

X/24/97800 Removal / variation of conditions – Eastleigh Rail Works, Campbell Road, SO50 5AD.

The very wide steps and pay office in area 1 at the corner of Campbell Road directly opposite the bridge are an important historical element of the whole works site. The new drawings have changed the intrusion into this feature to an unacceptable and unnecessary degree, so that now there is only about half the depth of landing remaining. The outside corner of the glazed brick retaining wall needs to be in line with the riser of the lowest step of the higher flight at the very least, preferably behind that, as shown on drawing 18-082 ERD MHA XX 00 DR A 010 PO3 dated 19.08.20. One notices too the cycle ramp has disappeared. Holding objection.

(The relevant part of my original comments are reproduced below.)

09.08.2024. [Tim J S Dyer](#), RIBA. [Built Heritage Consultant](#).

F/20/87841 –Eastleigh Rail Works, Campbell Road, SO50 5AD.

Context.

This application concerns the original administrative buildings and pedestrian entrance in area 1 and some of the secondary structures associated with train manufacture in area 2. All are of historic significance in the history of our transport system at one of the former major manufacturing centres for this, which led to the development of the town itself as we know it today.

The grid pattern of housing was developed purely to house the large number of employees and families required to produce locomotives and carriages for this transport system. There would have been hundreds of workers streaming through the gates and across the bridge at clocking on and off times. Vehicles on the bridge would not have stood a chance at those times – how things have changed!

Having been through various ownerships of varying quality it is very good to see

The Proposal.

In **Area 1** demolition of the 1960's extension to the main administration block will be a great advantage, so is to be applauded. This will allow this building to stand proud again but there may be compromises to the north elevation where the extension is currently attached.

The entrance steps, gates, kiosks and time office are an historic relic of times gone by that will not be repeated, leading one to be very wary of altering the group, however the requirements of access to both the main admin building and in the wider context, Campbell Road itself bring considerable pressure on how these may be attained. The time office has already suffered several indignities and one can see on site the admin block access past the end is very tight. Likewise, providing for sensible vehicular turning space at the top of the steps to reduce the likelihood of further infrastructure damage has very limited alternatives.

The answer to this conundrum is I feel, to make a record of the group as it stands including photographs and drawing then allow the time office building to be shortened and with the steps, retain the dividing handrails as would be required by building regs. in any event.

The proposals for re-instatement and repair detailed in the excellent Heritage Statement should be executed, leaving this group of structures in an enhanced condition to that which we find them in today.

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