

REGENERATION OF A BUILT UP AREA

INTRODUCTION

I was asked to make a report detailing the architectural styles and features characteristic of different periods from Medieval to the present day. The report had to include extensive graphical work on the old town in Poole detailing two different periods.



HISTORIC BUILDINGS AND CONSERVATION AREAS IN POOLE

LISTED BUILDINGS

(1) There are over 200 buildings on the 'Statutory List'. these structures or groups of buildings listed by the Department of National Heritage as being of Special Architectural or Historic Interest. Most are located in the Old Town, Quay, High Street and Canford Magna Conservation Areas, though there are others located throughout the Borough.

(2) Listed buildings form an essential part of the Borough's heritage and there will always be a presumption in favour of their preservation. As well as resisting any proposals for demolition of listed buildings, the council will seek to ensure that any alterations or extensions are kept to a minimum and relate sensitively to the existing building in terms of scale, architectural detailing and the selection and use of building materials. It must be emphasised that these considerations apply to the interior as well as the exterior of all listed buildings. Control over listed buildings is contained in Planning (Listed Building and Conservation Areas) Act 1990. there is a presumption against the grant of listed building consent for the demolition of a listed building.

(3) All architectural or decorative features, within a listed building, attached to it or in its curtilage, that are important to the character of the building should be retained or reinstated. Repair to historic fabric is always preferred to replacement and should be done in an authentic manner and with matching materials.

(4) PROPOSALS FOR THE ALTERATION OR EXTENSION OF A LISTED BUILDING WILL BE PERMITTED PROVIDED THAT IT WOULD NOT RESULT IN THE REMOVAL OR DEFACEMENT OF ITS ARCHITECTURAL FEATURES, PLAN FORM, STRUCTURE, OR EXTERNAL DECORATION THAT IS IMPORTANT TO THE CHARACTER OF THAT BUILDING.

HISTORIC BUILDINGS AND CONSERVATION AREAS (CONT)

(5) A number of buildings are 'at risk' and in poor condition, particularly where their original uses are no longer viable and/or they have been vacated. The original use of a building is always preferred and alteration pursuant to a change from that use can have a detrimental effect upon its character. In some cases, sympathetic new uses may be the best way to ensure the long term life of an historic building. In order to accept such a change, the local authority must be satisfied that reasonable steps have been taken to market the building at a rate commensurate with the use and with regard to potential costs of repair and maintenance.

(6) ANY CHANGE OF USE OF A LISTED BUILDING WILL BE PERMITTED IF IT IS THE BEST MEANS OF SECURING THE PRESERVATION OF THE BUILDING. OWNERS SHOULD DEMONSTRATE THAT REASONABLE STEPS HAVE BEEN TAKEN TO OBTAIN THE CONTINUATION OF THE EXISTING USE. ANY ALTERNATIVE USE. ANY ALTERNATIVE USE SHOULD RESULT IN THE MINIMUM ALTERATION TO THE HISTORIC AND ARCHITECTURAL FEATURES OF THE BUILDING.

THE SETTING OF HISTORIC BUILDINGS

(7) The setting of an historic building is often an essential part of its character. The interest and character of the building can be destroyed if they become isolated from their surrounding by traffic routes, car parks or other inappropriate development. The setting of buildings and streets owes much to the harmony of the group and it is important that the replacement of a non-listed building is carefully considered for its impact upon its listed neighbours. In some cases the setting of buildings in their own grounds can be affected by new development some distance from the building

(8) SPECIAL REGARD WILL BE GIVEN TO THE PROTECTION OF THE SETTING OF A LISTED BUILDING WHEN CONSIDERING APPLICATION FOR DEVELOPMENT.

*BUILDINGS OF LOCAL ARCHITECTURAL
OR HISTORIC INTEREST*

(9) Throughout the Borough there are buildings which, though not of a sufficient quality to be included on the statutory list, are, by virtue of their architecture, group value, historical association, siting or visual interest, of significant value to the history and character of their local environment. In recognition of this, the Borough Council will maintain a list of buildings of local architectural or historic interest and encourage owners to carry out sensitive maintenance, repair, alteration or extension. It is the intention to retain these buildings in their original condition, wherever possible.

(10) The council will maintain and publish a list of buildings of local architectural or historic interest. The criteria to determine such are:

i) most buildings erected before 1840 which survive in largely original form and condition; and

ii) buildings built after 1840 that fall into one or more of the following categories:

a) having special value within certain building types;

b) displaying technological innovation;

c) having group value;

d) illustrating social development and economic history;

e) of good design, reflecting period detail and style; and

f) designed by a well known architect of national or local reputation.

POOLE
BRONZE AGE & ROMAN

EARLY POOLE

The earliest evidence of local human activity are Bronze age round barrows such as those found on the North Canford Heath .By 100 BC ,Italian wine ,fish paste and olive oil were being imported through Poole harbour ,settlements at Hamworthy and Green Island .

The discovery of two coins of the emperor claudius dated by the British museum to AD 41-42 and fragments of brick red samian ware from Europe dated AD 40-50 provide evidence of Roman occupation at the time of the invasion .A further clue to the status of Hamworthy is provided by the fact that in the mid Nineteenth century a Roman mill of a definitely military type of hard grit rock from the Rhineland was discovered there .

Also traced was a Roman road north-westwards from the Hamworthy sit and then west of Holes bay turning due North towards Stour ,doubtless following an earlier pre-Roman trackway heading towards Badbury rings.

TOWN GROWTH

The Romans became adept as town planners but they did not consider the problems that arise from the development and growth. When they built new towns they used a traditional plan that called for a square in a grid layout. At or near the centre of a town was a forum, the public gathering place. Buildings were erected on the edge of the forum for commercial, government, and religious purposes. A large town might have several forums, some for administrative purposes and the others for commerce.

During the early Middle Ages there was little city development. When towns began to grow, they centred on the local church, or on markets. These early towns were irregular in layout and had poor sanitation. As the population grew in size the old walled towns became congested and unsafe, Therefore people went outside the walls to live. As it become customary to allot certain sections of towns to specific trades and different nationalities-a trend still in existence today-the cites became even more congested. Disease, especially the recurrent incidence of plague, often killed more than half of a local population.

Towns in the late Middle ages usually started as villages with a single street.

Early Characteristics And Features Of Historic Buildings

The Roman Empire had encouraged the building of towns in which the buildings were packed together. Every town had to be a fortress with stout, high walls all around the town and a moat and a river to protect it from hostile nobles, pirates and robber bands. The smaller the walled enclosure the easier it was to defend. The only open places were the market square in the town centre, the cathedral and the few gardens of the rich. Main streets led like spokes of a wheel from the market town to the few gates in the walls.

Building room was so cramped that the houses were built in several narrow stories, the upper floors jutting over the streets. The type of over-hanging construction was later termed 'jetty'. Few streets were paved and in wet weather people floundered almost knee deep in mud. The street was the only sewer.

Houses were uncomfortable as most of them had a mere framework of heavy timbers. The walls spaces were filled with woven reeds daubed with clay or plaster. Rushes or straw usually lined the floors. Fireplaces had chimneys and the peril of sparks on thatched roofs was one of the worst hazards of town living. The house of the average citizen served multiple functions as a dwelling, factory and shop. Goods were made and sold on the ground floor while the owner and family lived on the floor above.

A Brief History Of Towns

Without trade, most roman towns dwindled or even died.

Around the 12th century, palisaded, fortified manorial dwellings began to give way to stone castles. Some of these, with their great outer walls and courtyard buildings, covered perhaps 15 acres and were built for defence warfare.

The 13th century was a time of great enthusiasm for art and learning. In architecture the low square towers and round arches of the Norman period gave way to delicate spires and pointed arches.

During the Tudor reigns, the dynasty gave its name to a new style of architecture in which the medieval fortress-like castle gave way to the brick and stone manor house. These properties featured rectangular mullioned windows and large bay windows called 'oriel' that overlooked courts, parks and gardens.

Under the Tudor monarchs the perpendicular vaulted style in gothic architecture was further developed. Henry VII's chapel in Westminster Abbey in London is an example.

POOLE 1200-1500
GOTHIC PERIOD

POOLE PORT

In 1337 Edward the third embarked upon a new war with France ,a conflict which ,because it was to continue sporadically until 1453 ,was later to be known as the 'Hundred Years' War' .in 1338 Poole provided six ships in a fleet of 200 to transport an English army to Flanders .In 1347 Poole contributed four ships and 94 mariners to the expedition which led to the capture of Calais .

The growing importance of Poole in these opening years of the Hundred Years' War was confirmed by the contents of an enquiry made in 1341 on the petition of the Earl of Surrey ,Lord of the manor of Canford and William Montacute ,his designated successor before a royal official .on the oaths of 12 local men it was confirmed that (1) Poole was a free borough (2) The burgesses were entitled to be paid coming to the port of Poole two pence for anchorage and two pence for dockage (3) Merchants were to pay to the borough the custom duties for goods .

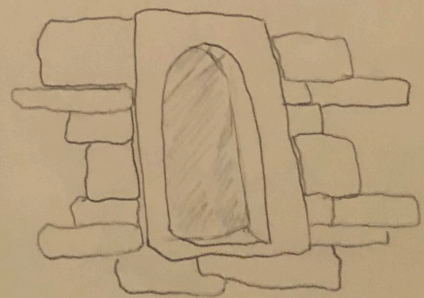
ST GEORGE'S ALMSHOUSES

St George's Almshouses are of one storey with walls of coursed rubble, brick chimney and a tiled roof with a verge of stone slates. The Almshouses are a Mediaeval foundation, referred in 1429, which was originally the property of the Guild of ST George. In the sixteenth century the property was passed on to the corporation of Poole. The building has been much altered but may date from early fifteenth century. It is stated that ;the lower part of the walls are portions of the first erection, on which a projecting timber storey was afterwards built.

In 1904 the building was drastically restored and no trace of 'timber storey' remains. Prior to restoration, the building facing church street had a series of doorways and two dormers and a casement windows to the attic. In the centre of this front are two gables, perhaps of seventeenth century date in English bond, with glazed headers. Above each gable is a pair of chimney stacks rising from a rectangular base.



*almshouse looking
down church street*



Medieval niche in wall

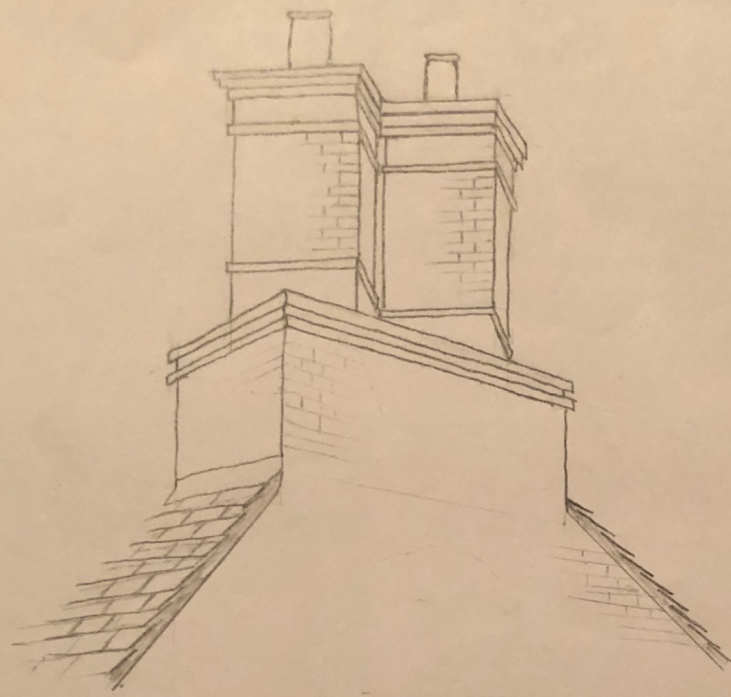
THE WATERGATE
ST CLEMENTS ALLEY



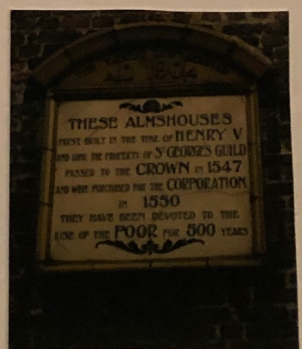
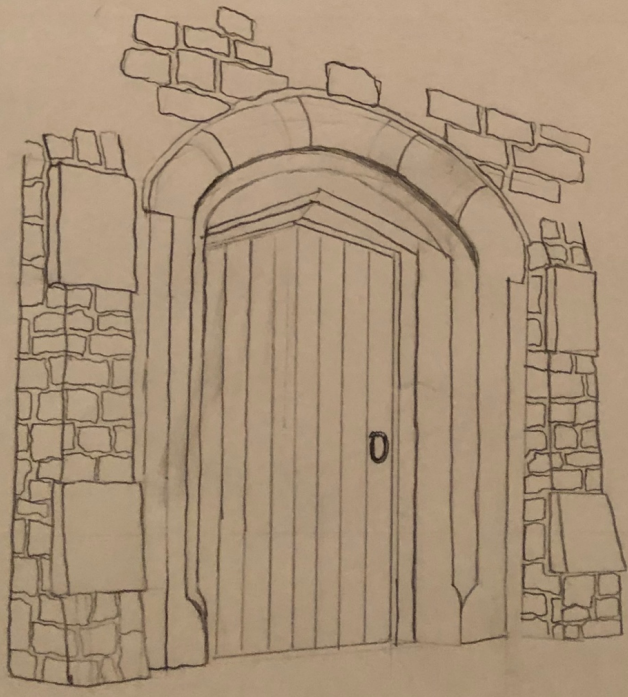
Work began on this wall in 1483. Its
thickness of three feet suggest a defensive
purpose, with surmounted battlements



ALMSHOUSE



chimney



SCALPEN'S COURT



Scalpen's court is said to be one of the finest examples of a fifteenth century town house on the south coast

After parts of the walls collapsed on the south side, nine inch brickwork was put up concealing its age and nature

SEE APPENDIX FOR MAP OF POOLE



TOWN CELLAR

Town Cellars or the Woolhouse, 1960s. Dating from about the 1430s, this outstanding mediaeval roof now covers the town's Maritime Museum. It was built beside the Quay as a wool store, probably shortly after Poole became a Port of the Staple, which was in 1433. Staple commodities were those upon which customs duty was levied and their merchandising was restricted by law to approved traders.



BUTTRESS SOUTH WALL

walls three feet thick
Swanage limestone

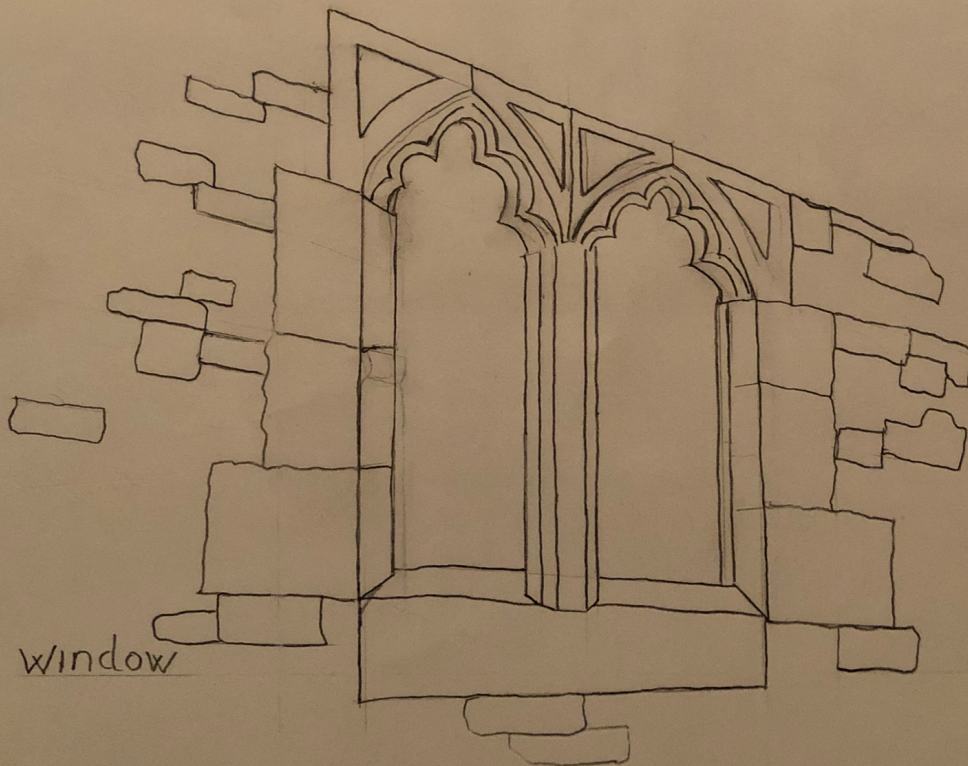


NORTH WALL

TOWN CELLARS

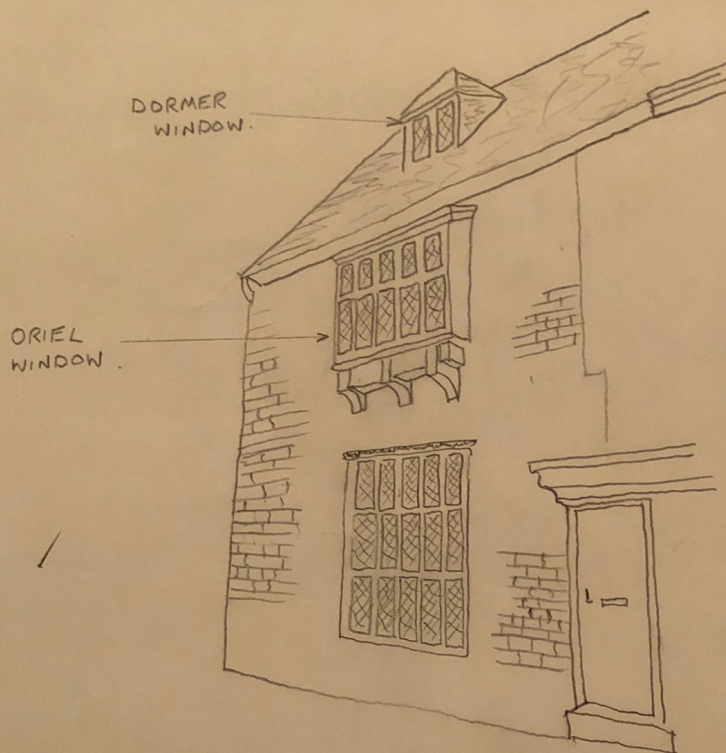
The Town Cellars is of one storey partly divided into two ,with walls of coursed rubble with ashlar dressing and a tiled roof which was built in the fifteenth century .It was approximately 120ft long until it was divided into unequal parts when Thames Street was extended South through it in the late eighteenth century .

The north wall ,partly covered by monument has two-stage buttresses and three-light windows .



BYNGLEY HOUSE (MARKET STREET)

Byngley House was lived in by Thomas Byngley who was mayor of the town in 1567. The house, as built, included its right hand neighbour but was split into two during the Newfoundland Trade era. During the Civil War Oliver Cromwell was reputed to have visited Poole and Byngley House is claimed to have been his night lodging.



Tudor period 1485-1558 !

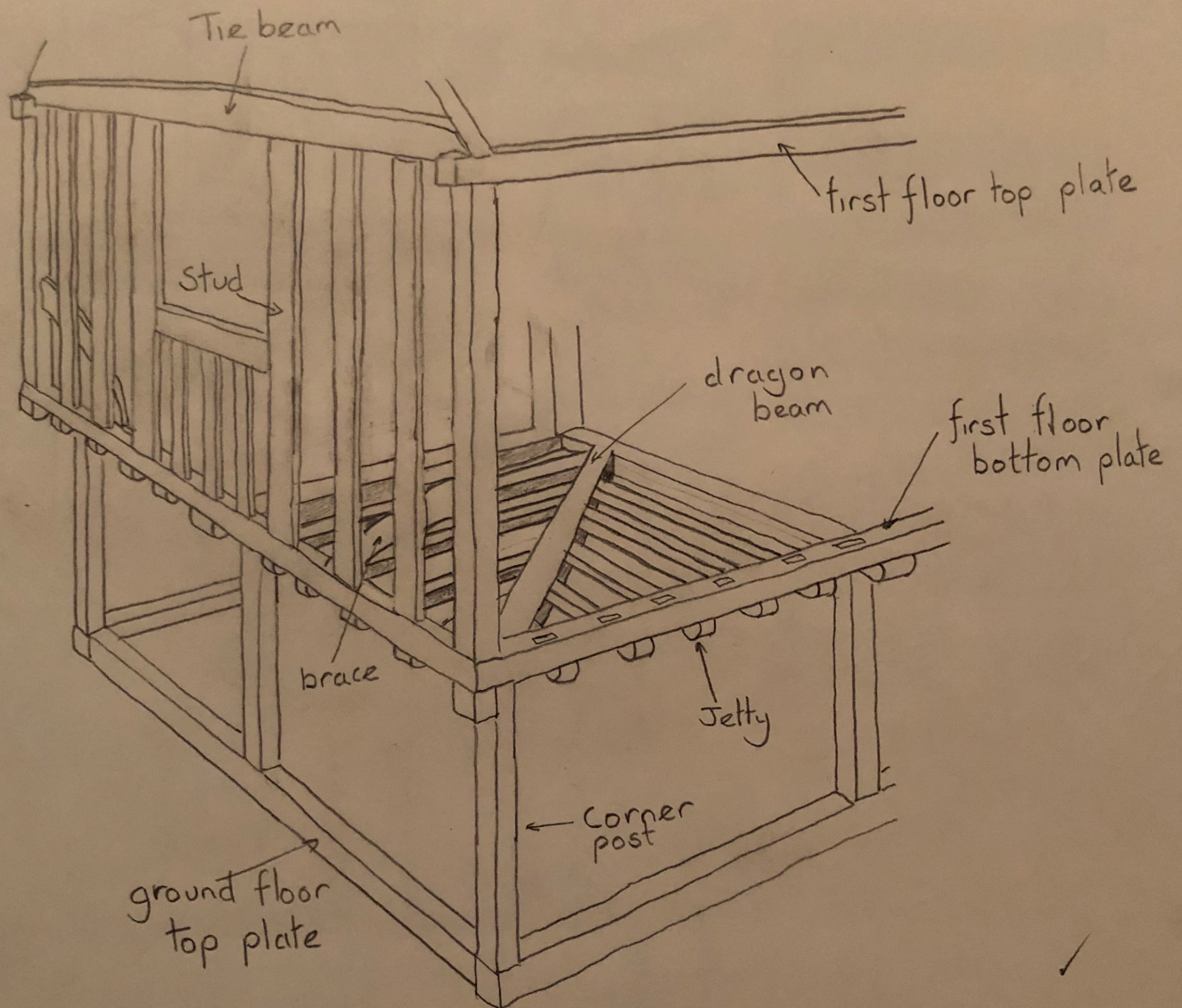


POOLE 1485-1558
TUDOR PERIOD

THE KING CHARLES

The King Charles, formally the NEW INN, with timber-framed walls partly rebuilt and rendered, was built in the late sixteenth century. The range facing the street is of this date: the floor is jetted and has two original gabled square-sided oriel windows. Each of the two original first floor rooms has an open false hammer-beams truss with solid brackets below the hammer with trefoils and rosettes.



A typical timber-framed building

THE KING CHARLES.



POOLE 1720-1830
GEORGIAN PERIOD
INDUSTRIAL REVOLUTION 1830
ONWARDS

BUILDING LEGISLATION

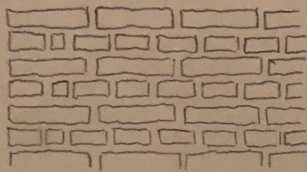
Perhaps the most important legislation was that known as the Building Act of the 14th of George III (1774). It was this act which empowered the Lord Mayor and Alderman of the Justices of the peace in quarter sessions to appoint district surveyors, to ensure that building works were carried out according to the provisions of the Act. It was also made incumbent on the builder or owner of a property, prior to construction, to give twenty four hours' notice of his intention to the distinct surveyor. At the same time, describe the works to be erected or altered. In addition, three months' notice was to be given to the owners or occupiers of properties where the the party walls were to be altered or repaired. It was directed that should be stuck upon the front door or on the front wall of the property.

BRICKS

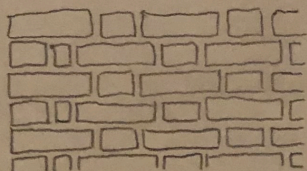
By the late Seventeenth Century houses made of smaller brick were quite common. By the Eighteenth Century brick had become the most usual material for these houses. Many timber and cob houses were refaced in brick at this period.

The earliest (post roman) bricks were rather longer, thinner and more irregular in shape than modern bricks. By the mid Seventeenth Century bricks were being made of a size nearer those of today, although there was some variation. An Act of Parliament of 1776 fixed the size of bricks to be used throughout the country at $8\frac{1}{2}$ by 4 by $2\frac{1}{2}$ inches. After 1784 when the first brick tax was introduced, larger bricks were used. Since the tax was calculated on the number of individual bricks used and not on the volume of brickwork, this was removed in 1850. Since then the size of the brick has been largely standardised. Brickwork rising four courses to a foot.

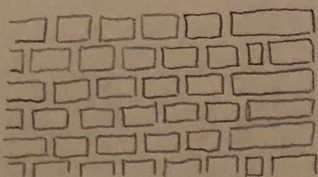
In the early brick buildings, the bonding was often irregular, by the end of the Sixteenth Century English bond brickwork became usual. Flemish bond was introduced in the Seventeenth Century and largely replaced English bond by the early Eighteenth century. In some places header bond was popular in the Eighteenth Century, and dark headers resulting from the damp method of burning or firing. In the Sixteenth, Seventeenth and early Eighteenth Centuries red brick was popular.



english bond

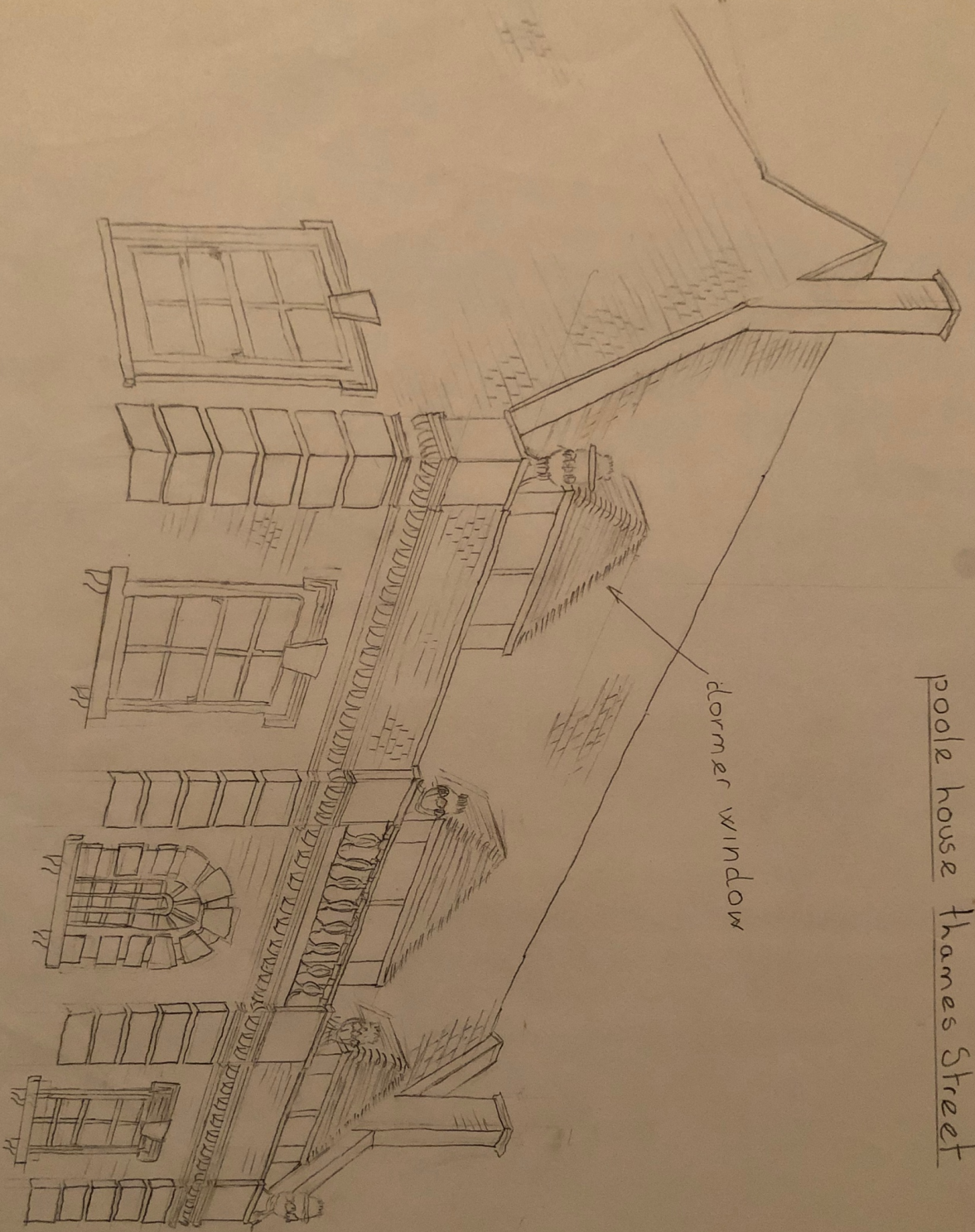


flemish bond



header bond

poole house thames Street

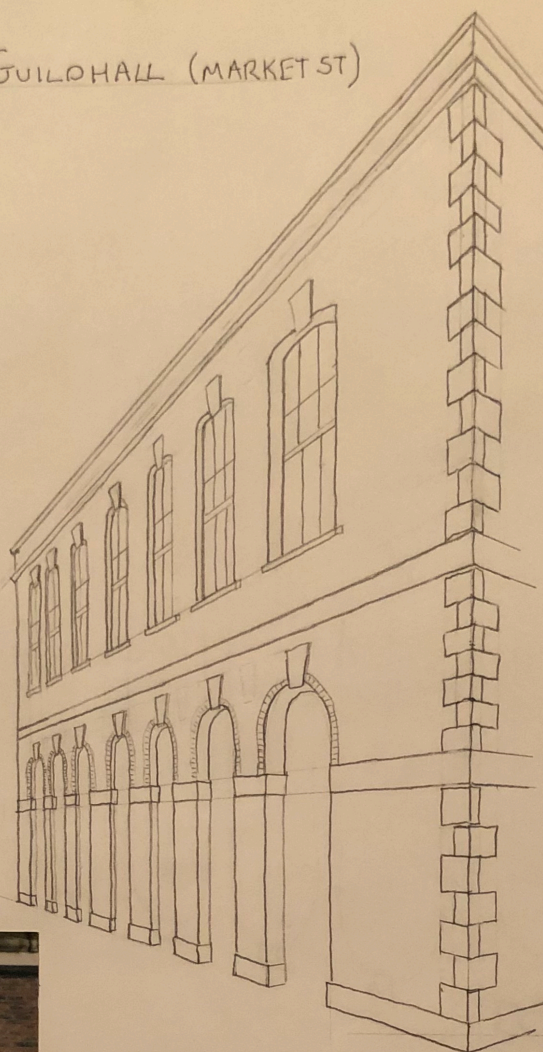


GUILDHALL

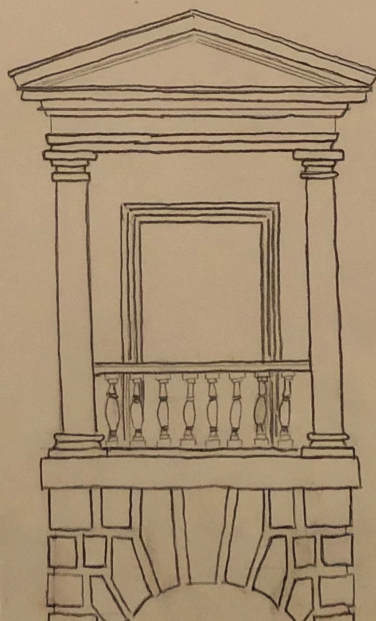
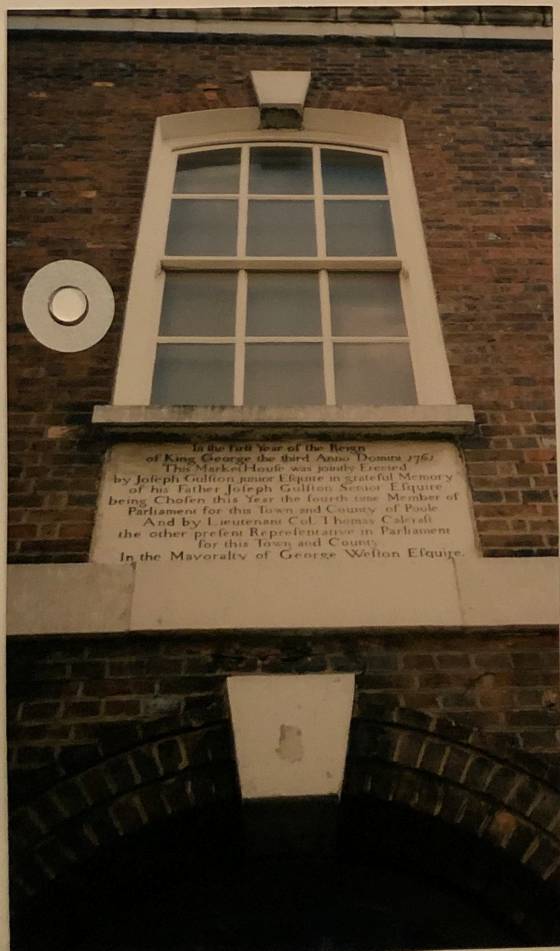
Guildhall in market street is of two storeys with brick stone dressing and a hipped slate roof. The building has stone quoins, a plat-band at the first floor level and a moulded cornice and parapet; at the S.W end the cornice rises to form a pediment. The openings of the lower stage have semi-circular arched heads with in three receding order of brickwork with keystones. The principal facade which face S.W has a central feature combining a rusticated arched entrance to a lower stage and a balustraded and pedimented porch to the principal storey, approached on each side by a segmental staircase with iron baluster and hand rails. In the centre of the tympanum of the main pediment is a keystone roundel enclosing a clock face, and above the apex of the pediment is a sundial with figure XII. the roof has a flat central area supporting a square lantern with splayed angles having in each face one round headed window with rusticated surround; the lantern is surmounted by a cornice and octagonal dome supporting a weather vane.



GUILDHALL (MARKET ST)



SEE APPENDIX FOR MAP OF POOLE



BEECH HURST (HIGH STREET)

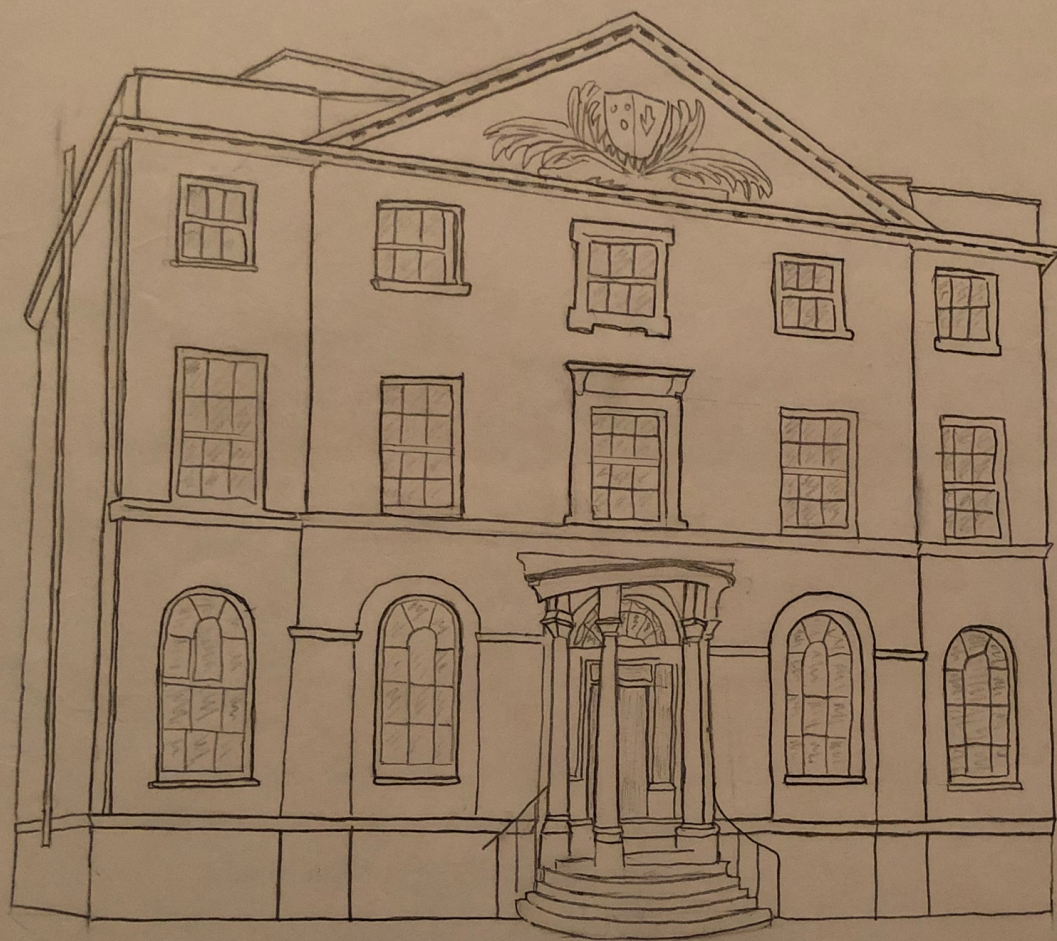
Joseph White, who died in 1771, he left his estate of £150,000 mainly to his nephew, Samuel White, who died in 1796. He in turn left an estate of £200,000, and this fortune he partly bequeathed to his two nephews, Samuel Vallis and Samuel Rolles, who carried on the family business at Trinity and Bonavista.

Samuel Rolles was known as 'a gentleman'. In his younger days, like his father before him, had been a ships master in the Newfoundland trade. Samuel Rolles used much of his share the White fortune to build in 1798 Beech hurst, a fine red brick mansion.

The front has three-bays pediment centre-piece with slightly recessed wings of a single bay each. The ground floor is raised about six-foot above street level, and marked by a plat-band. There is a moulded band which is carried beneath the sills of the first floor window. The wall is capped by a Doric cornice and parapet. In a central pediment is a shield-of-arms surmounted by a helm and supported by four curving branches of palm above a motto scroll.

The central doorway has a segmental head and is protected by a semi-circular porch of four columns. This has Tuscan bases supporting Doric entablature blocks and a cornice. Above the doorway are two windows with moulded architrave, the lower with a cornice supported by consoles. Ground floor windows flanking the front door have semi-circular heads, the inner pair being recessed in semi-circular headed niches with moulded imposts; other windows have flat-arched heads.

Beech Hurst



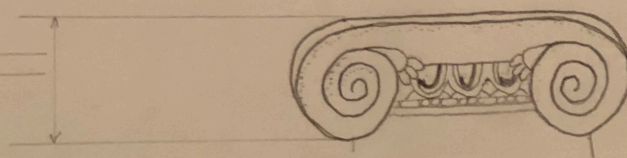
WEST END HOUSE

WEST END HOUSE, of two storeys with cellars and attic and walls of brick with stone dressing, is a mid eighteenth century merchants house..

The front elevation is symmetrical, of five bays with a stone plinth, quoins, moulded cornice and balustraded parapet surmounted by four urns and two stone pineapples. The front doorway is flanked by stone pilaster, the course being alternately vermiculite and plain, with Ionic capitals supporting a pulvinited frieze and pediment. The windows have moulded architrave's and keystones except that above the front doorway which has a scrolled and eared architrave. The other elevations are undistinguished.

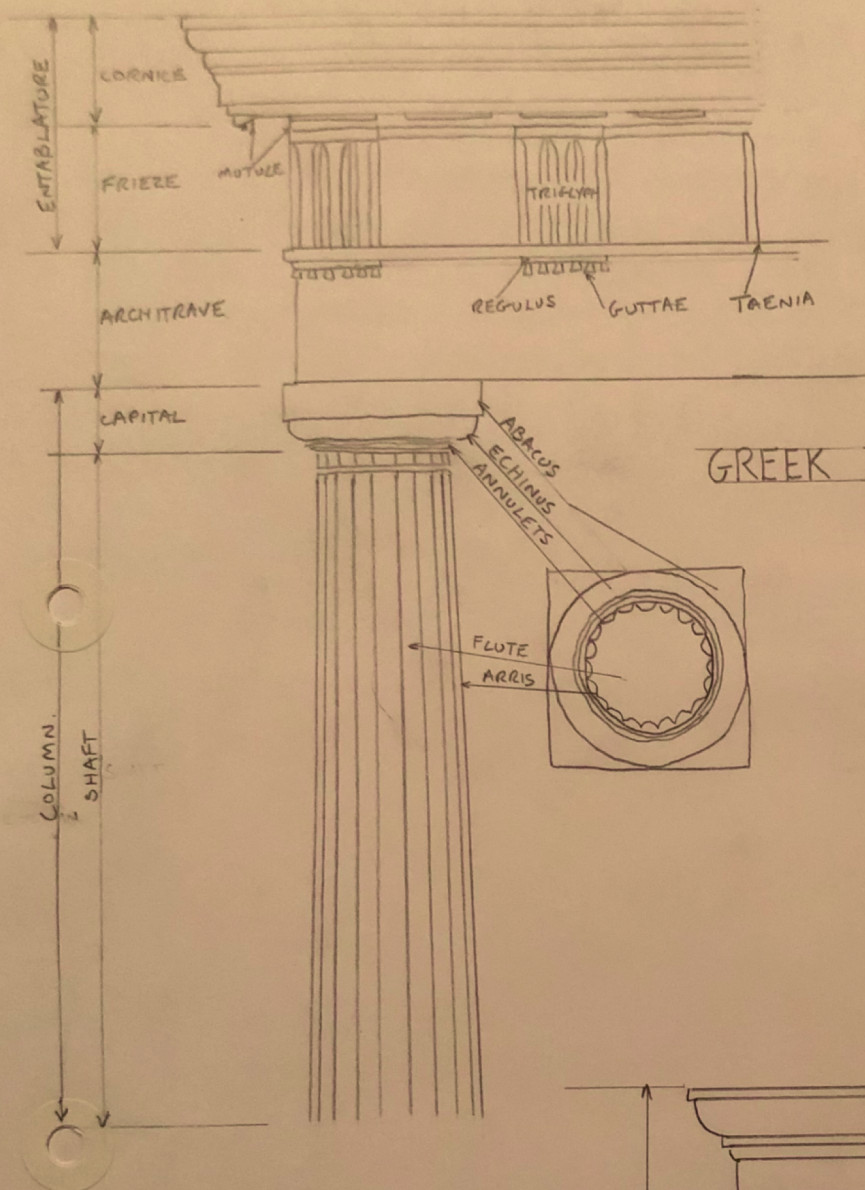


Ionic Capital



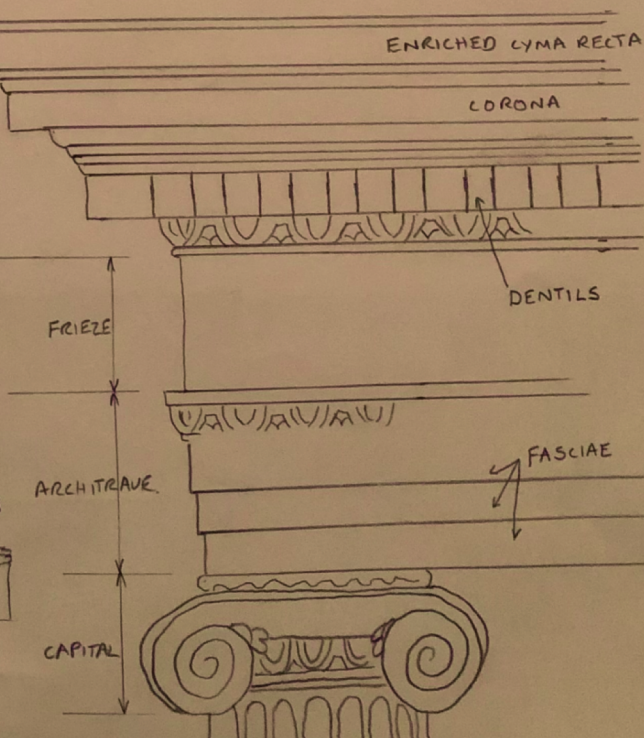
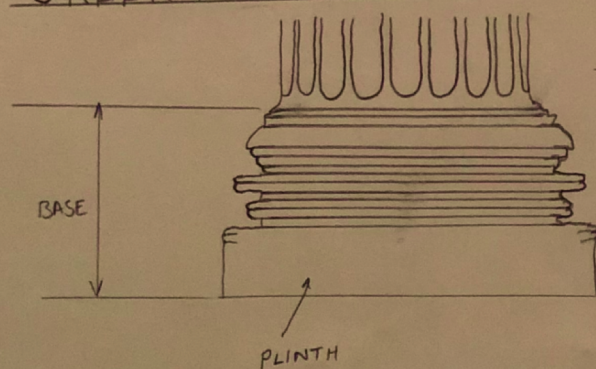
SEE APPENDIX FOR MAP OF POOLE

ORDERS



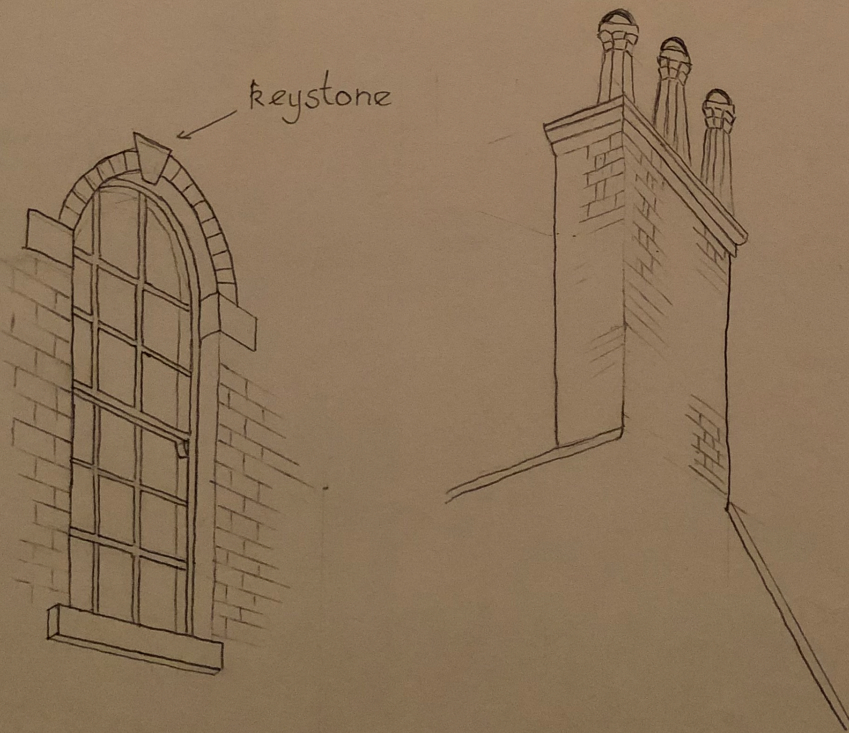
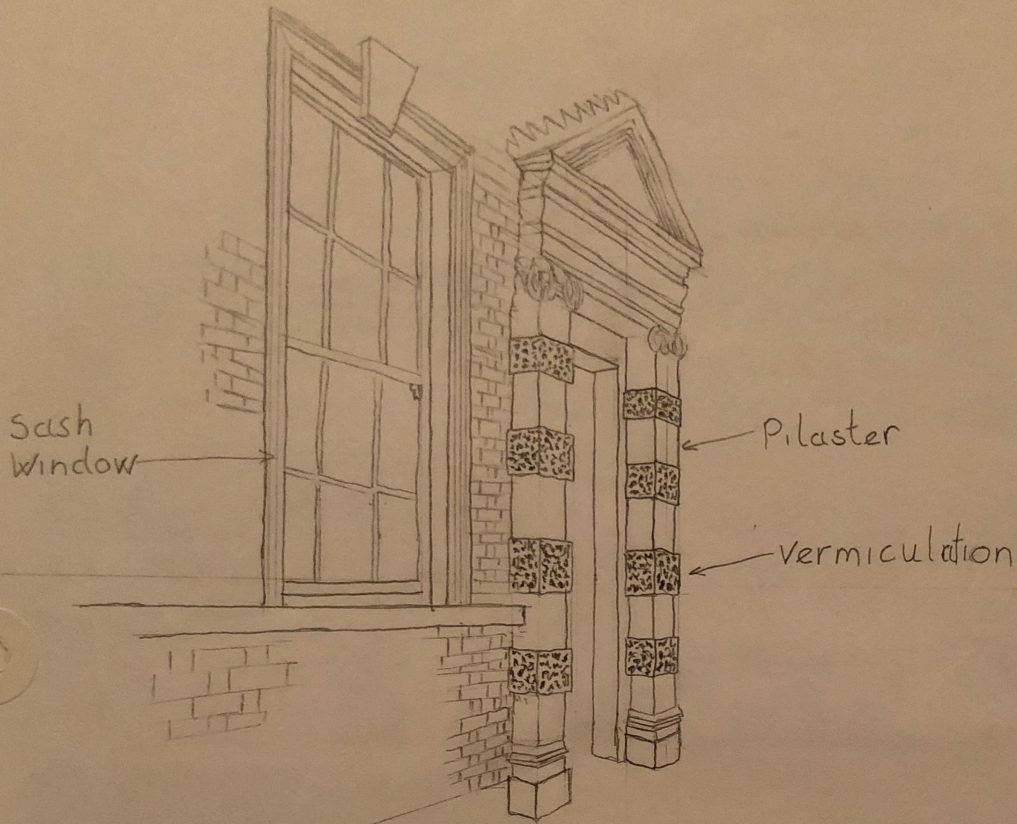
GREEK DORIC ORDER

GREEK IONIC ORDER



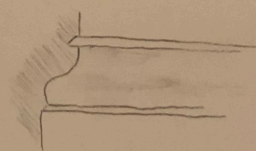
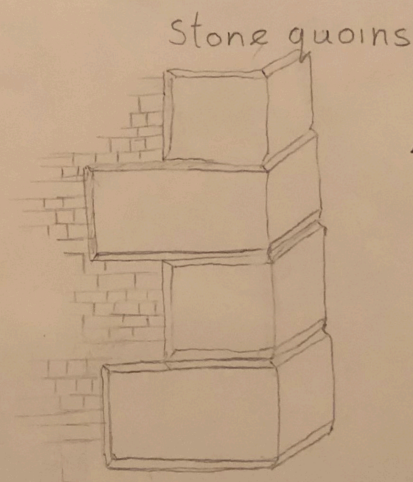
West End House

UNIT 1.1



HOUSES 10/12 MARKET STREET

Houses 10 & 12 were built as a single dwelling in the mid eighteenth century, perhaps 1762. the front wall, in header bond brickwork, has a low stone plinth, a block cornice at the eaves with ogee shaped brackets, and rusticated stone quoins. the original doorway, to number 10, has fluted attached columns with entablature blocks decorated with urns in low relief and open pediment; a second doorway was added to the N.E in the late eighteenth century replacing an original window. The dormer windows have shaped cheeks. Above the doorway is a lead rainwater with the initials and date WB 1762.

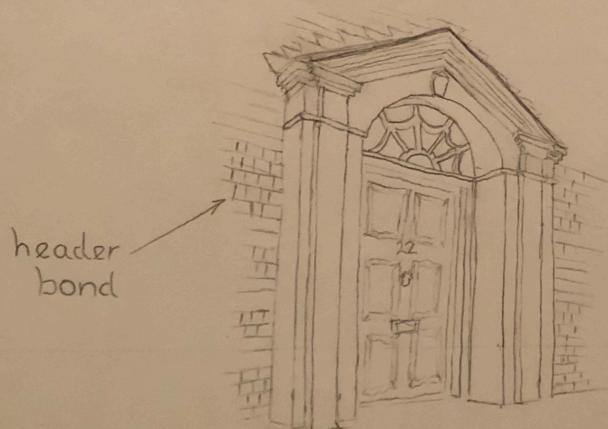


ogee moulding:

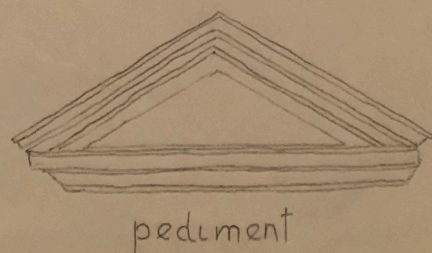
A molding incorporating a convex and a concave curve

THE OLD RECTORY

The old rectory immediately N.E of St James church ,of two storey with cellar and attic ,with walls of brick laid to a header bond at the front and a tiled roof ,was built in 1786 .The front is in five bays with a central doorway with round head and fanlight and surmounted by a thinly moulded open pediment .Windows have segmental arched brick heads with keystones .Original iron railing survive enclosing front garden .



pediment: the triangular feature in classical architecture which resembles the gothic gable,



THE MANSION HOUSE

The Mansion house is of two storeys with a basement and attic. The walls are of red brick laid in Flemish bond ;the slate-covered roof is concealed behind a parapet .Although it is one of the largest of the merchants' houses in Poole ,no documentary evidence for its date is known ;it may be ascribed stylistically to the last decade of the eighteenth century or the follow decade .At the former period the property belonged to Benjamin Lester (1724-1802) who was one of two representatives of Poole in Parliament from 1791 to 1796 and was prominent in the Newfoundland trade ;a marble representation of dried cod which appears in the frieze of the dining-room fireplace is an allusion to the source of wealth .This is a grand house and clearly intended to give the illusion of grandeur .



MANSION HOUSE

Poole, August 1st, 1842.

The low value of this property illustrates the depression which corporate intrigue brought on the town



For Sale
BY PRIVATE CONTRACT,
THE
HOUSE,
GARDENS, & FIELD,
Late in the occupation of the
Owner, situate in
MARKET STREET
IN POOLE, DORSET.

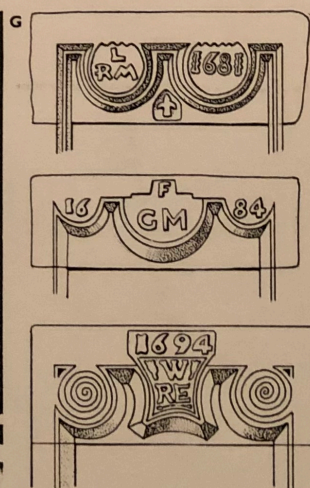
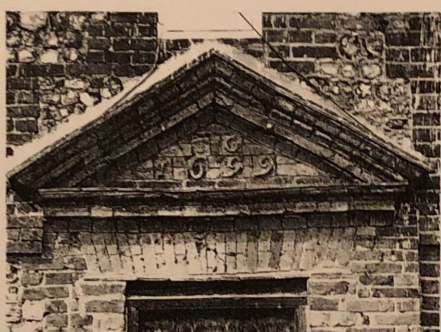
The LAND, including that on which the House is built, and comprising the Gardens and Field, Fence Walls, and other Fences, and the Trees, at 8d. per foot.

The MANSION HOUSE for £530.

To be taken altogether.

GEORGIAN HOUSES

132 GEORGIAN HOUSES



Doorways

The attractions of both fashion and tradition, and the advances of fashion itself, brought great variety to the elevations of Georgian houses, and in particular to their entrance doorways. Style meant one thing in London, another high on the Pennines, as it always had done.

Door hoods

Around 1700, entrances were commonly protected by hoods. They were usually supported by brackets, which could be in the form of classical scrolls, often heavily enriched with swags of flowers and fruit (A), or putti (B). All these were heavily encrusted with paint until recent stripping and repainting. The carved porches of the houses in Queen Anne's Gate, Westminster, took ornament to an extreme of luxuriance (C). The porches were usually flat, but rounded ones with a shell set inside them (D), or, later, a fanlight, were a popular alternative.

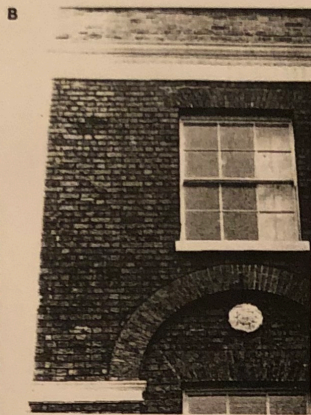
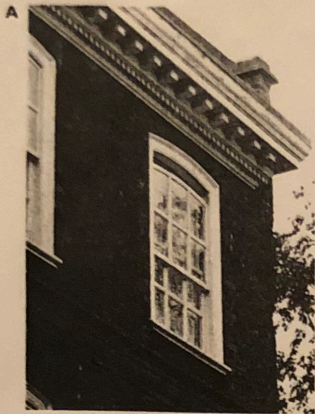
Door cases

Increasingly, builders brought classical elements into the design of their doorcases, sometimes to the disadvantage of the hood. In 1699 a fine brick classical pediment was added to a cottage in Berstead, West Sussex, but however much fashion it brought, it added no protection against the pouring rain (E).

Practicality and the advancing taste for classical forms were not always pulling in opposite directions. But the absurdities of a preference for taste rather than practicality are clearly demonstrated by adjacent houses in Great James Street, Holborn, where a sensible hood supported by ornate brackets has been replaced by a classical door surround complete with attached half columns, entablature and pediment (F). Indeed there is a double absurdity here, for not only does the classical surround offer far less shelter, but it takes its form from the temples of classical antiquity in which these pedimented fronts were designed

GEORGIAN HOUSES

136 GEORGIAN HOUSES

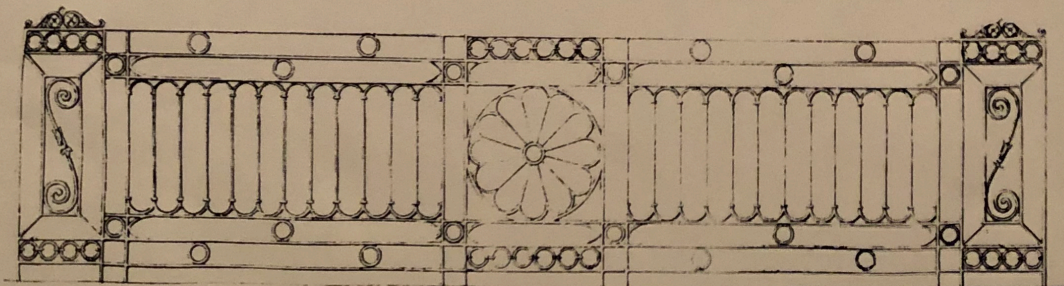
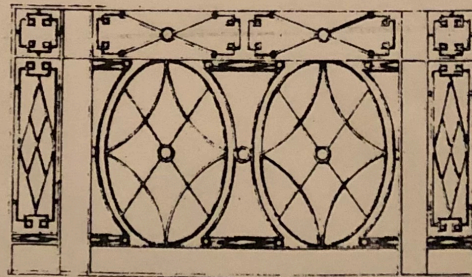
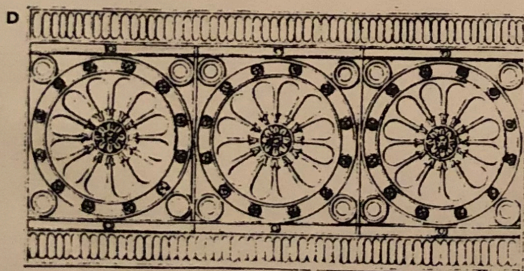


Details and decoration

The main trend in the decoration of the exterior of the Georgian house was the reduction of wood in favour of stucco and ironwork. There were two main causes for this, the first being the desire to reduce the amount of combustible material: the second was the ability to reproduce decorative forms by casting them from moulds. This was a reflection of wider advances brought about by the Industrial Revolution which allowed mass-production to become a reality.

Stucco and Coad stone

The wooden cornices that characterized houses at the start of the eighteenth century (A) were suppressed by a combination of law and taste. Brick and stone parapets took their place (B). The same process changed entrances. Here stucco and Coad stone, a form of fired earthenware, came into their own. Once a carver had produced a mould, its craftsmanship could be reproduced for as long as there was a market, and no one had a greater market than Eleanor Coade for her rusticated surrounds and keystones decorated with heads (C).



GEORGIAN HOUSES

134 GEORGIAN HOUSES



Windows

Sash windows had already made their appearance in important houses well before the start of the eighteenth century. They were then becoming standard in London terrace houses, but they still took much longer to reach the countryside, and then did so in a desultory way.

Early sashes were built flush with the exterior brickwork, allowing the full width of the frames to be exposed. The grooves in which the sashes slid often contained hinged props which supported the sash in either an open or closed position (A). When pulleys, cords and counterweights were introduced to make sashes open more easily, the frames were made wider so that they could contain the weights (B). This was seen as a fire hazard and the London Building Act of 1709 required the frames to be set back by the width of a brick, that is by $4\frac{1}{2}$ inches (C).

The Act may have been responsible for windows being set back in inner London, where it applied, but fashion came into it as well. A recessed window frame made a wall immediately look more solid, and emphasized the window openings in a very satisfactory way.

The 1774 Act went one stage further, and required the frames to be rebated into the inner face of the wall, so hiding them almost entirely (D). This brought the glazing bars into prominence. They helped to determine the window's proportions and the proportions of the individual panes of glass, which were all part of the reigning classical fashion. When the glazing bars are removed and the panes are replaced by plate glass, the window not surprisingly loses its character and looks empty.

Window heads

At the start of the eighteenth century, windows could have either flat or slightly curved heads, sometimes one type on one floor, the other on the next. By the middle of the century, flat heads had become far more popular, but curves came back again, especially in semicircular headed windows, and they remained popular, particularly on the ground floor of a house when they could pick up the lines of an adjacent entrance door and its fanlight (E).

POOLE 1840-1890

VICTORIAN PERIOD

Old Town, Poole



Market Street and the Guildhall, 1874. The street is cobbled and pointing down it, from between the imposing double-flight of steps to the 1761-built Guildhall, is a Crimean War cannon, brought home from the siege of Sebastopol, 1854-55.

POOLE TOWN PLAN c.1830

POOLE'S GROWTH

After 1815, American and French competition in fishing and transatlantic trade grew steadily, removing the foundations of Poole's wealth. In 1834 Poole still received about 100 ships with foreign cargo and despatched a slightly greater number in return, and coastal shipping had much increased with over 800 ships in and out of the harbour with coastal cargoes. However, the main trade of Newfoundland with its profits to which the whole economy of the town had become geared, had slumped. In 1833 "bankruptcies were everywhere", for the height of the trade twenty years previously 350 ships of Poole and 2,000 men had been employed in it.

Partly as a consequence of farm mechanisation, the urban population continued to grow. Between 1831 and 1881 Poole's population almost doubled, rising from 6,459 to 12,031. In 1830 Poole gained its first library, gas lighting and the first bridge over to Hamworthy. The railway arrived in 1847, drastically reducing the coastal shipment of cargo. Many Georgian merchant's houses had to be sub-divided into tenements.

TOWN PLANNING

The growth and development of towns may be random and haphazard or planned. During the Industrial Revolution old towns and cities in Britain mushroomed rapidly in size and became congested.

Success in the design of towns did not always work well, and in the late 20th century the objectives of planners were most modest. Instead of trying to create the ideal town, they focused instead on a few attainable goals.

These included the orderly arrangement of all parts of a town so each can function with a minimum of interference from the others; the development of each part of the town with adequate residential space, parking facilities, outdoor recreational areas and businesses; provision of an adequate water supply, sewerage system, utilities, household rubbish collection, and public services; provisions of schools and other community services; and the construction of housing to meet the needs of all segments of a town's population.

ZONING

Zoning refers to the regulation of land use and buildings which affects population densities and the height, size, spacing, and of structures.

One function of zoning makes it possible to segregate industrial and commercial buildings from residential areas. Zoning has been used in Sweden and Germany since 1875 to control land use and building height, in areas around old city centres.

Britain's zoning regulations stem from passage of the Town Planning Act of 1909. The regulation related almost entirely to new construction. They were effective in controlling industrial locations and in setting standards for residential buildings. They were later displaced by direct government action in building new towns and public housing projects

ROLE OF GOVERNMENT

Town planning has been recognised as an important function of government since the first decade of the 20th century. The first Town Planning Act was passed in Britain in 1909. In the same year the first national conference on the city planning was held in the United States. Sweden, Germany and some other European nations also adopted planning administration at that time.

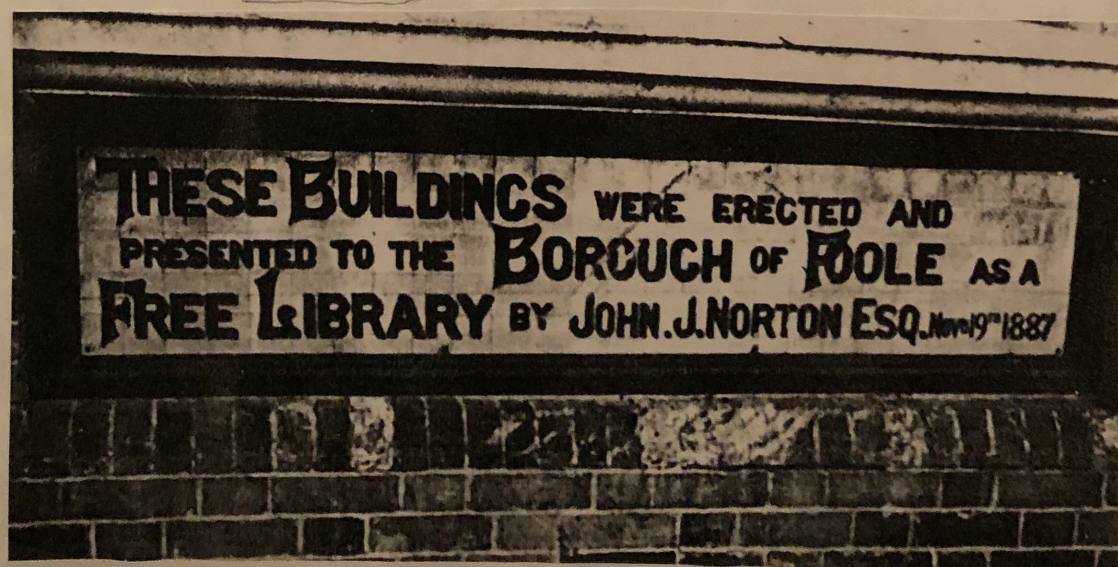
Since the cities for which plans were being made could not just be swept away and replaced, it was soon realised that no new overall design was possible. Plans had to be flexible, allowing the incorporation of the parts of cities that could not be easily modified. Government also came to realise that changes and growth in cities result from the initiative of industries, banks, land developers, and other private interest, as well as from government intervention.

TOWN GROWTH

The effect of the industrialisation on cities during the 19th century was enormous. First in Britain, then later on the Continent, masses of unemployed workers and farmhands left rural areas to seek jobs in factories and mines. The early government failed to grasp the problems posed by extremely rapid city growth. City governments moreover, were not accustomed to spending funds on housing and slum clearance.

FREE LIBRARY (LAGLAND RD)

As the Golden Jubilee of Queen Victoria's accession approached, discussion took place as to the best way to mark the occasion in Poole. Lady Wimbourne pressed for a hospital, but in fact it was the suggestion of timber merchant J.J Norton for a free library which was built at a cost of £2500.



LIBRARY



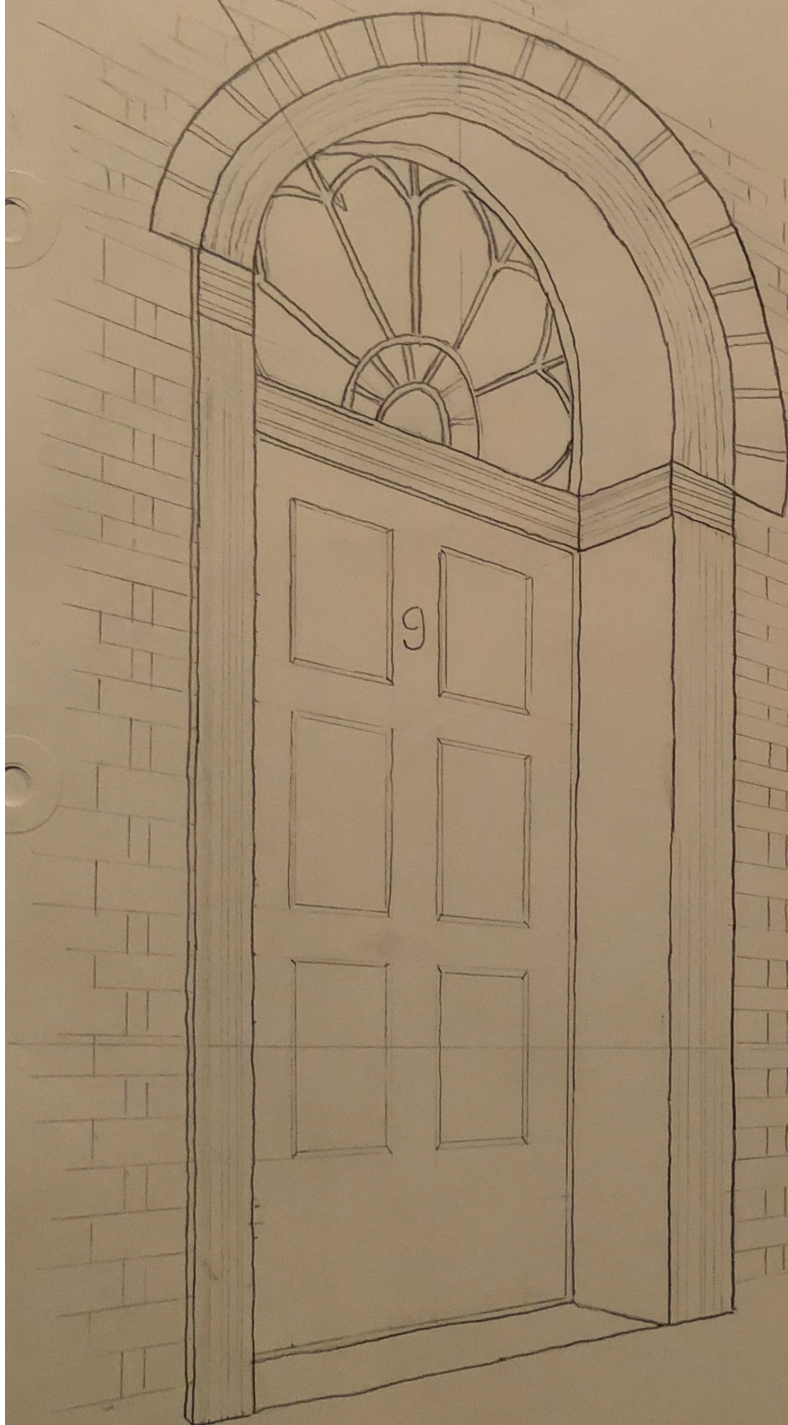
library
doorway



9 THAMES STREET

This house is set back from the street. It was built in the mid nineteenth century and replaced a lower built house.

fanlight



POOLE BRIDGE



118. The first Poole bridge.

119. Poole's second bridge, opened 1885.



POOLE QUAY



169 By 1860 the Newfoundland trade had ceased and the quay appears very inactive in this print. Even the famous native oyster fishery of Poole had collapsed, through overfishing. Defoe had described Poole's as 'the best and biggest oysters' which were pickled and sent in barrels all over the world. Henry Hastings, Squire of Woodlands, ate them twice a day all year round. There was not a woman around under the age of 40, 'but it was her own fault if he was not intimately acquainted with her!'

POOLE 1928-1959 MODREN PERIOD



An aerial view of Poole Quay and Old Town c1920's

GASWORKS + QUAY

Public Services



32 Poole pioneered gasworks, starting in 1833. Most of the plant pictured at Pitwines had been built in 1924. Its demolition created problems when the retort house refused to yield to explosives, but care had to be taken because of the nearby railway.

NB Development of Pitwines's Site can read about in Post Contemporary chapter.



33 An aerial cableway brought coal from the quay. Dust from the coal caused a great nuisance to nearby homes. The Grammar School lay across the railway line. One wit wrote, 'Up to yon massive gassy plant/Our border doth abide/And we must thank our sainted aunt/It doesn't come inside.'

MUNICIPAL BUILDING

The area of the borough was enlarged to include Broadstone and Canford Magna in 1933, making the borough population 53,000. By a 21 to 13 vote new offices had been commissioned in 1931. A hundred men worked for Whitelock and Co. for 62 weeks to complete the Municipal Building at a cost of £62,290. 900,000 bricks were laid.



POOLE BRIDGE



Poole's third bridge, built in 1927 at a cost of £50,000 and lifted by electric

POOLE GENERATING STATION



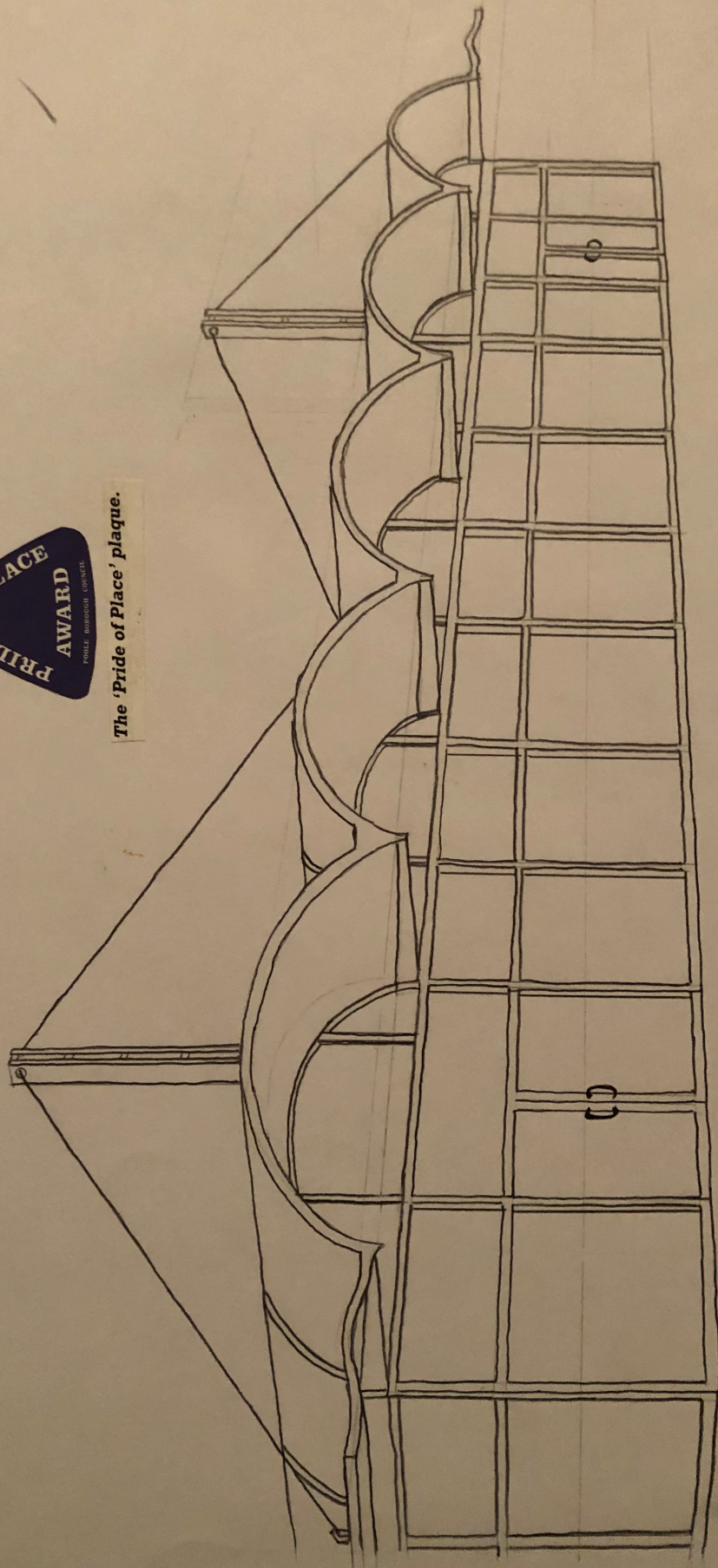
Poole Generating Station is now a cleared site awaiting 'regeneration'. It took from 1948 to 1953 to build and produced enough power for 400,000 homes. The design was approved by the Royal Fine Art Commission. Fly ash from the original coal burning station was dumped at Turlin Moor to create playing fields, but before complete reclamation the station converted to oil and the fly ash had to be reduced in depth to complete the whole area. The chimneys, 325 ft in height, were landmarks visible for miles around to mariners and others as a sign one was approaching Poole. They were demolished in February 1993 on the author's last day of work as the last bewigged and gowned Town Clerk of Poole; an office that had been in existence since 1558 with its own oath of office requiring the holder to 'keep the secrets of the Town and not to extend the same other than to such as are sworn to the Town'.

POOLE
CONTEMPORARY
(BUILDINGS)

Poole Railway Station a past winner of the
the annual 'Pride of Place' award



The 'Pride of Place' plaque.



CONTEMPORARY BUILDINGS



Above: Moriconium Quay – marina development, Hamworthy



right: Barber's Wharf in the Old Town

Below left: Housing Association development, Talbot Village

Below Right: Recently built private housing, Talbot Village



PROFILE OF POOLE 1990's

The borough covers an area of just over 6,400 hectares (about 25 square miles) and enjoys an environment of remarkable richness and diversity. The town is most famous for its location on the northern shores of Poole harbour, one of the largest natural features of its kind in the world. The harbour is of ecological, recreational and commercial importance, a balance which, in many ways, characterises the town. Poole lies within the South East Dorset conurbation, which has an overall population of 400,000.

To the east lies Poole bay, and it is this part of the coastline, principally at Sandbanks, which boasts one of the country's finest recreational beaches, an annual winner of the Blue Flag award.

The resort town of Bournemouth shares a common boundary with the Borough to the east, whilst the northern boundary is formed by the River Stour, with Wimbourne beyond. To the west lie Corfe Mullen and Upton. Further afield are the New Forest, Cranbounre Chase and Purbeck.

The Inter-City link with Waterloo brings London within 112 minutes; Bournemouth(Hurn) International Airport is 10 miles from Poole Town Centre; and the Port offers direct links with Cherbourg and other continental ports. Road links have been considerably improved, particularly to London and eastwards along the south coast, via the M3 and M27 motorways and the A31 Trunk Road. The latter will be directly linked with the port when proposals by the Department of Transport have been implemented. The A350, to Bristol, is less good and requires improvement.

The natural environment of Poole is characterised by lowland heathland which was once far more extensive than it is today. In

Dorset, the area of heathland had declined by about 85% since the mid-eighteenth century, from about 40,000 hectares in 1750 to 6,000 hectares in 1978. Canford Heath, Upton Heath and scattered fragments to the north of Poole, and within the urban area, are the remnants of a formally continuous area of heathland from Hengistbury Head to west of Upton. By the late 1970's, Canford Heath was the largest unbroken area of heathland in Dorset. Most of these heathland areas are Sites of Special Scientific Interest and will shortly be confirmed as Special Protection Areas. They are a significant part of the unique environmental quality which, in approving the South East Dorset Structure Plan Alteration (1990), the Secretary of State recognised as constraining the future outwards growth of the conurbation. The Regional Planning Guidance for the South West confirms the Secretary of State's view.

POOLE
POST CONTEMPORARY
BUILDINGS
& DEVELOPMENT

POOLE HARBOUR CROSSING

The Department of Transport is responsible for national transportation policy and is the highway authority for the national network of motorways and trunk roads. Following the publication of the 'Roads for Prosperity' White Paper in 1990, the Department of Transport propose to extend the trunk road network from the A31 to the Port of Poole, requiring the construction of the A31-Poole Link Road and the Poole Harbour Crossing. Public consultation on the alternative routes for both schemes has already been conducted and a statement of preferred alignment had been anticipated during the summer of 1994. The Secretary of State for Transport's announcement in March 1994 of the Road Programme Review indicated that the two links retain their place in the programme as priority schemes. In the case of the Poole Harbour Crossing, alternative development proposals (Poole Power Station) reflect the alignment which have been the subject of consultation.

POOLE POWER STATION:

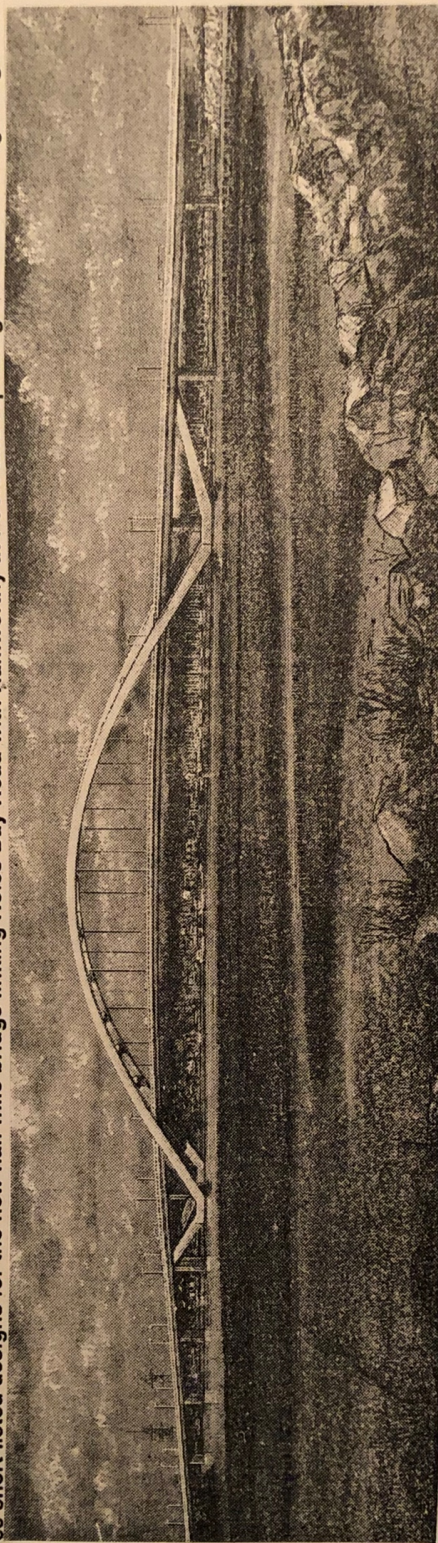
The Power Station site and its chimneys were a major landmark for 40 years but demolition is now taking place. Redevelopment of this important site is depended upon the alignment of the Poole Harbour crossing, which will either follow the boundary of the site, or cut across it from north west to south east.

The latter road alignment would constrain development potential of the site. However the peripheral road alignment and a cleared site offers the scope for a major development of quality to establish a new landmark which will reflect well on the Borough. The site is likely to contain areas of contamination, but the site is a well managed one and current operations suggest that the cleared site will be in a satisfactory condition. Nevertheless, any planning application will need to be accompanied by a comprehensive site survey to determine the level of contamination, if any, and the remedial measure necessary to facilitate development.

Poole harbour Crossing cont: The proposed trunk road linking the A31 with Poole Harbour is listed as being of regional significance and the Guidance indicates that 'plans should not make provisions for development which would encourage use of motorways and trunk roads for large volumes of local trips'. In addition, the limited new road building which does occur should improve the access to motorways or secure environmental improvement. Plans should recognise the strategic and regional importance of ports and provide for increased accessibility by roads and rail to the major port facilities at Bristol, Plymouth, and Poole. /



One of the three short-listed designs for the new half-mile bridge linking Holes Bay Road with Hamworthy at Poole and replacing the town's lifting bridge



Landmark £30m bridge for Holes Bay crossing?

AN artist's impression of a new bridge design for the Holes Bay crossing – part of the link between Poole's port and the A31 – was unveiled this week.

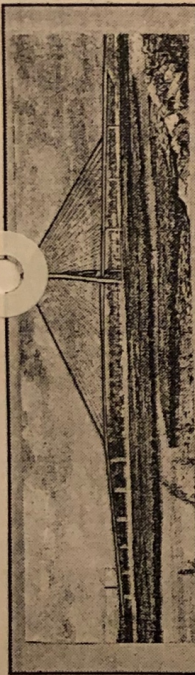
Also on display will be various route options for the £30m Department of Transport funded scheme which includes several new alternatives – variations on the red route.

The new red/purple option starts at a roundabout at the port entrance and runs west near the existing railway, curves across Blandford Road, then leads north east on a line just south of Rigler Road, east of the transformer station before crossing the bay.

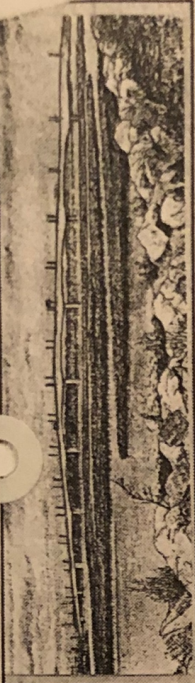
POOLE AND DORSET ADVERTISER

22.10.92

UNIT 1.1



● An example of a cable-stayed bridge.



● A variable depth concrete bridge.

Bridge of size

Huge structure would dominate Holes Bay

TWO huge high level types of bridge and two potential routes are in the running to replace Poole's lifting bridge - when something is finally done to relieve the town's biggest cause of traffic congestion.

The 'red' route (solid black line on map) starts at New Quay Road with traffic lights near the Blandford Road/Rigler Road junction. It runs north-east, just south of Rigger Road passing east of the power station site before crossing the water and joining Holes Bay Road at Sterte Avenue.

It crosses Holes Bay site of special scientific interest (SSSI) at one of its least important points, affects 40 residential properties and eight commercial sites and increases noise level at 27 homes.

The route would mean 0.82 miles of new construction and would cost £25.4-29.1m depending on the type of bridge.

The 'yellow' route (milled line on map)

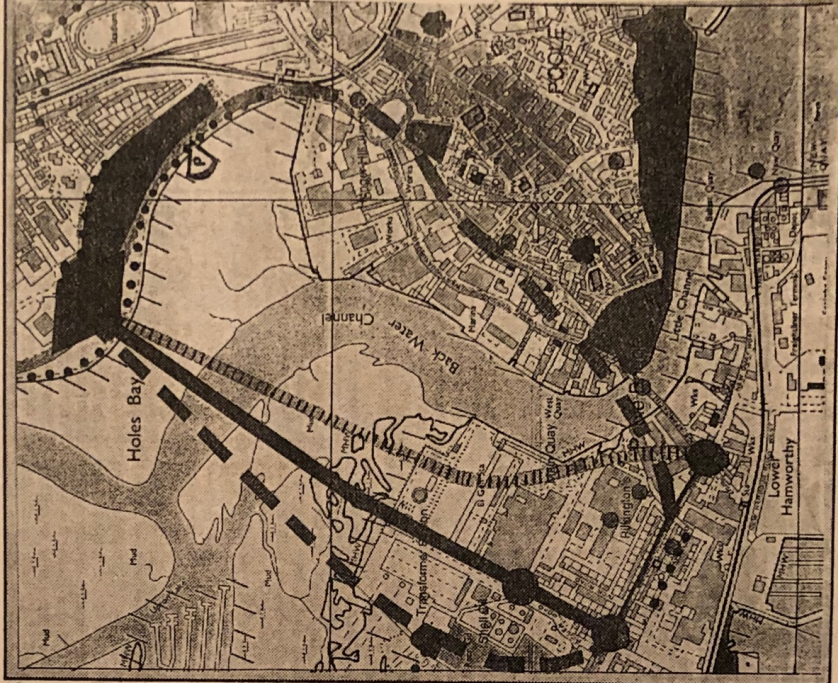
starts with traffic lights at New Quay Road and runs north passing between Pilkington's Tiles and the Main Quay before crossing the power station site and going across the water to join Holes Bay Road.

It crosses Holes Bay SSSI (as red route) and affects five commercial sites. It would mean less visual intrusion on residential properties than the 'red' route.

It involves 0.86 miles of new construction and would cost £29.8-33.5m depending on the bridge structure.

There are two possible bridge structures to carry the road across Holes Bay: a cable-stayed bridge or a variable depth concrete bridge. Both bridges would mean a loss of open space, severance of Sterte Avenue and effect on property.

On the map (right) the diamond represents a possible two-tier junction on Holes Bay Road. The broken lines are rejected routes. The artistic impressions of possible bridge types were viewed from the spot on the Holes Bay Road marked 'P'.



POOLE AND DORSET ADVERTISER 1.4.93

Bridge ideas pour in from around world

By Simon Winn

THESE are two of the short-listed designs for the long-awaited £28 million Poole Harbour bridge, one of which will be chosen to ease the traffic-choked streets of Poole and transform access to the town's docks.

But although the four-strong international jury will announce its choice in December the new crossing, to replace the port's 70-year-old lifting bridge, will not be built until at least the start of the next century.

A 9,000-signature petition and pressure at the highest level from political and business leaders failed to win an earlier start and the Prime Minister told guests at a breakfast meeting in Poole in February that private sector funding could be the best way forward.

A design contest for the half-mile bridge, which will link Holes Bay Road with the former power station site at Hamworthy, attracted 99 entries from across the world, which have now been whittled down to a final three. The three short-listed teams,

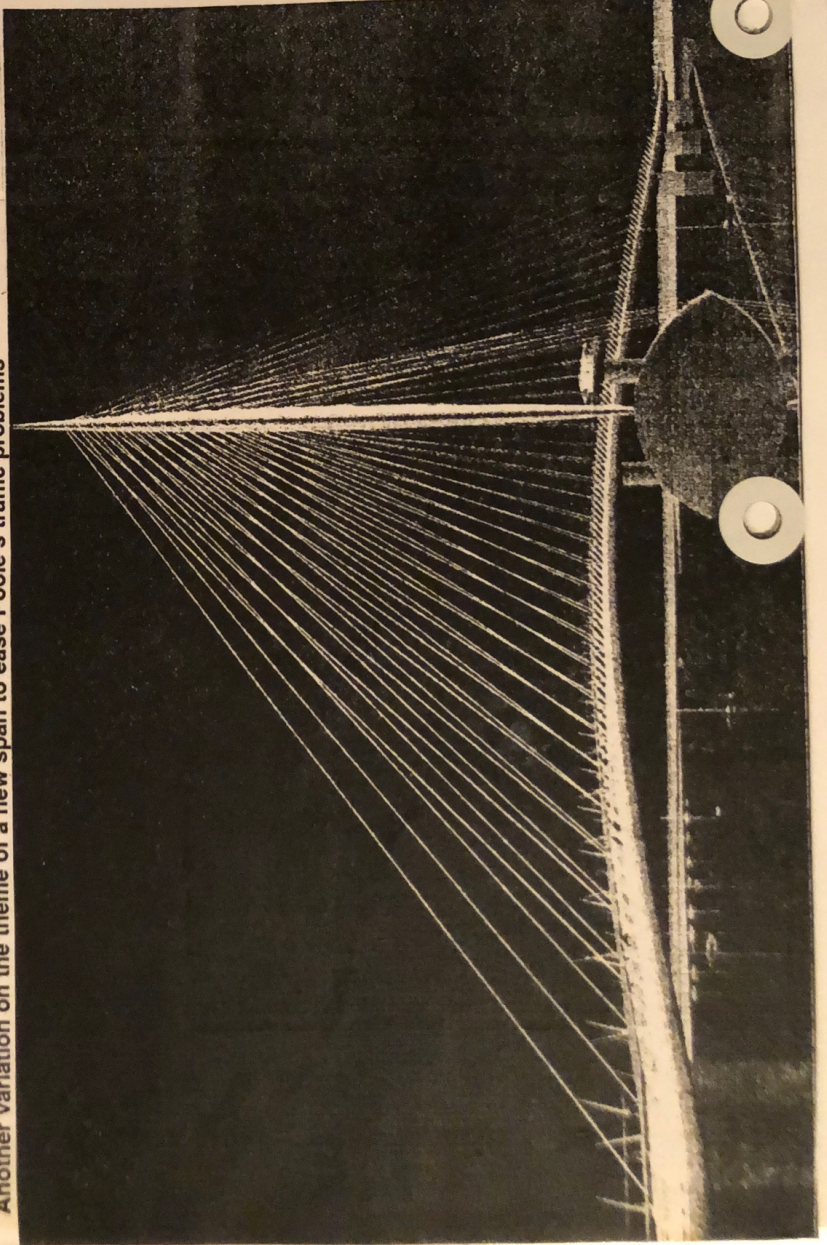
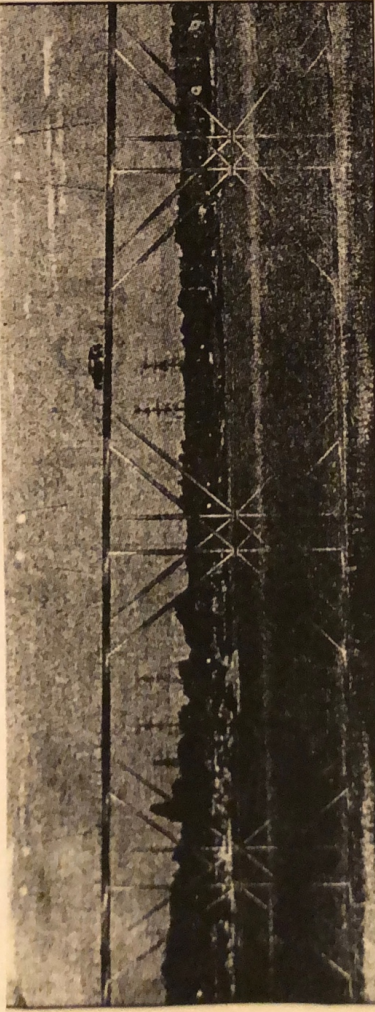
who have won £100,000 each to progress their plans, include a project involving Bournemouth landscape architect Terence O'Rourke - a multiple cable-stayed bridge, designed with the London-based Flint and Neill Partnership and Dissing and Weiting Arkitektfirma-Ramboll from Denmark.

The other two are a delicate trestle bridge by a German partnership of Schlaich Bergermann and Partners/Michael Hopkins and W S Atkins Ltd, and a single mast cable-stayed bridge from Tony Gee and Partners Gibb Architects/Sir Alexander Gibb and Partners.

All the entries, including a number of rejected local schemes featuring a 'dolphin' design, will go on public display at the Royal Institute of British Architects in London, in January, and later at the Waterfront Museum in Poole.

Roads minister John Watts, who launched the competition - the largest-ever contest for a British bridge - said: "We have been very pleased with the level of international interest and very impressed by the innovative and imaginative designs proposed."

Another variation on the theme of a new span to ease Poole's traffic problems



SELDOWN DEVELOPMENT

To the east of Seldown Bridge lies the site of the playing fields of the former Seldown School. This part of the town centre already accommodates the Dolphin Swimming Pool and recently extended surface car park. An outline planning permission exists for a mixed scheme, incorporating hotel, recreational, residential, car parking and community uses. That part of the site south of the Dolphin Pool has already been acquired by Scott Hotels and full permission has been granted for 118 bed hotel. Lying to the east of Seldown Bridge, development of the site affords the opportunity to improve pedestrian links between the Poole Park/Baiter recreational areas and the town centre.

THE FORMER SELDOWN SCHOOL PLAYING FIELDS SITE, TOGETHER WITH ADJACENT LAND, IS SUITABLE FOR:

- I) A 4- STOREY HOTEL ACCESSED FROM THE SELDOWN BRIDGE SLIPROAD;
- II) AN INDOOR SPORTS CENTRE ASSOCIATED WITH THE EXISTING SWIMMING POOL;
- III) CAR PARKING AND;
- IV) A RESIDENTIAL DEVELOPMENT IN THE SOUTH EAST CORNER OF THE SITE, FRONTING THE PARK.

PITWINES: Much of the former 53 acre Gasworks Site has already been redeveloped for retail use and car parking, adjacent to the High Street, and residential development, adjacent to Baiter. Both developments were implemented in accordance with the Poole Town Centre Local Plan. The central section of the site is now available for development following the completion of the Seldown Bridge, which bisects the vacant land. Allocated for employment uses in the existing Local Plan, the site remains suitable for such uses, bearing in mind the need, acknowledged in the Secretary of State's Regional Guidance, to make land available for prestige developments. The site may also accommodate other town centre uses such as commercial recreational development.

Pitwines cont :

Having regard to the strategy for retailing in the town centre and the fact that the site is surrounded by the railway and busy distributor roads, including a bridge, it is unsuitable for further retail development and residential accommodation of the type already introduced at Baiter.

THE CENTRAL PITWINES SITE, SOUTH OF THE RAILWAY AND LYING EAST AND WEST OF SELDOWN BRIDGE IS SUITABLE FOR:

*I) EMPLOYMENT USE;
II) COMMERCIAL LEISURE/RECREATIONAL; AND
III) HIGH DENSITY RESIDENTIAL DEVELOPMENT,
INCLUDING FLATS, ON A MAXIMUM OF ONE THIRD OF
THAT SITE TO THE EAST OF THE BRIDGE.*

Planning permission will not be granted for retail or residential development, other than that proposed at iii) above. Buildings should face the road and be of a high quality, particular care being taken with views from the elevated section of Seldown Bridge. Development will have regard to the physical and chemical contamination of the site and no planning permission will be issued unless the Planning Authority is satisfied that remedial measures are adequate for the scheme proposed.

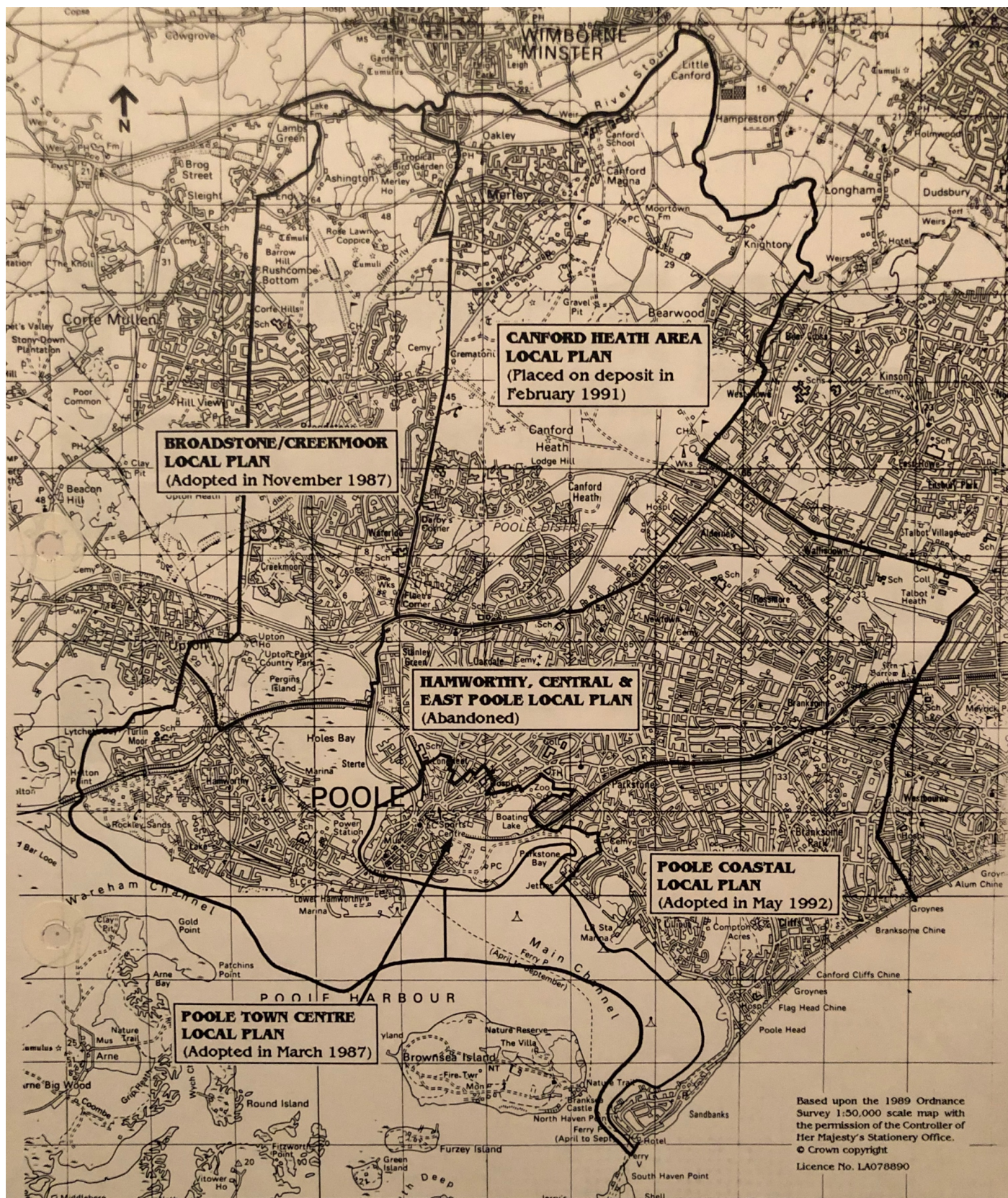


Figure 1.1
Existing Local Plan Boundaries

Scale 1: 60 000 approx.



THE DEPARTMENT
OF TRANSPORT

POOLE HARBOUR CROSSING

PUBLIC CONSULTATION & EXHIBITION



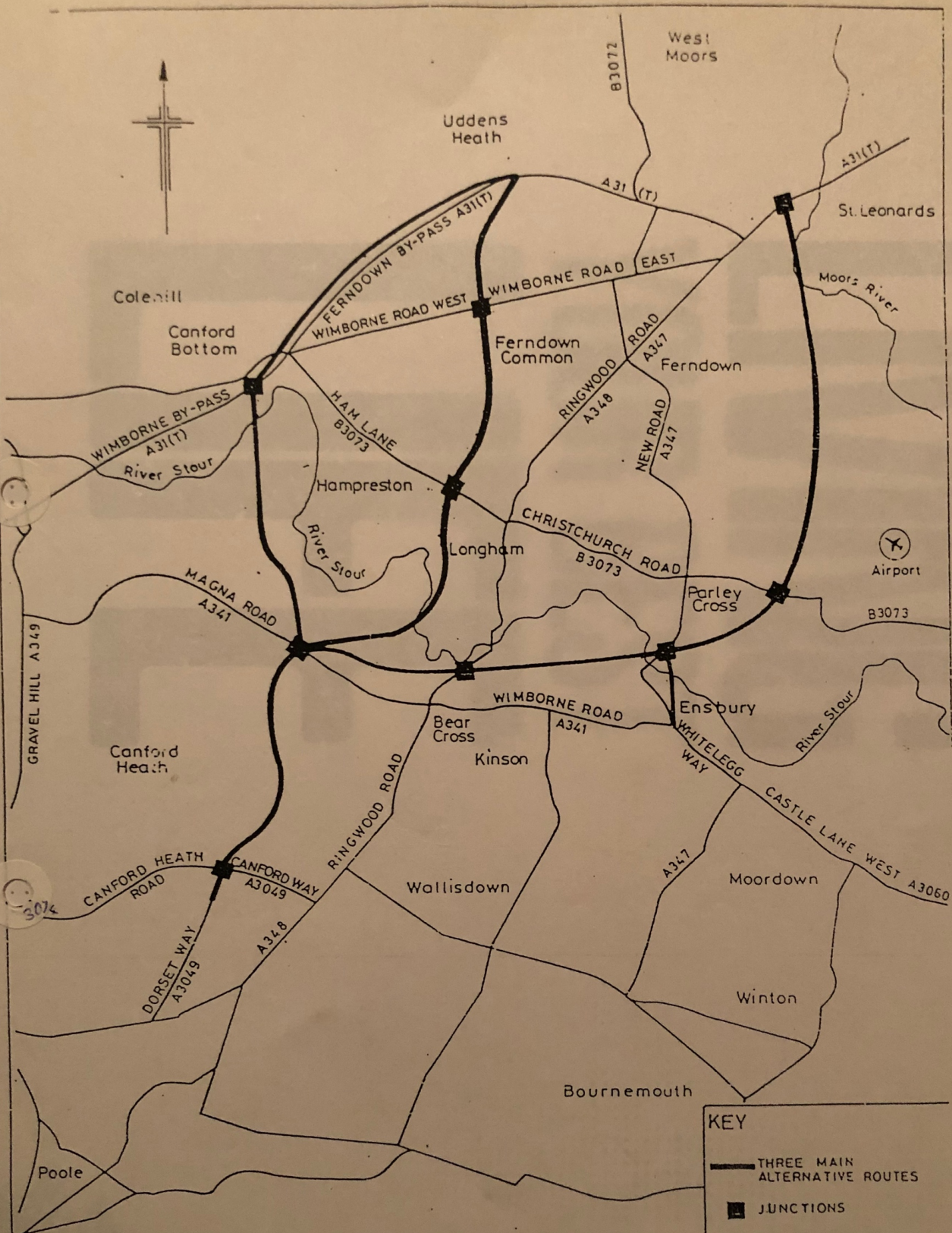
The Exhibition

You are invited to attend an exhibition at St. Michael's Church Hall, Hamworthy, where plans and information about this proposed road improvement will be on display.

The exhibition will be open at the following times:

Thursday	1 April 1993	2.00pm - 8.00 pm
Friday	2 April 1993	10.00 am - 8.00 pm
Saturday	3 April 1993	10.00 am - 4.00 pm

WE NEED YOUR VIEWS



 DORSET COUNTY COUNCIL	RINGWOOD ROAD (NORTH) AND FERNDOWN RELIEF ROAD - ALTERNATIVE ROUTES.			D. A. HUTCHINSON, Eng COUNTY SURVEYOR COUNTY HALL DORCHESIER	
TRANSPORTATION AND ENGINEERING DEPARTMENT	SCALE 0 50 100m	DATE DEC. 1989	DRAWN BY	DIAG No. B	



THE DEPARTMENT
OF TRANSPORT

A31 TO POOLE LINK ROAD



WE NEED
YOUR VIEWS

The Secretary of State for Transport would like your views on possible alternative routes for a new Trunk Road linking the A31 to the A350 Holes Bay Road, Poole.



TO MAKE YOUR VIEWS KNOWN WOULD YOU PLEASE:

- *Study the pamphlet carefully
- *Visit the exhibition at:

Poole North Scouts Hall, Sherborn Crescent, Canford Heath, Poole, on

Thursday, 1st April 1993, 2pm–8pm

Friday, 2nd April 1993, 10am–8pm

Saturday, 3rd April 1993, 10am–4pm
and

Ferndown Upper School, Church Road, Ferndown, on

Monday, 5th April 1993, 2pm–8pm

Tuesday, 6th April 1993, 10am–8pm

Wednesday, 7th April 1993, 10am–4pm