In 2017 the Isle of Wight development department invited Portsmouth School of Architectures’ Master of Architecture programme to contribute to its regeneration strategy through a research engagement investigating the island’s economic, social and environmental spatial design. A research study programme developed, drafted and co-ordinated by Walter Menteth and Francis Graves, lecturers at the school architecture, was subsequently launched in 2017.

The study has sought through physical research and spatial analysis to develop, test and posit social, environmental and economic development, through architectural design strategies that deliver long term regeneration, improvement and betterment. An aim has been to extend knowledge and thinking, identify and seek potential and opportunities, and raise public and stakeholder awareness to support and promote qualitative improvement.

Three waterfront towns, Newport, Ryde and Shanklin, each at risk from climate change induced rises in sea level, where initially selected for investigation. Each town was then explored by separate teams working in collaboration. In 2018 the research extended to encompass Cowes while also seeking to address fluvial flooding in Newport.

This leading Shanklin Masterplan Report contains overall summary findings from the study of Ryde collaboratively undertaken by the team comprising Tania Akbari, Jamie Fall, Rozilyn John and Jesso Matthews.

Shanklin is a seaside resort dependent on tourism, but has been in long term decline. It has two distinct parts - an upper level town and a beach frontage at the base of its sea cliff. The upper town is currently the terminus of the island railway which is 30mins walk from its historically renown beach which has constrained vehicular and pedestrian access. The beach frontage is highly vulnerable to inundation and coastal squeeze from climate change induced rises in sea level yet remains a major visitor attraction and economic mainstay.

This masterplan proposes a strategy for developing the town as a bespoke ‘wellness hub’ for the Isle of Wight. Flexible community led incremental enhancements to the upper town are proposed to provide welcoming upgrades to the landscape, public realm and retail environments, to improve capacity and amenity for visitors and residents. An inhabited coastal defence dyke with 350m groyne-pier is proposed to secure and improve a new, restored and car free frontage. A Hotel Spa, new village quarter (at the northern access and developed over underground parking) and cliff walks (with glam-camping pods) to improve the fronts connectivity to the upper town are proposed along the front, to take advantage of sea views. These interventions help secure the towns future and prosperity.

The findings show how better integrated forward economic, spatial and architectural planning can open opportunities for all and enhance the town’s economy and release potential, whilst also securing the town against impeding climate change impacts – such as sea level rise.

This research has been developed to contribute through analysis, designs, benchmarking and discourse, to raising public and stakeholder knowledge of the sustainable, qualitative and practical developmental potential of Ryde.

At the invitation of the Isle of Wight development department a public exhibition of this design research was held at 30 High Street, Newport from 19 - 30 July 2018, with the work presented at the Isle of Wight annual regeneration conference in July 2018.

Each of the three architectural researchers then developed further detailed studies.

Walter Menteth and Francis Graves
Research supervisors and editors
July 2018 (r.2. 12/18)
Cowes Week is one of the longest running regular regattas in the world. With 40 daily sailing races, up to 1,000 boats, and 8,000 competitors ranging from Olympic and world-class professionals to weekend sailors, it is the largest sailing regatta of its kind in the world. The event is held in August each year on the Solent and is run in the small town of Cowes on the Isle of Wight.

White Air is an extreme sports festival held annually on the Isle of Wight at Yaverland pay and display car park. The event usually takes place around September to October, although dates often vary.

The Pier to Pier swim follows a long tradition here on the Isle of Wight. When it first started 65 years ago the Deep Sea Fishermen and other locals threw down the gauntlet during Shanklin Regatta week and challenged each other to a race in the sea from one end of the bay to the other, notably from Sandown Pier to Shanklin Pier. This event runs annually in August.

The Isle of Wight Cycling Festival is an annual event including over 70 rides such as the popular 70 mile road endurance challenge ‘Cycle the Wight’, Wightlink Wight Challenge and West Wight Triathlon. The programme consists of rides for all abilities from toddlers to the very experienced cyclist. Rides will cover all areas of the Island taking in the most picturesque areas as well as local landmarks and the occasional country pub.

The Isle of Wight Walking Festival was founded in 1999. Since then it has grown to become the biggest walking festival in the UK and Europe, with over 250 walks taking place as part of the main event in May and another 70 plus walks in its ‘Autumn Walking Weekend’ which takes place in October.

Windsurfing
The Island’s coastline is ideally suited to windsurfing with a wide range of spots from shallow sheltered bays suitable for beginners, wide open seas for speed merchants and awesome swells for intermediate and expert windsurfers.

Kayaking
The Isle of Wight is the perfect place to take to the water, with everything from gentle, scenic inland waterways, to coastal shorebreaks and open water opportunities. There are plenty of beaches for launching from, all with easy access and mainly good car parking and facilities. If you don’t have your own kayak’s and would like to try your hand, there are a number of companies offering hire or courses.
The island vision is focused on wellbeing. Initially we looked into current sports and festivals that happen in different areas around Isle of Wight. We are looking into unifying them as an organization and adding hubs where these activities can be taught and participated in. As a strategy we feel this would bring together younger and older generations and also encourage people to come to the island and partake in the range of activities and sports.

The proposed train line will be a dedicated service running the full perimeter of the Isle of Wight, the overall vision for the islands transport network is to re-instate a higher level of connectivity, better providing for the people of the island. It seeks to link all of the major towns by way of a new network of rail system. The island bus service already provides a well connected radial service reaching to all towns from Newport, the introduction of a new train route shall better integrate the radial towns along the islands perimeter. This route shall become an extension of the existing line currently in use and continue to complete a loop system. New carriages shall provide a comfortable and pleasant experience while travelling, at each destination people will enter or leave via a brand new station making this ideal transportation an attractive option.
1.3 Local Attractions

1.3.1 Shanklin is a popular seaside resort on the Isle of Wight, England, located on Sandown Bay. Shanklin is the southernmost of the three which occupy the bay, and is close to Lake and Sandown. The sandy beach, its Old Village and Shanklin Chine are its main attractions. The esplanade along the beach is occupied by hotels and restaurants for the most part.

1.3.2 The nearest railway station is approximately 30 mins leisurely walk to the beach but can be made simple by hoping on the bus which will drop you onto the esplanade.

1.3.3 The cliffs to the south are designated as a SINC (Site of Importance for Natural Conservation).

1.3.4 The site is easily accessible by water or by land, with public transport running right down to the esplanade.
Shanklin is on the coast of Sandown Bay, and therefore is part of the long beach which spans between Yaverland in the North to Luccombe in the South. The section of beach situated next to Shanklin is split into Small Hope Beach and Hope Beach. Above Hope Beach is the esplanade which boasts some traditional seaside attractions including an amusement arcade, a crazy golf course, and a children’s play area.
**SHANKLIN STRATEGY**

### ISSUES

#### Rising Sea Levels
- Weak coastal defense

#### Connection & Transport
- Transport link to main gateway
- Link to main entrypoint

#### Lift
- Relocation or revamp?

#### Low end market
- Jobs?
- Mainly charity shops

#### Disconnected esplanade
- Not much engagement
- No link of young and old generation
**SHANKLIN STRATEGY**

**MASTERS PLAN**

**IMPROVEMENTS TO WELLNESS:**

Links to outdoor activities, cycling, running, swimming, kayaking, sailing, kite-surfing, parasailing, surfing, windsurfing, wakeboarding, stand up paddling, boating, rowing, jet skiing, body-boarding, fishing, skim-boarding, waterskiing, yachting.

Wellness Hubs located in Shanklin, Yarmouth, Ryde, providing facilities in which numerous activities can take place or start from. Equipment may be hired from these facilities to help and promote healthy living and an active lifestyle.

A series of pedestrianised routes or shared surface areas through the town of Shanklin to promote and encourage a healthier lifestyle through walking and mobility. These routes will also be actively engaging with the pedestrian user and incorporate both hard and soft landscaping to make the space a more pleasant one to be within.

This element of pedestrianisation and landscaping will link a series of green spaces along the main routes from the train station, old village, town centre and the esplanade. The overall experience is to promote healthy living, exercise and activities in and around the town and at the wider level, across the whole island.

The Shanklin Group Urban Masterplan has been put together to enhance the overall area and improve public space. In some respects the client for this expansive scheme, are the residents and the numerous visitors this regenerative programme will bring to Shanklin. The people of Shanklin will benefit from these integrated design proposals and the area shall attract a broader target audience. The town will be granted a new lease of life and a future in which to thrive. Economic growth, employment, and prosperity shall all come to fruition with the regeneration of the town, the area will become a destination for the Island and visitors.
To serve as a memorable entry to Shanklin as well as provide information on the attractions and activities that the area provides.

**TRANSPORTATION**

A new route that takes the people around the main interest points of Shanklin.

**CAR PARK STRATEGY**

A car park strategy has been developed in order to accommodate for lost car parking in the area.

**REGENCY ST REGENERATION**

To provide a pleasant space for the public to socialize, guiding them through the town center towards the coast or the Old Village.

**PROMINENT PAVEMENTS**

To draw people to the cliffside walkways and the lift, the road will need redevelopment.

**LANDSCAPE STRATEGY**

To serve as a memorable entry to Shanklin as well as provide information on the attractions and activities that the area provides.

**ESPLANADE**

To regenerate the esplanade, our proposal is to construct new development to create a more appealing esplanade. The aim is to construct developments on existing parking sites to facilitate in the economic growth of the town; redevelop initial cliff walk and lift. Then certain lots to further strengthen the economy; expand and extending walkways along the cliff. Constructing pods along these walkways to create a cliff experience.

**TRANSPORT HUBS**

**PROPOSED BUS ROUTE**

**CAR PARK STRATEGY**

**PEDESTRIANISED ZONE**

**LANDSCAPING**

**TREES**

**FRONTAGE UPGRADES**

**DEVELOPMENT SITES**

**SEA DIKES**
These spaces are the first and last point of contact people have of Shanklin, it is imperative they present an inviting and attractive space for local people and tourists.

**Entry Via Train Station**
- A refurbished station and platform
- Spacious outdoor pedestrianised zone
- Integration of green spaces and water features
- Market stalls or activities

**Entry Via Bus Station**
- Contemporary bus stands
- A more pleasant outdoor space
- New planting and trees
The proposed bus service will be a dedicated route to transport people in and around the town of Shanklin. Its journey will follow a loop system starting from the main bus station, up to the train station, towards the beach esplanade, along the cliff-top where a dedicated stop will allow people the option to take the lift down onto the beach. The service shall continue onwards to the Old Village and back around to the bus station. The purpose of this route is to create a better connection between the station, esplanade and old village.
The proposed car park strategy is to accommodate for the loss of car parking spaces throughout the development spaces we propose. Two car parking plots have been identified which can be seen on the lower left of the masterplan. The two red plots are park and ride alternatives: one beside the bus station and the other the train station.
COMMUNITY LEAD - FLEXIBLE - INCREMENTAL

IMPROVING PUBLIC REALM + ACCESS

USING POCKET SPACES

BEFORE

AFTER
Regents Street was once very engaging and "alive". The high street area interacted with the street as frontages spilled out onto the streetscape. Now it's a street collated with charity shops, dull shopfronts and is lined with cars.

The regeneration of regents street starts with that of the frontages adding layers of awnings, nicer shop fronts and then outdoor seating making use of the newly pedestrianized street ultimately making the street more active. The pedestrianized street is proposed to have a new streetscape with plenty of trees lining the route through, planting and lamposts to bring the space to life.
With the rising sea levels, a sea defense strategy needs to be implemented so that the beach can still be enjoyed by future generations. Currently, the Esplanade is protected by a sea wall that separates the properties and beach itself. Also, groynes have been constructed along the beach to slow erosion from longshore drift. As we look into the future, there is a possibility that some properties along the beach will be flooded.

Our strategy looks into constructing dikes along the beach - this allows the sandy beach to be extended further into the sea and also a possibility of constructing underground parking beneath the dikes.

There are multiple ways to access the esplanade and two of these routes takes you down along the cliff. The Cliff Lift is a popular route down however, you’d need to pay to use the lift. The lift is accessed by connected to the edge of the cliff via a covered walkway. From here you can see the beautiful sea views almost the whole of the bay. Once you go into the lift, this view is gone. As you reach the bottom, your view of the beach is still hidden. The lift has the potential of being extended into becoming a platform of viewing as well. The other route is via a footpath along the cliff. The views while walking along the cliff is breathtaking and expanding this path will encourage the public to walk down to the esplanade.

This existing road that runs along the esplanade acts like a barrier, dividing the beachfront properties from the beach itself. This gives a sense of disconnect to the users of the beach. If this road was pedestrianised, there is a possibility of turning this space into a more engaging public space allowing the beachfront properties to have a more direct connection to the beach.
Initially the development of the sea defence would be the main priority to prevent against rising sea levels and potential damage to area. Then construction can be undertaken on the existing parking sites and empty plots of land in order to facilitate in economic growth of the town. The redevelopment of the existing cliff walk and the lift can then take place. Further development of certain properties which would be bought out or relocated can start to happen in order to strengthen the economy and provide further attraction to the site. The extension of the walkways along the cliff would be the next step. Construction of pods for along the length of the cliff will also bring in visitors and create a cliff experience and make use of the vertical surface.
Federation Cliff Walk, Sydney
The Federation Cliff Walk is a 5 km walking trail from Watsons Bay to Dover Heights, boasting stunning sandstone cliffs and amazing panoramic views of the Tasman Sea. This coastal walk wanders through beautiful parklands and open spaces and includes a very exciting timber walkway with viewing platforms that brings you right on top of the cliffs.

The Gobbins Path, North Ireland
Hanging from basalt cliffs directly over the Irish Sea, the Gobbins Cliff Path is an Edwardian labour of love. Designed by the railway engineer Berkeley Deane Wise in 1902, the Gobbins has been closed since 1954 when the depression of the 1930s and lack of materials post-WWII had caught up with this one-of-a-kind visitor experience.
Long Groynes

- Has single long groynes as many advantages, especially when it comes to reducing sand erosion.
- The proposal of a new long groynes is part of the sea defence strategy which combats the issue of sand erosion.
- The proposed groynes is 350m long, which should provide adequate protection from sand erosion along the Shanklin beachfront.

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This Masters design research, has been undertaken in 2017 -2018 as part of the University of a Portsmouth school of architecture, MUD Studio (Making Understanding & Doing) programme, under the supervision of Walter Menteth and Francis Graves, on the invitation of the Isle of Wight Council development department.

The purpose of this research is to develop early academic analysis, evaluations and design synthesis to support informing future planning potential and opportunities for the Isle of Wight.

DISCLAIMER

All views expressed in this report are those of the authors and arise from an independent research programme to investigate Shanklin, undertaken as part of a master’s programme at the Portsmouth University School of Architecture. These outputs summarise the findings.

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