



NEWPORT HARBOUR

REGENERATION

NEWPORT HARBOUR PLANNING BRIEF

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SECTION 1 : INTRODUCTION

BACKGROUND

Newport Harbour lies at the head of the navigable tidal waters of the Medina Estuary within the heart of Newport, the Island's capital town.

The principle function of the harbour as the location for discharging import goods and for export of Island produce has declined as coastal shipping has been replaced by road transport. This has created the opportunity for reviewing the role of the harbour can play in the future of the town and the Island.

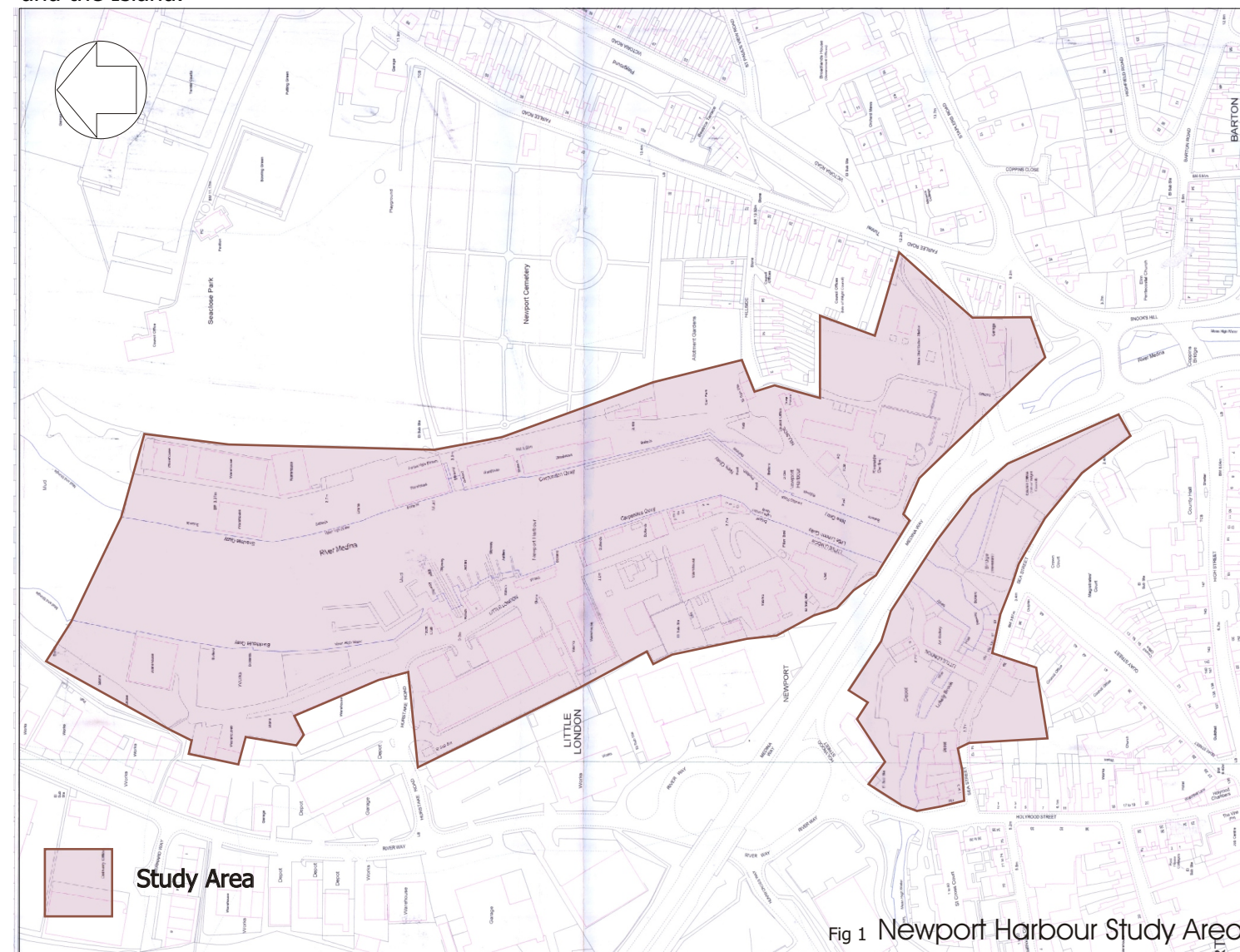


Fig 1 Newport Harbour Study Area

PURPOSE

The purpose of this brief is to identify and promote specific proposals for the regeneration of Newport Harbour and Quays on both East and West banks.

As part of the consultation process already undertaken with local businesses, residents, and visitors it became clear that a mix of land uses will be the most beneficial development for the Quay area.

The Isle of Wight Council considers that a strategic view is required to ensure that:

Best use is made of available assets.

The area achieves a collection of facilities to service current and future needs of harbour businesses, residents and visitors.

The harbour environment is improved for the benefit of the local community, tourism and boating interests.

The Isle of Wight Council planning policy and projects section have prepared this brief as part of the consultation process and it is intended that it shall be used to promote early dialogue on scheme development. This document should be the subject of further consultation with the Harbour users, adjoining land owners and the public.



Fig 2 Newport Harbour looking South

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SITE DESCRIPTION

The brief covers a number of sites in central Newport. The largest areas are the Harbour Quays on both the east and west banks. Other related sites are in Sea Street, being currently used as car parking.

Nearby land might also contribute to the proposal. The future of existing gas bottle store at the junction of Sea Street and Little London should be considered within the broader picture.

Other sites which, might be usefully considered are the land east of the Riverside Centre being the site of a former gasometer and across the road is a smaller potential site currently being used as a garage and car park.

The Isle of Wight Council would invite adjoining land owners to express interest in bring their land forward for development in partnership.

On the west bank there are a number of commercial properties set back from the waterfront, which are close to the end of their economic life. Redevelopment of these sites should be considered in parallel with the harbour.

The sites have been named

- New Quay
- Little London
- Seaclose Quay
- Travel Inn and Brewers Fair
- Blackhouse Quay
- Sea Street 1 (bottle store & Quay arts parking)
- Sea Street 2 (parking)



Fig . 3 Aerial Photo Identifying sites

AIMS OF BRIEF

The analysis of the Newport Harbour Regeneration questionnaires together with an appraisal of the site and context form the basis for the remainder of this brief, which aims to create a 'Vision' for the regeneration of Newport Harbour.

The 'Vision' requires strong guiding principles which:

- Identifies and protects the Harbour character.
- Define the kind of place the Harbour should be.
- Maximizes the opportunities for improvement.
- Allows early consultation and builds partnerships with developers.
- Encourages buildings of high architectural quality.
- Creates a vibrant and enticing environment.

The document sets out a broad development framework to assist the progression of development guidelines.

It provides a context for:

- Understanding the history and development of the area.
- Understanding the physical and social function of the Harbour and its surrounding area.
- Identifying the positive and negative influences on the Harbour and surrounding area.
- Identifying existing land use, together with vacant or under used land.
- Analyzing pedestrian and traffic flows in the area.
- Reviews the legibility and provides visual analysis of the area.

The primary aim of this brief is to provide clear guidance on how the harbour area should be regenerated.

A number of Urban Design objectives are described at the end of this document, which will assist in delivering a high quality mixed use urban development.

PLANNING POLICY

The statutory development plans for the area is the Isle of Wight Unitary Development Plan which was adopted on 18 May 2001.

The UDP includes a commitment to prepare briefs for some areas, including Newport Harbour and states:-

"Regeneration of Newport Harbour to open the east quays for public activities and uses. Provision of tourist attractions and accommodation and other leisure facilities. Complement Arts centre and Riverside Centre facilities. Improved harbour facilities and water retention, within the developed area for visiting yachts and boats. Promote links with Cowes. Access and car parking issues. Promotion of appropriate waterfront related employment on west quays for boatyards etc. and define clear boundaries between harbour activities and Riverway industrial uses. Examination of relationship between West Bank users should be undertaken, with the identification of appropriate industry and leisure areas. A planning brief for the harbour was agreed in March 1997."

In addition there are a range of policies in the UDP which will be relevant to the consideration of any planning applications for detailed proposals for the area.

The banks of the Medina Estuary between high and low water immediately north of the existing developed part of Newport harbour has been confirmed by English Nature as a Site of Special Scientific Interest and as a Ramsar site and Special Protection Area. In addition the land covered by tidal waters in the estuary to the north of the existing quay construction and the adjoining intertidal areas where these are included in the SSSI are a candidate Special Area of Conservation under the Habitats Directive. Consultation with English Nature will therefore be required for any development which is likely to have a significant effect on the features for which these areas have been designated. The river and estuary of the Medina is also classified by the Environment Agency as "main river" so land drainage consent will be required for certain redevelopment proposals on the banks.

Local
distinctiveness

Sustainable
Development

Appraisal
Concept
Application

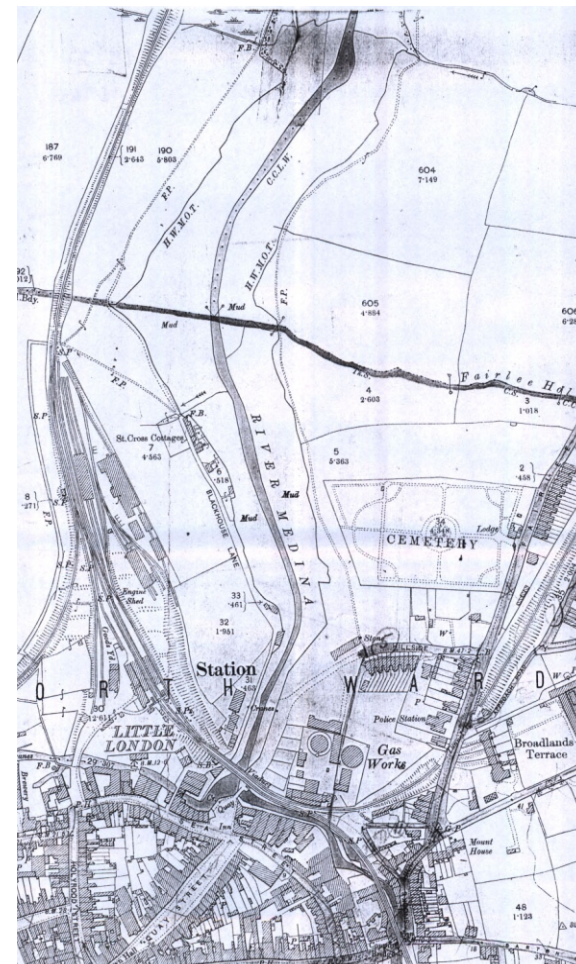
SECTION 2 : HISTORICAL CONTEXT

THE QUAY AND THE HARBOUR ARE THE REASON FOR THE FOUNDATION OF THE TOWN. IT IS IMPORTANT TO UNDERSTAND THE SITE AND ITS SURROUNDINGS IN HISTORICAL CONTEXT.



Historical Map 1862 - Source - Isle of Wight Council Archive Fig. 4

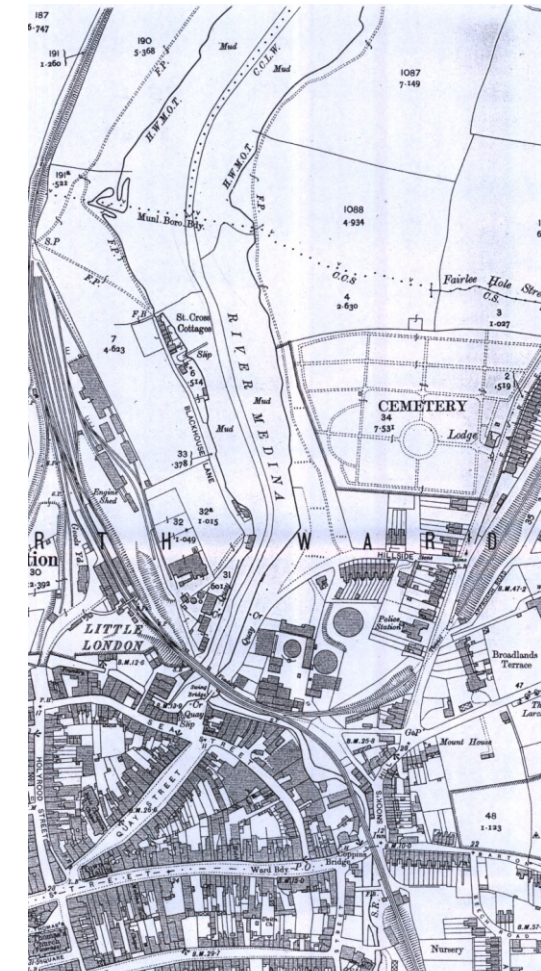
In 1862 the Quay at Sea Street was a termination of Quay Street with 3 or 4 storey warehouse buildings built on the rivers edge. Little London on the west bank accommodated warehouses and small cottage homes. A large gas works including a Gasometer occupied the east bank. To the north was mostly rural apart from St Cross Cottage which still stands and a single railway line running north. On the east bank Newport Cemetery had been established.



Historical Map 1896 - Source - Isle of Wight Council Archive Fig 5

By 1896 the railway has greatly expanded and crossed the river above the Quay to the east bank. Some housing in Little London had been demolished to make way for the railway station and engine sheds.

The Gasworks on the east bank have expanded and a small terrace of houses have been built on Hillside.



Historical Map 1907 -Source - Isle of Wight Archive Fig 6

By 1907 a few more houses had been built on Hillside and Fairlee Road. Industrial buildings had developed in front of the gasworks. The Cemetery had been enlarged .

On the west bank the railway was established and other industries thrived because of their proximity to the railway line.

HISTORY OF AREA

NEWPORT PLAN

Newport is about 860 years old, it was planned by Richard de Redvers, the first Earl of Devon and Lord of the Isle of Wight, as a port to his capital town of Carisbrooke. Before the town was built the land was probably uncultivated and unoccupied except for a few fishermen's cottages beside the river. There would have been a landing stage a track leading to Carisbrooke, to allow supplies to be bought by river for Carisbrooke.

When Newport was founded the land was let in building plots payable to the Lord of the Island. The original design included five parallel streets in length and three streets in breadth. Between them or at the point of intersection are three large squares used for markets. The Beast market in St James square, the Corn market in St Thomas square and the Butter market in front of the Town Hall.

The historic town centre was contained within the Newport rivers which served several mills.

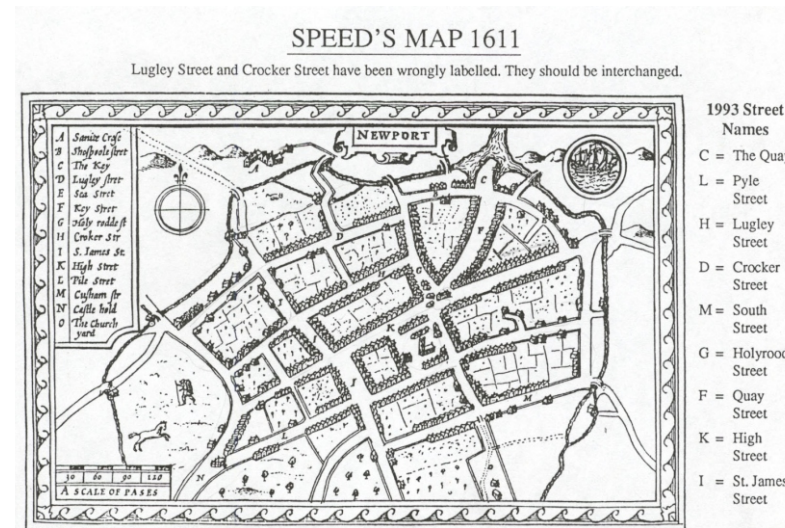


Fig 7 Speed's Map of 1611 shows original planned layout of Newport

THE RAILWAY

The Isle of Wight Railway started operation in 1862 with a 4 1/2 mile line between Cowes and Newport. By 1900 the system had grown to its maximum of 58 miles.

During 1923 five separate companies on the Island were amalgamated into Southern Railway. The entire railway network disappeared in 1966 as a result of the Beeching axe and the last remnants of the Station went as the Newport by-pass was constructed. The road follows in part the viaduct of the Cowes - Newport line.

By 1927 the Southern railway company operated from Newport Station, in Holyrood street. The former corn market was the centre of activities for the nineteen carriers routes in operation.

Crouchers Ltd. and Shepard Brothers Ltd. both based on Quay Street and Sea Street had established themselves as railway carriers.



Fig. 8 Train via duct over River Medina - Isle of Wight Council Archive

IMPORTS AND EXPORTS

The quay was once a thriving area with there being a good trade in timber, malt and large quantities of wheat and flour to export. The warehouses that formerly occupied the site between Sea Street and the river were designed for the storage of sacked merchandise. Warehouse doors opening as pairs on each of the three floors were placed immediately above each other, this allowed merchandise to be lifted into the warehouse by the use of a hoist.

Today the river trade has declined but it has been replaced by pleasure craft.



Fig. 9 View of the West quay. It is interesting to see the open space available for unloading cargo. Isle of Wight Council Archive

THE YACHTING FACILITIES

Sail just 4 miles up the river Medina from the estuary mouth at Cowes Harbour and you reach the Quays of Newport. Visitor pontoons here provide water and electricity with quayside toilets and showers. There is also a supply of dry berths for winter storage.

Newport Harbour is a secure haven in all weathers and seasons and provides visitors with an excellent base for exploring the Island.

The popularity of the Harbour for recreational use has grown in recent years.

As a harbour the area is accessible from the sea and with further additional pontoon facilities the quay could become an important destination for the cruising yachtsman. Such visitors will be welcome and could provide an important market for the quayside facilities and for the town. The retention of water in the upper harbour to allow vessels of say 1.5m draft to remain afloat would greatly increase the town's attraction as a cruising yacht destination. This could be achieved by the provision of a "half tide" barrage with lifting cill.

Within the harbour are two main public slipways, one from Sea Street which should be retained in its current position. The other is a fine stone paved slip located at the narrowest part of the east quay. It may be considered advantageous to build over the existing slip to extend the width of the quay at this location. However, a slip facility should be retained and may with benefit be relocated to the northern part of the quay. Upgrading the existing third grassed slipway which exists from the northernmost part of the quays. Accessed from the road at Seaclose Recreation Grounds it could be seen as an additional facility in its own right.

THE LEISURE FACILITIES

Attractions besides the harbour include the Quay Arts Centre, the Riverside Centre and the Classic Boat museum. The Bargemans rest public house provides a waterside refreshments. The new development of the Travel Inn and pub are considered appropriate for the area with the recognition that a modern business hotel will be beneficial to Newport.

It is considered vital that the quay should be used both during the day and evening to provide a continuity of life and activity within the area. Development should therefore provide a range of facilities and uses within the locality both to attract people to the area and to provide for those visiting or working in the town.



Fig 10 Classic Boat Museum from Odessa Marina



Fig 11 Newport Harbour pontoons

SECTION 3 : PUBLIC CONSULTATION

AS PART OF A PUBLIC CONSULTATION PROCESS THE ISLE OF WIGHT COUNCIL CARRIED OUT A SURVEY OF LOCAL OPINION ABOUT HOW THE HARBOUR SHOULD BE REGENERATED

WHAT THE PEOPLE WANT

Isle of Wight Council carried out a public consultation exercise with regard to the regeneration of the harbour. An exhibition was held at Jubilee Stores, Newport Quay from 21-23 July 1999.

The most popular choices for forms of development were :

- Public Open space / cycle routes
- Visitor / Tourist attractions
- Winter boat storage
- Facilities for visiting yachts & boats
- Half Tide Cill to retain water
- Restaurants and cafes

The most unpopular forms of development were:

- Street market site
- New traffic route
- Residential Houses
- Public Houses
- Offices Buildings

Answers given in the questionnaire indicated that a mix of uses would be the public's preferred choice for the site. With Tourism / leisure being the main function and a much smaller proportion of commercial / office and residential

Newport Harbour has suffered from a lack of investment. It has poor access, little or no drainage and the harbour walls are in poor condition. Inward investment is essential to fund infrastructure costs.

NEWPORT HARBOUR SURVEY

Newport Harbour Users Association carried out their own survey on visiting boats in Newport during the summer of 2001.

The most liked aspects of the existing Harbour were:

- Peaceful
- Not over developed
- Sheltered
- Useful to maintain boats below waterline
- Useful to dry out boats

- Birds / wildlife
- Walks
- Quay Arts Centre
- Pubs & Restaurants
- Close to town centre
- Base for exploring Island

The most disliked aspects of the Harbour were:

- Antisocial behavior of local youths
- Tilting of pontoons / boats at low tide
- Lack of security

The comments made by boating visitors indicated a high degree of satisfaction with the harbour.

It is proposed that this brief will be used as a consultation document within the Council, with the Statutory Consultees, the harbour users groups and the general public.

SECTION 4 : SITE ANALYSIS

WHILE EXAMINING OPPORTUNITIES AND CONSTRAINTS FOR REGENERATION OF NEWPORT HARBOUR, IT IS IMPORTANT TO EXAMINE THE WHOLE CONTEXT OF THE URBAN AREA

EXISTING LINKS TO THE SITE AND PERMEABILITY

The harbour consists of two areas divided by the river Medina. Both areas have historically been developed in an 'ad-hoc' fashion for industrial purposes. The railway dominated the west bank and the gasworks the east bank.

The urban grain of Newport to the south of the Quay is much higher density with defined street frontages and strong character. There are large gaps in the street blocks of Sea Street, which are currently being used for car parking and outside storage.

Some traditional 3 and 4 storey warehouse buildings still exists on the quay. These were built hard up to the waterside edge and give character to the harbour.

The west quay has the potential to link the town centre to the Medina Valley Cycle route, which connects to Cowes. The east quay links the town centre to Seaclose recreation ground and the Mountbatten centre beyond. This link also provides a safe route to school.

Generally it is considered that new buildings could be beneficially set back from the quayside, to open up the waterside area and provide a strong backdrop for quayside activities. A series of open spaces with a range of characteristics and uses will create variety and interest throughout the site.

On the western bank the road access is through the Riverway industrial estate with only an existing one way vehicle link past the Arts Centre, over the bridge across Lukley Brook exiting on to Sea Street. With redevelopment opportunities on both sides of the road there are opportunities to consider re routing the roads to either expand the quayside sites or bring access to and along the quayside.



Fig. 12

EXISTING LAND USE AND VARIETY - LAND USE, OPEN SPACE, VACANT AND UNDER USED LAND

On the west, the railway site has developed into a sprawling Industrial Estate that is dominated by large numbers of car sales and car repair workshops. The water frontage however still retains an element of boat related businesses and residential accommodation.

The Bargeman's Rest public house and the Quay Arts Centre attract visitors to the west quay day and night. The Odessa Marina provides yacht facilities to Island residents and visitors.

Blackhouse Quay is the last remaining quay in commercial use, importing and sorting aggregates. The site is operating to capacity and the firm are exploring opportunities to relocate.

On the east, Newport cemetery and Seaclose recreation ground provides a large area of open green space as a backdrop to the quay. The gasworks site has in part been developed for the community Riverside Centre. Jubilee stores has been renovated and converted for studio and office accommodation. The Classic boat museum, Travel inn and new pub have begun to establish the east quay as a leisure and tourist location.

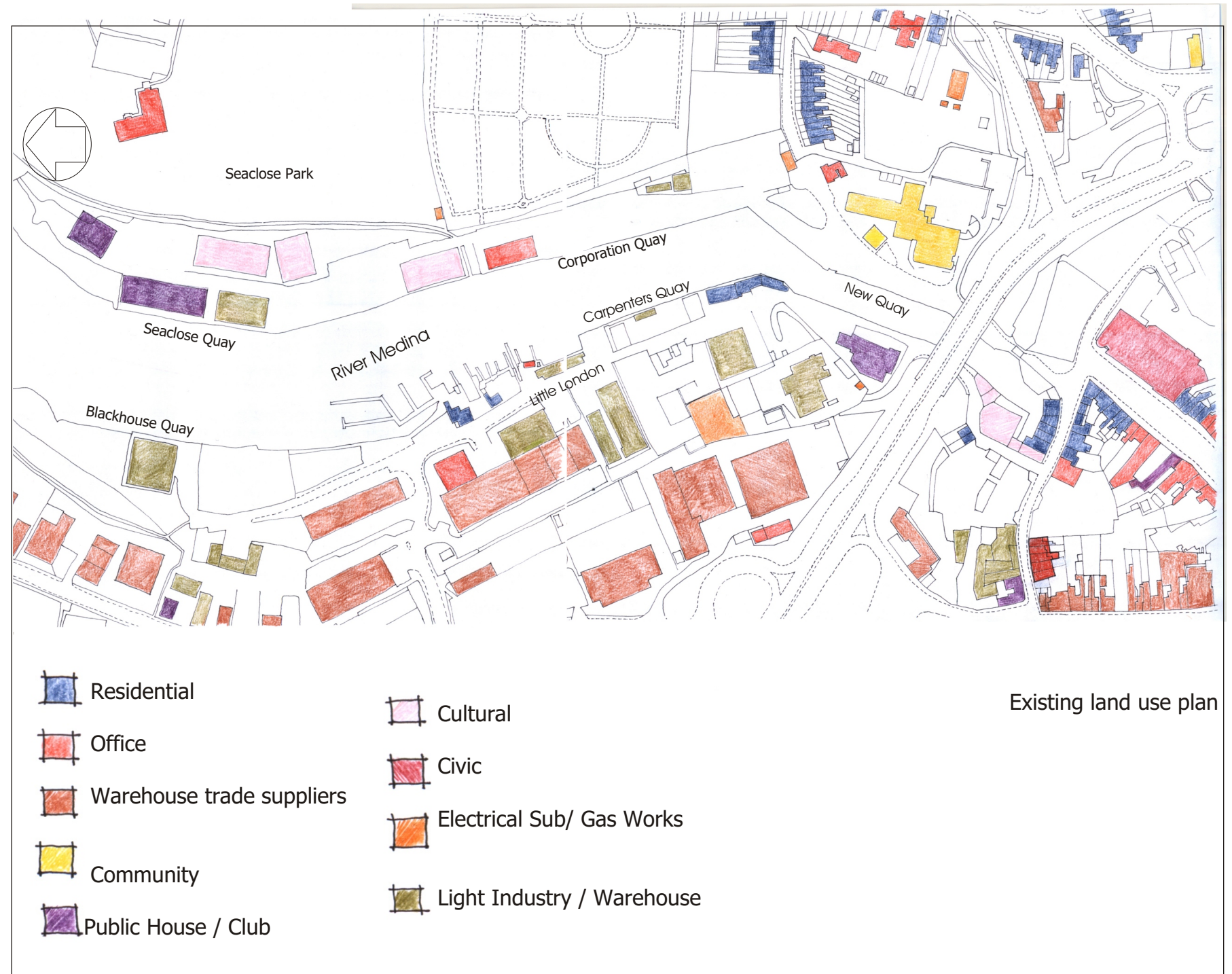


Fig. 13

MOVEMENT AND ACCESS - PEDESTRIAN ROUTES, CYCLE ROUTES, VEHICULAR ROUTES AND PARKING

There are many existing links into and through the site. It is important to consider the links with the town as a whole with the links to the immediate local surroundings.

At present vehicular access to the eastern quays is from Sea Street, over a single width bridge or from Hillside from the east via a barrier entrance and the new road through Seaclose recreation ground. There is no public vehicular thoroughfare over the eastern quayside area and access is closed one day a year to maintain this status. Pedestrian access is from the points above and from the adjoining cemetery and the public footpath from Seaclose recreation ground.

The new Travel Inn and pub are accessed from the extension of the road serving Seaclose Council Offices and the recreation ground. There is a barrier placed at the Travel Inn to prevent through traffic but this would be better placed at Fairlee Hole stream to allow visitors to the boat museum access to Seaclose Quay.

Vehicular access to the western quays is via Hurstake Road and exits through Little London. There are cycleway links from north to south through the quays these should be strengthened to provide a recognised route from Newport to the Medina Valley and on to Cowes in the north. The eastern route forms part of a safe route to school and currently reaches the Mountbatten centre. This should be extended within the valley to connect with East Cowes.

Other than the Travel Inn and pub site, which are in zone 3, the Quays fall within Newport's parking zone 2 for UDP policy, this requires the car parking for development is expected to be provided in the range of 0% to 50% of maximum non operational vehicles parking provision.

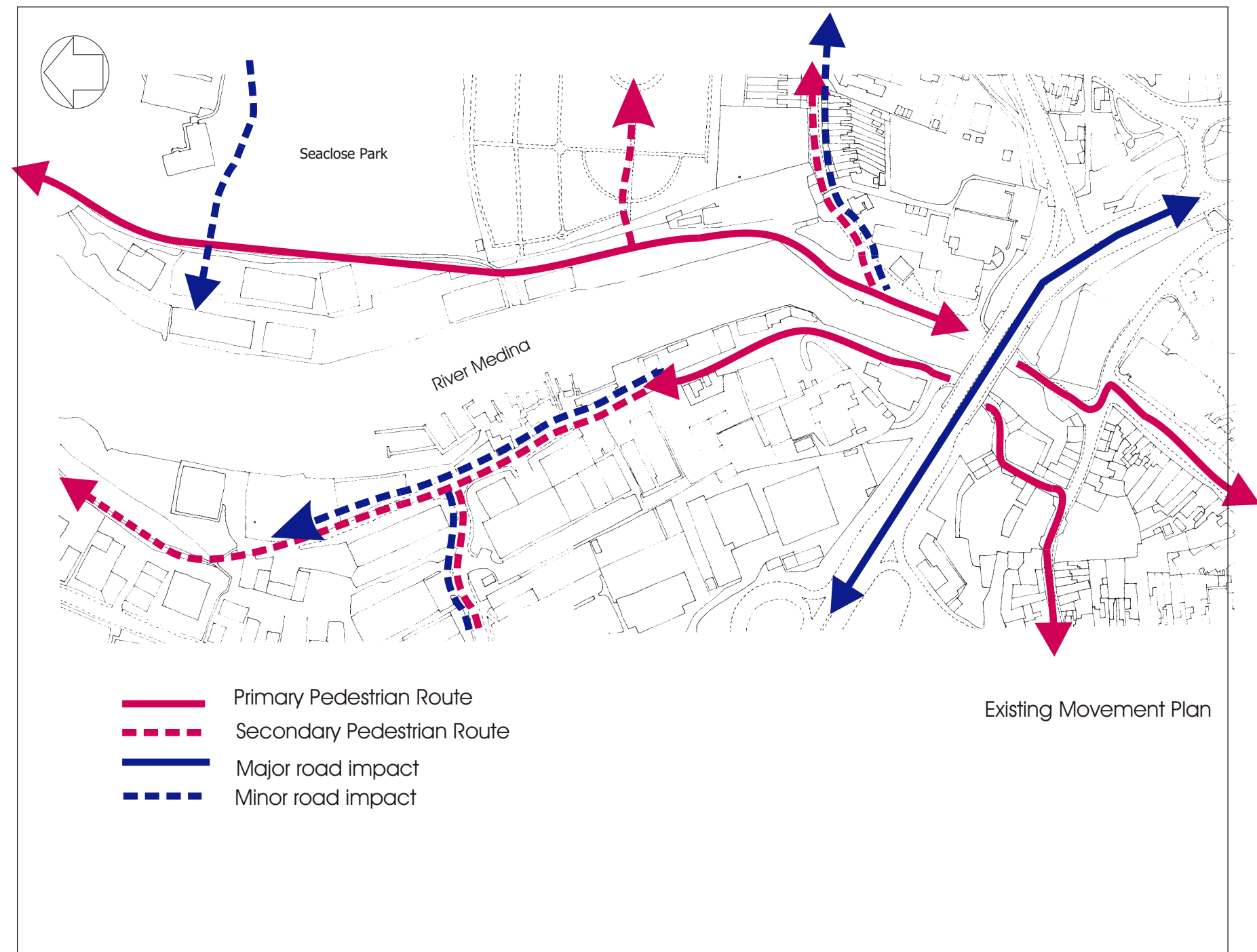


Fig. 14

LEGIBILITY AND VISUAL ANALYSIS - PEOPLE MAGNETS, IMPORTANT VIEWS, GATEWAYS AND LANDMARKS

From the end of Quay Street the harbour is viewed under the road bridge. The area under the bridge is dark and uninviting which acts as a visual barrier to entering the harbour. Once under the bridge the views open up down the river of the boats and the countryside beyond. Looking back towards the town the church is always visible.

The view across from the east quays to the west quays is layered with, small scale buildings and boats on the waters edge and the large featureless sheds of the Industrial Estate visible beyond as the land gently rises away from the water.

The view across from west quays to east quays is much greener and open with large individual warehouse buildings standing on the quay. The hand crane gives some visual interest to the quay and is a useful and historic feature

The Jubilee Stores, is a strong steel framed building on deep piled foundations, and has been suitably converted for beneficial use so should be retained. Other buildings were candidates for early demolition to open up the area, particularly the buildings south of the Jubilee stores used for waste recycling, which have now been demolished so improving the somewhat rundown image of parts of the site. Other buildings have found or may find an appropriate reuse or conversion in accordance with this brief either on a temporary 'trial' basis to be replaced with new buildings in the future or more permanently. In the case of the permanent reuse of some structures then a face lift will be required, either by re-cladding or decoration to visually improve the area.

On the west bank the old warehouses south of the road bridge have been converted to the Arts Centre and some residential use and further warehouses at Carpenters Quay were converted and extended for residential use. One of the original harbour side cottages survives unchanged as do timber boatyard buildings.

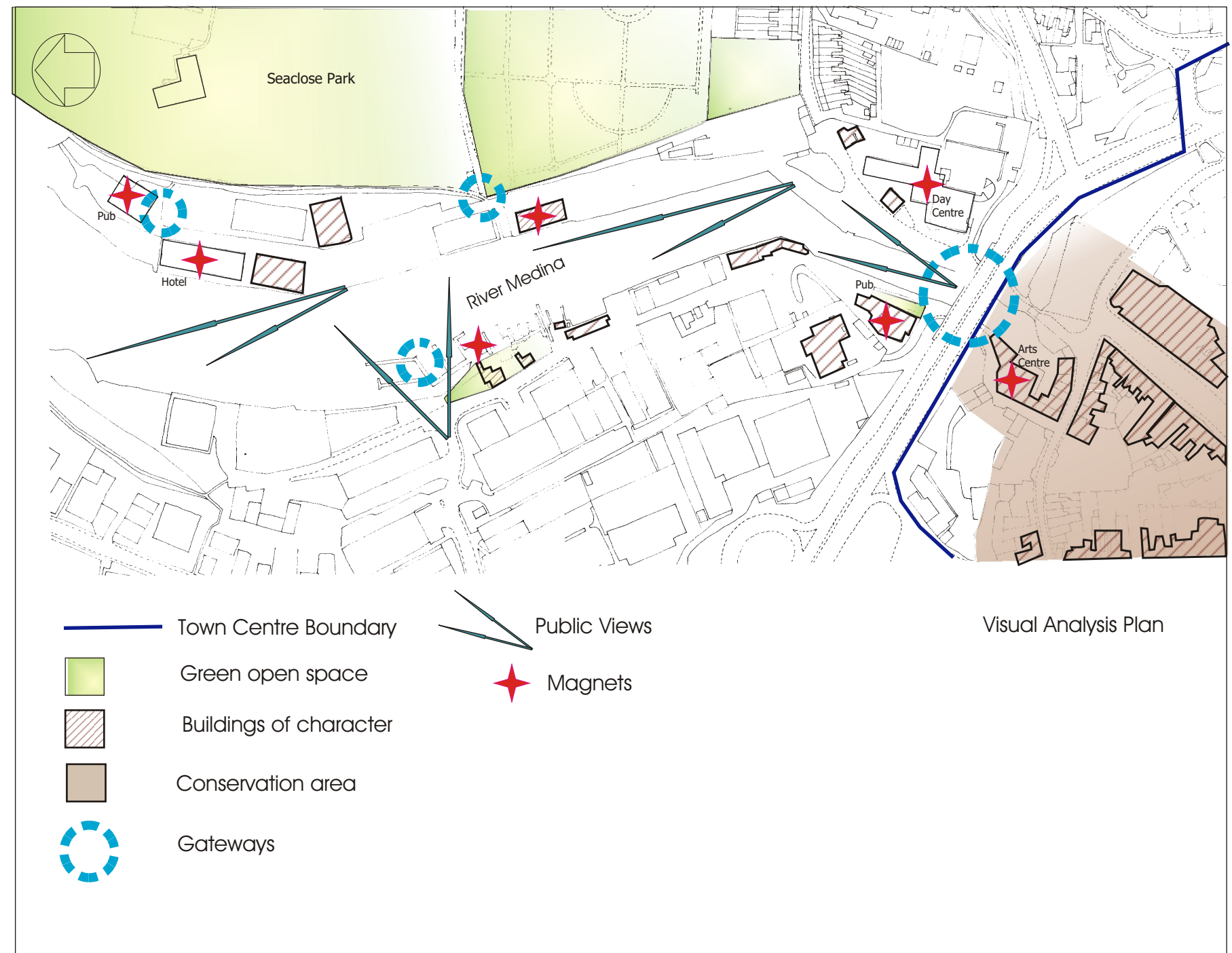


Fig. 15

SECTION 5 : DEVELOPMENT FRAMEWORK

OPPORTUNITIES - THAT ARE AVAILABLE TO ENHANCE THE URBAN ENVIRONMENT, TO PROVIDE PUBLIC SPACE AND ACTIVITIES TO THE QUAYSIDE AREAS. TO PROMOTE THE CREATION OF A GREEN CORRIDOR IN THE HEART OF NEWPORT

A SWOT ANALYSIS - Strengths, Weakness, Opportunities and Threats

Strengths

- Waterfront and open space.
- Nature conservation and bird life
- Fishing
- Historic Port
- Quay Arts Centre
- Classic Boat Museum
- Sport and Leisure Facilities
- Close to town centre
- Riverside Centre
- Sailing Facilities
- Boat building, repair and servicing.
- Pubs and hotel accommodation
- Cycle route to Cowes
- Jubilee stores
- Commercially operating quay
- Allotments and Cemetery
- Slipways and boat launching facilities public hard standing

Weaknesses

- Lack of coherent planning / design strategy.
- Car parking and coaches
- Poor landscaping and signage
- Vacant and under used land
- Shortage of boat moorings
- Shortage of boat storage
- Lack of good toilet and shower facilities for visiting yachtsmen.
- Lack of 24 hour residents
- Industrial Estate
- Litter and pollution of river
- Lack of Infrastructure
- Condition of Quay walls

Opportunities

- More pontoons for visiting and resident yachts
- Encourage boat storage and boat buildings and boat related businesses.
- Improved paving and street furniture to encourage people to spend time on the quay.
- Increase the number of attractions.
- Increase public recreation areas.
- Provide a half height lifting cill to retain water levels.
- Public space for events and festivals
- Open up cycle routes and foot paths to Medina Valley
- Encourage fish and bird life habitat
- Improve security and safety

Threats

- Resistance to change
- Buildings treated as commodities
- Loss of Quay industries
- Low investment / low density / under used land.
- Land not becoming available
- Blanket restriction to employment uses without realistic inclusion of residential to make development financially viable.
- Piecemeal selling off of prime sites without a wider strategic approach.
- Anti-social behavior by local youth.
- SSI, SAC, SPA, RAMSAR important nature conservation designations restricting proposals
- Sea level rises and flood risk

A VISION FOR THE HARBOUR - HALF TIDE CILL, MARINA, CYCLE ROUTES, PUBLIC SPACES, EMPLOYMENT, GATEWAY

It is considered that the Harbour could be successfully developed with a number of complimentary uses and developments and the correct mix of uses will be important for the success of each element. A range of potentially acceptable uses are outlined below, and there may well be additional uses which will fit the overall concept for the area.

It is likely that the area will not be developed as a single proposal and that incremental development will be phased over a number of years. This may well allow the temporary use of existing areas or buildings until they are required for redevelopment but only appropriate uses should be allowed so as not to harm the prospects of the early phases or the longer term future of the whole development.

Hotel facilities were considered appropriate for the area with a recognition that a modern business hotel would be desirable on the Island which lead to the development of the Travel Inn linked to other facilities such as pub/restaurant as part of the first phase of development with a new access from Seaclose.

Generally within the quay office use not requiring public access is only considered appropriate for upper floors and will be subject to satisfactorily addressing of servicing and car parking issues.

Restaurant type facilities already exist in conjunction with existing uses around the quay. Additional eating facilities might be acceptable in conjunction with other uses.

Leisure/Fitness centre either as a stand alone use or in combination with other uses is considered appropriate.

Workshops/Sailmaker/Crafts uses related to the waterside and boating are considered appropriate subject to controls to ensure continuing compatibility with a tourist area. The reuse of existing buildings for the arts and studios is also seen as compatible with this concept. The opening to view of craft processes and displays of the history and techniques of the crafts will be encouraged to provide interest for visitors to the quays.

Specialist Retail uses only such as chandlery and in conjunction with other tourist attractions are considered appropriate but there is a presumption against any general retail use.

Museum and historic displays, particularly those related to former uses of the harbour will be encouraged to provide attractions for tourists and visiting residents. The display of historic vessels afloat, either as an attraction in their own right or as part of maritime events, will be encouraged.

Much of the western quays have retained their employment uses for longer than those on the east. The Odessa boatyard continues to provide slipway, pontoon and other support services for visiting and local yachts and boats. The boatsheds to the south continue to be used on short leases for boatbuilding with mud berths on the harbour side. It is considered that the harbour will continue to require such support services for increasing leisure boat usage.

The Blackhouse Quay is the last remaining quay in regular commercial use providing for the importation and sorting of aggregates. This site is currently operating at capacity and the company are exploring opportunities for relocation to enable their expansion. If this firm relocates then the site provides a significant opportunity for regeneration. Any redevelopment should feature a significant employment element in accordance with UDP policies but it is considered that a mixed development with some residential use on upper floors or set back from the quayside may be acceptable.

A small element of residential development is considered appropriate as a part of an overall mixed development of the quays will encourage all day use of the harbour and help achieve a lively and vibrant environment while also providing dwellings on an in town "brownfield" site. Residential development will need to be carefully located to prevent potential conflict between what is intended to become a lively and activity filled location and the environment of future residents. It is therefore suggested that residential use should be set back from the quay frontage and should be generally restricted to above ground floor and that any outdoor space, access and parking be clearly segregated from public open space on the quay. Any residential development will be expected to make provision for a proportion of affordable units.

Pontoons and other facilities for visiting yachtsmen should be provided to increase the capacity of the harbour for visiting craft and to become an attraction in their own right. Visiting historic craft and rallies should be encouraged and promoted.

A lifting cill system, fixed cill or other mechanism to retain water levels within the harbour to allow visiting yachts and boats to remain afloat is considered a desirable component for the regeneration of the area if it can be practically and viably provided. If located at the northern part of the quays the mechanism will need to accommodate the commercial vessels currently servicing the aggregate wharf on the western bank if this remains. This will also allow larger visiting historic craft such as Thames barges to continue to visit the quays.

Proposals for the retention of water levels within the harbour will need to demonstrate that land drainage, siltation and impact on nature conservation interests in the estuary have been considered. This may also result in a seasonal variation in the operation of the cill.

Large areas of the eastern quay side should be retained as undeveloped and open for the public to walk and use the area perhaps with other temporary attractions during the summer. These areas and any car parking facilities for visitors should be retained for boat hardstanding uses during the winter months. The hand crane should be retained as an historic feature of the quay and to retain the DIY haul out facility of the harbour.

A footbridge crossing of harbour to link the east and west bank in the vicinity of the Quay Arts Centre/Bargeman's Rest will be of benefit in unifying the harbour. This might be successfully located close to, under or as part of the road bridge carrying the Medina Way. The general appearance of the road bridge could easily be improved by the careful and clever use of lighting. Providing security and acting as a sign that new things are happening in the Harbour.

LAND USE STRATEGY - ALLOCATING LAND USE TO SITES

Any residential accommodation should be located towards the town end of the quay. There is an opportunity to form residential quarters around Carpenters Quay and around New Quay. Residential development would also be suitable for the existing car park on Sea Street with the car park being relocated to the gas bottle storage site at the junction of Sea Street and Little London.

Tourism and leisure facilities should be concentrated on the east bank around Seaclose Quay with Corporation Quay becoming a multi-functional public open space, in front of the cemetery. Mixed use buildings such as Jubilee Stores would be encouraged.

Any development on Blackhouse Quay should be employment based although an element of residential could be incorporated.

Office accommodation should be located close to Medina Way on the existing car park site. The ground floor should contain an element of special retail / Educational or Training facility to act as a people magnet.

The former gas works could be used for a mixed development of residential and office use, extending to the smaller site towards Coppins Bridge. Alternatively this could be used as additional car parking to move cars away from the quay.

Uses considered appropriate should largely be to provide services or facilities for the public at ground floor level. These may be for the arts, leisure sport and recreation and may include cafes, restaurants, pubs, clubs and other similar services. The western bank will be expected to provide a continuing employment element within any redevelopment and should provide the support services for leisure boating in the harbour. As stated above, only specialist, retail uses may be appropriate within the quay and these should relate to broader uses in the area and should not be seen as an extension of the town centre retail area.

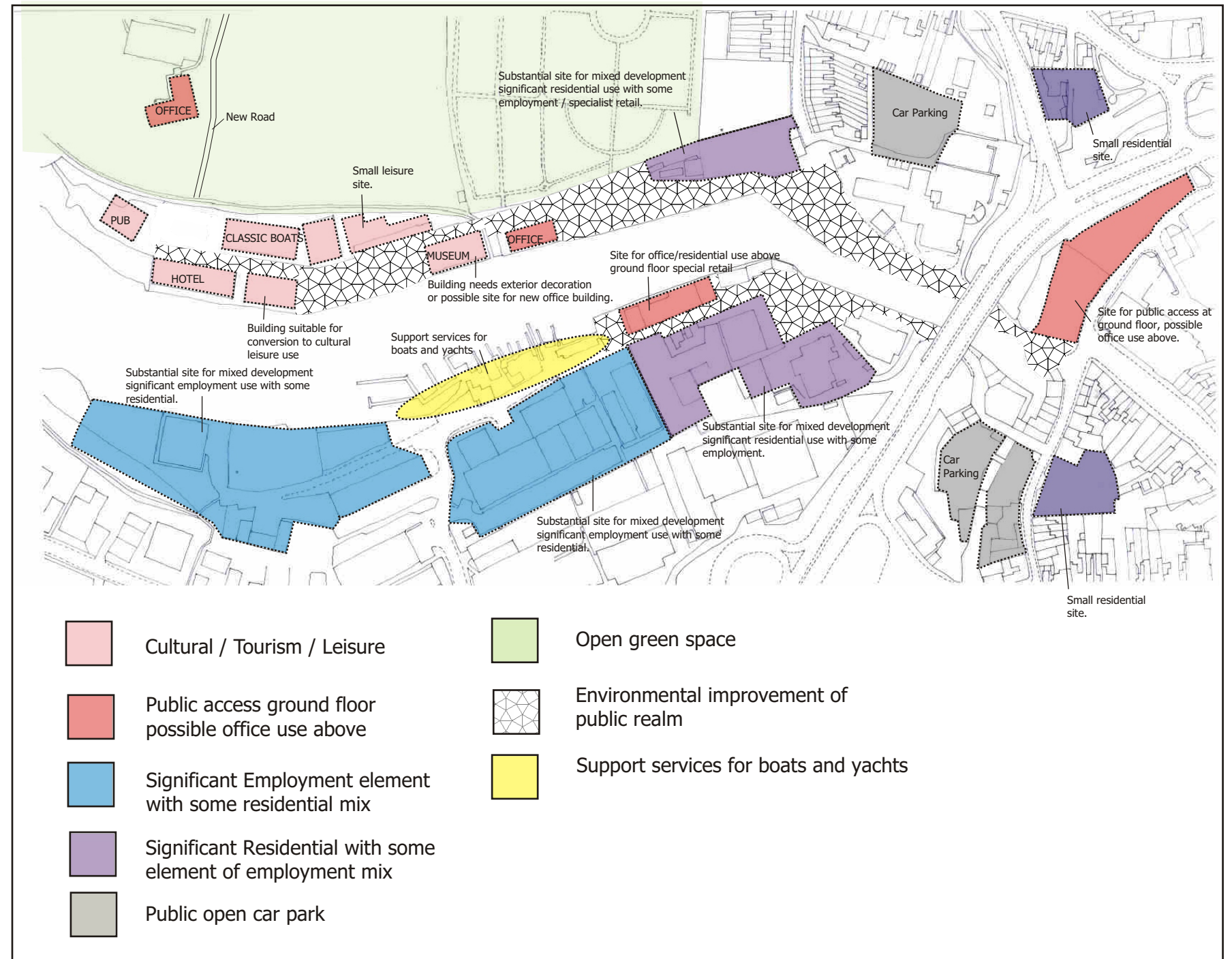


Fig. 16

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DESIGN GUIDANCE - LAYOUT, DENSITY, MASSING, ACCESS, RELATIONSHIP TO ADJACENT DEVELOPMENTS

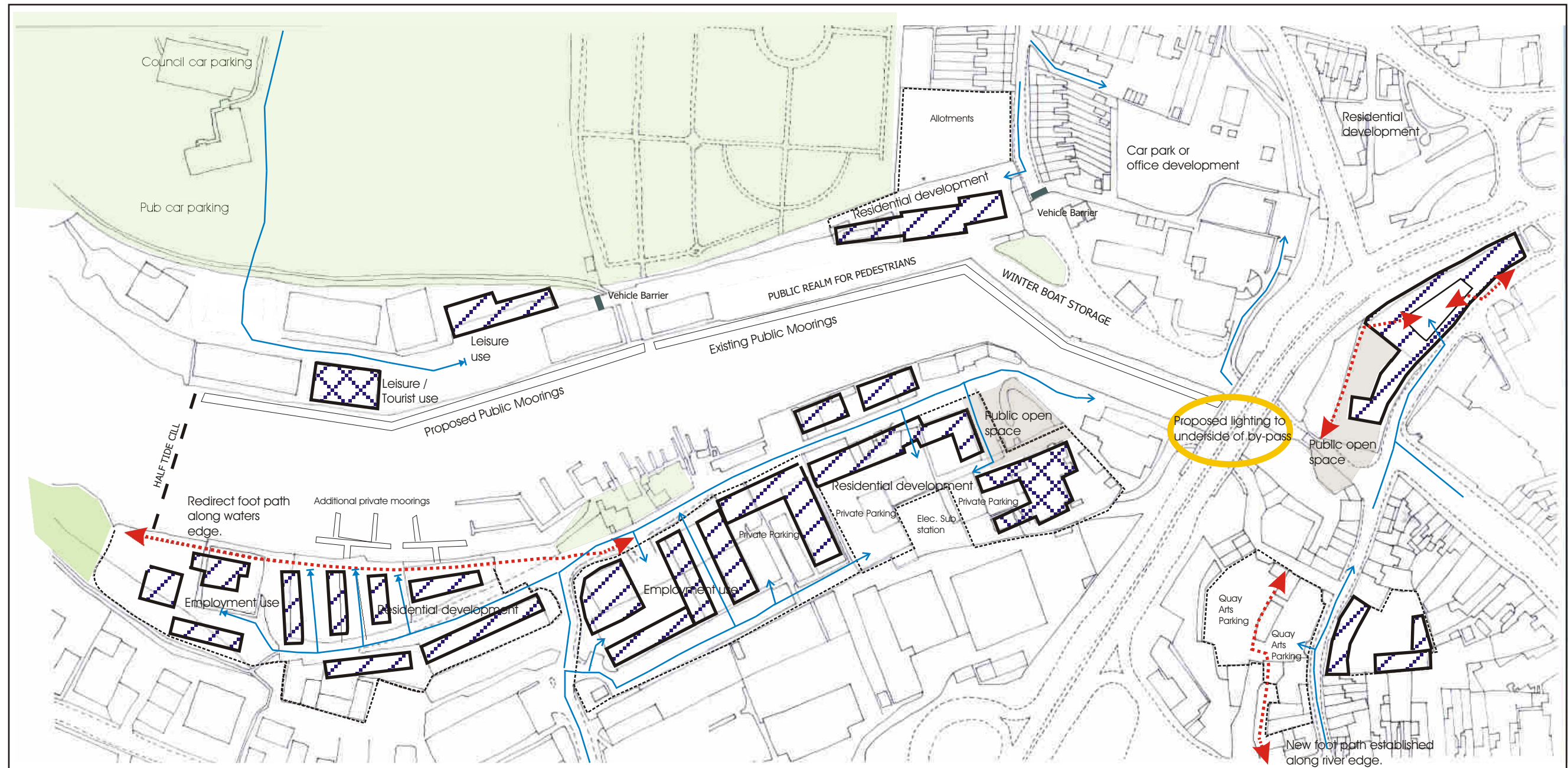







Fig. 17

	Foot path redirected		Green open space
	Vehicle Access route		Existing Building converted
	Proposed new building		

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DESIGN GUIDANCE

SITE POTENTIAL DIAGRAMS

The objective of this brief is to promote development and stimulate interest in regenerating Newport Harbour. The brief has identified a number of sites which can be brought forward for development. There is a need for site specific design guidance for the larger sites identified. Design guidance should be given on the layout and massing of development and the spaces created between buildings. A typical site potential diagram similar to the one below could be produced for each site as a starting point for discussion with developers.

PPG 1 states that design advice in planning briefs, while avoiding unnecessary prescription, should provide guidance on issues including scale, density, massing, height, landscape, layout and access in relation to neighboring buildings and the surrounding area more generally. The materials and style of existing buildings will often also be relevant considerations.

Applications for planning permission should be able to demonstrate how their proposals respond to the design requirements of a design brief.

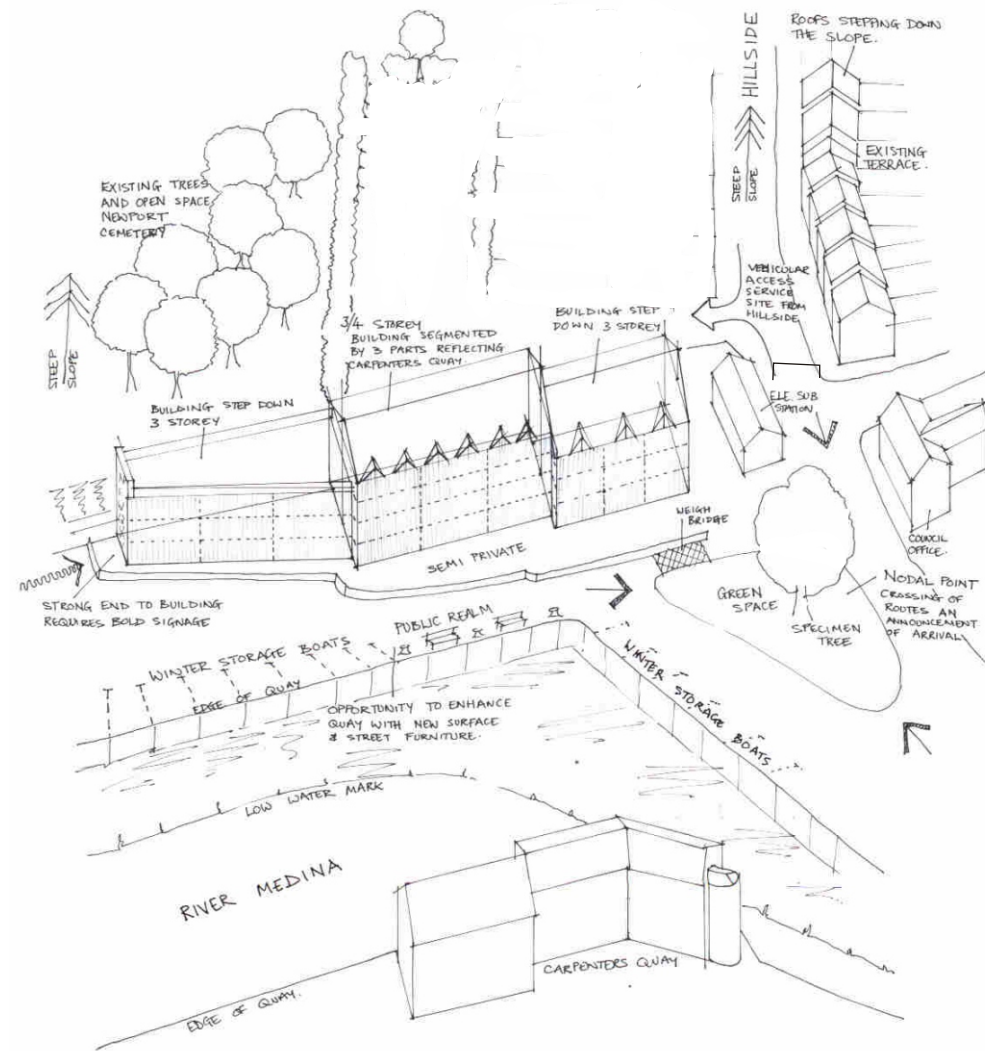


Fig. 18 Site Potential Diagram

LOCAL DISTINCTIVENESS

The local distinctiveness and identity of Newport Harbour can be strengthened through the design of the details. The use of local materials, for floorscape and the introduction of suitable quayside street furniture together with the retention of existing historical associations such as the cobbled paving and cranes.

To create local distinctiveness developments should seek to

- Avoid stereotype solutions
- Derive distinctiveness from locality
- Work with the site
- Use local materials
- Develop a hierarchy of spaces and density
- Generate activity

The local distinctiveness of Newport Harbour is summarized in the diagram below.

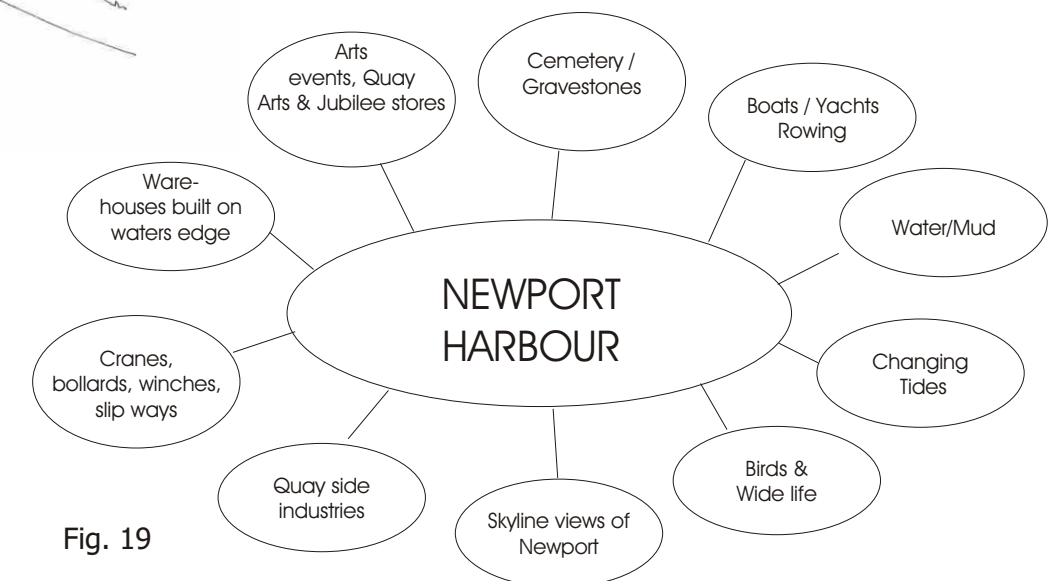


Fig. 19

SECTION 6 : URBAN DESIGN OBJECTIVES

OPPORTUNITIES - THAT ARE AVAILABLE TO ENHANCE THE URBAN ENVIRONMENT, TO PROVIDE PUBLIC SPACE AND ACTIVITIES TO THE QUAYSIDE AREAS. TO PROMOTE THE CREATION OF A GREEN CORRIDOR IN THE HEART OF NEWPORT

VISUAL APPROPRIATENESS - LEGIBILITY OF SCALE, USE, VARIETY AND ROBUSTNESS. VISUAL CLUES WITHIN THE HARBOUR

- **CHARACTER**

Cultural Characteristics and Heritage include cranes, propellers, bollards, cleats, canons, winches, mooring rings.
Materials Colour and Textures include bricks, tiles, slates, cobble stones.
Façade Treatments include large openings vertically stacked.
Roof scape is pitched.
Rhythm and pattern is vertical.
Details are functional and plain.



Fig. 20 Jubilee Stores linear, rectangular and simple in plan

- **BUILDING FORM**

The original buildings on the quay are linear, rectangular and simple in plan. The building forms reflect the process of unloading the merchandise from boats. The buildings are positioned either right up to the waters edge or set back to allow for loading space depending on whether a pulley lifting system or crane was used. The buildings generally run parallel to the waters edge.

Buildings are functional and devoid of frivolous decoration. Openings are large and vertically stacked immediately above one another. Window heads are generally flat although larger openings on ground floors, which may be arched. Small features incorporating iron grills are arched or circular.

Window heads line up horizontally and window reveals line up vertically, window sills and lintels are substantial. Window frames are dark, painted black, brown or green, brilliant white is out of place.

Roofs are shallow duo pitched and shallow top take slates, although clay tiles have been used in conjunction with slates in some places. Roofs pitch along the length of the plan or several roofs pitch across the width with intersecting valleys.

Gables are strong and hipped roofs are uncommon, eaves are small and plain except for corbeled brickwork. Bricks are rich in colour deep orange reds through to mid browns and blues.

Upper floors project out in places and are often part timber clad or paneled.

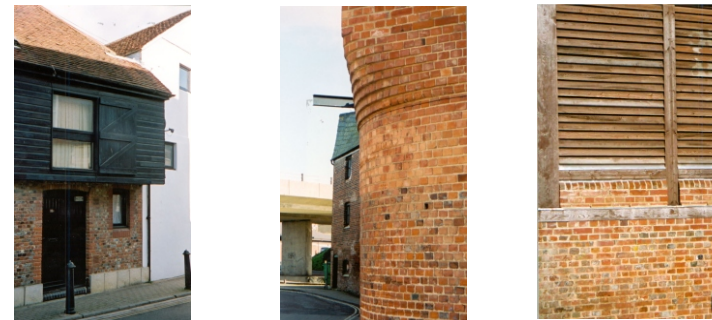


Fig. 21 Quay Arts Building rich in texture and colour

- **QUALITY OF THE PUBLIC REALM**

Avoiding Visual clutter, Street furniture and public information signage, public art, lighting and safety promote attractive, safe, uncluttered and vibrant public spaces for all members of society.



Fig. 22 Quay Arts duo shallow pitch roof on a high spring tide.

- **EASE OF MOVEMENT**

Minimize barriers to pedestrian walking, avoid barriers and painted lines that actually speed up traffic. Cars and service vehicles to be accommodated without allowing the car to dominate high quality routes overlooked, well lit and attractively landscaped.

- **LEGIBILITY**

Create a skyline. Roofs of buildings should add visual interest and convey uses, Sloping land offers opportunities for the roofscape to emphasize natural form. Imitating warehouse architecture. Vistas memorable routes are ones with a varied sequence of long and short views. Give importance to the views of Newport church Lighting at nighttime can add to a sense of place. Lighting the underside of the over bridge will help announce the quay as an evening entertainment location and from a gateway to the harbour.



Fig. 23 The Newport Road Bridge

- **SECURITY**

Resorting to barbed wire, bollards, shutters and other visually intrusive security measures is an admission of defeat. Integrated streets and casual surveillance will go a long way to promoting security.

SECTION 7 : FEASIBILITY

LAND OWNERSHIP AND TENURE

The area shaded on the plan indicates the extent of the land under the control of Isle of Wight Council

The Newport Harbour itself is owned by the Isle of Wight Council, including the whole of the river and estuary bed from the Quay to the northern harbour limits at the Folly at Whippingham. The total area of water in the jurisdiction of the harbour authority at high tide extends to some 77 hectares.

Land on the western bank is in a variety of ownerships with the Council owning The Quay Arts Centre, Workshop premises, A picnic site and car park and the cycle way on the former railway track bed between Newport and Cowes. Other sites are in Council ownership and held on leases of various lengths. Some parts of the west bank are in private ownership, but also present regeneration opportunities. Land beyond the western access road is in a number of private ownerships.

On the eastern bank the creation of the Unitary Authority has brought most of the land from the old Quay northward to and including the Mountbatten Centre into the Isle of Wight Council's ownership.

The Council also own other nearby sites which it is intended should also be considered for redevelopment, either in conjunction with Newport Quay or used in a complimentary manner. These sites are currently used for car parking in Sea Street.

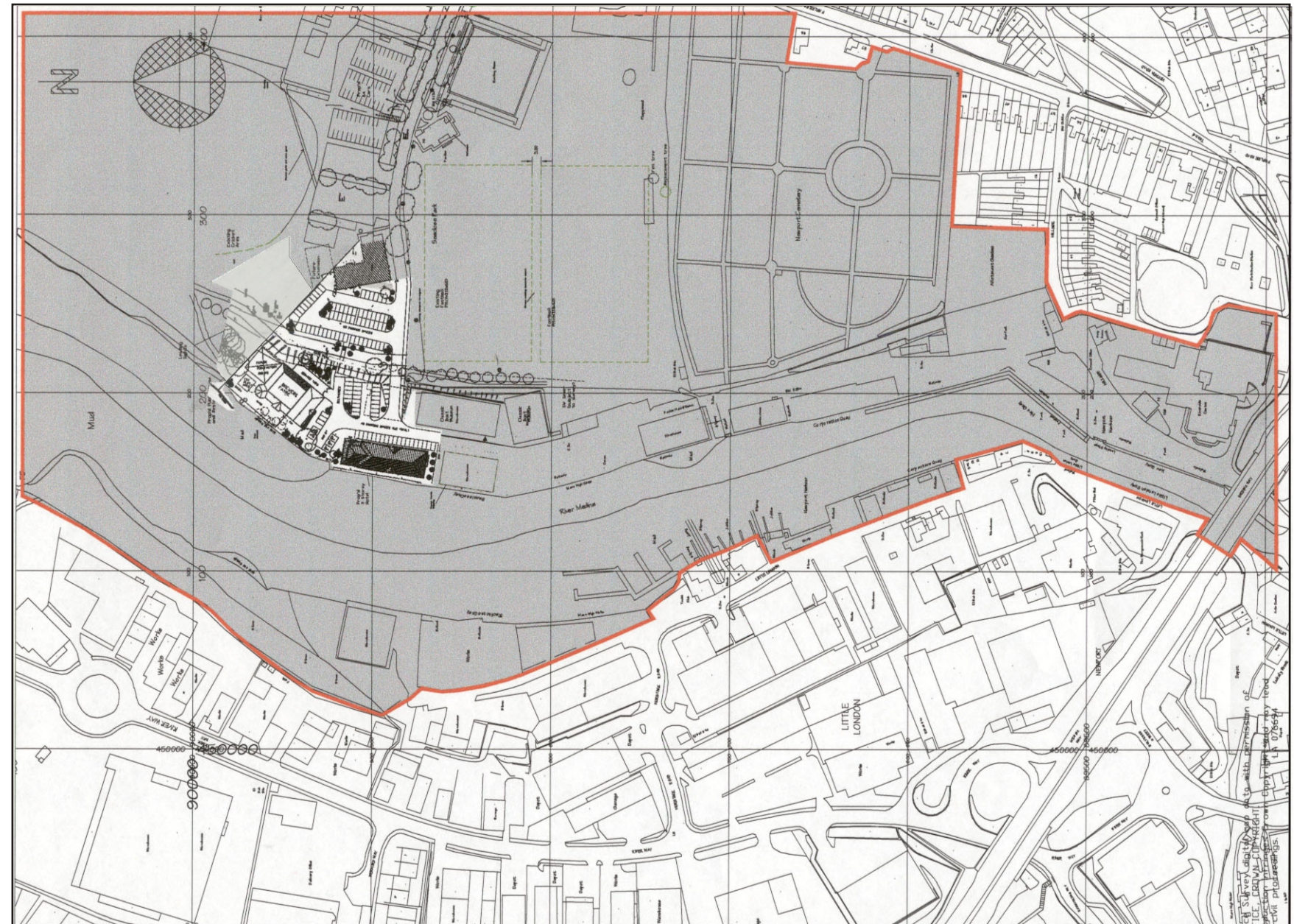


Fig. 24

MAJOR CONSTRAINTS - GAS, WATER, ELECTRICITY MAINS AND WASTE WATER SERVICES

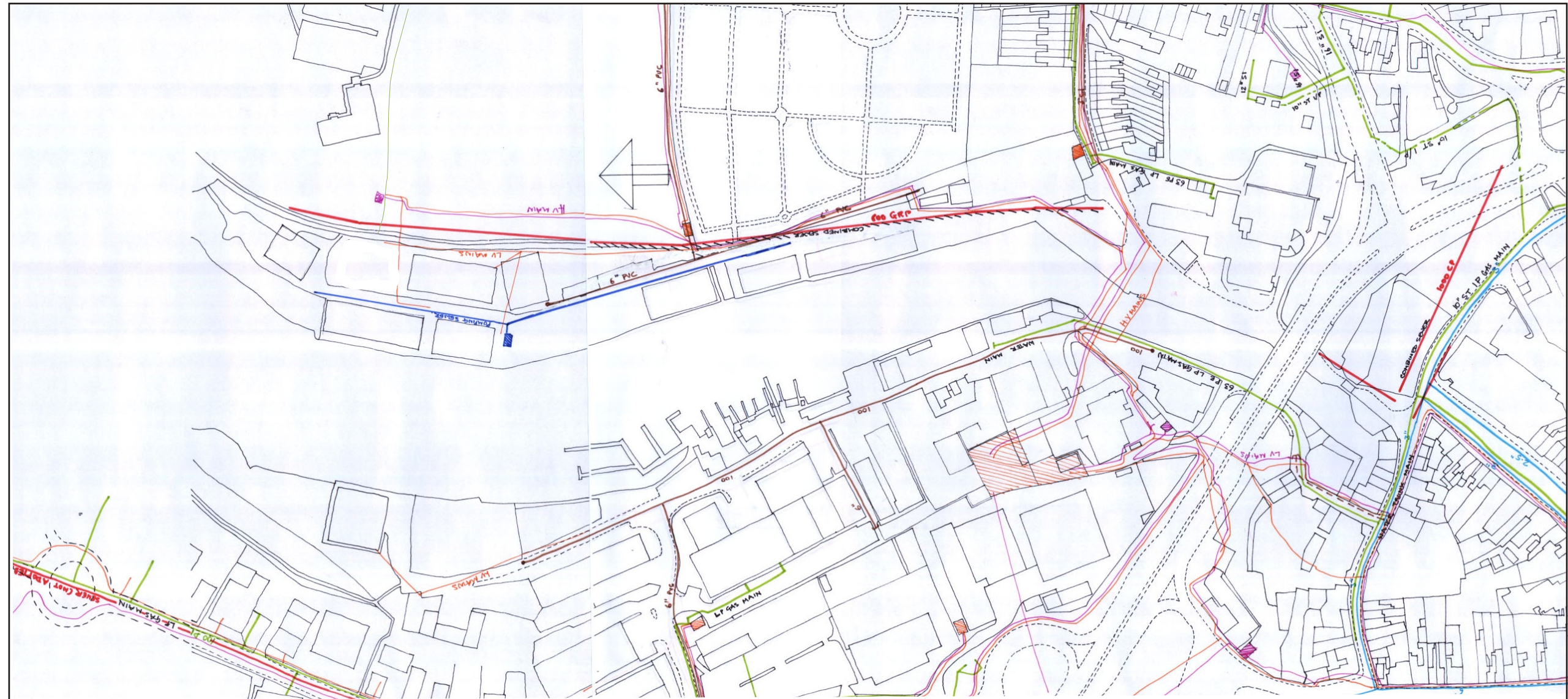


Fig. 25

All mains services are believed to be available in the vicinity of the eastern quay areas with an electricity substation and a sewage pumping control station adjoining the quay at Hillside. Gas supplies are available in Sea Street, Little London and Hillside. All services are not however currently available through the area and the means of servicing any proposals, either individually or collectively, will be an important consideration in assessing development proposals.

Approximate positions of plant and services. Accuracy of the marked positions is not guaranteed. For safety you should assume that additional services may be present and contact the various unitary authorities for guidance.

