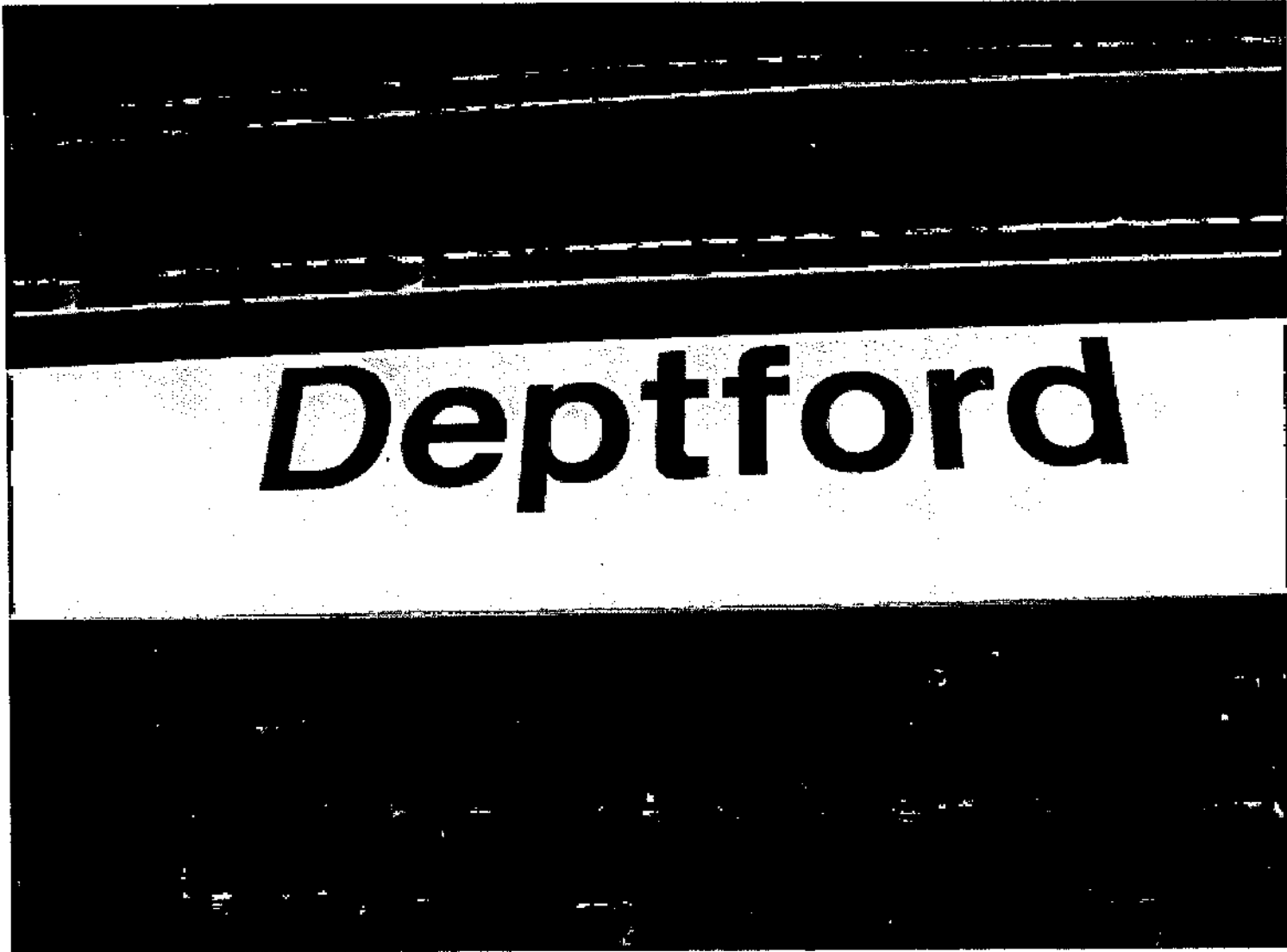


DEPTFORD STATION



DESIGN AND ACCESS ATATEMENT
(Incorporating: Heritage Statement and Planning Statement)

London and South Eastern Railway (Southeastern)

Oyster Pay As You Go (PAYG) Project

LONDON BOROUGH OF LEWISHAM PLANNING SERVICE	
DATE REC'D	27 APR 2009
CASE No
REGD No

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To be read in conjunction with the following documents:-

Deptford Ordnance Survey
Deptford 9556-05371E3.pdf
Deptford 9556-05371E3.pdf
Deptford 9556-05371E3.pdf
Deptford 9556-05371E3.pdf

1. Introduction

All Train Operating Companies are working with Transport for London to install Oyster Pay As You Go (PAYG) validators on all stations which fall within the London Travelcard Zones. This will allow customers to pay for their journeys using Oyster cards by touching in at the start of their journey and then touching out at their destination. Therefore, there is a requirement for Southeastern to install Oyster validators in strategic points to ensure that passengers can touch in and touch out with minimal inconvenience as they enter and exit the stations.

2. Site Analysis

Deptford Railway Station is located on Deptford High Street, London, SE8 3NU and lies within the Deptford High Street and St Paul's Conservation Area. It is one of London's oldest stations and was built on an 878-arch brick viaduct that started from Spa Road, Bermondsey to Deptford as part of the first suburban service (The London and Greenwich Railway) between London Bridge and Greenwich. The original temporary station was opened in February 1836 with the new station being constructed in December 1938. Deptford station was closed between 1915 and 1926.

London and Southeastern Railway (Southeastern) lease the station from Network Rail.

The Ramp at Deptford Railway Station is a Grade II listed building and gained its listing on 27 June 1979 with the listing text extracted from the Heritage Gateway website as follows:-

1856. Engineer Colonel Lordmann.

A dog leg ramp formed by a series of brick arches rising up from Deptford High Street to the level of the tracks. It was built as a means of getting the rolling stock up and down from track level and for carriages to reach the station. An evocative relic of London's first railway opened 8 February 1836 (The London and Greenwich Railway). It is earliest and only surviving one of three such ramps and the others were at London Bridge and Greenwich.

The Railway Viaduct between Deptford Creek and North Kent Junction is Grade II listed building and gained its listing on 24 August 1995 with the listing text extracted from the Heritage Gateway website as follows:-

Railway viaduct built for the London and Greenwich Railway. Construction was authorised by Act of Parliament in 1833; the section from North Kent Junction to Deptford was opened in February 1836, that east to Deptford Creek in December 1836. The total length is 5,150 metres. Grey brick; each arch is 20 feet from centre to centre and 22 feet high. The 28 ft railbed is enclosed by parapets roughly four and a half feet high. The viaduct comprises the following:

32 arches from Deptford Creek to Deptford Church Street - most of the arches remain open and this is the most attractive part of the line;

30 arches from Deptford Church Street to Deptford High Street - southern parapet rebuilt and

modern construction within arches;

52 arches from Deptford High Street to Edward Street - the platform buildings of Deptford

Station, which surmount the viaduct, have been rebuilt and are not of special interest; skew bridge spanning west branch of Edward Street - a singularly graceful composition;

36 arches from Edward Street to Abinger Grove - the south face obscured by other buildings up against it, but the north face a strong composition;

33 arches from Abinger Grove to Rolt Street - the arches infilled with workshops of no special interest;

skew bridge over Rolt Street - particularly handsome in its use of brick;

13 arches from Rolt Street to North Kent Junction.

This viaduct carried the first passenger railway in London, and is one of the first major achievements of railway engineering in Britain.

Listing NGR: TQ3682077568

As part of a regeneration scheme there will be a new public square created around the station, with the Grade II listed carriage ramp being restored as a pedestrian access route to the new station and the ramp's arches being used for craft studios.

Planning applications for the replacement station, improvements to the listed carriage ramp and mixed use development were granted consent on 8 September 2005 at Strategic Planning Committee. Planning consent was granted in November 2008 for the demolition of the existing building and erection of the new station.

3. Design Proposals

Southeastern will be introducing Oyster Pay As You Go (PAYG) to allow customers to pay for their journeys using Oyster cards. Passenger Validators are required to allow Oyster PAYG customers to touch in at the start of their journey and then touch out at their destination thus allowing the customer to achieve the best fare possible.

In preparation for this, Southeastern will be installing Passenger Validators on all stations which fall within the London Travelcard Zones. The design and location of each Passenger Validator is located around strategic points to ensure that passengers can touch in and touch out with minimal inconvenience as they enter and exit the station. After a site survey, it was determined that four (4) Oyster Passenger validators will be required at Blackheath Station, which cover the two entrances / exits. These will all be floor mounted remote type validators that have the following dimensions:-

Floor Mounted	
height	1020mm
width	400mm
depth	374mm

An example of a floor mounted remote type validator is shown in figure 1.

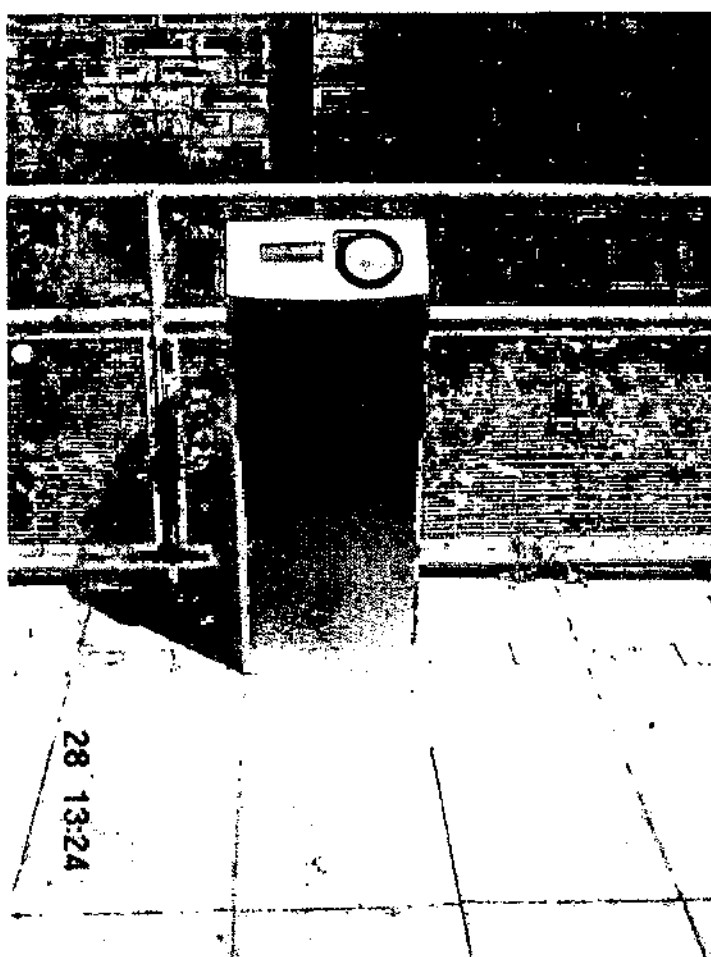


Figure 1

The detailed description of the location of each validator is as follows:-

Main Entrance

The main entrance through the booking hall will have two (2) validators. One will be positioned at ground level to the right hand side of the bottom of the stairs leading to platform 1. The other one will be positioned at ground level to the left hand side of the bottom of the stairs leading to platform 1.

Back Entrance

The back entrance leads up a stairway to platform 2 and will also have 2 validators. One will be positioned to the right hand side at the top of the stairs to the left hand side of the drainpipe. The other one will be positioned to the right hand side of the pillar at the top of the stairs next to the bench at a 45° angle.

4. Planning Statement

These changes and details of containment routes to house the data and power cables are best viewed using the following plans that accompany the application:-

Deptford 9556-05371E3.pdf
Deptford 9556-05371E3.pdf
Deptford 9556-05371E3.pdf
Deptford 9556-05371E3.pdf

Although there will be major building changes during the station replacement project, this work will not be completed before the Oyster programme starts and therefore the validators may need to be relocated as part of that project.

5. Access Statement

The validator locations have been chosen as they offer the best position for passengers to touch in or out at the beginning or end of their journey. There is a requirement to cover each entrance or exit with at least two (2) validators in the event that one of them should fail and to handle customer demand.

The location of the Passenger Validators will not compromise access to and from the station and they are also positioned so that they will not cause any obstruction.

The introduction of smartcard technology will require customers to load a value of money onto the card, which then allows them to make multiple journeys using the card. As the scheme becomes more popular, this will result in less people needing to purchase tickets from the ticket machines or ticket office which will reduce queuing in these areas, thus creating better access to the platforms.

The validators comply with the Disability Discrimination Act.

6. Heritage Statement

The proposed design has been developed to ensure that Deptford Railway Station maintains its importance as a listed building and indeed enhances its use as a railway station. The proposed installation of the validators will not significantly alter the detailed features that justify the listing of the ramp and viaduct. The installation of the validators will have no impact on the actual station frontage.

The positioning of the Passenger Validators has been chosen to ensure that the architectural importance of the building is not compromised in any way.

The materials and details used have been selected to compliment the existing aesthetic of the listed building.

There will be no demolition of the existing building fabric.

7. Consultation

A meeting was held at Blackheath Railway Station between representatives from English Heritage, Lewisham Council and Southeastern on 24 February 2009 to discuss the installation of Oyster validators at Blackheath Railway Station. Southeastern raised the question about the requirements for Deptford Station and were requested to submit similar documents as for Blackheath based on these comments from English Heritage and the Council:-

- Photographs with red-line overlays showing containment routes
- Cross sectional drawings of intended validator locations

These comments have been addressed in the accompanying application documents.