

05.

[Design Proposal]

Design

5.1 Architectural Typologies

With the scale of this proposal it's important to create distinct typologies to break up the visual mass of the scheme, the scheme can mostly be broken into the following typologies.

- Waterfront Typology (Residential)
- Wharf Typology (Residential)
- Quay side Typology (Retirement)

Waterfront Typology [Blocks A, B]

A contemporary architecture style to reflect the emerging styles of Poole's new developments.

These apartments are light in nature, employing an emphasis on the frame to create both a vertical and a horizontal rhythm and an open facade, paying homage to the aesthetic of the marina.

Wharf Typology [Blocks C, D, G, H1, H2]

A vernacular architecture style to represent the history of Poole.

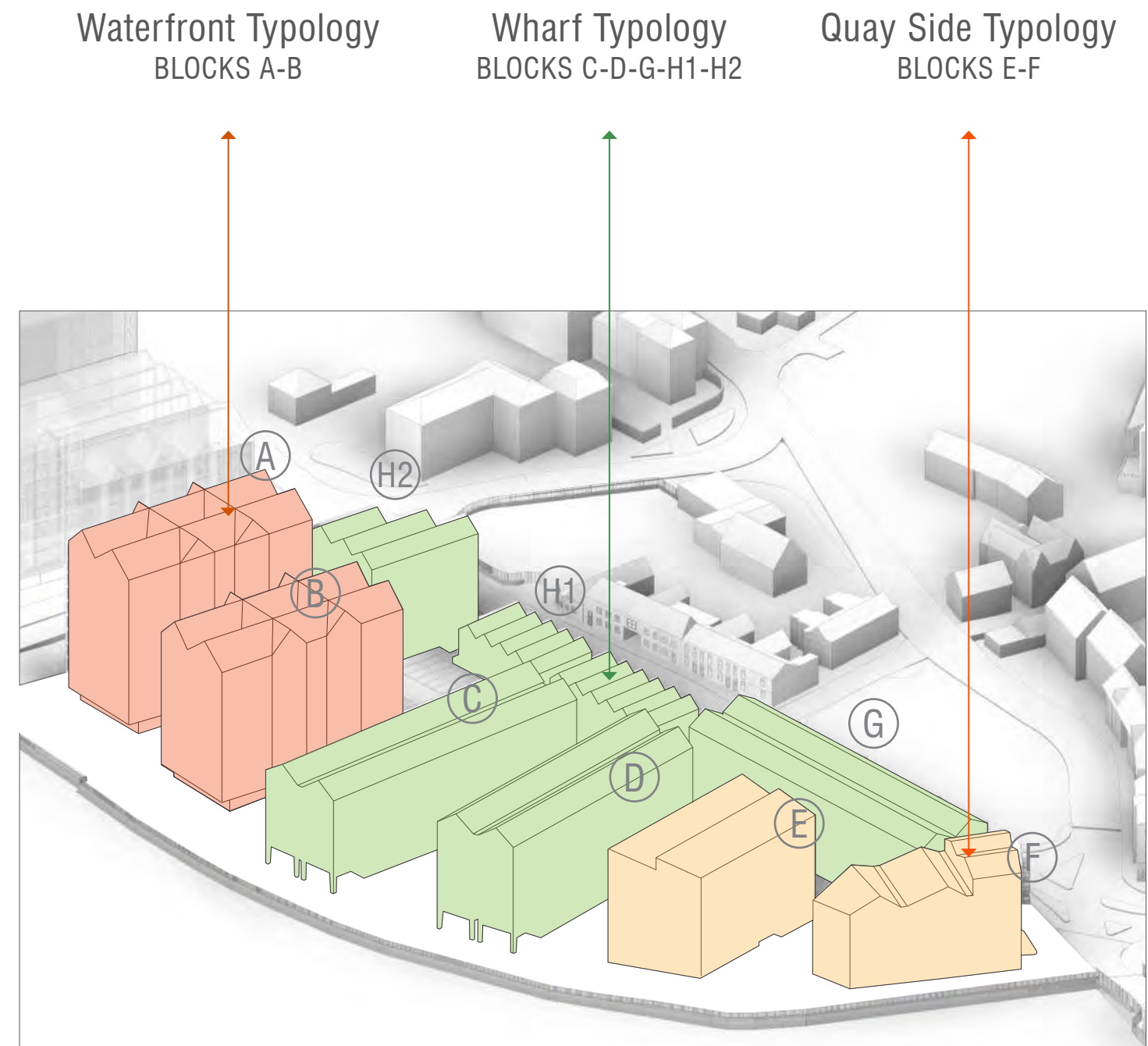
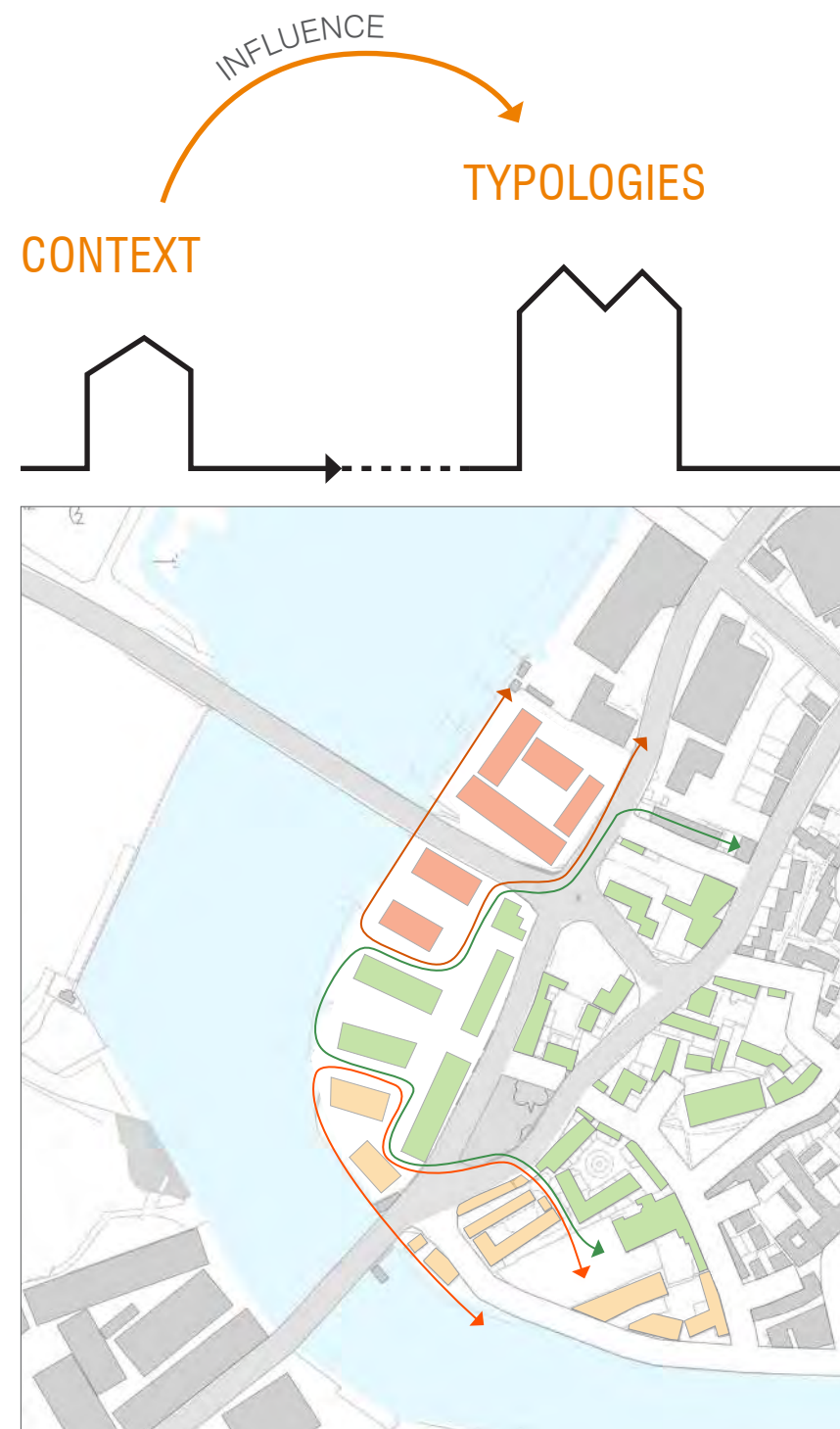
Wharf typology is visually more monolithic, using local brick to make the building appear as a solid entity with balconies fitted externally. The zinc flashing 'hat' creates a visual distinction at the top of the building and retains a material relationship with the town house.

Quay Side Typology [Blocks E, F]

A contemporary interpretation of Poole's Vernacular architecture.

Block E and F continue the language of the town house by incorporating the pitched roof along elevations facing the waterside.

*There is a distinct identity to the Rowing Club facade which is located below block F, to distinguish between private residential and public spaces.



Design

5.1 Architectural Typologies



Design

5.2 Appearance: Waterfront Typology - Block A and B

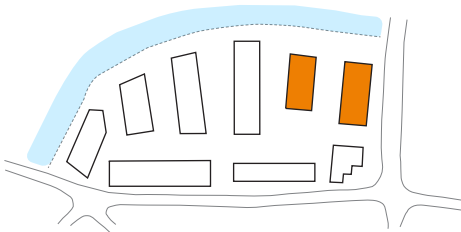
Architecture

The Waterfront Typology emerged from the more contemporary local vernacular and the future developments near the site.

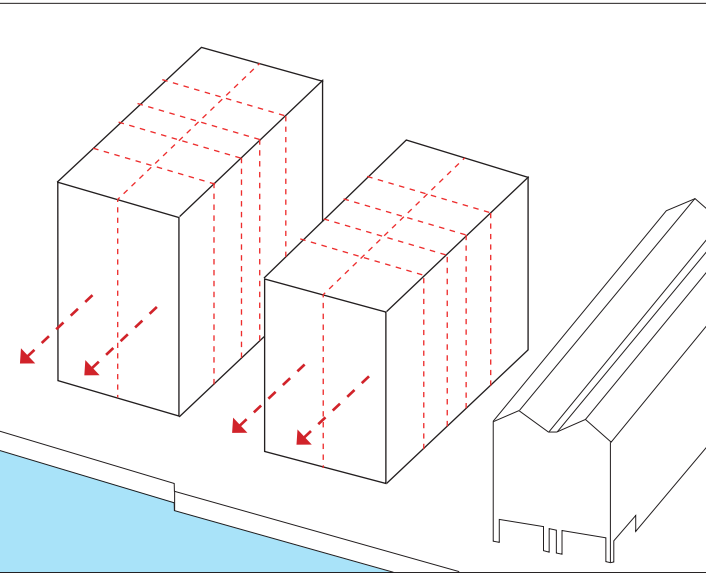
The primary volume is split visually using recesses in the facade and the roof-line. A grid system is applied to the layout of windows and loggias on the front facing facade and balconies are added on the longer façades to help break the volume further. Balconies and loggias are placed with a degree of freedom to break out of the rigid grid.

The general mass of the building appears to be suspended due to the ground and first floor being slightly recessed.

The top floor features a gable frame facing Twin Sails Approach and Quayside to give a stronger identity and reflect the more traditional warehouse style which commonly treats the top floor as slightly different.

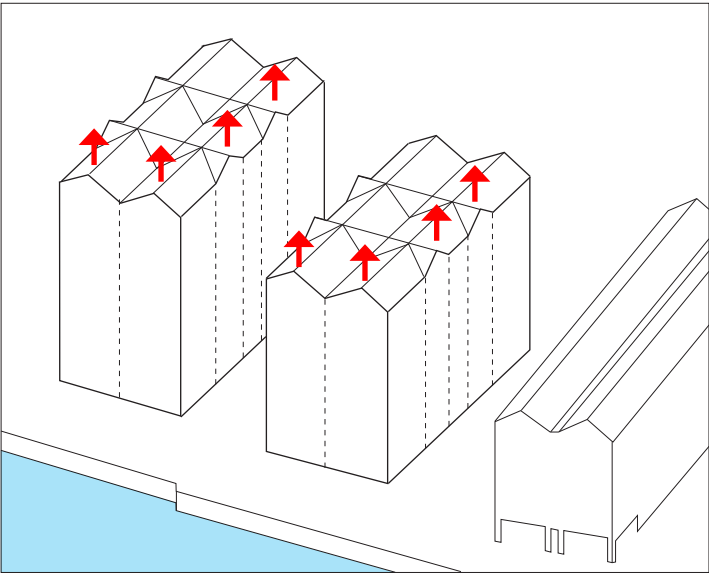


SPLIT THE VOLUMES ENHANCE VIEW TOWARDS WATERFRONT



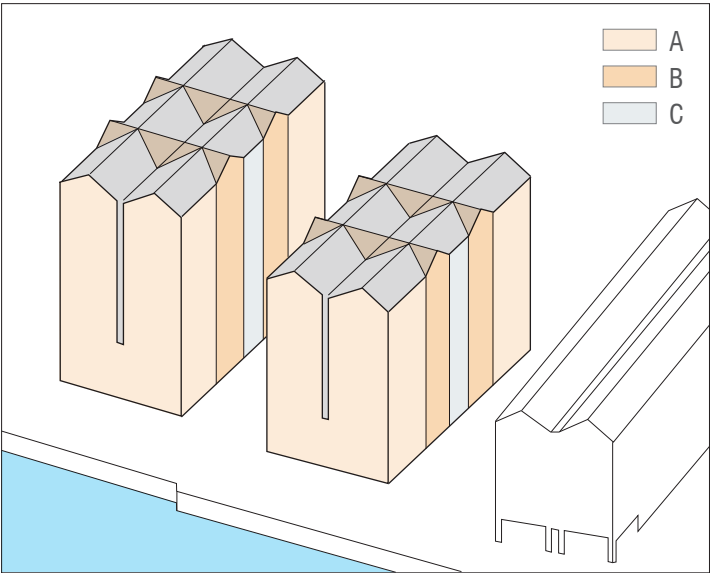
Mae Architects - Brentford Lock West - London

EMPHASIZE ROOF PROFILE



Mae Architects - Brentford Lock West - London

DEFINE THE SUB-VOLUMES



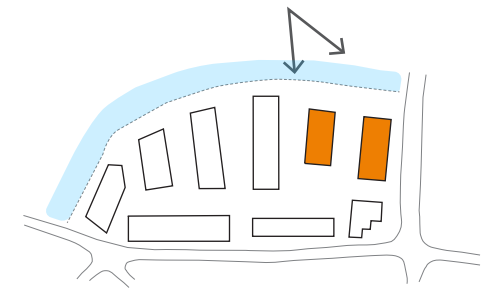
CallisonRTKL - Cotton Field Wharf - Manchester

Design

5.2 Appearance: **Waterfront Typology** - Block A and B

Materiality

The waterfront typology enlists a typical industrial and warehouse material style. Brick is predominantly used with a warm tone to echo treatment of the new development adjacent to the site. A light grey fascia to top floor balconies are used to define the penthouse level.



Waterfront Typology
BLOCKS A-B



Design

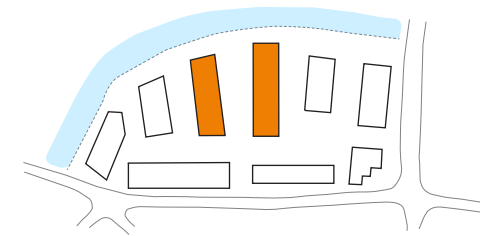
5.2 Appearance: Wharf Typology - Block C and D

Architecture

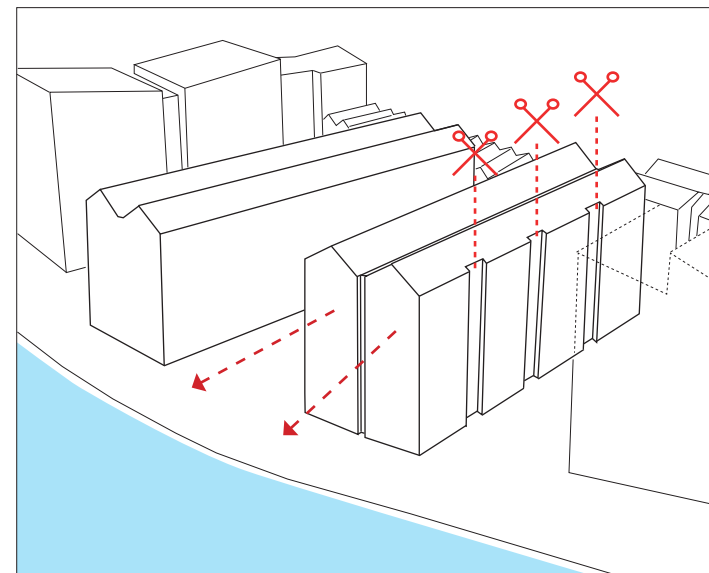
The Wharf typology is a characterful representation of a traditional warehouse style. Pitched roofs running perpendicular to the Quay relates to the elevation along West Quay Road, as does the fact that the short elevation is facing out towards the Quay. The long volumes is split into sub-volumes using recessed areas and strategic placement of windows and balconies.

The structure of the base of blocks C and D along the Quayside demonstrates a shipyard style referencing the strong marine history of the site.

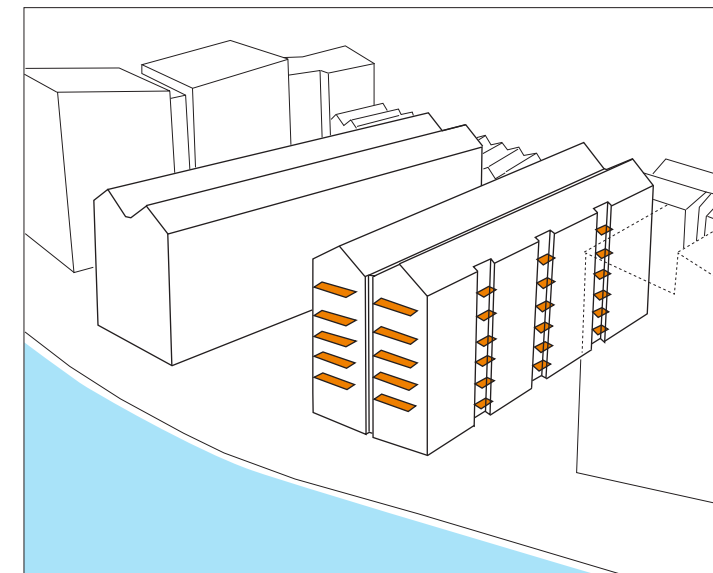
Like blocks A and B, the top floors of C and D are treated with a slight change in rhythm to emphasise the penthouse apartments and remain within the traditional warehouse style by introducing recessed balconies and a wider glazing pattern.



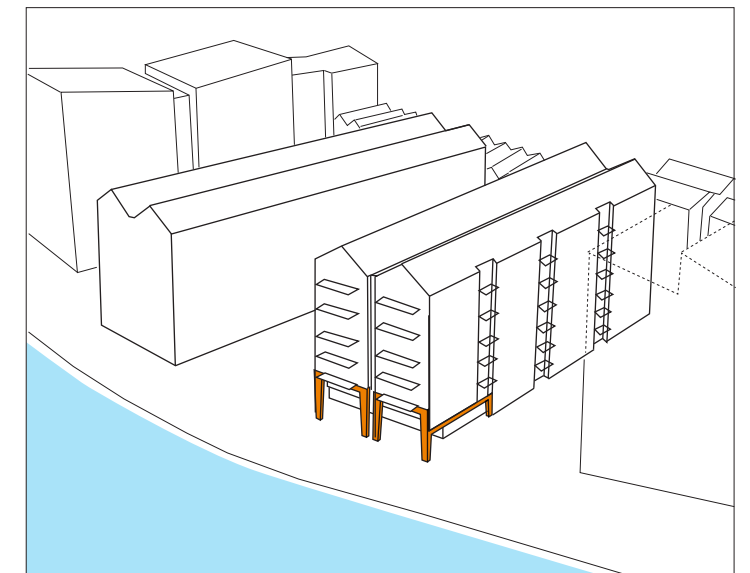
SPLIT THE VOLUMES ENHANCE VIEW TOWARDS WATERFRONT



INSERT BALCONIES INTO RECESSES TOP FLOOR WATERFRONT LOGGIAS



CHARACTERISE THE WATERFRONT ELEVATION - SHIPYARD STRUCTURAL REFERENCE



Wapping Wharf - Bristol



Wapping Wharf - Bristol



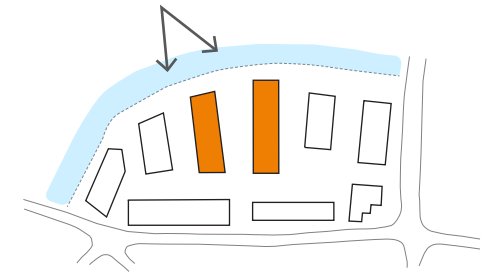
Bauman Lyons - Salder gate Studios - Derby

Design

5.2 Appearance: **Wharf Typology** - Block C and D

Materiality

Red brick is used for the wharf typology as a traditional warehouse material. The Roof will match the tone of the brickwork to emphasise the idea of solid volumes. Branding can be applied to the gable ends using feature white bricks or painted bricks.



Wharf Typology
BLOCKS C-D



Design

5.2 Appearance: Wharf Typology - Block G

Architecture

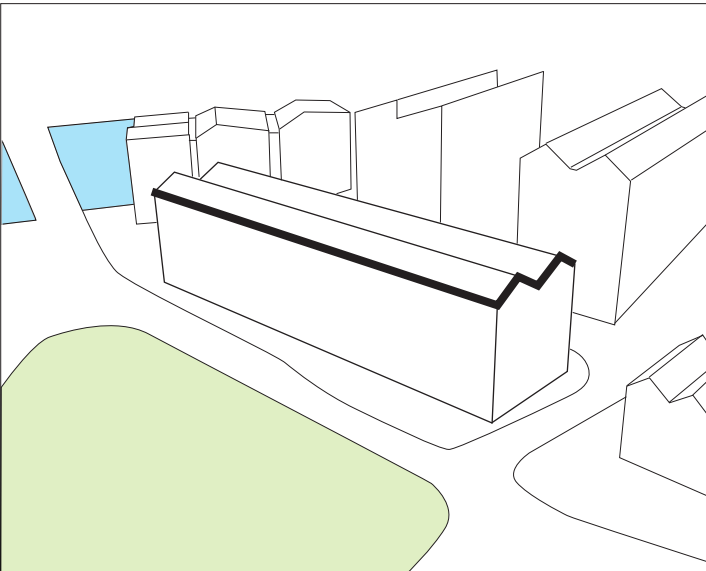
Block G is a more contemporary take on the wharf typology, whilst still remaining true to the style with pitched roofs and materiality.

The long volume is broken into sub-volumes by large recesses in the facade with a slightly more loose feel to the design approach in comparison to C and D.

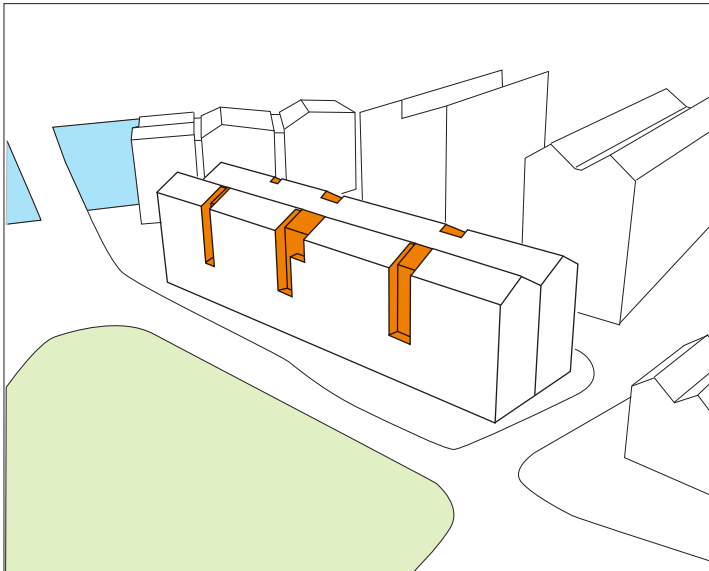
Block G's location along West Quay Road ie facing a busy road limit provision balconies only to be featured on the elevation facing into the site. However it allows for the use of the ground floor to activate the public realm and gives the opportunity to incorporate local art and culture.



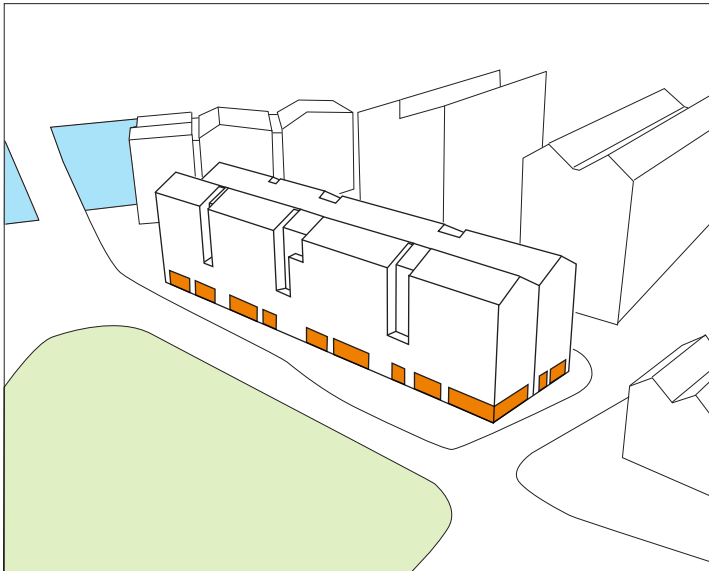
DEFINE THE MONOLITHIC VOLUME PITCH ROOF



BREAK UP THE VOLUME CREATE VARIATION



CHARACTERISE THE GROUND FLOOR, DECORATED ART AND ADVERT PANELS



Proctor and Matthews Architects
Adobe at Great Kneighton



Frank Reynolds Architects - Brentford Lock West -
London



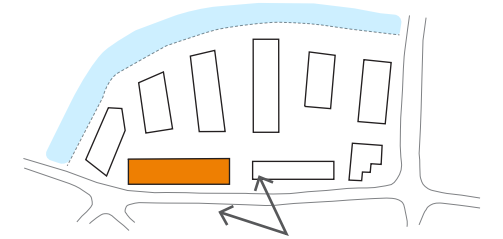
Peter Barber Architects - Hafer Road - London

Design

5.2 Appearance: Wharf Typology - Block G

Materiality

The materiality of Block G reflects that of blocks C and D with a slightly more contemporary feel due to recessed panels of dark grey metal which also help to emphasise the breaks in the facade. Decorative panels along the ground floor activate the public realm and create a dynamic space.



Wharf Typology
BLOCK G



Design

5.2 Appearance: Wharf Typology - Block H1

Architecture

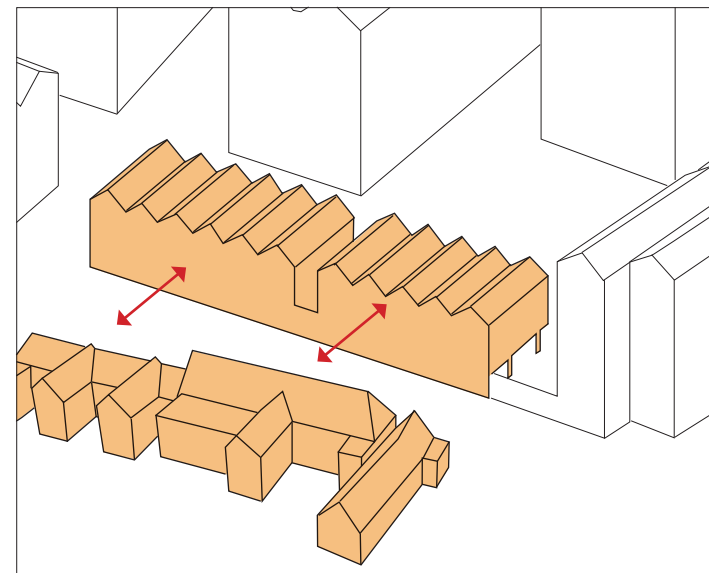
H1 is comprised of a series of duplex units which run along the East elevation of the site facing West Quay Mews. The smaller, individual volumes are emphasised by a push and pull rhythm in plan which is also visible in elevation. Each unit is further identified by its own pitched roof perpendicular to the road.

Common access to the units is created by an inset walkway on the first floor with access via two stairways from West Quay Road.

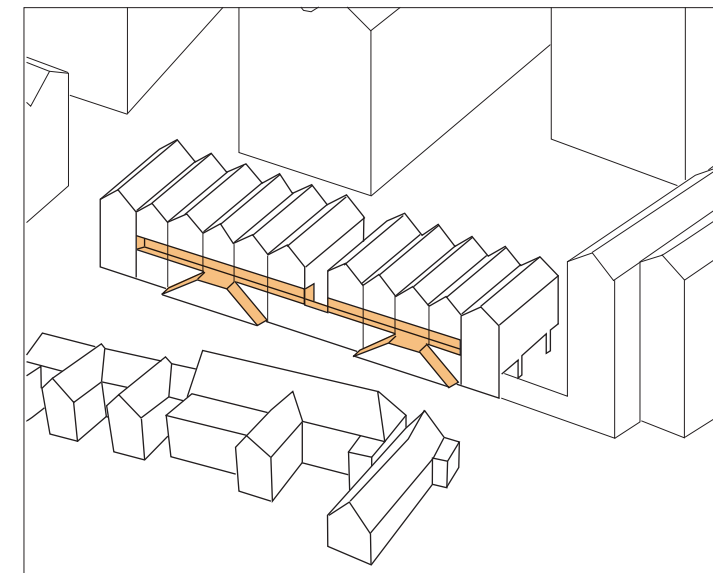
The roof line of H1 appears as a continuous 'wrap' along the elevation and continues onto H2, linking the two blocks.



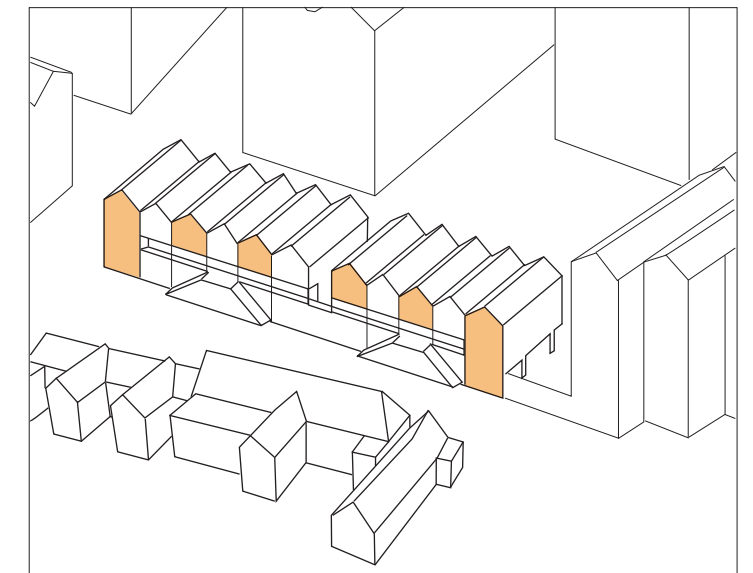
RESPECT THE CONTEXT



DEFINE THE COMMON ACCESS WALKWAY



DEFINE THE IDENTITY OF THE SINGLE UNITS



Bell Phillips Architects - St. Chad's - Tilbury



Mae Architects - Hammond Court - London

Design

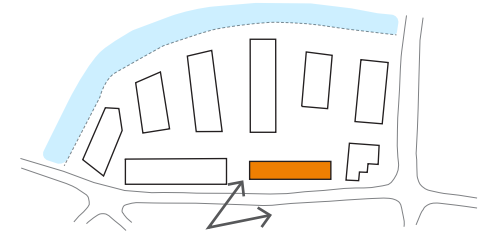
5.2 Appearance: **Wharf Typology** - Block H1

Materiality

H1 continues to use the same red brick as C,D and G. The push and pull of the facade is emphasised by a slightly different tonal brick on the recessed units. The walkway along the first floor is brightened by a lighter colour to open up the space. Resonating with G, dark metal panels are used to pick highlights within the facade and decorative panels activates the ground floor.



Wharf Typology
BLOCK H1



Design

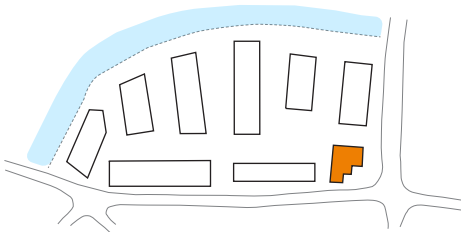
5.2 Appearance: Wharf Typology - Block H2

Architecture

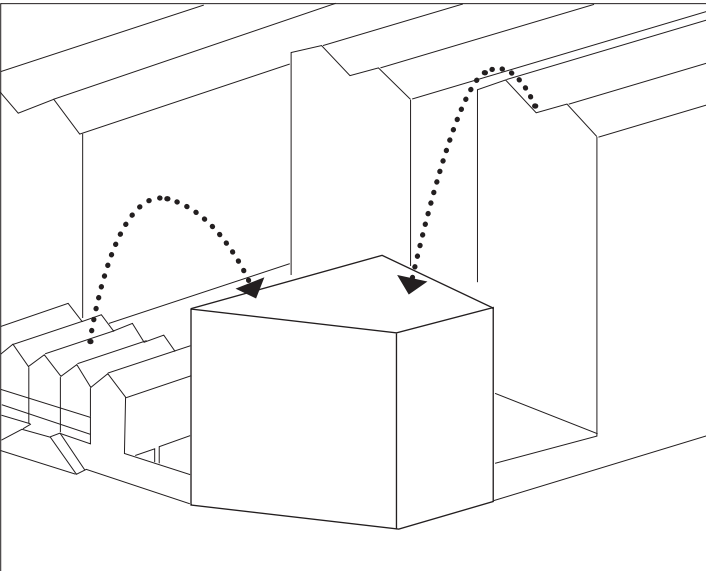
H2 acts as a bridge in styles between Block H1 and Block A. The building is visually split down the centre with recessed glazing and inset balconies. This allows the left side to reflect the adjacent warehouse style with a more vertical emphasis, whereas the right side features a more grid-like pattern to link back to Block A.

The ground floor helps to keep the two sides linked by breaking the recess and giving the appearance of a more solid base on which branding and foliage can be applied.

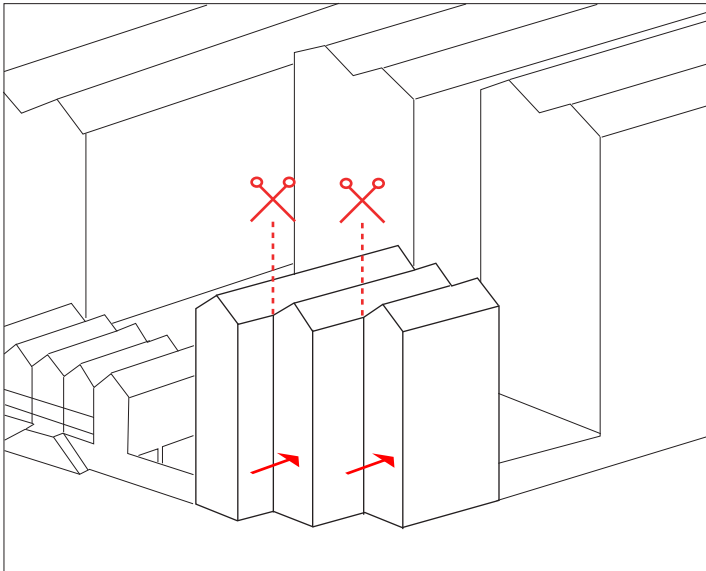
The roofing style also splits down the middle to both continue the wrapped roof effect of H1 and mirror the more subtle roof of Block A.



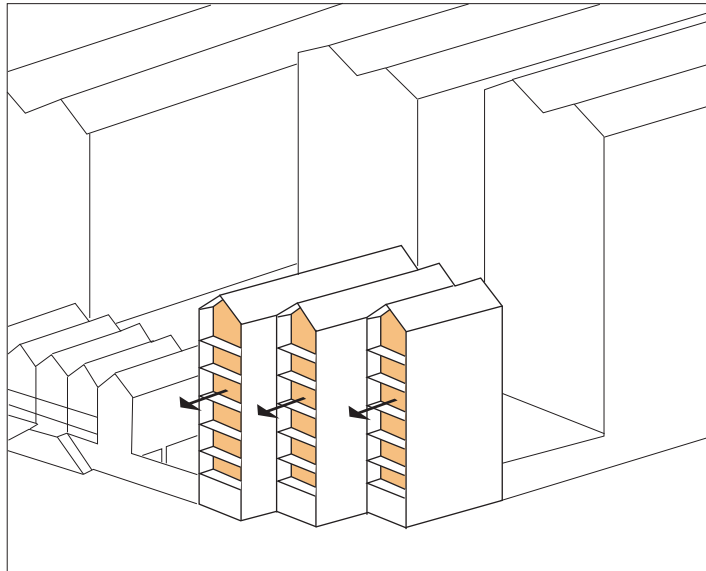
BLOCKS H1 AND A TO INFLUENCE DESIGN LANGUAGE OF BLOCK H2



SUBDIVIDE THE VOLUME AND MAKE IT A CONTINUATION OF BLOCK H1



OPEN THE VIEW TO THE HISTORICAL TOWN CENTRE



Olympia Place - Amherst - USA



Zigzag Arquitectura - Spain



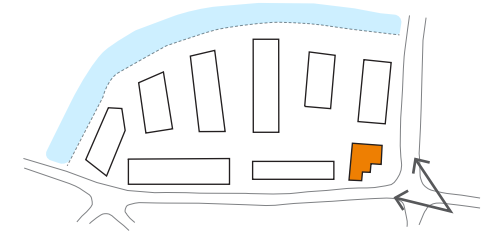
Temporary Housing - Rotterdam

Design

5.2 Appearance: **Wharf Typology** - Block H2

Materiality

H2 continues the wharf typology with the same red brick as C, D, G and H1. Slight recesses in the brickwork emphasise the vertical and horizontal nature of each half. As with G and H1, accents are picked with a dark grey metal and the open corner on the ground floor gives opportunity for branding and way-finding.



Wharf Typology BLOCK H2

This view describes the visual journey following the route from Old Town Poole to Hamworthy, going across Twin Sails Bridge.



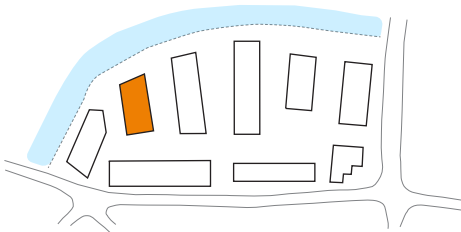
Design

5.2 Appearance: Quay Side Typology - Block E

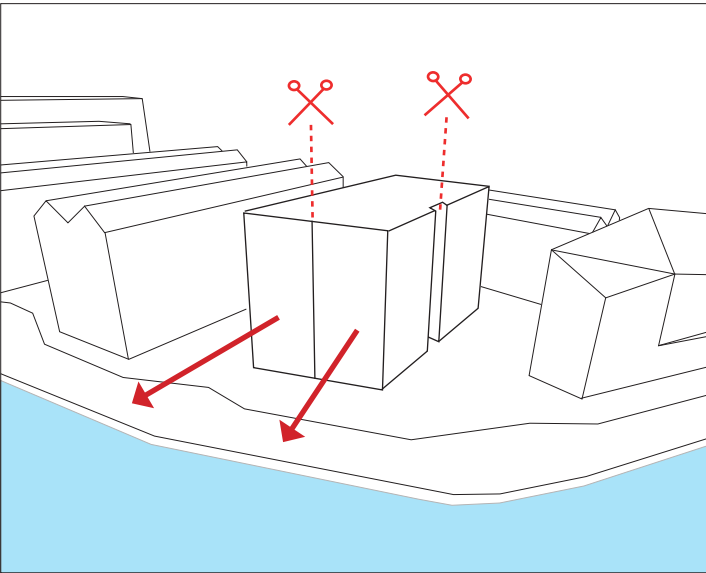
Architecture

The Quayside typology is a fresh, contemporary take on the warehouse style.

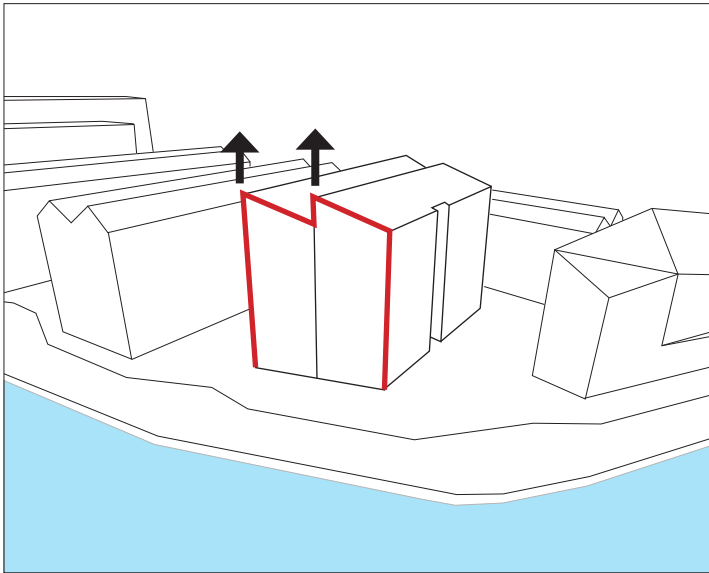
Block E is made from simple massing with a symmetrical design of pitched roofs and balconies. Views out across the water are maximised with long balconies and wide glazing. The clean style is modern yet subtle and remains true to the traditional design of the local vernacular.



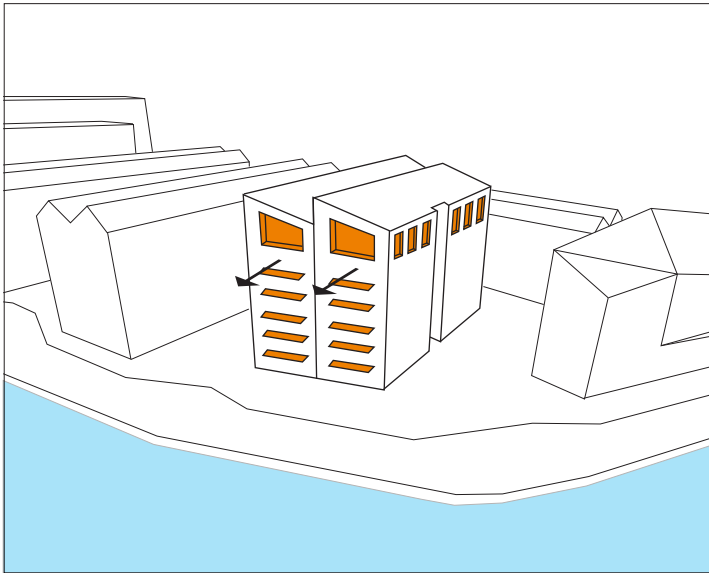
SPLIT THE VOLUME
ENHANCE VIEW TOWARDS WATERFRONT



ROOF PROFILE TO EMPHASIZE
SINGLE VOLUMES



ROOFTOP PENTHOUSE TERRACE
BALCONIES ALONG THE WATERFRONT



Coffey Architects - Moor's Nook -
Surrey



Pegasus Life - New Castle



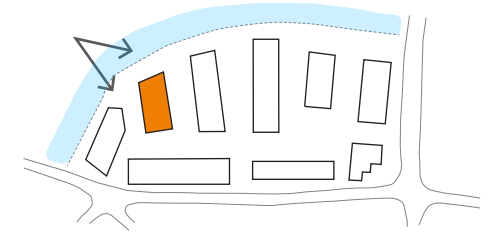
Canford Cliffs - Poole

Design

5.2 Appearance: Quay Side Typology - Block E

Materiality

The Quayside Typology adopts warm brick tones to relate to the surrounding context. Slight tonal change to the brick occurs alternately where the massing breaks. The roof holds a cooler grey tone to accentuate the roof profile. On the penthouse level double height glazing is permeated with light grey metal panels to remain inconspicuous within the facade.



Quay Side Typology
BLOCK E



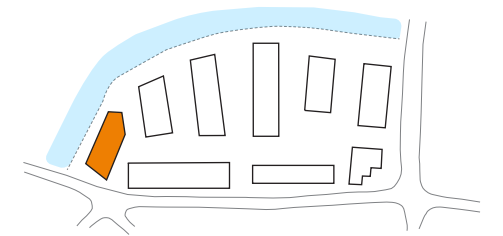
Design

5.2 Appearance: Quay Side Typology - Block F

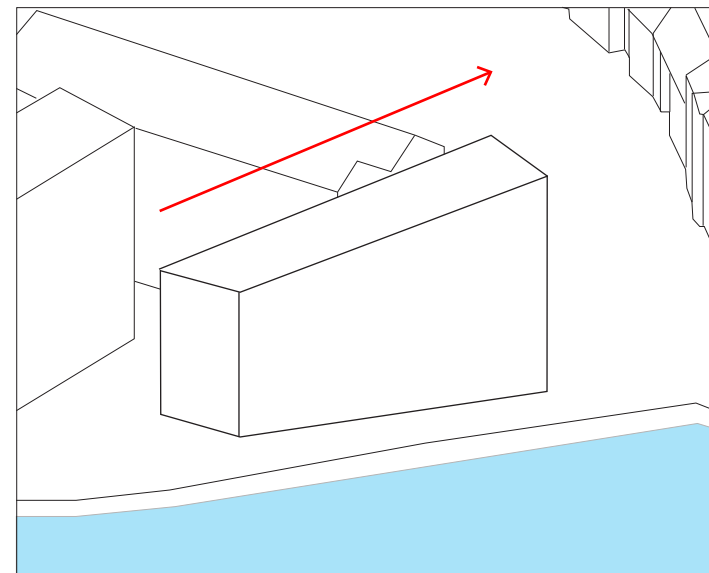
Architecture

Block F is comprised of a very similar style to Block E. The desire to maximise the waterfront view presents itself in the large open balconies along the shorter elevations. The longer elevation is broken up with a recess on both the facade and roof design, opening up the apartments to waterfront as well.

The Ground floor, being occupied by the rowing boat club, is activated by the permeable facade and public realm surrounding the club, and visually represented by branding and feature panels and glazing.

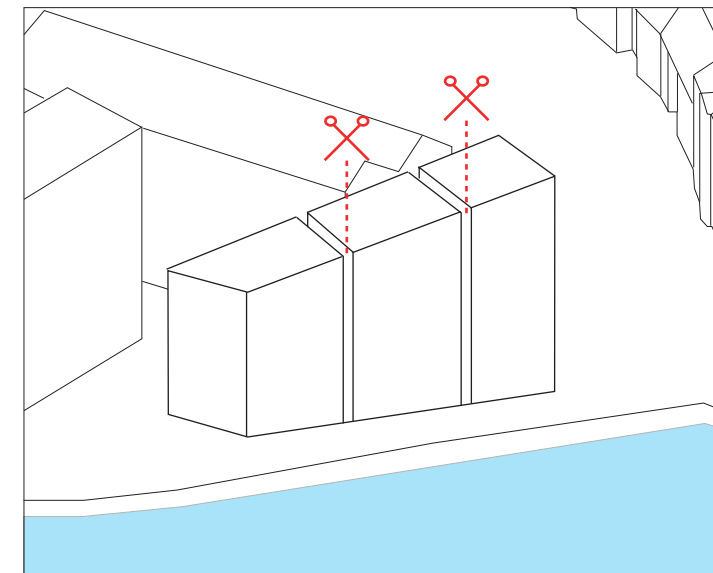


ENHANCE PRESENCE TOWARDS OLD TOWN POOLE BY CREATING A LANDMARK



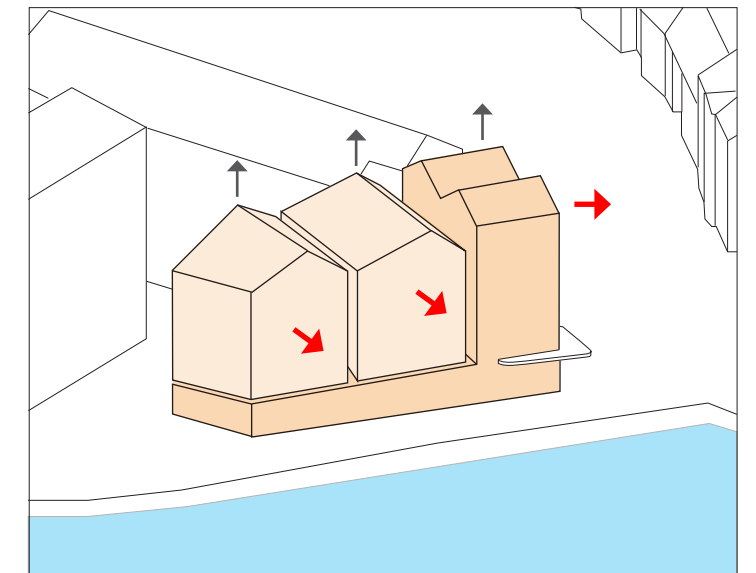
Edificio González Luna - Mexico

SUBDIVIDE THE VOLUME INTO SUB-VOLUMES



The Mailings - Newcastle

CHARACTERISE AND DEFINE EACH BLOCK



Frank Reynolds Architects - Brentford Lock West - London

Design

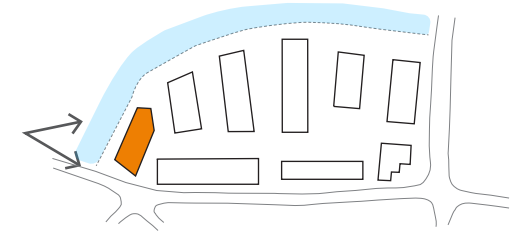
5.2 Appearance: Quay Side Typology - Block F

Materiality

Block F adopts the same material palette as Block E. Along the ground floor the Identity of the Rowing Club is presented using laser cut metal panelling and branding opportunities along the facade facing the Quay and West Quay Road.



Quay Side Typology
BLOCK F



Design

5.2 Appearance: Rowing Club

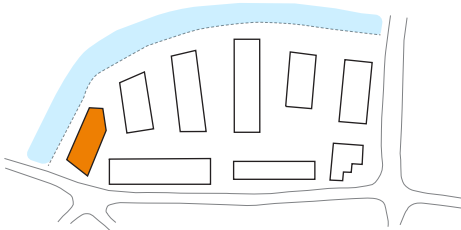
The rowing club holds a strong presence in the area and will be an area of high public interaction and engagement. The views from Old Town Poole show how the Club will be visible which provides a landmark for public wayfinding to the Quayside.



Current Rowing Club Branding



Proposed Signage/Decorative perforated panel (facing West Quay Road)



Design

5.2 Appearance: Rowing Club

The Rowing Club building sits in a prominent position on the southernmost point of the site, and signifies the arrival to the site from Poole Bridge. The glazed base layer houses the Poole Amateur Rowing Club and adds activity and interest to the quayside. Proposed accommodation within Poole Amateur Rowing Club are:

- Rowing Boat storage
- Changing facilities
- Meeting/assembly area
- Cafe
- Viewing Deck
- Gym
- Access for Rowing Boat

Storage Provision

8	Coastal coxed four	(9.5m)
6	Coastal pair/double	(7.5m)
4	Coastal single scull	(8.6m)
8	River single scull	(8.5m)
4	River coxless pair	(10.6m)
2	Pilot gig	(10.0m)
3	Adaptive Para-rowing	(10.2m)

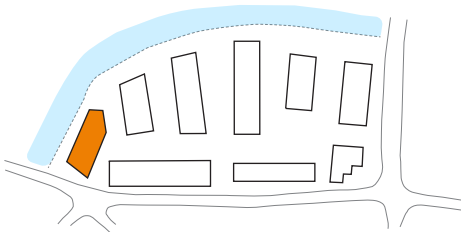
Total number of boats = 35



Rowing Club Level 00
NTS



Rowing Club Level 01
NTS



Cafe/Meeting area



Boat Launching



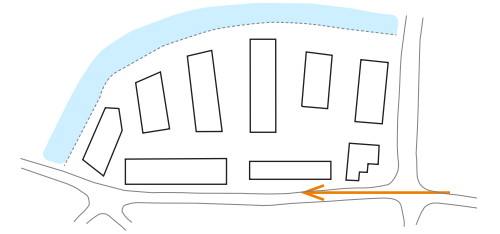
Boat Storage



Gym & Training

Design

5.2 Appearance: Visual Journey



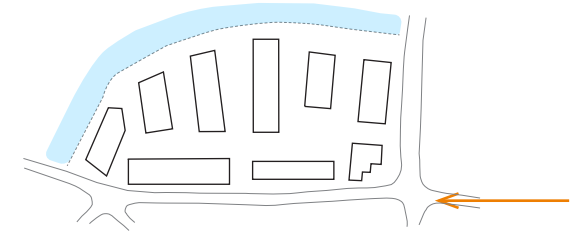
Scale and visual aesthetics of the Duplex units along West Quay Roads are purposely designed to respect the adjacent West Quay Mews.

By creating direct access for residents to these units from West Quay Road encourages activity along this route at street and higher level.



Design

5.2 Appearance: Visual Journey

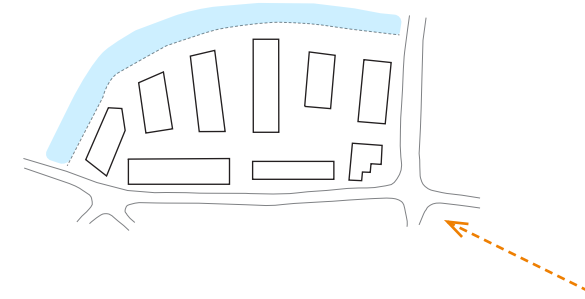


The approach towards the site from the North along West Quay Road shows the relationship between the future developments surrounding the site and our proposed design.



Design

5.2 Appearance: Visual Journey



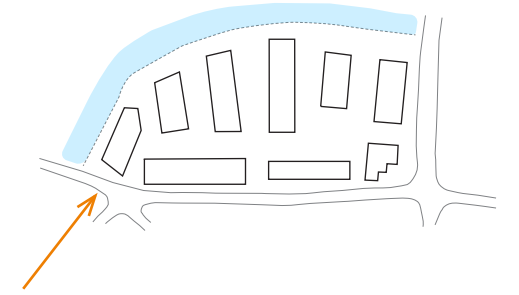
Views of the scheme via A350 road can be seen from further away between existing buildings and trees.



Design

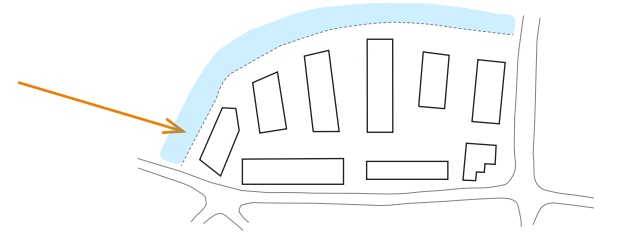
5.2 Appearance: Visual Journey

Access from Old Town Poole onto the Quayside is seamless without dramatic change in level or steps required. This will make the 'new' Quayside Walk very accessible for pedestrians and cyclists.



Design

5.2 Appearance: Visual Journey



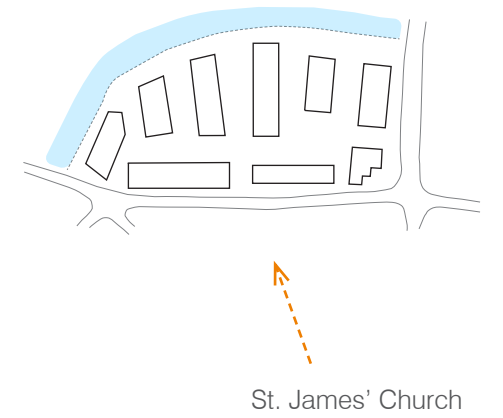
View of the proposed scheme from Poole Bridge demonstrate a scale which is more relatable to the existing built forms along the Quay.



Design

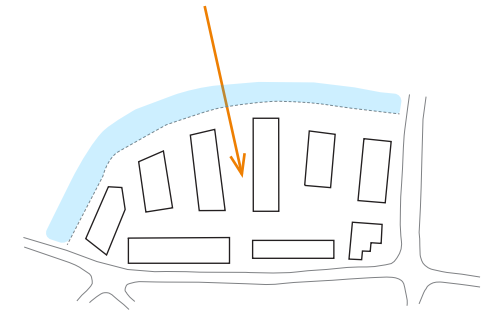
5.2 Appearance: Visual Journey

View of the Wharf Typology from St. James' Church in the centre of Old Town Poole. The prominence of the scheme provides a clear visual relationship and aids in navigation towards the public realm, improving the wayfinding towards the site.



Design

5.2 Appearance: Visual Journey



Design

5.2 Appearance: Future Context



N
BEFORE
Local Context
NTS



N
AFTER
Local Context
NTS

Design

5.3 Appearance: Plans

Level 00



Design

5.3 Appearance: Plans

Level 01



Design

5.3 Appearance: Plans

Level 02-05 (Typical)



Design

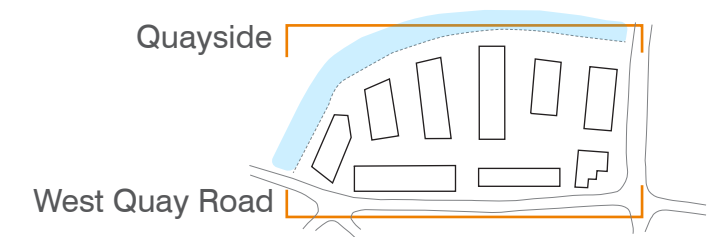
5.3 Appearance: Plans

Roof Plan



Design

5.4 Appearance: Elevations



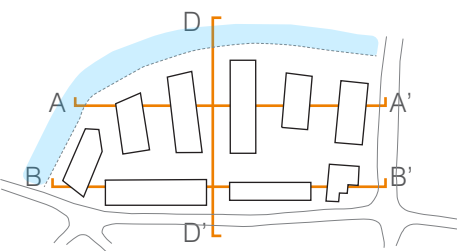
West Quay Road Elevation
NTS



Quayside Elevation
NTS

Design

5.4 Appearance: Sections



GA Section AA' : NTS



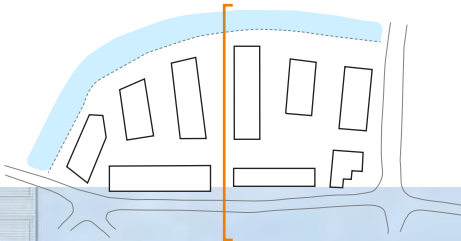
GA Section BB' : NTS



GA Section DD' : NTS

Design

5.4 Appearance: Sections



Site Section A - Dee Way to Quayside

Public activation along Dee Way connecting Old Town Poole to the Quayside and extending the public realm



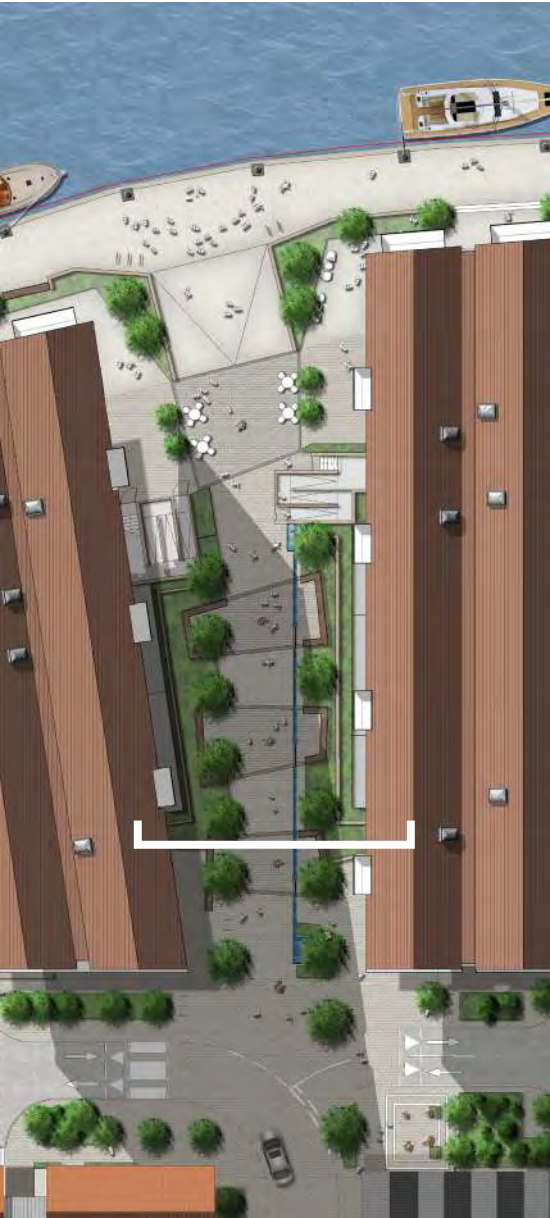
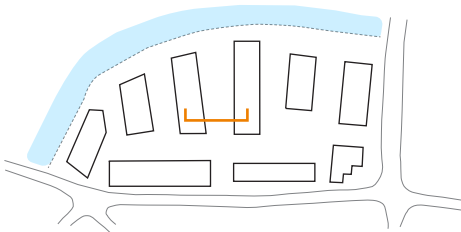
NTS

Design

5.4 Appearance: Sections

Site Section B - Dee Way Central Plaza

Describing the relationship between blocks C and D and showing Dee Way which runs down the length of the two buildings.



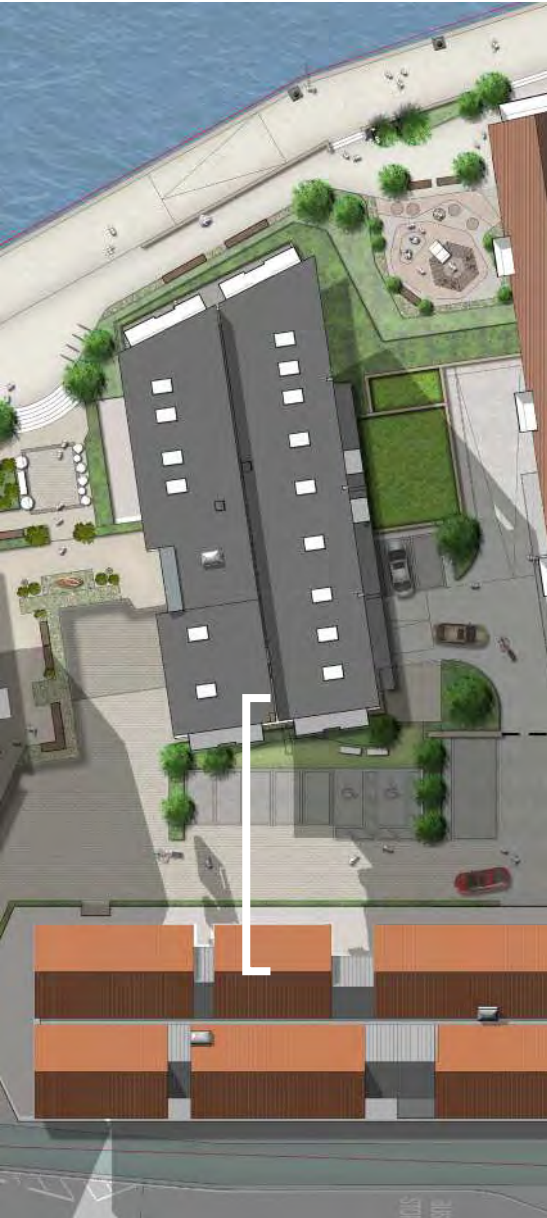
Plan NTS



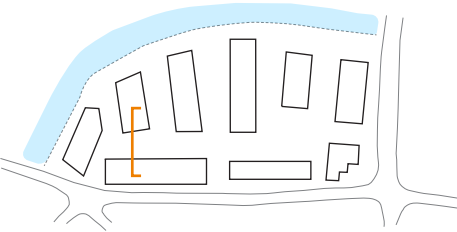
Design

5.4 Appearance: Sections

Site Section C - Through Residential Gardens
Car parking and green area available to residents within the courtyard between E, F and G



Plan NTS



Design

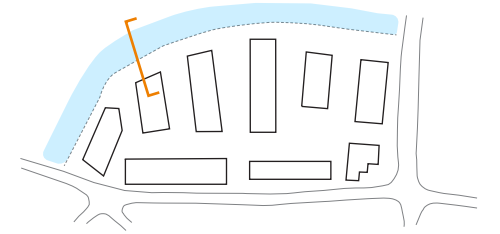
5.4 Appearance: Sections

Site Section D - Quayside

Pedestrian walkways at multi-levels along the Quayside in front of retirement block E, showing ramped access between the two levels (+2.5m and +3.6m). This section also demonstrates green buffer demarcating between public and private.



Plan NTS

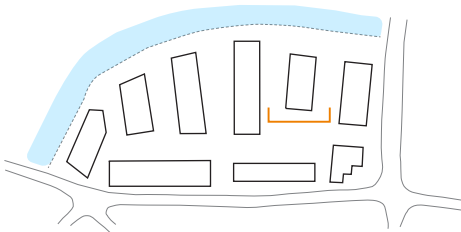


Design

5.4 Appearance: Sections

Site Section E - Residents Biodiversity Area

Car parking and green area available to residents within the courtyard between A,B,C and H



Plan NTS



Design

5.5 Unit Summary



	TYPE OF APARTMENT	SALE												AFFORDABLE		RETIREMENT						
	BLOCKS	A			B			C			D			H1	H2		E		F		G	
	UNIT TYPE	1 BED	2 BED	3 BED	1 BED	2 BED	3 BED	1 BED	2 BED	3 BED	1 BED	2 BED	3 BED	DUPLEX	1 BED	2 BED	2 BED	3 BED	2 BED	3 BED	2 BED	3 BED
LEVELS	LEVEL 11		1	4																		
	LEVEL 10		4	2		1	4															
	LEVEL 9	5	4			4	2															
	LEVEL 8	5	4		5	4																
	LEVEL 7	5	4		5	4					4	3				3	1					
	LEVEL 6	5	4		5	4			3	5	7	5			2	2	5	1	0	1		
	LEVEL 5	5	4		5	4		9	5		7	5			2	2	5	1	3	2		
	LEVEL 4	5	4		5	4		9	5		7	5			2	2	5	1	3	2	3	6
	LEVEL 3	5	4		5	4		9	5		7	5			2	2	5	1	3	2	3	6
	LEVEL 2	5	4		5	4		10	4		8	4			2	2	5	1	3	2	3	6
	LEVEL 1 (podium)	5	4		5	4		5	4		3	4		11	3	1	5	1			3	6
	LEVEL 00																					
	Sub-TOTAL apts	45	41	6	40	37	6	42	26	5	39	32	3	11	13	11	33	7	12	9	12	24
		92			83			73			74			11	24		40		21		36	
	TOTAL BY MARKET	333												24		97						
	TOTAL	454																				

RESIDENTIAL APARTMENTS			
TYPE	AVERAGE SIZE	NO OF UNITS	% OF SCHEME
1 BED - 1 PERSON	40 - 42 SQM	18	4%
1 BED - 2 PERSON	50 - 55 SQM	130	29%
1 BED - 3 PERSON	55 - 60 SQM	18	4%
2 BED - 3 PERSON	67 - 70 SQM	2	0%
2 BED - 4 PERSON	70 - 95 SQM	134	30%
3 BED - 5 PERSON	85 - 90 SQM	4	1%
3 BED - 6 PERSON	130 - 135 SQM	16	4%
DUPLEX 2B - 4 PERSON	85-90 SQM	11	2%
		333	

RETIREMENT APARTMENTS			
TYPE	AVERAGE SIZE	NO OF UNITS	% OF SCHEME
2 BED - 4 PERSON	85 - 95 SQM	57	13%
3 BED - 6 PERSON	130 - 135 SQM	40	9%
		97	

AFFORDABLE APARTMENTS			
TYPE	AVERAGE SIZE	NO OF UNITS	% OF SCHEME
1 BED - 1 PERSON	40 - 42 SQM	6	1%
1 BED - 2 PERSON	50 - 55 SQM	7	2%
2 BED - 3 PERSON	67 - 70 SQM	1	0.2%
2 BED - 4 PERSON	70 - 95 SQM	10	2%
		24	

Design

5.5 Area Summary

Commercial spaces		Transport facilities	
Rowing Club	782 sq.m	Cycle Parking	792 spaces
Food & Beverage	296 sq.m	<ul style="list-style-type: none">Sheffield Style	360 spaces
Leisure/Gym	137 sq.m	<ul style="list-style-type: none">Stacking Style(2 Tier)	432 spaces
Museum	205 sq.m	Car Parking	211 spaces
Workspace	96 sq.m	<ul style="list-style-type: none">Standard Parking	200 spaces
Centre Management Office	39 sq.m	<ul style="list-style-type: none">Accessible Parking	11 spaces
Cultural Spaces	147 sq.m		

06.

[Public Realm]

Landscape and Public Realm

6.1 Design Approach

The Landscape and Public Realm for the West Quay Road site draws from the rich history of the site, and the marine industry that has shaped this site for hundreds of years. The theatre of a working waterway makes the Quayside a destination that must be celebrated and shown off. The river provides a backdrop for a lively and vibrant waterfront.

The three primary design considerations were permeability, connectivity and activity.

Permeability is a key factor, and pedestrians are drawn through the site, and invited down to the Quayside by the glimpses of riverside activity beyond the buildings. The elevated level gives a view out over the river, before moving down to the Quayside.

Connectivity beyond the site ensures that the site is not isolated from its surroundings, and becomes a valuable part of the town's urban fabric. Pedestrian connections to Poole Bridge, and to the existing Quayside and Town Centre have been made along The Quay and Barbers Piles, as well as access to Twin Sails Bridge Approach, allowing connection Northwards in the future

Activation of the Quayside is vital to create the buzz of a successful waterfront. Cafes, play elements, and exhibition and performance spaces create activity along the Quayside that further enhance the public amenity of the space. The potential for events and markets could further add to this.

In time, it is hoped the "Between The Bridges" Quayside can be part of a wider Art and Sculpture trail that connects the wider Poole Waterfront, and Town Centre.

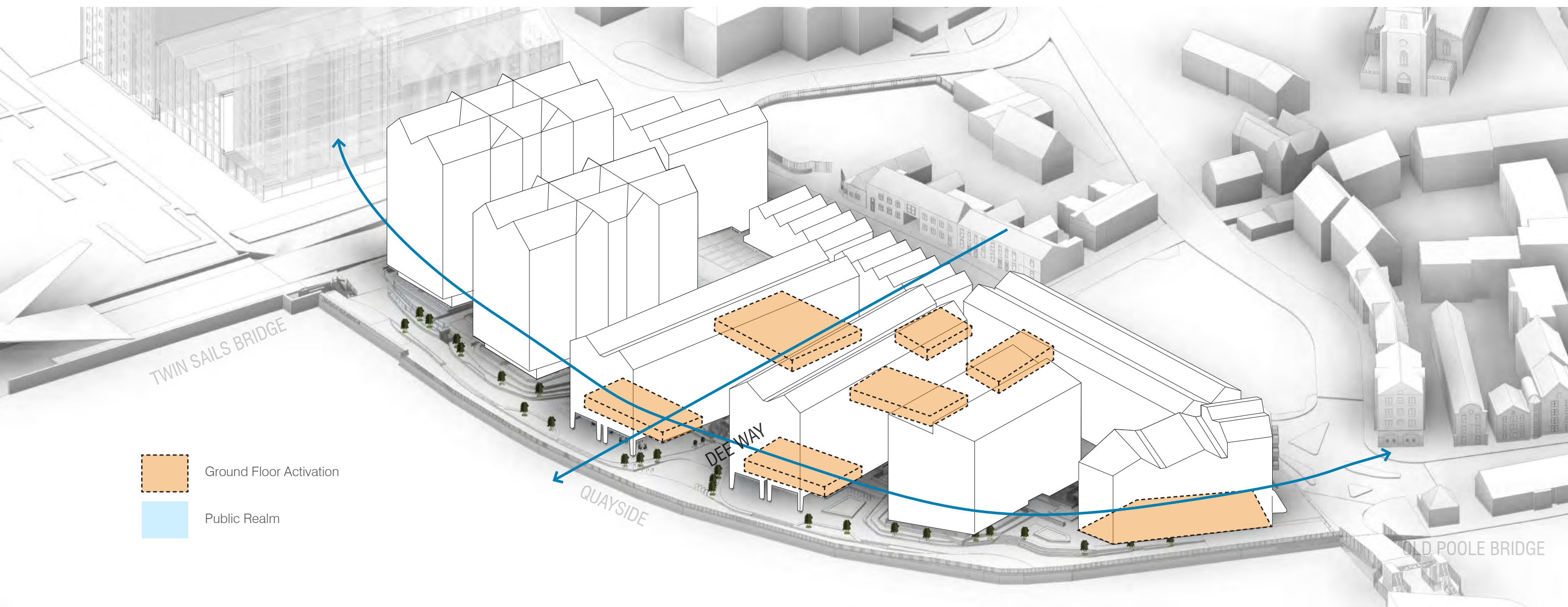



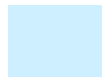
Site Plan



Public Realm

6.2 Public Realm Activation



-  Ground Floor Activation
-  Public Realm



Cafe



Outdoor Seating



Quayside Activation



Gallery/ Museum



Rowing Club



Gym

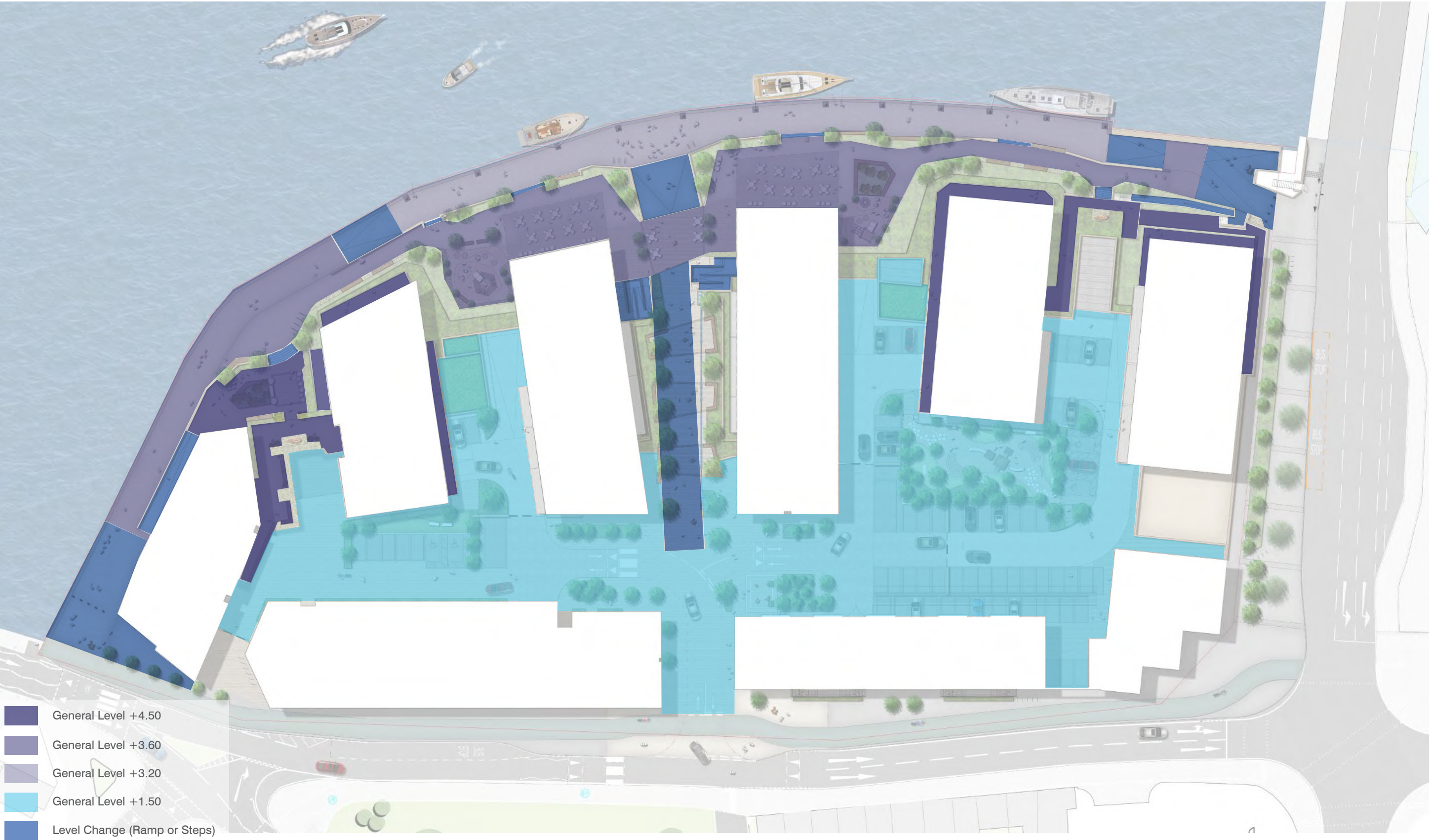
Design

6.3 Public Realm: Landscape Plan



Design

6.3 Site : Levels



Levels and Access Strategy

Design

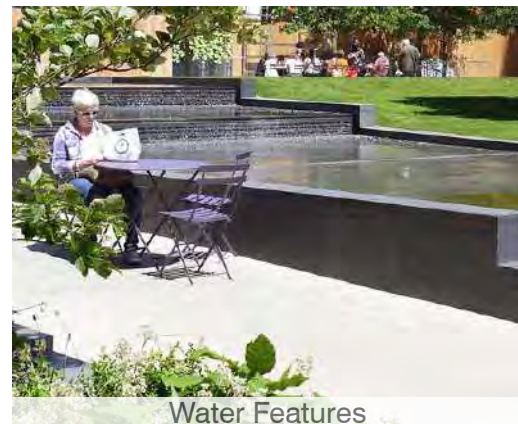
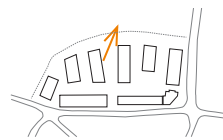
6.4 Public Realm: Dee Way

Dee Way is the backbone of this scheme, it's a place with a fresh feel where people can meet, eat work and relax with views onto the quay and back towards St James Church.

Splaying of the blocks allows for Dee Way to open up towards the waterfront. This connection provides an opportunity to create a generous public realm that gently ramps from West Quay Road up to a podium deck.

A variety of programmes can be introduced along this 'boulevard' such as cafes, shops, gallery or museum.

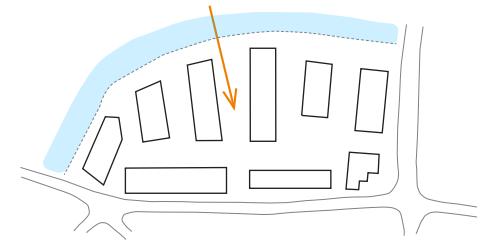
Access will be improved onto the Quay from Old Bridge and Twin Sails by building up existing Quay levels to enable direct access via ramps.



Water Features



Outdoor Seating and Cafes



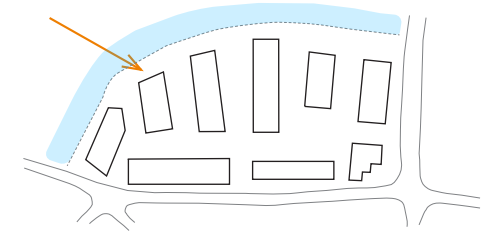
Design

6.5 Public Realm: Quayside

The Quayside is a place of activity, it is a working quay with space for boat moorings, fishing and rowing. There are two large F&B units, the Poole Amateur Rowing Club, and additional raised and protected spaces for relaxation to encourage people to dwell at the waters edge and enjoy the sights, sounds and smells of Poole.

The wide concourse will allow the public to meander along the waters edge, as they pass through the site. Quay side walk can be activated with children's play areas, seating areas, public art and landscaping.

Private Terraces are provided for residents to enjoy the Quayside within their own space.



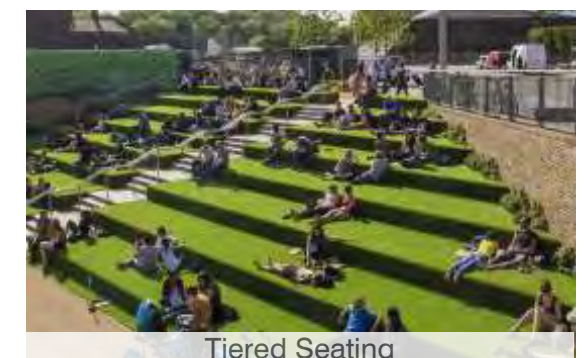
Landscaped Interactive Spaces



Public Walkways



Private Residents Terrace



Tiered Seating

Design

6.6 Public Realm: West Quay Road/Twin Sails Approach

West Quay Road extends upwards along the Quay following the Backwater Channel Northwards inland. The scheme presents itself with two long elevations facing West Quay Road and the West Quay Mews (opposite). Activation along the ground floor of these blocks will ensure the road remains a lively and dynamic space.

Panels inserted along the ground floor can include options such as decorative metal panels, a map of the local area, advertisements and flexible art installations from local artists. Not only does this liven the facade but it also connects the scheme to the local culture.



Examples



1. Metal Panel



2. Map of Poole



3. Green Wall



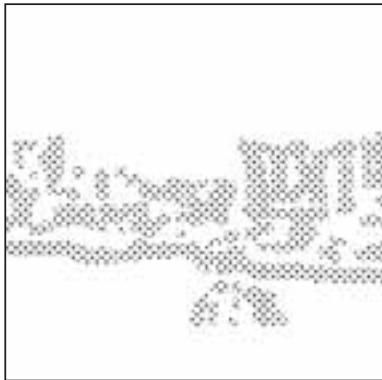
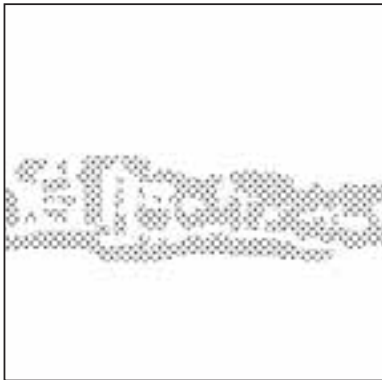
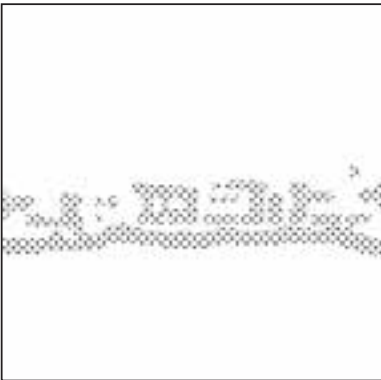
4. Art Installations / Local art applied to perforated metal panel



Laser-cut map of Poole



Poole Skyline



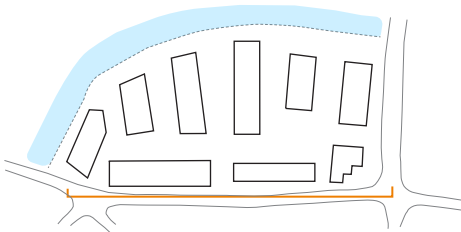
Panels



Perforated Image

Design

6.6 Public Realm: West Quay Road



At grade access to Quayside Walk from the Quay via Old Poole Bridge.



Ground floor activation through display of art work or sculpture significant to local culture.



Generous and landscaped pathway to enhance the experience for pedestrians and cyclists.

Design

6.7 Materials and Furniture

The Materials of the site will reflect the historical and contemporary character of the site. The marine industry is unique in that materials can be either highly finished or highly weathered. Metals are either highly polished, such as stainless steel deck fittings, or highly weathered, such as rusted anchor chains. Timber similarly ranges from smooth-sanded hardwood boat decks, to weather-beaten pier timbers.

The use of both extremes of materiality will add interest, and fit within the coastal/marine character of the site, and that of adjacent sites.

The surface materials are intended to provide an uncomplicated, functional finish, maintaining the character of riverside/marine industry. Detailing and changes in unit size will help to identify key spaces through a change of material and texture. Hard-wearing, natural-effect engineered paving materials such as reconstituted concrete units will be used in high-use and trafficable areas, and softer, permeable surfaces such as resin-bound gravel can be used in the residential and retirement areas. Areas intended to be adopted will be resin-bound gravel (Quayside) or bituminous macadam/asphalt (West Quay Road footpath).

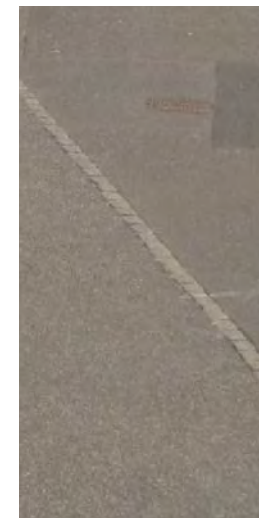
Raised planters will be a combination of Cor-Ten steel material (or colour to match) and stone gabion, which creates a visual reference to the weathered steel synonymous with the marine environment.

Lighting, facade protection and traffic management will be in polished or powder coated metal. The material palette may include:

- Cor-Ten/Powder-coated Steel planters
- Stone Gabions
- Smooth-finished timber seating
- Permeable resin-bound gravel
- Pre-cast flag and block paving
- Bituminous macadam / Asphalt
- Metal and timber handrails
- Informal play elements



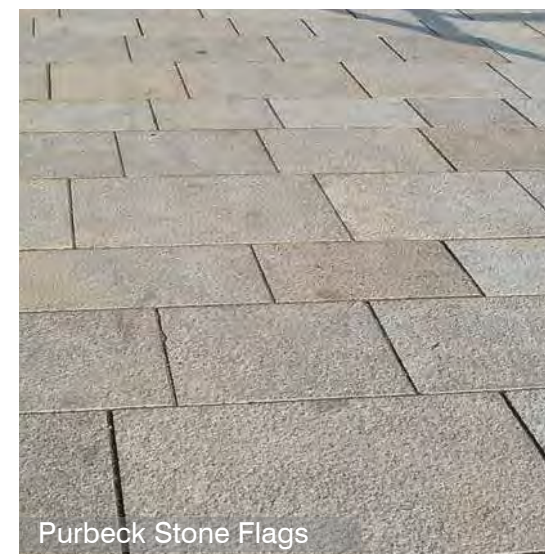
Cor-Ten Steel Planters



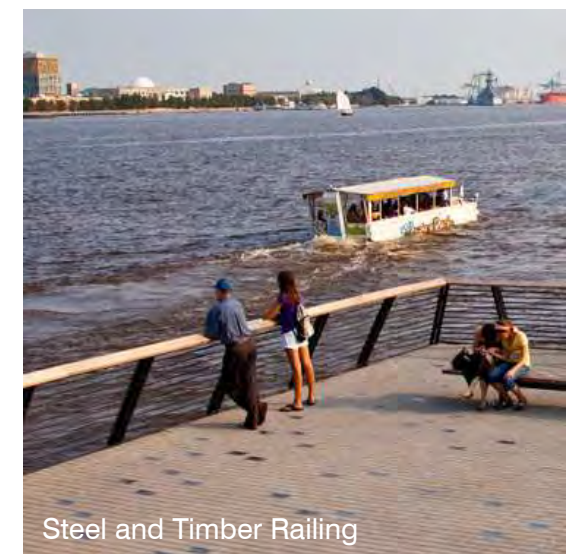
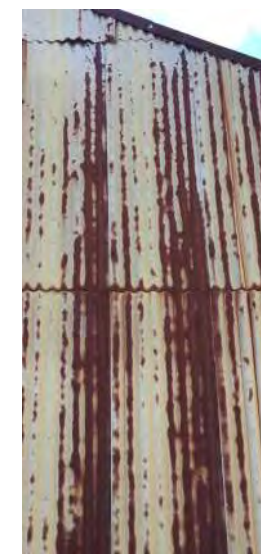
Built-in Concrete Seating-steps



Cor-ten Steel Detailing



Purbeck Stone Flags



Steel and Timber Railing



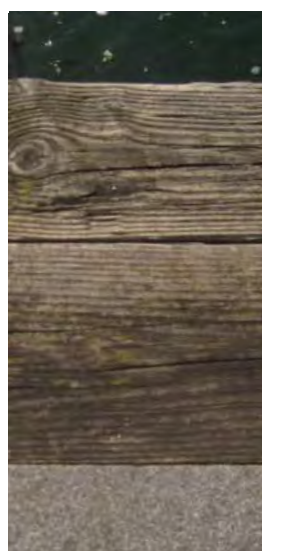
Granite Paving



Built-in Timber Seating



Resin-Bound Gravel



Design

6.8 Planting

Planting will rely on a predominantly native palette of species which are suited to the semi-coastal environment, as indicated in the Street Scape Strategy Document, and as recommended in the Ecology report. Taller trees will provide hierarchy of spaces in Dee Way, as well as along key movement routes

Raised planters will provide separation and screening between the residential and public areas, and will also be used to soften the interface of the buildings and the Quayside. Pockets of tree planting will be incorporated between buildings to allow unspoiled views from the building, while creating sheltered spaces.

Species will be selected in order to minimise maintenance and irrigation requirements, yet still provide an appealing aesthetic. Creation of suitable food sources and habitat for wildlife and invertebrates will also guide species selection (see next page).

The planting will provide seasonal colour, yet maintain structure through the winter. Grass areas will be wildflower meadows to provide habitat. Indicative list of plant species recommended in the Ecology Report:

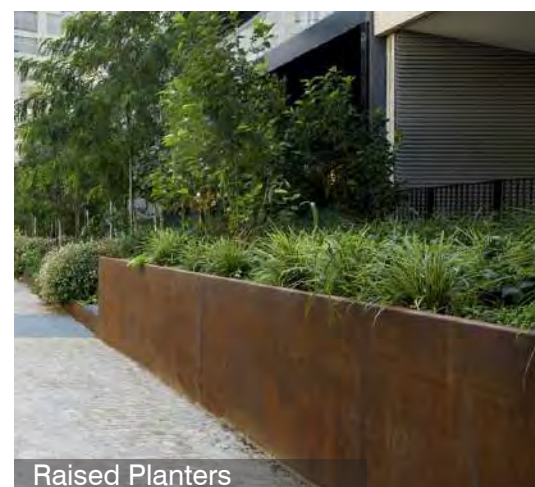
Corncockle - *Agrostemma githago*
Cornflower - *Centaurea cyanus*
Corn marigold - *Chrysanthemum Segetum*
Corn poppy - *Papaver rhoeas*
Knapweed - *Centaurea nigra*
Ox-eye daisy - *Leucanthemum vulgare*
Reed campion - *Silene dioica*
Field scabious - *Knautia arvensis*
Red clover - *Trifolium pratense*
Angelica - *Angelica sylvestris*
Feverfew - *Tanacetum parthenium*
Lavender - *Lavandula angustifolia*
Rowan - *Sorbus aucuparia*
Silver birch - *Betula pendula*
Hawthorn - *Crataegus monogyna*
Butterfly bush - *Buddleja davidii*
Dog rose - *Rosa canina*
Guelder rose - *Viburnum opulus*
Honeysuckle - *Lonicera periclymenum*



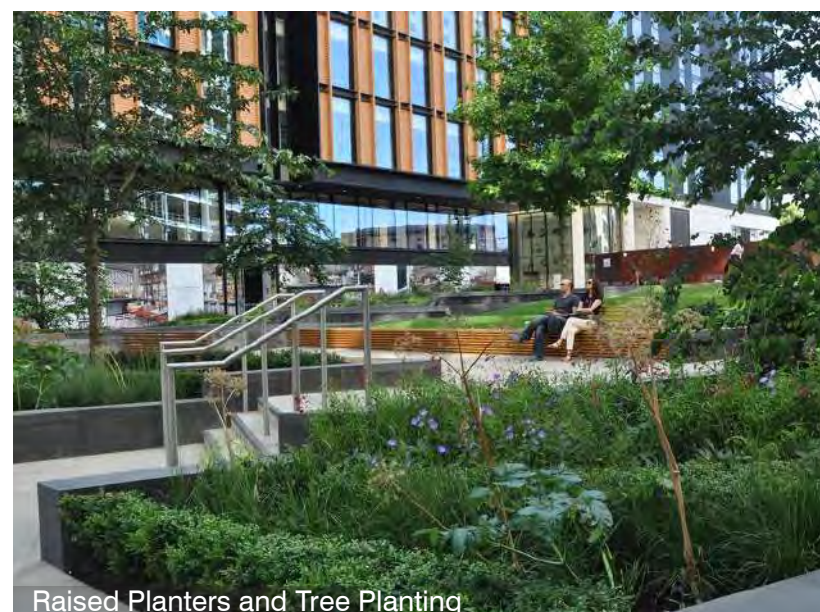
Seasonal Colour and Interest



Wildflower Meadow Planting



Raised Planters



Raised Planters and Tree Planting



- Tree Planting
- Public Planting Areas
- Residential Planting Areas

Planting Zones



Design

6.9 Ecology and Biodiversity

Opportunities for Ecology and Biodiversity will be incorporated throughout the site. Native planting will be selected to provide year-round food sources for invertebrates, birds and bats.

Invertebrate habitat will be incorporated into all planting areas. The use of “bug hotels” will ensure a regular food source for birds and bats, and can even be incorporated into the play strategy, providing a fun learning environment for young people.

Bird nesting boxes will be provided to encourage nesting by Swifts and Black Redstarts, as recommended in the Ecology Consultant’s report. These will be located on top of buildings, and also in areas of denser tree planting.

Bat boxes will also be included in the site. Fitted under building eaves, opening onto sheltered areas with tree lines and soft landscaping, where human disturbance is reduced, and there is a readily accessible food source. Night light levels will be minimised in these areas to limit disturbance.

Climbers will be used to screen car parking areas, extending green corridors through the site, and vertical planted screens will be introduced to planting areas to further increase habitat.

Permeable paving will be used for areas on grade to maximise rainwater percolation back into the ground. The design proposes Resin Bound Gravel along the Quayside, and concrete pavers that use recycled and reclaimed materials for vehicular areas. Run off from areas paved with natural stone will be directed to Rain Gardens in adjacent planting areas.



Swales and Rain Gardens



Habitat Walls



Discreet Integrated Bat Boxes



Climber Screens for Carparks & Terraces



Wildflowers



Gabion Walls and Seating



Nesting Boxes



Ecology and Biodiversity Features

Design

6.10 Play Provision

The play provision intends to move away from traditional, garish plastic equipment in favour of more informal, natural materials within the site, encouraging more imaginative use of the site elements for play.

These elements will be inspired by the site and marine environment, using materials such as bouys, ropes, logs, boats, oars, and propellers. These could be used to create “islands”, musical instruments or sound-boards, or simply a grid or arrangement of objects that could form the structure of an improvised game.

This approach also allows the potential to be tied in with the integrated art programme, which allows for play and education to be combined.

A dedicated play space will be provided for Residents, which will incorporate timber play features, and be surrounded by planting for screening.

The Ecology area to the South is intended to incorporate opportunities for informal play and learning, engaging young people with the natural environment.



Informal Play Provision

Design

6.10 Play Provision : Quayside



Informal Play Provision

Design

6.11 Lighting Provision

The lighting will be designed to follow the “Pools of Light” theme set out in the DSGM. It is intended to create a distinction between public and private spaces, with the main routes and spaces being brighter to assist with wayfinding, and creating safe routes through and around the site. Any light source at or below eye level should be designed in a way that does not create unnecessary glare.

The street lighting should, if possible, maintain existing light levels so as not to disturb wildlife. Additional lighting may be required along the shared surface at pedestrian level, but this will be designed to ensure that light does not adversely affect the apartments proposed along West Quay Road.

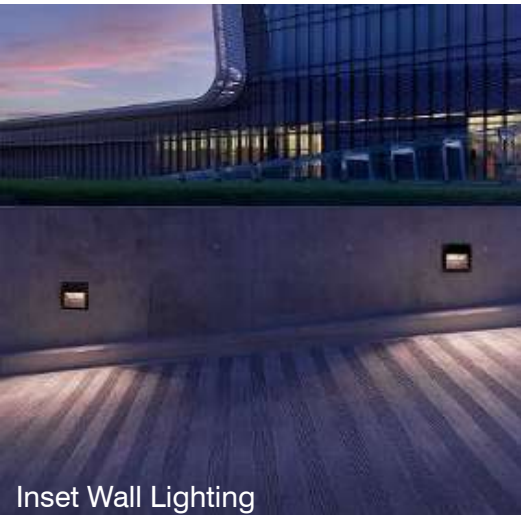
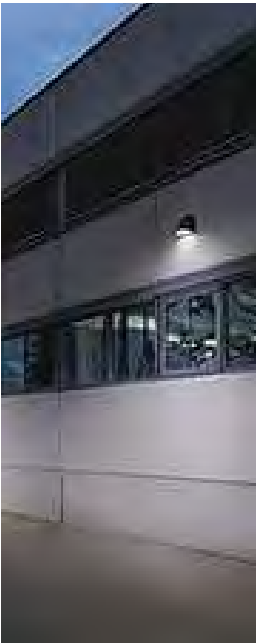
Points of higher intensity lighting at vehicle/ pedestrian entrances, and key points of interest will assist with wayfinding. It is intended that the lighting along the Quayside should create the impression of a continuous band of lighting where the Quayside paving meets the elements connected with the buildings and podium.

Lighting levels within the site are intended to create a safe environment, discouraging crime and anti-social behaviour, but should not result in an over-lit and glary experience for pedestrians or drivers.

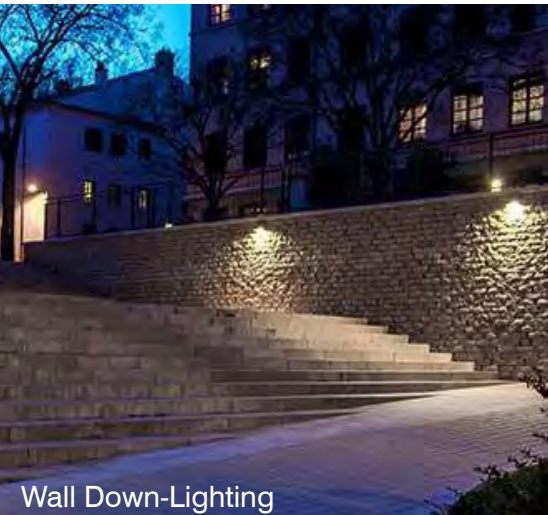
To minimise the impact on the ecology of the site, it has been recommended that where possible, light should be cast away from planting and water, and there should be periods at night where all but essential lighting is switched off.



LED Lighting Strips



Inset Wall Lighting



Wall Down-Lighting



Seat Lighting



Bollard Lighting



Step Lighting



Lighting Provision

Design

6.12 Public Realm: Public Integrated Art

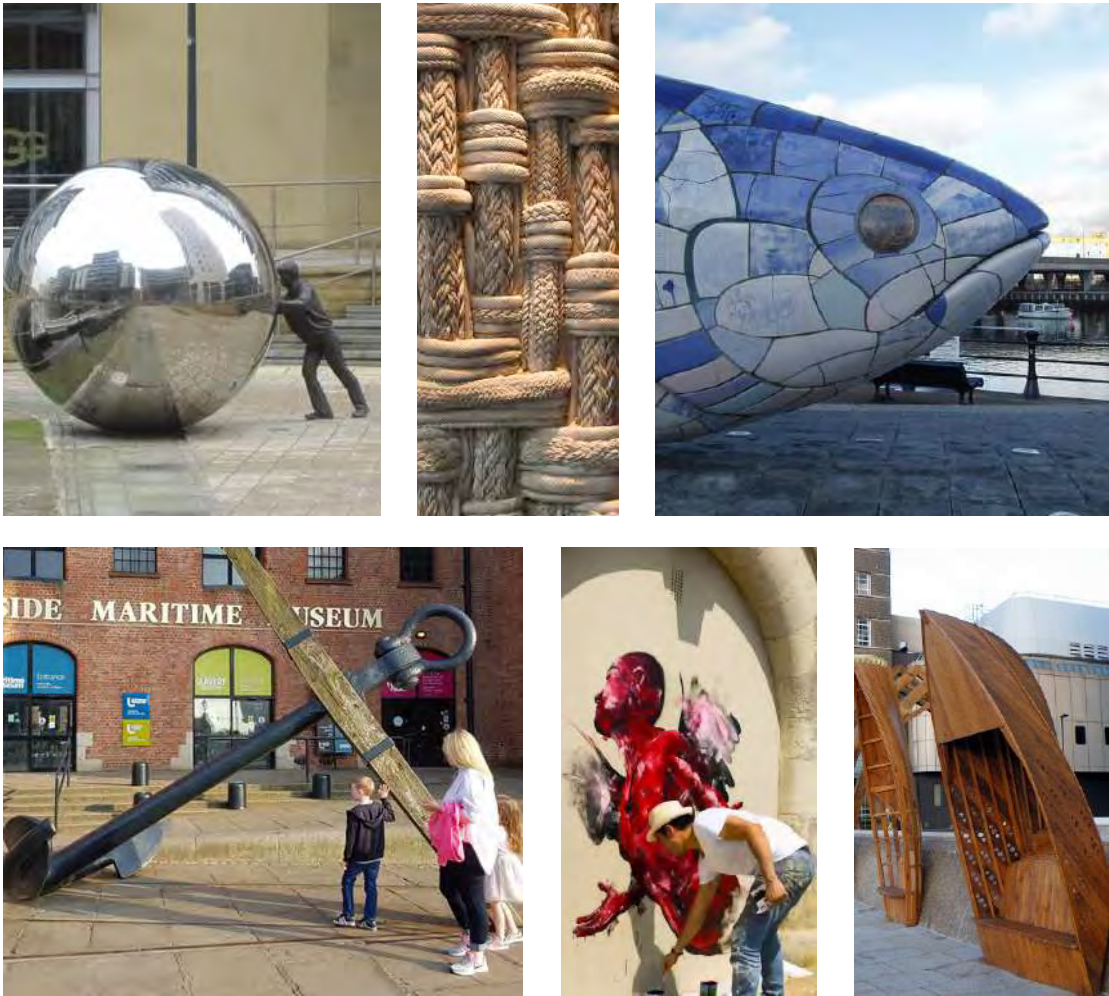
As a reference to the site's heritage and history, there is an opportunity to integrate public art into the scheme. Any art installation, however large or small, should tell a story about the place, and begin to draw out some of the detail of the site's history.

These do not have to be large elements, and often it is the smaller, less obvious instances that provide a more fulfilling experience for the public. It rewards the inquisitive.

Integrated art for this scheme could include details in the paving or walls, the playful use of materials and objects recovered or recycled from the site, or drawing inspiration from the local community and industry.

Examples of references could include knots and ropework, boat names, marine metalwork, anchors, windows. These elements could also provide an opportunity for a local artist to be commissioned.

In time, as part of the Street Scape Strategy, public art commissions could form part of an art or sculpture trail, connecting the wider Quayside, and Town Centre.



Integrated Art Provision

07.

[Access & Movement]

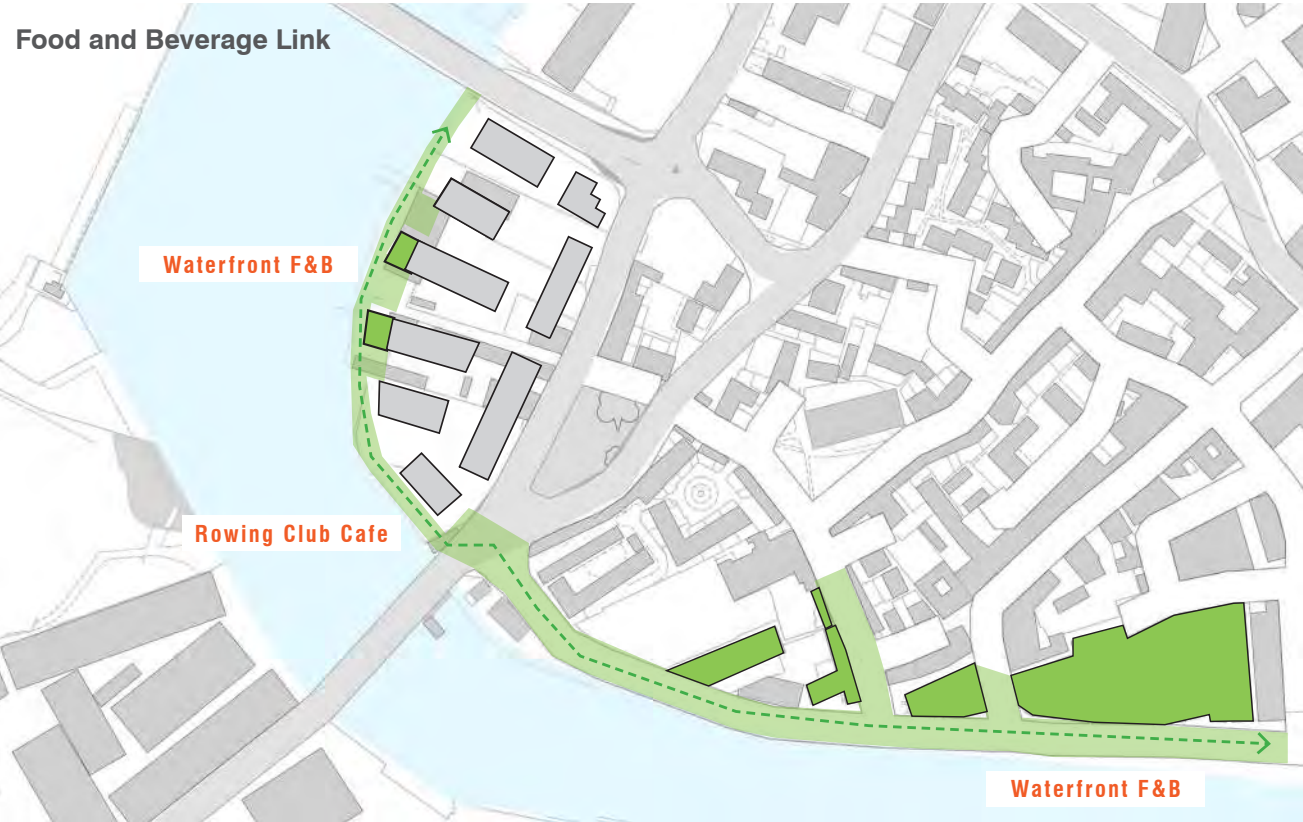
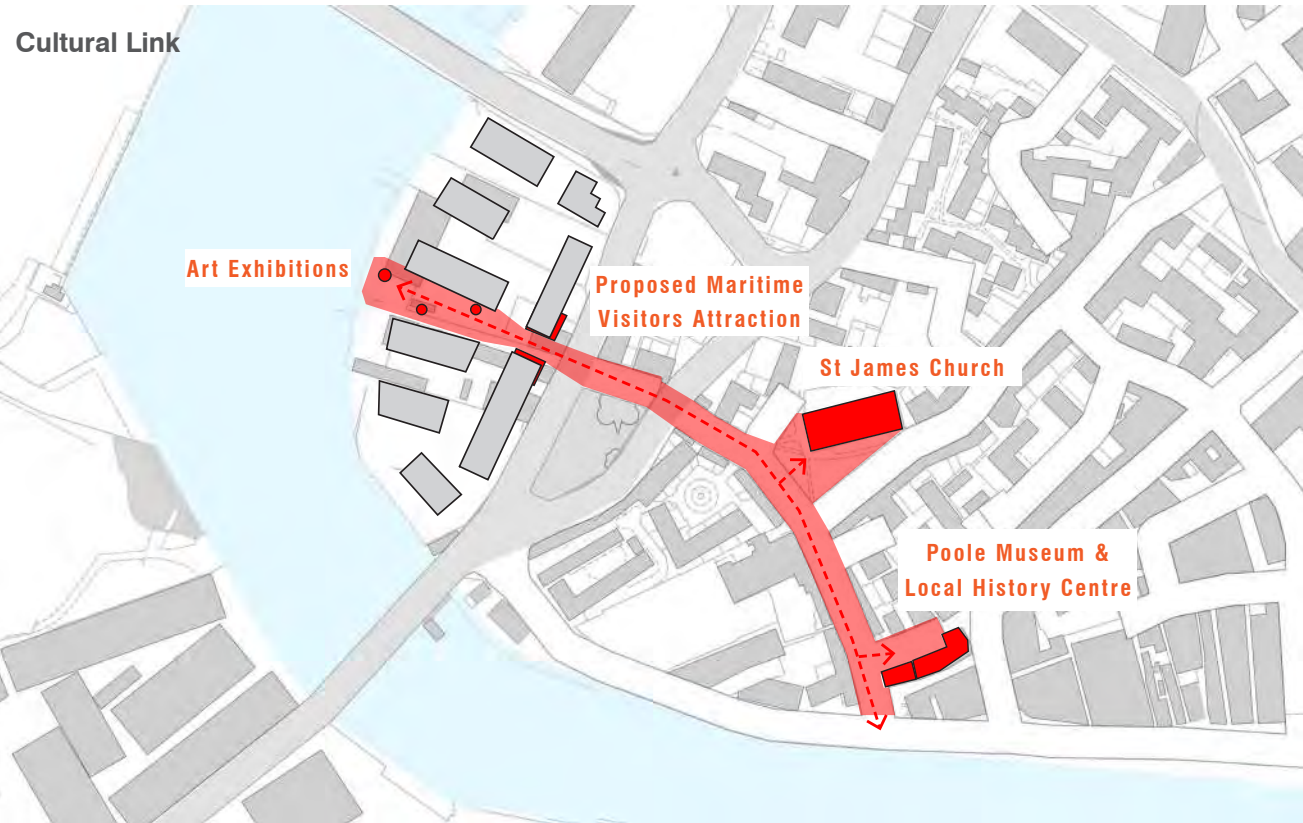
Access and Connection

7.1 Accessibility

The application site is located just to the edge of historic Poole and within 10 minutes walk of the town centre, which includes all the necessary amenities and the site is therefore well-positioned to support the social aspects of sustainability.

There are also two bus stops located at the edges of the site and the Poole railway station is located 15 minutes walk where high frequency train services provide connectivity to destinations that include London Waterloo, Weymouth and Eastleigh. Several dedicated cycle routes are also available within proximity of the application site, most notably National Cycle Route 25 (NCR-25) which is accessible at approximately 1km to the Northwest of the site. NCR-25 affords a predominantly traffic-free route to Wimbourne Minster via northern Poole and central Bournemouth.

The site is therefore ideally positioned to support a movement towards a low-carbon economy through reduced car reliance and the potential take-up of travelling by non-car modes is encouraged by reduced car parking levels determined by detailed review of census car-ownership, combined with implementation of a site travel plan.



Access and Movement

7.2 Vehicular Access Strategy

The scheme includes 211 car parking spaces. Following the *Poole Town Centre Supplementary Planning Document (Adopted 15 December 2015)* car parks are concealed within undercroft parking or shaded structure to minimise their visual impact.

Car parks are placed to provide ease of movement between car park, quayside and building lobbies whilst still providing open spaces with greenery for the residents.



Access and Movement

7.3 Pedestrian Access Strategy

Pedestrian permeability and accessibility is a key factor in the layout of the site. The intention is to create open, obvious, and inviting routes from West Quay Road and Twin Sails Bridge Approach, that lead pedestrians into the site, and down to the Quayside, which is seen to be a destination for both the development, and for the town centre.

Pedestrian access to the Quayside and to the Rowing Club is encouraged from the South and East via Dee Way/Barbers Piles and Poole Bridge, and from the North via Twin Sails Bridge Approach. Ramped access is provided at all main site entrances.

At night, the public routes and gardens will be well lit for both easy wayfinding, and safety. Where possible, the lighting will be dimmed to minimise impact on wildlife.

For security reasons, it is intended that the Residential and Retirement gardens will be secured access for the residents and their families.



Pedestrian Access



Public and Private

Access and Movement

7.4 Cycle Access Strategy

The physical, social and infrastructural benefits of cycling on a city are increasingly being recognised, and Poole is showing it is committed to expanding the cycle network.

The site is very well connected to the Poole Cycle Route Network. There are In-Carriageway Cycle Lanes on both sides of the Twin Sales Bridge. To the North, these lanes connect to the Heritage Cycle Route (Route 25) that follows the Eastern edge of Holes Bay. There is also an intermittent route that follows the Western side of Holes Bay, mostly on residential streets before meeting Upton Country Park.

On the Western edge of the site, it is proposed that a cycle lane would be created, as part of an “Off-Carriageway” shared surface. This is intended to link up with the expanding cycle network in and around Poole, most immediately, the proposed improvements across the Poole Bridge.

Apart from a partially restricted area on the approach to Poole Bridge, the shared route is at least 3.5m wide, which is 1m wider than the width of the new bridge span foot-way. The existing grade of the footpath approaching the Poole Bridge is less than 1:20.

Cyclists can enter the site via the Dee Way access route or at either end of the site via the Quayside. There will be public cycle parking allocation both at the podium level, and at the Quayside level. For residents, there will be secure parking space in the basement.



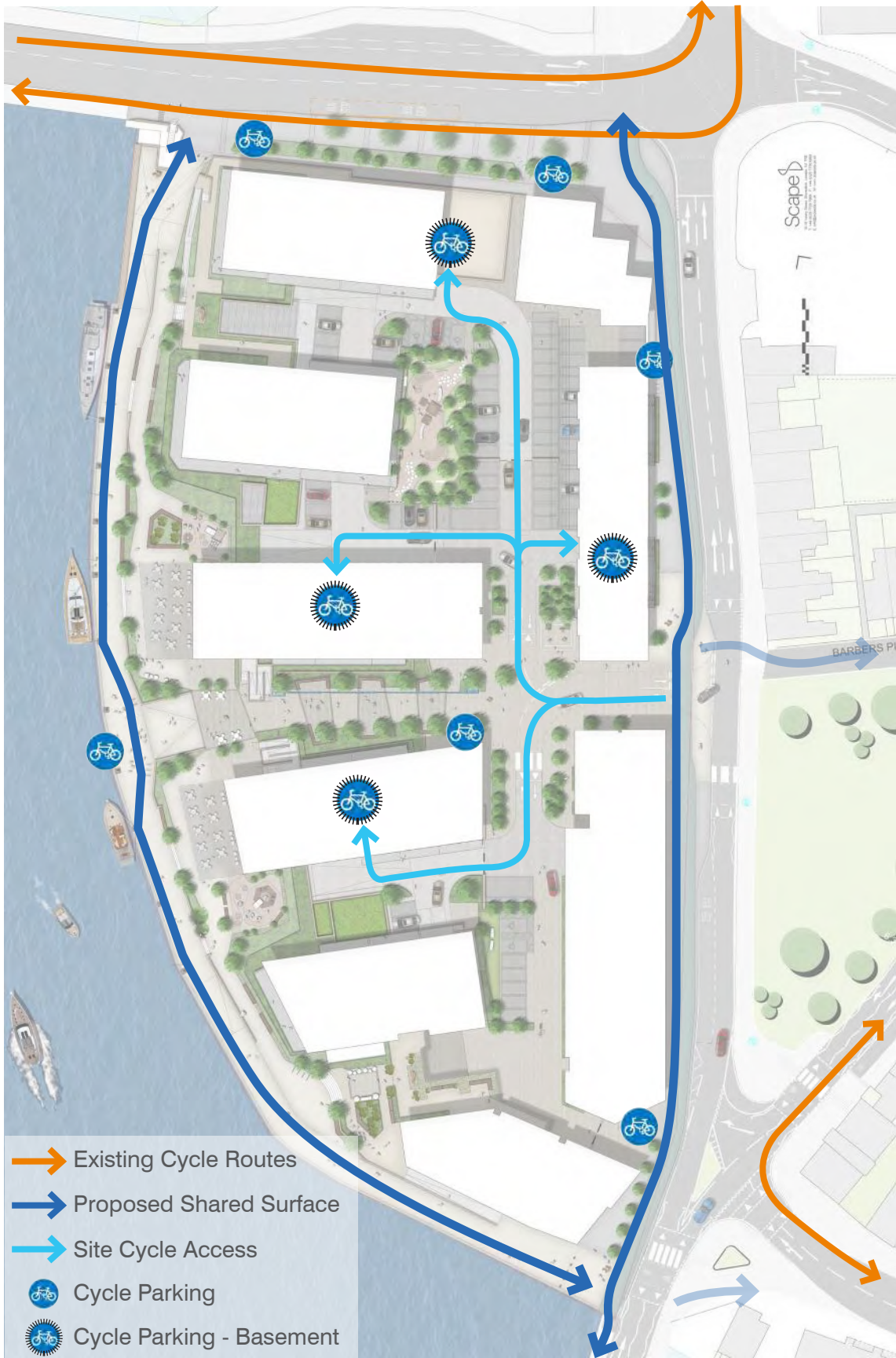
Cycle Racks, Bournemouth



Cycle Racks, Toronto



Existing Cycle Racks, Poole High Street



Cycle Access Strategy

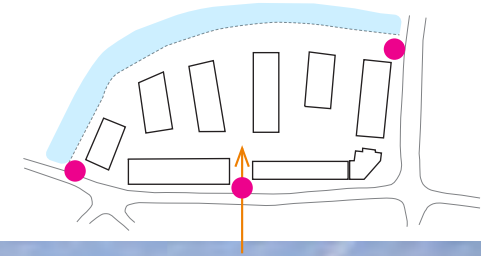


Access and Movement

7.5 Entrances

The significance of 'Dee Way' has been of a paramount influence throughout the design process. The importance of maintaining visual connectivity to St James Church characterized the design thread supporting the proposed streetscape character. Both pedestrian and vehicle access and movement is retained along this access to promote the liveliness and activation of the ground floor plain. Shared surface areas further help to minimize the segregation between modes of site user and encourage use and engagement with the internal courtyards.

'The Land Between the Bridges' is the most prominent and pedestrianized access route along the bounding edge of the site. The defining character of the rising gradient between the Quayside edge and top of Quay road has resulted in a natural gradient of built form providing the backdrop to the site entrances on either end of this area. Simultaneously, this has resulted in a seamless and integrated access route for pedestrian activity on the lower level alongside the water's edge. In harmony to this, definition between the pedestrian and vehicle intersection between 'Twin Sails Bridge' and the site, is effectively achieved through corner definition of residential units providing a natural interchange between the public realm.



08.

[Conclusion]

We recognize that Poole is unique in its historical context, because of its rich historical significance, diversity of population and armoured roots to its coastal seaport setting.

The proximity of the site to Poole's 'Old Town', places a paramount importance to how the development could help shape the future. The proposals presented throughout the document aim to showcase the fusion between architecture, public realm, landscape, sustainability, residential and retirement opportunities. The result will be an experiential composition of carefully planned spaces which create different moments and experiences for every individuals movements through the site.

These carefully considered proposals have been detailed and designed in depth through close collaboration with the local planning authority, and the rest of the design team to achieve a supportive and rewarding response to the existing site.

As the author Jim Rohn stated "*Whatever good things we build end up building us*"... So, as evidenced in the supporting documentation, the proposals to convert the current underutilized land undoubtedly result in a vision of vibrancy and life for the community of Poole to enjoy and benefit from for generations to come.



Developer	Reuben & Morgan LTD
Architect	Leonard Design Architects
Planning Consultant	DPP Planning
Transport Consultant & Civil Engineers	Calibro
Structural Engineers	Curtins
Landscape	Scape
Heritage Consultant	Heritage Information Ltd
Environmental Consultant	Wardell Armstrong
Ecology Consultant	Ashgrove Ecology
Viability Assessment Consultant	BTP
Rights of Light	Anstey Horne
MEP	Method
Microclimate Consultant	K8T Ltd
Flood Risk and Drainage Consultant	Calibro
Terrestrial Ecology Consultant	Ashgrove Ecology
Marine Ecology Consultant	ABPMer
Air Quality Consultant	AQA Consultants
Noise Consultant	Ion Acoustics
Arboricultural Consultant	Tamla Trees Ltd
Visual Impact Consultant	LDA Design

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