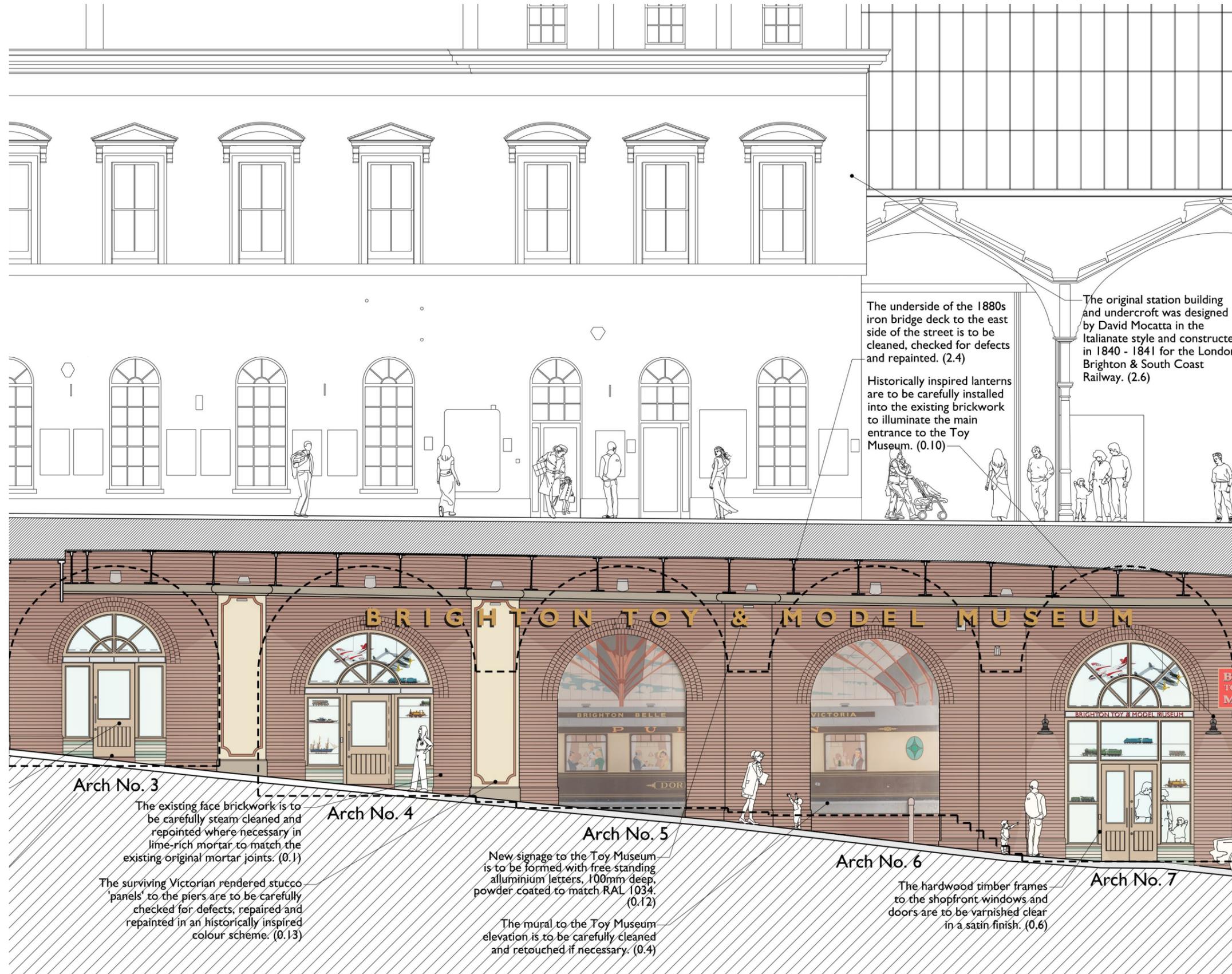


BRIGHTON TOY & MODEL MUSEUM



This project sets out to do two things. The catalyst for the project is to make more visible and welcoming the Brighton Toy and Model Museum by creating glazed shopfronts to the entrance and two of their other five arches. The second aspiration is to brighten and improve this stretch of Trafalgar Street, an important thoroughfare for Brighton which begins under the forecourt deck of Brighton Station.

When the station was originally built in 1841, Trafalgar Street was an open, steep road leading from the station down the valley to the town centre. In 1845 a cast iron bridge was built over Trafalgar Street, which still survives. This iron bridge was subsumed into a much larger deck when Brighton Station was enlarged in the 1880s. Today the station's Trafalgar Street elevation is mostly covered by a bridge deck.

In the 1930s, the Southern Railway developed shops and a station entrance in the Trafalgar Street arches. These were closed up in the post-war period. We think that Trafalgar Street would be improved by re-creating the shopfronts here, improving the commercial potential of the spaces behind. The public's experience would be a brighter, more visually interesting space with active frontages and natural surveillance.

The Toy Museum welcomes opening up several of their arches to improve their visibility and show some of their remarkable collection. Their workshop arch could be made more visible too. This fabric of the Grade II listed Brighton Station is improved by reintroducing shopfronts on Trafalgar Street inspired by their original inter-war design.

This project could be delivered in phases, beginning with the Toy Museum arches. We think it would be good to apply to Brighton & Hove Council for Listed Building permission for the wider vision for the Trafalgar Street elevation, not just the five Toy & Model Museum arches.

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Existing Drawings

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Key Plan		
1:200	BTM_x_200_pb	Existing Key Plan of the Brighton Station Undercroft
Elevations		
1:200	BTM_x_200_e1	Existing Trafalgar Street Elevation
1:100	BTM_x_100_e1	Existing Back Elevation (East)
Plans		
1:100	BTM_x_100_pb	Existing Plan of the Brighton Station Undercroft
Sections		
1:20	BTM_x_20_s1	Existing Section through the Toy Museum Entrance

Proposed Drawings

Key Plan		
1:200	BTM_p_200_pb	Proposed Key Plan of the Brighton Station Undercroft
Elevations		
1:200	BTM_p_200_e1	Proposed Trafalgar Street Elevation
1:100	BTM_p_100_e1	Proposed Trafalgar Street Elevation
1:50	BTM_p_50_e1	Proposed Trafalgar Street Elevation, East Arches
1:50	BTM_p_50_e2	Proposed Trafalgar Street Elevation, West Arches
Plans		
1:100	BTM_p_100_pb	Proposed Plan of the Brighton Station Undercroft
1:50	BTM_p_50_p1	Proposed Plan of the Brighton Station Undercroft, East Arches
1:50	BTM_p_50_p2	Proposed Plan of the Brighton Station Undercroft, West Arches

Detail Drawings

Elevations		
1:20	BTM_p_20_e1	Proposed Elevation Detail, Toy Museum Entrance, Arch No. 7
1:10	BTM_p_10_e1	Proposed Elevation Detail, Typical Shopfront Door Detail
1:5	BTM_p_5_e1	Proposed Elevation Detail, Typical Shopfront Base Detail
1:5	BTM_p_5_e2	Proposed Elevation Detail, Typical Shopfront Stall Riser Detail
Plans		
1:10	BTM_p_10_p1	Proposed Plan Detail, Toy Museum Entrance, Arch No. 7
1:10	BTM_p_10_p2	Proposed Plan Detail, Accessible WC
1:5	BTM_p_5_p1	Proposed Plan Detail, Typical Shopfront Door Detail
Sections		
1:20	BTM_p_20_s1	Proposed Section Detail, Toy Museum Entrance, Arch No. 7
1:5	BTM_p_5_s1	Proposed Section Detail, Typical Shopfront Door Detail
1:5	BTM_p_5_s2	Proposed Section Detail, Typical Shopfront PFC Fascia Detail
1:5	BTM_p_5_s3	Proposed Section Detail, Typical Shopfront Stall Riser Detail

Building Listing: Brighton Train Station Including Train Sheds

Grade: II* List Entry Number: 1380797 Date first listed: 30-Apr-1973

Railway station.

The original station, of which only the forebuilding remains in part, is of 1841 by David Mocatta; it was enlarged, and the platforms extended, in 1852-4; the train sheds date from 1882-3 and were designed by HE Wallis, and the canopy in front of the station is of the same date. Stucco to the original building, roof obscured by parapet; additions in yellow and brown brick in English and Flemish bonds with red brick dressings, and some timber; the train sheds of cast- and wrought-iron with a roof of glass and timber.

EXTERIOR: the forebuildings of 2 and 3 storeys, 15-window range to the original building, with an addition of 3-window range to the west. The original building was Italianate in style, with single-storey wings of 3-window range with a round-arched colonnade between, and shallower wings, also of 3-window range, to the upper floors; the ground floor now consists simply of a flat, stuccoed front with round-arched openings and no original features, except that the (now stuccoed) ground floor of the western addition retains C19 round-arched metal glazing bars. The first floor has flat-arched windows with moulded stucco architraves and alternating triangular and segmental pediments, and long-and-short quoins to the wings; and segmental-arched windows to the western addition.

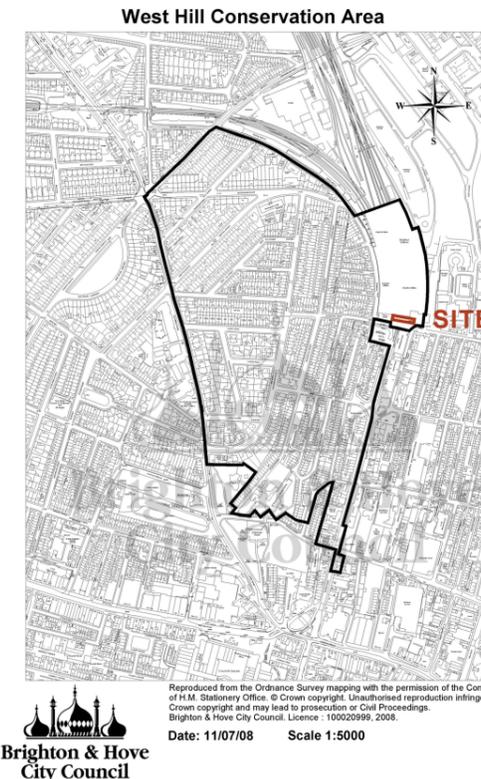
The original building has a modillion cornice, and an attic storey to the wings, with flat-arched architraved windows between pilasters; balustraded parapet between the wings except for a centrepiece, of later date than the original building, consisting of a clock set in a giant foliate moulding resting on the parapet.

The iron canopy in front of the station is of 7 equal bays from west to east, with a further longer bay covering the space between the forebuildings and the range of buildings to the east; the first 2 bays from the west are one bay deep from north to south, and the rest is 2 bays deep; the roof is pitched, so that the canopy presents one gable end to Terminus Road and 2 to Queen's Road. The cast-iron columns are fluted in their lower part and rest on an octagonal base, with arcaded capitals; spandrel brackets decorated with sexfoils; the light trusses between bays are decorated with openwork and have Brighton dolphins at their apex; wrought-iron scrolling frieze along the outer faces of the canopy. 3 cast-iron columns flank the traffic entrances to Queen's Road.

The train shed is laid out on a slight curve, and consists of cast-iron columns carrying iron trusses and a roof of glass and timber; it is 2-and-a-half bays wide from east to west, and 21 bays long, from north to south, in the principal bays; the half-bay is on the east side and is 12 bays long, narrowing to its northern end; on the west side there is a shallow extension, 9 bays long, to the south, and the 10 bays to the north of that have a screen wall of yellow brick with blank arcading. The cast-iron columns are quatrefoil in plan on octagonal bases, with fluted capitals; they are stamped 'PATENT SHAFT AND AXLE TREE CO 1882 WEDNESBURY'; the north-south spandrels are filled with openwork decorated with Brighton's dolphins, and the main trusses form segmental curves under a pitched roof with scissor-trusses between. East of the forebuildings is a range of mainly single-storey buildings, in yellow brick with red-brick dressings, and round-arched and segmental openings: 7 openings to the shallower, southern end, 12 to the northern end; flanking piers and a cornice and parapet form frames around these openings; there is a wooden, first-floor addition over the northern end.

Return in Terminus Road: probably largely designed by HE Wallis, 1882; yellow brick laid in English bond with dressing of red brick; there are 3 stages, starting from the south: (1) a 2-storey range of 13 windows, divided into 5 bays, with various ground-floor openings now much altered, and first-floor windows in groups of 2 and 3 with stepped segmental arches in gauged red brick; stepped red brick parapet; (2) a single-storey range of 4 bays windowed as for the 2-storey range and with stacks rising from the piers; (3) a screen wall of 4 bays divided into bays with a red brick cornice as in the earlier stages. North of this the wall is largely rebuilt.

The station is built on a steep slope from east to west, and there are underbuildings in Trafalgar Street and on the east side of the building, in brown brick with red brick dressings; the easternmost range of the station forecourt buildings, designed by HE Wallis, 1882, is carried out over the yard on cast-iron columns with decorative openwork brackets. David Mocatta was architect to the London and Brighton Railway Company, and designed many stations and bridges on the London-to-Brighton line. (Carder T: The Encyclopedia of Brighton: Lewes: 1990-).



West Hill Conservation Area

“The West Hill Conservation Area is situated on an east-facing slope of the Downs in a mainly residential area between Brighton Station and Seven Dials. The area is bounded by Dyke Road to the west, the curve of the railway line and the station to the north and east, and by modern development along Queen's Road (with the North Laine area beyond) to the south-east. To the south, and within the adjoining Clifton Hill Conservation Area, lies St. Nicholas' Church and churchyard with the commercial centre of Brighton along Western Road, beyond. The conservation area consists of mainly late 19th century housing, of several different types - more prestigious, semi-detached villas to the west, and smaller, artisan terraced houses closer to the station to the east. The most important building is undoubtedly Brighton Station, grade II* listed.”



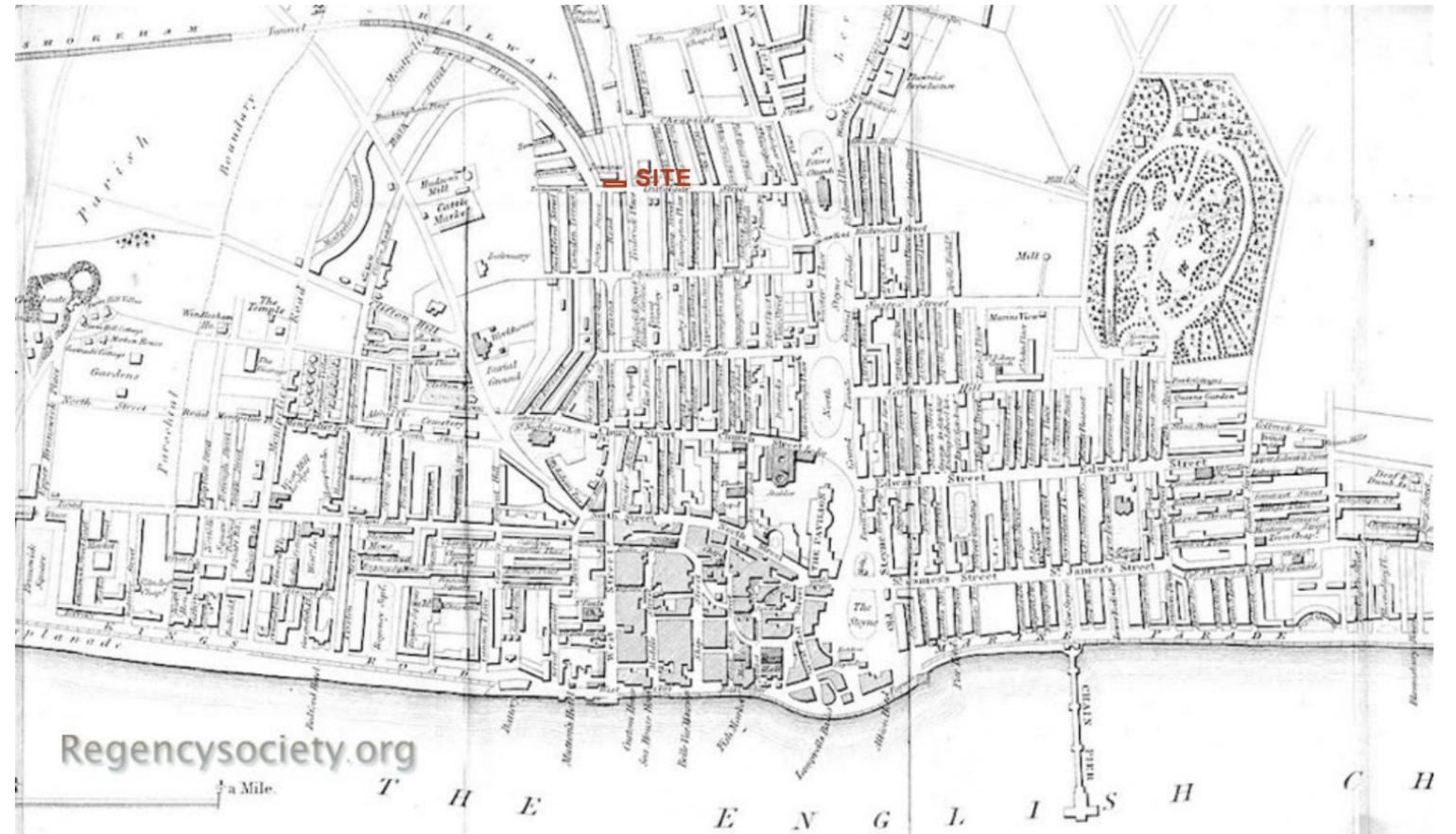
North Laine Conservation Area

“The North Laine although less well known, is unique in Brighton. It combines residential streets and a large residential community with busy shops, workshops, cafes, pubs and restaurants in a lively blend. There are few outstanding historic buildings. Yet its streets and buildings, seen as a whole, form an area of townscape which is interesting and attractive and fully justifies its status as a Conservation Area and the protection this gives it.

The dominant characteristic of the North Laine is its irregular linear grid street pattern, running north-south, which was based on the original pattern of arable fields. Whilst this street pattern has been disrupted in recent times by several large developments, it nevertheless largely survives. There is only one example of a square - Pelham Square, with its central garden containing many large trees, which departs from this pattern. The only other large green open space is the Burial Ground of the Presbyterian Church, now a public park.”



A New Plan of Brighton and Kemp-Town, Published in Wallis's Royal Edition of Brighton As It Is, 1836



Plan of Brighton and its Environs including the Recent Improvements, Published in W Saunders' Stranger's Guide to Brighton, 1950



Sussex LXVI.9 Brighton and Hove, Revised: 1929 to 1930, Published: 1931, Ordnance Survey Map

Brighton was probably founded in the early Saxon period and its name is believed to derive from Brithelm's Tun. Archaeological finds in the Old Town include prehistoric features, a Bronze Age Beaker burial, Roman coins and Medieval artefacts and building foundations.

Before 1840 the West Hill and North Laine Conservation Areas were mainly market gardens and paddocks. North Laine formed one of the large open field systems around Brighton dating back to early medieval times. This was divided into east-west blocks known as furlongs, with trackways between them known as leakways. The pattern of laines, furlongs, and Paul-pieces greatly influenced the development of the town in the late 18th and 19th centuries as land was usually sold and developed in blocks. Thus a very regular pattern of streets was established in the laines and streets such as North Road, Gloucester Road and Trafalgar Street were later laid out along these leakways.

In 1830 the settlement of Brighton was largely confined to the area around the Old Town and The Steyne and along the seafront. The construction of the first station buildings in 1841, when David Mocatta designed the first buildings for the new line to London, brought the inevitable pressure for development, with new houses being built in the small streets off Terminus Road in the early 1840s and new terraces in Buckingham Place and Buckingham Road in the mid-1840s.

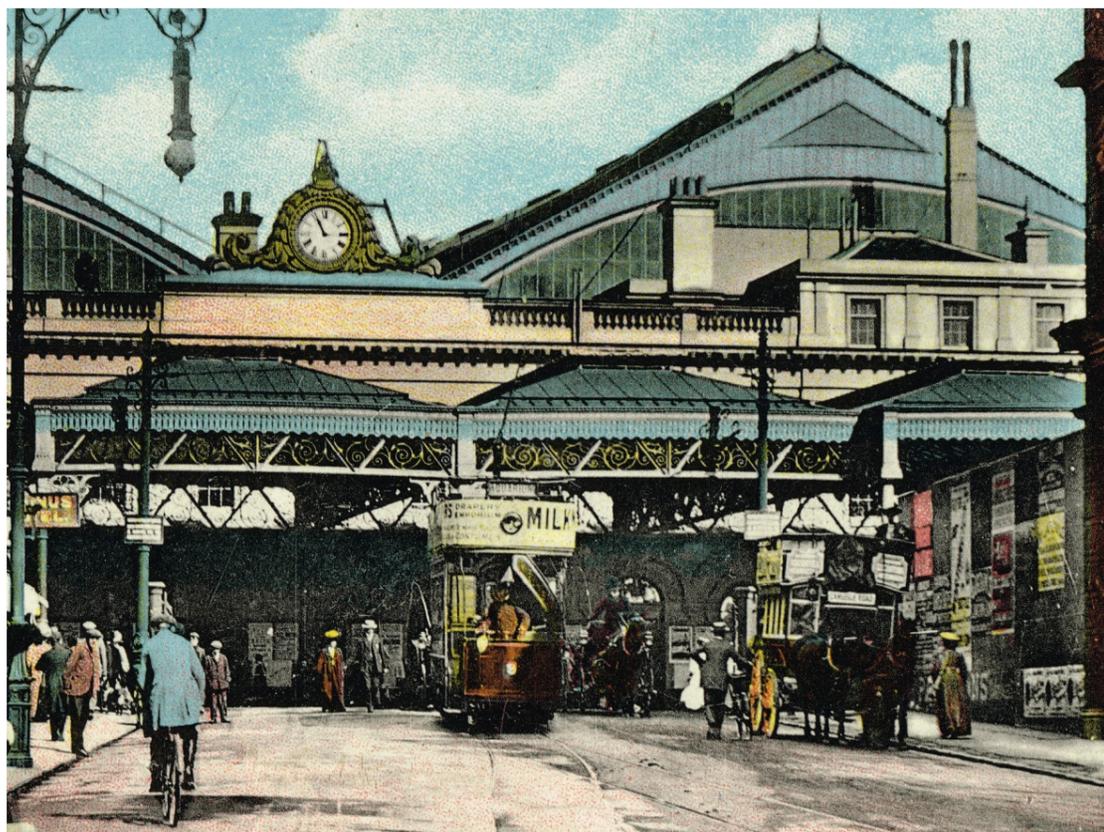
The original access to the station was via London Road and Trafalgar Street. However, in 1845 a new access, Queen's Road, was laid out that provided a more direct route from the western side of the Old Town. This severed the western side of the North Laine. In 1852-3 the existing station buildings were extended and platforms provided, and this coincided with a surge of new development including the area around West Hill Street, which was built in the mid 1850s. During the 1860s and 1870s the area was almost totally built over, although development was clearly piecemeal with a wide variety of house types being provided. Today the area remains much as built by the end of the 19th century.



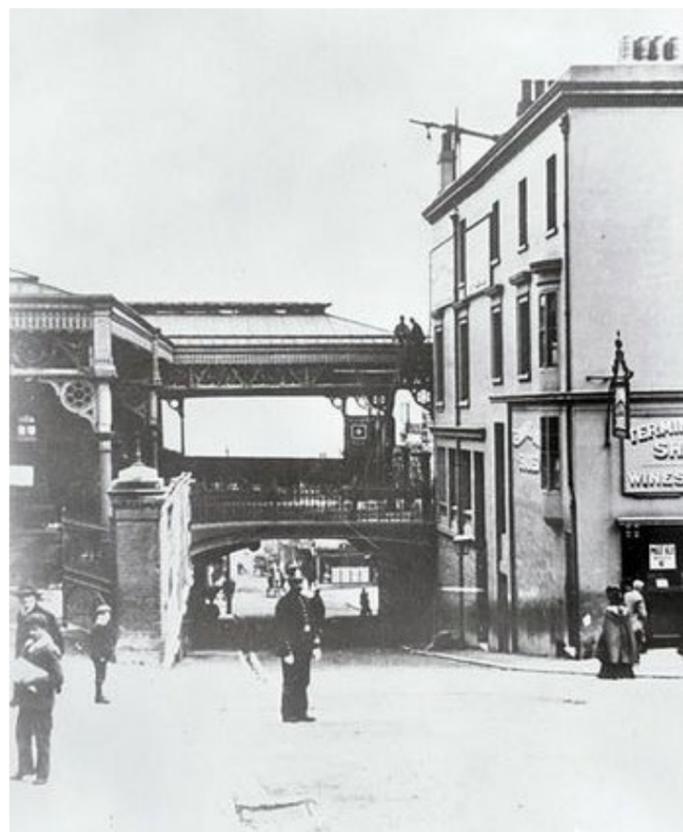
This is an early view of Brighton Station shortly after its construction in 1841. A tall brick undercroft helps level the station site on the slope of Brighton's western hill. The road was comprehensively decked over in the 1880s when Brighton Station was expanded. (A view painted by F W Woledge, 1842, the Regency Society Brighton Print Collection.)



This view from 1854 shows the first bridge over Trafalgar Street which was erected in 1845. The underside of this bridge can still be seen overhead on Trafalgar Street. (Wood Engraving, G & E Dalziel, 1854, the Regency Society Brighton Prints Collection.)



This Brighton Station Postcard from 1908 shows the canopy added over the road, in front of the station in 1882-3. At the same time, the new station roof was built, consisting of one small and two large iron and glass spans supported on slender, scrolled, iron columns, designed by H. E. Wallis. Alterations to the main building were carried out at the same time by F.D.Bannister and included the addition of the concourse clock and the extension of the eleven platforms to take two trains each.



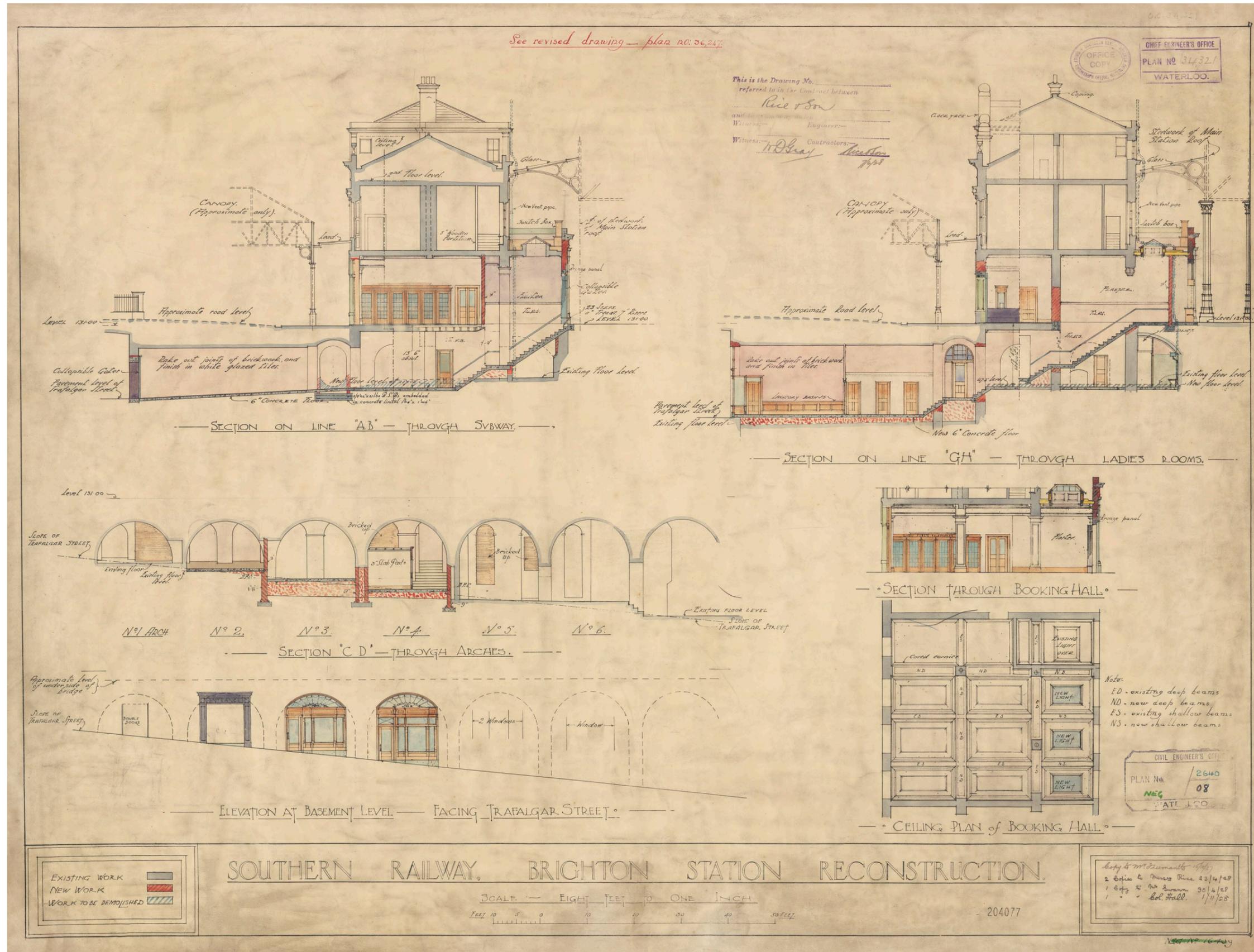
This photograph from the 1920s looks east along Trafalgar Street and captures the station front canopy, constructed in the 1880s, which covers the Queen's Road approach to the station. (Royal Pavilion and Brighton Museums.)



This photograph from the 1930s looks north from the station cab rank towards the 1880s station front canopy and train sheds.

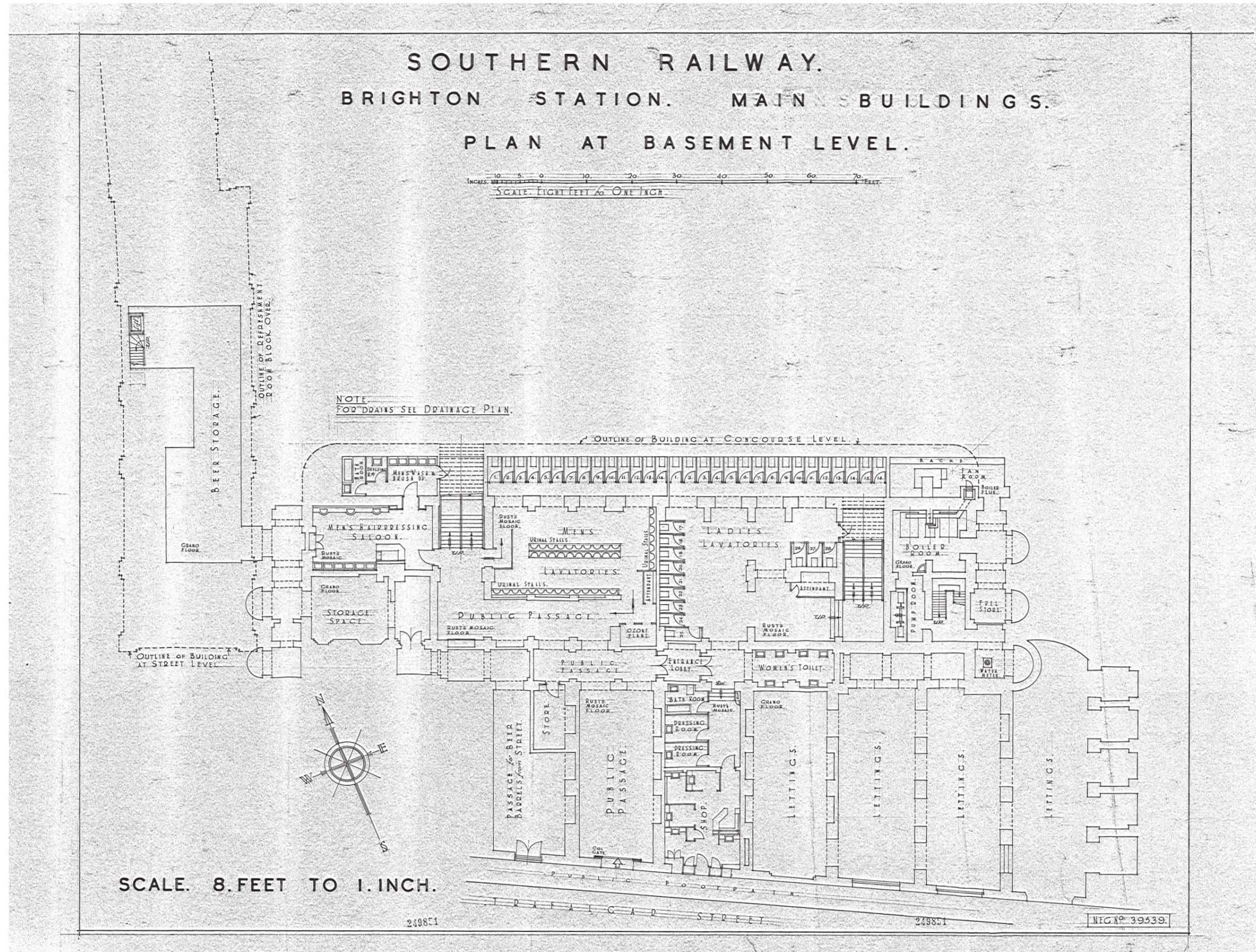


This photograph from 1991 shows the exterior of Arches No. 6 and 7 before the space was renovated by the Toy & Model Museum.



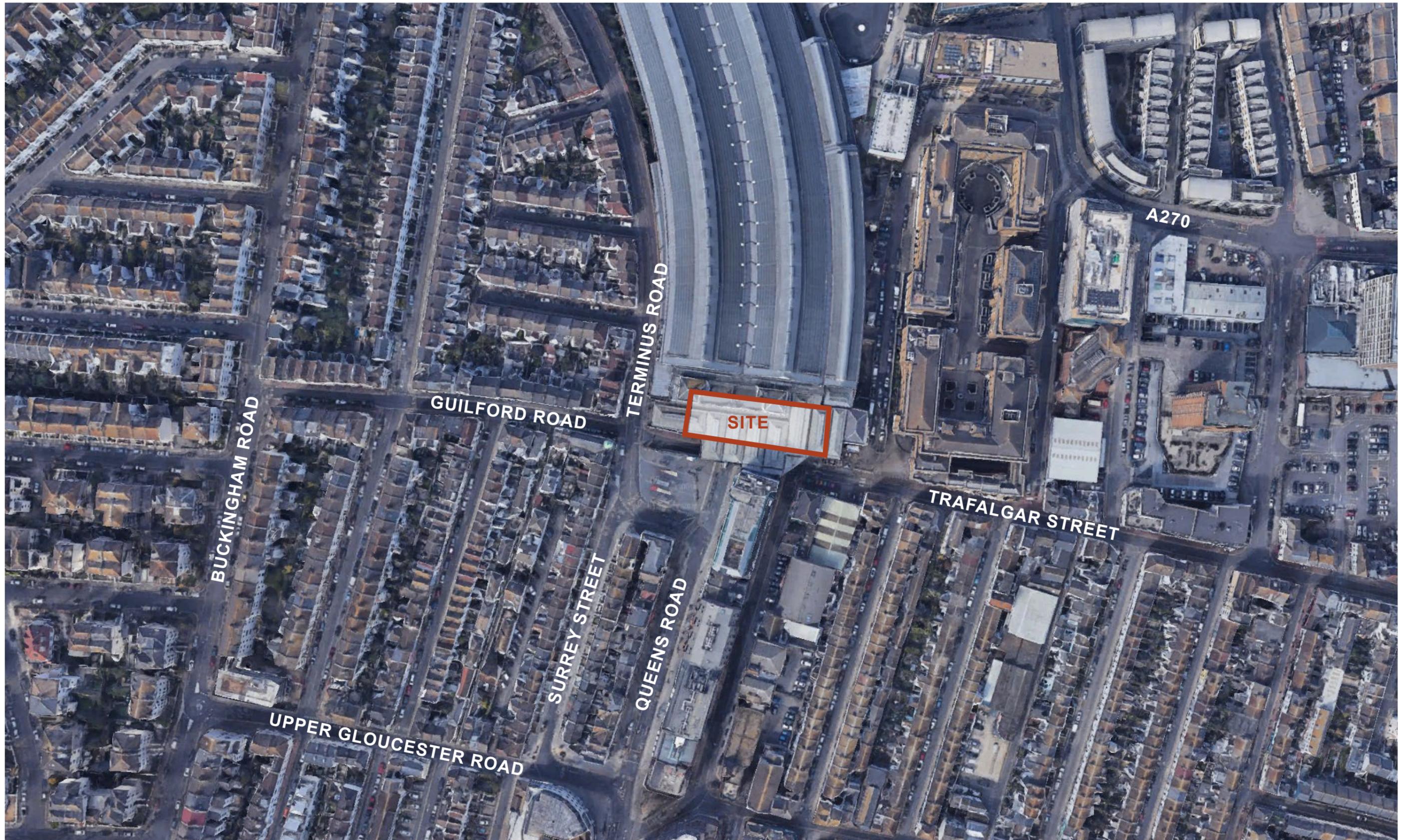
Southern Railway, Brighton Station Reconstruction Drawings, 1928

The 1920s archive drawings show a series of shopfronts and glazed entrances along the north side of Trafalgar Street underneath the bridge deck, where the Toy Museum is now. In the inter-war period the Southern Railway was keenly expanding their commercial estate and saw the opportunity for shopfronts on this busy thoroughfare.



Southern Railway, Brighton Station Main Buildings Plan at Basement Level, 1950s

This 1928 plan produced by the Southern Railway architects department shows the ambitious scheme to create new mosaic and tile clad station loos in the station undercroft. Note also the original Trafalgar Street public entrance into Brighton station and a series of retail units facing Trafalgar Street. Lined in high quality tile work with glass mosaic floors, we hope that these inter-war 'Art Deco' spaces could be re-opened to the public one day.

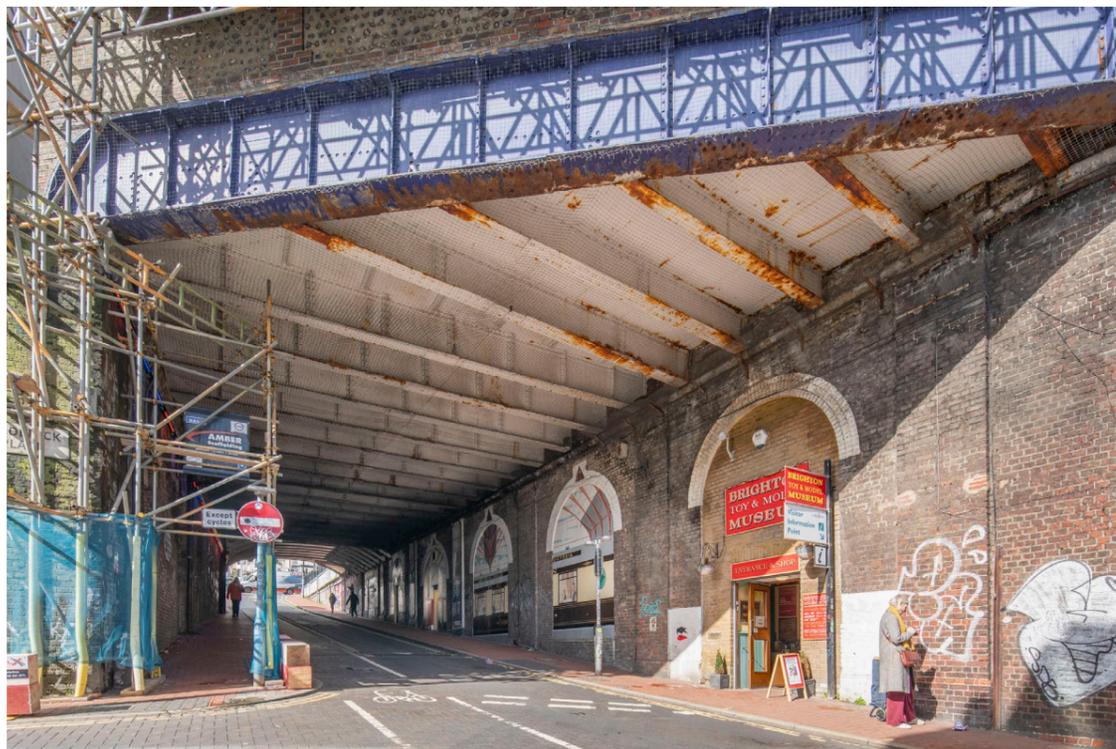




This view shows the five arches occupied by the Brighton Toy and Model Museum. New shopfronts can create a more open and welcoming Toy Museum and also create inhabited, active shopfronts to this important thoroughfare.



The Trafalgar Street undercroft looking east. Note the brackets of the early cast iron bridge, subsumed into a later Victorian deck.



We propose a tall glazed bay to the Toy Museum entrance, giving the public a glimpse of their impressive collection.



The view east looking down Trafalgar Street towards Brighton's valley.



A stitched together elevation of the north side of Trafalgar Street, spanning from Terminus Road to the Toy Museum.



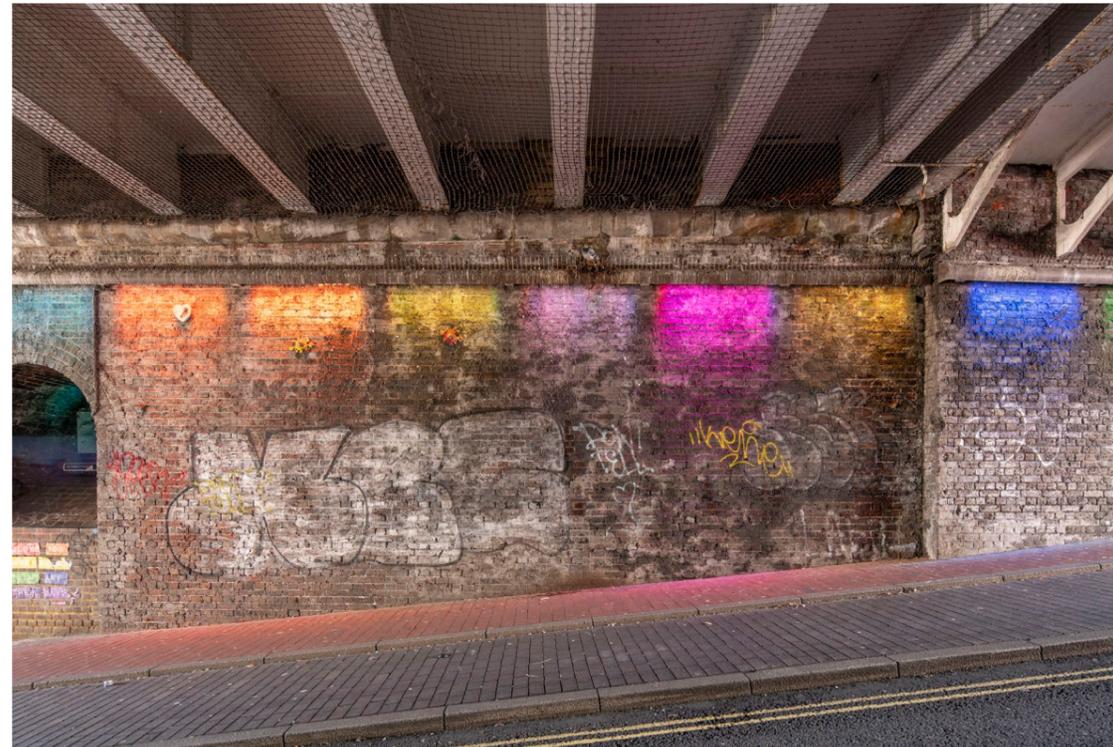
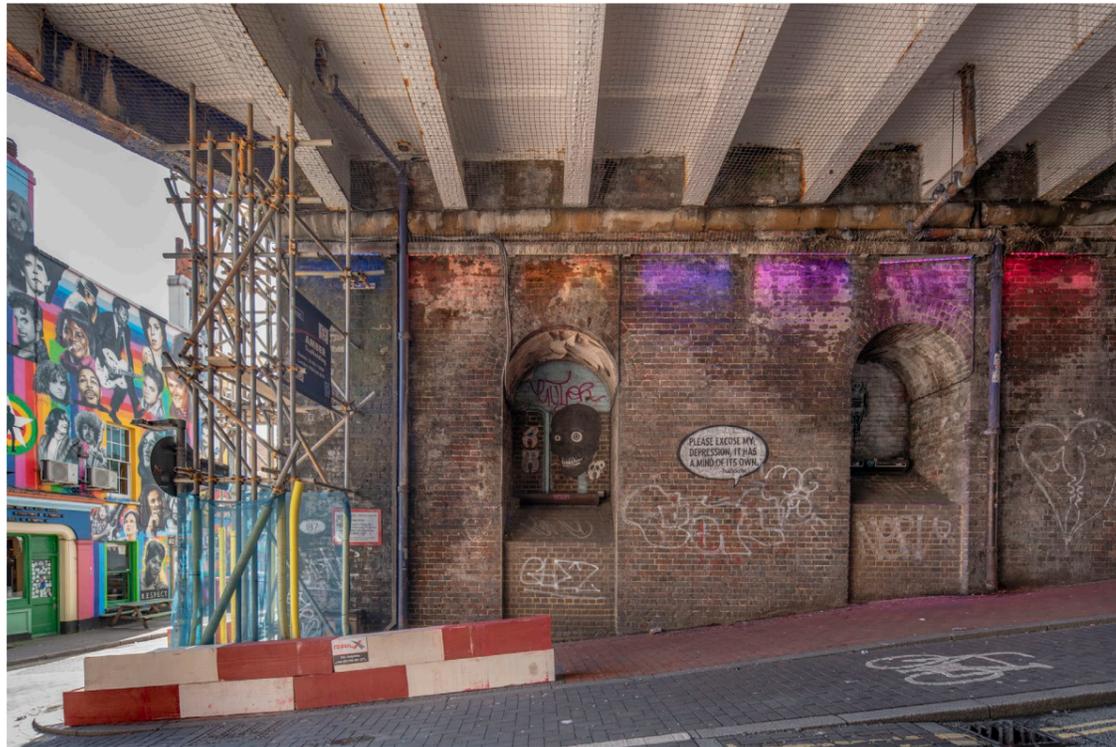
A view of Arches No. 6 and 7 along Trafalgar Street looking north east. Arches 4, 5, 6 and 7 form the Toy Museum, and Arch No. 3 is currently being used by the Toy Museum as a workshop. Arch No. 7 forms the main entrance to the Toy Museum, at the junction between Trafalgar Street and Frederick Place.



A view of Arch No. 3 along Trafalgar Street looking north, which houses the Toy Museum workshop.



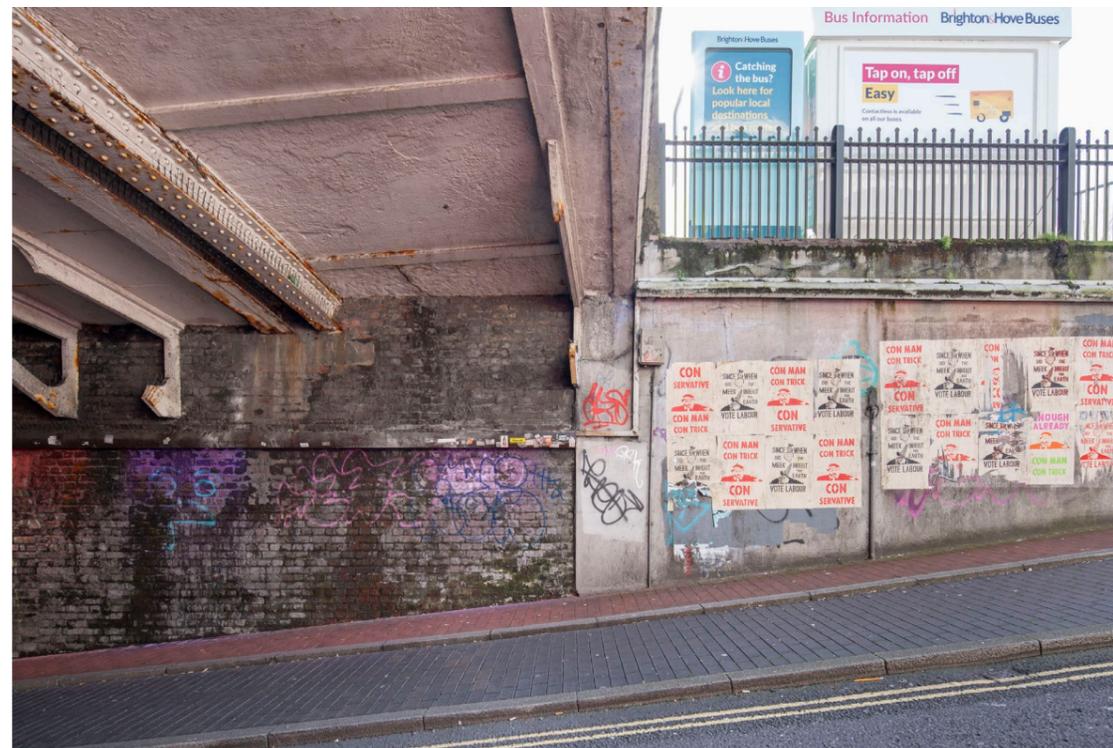
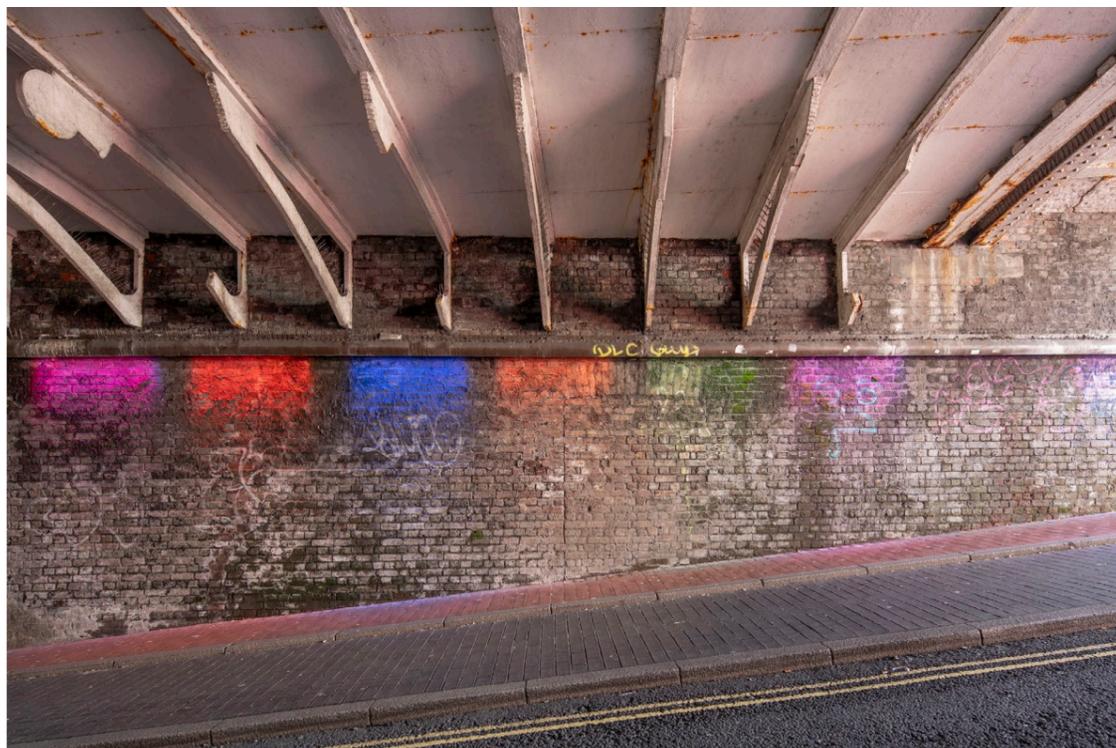
A view of Arches No. 1 and 2 along Trafalgar Street looking north. Arch No. 2 was originally the station entrance from Trafalgar Street and Arch No. 1 is described as a 'Passage for Beer Barrels from the Street'.



These photographs look at the south elevation along Trafalgar Street. The elevation is mostly covered by the Queens Road entrance to the station above, originally constructed to the west side in 1845, it was widened in the 1880s.

The elevation contains three arches recesses to the east side, which originally framed the windows to a pub sitting on the corner of Trafalgar Street and Frederick Place.

The 'Brighton Station Underpass Lighting' was installed on this elevation as part of the Brighton and Hove City Council Public Art Trail.





This view looks at the main entrance of the Toy Museum and the surrounding display cases. The entrance of the museum, located in Arch No. 7, faces onto the intersection between Trafalgar Street and Frederick Place.



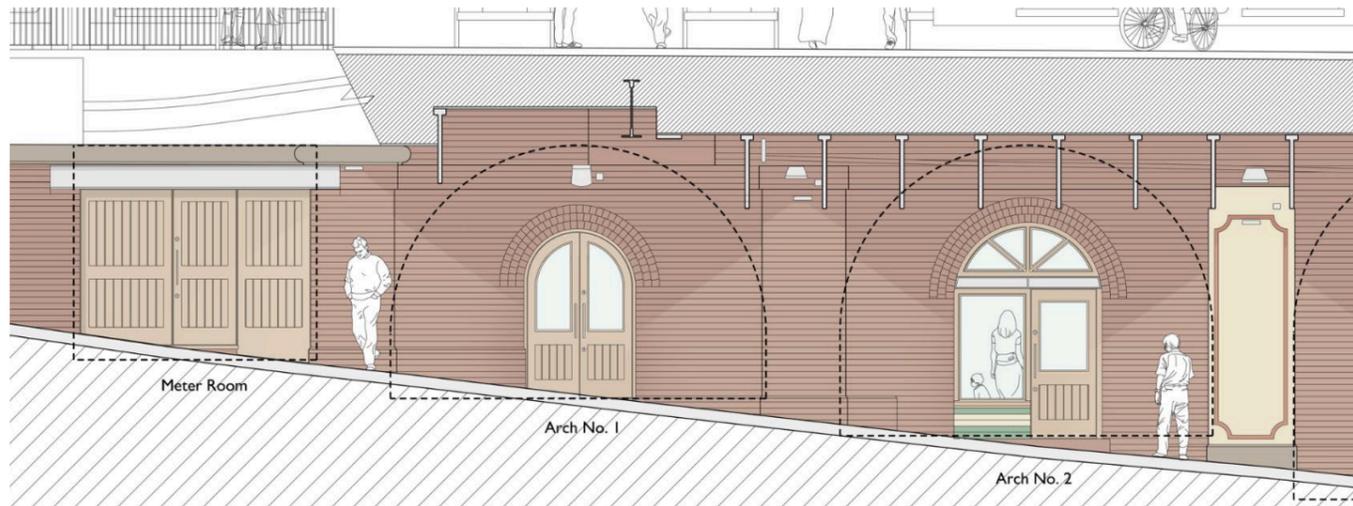
This view is looking at the fire exit and level access entrance of the Toy Museum, located in Arch No. 4, facing onto Trafalgar Street.



This view is looking east towards Arch No. 7, the Toy Museum entrance. This arch also contains the museum shop, office, workspace and bathrooms, including an accessible WC. There is level access between Arch No. 7 and the street.



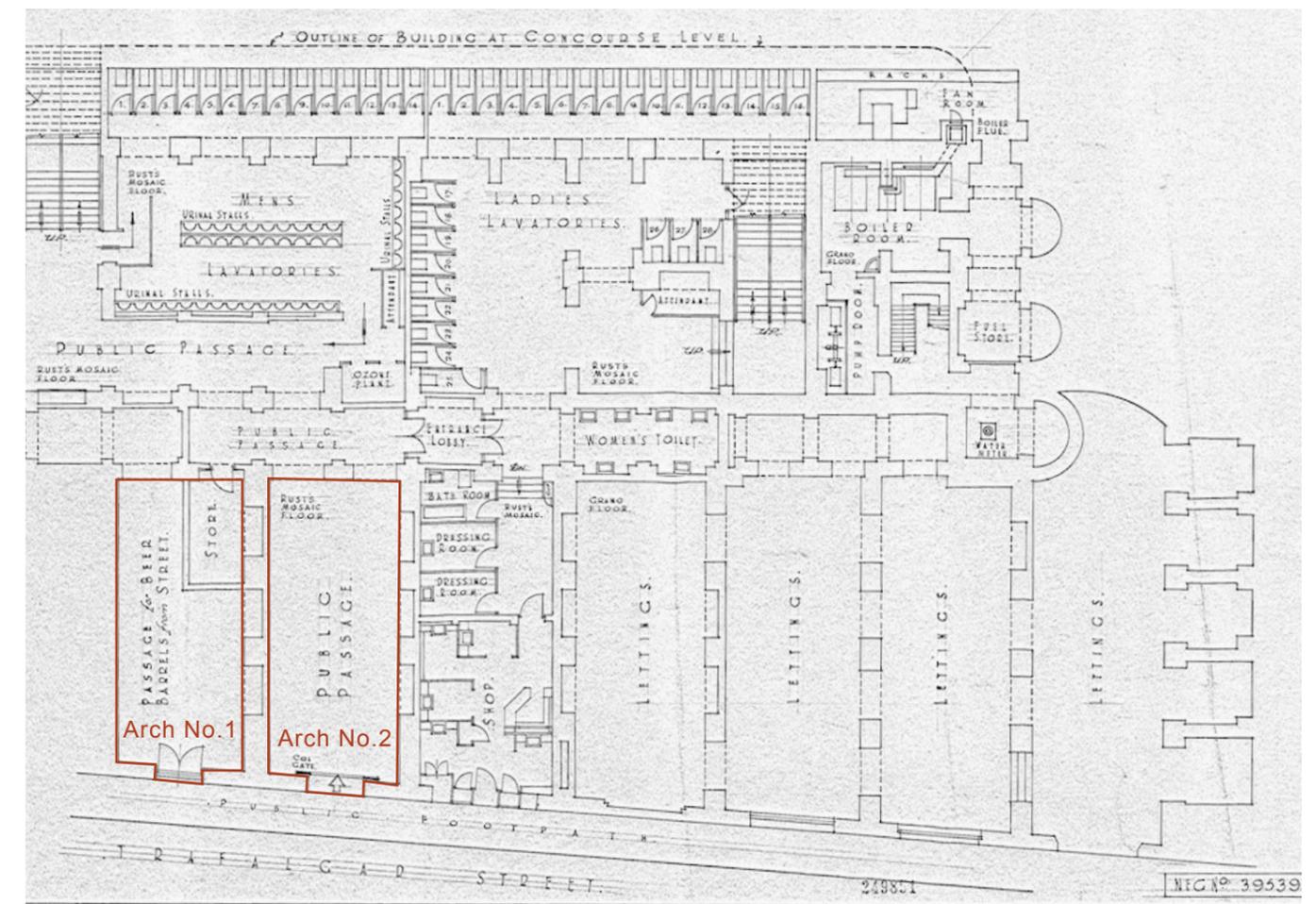
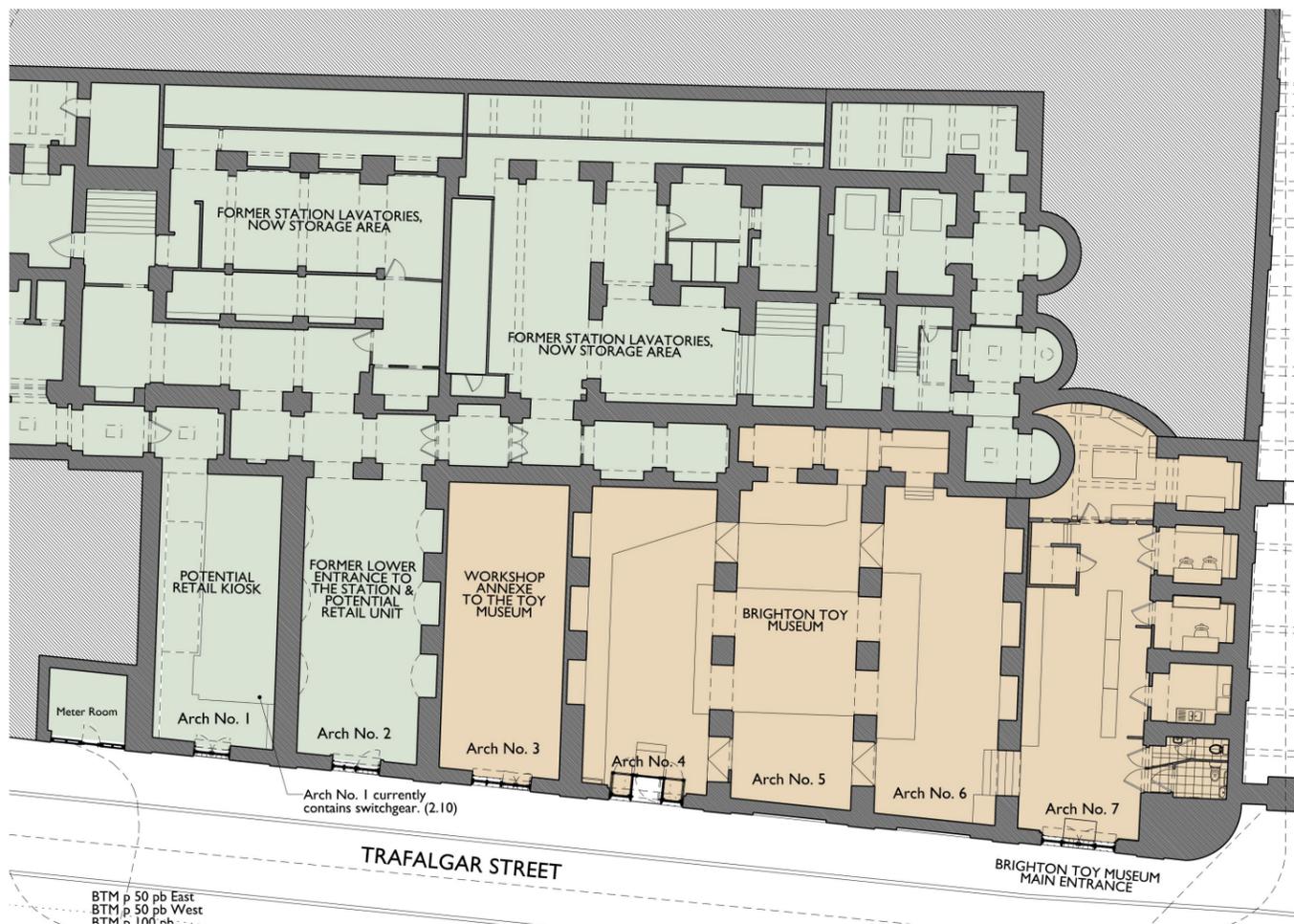
This view is looking west through the Toy Museum from Arch No. 6 towards Arches No. 4 and 5. Note the sloped inclines between the arches, which allows level access between these arches for wheelchair users in the museum.



Improving Arches 1 & 2

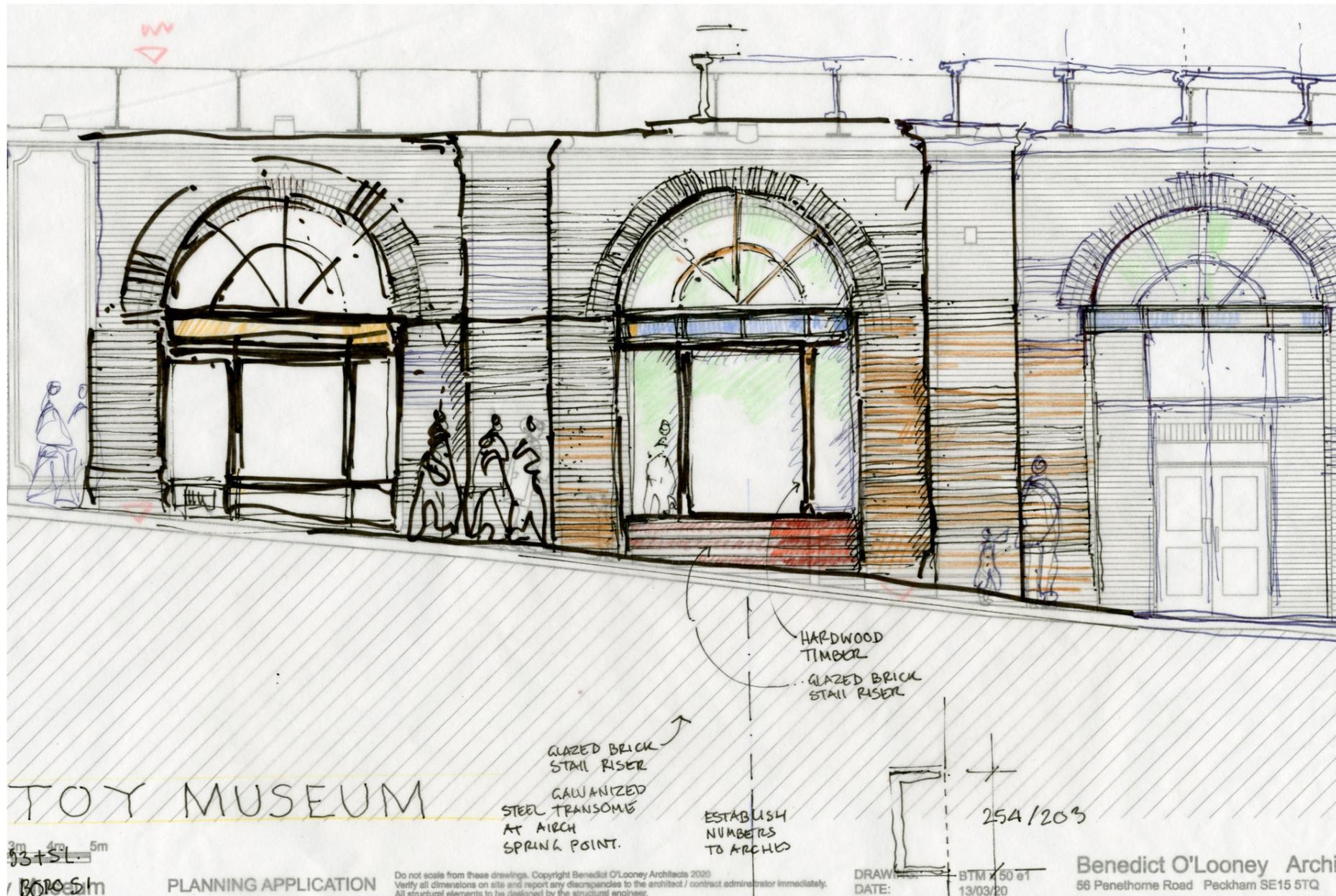
In addition to improving the Toy & Model Museum Arches, we think it would be good to re-fenestrate Arches 1 & 2 and the small eastern meter room, so the whole Trafalgar Street elevation was shown refreshed in the proposed Listed Building Application.

Arch No. 1 is now partially occupied by a switchgear room, and we think that this arch could be made into a compact retail unit facing Trafalgar Street. Arch No. 2 used to be the main entrance into Brighton Station from Trafalgar Street and led to a range of public spaces in the station undercroft, including mosaic and tile clad loos hairdressers and shops. These high quality 'Art Deco' period rooms are now back of house storage rooms for Brighton Station, but one day could be opened up for public use. Arch No. 2 could become a retail unit facing Trafalgar Street and could help unlock the commercial potential of the historic station undercroft for future use.

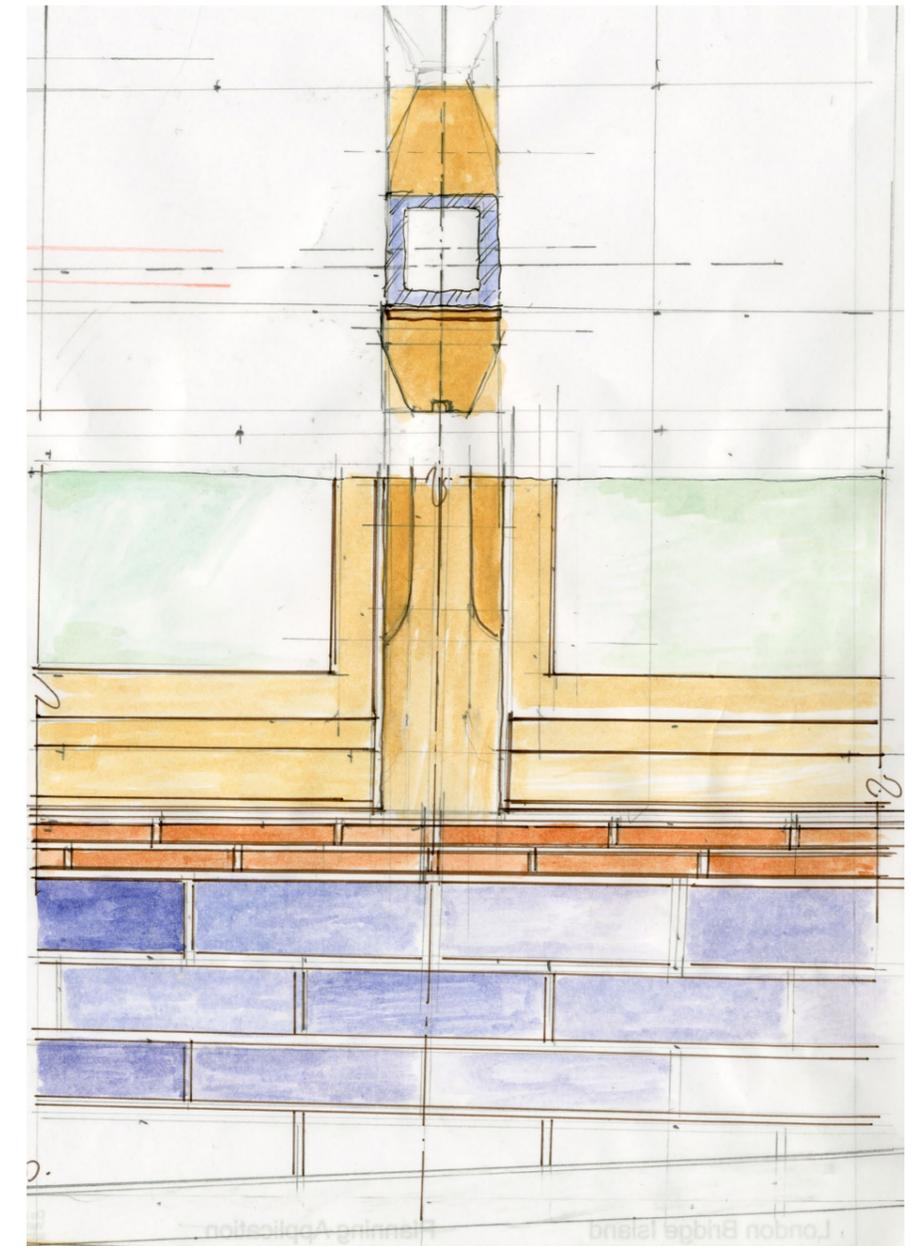


The undercroft plan shows the Brighton Toy & Model Museum in buff tones and the GTR demised arches in a light green tone.

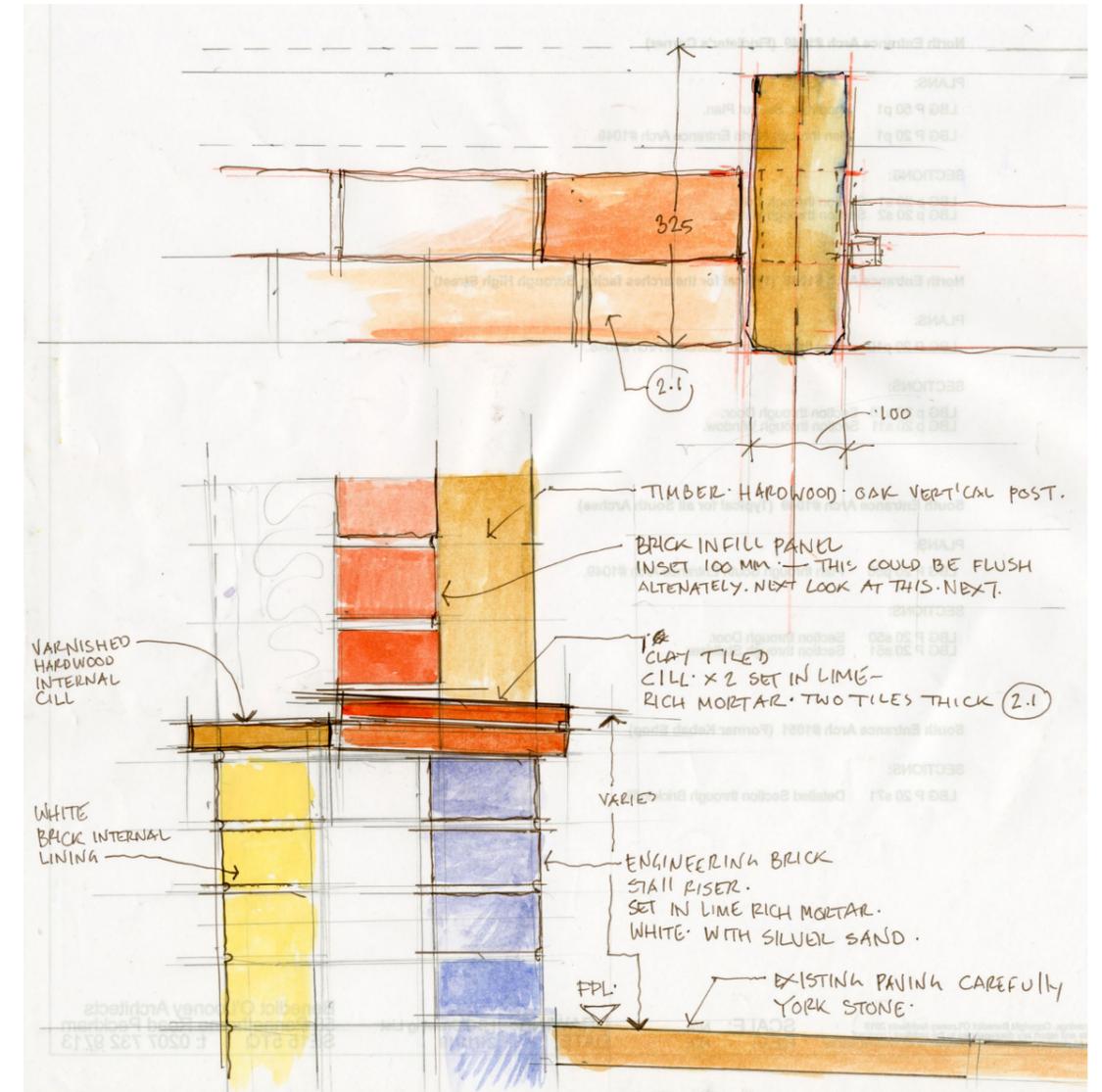
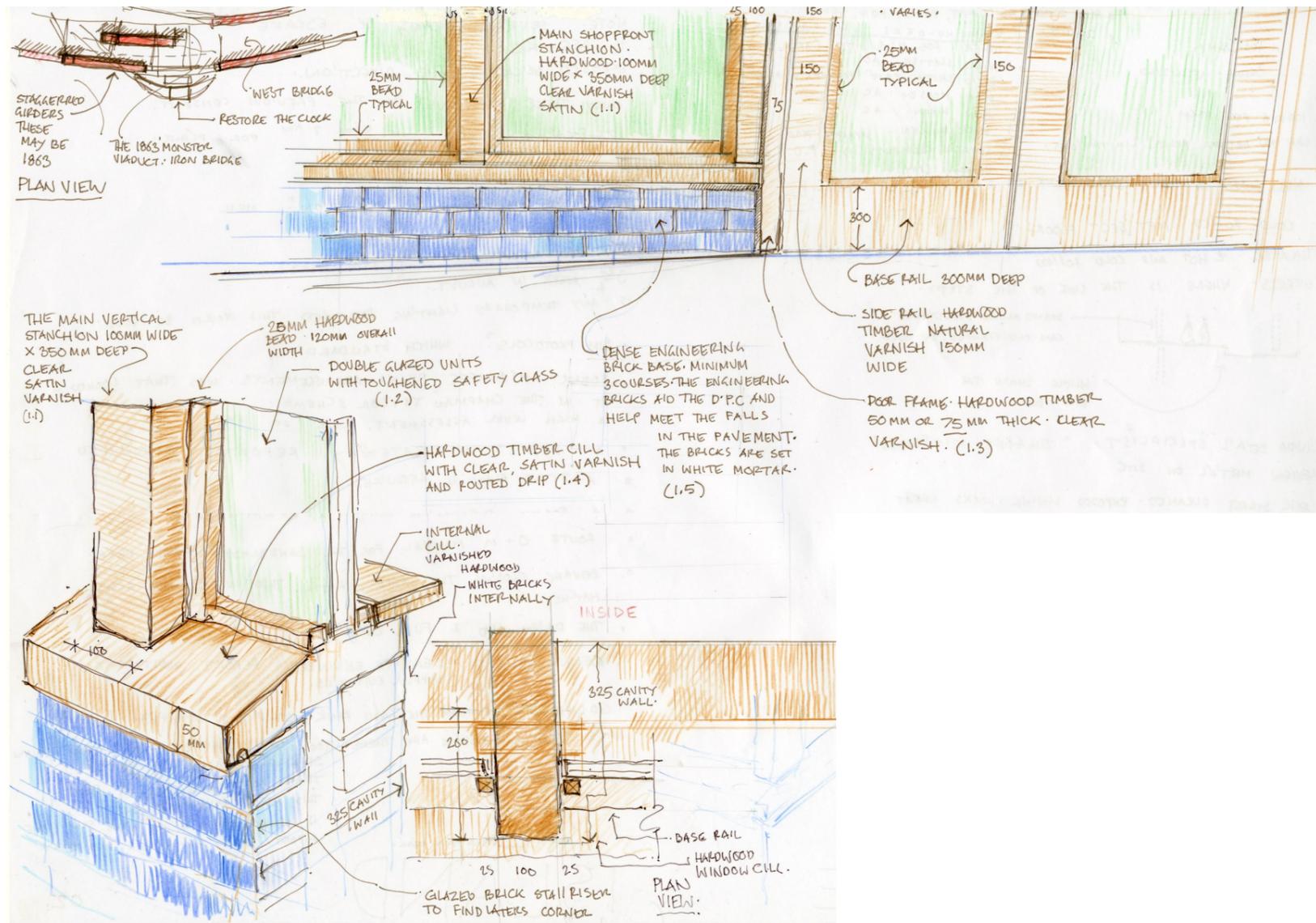
This 1928 plan produced by the Southern Railway architects department shows the ambitious scheme to create new mosaic and tile clad station loos in the station undercroft. Note also the original Trafalgar Street public entrance into Brighton station and a series of retail units facing Trafalgar Street. Lined in high quality tile work with glass mosaic floors, we hope that these interwar 'Art Deco' spaces could be re-opened to the public one day.



This sketch shows an initial design idea for Toy & Model Museum arches. The initial designs looked to open up all of the arches along Trafalgar Street and re-create the 1930s shopfronts. Our proposal focuses on brightening the station undercroft with active shop frontages, detailed in hardwood timber and glazed brick stallrisers, in two tones.

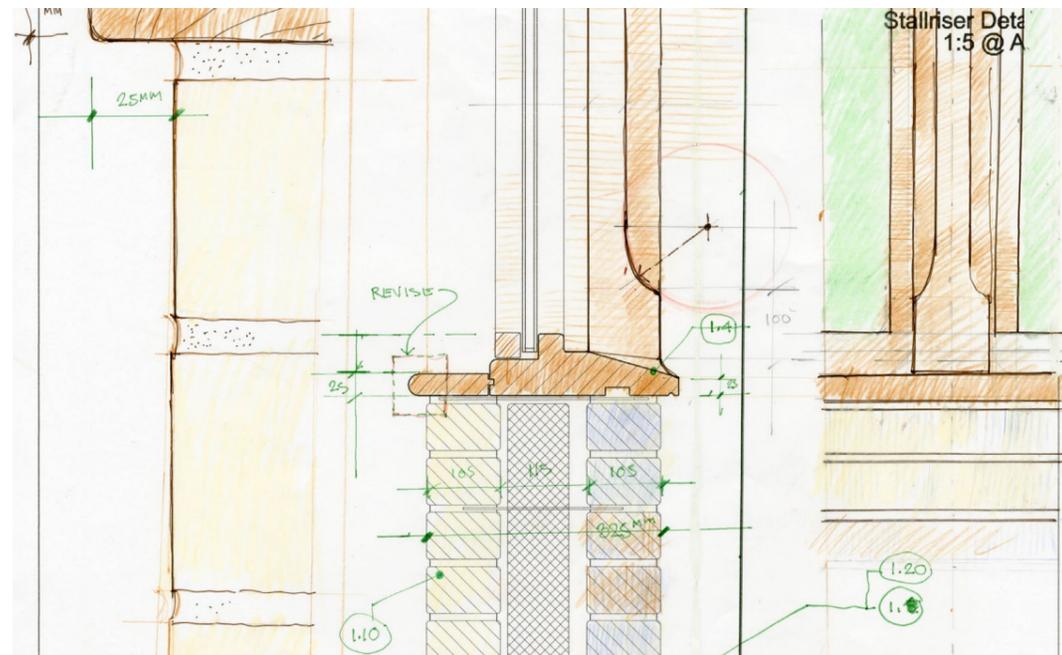
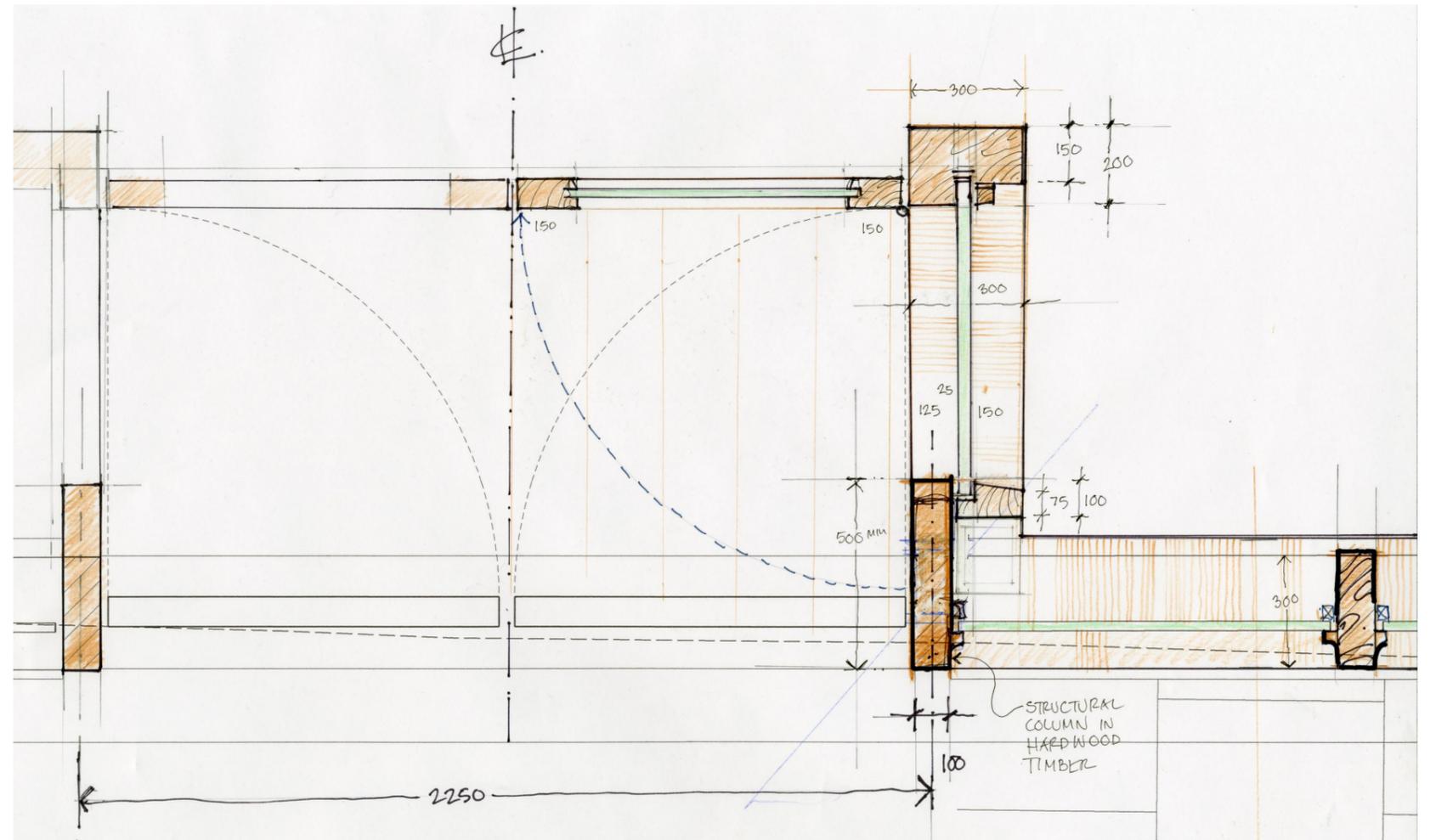
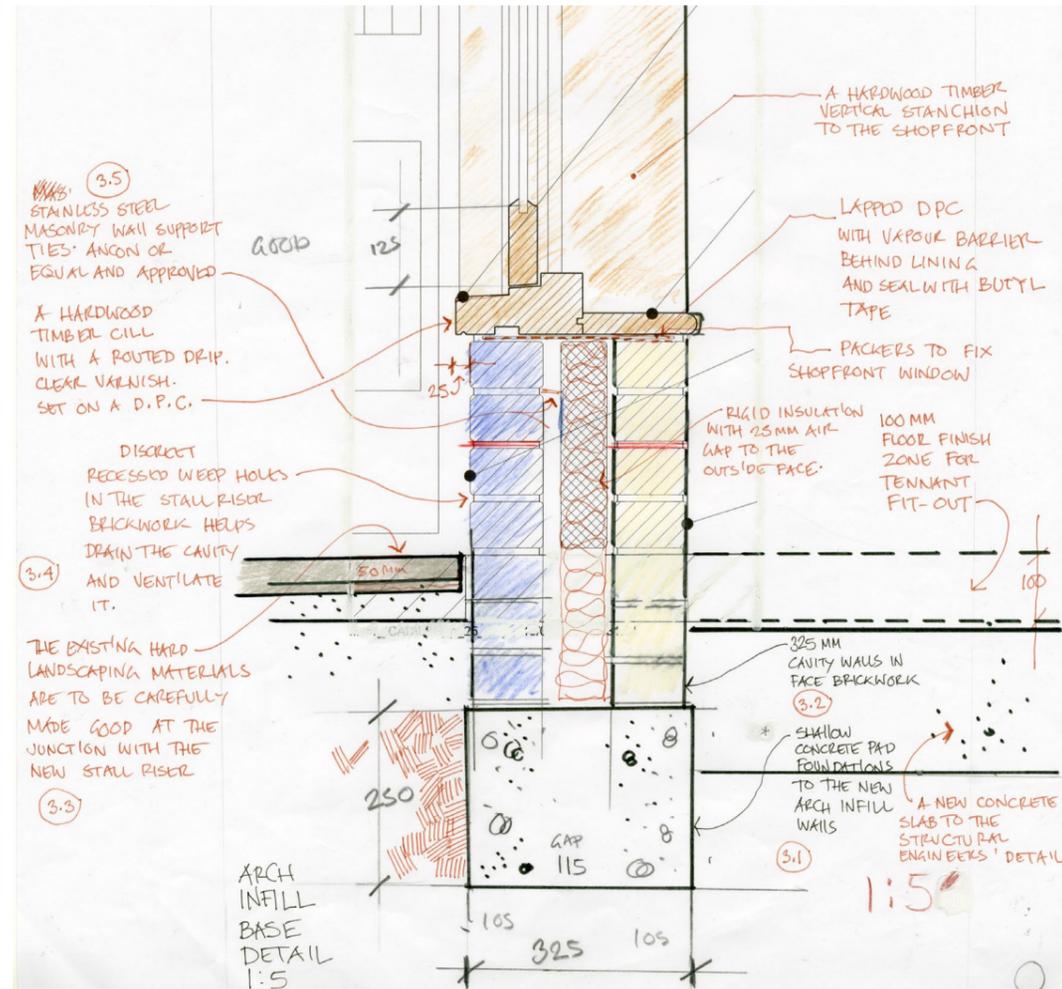


These detail sketches show initial shopfront construction ideas, looking at the hardwood timber window build up and the glazed stallriser below.

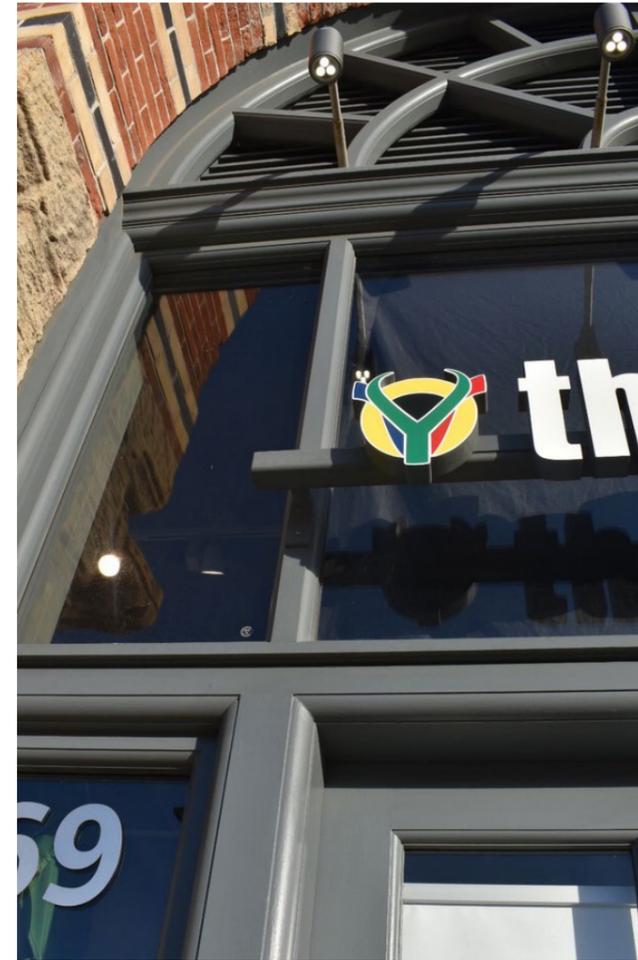


The early design sketches above look at a possible stallriser construction.

These construction sketches look at the timber and glazing elements to the new shopfronts in plan, elevation and in 3D. A hardwood timber cill, main vertical stanchion and hardwood bead surround double glazed units with toughened safety glass.



The sketch above looks at the construction of a lobbied shopfront that we believe would benefit Arch No. 4, the fire and level access to the museum arches. The lobbied entrance provides additional display space for the Toy Museum to showcase their collection. Our proposal looks to introduction display vitrines to Arch No. 4.



London Bridge Station, South side, St Thomas Street

The Charles Henry Driver Arches were built in 1865 for the London Brighton & South Coast Railway. The polychromatic brick arches with stone carved capitals are a rare instance of the architectural flourish usually reserved for railway stations in the Victorian period.

The new arch infills are by Grimshaw Architects, constructed between 2014-2016. A traditional design approach was adopted for the new frontages housed within the existing brick arches, to be in keeping with the original ornate, polychromatic brick arches.

The design of the new frontages aimed to be sympathetic to the original Victorian frontages, and adopted some of the existing motifs, such as the fanlight design within the arched sections.

The new shopfronts are formed in hardwood timber with double glazing. The retail frontages needed to incorporate large areas of clear glazing for the retail entrances and display and a signage zone.

Chainlink Roller Shutters for the Toy & Model Museum

We propose to install chainlink roller shutters to the shopfronts of the Brighton Toy & Model museum, in order to provide security to the museum's expansive collection while retaining a sense of openness to Trafalgar Street. This will allow the museum display cases and shop frontages to be seen around opening hours and bring light into the bridged over Trafalgar Street in the evenings.

The shutters are manufactured from aluminium or steel tubes and links, put together with steel rods. Chainlink grilles make a lightweight, but strong, curtain and are available in a brick bond pattern. This will minimise the impact of the roller shutter against the historic brick arches and our proposed brick stallrisers to the new shopfronts.



BRIGHTON TOY & MODEL MUSEUM

The Lower Goods Yard
Previous Experience at the Brighton Station Site



In 2015, Benedict O’Looney Architects worked on a scheme for the Lower Goods Yard at Brighton Station, in partnership with Frankham Consultancy Group. This project set out to upgrade and bring back into use a disused storage space once a part of Brighton Station’s Lower Goods yard, to the east of the main station concourse. At present, the area is dominated by a tall iron and brick structure built circa 1883 which supported the parcels and goods offices. Historic maps and photographs show railway tracks under and around this large iron-columned element.

Our scheme looked to open up and re-inhabit these spaces by glazing in the former loading bays and detailing glass walls under the tall iron and brick structure to make what might be the most unusual new restaurant in Brighton’s recent memory. Inspired by the rich architectural and industrial history of the site we proposed a modern triple glazed version of 1930s, steel, ‘Crittall-style’ glazing to the new glass walls. This type of glazing can be found on hundreds of railway stations across the country as they were enlarged or altered during the early 20th century.

Our design approach rejects modern hi-tech structural glazing aiming for an, almost, factory style fenestration that attempts to meet the gritty large scale architecture of this magnificent railway station. These new glass walls are set back 300mm to 500mm from the Victorian structure for a clear break between old and modern elements.

Similarly inspired by railway architecture & engineering is a new mezzanine floor. Inside the glazed-in structure we propose a mezzanine deck to increase the public use of the space. This is set back from the new glass envelope so the big scale of the Victorian structures can be appreciated by all.

This was once an external space and we want the users of this proposed restaurant to understand this history. To the ceiling of these rooms are a series of brick jack arches that can be cleaned, conserved and illuminated. They are a good example of the Victorian obsession with fireproof industrial architecture. We plan to restore and show these engineering features too.



Findlater's Corner, London Bridge Island

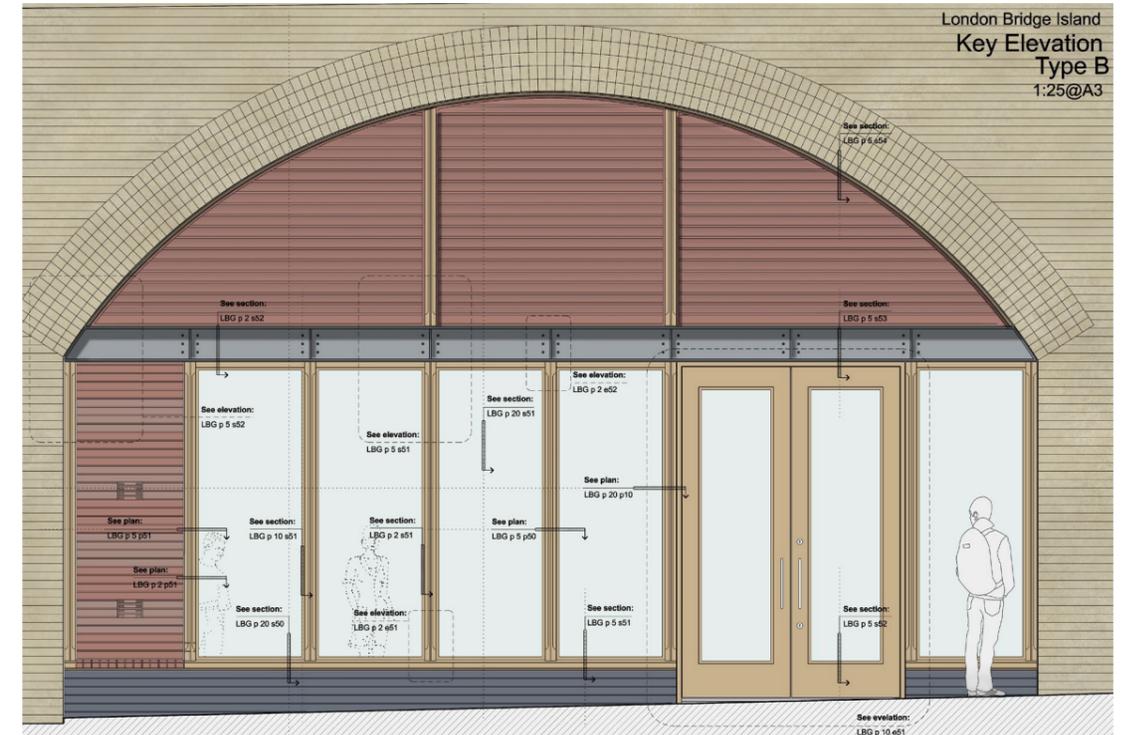
Findlaters Corner is one of the rare parts of London that has acquired a place name that derives from a long-established business on that site. Findlaters was, and still is, a wine & spirits trader that was founded by a Scottish family in the late 18th century. When the South Eastern Railway built these arches and viaducts in 1863-1865 Findlaters took this prominent commercial premises facing London Bridge.

Victorian engravings show Findlaters had an elaborate Renaissance inspired shop frontage bowing out from the railway arches. A large clock was set in the middle of this frontage. Traces of this 1860s facade survive in the stucco work surrounding the present Edwardian facade.

Circa 1895, the railway bridge viaduct was strengthened and by this point this familiar corner had become popularly known as 'Findlaters Corner'. In connection with the bridge renewal Findlaters created a new shopfront in the fashionable and long-lived material glazed terracotta. This facing material is probably Doulton's Carraraware produced in the Doulton's factory a few miles upstream at the on the Albert Embankment near Lambeth Bridge.

Findlaters Corner is one of the finest examples of a glazed terracotta or 'faience' facade in the capital. As a Southwark-based practice, with a particular interest in Edwardian terracotta work, we have taken a keen interest in this facade which has been neglected in recent years. In 2016 we applied to Southwark Council's Cleaner Greener Safer fund for a grant to clean and illuminate this gateway site into Southwark from London Bridge. (We were successful in obtaining £5,000).

In 2018 we were commissioned by the Railway Heritage Trust to devise a new shopfront for Findlaters Corner based on archive photographs we have found & looking at London's other surviving shopfronts the Edwardian Period. The Heritage of London Trust have also shown an interest in co-funding restoration work to this significant facade in the Tooley Street Conservation Area.



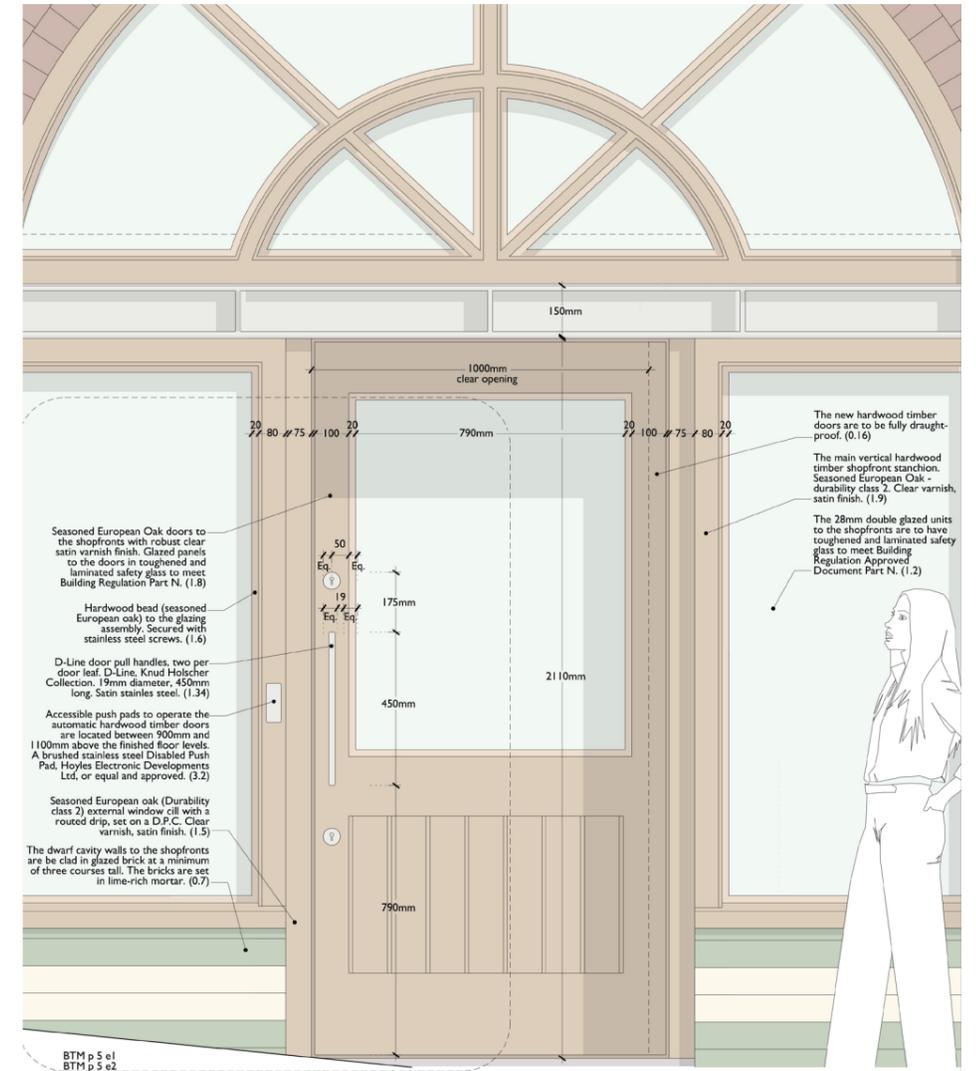
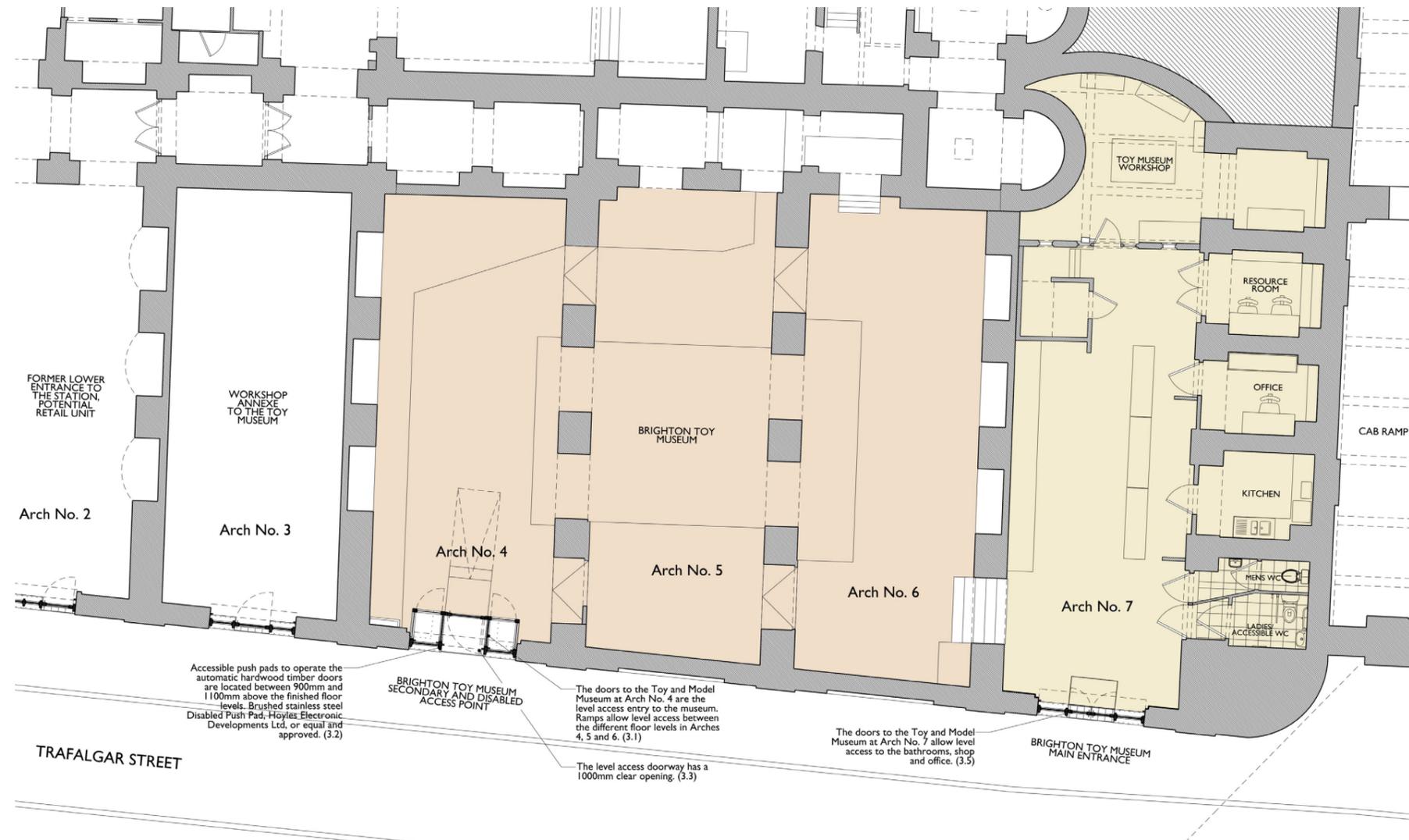


Peckham Rye Station Refurbishments

The Peckham Rye Station is an architectural highlight of the area. Built in 1865 by the noteworthy architect Charles Henry Driver, it is a local high Victorian masterpiece. Since platform re-ordering in the 1960s much of the interior was bricked up and disused.

In 2007 we campaigned to get the building Grade II listed and following this we embarked on fundraising and projects to open up and celebrate this local treasure. To date we have completed four projects at the station. This has included repairing or remaking 23 windows and doors, opening up and repairing the floor of the large old Waiting Room, a new colour scheme for the booking hall and station joinery, and the revealing of a cast iron & stone stair. We have also refurbished the north wing of the station for Network Rail and restored the 'lost' 1930 Sanitary Courts.

This work has been completed in partnership with Network Rail, Southwark Council and the Railway Heritage Trust. Our Peckham Rye Station projects have received a commendation from the English Heritage, (Heritage Angels Scheme).



The above plan of the Brighton Toy & Model Museum, describes the proposed access strategy. The orange colour denotes the parts of the museum, Arches No. 4, 5 and 6, that are accessible through the Arch No. 4 doorway. This entrance allows level access between the other two arches, as ramps connect the arches to each other. These three arches hold the majority of the museum collection.

The yellow colour shows the part of the museum that is accessible through the Arch No. 7 doorway. This includes the museum workshop, office, resource room, kitchen and bathrooms, including an accessible WC.

Both entrances are to be made accessible through the installation of hardwood doors powered by automatic actuators, and both doorways have a clear opening width of 1000mm. Automated accessible push pads are to be installed between 900-1100mm above the finished floor levels to provide easy access for wheelchair users.

Additionally, we propose to update the accessible WC through the installation of a drop-down rail, an additional vertical grab rail and a new and updated alarm pull cord.

