Portsmouth Elephant Cage

Welcome + Context

Walter Menteth & Anna Berkman
Thurs 23 Nov. 2016
Portsmouth - the folk you meet at the sea side...
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PORTSMOUTH - the mentors & organisers are here to help and are all very approachable....
Mentors

**UK**

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if you need any help ask....

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PORTSMOUTH for visitors - some of the wider context...
Going Dutch

| FM+P | 2013-2014 | Location |

Location within the UK - NTS

Location on the South Coast - NTS
THE ISLAND CITY
Residential forms the main land use within Portsea Island, running through the spine of the island. Around the edges are the main green spaces, both recreational and open space. The Navy occupies a large area on the western edge. The north eastern corner of the Island is primarily dedicated to industry.
Portsmouth’s existing transport links are well established enough for all districts on the island to be accessible to the public, but not always in a sustainable way.

The main vehicle routes in and out of the city have major issues with congestion during rush hour times due to the nature of Portsmouth being a commuter town and the insufficiency of adequate public transport from the island to the mainland.

The major public link out of the city is the main railway that runs down the spine of the city and swings towards the west to service the dockyard. This leaves the eastern edge somewhat disconnected to the wider context.
This map illustrates the bus connections throughout the Portsmouth area. A variety of routes allows members of the public to travel sustainably between nearly all of the cities districts. However some journeys would require one or two change of route, which depending on frequency and running service could delay certain journeys significantly.

Most of the bus routes stop at the main interchanges in Portsmouth, the Hard and Southsea station, connecting to places outside of Portsmouth via train and ferry services.

The only part of the Island that remains unconnected by any kind of bus service is the very North-east corner which is mostly industry, partly housing and space for development.
Most congested city in the UK

Of households in Portsmouth own at least one vehicle

Vehicles per 1,000 population

* Figures from 2011 Census and TomTom Congestion Index
Population growth
1991- 174,699
2001- 186,701
2011- 205,056
2013- 207,000 people currently living in Portsmouth
2021- 235,000

85,000 Homes

98,000 Homes estimated

46% of housing dates back to before WW1
2 in 3 dwellings are terraced houses compared to 1/3 in England
13,000 Homes estimated to be built by 2027 depending on infrastructure

Housing Density Key:

<table>
<thead>
<tr>
<th>Ward</th>
<th>Population</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Baffins</td>
<td>15.121</td>
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<tr>
<td>2. Central Southsea</td>
<td>16.66</td>
</tr>
<tr>
<td>3. Charles Dickens</td>
<td>18.642</td>
</tr>
<tr>
<td>4. Copnor</td>
<td>13.608</td>
</tr>
<tr>
<td>5. Cosham</td>
<td>13.83</td>
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<tr>
<td>6. Drayton and Farlington</td>
<td>13.054</td>
</tr>
<tr>
<td>7. Eastney and Craneswater</td>
<td>13.591</td>
</tr>
<tr>
<td>8. Fratton</td>
<td>15.314</td>
</tr>
<tr>
<td>9. Hilsea</td>
<td>13.552</td>
</tr>
<tr>
<td>10. Milton</td>
<td>14.111</td>
</tr>
<tr>
<td>11. Nelson</td>
<td>14.25</td>
</tr>
<tr>
<td>12. Paulsgrove</td>
<td>14.01</td>
</tr>
<tr>
<td>14. St. Thomas</td>
<td>16.634</td>
</tr>
</tbody>
</table>
Education forms 11% of Portsmouth Employment

23,000 Students at the University of Portsmouth
During term time the student population forms just over 10% of the total population of Portsmouth.

1,300 Students at the Highbury College
Highbury College is ranked No.1 in Hampshire

- The University of Portsmouth
- Portsmouth Highbury College
- Special School
- Secondary School
- Junior and Primary School
- Infant and Primary School
- Student housing zone
Quality of Life

Quality of life measures:
- Unemployment
- Disposable Income
- House prices
- Vehicular congestion
- School quality
- Probability of theft
- Population Density

Index of Multiple Deprivation

- Employment and income
- Health and disability
- Education
- Skills and Training
- Barriers to housing and crime
- Living Environment

Legend:
- 20% Most Deprived
- 20% to 40% Most Deprived
- Middle Quintile
- 20% to 40% Least Deprived
- 20% Least Deprived
The prevailing wind drives from the South West. A further high wind pushes in from the North East. This wind is cold coming from the Arctic. At the edges of the island, the winds are felt strongly with exposed areas and unprotected regions. In addition to this a cold sea breeze can be felt. This occurs when there are long periods of temperature differences between the land and sea. A wind speed of 25 knots can be felt when the gradient is at its largest.
SPACES GREEN SPACES

The accessible Green Spaces are pushed to the edges of the city.

There is an abundance of sports and recreational facilities.

A variety of Green Space is presented. Expansive plains are most enjoyed, pocket parks tend to be under used.

- Portsea Hill
  Site of Special Scientific Interest with Nature Trails and Walks.
- Grove Club and Allaway Avenue
  Playing field and Community Centre kickabout area.
- King George’s Field
  Recreational Field.
- Casham Park
  Play area and Sports facilities.
- Drayton Park
  Play area and Sports facilities (informal BMX track).
- St Johns College Playing Field
  Private educational sports pitch.
- Hilsea Lines
  Historic fortification and wall with Nature Trails and Walks.
- Horsea Allments
- Alexandra Park
  Play area and Sports facilities (informal BMX track).
- Portsmouth Rugby Club
- Great Saltern’s Golf Course
  18 hole golf course.
- Milton’s Common
  Open coastal space with connections to the Langstone Harbour Coastal Path. An important area for nature conservation.
- Great Saltern’s Recreation Ground
- Cobden Park
- Tamworth Park
  Play area and minimal Sports facilities.
- Kingston Park
  Large open space with play area and Sports facilities.
- Victoria Park
  “The Peoples Park”, Play area, pavilion, pets corner and monuments.
- Ravel Park
- Naval Sports Ground
- Milton Park
  Play area and Sports facilities.
- Broxbury Park
  Play area and Sports facilities.
- Southsea Common
  Extensive open space used as the main venue for outdoor events throughout the year.

- Canoe Lake Park
- Farlington Marshes

Public Space - Member's Use
Public Space
Private Space
The tidal mudflats in both Langstone and Portsmouth Harbour support a range of **interdependent species** in an **important ecology system**.

The bio diverse chain starts from green algae for the invertebrates living in the mud to feed fish and bird species. There are important areas of eelgrass meadows providing nurseries for the fish economy. Should this habitat be disturbed it may have damaging effects for the commercial fishing industry and nesting bird wildlife. Resultantly the two areas are under special protection measure.

In addition to the ecology, the mudflats are essential in reducing land erosion through diffusing wave power.

The impact of development to the ecology of the tidal mudflats must be understood. Strategies to protect the existing habitats are of priority with re-creation and migration as a secondary means.

The impending risk of flooding in these areas will eventually alter the ecosystems in the harbours. Through mitigation strategies, any development could potentially aid in the protection of the environment.

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**Common Fauna and Flora on the Mudflats**

- Eelgrass Beds
- Green Algae
- Lugworm
- Ragworm
- Bass
- Common Goby
- Dunlin
- Shelduck
- Plover
- Godwit
- Redshank
- Brent Geese
The impact of historic Urban creep with expansion of impermeable areas has resulted in increased runoff volumes and peak flows reaching sewers. This increase has in many cases exceeded the available capacity of the sewer networks (which were not originally designed for extreme storm events) and has severely increased the surface water flood risk.

There are no ordinary watercourses within Portsmouth apart from widespread short lengths of land drains and ditches, which do not have any known history of flooding. The most notable flooding in Portsmouth occurred on 15 September 200 with widespread disruption across Portsmouth and internal flooding of approximately 750 properties in the vicinity of Eastney Pumping Station and in the upstream catchment. In particular a combination of events led to significant flooding for a prolonged period of time in central Southsea.

Figure 1 - Portsmouth surface water flood risk
PORTSMOUTH - some of the historic context of the Portsmouth Southsea site...
The Royal Garrison Church was constructed in 1212 AD with a main hall and chapel, which served as a hostel for pilgrims and used a hospital for the sick and elderly to rest.

In 1540 it was used as an ammunition store, causing the structure to decay during reformation.

The medieval hospital became part of the governor's house, where two significant events in the history of the site took place. These were the marriage of Charles II to Catherine of Braganza in 1662 and the grand receptions held in June 1814 to celebrate the defeat of Napoleon at the Battle of Leipzig and his subsequent abdication.

The original Clarence Pier was built in 1861, and was opened by the Prince and Princess of Wales who attended a concert given by the combined band of the Royal Marines Artillery and Royal Marines Light Infantry.

On 1st June 1941, the Pier was bombed by the Luftwaffe during the heaviest air raid on Portsmouth of World War Two.

It re-opened in its present form some twenty years later on 1st June 1961 as an amusement park.
South Parade Pier was constructed in 1878 and opened to the public in 1879. Its initial function was a steamer jetty for passengers travelling back and forth to the Isle of Wight.

A fire caused severe damage to the structure in 1904, therefore a complete reconstruction of the pier was required. It had a concrete deck and windscreens protecting visitors on all sides.

A spacious pavilion contained two halls: one housed a 1200 seat theatre, the other serving as a café during the day and a dance hall at night. At the seaward end, a similar pavilion incorporated a bar and lounge.

The theatre was damaged by fire in 1966 and was removed the following year. A further blaze in 1974 badly affected the pier, which re-opened the following year after a £500,000 rebuild.
After the First World War, members of the Royal Navy who had no known grave were commemorated by a war memorial which was unveiled in 1924, the majority of deaths occurred at sea where no permanent memorial could be provided.

After the Second World War it was decided that the naval memorials should be extended to provide space for commemorating the naval dead without graves of that war, but since the three sites were dissimilar, a different architectural treatment was required for each. The architect for the Second World War extension at Portsmouth was Sir Edward Maufe (who also designed the Air Forces memorial at Runnymede) and the additional sculpture was by Charles Wheeler, William McMillan, and Esmond Burton. The Extension was unveiled by the Queen Elizabeth, the Queen Mother on 29 April 1953.

Portsmouth Naval Memorial commemorates around 10,000 sailors of the First World War and almost 15,000 of the Second World War.
In 1928 Portsmouth Corporation decided to provide £3,500 for the laying out of a triangular plot of land east of Southsea Castle as a ‘Rockery Garden’. The transformation of an area of shingle behind the beach into the Rock Gardens was undertaken as a Government backed Work Scheme, employing groups of unskilled workmen.

The sunken garden contained very large Westmoreland water-worn limestones were arranged into an informal non-linear layout. Its microclimate, protected against the wind, enables alpine shrubs and lawns to prosper throughout the year.

A Miniature Railway was introduced in Southsea during the 1920’s. The railway operated within the model Village near Canoe lake and closed in the 1970’s.

Work on the pier commenced in 1860 and it opened on 1st June 1861. From 1866, a line of the Landport & Southsea Tramway ran right to the pier. The Prince of Wales (later King Edward VII) opened the pavilion in August 1882 and, in 1905, a concrete extension was built to accommodate increasing boat traffic. In 1932 a new cafe, sundeck and concourse hall were built along with shops on the front.

Bombing destroyed the pier on 10th January 1941 but in 1953 the first pile of the reconstructed, lower structure was driven. Six years later, rebuilding of the superstructure began to the design of Messrs A.E.Cogswell & Sons in association with Portsmouth architects R.Lewis Reynish. This was set to cost an estimated £250,000. Mouchel & Partners of London designed the deck and landing stage.

The edge of Southsea Seafront consisted of memorials, boathouses, and seating areas for the public. The memorials were on display to commemorate the Navy Ships lost at Sea such as, the HMS Aboukir, HMS Barham, HMS Chesapeake etc.
The first tram route using rails ran between Clarence Pier and Canoe Lake in 1865. It was initially used as a transfer service for passengers travelling onwards to the Isle of Wight ferries which left from South Parade Pier.

The Trams were initially horse drawn during the late 19th century but was powered by electricity in the 1900’s.
During the late 19th Century, Canoe lake was part of an extensive area of wetland called 'The Great Morass', known today as Southsea Common.

In 1884 the Great Morass was drained, making it habitable and work on creating the new Canoe Lake was completed in June 1886.

Located at the site of Canoe lake is ‘Cumberland House’, a natural history museum, and butterfly house.
Built in the 1860s and fully operational by 1867, Eastney Barracks passed through several designations to become the HQ for all Royal Marines Hampshire establishments in 1947 and finally Headquarters for training, reserve and special forces until its closure in 1991.

The Barracks was a classic military enclave within a civilian world, with its own church, water tower, library, gym, theatre (later cinema), school, drill hall, drill field (later a sports field) and officers mess.

The grounds contain several memorials to the Marines who lost their lives in the 20th Century.
PORTSMOUTH ‘THE ISLAND CITY’ - CRAIG WHEELER, ANNA BERKMAN, SALIM HAMZA, RICARDO ARISTO

PORTSMOUTH COASTLINE
Site Features

- Gunwharf Quays
- Square Tower
- Millenium Promenade
- Clarence Pier
- Blue Reef Aquarium
- D-Day Museum
- Southsea Castle
- South Parade Pier
- Natural History Museum
- Royal Marines Museum
- Lums Fort
- Rose Garden
- Fort Cumberland
OLD PORTSMOUTH

Strengths
- Historical Features within the site such as Grand Parade and Garrison Church
- Café’s, restaurants and pubs for local residents to choose from
- Ferry terminals for public transport

Weaknesses
- Private housing and land, restricting access and views to the Camber and old Portsmouth
- Site is located near harbour mouth - lack of attraction in terms of water sports/activities
- Lack of information/promotion behind history of site

Opportunities
- To provide a potential tourist attraction in terms of historical context of the site
- Ease circulation around site
- Less restricted views of Gunwharf Quays and Gosport
- Provide better use for the Fish Market

Threats
- Flooding
- Lack of interest and current location
- Lack of business
PORTSMOUTH ‘THE ISLAND CITY’

BLUE REEF AQUARIUM

Strengths

- Interesting exhibits and content
- Friendly helpful staff
- Educational for kids to interact with and learn from

Weaknesses

- Poor design and small building, overpriced for size of building
- Site is next to the sea, but doesn’t interact with it
- Lack of interest, Aquarium isn’t a go-to destination, it’s one you pass by
- Cafe next to site could be improved
- Animals in captivity

Opportunities

- Move Aquarium to left of Fort Cumberland and Eastney Spit, access to more sea animals from around Hayling Island, sea and off the shore of Eastney
- Marine Research Rescue Facility (Rescue - Rehabilitate - Release)
- Educational and interactive zones for all ages
- Connect to water with a sea pool for tidal and rescue creatures

Threats

- Flooding
- Lack of interest and current location
- Funding and entrance fees, such a small site for the cost of £10

Admission Prices

<table>
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<tr>
<th>TICKET TYPE</th>
<th>DOOR PRICE</th>
<th>ONLINE PRICE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Standard</td>
<td>£8.50</td>
<td>£6.50</td>
</tr>
<tr>
<td>Junior (age 3 - 12 years, must be accompanied by an adult)</td>
<td>£6.25</td>
<td>£5.75</td>
</tr>
<tr>
<td>Seniors &amp; Students</td>
<td>£6.50</td>
<td>£5.50</td>
</tr>
<tr>
<td>Family of 4 (2 standard and 2 junior)</td>
<td>£28.50</td>
<td>£23.50</td>
</tr>
<tr>
<td>Under 3’s</td>
<td>Free</td>
<td>Free</td>
</tr>
</tbody>
</table>
PORTSMOUTH ‘THE ISLAND CITY’

D-DAY MUSEUM

Strengths
- Located near Southsea Castle with good access to site
- Quoted to be ‘Impressive and Educational’ with great Tapestry representing events
- Large wartime structures present at entrance

Weaknesses
- Preservation of WW2 tanks and guns isn’t excellent as they have begun to deteriorate
- Not a free museum £6.80 entrance fee and building doesn’t represent the history
- Interior content is minimalist and could have more
- Interactive element of museum have been reviewed as insensitive and distracting

Opportunities
- Move museum to Fort Cumberland for greater historical significance
- By seaside have relevant ships and water structures to represent story
- Rethink and expand exhibits
- Use site for events and educational trips

Threats
- Flooding
- Lack of interest, marketing
- Generation gap once the people involved are gone
- Costs / funding for upkeep and revival or relocation scheme
PORTSMOUTH ‘THE ISLAND CITY’

SOUTHSEA CASTLE

Strengths
- Built in 1544 and is a Portsmouth City Landmark
- In-Use Lighthouse
- Owned by Portsmotuh City Council not privately owned, provides access to the public
- Direct access from city
- Has a good cafe and hosts events as well as public museum

Weaknesses
- Not the original castle, was completely renovated in 1814
- Owned by Portsmotuh City Council - Lack of flexibility for design options
- Not in active service if an attack by sea (unlikely) happened

Opportunities
- National Accreditation Status as a Museum
- Good position for future attacks by sea
- Site for private and public events
- Historical site, could incorporatate old fashioned sports and food

Threats
- Flooding
- Lack of funding or interest in site by council, fall to disarray
PORTSMOUTH ‘THE ISLAND CITY’

PYRAMIDS CENTRE

Strengths
- Variety of facilities, spa, sauna, pools, water slide, gym.
- Hosts several types of events, music, conferences and has a cafe.
- Good area for kids to play.

Weaknesses
- Poor design shape.
- Glazing may make the building too hot in summer and too cold in winter.
- Needs to be refurbished and updated and has unclean facilities.

Opportunities
- Access to sea for sea sport activities.
- Still a good site for music and corporate events.
- Opportunities to modernise and clean up the building.
- Could incorporate the amusement park elements from Clarence Pier and the existing Pyramid facilities to create a Water Park / Amusement Park destination in Portsmouth like the one in Blackpool for ex.

Threats
- Flooding.
- Bad Reviews.
- Lack of funding for upkeep and renovations.
PORTSMOUTH 'THE ISLAND CITY'

ROCK GARDENS

Strengths

- Interesting Plants and fish pond
- Plenty of seating in a peaceful secluded site
- Educational display boards of history and evolution of garden

Weaknesses

- Overgrown plants that need to be relandscaped to be a bit more open and less enclosed
- Teenagers drink and smoke there at night intimidating passers by
- May be an unsafe location at night

Opportunities

- Great possibilities for landscaping the space and creating access to / from / through site
- Connect to the Natural History Museum, Geology department, study of rocks in area
- Could have public night events to reclaim site from teenagers after dark

Threats

- Flooding
- Retreat zone for rising sea levels or floods, could destroy plants
- Could be overrun by water, by overgrown plants, or by hooligans
PORTSMOUTH ‘THE ISLAND CITY’

EASTNEY BARRACKS

Strengths

- Occupies a large plot of land
- Well preserved Historical building
- Large green spaces surrounding site

Weaknesses

- Private property
- Lack of development options
- Conservation Area

Opportunities

- Commercial development in surrounding area
- Potential tourist attraction
- Potential to generate money

Threats

- Commercialized development may have a negative impact on the area
EASTNEY SPIT

Strengths
- Good vehicular access
- Ample parking space
- The shore is easily Accessible from parking spaces
- Good pedestrian and cyclist access
- Good access by public transport

Weaknesses
- Non-commercialised beach/area
- There is little to no commercial activities taking place at the site
- Eastney cruising association located nearby on private land obstructs easy access to the site
- The site is affected by the rise in sea level and flooding
- Entire length of site is not easily accessible
- Shingle and rocks make accessibility difficult for the less abled
- Lack of public facilities e.g. toilets
- Groynes placed along parts of the site
- Not a promising location for typical beach activities

Opportunities
- Improve access for disabled
- Potential connection to Hayling island via bridge
- Increase activities in the area
- Remove parking spaces to encourage cycling and use of public transport
- Remove parking spaces and replace with businesses inspiring economic growth
- Introduce a dedicated cycle path and walkway
- Introduce more businesses to the area

Threats
- Flooding
- Other beaches in higher demand and site could fall to disarray if not maintained
The walk will start from the east of the Portsmouth Southsea frontage.

At Fort Cumberland located at the entrance of Langstone Harbour.