

**35 Mayflower Park, Royal Pier and Town Quay**

**Context**

Mayflower Park and Royal Pier and Town Quay form a character area out of some of the most accessible parts of the waterfront. To the north is a small area of West Quay Retail Park (CA33), the remaining boundary comprises the old town divided between three character areas (CAs 11, 13 and 17). To the east are the south-east operational docks with restricted access (CA36). To the west (CA34) are the operational docks servicing the cruise liners. Views to the west particularly from Mayflower Park are dominated by the cranes which sporadically line the waterfront individually and in groups. Within this character area there are multiple views, view-points and landmarks looking both across the port areas, into the city and out towards the Solent.

In the medieval period there was a gravel hard in this area and landing shores with quays developing in the later medieval period. The Royal Pier was opened in 1833 and subsequently the areas either side have been reclaimed. The present pavilion replaced the original of 1894 and dates from 1929 (the lions being reclaimed from the earlier building). The area was a major place of entertainment for the people of Southampton. Much of the area of Mayflower Park is the result of reclamation, associated with the development of the docks to the north-west in the 1930s. It was laid out as a park by the 1950s.

**Grain**

There is a fine to medium grain to the built form with buildings largely responding to their waterfront positions and present and former uses.

**Scale**

Buildings range in height between two and four storeys (including Cupola) with the traditional buildings being of classical proportions and massing.

**Uses**

Leisure uses (casino), ferry terminal and ticket offices.

**Public Realm**

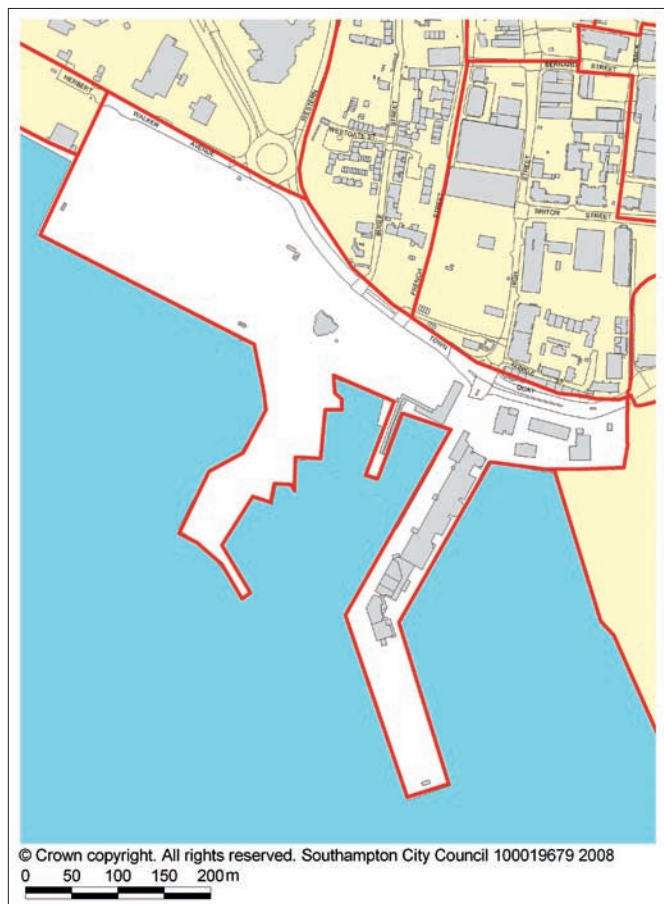
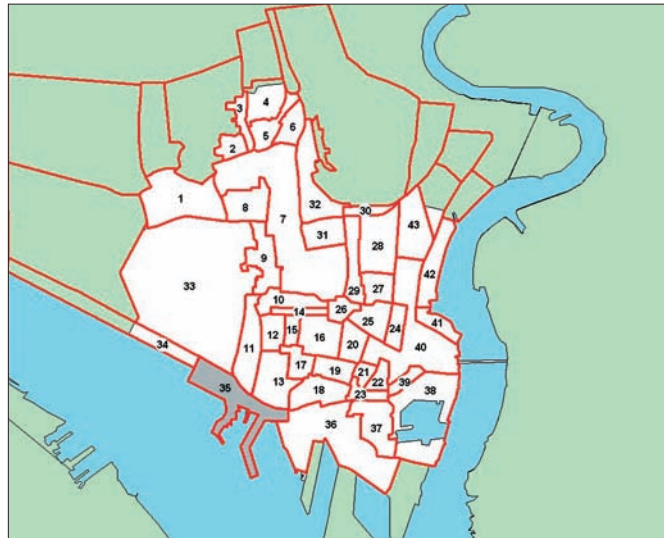
Mayflower Park is well maintained and the areas of pavement are generally in reasonable repair.

**Connectivity**

This area is well connected to adjacent areas to the north and west and is also the gateway for ferry arrivals. The arrival by water is one of the key characteristics of this character area.

**Views**

This character area has a number of strategic views originating from the area (the vista of the Town Walls from Mayflower Park, the view to the pavilion on Royal Pier



and the view along Town Quay) and has a number of buildings within its boundaries which are the subjects of strategic views (the Royal Pier, and the Harbour Board Offices – now a casino).

There are also strategic waterfront views east to the docks and west along the river. There is a further strategic view to St Michael’s spire from the entrance to Town Quay ferry terminal.

There a number of other important local views back to the city looking north-east and north-west from Town Quay. These take in a large number of prominent landmarks – some good and some of poor quality.

**Building types**

Former buildings associated with the highly successful period of Southampton as a busy nationally renowned port. There is also a group of buildings to Town Quay – offices, ferry terminal, ticket office, waiting areas and bars. These have been designed as a continuous sequence of warehouse, wharf-type buildings.

**Architectural qualities**

Some highly expressive and lavishly detailed historic buildings to the waterfront making good local landmarks.

The ferry terminal buildings whilst attempting to appear like quayside buildings have dated and look tired and in need of refurbishment.

**Heritage Assets**

The area is considered to possess a high degree of evidential value reflecting the potential for medieval and later landing and quay areas and related maritime archaeological deposits but also for the potential for prehistoric occupation or use of the area when it was dry land before the flooding of the Solent River and the valleys of its tributaries. The eastern part of this area lies within a Local Area of Archaeological Importance.

There are two distinctive listed buildings (The Royal Pier pavilion and the former Harbour Board Offices – now a casino). These buildings have a high degree of cultural, associative, communal and design value despite in the



**01** Mayflower Park waterfront and views to the Royal Pier and Town Quay  
**02** Views north across Mayflower Park towards the medieval town walls and St Michael’s church spire beyond.



**03** Grade II listed Pavilion, Royal Pier, though much altered and rebuilt still an important waterfront landmark.



**04** View south along Town Quay

case of the Royal Pier much alteration to the earlier designs of the building and, in the case of the Harbour Board Office, its re-use. The scale, composition and setting of both of these buildings is significant and sensitive to change. The cast iron railings to the Royal Pier form an important part of the setting of this listed building and have considerable aesthetic value. The area abuts the Old Town Conservation Area to the northern edge and so also forms an important role in the setting of the Old Town.

**Materials**

Stucco, brick, stone dressings, natural slate, fake timber cladding, render.

**Condition**

Good in places, some of the ferry terminal spaces are looking dated and worn. The cast iron railings to the Royal Pier are in a poor condition with some structural failure and a general need for repair and maintenance.

**Ownership**

Multiple ownership.

**Intervention**

- Improvements to the surface finish of the car park to Mayflower Park.
- Repairs to the railings of the Royal Pier.
- Removal of the steel fence behind the railings which damages the integrity of the historic railings and impact upon the setting of the Grade II listed Royal Pier Pavilion.
- Encourage the replacement of the Red Funnel terminal buildings (which appear temporary in nature).

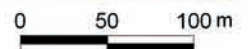
**Key design principles**

- Proposed buildings must be considered in the light of the existing listed buildings which should dictate the height and scale of any proposals.
- Views to the Royal Pier Pavilion and the Cupola of the former Harbour Board Offices should be protected wherever possible.





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**Heritage Assets**





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**Townscape**

