assumed that most through roads in the Regeneration Area will follow the pattern of Distributor Roads in their streetscape design. However, where it is possible, due to lower traffic volumes, to design for a more pedestrian dominated road, the Feeder Road designs contained in this section should be applied.

8.3.1 Summary box for Feeder roads.

(and please see Fig 8.6 to 8.9)

Carriageways	Traffic-calmed along whole length-chicanes, on-street parking, speed cushions. Blacktop flexible surface.
Footways Minimum 2.5m wide	Textured flexible surface OR quality paving slabs. Concrete blocks or slabs not acceptable (if proposed a strong case must be made). Footway areas MUST be detailed with granite trim- • Transverse granite strips every 7-10m paved in 300 x 300mm granite paving slabs • 300mm strip of granite paving adjacent to building frontages • granite kerbs
Cycleways	No separate cycleway.
Kerbs; channels	Granite obligatory for kerbs and channels, both in 500mm lengths. Dimensions Kerbs 250mm wide base with 450mm chamfer to 200mm wide top x 200mm deep; channels 200mm wide x 125mm deep. Standard gratings.
Crossing points	Flexible surface in contrast colour. Tactiles - use studs of contrasting colour set in granite paving to maximise visibility for the partially sighted.
Junctions	At junctions pavings must be as shown in Fig 8.7.
Services; service covers	To be laid under carriageways. Spur services should be located under transverse granite strips (see under 'Footways'). Services MUST be planned to avoid conflict with street trees. Service covers MUST be set within transverse granite strips. All covers must be recessed and aligned with the paving joints.

Parking	On-street parking, parallel to footway.
Trees/ Landscape	Street trees to be planted either [a] on one side OR [b] on alternate sides at 10.0m centres. Trees must be planted in accordance with the details shown in Fig 8.8, 4.28 and 4.29 Landscape-see section 4.4.
Seats	To be provided between trees where needed. A clear footway should be maintained adjacent to the building line. Single-width bench with no backrest is standard.
Litter/etc bins	No specific recommendation-see section 5.3.5.
Pavement cafes/ kiosks	Allow space where Feeder roads run through commercial areas. At these points minimum clear footway width should be 5.0m.
Pedestrian Signage	Use approved system; fix to separate poles, or (in some cases) walls or street furniture – no lighting columns available.
High-level lighting	Columns should be kept to a minimum. Wall-mounted luminaires to be the primary source of lighting. Use approved system (to be determined with first development).
Pedestrian lighting	Wall-mounted luminaires (Fig 6.12) to be the primary source of lighting. Use approved system (to be determined with first development).
Focal lighting	Should be included as a normal part of all development proposals - e.g. lighting of individual buildings, trees etc. to reinforce the “Pools of Light” concept.
Art	No specific advice, but see Chapter 7.0.

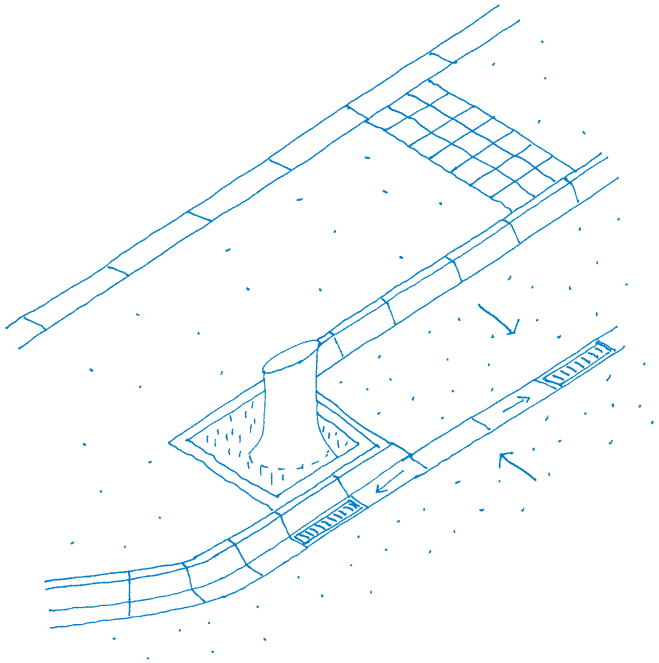
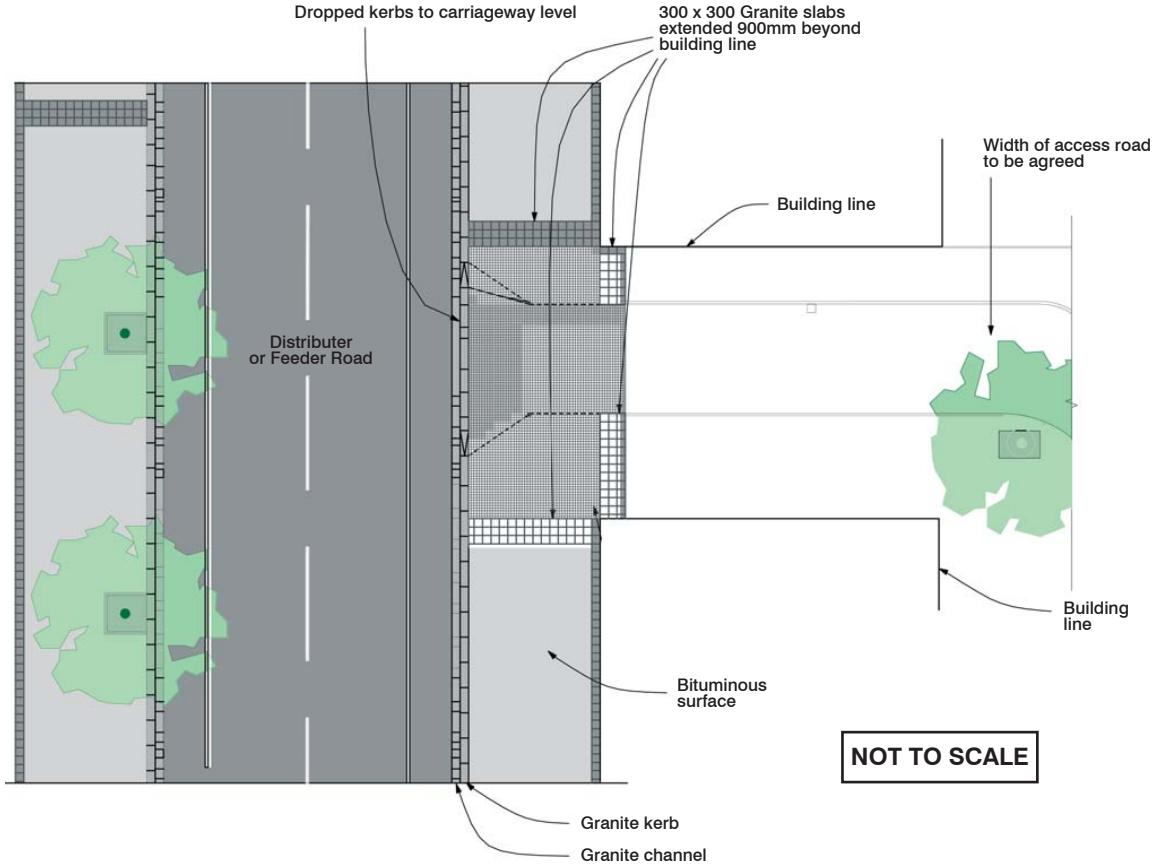


Fig 8.6 detail of chamfered kerb at parking areas on feeder roads

8.3 Feeder Roads | Design, Materials and Dimensions

Fig 8.9 feeder road sketch showing trees, kerbs and traffic calming

Fig 8.7 feeder road at junction with access road, denotes shift to greater pedestrian priority in access road by use of levels and granite setts



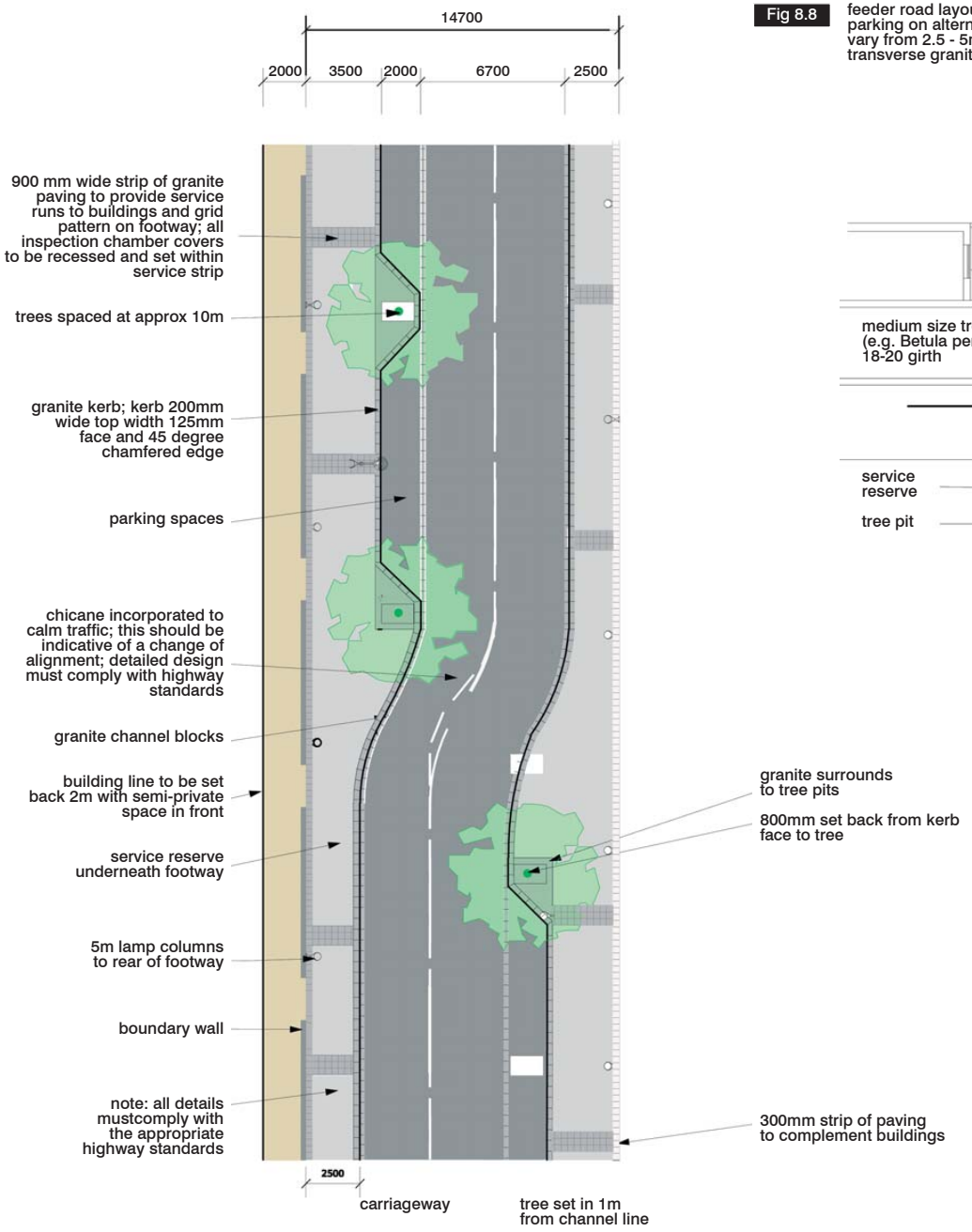
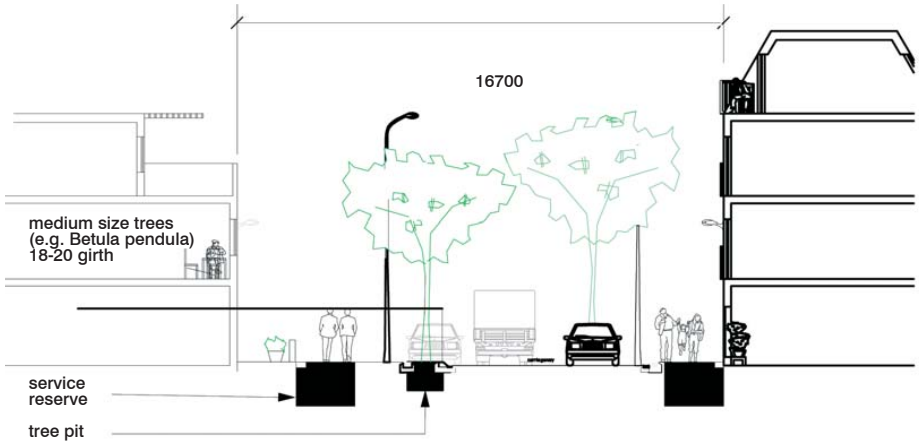


Fig 8.8 feeder road layout plan and section, showing trees and parking on alternative sides, use of traffic calming, footways vary from 2.5 - 5m, kerbs in granite with chamfered edge; transverse granite strips on pavements



NOT TO SCALE

8.4 Access Roads | Design, Materials and Dimensions

Fig 8.10 an access road leading to quayside showing pedestrian predominance: extract from Masterplan

These are the small roads which lead into developments or give access to new quays. They should be predominantly pedestrianised shared-surface roads with access for service vehicles and residents only, encouraging different uses depending on the time of day. There is a great opportunity to encourage these roads to be designed as a diverse range of unique spaces which become distinctive “landmarks” in their own right.

Fig 8.12 access roads have shared surface

The Access roads will be vary between giving access to the new quays to providing access to a single site. They will normally be shared between pedestrians, cycles and cars. They should be places for residents to meet and play in keeping with home zone principles. Privacy strips or small front gardens should normally be provided to residential buildings.

Access roads can also act as the transitional spaces from one kind of space to another. These spaces are traditional in Poole (e.g. Poole alleyways to the Quay) and give unfettered pedestrian routes between buildings down to the Quayside.

The access roads have the potential to become pedestrianised spaces during the day, or at night, providing another type of public space – perhaps encouraging outside eating in a more intimate environment.

These areas may or may not be adopted.

8.4.1 Summary Box for Access Roads

(and please see Fig 8.10 - 8.12)

Access roads-shared surfaces	Access roads will normally be shared-surface roads with pedestrian dominance, and vehicle access for service vehicles and residents only. Materials can vary with the size and type of road and the type and design of the buildings. There are no separate cycleways.
Other details	Kerbs, channels, crossing points, junctions, services - Not specified.
Parking	May be some parking areas-defined by flush kerb or studs.
Trees, Landscaping	Landscaping should be provided to soften what can easily become 'hard' areas. Small/ medium-sized street trees in locations to suit the design. Climbers likely to be specially appropriate.
Seats; Litter/ etc bins	No specific recommendation-see sections 5.3.6 (seats); 5.3.5 (litter bins).
Pavement cafes	Shared areas may be used for informal outside eating in the evenings.
Pedestrian Signage	Use approved system; fix to separate poles, or (in some cases) walls or street furniture. No lighting columns available.
Lighting	Wall-mounted luminaires to be the primary source of lighting . Use approved system (to be determined with first development).
Focal lighting	Should be included as a normal part of all development proposals - e.g. lighting of individual buildings, trees etc. to reinforce the "Pools of Light" concept.
Art	No specific recommendation - see Chapter 7.
Bollards	Will be needed to control vehicle movements. No specific recommendation.
Front gardens etc	Front gardens or privacy strips should be provided. Alternatively, a strip of material to match or blend with the building.

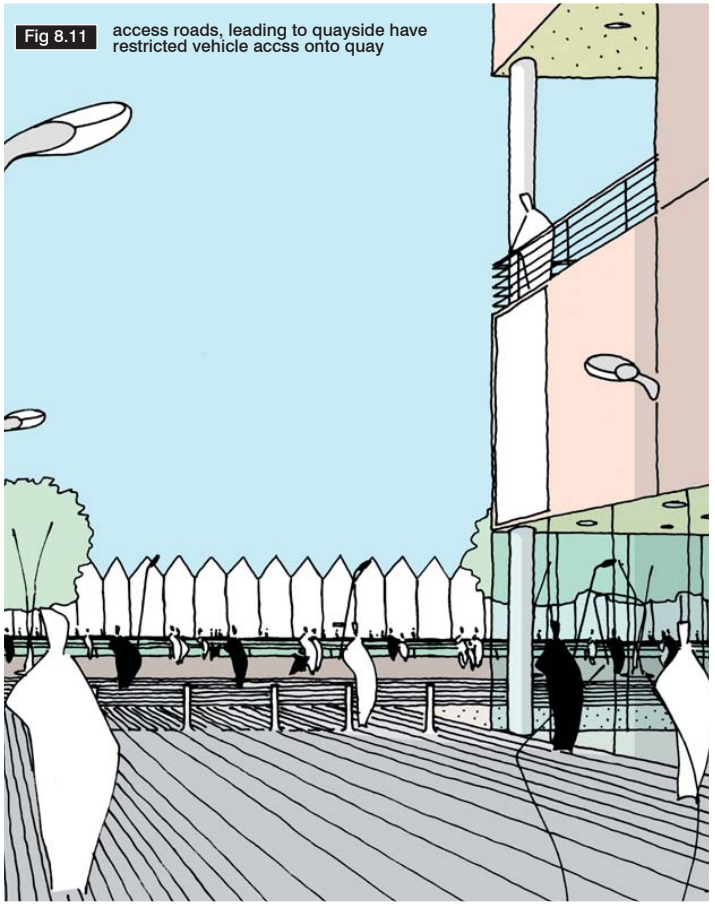


Fig 8.11 access roads, leading to quayside have restricted vehicle accss onto quay

8.5 Footpaths / Cycleways away from Roads

The design of these routes is covered in Section 4.6, with further information on the Holes Bay buffer strip in Section 8.9 below.

The section of path between Asda and the new waterfront at Whittles Way should be generally designed as a major route and in keeping with the principles for the new quaysides.

Surfacing should be bound gravel with granite edging and drain channels and the street furniture, signage and lighting should follow the pattern set on neighbouring quaysides.

Fig 8.13 footways and cycleways away from roads follow pattern of quayside with bound gravel and granite surface

8.6 Focal Spaces

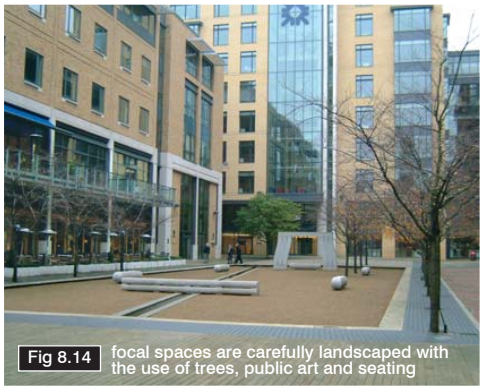


Fig 8.14 focal spaces are carefully landscaped with the use of trees, public art and seating

Sections 8.7 and 8.8 deal with the design of the new quaysides and associated spaces, while this section deals with the design of spaces generally. Focal spaces will occur throughout the new developments, including junctions between distributor and access roads.

In general, focal space design should follow the principles in Section 4.10, and spaces should be designed to allow use by street and organised performers, and also (where appropriate) public events of different kinds.

Fig 8.15 the best focal spaces contain attractions for people

8.6.1 Summary box for focal spaces generally

Pedestrian surfaces	Granite, Purbeck Stone, resin-bound gravel for areas that are part of the main circulation system. Elsewhere use appropriate high-quality materials. Granite for kerbs, channels, crossing points.
Trees, landscaping	Trees should be provided for amenity, shelter and dappled shade. And see Sections 4.5 and 4.6.
Seats	Select seats according to 5.3.6. Use of double-width benches with backrest will be suitable in many locations.
Children	See section 4.9.
Shelters and pavement cafes/ kiosks	Will be expected to be provided in all focal spaces-see Section 4.10; and Fig 4.52. Freestanding high quality café buildings should form part of the design of all major spaces.
Focal lighting	High quality focal lighting should form part of all schemes for focal spaces, reinforcing the “Pools of light” concept by lighting (e.g.) art projects, individual buildings, trees.
Art	Public art projects should form a key part of all focal space projects. See Chapter 7.0.
Performance; events	See 8.6.2, below.
Fencing, rails;	No specific recommendations, but high quality rails/ fences should be used in all focal spaces.-See Sections 5.3.3 and 5.3.4.
Pedestrian Signage	Clear well-coordinated signage should feature in all focal spaces. To be fixed to buildings or on own columns. Use approved system. Use table signage where more detailed signage is required.
Pedestrian lighting	5m lighting columns. Use approved system (to be determined with first development). Columns should allow for use by artwork/banners.
Litter/etc bins; bollards	No specific recommendations, but high quality bins and bollards should be used in all focal spaces - See Sections 5.3.5 and 5.3.2.
Other features e.g. heritage/ water/ info...	Focal spaces should include other features listed in the Manual such as Information systems (see 5.4.4), water features (4.7.4), heritage-related signs and plaques (5.4.5) - Fig 5.35 and 36, 4.42 and 43, 5.37 and 38

8.6 Focal Spaces

Fig 8.16 focal spaces provide opportunities for rest and interaction

8.6.2 Space standards for focal spaces; performance and events in focal spaces

Focal spaces should normally be designed so that they can be used by performers of various kinds. The frequency of Individual spaces suitable for performance will range from a minimum 30m to a maximum 80m apart to deal with noise and visual connectivity. Major focal spaces should be designed to accommodate organised public events of various kinds.

Electricity supply should be available in all spaces; water supply in principal spaces. Surfacing should take vehicle weights where spaces are likely to be used for public events.

Space standards for performance are discussed in Section 9.6.3. This is a summary.

Fig 8.17 a built-in electric supply is needed for performance spaces. Temporary stages can be useful

Fig 8.18 buildings in focal spaces must be of high quality design appropriate to the surroundings

Space for performance	allow 80 sq m minimum.
Pedestrians' standing and watching space around performance areas	allow min. 6m depth around performance space.
Spill out space for tables and chairs	allow 9 sq m per table.
Fixed seating area space	allow 4 square metres per bench.
Pedestrian movement space	Around the above, allow a space min 6.0m deep
Emergency access space	A minimum width of 4m but could be incorporated as part of pedestrian movement space.

8.7 Quayside Walkways and Spaces

The new quaysides will relate closely to the existing traditional quay. Purbeck stone, resin-bonded gravel, granite and limited timber surfaces with trees and street furniture will be used to punctuate and model the spaces, creating a generous promenade with a standard width of 10-12 m. Building line set backs in places create focal spaces for events and other public use. Figure 8.26 shows the layout, and 8.23 a typical cross-section for the new quayside. It is important that quayside design discourages access to the water for swimming.

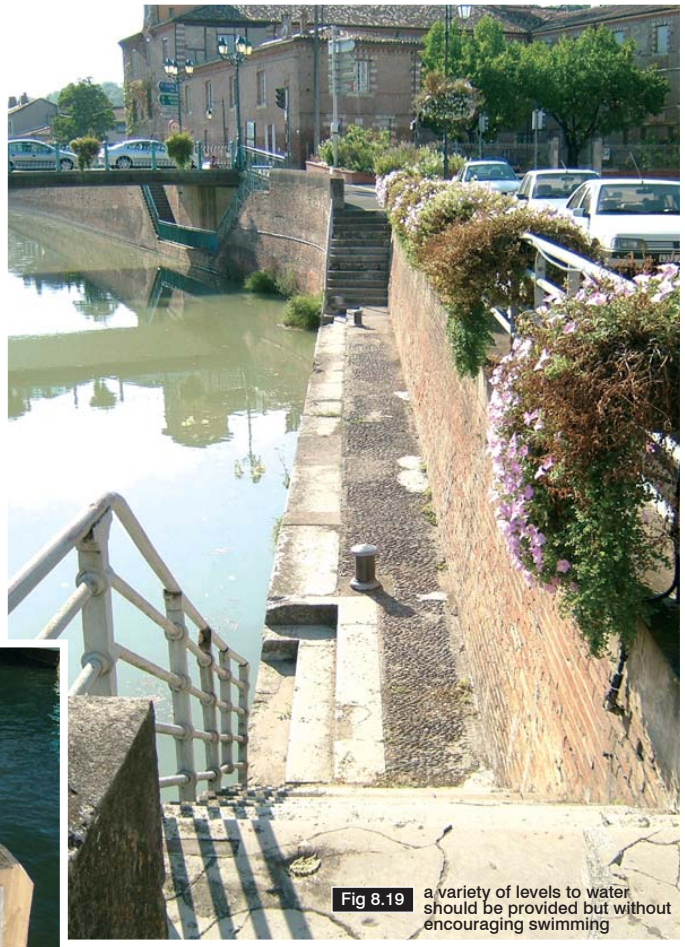


Fig 8.19 a variety of levels to water should be provided but without encouraging swimming

Fig 8.20 existing Poole Quay comprises Purbeck stone, granite and timber

As a part of the "natural urbanism" strategy, trees should be planted at certain points along the quayside to provide shade during the summer months and a greater sense of nature generally. Within groups they should be spaced at 14.0m centres and avoid locations that coincide with views onto the quays. Planting details should conform to Fig 4.28 - 4.32, and trees should be semi-mature, planted at a minimum size of 20-25 cm girth.

Apart from this, no specific soft landscape treatment is advised, but designers should refer to Section 4.5 for more general advice.

8.7.1 Summary box for New quaysides (and please see Fig 8.21 to 8.26)

Pedestrian surfaces inc kerbs, channels	Purbeck stone/ resin-bonded gravel/ granite/ arranged as shown in Fig 8.26. Any areas where service vehicles have access must be load-bearing to adoptable standards.
Cycleway/ service vehicle access	Resin-bonded gravel as shown in Fig 8.26. Any areas where service vehicles have access must be load-bearing to adoptable standards.
Quay edge	Granite/ timber. The quay edge is formed with random lengths (between 1000 and 2000 long) of 500mm x 300mm granite, with a 500mm Granite sett rumble strip abutting.
Quayside railings	Not normally necessary. Where needed, design as Fig 4.40.
Trees, landscaping	Trees in small groups at 14.0 m centres and see Section 4.6. Landscaping-see Section 4.4.
Children	See section 4.9.
Seats	Seating should be provided in two different ways. First, As shown in Fig 8.26. Second, in grouped sections of longer seating units (Fig 5.18), facing specific views or towards performance spaces where needed. A clear pedestrian throughway must be maintained next to the quay edge. A double width bench with backrest (such as The Streetlife “Wait and See”, Fig 5.18) should be used in the new Quay areas.
Pavements/ kiosks cafes	Will be expected to be provided on all new quaysides - see Section 4.10. Freestanding high quality café buildings should form part of the design of major spaces.
Focal lighting	High quality lighting should form part of all schemes for the new quaysides, reinforcing the “Pools of light” concept by lighting (e.g.) art projects, individual buildings, trees.
Art	Public art projects should form a key part of quayside projects. See Chapter 7.0.
Performance; events	Electricity supply should be available; water supply in principal spaces. Surfacing should take vehicle weights where spaces are likely to be used for Events.
Pedestrian Signage	Use approved system, with more specialised/ artist designed units in appropriate places-Mounted on own columns or fixed to buildings where practicable. Use table signage where more detailed signage is required.
Pedestrian lighting	Lighting columns should be set out as shown in Fig 8.26. They should include lugs for banners and the possibility of seasonal festive lighting. Lighting should not be placed any nearer than 1.0 m to the quay edge. Additional pedestrian and vehicular lighting is provided along the Purbeck strip using wall mounted luminaires. (see sections 6.3.5 and 6).
Litter/etc bins; bollards	No specific recommendations, but see section 5.3.5.
Other features e.g. heritage/ water/ information	Quaysides should include other features listed in the Manual such as information systems (see 5.4.4), water features (4.7.4), heritage-related signs and plaques (5.4.5).

8.8 Quayside Walkways and Spaces | Poole Town Quayside

The quayside between Poole Bridge and Whittles Way will form an important part of the public realm of the town. At junctions with distributor and access roads there is the opportunity to create focal spaces that enliven the area and provide public areas adjacent to water.

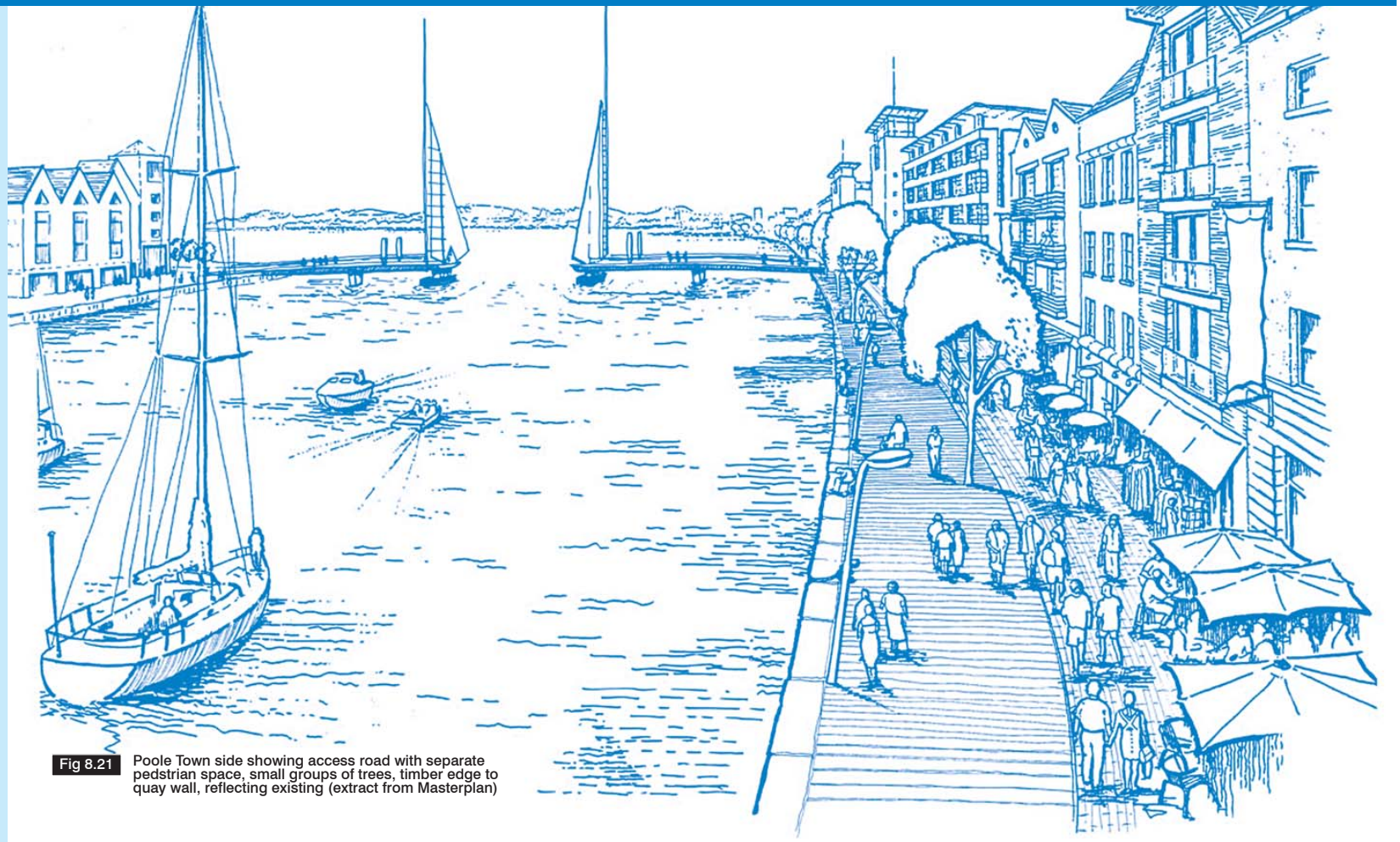


Fig 8.21 Poole Town side showing access road with separate pedestrian space, small groups of trees, timber edge to quay wall, reflecting existing (extract from Masterplan)

8.8.1 Four key spaces-design features and illustrative designs

The Masterplan shows four spaces on the Poole Town quayside. Design considerations for each of them are set out below.

1 West of the existing Bridge.

The space west of the existing bridge is shown as triangular on the Masterplan and covers an area of at least 1,000 square metres (including 15m quayside strip). Careful design of this space, its adjacent buildings and the crossings of the Poole Bridge approach will be crucial in making an effective and functional link to the existing Quay. (illustrative design Masterplan Fig 30).

Design features to be included:

- Open public space adjacent to Poole Bridge with views to bridge and along Back Water Channel. Viewing area to be included
- Granite and Purbeck stone paving
- Lower-level spaces relating to water
- Trees and/or other distinctive landscape features
- Distinctive lighting and artwork
- Service/ emergency Vehicle access exiting to bridge approach if required
- Effective and direct pedestrian linkage to Poole Quay

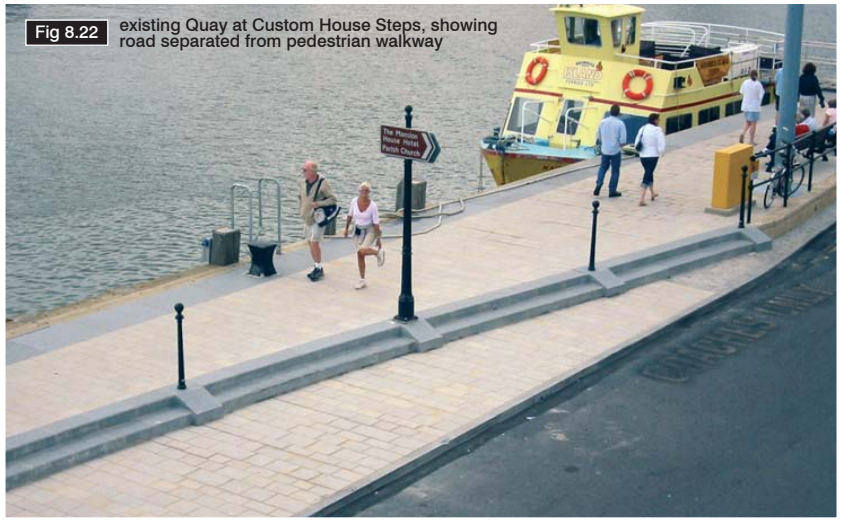
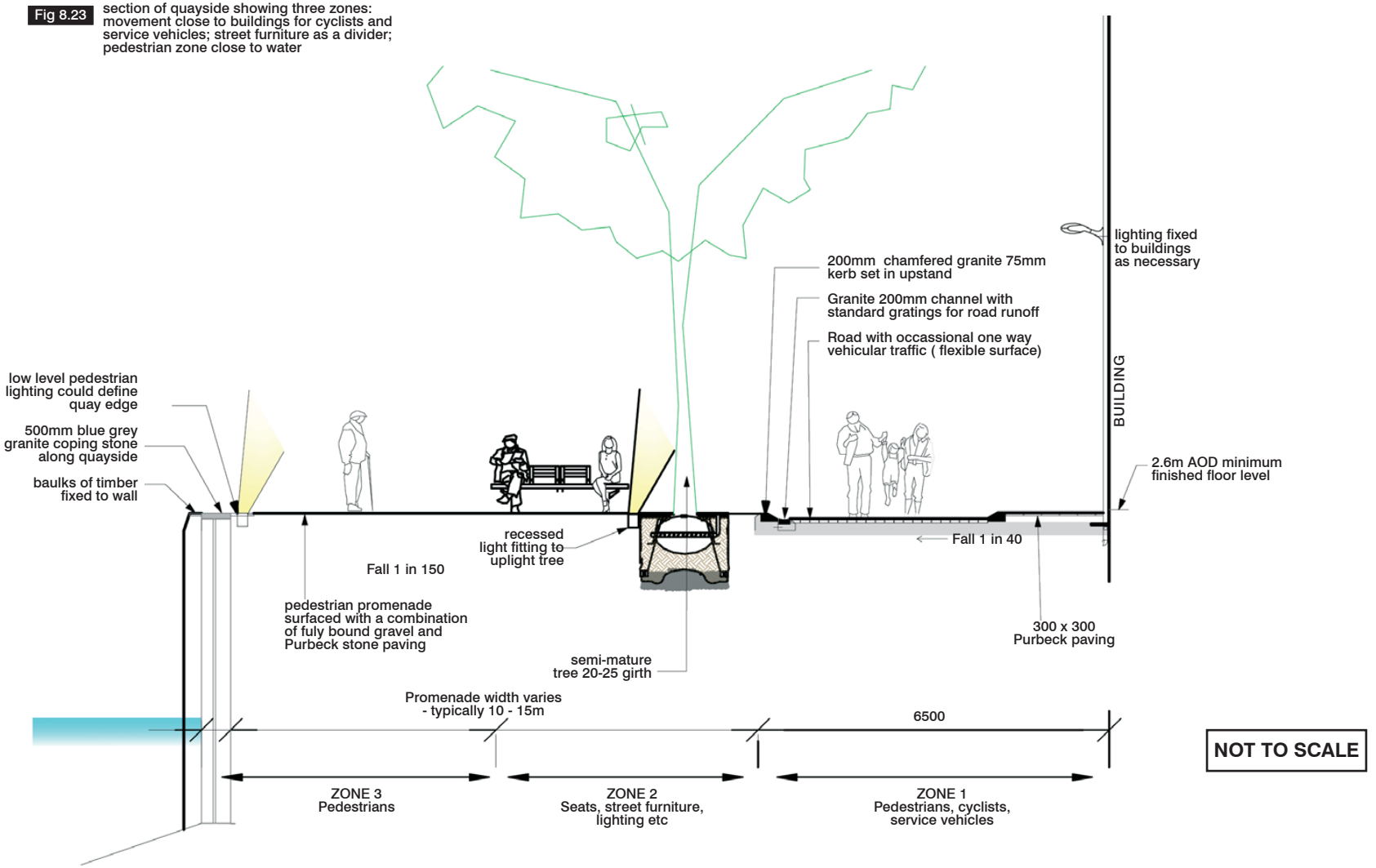


Fig 8.22 existing Quay at Custom House Steps, showing road separated from pedestrian walkway

Fig 8.25 the central part of the existing Quay is a model for new quaysides for the use of materials, railings and public art

Fig 8.23 section of quayside showing three zones: movement close to buildings for cyclists and service vehicles; street furniture as a divider; pedestrian zone close to water



note: all detailed design of vehicular roadways must comply with appropriate highway standards

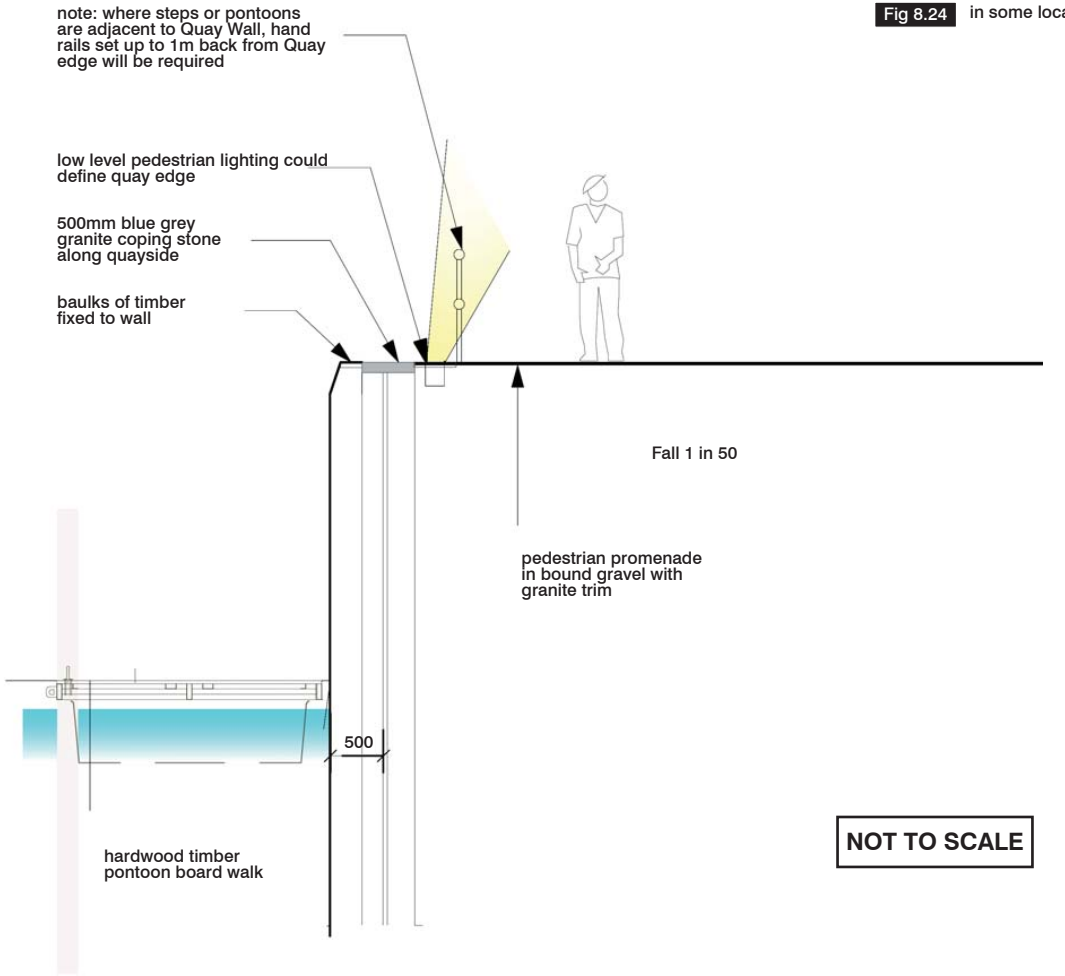


Fig 8.24 in some locations, simple rails might be needed

8.8 Quayside Walkways and Spaces | Poole Town Quayside

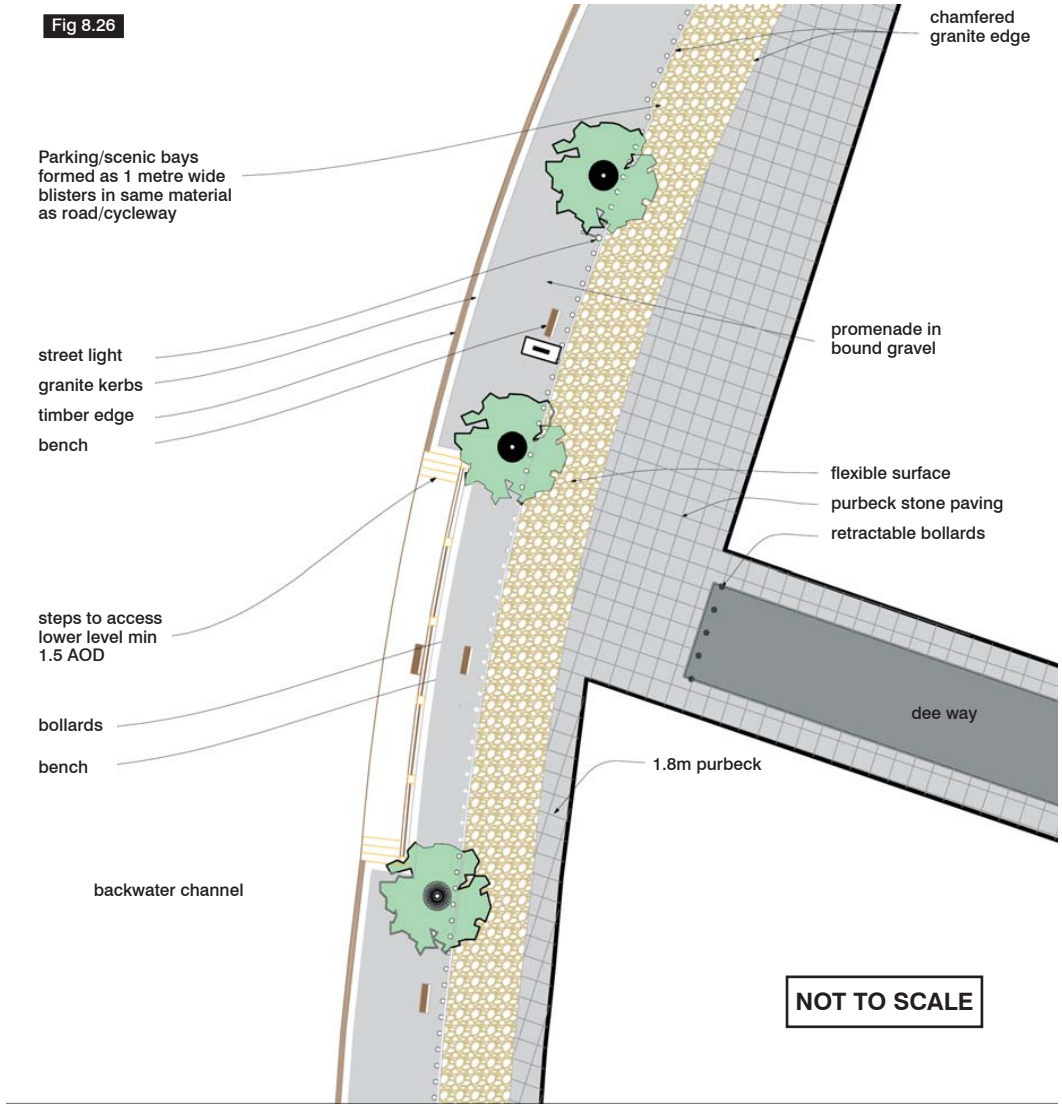
8.8.1 Four key spaces-design features and illustrative designs

2 Dee Way. This area is particularly important in that it terminates one of the key link paths identified in the Spatial Hierarchy – that running through to Poole Quay via Barbers Piles and Thames Street. It is also on a visual alignment with the tower of St James' Church as seen from Hamworthy. It should be designed to provide at least an additional 350 square metres of public space (not counting the 15 m quayside strip). It could be designed to be similar to that next to the Custom House, set back from the continuous building line. (illustrative design Fig 8.26).

Design features to be included:

- Widening of quayside to form space, including space for tables and chairs
- Make the most of the location as a good viewpoint along the Back Water Channel in both directions
- Make the most of the location as the terminus of the pedestrian link through to the old Poole Quay
- Make the most of views through to St James' church tower

Fig 8.26



3 Whittles Way. This space is specially important in that it terminates the link route to the High Street and quay via Old Orchard. It is also the arrival point where the link to the Dolphin Centre and the Station reaches the waterfront. This space will have a particular waterside emphasis since it must include provision for the storage and launching of small tenders for boats moored in Holes Bay. An area of 1,000 square metres (over and above the 10m quayside strip that runs through it) is shown in the Masterplan, which also shows part of it built out over the water. (illustrative design Fig 8.27).

Design features to be included:

- launching point unless an agreed alternative is provided elsewhere.
- provision for dinghy storage unless agreed to be provided elsewhere.
- Sea Scout launching access.
- link path to RNLI.
- "New Orchard" tree feature or agreed alternative soft landscape treatment.
- significant "Pools of Light" installation or acceptable alternative light/ artwork treatment.

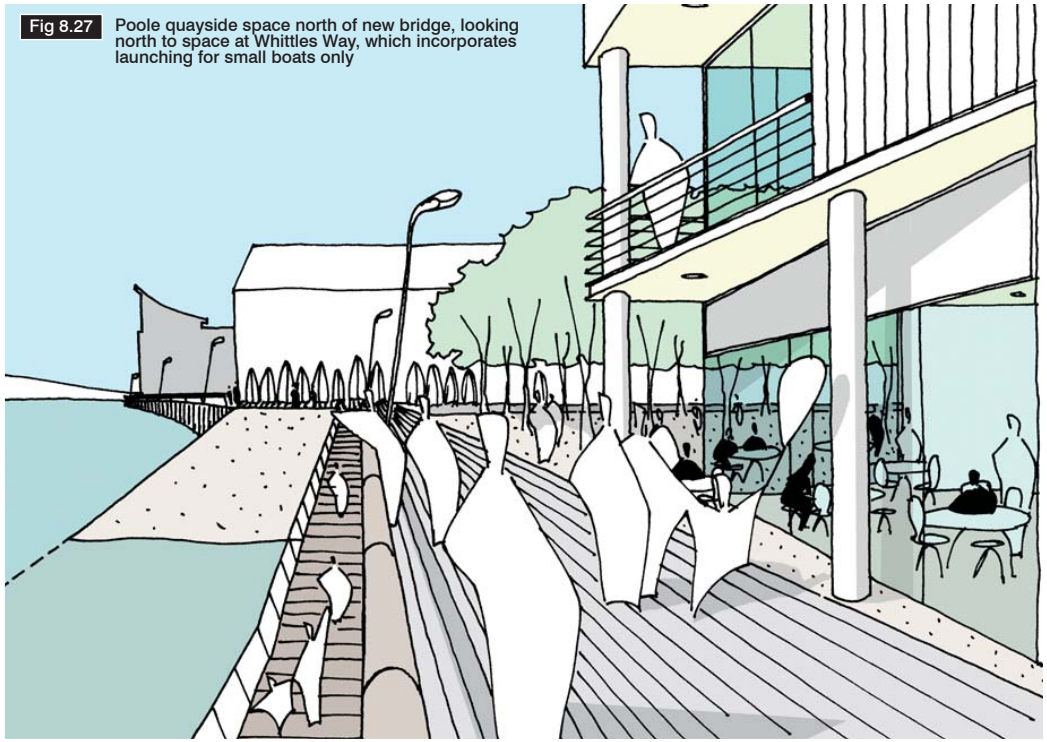


Fig 8.27 Poole quayside space north of new bridge, looking north to space at Whittles Way, which incorporates launching for small boats only

4 Beside new bridge (east end, south side)

Design features to be included:

- low-level/ floating access under bridge Quay-edge railings as necessary.
- shelter for pedestrians/ cyclists waiting for bridge to open.
- quayside seating for viewing bridge operations.
- suitable art/ lighting treatment keyed to bridge design.

Fig 8.28 Floating walkway under bridge

8.9 Quayside Walkways and Spaces | Hamworthy Quayside

8.9.1 Introduction

A large area of the new quayside on the Hamworthy side is identified in the Masterplan as a major open space, referred to as “Hamworthy Quayside”. The general width of the quayside is 12 to 15 metres, widening to over 55m in the southern section (from quay edge to building line, including the 12-15m strip). The total area of open space here should be not less than 4000 sq.m.

It is intended that this space will be used during the summer months for lunchbreaks and recreation, with purpose made areas for casual sun lounging. It would not be inappropriate for areas to be designated for deck chairs. In the evening cafés and bars along the street would spill out to create a vibrant ambience. It will also be designed as a space capable of hosting major events of different kinds and as an important attractor incorporating distinctive art and lighting installations.

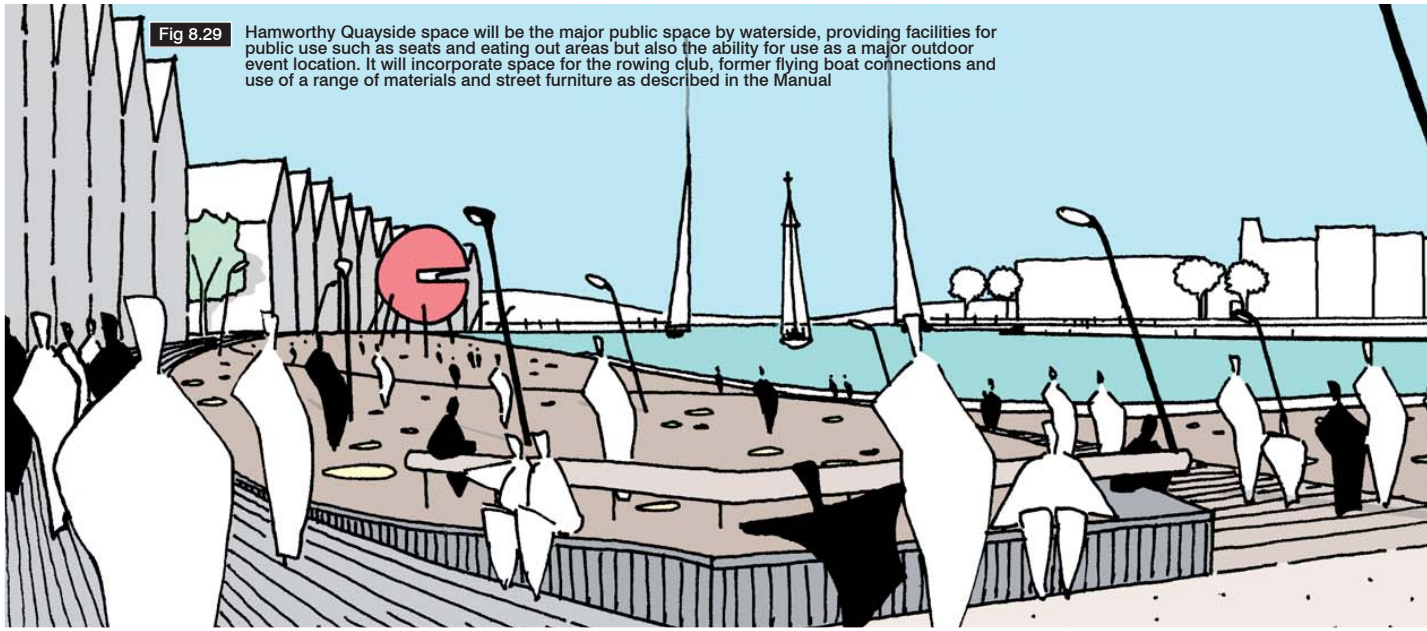


Fig 8.29 Hamworthy Quayside space will be the major public space by waterside, providing facilities for public use such as seats and eating out areas but also the ability for use as a major outdoor event location. It will incorporate space for the rowing club, former flying boat connections and use of a range of materials and street furniture as described in the Manual

8.9.2 Illustrative design

An illustrative design has been prepared for one of the “Hamworthy Quayside” open spaces which appear in Fig 43 of the Masterplan. It is shown in Figures 8.29 and 8.30.

The design illustrates the type of radical and innovative approach that the Council is seeking, but does not constitute specific guidance. It is more robustly modern, and distinctively different from the town side in form. However, it follows a similar pattern of lighting, signage, materials and street furniture.

The design takes advantage of the existing low quay wall to create a more natural stepped or gently undulating form that reflects a waterside character in the open space on this side of the Back Water Channel.

The amphitheatre-like form reflects the existing quay edge and allows the space to accommodate performance and other events.

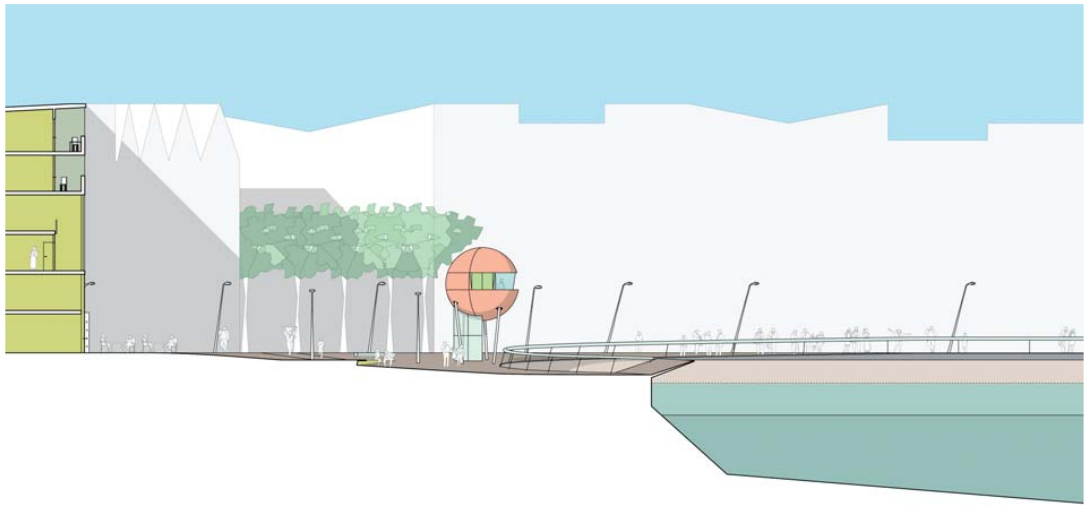


Fig 8.30 section through Hamworthy Quayside showing relationship of space to water and buildings. It also echoes the sections from Poole quayside in Fig 8.23, 8.24 & 8.26

8.9.3 Design of the new open space

This space may be designed in conjunction with the nearby Masterplan space at Hamworthy Gate.

The following design features should be included:

- The space should be designed to be used for major and lesser performance events.
- The space should be designed to be used for major events generally. Construction should allow for the vehicle loadings associated with major events, and electricity and water supply points should be built in to allow use of the space for a wide range of different types of events.
- An office for the Basin Master should be included.
- A comprehensive artwork scheme should form a fundamental part of the concept.
- Lighting should form an equally important part of the basic concept for the space, building on the “Pools of Light” concept.
- The space must be designed to form a major attractive feature at all times day and night, whether or not it is being used for performances and displays.
- A number of purpose - designed shelters should form part of the design.
- One of these should be a service block to enable performance and event use to be accommodated. This must be sufficient to provide space for changing, toilet and shower facilities.
- Provision for the relocated Poole Rowing Club in the form of ramped access to the water for boat launching should be incorporated into the design. The location of this ramp should tie in to boat storage provision, which will form part of adjacent development proposals.
- Retention of the former BOAC Launch House should be considered, as shown in earlier versions of the Masterplan.

8.10 Holes Bay Buffer Strip

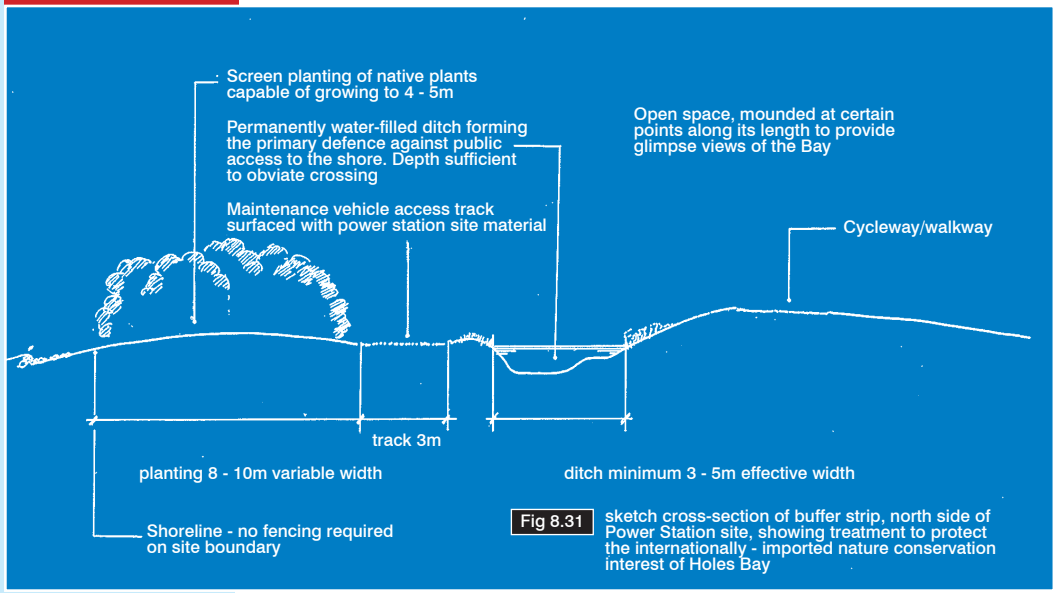


Fig 8.31 sketch cross-section of buffer strip, north side of Power Station site, showing treatment to protect the internationally - imported nature conservation interest of Holes Bay

A secure buffer strip is required in order to prevent public access, disturbance and other unacceptable impacts on the nature conservation interest of the shores of Holes Bay.

The following general design parameters have been provisionally agreed as appropriate with Natural England - see Fig 8.31.
Any proposed design will need to be agreed with NE. This buffer strip is likely to be adopted by the Borough Council.

Design features to be included:

- Variable width screen planting strip of native plants capable of growing to 4 - 5.0m of not less than 8-10m width. This planting will need to be coppiced in blocks from time to time
- 3.0m wide vehicle access maintenance track with turning points or one-way access. The surfacing of the track should be taken from material already on the power station site in order to provide a habitat for rare plants
- Water feature forming the primary 'defence' against public access to the shore. Minimum width 3.0-5.0m of a suitable depth to obviate crossing. Should meet Health and Safety requirements and be designed as part of a SUDS scheme for the site. This feature should be designed so that it does not flood or dry out, perhaps using water drained from roofs.
- A cycleway/walkway should be provided inland of the water feature with an appropriate width of accompanying open space. This route should be mounded at certain points along its length in order to provide glimpse views of the Bay, or some other device used to achieve views for path users.
- The overall width of the buffer should be sufficient to incorporate all these features as well as being in keeping in urban design/ landscape terms. [These are not considered here but could well result in the need for a wider strip than would be needed to meet the requirements described here]. The style of the design should generally be informal to meet the requirements of policy NE 23.
- No fencing required to the site boundary.
- Future maintenance arrangements should be agreed in principle as part of approving the design. The sensitivity and importance of this buffer strip points towards it remaining under public control. Future maintenance is likely to be by Leisure Services, supported by a substantial Commuted Sum.
- Viewpoints should be worked into the buffer strip at one or both ends. A hide or other building should be considered as part of a strategy for limiting intrusion into the shore area.

The buffer strip proposals should include consideration of the treatment of the following related areas in order for the strip to function properly:

1 **the area between the substation and the shore, including the Borough's cycleway proposal.**

2 **the pedestrian/ cycle link westwards to Hamworthy, including the section between 39-46 Hinchliffe Road.**