THE ISLE OF WIGHT

Portsmouth School of Architecture
DESIGN RESEARCH
Collaboration with The IoW Regeneration Team Chris Ashman & Reniera O'Donnell
presented by
Walter Menteth & Francis Graves

[Image of the Isle of Wight]
THREE DESIGN OBJECTIVES: ECONOMY, SUSTAINABILITY, RESILIENCE

THREE TOWNS: 1. SHANKLIN 2. NEWPORT 3. RYDE
Masters in Architecture - Studio MUD 2017-2018 - programme

September - December 2017: Group Urban Design  +  Individual Sketch Design [RIBA Concept Design]

January - June 2018: Architectural Design to technical resolution [RIBA Technical Design]

March 2018 Field trip to Lisbon or Arturbain International Competition
Arturbain international competition

Project: Urban Regeneration - Shanklin - Isle of Wight
Masters Students: Sule Ozer, Dana Hamdan + Tania Akbari
SHANKLIN, Espaces Publics, UK

Shanklin, à l’heure actuelle, peut être décrite comme une ville en train de mourir, noire et grise, arrêtée dans le temps. Le but de ce projet est de proposer des interventions créant une ville plus vibrante, moderne et attrayante pour tous, avec attention sur sa durabilité et ses réponses à un environnement changeant.

Le premier objectif est d’améliorer le point d’arrivée à Shanklin en transformant la place de la gare et son parking. En vue de créer un point d’arrivée et de départ plus performant, nous y avons ajouté un café, un lieu d’attente avec banc public, espaces verts, des effets d’eau/fontaines.

La deuxième espace public ou nous proposons d’intervenir est la rue principale (The High Street). Actuellement cette rue est très fatiguée, pleine de voitures et manque de qualité aussi bien pour les résidents locaux que pour les visiteurs à Shanklin. Nous proposons une rue complètement piétonne en créant une diversification des circulations de véhicules en dehors. Ce qui nous a offert une grande surface pour intervenir avec mobilier urbain, nouveau luminaire, une piste cyclable, des arbres et espaces verts, des effets d’eau/fontaines et des espaces extérieurs pour les magasins existants.

Qualité architecturale
Nos interventions architecturales ont pour but d’introduire une couche moderne à la ville de Shanklin. Une architecture paramétrique est suggérée pour certains lieux.

Qualité de la vie sociale
Nous espérons améliorer les expériences urbaines pour les résidents locaux et d’autres touristes et aussi les interactions entre les deux.

Respect de l’environnement
Notre concept est soutenu par une préoccupation de créer des interventions durables. Notre stratégie durable est élaborée ci-dessus.

L’utilisation de bois local: "American Wood"

Espaces Vertes & Design Intégré

Point d’Entrée

Effect d’Eau : améliorer le micro climat local

Banc Public

Protection des espaces publics contre le Vent fort.
SHANKLIN SPA

BEFORE

AFTER
esplanade that becomes more of a destination, people of all ages will be an inviting and pleasurable place to visit. The aim is to create an environment that is user-friendly, allocated for pedestrian and cycle use throughout the year, enhancing the visual aesthetic of the front and creating a place where visitors can wander at their leisure along this beautiful stretch of coastline. The space will be clearly defined from within Shanklin and the Shanklin Esplanade.

The proposed pedestrian route will entice people to the lift as they are treated by the huge vistas over the town and the sea. The green route is considered as part of the wellness strategy throughout the island. This idea of the green route is to create a series of linked spatial experiences for the residents and visitors, which could realise the full potential of Shanklin. The premise of this idea is to implement a vision that addresses the regeneration of Regents Street starts with making the street more active. The pedestrianized street ultimately making the high street area interact with the street as frontages spill onto the streetscape. Now its a street collated with charity shops, dull shopfronts and is lined with cars. The high street area interacted with "alive". The street as frontages spill out onto the streetscape. Now its a street collated with charity shops, dull shopfronts and is lined with cars. The high street area interacted with

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My project will be based on the 700m long esplanade cliff side in the outdated town of Shanklin. The people of Shanklin will benefit from these facilities to help and promote healthy living and exercise in and around the area. This element of pedestrianisation and landscaping will come to fruition with the regeneration of the town, the area will become a destination for the Island and a broader target audience. The town will be granted a new lease of life and a future in which to thrive. Links to outdoor activities, cycling, running, swimming, boating, rowing, jet skiing, body-boarding, fishing, windsurfing, wakeboarding, stand up paddling, one to be within. Equipment may be hired from take place or start from. Public space. In some respects the client for this expansive scheme, are the residents and the numerous visitors this regenerative programme will bring to the town and at the wider level, across the whole island. A series of pedestrianised routes or shared surface mobility. These routes will also be actively engaging together to enhance the overall area and improve visitors.\}
It is possible to build against this cliff face however much attention to detail would be needed in terms of structure to accommodate the formation of the cliff. Each comprising of a number of heavily bioturbated coarsening-upward units. When the depression of the 1930s and lack of materials post-WWII had rendered the Federation Cliff Walk, Sydney, ineffective.

At the foot of the cliff there is a horizontal 3-storey building providing housing, arts, and public services, and lines the edge of the cliff with a belt of high-end interior. This constructed geography is programmed with culture- and leisure inspiration for the cliff house. The house is supported underneath by a criss-crossing structure: an envelope of cedar acts as a kind of “wood lampshade,” wrapping a sense of containment.

The concept is to compose a program of development by which the cliff is turned into a public amenity. The new relationship between cliff house and landscape would create a scenography of layers, scale, and materials.

**SEA DEFENCE**

- GROYNE
- PIER

**TRANSFORMING IDENTITY**

**SHANKLIN SPA**
Shanklin Spa Ryde, Gateway to the Isle of Wight

Newport Quays
The existing transport for the Isle of Wight is currently inadequate to support regeneration for the Isle of Wight. The Island currently has three vehicle ferry routes, three pedestrian ferry routes and a train line running from Ryde pier head to Shanklin. The existing transport to the local residents and the social/political characteristics of the micro areas around Newport. These investigations informed the key areas the urban fabric were interrogated at Island level and for the Newport area in particular. Of equal importance was the investigation into the local residents and the social/political characteristics of the micro areas around Newport. These investigations informed the key areas.

A thorough and detailed site analysis was carried out prior to design commencement. The physical and environmental characteristics of the local residents and the social/political characteristics of the micro areas around Newport. These investigations informed the key areas...
Newport Quay Masterplan

Group Urban Proposal

University of Portsmouth

MArch Architecture 1

May 2018

Jumhur Gokchepinar - UP657114

Anthony Hoskins - UP636574

Scott Jones - UP840905

Kristine Karlsen - UP875463

Zoe Rees - UP660628

Jeremy Watson - UP644794

Initial Sketch Ideas

Chosen Masterplan Strategy

Taking masterplan option 3 as the scheme to go forward, the above diagram indicates how we would phase the development. The focus is on income generation to allow social schemes to be funded by the initial commercial developments.

ACCESSIBILITY - CONVIVIALITY - OPPORTUNITY - CIVIC PRIDE
On the 14th November 2017, the group was invited to an open public consultation meeting at the Bargeman's Rest in Newport. We presented our strategy and proposal to contribute towards expanding future options for Newport. Also, in attendance were architect Cany Ash and Public Consultant Advisor Angela Koch, both of whom presented research and ideas.

It was a valuable, and challenging, experience to share our scheme with the public in order to gain input in order to drive our scheme further. The scheme presented examines the current north/south divide of the city and explores spatial planning, climate change, and the advancement of the future infrastructure on the Island. Feedback was generally positive, although there were some dissenting voices, particularly in relation to the historic quay walls and local allotments.
Newport Quay – Anthony Hoskins, Kristine Karlsen, Zoe Rees and Jeremy Watson

The final scheme starts to address the issues of Newport's existing social, environmental and infrastructure issues. The scheme explores the town's future expansion, spatial planning and inherits the need for resilience to climate change induced by sea level rises which already affect the area and the development of a mixed transportation scheme. All of the proposed individual location projects have enhanced the masterplan throughout the project by providing a greater insight into how the connections can be made from all sites.

The final masterplan illustrates the final spatial planning for Newport and the public park has also been shifted to create a more fluid connection between the cultural hub and boat industry through to the riverside homes development. The pedestrian bridge has also been altered since the previous masterplan to connect between the mixed use development and brewery.
NEWPORT QUAY

SUSTAINABILITY:
ECONOMY - SOCIAL - ENVIRONMENTAL

Proposal for new IoW Council Offices
envisaged riverside housing
1. Arrival + marina


3. Reconfigured transport interchange + Town square

4. Sea defence infrastructure for sea level rise + reinstates the beach

5. Tram, on shared surfaces in town – replacing train

5. Mixed use development – regeneration investment from residential, mixed use + commercial.

7. Fluvial flood infrastructure provided allowing expansion of Ryde at Monktonmead Brook

8. Cycle Route + green-way alongside track - to Shanklin
RYDE GATEWAY

section through new town square, looking west

TOWN SQUARE INTERCHANGE – HOVER-PORT, UNDERGROUND, PARKING, TRAM, BUS, CYCLE, PEDESTRIAN

transformative reconfiguration
resilience design

RYDE GATEWAY

SAND FROM RYDE AND BEMBRIDGE

DIKES FROM RUBBLE

VEGETATION TO BE LOCAL SPECIES

COMMERCIAL UNITS

SHARED SURFACE

Ryde frontage + dyke landscape
off season attractions

RYDE GATEWAY

EAST FRONT - CONFERENCE, THEATRE, MEETING, RESIDENTIAL + MIXED USE,
FINDINGS

ECONOMY – IMPROVING THE OFFER.
The ambition to achieve the best value design solution for the context

SUSTAINABILITY
1. Foresight
2. Public engagement from creative inception
3. Flexible Planning policy + financial integration, with Government + other funding

DESIGN FOR RESILIENCE – NOW!
1. Collaborative design engagement: Planning, Architecture, Landscape, engineering

further details: @ exhibition:
30 High Street, Newport
19 July 2018 - 30 July - 10:00 - 2:00