

## 40 Crosshouse, Central Bridge and Melbourne Street

### Context

This area is partially defined to its southern edge by the historic (Grade II listed) Central Bridge and the modern Itchen Bridge, though the character area does extend south for very short distances beyond these structures. To the east the character area has the most natural relationship with the River Itchen of any character area within the study area – that of a shingled foreshore and concrete boat slip. The character area extends north but loses its waterside character to the historic and modern working wharfs of the Itchen shore (CAs 41 and 42) and to the west is the Chapel area of the City.

This area has undergone considerable change since the mid-nineteenth century – the area extending to the Itchen was formerly two mill ponds associated with the Chapel Mill, named after an adjacent chapel. The southern part of the CA lies within the area that was the Marsh, undrained until the mid-nineteenth century. The northern extension of the character area reaches into the known extent of Saxon Hamwic. The area between Chapel Road and the Marsh was largely meadowland called Chantry Meadow in 1842.

### Grain

Medium to coarse grain, varied building lines and enclosure. Roads are generally wide with undefined junctions. Layout is formal in places but inward facing (for example, the industrial units to Central Trading Estate, Melbourne Street and the business park known as the Enterprise Centre on the junction of Central Bridge and Albert Road. There is remnant fine grain found in some of the survival of buildings from earlier periods of development.

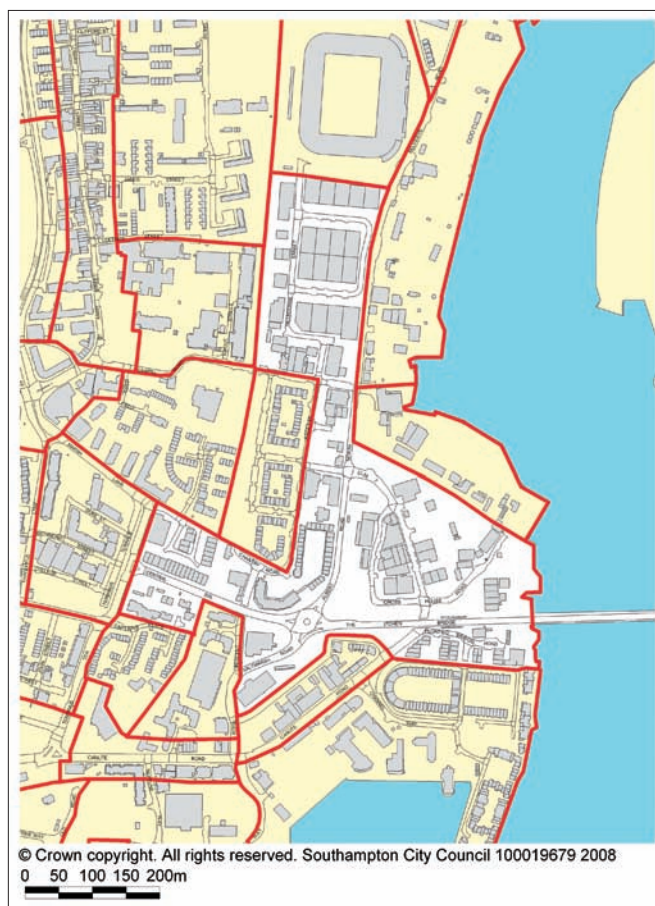
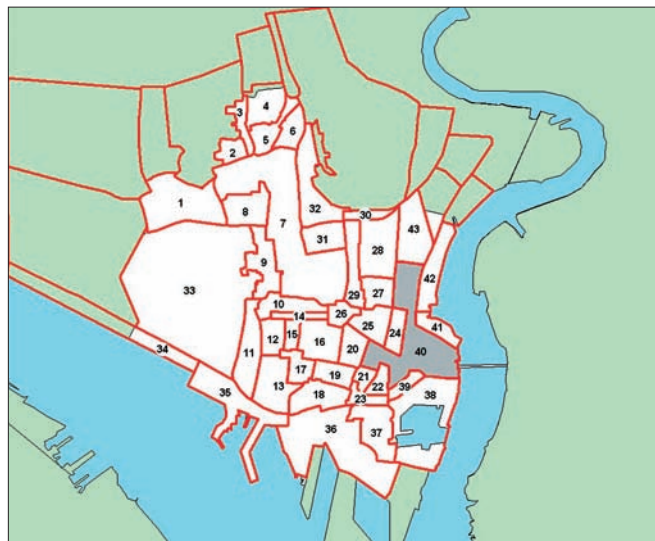
### Scale

Buildings are no higher than two and a half storey equivalent and much of the built form is single storey large span, low pitch roof sheds which have a ridge height equal to one and a half to two storey domestic buildings. This low height to the built form means that views north are characterised by glimpsed and full views of the stadium and to the south towards the Itchen Bridge. There are also welcome views towards the spire of St Mary's which is seen protruding above the City College Campus to its east.

### Uses

There is a mix of industrial processes, storage facilities and Council facilities such as the recycling centre and town depot and store for refuse vehicles. There are also small to medium business units which include office accommodation and offices ancillary to manufacturing and storage facilities.

There is a real sense of functionality to this area with



the buildings and spaces reflecting a form through function aesthetic.

### Public Realm

The public realm is in poor condition due to the significant traffic volume which uses the roads to access both the dock area and the industrial units to this character area.

There are valuable remnants of traditional street surfacing to include granite setts, clay channels, stone kerbs and cross-overs.

There are a surprising number of semi-mature street trees which give some relief to the plain massing of the large industrial sheds to the streets.

### Connectivity

This area is generally very poorly connected to the waterfront with only a small section of accessible river frontage. The industrial units are laid out in clusters and serviced by road loops with single points of entry and exit, making connectivity to areas to the west and south very difficult. The pedestrian experience is of an extremely illegible area which has few points of reference to orientate the visitor. These are the stadium building to the north and the Itchen Bridge to the south and even these are only glimpsed on occasions.

### Building types

Large span modern (mid to late twentieth century) sheds, some with office units to the front or side, and enclosed business parks or industrial estates in terraced units.

### Architectural qualities

There is very limited architectural quality to the highly functional buildings in this character area.

### Heritage Assets

The character area is considered to possess a high degree of evidential value due to fact the area of Saxon Hamwic is of national importance in relation to its archaeology. Any areas that have not been destroyed through development or excavation have potential to add to the understanding of the development of the Saxon settlement. Most of the area is within a Local Area of Archaeological Importance reflecting not only the importance of Hamwic but also features such as the mill ponds and mills, a cannon foundry and other nineteenth century industrial sites. Even the area of the Marsh has some archaeological interest in that it was used for the digging of clay and the subsequent dumping of rubbish. The formation of the Marsh is also of interest. Only the south-eastern corner of the character area south of the Itchen Bridge is outside the Local Area Archaeological Importance.



- 01 Views towards the Itchen Bridge  
02 Views north towards St Mary's Stadium  
03 View looking across landscape of industrial buildings to historic waterfront

There is one listed building within this character area; The Cross House, built for ferry passengers at the Itchen Ferry. This stone building is believed to date from the medieval period though it appears much rebuilt. The roof is a modern reinstatement from early illustrations. This building is considered to have significant cultural, illustrative (as it is believed to be a rare building type survival), social and aesthetic values.

Two buildings, Anderson's Road School and the former public house on the junction of Albert Road North and Anglesea Terrace, are considered to have associative and aesthetic value and as such are of architectural and historic merit as remnant survivals of earlier development which make a positive contribution to the character of the area.

### Materials

Stock bricks of various colours and modern finishes. Profiled metal cladding to walls and often taken over

eaves to form roofs also. Some articulation to facades is achieved with rendered panels interspersed with brick.

### Condition

This area is in reasonable working condition but is a poor experience for the pedestrian.

### Ownership

Multiple ownership throughout, some operational areas owned by Southampton City Council – recycling park and refuse vehicle storage area.

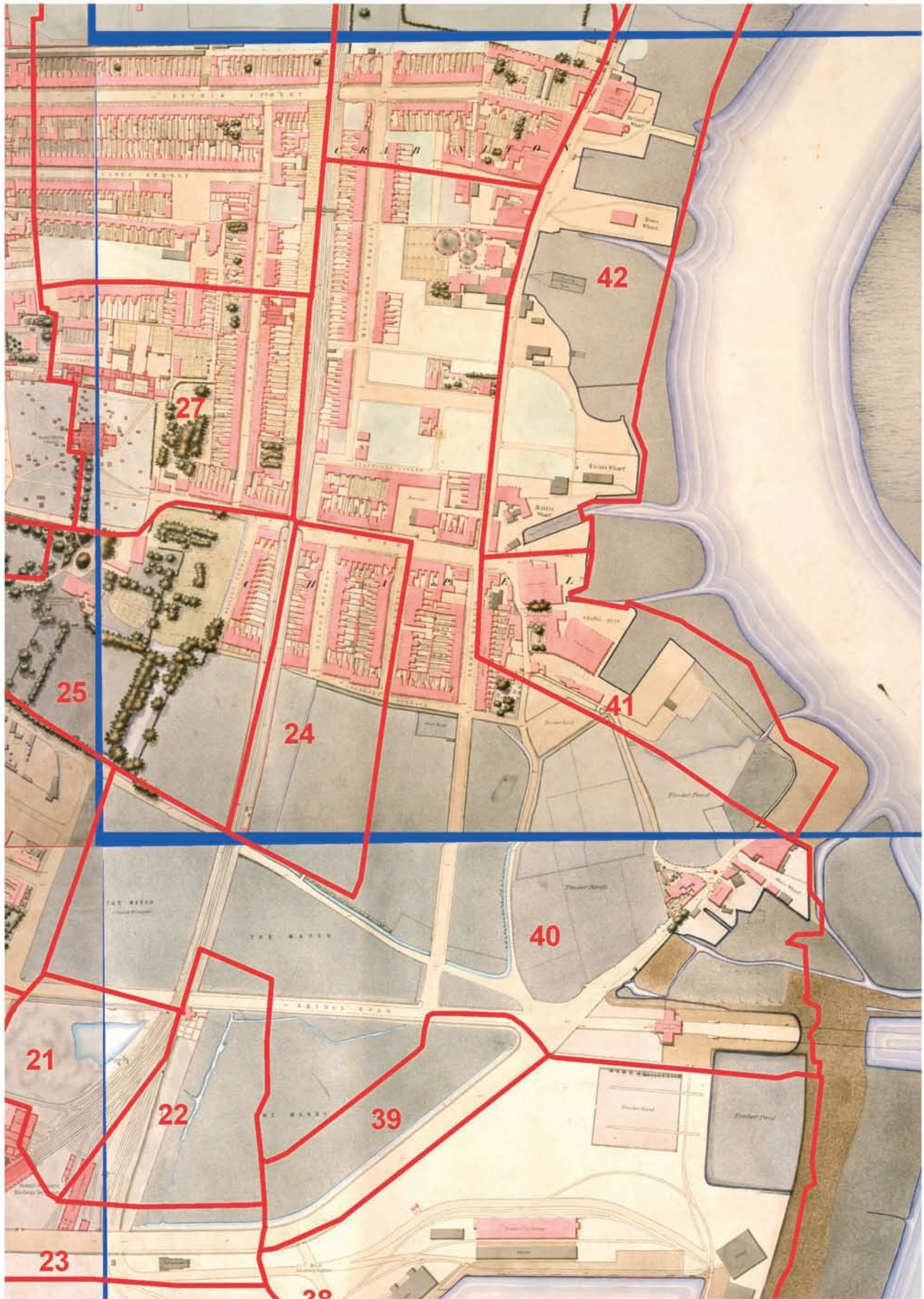
### Intervention

- Narrowing of carriageway and introduction of street trees to Anderson's Road and Paget Street.

### Key design principles

- Townscape could be better defined by improvements to how buildings and streets address corners.





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**Heritage Assets**





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**Townscape**