

38 Ocean Village – Residential

Context

This character area comprises the residential section of Ocean Village. A large marina will be enclosed on three sides by residential development in various forms (the final phase is under construction presently – April 2008). To the west is the commercial area of Ocean Village (CA37) largely comprising office accommodation. The north is bounded by Canute Road (CA39) with remnant uses and buildings relating to their near dockside positions dating from the late nineteenth century. To the north east is CA40 – small industrial units seen under, as well as adjacent to, the Itchen Bridge and abutting the residential perimeter blocks to this corner. The topography is flat.

The dock area was built by 1842 in the first phase of large-scale reclamation and dock-building to serve the larger ships, especially paddle steamers that sailed from Southampton.

Grain

There is a mix of fine, medium and coarse grain development with the proposed block contributing to the coarse grain of the character area. The building lines vary with the development to the north of the marina being largely dictated by the water's edge. Houses and offices generally lie parallel to the dockside. To the south side of the marina, there is more informality and internal suburban roads wind through the development. Houses are parallel to the road line but slightly set back.

Scale

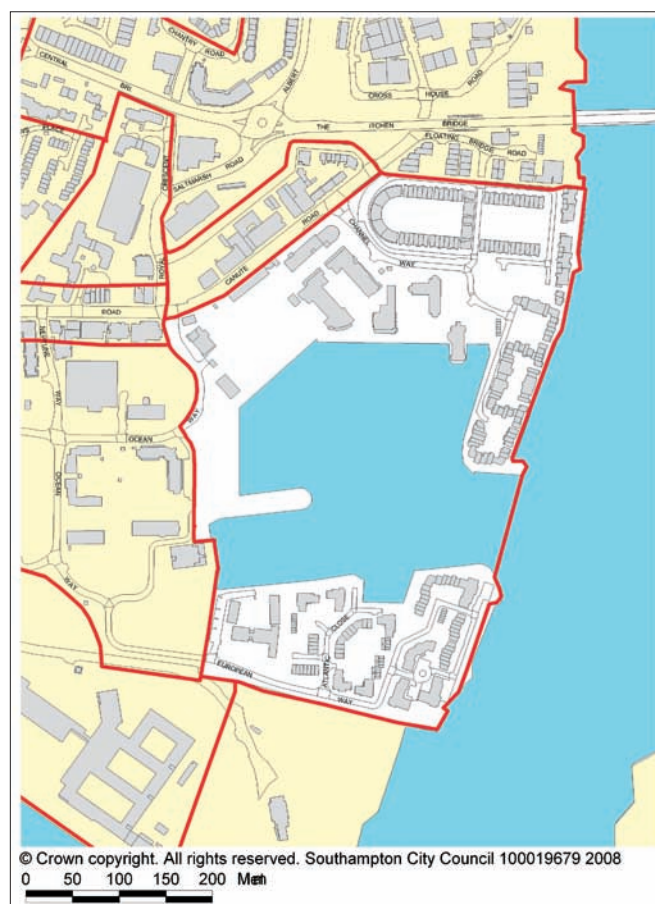
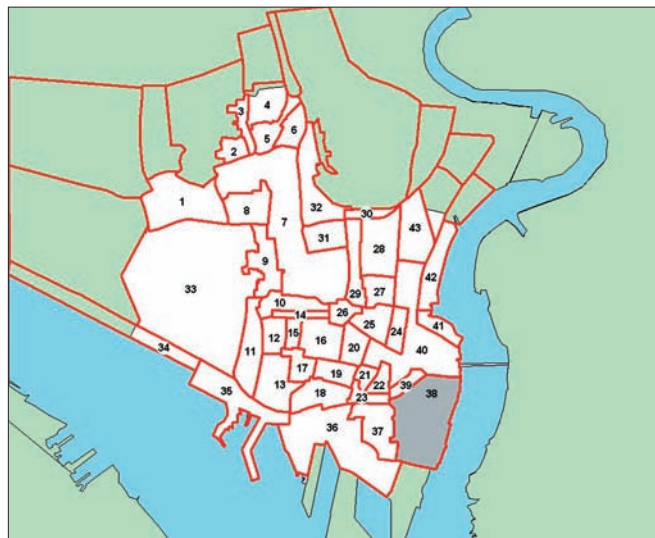
There is a wide-ranging height in buildings with the lowest at two storeys and the highest at eight storeys. From the southern side of the marina, the spire of St Mary can glimpsed across the marina. To the west the National Oceanography Centre dominates the skyline as does the moving crane which is glimpsed beyond the Harbour Lights cinema. To the outer edge of the north and south entrance arms to the marina public footpaths give excellent views of the Itchen and the skyline to the eastern shore. There are glimpsed views between buildings towards the crane on the east side of the Itchen (the former Vosper site).

Uses

There are some ground floor bars and restaurants to the north side of the marina and the Yacht Club occupies a separate building which oversails the historic stone quays on the north side of the marina. There is a single storey traditional building backing onto Canute Road now converted to restaurants.

Public Realm

The early rail track to the quay-side survives and is an important reminder of the once working life of this area.



Elsewhere, the public realm is reasonable though dated in places. There is a traditional K6 telephone box painted blue adjacent to the entrance to the floating pontoons.

Connectivity

The residential developments within the character area have some permeability and there is public access through most. There is good access to the water and visual interest through the close proximity to private yachts and small and large motor cruisers. The area can be accessed through the commercial area to the west by foot and there is a secondary vehicle access from Canute Road, though with the latter it is not clear whether you are entering a public or private area.

Views

There are good views across the marina from both sides. St Mary's spire is glimpsed from the south side of the marina across the water and over this section of Canute Road (north of Ocean Village). There are also good views across the marina out to the Itchen.

The waterfront can be seen in uninterrupted views along the eastern boundary of this character area. Two of these waterfront views are of strategic importance and include the far shore of the Itchen.

Building types

There are large apartment blocks, low rise apartments and houses set in perimeter blocks and a mix of town houses and apartments set around parking courts (to the north) and a similar, though not so successful, mix set off looped feeder roads (to the south).

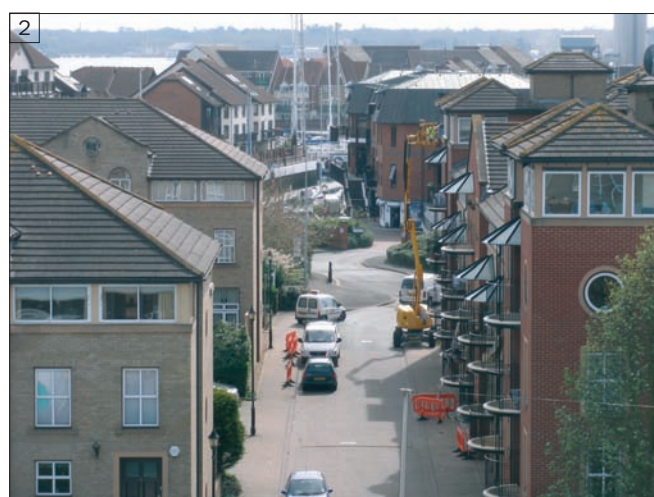
Architectural qualities

There is a reasonably high quality of built form to this character area though much of the earlier residential phases of development are looking dated. There is however a good mix of materials and articulation to the facades particularly to the north of the marina.

The built form takes maximum advantage of the water-side setting with balconies and large expanses of glazing facing the waterfronts and marina.

Heritage Assets

The north-western edge of the character area lies within a Local Area of Archaeological Importance. This archaeologically important area is considered to possess a moderate to high degree of evidential value as its intention is to define the area containing the former shore line prior to the reclamation of the entire area for docks in the nineteenth century. This has the potential to provide evidence relating to submerged prehistoric landscapes, including peat deposits and maritime archaeological features such as the remains of vessels.



- 01 Ocean Village viewed from across the marina
- 02 Early phases of Ocean Village (viewed from the Itchen Bridge approaches)
- 03 Houses are separated from the public access areas with brick piers and railings enclosing small gardens

There are two sections of stone quayside which are Grade II listed and therefore recognised as being of national importance but there are other features including a number of buildings surviving from the working port and/or machinery that may also have cultural, associative and social value and interest as evidence of the industrial history of Southampton. Given their historic values, these are all considered to be of historic and architectural merit. Areas of dock wall which are not covered by the statutory listing are also considered to be of considerable historic importance and form, at the very least part of the setting of the statutory listed sections. The remains of rail tracks are an important element in the character of the area. Assessment of this potential should be undertaken prior to any development proposals being made.

The area is of cultural, associative and social value in that it represents an early phase of the provision for passenger traffic through the port and is one of the few areas where the public can experience a genuine dock-side setting.

Materials

Traditional buildings are red brick with stone dressings and natural slate roofs. Modern buildings are a mix of brick (various colours from buff through to orange/red), render, some timber cladding and clay tiles, slates and zinc roof coverings.

Condition

The area is in good condition.

Ownership

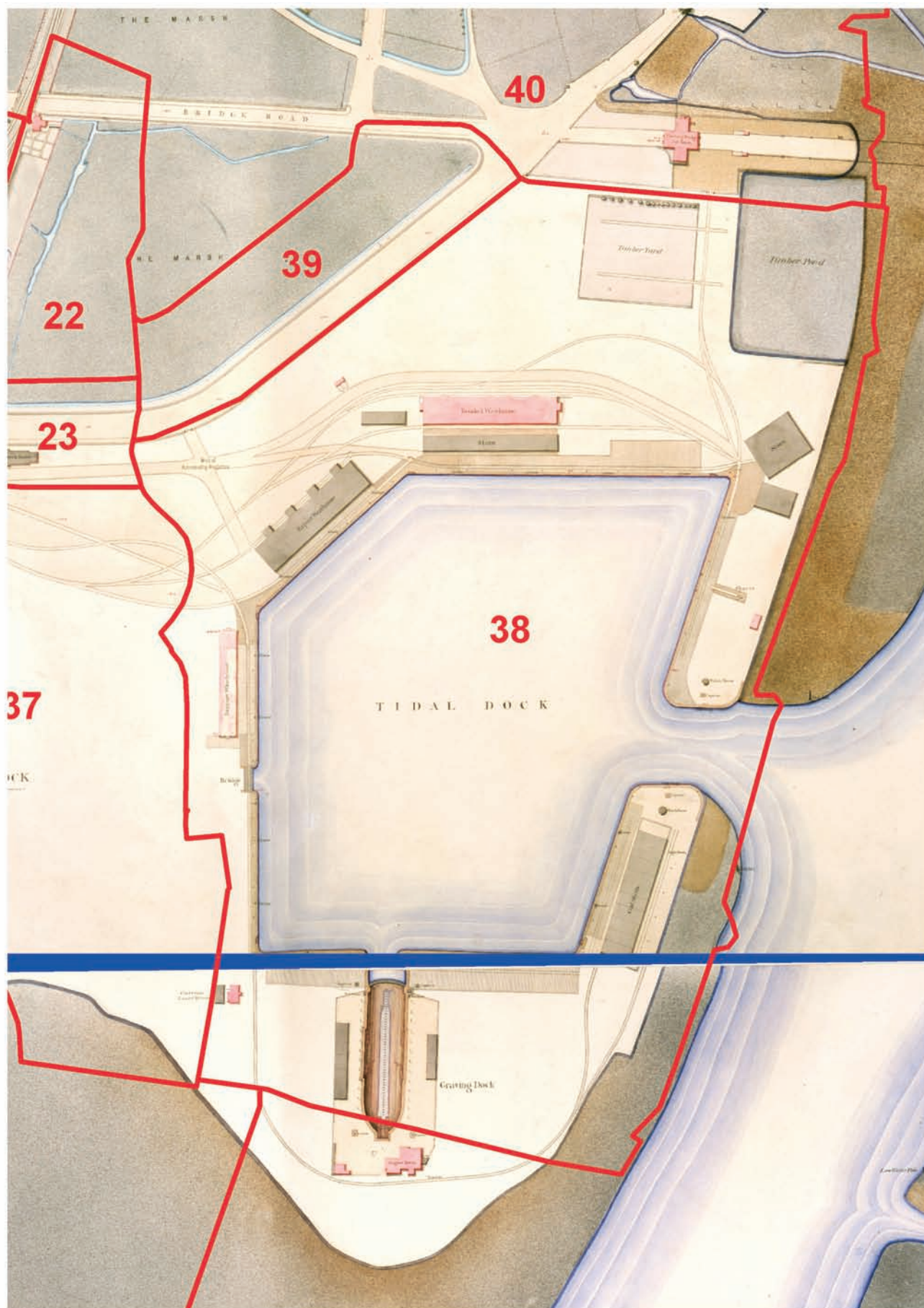
Multiple ownership, much of which is private freehold and long leasehold.

Intervention

- Publicise the access to the waterfront in a more proactive way.
- Provide interpretation of the historic importance of the surviving stone quays to the marina area.

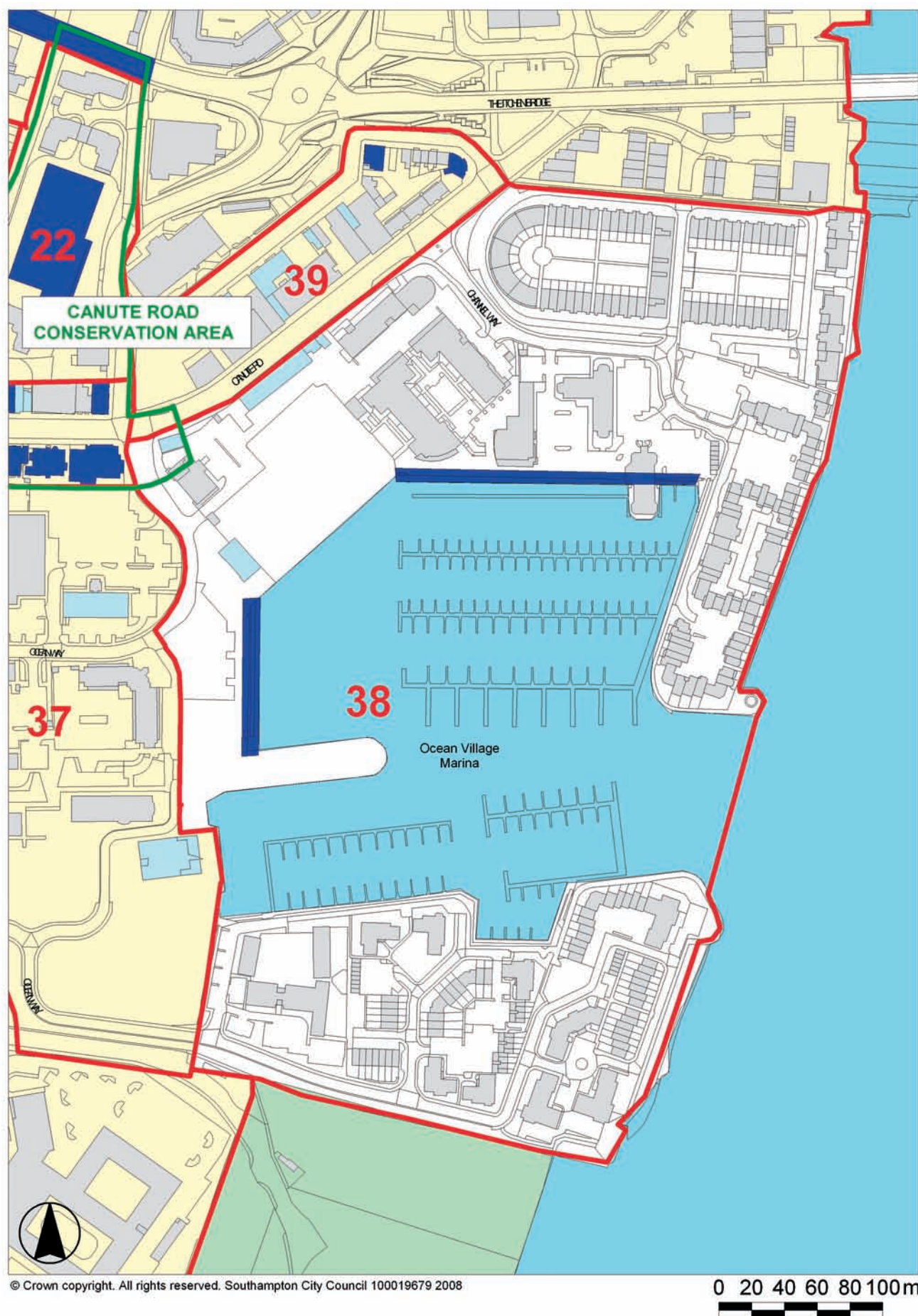
Key design principles

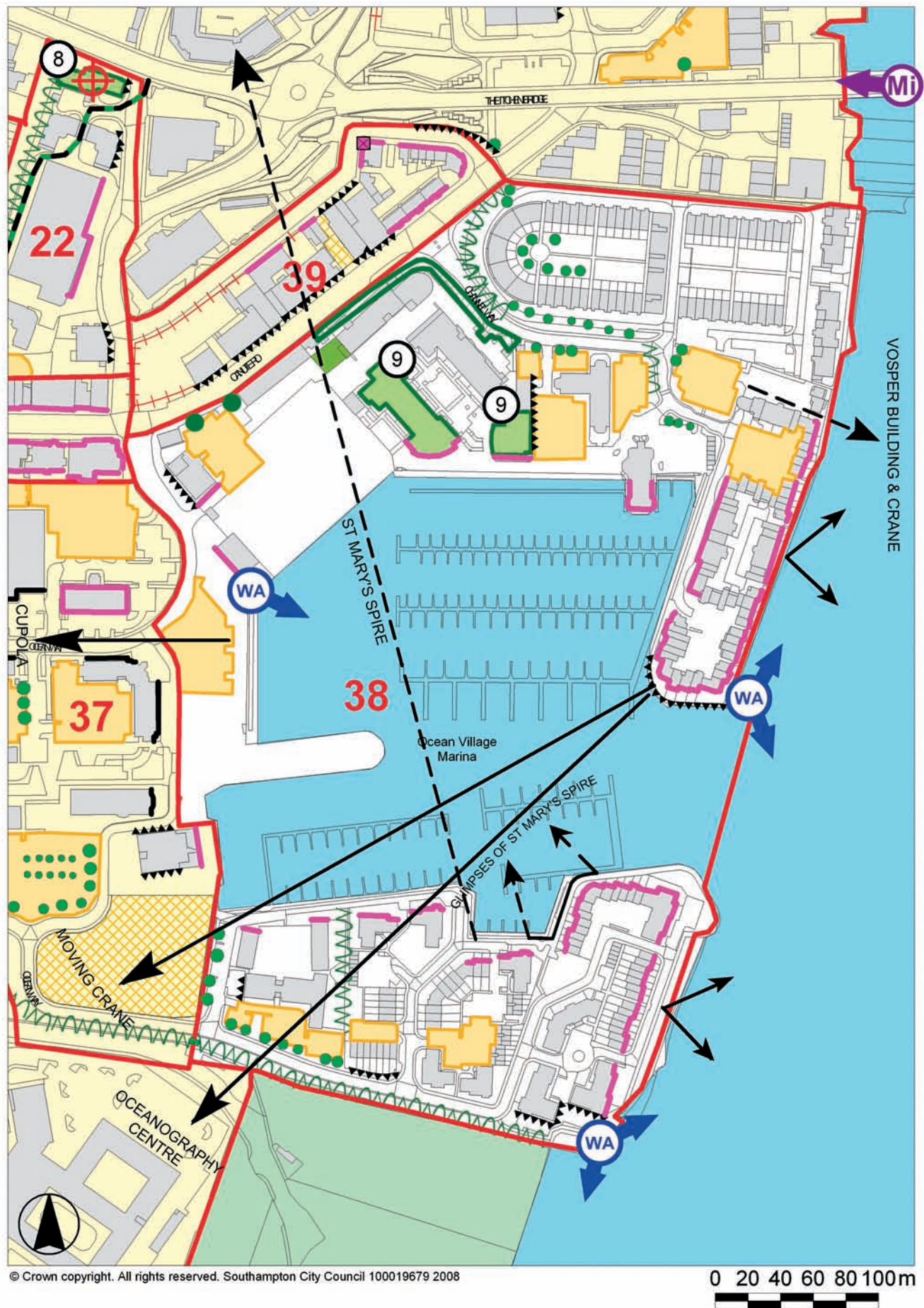
- Maintain and enhance active frontage to the waterfront and marina wherever possible.
- Encourage perambulation of the waterfront.



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Townscape