

### 30 Old Northam Road

#### Context

This section of Northam Road backs on to (and in part fronts) Six Dials which forms the northern edge of the study area. The properties on the south side of the road back onto the railway line which runs through a cutting. Beyond are St Mary Street (CA29) and the Golden Grove Estate (CA28).

Northam lies within the known extant of Hamwic but the present-day form relates to the creation of the road c.1800 and the residential development of the area in the second half of the nineteenth century.

#### Grain

There is a very fine grain to Northam Road with narrow equal-sized plots. The building lines are consistent throughout, broken only by vacant sites on the south side of the street. There is reasonable enclosure though the street is very wide when compared to the scale of the built form.

#### Scale

There is a very modest two storey (plus half basement) height to the majority of buildings to Northam Road rising to three storey at the eastern end. All buildings are orientated pitch roof to the road with ridge running parallel to the road.

#### Uses

There are a small number of shops within the street with a mix of services including an art gallery, hairdressers and an antique shop. Most of the shops have residential accommodation above.

#### Public Realm

Public realm is reasonable though dated.

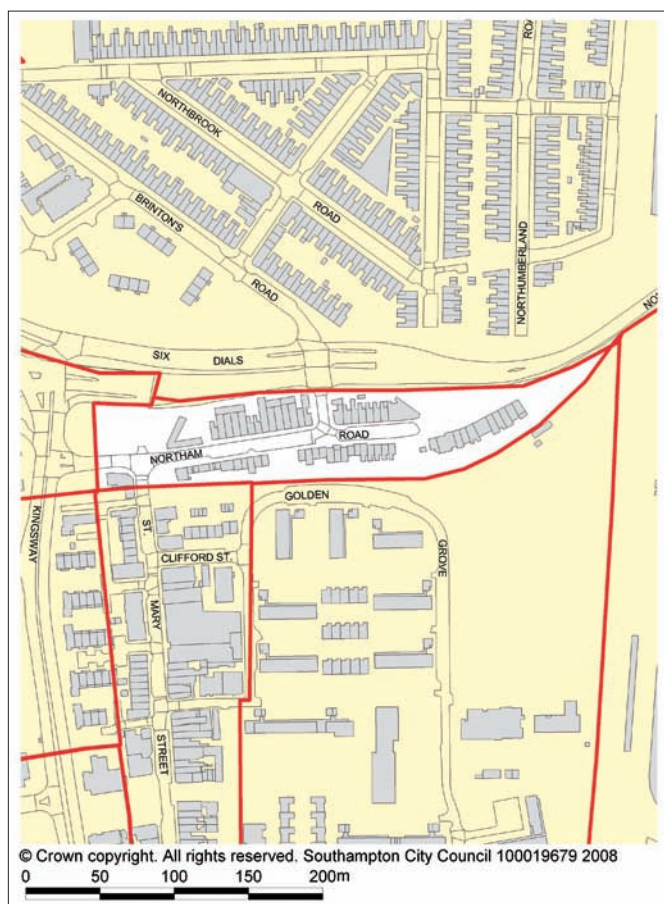
#### Connectivity

St Andrew's Road is a very significant barrier to connectivity to the north and the Victorian residential suburb of Queensland. St Andrew's Road and Northam Road are a principal pedestrian route for visitors to the football stadium which is reached by a pedestrian walkway from the eastern corner of the character area.

#### Views

To the east are the locally listed gas holders which dominate and close views east and St Mary's Stadium (CA43) is glimpsed through gaps in the south side of the road and then revealed as the east end of Old Northam Road is reached.

There is a long local view to St Mary's Stadium running along Brinton's Road which passes over the character area.



**Building types**

Late nineteenth century purpose-built shops with accommodation above.

**Architectural qualities**

There is a great richness and pomp to the architectural detailing of the King Alfred public house to the northern side eastern end of the road. It is particularly successful at turning and addressing the corner, and is in contrast to the recently completed building to the far western end of the street (northern side) which handles the corner in a very clunky manner.

There is a good survival of late nineteenth century shopfronts to the three storey group to the eastern end. These and the oriel windows to the group on the northern side of the road create a very pleasing rhythm to the facades and this is complemented by the single sash to each bay and the chimneys to the ridge providing interest to the skyline.

It should be noted that much of the north-west part of the street has been rebuilt in the late twentieth century.

**Heritage Assets**

The area is considered to possess a high degree of evidential value due to fact that the area lies within the known extent of mid-Saxon Hamwic which is of national importance due to its survival of archaeological remains relating to the development of the area as a trading centre in the eighth and ninth centuries. The character area lies within a Local Area of Archaeological Importance to reflect this potential to yield significant evidence for past activity in the area.

There are no listed buildings in Northam Road but a number of buildings are locally listed, for example the three storey group to the eastern end of the area and the King Alfred public house. This group has a degree of illustrative value as it reflects the character of a largely lost late nineteenth century Southampton and for this reason their survival is significant although their setting could be improved.

**Materials**

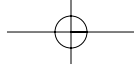
Red brick (with buff brick dressings) and natural slates dominate the main section of the road to the north side. To the eastern end brick gives way to rendered and painted facades but still with natural slate roofs. There is a good survival of original and replica timber shopfronts and also traditional timber framed vertical sliding sashes are seen in higher than average numbers.

**Condition**

The general condition of the road is fair to poor with a small number of derelict and empty buildings and potentially five vacant overgrown sites.



**01** A consistent rhythm to the streetscape of Old Northam Road  
**02** Views west are dominated by the Travel Lodge to Six Dials  
**03** Views east are dominated by the gas holders to the north of the football stadium



### Ownership

Multiple Ownership.

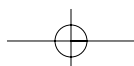
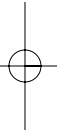
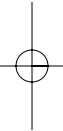
### Intervention

- Encourage the development of the vacant sites to the south side of Northam Road.
- Consider the usage of the car parks at either end of the road and explore the potential for redevelopment to further define and enclose the road against the intrusive St Andrew's Road.
- Improve linkages between Queensland and Northam Road. Remove barriers to roadside.

- Consider narrowing the carriageway and removing wall and reinstating the frontages on the north side of Northam Road.

### Key design principles

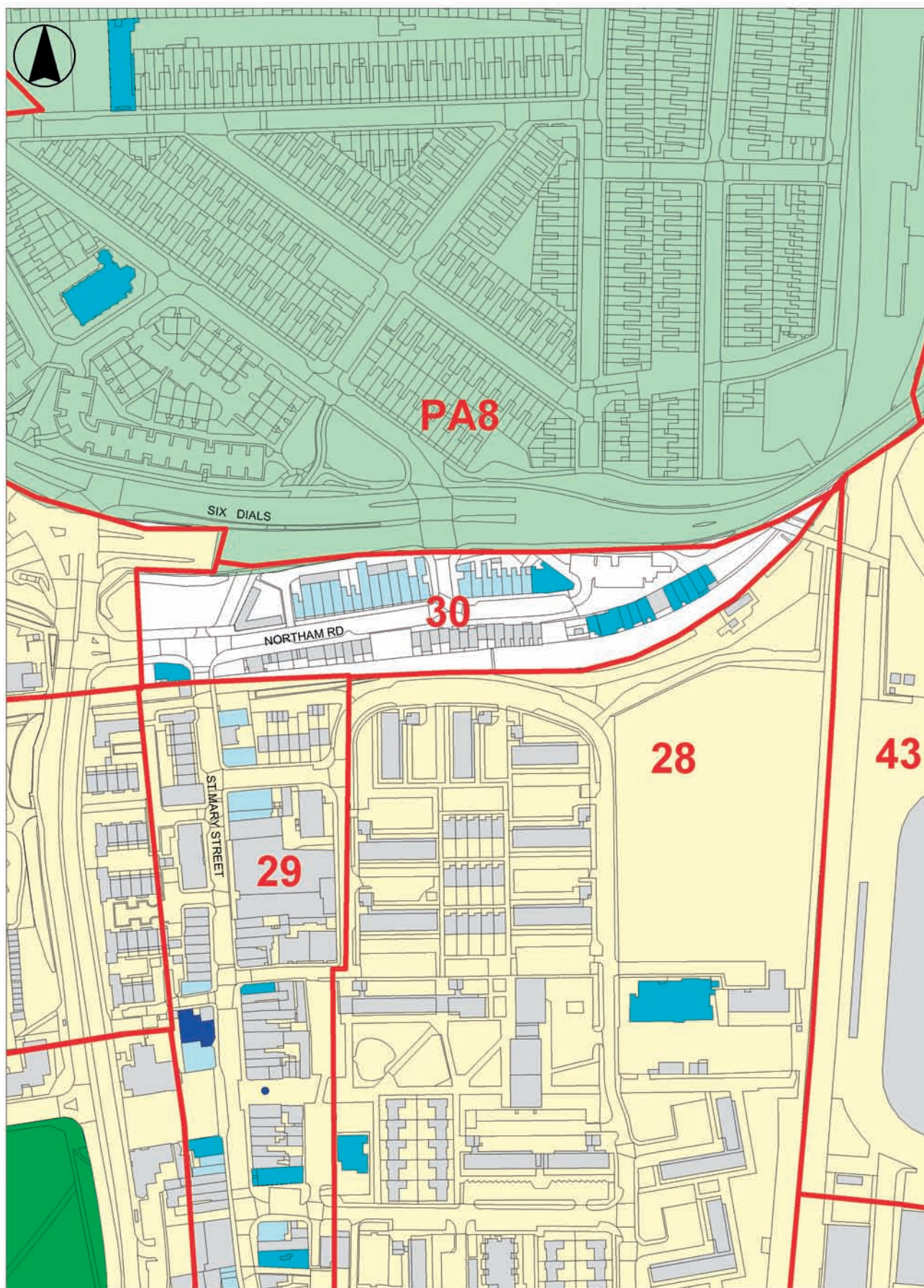
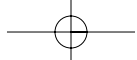
- The height and scale of development is very sensitive to change in Northam Road. Any future development should pay very careful regard to the established traditional scale of the street.







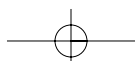




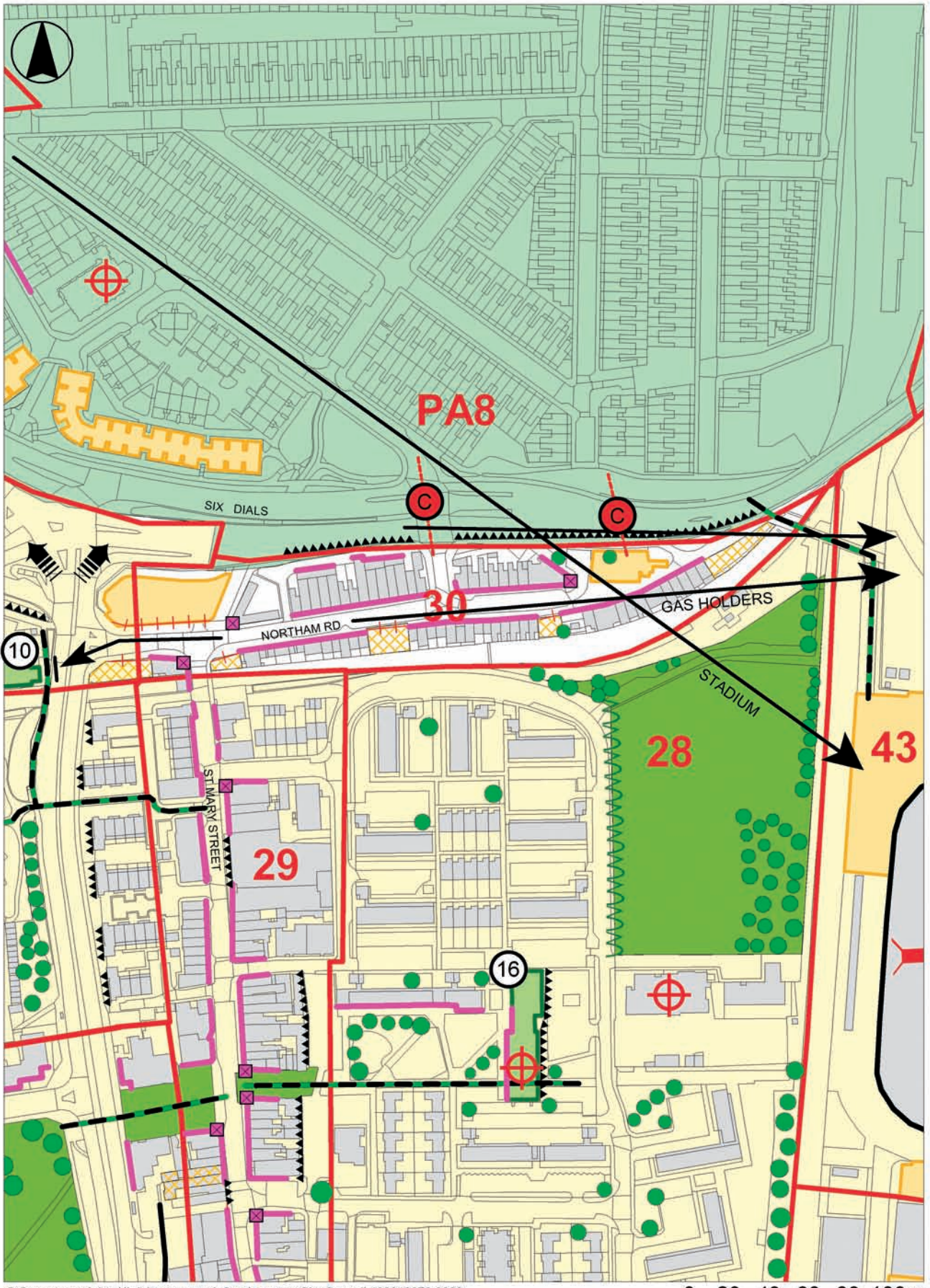
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**Heritage Assets**







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**Townscape**