

HOLEHAVEN

FROM FORGOTTEN PLAINS OF PRODUCTION
INTO A BROWNFIELD WILDERNESS.....

PROLOGUE

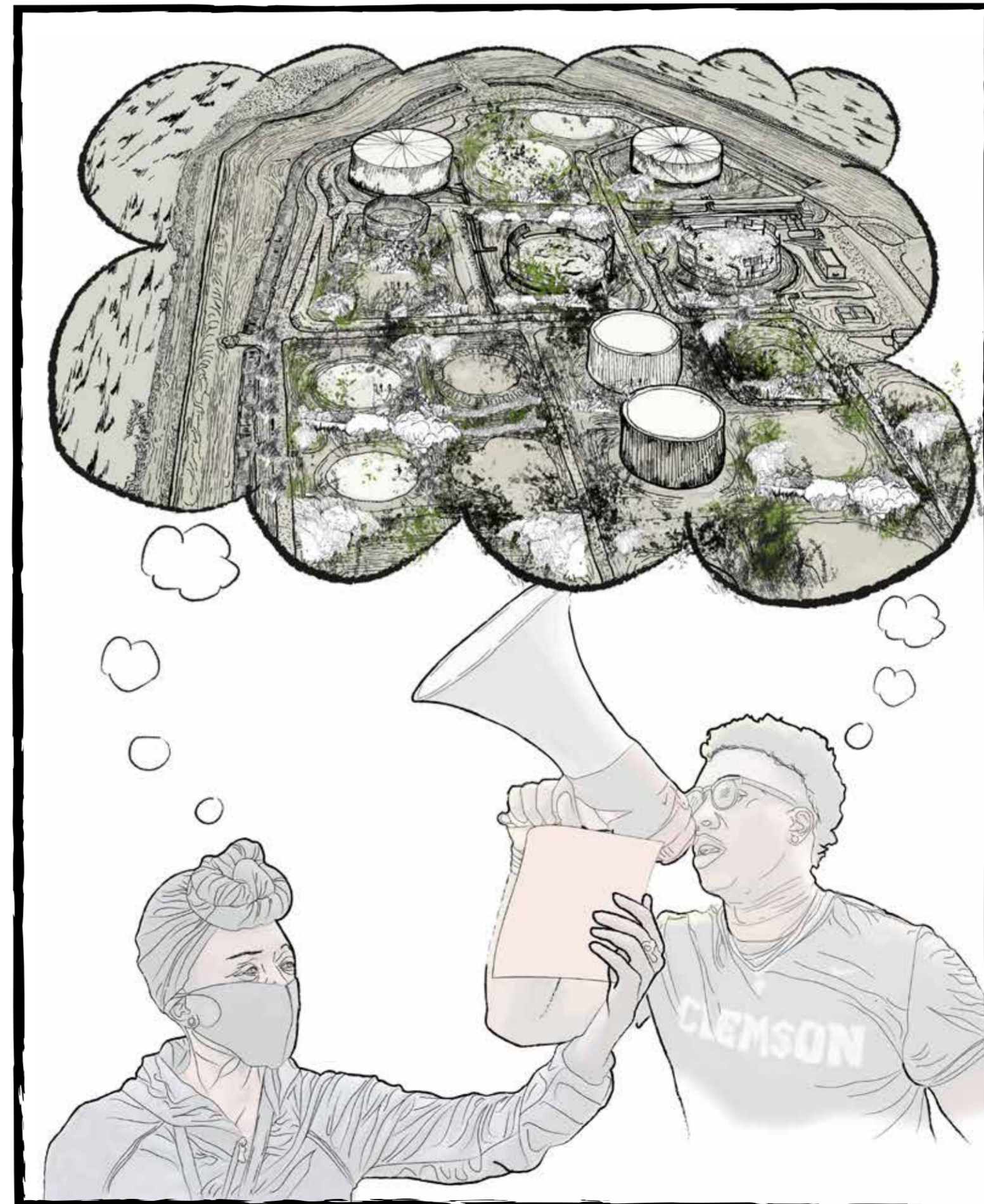
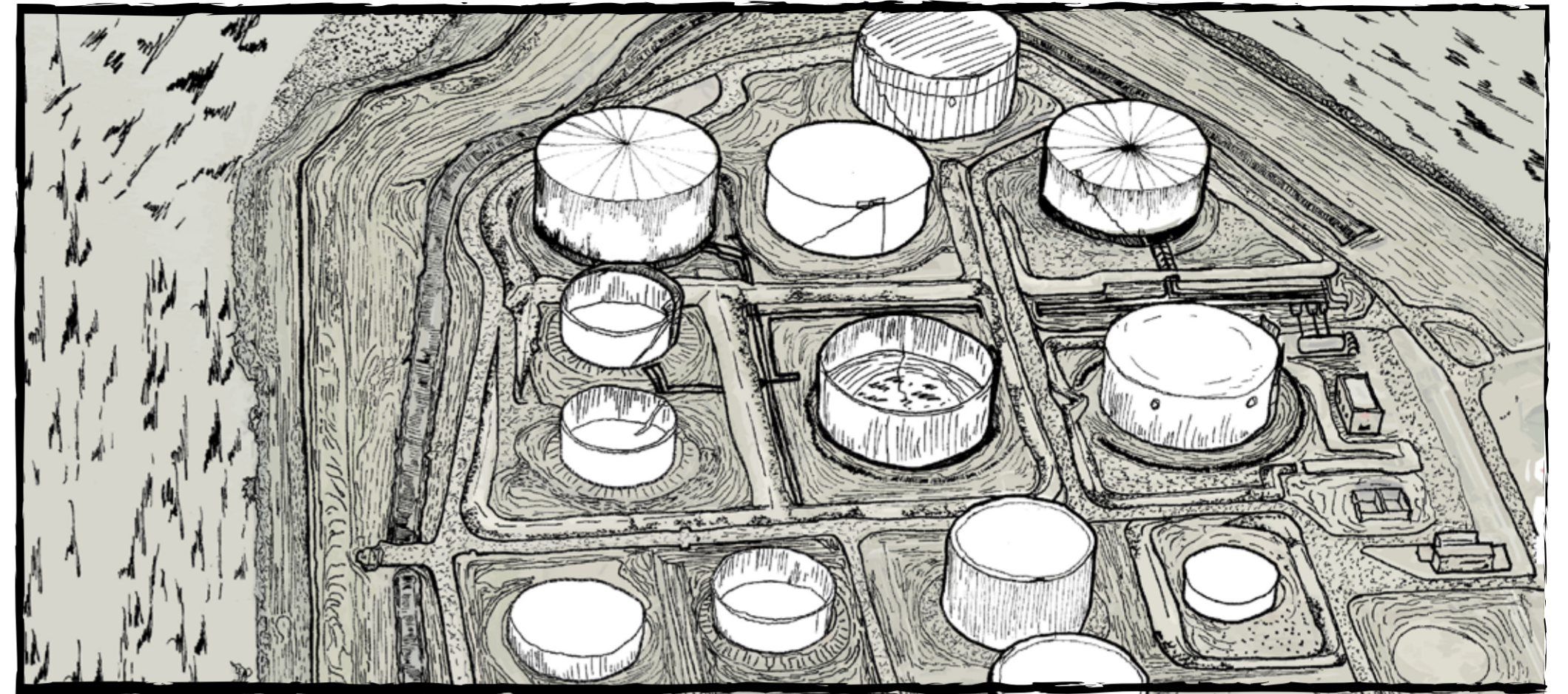
The focus of the thesis is re-imagining river crossings, exploring possibilities in spacial characteristics and qualities involved in creating inhabited bridges. As Part of the research agenda, this thesis investigates the current global approach to climate change, sustainable and renewable energy and fuel production; in response to the past uses of the site and the equipping of communities to create resilient and sustainable environments for themselves.

I pose 2 intents for exploration

i) The bridge and Landscape as a site for Ecological Protest and repossession by the natural world.

ii) The Bridge as Landscape as a place of energy production and community. In analysing and understanding the site, I found recurring theme of industrial scarring of natural landscape on both the northern and southern sides of the River Thames. Yet these were lands that still manage to thrive and survive hosting some of the rarest birds' plants and insect found across the county.

The thesis focus is then drawn to the Essex side of the River Thames, a site that inherently illustrates the conditions of disused and discarded industrial site all over the Hoo Peninsula. Hole Haven creek bisects 3 conditions, first an industrial site still in use and functioning, section is a site that has been disused for approx. 10 year with part demolition already taken place. And the third, an industrial site that has long be discarded and now being reposessed by the natural world.



EXISTING SITE & CONTEXT



Green Woodpecker
Resident

Reed Warbler
Passage

Stonechat
Resident

Black-tailed Godwit
Resident

Bearded Tit
Resident

Yellow Wagtail
Summer

Carney Wick
Carney Wick was partly built, non-operational refinery constructed by Occidental Petroleum Corporation 1970-5 planned to produce an ultra-branched fuel but abandoned in 1985-7. The site proposed for the site was reduced in 1985 but the final planning job, but the decision was reversed in the absence of a plan for environmental cleanup or control when local residents later formed the Refinery Residents Group which campaigned to end further industrial development. The Refinery ceased production between 1978 and 1981, consequence of the tanker incident when the oil price increased by approx. 40%.

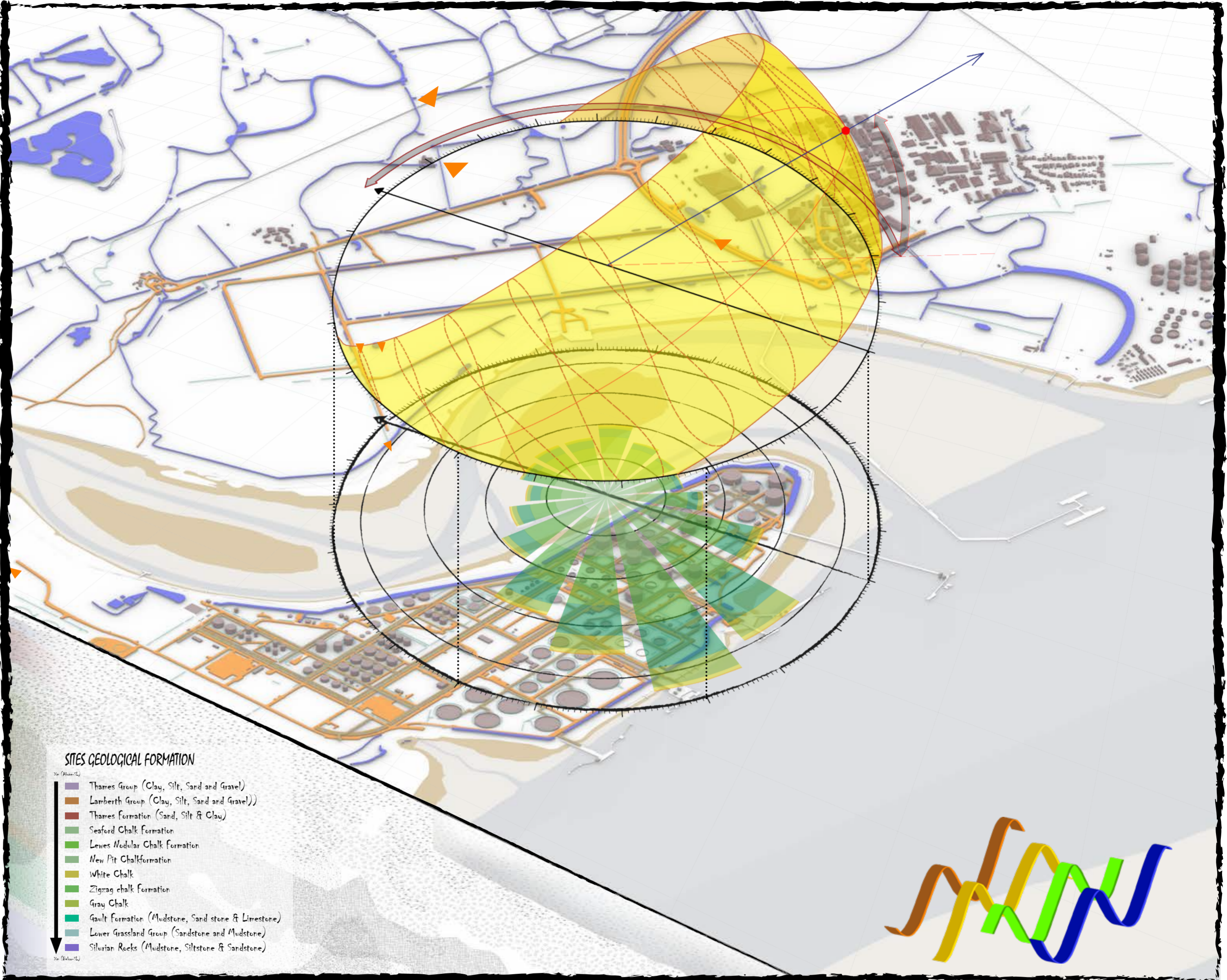
Croydon Oil Refinery
Officially set up in 1957 Croydon Refinery began as an expansion facility. Over time it was a coal refinery. It was a part of the Port of London and the site of the first oil refinery on the Thames. It was used to refine heavy oil into gasolene. Following closure of Shell Haven and BP Ref. The refinery was taken to Carney Island in 1970. It was designed by the UK Oil Refinery (UKOR) and built by a joint-vent joint venture of the UKOR and Shell. It was built in 1970. The refinery was closed in June 2012. The site is now being redeveloped to be called Thames Gateway Park.

Holehaven Wharf (Oil Storage)
This is an existing oil storage facility on Carney Island. It is an example of how the refinery was built based on the past and often the presence of storage for oil storage.

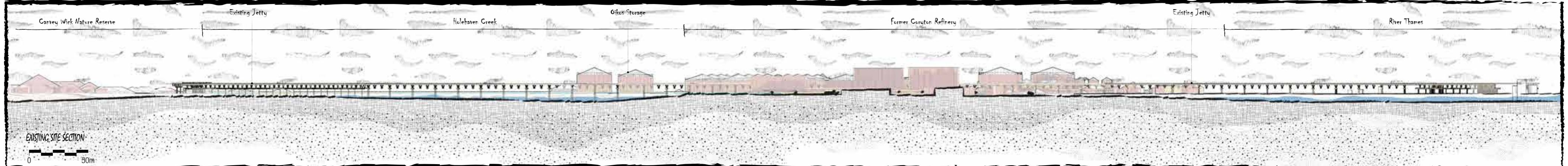
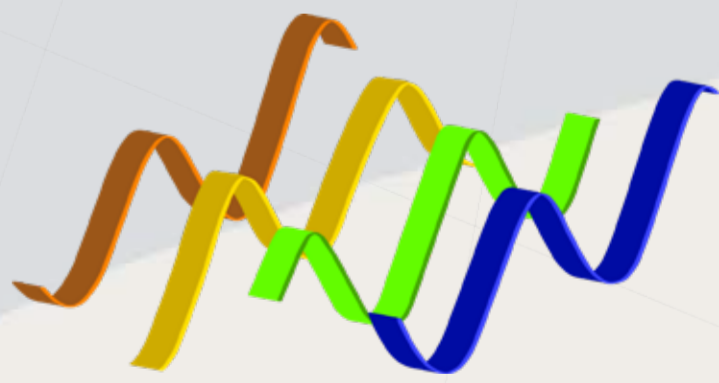
Carney Island

Nearest Communities - Carney Wick, Carney Island & Bent Priory

47%	32%	18%	70%	16%	13%
15%	17%	1%	8%	1%	20%



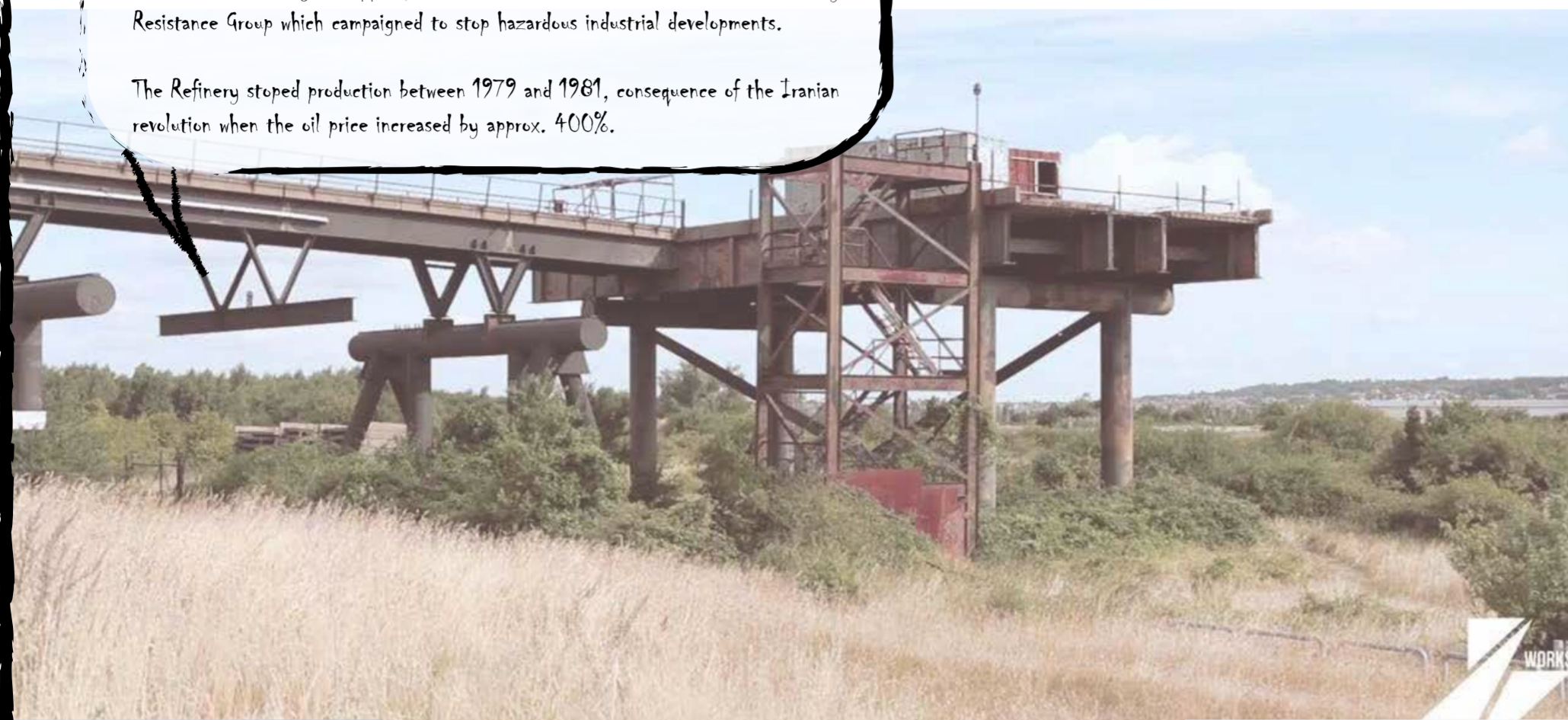
- SITES GEOLOGICAL FORMATION**
- Thames Group (Clay, Silt, Sand and Gravel)
 - Lambeth Group (Clay, Silt, Sand and Gravel)
 - Thames Formation (Sand, Silt & Clay)
 - Seaford Chalk Formation
 - Lewes Modular Chalk Formation
 - New Pit Chalk Formation
 - White Chalk
 - Zigzag chalk formation
 - Gray Chalk
 - Gault Formation (Mudstone, Sand stone & Limestone)
 - Lower Grassland Group (Sandstone and Mudstone)
 - Silurian Rocks (Mudstone, Siltstone & Sandstone)



CANVEY WICK

Canvey Wick was a partly-built, non-operational refinery constructed by Occidental Refineries, in 1970-5 it planned to produce six million tonne/year but demolished in 1996-7. The initial proposal for the site was refused in 1970 but the local governing body, but the decision was overruled by the secretary of state for environment following an appeal, where local residents later formed the Refinery Resistance Group which campaigned to stop hazardous industrial developments.

The Refinery stopped production between 1979 and 1981, consequence of the Iranian revolution when the oil price increased by approx. 400%.



Officially set up in 1937 Coryton Refinery began as an explosives factory, then later as a coal merchant. It was a part of the Port of London and was the last of the three major refineries on the Thames Estuary to remain in operation, following closure of Shell Haven and BP Kent.

The refinery also linked to Stanlow Refinery in North West England by the UK Oil Pipeline (UKOP) later adding life as a gas-fired power station to its cv in 2002. In January 2012, Petroplus filed for bankruptcy. Coryton Refinery ceased production in June 2012. The site becoming an industrial hub to be called Thames Enterprise Park.

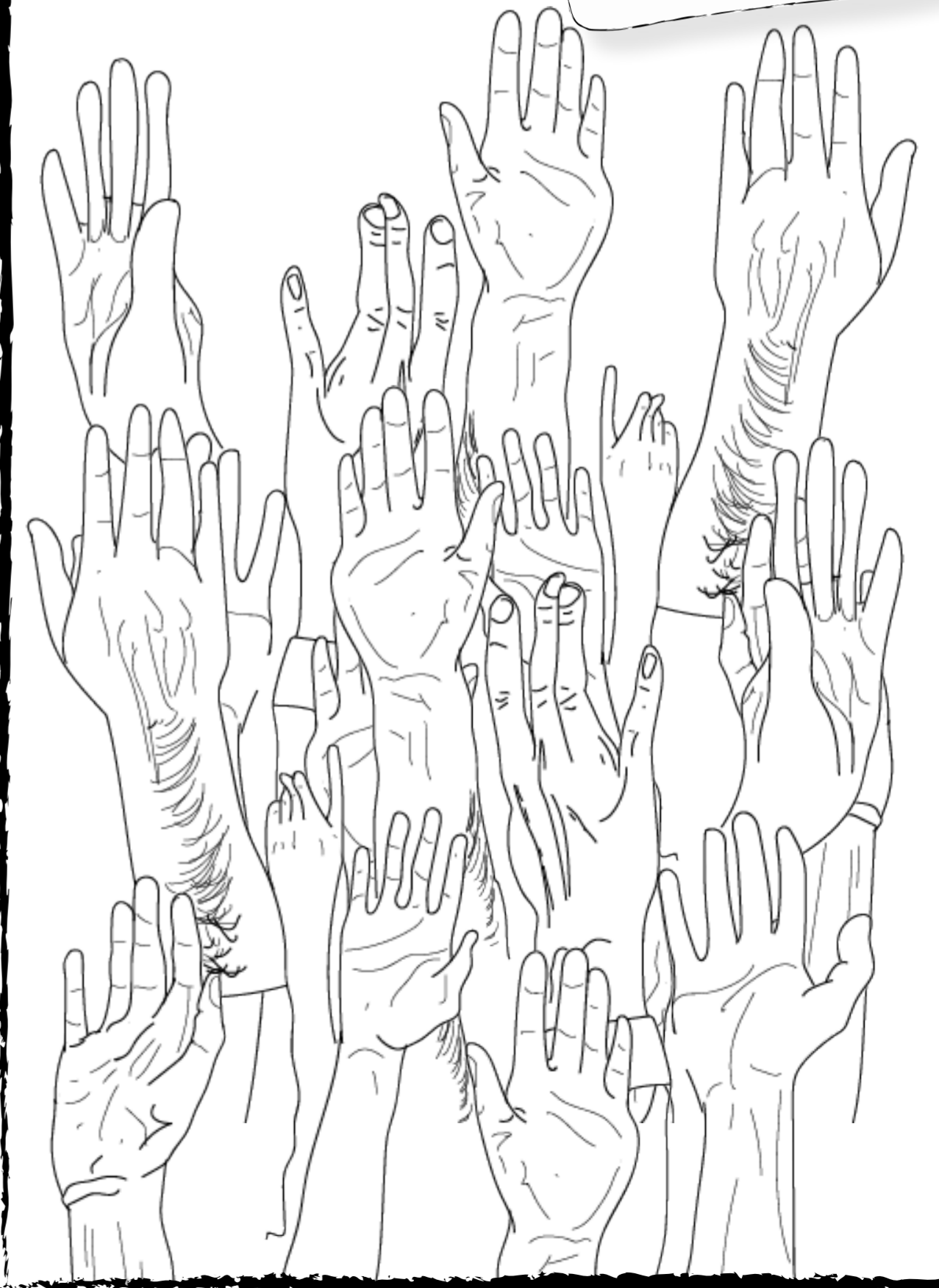
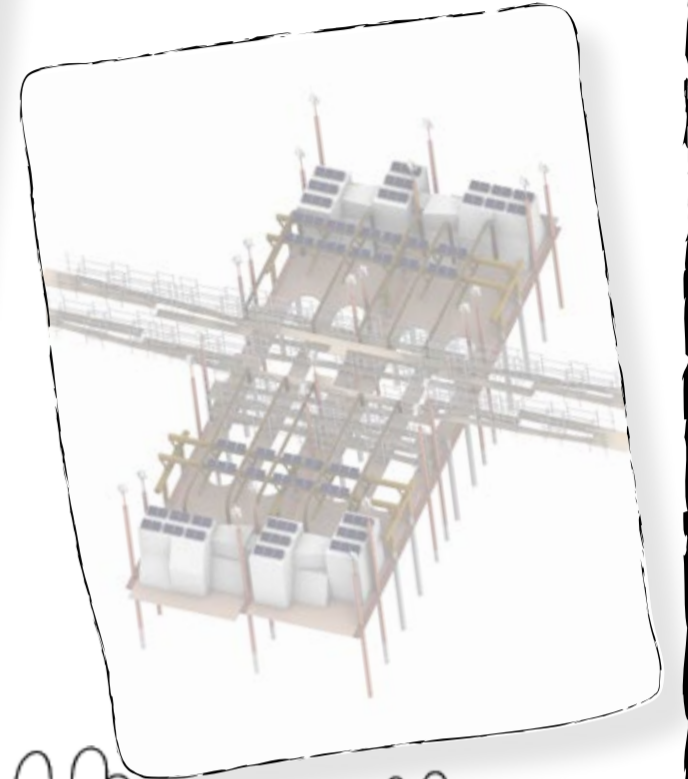
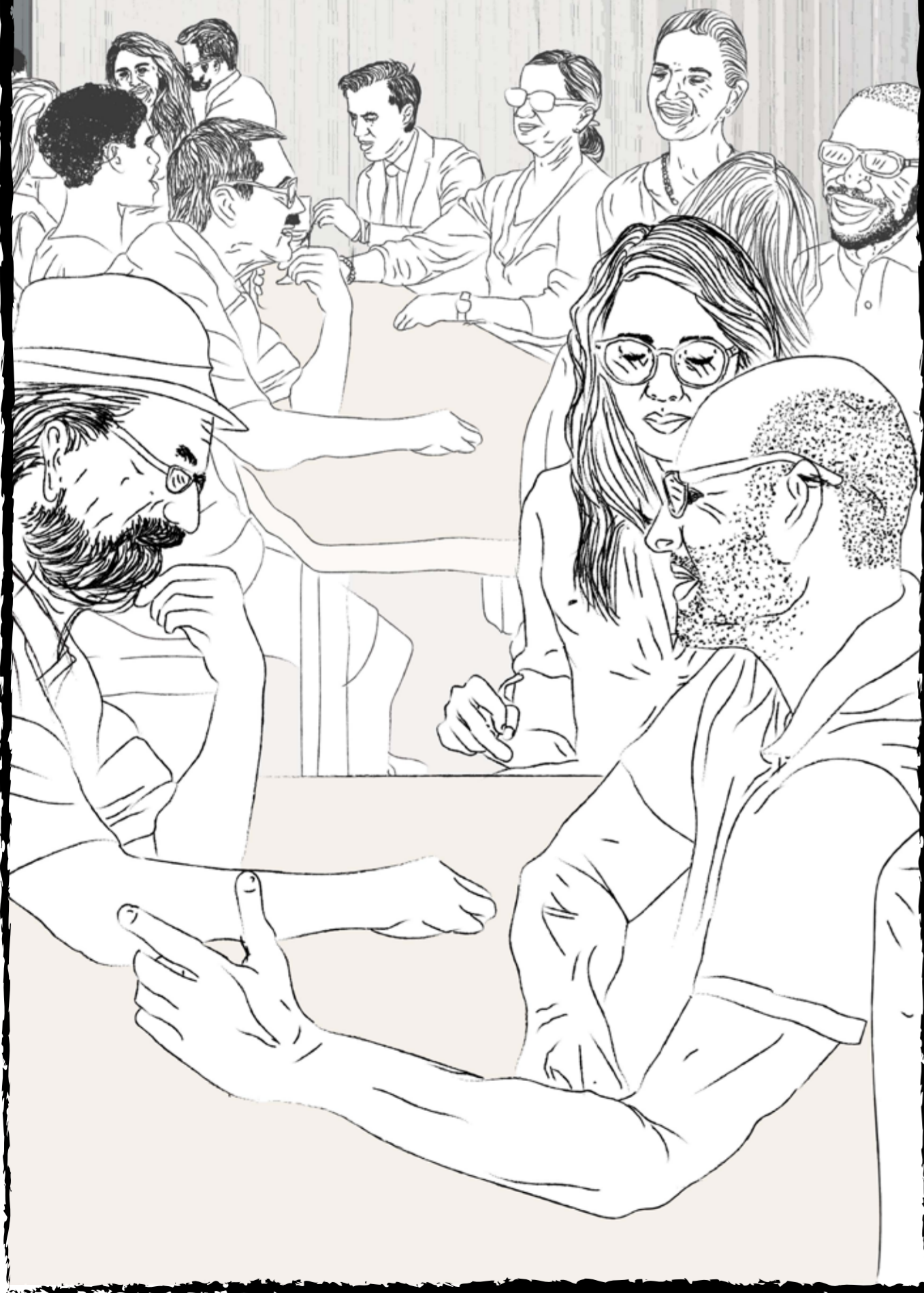
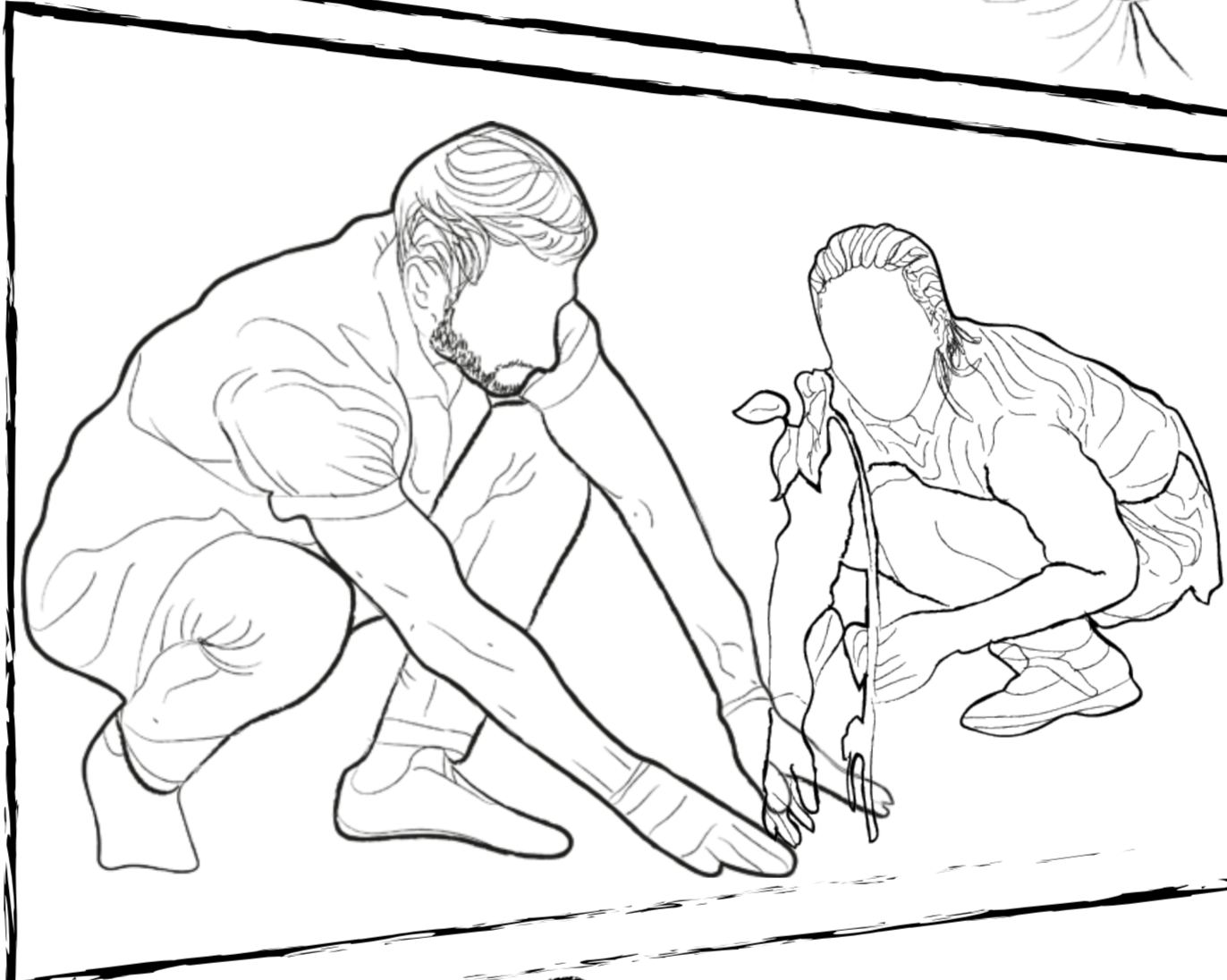
FORMER CORYTON REFINERY

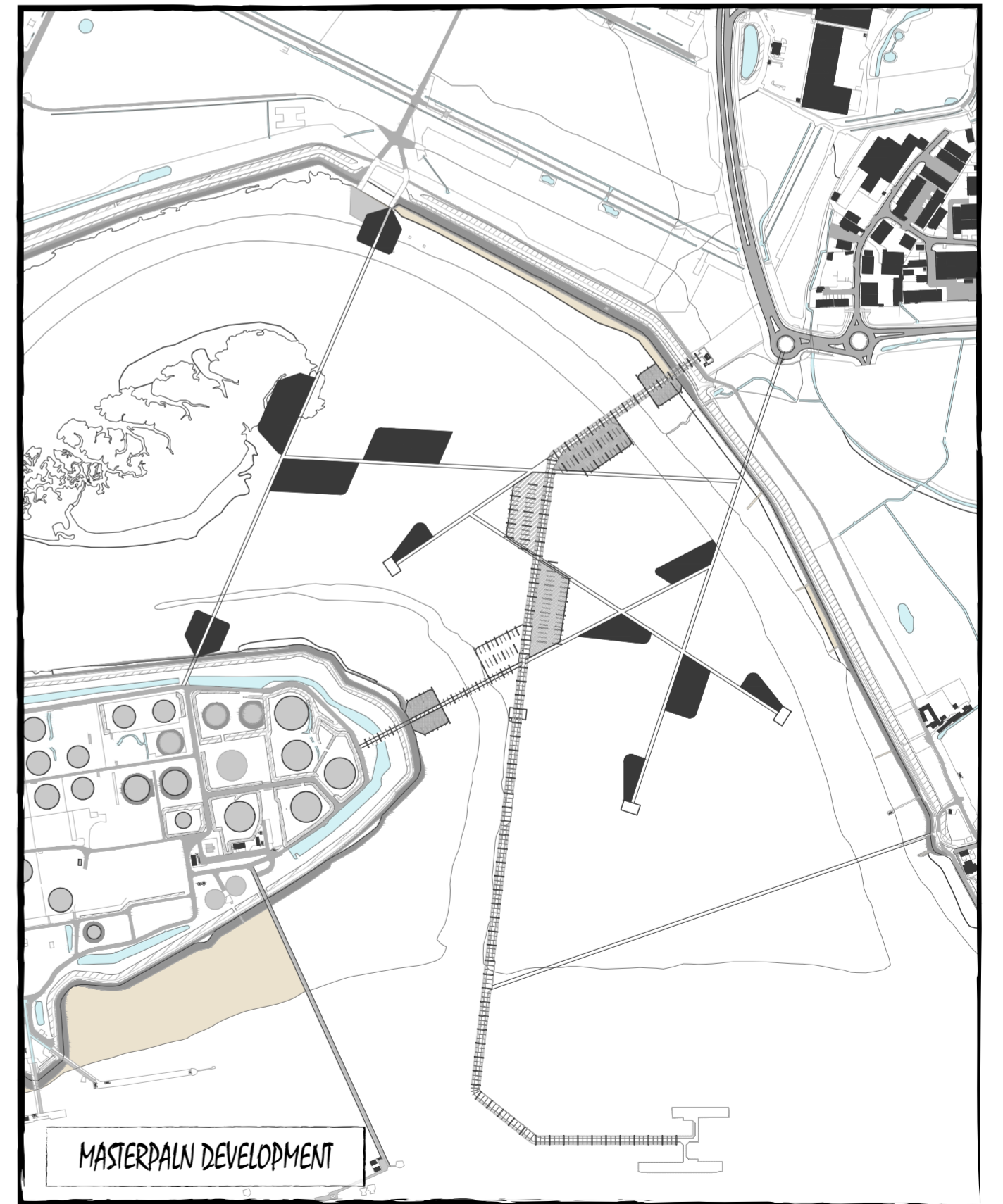
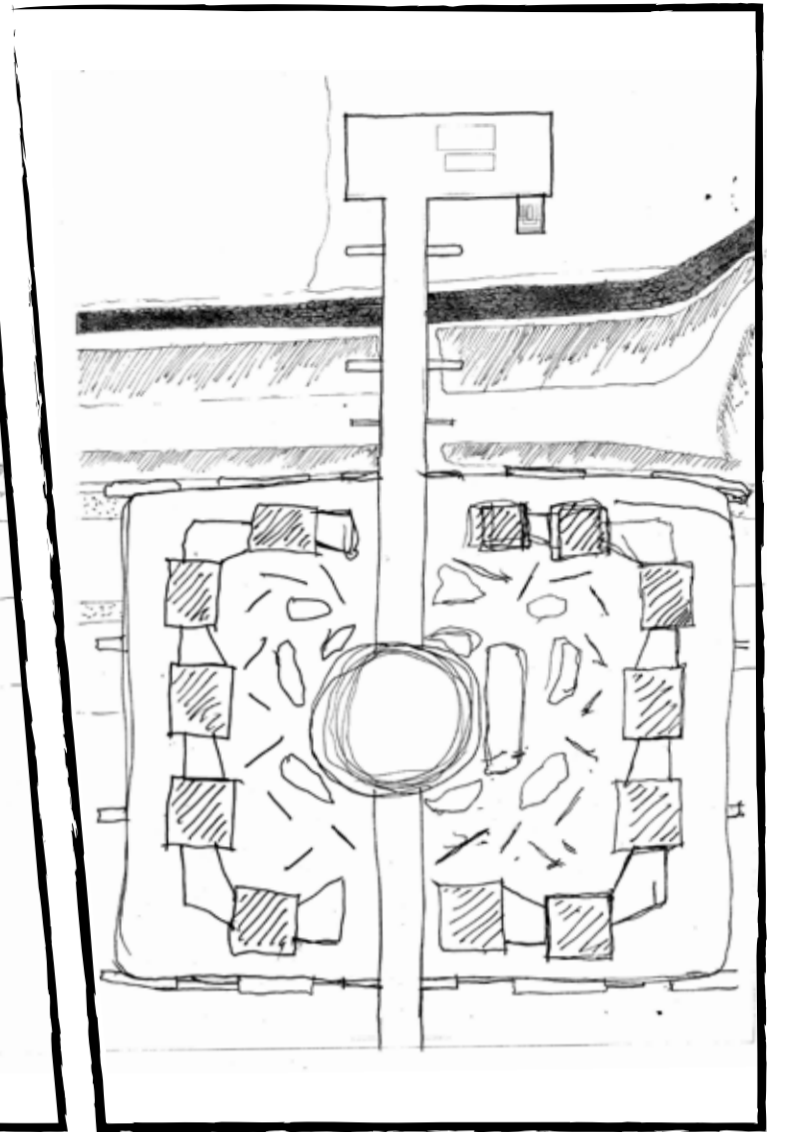
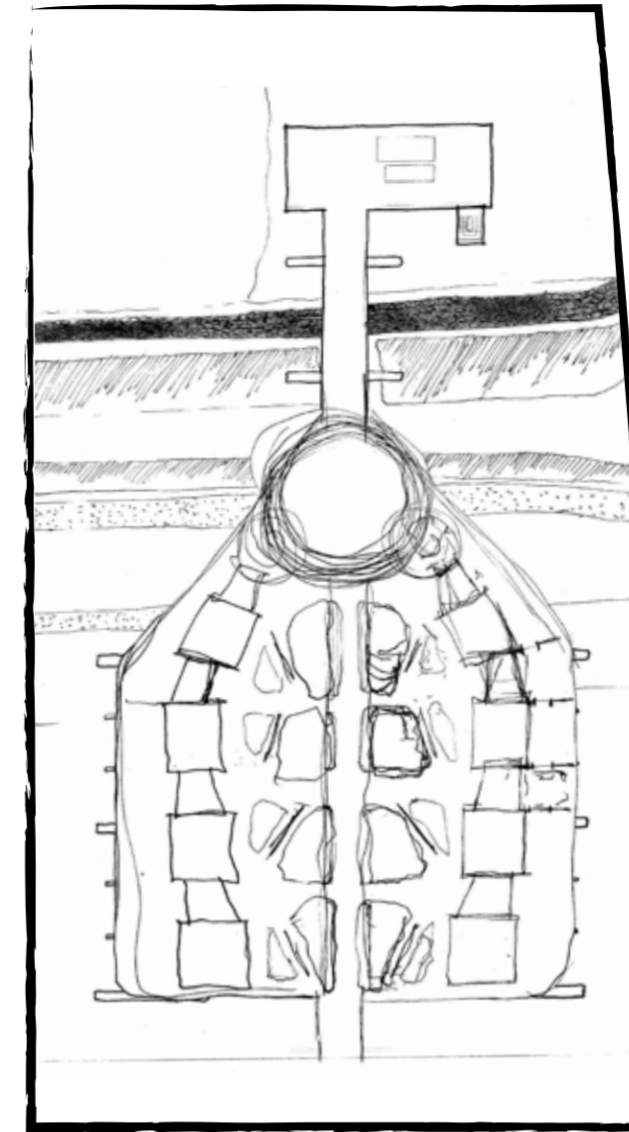
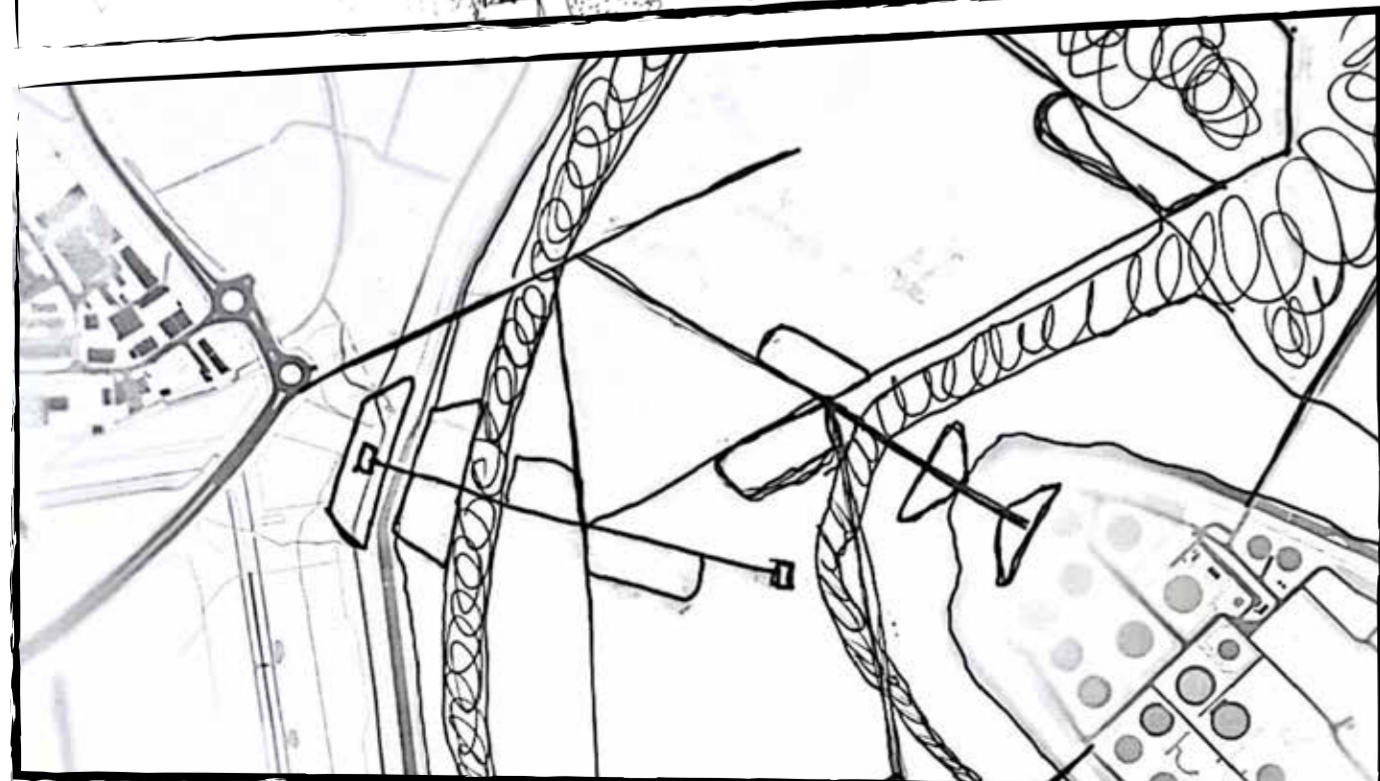
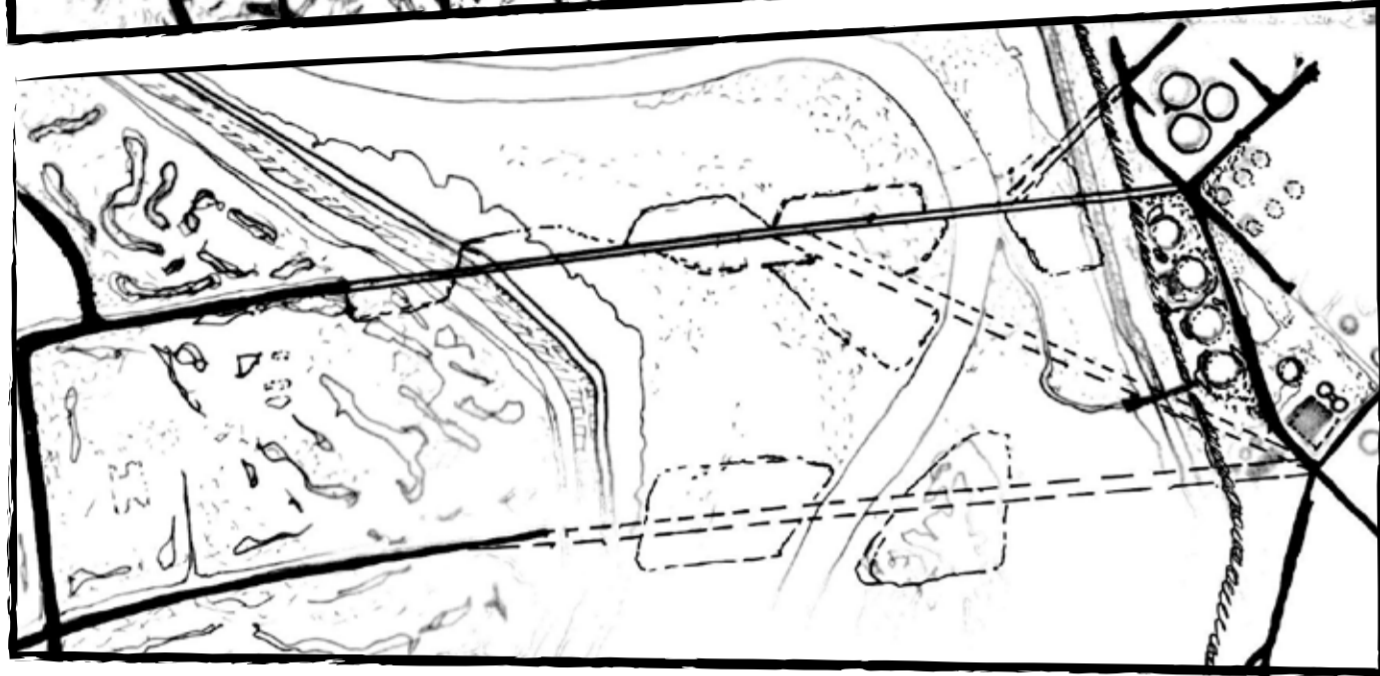
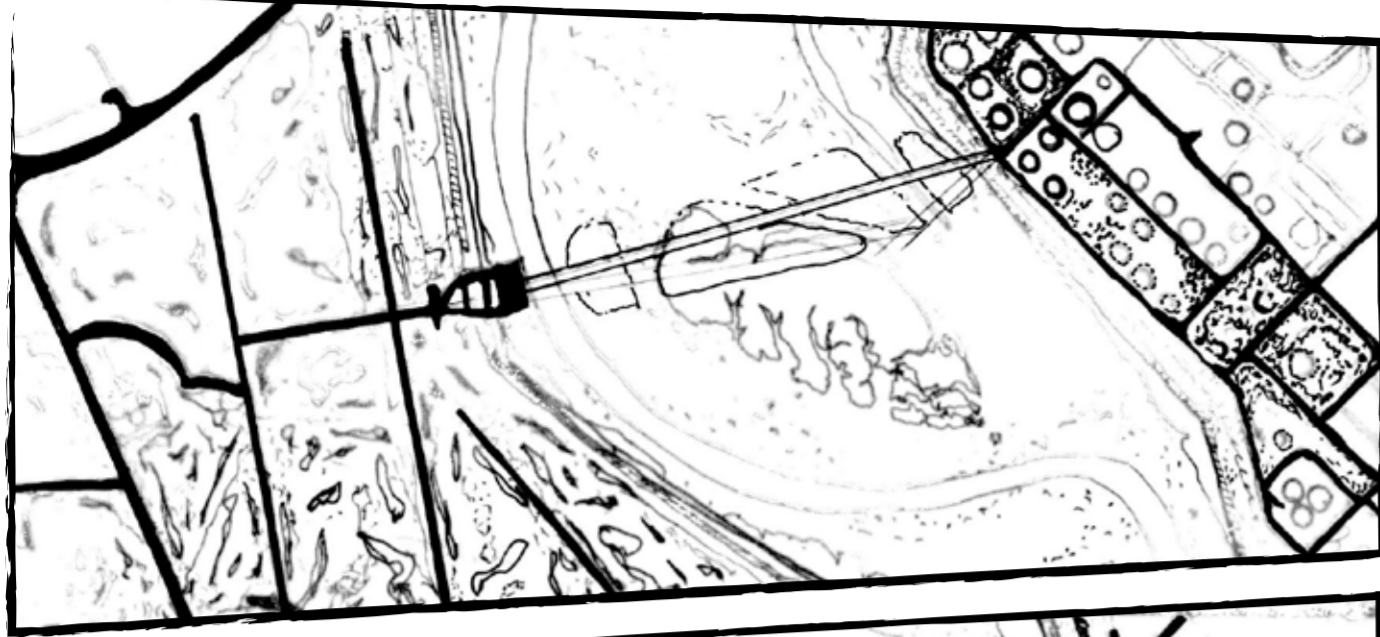
Somewhere out there is a stakeholders meeting is being held.

Agenda 5: The Hulehaven Creek Incidents

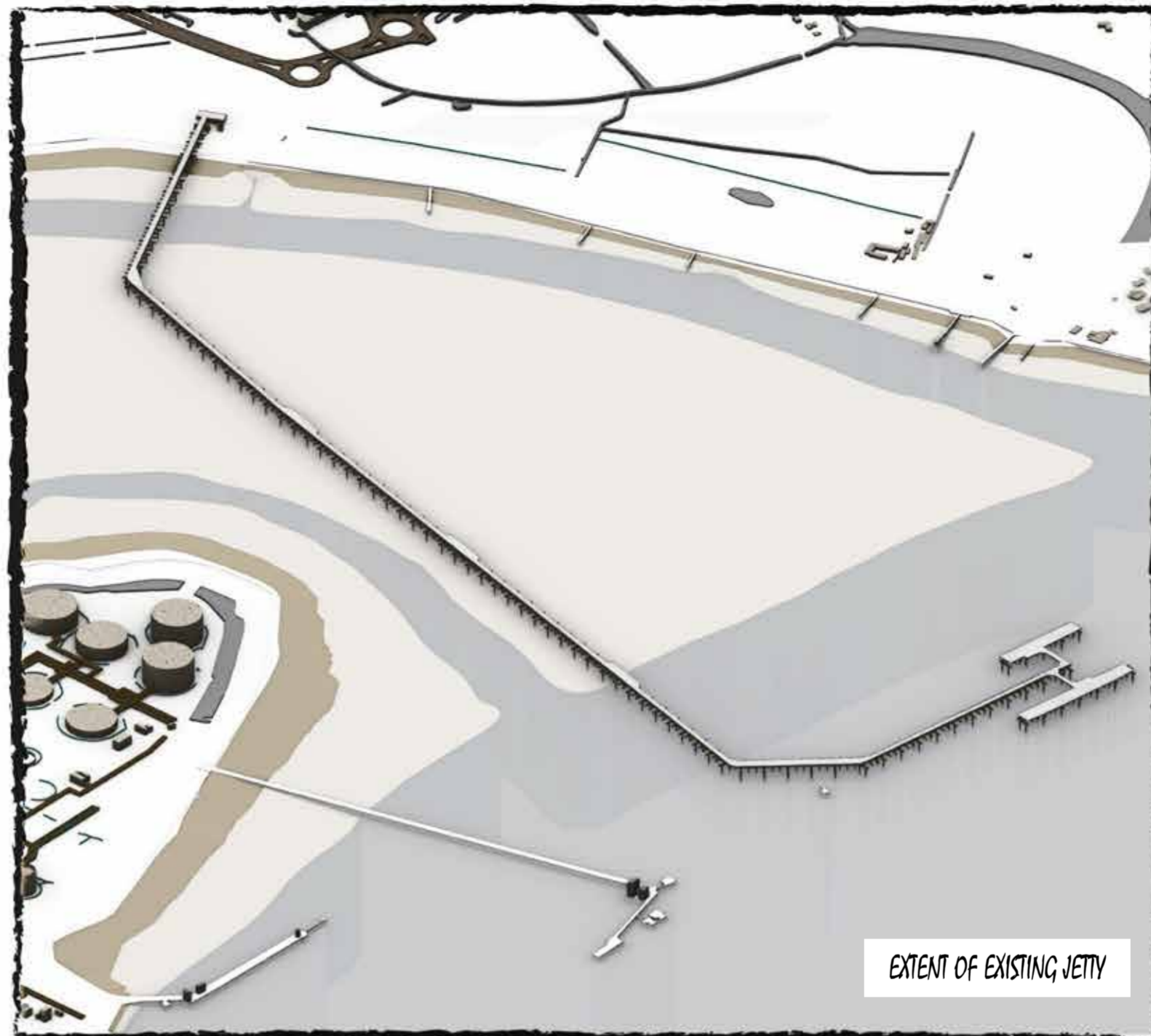
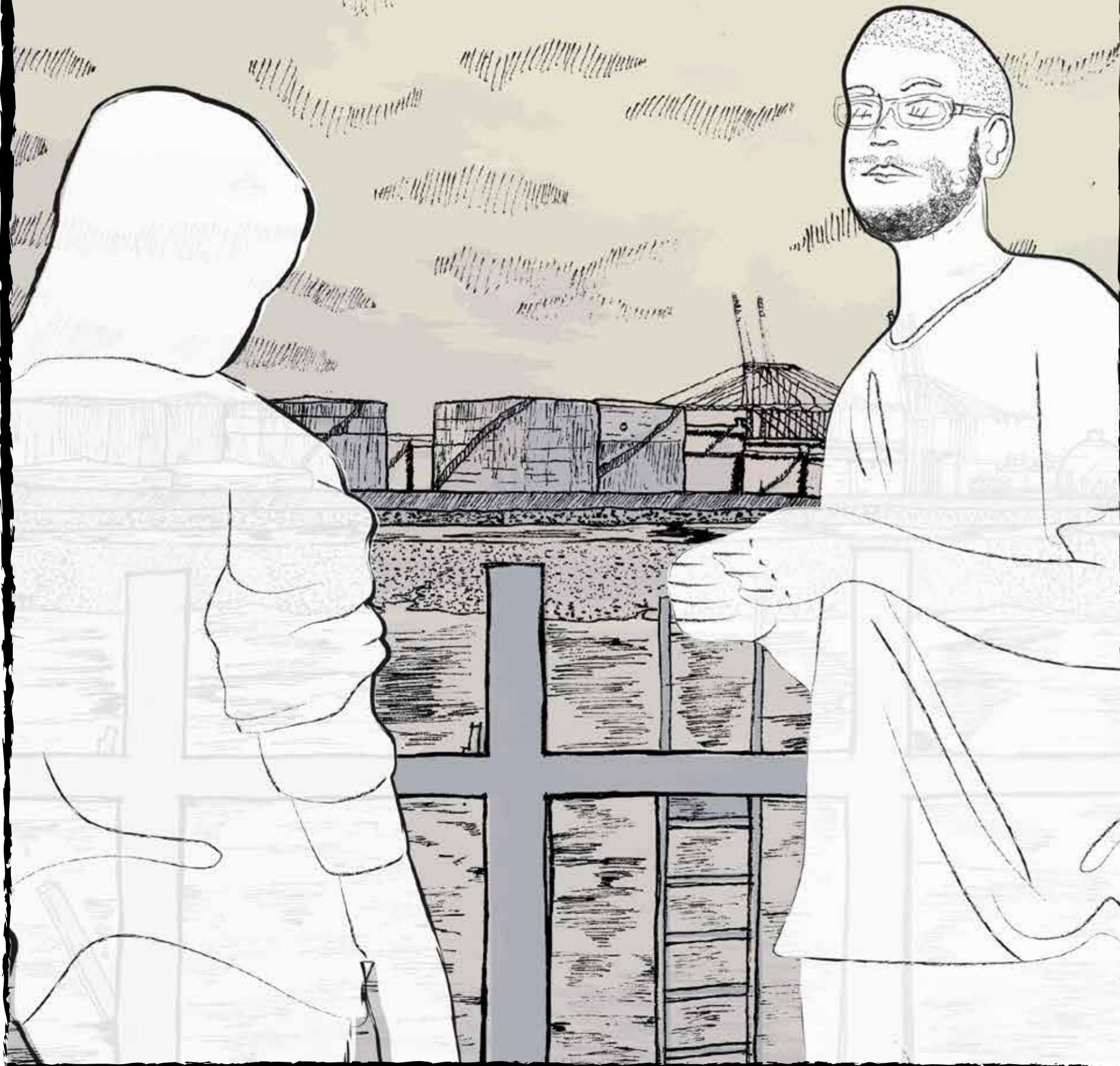
"What do we do with these Intruders?"

"But their Goal and Direct Action Brings to light some of the issues we highlight is our plans for the site."

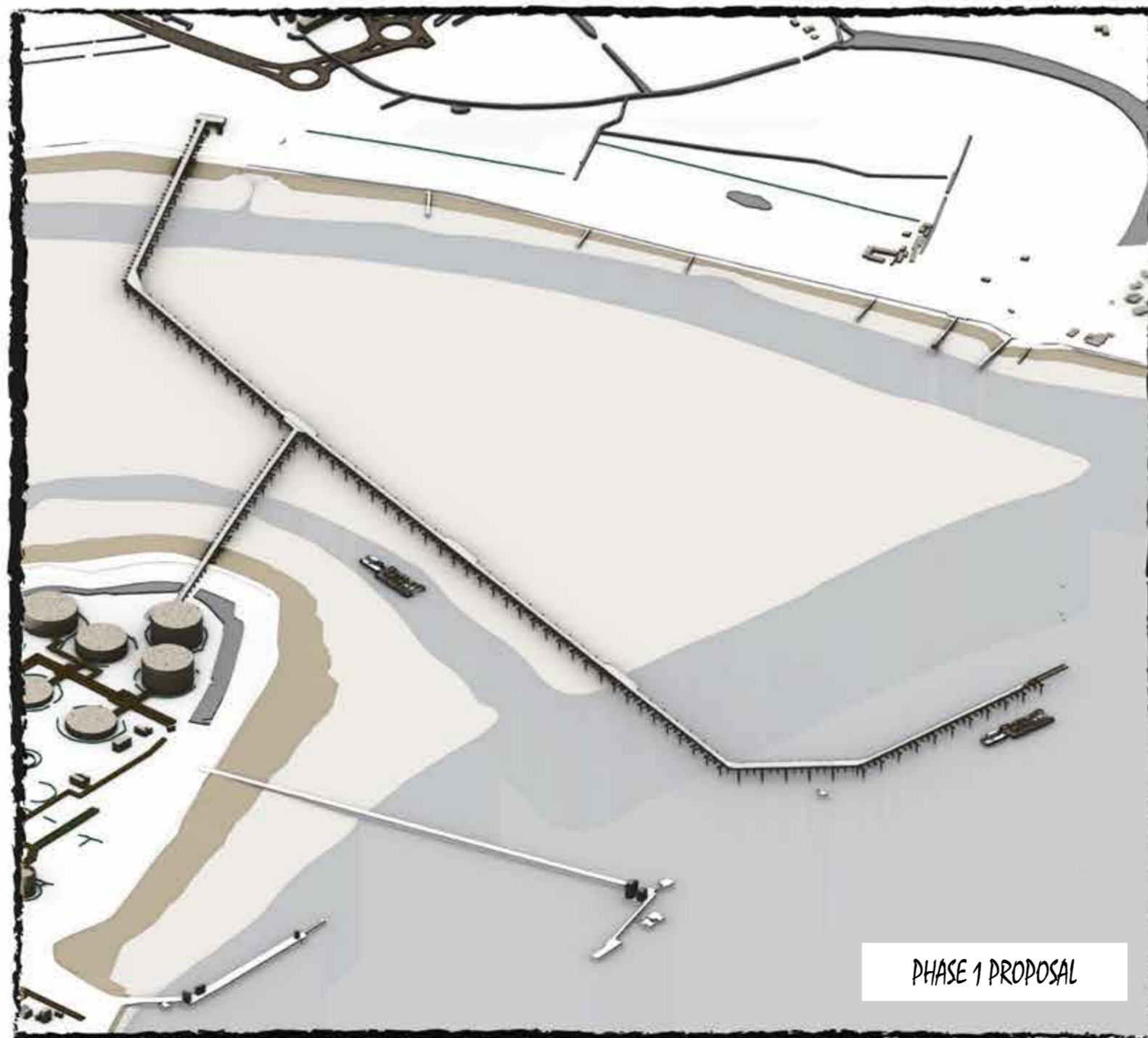




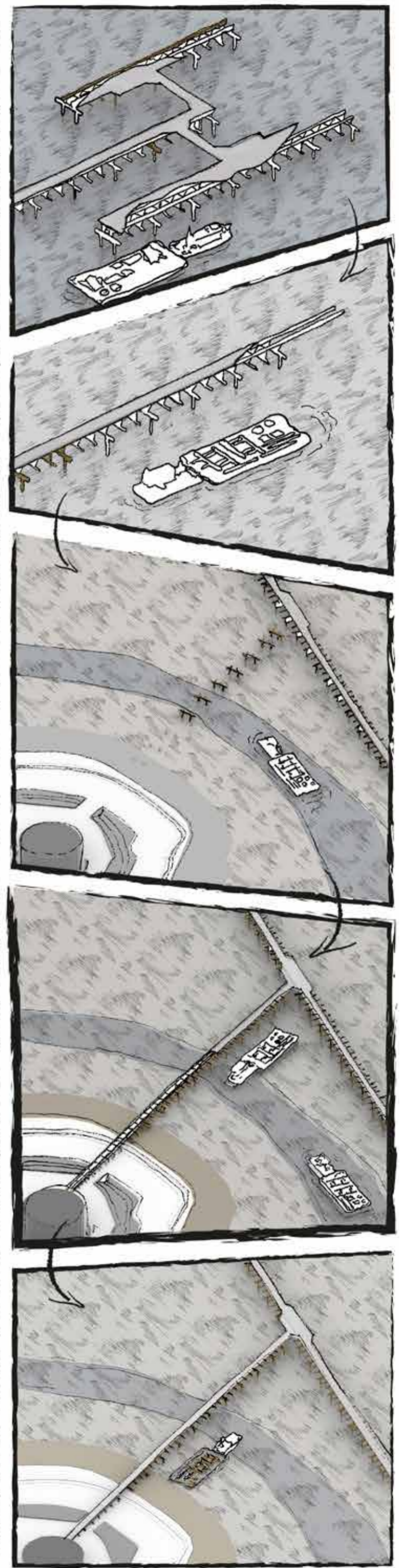
The works commence, the reshaping of this landscape begins with the direct action out our trespassers // our intruders // or protesters. Beging to dismantle and then reconstruct the existing jetty to form the first node. Repossessing it as an initial connection between Carvey Wick and the decommissioned Coryton refinery.

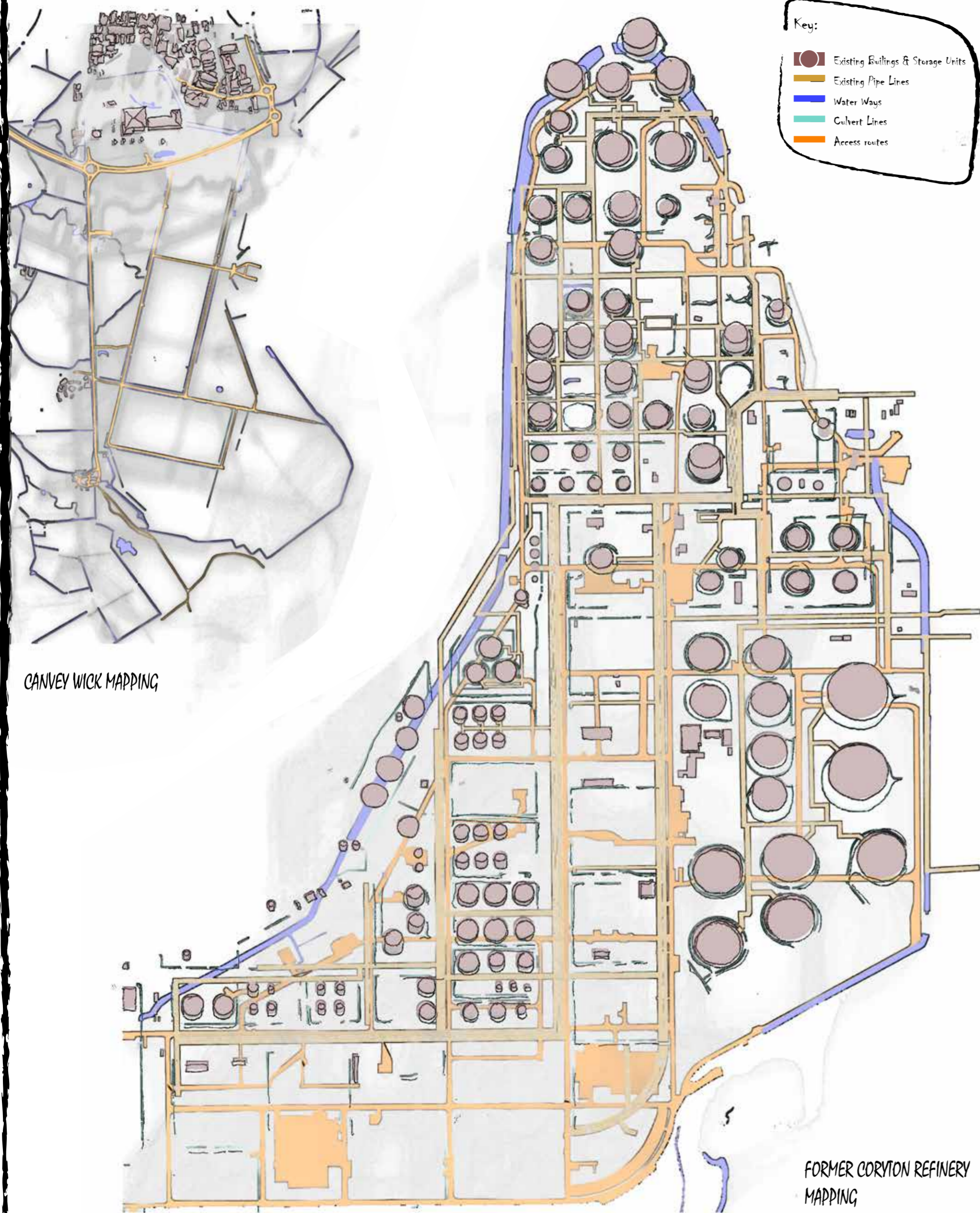


EXTENT OF EXISTING JETTY

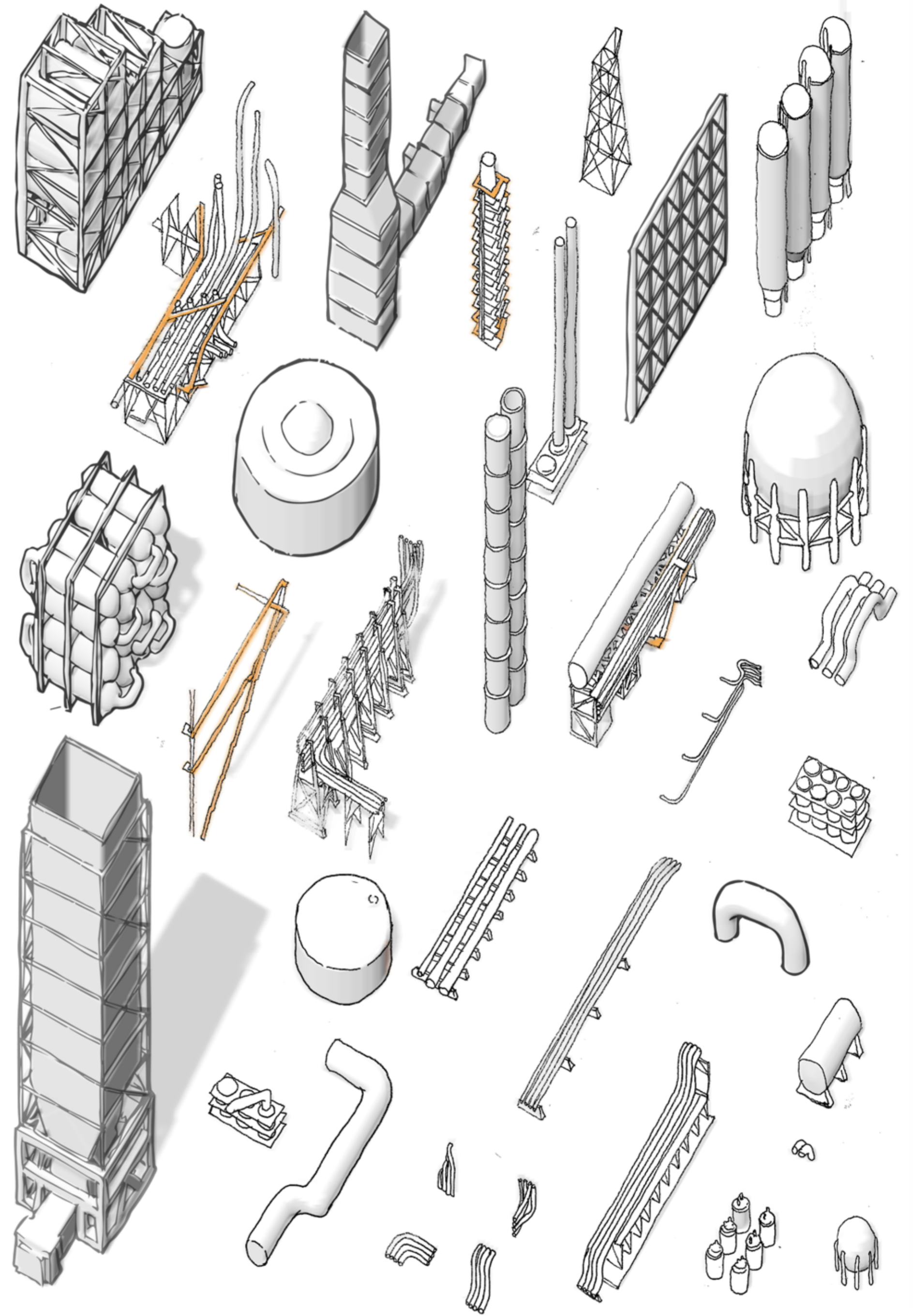


PHASE 1 PROPOSAL





TAXONOMY OF AN INDUSTRIAL HABITAT





PRECEDENTS STUDY

BIQ // Re-imagining Brooklyn Bridge

In their proposal BIQ seeks to return the bridge to its original state, both architecturally and functionally, and looking to incorporate innovative autonomous mobility and public space design. Removing cars and related ramps, and providing more space for pedestrians, bikes and transit, this proposal moves more people and creates a stronger connection between Downtown Brooklyn, Lower Manhattan, and beyond.



Diller Scofidio + REMRO // The New York High Line

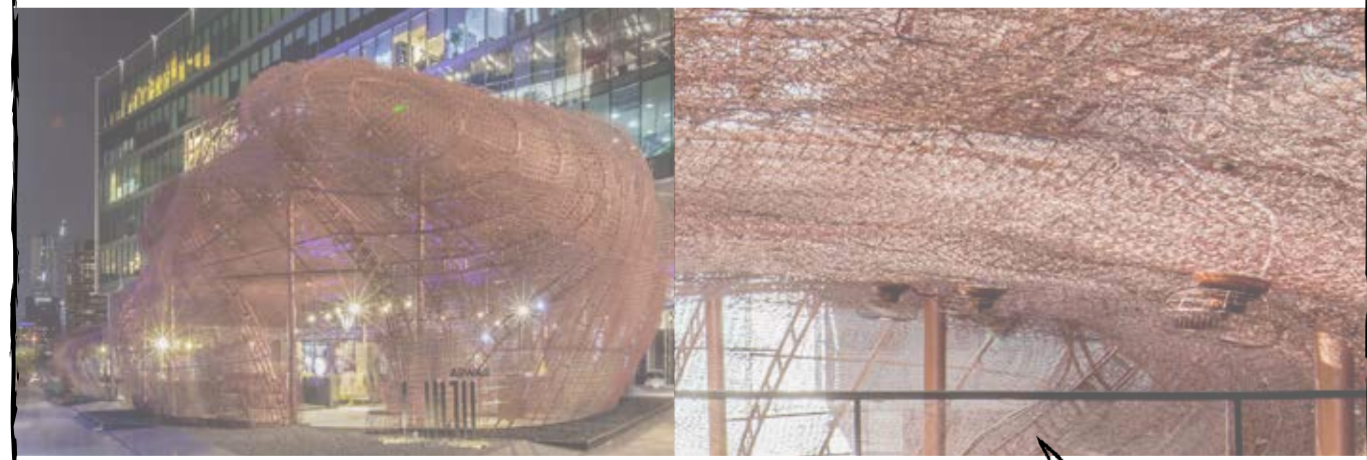
The High Line is a 1.5-mile long public park built on an abandoned elevated railroad stretching in Manhattan. Inspired by the melancholic, unruly beauty of this post-industrial ruin, where nature has reclaimed a once vital piece of urban infrastructure, the new park interprets its inheritance. It translates the biodiversity that took root after it fell into ruin in a string of site-specific urban micro-climates along the stretch of railway that include sunny, shady, wet, dry, windy, and sheltered spaces.



MATERIAL STRATEGY

LOT-EK // Carroll House

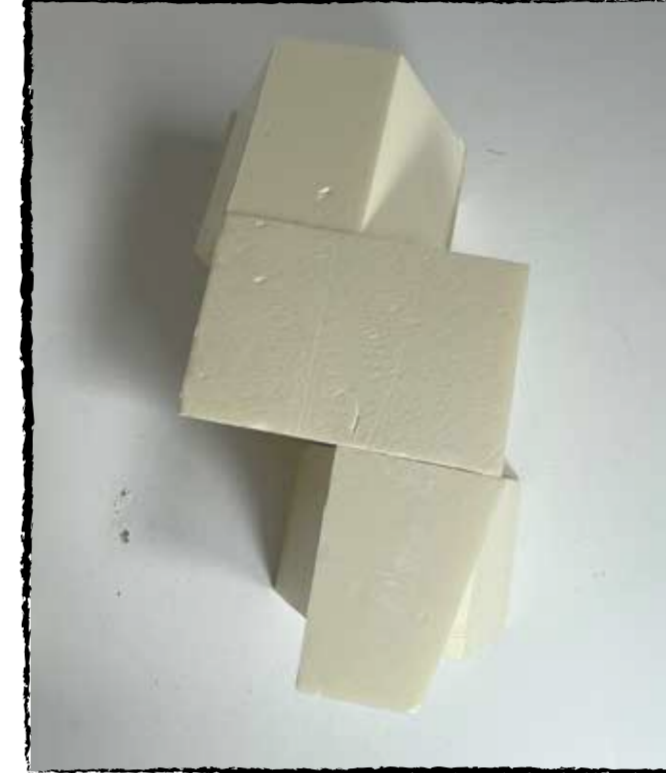
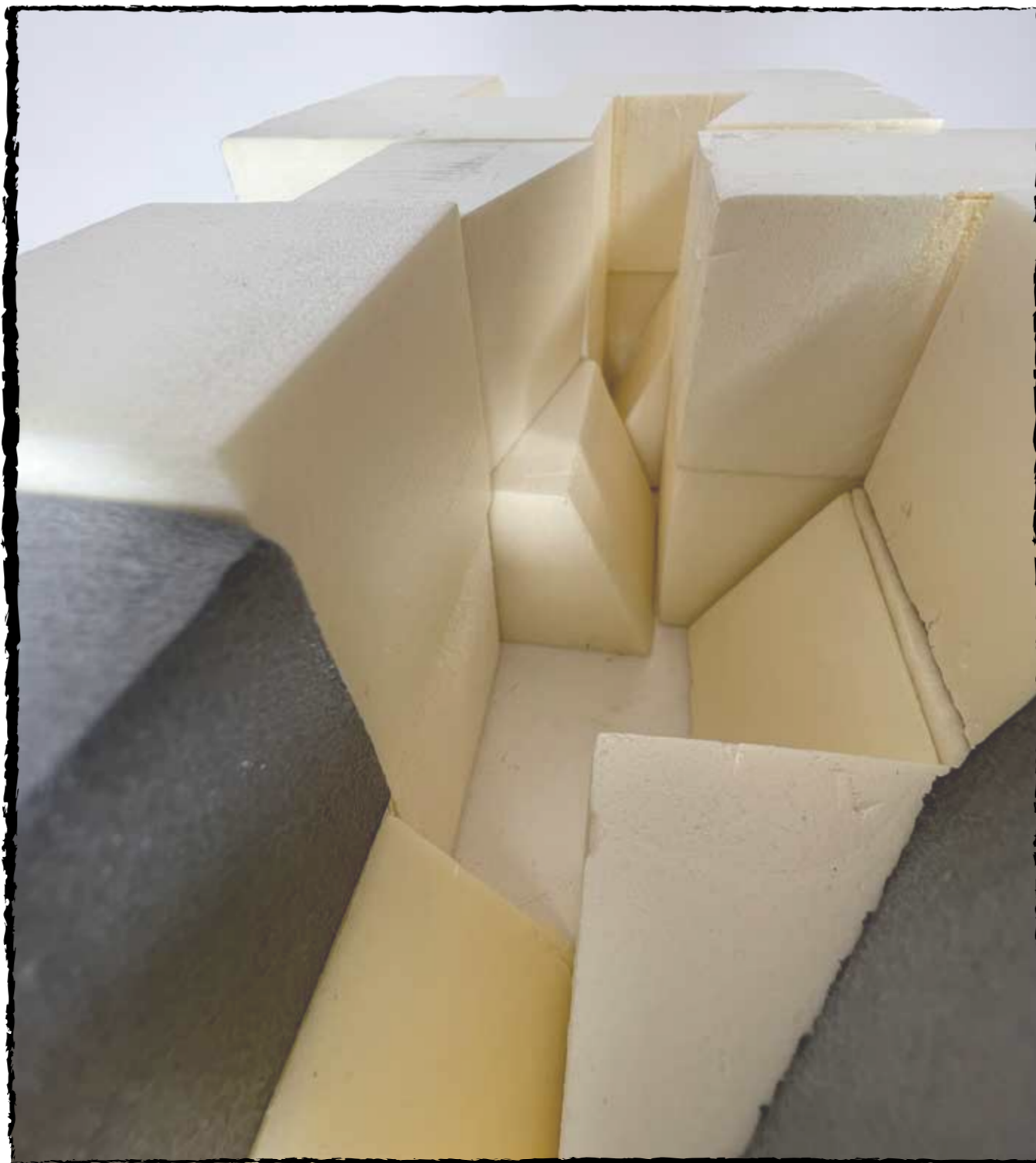
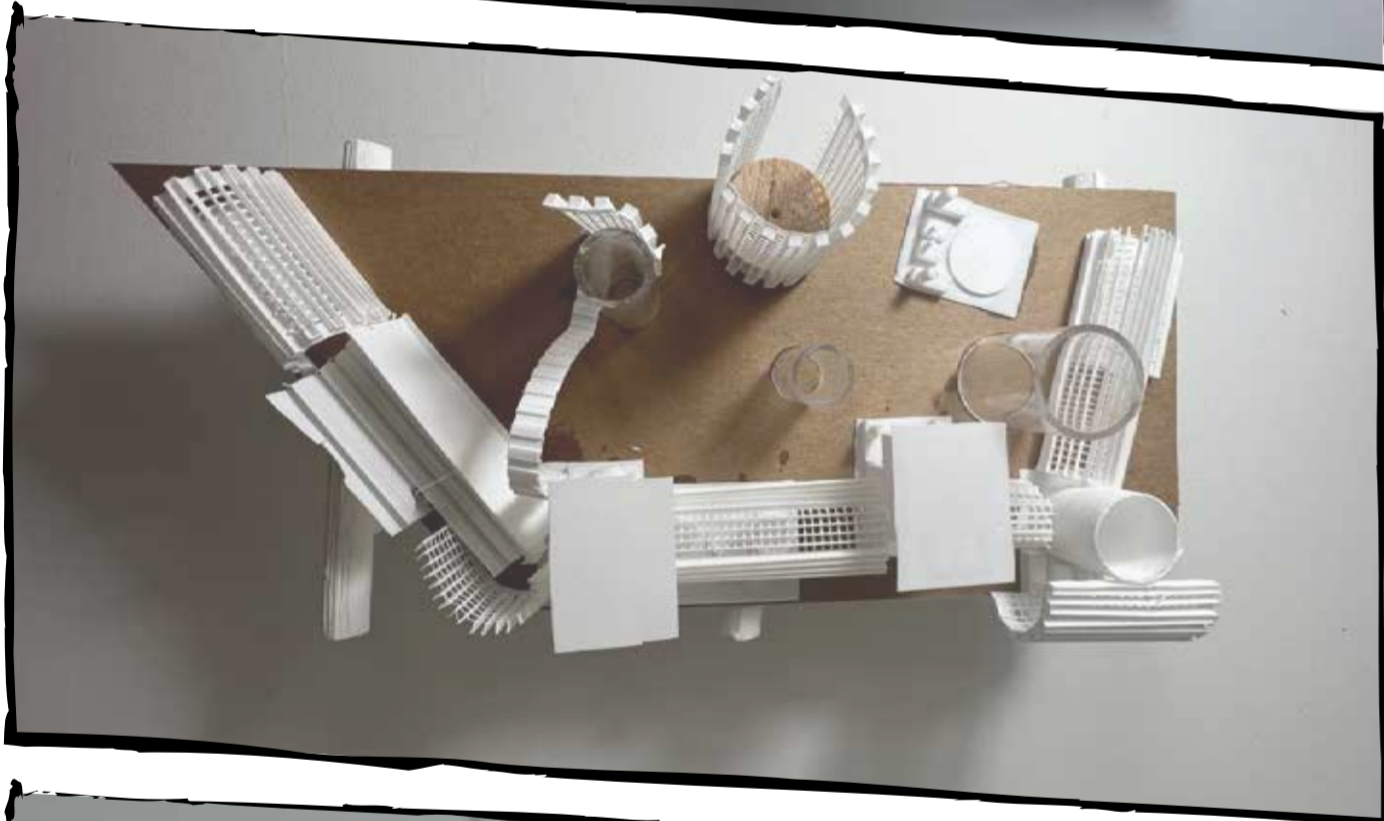
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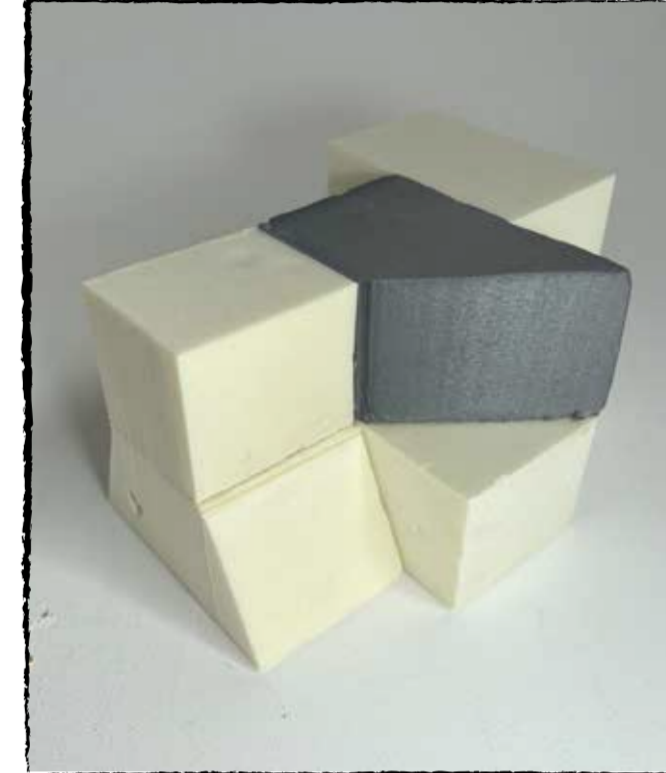
Fahed + Architects // Luxury Pavilion

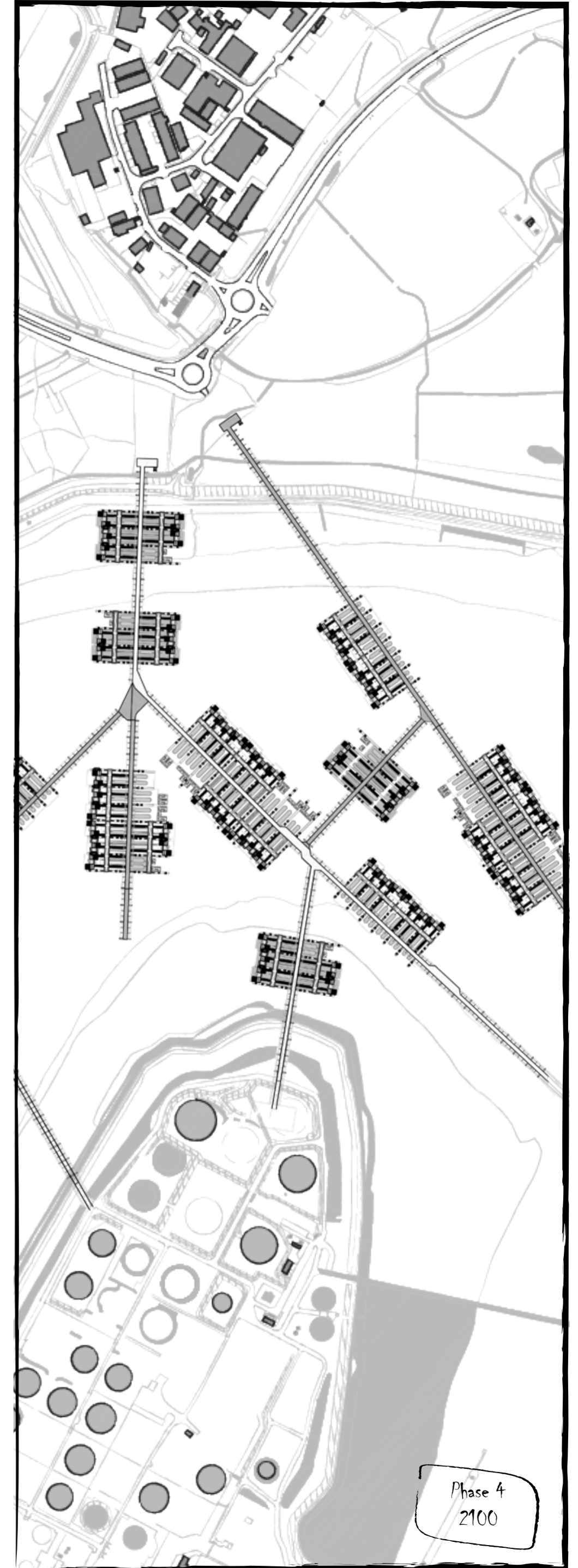
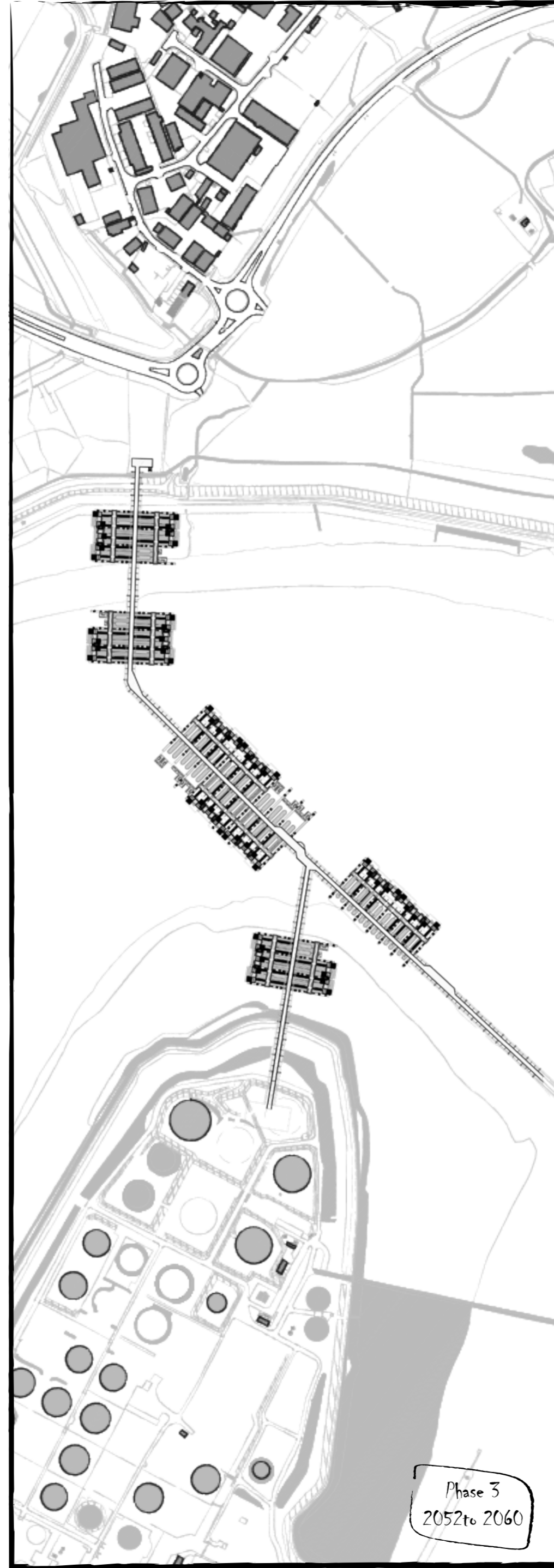
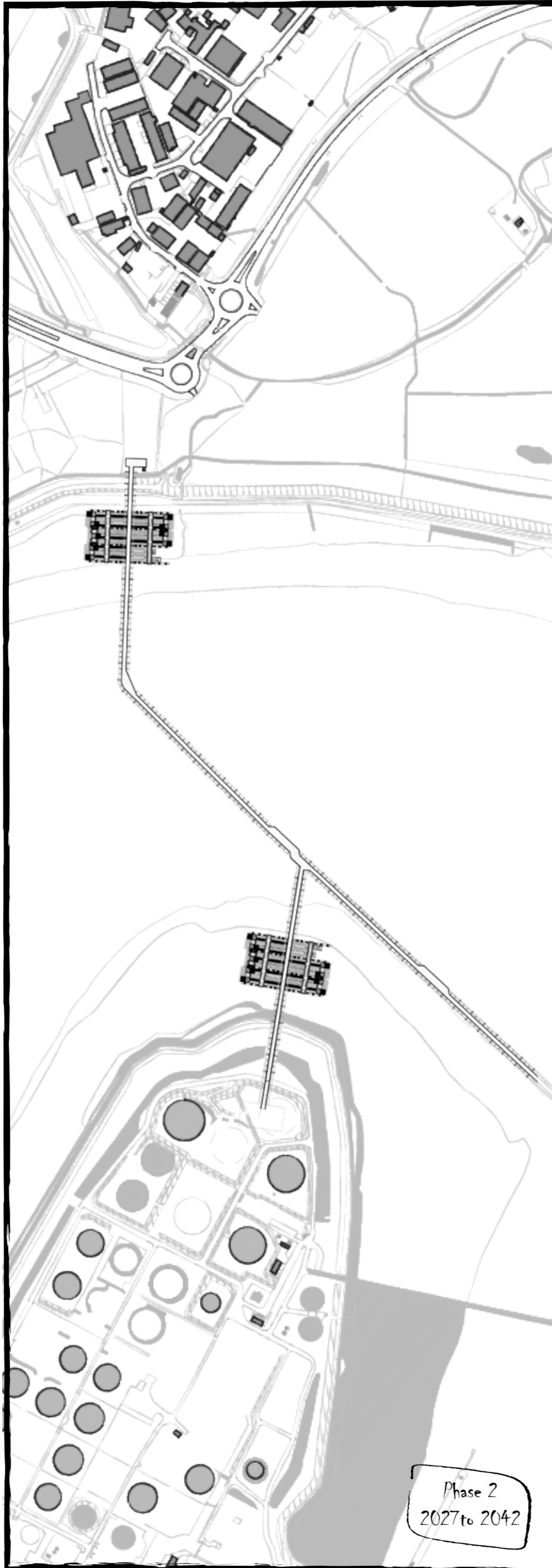
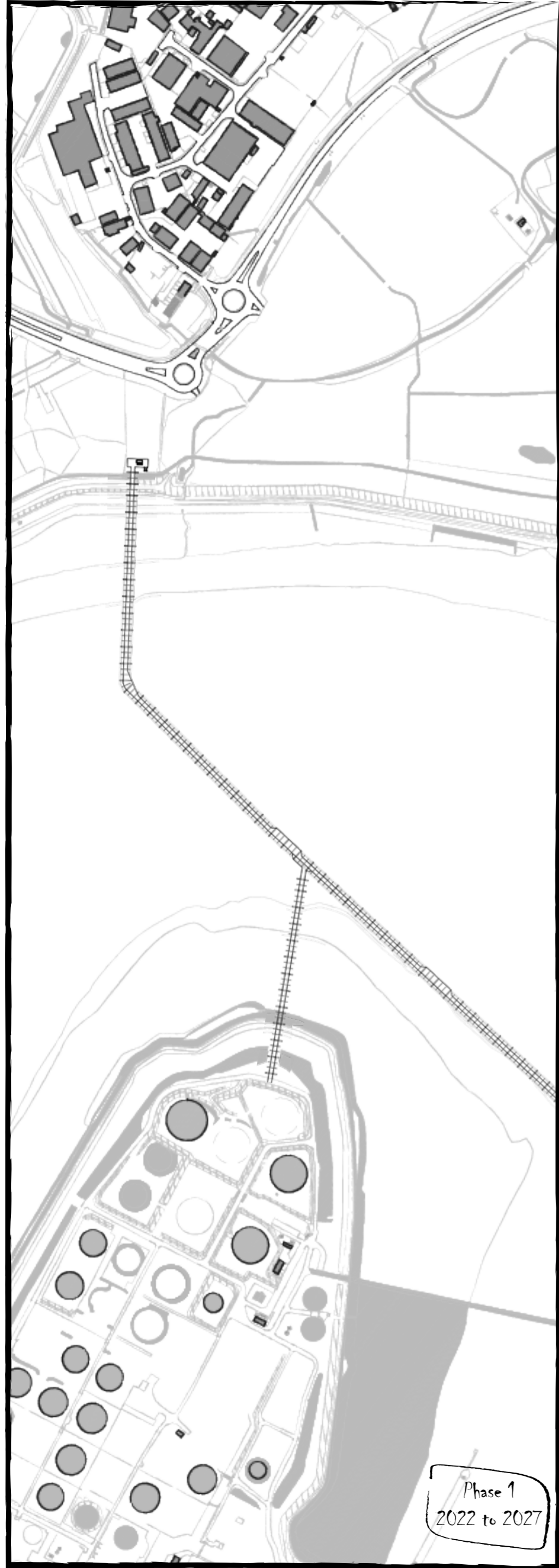
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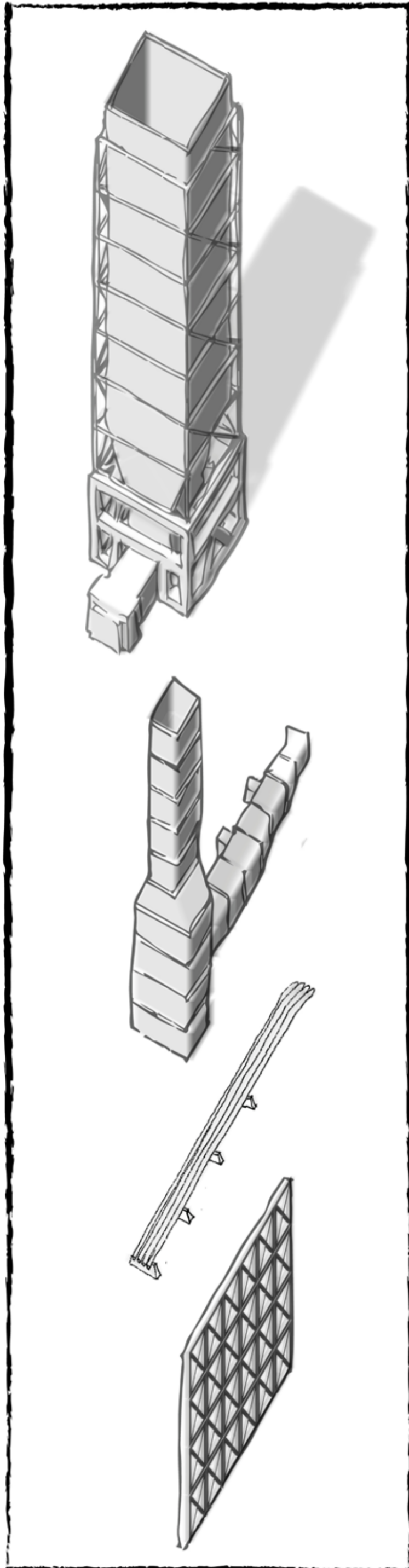




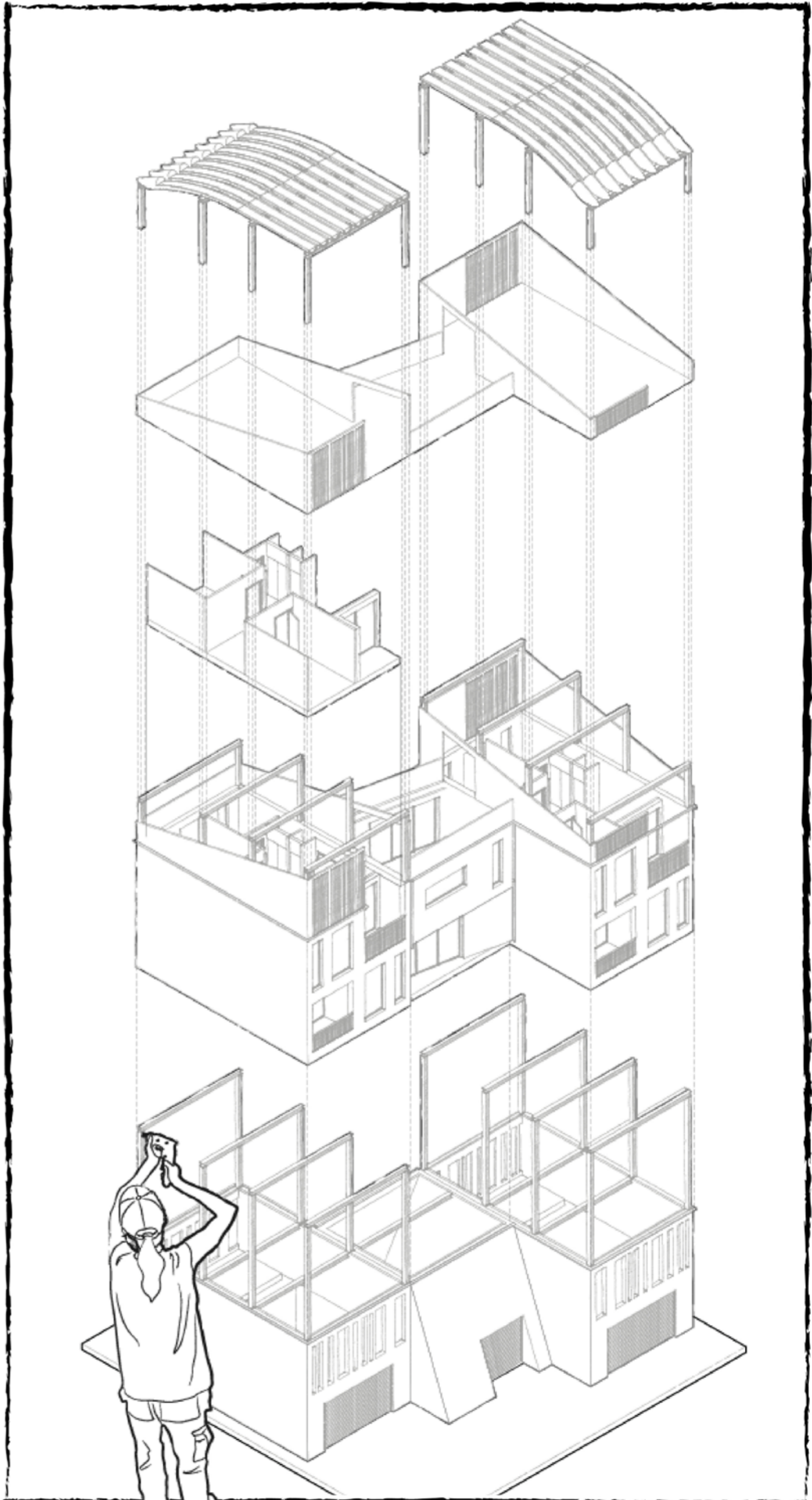
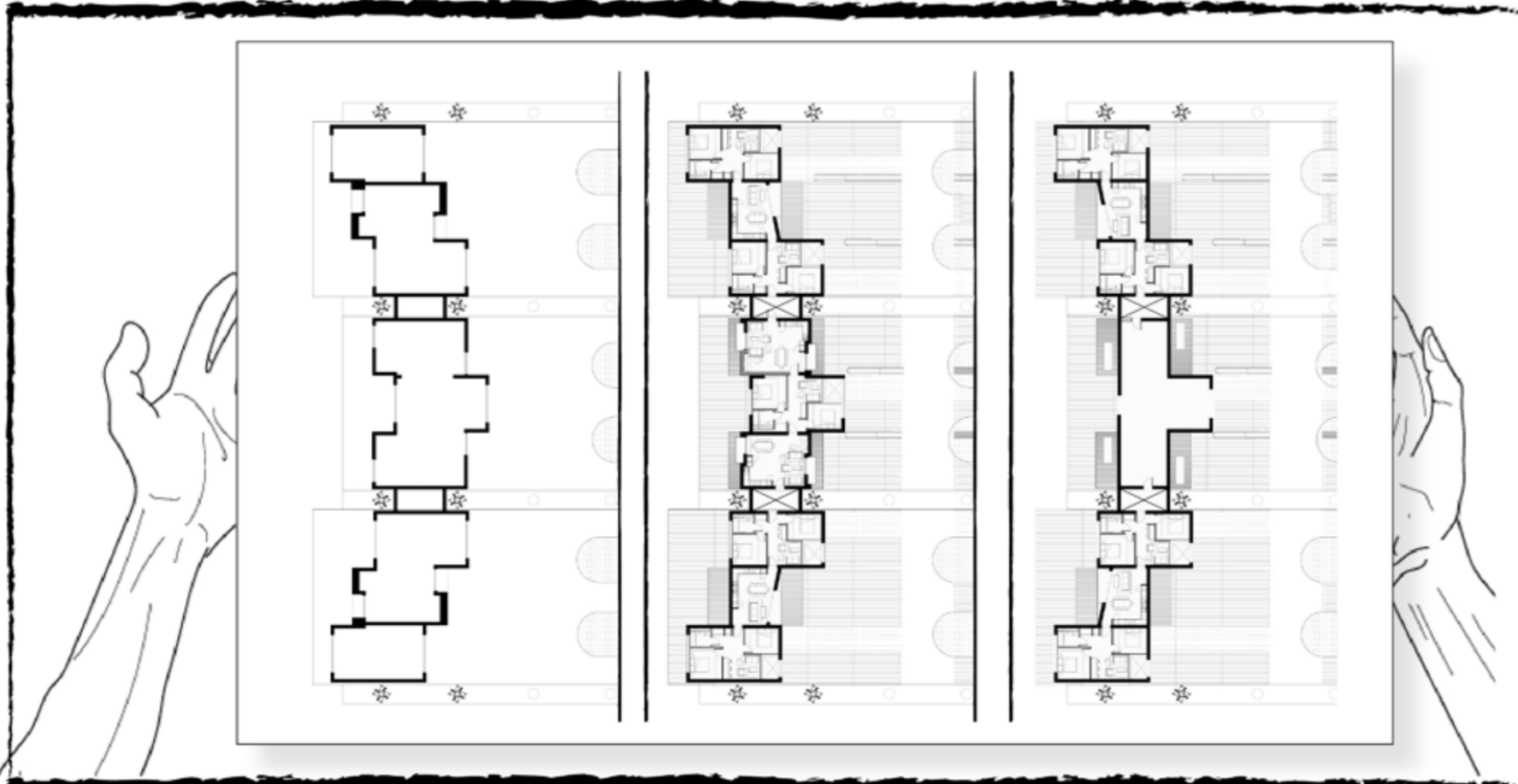
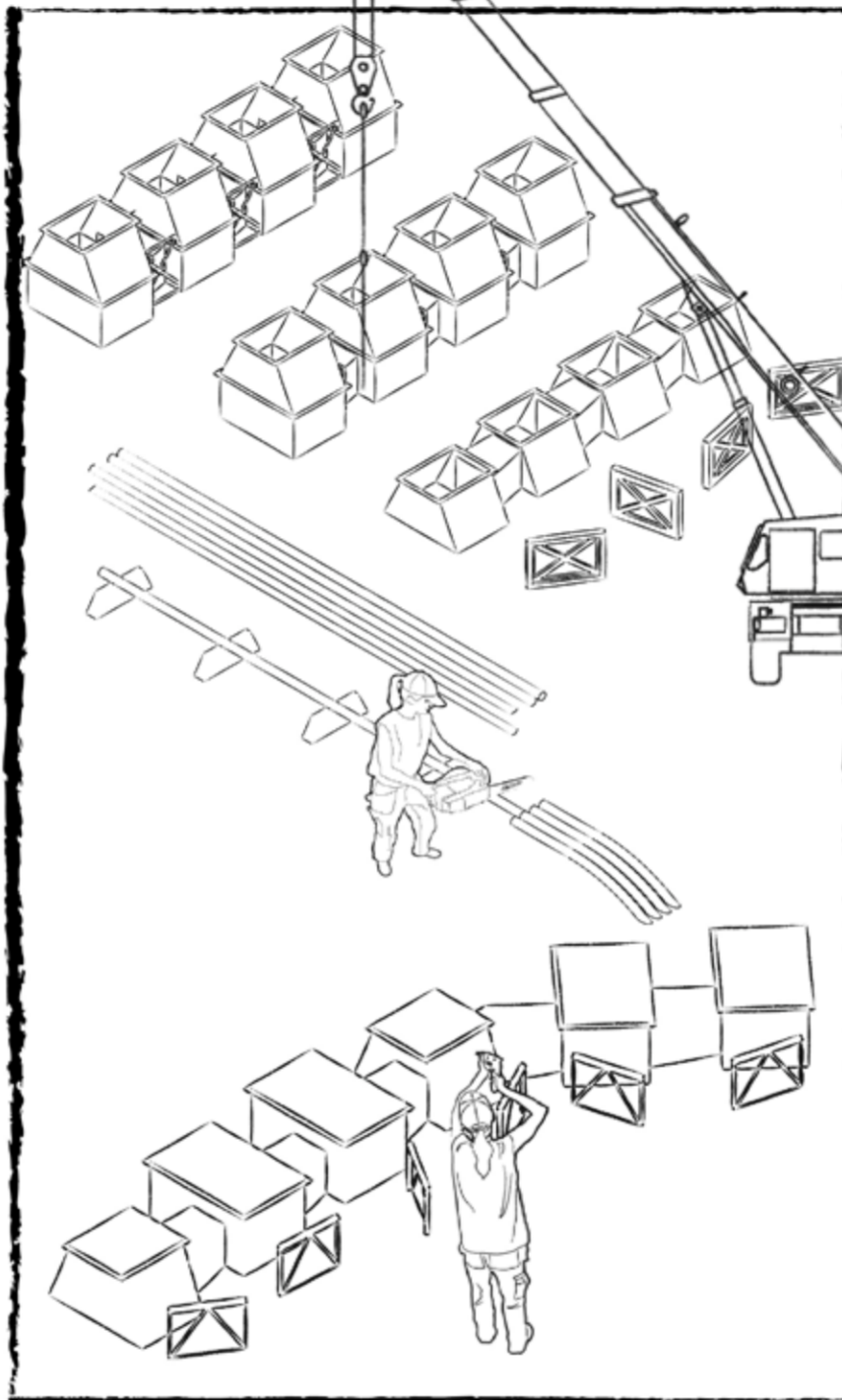
Experimenting through maquettes allows for the interrogation of various spacial arrangements within the proposal, it was also a integral approach in exploring ways of configuring the existing industrial volumes with the project proposes to be reused in the development of this new emerging community ///







The community is very much a part of the place building, distilling the pallet of industrial structures and beginning to care them, carve into them and shape them to be used as their homes and workshops, as it grown over time



HOLEHAVEN

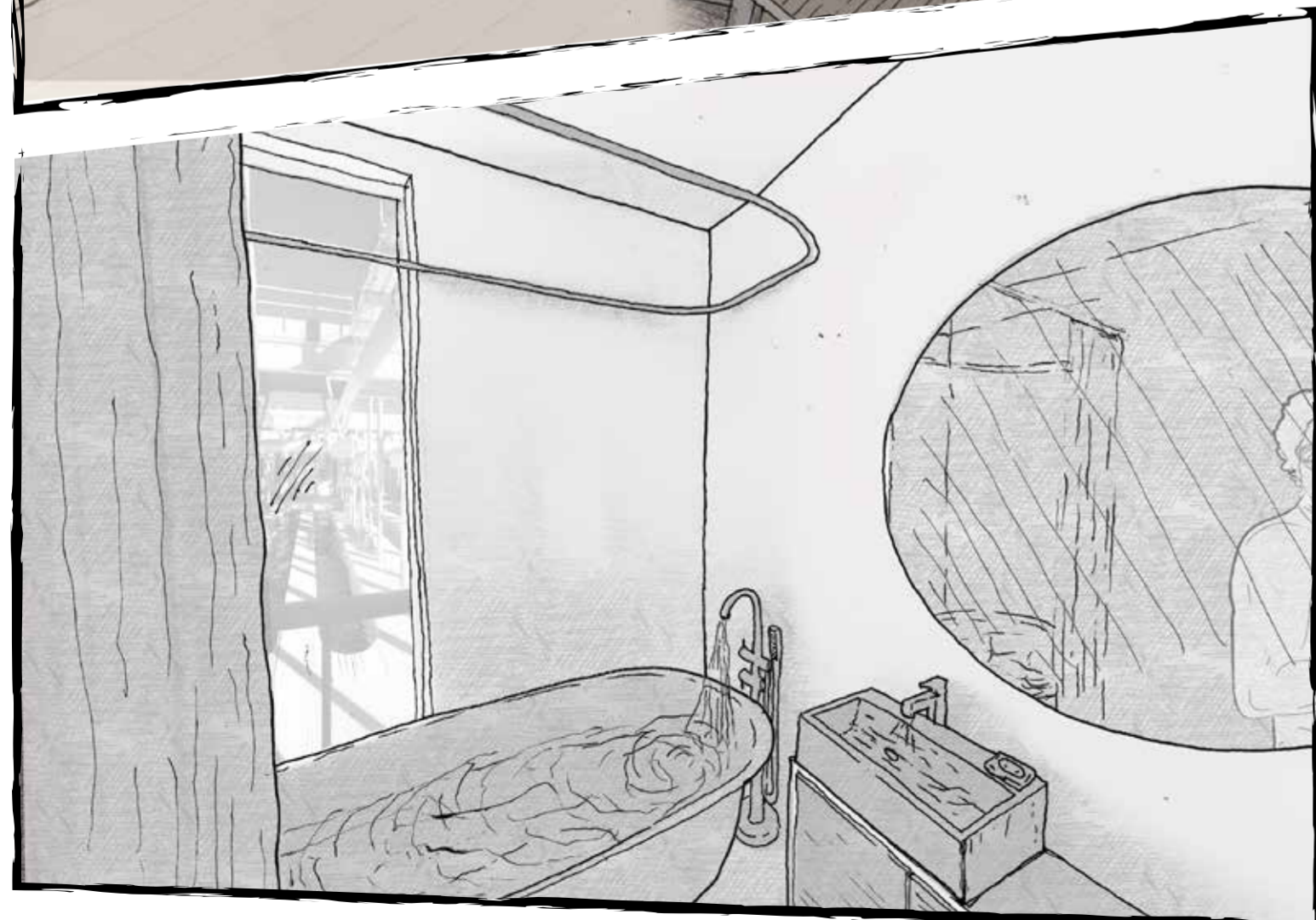
Morning Coffee



Oh What a pleasant morning...mmm Coffee or Tea Today?



Oh my God put a freaking shirt on!!!

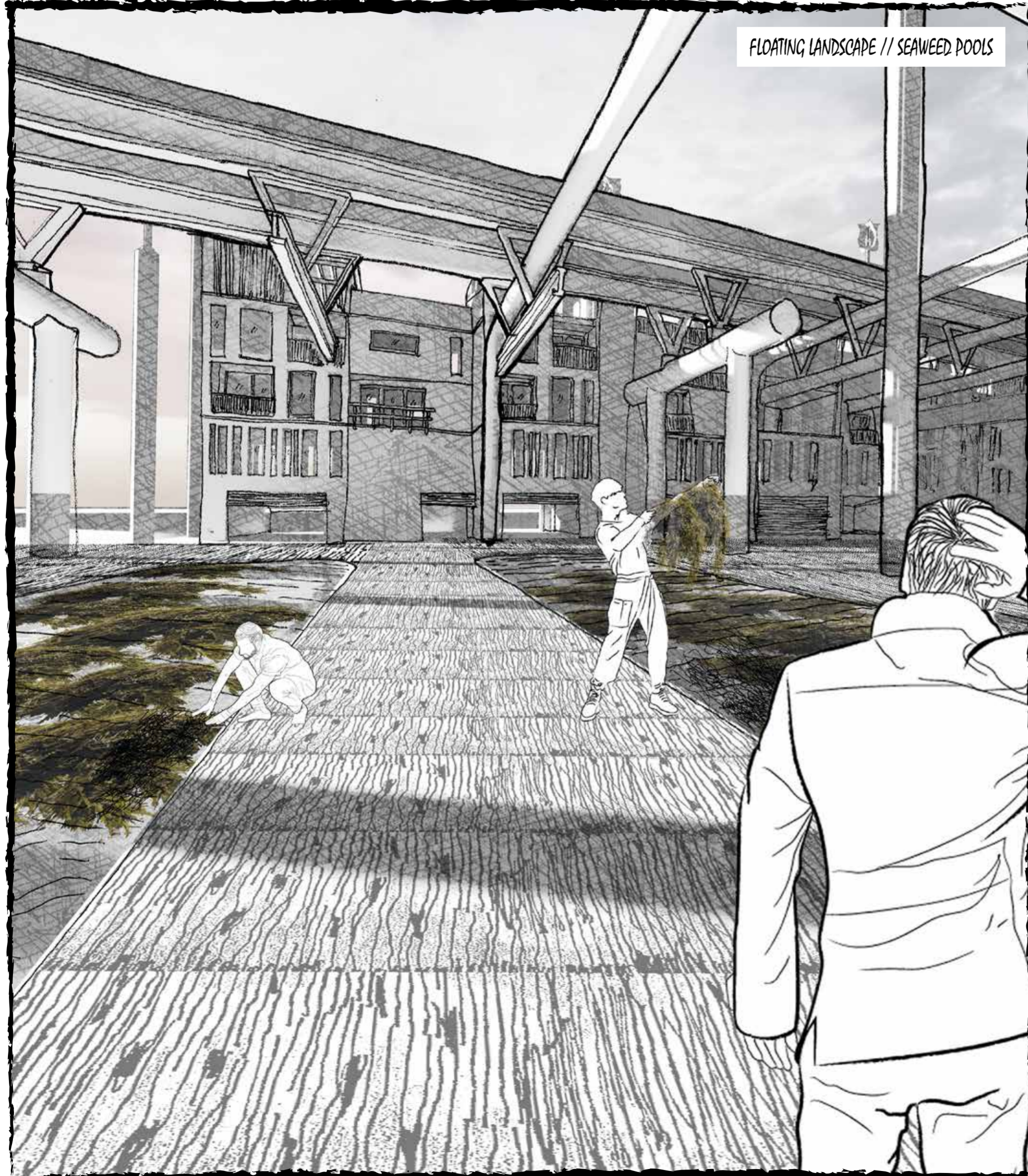


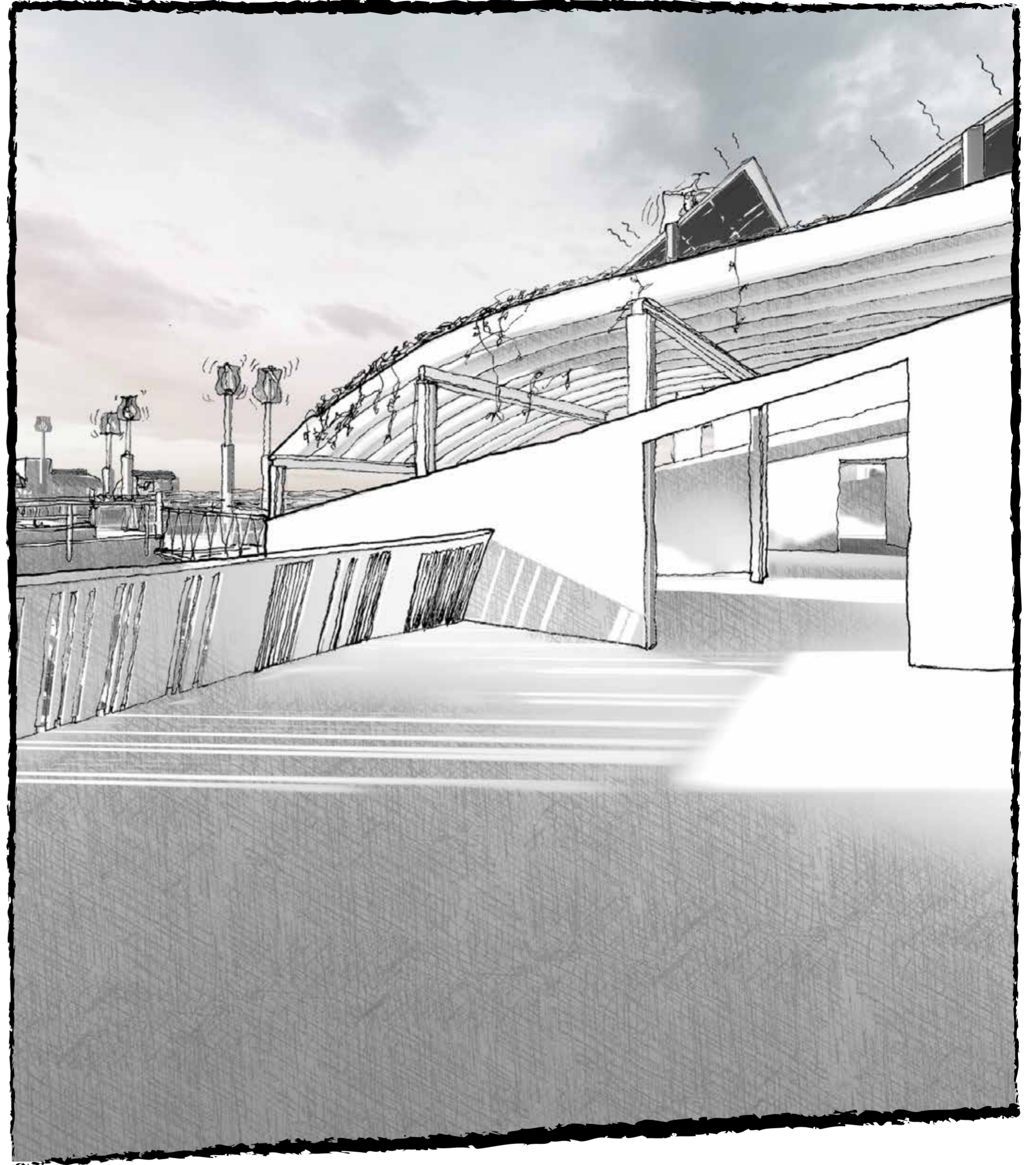
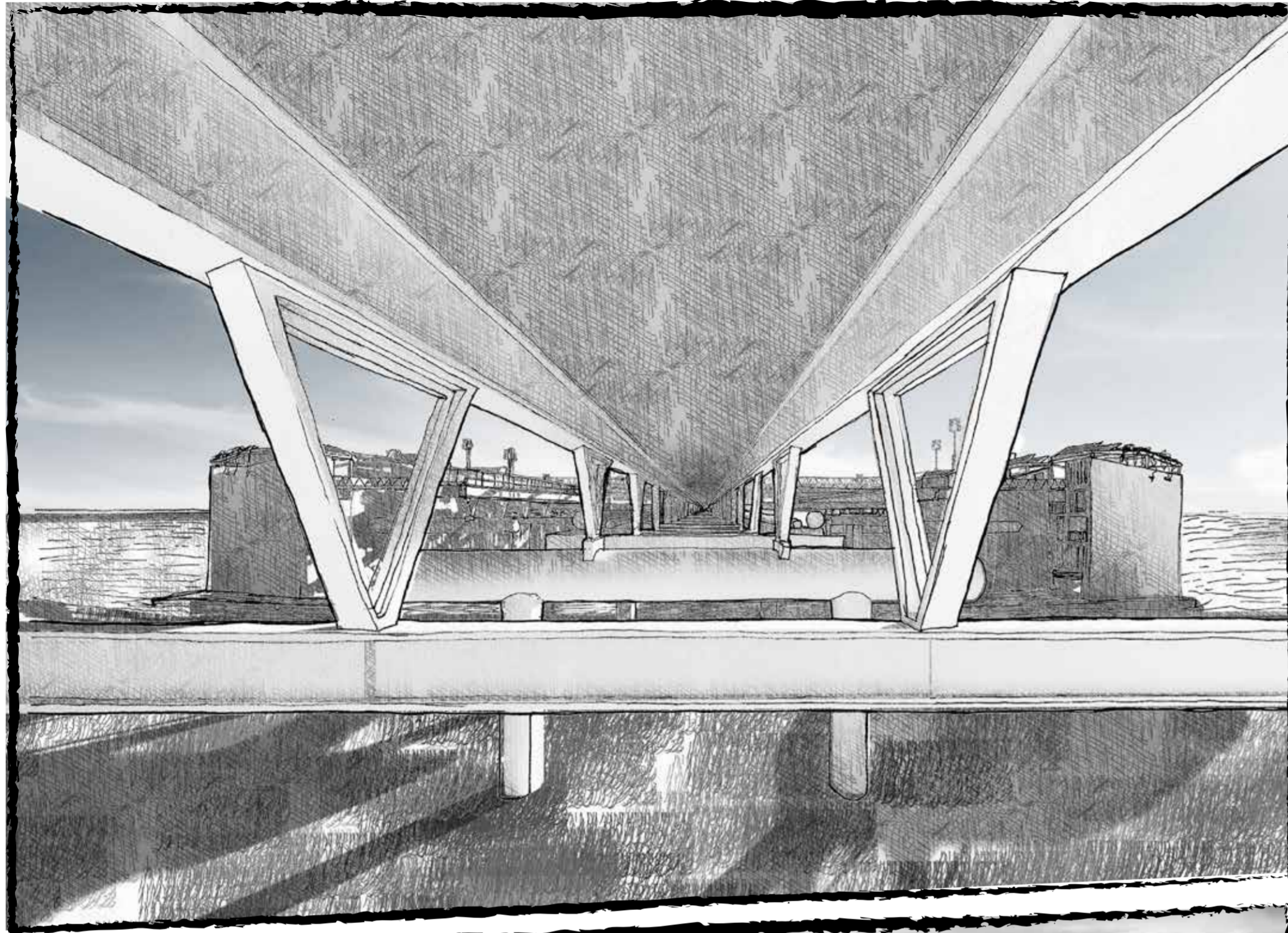
Just being one with nature, So WHATEVERRRRR.....

I cant believe You still Haven't got a Shirt on how ridiculous!!!

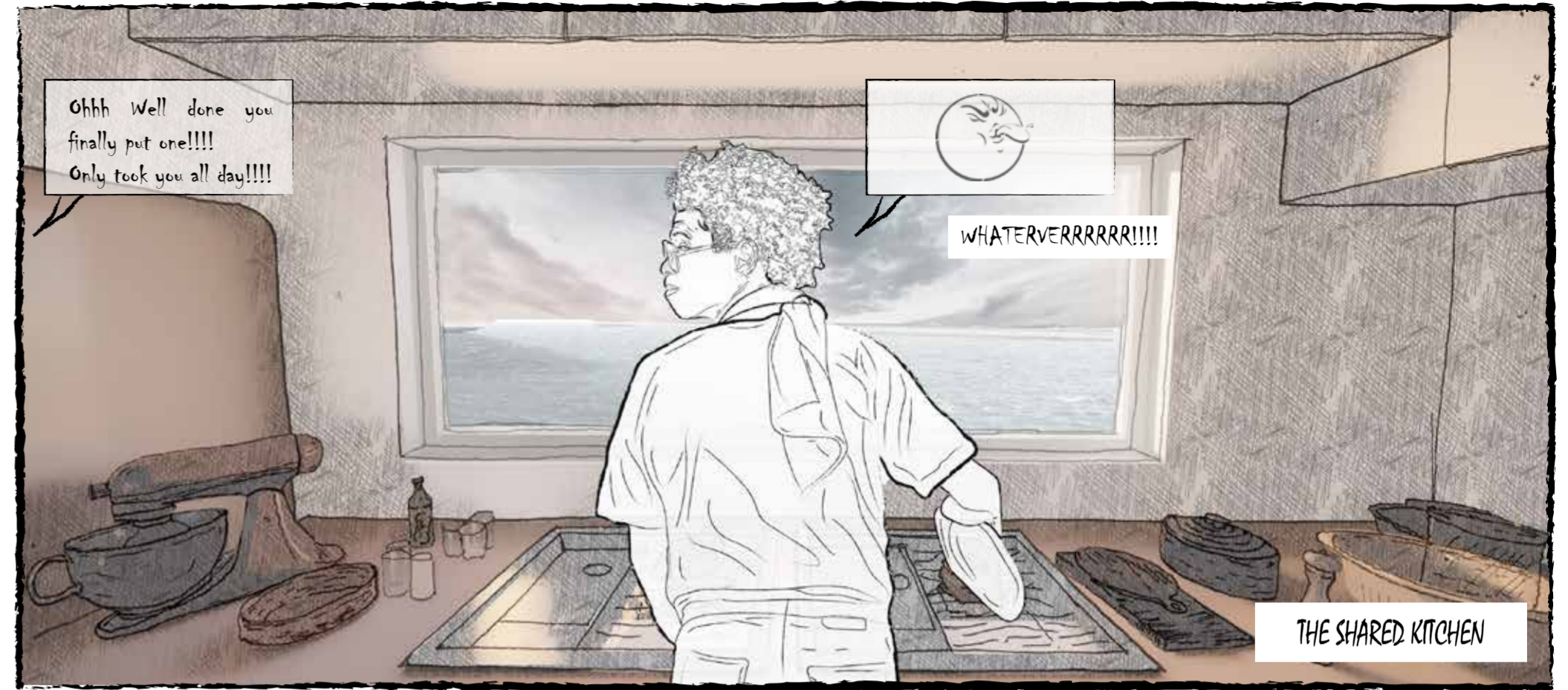
HOLEHAVEN

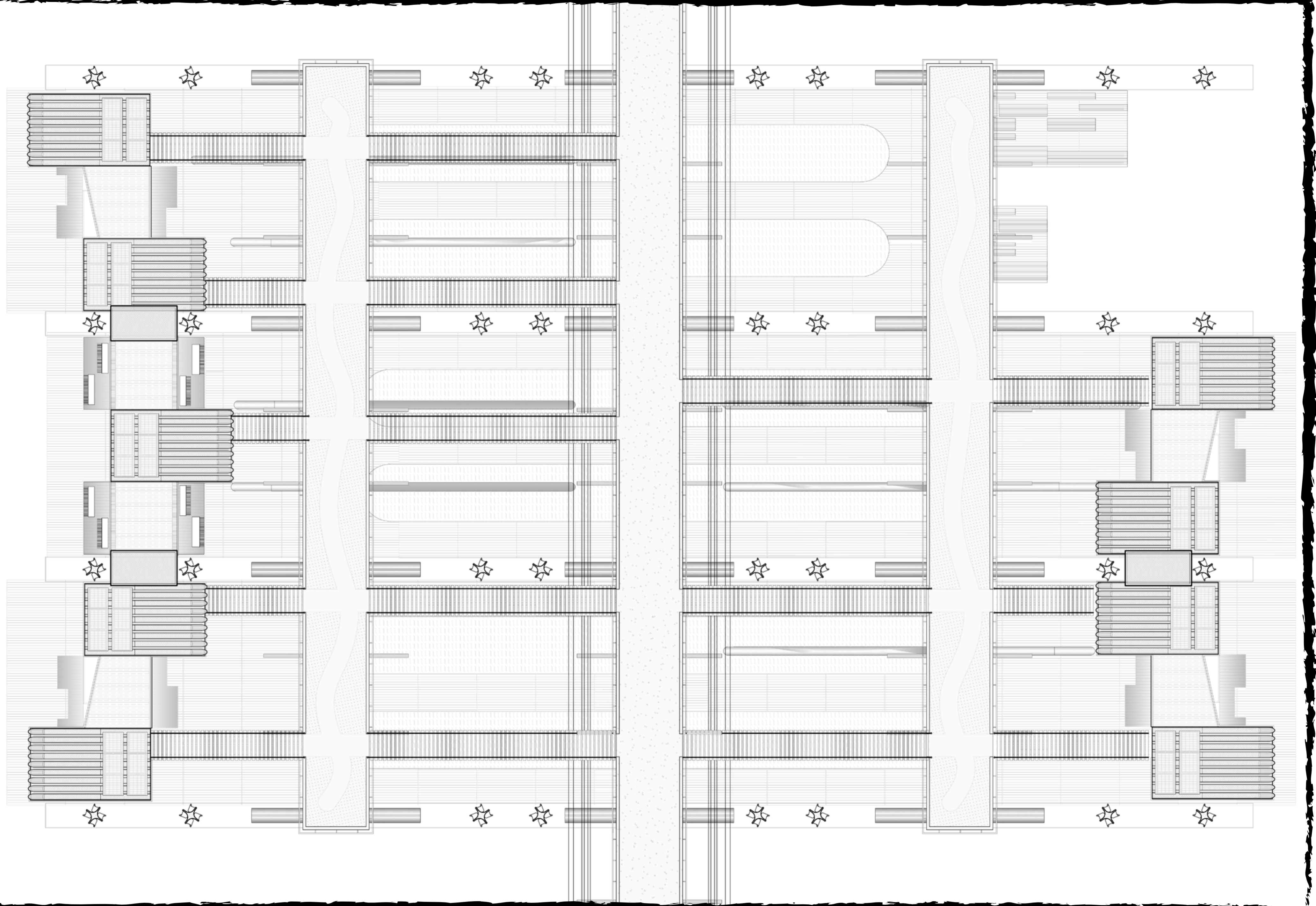
Day Job

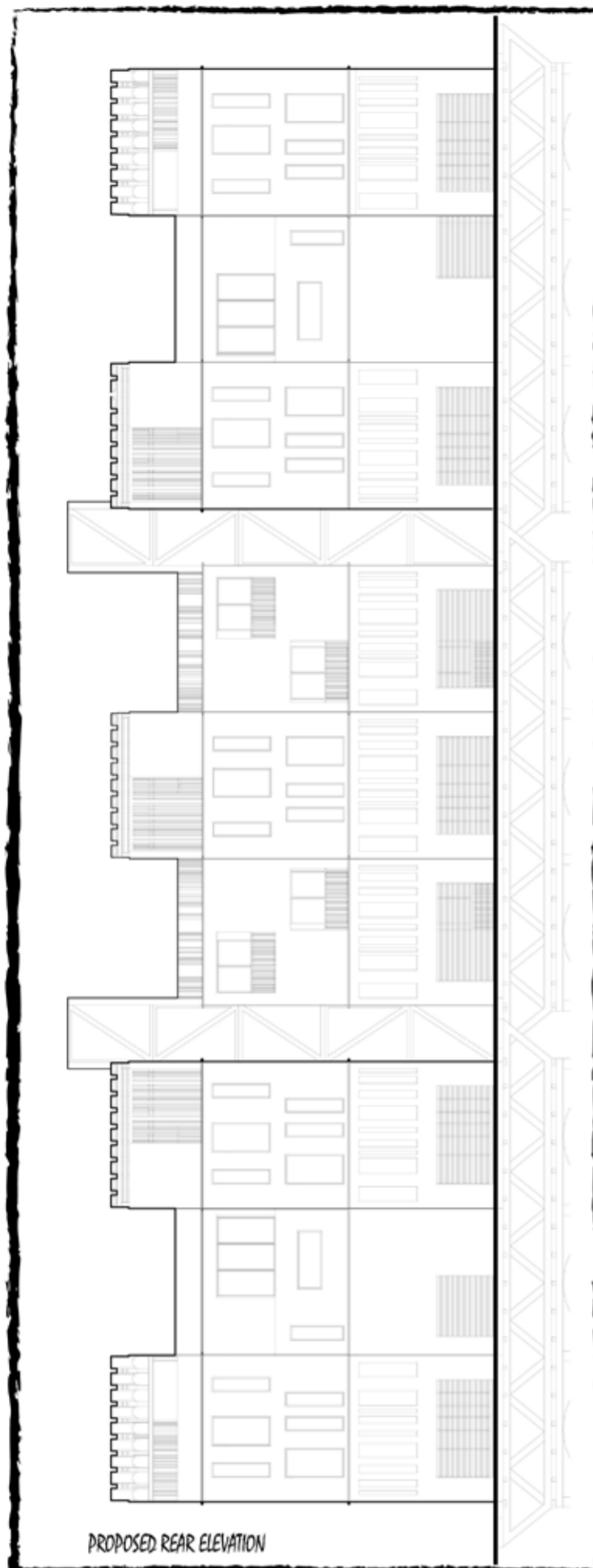




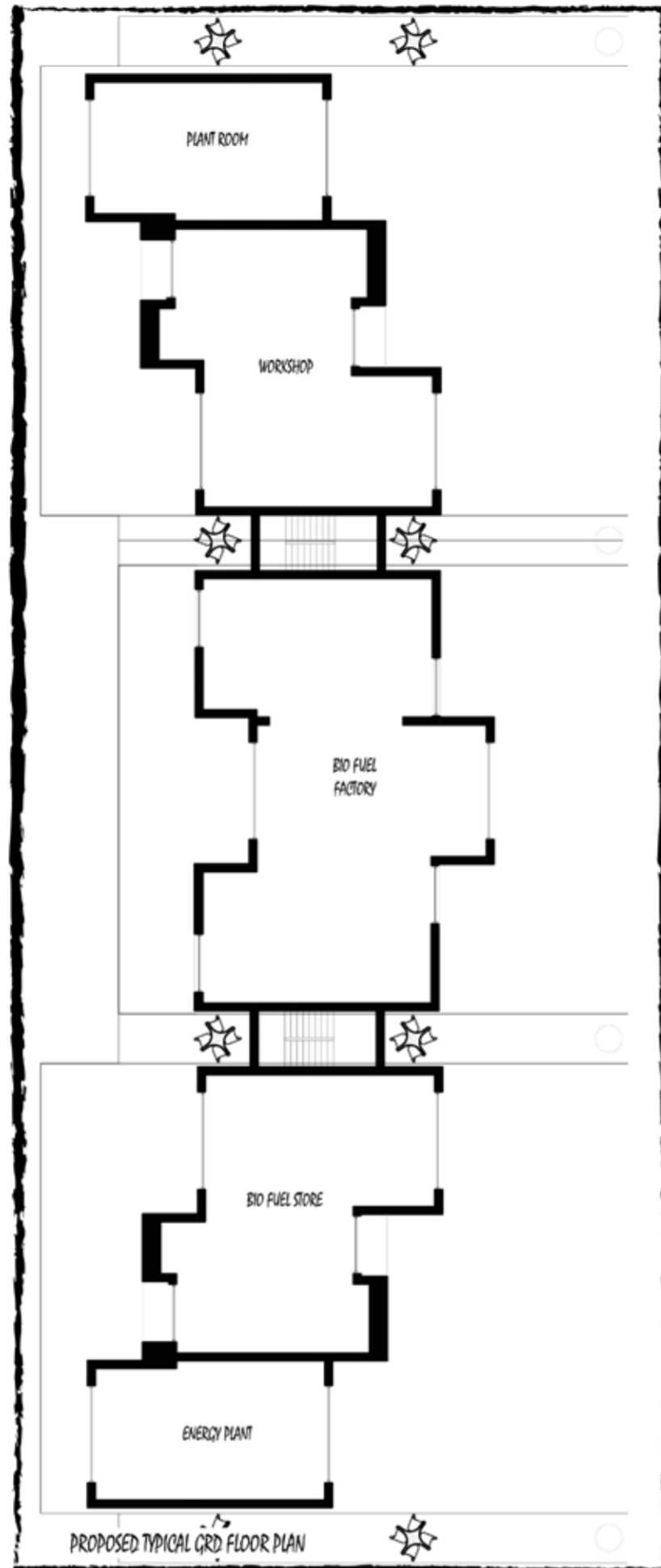
HOLEHAVEN
Sun, Winds and Walkways



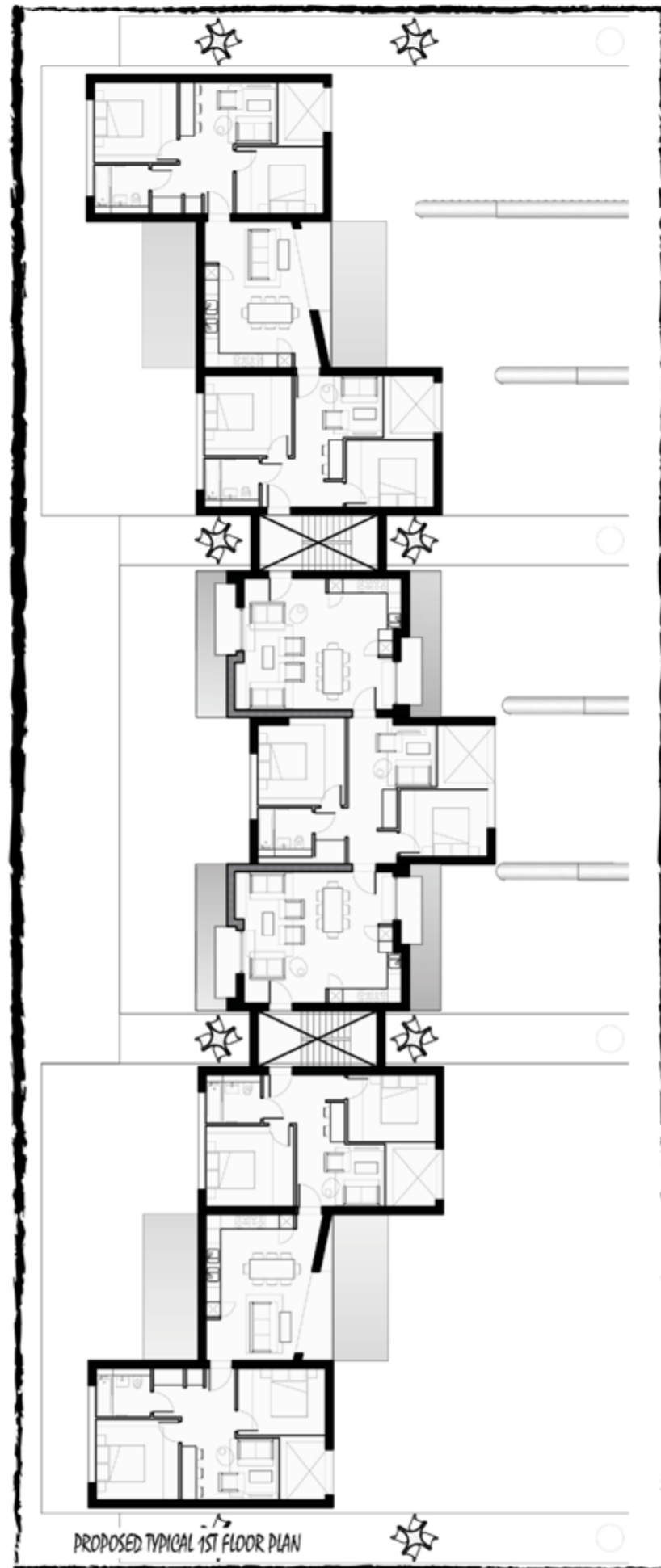




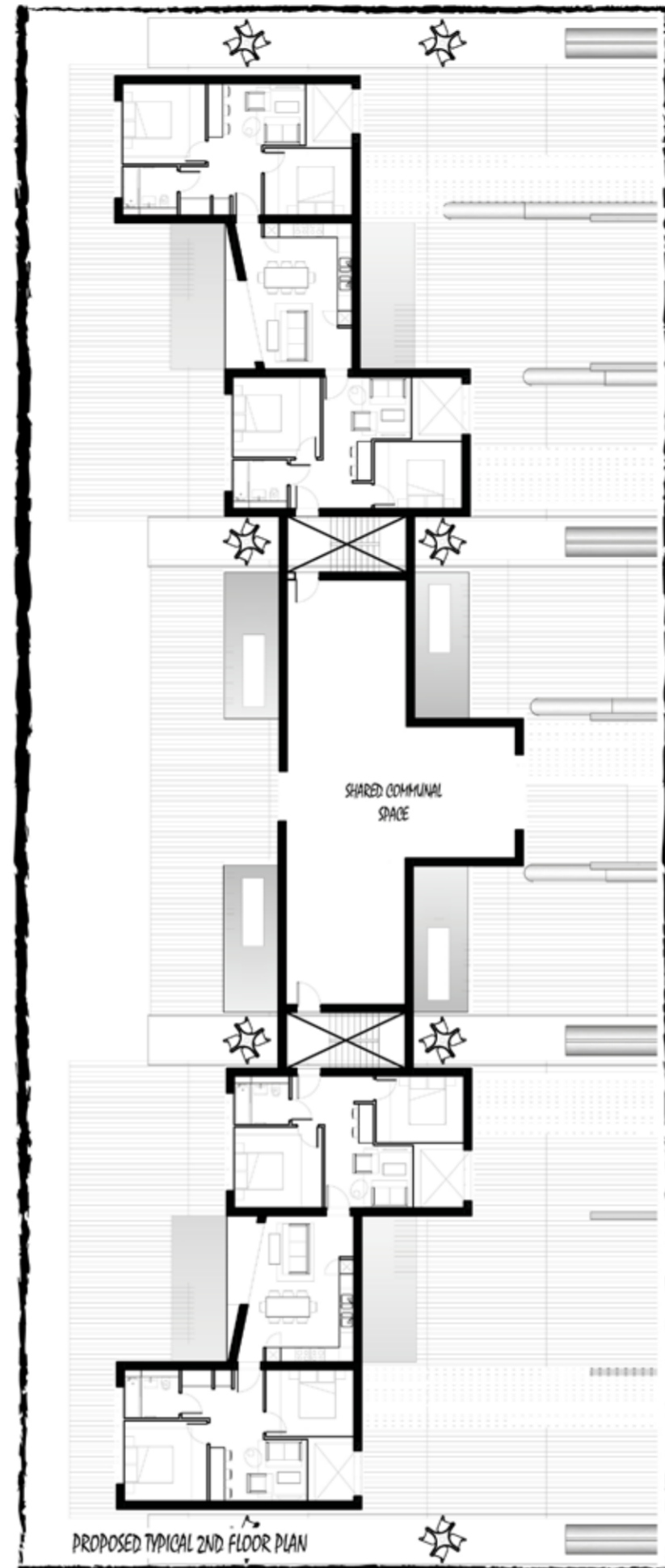
PROPOSED REAR ELEVATION



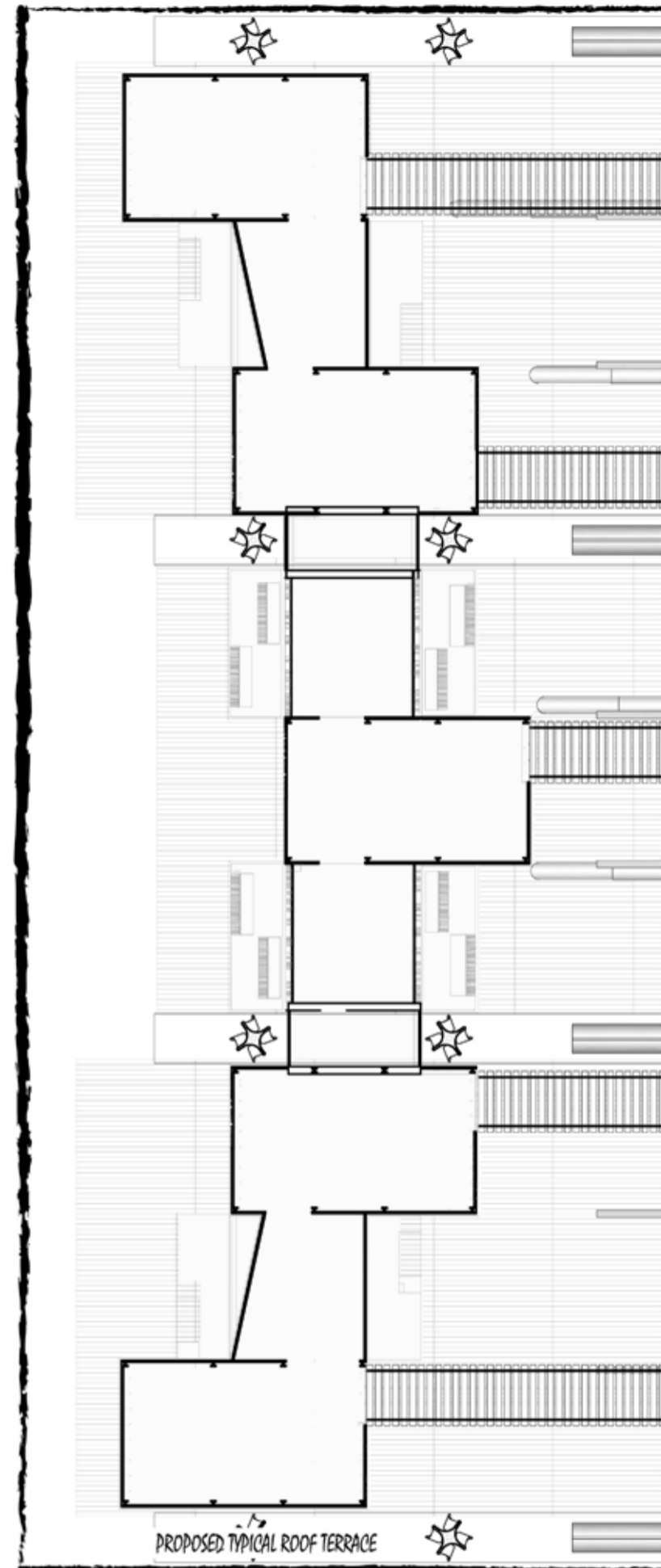
PROPOSED TYPICAL GRD FLOOR PLAN



PROPOSED TYPICAL 1ST FLOOR PLAN



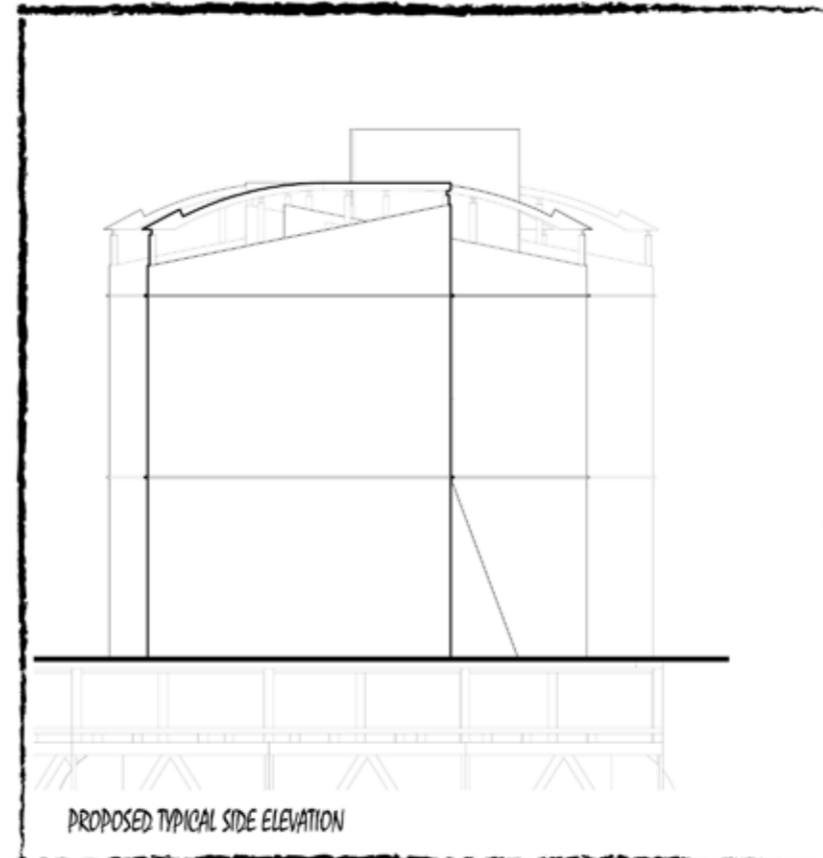
PROPOSED TYPICAL 2ND FLOOR PLAN



PROPOSED TYPICAL ROOF TERRACE



PROPOSED STREET ELEVATION



PROPOSED TYPICAL SIDE ELEVATION

The Proposed layout takes inspiration from a typical historic high-street, the ground floor is very much focused on the productive life of the site.... The processing of harvested material.... The storages of energy generated and fuel produced and the street is exists for the cultivation and movement of these products.

DRAWINGS SCALE 1:250



