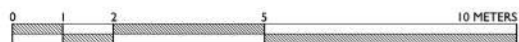


Elephant & Castle Station - Heritage Design Study

March 2023

Elephant & Castle Station
Proposed Front
(East) Elevation

1:150 @ A3



Elephant & Castle Station

DESIGN STUDY

Copyright Benedict O'Looney Architects 2021. Do not scale from these drawings.
Verify all dimensions on site and report any discrepancies to the architect / contract administrator immediately.
All structural elements to be designed by the structural engineer.

SCALE: 1:150 @ A3
1:75 @ A1

DRAWING: EAC_p_150_el
DATE: 27/03/23

Benedict O'Looney Architects
56 Pennethorne Road Peckham
SE15 5TQ t: 0207 732 9713

Contents and Project Overview

| | |
|--|----------------|
| Contents and Project Overview | 2 |
| Site Photos - Exterior | 3-6 |
| Future Area Development | 7-8 |
| Site History | 9-13 |
| Historic Drawings | 13-15 |
| Sketch Study | 16 |
| Proposed Principal Elevation | 17 |
| Historic Station Modifications | 18-30 |
| Site History - Postwar Photos | 31-34 |
| Site History - Historic Maps | 35 |
| Site Photos - Interior and Concourse | 36-37,39,41-42 |
| Precedent Study - Chessington South | 38 |
| Precedent Study - Richmond Station | 40 |
| Victorian Ticket Office Elevation | 43 |
| Proposed Principal Elevation 1:150@A3 | 44-45 |
| Proposed Principal Elevation Details 1:75@A3 | 46-47 |
| <u>Appendix 1</u> | |
| INVUU Station refurbishment drawings | 48-54 |
| <u>Appendix 2</u> | |
| Historic Drawings | 55-64 |

Elephant & Castle Heritage Design Study

This study pulls together a range of archive drawings, maps and photographs that document the up and downs of a significant South London railway Station, Elephant & Castle, initially built in 1862.

Using this material, and a close study of the fabric of the existing station, we have worked up a restoration proposal for the principal station elevation to Elephant Road. This facade forms the highly visible western edge of Southwark’s new Elephant Park. We think there are opportunities to reveal a range of historic features internally too, mostly from the Southern Railway Architects Department in the inter-war period.

Newspaper clippings and archive photographs help explain the 1925-1927 reordering of the station, and the reconstruction after wartime damage in 1949.

The sources we have consulted include the Elephant & Castle Station’s archive drawings, local maps & photographs from the Southwark Archives, and railway literature from our practice library. This study benefits from the generous support of the Walworth Society’s local history research.

We hope that this document can form a base for further research, architectural detailing and a collaboration with the Walworth community.

Site Photos - Exterior

A panorama of the principal (East) elevation of the station on Elephant Road



The current Elephant Road station facade. The main station was built in 1862 by the London, Chatham and Dover Railway Company. The station was extended and some of the interior remodelled in the 1920s by the office of the chief architect of the Southern Railway, James Robb Scott (1882-1965) following a fire, and repaired and reconstructed in the late 1940s/early 1950s after heavy bombing along the railway line during the Blitz (1940-41).

Site Photos - Exterior

A view of the West elevation of the existing station from New Kent Road

This picture of the viaduct's West elevation shows the Platforms 1 and 2, that were formerly the London, Chatham and Dover Railway's 'Metropolitan' Up and Down lines.

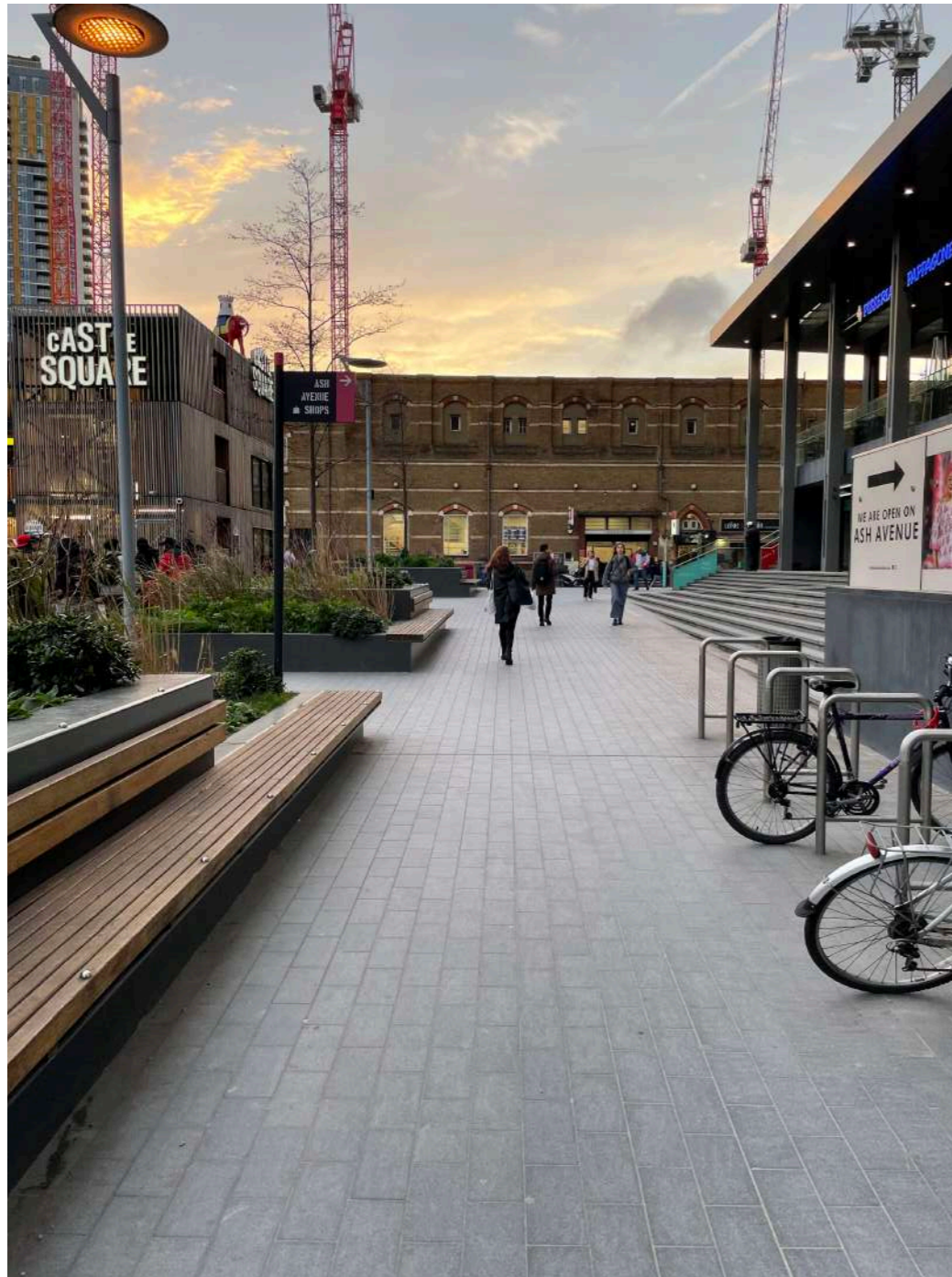


The West elevation faces the New Town Centre development by Delancey, which is currently under construction. The scheme includes a high-density mixture of commercial and residential units as well as additional facilities for the University of the Arts London campus.

Site Photos - Exterior

The urban context showing station's axial relationship to recent development around Elephant Park

We believe improvement works to the Elephant Road elevation are important as this elevation forms the key backdrop to Elephant Park. The station elevation is on the central axis of the views from the park, we also note that the station offers extensive views of the new park from the platforms.



View looking East towards the Victorian station facade from the recently regenerated Elephant Park.



View looking West towards Elephant Park from the station platform.

Site Photos - Exterior

An overview of the existing station and Victorian viaduct along Elephant Road

Wide perspective view that shows the Elephant Road context of the station's principal facade. Note the 1920s platform extensions that followed a major fire in the railway arches in 1923.



Future Area Development

The site context within Phase 2 and 3 of ‘new town centre’ development scheme

The new Elephant & Castle railway station will be a critical part of the infrastructure of this impressive new development in the centre of Southwark.



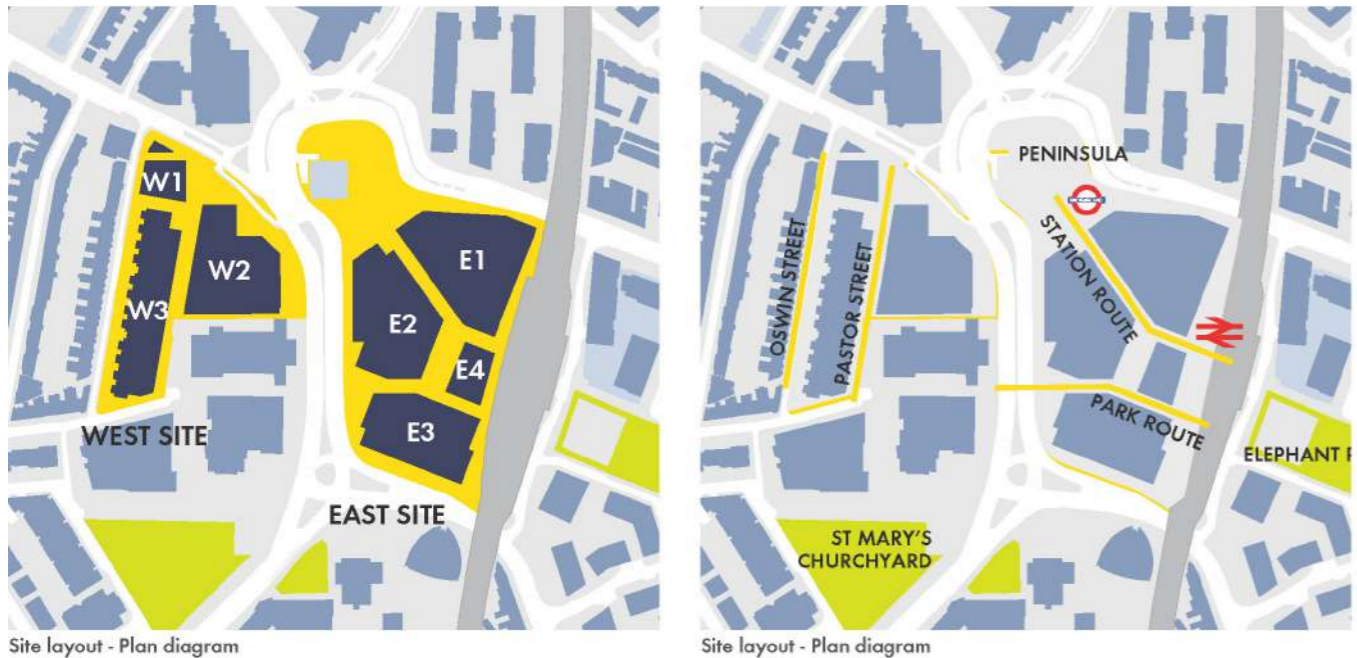
An aerial visualization by Allies and Morrison showing the New Town Centre scheme, which is being built by Delancey. The station will be adjacent to the Western part of the scheme and will be accessed through a new pedestrian street connecting it to a new subway on the traffic peninsula, which leads to the tube station.



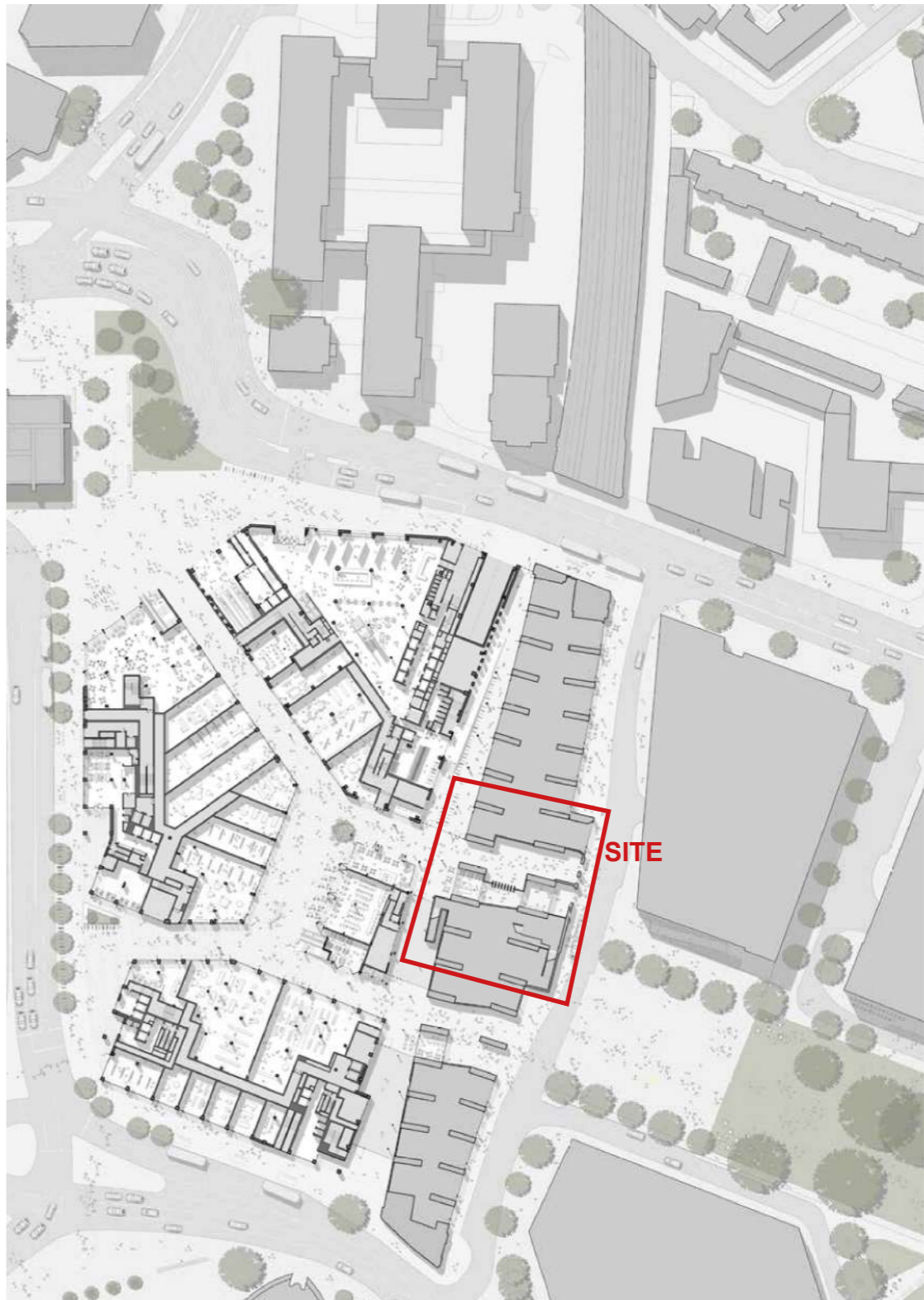
A view platform 1 of the station showing the impressive site from the former shopping centre.

Future Area Development

Diagrams from 'new town centre' master-plan showing the proposed public realm space connecting the 'East Site' to Elephant and Castle Station



The situation and orientation of existing public transport infrastructure is clearly a central element in the master-planning of the 'new town centre' development, and will greatly increase footfall in these areas. Identifying, enhancing and preserving the historical merits and general aspect of Elephant and Castle Station is essential in this dynamic contemporary context.



Site History

Booth London Poverty Map 1900

Note the road arrangements were considerably different prior to the comprehensive redevelopment of the shopping centre in the 1960s. The Elephant & Castle railway station, built in 1862, served a dense and populous part of London. Walworth was swiftly transformed from a semi-rural village in the 18th century, to a central London site with a sizeable population.

The colours on the map illustrate the living conditions of people on a given street from an appraisal by Charles Booth and his team. The legend is as follows:

- Lowest class. Vicious, semi-criminal
- Very poor, casual. Chronic want.
- Poor, 18s to 21s a week for a moderate family.
- Mixed, some comfortable, others poor.
- Middle-class, well-to-do.
- Upper-middle and Upper classes. Wealthy.



Charles Booth Poverty Map showing the heterogeneous socio-economic demographics of the area around Elephant and Castle at the end of the Victorian era.

Site History

Newspaper cuttings concerning Elephant & Castle Station 1862-1879

These newspaper clippings were kindly shared with us by the Walworth society. These notices make sense out of the set of archive drawings. There was a significant fire in 1923, which occasioned the restructuring of the platforms and a scheme by the Southern Railway Architects department.

LONDON, CHATHAM, AND DOVER RAILWAY.
OPENING OF THE METROPOLITAN EXTENSION TO THE ELEPHANT AND CASTLE.

Some two months since we noticed the opening of the first section of this company's metropolitan extension from Battersea to Herne-hill, Dulwich. We have to-day to draw attention to the completion of the line from Herne-hill to the Elephant and Castle, which was thrown open for public traffic on Monday morning. These lines form part of a system of railways which was authorized in 1860 after one of the most protracted parliamentary contests on record, and by them an independent access to both the City and West-end was secured to the London, Chatham, and Dover Railway Company.

As stated above the portion opened on Monday extends from Herne-hill to the Elephant and Castle, a distance of two miles and three-quarters, of which nearly 4000 yards are on a viaduct, consisting of 347 arches and 25 girder bridges.

The first brick of the viaduct was laid on the 28th January, 1861, and from that date to the present no exertion has been spared to expedite the work, some notion of the extent of which may be obtained from the fact that 26,000,000 of bricks and 850 tons of wrought iron have been used in its construction.

The station at Camberwell New-road is complete, and is of pleasing design and convenient arrangement. At Walworth only a temporary station is provided while the permanent one, which will be of considerable extent, is erecting.

From the Elephant and Castle the works are being rapidly carried on towards the Thames, and the bridge over the river at Blackfriars is being constructed. A delay of eighteen months has occurred in this latter work from the indisposition evinced by the City authorities to decide upon a design for the rebuilding of Blackfriars Bridge, on which the general details of the railway bridge must necessarily depend, and it was only a few weeks since that the company received permission to proceed. In this short time, however, progress has been made in the coffer-dams on either side of the river.

The bridge, when complete, will consist of five spans, ranging between 159 and 183 feet, and will be for four lines of railway, the whole being carried on lattice girders; it is expected that it will be finished in about eighteen months from this date. The line from Walworth to Blackfriars, where a large goods depot will be erected, will be opened next summer.

Column in the *Canterbury Journal, Kentish Times and Farmers Gazette*, describing the completion of the new station on the 'Metropolitan' line of the London, Chatham and Dover Railway Company (11 October 1862).

THE METROPOLITAN RAILWAY.—In anticipation of the opening of the Metropolitan Railway, a number of large three-horse omnibuses have commenced running between the Farringdon-street station of that line and the Elephant and Castle station of the London, Chatham, and Dover Railway, at fares of 2d., thus affording a direct communication, *via* Blackfriars-bridge, between the systems north and south of the Thames.

Column in *The Sun* (London) describing the new omnibus services running to and from the Elephant and Castle station in anticipation of the new Metropolitan line opening (19 November 1862).

ELEPHANT AND CASTLE STATION.

TO THE EDITOR.

Sir,—Will you kindly, on behalf of the public, give a place in your paper to the accompanying copy of a memorial to the directors of the London, Chatham, and Dover Railway Company, which is being very influentially and numerously signed?

I am, sir, on behalf of the memorialists,
 Your obedient servant,
 Newington-butts. THOS. P. ALDER.

To J. S. Forbes, Esq.

Sir,—We, the undersigned, being some regular and others occasional travellers by the London, Chatham, and Dover Railway, to and from the Elephant and Castle station, beg respectfully to urge upon the directors of the company to provide suitable waiting-rooms on the platform of the said station.

The exposed situation subjects your memorialists not only to great annoyance, but to positive danger, from rain and severely cold winds. To invalids, delicate persons, and children, the evil is most serious. The want of accommodation has long been felt, and an alteration loudly called for; and, as there is ample room, the expense would be inconsiderable in comparison to the great public advantage.

Trusting that the directors will kindly entertain this application, and speedily remedy the evil,
 Your Memorialists subscribe their names.

Open letter in the *South London Chronicle* to the London, Chatham and Dover Railway Company from the station-going public petitioning for waiting rooms on the platform at Elephant and Castle Station (20 April 1872).

The New Elephant and Castle Theatre.
OPENING PERFORMANCE TO-NIGHT.

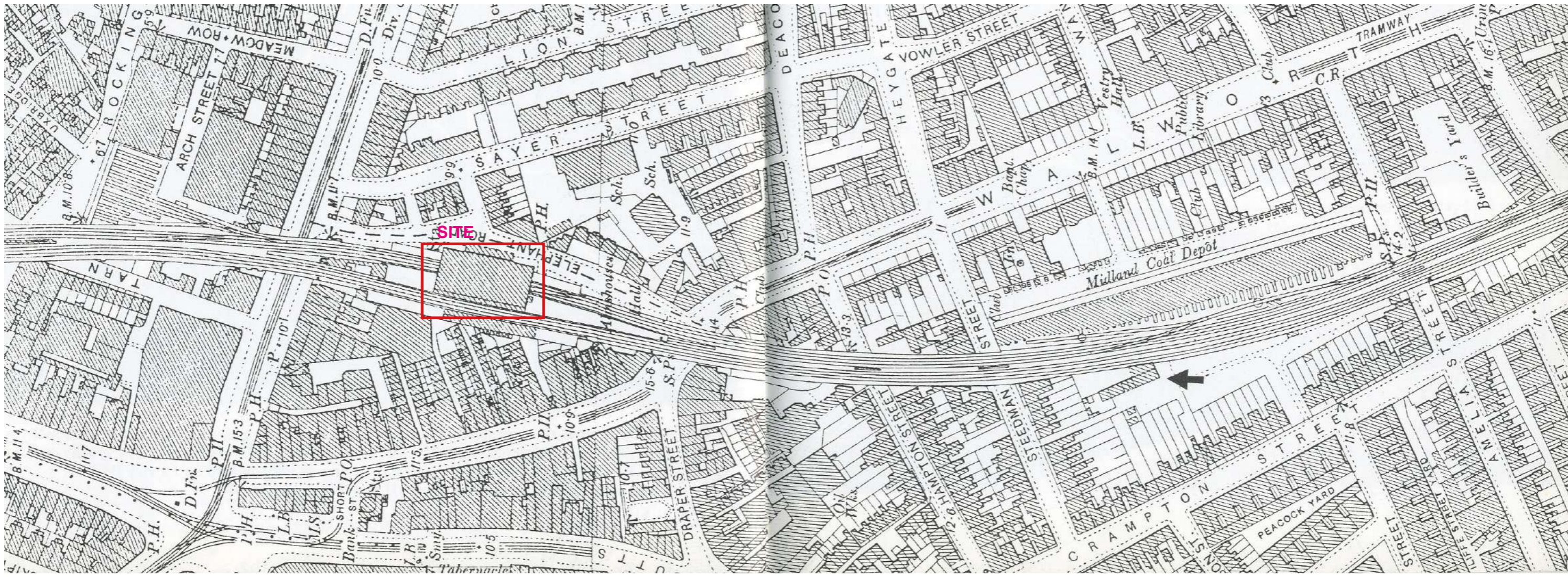
"*Le Roi est mort. Vive le Roi!*" is a motto which Mr. Aubrey might very well adopt, for hardly was the smouldering embers of the old Elephant and Castle cold than the work of reconstruction commenced. It was anticipated that the new building would have been finished by Christmas last; but if managers propose, builders also dispose, and in this instance unforeseen circumstances considerably delayed the undertaking, which had eventually to be completed by another builder, the present firm, who seem to have well performed their task.

The new building is an improvement upon the old one. It is considerably higher, the accommodation is larger, and the facilities for egress—perhaps the vital and essential quality of a well-constructed theatre—are beyond comparison. Indeed, so much attention has the architect, Mr. Frank Matcham, paid to this point, that he can very well boast that no theatre in London can at all, in this respect, be placed in the same category. The length of the house from back to front, including the stage, is 106 feet, the stage being 40 feet at the deepest part. The width of the proscenium is 30 feet, and the entire width of the house from side to side 67 feet. There are four rows of stalls, and a very spacious pit, calculated to hold nearly a thousand people. The stalls have two exits, five feet six inches wide, and a spacious promenade extends round the pit, to which there are no less than three exits, two being five feet six inches, and the other, the main entrance in the New Kent-road, over seven feet. A new feature is a large saloon, over 50 feet long, on the left hand side of the pit, looking towards the stage. This saloon is really built underneath the platform of the Elephant and Castle railway station, and has also a spacious exit. Two of the new exits from the stalls and pit, coming out into Caroline-place, at the back of the theatre, are also constructed underneath the platform, so that all the available ground has been made use of. The dress circle is approached from the main entrance in the New Kent-road by a staircase seven feet six inches wide. Attached is a handsomely-decorated saloon, and, in addition to the main entrance, are two exits down the stairs, one each side of the proscenium.

Column in the *South London Press* describing the new Elephant and Castle Theatre, rebuilt after a fire (with fireproof staircases), with a large new saloon constructed beneath the platform of Elephant and Castle station. (31 May 1879).

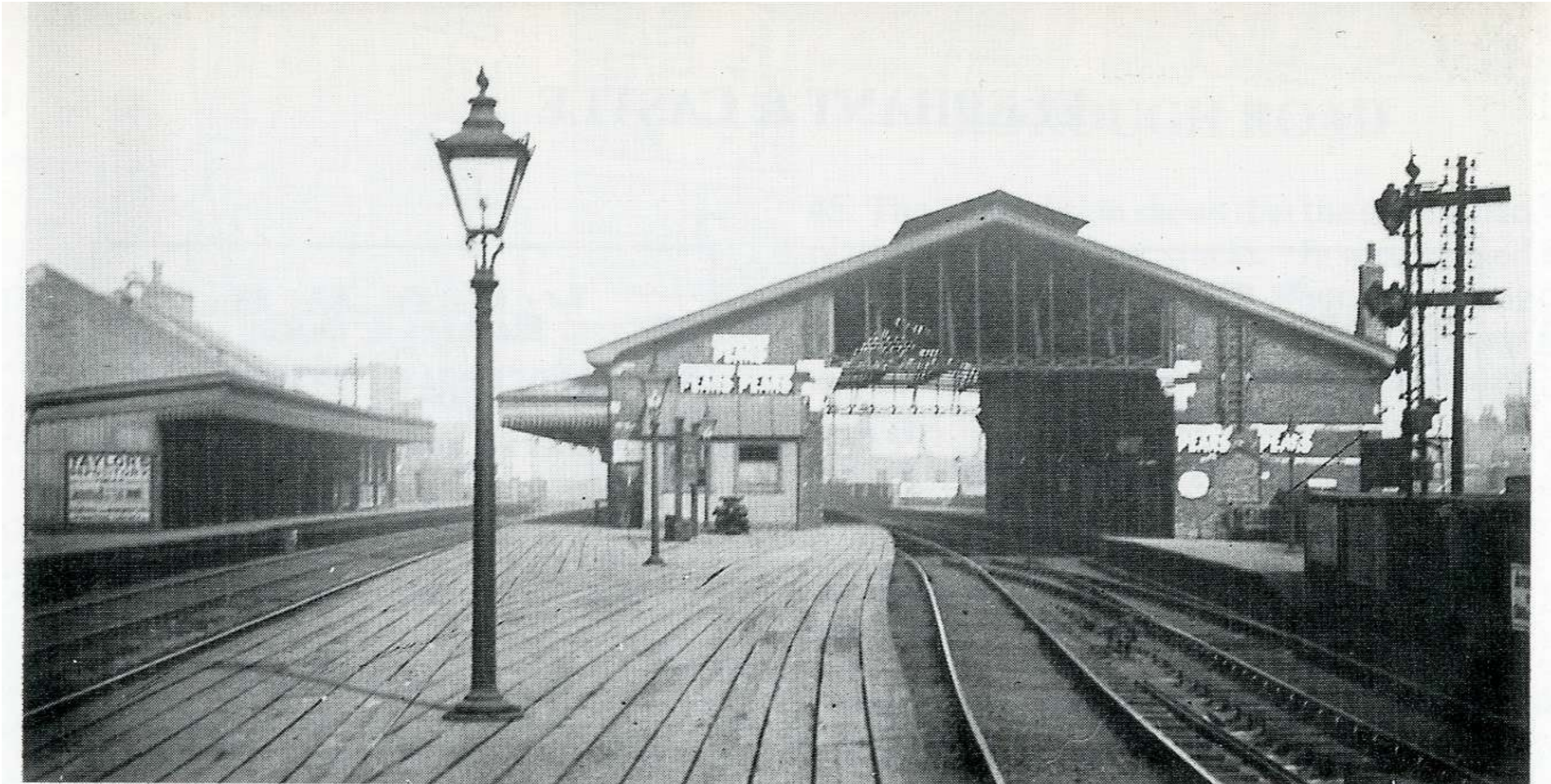
Site History

Period map showing the station in its original setting in a dense network of streets, prior to a comprehensive reordering in the postwar period, 1895



Site History**A view of the station building looking North with the main London, Chatham and Dover Railway lines on the right and Metropolitan Extension lines on the left, 1913**

This key historic photograph shows the original overall roof, visible in the 1925 archive drawing (p.14), which originally covered the first storey platform rooms on the East side of the station. This structure helps explain the architectural character of the Elephant Road station. Note on the right the central chimney stack rising through the roof from the staff office in the centre of the station. Note also the cast iron lamps typical of the London railways in the Victorian era, timber flooring on central island platform and the tall mass of the Elephant and Castle Theatre that was interwoven into the substructure of the station on the left behind the Metropolitan line platform canopy.

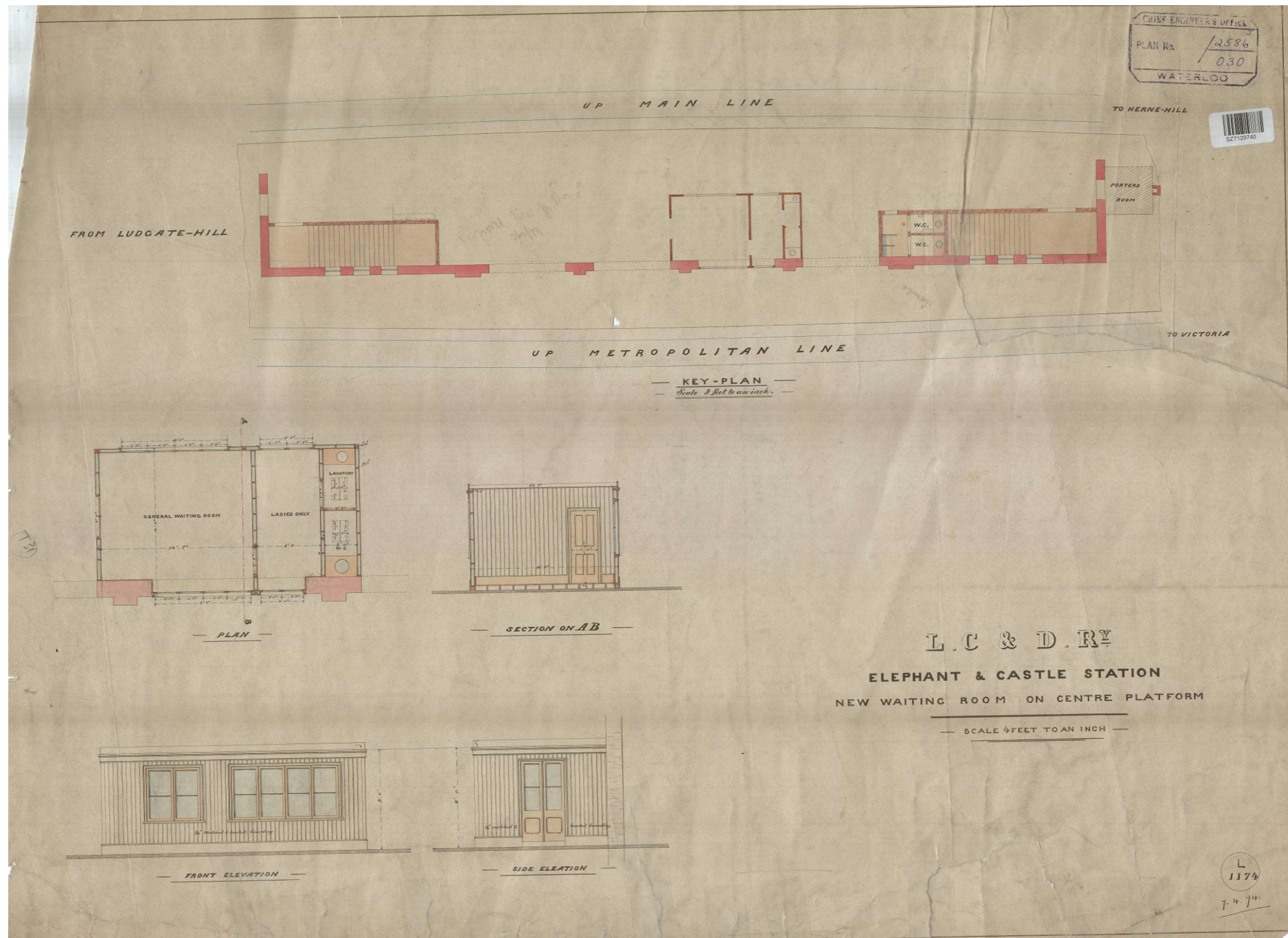


1913 view of the station platforms looking North towards Blackfriars.

Historic Drawings

An archive drawing by the London, Chatham and Dover Railway architects' department of new waiting room on centre/island platform 1874

This drawing may be related to the letter to the editor of the *South London Chronicle* in the newspaper clippings page (10).



Contract drawings by the London, Chatham and Dover Railway Company architect's office showing the proposed waiting room. This was probably designed in response to the open letter of 1872 (see previous page) asking for shelter for people waiting on the platforms.

Historic Drawings

Archive drawing of station ground floor plan and front elevation by Southern Railway's architect's department, 1925

This is the key drawing from the collection of archive drawings. The lower part of the drawing shows what appears to be the original Victorian facade to Elephant Road. It also shows the outline of the original station roof. The plan is extremely useful also; it clearly shows that the station's principal elevation was to elephant road to the east. The West elevation was effectively invisible from the local townscape, screened by the brick viaduct. It's quite likely the West elevation was built of relatively inexpensive materials as it was hard to see. The East facade is clearly the principal station elevation, it was formed with high quality facing bricks, polychrome, 'Ruskinian Gothic' brick arches, and stone dressings. This drawing also shows the original booking hall plan, and what may have been the original staircase arrangement. The set of Southern Railway Architect's department drawings suggest a comprehensive reordering of the interior of the station. A catalyst for this work was likely a significant fire in 1923, which consumed the original timber platforms to the East side.



Archive drawings by the office of James Robb Scott for the London, Chatham and Dover Railway Company showing the station as existing in 1925, with some proposed demolitions highlighted in red, prior to his Art Deco style remodelling of the station and the construction of the central platform island (now platforms 2 and 3). There may have been a timber bridge linking the station and West viaduct.

Historic Drawings

Detail of 1925 drawing of front elevation prior to remodelling

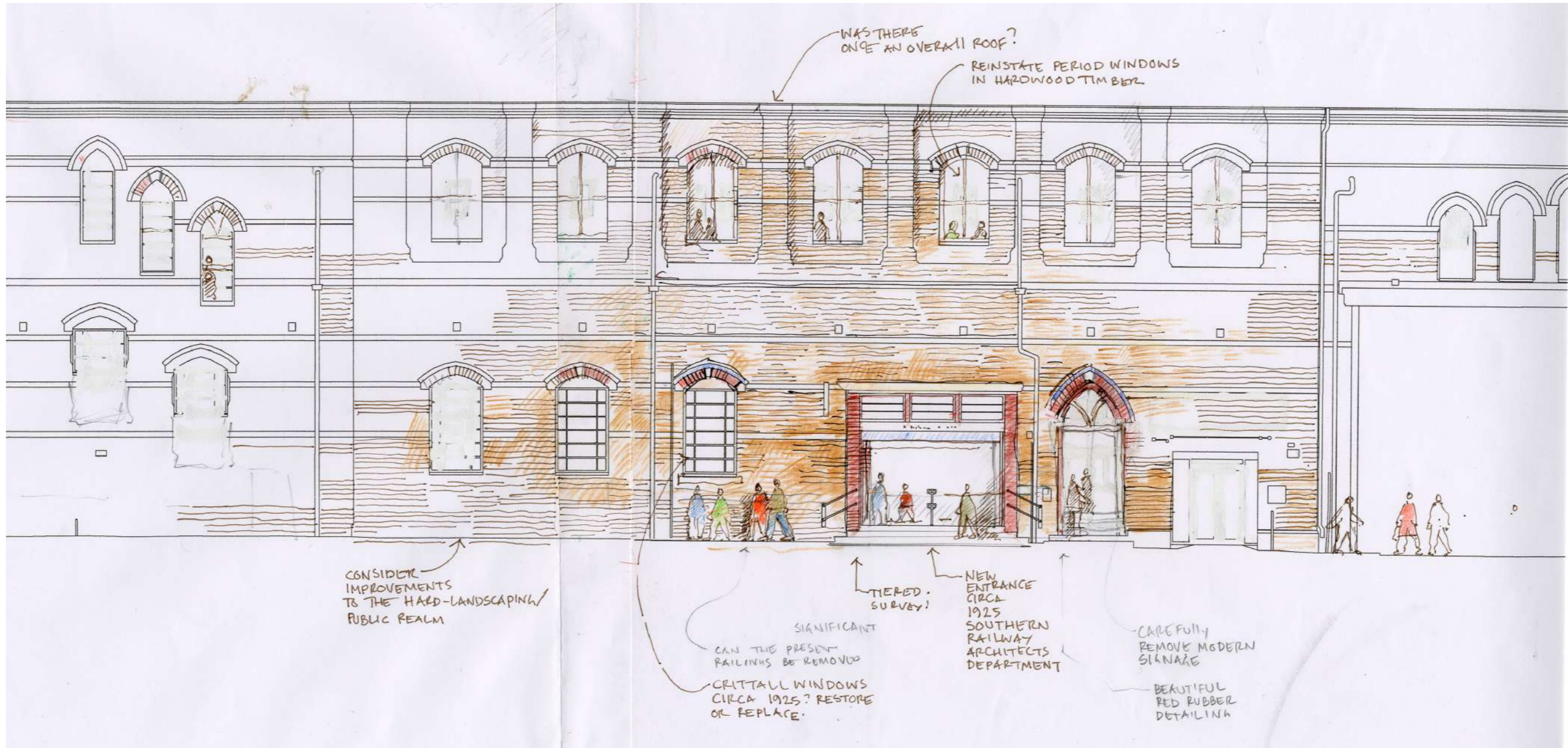
This drawings shows the original Victorian station elevation, note the entrance doors and the central architectural feature, which was removed not long after this drawings was produced. Note also the original design of the fenestration and the large, skylit roof structure that covered platforms 2, 3 and 4.



Archive drawings showing the existing front elevation of the station prior to remodelling. Note the no longer extant flanking entrance doors with cross-hatched quarry over-lights, the chimney for the staff office fireplace and the overall symmetrical aspect of the facade.

Sketch Study

Initial sketch study illustrating the removal of modern glazing and modern window reveal infilling and reinstatement of period sash windows



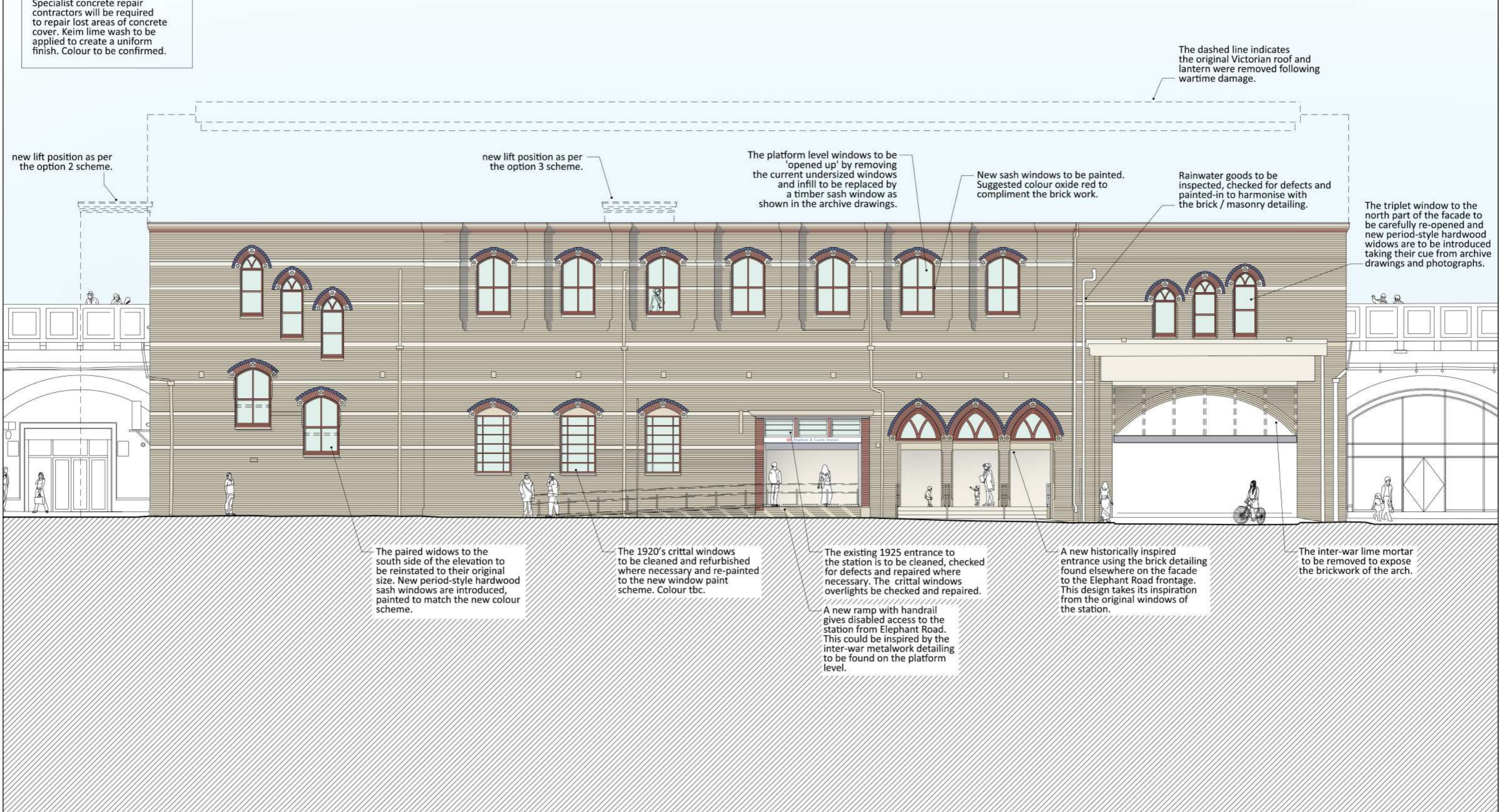
Elephant & Castle Station Proposed Front (East) Elevation

1:150 @ A3

General notes

The 1920's pre-cast ferro-concrete platform parapet walls are to be clean and checked for defects. Keim lime wash to be applied to create a uniform finish.

The large concrete brackets to the 1920's platform extensions to be are to be cleaned and checked for defects. Specialist concrete repair contractors will be required to repair lost areas of concrete cover. Keim lime wash to be applied to create a uniform finish. Colour to be confirmed.



The dashed line indicates the original Victorian roof and lantern were removed following wartime damage.

new lift position as per the option 2 scheme.

new lift position as per the option 3 scheme.

The platform level windows to be 'opened up' by removing the current undersized windows and infill to be replaced by a timber sash window as shown in the archive drawings.

New sash windows to be painted. Suggested colour oxide red to compliment the brick work.

Rainwater goods to be inspected, checked for defects and painted-in to harmonise with the brick / masonry detailing.

The triplet window to the north part of the facade to be carefully re-opened and new period-style hardwood widows are to be introduced taking their cue from archive drawings and photographs.

The paired widows to the south side of the elevation to be reinstated to their original size. New period-style hardwood sash windows are introduced, painted to match the new colour scheme.

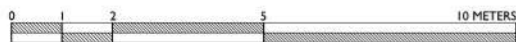
The 1920's crittal windows to be cleaned and refurbished where necessary and re-painted to the new window paint scheme. Colour tbc.

The existing 1925 entrance to the station is to be cleaned, checked for defects and repaired where necessary. The crittal windows overlights be checked and repaired.

A new ramp with handrail gives disabled access to the station from Elephant Road. This could be inspired by the inter-war metalwork detailing to be found on the platform level.

A new historically inspired entrance using the brick detailing found elsewhere on the facade to the Elephant Road frontage. This design takes its inspiration from the original windows of the station.

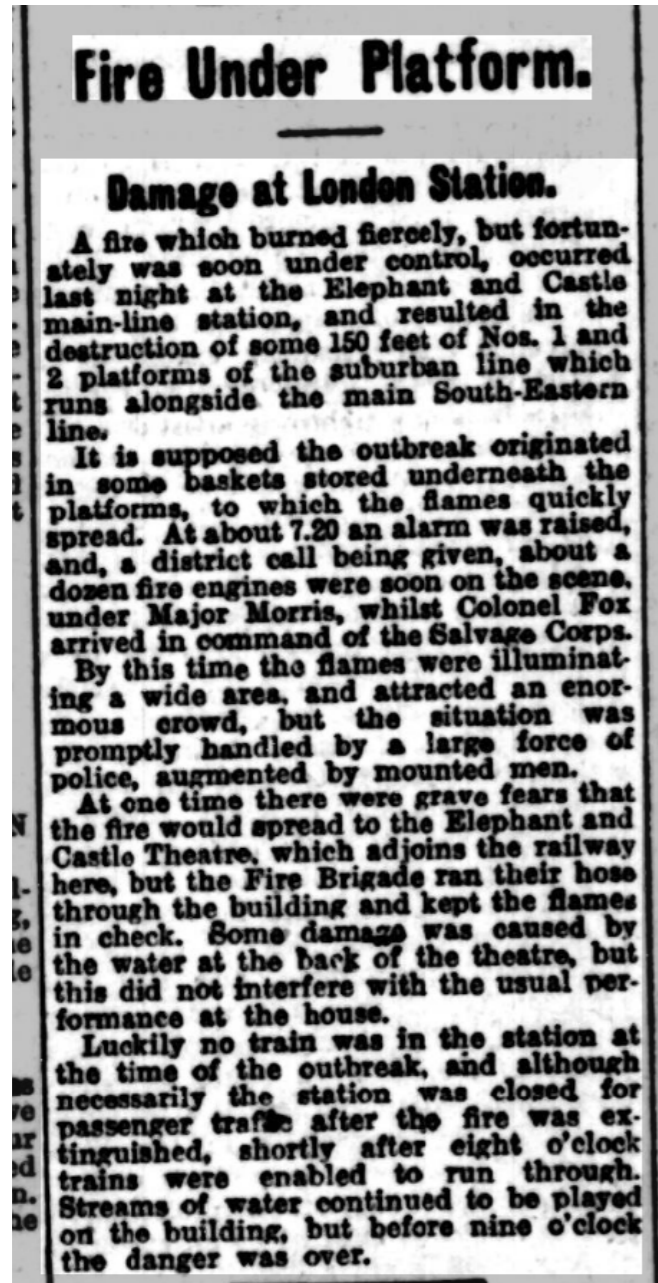
The inter-war lime mortar to be removed to expose the brickwork of the arch.



Historic Station Modifications

1920s platform extensions and fire damage

This newspaper clipping explains how there was a significant fire at E & C station in 1923 when 150ft of platforms burned. The photo to the right shows how the platforms were reconstructed in 1926 to the design of the Southern Railway's architect's department, note the substantial support to the platforms in the concrete brackets. These were typical of the inter-war Classical architecture that characterised the SR Architect's Department under the leadership of James Robb Scott (1888-1965). At present both the cantilevered concrete brackets and platform extension are in poor condition and we would suggest that these are impressive townscape features, give an interesting quality to Elephant Road and are a part of the narrative of the station.



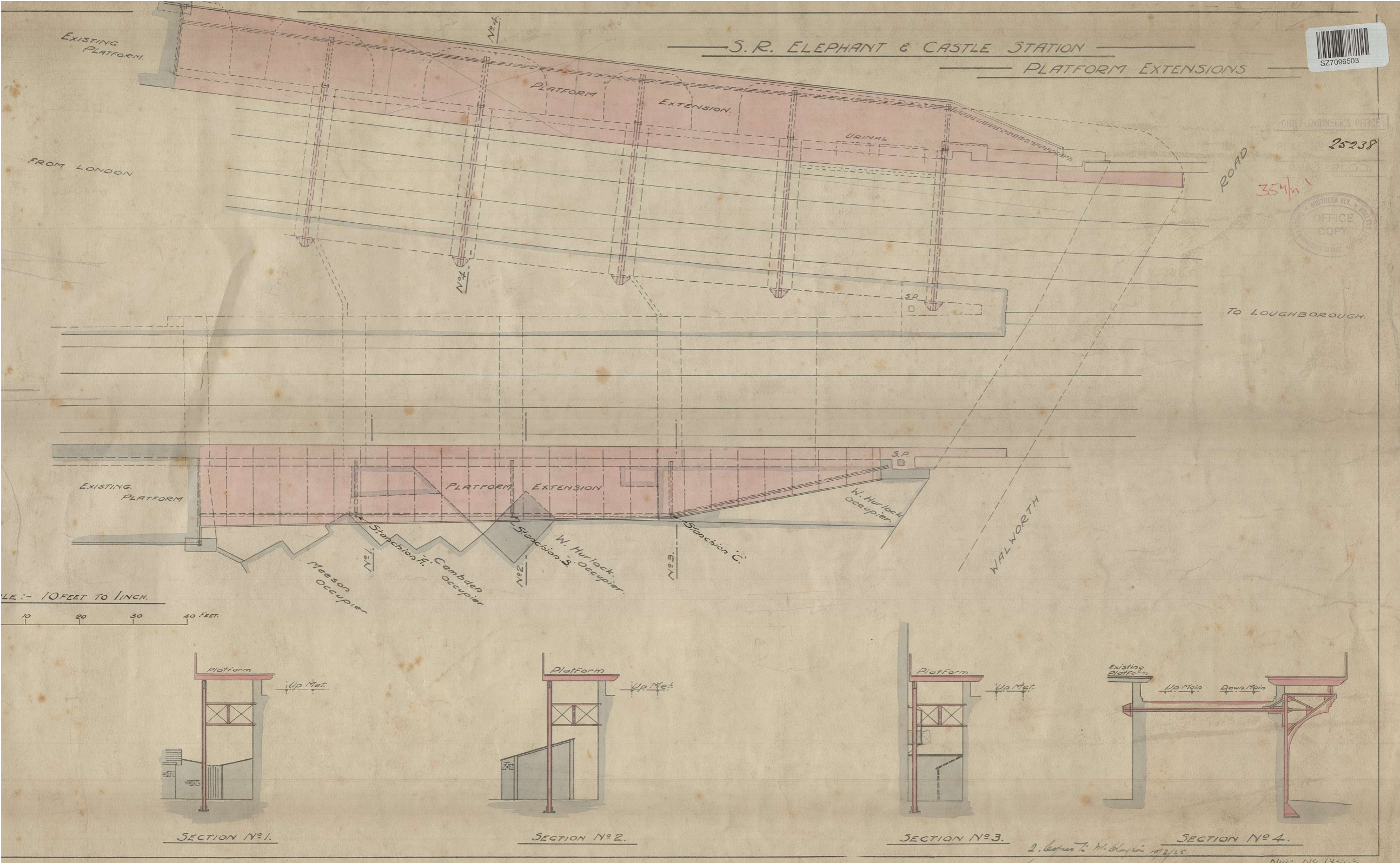
Article in the *Halifax Evening Courier*, reporting a fire that destroyed 150ft of platforms 1 & 2 at Elephant and Castle Station (6th November 1923).



Present day view of the 1925 platform extension along Elephant Road, showing the cast in-situ ferro-concrete brackets and 'Main South-Eastern Line' platform on the East side of the station.

Historic Station Modifications

Southern Railway archive drawing showing the reconstruction and expansion of the station platforms, 1925



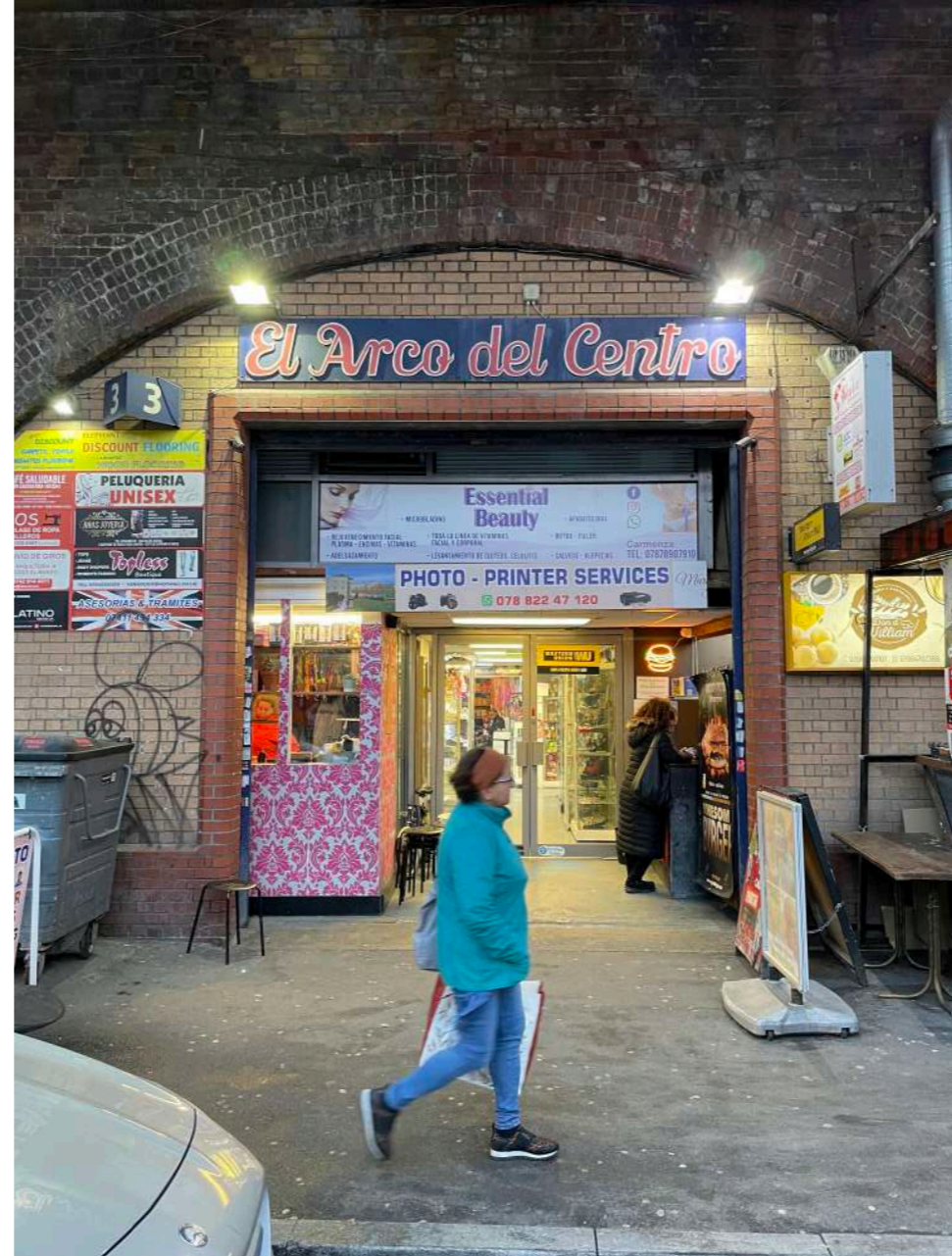
The proposed extended platform area is highlighted in red, with the existing as blue. The East side is the top of the page and the West is at the bottom. Note a theatre and a range of other business premises were set under the Western platform.

Historic Station Modifications

Views of the 1920s Classical sub-platform brackets and the popular and diverse shops that characterise the Elephant Road Station frontage.



The re-bar at the base of the cast in-situ concrete bracket has become exposed and subject to further weathering and spalling.



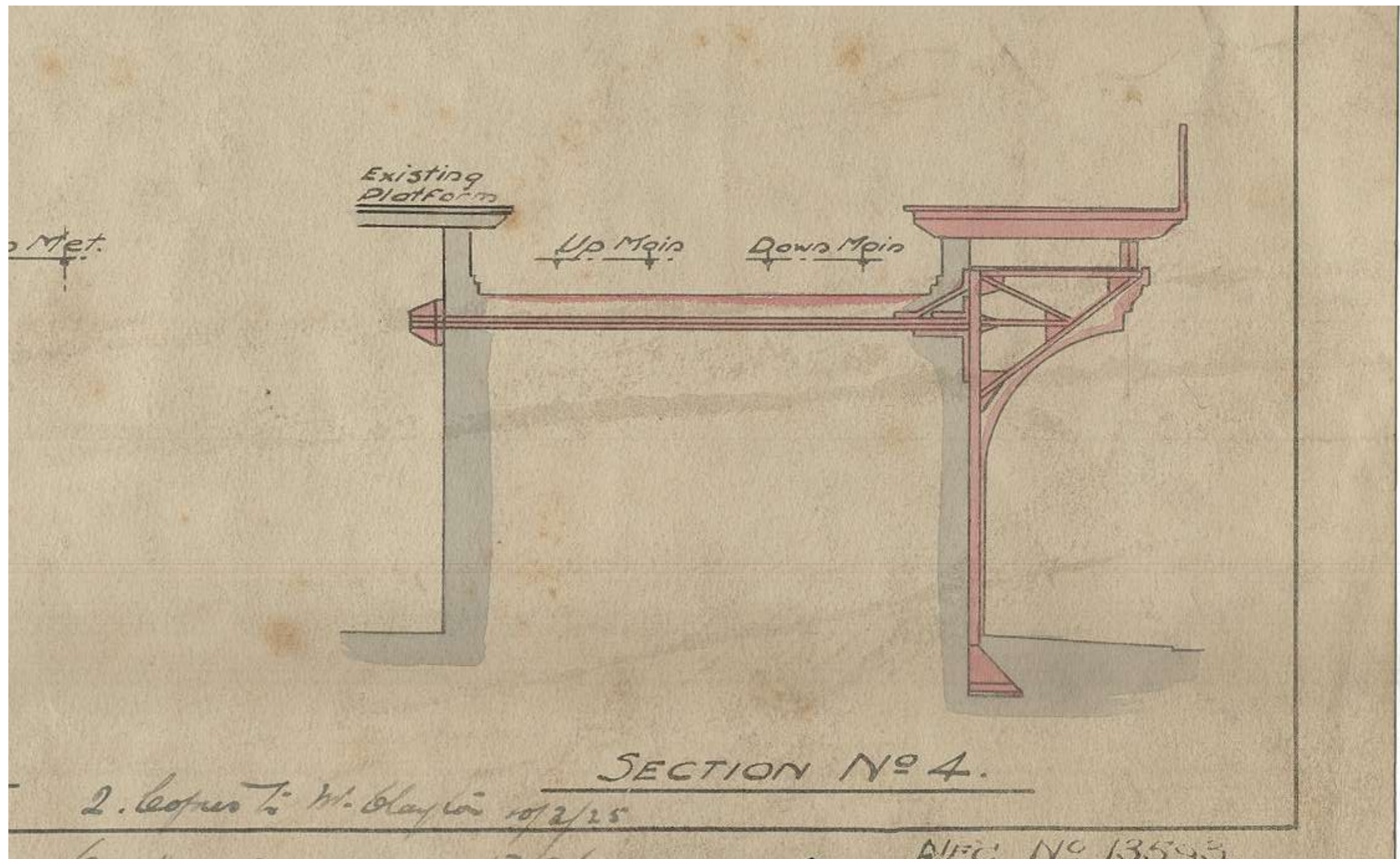
Local shops in the arches along Elephant Road to the South of the station. Note the recent polychromatic brick infill.



Historic Station Modifications

An archive detail drawing showing section through station East platform extension, 1925

This excerpt shows the steel structure within the cantilevered concrete brackets that support the extended platforms.

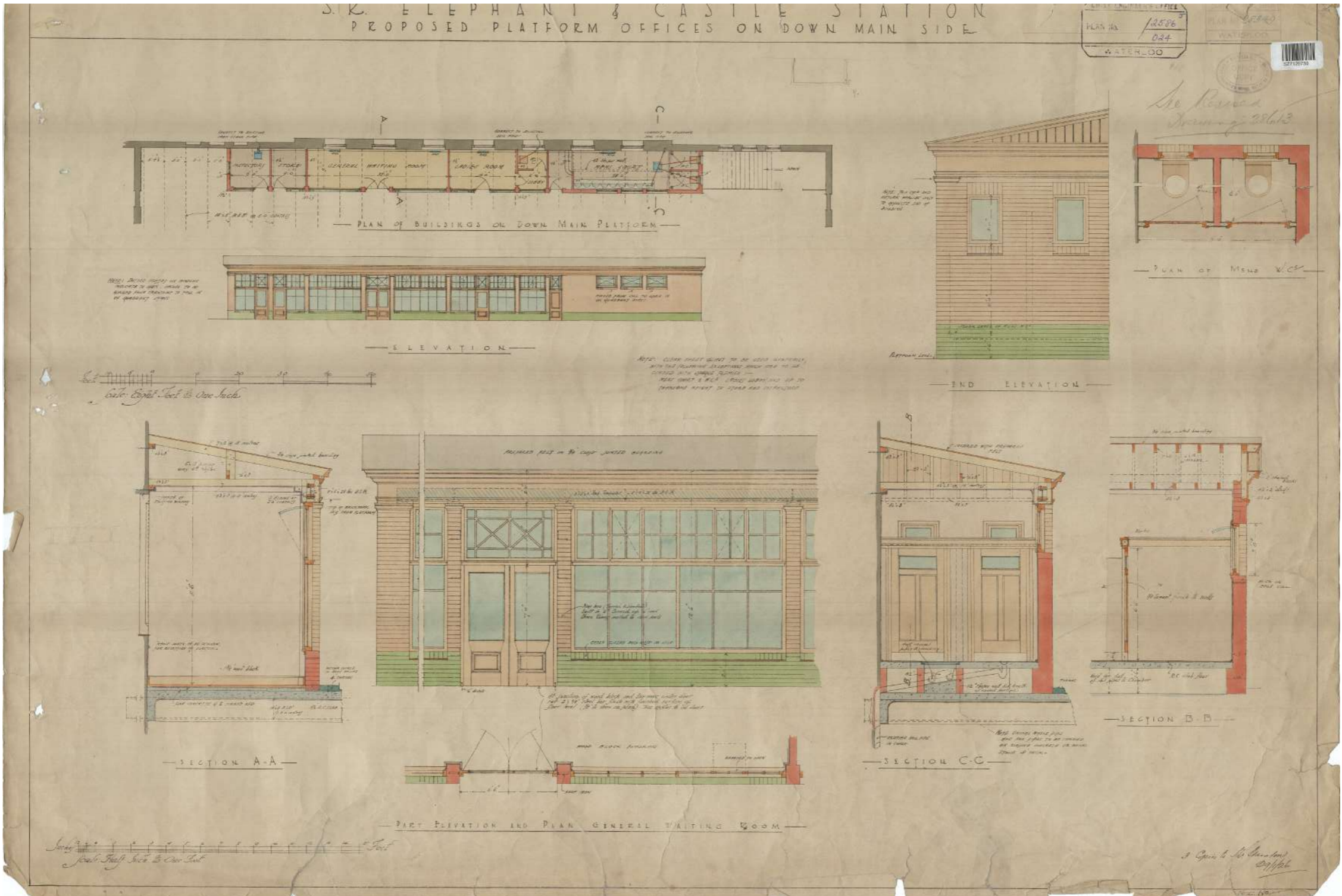


The extant cast in-situ concrete piers are illustrated as triangular steel braces with a tie beam running through to the opposite face of the brick viaduct.

Historic Station Modifications

Contract drawing showing plan and elevation of proposed waiting rooms, 1926

This attractive drawing shows the provision of much enhanced passenger facilities at the platform level. We believe that much of the fabric of these structures still survives today behind the modern paint finishes. The designs are characteristic of the Southern Railway architects department in the inter-war period and similar work can be found in a number of SR stations across the South of England. We think that under recent paint much of this high quality detailing survives. This includes faience cladding, modern steel Crittall windows and high-quality face brickwork.



Continuation of the 1920s contract drawings by the office of architect James Robb Scott (1888-1965) showing proposed upgraded office facilities on the main line platform side.

Site History - Pre-war Photos

A 1939 view of the general waiting room and WCs on the down main line beneath a steel 'triple Fink' truss roofed shed

North East view, Elephant & Castle's principal internal elevation to Platform 4. Much of this survives but was rebuilt after WW2 bombing. This photo also shows what we believe to be the original Victorian roof.



This fascinating photo shows what is probably the original Victorian railway roof. This could offer some clues to enhancements for the platform 1 elevation (see page 12 for roof exterior view).

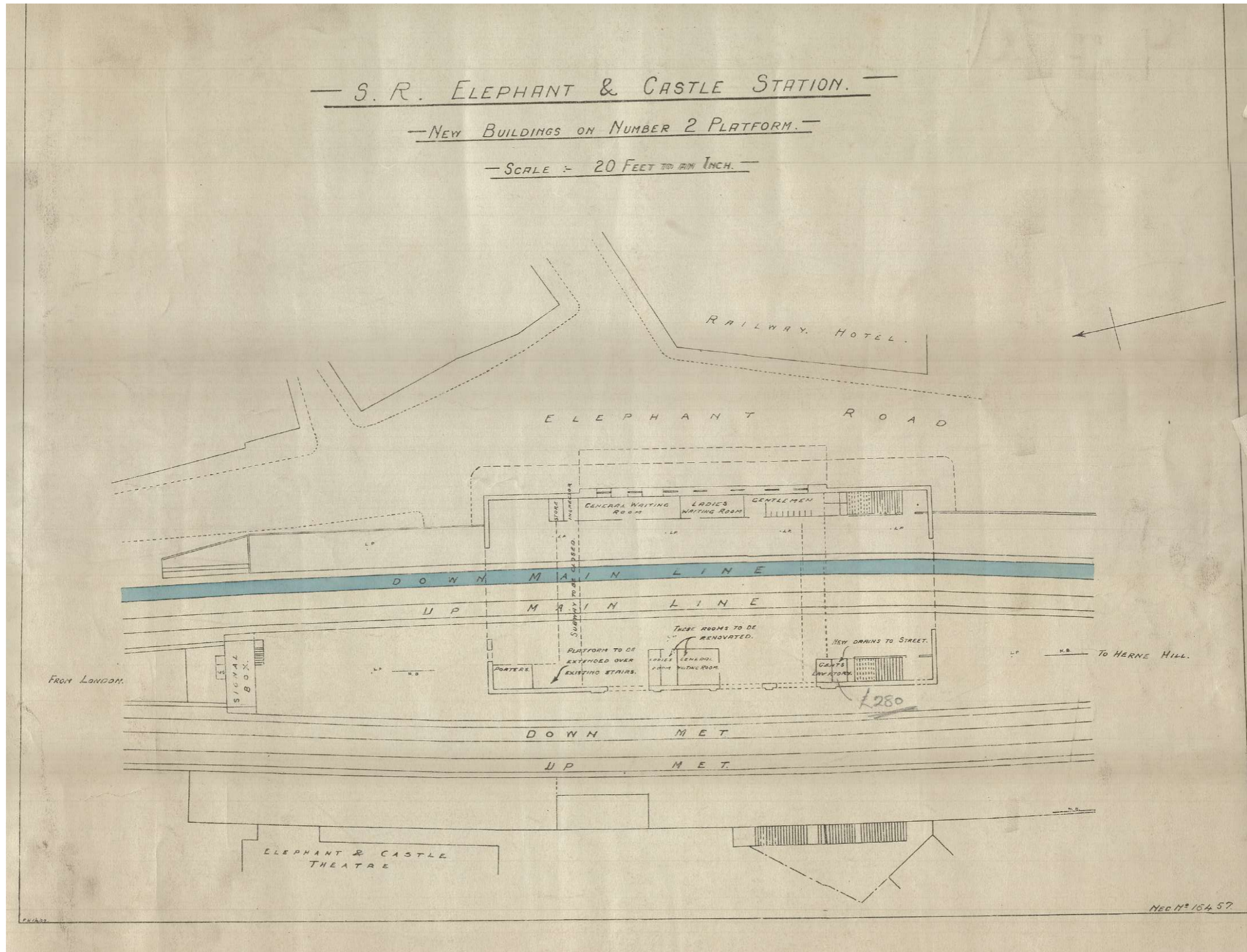
Site History - Pre-war Photos

A view of a freight train travelling northbound through platform 1 (West side of the station), 1939

This photograph shows the original timber deck to the island platform. It also shows the distinctive original dagger board valance to one of the platform canopies. We believe this view is facing South West towards the original platform 1.



An archive drawing of new waiting rooms and WCs on the centre island platforms 1927



The drawing shows the location of the original signal box and new buildings on no.2 platform. Note a, probably Victorian, railway hotel existed on the other side of the street.

Historic Station Modifications

London County Council Bomb Damage Map 1945

This LCC bomb damage map shows the concentration of bombing around the Elephant and Castle crossroads. The station itself appears to have been hit and many of the big theatres and department stores to the West of the station were completely destroyed. The density of this wartime damage led to the clearance of the site West of Elephant & Castle station. A few years later, Britain's first enclosed shopping mall was constructed, which survived until 2021. In the course of this work the North end of the Walworth Road was diverted to the West.

The colours on the map illustrate the degree of bomb damage inflicted on buildings in London during the Blitz, from cosmetic damage to total destruction. The legend is as follows:

-  Total destruction
-  Damaged beyond repair
-  Seriously damaged, doubtful if repairable
-  Seriously damaged but repairable at cost
-  Blast damage minor in nature
-  Clearance areas
-  Clearance areas



LCC bomb damage map of South central London showing the Elephant and Castle Station as 'Seriously damaged, doubtful if repairable'.

Historic Station Modifications

Period photographs showing damaged sections of the Southern Railway line during the Blitz, 1941

These photographs hint at the speed at which the military engineers reconstructed the bomb damaged railway structures surrounding Elephant & Castle station.



H10117

Part of a damaged bridge on the Southern Railway near Elephant and Castle during repairs by military engineers (27th May 1945).

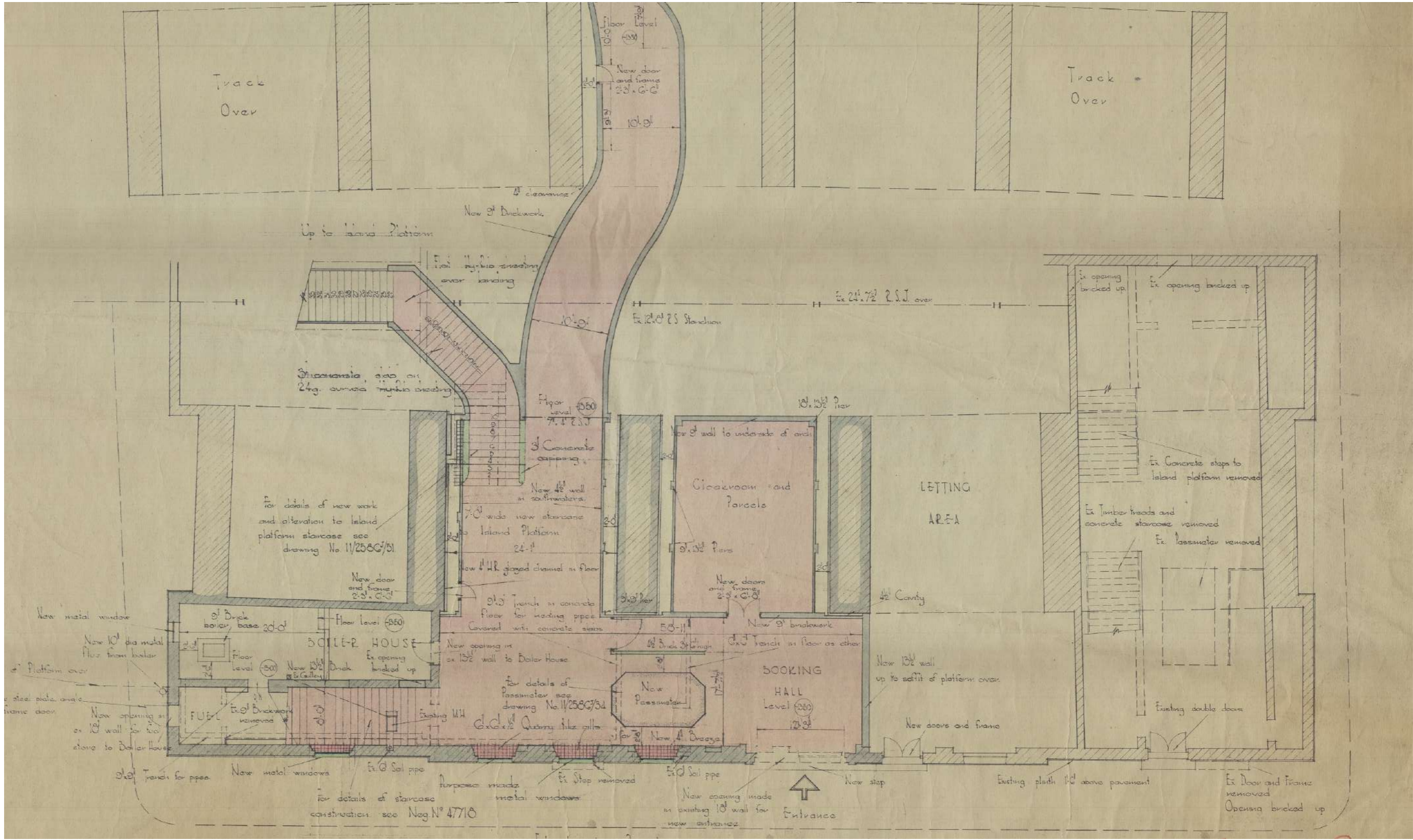


H10107

Southern Railway bridge near Elephant and Castle that was damaged by a bomb. The line is being repaired by military engineers (27th May 1945).

Historic Station Modifications

An archive drawing of ground floor plan for the postwar reconstruction of Elephant and Castle Station 1949

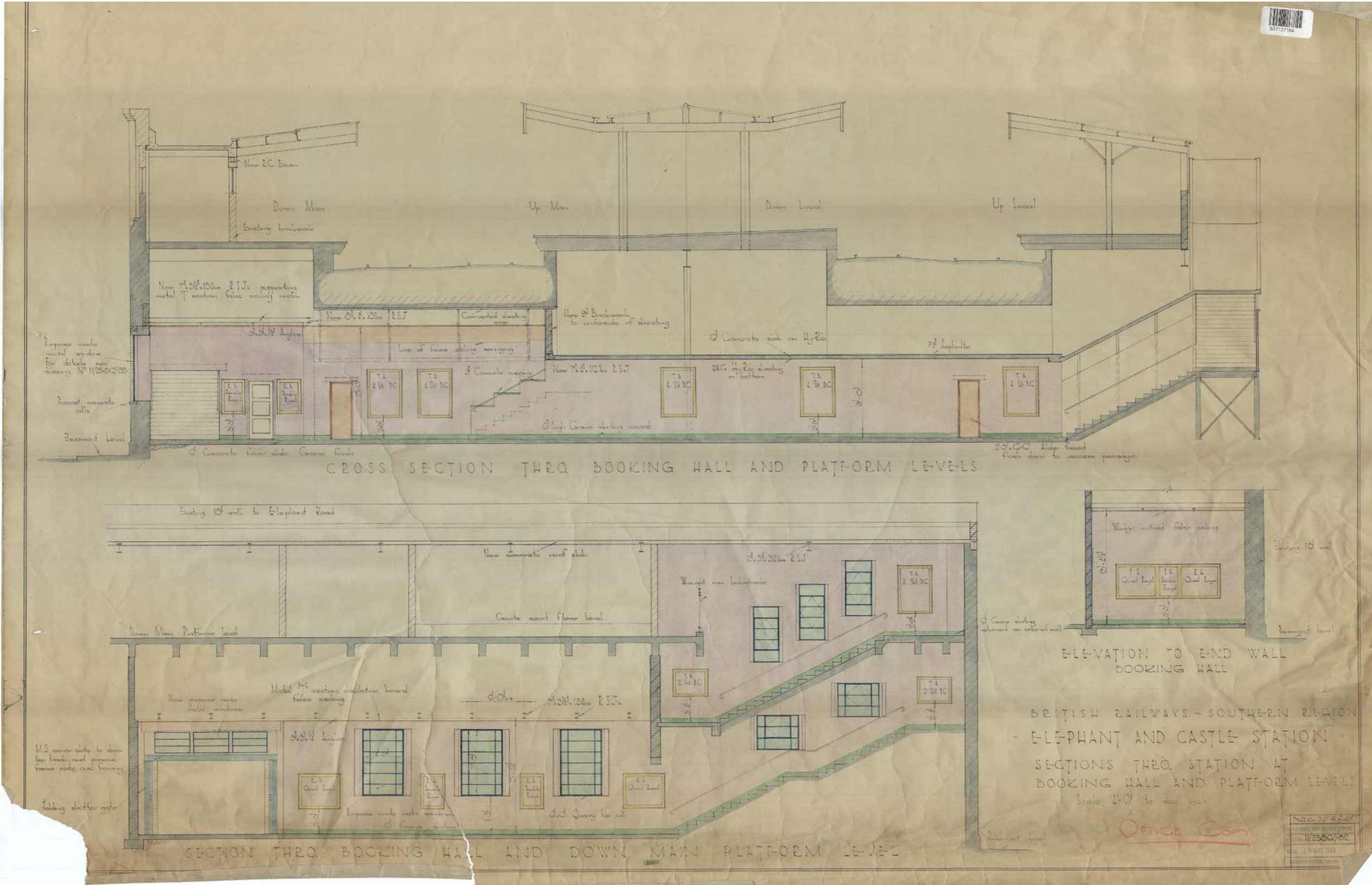


This ground floor plan shows the reordering of the station including four new Crittall windows on the ground floor, three in the centre where there were previously two pairs of sash windows. The new wider stepped main entrance with a Crittall over-light. It also shows the removal of frames and bricking up of one of the Victorian double doors with an arched lancet reveal on the North side. Internally, changes entailed a new staircase to the South and accessibility improvements to the West staircase connecting to the central platform and a new passage to the West platform. In the Booking Hall the former central ticket office was changed to a cloakroom/parcel room and tickets were sold from a hexagonal timber 'Passimeter' ticket booth with flanking gates near the entrance.

Historic Station Modifications

An archive drawing of sections for the postwar reconstruction of Elephant and Castle Station 1949

Note these postwar drawings show the construction of platform canopies in lieu of the station roof that was damaged by enemy action. Many of the polychrome tiled Southern Railway poster surrounds were added in this period. These can still be clearly seen under modern layers of paint, which can be easily removed.



The shorter Crittall windows to the South, shown in the lower section, are aligned with the position former lancet reveals but are staggered to follow the gradient of the new stairs.

Historic Station Modifications

Newspaper cutting of the postwar reconstructed Elephant and Castle Station, 1950

These photographs show the new postwar platform canopies, to the right the photo shows the original Art Deco stairs that can still be seen today under modern over-cladding.



THE PREFAB STATION : THE REBUILT ELEPHANT AND CASTLE STATION, ON THE SOUTHERN REGION : *Left*—The main platforms and the waiting rooms, where prefabricated materials have been largely used to rebuild the bomb-damaged platform. *Right*—The entrance hall, in which pre-cast concrete has been employed

Prefabrication has now extended to railway stations. Elephant and Castle (Southern Region) Station, London, S.E., now being almost entirely rebuilt after extensive war damage, is the first station in the country to have platforms, waiting-rooms and booking offices erected from pre-cast concrete slabs. The

Elephant and Castle Station, on the line from Holborn Viaduct to the Kent suburban stations, was badly damaged during the war, and the opportunity is being taken to combine war damage repairs with extensive modernisation. The work at the station has been going on for two years and is expected to take another

year to finish. The long time being taken to complete the work is due to the fact that it can be carried out only during slack periods of the railway timetable. The old wooden platforms have been ripped up and replaced by concrete and a new system of entrances to the station is being built.

Photos from *The Sphere* newspaper showing the reconstructed prefabricated platforms, waiting-rooms and booking offices in pre-cast concrete (25th February 1950).

Site History - Postwar Photos

A view looking North towards Blackfriars showing new station canopies, 1952

This view shows how the rebuilt passenger facilities were somewhat Spartan in comparison to the station's heyday in the inter-war period. Note the tall structures of the Elephant & Castle Theatre on the West side and to the East, one can see the chimneys of what may have been the Victorian Railway Hotel.



Site History - Postwar Photos

A view of the damaged and subsequently repaired Elephant Road entrance, circa 1960

This period photograph helps to explain many of the changes to the station's principal elevation to Elephant Road. Later, lighter brickwork hints at the scale of the original Victorian fenestration; the once generous openings have been replaced by more modest postwar fenestration. The original over-sailing station roof is now lost. The bricking up of the original windows at Elephant & Castle station mirrors much of the bricking up of Peckham Rye Station in 1962. Station facilities were curtailed and Britain's rail network was in decline following the Beeching cuts.



The partially bricked-in window reveals show that much of the existing red rubber brick Gothic window arches on the South end of the station were postwar imitations. To the North wing are two original lancet arched doors, one of which may have been bricked in during postwar repairs (see 1949 archive drawing ground floor plan p.28). This part of the elevation is now a tall concrete vehicular arch.

Site History - Postwar Photos

A view looking South of a bomb site opposite the Elephant Road station entrance, circa 1960

This view shows the remains of the former Elephant and Castle Railway Hotel, concealed behind a modern Heinz Soup poster panel. For as many as two decades after WW2, South London was filled with derelict bomb sites. The buildings to the rear of this photograph were pulled down to make way for the Heygate Estate, which in turn was demolished in 2011-2014 to make way for the new Elephant Park development.



Note the tall steel platform supports on the right from the 1925 campaign extending the station's platforms.

Site History - Postwar Photos

Historic photographs looking North and South along Elephant Road, mid 1950s

These photographs show the scene on the Elephant Road shortly after WW2, visible blast damage and derelict buildings hint at the heavy bombing in this area. The view on the right shows the burnt out remains of the former Elephant & Castle Railway Station Hotel. Most of the buildings on this stretch of the Elephant Road were too badly damaged for repair and were pulled down in subsequent years to make way for the new Heygate Estate.

The photo on the left looking North shows part of the principal East elevation of the station with the original Victorian lancet arched openings, which we propose to replicate for the new station entrance. Some of the left hand door joinery, probably from the 1925 renovation, survives. According to the post-war archive 1949 drawing (p.28), the right-hand door's joinery was removed and the opening bricked up during the reconstruction. Also visible are the slender steel columns with bulky concrete feet supporting the 1925 platform extension, many of which still survive.



Elephant Road view North, circa 1950.



Elephant Road view South, circa 1950.

Site History - Postwar Map

Goad map showing the station in its urban context, 1968

This fascinating mid-20th century map shows the original road layout to the East of Elephant & Castle Railway Station. We think the map was originally drawn in the early 20th century, white spaces have been added where buildings have been cleared following the Second World War damage. Note the Victorian almshouses and Board School immediately to the East of the station.

The station and viaduct were originally surrounded by a dense urban fabric of terraced tenements on the site of the current Elephant Park. Sayer Street, Lion Street, Chatteris Street and a short avenue off Elephant Road (possibly Elephant Lane?) were lost when the Heygate Estate was constructed in 1974. This map is a vivid insight into the original urban setting of Elephant & Castle Railway Station.

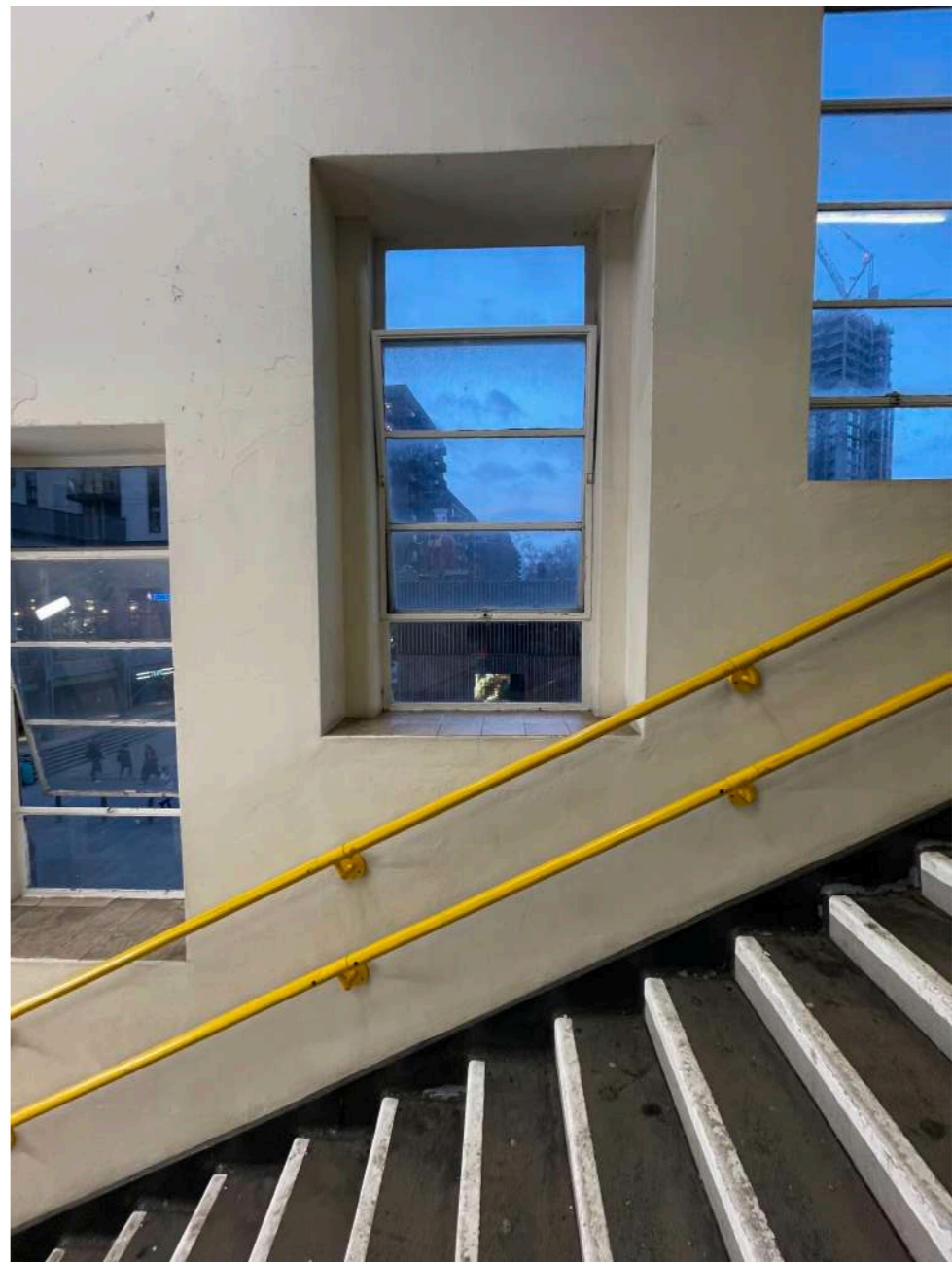
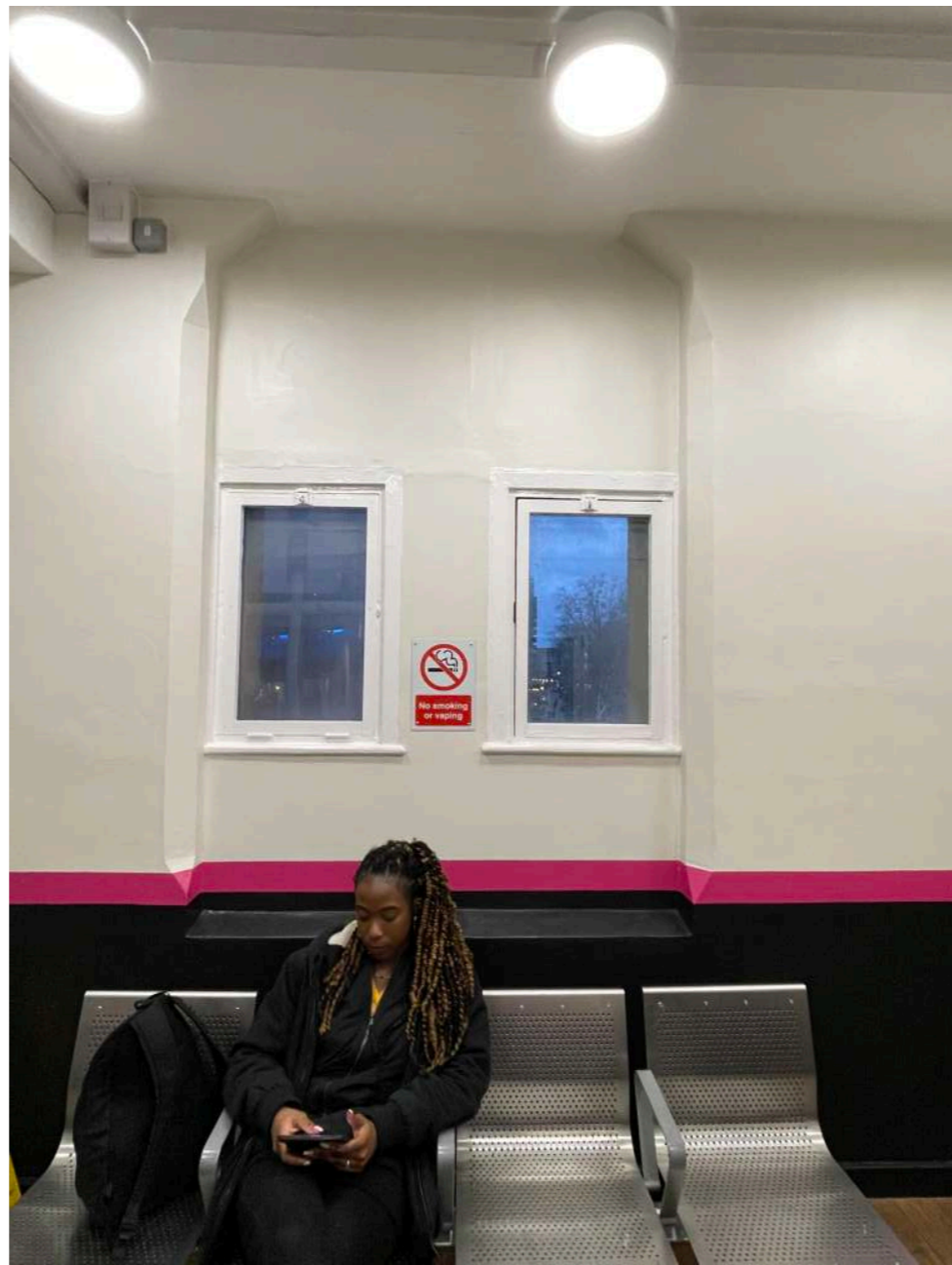
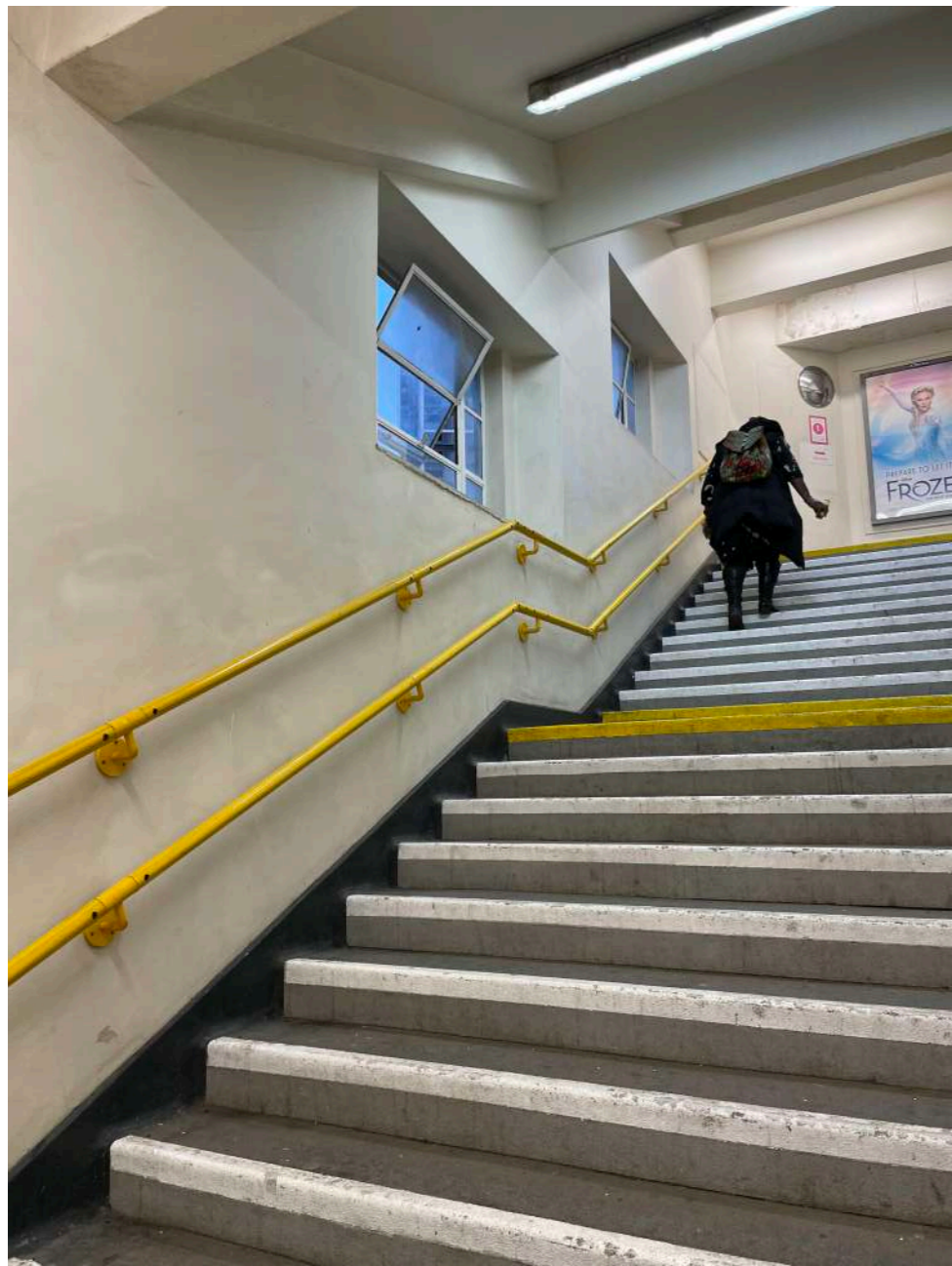


Mid-20th century Goad map of the context of the Elephant & Castle Railway site, updated after WW2.

Site Photos - Interior and Concourse

2023 views to the main elevation of existing stairs, Crittall windows and infilled Victorian window reveals on East elevation

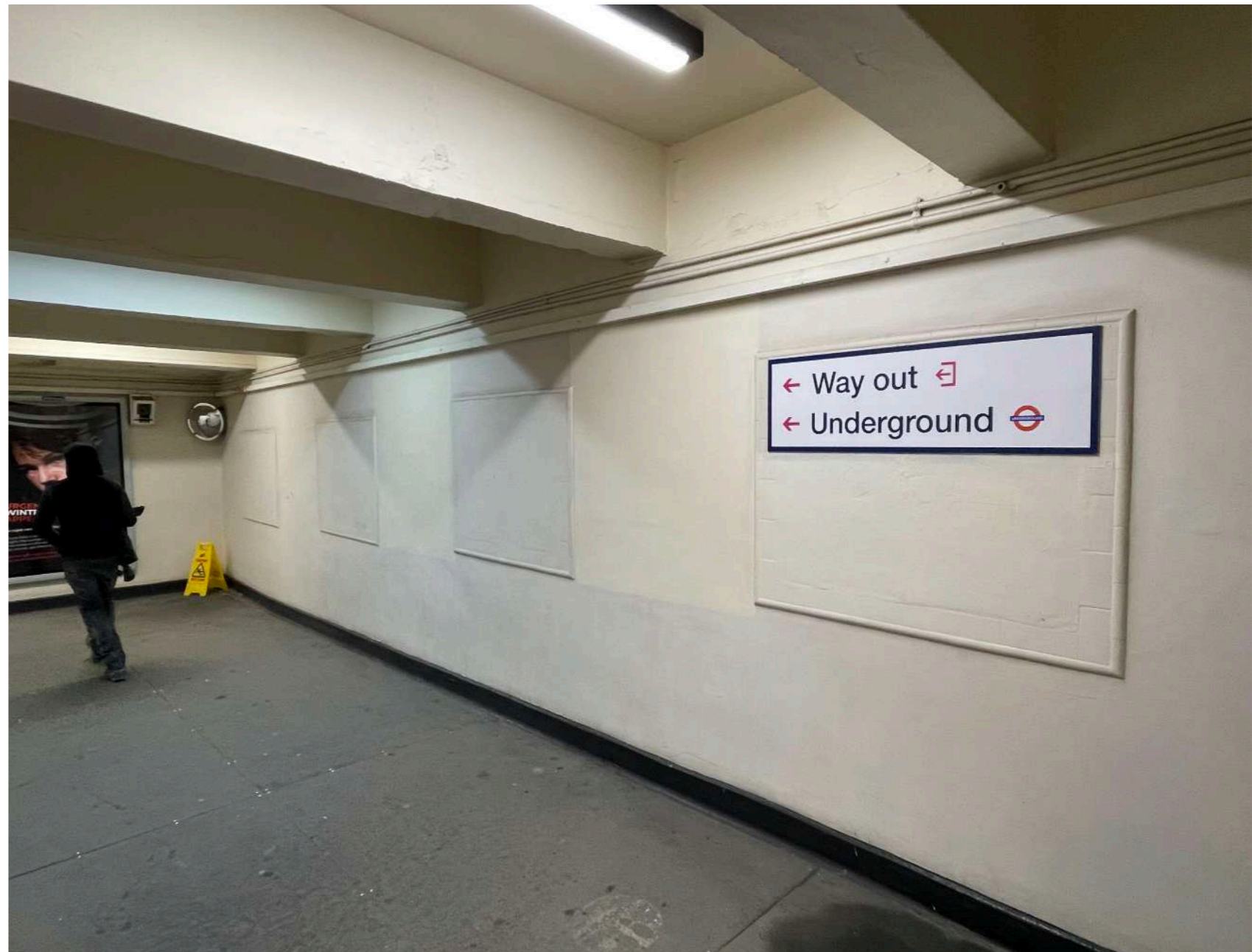
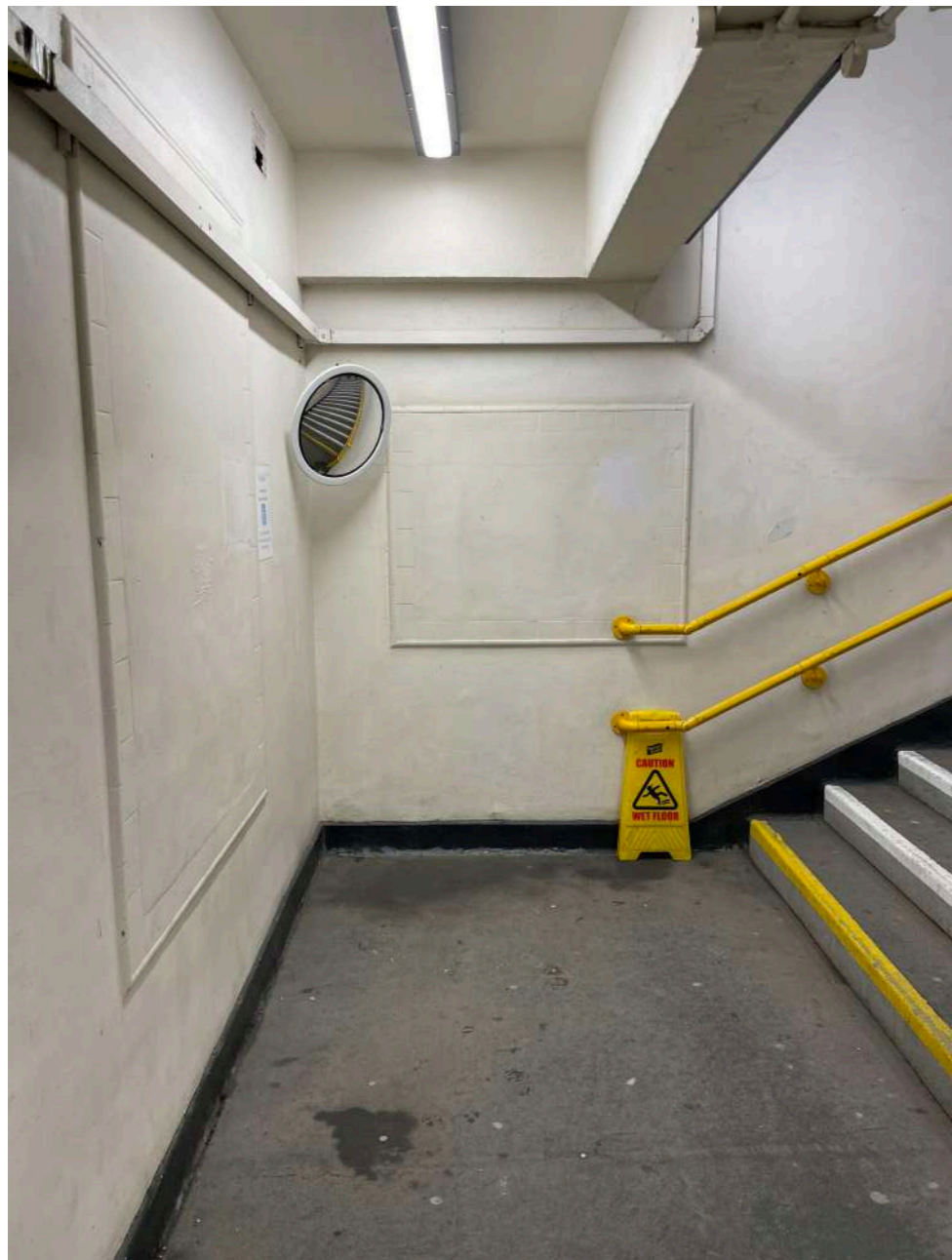
These pictures show that many of these windows can be opened up to their original design, offering fine views over the new Elephant Park. Behind modern paintwork, the faience and tile detailing is present.



Site Photos - Interior and Concourse

2023 views showing painted-over green and black tiled Southern Railway poster panels

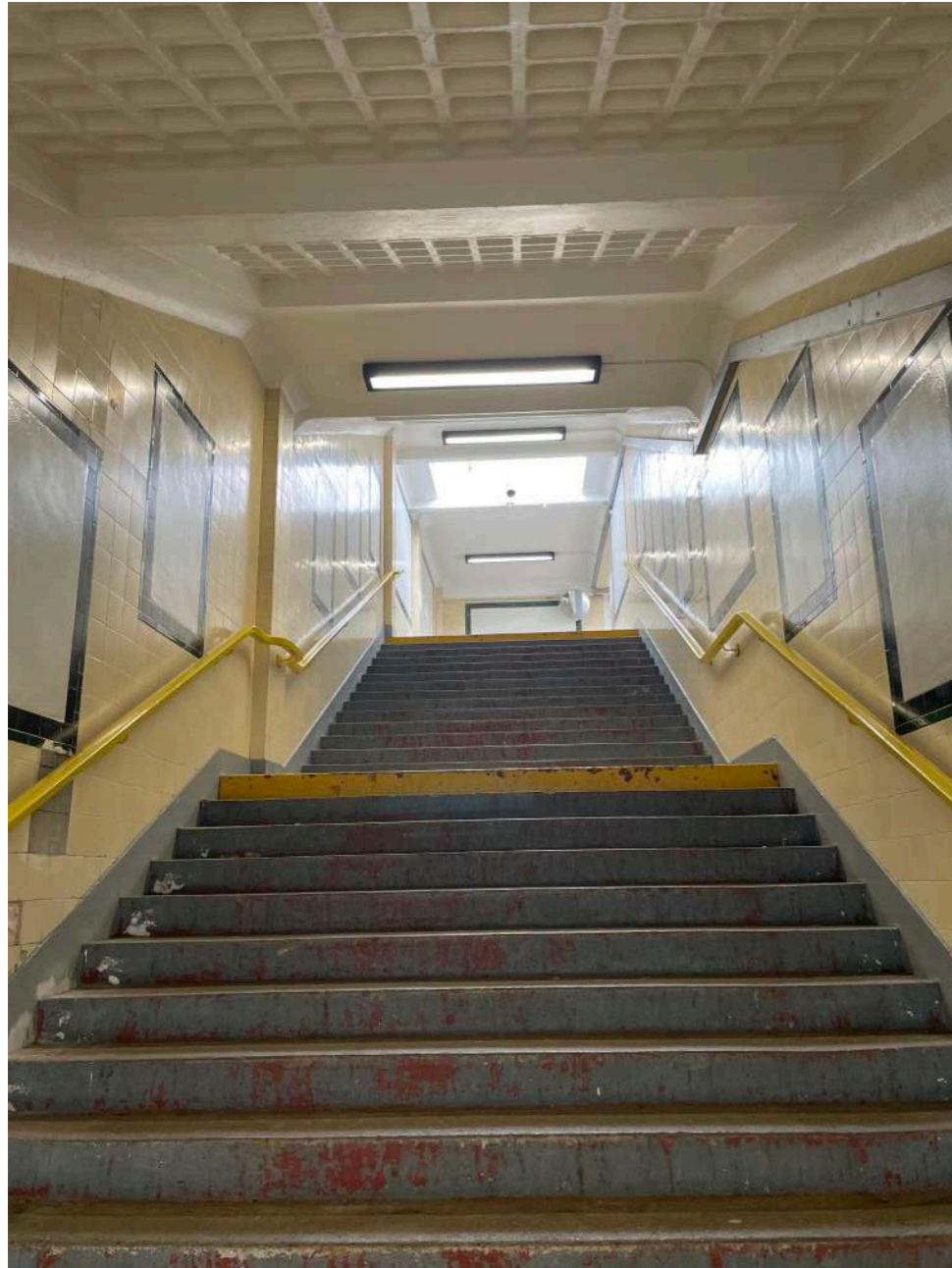
Many of the polychrome tiled Southern Railway poster surrounds were added in during the postwar reconstruction. These can still be clearly seen under modern layers of paint, which can be easily removed.



Precedent Study - Chessington South Station

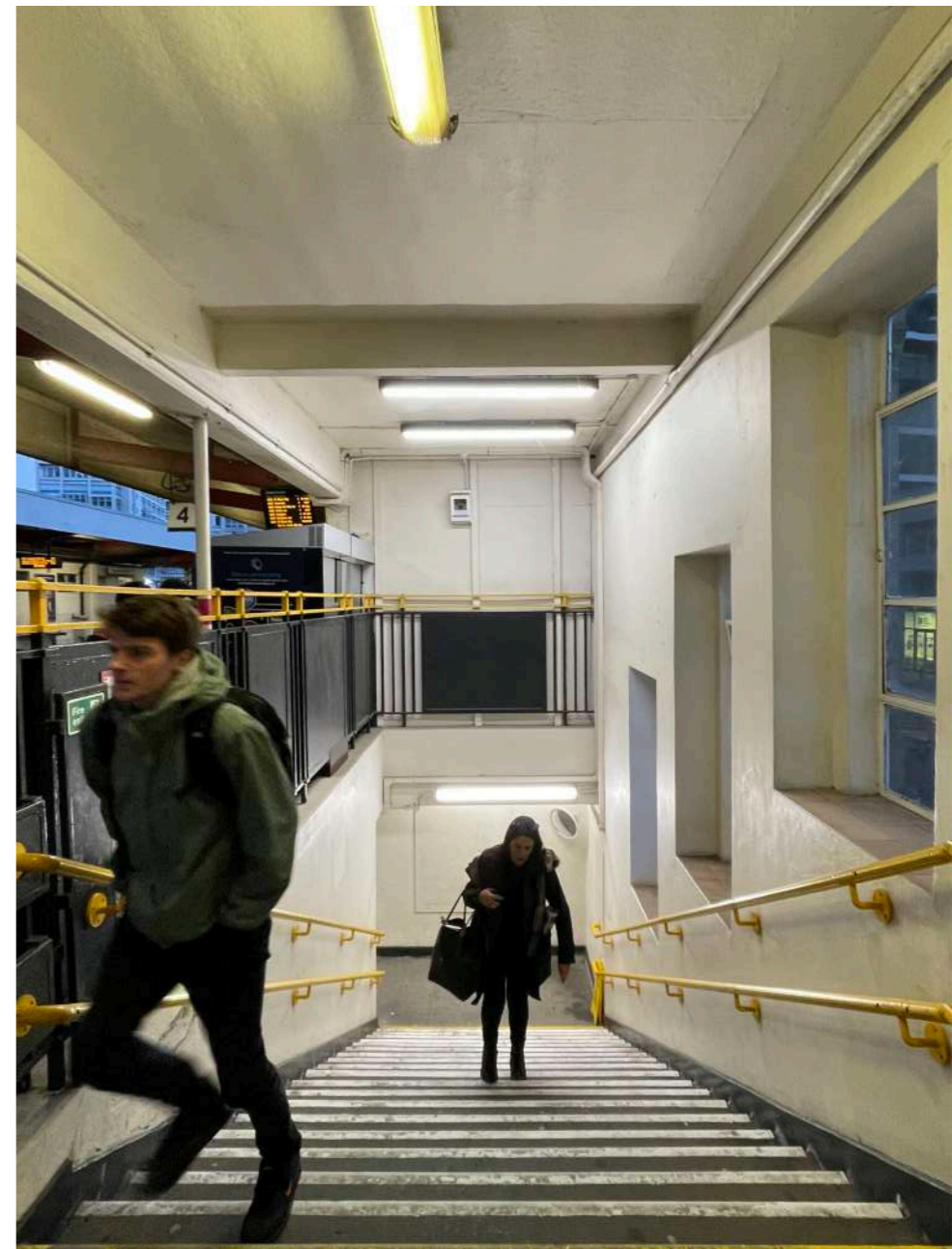
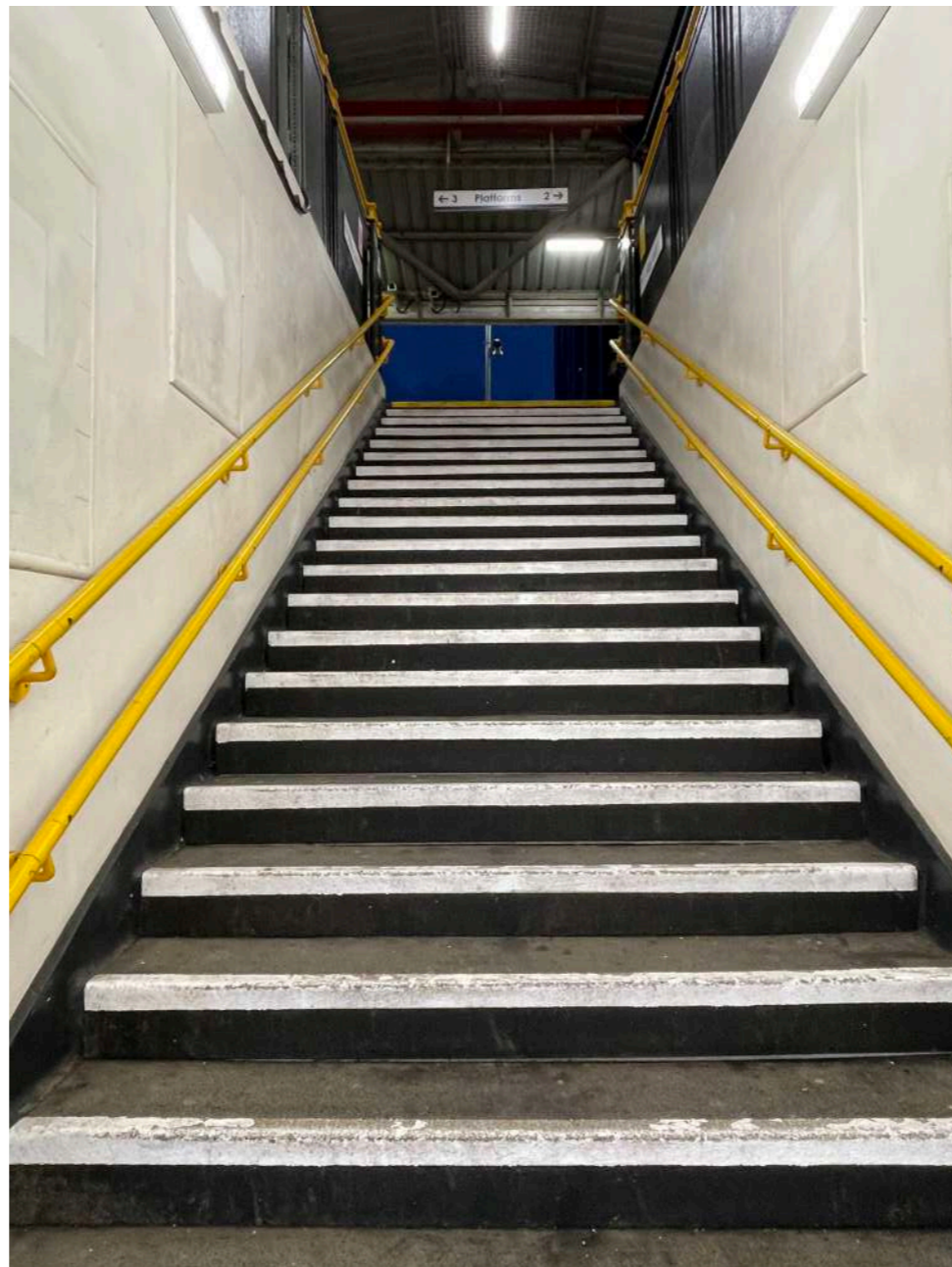
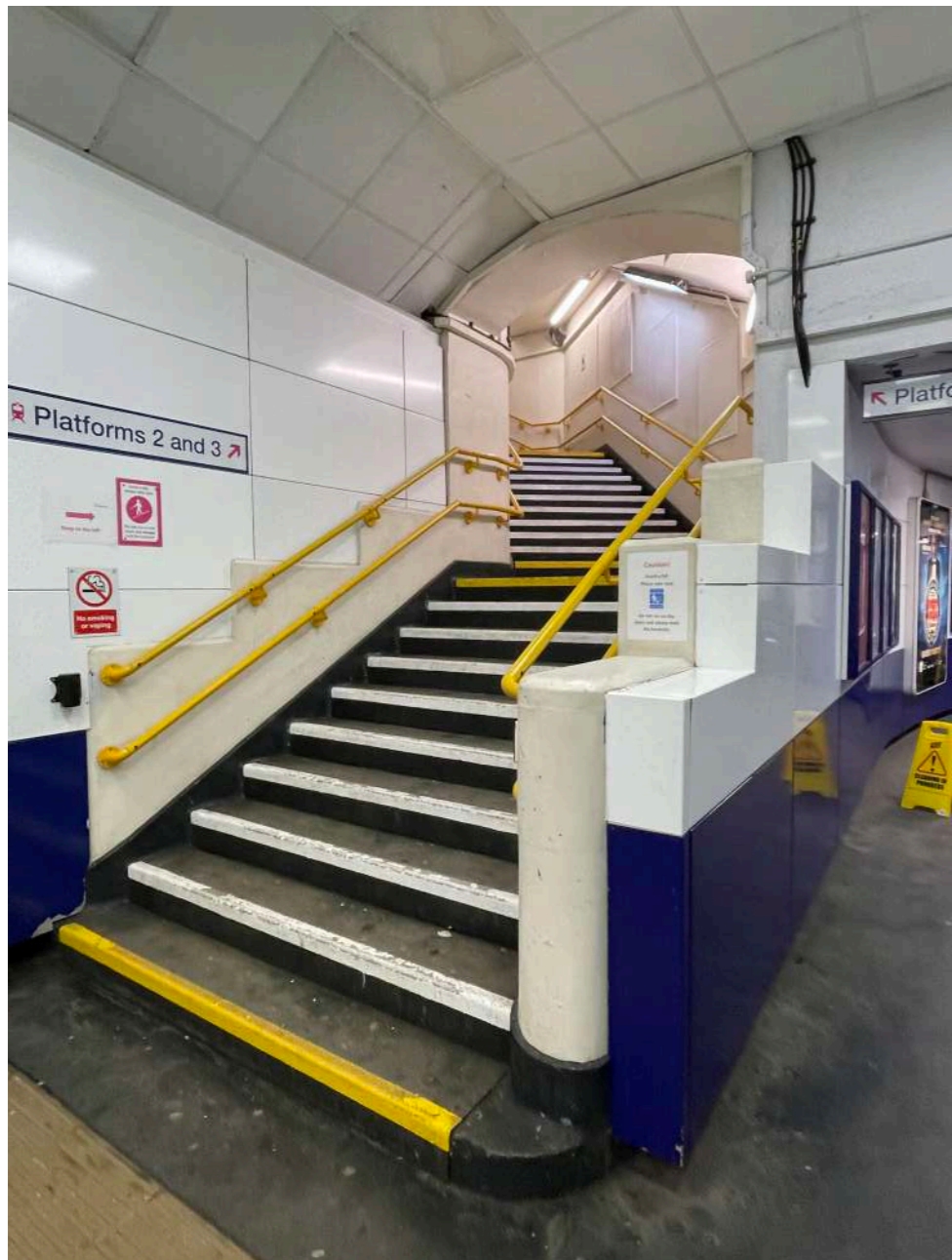
Views of existing 1930s polychromatic poster panels and buff coloured faience wall lining

Southern Railway designed polychromatic poster panels, which can be seen at Chessington, Talworth and Malden Manor on the Chessington South line.



Site Photos - Interior and Concourse

2023 views of existing stairs with time worn tin over-cladding, painted-over faïence wall lining and (possibly) painted-over granite on the stepped walls of the Art Deco stairs



Precedent Study - Richmond Station

2023 view of existing Art Deco stairs designed by the office of James Robb Scott (1882-1965)

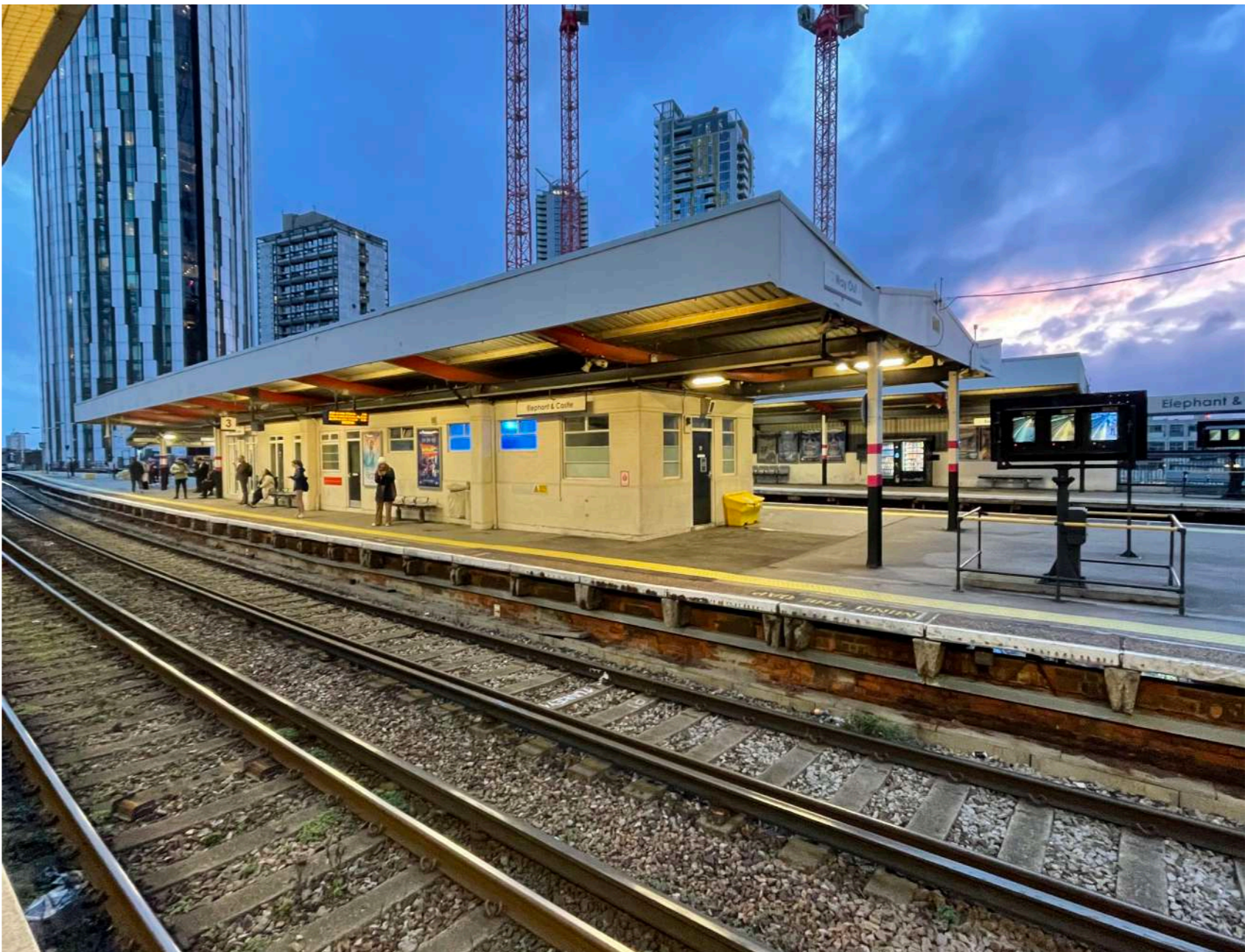
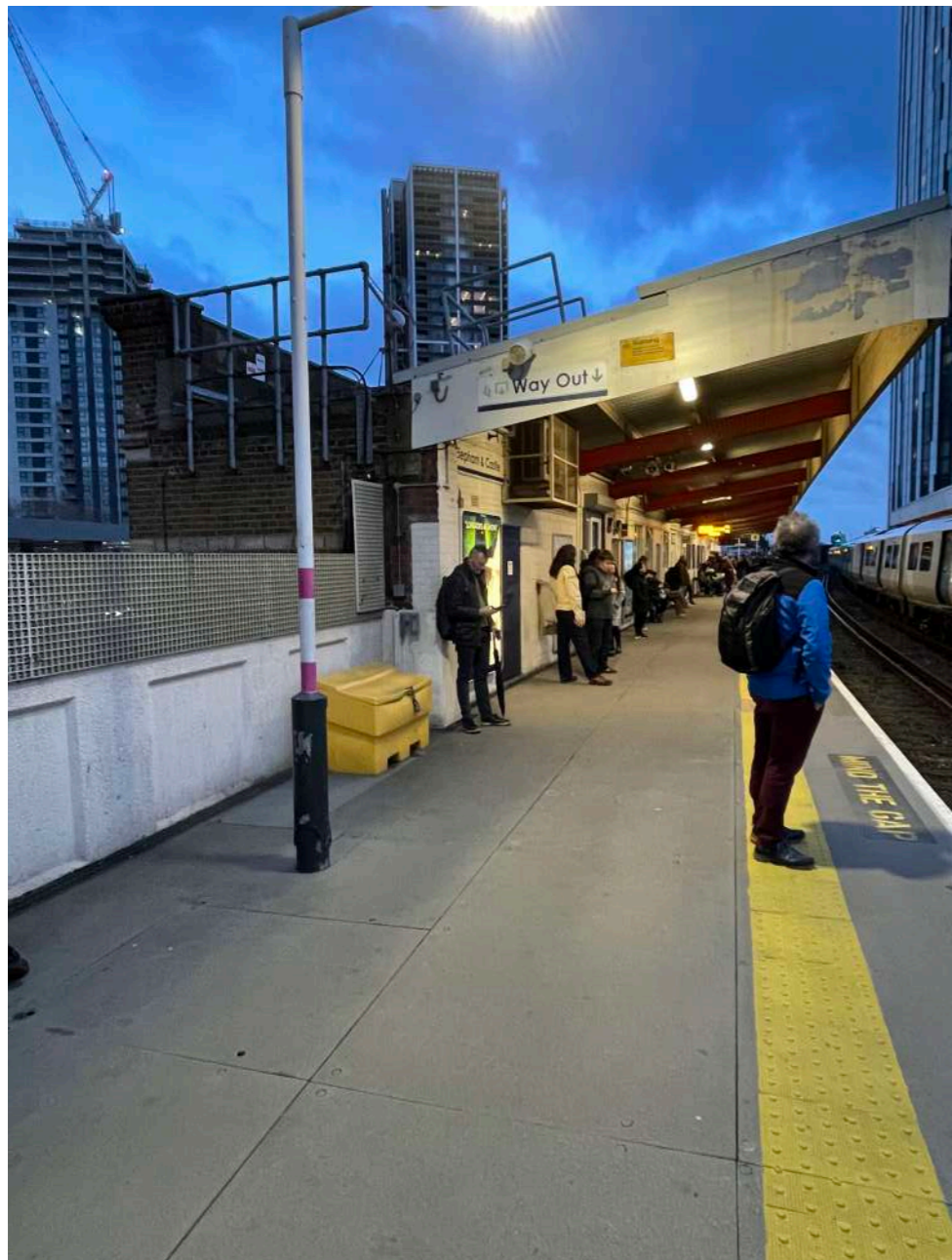
The stepped walls of the stairs at Elephant & Castle Station are the same as the detail shown at Richmond Station, which was designed in the 1930s by the same architect, James Robb Scott. We believe that the Elephant and Castle stairs may also have a granolithic base and faience lining concealed beneath layers of over-painting.



Site Photos - Interior and Concourse

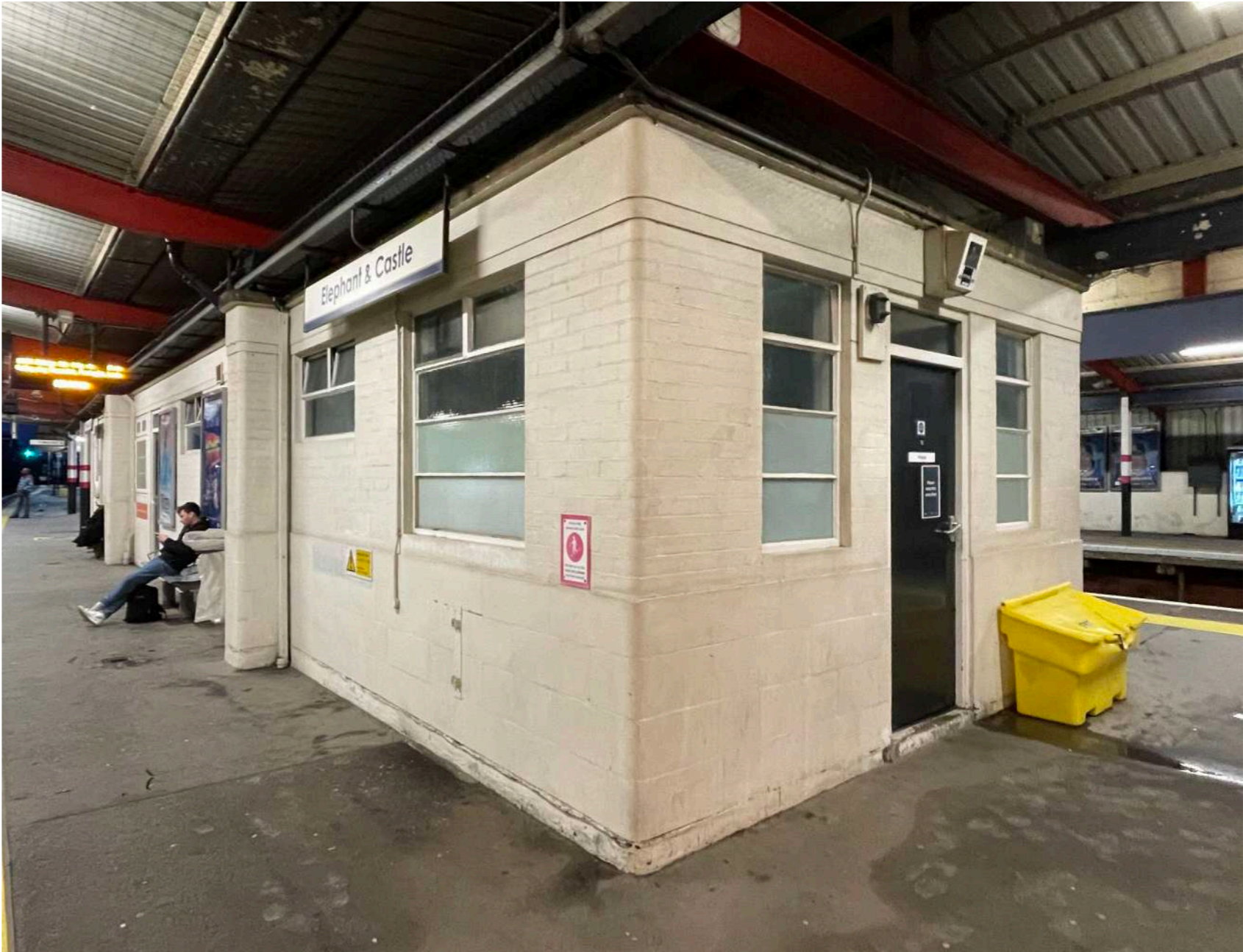
2023 views of platforms, waiting rooms and WCs.

The canopies and platforms appear relatively unchanged since the postwar rebuilding of the station. Faïence lining and polychrome brickwork to the central island waiting rooms and offices concealed beneath layers of magnolia paint could be easily uncovered and PVC doors and fenestration to the North replaced to match the Crittall glazing to the South of this building.



Site Photos - Interior and Concourse

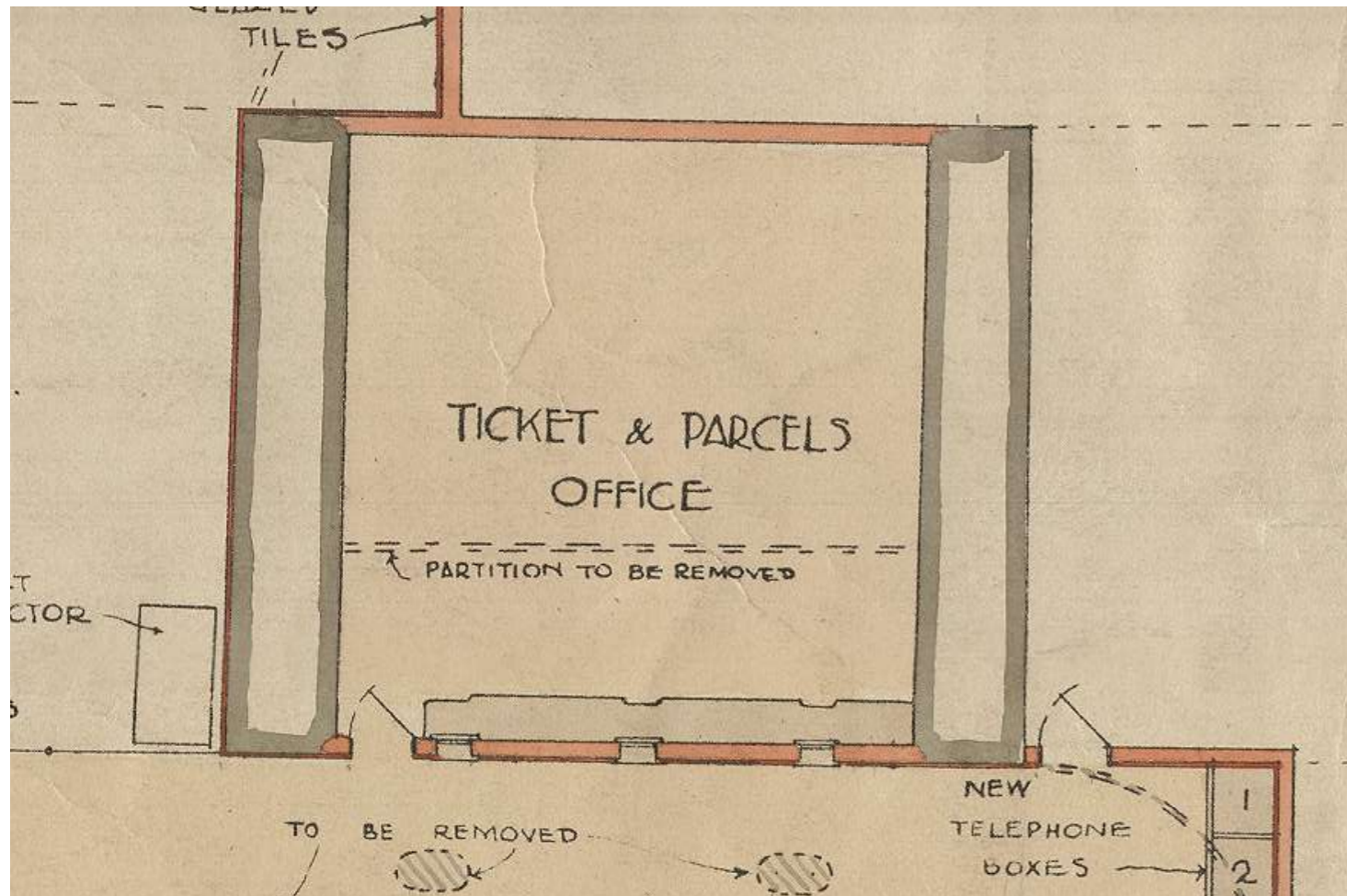
2023 views showing painted-over polychromatic bricks and faïence lining alongside Crittall and modern PVC glazing



Victorian Ticket Office Elevation

A detail from the 1925 archive drawing showing Diocletian arched glazing to the Victorian ticket office with Classical profiled notice boards and diamond leaded lights booth windows

This drawing could provide inspiration for the redesigning of the Booking Hall area.



1925 plan of the original 1862 ticket office prior to the comprehensive reordering by Southern Railway Architect's Department under James Robb Scott (1882-1965).



Proposed Principal Elevation

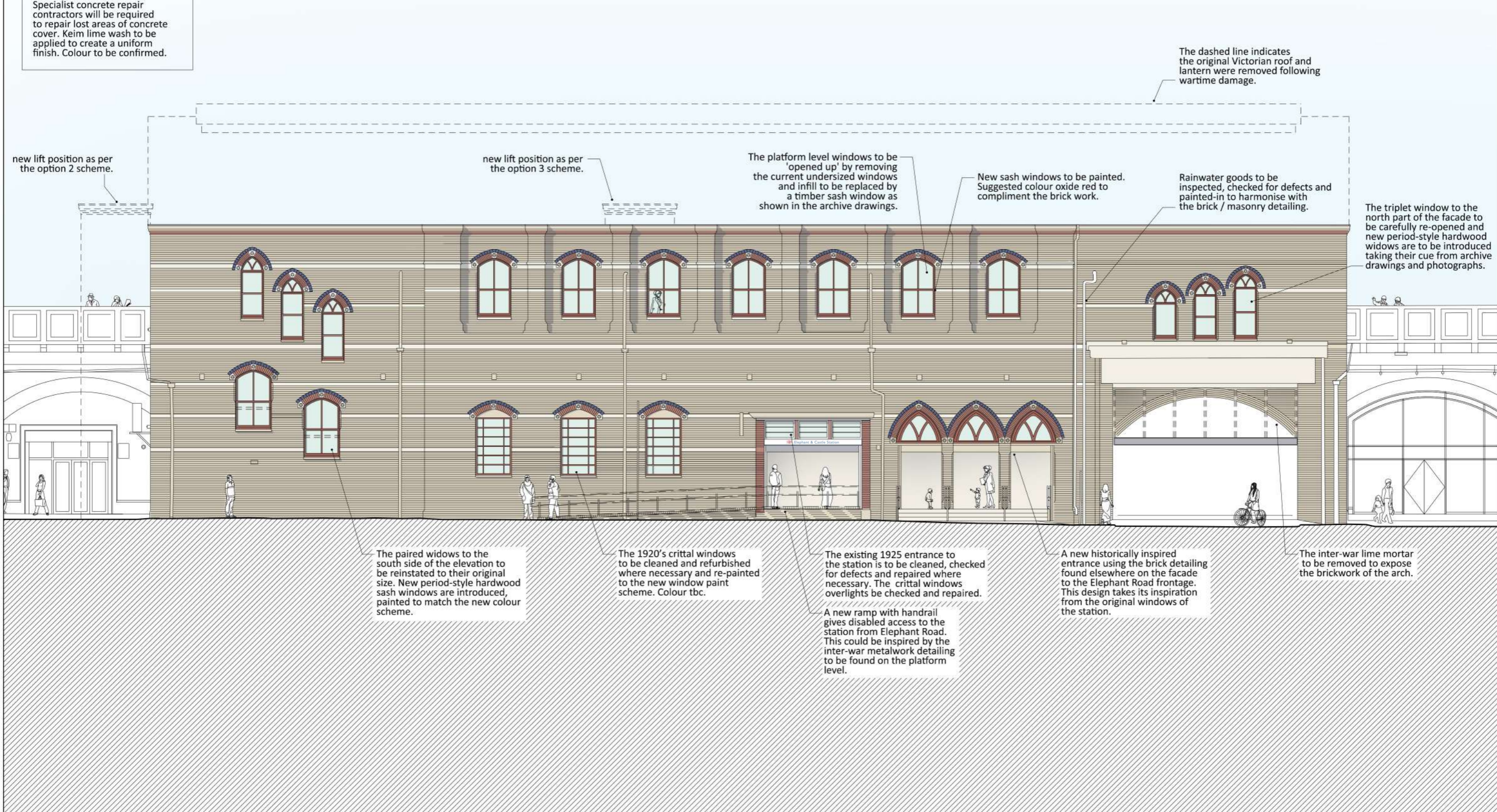
Elephant & Castle Station Proposed Front (East) Elevation

1:150 @ A3

General notes

The 1920's pre-cast ferro-concrete platform parapet walls are to be clean and checked for defects. Keim lime wash to be applied to create a uniform finish.

The large concrete brackets to the 1920's platform extensions to be are to be cleaned and checked for defects. Specialist concrete repair contractors will be required to repair lost areas of concrete cover. Keim lime wash to be applied to create a uniform finish. Colour to be confirmed.



The dashed line indicates the original Victorian roof and lantern were removed following wartime damage.

new lift position as per the option 2 scheme.

new lift position as per the option 3 scheme.

The platform level windows to be 'opened up' by removing the current undersized windows and infill to be replaced by a timber sash window as shown in the archive drawings.

New sash windows to be painted. Suggested colour oxide red to compliment the brick work.

Rainwater goods to be inspected, checked for defects and painted-in to harmonise with the brick / masonry detailing.

The triplet window to the north part of the facade to be carefully re-opened and new period-style hardwood widows are to be introduced taking their cue from archive drawings and photographs.

The paired widows to the south side of the elevation to be reinstated to their original size. New period-style hardwood sash windows are introduced, painted to match the new colour scheme.

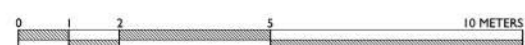
The 1920's crittal windows to be cleaned and refurbished where necessary and re-painted to the new window paint scheme. Colour tbc.

The existing 1925 entrance to the station is to be cleaned, checked for defects and repaired where necessary. The crittal windows overlights be checked and repaired.

A new ramp with handrail gives disabled access to the station from Elephant Road. This could be inspired by the inter-war metalwork detailing to be found on the platform level.

A new historically inspired entrance using the brick detailing found elsewhere on the facade to the Elephant Road frontage. This design takes its inspiration from the original windows of the station.

The inter-war lime mortar to be removed to expose the brickwork of the arch.



Elephant & Castle Station
**Proposed Front
 (East) Elevation**
 Southern portion

General notes

The 1920's pre-cast ferro-concrete platform parapet walls are to be clean and checked for defects. Keim lime wash to be applied to create a uniform finish.

The large concrete brackets to the 1920's platform extensions to be are to be cleaned and checked for defects. Specialist concrete repair contractors will be required to repair lost areas of concrete cover. Keim lime wash to be applied to create a uniform finish. Colour to be confirmed.

The dashed line indicates the original Victorian roof and lantern that was lost during the bombing in the Second World War.

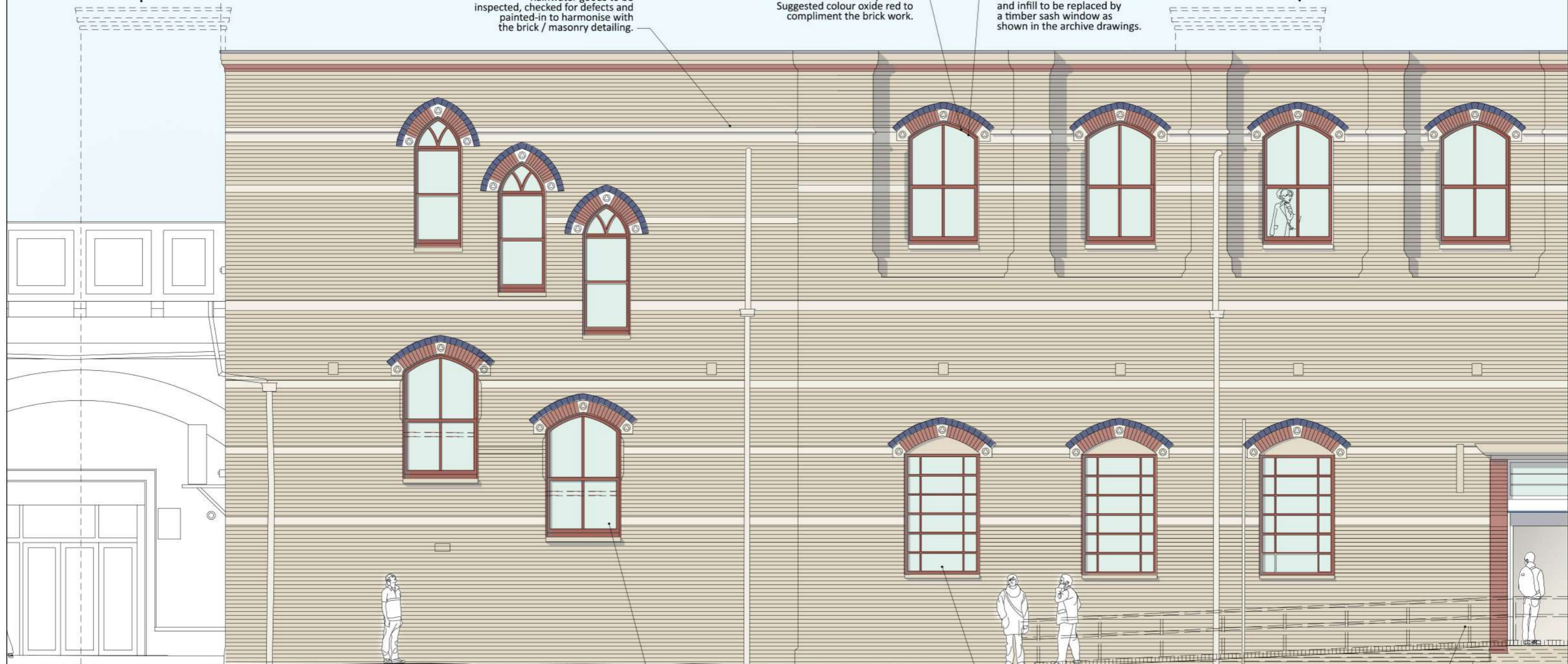
new lift position as per the option 2 scheme.

Rainwater goods to be inspected, checked for defects and painted-in to harmonise with the brick / masonry detailing.

New sash windows to be painted. Suggested colour oxide red to compliment the brick work.

The platform level windows to be 'opened up' by removing the current undersized windows and infill to be replaced by a timber sash window as shown in the archive drawings.

new lift position as per the option 3 scheme.



The paired widows to the south side of the elevation to be reinstated to their original size. New period-style hardwood sash windows are introduced, painted to match the new colour scheme.

The 1920's crittal windows to be cleaned and refurbished where necessary and re-painted to the new window paint scheme. Colour tbc.

A new ramp with handrail gives disabled access to the station from Elephant Road. This could be inspired by the inter-war metalwork detailing to be found on the platform level.

Elephant & Castle Station
**Proposed Front
 (East) Elevation**
 Northern portion

General notes

The 1920's pre-cast ferro-concrete platform parapet walls are to be clean and checked for defects. Keim lime wash to be applied to create a uniform finish.

The large concrete brackets to the 1920's platform extensions to be are to be cleaned and checked for defects. Specialist concrete repair contractors will be required to repair lost areas of concrete cover. Keim lime wash to be applied to create a uniform finish. Colour to be confirmed.

The dashed line indicates the original Victorian roof and lantern that was lost during the bombing in the Second World War.

new lift position as per the option 3 scheme.

The platform level windows to be 'opened up' by removing the current undersized windows and infill to be replaced by a timber sash window as shown in the archive drawings.

New sash windows to be painted. Suggested colour oxide red to compliment the brick work.

Rainwater goods to be inspected, checked for defects and painted-in to harmonise with the brick / masonry detailing.

The triplet window to the north part of the facade to be carefully re-opened and new period-style hardwood widows are to be introduced taking their cue from archive drawings and photographs.



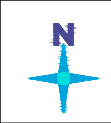
The inter-war lime mortar to be removed to expose the brickwork of the arch.

A new ramp with handrail gives disabled access to the station from Elephant Road. This could be inspired by the inter-war metalwork detailing to be found on the platform level.

The existing 1925 entrance to the station is to be cleaned, checked for defects and repaired where necessary. The critical windows overlights be checked and repaired.

A new historically inspired entrance using the brick detailing found elsewhere on the facade to the Elephant Road frontage. This design takes its inspiration from the original windows of the station.

Appendix 1 - Project Drawings



Key Plan:

- Notes:**
1. Do not scale from this drawing.
 2. This drawing shall be read in conjunction with all specifications, architectural, civil, structural, mechanical and electrical drawings.
 3. Figured dimensions to be used.
 4. All dimensions are in millimeters unless otherwise stated.
 5. All dimensions to be checked on site before commencement of works.
 6. Any differences or discrepancies must be referred to the contract.

| Rev | Description | Drawn | Checked | Approved |
|-----|-------------|-------------|-------------|----------|
| P02 | Preliminary | AT-09.03.23 | CL-09.03.23 | |
| P01 | Preliminary | AT-28.02.23 | CL-28.02.23 | |

| Rev | Description | Drawn | Checked | Approved |
|-----|-------------|-------------|-------------|----------|
| P02 | Preliminary | AT-09.03.23 | CL-09.03.23 | |
| P01 | Preliminary | AT-28.02.23 | CL-28.02.23 | |

INVVU
Construction Consultants

Otterpool Manor Farm
Otterpool Lane
Sellingdale
Ashford
Kent
TN25 6DB
T - 01303-850808

Client:

GTR

Design Stage:

GRIP 3

Project Title:

Elephant and Castle Railway Station
AFA and station refurbishment

Scale:

1:100 On A1 Paper

Drawing Title:

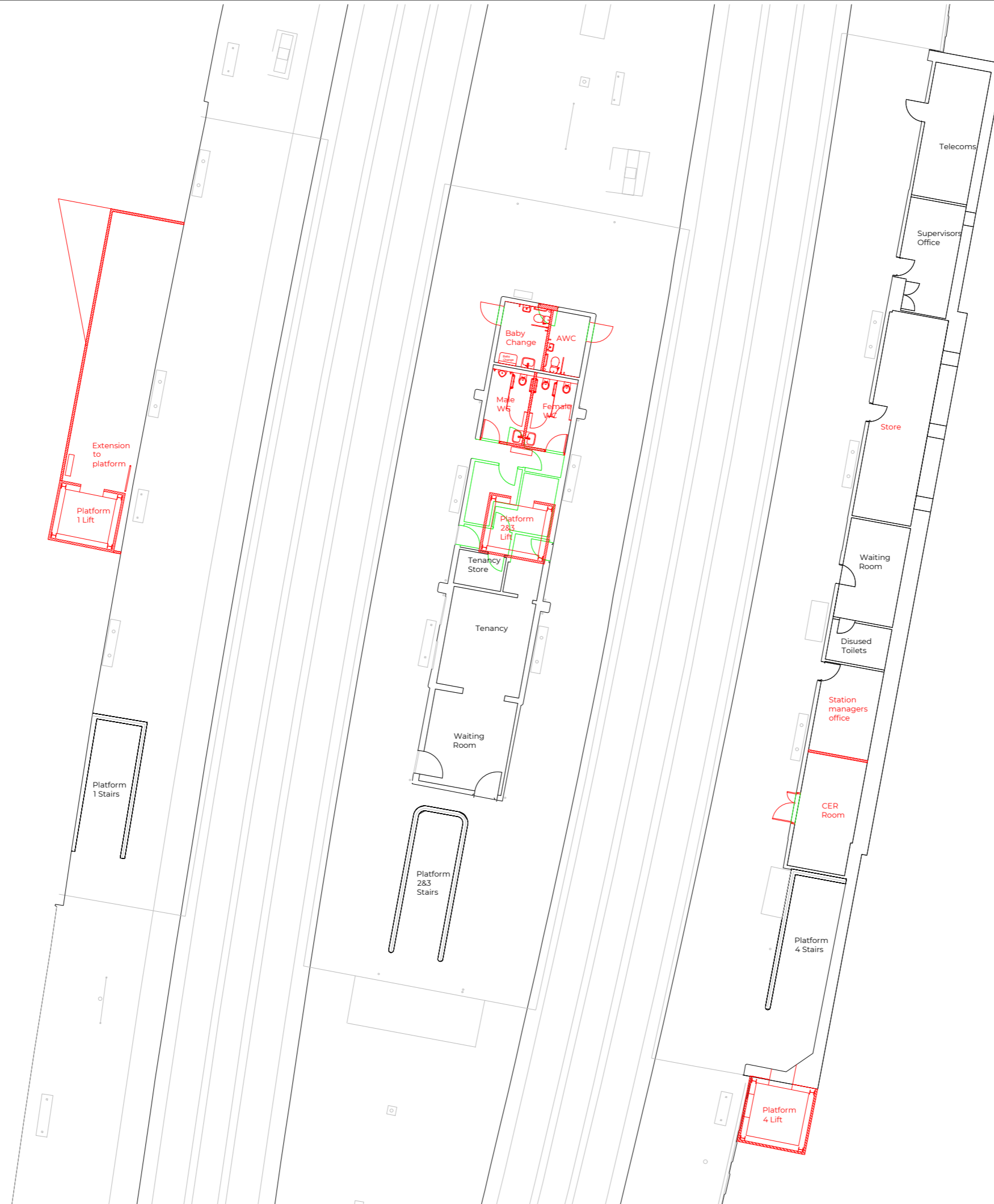
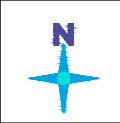
Option 2
Entrance Level
Proposed Plan

| Project Drawing No: | Suit | Rev |
|----------------------------|------|-----|
| 274087-INV-00-XX-DR-A-1001 | S2 | PO2 |

| 0mm | 10 | 20 | 30 | 40 | 50 | 60 | 70 | 80 | 90 | 100 |
|----------------------|----|----|----|----|----|----|----|----|----|-----|
| [Scale bar markings] | | | | | | | | | | |

Colour Code:

- (Red) New equipment / items
- (Black) Existing equipment / items to be retained
- (Green) Existing equipment / items to be removed
- (Blue) Modified equipment / items
- (Purple) Temporary works
- (GREY) OS / Survey data



Key Plan:

- Notes:**
1. Do not scale from this drawing.
 2. This drawing shall be read in conjunction with all specifications, architectural, civil, structural, mechanical and electrical drawings.
 3. Figured dimensions to be used.
 4. All dimensions are in millimeters unless otherwise stated.
 5. All dimensions to be checked on site before commencement of works.
 6. Any differences or discrepancies must be referred to the contract.

| Rev | Description | Drawn | Checked | Approved |
|-----|-------------|-------------|-------------|----------|
| P01 | Preliminary | AT-28.02.23 | CL-28.02.23 | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |



INVU
Construction Consultants

Otterpool Manor Farm
Otterpool Lane
Sellingdale
Ashford
Kent
TN25 6DB
T - 01303-850808

Client:



Design Stage:
GRIP 3

Project Title:
Elephant and Castle Railway Station
AFA and station refurbishment

Scale:
1:100 On A1 Paper

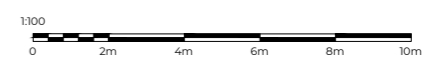
Drawing Title:
Option 2
Platform Level
Proposed Plan

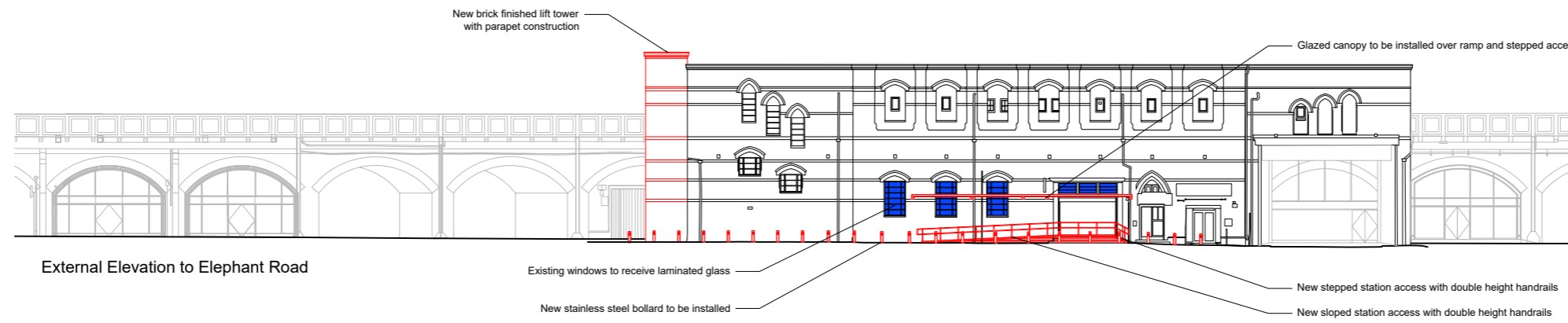
| Project Drawing No: | Suit | Rev |
|----------------------------|------|-----|
| 274087-INV-00-XX-DR-A-1101 | S2 | P01 |

| 0 | 10 | 20 | 30 | 40 | 50 | 60 | 70 | 80 | 90 | 100 |
|------------------------------------|----|----|----|----|----|----|----|----|----|-----|
| 0mm 10 20 30 40 50 60 70 80 90 100 | | | | | | | | | | |

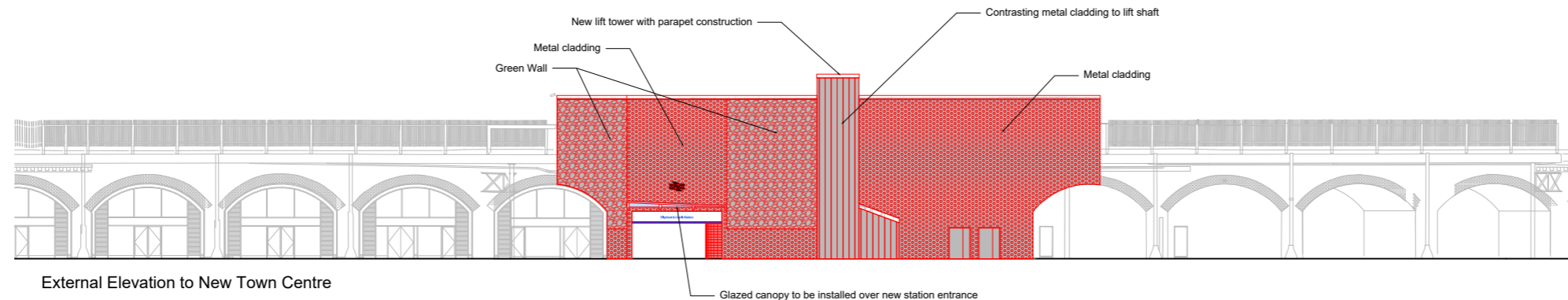
Colour Code:

| | |
|----------|---|
| (Red) | New equipment / items |
| (Black) | Existing equipment / items to be retained |
| (Green) | Existing equipment / items to be removed |
| (Blue) | Modified equipment / items |
| (Purple) | Temporary works |
| (GREY) | OS / Survey data |





| Material/Component | Material/Component Description | Condition | Actions |
|-------------------------------|--|--|--|
| Brickwork | Fair-faced yellow brickwork with decorative red and blue brick arches and stones banding | Brickwork generally appears to be a reasonable condition. Vegetation is growing in the joints and fungus growing in the mortar. Some brickwork has been painted and condition underneath unknown possibly to hide brick deterioration or graffiti. | Refurbishment to include: Removal of paint, unwanted vegetation. The brickwork is to be cleaned to bring the building up to an excellent visual standard, and should include but not limited to cleaning of all brickwork, stonework etc to all specified elevations, including but not limited to the removal of all dirt, dust, moss, lichens, graffiti, overpainted graffiti etc. The methods are to be tested on a portion of the element for approval by the client. Brickwork/ stonework is to be restored and repaired to include as a minimum: repointing, replacement of non-repairable bricks, epoxy facing repairs, and other appropriate restoration work. Stonework repairs to be assessed and undertaken by specialist sub-contractor |
| Decorative stonework | Stone bans and cornice | Decorative stonework at the cornice is in reasonable condition. Stonework appears dirty and has been damaged in places. Overall good condition. | Stonework repairs to be assessed and undertaken by specialist sub-contractor |
| Fixtures | Framed poster, framed map, signs | n/a | Poster frames replaced subject to GTR Poster Directive plans. Miscellaneous fixings on the facade removed and facade made good. Signage scheme developed by others, programme unknown. |
| Rainwater Goods | Metal | Generally in good condition with a few suspected leaks. Some areas unknown due to steel cover plates. | Steel rainwater pipe cover plates to be removed. Damaged and missing rainwater goods to be replaced. All rainwater good to be painted RAL 7021 |
| Fiat Roof | Unknown | Condition unknown. Suspected leaks | Inspection of roof undertaken from construction scaffold on commencement of construction. Repair or replacement of roof membrane and flashings where needed. |
| Platform Canopy Pitched Roofs | Corrugated Metal | Reasonable condition. Slightly damaged and dirty. | Inspection of roof undertaken from construction scaffold on commencement of construction. Repair and restoration of roof slates undertaken where needed. |
| New Entrance Canopy | Steel Beam with Glass roof sheets | | New steel frame to be finished with network rail N1 paint system. Glazing to be toughened laminated glass |



| Material/Component | Material/Component Description | Condition | Actions |
|---------------------|---|-----------|--|
| New Metal cladding | Metal cladding to be fixed to new steel frame. Different cladding style to be used on lift shaft to other areas | | New steel frame to be finished with network rail N1 paint system. Metal cladding finish TBC |
| New Green wall | Green wall system to be installed to specialists design | | Green wall system to be installed to specialists design in location shown. Green wall to be installed away from entrance canopy to allow future access if required. Green wall to be installed a minimum of 2m above FFL |
| New Entrance Canopy | Steel Beam with Glass roof sheets | | New steel frame to be finished with network rail N1 paint system. Glazing to be toughened laminated glass |

Colour Code:

| | |
|----------|---|
| (Red) | New equipment / items |
| (Black) | Existing equipment / items to be retained |
| (Green) | Existing equipment / items to be removed |
| (Blue) | Modified equipment / items |
| (Purple) | Temporary works |
| (GREY) | OS / Survey data |

- Key Plan:**
- Notes:**
- Do not scale from this drawing.
 - This drawing shall be read in conjunction with all specifications, architectural, civil, structural, mechanical and electrical drawings.
 - Figured dimensions to be used.
 - All dimensions are in millimeters unless otherwise stated.
 - All dimensions to be checked on site before commencement of works.
 - Any differences or discrepancies must be referred to the contract.

| Rev | Description | Drawn | Checked | Approved |
|-----|-------------|-------------|-------------|----------|
| P02 | Preliminary | AT-01.03.23 | CL-01.03.23 | |
| P01 | Preliminary | AT-17.02.23 | CL-17.02.23 | |
| | | | | |

INVU
Construction Consultants

Otterpool Manor Farm
Otterpool Lane
Sellingdale
Ashford
Kent
TN25 6DB
T - 01303-850808

Client:

Design Stage:
GRIP 3

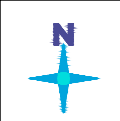
Project Title:
Elephant and Castle Railway Station
AFA and station refurbishment

Scale:
1:200 On A1 Paper

Drawing Title:
Option 2
External Elevations

| | | |
|--|-------------------|-------------------|
| Project Drawing No: 274087-INV-00-XX-DR-A-2501 | Suit S2 | Rev PO2 |
|--|-------------------|-------------------|





Key Plan:

Notes:

1. Do not scale from this drawing.
2. This drawing shall be read in conjunction with all specifications, architectural, civil, structural, mechanical and electrical drawings.
3. Figured dimensions to be used.
4. All dimensions are in millimeters unless otherwise stated.
5. All dimensions to be checked on site before commencement of works.
6. Any differences or discrepancies must be referred to the contract.

| Rev | Description | Drawn | Checked | Approved |
|-----|-------------|-------------|-------------|----------|
| P02 | Preliminary | AT-09.03.23 | CL-09.03.23 | |
| P01 | Preliminary | AT-28.02.23 | CL-28.02.23 | |

| Rev | Description | Drawn | Checked | Approved |
|-----|-------------|-------------|-------------|----------|
| P02 | Preliminary | AT-09.03.23 | CL-09.03.23 | |
| P01 | Preliminary | AT-28.02.23 | CL-28.02.23 | |

INVVU
Construction Consultants

Otterpool Manor Farm
Otterpool Lane
Sellingdale
Ashford
Kent
TN25 6DB
T - 01303-850808

Client:

GTR

Design Stage:

GRIP 3

Project Title:

Elephant and Castle Railway Station
AFA and station refurbishment

Scale:

1:100 On A1 Paper

Drawing Title:

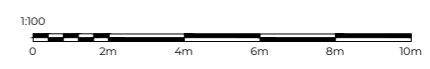
Option 3
Entrance Level
Proposed Plan

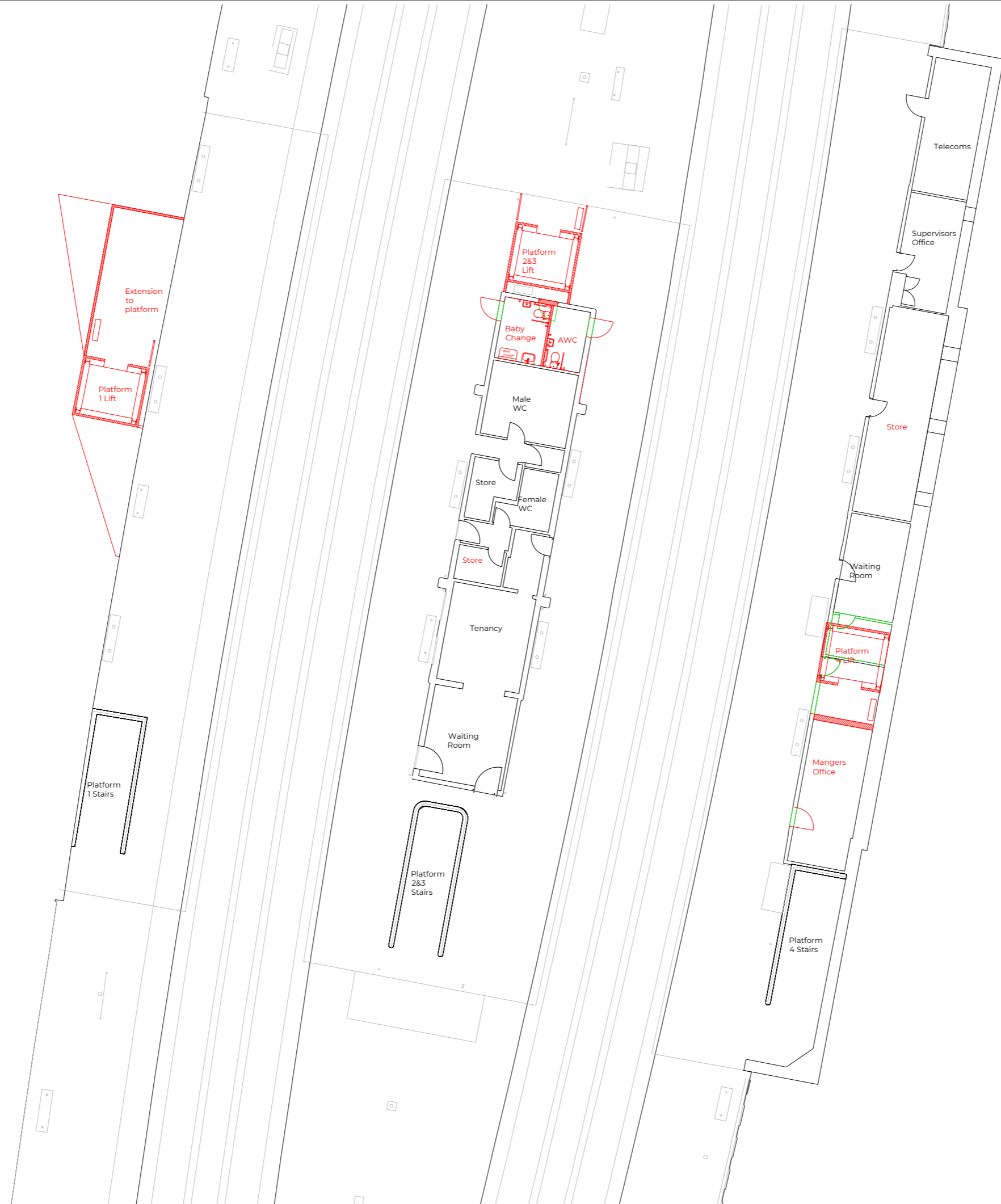
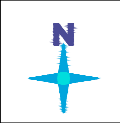
| Project Drawing No: | Suit | Rev |
|----------------------------|------|-----|
| 274087-INV-00-XX-DR-A-1011 | S2 | PO2 |

| 0 | 10 | 20 | 30 | 40 | 50 | 60 | 70 | 80 | 90 | 100 |
|-----|----|----|----|----|----|----|----|----|----|-----|
| 0mm | | | | | | | | | | |

Colour Code:

- (Red) New equipment / items
- (Black) Existing equipment / items to be retained
- (Green) Existing equipment / items to be removed
- (Blue) Modified equipment / items
- (Purple) Temporary works
- (GREY) OS / Survey data





Key Plan:

- Notes:**
1. Do not scale from this drawing.
 2. This drawing shall be read in conjunction with all specifications, architectural, civil, structural, mechanical and electrical drawings.
 3. Figured dimensions to be used.
 4. All dimensions are in millimeters unless otherwise stated.
 5. All dimensions to be checked on site before commencement of works.
 6. Any differences or discrepancies must be referred to the contract.

| Rev | Description | Drawn | Checked | Approved |
|-----|-------------|-------------|-------------|----------|
| P01 | Preliminary | A1-28.02.23 | CL-28.02.23 | |

Otterpool Manor Farm
 Otterpool Lane
 Sellindge
 Ashford
 Kent
 TN25 6DB
 T - 01303-850808

Client:

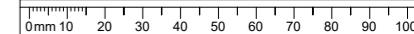
Design Stage:
GRIP 3

Project Title:
Elephant and Castle Railway Station
AFA and station refurbishment

Scale:
1:100 On A1 Paper

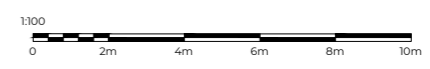
Drawing Title:
Option 3
Platform Level
Proposed Plan

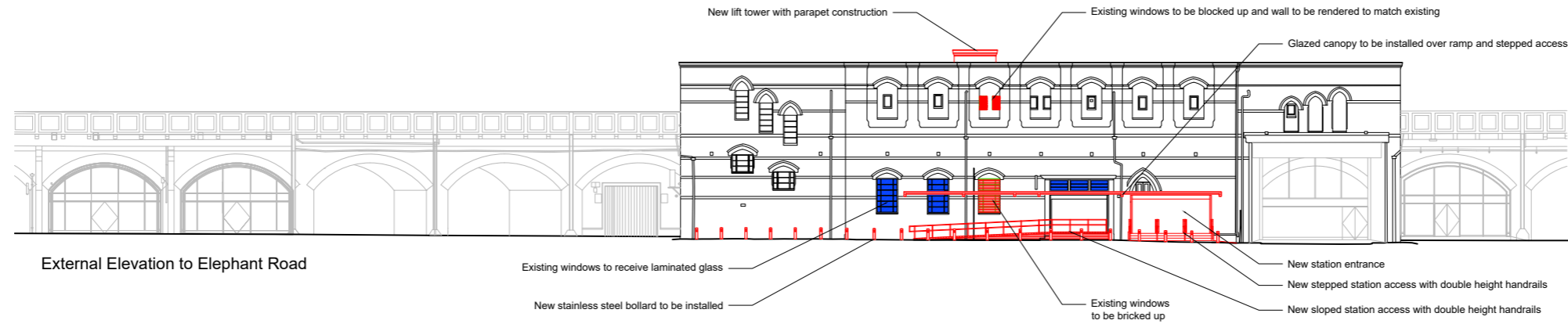
| Project Drawing No: | Suit | Rev |
|----------------------------|------|-----|
| 274087-INV-00-XX-DR-A-1111 | S2 | P01 |



Colour Code:

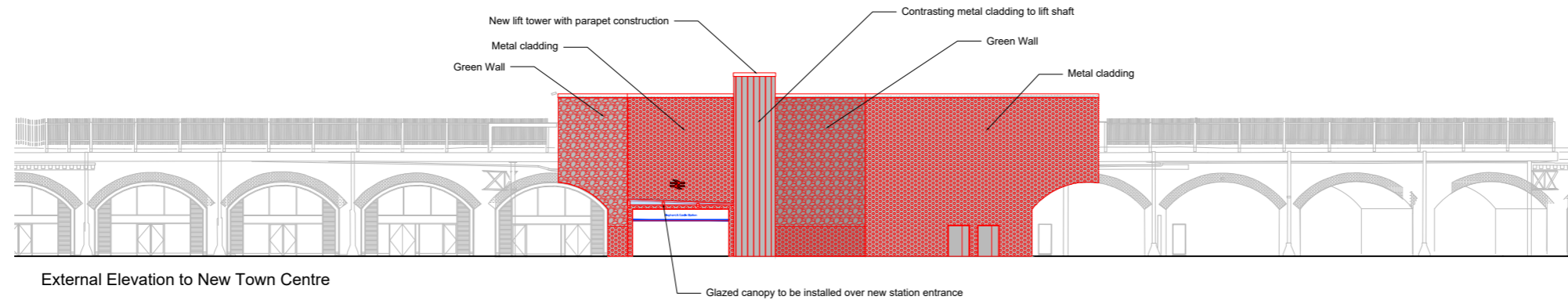
| | |
|----------|---|
| (Red) | New equipment / items |
| (Black) | Existing equipment / items to be retained |
| (Green) | Existing equipment / items to be removed |
| (Blue) | Modified equipment / items |
| (Purple) | Temporary works |
| (GREY) | OS / Survey data |





External Elevation to Elephant Road

| Material/Component | Material/Component Description | Condition | Actions |
|-------------------------------|--|--|--|
| Brickwork | Fair-faced yellow brickwork with decorative red and blue brick arches and stones banding | Brickwork generally appears to be a reasonable condition. Vegetation is growing in the joints and fungus growing in the mortar. Some brickwork has been painted and condition underneath unknown possibly to hide brick deterioration or graffiti. | Refurbishment to include: Removal of paint, unwanted vegetation. The brickwork is to be cleaned to bring the building up to an excellent visual standard, and should include but not limited to cleaning of all brickwork, stonework etc to all specified elevations, including but not limited to the removal of all dirt, dust, moss, lichens, graffiti, overpainted graffiti etc. The methods are to be tested on a portion of the element for approval by the client. Brickwork/ stonework is to be restored and repaired to include as a minimum: repointing, replacement of non-repairable bricks, epoxy facing repairs, and other appropriate restoration work. Stonework repairs to be assessed and undertaken by specialist sub-contractor |
| Decorative stonework | Stone bans and cornice | Decorative stonework at the cornice is in reasonable condition. Stonework appears dirty and has been damaged in places. Overall good condition. | Stonework repairs to be assessed and undertaken by specialist sub-contractor |
| Fixtures | Framed poster, framed map, signs | n/a | Poster frames replaced subject to GTR Poster Directive plans. Miscellaneous fixings on the facade removed and facade made good. Signage scheme developed by others, programme unknown. |
| Rainwater Goods | Metal | Generally in good condition with a few suspected leaks. Some areas unknown due to steel cover plates. | Steel rainwater pipe cover plates to be removed. Damaged and missing rainwater goods to be replaced. All rainwater good to be painted RAL 7021 |
| Flat Roof | Unknown | Condition unknown. Suspected leaks | Inspection of roof undertaken from construction scaffold on commencement of construction. Repair or replacement of roof membrane and flashings where needed. |
| Platform Canopy Pitched Roofs | Corrugated Metal | Reasonable condition. Slightly damaged and dirty. | Inspection of roof undertaken from construction scaffold on commencement of construction. Repair and restoration of roof slates undertaken where needed. |
| New Entrance Canopy | Steel Beam with Glass roof sheets | | New steel frame to be finished with network rail N1 paint system. Glazing to be toughened laminated glass |



External Elevation to New Town Centre

| Material/Component | Material/Component Description | Condition | Actions |
|---------------------|---|-----------|--|
| New Metal cladding | Metal cladding to be fixed to new steel frame. Different cladding style to be used on lift shaft to other areas | | New steel frame to be finished with network rail N1 paint system. Metal cladding finish TBC |
| New Green wall | Green wall system to be installed to specialists design | | Green wall system to be installed to specialists design in location shown. Green wall to be installed away from entrance canopy to allow future access if required. Green wall to be installed a minimum of 2m above FFL |
| New Entrance Canopy | Steel Beam with Glass roof sheets | | New steel frame to be finished with network rail N1 paint system. Glazing to be toughened laminated glass |

Key Plan:

- Notes:**
- Do not scale from this drawing.
 - This drawing shall be read in conjunction with all specifications, architectural, civil, structural, mechanical and electrical drawings.
 - Figured dimensions to be used.
 - All dimensions are in millimeters unless otherwise stated.
 - All dimensions to be checked on site before commencement of works.
 - Any differences or discrepancies must be referred to the contract.

| Rev | Description | Drawn | Checked | Approved |
|-----|-------------|-------------|-------------|----------|
| P02 | Preliminary | AT-01.03.23 | CL-01.03.23 | |
| P01 | Preliminary | AT-17.02.23 | CL-17.02.23 | |
| | | | | |

INVU
Construction Consultants

Otterpool Manor Farm
Otterpool Lane
Sellingdale
Ashford
Kent
TN25 6DB
T - 01303-850808

Client:

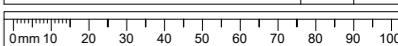
Design Stage:
GRIP 3

Project Title:
Elephant and Castle Railway Station
AFA and station refurbishment

Scale:
1:200 On A1 Paper

Drawing Title:
Option 3
External Elevations

| Project Drawing No: | Suit | Rev |
|----------------------------|------|-----|
| 274087-INV-00-XX-DR-A-2502 | S2 | PO2 |

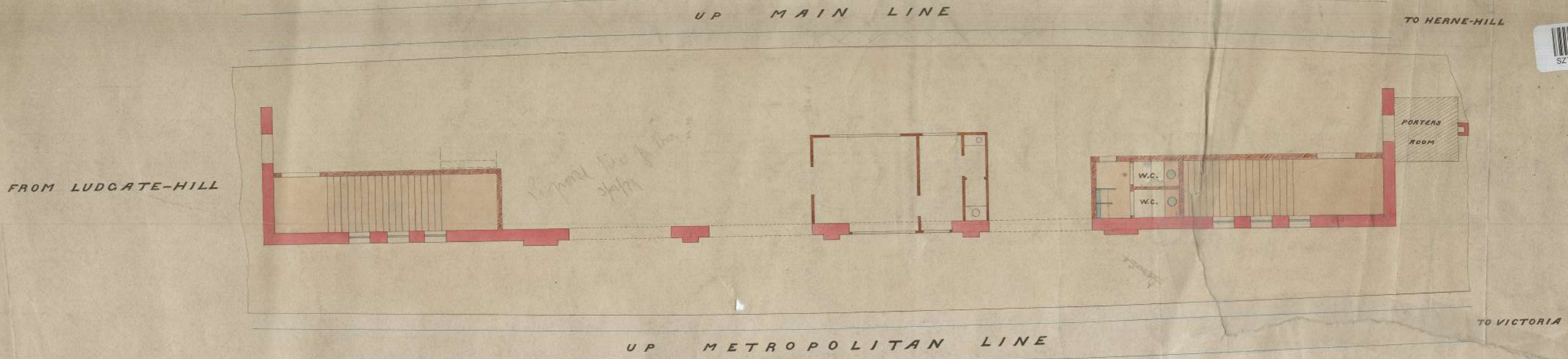


Colour Code:

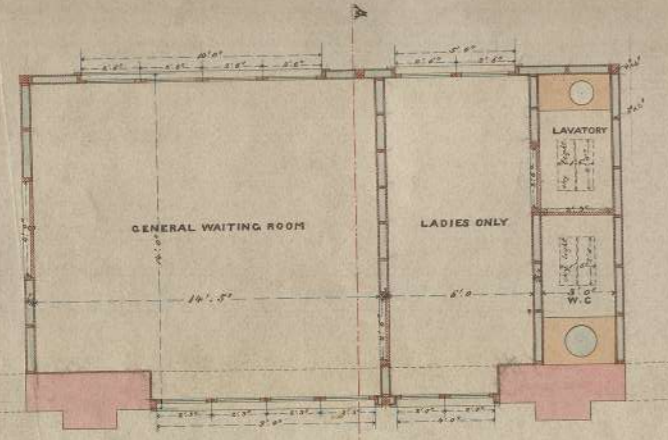
- (Red) New equipment / items
- (Black) Existing equipment / items to be retained
- (Green) Existing equipment / items to be removed
- (Blue) Modified equipment / items
- (Purple) Temporary works
- (GREY) OS / Survey data

Appendix 2 - Historic Drawings

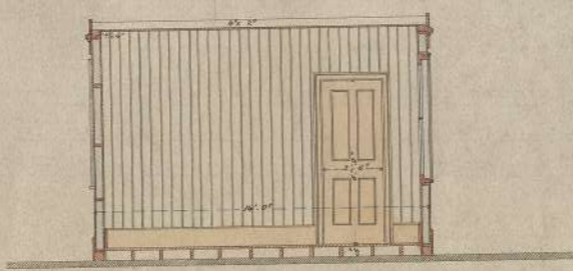
CHIEF ENGINEER'S OFFICE
PLAN No. /2586
030
WATERLOO



KEY-PLAN
Scale 8 feet to an inch.



PLAN

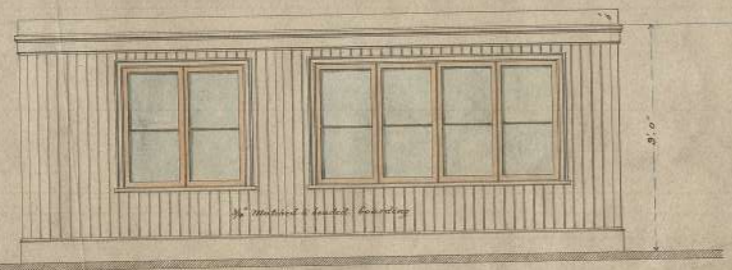


SECTION ON AB

L.C. & D.R.

ELEPHANT & CASTLE STATION
NEW WAITING ROOM ON CENTRE PLATFORM

SCALE 4 FEET TO AN INCH

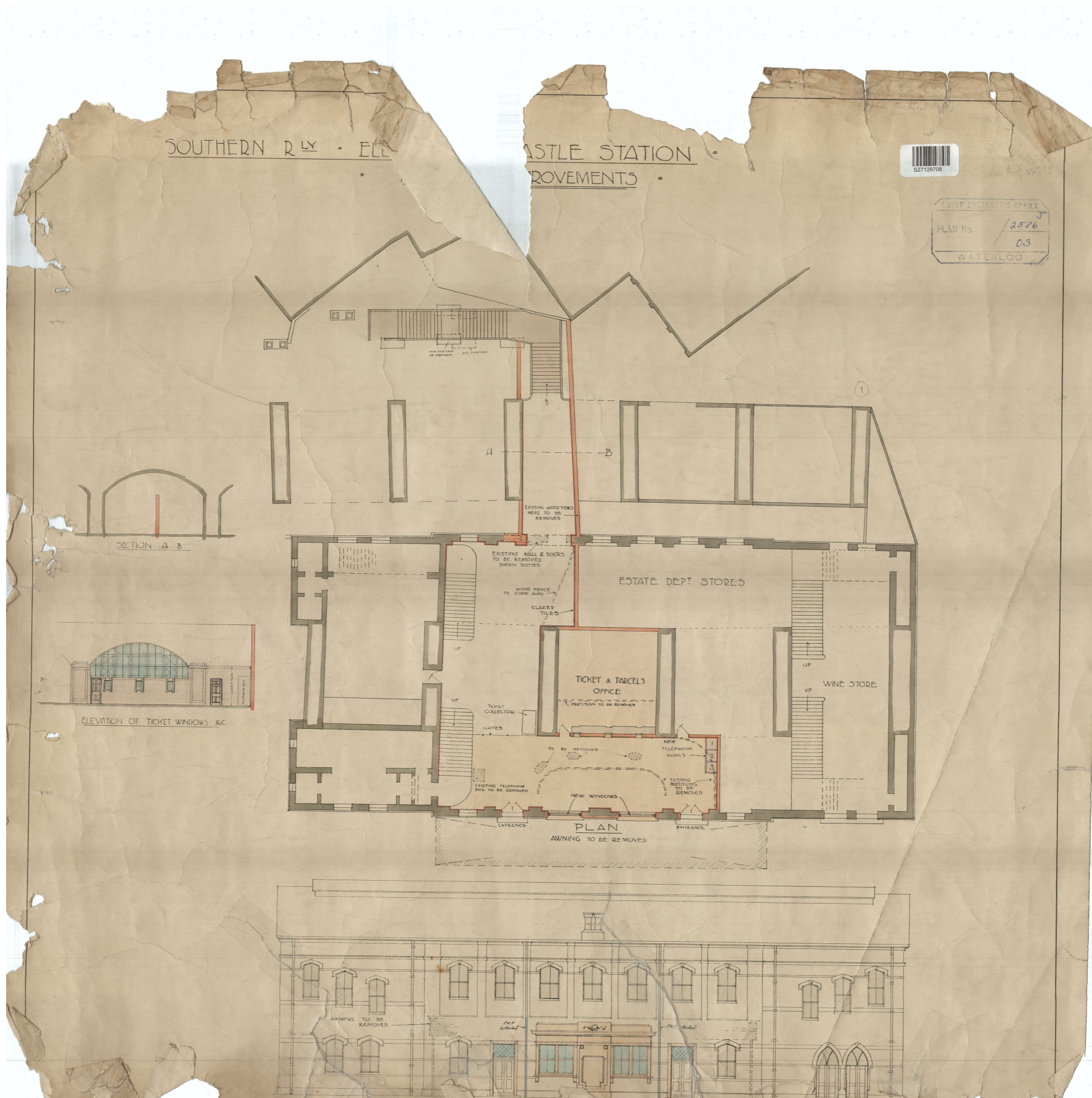


FRONT ELEVATION

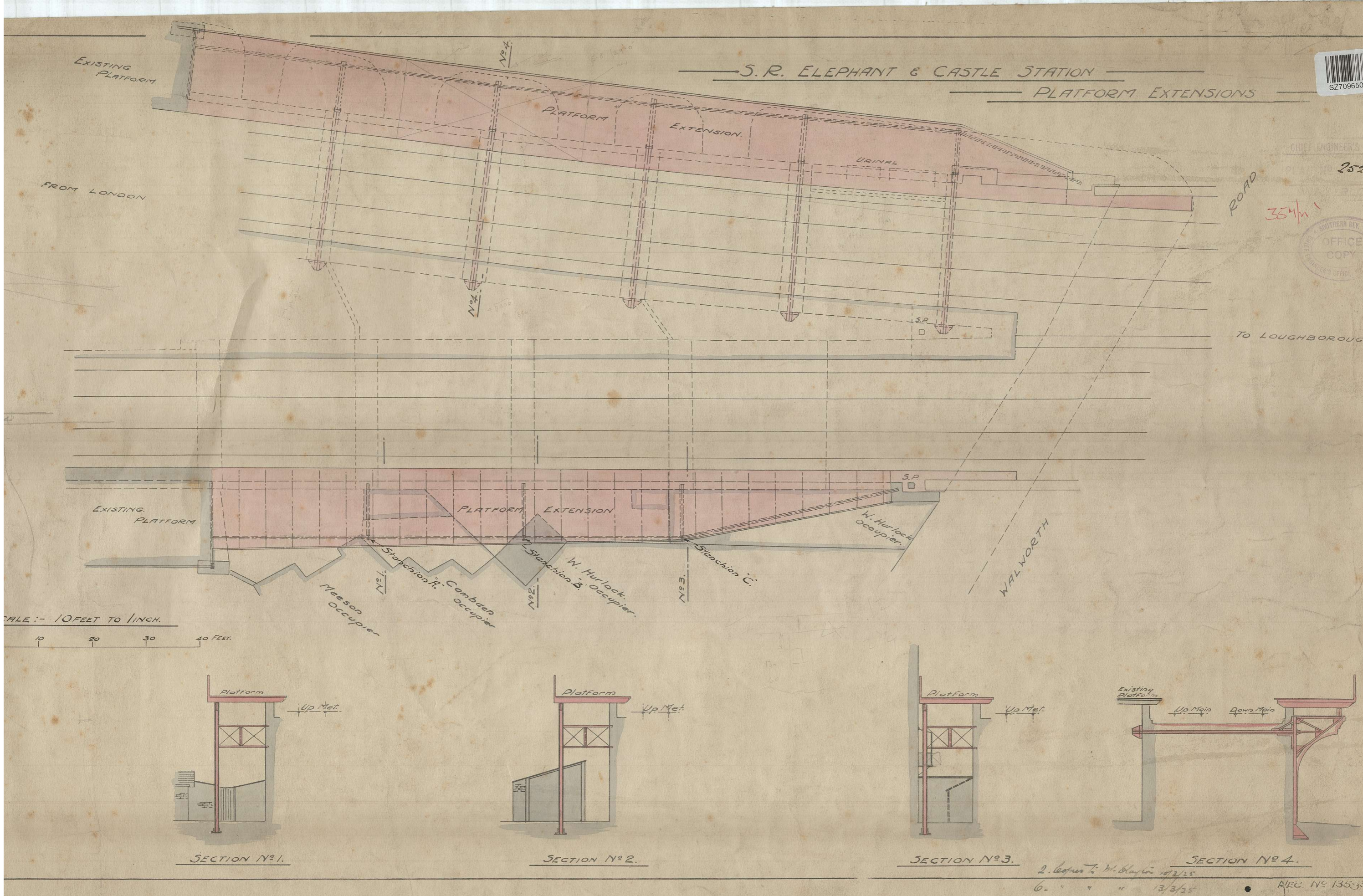


SIDE ELEVATION

L
1174



1925 archive drawing



SZ709650

CHIEF ENGINEER'S OFFICE COPY

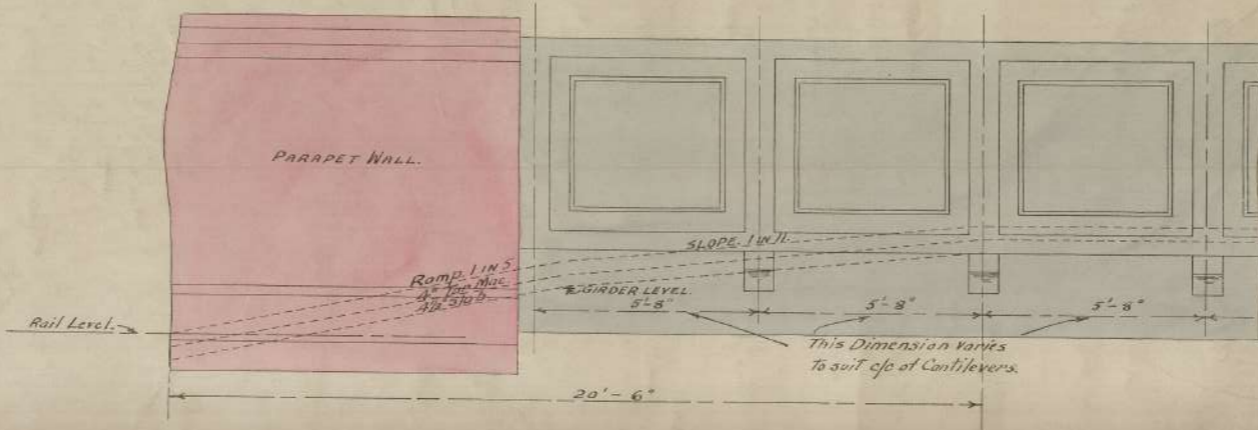
S.R. ELEPHANT & CASTLE. PLATFORM EXTENSIONS. DRAWING N. 2

REINFORCED CONCRETE DETAILS.

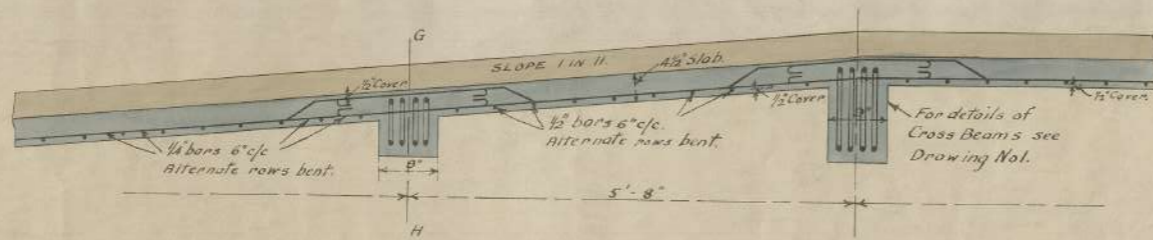
SCALES 1/2 & 1 INCH TO 1 FOOT.

CHIEF ENGINEER'S OFFICE
 PLAN No. 2586
 022
 WATERLOO

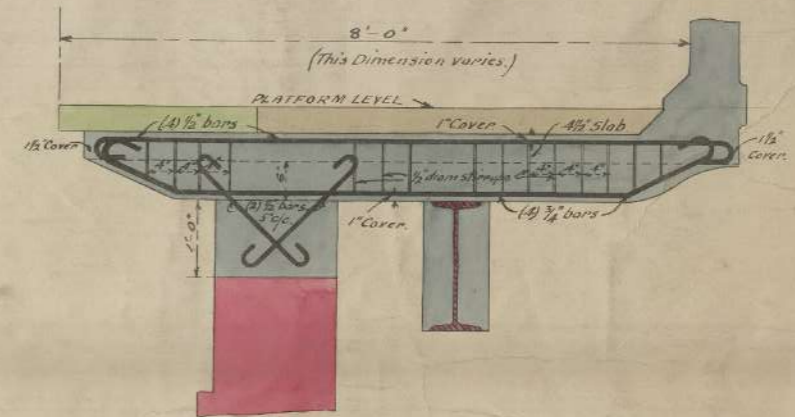
CHIEF ENGINEER'S OFFICE
 PLAN NO. 26062
 WATERLOO



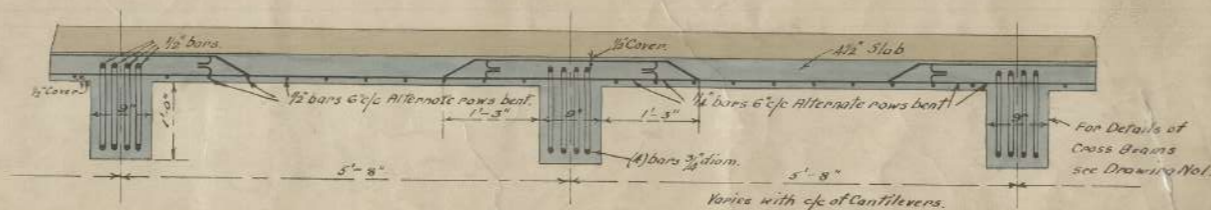
ELEVATION OF PARAPET WALL SHOWING RAMP



LONGITUDINAL SECTION



SECTION G-H



LONGITUDINAL SECTION OF PLATFORM

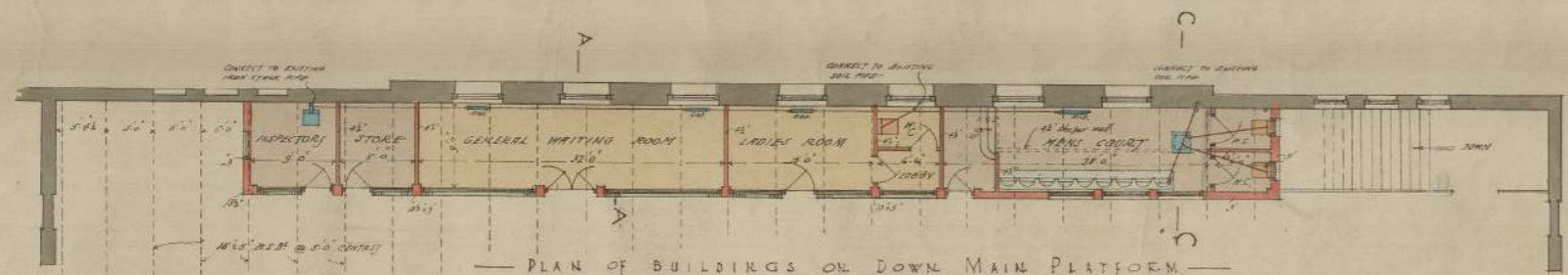
No. 2 50-35000
 2 Copies to Chief Engineer's Office

PROPOSED PLATFORM OFFICES ON DOWN MAIN SIDE

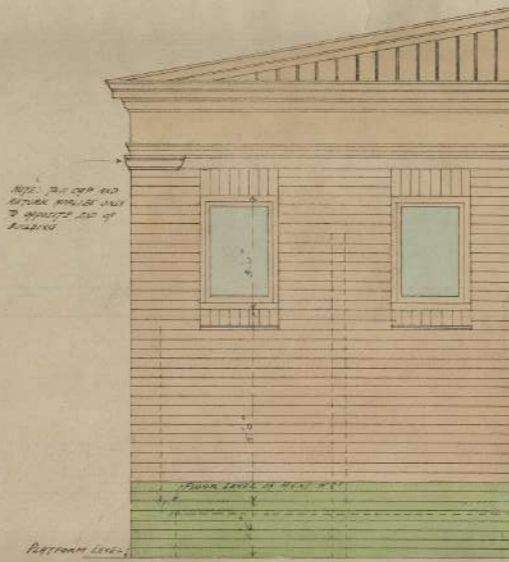
PLAN No. 2586
024
WATERLOO



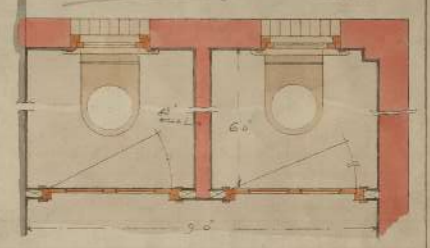
See Revised Drawing 28613



PLAN OF BUILDINGS ON DOWN MAIN PLATFORM



END ELEVATION



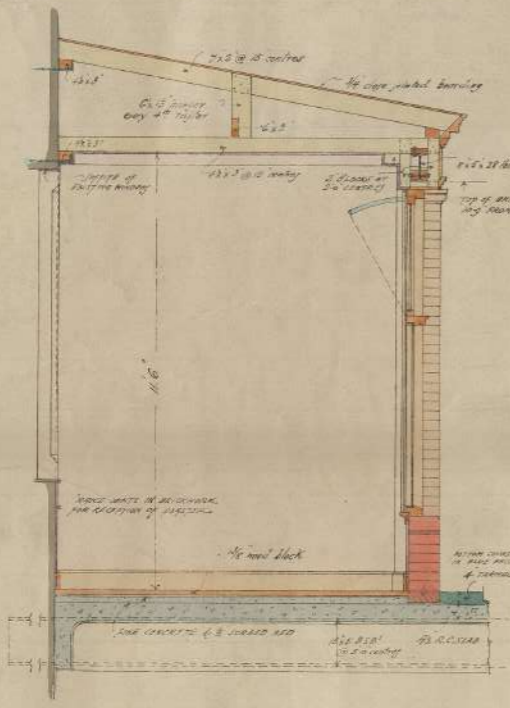
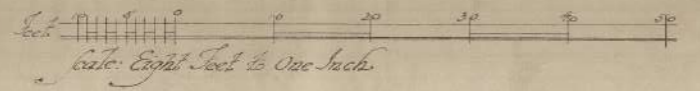
PLAN OF MENS W.C.



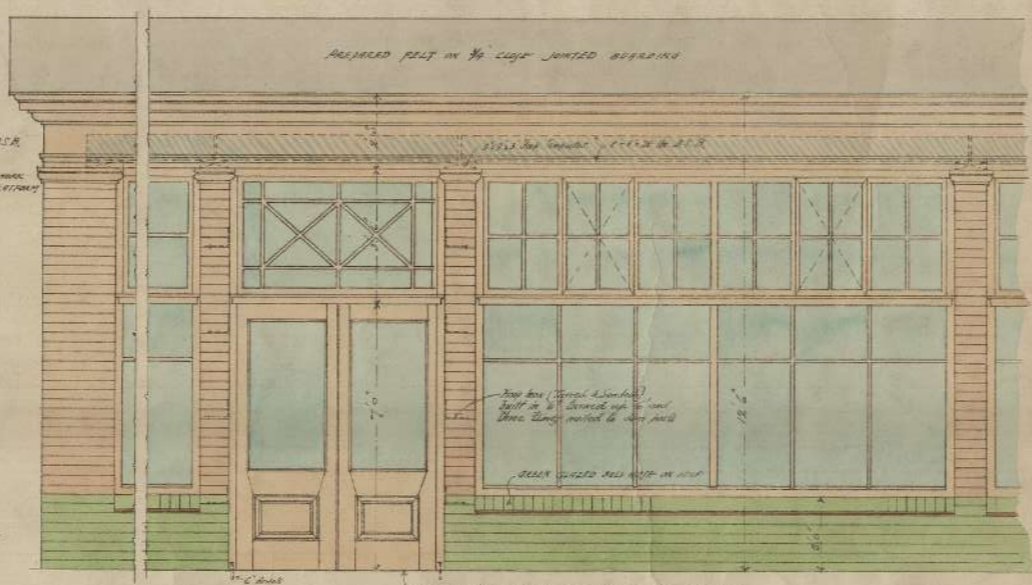
ELEVATION

NOTE: DO NOT CROSS ON PLATFORM
WALKWAYS TO BE KEPT CLEAR TO AN
AVOIDED FROM TRAINS TO BE KEPT
CLEAR THROUGHOUT

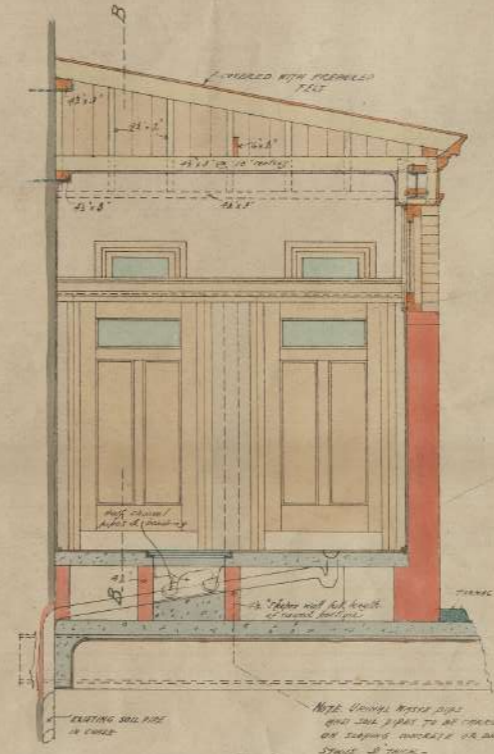
NOTE: CLEAR WALKWAYS TO BE USED GENERALLY,
WITH THE FOLLOWING EXCEPTIONS WHICH ARE TO BE
MARKED WITH SQUARE PLUMES -
MEN'S COURT & W.C. (WALKWAYS) AND UP TO
PLATFORM HEIGHT TO STAIRS AND INTERIOR



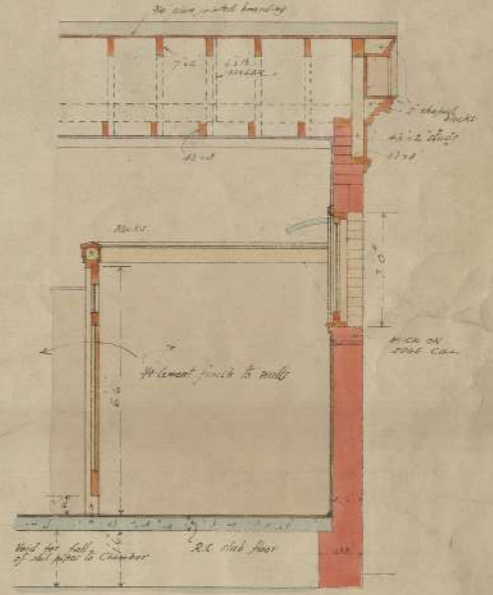
SECTION A-A



PART ELEVATION AND PLAN GENERAL WAITING ROOM



SECTION C-C



SECTION D-D

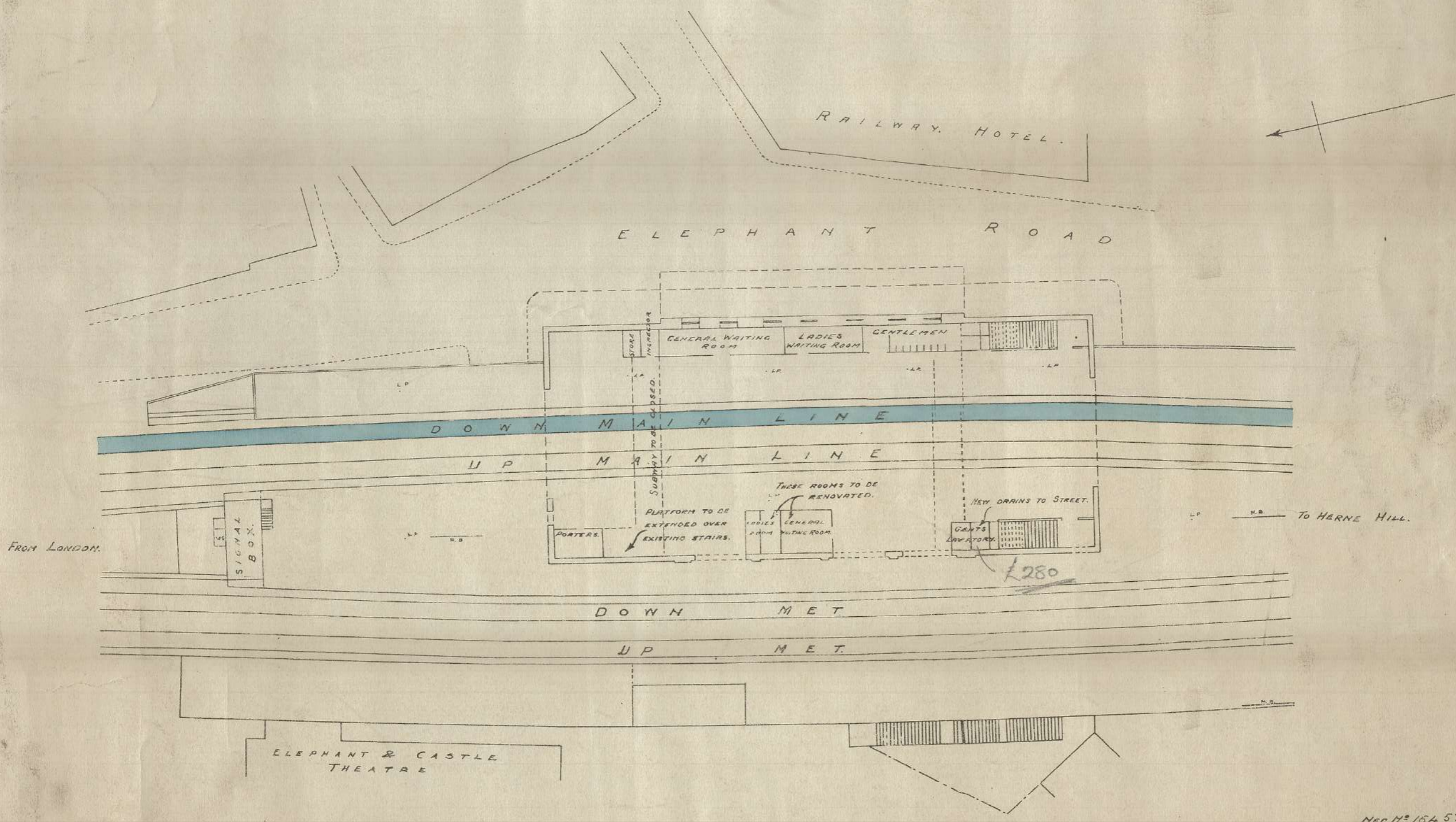


3 Copies to Mr. J. J. ...

S. R. ELEPHANT & CASTLE STATION.

NEW BUILDINGS ON NUMBER 2 PLATFORM.

SCALE - 20 FEET TO AN INCH.



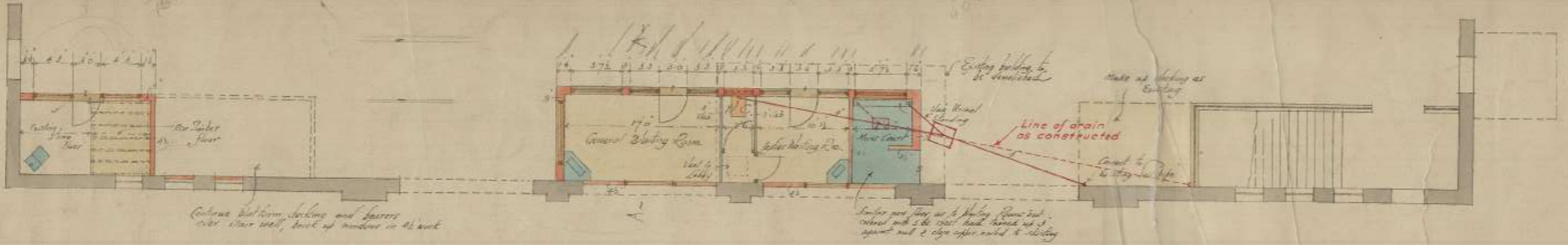
NEE H^o 164 57

S. R. ELEPHANT & CASTLE STATION
PROPOSED PLATFORM OFFICES ON 'UP' MAIN SIDE

CHIEF ENGINEER'S OFFICE
PLAN NO. 36169
WATERLOO.

OFFICE COPY

CHIEF ENGINEER'S OFFICE
PLAN NO. 2586
016
WATERLOO



PLAN OF NEW BUILDINGS ON 'UP' MAIN SIDE. 1/8 SCALE



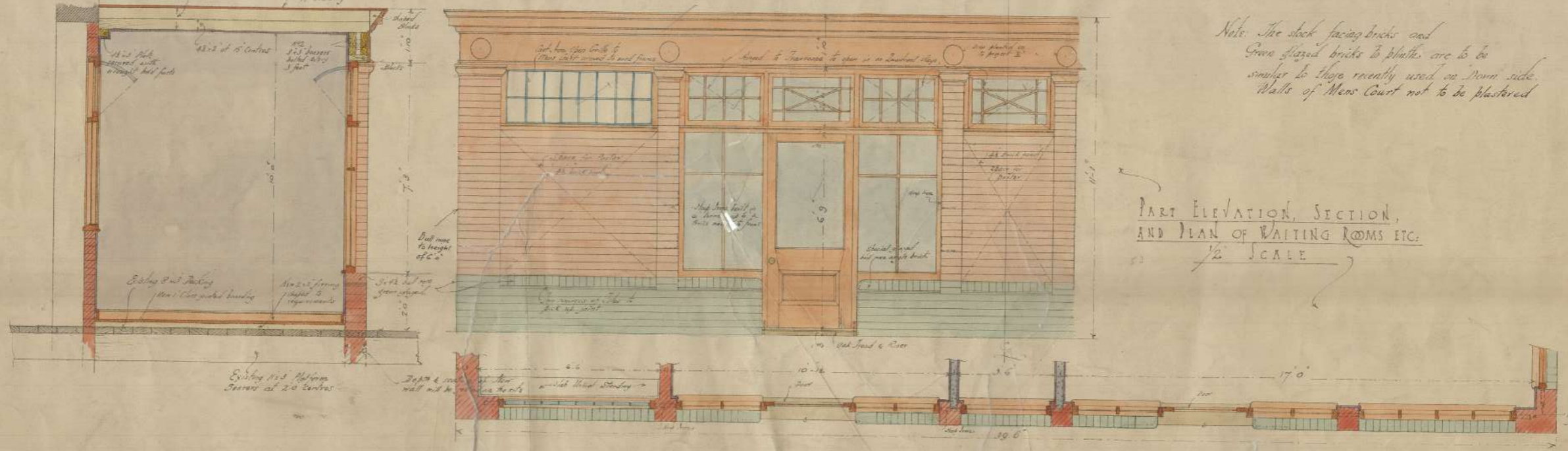
IND. ELEVATION WAITING RM.

ELEVATION OF WAITING ROOMS

SECTION A-A

BACK ELEVATION OF WAITING RMS.

ELEVATION OF PORTERS ROOM.



PART ELEVATION, SECTION,
AND PLAN OF WAITING ROOMS ETC.
1/2 SCALE

Note: The stock facing bricks and
Grove glazed bricks & plates are to be
similar to those recently used on Down side.
Walls of Mens Court not to be plastered

2 Copies to Mr. Gattle 2/14/18
1 Copy to Mr. Zouley 4/18

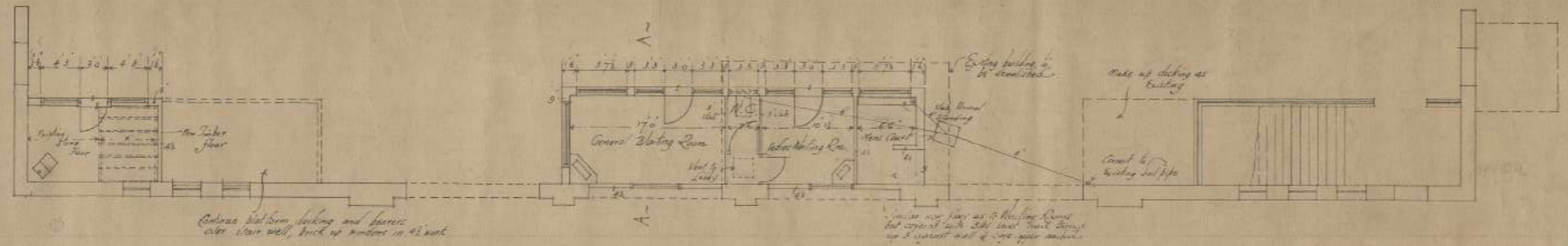
NEG. NO. 1,8206

S. R. ELEPHANT & CASTLE STATION
PROPOSED PLATFORM OFFICES ON 'UP' MAIN SIDE



PLAN NO 36,169
WATERLOO

CHIEF ENGINEER'S OFFICE
PLAN No. / 2586
016
WATERLOO



PLAN OF NEW BUILDINGS ON 'UP' MAIN SIDE, 1/8" SCALE

2. day quadrant stone
1.6" long



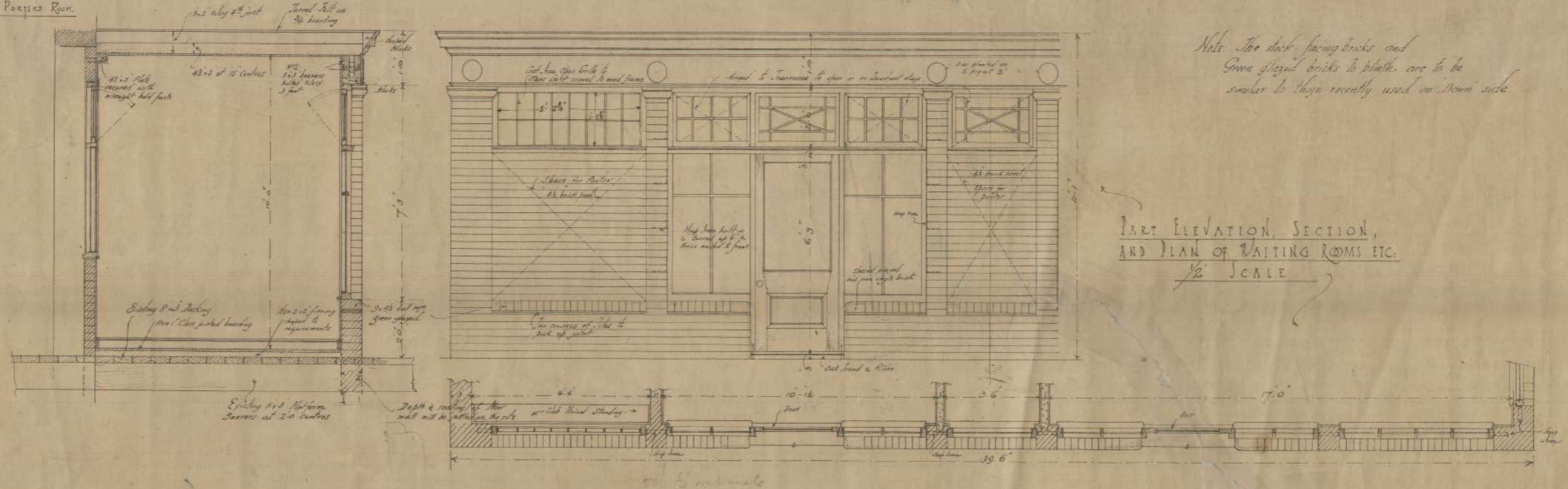
ELEVATION OF PORTICO ROOM

ELEVATION WAITING RM.

ELEVATION OF WAITING ROOMS

SECTION A-A

BACK ELEVATION OF WAITING RMs.



PART ELEVATION, SECTION,
AND PLAN OF WAITING ROOMS ETC.
1/2" SCALE

Note: The dark facing bricks and
green glazed bricks to blinths, are to be
similar to those recently used on Down side.



NEG. NO 18206