

Newport Harbour Masterplan Report

December 2021 update
following FRSA report

ARUP



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Contents

Introduction	4
Masterplan Objectives	5
Executive Summary	7
Understanding the Harbour	9
Constraints and Opportunities	
Area Uses	10
Building Uses	11
Flood	12
Principles for Development Potential	13
Constraints and Opportunities Biodiversity	14
Connections between Blue and Green Infrastructure	17
Landscape	18
Landscape Diverse Types and Character	19
Landscape Public Realm Condition	20
Views Gateways Navigation and Activity	21
Heritage and Character	22
Heritage Archaeology	23
Masterplan Area Analysis	26
South Harbour	26
West Quay	27
East Quay	28
Seaclose	29
Character	30
Proposed Masterplan	37
Proposed Site Plan Development Options	38
Movement Strategy and Parking	39
Response to Flood	40
Landscape Strategy	41
Harbour	42
Proposed Building Heights	43
Illustrative Key Views New linked Public Realm	44
Model Views	
South Harbour and Lower East Quay	45
Upper East and West Quays	46
Seaclose Park	47
Delivery and Implementation	49
Overview	50
Implementation Incremental Delivery	51
Proposed Site Plan Newport Harbour Estate Overlay	52
Implementation Building Momentum Opportunities	53
Meanwhile Use: Island Class 483 Arrangement	54
Meanwhile Use:: Shipping Container Arrangement	55

— Site Boundary



Figure 1. Site Boundary

Introduction

The purpose of this report is to provide an introduction to the masterplan focused on aspects of analysis and proposals pertaining to the landscape, biodiversity and flood issues.

The masterplan is intended to become a SPD. The site is substantially in the control of the council and although it covers a large area - ca 44 ha the developable area is limited by various designations and site constraints such as contamination, utilities and in some areas topography.

The following pages set out the primary urban analysis and the principles of development.



Figure 2. Isle of Wight

Design Principles

The key principles for developing the design:

- Be sensitive to the harbour setting.
- Respond to the scale and character of the area.
- Retain and frame views of Newport and green space.
- Improve the quality of public space.
- Make better connections to the town centre and not compete with it.
- Improve connectivity and movement across the site and with surroundings.
- Increase safe public access to the waterfront creating a harbour loop with a possible pedestrian and cycle bridge.
- Retain uses and buildings which contribute to the harbour.

- **Generate long term sustainability** for the harbour to provide for its maintenance and ongoing investment in the harbour facilities.
- **Use the land efficiently** – provide development space and public space.
- **Support the effective use of the river.**
- **Enhance diverse employment activities** – Build on existing employment activities with flexible spaces for a variety of employment uses that will activate the area.
- Create both temporary construction related and additional permanent jobs through **new employment opportunities.**
- Deliver 200-300 well-designed, mixed tenure, including affordable **new homes appropriate for their context.**
- **Enhance the unique harbour identity** – Create a unique place with well-designed public realm and buildings that make the most of the harbour’s assets, including the special qualities of the marine heritage, built and natural environment.
- **Increase activity and attract more visitors** with outdoor and indoor spaces for temporary and permanent activities to increase visitor numbers by land and boat.
- Create an ambitious and deliverable sustainable pedestrian, cycle, parking and public transport strategy and **improve connectivity to the town centre,** to the hospital, college, industry and community/leisure amenities.
- **Create a resilient site** – address flooding and safety risks around the harbour.
- **Generate benefits for the local community** including improved health, reduced unemployment and improved community and public spaces.
- **Ensure project is economically viable and deliverable** – look at the realistic options for investment and make sure there is flexibility.

Executive Summary

The masterplan has been informed by technical analysis but has been informed by a process of engagement with stakeholders and with the public about the response to the site and the design.

The approach is based on market research with a focus on delivery, which helped to identify potential demand for the masterplan: Higher Education, Community – Riverside Centre, Hotel and a potential Cultural Destination/ Venue including conferencing facilities.

The analysis of the urban context determined a focus on offering new development mainly on the east side of the harbour retaining more of commercial functions to the west and especially the existing marine-related activity.

The process also identified buildings which would be more economic and sustainable for re-use rather than new build and carefully assessed what activities and uses work together. This led to a design which is strongly mixed in terms of use and which includes marine industrial for the waterfront areas.

The proposal comprises some use options in three key areas rather than a single solution. This is to ensure sufficient flexibility to allow demand to be accommodated. The objective to deliver 200-300 homes including a mix of type and tenure including affordable homes and a range of commercial opportunities including food and beverage but only limited retail has been met.

The intensification of use of the site needed to address the pressure on movement around the site, to the desire to make good connections, to create a harbour circuit and to encourage use of sustainable transport modes. Additional parking is proposed in the park in order to encourage traffic away from Fairlee Road and to create footfall through the harbour into Newport town. An improved public realm forms a new gateway to the harbour through Seaclose Park.

An instrumental part of the masterplan design is to create an east-west link connecting the park, waterfront activities and transport links from the east to the industrial estate, hospital and college to the east; a pedestrian-cycle crossing offering an

opportunity to deliver transformational regeneration. The bridge and the cultural venue are the aspects of the masterplan which can raise aspiration both being very well received in consultation and where the response reflected a need for Newport to be ambitious as well as delivery focussed.

The strategy for movement is also supported by a public realm strategy which reinforces the 'blue-green' infrastructure of the harbour through a sequence of public spaces along the East Quay and across the bridge to the west quay which frame and open up views, enhance biodiversity and provides a new setting for the enjoyment of the river, cemetery and the parks.

The design is very much influenced by the analysis of existing character of the harbour as an inland port, the heritage of the wider site and by looking at what makes Newport and Newport Harbour distinctive. The use of the harbour itself and the need to maintain and sustain its infrastructure has been a driver of the assessment of viability, but also identified the opportunities to enhance its use and appreciation.

The implementation strategy is an incremental approach but allows for plots to come forward sequentially or in parallel, it has also been designed to minimise risk and to mitigate large infrastructure costs through phasing. The financing of the development is assumed to be a mix of private and public funding, linked to the phasing of the development and delivery of infrastructure. The masterplan will rely on generating momentum on the site early and a ideas for meanwhile-use have been included.

The proposal represents a pragmatic, flexible approach to regenerating the harbour as a framework for opportunities to be realised. It also encapsulates the aspirations for the harbour to become a flourishing destination for residents and visitors, retaining but enhancing its essential character and to reinforce Newport's status as the county town.

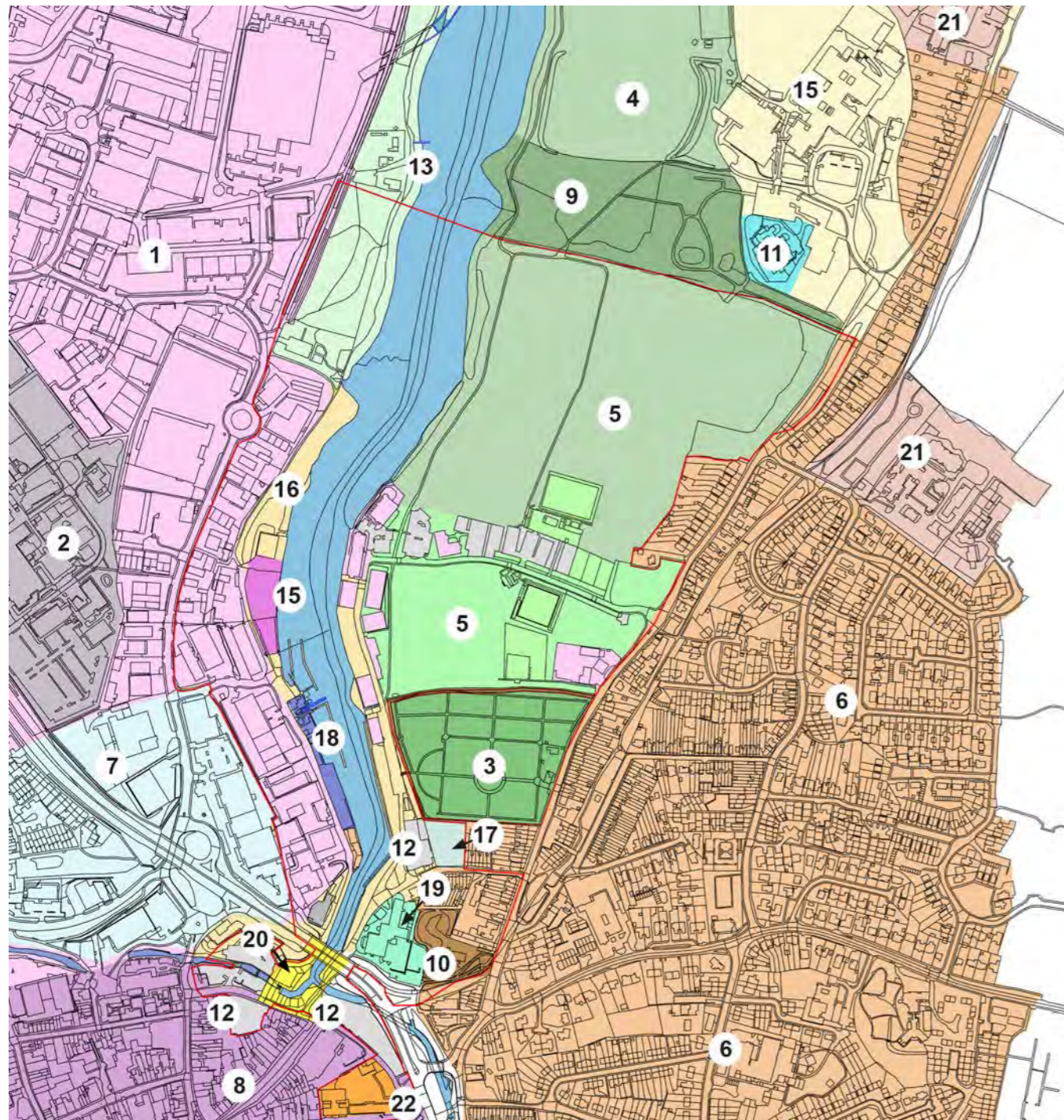
Understanding the Harbour

The following section examines the opportunities and constraints of the site which have informed the approach and the design.


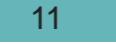

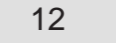





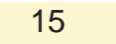

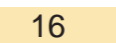

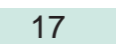



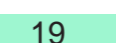

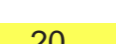

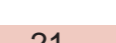


Constraints and Opportunities

Area Uses

The distinct characteristics of the East and West sides of the Medina River. Industrial to the west (pink), residential (orange) and green space to the east. The relative narrowness of the quay side development is also illustrated.



LEGEND

	Site Boundary		11	Education \ Care	
	River / Water		12	Car Park	
	1	Mixed Use: Employment/ Retail/ Commercial		13	Riverside Park
	2	Isle of Wight College		14	Wharf
	3	Cemetery		15	School / Sports Centre
	4	School Pitches		16	Harbour-side
	5	Sport/ Recreation/ Tennis Courts		17	Allotments
	6	Predominantly Residential		18	Boat yard / Residential
	7	Mixed Use: Employment/ Retail/ Light Industry		19	Community Use
	8	Town Centre Mixed Use		20	Historic Quay
	9	Arboretum		21	Care Facility
	10	Derelict Gas Works		22	Civic

Summary:

Further study work is required to understand the usage of the sports pitches and the park. Is the area running at capacity?

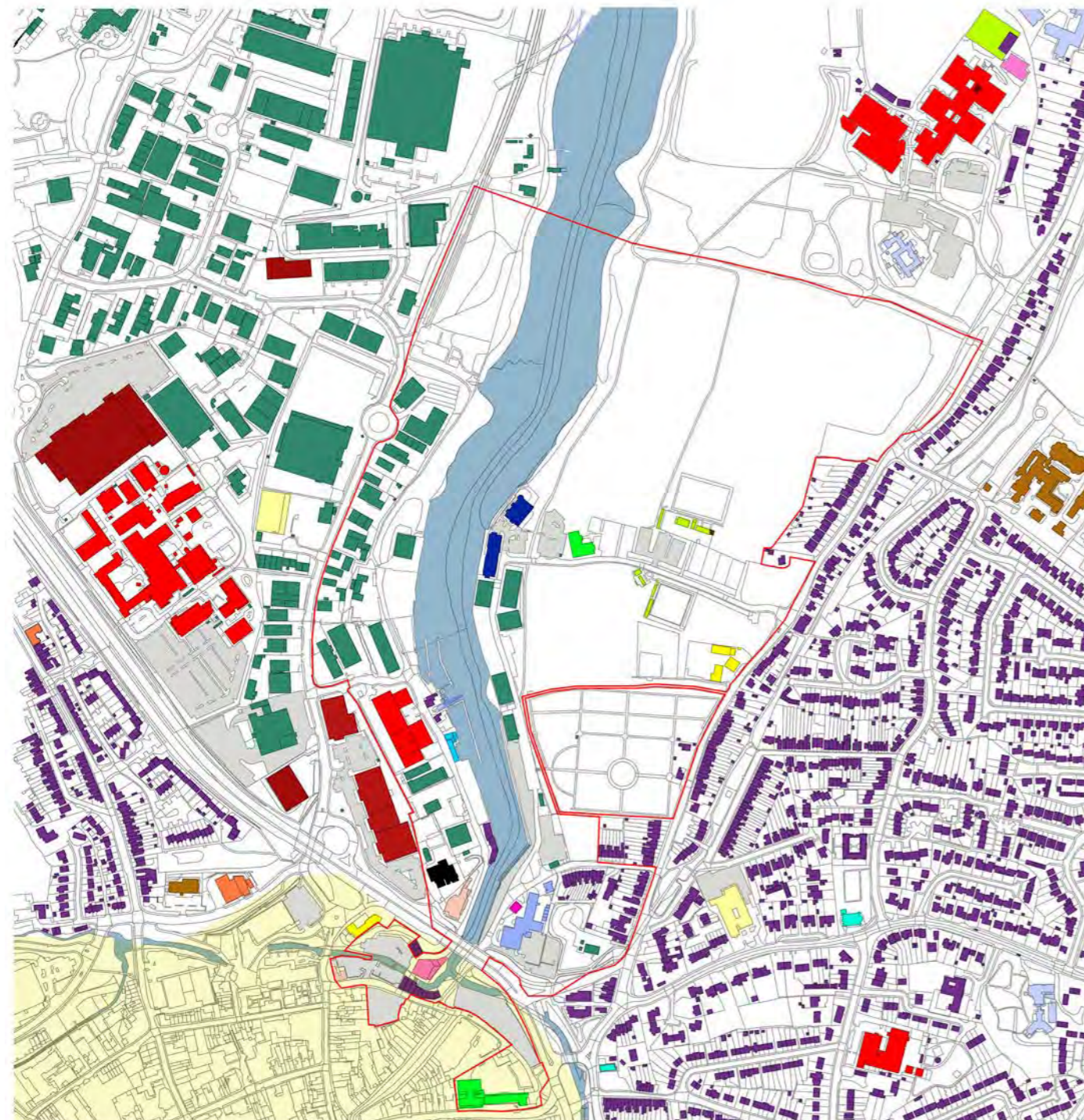
The I.O.W festival utilises the park areas. Further understanding of the land required to run the event effectively needs to be considered.

Figure 3. Land Use Site and Surround

Constraints and Opportunities

Building Uses

The analysis below based on building uses shows the potential dynamic for an education focus (red) if an east west connection can be made. Also, critically, there is an opportunity for the East Quay and the green spaces to be better connected to the mixed use town centre and the west industrial area with open space and a more mixed economy with better surveillance.



LEGEND

	Site Boundary		Hospital / Clinics
	Commercial / Retail		Emergency Services (Ambulances / Fire)
	Independent Retail / Food		Vacant / Derelict
	Harbour Master Building		Parking
	Art/ Culture / Tourism		Education
	Public House		Service Station
	Hotel / Accommodation		Industry / Commercial/ Employment
	Residential		Marine Buildings
	Nursing Homes		
	Religious Buildings		
	Community Centre		
	Civic / Town Hall		
	Town Centre Mixed Use		

Summary:

- The harbour-side is largely free from development uses on the eastern bank.
- The Premier Inn is somewhat divorced from the town centre/urban area, as are the planning offices.
- The western bank is largely built up with industrial/ commercial uses.
- There is more leisure and community focus to the south of the site, in the historic harbour area.

Figure 4. Site and Surround Building Use

Constraints and Opportunities Flood

The assessment of flood has taken place at a strategic level and set within the context of the Isle of Wight Strategic Flood Risk Assessment and West Wight Coastal Flood and Erosion Risk Management Strategy.

Assessment

The Environment Agency Flood map shows that the proposed development site is partly situated within flood zones 2 and 3. Flood risk should be considered throughout the design processes to ensure that appropriate site and building levels are selected and other measures put in place as appropriate.

Avoid and Substitution

The starting point for development acknowledges the principles of the housing policy allocation - however as part of the avoid and substitute approach development in the park was evaluated and has been included in part because of the need to provide a mixed tenure/ type but also to take pressure off the East Quay, flood being an important factor and the park being on much higher ground.

Controls and Mitigation

At this stage the approach has been to describe the design levels for development, allocation of use classes and strategies for evacuation.

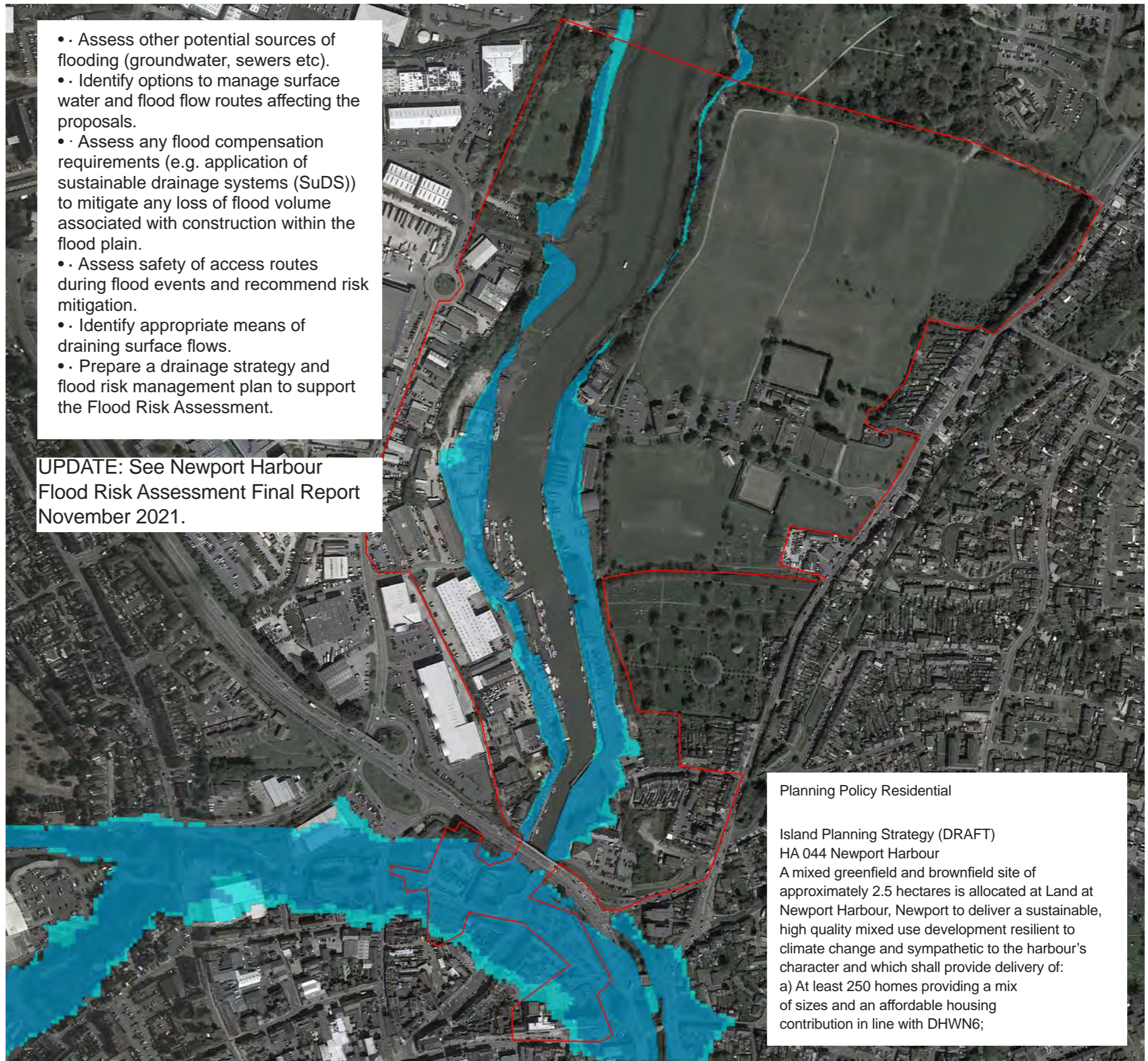
Summary and recommendations of the Flood report

A site-specific FRA should be completed at the next stage of the project. It is recommended that flood modeling of the River Medina is also conducted to understand the flow rates, velocities and depths of flooding in more detail. A drainage strategy and flood risk management plan will be needed to support the Flood Risk Assessment. The following assessment and analysis will be addressed by the FRA:

- Sequential test and Exception test
- Agree discharge location(s) and run-off rates with Environment Agency or other drainage authorities.
- Identify consents required for required connection.

- Assess other potential sources of flooding (groundwater, sewers etc).
- Identify options to manage surface water and flood flow routes affecting the proposals.
- Assess any flood compensation requirements (e.g. application of sustainable drainage systems (SuDS)) to mitigate any loss of flood volume associated with construction within the flood plain.
- Assess safety of access routes during flood events and recommend risk mitigation.
- Identify appropriate means of draining surface flows.
- Prepare a drainage strategy and flood risk management plan to support the Flood Risk Assessment.

UPDATE: See Newport Harbour Flood Risk Assessment Final Report November 2021.



Planning Policy Residential

Island Planning Strategy (DRAFT)
HA 044 Newport Harbour
A mixed greenfield and brownfield site of approximately 2.5 hectares is allocated at Land at Newport Harbour, Newport to deliver a sustainable, high quality mixed use development resilient to climate change and sympathetic to the harbour's character and which shall provide delivery of:
a) At least 250 homes providing a mix of sizes and an affordable housing contribution in line with DHWN6;

Figure 5. From GIS data under license agreement overlaid Google Earth 2019

Constraints and Opportunities

Principles for Development Potential

Arising from the assessment of use and appraisal of values including community and heritage a strategy for retaining uses and buildings has provided a structure for the masterplan to develop.

In order to create a balanced masterplan a mix of use classes working with the existing fabric and delivering residential with mixed tenure and mixed type, including family homes has meant looking at the possibilities of utilising both brownfield and greenfield areas within the park. This has taken some pressure off the waterfront areas. The extent of this allocation was the subject of stakeholder consultation and informed by the market research.

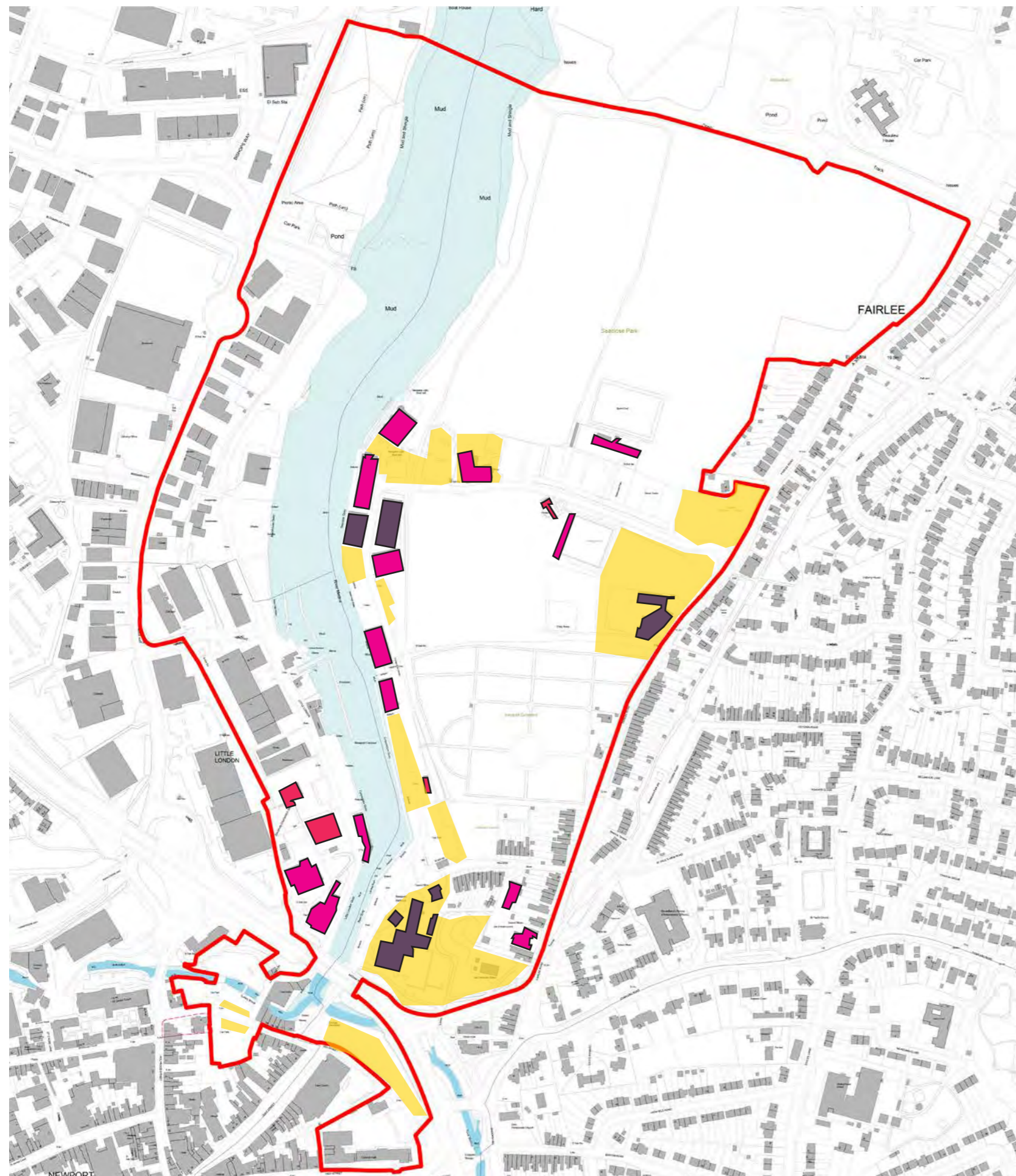


Figure 7. Principles for Development Within Site Boundary

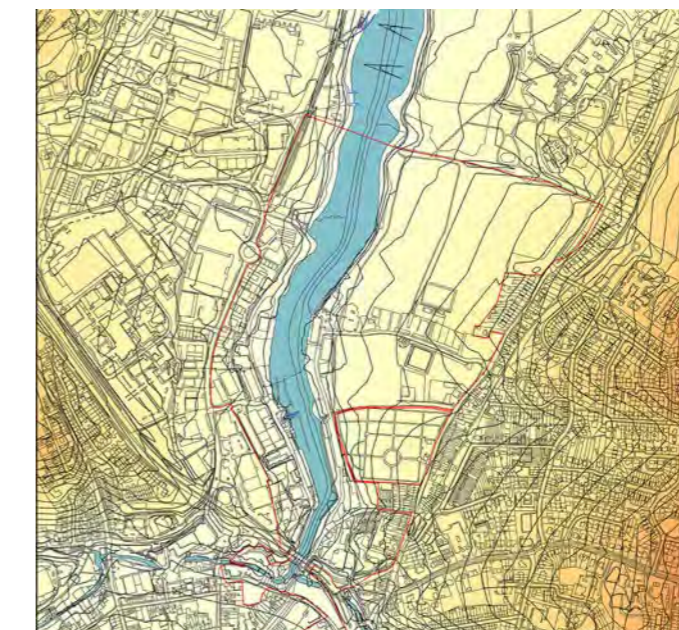


Figure 6. (above) Site and Surround Topography

- The river is the lowest point in a broad valley feature.
- Land gradually rises to the south, east and west.
- There is a large flat plateau on the eastern bank which allows for the sports pitches.

- Development potential
- Specifically retained with either existing use or with new use
- Identified for re-use or new build dependent on option
- Identified for demolition

All other buildings within the masterplan assumed to be retained in their existing use.

Constraints and Opportunities

Biodiversity

The designations on the masterplan site can be broadly categorised as 5 zones.

- River Blackhouse Quay downstream
- River Blackhouse Quay upstream
- Land based within the masterplan
- Land based bordering masterplan
- Town wide/Island wide

① The most intense levels of protection apply to the **River Blackhouse Quay downstream**.

Ramsar Sites (England) Solent & Southampton Water
 Medina Estuary SSSI
 Special Areas of Conservation (England)
 Solent Maritime
 Special Protection Areas (England Solent & Southampton Water)
 Intertidal Substrate Foreshore (England and Scotland)
 Priority Habitat Inventory - Mudflats (England)

② **River Blackhouse Quay upstream**
 Potential Special Protection Areas (England)
 SSSI Impact Risk Zones - to assess planning applications for likely impacts on SSSIs/SACs/ SPAs & Ramsar sites (England)

③ **Land based within the masterplan**
 Priority Habitat Inventory - Lowland Meadows (England) lower cemetery
 National Forest Inventory (GB) Broadleaved just inside the park on the north boundary and in Medina River Park

④ **Land based bordering masterplan**
 Priority Habitat Inventory - Deciduous Woodland (England) Arboretum and land to the river

⑤ **Town wide/Island wide**
 Nitrate Vulnerable Zones 2017 Designations (England) Newtown harbour, Medina Estuary and Eastern Yar Eutrophic NVZ (TraC)
 Wild Bird General Licence Exclusion Zone (England)
 Species Lapwing (England)
 Isle of Wight UNESCO Biosphere Reserve



Figure 8. From GIS data under license agreement overlaid Google Earth 2019

Constraints and Opportunities Biodiversity

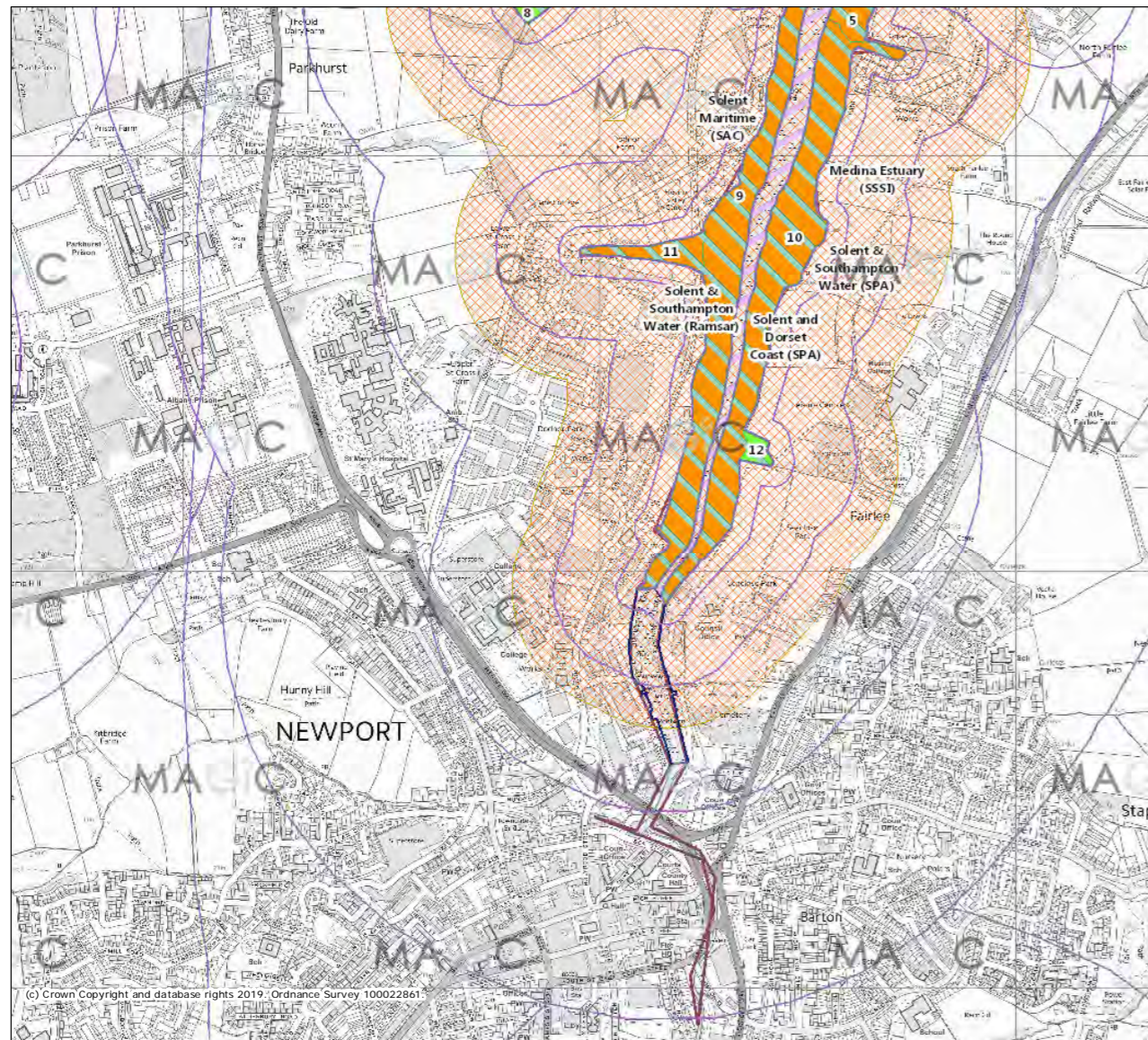


Figure 9

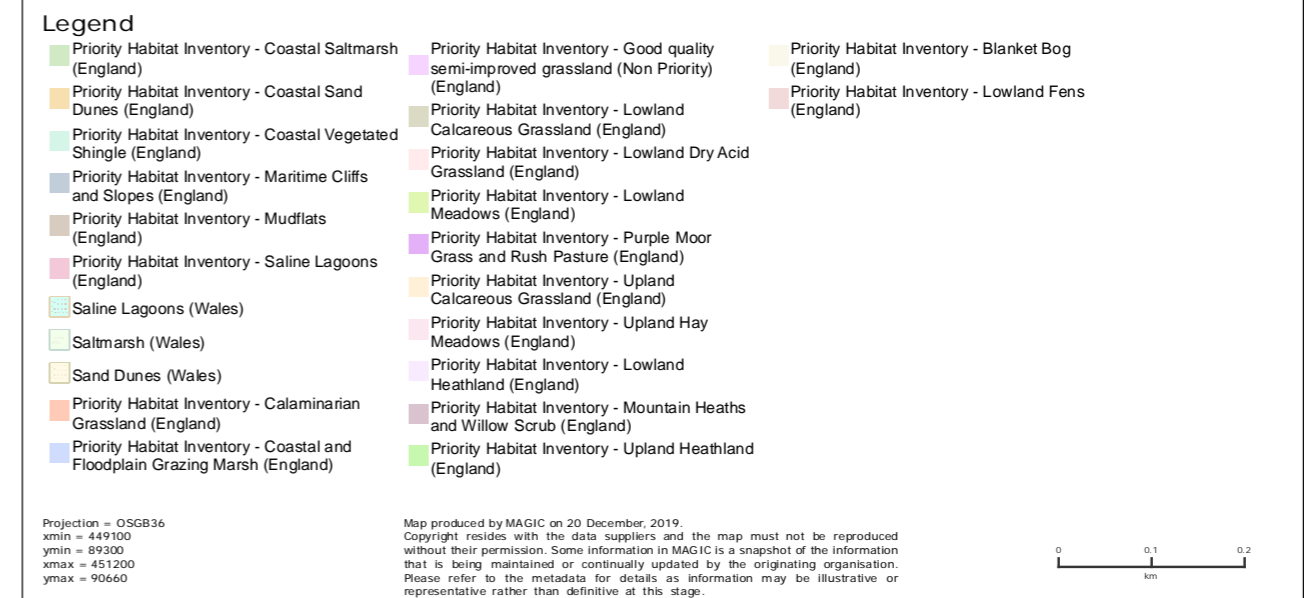


Figure 10

Constraints and Opportunities

Biodiversity

The brief calls for the masterplan to minimise environmental impacts and wherever possible enhance the ecological values of the site.

Sustainability is a fundamental part of the project brief and ethos. Where existing values lie these aspects have been identified and assessed whether these are social, heritage economic or ecological. The strategy for movement also reinforces connections made by sustainable transport modes, encouraging walking and cycling.

The masterplan site contains blue and green infrastructure within the boundary which need to be sustained including the Medina River, the two parks, the cemetery, the allotments and the west side coast path corridor. Connecting the green with the blue infrastructure is very important in terms of improving access, appreciation of these spaces and ensuring that the objective of enhancing recreational use, residential use and commercial activity supports and does not harm the existing assets and values.

The sequence of public spaces connecting the historic core of the town with the parks, cemetery and open spaces are designed to make obvious the blue-green connections.

Principles of retention

The early assessments on flood and existing uses identified that the west quay side would be largely left as existing with its marine industrial and dense commercial uses. This allows for the invigoration of East quay as the focus of regeneration whilst connecting East and West via a foot and cycle crossing.

The allotments are retained within in the scheme for their landscape, ecological and social value.

Access to the cemetery is improved with new connections into the park. The condition of the cemetery should be improved upon, particularly the boundaries.

Facilities within the Seaclose Park are retained and improved to boost the recreational use but also allow for improved planting and new access to the Arboretum to the North.

Medina River Park

There are no proposals for this area but the improvements to the connection to the coast path along Little London are expected to increase the use of this route as part of the sustainable transport network

Where development is proposed predominantly on the East Quay and in the park, impacts on the ecology have been considered at a strategic level. Any development coming forward would be expected to assess and respond in detail.

The development areas with the exception of one plot in Seaclose Park are brownfield sites.

Use of the river

An important principle for the masterplan is to sustain more intensive use of the river for recreational watercraft and potentially commercial activity.

New harbour facilities are proposed which will support better practice for both temporary and permanent berths . For Newport Harbour to both retain its historic character but allow development to underpin regeneration and to secure its long term future a mix of retained buildings and uses is proposed including hotel, marine industrial, leisure, creative industries and offices.

New uses include a limited number of Food and Beverage units, additional hotel space, a cultural/ conference venue, community commercial office and an allowance for potential high education.

All new development on the river has prioritised a public route to the waterfront.

The river is tidal and appreciation of its tidal qualities , the habitats and the wildlife dependent on them are part of the ambition to make this an attractive place to visit for all users.

The bridge crossing

The bridge is an important aspect of the masterplan to deliver transformational change, bringing footfall across the river, driving social and economic value and better access to important green spaces.

The brief for the bridge design requires an understanding of the limitation for placing foundations into the river bed. The choice of crossing position has factored in the optimum

for the urban design, the movement strategy and the protection/designation areas.

Interpretation

There has also been identified an important opportunity to interpret and present the biodiversity of the Medina and important why there are designations and what the Biosphere means. This might take the form of a trail but there may be other methods that should be explored with the relevant interest groups in the next phase of the masterplan.

Nitrate Budgets

The budgets need to be calculated in the next phase of the masterplan and delivery in accordance with the Natural England guidance



Connections between Blue and Green Infrastructure

The regeneration of the harbour relies not only on bringing appropriate activity and development but also on a clear strategy for movement and connectivity between the waterfront, activity on the river with the green spaces and between the town centre.

The harbour circuit concept is fundamental to the movement strategy connecting east, west and town to river and park. The diagram opposite indicates the strategic approach.

There is also a desire to see improve access and interconnection between the existing green spaces notably between the cemetery and the park and the park with the Arboretum to the North and where new development is introduced the landscape and planting helps to make those connections

LEGEND


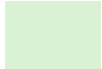





-  Opportunities for linked sequence of public spaces
-  Arboretum
-  Park
-  Cemetery inc meadow
-  Allotments
-  View connections Blue/ Green
-  Harbour circuit desire line



Figure 11. Blue and Green Infrastructure

Landscape

The following information is taken from the Natural England, National Character Areas profiles. They help to define the landscape character of a place. The site is however set within the urban fabric of Newport and so many of the conclusions and aims within the assessment are not relevant to the site.

Summary:

The Isle of Wight is an Island situated south of England, separated from the mainland by The Solent, with the English Channel forming its southern boundary.

Covering an area of 380 square kilometers, with a coastline that runs for 92 kilometers, it is England's largest Island. The chalk spine crossing from east to west stretches out at the western tip in a series of three chalk stacks known since medieval times as the Needles.

The Island exhibits, at a small scale, the key characteristics of much of lowland England, from farmed arable coastal plains to pastures and woodland, and from steep chalk downs to diverse estuarine seascapes and dramatic sea cliffs and stacks.

The Solent and Southampton Water is designated as a Ramsar site and as a Special Protection Area, as it supports internationally important numbers of wintering waterfowl and various rare invertebrates and plants.

Landscape Attributes :

- There are threats to the extent and connectivity of associated wetland habitats of the rivers.
- Newport is the largest town and the Island's "capital" with a population of around 23,000 providing the Island's only large inland settlement.

Landscape Opportunities :

- Ensure ongoing access to and space for recreation and leisure activities both along the coast and within the secluded, enclosed river valleys..



Figure 12. From GIS data under license agreement overlaid Google Earth 2019

Landscape

Diverse Types and Character

The site is divided by the river. The landscape characteristics exist on both sides of the river but predominantly on the East side in the form of the Seaclose Park with its recreational and sports facilities covering the largest areas and bounded to the north by the Arboretum and further green swath along the river bank.

The cemetery is also a very important landscape in terms of heritage, social history and with high ecological value.

The allotments off Hillside comprise 15 plots on a west facing sloping site.

On the West side the landscape character emerges at the northernmost end connected to the coast path and linking into Medina River Park. The character is quite different with woodland and open space dropping to the soft banks and tidal nature of the river in contrast with the elevated grass expanse of Seaclose. Out-with these well defined areas the landscape character is more urban or relating to the working harbour and much of the public realm is dominated by open parking and limited planting.



Photographs (Clockwise from top left).
 Medina River Park, Cemetery, All weather pitch
 Seaclose Park, Harbour Quay East, Seaclose Park,
 Allotments, Medina River Park.

Landscape Public Realm Condition

The condition of the public realm around the harbour is mixed but mainly in need of investment and repair. The harbour walls and condition of the historic slipway are an unwelcoming signal to potential visitors venturing from the town centre to the waterfront.

The cemetery boundaries are also an area highlighted for repair where this important asset appears less accessible and inviting.

The dominance of rough surfacing for open parking, poor way-finding and any sense of there being a destination within the harbour make the waterfront unappealing. At night the area attracts antisocial behaviour having poor surveillance.



Photographs
(Clockwise from top left).
Seaclose Park, River and Boatscape Medina Flyover,
River and Boatscape, Harbour Quay East, North
End, Harbour Quay West, Cemetery, Harbour South,
Seaclose Park,

Views

Gateways Navigation and Activity

Views within, to and from the site shape how the waterfront is experienced. The topography lends itself to some very surprising cross views, the laying of the industrial with the maritime, the historic and green spaces. The view of the town on approach from the water is also important. The Minster and also the AB Cooke building offering strong landmarks in spite of the interruption of Medina Way flyover.

Navigation around the site is not easy to read therefore there are opportunities to establish both strong view lines and gateways between areas signaling and promising experiences beyond the immediate environment. The current lack of harbour circuit deters walkers from the town, the lack of activity for the public also reduces the incentive to venture north.

The flyover offers an important opportunity to address the legibility and gateway to the harbour.



Photographs
 Column 1 (top to bottom).
 Countyhall, County Hall Carpark, Medina River Park trail sign, Path.
 Column 2
 Seaclose Park, Harbour Quay East, Medina Way Bridge, Medina Way Bridge
 Column 3
 Harbour Quay East, River and boatscape, Cemetery, River and Boatscape, Seaclose Park.

Heritage and Character

There are 4 aspects that were examined in the analysis phase of the masterplanning which have informed the response.

- Heritage assets and protection
- Archaeology
- Character Areas
- Community Values

The masterplan has referenced the detailed assessment provided in the ISLE OF WIGHT REGENERATION PROGRAMME - NEWPORT HARBOUR HISTORIC AREA ASSESSMENT by Rob Scourfield M.A. I.H.B.C. F.S.A.

An understanding of community values and character has been informed by the stakeholder and public engagement activity throughout the masterplan process.

The heritage protection data illustrates clearly the concentration of designated listed buildings at the historic core of Newport town. Reconnecting the town to its harbour is a major ambition for the masterplan.

Character is defined not only by the heritage protection concentrated mainly to the south of the harbour near the historic core but also by particular buildings, the boatscape, the landscape and key views that have informed the masterplanning approach.

Examples have been drawn from the materials and textures from Newport town; residential architecture and civic buildings, waterfront wharf and skylines, waterfront shed type, boat and riverscape including the distinctive fragments of the working harbour still in use. Any development going forward will need to demonstrate a clear understanding of the local context and what makes Newport and Newport Harbour distinctive examined in more detail in the character section.



Figure 13. GIS heritage Protection Records overlay. From GIS data under license agreement overlaid Google Earth 2019



Figure 15. Smiths' map showing Little London c.1830



Figure 16. Extract from 1862 Ordnance Survey

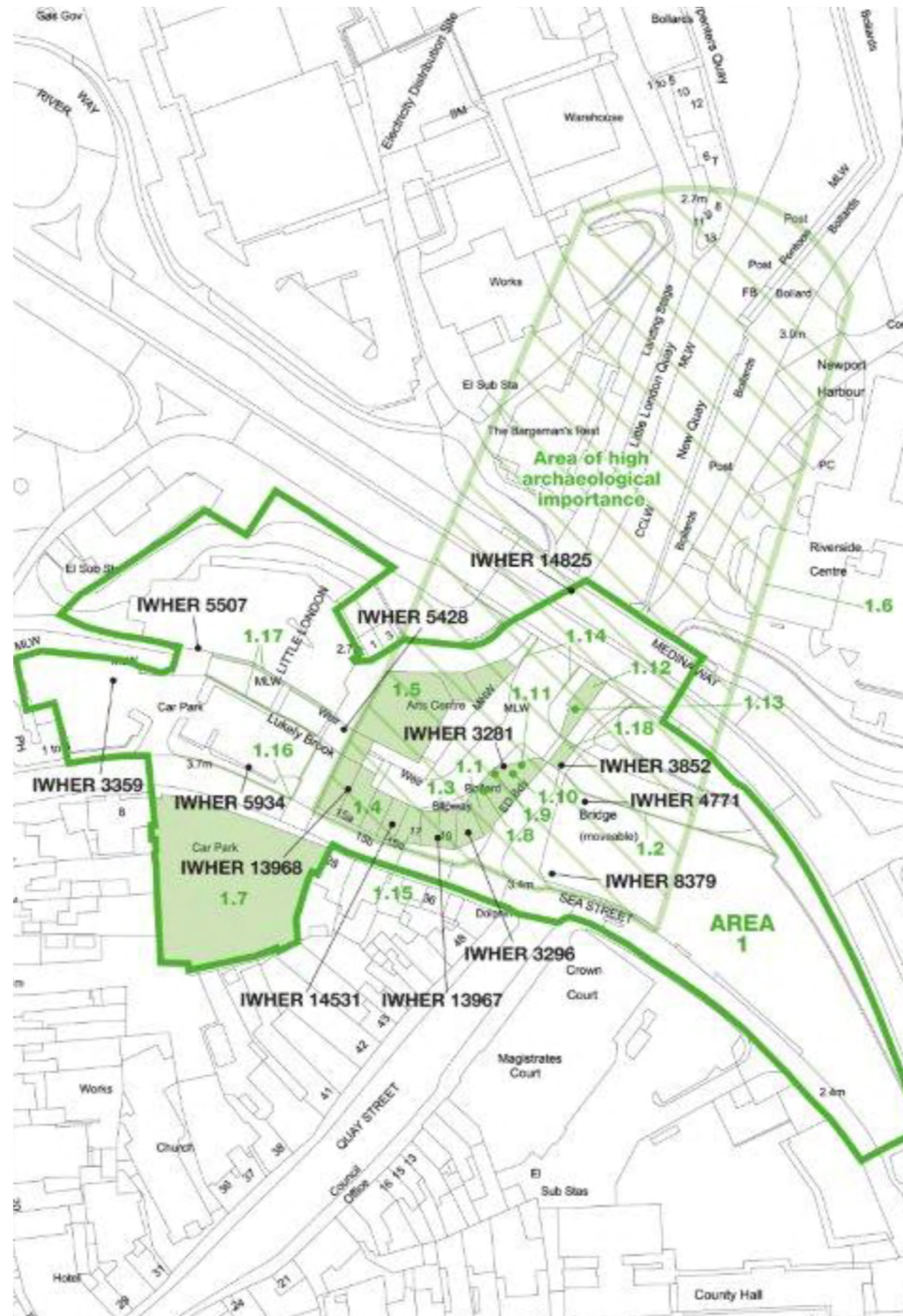


Figure 14. Area 1 Newport Quay. NEWPORT HARBOUR HISTORIC AREA ASSESSMENT
Rob Scourfield M.A. I.H.B.C. F.S.A

Heritage Archaeology

With the high concentration of heritage assets at the southern end of the harbour also comes the area of the highest archaeological interest. From the earliest evidence to the subsequent layering of activities shaping the quay and the diverse uses to the current use of the river still carrying goods and supporting boat storage repair and marine manufacture as well and recreational use with cultural and residential occupation of the waterfront.

The mapping from the Historic Environmental Record carried as part of the HAA report is extracted here and covers built heritage both designated and undesignated. The HAA also gives a comprehensive overview of the development of the harbour using historic maps

Archaeology

Of the sites proposed for development the County Hall Car Park Site SH3 is the one affected by the area of high archaeological interest. From the HAA

6.1. Archaeology.

Given the high archaeological importance of the quay and Sea Street car park areas, archaeology will be a material planning consideration with regard to any development proposal, with suitable conditions likely to be imposed on any consent.

Newport Quay in general has yielded a number of archaeological finds of early date, notably Roman coins. Even outside defined areas defined within the Newport Extensive Urban Study, it should be assumed that archaeology will be an important consideration. The early documented history of Newport is surprisingly sparse, and the exact position of the pre-medieval quay not known. Comprehensive archaeological evaluation during development is likely to be highly informative on the development of the town, and evidence of the Island's past.

Heritage Assessment

Extending past the southern area the West quay, East quay and Seaclose Park

The West Quay skyline is marked by the facade of the AB Cooke building (Newport Electric Light Company) locally listed in poor condition in private ownership. The Bargemans' Rest pub incorporates a C19th warehouse building and the Derrick hoist outside is a notable landmark and remnant of the working harbour. Along the waterside of the West Quay a number of notable buildings including number 4 Little London within the Odessa Boatyard and residential buildings 6 Little London (C18th) and St. Cross Pier House (C19th) are survivors associated to the harbour and smaller buildings now contrasting with the industrial estate behind.

The East Quay whilst not recording any Listed Buildings is rich with notable structures and many of the fragments of the working harbour including the crane and various bollards and slipway. These are discussed in the character section.

Seaclose Park is noted as having low heritage significance the most notable aspect being the green of the Bowling Green.

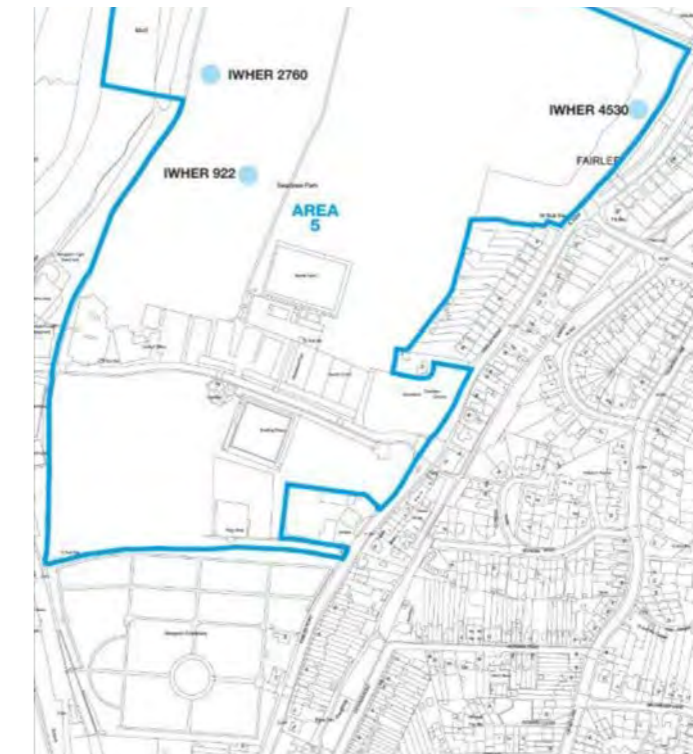
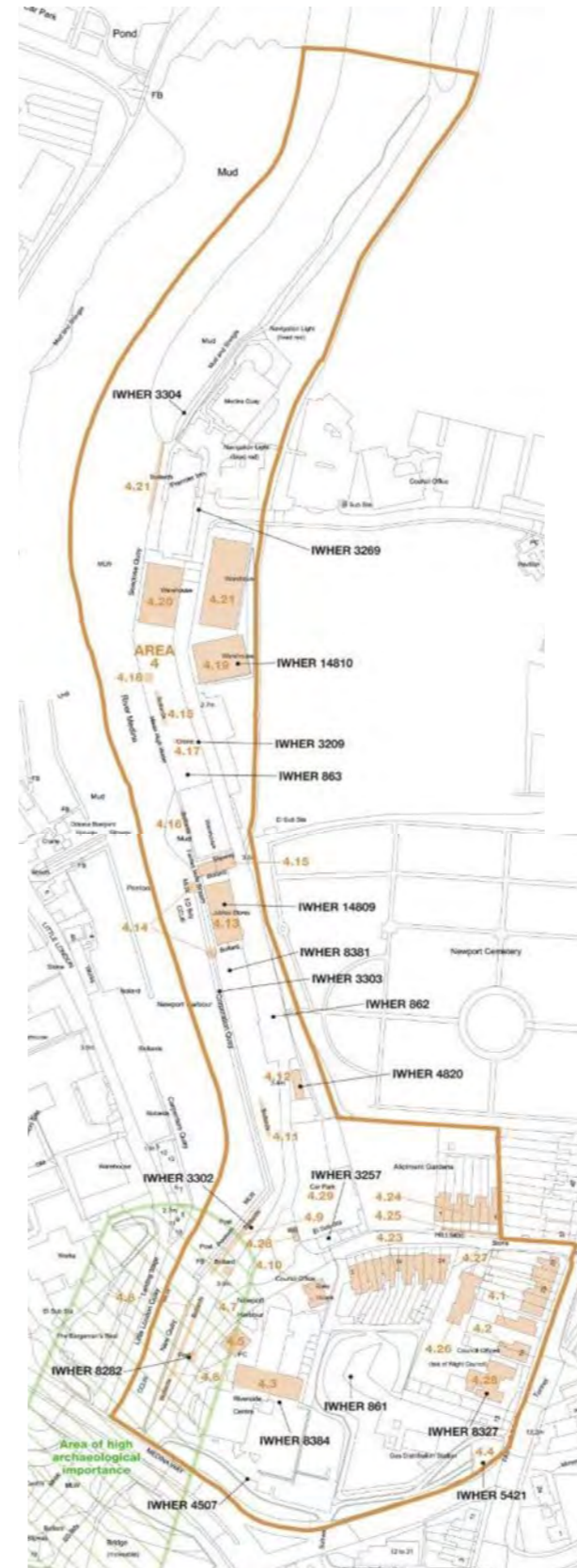
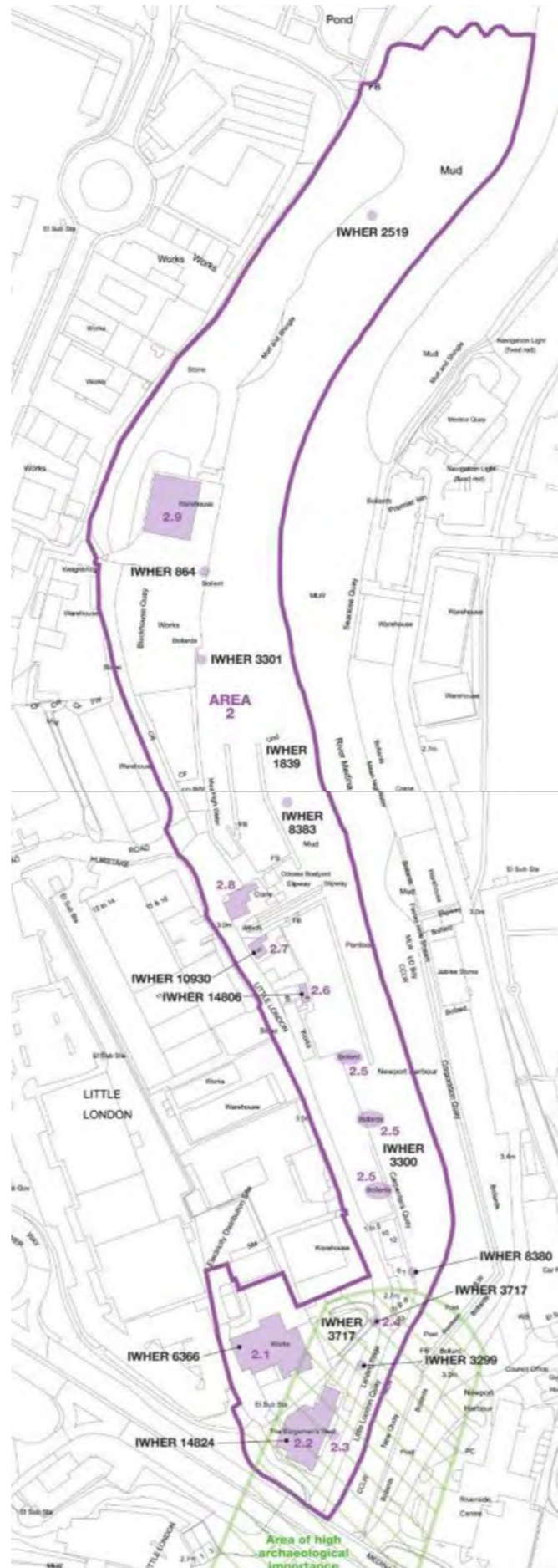


Figure 17. Area 2, 4 & 5 from the NEWPORT HARBOUR HISTORIC AREA ASSESSMENT Rob Scourfield M.A. I.H.B.C. F.S.A

Heritage Historic Character

The historic imagery and photography help to describe the nature of the harbour and the evolution of the quay density and scale of buildings associated with the harbour activity. The images here indicate the impact of the bridge and the changing relationship between town and the waterfront. The study also helps to understand the areas of made ground and intensification of development moving north over time.

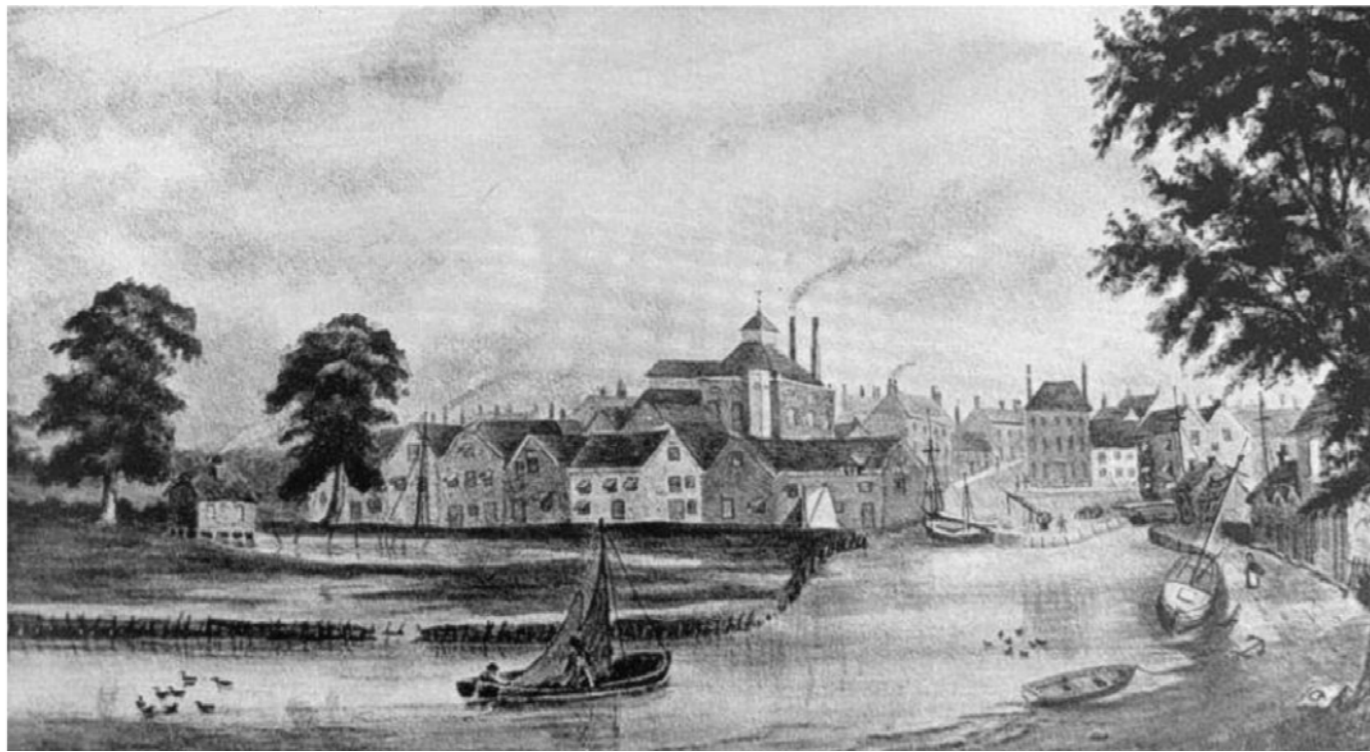


Figure 18. Late C18 painting of Newport by Horatio Bennett



Figure 19. View back towards Newport town



Figure 20. 1970s view of the demolished Sea Street warehouses, from Newport Harbour Historic Area Assessment.



Figure 21 Post war aerial photograph

Masterplan Area Analysis

South Harbour

The character of this part of the site relates in part to the finer urban grain and heritage of the town but also the Riverfront.

The scale changes radically across this site from west to east largely because of the intervention of the Medina Way highways infrastructure and the relatively large mass of County Hall. Parts of the site are subject to flood. See Newport Harbour Flood Risk Assessment Final Report November 2021.

County Hall Site

Consolidation of council services in the building is already taking place. It is likely that masterplan will consider rationalisation of the areas to the rear of County Hall rather than full scale redevelopment of the site. County Hall comprises interwar and later 20th century civic architecture and is negatively perceived. These are both good examples of their respective periods although not in the best condition.

County Hall Car park site

The site of historic development. The wider parking strategy will play an important part in the redevelopment of this site.

Historically wharf buildings fronted the river. Here the careful allocation of massing is required relative to the Quay Street and ensuring the visual connection back to the town.

Medina Way Underpass

This is a major challenge, but also an opportunity to establish a welcoming gateway, better connectivity and a better night time environment. There are also important pedestrian routes interfacing with this infrastructure not just the riverfront underpass.

Sea Street Car Park

Right to Light issues and a major below ground sewer are likely to make development very challenging here.

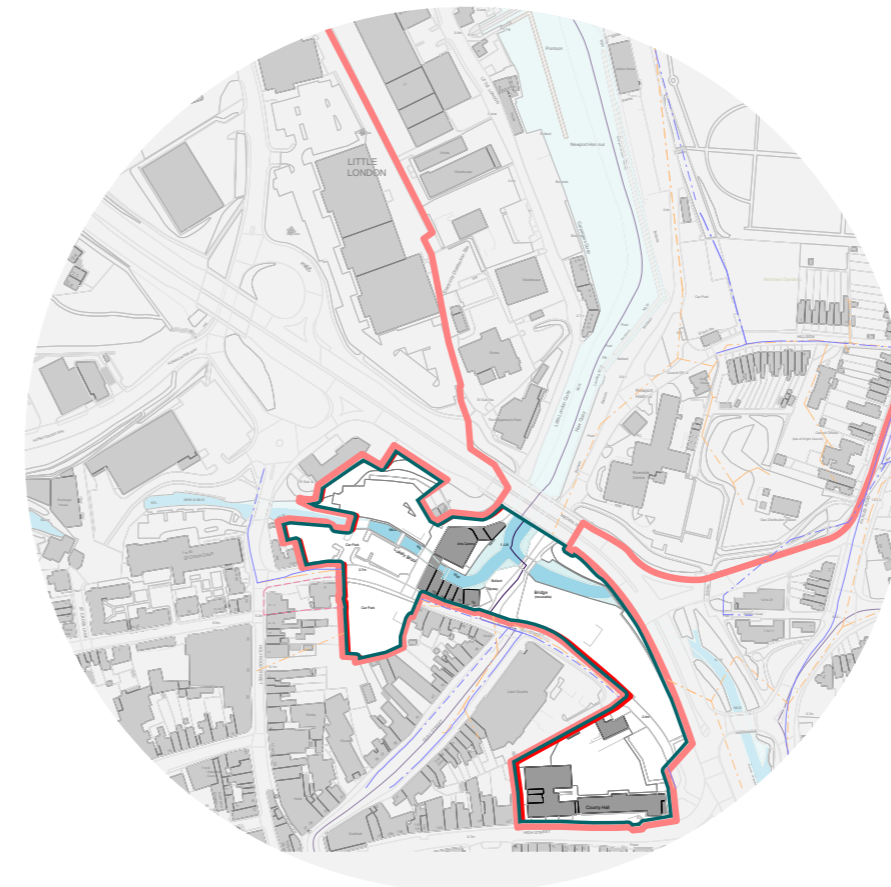
Little London RCP site

Some massing / Right to Light issues exist in the southwest corner, flooding (Lukely Brook). The relationship to adjacent residential property and the setting of Quay Arts could

impact on the development options.

Quay Arts

This is a lodestone for cultural activity in the area. There are potential opportunities to extend into the public realm. The masterplan needs to support this function through improved connectivity, legibility and movement.



Masterplan Areas South Harbour



Figure 22. South Area

Masterplan Area Analysis

West Quay



This part of the site has 3 very distinct characters the harbour front, the upper retail / light industrial park and the green space / park to the north on the river's edge. The public realm is generally very uninviting and illegible, this in spite of high demand for movement, vehicles, cycles and pedestrians. Access to the waterfront is largely restricted by use / ownership on this side.

Bargeman's Rest

Large footprint Public House. Poor condition of public realm immediately in front. Important pedestrian route tucked behind.

Carpenter's Wharf

Private residential.
No public access to the waterfront.

Carpenter's Quay

(Odessa Boatyard) and Store). Active Boatyard with its own slipway and hoist, pontoons and dry storage area. The cottages adjacent make a contribution to the character albeit a strong contrast to the marine industrial nature, being domestic and small in scale.

Lower West Quay Retail/Light Industrial Park (West side of Little London)

Those buildings adjacent to Little London have been recently refurbished/ re-clad, with some in use for apprenticeships.

Blackhouse Quay, Gravel works

Gravel logistics - gravel brought in by barge at the 'top of the tide' and transferred to road transport. Section of un-adopted road effectively straddling the foot and cycle way to Cowes.

Blackhouse Quay Warehouse

In use for commercial activity with additional warehouse under construction. Wider aspiration for more commercial activity and possible Food and Beverage.

AB Cooke Building

In private ownership with extant permission. Significant contribution to the character of the harbour. Retention of as much of the existing structure as possible should be supported by the masterplan but the stability of structure is questionable. Occupies a strange transition space between 'mega shed' retail and the harbour coupled with a major change in topography.

Medina River Park

Attractive and popular daytime recreation space with great views. Night-time (and daytime) issues with antisocial behaviour. Some parking is located adjacent. Connected via the Cowes footpath and cycle route which is very active. Rowing Club just beyond the boundary a distinctive feature on the river.

Upper Level West Quay

This part of the site is characterised by intensive mainly large footprint retail, industrial and commercial activity. There is a significant level change between the lower and upper levels but little in the way of physical and visual connections. There is a strong character contrast with the harbour.

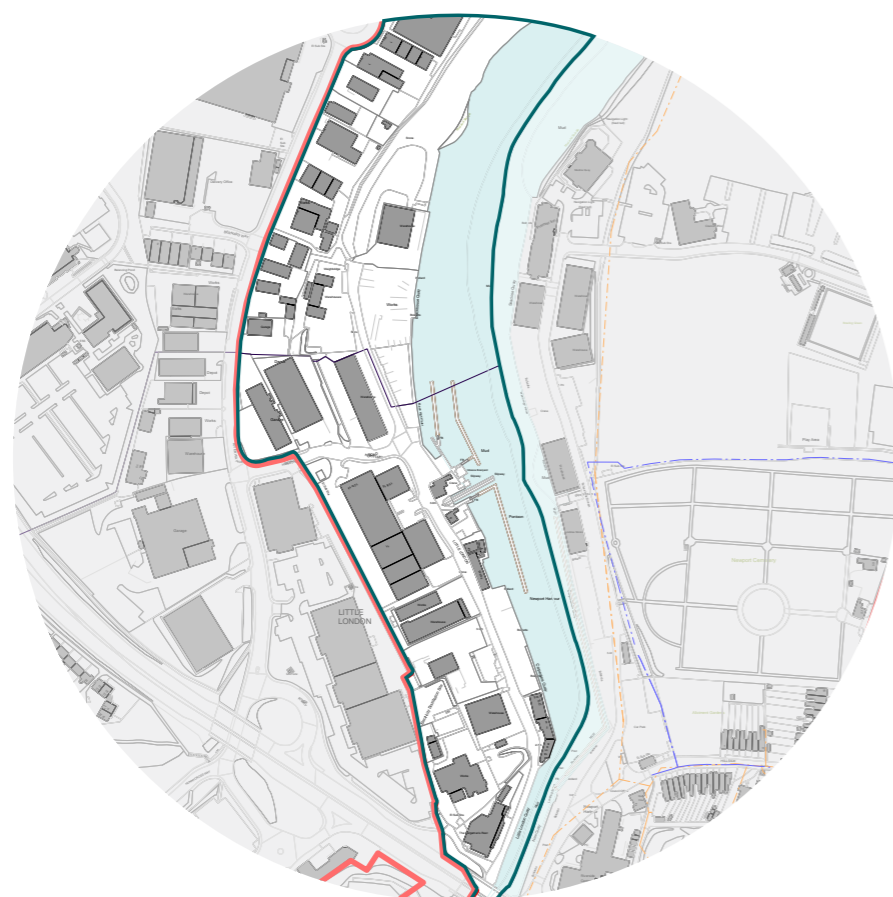
Extant permission residential development opposite Carpenter's Wharf

Private residential. Right of Light issues may apply to any adjoining development.

There are important connections with the Isle of Wight College and the hospital sites with a high footfall.

Noise is a consideration, there are noisy activities especially at the northern end.

Proximity to both waterfront and the park is under exploited. The opportunities in this area will need to be explored in more detail in the next phase.



Masterplan Areas
West Quay



Figure 23. West Area

Masterplan Area Analysis

East Quay

The area is currently characterised by large expanses of open space, vehicle and boat parking, with larger marine related activity and buildings some in poor condition. The public realm is in relatively poor condition but consistent with a working harbour.

There is good availability of green open space to the north in Seaclose Park and the cemetery, but these are not particularly well connected to the waterfront. There are some excellent views both of the river to the north, marine activity to the west and Newport town and it's a distinctive skyline to the south.

At the northern most end a budget hotel occupies a river fronting site and the transition to more open green space. The footpath along the river is very well used. For visitors to the town centre, however there is little reason to venture this far to appreciate this side of the river.

An initial assessment of the opportunities and constraints identifies potentially significant contamination and below ground service constraints in some areas.

Access to the waterfront for the public is interrupted along the east side.

Riverside Centre

Long lease from the IWC. A cluster of buildings the main structure located close to the Flyover with other buildings which have been incorporated, added to and adapted over time. There are difficulties maintaining and operating these.

The Old Hall building is potentially of heritage interest (undesigned) but the other buildings are not of a high quality and sit awkwardly on the site. There is a poor spatial relationship with the harbour, waterfront and with Medina Way.

Parking (free to users) in high demand and considered very important. It currently operates extensive hours - 7am to 10pm.

Allotments

Newport and Carisbrooke Parish Council 15 plots of the 251 in Newport. Some in long term use and some associated with services provided in the Riverside Centre in support of mental health amenity. Removal or relocation is very sensitive.

Hillside

Noted here as a high quality Victorian terrace, a useful example of locally distinctive character and a positive edge to the site boundary.

Harbour Master's House building

Harbour facilities require refurbishment and could be relocated. The heritage value of this building needs to be assessed, it may be suitable for lease.

Jubilee Stores

Managed/ leased by Quay Arts (IWC as freeholder). Workspace/ creative hub with an opportunity to develop compatible uses. Craft infrastructure on the ground floor and sprung dance floor on an upper level.

Old Boat Shed (Arch truss warehouse)

In active use on a short lease to Classic Boat Museum but in poor condition. Unusual/ notable structure internally.

'Saw Tooth' building waterfront adj. Premier Inn. In poor condition now on a 3 year lease to commercial sports/ leisure/ community.

Mid century warehouses (opposite Saw Tooth Building). In poor condition running along park boundary.

Marine engineering warehouse (north of Jubilee Stores). Commercial Marine engineering/ fabrication.

Lifting crane

Important maritime feature.

Premier Inn

Future plans include expansion potential or relocation preferably on a riverfront site. A major objective is to activate the waterfrontage with public access, the hotel and pub buildings have not capitalised on their position on the river or the park.

Records Office building

Records are planned to be relocated to Ryde although time frame is not known.

Former Children's Services Building

complex Fairlee Rd. Site vacant and available for residential development.

Newport and Carisbrooke Cemetery

There are some high quality areas, some in need of restoration and the cemetery is an important area of green space. There is strong heritage and potential social history interest here.

The cemetery also has high ecological value. There are 2 distinct characters the older part is more likely to be used as a recreational space – the newer part less so (more recent history). This could be subject of a HLF project with the right support (refer similar cemetery projects at Northwood and Ryde).

The boundary condition with access to the quay and potentially the park need to be addressed.



Masterplan Areas
East Quay

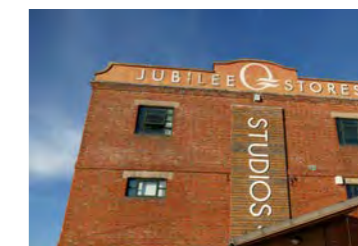


Figure 24. East Quay



Masterplan Area Analysis

Seaclose

Seaclose Park

A significant green space with mature trees largely open space with sport facilities and parking.

The sports facilities appear tired and are the subject of a wider assessment of provision. The relationship with Fairlee Road is weak. There is a maintenance facility which might be rationalised and/ or release land. All development in the park is sensitive. Poor boundary relationships exist with the harbour areas- with steep topography in parts and with Fairlee Road. There are issues with anti-social behaviour attributable to poor surveillance.

The use of parking areas and their capacity need to be better understood. This is an opportunity to look at sports excellence, wellbeing and health outcomes. The Open Space Assessment is not likely to be completed in time to inform the masterplanning.

Seaclose Building Council Offices

Currently accommodates Planning, IT, Coroners and Registrars.

This building sits on the footprint of the former swimming pool and very awkwardly within the park.

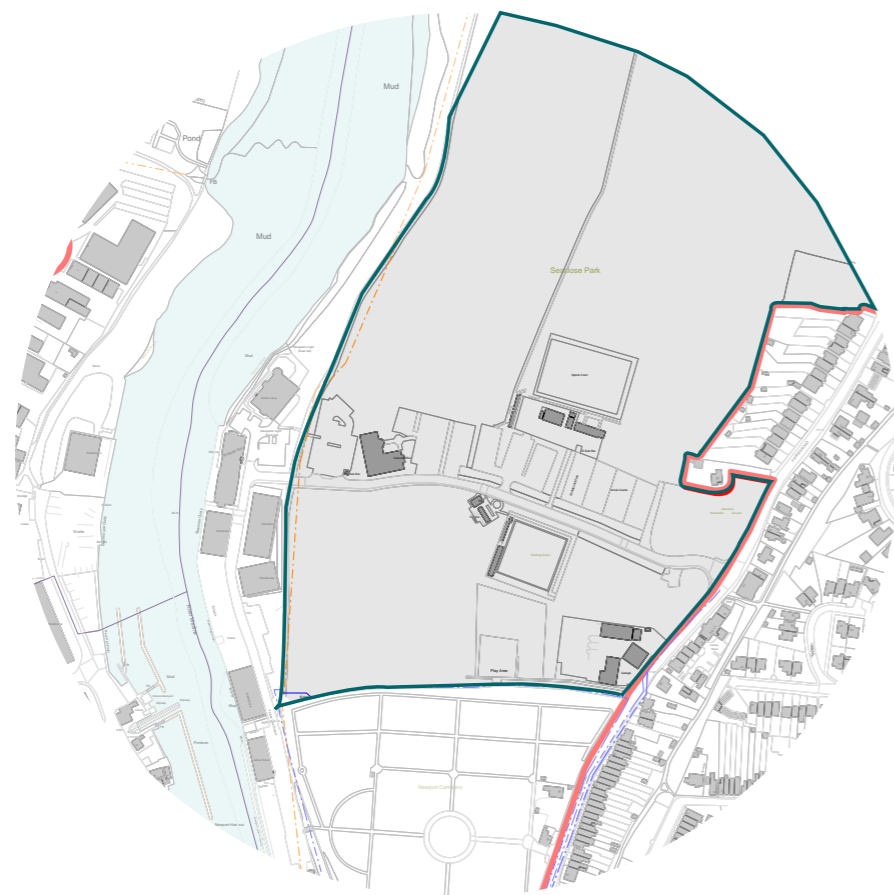
Parking here is used for sports events at Weekends and IOW Council staff in the week.

Service Station, Fairlee Road

This site which fronts Fairlee Road and creates a poor relationship to the park has been brought within the boundary line. There are contamination issues.

IOW Festival

The license terms and conditions for the festival are under review. The organisers are to be considered stakeholders in respect of their logistics and the future long term running of the festival. The licensed area extends well beyond the boundary of the masterplan.



Masterplan Areas

Seaclose



Figure 25. East Quay

Character

Beyond what is designated as heritage is what makes Newport and Newport Harbour distinctive. The masterplan has taken inspiration from those characteristics, the textures of the town, the waterfront and its skylines, different scales of the industrial and civic buildings, to the domestic and landscape qualities. The details and building materials which offer the physical character also revealing a social history and which sustains the community of a county market town and an inland harbour port.



Photographs
(clockwise from top left)
Harbour South, Harbour South, Newport Town,
Newport Town, Harbour South, Harbour South

Character

The masterplan would need to respond both to the language of the waterfront and the working harbour but also make the connection to the historic core and includes buildings of a more civic nature. An overview of some of the civic buildings revealed some interesting motifs from different periods.

A corner turned as a curve occurs as a motif from the 19th and 20th centuries

Similarly the expression of a double height on the first and second floors is a feature on the John Nash Guildhall and echoed on the deco cinema building and the inter war County Hall building.



Photographs (clockwise from top left) Seagod Corner Newport Town, examples of curved walls town and Harbour Quay Weat, Newport Guildhall, Unitarians Meeting House, deco cinema, County Hall

Character

Wharf

A defining feature of the harbour in contrast to the town is an architecture of a working port. The remaining quayside buildings are amongst the highest value heritage buildings with details both representative and unique.

The Quay Arts buildings present their gabled frontage to the waterfront as did the warehouses on what is now the County Hall car park site. The ironwork, little arches windows head details timber detailing and roundel offer a very distinctive palette.

How buildings in the harbour meet the sky is a distinctive characteristic. The long view along the length of the river shows that skyline is broken by the gables regular and irregular. The AB Cooke building also known as the Newport Electric Light Works and former power station has crow-stepped red brick Dutch gables, which are visible from many views across the harbour. On the East Quay Jubilee Stores, the Saw Tooth building (also known as former Vectis warehouse building) and the Arch truss building (former Morey building now stores for the Classic Boat Museum) all contribute to the punctuation of the skyline and are a reminder of the history of the working harbour.



Photographs (top to bottom)
Harbour Quay East, Harbor South, AB Cooke, Harbour Quay East

Character Industrial

Within the warehouse language there is also a more humble contribution made by those buildings typical of industry, large footprint, simple in form and function associated to storage and manufacture.

The retention of uses within these and where empty re-purposing may well be both economically beneficial and offers continuity of the character of the place. The use of corrugated sheet material and brick might prove a useful reference for new commercial buildings.



Photographs. Harbour Quay East

Character

Well Designed Houses

In addition to the characteristics of the historic core of Newport town the qualities of good domestic architecture are also useful references and again bring something distinctive to the palette for the masterplan. Notable is Hillside where solid Victorian detailing is in evidence; navigating the curving steep slope gently faceted via neatly paired houses and the flourish of a banded section of brickwork. The arched doorways are characteristic also on Fairlee Road. The masterplan housing schemes should emulate using contemporary architecture the considered and consistent approach for the land side housing.

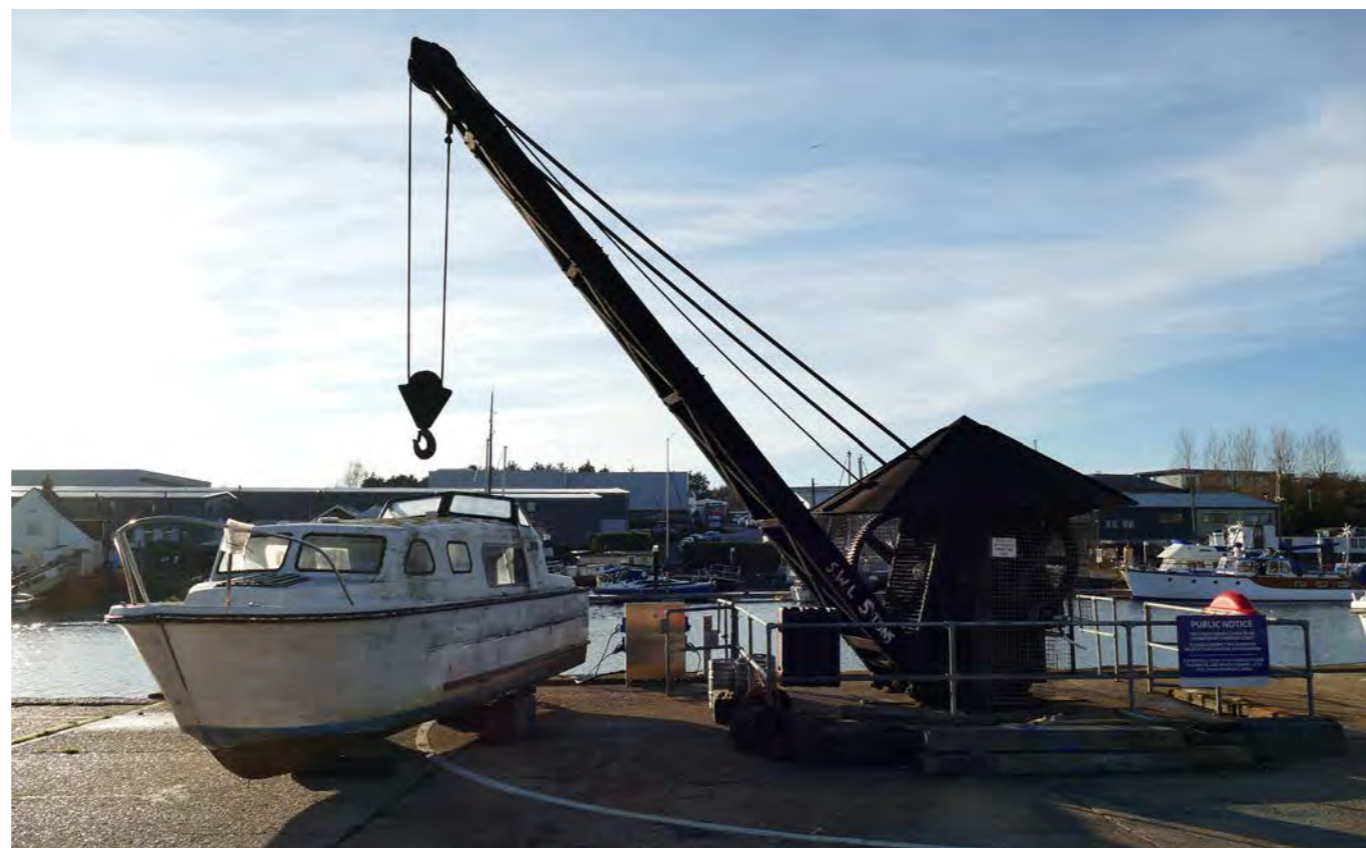
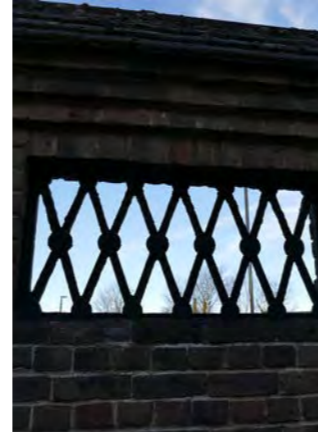


Photographs. Newport Town

Character Harbour Elements

Whilst some of the architecture has been lost or obscured by later development there are important fragments of the harbour not only retained but some still in use. An important ambition for the development of the masterplan is not to lose these historic references, which are recorded in detail in the Newport Harbour HAA 2017 and ideally to interpret and communicate these as part of the implementation of a public realm strategy.

It was also evident in the consultation that not only are the buildings and the working components of the harbour are important but also to the dynamic boatscape, including both transient and permanent fixtures. The spectacle of working boats and the diversity of vessels should be retained, whilst derelict ones are removed and not to lose the sense of Newport as an inland port.



Photographs. River and Boatscape

The Proposed Masterplan

The Approach:-

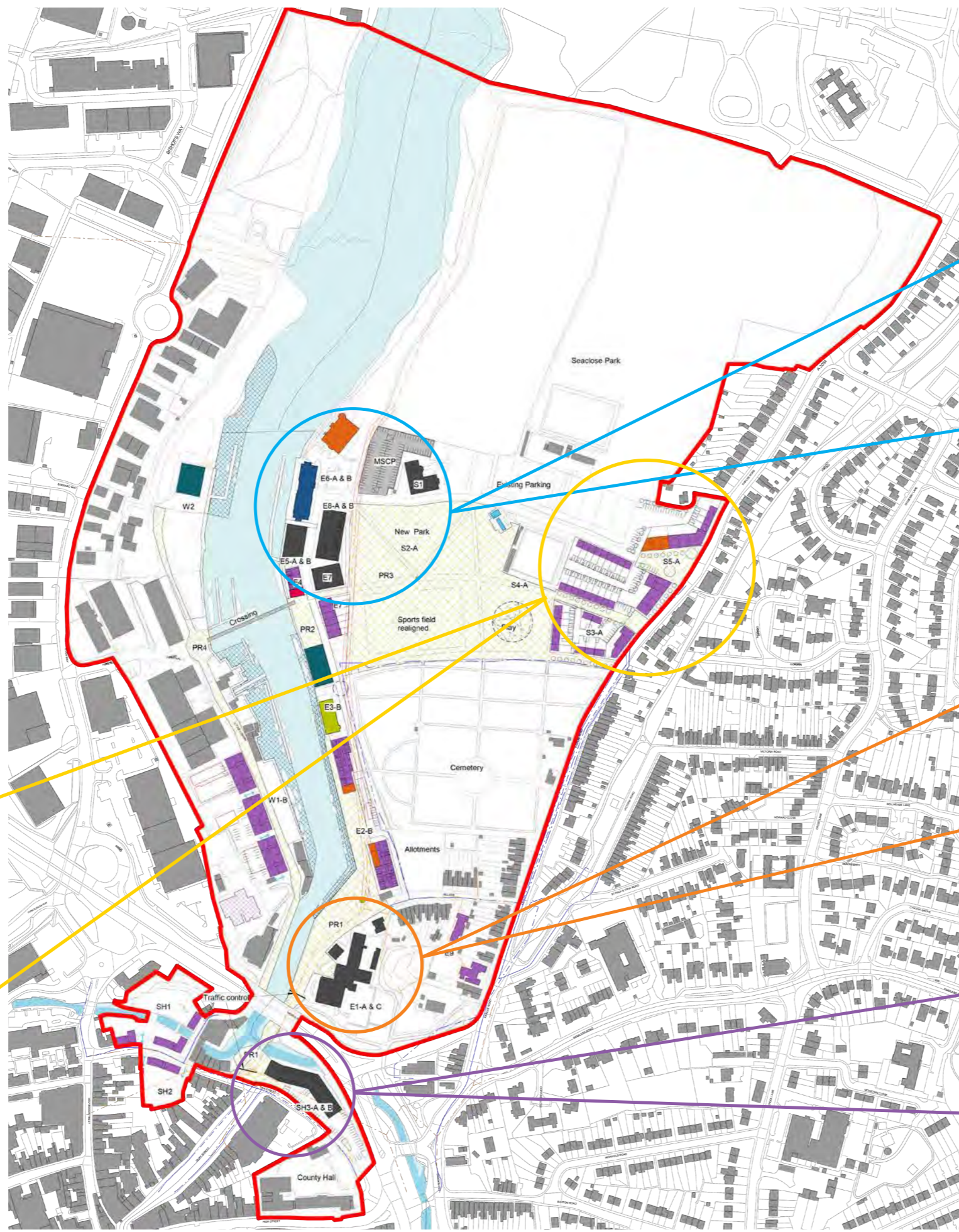
- is based on market research with a focus on delivery.
- identifies potential anchors for the masterplan: Higher Education, Community – Riverside Centre, Hotel and a potential Cultural Destination/ Venue.
- offers new development mainly on the east side retaining more of commercial functions to the west and especially the existing marine-related activity.
- identifies buildings which would be more economic and sustainable for re-use rather than new build and carefully assess what activities and uses work together.
- is strongly mixed in terms of use and a character which includes marine industrial for the waterfront areas.
- is influenced by the analysis of existing character and looking at what makes Newport and Newport Harbour distinctive.
- seeks to address the pressure on movement around the site and the desire to make good connections, create a harbour circuit and encourage use of sustainable transport modes.
- seeks to create an east-west link, pedestrian cycle crossing offering an opportunity to deliver transformational regeneration.
- has involved stakeholders and the wider community to inform the design process and the outcomes

The proposal represents a pragmatic, flexible approach embodying the aspirations for the harbour to become a flourishing sustainable resource, a waterfront destination and to reinforce Newport's status as the county town.

LEGEND

- Hotel / Accommodation
- Commercial Employment / Creative Industries
- Residential
- Service Station
- Harbour Master Building
- Civic/ Cultural
- HE
- Community Use / Healthcare
- Retail / Food
- Public Realm Improvements
- Harbour mooring / pontoons
- Residential with permission

Proposed Site Plan Development Options



North cluster E4-8, S1:
Hotel expansion, new build residential and multi-storey car park

North cluster E4-8, S1:
Refurbishment. Commercial or Higher Education Hub and multi-storey car park

Riverside Centre Site E1: Riverside Centre expansion on site

Riverside Centre Site E1: New build cultural venue / destination. Possibly combined with Community Centre

County Hall Car Site SH3: New build commercial or Community Centre

County Hall Car Site SH3: New build hotel

Seaclose S5 UNDER REVIEW: Enhance green area at entrance to park, or leave as existing.

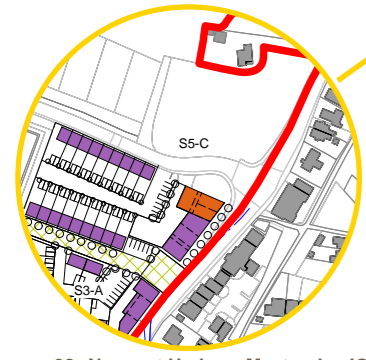
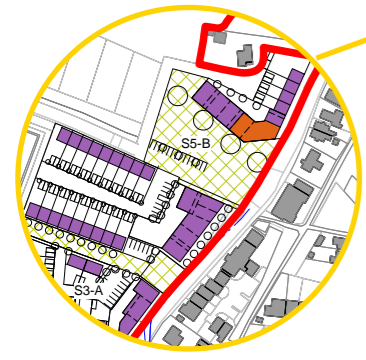
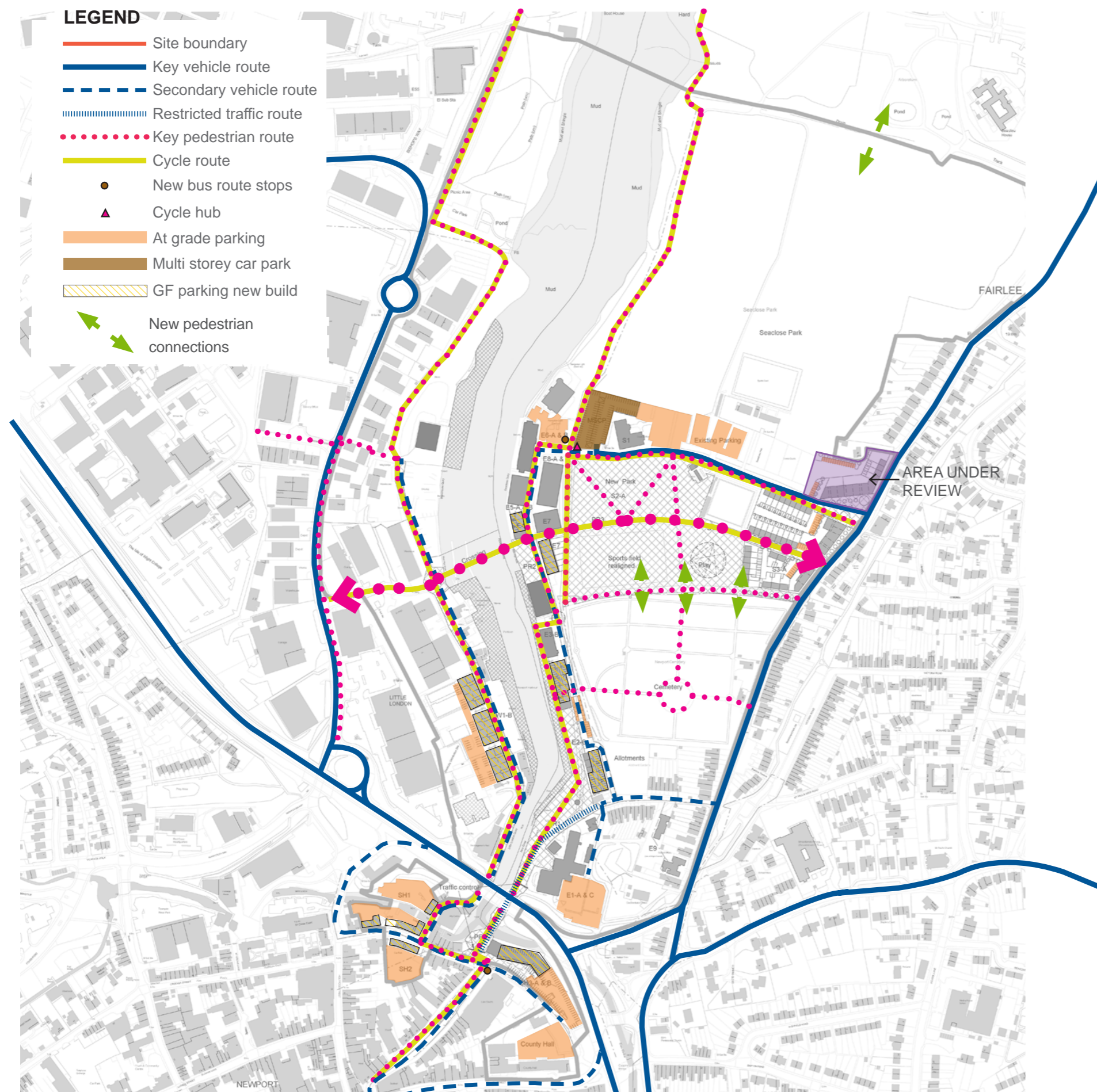


Figure 26 Proposed Development Options

Movement Strategy and Parking



The movement strategy addresses the intensification of use of the harbour and outlines a principle of encouraging people to come into Seaclose Park to use the existing parking and a new car park. As part of a network with a cycle hub this promotes walking through the harbour to the town or use a new river crossing to the west side, the college and hospital and connection to the coast paths and cycle routes. The bridge crossing will open to allow boats to pass.

Vehicle traffic will be more restricted on the southern end of East Quay but will ensure access from the north and generally access will be allowed to existing operations including the Riverside Centre area.

The strategy for parking improves areas where there is existing parking allocation making sure it can be better used and where new buildings are proposed for residential use these have parking on the ground floor.

A consolidation of parking is proposed in the Seaclose Park area building on an existing parking area with a low multi-storey parking facility with a cycle hub. This is intended to encourage people to the harbour and to town without causing congestion and to encourage people to use the new crossing to the West Quay. This multi-storey car park helps to mitigate the impact of some intensification of uses around the harbour but is not intended to alleviate parking pressure in the wider town. This is the subject of a separate parking strategy study.

Linking the wider sustainable transport network and enhanced access to amenity space is part of the strategy notably with new connections between Seaclose Park and the Arboretum to the north and the cemetery to the south.

General improvements to the public realm to encourage more sustainable movement is fundamental to the masterplan.

Figure 27 Movement Strategy

Response on Flood

In line with EA guidance, a hierarchy of control has been considered to inform this stage of the masterplan:

- **Assessment** - An assessment of flood risk from different sources is available in Section 3 of the Flood Risk Technical Note (Arup, 21/02/20).
- **Avoid & Substitute** – consideration has been made to allocation of development in areas of least flood risk (Flood Zone 1) wherever possible. Given the harbourside nature of the area, this is not wholly possible, however, priority has been given to allocating more vulnerable development types, such as residential properties, away from areas at highest risk of flooding for instance development of residential in the park on higher ground.
- **Control** – where practical, ground levels/ finished floor levels have been set above predicated flood levels including the pedestrian harbour frontage. It should be noted, however, that this may be prohibitively expensive to apply across the whole site and may impact flood risk off-site. Less vulnerable development types such as car parking or low value retail which can accommodate small amounts of flooding during extreme events is considered at a lower level to reduce need for raising levels across the whole site.

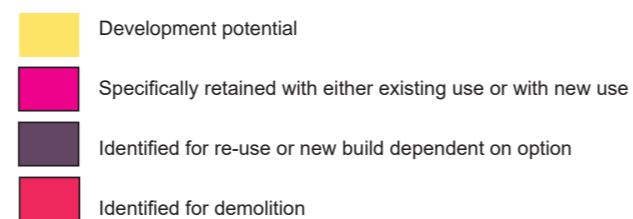
A series of site-specific flood risk assessments will need to determine the actual impact of such a strategy on specific parcels and determine whether floodplain compensation or enhanced flood defences can be provided on-site to re-route flooding from the River away from critical parts of the development without detrimental impact elsewhere. These will also need to consider the combined impacts of fluvial and tidal flooding impacting on the masterplan in a combined flood event.

- **Mitigate** – where development may remain at risk of flooding, mitigation measures

such as flood barriers may be employed. An emergency flood risk management plan will be prepared for each development to confirm safe access/egress routes and any emergency actions required including flood warning and evacuation processes.

For further discussion of the flood risk, please refer to Flood Risk Technical Note (Arup, 21/02/20)

UPDATE: See Newport Harbour Flood Risk Assessment Final Report November 2021.



All other buildings within the masterplan assumed to be retained in their existing use.

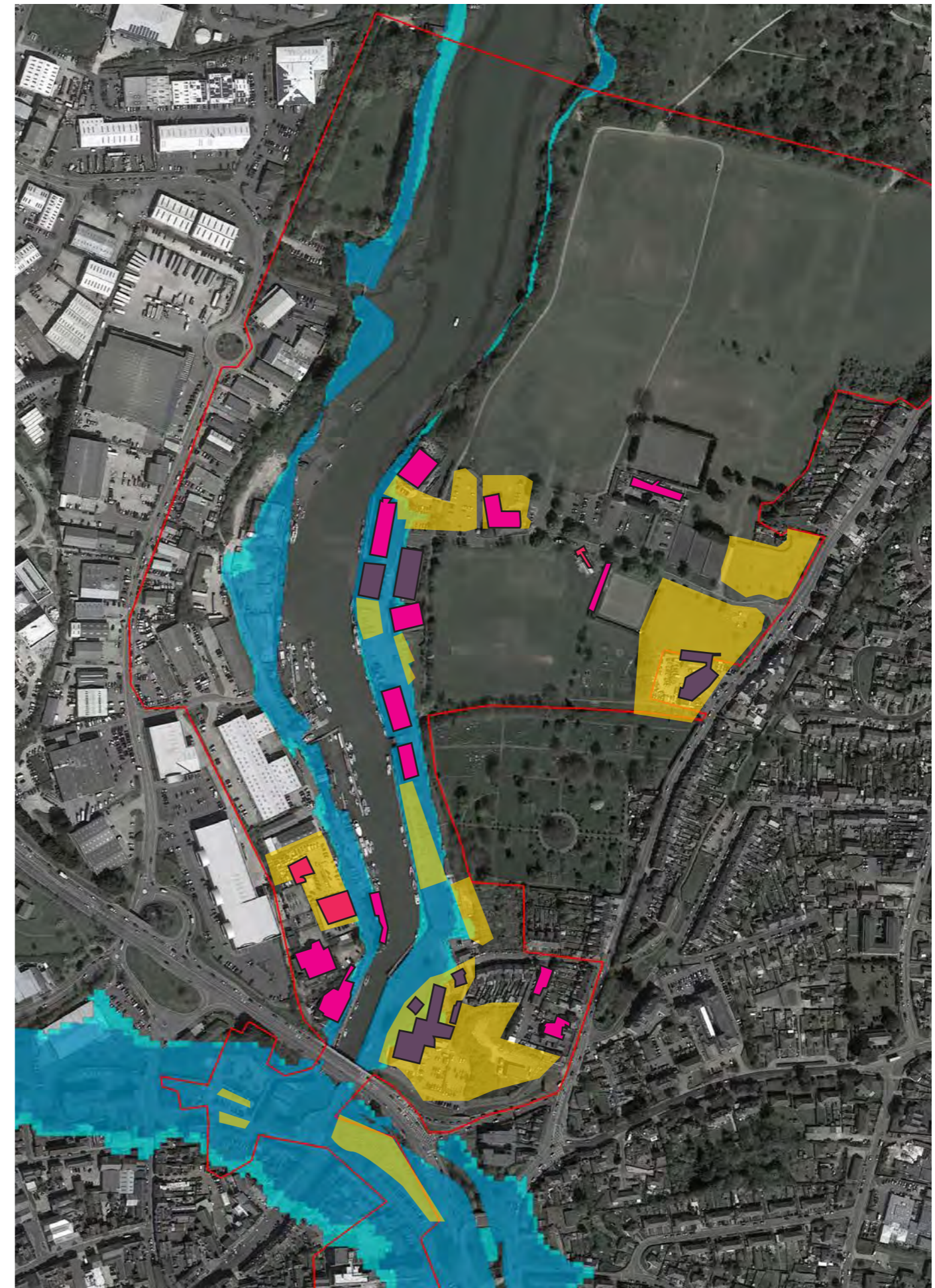


Figure From GIS data under license agreement overlaid Google Earth 2019

Strategic Site Green Infrastructure and Access

The purpose of the site wide strategic green infrastructure strategy is to provide a coherent overview of the site and wider area to ensure that the open space areas are fully utilized for both wildlife and public access by foot and cycle and that the two functions can operate in harmony together.

Whilst no ecological studies have been carried out as part of this masterplanning study, it is recommended that the following studies are carried out as soon as possible as they could have a bearing in terms of the detail design and land use functions around the site.

Surveys to be completed:

- Arboriculture survey and identification of tree constraints
- Ecological Phase 1 and Phase 2 studies for open space areas and river.

These surveys would provide the baseline data necessary to then understand how the management of the existing areas could be protected and enhanced to encourage further biodiversity and interest.

Figure 34 provides an overview of the broad areas which would then need to be addressed in detail to understand how public access could be enhanced and how the existing open-space areas could be improved to maximize the green infrastructure potential in the area.

Green & Blue Infrastructure

1) River Medina: The river provides an important wildlife corridor into the heart of the town. Its tidal variation increases the habitats and subsequent biodiversity potential. Retaining this daily tidal cycle is therefore an important consideration.

Action:

- Review baseline desktop survey data and carry out additional detail ecological and marine surveys as necessary to understand the existing baseline situation and how biodiversity could be

enhanced along the corridor.

2) Allotments: The allotments provide both a social function for existing residents (growing / meeting / eating) and have been retained in the masterplan. Micro-biodiversity and social interaction improvements could be considered if they haven't already e.g. Insect hotels/ composting/ wildflower planting to borders / fruit tree planting / more seating and social space.

Actions:

- Review the existing site (including meeting with allotment holders) and provide management and planting improvements if possible.
- Review of use and whether additional allotment space is required in the vicinity.

3) Cemetery: The cemetery provides a green lung to the centre of the town and is a quiet and peaceful haven for both wildlife and also public access. More could potentially be done with it as an "open space" as it appears to be under utilized.

Actions:

- Carry out ecological survey.
- Carry out arboriculture / landscape survey and management plan.
- Review public access and potential links to the north and west.
- Review seating and public realm improvements and boundary treatments

4) Seaclose park (south) also refer to Area F below for detail proposals: Whilst this is a beautiful open space surrounded by mature trees, it would appear to be under-utilised and somewhat confusing in terms of what its function is? The play area, whilst well used, could do with some improvements and the lack of natural surveillance for both the public access and play area itself is not good.

Actions:

- Review of annual uses on the park.

- Consider re-design of the park and play area to maximize access and potential uses for the existing and emerging communities.
- Consider variation in mowing regimes and planting to encourage wildflower use and variations in maintenance regimes.
- Consider use in relation to the IOW festival.

5) Bowling Club: This is a privately run club and will be retained in the masterplan.

Action: Review of users and potential improvements

6) Seaclose park (north): It would appear that the northern fields are primarily for sporting activity with very defined woodland areas to the west, east and north. The site is also used for the IOW festival. The all weather pitch appears to be in a state of disrepair and the tall evergreen planting around it provides too much shade.

Actions:

Review daily/ weekly and annual use and any ways to encourage better public access/ use and biodiversity.

7) Arboretum: This is an attractive area but it is difficult to understand how well it gets used by the public and adjacent school at present.

Action: Carry out assessment of usage and from that determine how the space could be improved and for there to be better connection from the park to this important amenity

8) Medina College Sports Pitches: Question – are these dual use pitches (confirm)

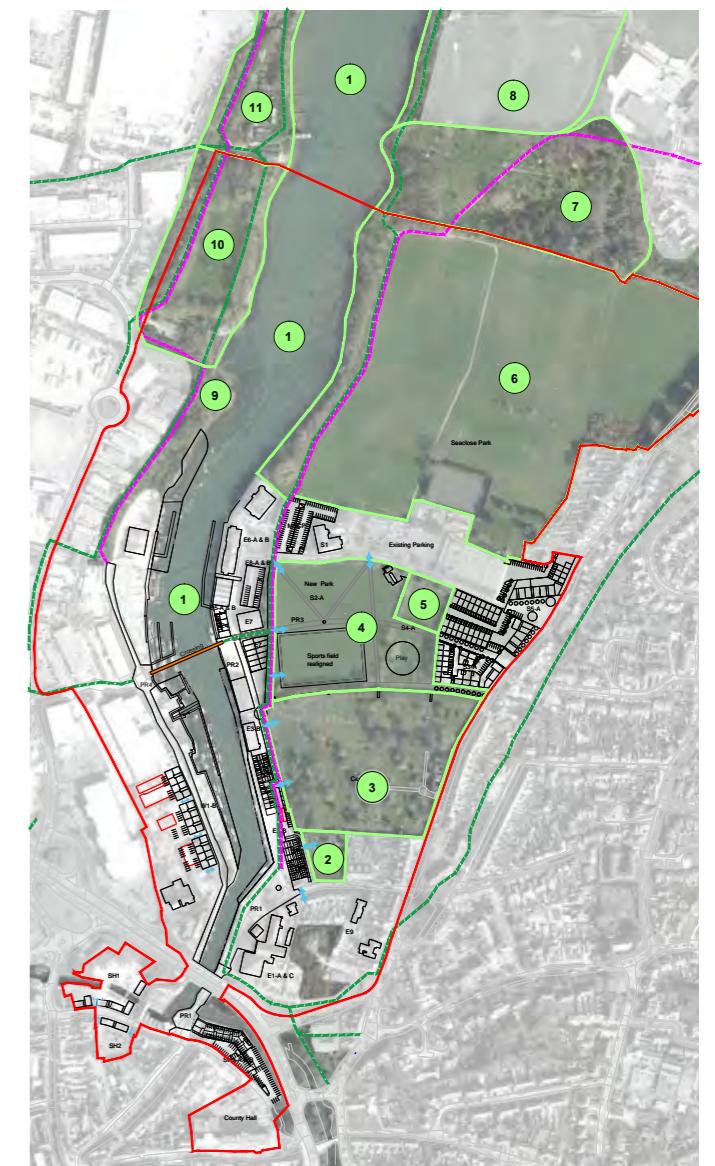
9) Blackhouse Quay: (Tanya to input into uses) Existing footpath routes need to be improved and better surveillance needs to be considered along the routes.

10&11) Medina Riverside Park: This is an important green space in relation to the industrial estate to the west and the many

workers who could potentially use it during lunch breaks etc. It also forms part of the footpath/ cycle network along the riverside. At present the park feels somewhat under-utilised and the public access/ safety needs to be considered.

Actions:

- Carry out a qualitative review of the parking and access.
- Review maintenance and management activities.
- Carry out assessment of usage.

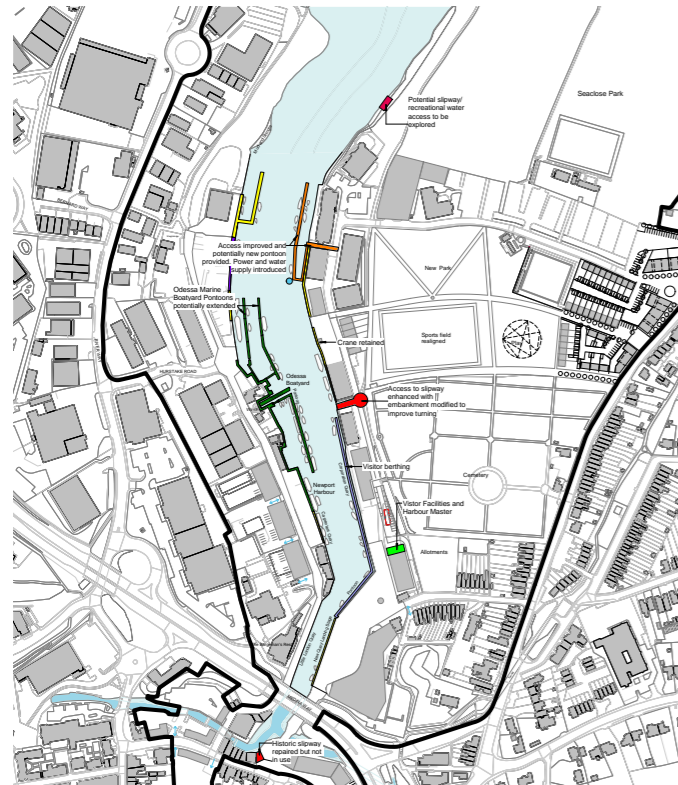


Harbour

The masterplan proposes, in addition to essential harbour wall repairs, maintenance and dredging:- additional mooring capacity for a mix of users, visiting boats and floating accommodation (houseboats), new harbour facilities next to the new bridge crossing – better access to the slipway, there will be public access to the riverside wherever it is practical to achieve this. The commercial operations at the gravel yard should be unaffected. The objective is to encourage more diverse use of the river, whilst protecting the environment.

The harbour proposals require further detailed work particularly in relation to the bridge. This also includes the need to survey the river bed and establish the constraints for turning circles taking into consideration the details of the wall repairs.

Should the bridge crossing not come forward for any reason the visitor berthing and therefore the harbour masters' facilities should remain at the southern end of the harbour.



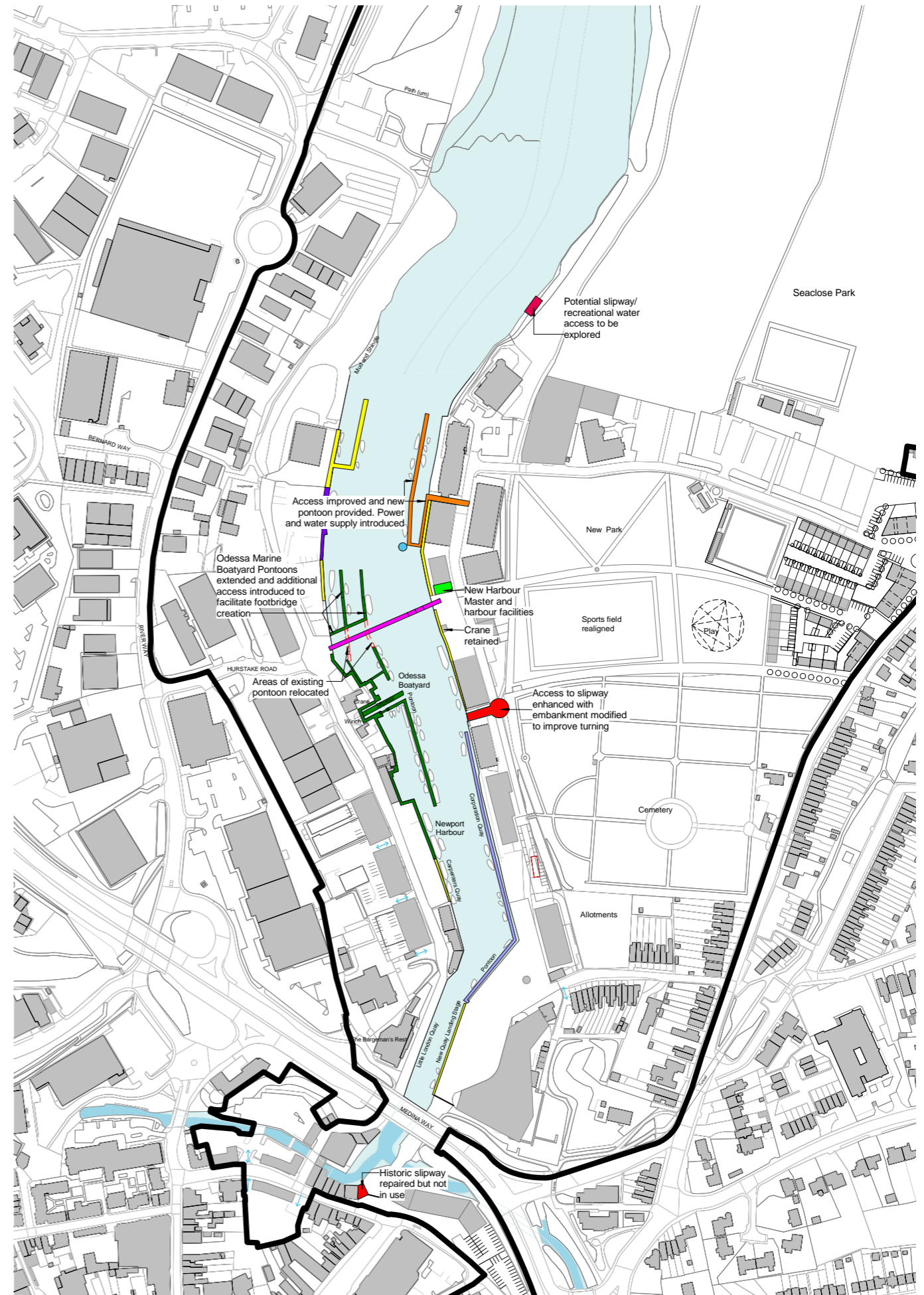
LEGEND

- Newport Harbour permanent berths with water and power. Other uses eg, office / restaurant
- Newport Harbour permanent berths with water and power
- Newport Harbour access improvements and new visitor pontoons
- Newport Harbour commercial berths
- Odessa Marine Boatyard- Mainly permanent berths.
- Proposed footbridge -openable to allow boat access.
- New Harbour Master and harbour facilities.
- Landing stage / Drop off point

Figure 31. Without or before Bridge

Figure 32.

All background maps reproduced from OS map by permission of Ordnance Survey® on behalf of The Controller of Her Majesty's Stationery Office. © Crown copyright . All rights reserved. License No 100018715



Proposed Building Heights

The amount and scale of development has been considered in relation to the existing buildings and the brief to provide a mix of uses and housing (apartments and houses)

This considers cost and values that ultimately effect financially viable. The taller buildings within the development are generally proposed near Medina Way to help lessen the impact of the infrastructure and to signal arrival at Newport Harbour.

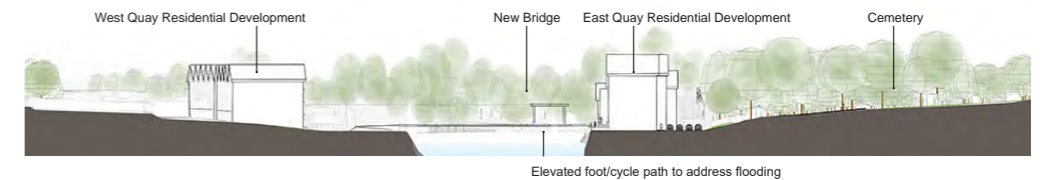
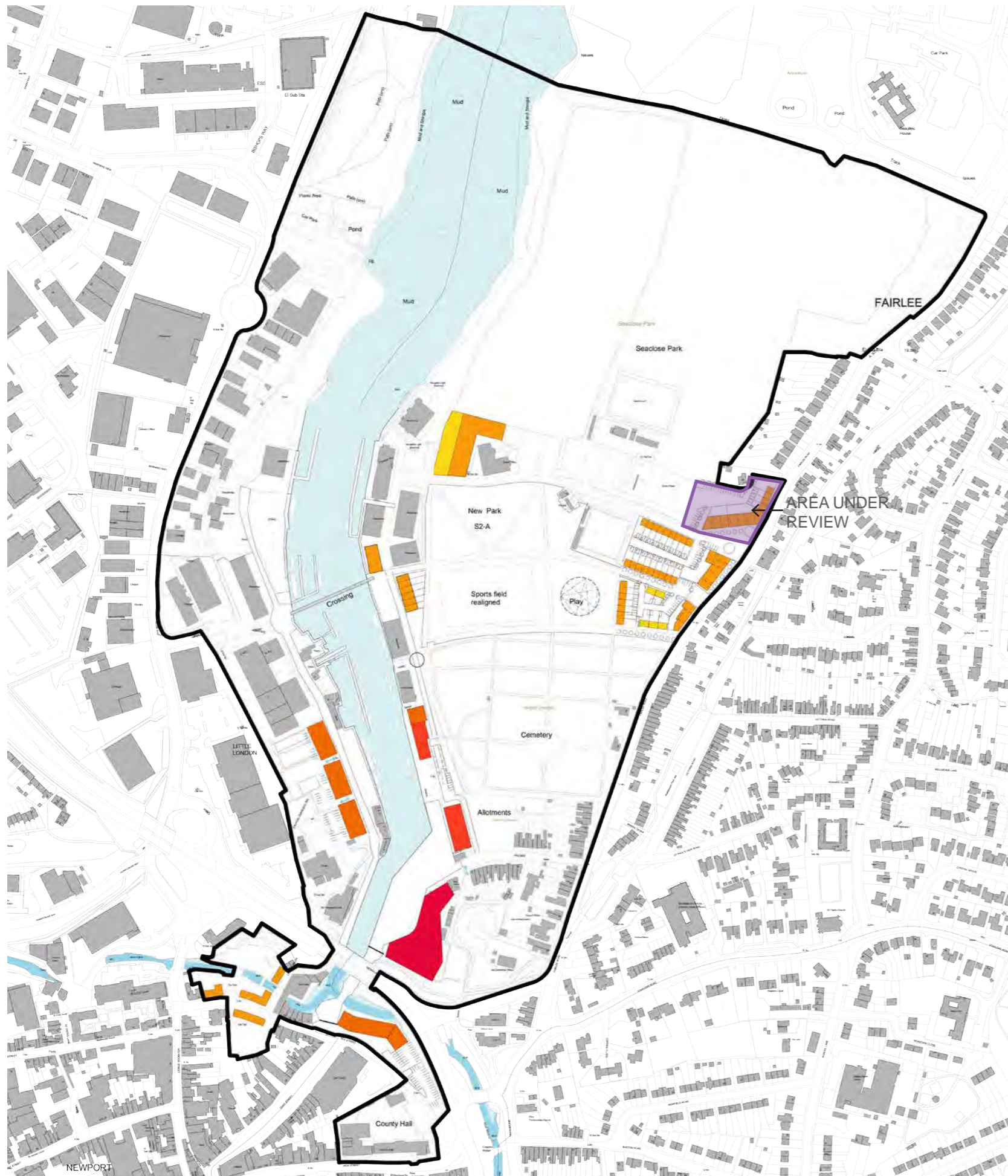


Figure 29 Indicative Section East-West

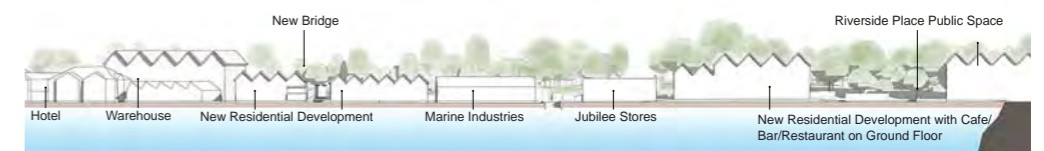


Figure 30 Indicative East Quay Elevation

LEGEND

- 2 Storey
- 3 Storey
- 4 Storey
- 5 Storey
- 6 Storey

Figure 28 Proposed Building Heights

Illustrative Key Views

Movement linked by New Public Realm

The structuring of the masterplan around existing building and uses with new buildings, underpinned by the movement strategy and a stronger mix is reinforced by a series of new public spaces retaining and opening up views.

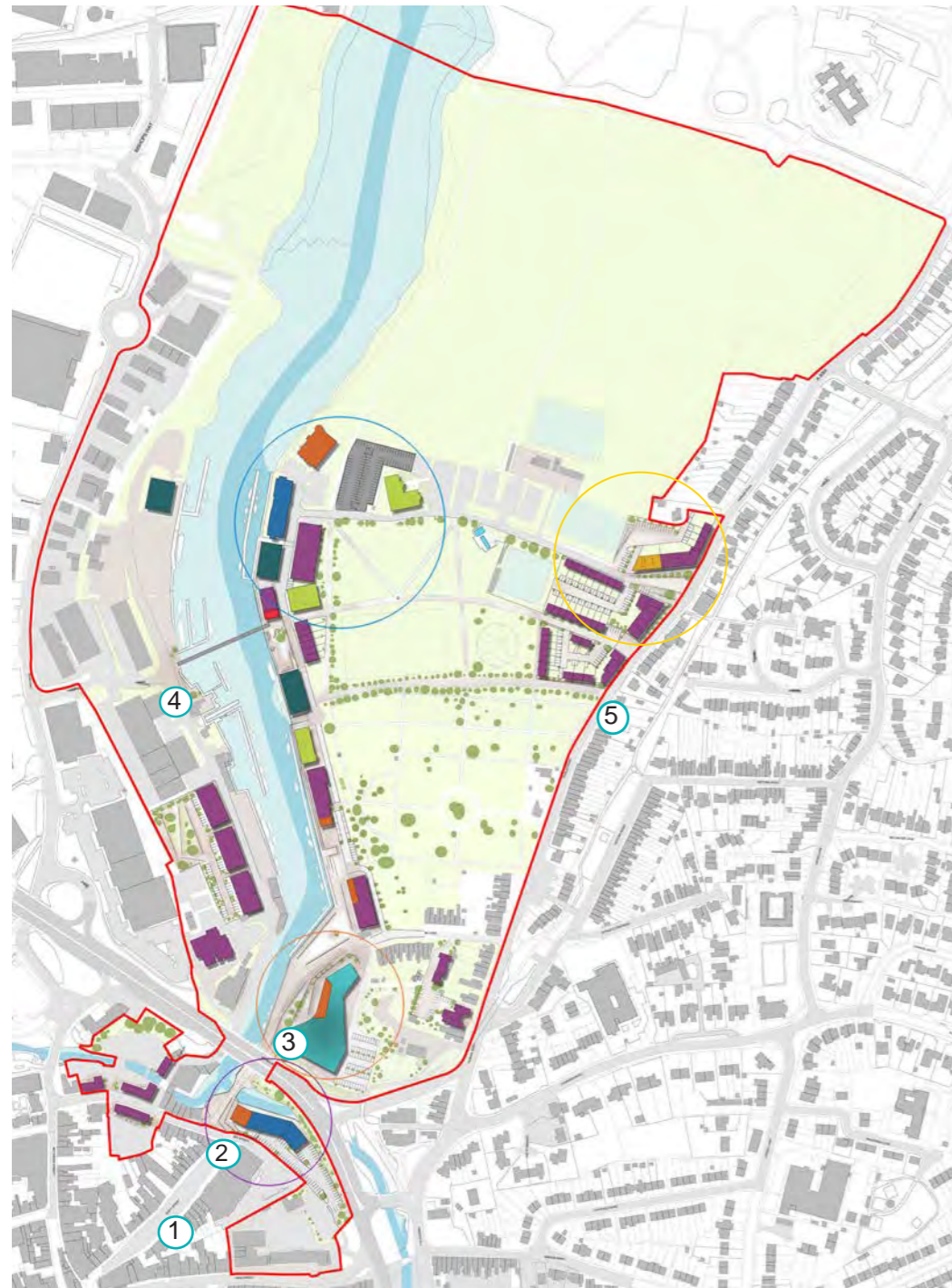


Figure 34. Linked Public Realm



Dolphin Square View down Quay Street
The proposal for the space by the lock bridge and the underpass (both sides) on the east side includes a new café or restaurant to activate the waterfront and also signal that there is something exciting beyond.



Bridge End Square
A new square in front of the industrial buildings retained and at the landing point of the bridge crossing with good connections to the car park and which is flexible could have performances / markets.



Dolphin Square View north under Medina Way
Traffic will be restricted in this area to help make it feel like a place where people can enjoy being by the river and feel safe at night.



Seaclose Lane
A new pedestrian route and better connections into the Park and for the cemetery with improvements to the cemetery boundary and enhancing the park sports amenities and play area.



Riverside Place
The space in front of the Riverside Centre site which is more open, is also an important space to appreciate the river and make visual connections to the cemetery, to the west and back to the town. Dry storage of boats will no longer take place here.

Model Views
South Harbour - Connections
between Harbour and Town.

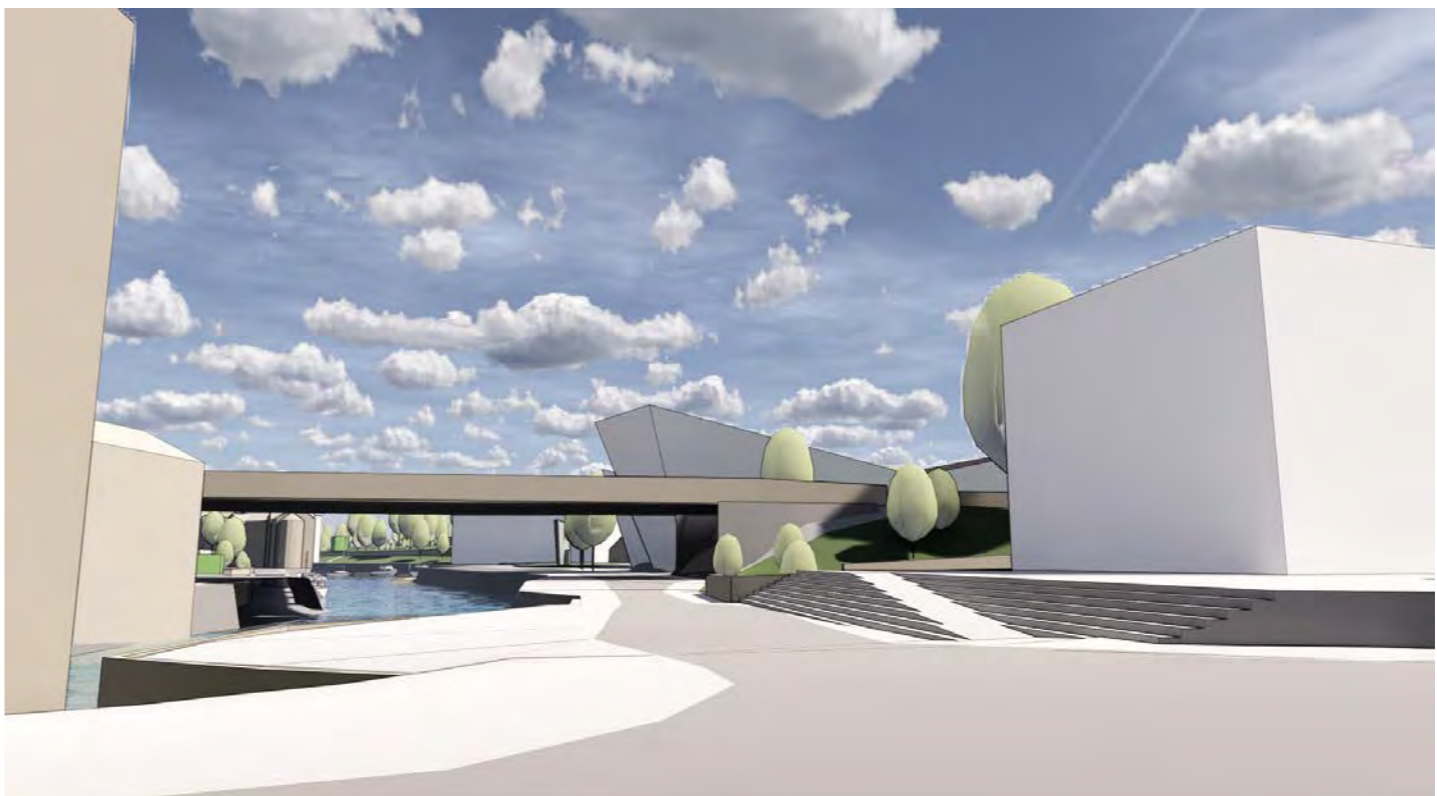


Figure 35. Illustration of massing. Views South East and Lower East Quay

Views

Upper East and West Quays



Figure 36. Illustrations of massing Views Upper East Quay including cycle and footbridge bridge crossing

Views
Seaclose -A new gateway to the Harbour and an improved park

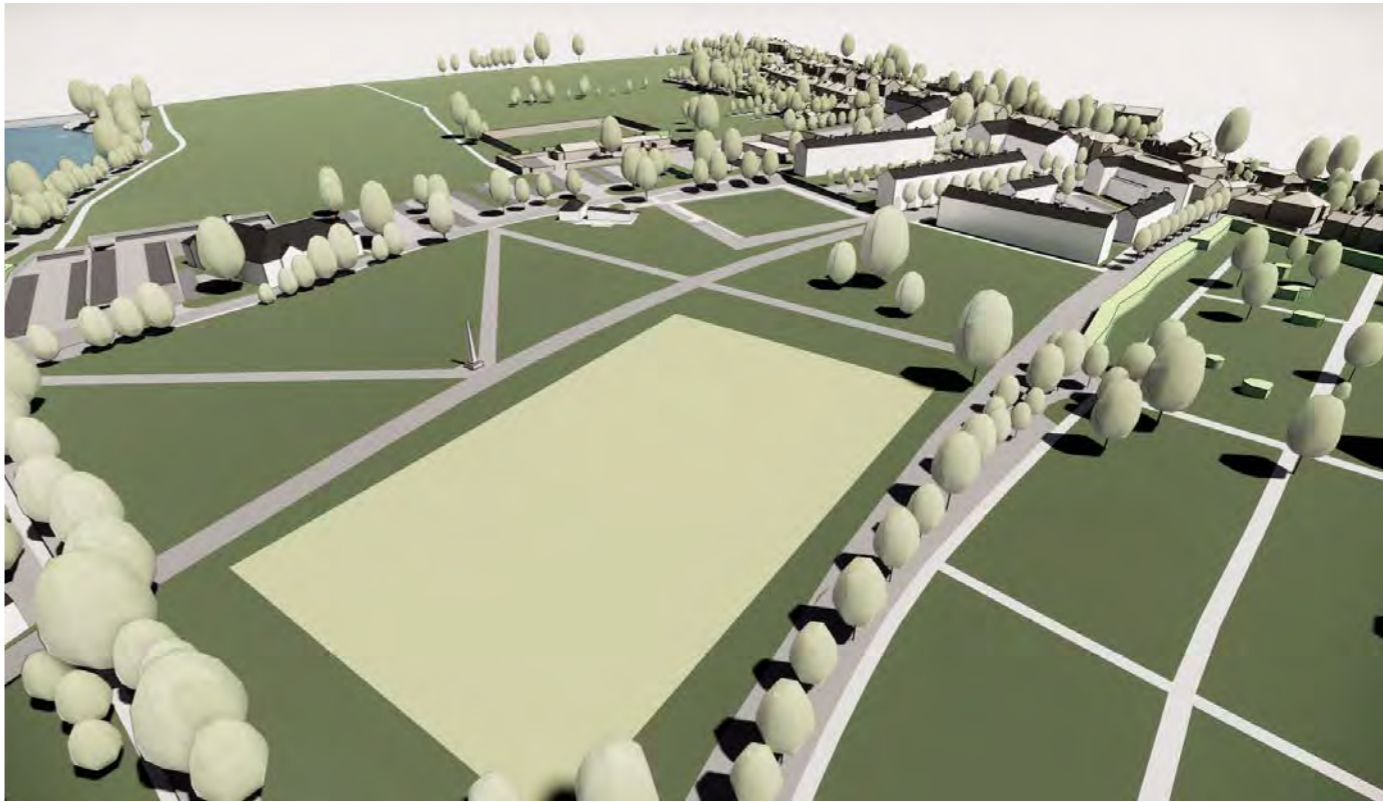
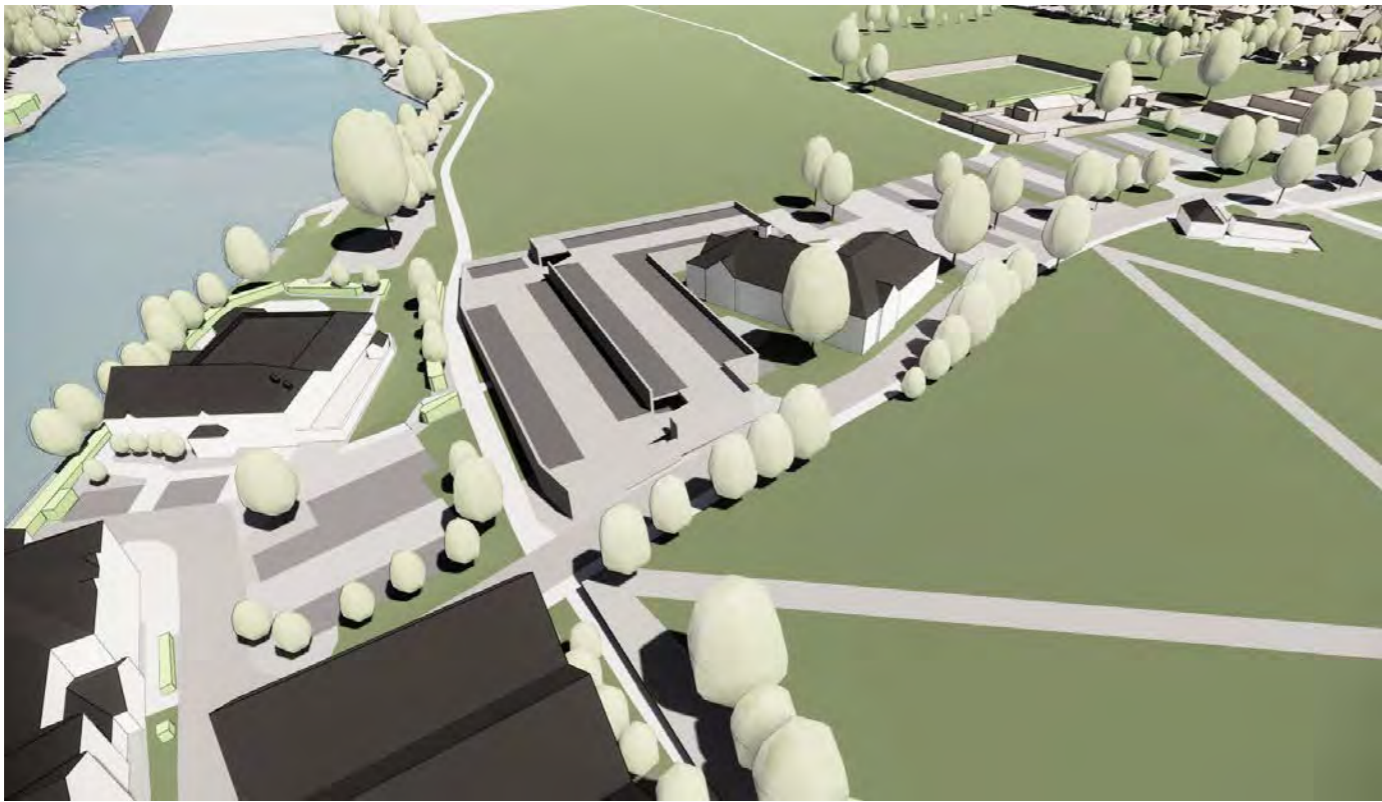


Figure 37. Illustration of massing. Views Seaclose Park and Fairlee Road junction

Delivery and Implementation

Delivery and Implementation Overview

Meeting the Objectives

The delivery plan looks at the appropriate phasing of the project to achieve the vision supported by market research and the business case.

The objectives for the masterplan are:

- Generate long term council income.
- Generate income for harbour reinvestment: generate revenue to cover harbour maintenance and reinvestment in key harbour infrastructure over 10 years in accordance with statutory harbour duties.
- Optimise land use: use the land efficiently to provide a critical mass of development floor space and public space.
- Augment diverse employment activities: build on existing employment activities and flexible spaces for a variety of employment uses that will activate the area.
- Create additional jobs: create approximately 500 additional jobs, both temporary construction-related and additional permanent jobs through new employment opportunities.
- Deliver new homes: deliver 200-300 well-designed, mixed tenure new homes appropriate for their context.
- Deliver affordable homes
- Increase project deliverability: reduce risk

Structured Flexibility

The masterplan site has been subdivided into sites can be brought forward sequentially or in parallel. The phasing has sought to acknowledge various constraints and opportunities and those plots where opportunities already exist to bring forward early, unconstrained phases, and those where extra facilitation is needed.

There are also issues of flexibility around the dependencies between sites and decanting of existing buildings which have been factored into the approach.

Those sites with heavier infrastructure costs beyond what development alone can support, are helped by other development plots coming forward earlier in the process to generate early activity to help drive momentum.

Incremental Delivery

The nature of the sites and proposed uses in the masterplan vision are suited to incremental delivery, with the IOW Council taking a lead role in the delivery of infrastructure and potentially some commercial development as part of steering the overarching Vision. The analysis and market research has shown that the site is unlikely to be suited to a single developer approach, but there would be merit in the council working with specialist third party investors and developers to deliver the vision.

The financing of the development is assumed to be a mix of private and public funding, linked to the phasing of the development and delivery of infrastructure.

Building Momentum

A masterplan of this nature relies on moving swiftly from the concept masterplan to implementation, ideally generating interest and activity within the next 18-24 months to create both permanent development and temporary interventions.

Meanwhile uses should be focused on the East Quay. Opportunities have been identified to support the interest in creative industries and small business demand and also the ability to support a programme of events.

The masterplan vision proposes strategic opportunities for public realm development and the foot/cycle-bridge, which can act as key transformational elements of the masterplan delivered via funding applications.

Minimising Risk

The strategy has assessed strategic risks which has led to the development of a phased, incremental approach with options for the council to lead, partner or facilitate whole or parts of the masterplan.



Implementation Incremental Delivery

Strategy for phasing

The phasing has been spread over 3 phases and established to reflect:-

- availability of the plot for development
- risks including physical constraints associated with the development
- cost, cashflow and other viability factors

There has also been some consideration for the likely implementation routes and decanting issues although generally the interdependencies are not particularly complex. The key dependencies relate to E1 Riverside Centre site and rationalising particularly of parking and council office space both within the council's control.

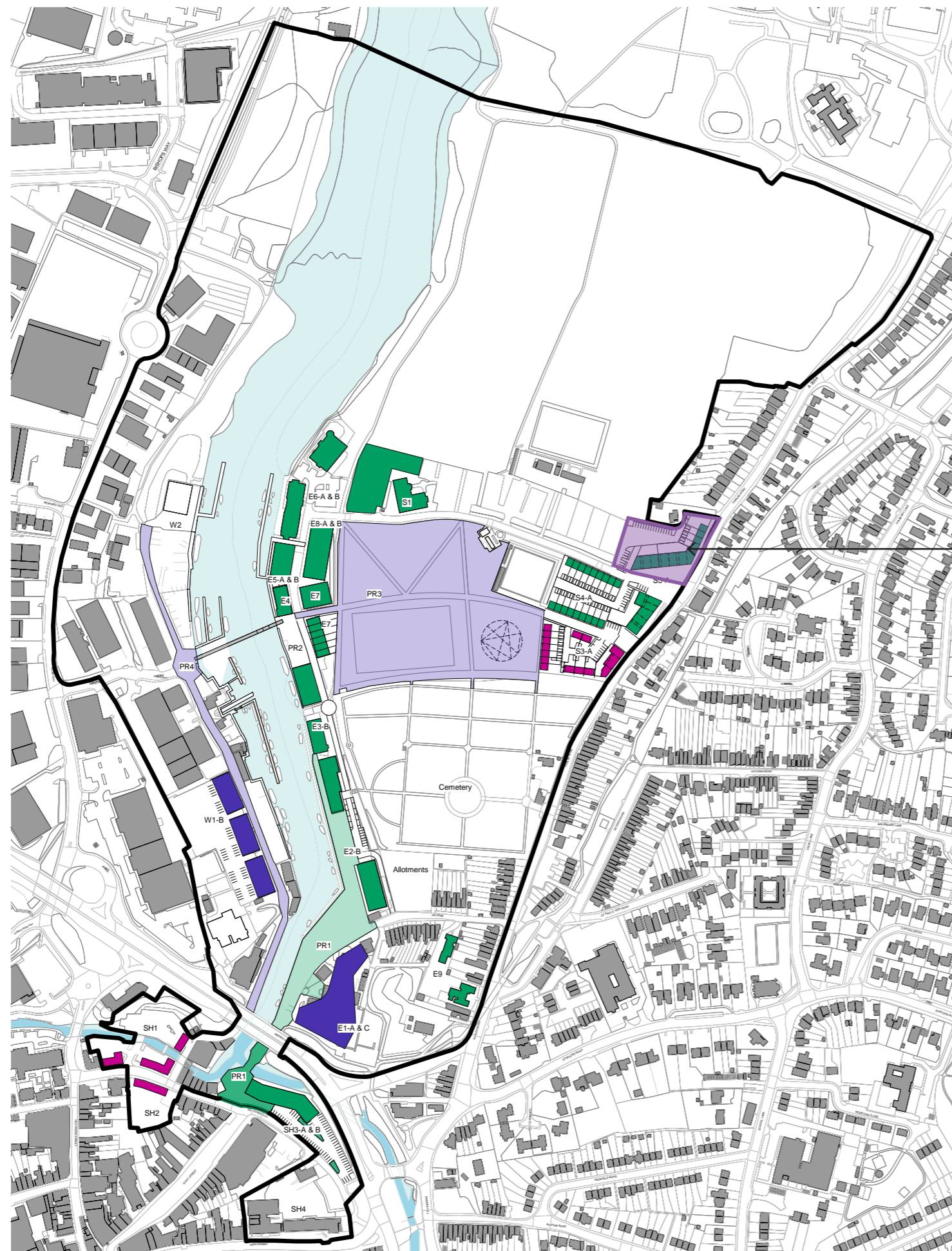
The infrastructure costs and development is however more influential over the phasing strategy and it will be important in future design development and implementation that the structuring of the public realm and harbour works are well coordinated.

Development risk is explored in more detail in the risk document.

LEGEND

- Phase 1 (1-5 Y)
- Phase 2 (5-11 Y)
- Phase 3 (11-15 Y)

Figure 35 Phasing plan



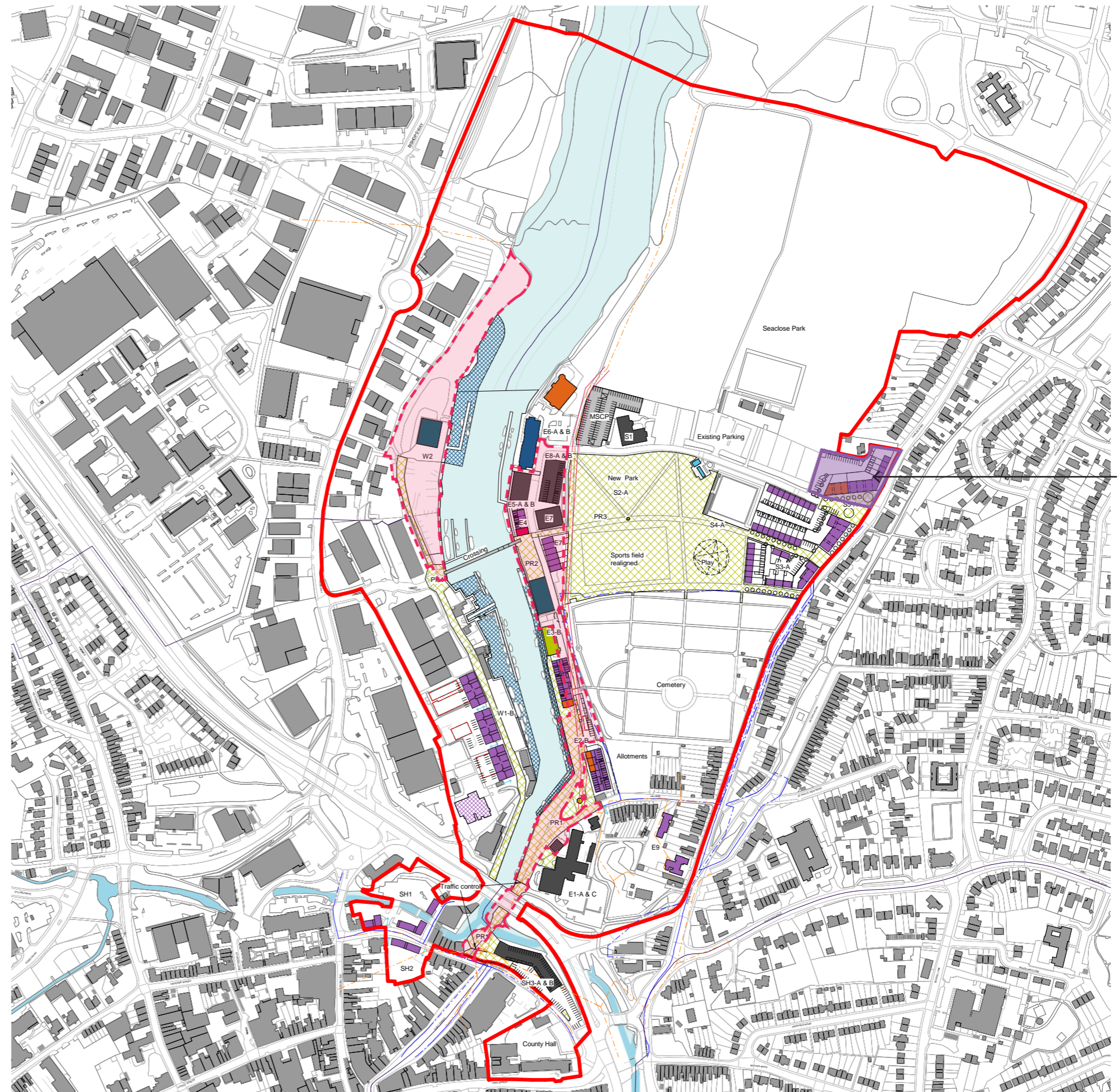
AREA UNDER REVIEW
see page 38

Proposed Site Plan Newport Harbour Estate Overlay

The approach to assessing the timeframes and phasing has considered ownership and the availability of plots also as part of the risk mitigation strategy.

LEGEND

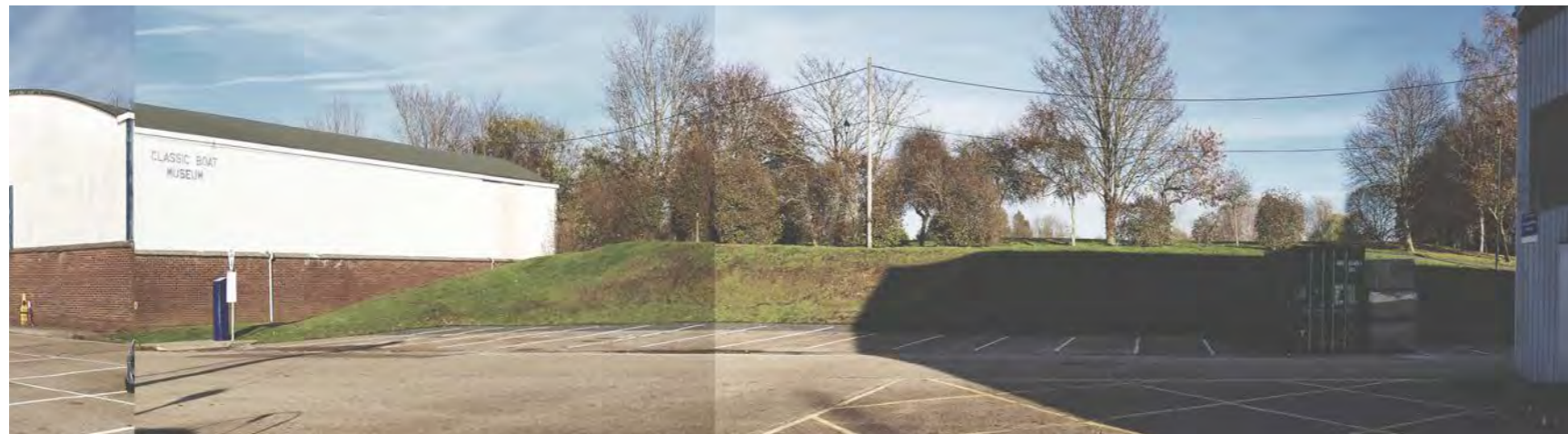
- Hotel / Accommodation
- Commercial Employment / Creative Industries
- Residential
- Service Station
- Harbour Master Building
- Civic/ Cultural
- HE
- Community Use / Healthcare
- Retail / Food
- Public Realm Improvements
- Harbour mooring / pontoons
- Residential with permission
- Newport Harbour demise



AREA UNDER REVIEW
see page 38

Figure 36 Proposed Site Plan

Implementation Building Momentum Opportunities



The site explored for the meanwhile development is situated on the proposed masterplan plot of E7.

Here the new bridge enters one side of the site and on the other side a new path is also proposed through the park

These new pedestrian routes through the site bring opportunity for commercial space footfall, economic activity and surveillance before the larger commercial and residential units require the site.

The following two options are potential meanwhile uses for the site that have a minimal impact and could be delivered at low cost. Other parts of the site might also be developed in a similar way but this creates activity deep into the site.

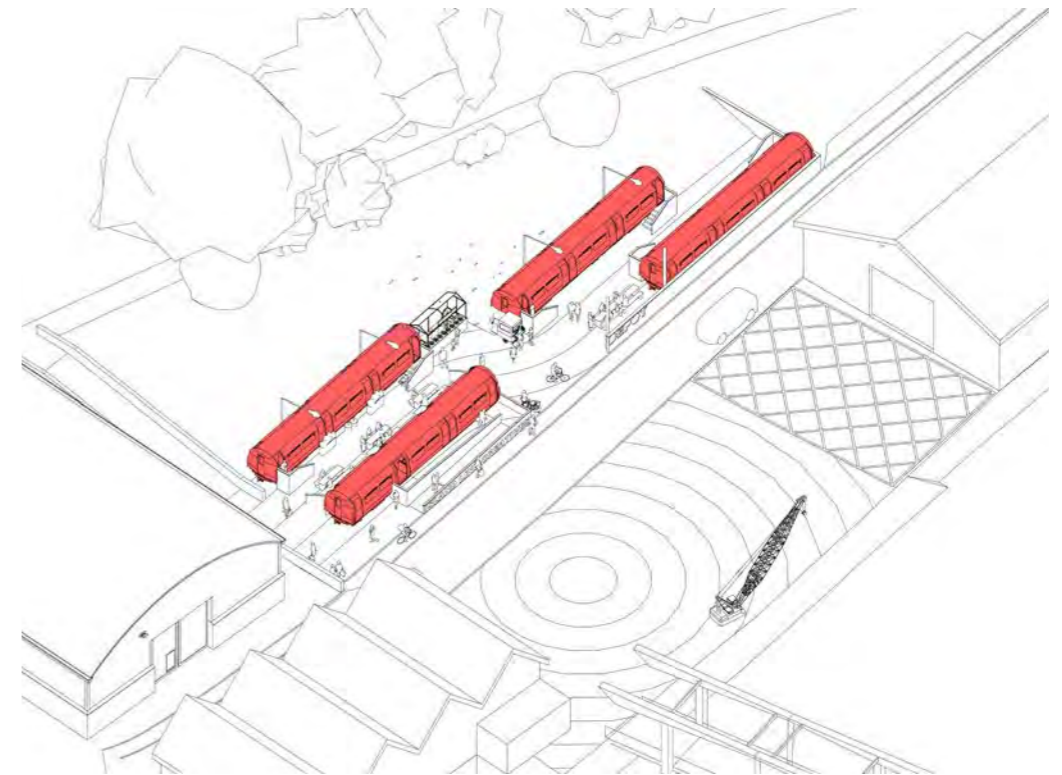


Meanwhile Use: Island Class 483 Arrangement

The opportunity has arisen to re-purpose redundant rail stock. The trains have been placed as if parked in a depot with offices retrofitted into three of the four carriages. Food and beverage facilities will be housed in the carriage with ramped access shown.

Works could include the carriage retrofits access steps, a ramp to the food and beverage carriage and temporary outdoor lighting.

The spaces between and around the carriages become informal social spaces. The brand and place identity will need to be compelling.

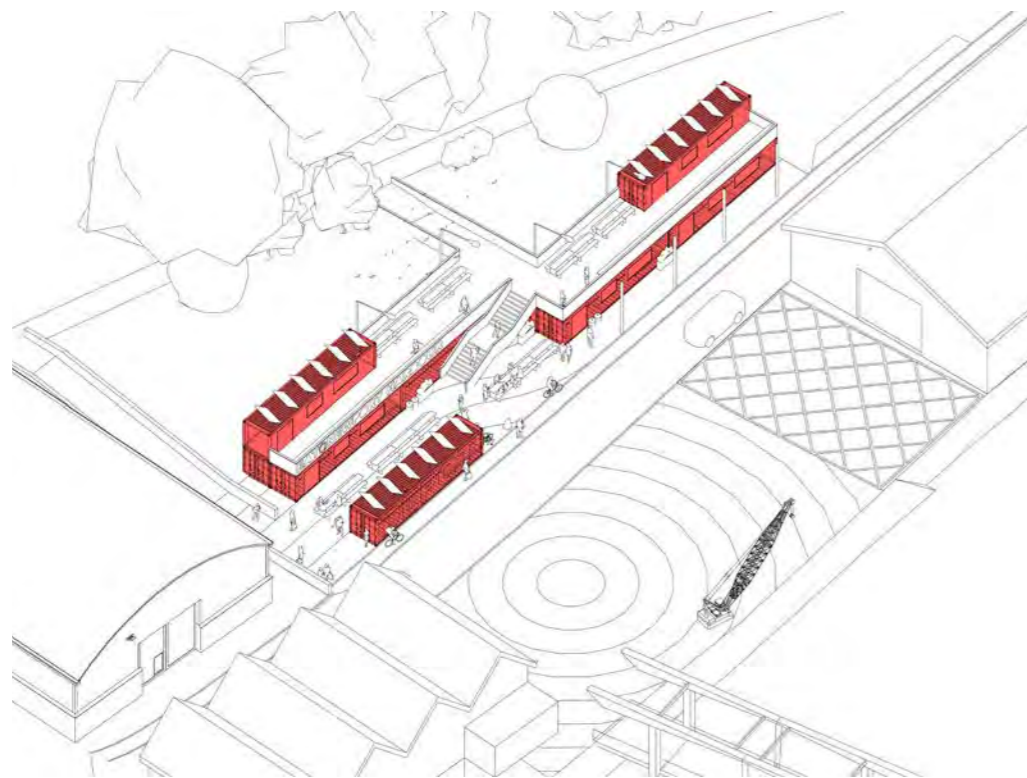


Meanwhile Use: Shipping Container Arrangement

A further meanwhile use variant is to use shipping containers as mixed commercial space including 1 or possibly 2 food and beverage units. The upper deck of the arrangement connects to the park behind. The black containers on the ground floor could be used as creative industry space.

Works could include retrofitting containers with windows and doors to allow for use as office space. A deck would need to be built on the first floor and a staircase to access this.

The spaces between and around the containers become informal social spaces. Access to the park and the upper deck would be via the ramped path



Meanwhile Use: Showcasing Local Produce and Goods

A number of the buildings on the site would be suitable for adaptation for a variety of uses and one idea arises from consultation was to showcase local produce in conjunction with a food and beverage offering. The Arch truss building lends itself to a more market environment. This approach would need to be assessed in the context of aspirations within the town and must work with and not against the Shaping Newport programme to revitalise Newport as a market town.

Bolhao Market Porto

Traditional covered street market

A traditional civic market with internal and external spaces, temporary and permanent structures. Range of produce and F&B.

Much of its charm is delivered in its haphazard, organic organisation. Elements which can be adopted from such places include the diversity of small retail units, the central food and communal spaces and offering an experience rather than just a retail opportunity.



SOURCE <https://www.europeanbestdestinations.com/travel-guide/porto/mercado-do-bolhao-market-porto/>



St Nicholas Market Bristol

Traditional dense street market

Organised around a number of dense city centre streets, covered to form arcades and connected to a market hall. A liberal trading regime allows for highly diverse outlets and permitted adaptation to the green market stalls. The variation provides a non coherent space, full of activity and diversity.

The market has three sections: Exchange Hall - a large open plan trading area with a broad collection of items for sale. Glass Arcade - home to a unique offering of world foods. Covered Market - a series of individual shops and alleyways.

There is also a high level of temporary activities, festivals and events scheduled alongside the market. This helps drive footfall both to and from the market itself.

St Nicks is the largest UK covered market. Many examples of Pannier and covered markets exist. Elements of which can be developed and adopted in isolation dependent on context.

SOURCE <http://www.stnicholasmarketbristol.co.uk/index.php>

Barnone Phoenix

Debartolo Architects USA

The architects were challenged to reuse the former storage buildings, to create a creative hub for more than ten local merchants and makers. Three buildings are linked with exterior walkways and services. The organisation of the space offers both integration between the different businesses and food and beverage spaces as well as a coherent identity which helps make the mini campus a destination.



SOURCE https://www.archdaily.com/886534/barnone-debartolo-architects?ad_source=search&ad_medium=search_result_projects

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